# RELATED BRISTOL SPECIFIC PLAN

## SP NO. 5

Adopted

Ordinance NS-3070

October 2024



# Related Bristol Specific Plan (SP No. 5)

Adopted

October 2024

**Prepared for**

The City of Santa Ana

**Applicant**

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# 1| INTRODUCTION



# 1.0 INTRODUCTION

This section of the Related Bristol Specific Plan describes the location and existing uses for the Specific Plan area, provides existing land use and zoning designations, and outlines the organization of the Specific Plan.

## 1.1 Location and Regional Relevance

The Specific Plan area is generally located north of Interstate 405 (I-405; San Diego Freeway) and west of State Route 55 (SR-55; Orange Freeway) in the south/central portion of Orange County. The Specific Plan area is more specifically located north of Sunflower Avenue and west of Bristol Street adjacent to the boundary between the cities of Santa Ana and Costa Mesa, which is along the midline of Sunflower Avenue.

The Specific Plan area is located within the larger South Coast Metro area of Orange County, one of the most intensive and urban mixed use areas of Orange County. The South Coast Metro area includes retail, Class A office, high and mid-rise residential, hotels, restaurants and a state of the art performing arts center. This vibrant metro area is located at the confluence of the regional freeway systems and major arterials, providing access to Orange County, Los Angeles, San Diego and the Inland Empire.

John Wayne Airport, a commercial airport serving the Orange County area is located less than 1.5 miles from the Specific Plan area.

**Figure 1-1**, *Location Map* depicts the location of the proposed Project within the region and the County of Orange.

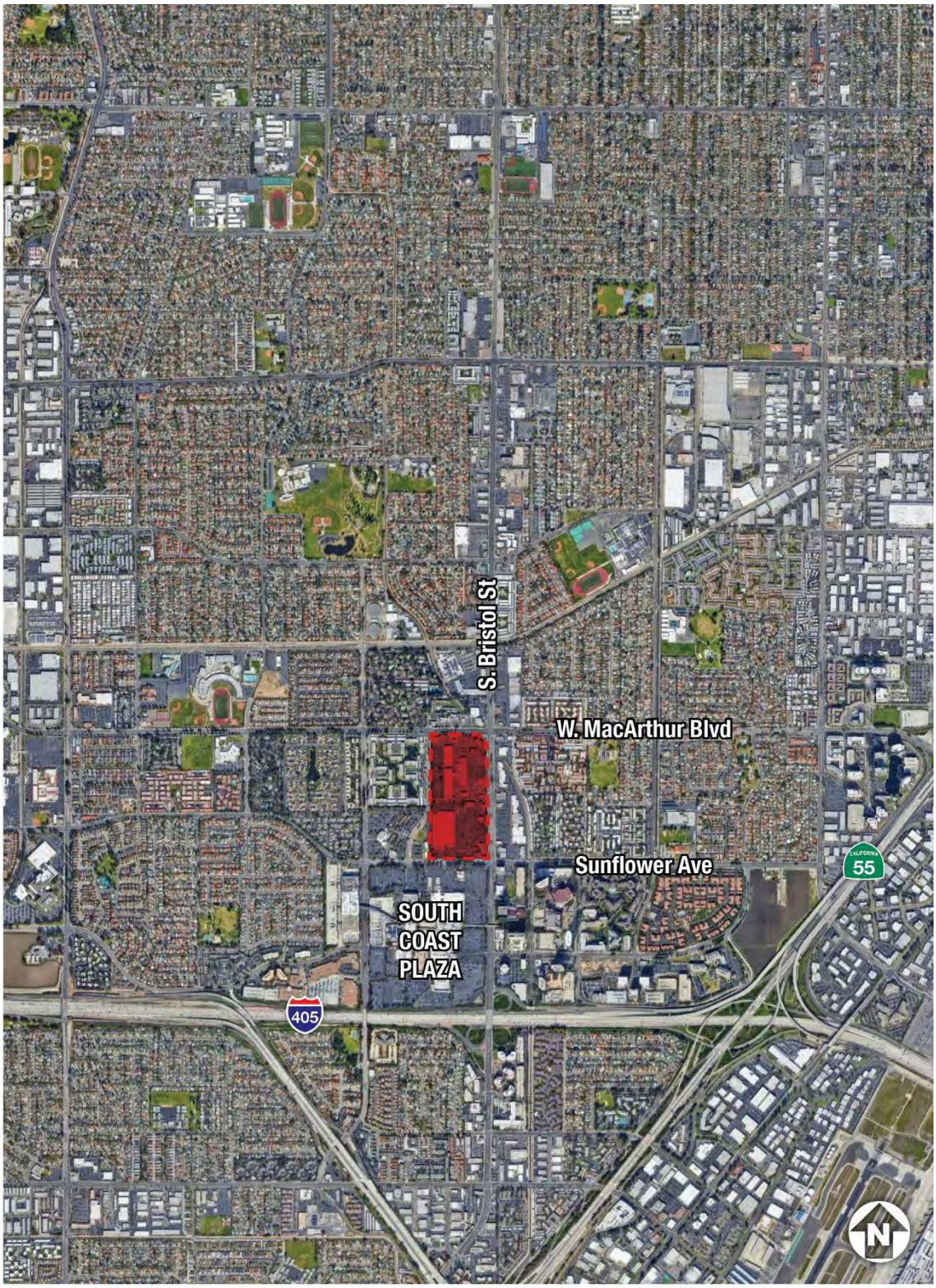
### *1.1.1 Specific Plan Area*

The Specific Plan Area is approximately 41.13 gross acres, presently occupied by the Bristol Center commercial area.

The site is composed of nine tax parcels, Assessor Parcel Numbers (APNs) 412-131-12, 412-131-13, 412-131-14, 412-131-16, 412-131-17, 412-131-22, 412-131-24, 412-131-25 AND 412-131-26.

The property is traversed by Callens Common, a 1.02-acre private street, and also a 0.2-acre Flood Control District channel near the property's northeastern corner. Note that the channel is not a part of the Specific Plan area.

**Figure 1-2**, *Specific Plan Area* depicts the boundaries as well as the properties that comprise the Specific Plan area.




Base map source: Google Earth

**Figure 1-1 Location Map**




Base map source: Google Earth

**Figure 1-2 Specific Plan**

## 1.2 Site Conditions and Surrounding Context

The existing shopping center contains six parcels based on recorded Parcel Maps from the late 1970s. The shopping center includes approximately 465,063 square feet of retail uses and the associated surface parking required to serve those uses. Existing uses include general retail, financial, food service, fitness, grocery, and medical-related uses. The site includes 3 multi-story buildings and 11 one-story buildings with single and multiple tenants. All parking is in surface parking areas located throughout the Project site. Topographically the site is relatively flat, gently sloping towards the west.

***Surrounding Land Use***: Land uses surrounding the Specific Plan area are generally major roadways, regional commercial, and multifamily uses. Surrounding uses include:

North: The site is bordered by MacArthur Boulevard to the north, with commercial/food service uses beyond zoned General Commercial (C2).

South: The site is bordered by Sunflower Avenue to the south and the regional commercial uses of South Coast Plaza south of Sunflower Avenue, zoned Planned Development, in the City of Costa Mesa. The Santa Ana City boundary forms the Specific Plan area's southern edge.

East: The site is bordered by Bristol Street to the east with commercial uses beyond, zoned General Commercial (C2), Commercial Residential (CR) and Single-Family Residential (R1) in the Santa Ana.

West: The site is bordered by Plaza Drive and cinema uses to the west, with commercial and food service uses (South Coast Plaza Village), and multi-family uses (Versailles on the Lake) beyond, zoned Specific Development-48 and Suburban Apartment (R4), respectively. SD zoning refers to an approved Specific Plan of Development.

***Access***. Primary arterial access to the Specific Plan area is from Bristol Street, Sunflower Avenue, and to a lesser extent MacArthur Boulevard. MacArthur Boulevard provides direct access to SR-55, approximately one mile to the east, and Bristol Street provides direct access to I-405, approximately one-quarter mile to the south. Callens Common, a private street, provides signalized access into the site from Bristol Street.

## 1.3 Background and History

The existing shopping center is broken into six parcels and presently includes approximately 465,063 square feet of retail and restaurant uses surrounded by surface parking. The Bristol Center shopping area has undergone several renovations since its construction. In the early 1900s, the site was used for farming of sugar beets and lima beans. The rise of South Coast Plaza in the late 1960s paved the way for development of the South Coast Metro area. The Project site was developed into a shopping center in the 1970s and it has remained in commercial use since that time. **Figure 1-3**, *Site Photographs*, illustrates the edge conditions of the shopping center from the four surrounding public streets.






**View at Bristol**





**View at MacArthur**




**View at Sunflower Edge**



**View at Plaza Edge**

**Figure 1-3 Site Photographs**

## 1.4 Relationship to Existing Plans and Policies

### *1.4.1 General Plan*

The property is identified in the Santa Ana's General Plan Land Use Element as being located in District Center 5 (DC-5) within the South Bristol Street Focus Area (see inset to right). As described in the General Plan Land Use Element (page LU 60):

> *The South Bristol Street Focus Area represents Santa Ana's southern gateway and is a part of the successful South Coast Metro area. Between Sunflower and Alton Avenues, the District Center land use designation will create opportunities to transform auto-oriented shopping plazas to walkable, bike-friendly, and transit-friendly urban villages that incorporate a mix of high intensity office and residential living with experiential commercial uses.*




**General Plan Figure LU-20, South Bristol Street**

With the envisioned character as follows:

> *1. New development will establish vibrant public outdoor space appropriately scaled to the size and type of project.*
>
> *2. Building design should be dynamic and strong, creating a distinct impression.*
>
> *3. Office and Mixed-use spaces of similar scale to those south of Sunflower are envisioned between Sunflower and MacArthur*

The City's intent for this area is crucial to the intended character of Related Bristol, which builds off the South Bristol Street Objectives as outlined on page LU 61 of the General Plan Land Use element):

- Capitalize on the success of the South Coast Metro area
- Introduce mixed-use urban villages and encourage experiential commercial uses that are more walkable, bike friendly, and transit oriented
- Realize an intense, multistory presence along the corridor
- Provide for mixed-use opportunities while protecting adjacent, established low density neighborhoods

Within the South Bristol Street Focus Area, the Specific Plan area is designated District Center-High (DC-5). The District Center designation includes the major activity areas of the City of Santa Ana, designed to serve as anchors to the City's commercial corridors and to accommodate major development activity.

**General Plan Vision.** The Related Bristol development plan is consistent with, and implements, the City's vision for the District Center-High and the South Bristol Focus Area (see also Appendix B, General Plan Consistency):

- The District Center-High is a mixed-use designation identified in the General Plan as including "high density urban villages consisting of visually striking and dynamic buildings and spaces with a wide range and mix of residential, live-work, commercial, hotel, and employment-generating uses."
- Table LU-2 of the General Plan (Buildout) identifies an assumed housing growth of 5,272 units in the District; the proposed 3,750 falls within the assumed growth.
- Table LU-8 of the General Plan identifies the DC-5 area as allowing a maximum Floor Area Ratio of 5.0, or 125 dwelling units per acre and a maximum height of 25 stories. The General Plan allows the FAR to be calculated on a gross basis for an individual development project.
- The General Plan's District Center designation would allow up to 8,958,114 square feet of mixed uses, inclusive of residential uses, based on the maximum FAR of 5.0 over the 41.13-acre (gross) site. As proposed, the Related Bristol will result in an FAR of 2.7, well within the maximums allowed in the General Plan. No General Plan Amendment is required nor proposed.
- The General Plan envisions "urban villages", "an intense multistory presence" and "mixed use opportunities". The Development Plan implements this vision with a range of building heights and configurations in two mixed use Districts/Villages, with heights and intensities within the limits identified in the General Plan.
- The General Plan requires fiscal neutrality (LU 2.4). The Project results in positive fiscal impacts.
- The General Plan calls for community involvement (LU 3.2). Significant outreach has occurred as outlined in Specific Plan **Section 2.5**, *Community Engagement*.
- The General Plan encourages areas for community gathering and outdoor entertainment (LU 2.3). The Specific Plan includes approximately 13 acres of landscape amenities and open space, which includes approximately 4.9 acres of public plaza areas and a central park, accessible to the public and allowing for outdoor entertainment.
- The Specific Plan area is not within an Environmental Justice area.

### *1.4.2 Zoning*

The existing zoning for Related Bristol is a combination of Regional Commercial (CR) and General Commercial (C-2) south of Callens Common and General Commercial (C2) north of Callens Common. Both designations include a range of commercial uses as well as all of the uses allowed in the Community Commercial (C-1) zone.

The Related Bristol Specific Plan, upon adoption by the City Council, would become the zoning for the property and would define the allowable uses and development standards

within its boundaries. The City's zoning map will be amended to designate the site as "Specific Plan (SP) No. 5".

## 1.5 Purpose and Intent

Specific plans are a mechanism to ensure that projects develop in an organized and a cohesive manner. Specific plans incorporate a development framework for land use, circulation, and infrastructure including drainage, sewer, and water facilities. Specific Plans also set the guidelines for Implementing Projects within the Specific Plan area relating to architecture, urban design and landscaping.

The Related Bristol Specific Plan focuses on the unique needs of the Specific Plan area. To that end, the Specific Plan is intended to achieve the following:

- Ensure consistency with the General Plan by carrying out its applicable goals, policies, and requirements.
- Implement the General Plan vision that the Specific Plan for the South Bristol Street Focus Area establish the building improvements, infrastructure, recreational features, and other identified facilities, services, and amenities (collectively, the Plan development features) and shall be guided by the standards and guidelines provided by this Specific Plan.
- Provide for the improvements necessitated by the development within the Specific Plan area.
- Comply with all requirements of Specific Plan law, including the provision of financing for the project, including permissible uses, including open space areas; the proposed distribution, location, and extent and intensity of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within Specific Plan to support development therein; and standards and criteria by which development will proceed.

A comprehensive set of design guidelines and development regulations are included to guide and regulate site planning, landscape, and architectural character within the Specific Plan area ensuring that excellence in design is achieved during project development. The Related Bristol Specific Plan establishes the procedures and requirements to approve new development within the Specific Plan area.

## 1.6 Authority and Requirements

A "specific plan" is a planning and regulatory tool made available to local governments by the State of California. Specific plans implement an agency's General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between General Plans and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with an adopted General Plan.

The Related Bristol Specific Plan implements the goals and policies of the City of Santa Ana General Plan, as recently updated; serves as an extension of the General Plan; and, can be used as both a policy and a regulatory document. The purpose of this Specific Plan is to implement the vision laid out in the Project objectives by providing development standards, and design guidelines to direct future development within the Specific Plan area.

The authority to prepare and adopt a specific plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Section 65451 states:

> *A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:*
>
> - *The distribution, location, and intent of the uses, including open space, within the area covered by the plan.*
> - *The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential faculties proposed to be located within the area covered by the plan and needed to support the land uses described by the plan.*
> - *Standards and criteria by which the development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.*
> - *A program of implementation measures including programs, public works projects, and financing measures.*
> - *The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.*

The Related Bristol Specific Plan contains all components required by State law, as well as other components, design concepts, guidelines, and standards required by the City. Many issues were examined and considered during the preparation of the Specific Plan, including City General Plan goals, compatibility with surrounding development, engineering feasibility, and market acceptance.

The Specific Plan will establish the type, location, intensity, and character of development as well as identify the infrastructure needed to serve such development. The Specific Plan proposes land uses responsive to the physical constraints and environmental sensitivities of the site, coordinates land use transitions and buffers, and provides guidelines for grading, circulation, and drainage. Flexibility in specific design is intended to be left for the ultimate project designer(s) and decision-makers at the tentative map, development plan, and design review stage.

## 1.7 Organization

### *Section 1 – Introduction*

This section explains the purpose of the Specific Plan; local and regional context and setting; background; authority to prepare; relationship to existing plans and policies; and organization of the Specific Plan.

### *Section 2 –Specific Plan Vision*

This section includes the overall vision for future development within the Specific Plan area, including project objectives and design strategy, key issues and opportunities, and community engagement.

### *Section 3 – Development Plan*

This section explains the conceptual land use plan for the Specific Plan area and defines the land use designations unique to the Specific Plan. The circulation, drainage, water and sewer and public services plans are also described at a conceptual level to guide future development and infrastructure improvements.

### *Section 4 –Development Regulations*

This section explains the development standards for the land uses established in the Development Plan (Section 3), including the standards for allowable uses, setbacks, parking, and signage, as well as definition of the Blocks.

### *Section 5 –Design Guidelines*

This section explains design concepts and establishes design guidelines for development in the Specific Plan area and illustrates the landscape elements of the Project.

### *Section 6 – Administration and Implementation*

This section discusses the development review procedures by the City of Santa Ana and other relevant permitting agencies applicable to the Specific Plan area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, substantial conformance findings, and conceptual phasing are outlined in this chapter. Additionally, financing sources and maintenance responsibilities are identified.

*The illustrative examples included in this Specific Plan, including graphic illustrations, renderings, and photos, are illustrative, including with respect to number of buildings, building location and orientation, and alignment of streets or drive aisles.*

*Unless otherwise specified, all graphic illustrations and photos shall be interpreted as one possible design and shall not be considered definitive.*

# 2| VISION



## 2.0 SPECIFIC PLAN VISION

This section of the Related Bristol Specific Plan includes the overall vision for future development within the Specific Plan area, including project objectives and design strategy, key issues and opportunities, and community engagement.

Related Bristol draws inspiration from walkable communities worldwide while incorporating design elements that draw from the local context within Orange County. Related Bristol has an important status as a southern gateway to the City of Santa Ana and will be an activity hub that brings housing, jobs, retail and shopping opportunities, visitors, and activity to this part of the City.

**Vision Statement:**

***Related Bristol will set the standard for a new type of neighborhood for Orange County - a walkable, mixed-use, people-first community that will simultaneously create a regional destination with retail, dining, placemaking, arts and culture, and residential.***

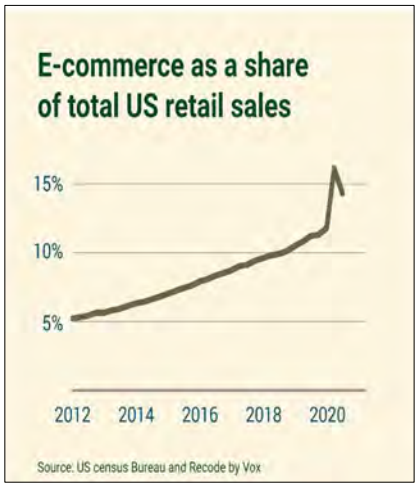


## 2.1. Rationale – Why Now?

The Related Bristol site has evolved over the years, from a sugar beet and lima bean farming operation in 1903 to a traditional shopping center since the 1970s. The Related Bristol Specific Plan outlines a development plan that will define its next stage as an urban center. This next stage in the site's evolution stems from several factors:

- In April 2022, the City adopted an updated General Plan which establishes the long term vision for the City of Santa Ana, and also provide a vision for the site as a gateway into the City designed as a high intensity mixed-use urban village. This plan and development program is consistent with, and implements, that vision.
- State of California has placed an urgent emphasis on housing of all types. Santa Ana's Regional Housing Needs Allocation (RHNA) for the next General Plan Housing Element cycle, which extends from 2021-2029, includes 3,137 housing units. This allocation is for housing units to be constructed to support the anticipated growth in the City over this period. This Specific Plan assists the City in achieving its housing goals in a location where high intensity urban development is both achievable and consistent with the surrounding urban form.
- The City is in need of additional publicly accessible open spaces. This plan and development program provides approximately 13 acres of landscape amenities and open space, which include a central park, two plaza spaces, a green link/paseo, and other open spaces such as landscaped parkways and programmable roads.
- Retail is in a critical moment of change, and the Related Bristol site is not immune to that change. As retail trends continue to shift from traditional retail towards experiential retail, it is important that traditional "strip" shopping centers such as Metro Town Square adapt to meet the changing needs of the marketplace.

  Online retail has changed the way people shop – and this was the case long before the COVID 19 pandemic amplified these trends. The changing nature of retail has resulted in an increase in e-commerce and a corresponding decrease in the market for "brick and mortar" shopping centers. As a result of this, and the COVID 19 pandemic, a number of the commercial spaces in the existing shopping center are vacant or underperforming and no longer meet the needs of consumers and Santa Ana residents.

  In a 2020 national poll of shopping trends, 67% of people reported buying all of their clothes online. Home goods and other household items are also part the e-commerce story.
- Existing retail leases in the existing shopping center expire in 2025, which creates a timely opportunity to re-imagine the site.

## 2.2. Guiding Principles

Related Bristol has been planned for with the following Guiding Principles which guide the design intent, community experience, economic viability, local and regional culture, and timeless architecture. The Related Bristol Specific Plan is the implementing document that will guide the future of the planning area and the development of a vibrant, mixed-use community, consistent with the core values of the General Plan.

**Economic Activity** – Related Bristol offers a uniquely urban setting in the heart of Orange County, leveraging walkability, placemaking, and vibrant mixed-use density to add value to the greater neighborhood and City. Related Bristol addresses the evolving nature of retail and commercial real estate which necessitates a strategic holistic approach to ensure economic vitality into the future.

**Education and Culture** – Related Bristol will be a dynamic mixed-use hub for the community, complementary of neighborhood cultural touchstones. It will be a setting where individuals of all backgrounds can learn through the built environment, its landscaping and design, and educational and interactive components.

**Community, Inclusion and Connectivity** – Related Bristol is shaped around dynamic landscaped and amenitized open spaces designed with health and equity in mind that unite the residents, neighborhood, and greater community. The publicly accessible open space serves as a destination for both organized and informal community connections, and provide opportunities for new open space areas with amenities and design that encourage physical activity, learning, and active community engagement.

**Mobility** – Related Bristol's multi-modal mobility strategy prioritizes the pedestrian experience, while strategically addressing the realities of vehicular traffic. Additionally, the central location of the site presents the opportunity for increased connectivity to the greater neighborhood via bicycle paths.

**Sustainability and Resilience** – Related Bristol will take proactive measures to address the sustainability and resilience needs of the site. Avenues for reduced energy consumption, heat island effect, and water use will be considered.





Imagery Source: Project Design Team

**Urban Form and Architectural Quality** – Related Bristol's urban form will be characterized by its human scale; its engaging, memorable architecture; and the flow between indoor and outdoor spaces.

## 2.3. Project Objectives

The Related Bristol Specific Plan relies on the implementation of the following project objectives to achieve the guiding principles stated previously. These objectives ensure that the Specific Plan as a whole and future Implementing Projects within the planning area will be consistent with the City's vision as defined in the General Plan.

### *Neighborhood Character*

- Implement the vision in the City's Updated General Plan to redevelop the Specific Plan area into a vibrant mixed-use center at the gateway to Santa Ana by balancing residential, retail, hospitality, and ancillary uses with a focus on providing significant community gathering and open space features. Specifically:
    - Capitalize on the success of the South Coast Metro area
    - Introduce mixed-use urban villages and encourage experiential commercial uses that are more walkable, bike friendly, and transit oriented
    - Realize an intense, multi-story presence along the corridor
    - Provide for mixed-use opportunities while protecting adjacent, established low density neighborhoods
- Provide a flexible mixed-use project that can build on the success of the South Coast Metro Area, with intensities, heights, and architectural design that complement the adjacent surrounding areas.
- Create an active, inviting, safe and comfortable place for people to shop, dine, entertain, live, work, and play.
- Provide sufficient local serving and destination retail uses, residential opportunities, workplaces, and entertainment amenities within a centralized commercial core to enable residents and shoppers to reduce reliance on vehicular travel.
- Provide guiding principles and site design goals to ensure consistency in implementation of the Specific Plan.
- Provide a strong relationship between buildings, public space, and people, with a vibrant pedestrian experience.




Imagery Source: Project Design Team

- Capitalize on the opportunity to utilize existing or planned new infrastructure in a manner which furthers local, regional, and state compact and sustainable growth goals.
- Develop a project with a mix of land uses that will serve as a catalyst for reinvestment, stimulate economic activity, commerce, and new development opportunities in and around the South Bristol Street Focus Area. Have a positive contribution to the local economy through new capital investment, the creation of new jobs, and the expansion of the tax base through the project applicant's long-term investment and commitment to the City of Santa Ana. Create a place that provides positive economic and fiscal benefits to the neighborhood, City of Santa Ana and the region as a whole.

### *Performative Landscapes and Wellness*

- Improve local access to fresh and healthy foods.
- Encourage innovative active senior environments for the senior citizen population, including senior housing and recreation to promote longevity in the community.
- Implement native and drought-adapted landscaping in the Project.
- Encourage physical activity through active design and features that promote outdoor activities.
- Provide opportunities for learning through the built and natural environments, incorporating instruction and opportunities for learning throughout the Specific Plan area.
- Establishing a sustainable community designed with principles of equity, health, and engagement with the community.





Imagery Source: Project Design Team




Imagery Source: Project Design Team

### *Pedestrian-Oriented Streets and Transportation*

- Create an innovative, active, and connected gathering place that integrates and encourages walking and that is compatible with, and complementary to, nearby neighborhoods, shopping and cultural activities.

- Facilitate connections to existing transit lines to support local and regional connectivity and help reduce dependency on single-occupancy vehicle travel while balancing parking impacts to existing, surrounding communities through parking management programs.

- Create a new hierarchy of shared streets that are pedestrian-oriented, connect to the existing street network, and are walkable blocks.

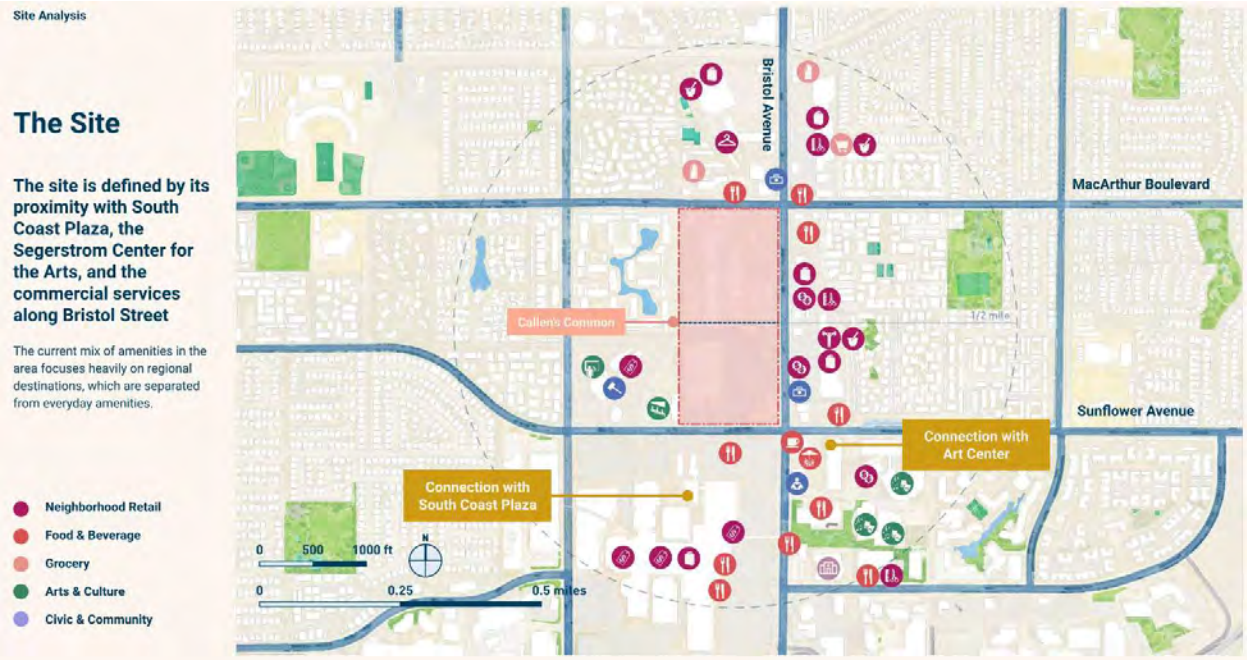
- Incorporate programs and policies to reduce vehicular miles traveled through transportation demand management policies consistent with applicable strategies contained with Section 36-606 – TDM strategy plan of the Santa Ana Municipal Code that reduce the reliance on single-occupancy vehicles and promote more sustainable mobility behaviors.

- Provide adequate parking, including shared parking, compatible with a high-quality District Center environment, that meets the needs of future visitors, employees, and residents, while encouraging the use of transit, bicycle, and other alternative modes of transportation.



## 2.4. Key Issues and Opportunities

The Related Bristol site is strategically located in the South Coast Metro area of south/central Orange County. This location, in combination with the existing conditions on the site, provides a number of opportunities and constraints.




The Related Bristol Specific Plan area is located in the southernmost edge of the City of Santa Ana, with Sunflower Street forming both the boundary of the subject property and the boundary with the City of Costa Mesa. This area is collectively referred to as the South Coast Metro area. Directly across Sunflower Avenue to the south is one of the largest regional malls in Southern California: South Coast Plaza, which provides opportunities to connect Related Bristol's residents and guests with a wide variety of shopping and dining experiences as well as providing the potential for employees to find a home within walking distance. South Coast Plaza Village is another commercial shopping center which borders the western edge of the site and provides similar opportunities.

The Project site is within walking distance to the Segerstrom Center for the Arts, the South Coast Repertory, and the Orange County Museum of Art. Segerstrom Center for the Arts has a capacity of 3,000 visitors and has numerous outdoor art displays and community spaces. The Noguchi Sculpture Garden is a prominent public space within Pacific Arts Plaza directly south of the Center for the Arts. Finally, the Orange County Museum of Art, which opened in 2022, is a modern and contemporary art museum showcasing internationally recognized artists based in California and the Pacific.

Lastly, the site is bordered by three major streets: Sunflower Avenue, Bristol Street, and MacArthur Boulevard. These are heavily travelled roadways which bring users to the site but also present a challenge when creating a vibrant mixed-use community focused on

multiple pedestrian modes. Regional access to the Project site is provided from I-405, which is approximately one-half mile south of the Specific Plan area and reached via Bristol Street.

## 2.5. Community Engagement

The Related Bristol project developer has hosted and conducted a variety of community outreach formats to engage the surrounding community, going beyond the Santa Ana Sunshine Ordinance requirements.

### *Welcome Center*

In August 2022, a Welcome Center was opened on the site, open to the public, where individual meetings with local residents and stakeholders could be held. Over 200 meetings have been held with hundreds of stakeholders since that time to hear concerns and ideas related to re-imagining the site.

### *Sunshine Meetings*

Meeting 1. In accordance with the Santa Ana Municipal Code, Related California hosted a first Sunshine meeting on September 7, 2022. There were 3,300 notices mailed to advertise the event, which was held at Saddleback High School. Approximately 250 stakeholders attended the meeting. The meeting was held on a format with individual stations by topic. Based on the first Sunshine Meeting the following were key community priorities:

- Community Meeting Places, a place to meet neighbors and build community
- Security and Safety. Desire for a police substation on the site.
- Mobility, Traffic, and Parking. Controlled traffic, intuitive and well-serviced parking for visitors and residents, and better infrastructure for pedestrians and cyclists
- Neighborhood Retail. Retail offerings that include local shops, a grocery, bank, and multiple dining experiences, with a mix of new uses and keeping favorite existing uses.

Meeting 2. A second Sunshine meeting was held on November 16, 2022. 3,300 Notices were mailed to advertise the event, which was held at the Westin Hotel. Approximately 80 stakeholders attended the meeting. A presentation was given, which introduced the Related Bristol developer's company, site history, Project vision, open space, site plan layout, amenities and services, and a summary of the feedback received from the community so far. The public was invited to provide questions and comments. Following the presentation, a panel spent approximately one hour and twenty minutes addressing questions submitted by the audience.

### *Planning Commission Work-Study Session*

A Planning Commission work-study session was held on March 13, 2023, during which members of the Planning Commission were provided a presentation on the draft specific plan, its status at the time of the work-study session, and an opportunity to provide

general comments and pose questions. As this was not an agendized public hearing, public comments were not taken during the workshop, however the public comment portion of the meeting was reopened to allow for any project-related public comment. Staff noted that the project is consistent with the General Plan land use parameters for the project area. General comments and questions received during this workshop included the following (where a specific response was provided by staff or Related Bristol it is noted in italics):

Commissioners:

- Questions related to infrastructure improvements, including bikeways, utilities, and digital access. *Staff noted that the improvements are included in the Specific Plan and Development Agreement.*
- Flexibility as to types of uses: true mixed-use? *Staff noted that the Specific Plan is written in such a way to provide flexibility and accommodate market demand in the future*.
- Traffic, especially during the holiday season. *Staff noted traffic will be considered by the EIR.*
- Affordable housing numbers? Senior units? *Staff noted that the AHOCO ordinance requires provisions for affordable housing. Relative to senior units, the intent is to provide a continuum of care component, which means that units can range from independent living to memory care units.*
- Are fiscal impacts being addressed? *Staff noted that a fiscal impact analysis is required.*
- Are new bike infrastructure being included? *Staff noted that the Specific Plan does include provision for both pedestrian and bike infrastructure*.
- Need to make sure adequate parking is provided. Need a parking plan for the project. As a transit-oriented area, the project should acknowledge and anticipate a less car-centric vision. *Staff noted that traffic will be considered by the EIR; the General Plan does envision a mixed-use project on a transit corridor*.
- Public safety. Need a police substation. *Staff noted that this area will be addressed through the SEIR process and agency review*.
- Is there a proposed subdivision. *Staff noted that the site will be subdivided into roadway and land use lots.*

Public (public comments reopened):

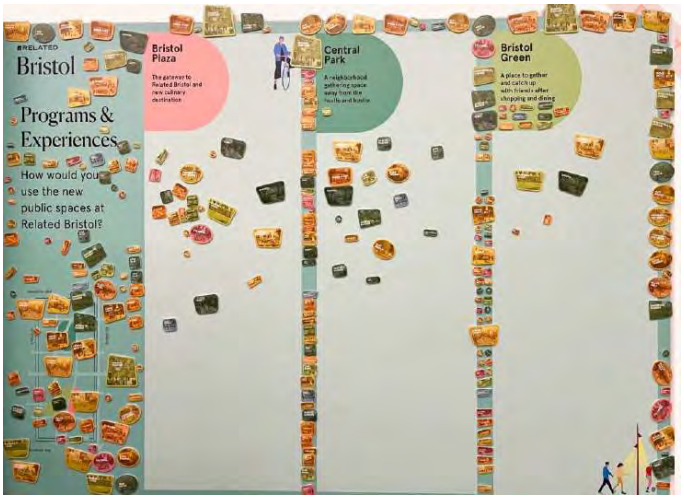
- Acknowledgement that numerous local meetings have been held;
- Concerns about traffic and parking;
- Desire for a grocery store to be retained; and
- Retail uses such as medical offices and banks within walking distance are desirable to the existing residents.

### *Online Engagement*

A project website was created to gather input from those who could not attend in-person meetings. The website includes a section on Questions and Answers (Q&A) as well as polling. To date over 1,400 responses have been given to the Q&A and polling and the website has received more than 21,000 visitors. Further, a project email and phone number was established to provide further opportunities to provide input.










Images from Sunshine Meeting #1, September 7, 2022






**Images from Sunshine Meeting #2, November 16, 2022**





**Example Images from Community Outreach Meetings at the Welcome Center**

# 3| DEVELOPMENT PLAN



# 3.0 DEVELOPMENT PLAN

This section explains the conceptual land use plan for the Related Bristol Specific Plan area and defines the land use designations unique to the Specific Plan. The circulation, drainage, water and sewer, grading, and public services plans are also described.

## 3.1 Context

The Specific Plan area contains approximately 41 gross acres and is comprised of 21 proposed development areas, each a different "Block". The Specific Plan area includes the existing shopping center which presently contains approximately 465,063 square feet of retail[1] and restaurant uses surrounded by surface parking.

The Specific Plan envisions the creation of a new mixed-use District Center that complements the existing intense urban uses of the South Coast Metro area and provides opportunities to live, work, play, and connect with the community. The new diverse mixture of uses seeks to fulfill a revitalization concept that allows for flexibility in site planning and design to adapt to ever-changing market trends.

The connection of these uses in new and exciting ways will create an experiential destination that is not focused exclusively on shopping but rather on creating an economic and social urban hub for Santa Ana that complements the existing nearby neighborhoods and cultural uses.

## 3.2 Land Use Plan

The purpose of the Related Bristol Specific Plan is to implement the vision of the General Plan and to direct the development of the property through a land use plan, development regulations and design guidelines. The Specific Plan provides development regulations and design guidelines for the developer(s) and the City of Santa Ana (City) by identifying development criteria for the Specific Plan and providing for development plans with descriptive text and exhibits that establish the basis for the overall master development of the Specific Plan area.

*General Plan Implementation*. As addressed in the Introduction to this document and its Vision section, the Specific Plan area is defined by the new Santa Ana General Plan as being within a high intensity District Center 5 (DC-5) and the South Bristol Focus Area. The Specific Plan implements, the City's new General Plan for the South Bristol Focus Area though the following elements which inform the plan:

- Floor Area Ratio: The maximum in the General Plan is 5:1. The Related Bristol FAR is approximately 2.7:1, under the allowed maximum (LU 62).
- Density: The maximum in the General Plan is 125 dwelling units per acre. The Related Bristol Specific Plan density is approximately 91 units per acre (LU 62).

[1] Including fitness, services, medical, financial, and general retail.

- Height: The maximum height for the DC-5 district is 25 stories (LU 62). The Related Bristol Development Regulations show a maximum height of 25 stories except adjacent to the existing Versailles multi-family project on the west of the Residential North district.
- "Provide vibrant outdoor space" (LU 60). The Development Plan includes over 13 acres of publicly accessible master outdoor common open spaces as shown in **Figure 3-4**, *Conceptual Open Space*.
- "Mixed-Use spaces of similar scale to those south of Sunflower are envisioned between Sunflower and MacArthur" (LU 60). The Specific Plan implements this vision through the inclusion of a variety of uses, architecture, and heights.
- "Introduce mixed-use urban villages" (LU 61). The Development Plan is based on two urban village areas with a mixture of residential, commercial, and open space uses.
- "Realize an intense, multistory presence along the corridor" (LU 61). The land plan implements this multistory concept through mid- and high-rise residential, hotel, and senior housing uses.
- "New projects will complement or eclipse the existing buildings in the South Coast Plaza Town Center" (LU 63). The proposed buildings in Related Bristol are consistent with, but lower height, than the most intense uses in the Town Center.



General Plan Artist's Rendering of the area between MacArthur and Sunflower (pg. LU 65)

The Land Use Plan outlined in the Specific Plan has been crafted and informed by community input, market, fiscal/economic, and technical studies prepared by civil engineers, traffic engineers, urban designers, architects, planners, landscape architects, and other consultants. Consultation with City staff and review of Santa Ana's updated General Plan has guided the content and character of this development plan.

The Specific Plan encompasses approximately 41 gross acres and allows up 3,750 residential units, 350,000 square feet of mixed commercial uses, 250 hotel keys, a Senior Living/Continuum of Care of 200 units, and approximately 13 acres of publicly accessible backbone open space (see **Table 3-1**, *Land Use Summary*). The components addressed in this section are further defined for each Land Use District through the development regulations contained in **Section 4.0**, *Development Regulations*.

**Figure 3-1**, *Land Use Blocks*, **Figure 3-2**, *Conceptual Land Use Plan*, and **Figure 3-3**, *Conceptual Site Plan*, provide the overall vision for the Project and guide the development of the anticipated mixture of uses. **Table 3-2**, *Land Use* outlines the land uses in more detail.

**TABLE 3-1**
**LAND USE SUMMARY**

| Land Use | Proposed Intensity | Existing Intensity |
|---|---|---|
| **Residential**<br>**Private Amenity Building (in Block 4)** | 3,750 units<br>16,000 sf (target) | 0 |
| **Senior Living/Continuum of Care** | 225,000 sf/200 units | 0 |
| **Hospitality** | 150,000 sf/250 keys | 0 |
| **Commercial** | 350,000 gsf | 465,063 sf |
| **Open Space (Publicly Accessible)** | 13.1 acres | 0 |

### *3.2.1 Districts*

The Project's Land Use Plan is comprised of two Mixed-Use districts: a high intensity, Mixed-Use/Village Core District which is located south of Callens Common and a lower intensity Mixed-Use/Residential District located to the north of Callens Common. These Districts are both comprised of a mixed-use development pattern, but the intensity of development character differs.

Target residential units and non-residential square footage for both Districts is outlined in **Table 3-2**, *Land Use* below.

A. Mixed-Use Village Core District

| **Blocks: 11-21 (see Figure 3-1)** |
|---|
| **Primary Land Uses**<br>**(See Section 4, *Development Regulations* for full listing of allowable uses)** |
| Retail, Food Service, Grocery |
| Residential |
| Senior/Continuum of Care |
| Hospitality |
| Amenity Spaces/Plazas |

This District is bordered by Sunflower Avenue on the south, Bristol Street on the east, and Callens Common on the north. Uses in this District exemplify a mixed-use environment, including residential, senior living, hospitality, fitness, and retail/commercial uses (see **Table 3-2**, *Land Use*). The Mixed-Use/Village Core District is comprised of the Project's first phase as shown in the *Conceptual Phasing Plan*, **Figure 6-2**.

Character. The Specific Plan envisions a neighborhood layout that connects the community (internally and externally) to walkable, pedestrian and bike-friendly private roadways through a variety of sidewalks, greenways, walkable private roadways, and squares/plazas. The circulation network emulates the best practices of a vibrant pedestrian village core while providing the density and overlapping programming that is

commonly found in successful town center projects. The District's location on a primary, highly visible intersection (Bristol Street/Sunflower Avenue) is complementary with the adjacent regional commercial uses.

- Residential components of this District benefit from the lively mixed-use nature of their surroundings. They are located on or adjacent to District's publicly accessible amenities and define the beginning of a pedestrian-only green linkage that connects major public open spaces throughout the entire project. Rental or ownership units are permitted.
- The commercial components of the District will be centered around a pedestrian-focused circulation zone that promotes vibrant ground floor retail with clear wayfinding and easy access from surrounding private roadways and parking garages.

Public Realm. Private roadways in this zone are designed to be local Neighborhood Roadways and Shared Retail Roadways, with pedestrian-oriented streetscapes and shared vehicle/bike lanes to maintain slow traffic speeds. Sidewalks will incorporate street trees, planting areas and places for sitting. The public realm will be designed to enhance the shopping experience by providing a vibrant and comfortable space for walking, sitting, eating, and socializing throughout the day and evening. Streets and other paved areas in the District should have a rich texture of paving patterns, lighting, and planting. Some streets will also serve as programmable public amenities, able to be closed off periodically for such events as farmer's markets, cultural/community events, or holiday festivals.

The core focus of the Specific Plan area will be two distinct but complementary publicly accessible open spaces, one located on each side of the primary north/south internal retail roadway. These two spaces will be a focal point for community events programming, will serve as the social heart of the Plan Area, and will synthesize the experience of its retail, entertainment, and residential users.

The intersection of Bristol Street and Sunflower Avenue is a gateway to the City and will be designed using a menu of gateway architecture, landscape elements, and public art to create a significant and clear entry to the City.

Parking. Parking for the District's mixture of uses will be provided by above- and below-ground parking structures governed by a reciprocal/shared parking agreement. Unique to this project, a large subterranean parking structure is anticipated to cover the majority of the district, providing shared parking among the mixed uses of the plan (see **Figure 3-8**, *Preliminary Parking Configuration*).








B. Mixed-Use/Residential North District

| **Blocks: 1-14 (see Figure 3-1)** |
|---|
| **Primary Land Uses (See Section 4, Development Regulations for full listing of allowable uses)** |
| Residential and ancillary uses |
| Commercial, including food service |
| Amenity Spaces/Plazas/Greenways/Bristol Central Park |

The Mixed-Use/Residential North District of the Specific Plan is located north of Callens Common (see **Figure 3-2**, *Land Use Plan*). The Mixed-Use/Residential North District is comprised of the Project's later phases as shown in the *Conceptual Phasing Plan*, **Figure 6-2**.

Character. Uses in this district are primarily, but not exclusively, residential in nature, with typical ancillary uses such as recreation areas, leasing offices, fitness centers, pools/spas,

business centers, etc. The pace and character of this District is anticipated to be of lesser intensity than the Mixed-Use Village Core District to the south.

Residential uses abutting the existing residential community to the west of this District will be reduced in height, with an allowable maximum height of eight stories to reduce impacts to this neighborhood (see **Table 4-3**, *Development Standards*).

Public Realm. The Mixed-Use/Residential North District includes a significant open space (Bristol Central Park) in the north, and a pedestrian-only greenway linkage, connecting the residential areas to the mixed-use village core. Pedestrian linkages are key to the success of both of the Specific Plan's districts, with a system of local Neighborhood Roadways, Commercial Shared Roadways, and Residential Shared Roadways providing pedestrian and vehicular access.

Parking. Parking for residential uses will be provided by on-grade, above-ground and below-ground parking structures governed by a reciprocal/shared parking agreement where applicable. Unique to this project, a large subterranean parking structure is anticipated to cover the majority of the District, providing shared parking among the mixed-uses of the plan (see **Figure 3-8**, *Preliminary Parking Configuration)*.



**TABLE 3-2**
**LAND USE**

| Land Use | Proposed Intensity |
|---|---|
| **Blocks 1-10 (Mixed-Use/Residential North)** | |
| Residential (units)<br>Private Amenity Building (in Bristol Central Park) | 2,375 units<br>16,000 sf (target) |
| Commercial (gsf) | 100,000 sf |
| Bristol Central Park | 2.5 acres |
| Greenlink | 0.25 acre |
| Open Space (Programmable Roadways and Parkways) | 4.3 acres |
| **Blocks 11-21 (Mixed-Use/Village Core)** | |
| Residential | 1,375 units |
| Retail/Commercial (gsf) | 250,000 sf |
| Hospitality (keys)[2] | 250 keys/150,000 sf |
| Senior/Continuum of Care (units) | 200 units/225,000 sf |
| Bristol Plaza and Bristol Green, Retail Village Open Space | 1.5 acres |
| Greenlink | 0.3 acre |
| Open Space (Programmable Roadways and Parkways) | 4.3 acres |




[2] Hospitality use may include a number of elements, including restaurant, ancillary alcohol (on-site), conference facilities, event spaces, rooftop amenities, the details of which will be determined during Development Project Review (DPR).




**Figure 3-1 Land Use Blocks**

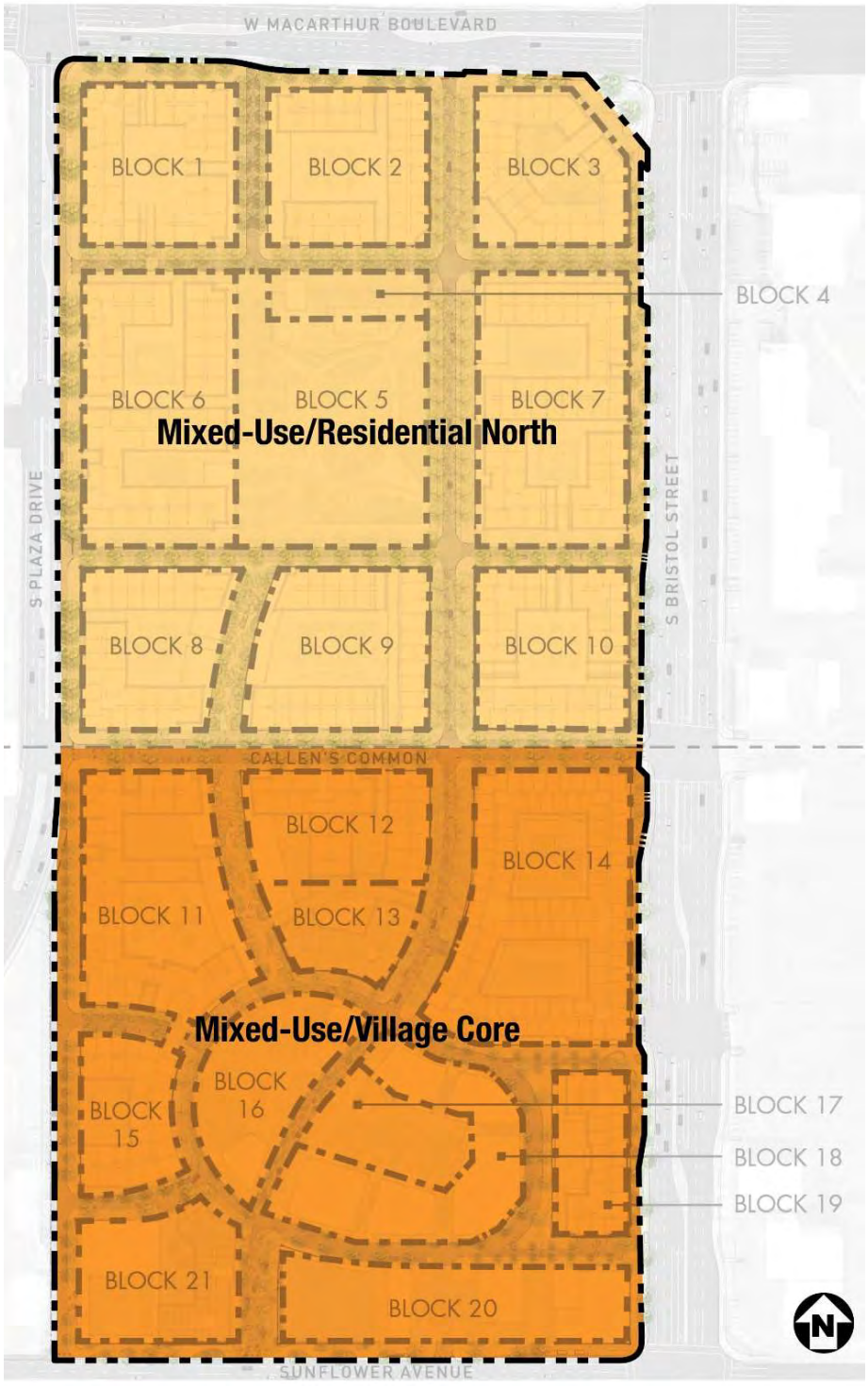



**Figure 3-2 Conceptual Land Use Plan**




**Illustrative Ground Floor Plan**




**Illustrative Upper Floor Plan**

*Note: This is an illustrative site plan of one design solution for the buildout of the Specific Plan area. Final layout and design may change during the Development Project Review (DPR) process.*

**Figure 3-3 Conceptual Site Plan**

## 3.3 Open Space

Publicly accessible backbone open space is present throughout the Specific Plan area, including landscape areas and street trees on all public streets as well as the private internal streets. See **Figure 3-4**, Conceptual *Open Space*. The primary publicly accessible backbone open space elements are described on the following pages.

There are no natural open space or resources existing within the Specific Plan area. Implementation of the Development Plan will result in a significant increase in sustainability through provision of open space and trees within the site and this portion of the City. An overall drought-adapted plant pallete is anticipated to conserve water, reduce the heat island effect, use efficient irrigation, and potentially use biofiltration mechanisms to treat rainwater (see Water Quality discussion in **Section 3.5.1** herein).




**Figure 3-4 Conceptual Open Space**

Primary publicly accessible featured "backbone" open space consists of approximately 13.1 acres, comprised of the following primary elements. Other elements are also present such as parkways (including sidewalks) and programmable streets. Specific definition of uses and design elements of these common open space areas will be done during the Development Project Review process (DPR) outlined in **Section 6.2.3** herein.

### *3.3.1 Bristol Central Park*

This approximately 2.5-acre publicly accessible open space is located in the Mixed-Use/Residential North District and includes open play areas, walkways, seating, and a private recreation facility for the surrounding residential uses. A private recreation center for project residents will be developed in the northern area. See Design Guidelines for details on the design elements of this park.



Imagery Source: Project Design Team

### *3.3.2 Greenlink*

This approximately 0.6-acre publicly accessible Greenlink is a landscaped pedestrian paseo linking the north and south areas of the Specific Plan (see **Figure 3-4**, *Conceptual Open Space*). The Greenlink is a dedicated pedestrian path with shade and flowering trees, planning areas, places for sitting and socializing, and path connections for residences with adjoining front terrace and garden areas.



Imagery Source: Project Design Team

### *3.3.3 Bristol Green*

Bristol Green is an approximately 0.66-acre publicly accessible open space area is located in the central portion of the Mixed-Use/Village Core District. Bristol Green is envisioned to include landscaping, seating areas, walkways, and minor retail or kiosk uses. See Design Guidelines for details on the design and programming of this common open space feature.

See imagery on **Figure 3-5**, *Bristol Plaza and Bristol Green Illustrative Images*.



Imagery Source: Project Design Team

### *3.3.4 Bristol Plaza/Retail Village Open Space*

Bristol Plaza/Retail Village Open Space is comprised of an approximately 0.9-acre publicly accessible plaza and retail village open space and forms a central feature of the Village Core District.

This is an urban plaza, characterized by seating and retail, outdoor dining, and landscaping.

See imagery on **Figure 3-5**, *Bristol Plaza and Bristol Green Illustrative Images*.




Imagery Source: Project Design Team




**Bristol Green**

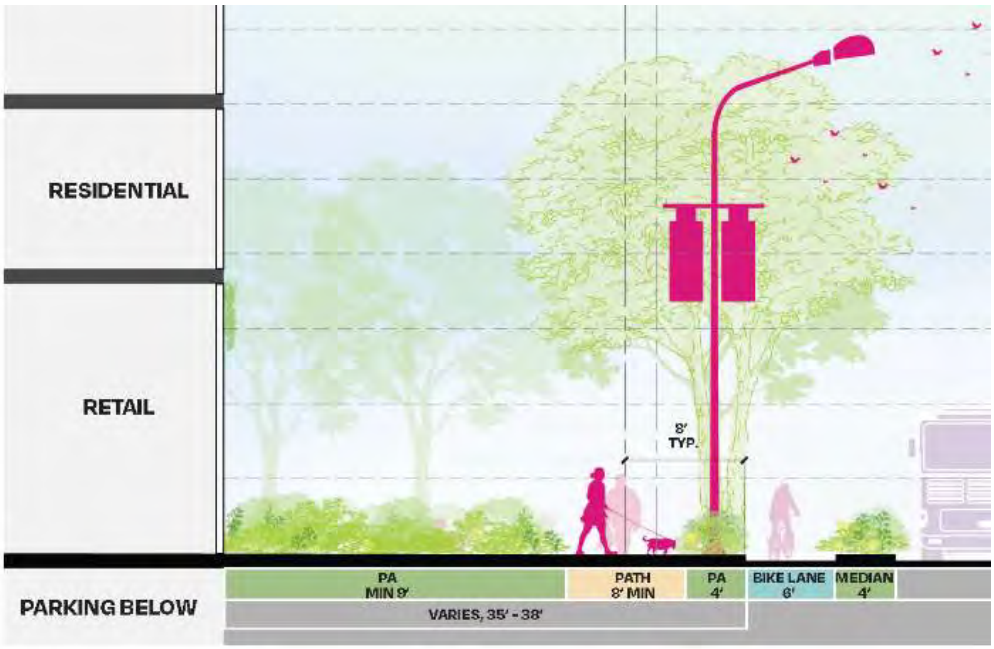


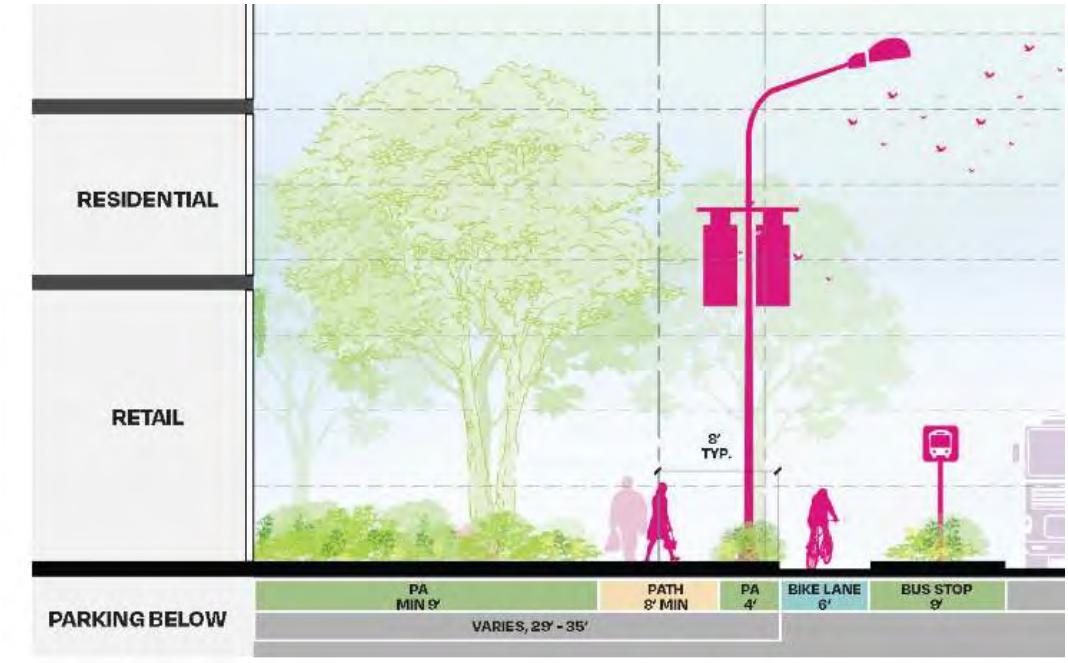
**Bristol Plaza**

**Figure 3-5 Bristol Plaza and Bristol Green Illustrative**

### *3.3.5 Bristol Street Expanded Parkway*

Existing Bristol Street includes a widened sidewalk and minimal curb-adjacent parkways. There are two parkway improvement types based on location. The proposed expansion of this area would include a zone with a streetscape buffer and Class IV Bike Trail, and variable setback with planted areas, variable sidewalks, and street trees.




***Bristol Street with Floating Bus Stop***

## 3.4 Circulation and Mobility

Vehicular circulation is comprised of two components: peripheral public streets and internal private roadways. The Circulation Plan provides standards and guidelines that provide for the safe and efficient movement of people and vehicles into and through the Specific Plan area, addressing light trucks and passenger vehicles, heavy trucks, public transit, and non-vehicular circulation (pedestrians and bicycles). All on-site roadways are anticipated to be constructed by phase. A Traffic Circulation Analysis (TCA) was prepared by LLG, dated June 28, 2023, and will be adopted along with the Tentative Tract Map and with recommendations noted in the TCA made a condition of approval. This report outlines required improvements.

### *3.4.1 Vehicular Circulation*

#### Regional Circulation

Interstate 405 (I-405) provides regional access to the Specific Plan area via Bristol Street. This north-south-oriented regional freeway provides regional access to Los Angeles and San Diego. State Route 55 provides additional regional access to the Specific Plan area via MacArthur Boulevard. SR 55 provides access to northern Orange County and the Inland Empire.

#### Local Circulation (Periphery)

The circulation components of the plan include the following (see **Figure 3-7**, *Circulation Plan* and **Figures 3-9 through 3-17**, *Cross Sections*).

##### A. South Bristol Street (Public)

Bristol Street forms the Specific Plan area's eastern edge. Bristol Street is a paved, six lane public roadway with raised landscaped medians. It is classified as a Major Arterial in the Santa Ana General Plan, defined as a street with six travel lanes and a center median with a 120-140-foot right-of-way, 104-124-foot paved width and 14-foot median. Presently there are pedestrian sidewalks, streetlights, bulb-outs for public transit stops, and Class II bike lanes in both directions in the vicinity of the Specific Plan area. The intersections with Sunflower, Callens Common, and MacArthur Boulevard are signalized. Three bus stops are present along the frontage of the Specific Plan area, one of which includes a shelter.

Improvements for Bristol Street public right-of-way include the following:

- Widened parkway, street trees, and planted setback areas
- New curb cuts for ingress/egress to/from Bristol Street
- Right-of-way dedication and vacation for removal of deceleration lanes, and bikeway and bus stop improvements
- Median modifications
- Driveway deviation for truck access
- Signalization of the driveway between Callens Commons and Sunflower, and
- Installation of a Class IV bike lane per the City mobility element.

### B. West MacArthur Boulevard (Public)

West MacArthur Boulevard forms the Specific Plan area's northern edge. MacArthur Boulevard is a paved, six lane roadway with both raised landscaped medians and striped medians. It is classified as a Major Arterial in the Santa Ana General Plan, defined as a street with six travel lanes and a center median with a 104-118-foot right-of-way, 88-102-foot paved width and 14-foot median.

Presently, there are pedestrian sidewalks, streetlights, and public transit stops (no pull-outs). One bus stop is present along the frontage of the Specific Plan area. The intersections at Bristol Street and Plaza Drive are signalized.

Improvements for MacArthur Boulevard include the following:

- Addition of an intersection for a new north/south local neighborhood street (Bristol Paseo)
- Curb cut at the intersection of the residential shared street
- Right-of-way dedication and vacation for removal of a deceleration lane and bikeway and bus stop improvements
- Installation of a Class IV bike lane per the City mobility element
- Construction of new landscaped median between Plaza Drive and Bristol Street
- Planted setback areas and street trees

### C. Plaza Drive (Public)

Plaza Drive is a paved, four lane roadway with raised landscaped medians designated as a Local Street in the City of Santa Ana General Plan, defined as a street with two travel lanes serving residences and businesses. Typically, these streets include pedestrian sidewalks and on-street parking. Presently there are sidewalks, streetlights, curb, and gutters along the roadway in both directions. Speed Limit is 25 mph. No on-street street parking is allowed. Plaza Drive provides access to the Project site and nearby multi-family land uses. The intersections of Sunflower Avenue and MacArthur Boulevard are signalized, and the intersection with Callens Common is stop controlled.

Improvements for Plaza Drive on the Specific Plan frontage include the following:

- New curb cuts for ingress/egress
- Signalization of Callens Commons and Plaza Drive
- Planted setback areas, new sidewalks, and street trees

### D. Sunflower Avenue (Public)

Sunflower Avenue is a paved, six lane roadway that has a jurisdictional boundary near the centerline, with Santa Ana on the north, and Costa Mesa on the south. The roadway includes raised landscaped medians on the City of Costa Mesa portion of the roadway. The street is designated as a Major Arterial in the Costa Mesa General Plan, defined as a

six-lane divided (raised or painted median) roadway, with a 120-foot right of way, 104-foot curb-to-curb, 4-foot median and 8-foot sidewalk.

Presently, westbound lanes include three travel lanes, one public transit stop (no dedicated pull-outs), pedestrian sidewalks, streetlights, and mature landscaping. Eastbound lanes include three travel lanes with streetlights. No sidewalk or transit facilities are located along eastbound lanes. Both directions contain a left turn pocket lane for access to South Coast Plaza or Metro Town Center. One bus stop and shelter is present along the frontage of the Specific Plan area. The intersections with Bristol Street and Plaza Drive are signalized.

Improvements for Sunflower Avenue include the following:

- Potential median modification and/or signalization of the proposed Bristol Paseo driveway, subject to improvements/realignment of South Coast Plaza driveway
- Right-of-way dedication and vacation for removal of deceleration lanes and bikeway and bus stop improvements
- Installation of a Class IV bike lane per the City mobility element

E. Callens Common (Private)

Callens Common roughly bisects the Specific Plan area designated as a Local Street in the City of Santa Ana General Plan, defined as a street with two travel lanes serving residences and businesses. Typically, these streets include pedestrian sidewalks and on-street parking. Presently, Callens Common is a paved four-lane road with no medians. Its intersection with Bristol is signalized. There are presently no pedestrian sidewalks, streetlights, or transit stops. This roadway primarily serves as an internal access road within the Metro Town Square. No on-street parking is allowed.

Improvements for Callens Common include the following:

- Expanded parkway improvements with street trees and improved sidewalk conditions
- Greenlink pedestrian crossing
- Reduction of travel lanes to a two-lane street between Plaza Drive and the Bristol Paseo to allow for on-street parking
- Drop-off and loading areas
- Addition of a six- to eight-foot wide sidewalk on both sides of the roadway
- Signalization of Callens Commons and Plaza Drive

### *3.4.2 Local Circulation (Internal)*

The planned circulation internal to the Specific Plan area is designed to be highly pedestrian oriented and utilizes several roadway typologies. All internal roadways will be constructed as private roadways. Realignment or elimination of secondary entryways and reconfiguration of portions of the internal circulation system may occur as part of individual development projects.

As noted in the Parking discussion below, the majority of the parking for the Specific Plan land uses will be above- and/or below-ground parking structures and the internal circulation pattern is focused on the efficient and comfortable movement of residents and visitors throughout the site and access to parking structures. **Figure 3-6**, *Roadway Typologies* and **Figure 3-7**, *Circulation Plan*, illustrate the internal roadway network and anticipated location of above- and below-ground parking garages.

Although the intent of the plan is to focus on minimizing drive widths, access within the Specific Plan area for trash trucks, delivery vehicles, and fire access require certain minimum widths as well as sufficient turning radii.

### A. Neighborhood Roadways (Private Drives)

Neighborhood Roadways are designed to create a sense of place and prioritize safety, comfort, street-life and walkability. Sidewalks, on-street seating areas, retail and lobby frontage, planting areas, parallel parking, street trees, frequent crossing opportunities, narrow travel lanes and accessible pedestrian paths. Neighborhood roadways within the Specific Plan area include multiple segments. See **Figure 3-6**, *Roadway Typologies* below for location of this circulation type.

- The first segment is Bristol Paseo traversing the Specific Plan area in a north/south direction, connecting MacArthur Boulevard on the North with Sunflower Street at the site's southern edge. Potential signalization at the intersection with Sunflower Avenue will be based on signal warrant analysis as well as realignment of access to South Coast Plaza.
- The second segment provides for vehicle access and pedestrian access on the Specific Plan areas western edge with Plaza Drive.
- The third segment replaces the existing Callens Common with this new street typology and serves as the primary vehicular connection between Bristol Street and Plaza Drive.
- The segments connecting Bristol Street to Bristol Paseo are also designated as neighborhood streets.

These roadways will have a minimum paved width of 20 feet which includes two travel lanes. On-street parking may be provided.

### B. Shared Roadways (private)

Shared roadways are pedestrian dominant in character and are designed to create a sense of place and prioritize pedestrians. Sidewalks, planting areas, street trees, and narrow travel lanes characterize both commercial and residential shared drives.

Commercial Shared Roadways. Commercial Shared Drives are pedestrian dominant in character and will provide the primary access to the on-site land uses and parking structures. These drives are designed to promote closure and universal accessibility for events, markets and festivals. They may use special paving and will provide parallel parking as well as maintain the minimum width allowable for fire access.

Residential Shared Roadways. Designed to create a sense of community and prioritize pedestrians, these private roadways provide access to residential uses on site and connect residents to the Village Center and primary streets. Narrow lanes will promote slower traffic, on-street parking will be short-term, and these roadways may incorporate flexible design elements to support potential short-term closure for neighborhood events.



See **Figure 3-6**, *Roadway Typologies* below for location for these private roadways.

C. Programmable Roadways

Several of the private roadways within the Specific Plan area, Bristol Paseo (the primary north/south roadway), the looped road ringing Bristol Green and Bristol Plaza areas, and the Shared Roadways will be "Programmable". These roadways, or portions thereof, will be designed with technologies such as retractable hydraulic bollards to enable them to be closed off for special pedestrian events such as farmers' markets, seasonal festivals, music events, etc. As such, these roadways have been included as part of common open space acreage within the Specific Plan.

### *3.4.3 Pedestrian and Bicycle Mobility*

Pedestrian mobility is currently provided via existing sidewalks located along MacArthur Boulevard, Bristol Street, Sunflower Avenue and Plaza Drive. Crosswalks are provided at all signalized intersections adjacent to the Project site and will also be provided at potential traffic signals on Bristol Street and Plaza Drive. The Project plans to reconstruct this pedestrian infrastructure.

Bicycle mobility is currently provided via Class II bike lanes located along Bristol Street. Proposed Bristol Street improvements include upgrading the southbound bike lane to a Class IV bike lane, which includes a planted buffer separation between vehicular and bicycle circulation (refer to cross sections). Bicycle racks will be provided in conjunction with commercial, office, and residential Implementing Projects. Proposed MacArthur Boulevard and Sunflower Avenue improvements also include potential construction of a Class IV protected bike lane.




**Bristol Street Existing Condition**

Internally the Project will provide pedestrian connectivity via sidewalks and internal greenlink pathways. The Village Core

portion of the Project will provide a slow speed/low volume ring road to encourage non-vehicular mobility (pedestrian and bicyclists).





### *3.4.4 Parking*

Parking in the Specific Plan area is largely accomplished through structured subterranean and above-grade parking garages, which may cover the majority of the subsurface area of the Specific Plan area, and thus the parking requirements for the Project use shared/joint/reciprocal concepts (see **Figure 3-8**, *Preliminary Parking Configuration*). Parking will be evaluated on a project-by-project basis and individual projects within the Specific Plan area will implement/include parking consistent with applicable state law or local standards. Each development project application must be submitted with an updated parking tracking table, demand analysis, and management plan to evaluate how any parking impacts and demand rates are being addressed over the Specific Plan area's buildout. Local parking standards for uses within the Specific Plan area are shown in **Table 4-4**, *Parking Standards* in **Section 4**, *Development Regulations*. These standards reflect the unique characteristics of the proposed mixed-use environment in the Specific Plan area, which result in a requirement for shared parking.

### *3.4.5 Transit*

The Orange County Transit Authority (OCTA) operates five routes in the vicinity of the Specific Plan area. The routes consist of the following:

- OCTA Route 55: The major routes of travel include Macarthur Boulevard and Bristol Street. Nearest to the Project site are bus stops on Bristol Street –northbound and southbound south of the intersection with Macarthur Boulevard. Route 55 operates on approximate 30-minute headways during weekdays and weekends.
- OCTA Route 57: The major route of travel includes Bristol Street. Nearest to the Project site are bus stops on Bristol Street – northbound and southbound south of the intersection with Macarthur Boulevard. Route 57 operates on approximate 15-minute headways on the weekdays and weekends.
- OCTA Route 76: The major route of travel includes Macarthur Boulevard. Nearest to the Project site are bus stops on Macarthur Boulevard– eastbound and westbound west of the intersection with Bristol Street. Route 76 operates on

approximate 60-minute headways on the weekdays and does not operate on weekends.

- OCTA Route 86: The major routes of travel include Bristol Street and Sunflower Avenue. Nearest to the Project site is a bus stop on Bristol Street – northbound and southbound north of the intersection with Sunflower Avenue. Route 86 operates on approximate 60-minute headways on the weekdays and does not operate on weekends.
- OCTA Route 150: The major route of travel is Sunflower Avenue. Nearest to the Project site are bus stops on Sunflower Ave– eastbound and westbound east and west of the intersection with Plaza Drive. Route 150 operates on approximate 40-minute headways on the weekdays and does not operate on weekends.
- OCTA Route 553: The major route of travel includes Sunflower Avenue, Plaza Drive, Main Street, and MacArthur Boulevard. Bus stops are provided on Sunflower Avenue, westbound, west of the intersection with Bristol Street, adjacent to the Project site. Route 553 operates on approximately 20-minute headways on weekdays and does not operate on weekends. Route 553 connects to the Anaheim Regional Transportation Intermodal Center.

Existing bus stops are present on the Specific Plan frontage as follows (see **Figure 3-7** for locations):

- Bristol Street. Three bus stops, one of which includes a shelter
- MacArthur Boulevard. One bus stop
- Plaza Drive. One bus stop (outside of the Specific Plan area)
- Sunflower Avenue. One bus stop with shelter

### *3.4.6 Rideshare*

With the rise in use of rideshare services such as Uber and Lyft, it is increasingly important to designate areas for quick and efficient pick-off and drop-off of passengers. Such areas will be provided at strategic areas within the plan; these areas will be illustrated and specifically located as part of a Development Project Review (DPR) package for Implementing Projects. Parking management plans may also include rideshare service vouchers as a means of encouraging the use of rideshare services and reducing private vehicle usage in the Specific Plan area.




**Figure 3-6 Roadway Typologies**




**Figure 3-7 Conceptual Circulation Plan**

Lobby entrances and parking entries shown on this graphic are illustrative based on anticipated project layout. These may change as part of Development Project Review (DPR) for each Implementing Project




Parks & Open Space
On-street Parking
Above Grade Parking
Below Grade Parking
Garage Entry Points
Private Garage Access
Site Access

Parking configurations and access shown on this graphic are illustrative based on anticipated project layout. These may change as part of Development Project Review (DPR) for each Implementing Project

Parks and open space shown are for reference only. For design elements refer to Section 5.8.2

**Figure 3-8 Preliminary Parking Configuration**

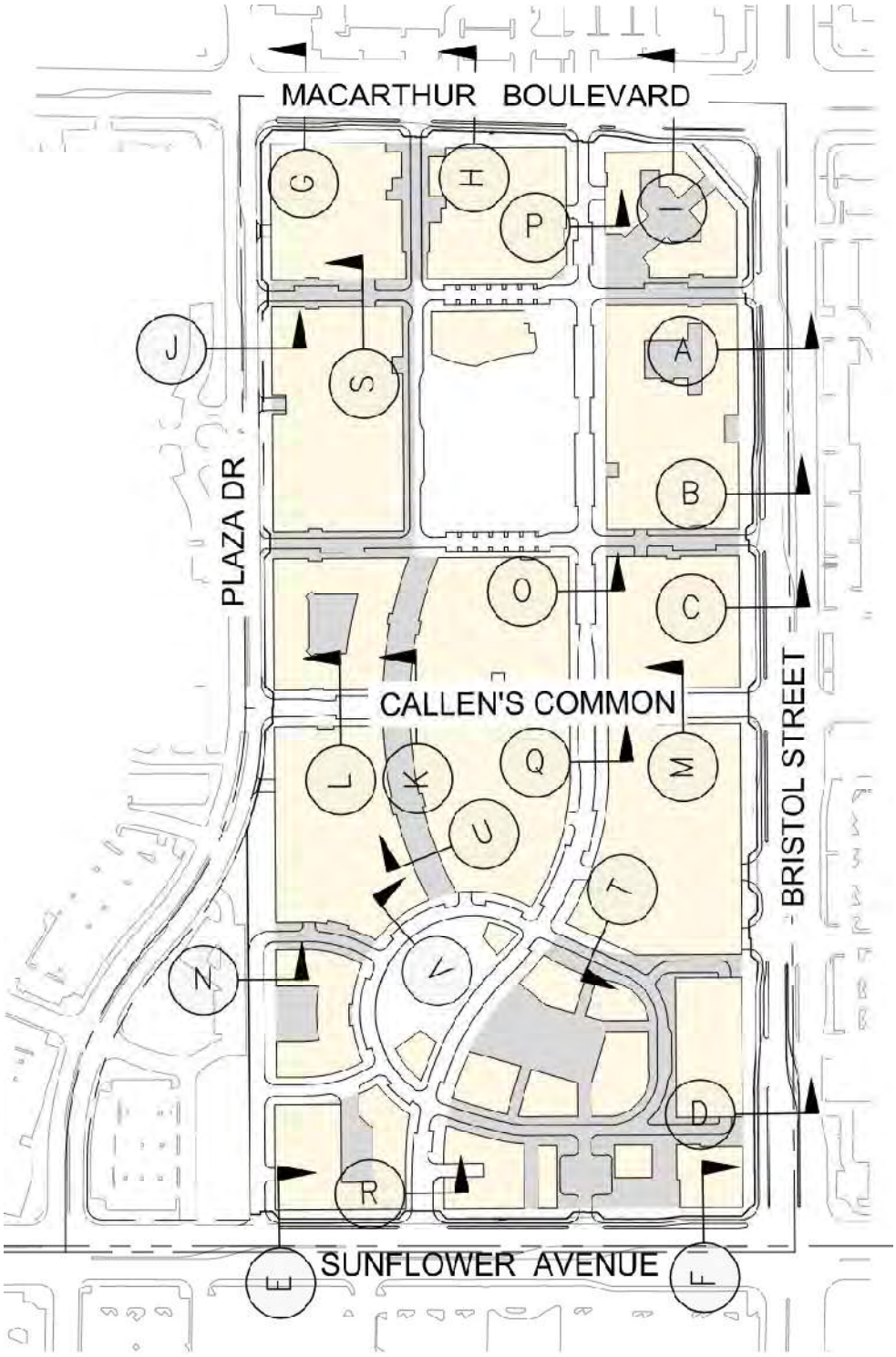



**Figure 3-9 Road Section Key Map**

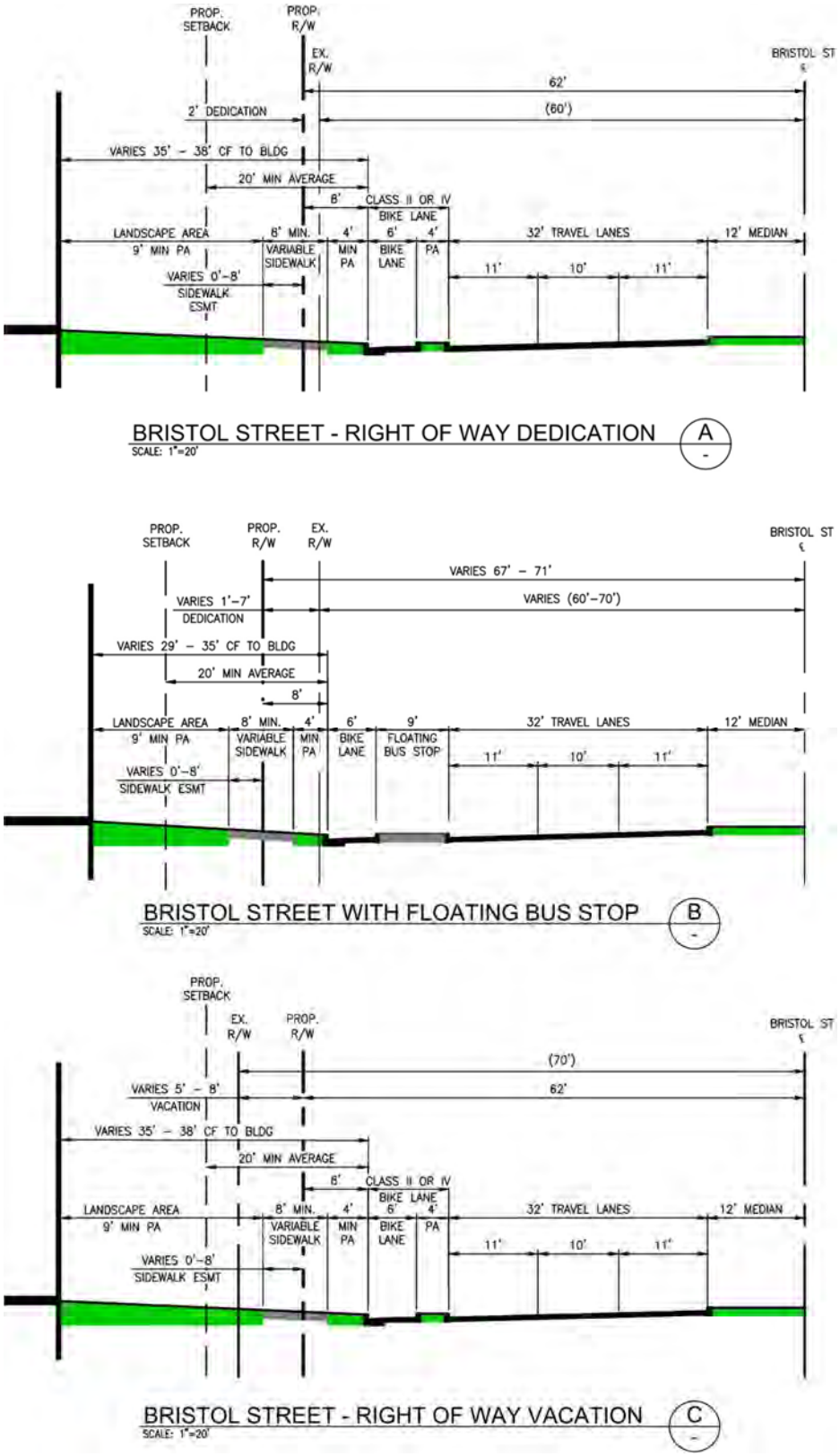



**Figure 3-10 Street Cross Sections – Bristol Street**

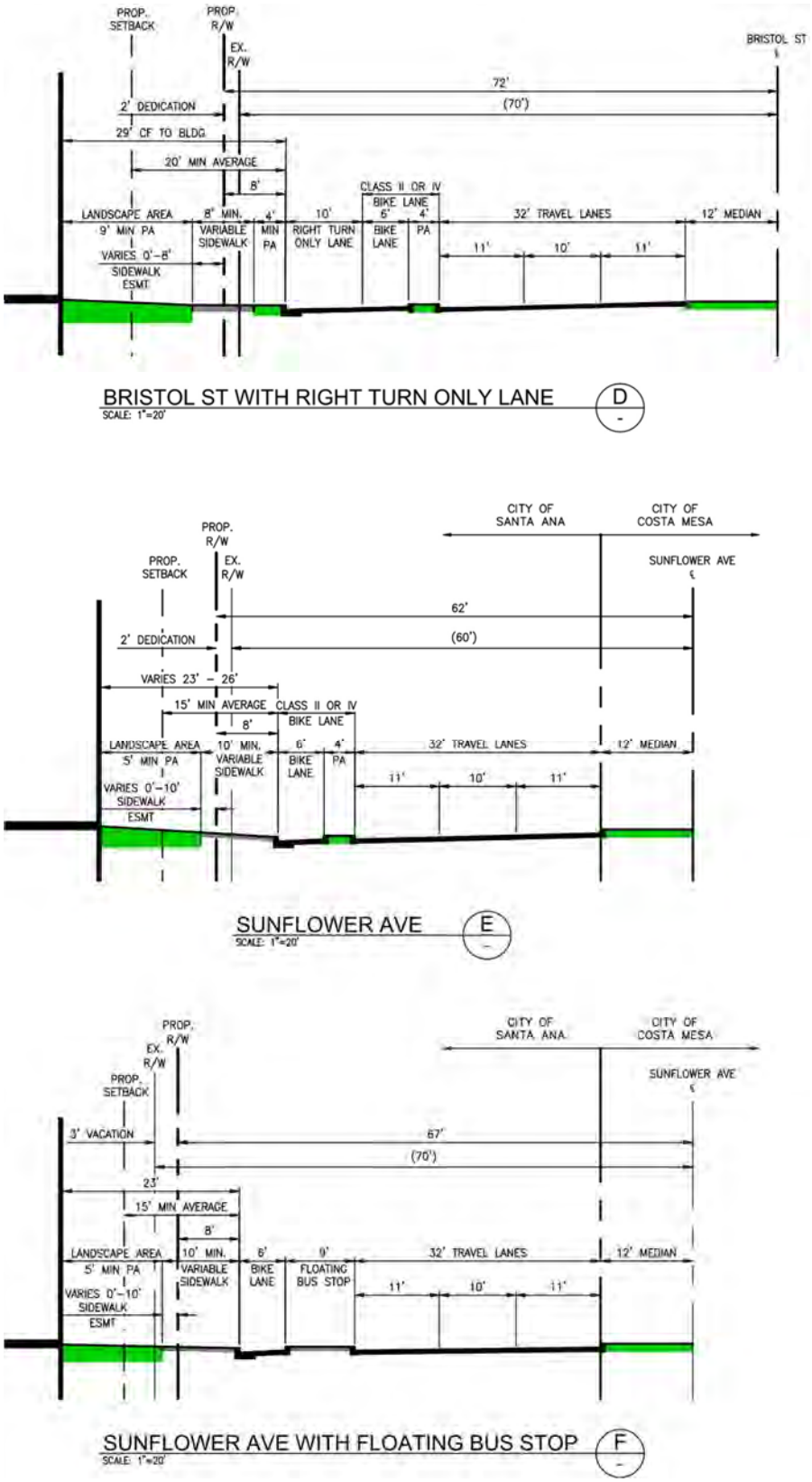



**Figure 3-11 Street Cross Sections – Sunflower and Bristol**

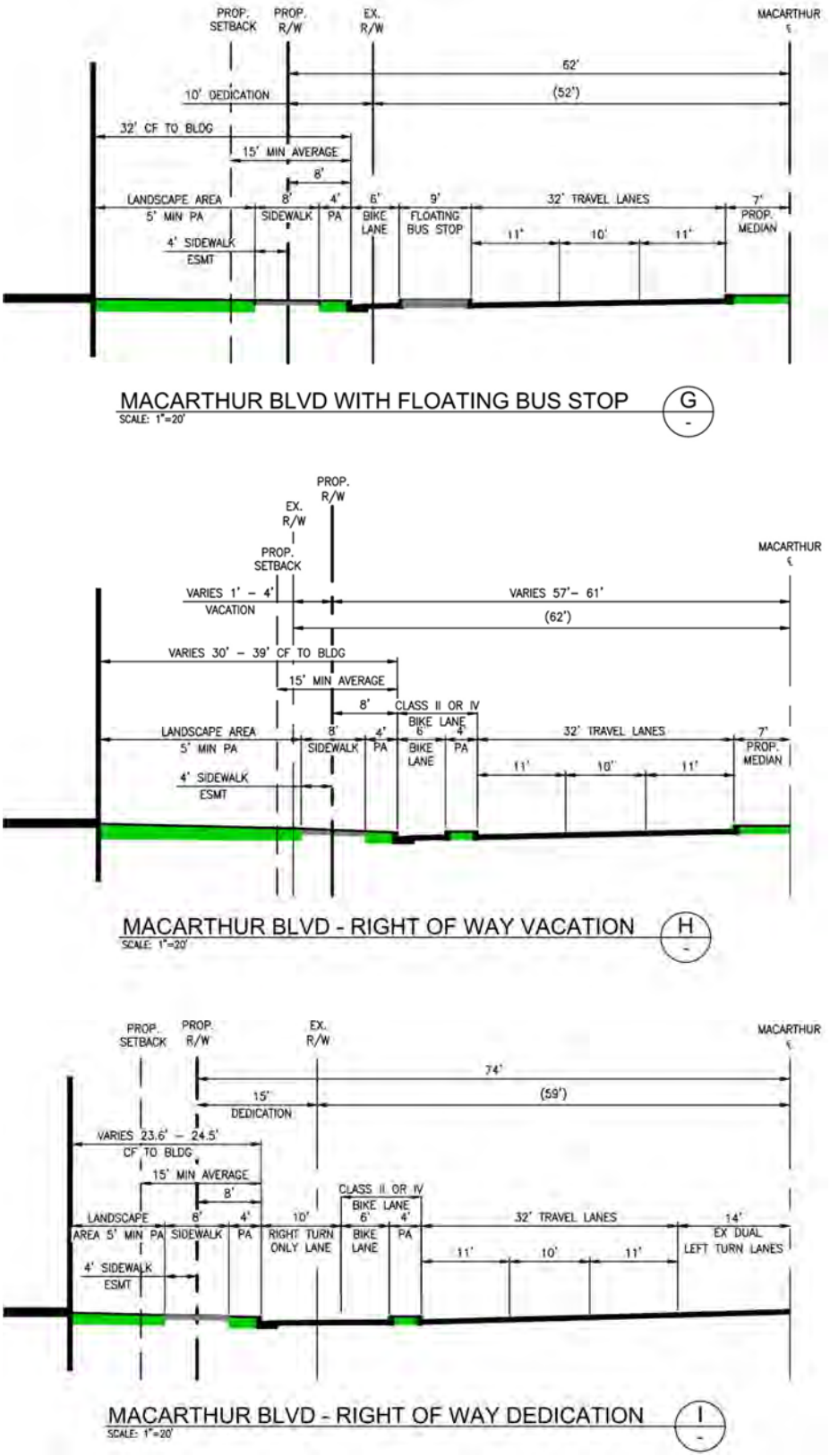



**Figure 3-12 Street Cross Sections - MacArthur**

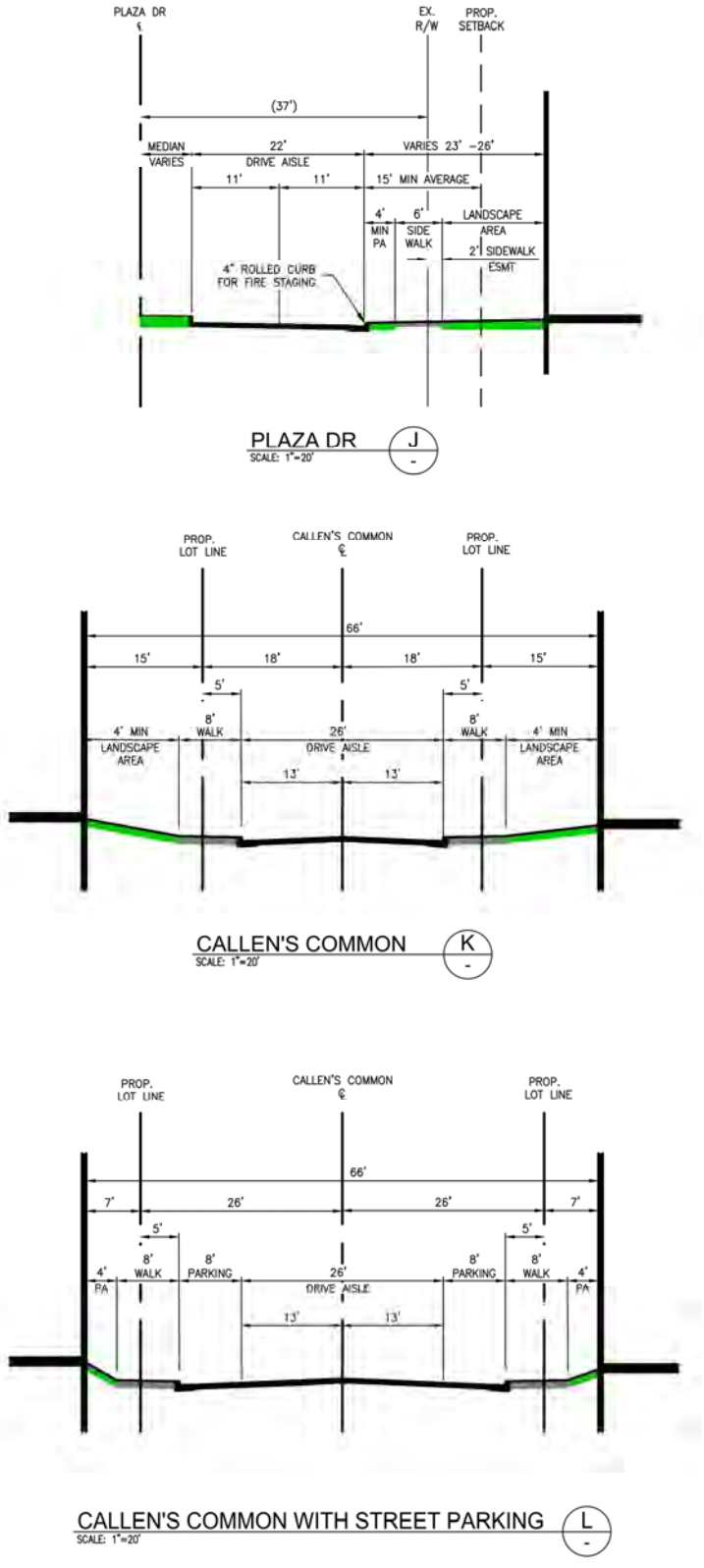
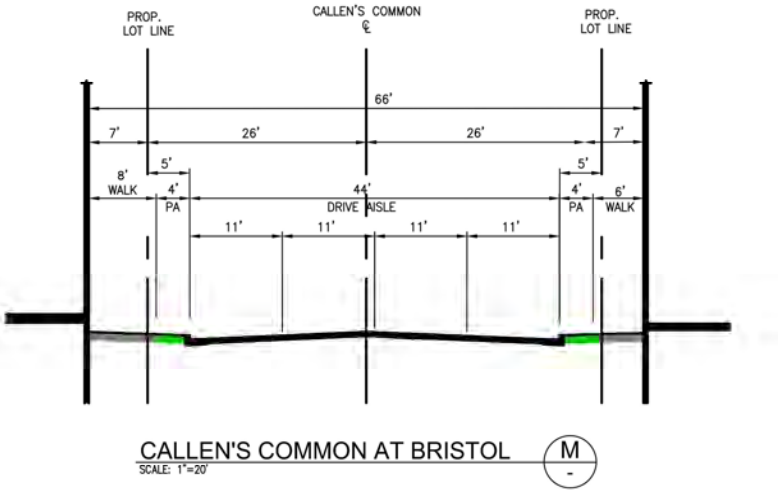
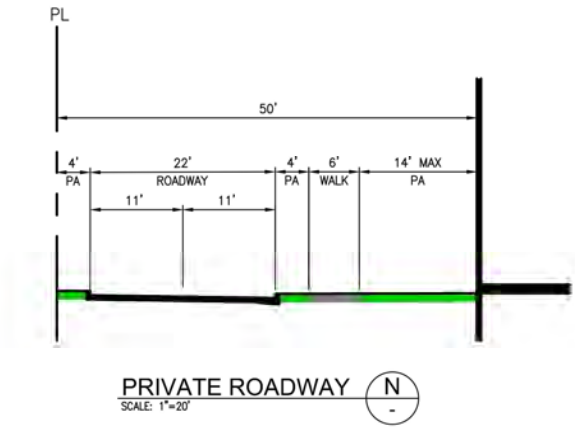



**Figure 3-13 Street Cross Sections**



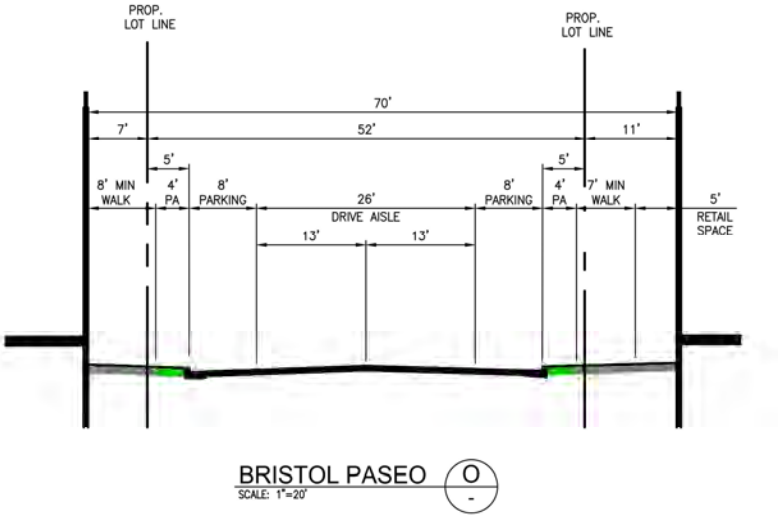




**Figure 3-14 Street Cross Sections**

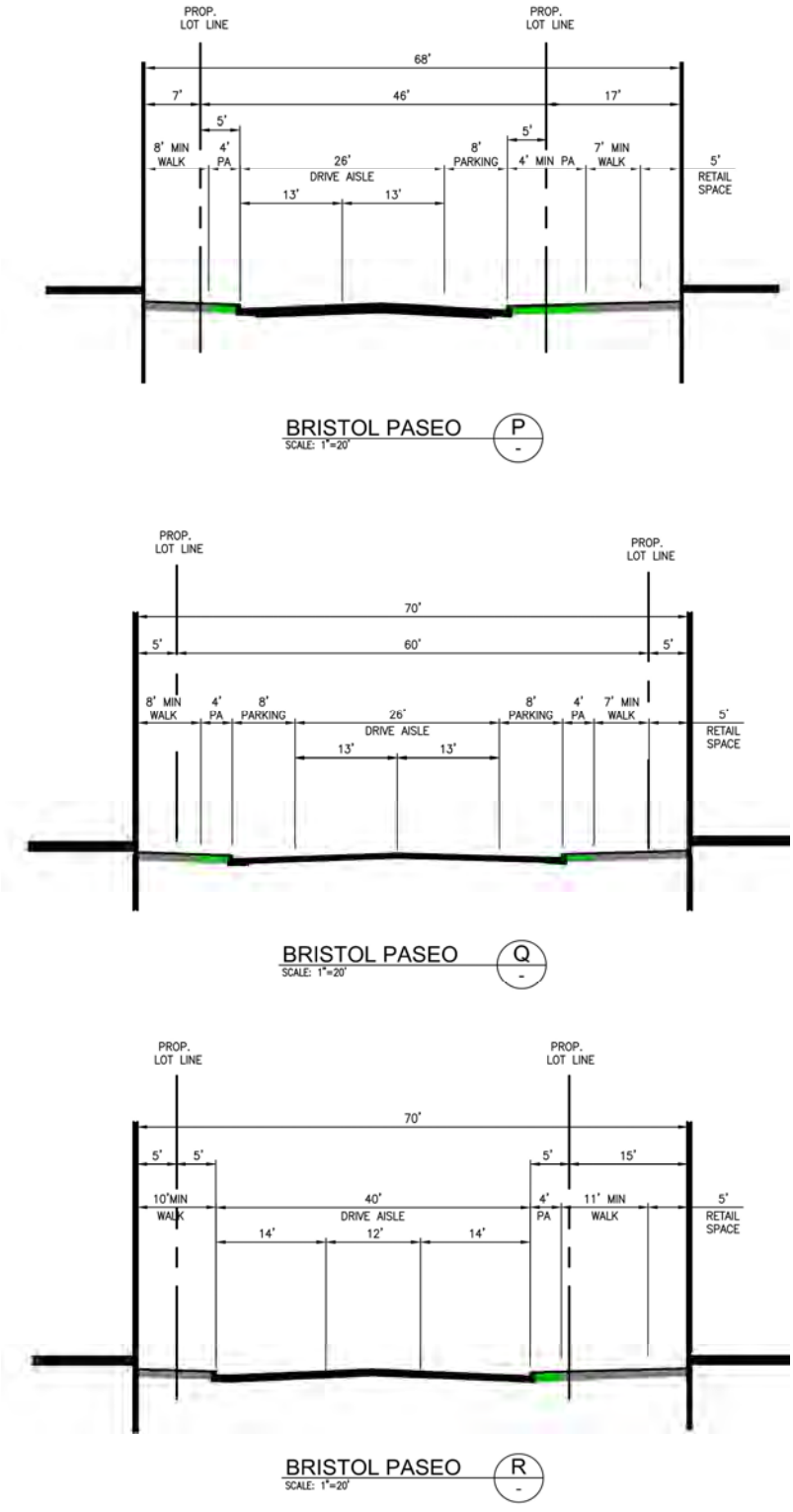



**Figure 3-15 Street Cross Sections**

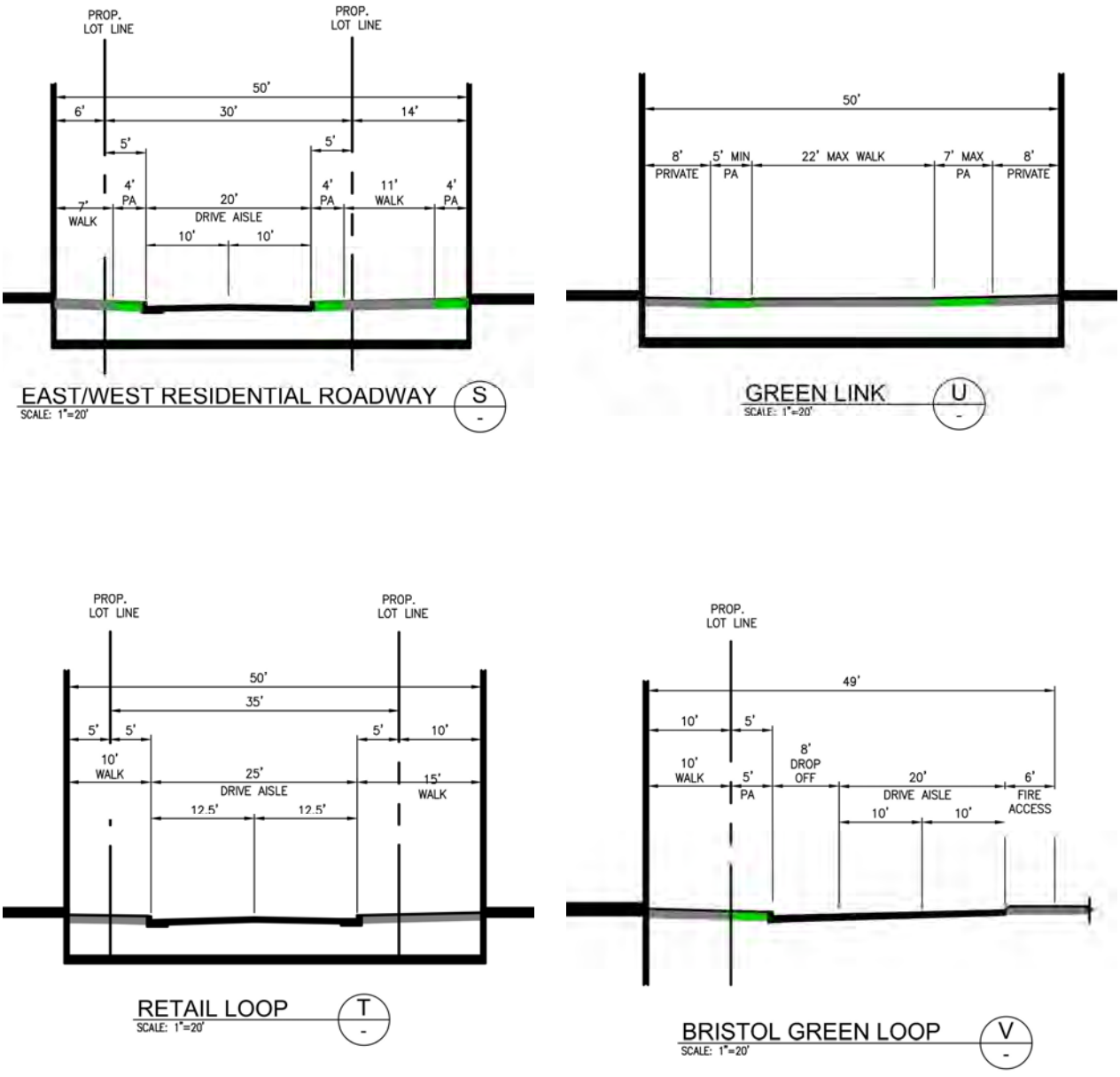



**Figure 3-16 Street Cross Sections**

## 3.5 Infrastructure and Public Facilities

This Specific Plan describes a variety of public facilities and services intended to support and serve the needs of the Related Bristol residents, visitors, and workforce. Services include:

- Water
- Sewer
- Storm Drainage and Water Quality
- Solid Waste Disposal
- Fire and Police Protection
- Schools, and
- Dry Utilities

Existing infrastructure is provided to the Specific Plan area, as shown in **Table 3-3**, *Service Providers*. Infrastructure sizing and location may change as part of final engineering; this would not require an amendment to the Specific Plan.

**TABLE 3-3**
**SERVICE PROVIDERS**

| Service | Provider |
|---|---|
| **Water (Domestic)** | City of Santa Ana |
| **Water (Reclaimed)** | City of Santa Ana/Orange County Water District (OCWD) |
| **Wastewater** | City of Santa Ana/Orange County Sanitation District (OCSD) |
| **Storm Drainage** | City of Santa Ana/OCFCD |
| **Electric Service** | Southern California Edison |
| **Gas Service** | Southern California Gas |
| **Fire Protection** | Orange County Fire |
| **Police Protection** | Santa Ana Police Department |
| **Schools** | Santa Ana Unified School District |
| **Solid Waste Disposal** | Republic Services via Contract with City of Santa Ana |

### *3.5.1 Storm Drainage and Water Quality Management*

The City of Santa Ana owns and maintains an extensive network of storm drain infrastructure, primarily storm drain mains and catch basins, throughout the City. The Specific Plan area is located in the Upper Newport Bay watershed. A hydrology study was prepared by Fuscoe Engineering and approved by the City of Santa Ana (March 2023) to assess drainage conditions and requirements for the Specific Plan area.

The Project site is within Subarea 40 of the Gardens Watershed, as identified in the City's 2018 Storm Drain Master Plan (SDMP). The Project site is tributary to the Orange County Flood Control District (OCFCD) Gardens Channel, Facility No. F02. The Gardens Channel is a graded earthen channel from upstream at 1st Street to Alton Avenue. Downstream of Alton Avenue, the channel is a reinforced rectangular concrete section, with a triple-barrel culvert at MacArthur Boulevard and Bristol Street, in the vicinity of the Project site.

The Gardens Channel confluences with the Delhi Channel at Sunflower Avenue, east of Bristol Street and continues flowing south toward Upper Newport Bay.

The topography of the Specific Plan area is relatively flat with storm water draining via surface flows to existing gutters and onsite area drain systems. Based on evaluation of the existing drainage patterns and as-built plans, and confirmed with scanning results, in the existing condition, approximately ½ of the site drains northerly and northeasterly, and approximately ½ of the site drains southerly and southwesterly. However, this differs with what is presented in the SDMP, which shows the entire site draining southerly into the existing storm drain systems in Plaza Drive and Sunflower Avenue.

Based on engineering evaluation, Callens Common, a private street that runs east-west through the middle of the site serves as a natural drainage boundary, essentially splitting the drainage between the northerly portion of the site which drains to the north and northeast, and the southerly portion of the site which drains to the south and southwest.

The northerly drainage is conveyed to the city storm drain systems in Plaza Drive, Bristol Street, and MacArthur Boulevard, then to the OCFCD Gardens Channel to the north and northeast.

The southerly drainage, conversely, is conveyed to the city storm drain systems in Plaza Drive and Sunflower Avenue. The drainage is then conveyed easterly in a City of Santa Ana storm drain in Sunflower Avenue, to the OCFCD Gardens Channel to the east of Bristol Street.

### Existing Facilities.

The City's 2018 SDMP includes an existing 54-inch storm drain that transitions to an existing 60-inch storm drain in Sunflower Avenue at Bristol Street. Existing backbone storm drain lines are present in MacArthur Boulevard, Plaza Drive, along with Sunflower Avenue. A catch basin/lateral system exists in Bristol Street, to the east of the Project site.

The City's 2018 SDMP recommends upgrades to the City's storm drain system in Sunflower Avenue (54-inch and 60-inch to a 72-inch) and Plaza Drive (36-inch, 39-inch and 42-inch to 42-, 54- and 60-inch). Internal drainage lines are present within the Specific Plan area, collecting on-site stormwater from the existing shopping center, and discharging into the existing city storm drain systems in the adjacent roadways. The hydrologic patterns of the Project site have been evaluated, and a SDMP Technical Memorandum (March 2023) has been presented to the city, which includes revisions to the onsite drainage patterns. The SDMP Technical Memorandum identified that although the onsite drainage patterns differ from those in the SDMP, the results are that storm drain upgrades in Sunflower Avenue and Plaza Drive are still recommended although to a lesser extent. It is recommended to upgrade the existing 54-/60-inch storm drain in Sunflower Avenue to a 72-inch, and the existing 42-inch downstream reach in Plaza Drive to a 60-inch, however the City will construct this improvement per the City Storm Drain Master Plan and as funding becomes available.

A preliminary hydrology report (March 2023) has been prepared by Fuscoe Engineering and approved by the City of Santa Ana. The concept is that the proposed storm drain systems will be designed with the goal of mimicking existing drainage and discharge conditions, where possible. The proposed storm drain system will be installed within the onsite roadways, to convey the stormwater toward the existing city storm drain systems in MacArthur Boulevard, Bristol Street, Plaza Drive, and Sunflower Avenue. See **Figure 3-17**, *Conceptual Drainage Plan*.

### A. Floodplain and Ponding

The Specific Plan area lies within Zone X, which is outside the 100-year floodplain. A small portion beyond the northeast corner of the Specific Plan area lies within Zone A, but this area is contained within the Gardens Channel, an OCFCD Facility. The SDMP shows that there is potential for 10-year and 100-year localized ponding at the site in the vicinity of Callens Common and Plaza Drive. The hydraulics of the existing storm drain will be studied, following analysis of the onsite hydrology to confirm the extents and depths of localized ponding, if it exists.

### B. Water Quality

Improvement of water quality is a critical issue for all development. Local, State and Federal laws include requirements for the treatment of storm water runoff to reduce pollutants entering the environment.

The City of Santa Ana and the Specific Plan area fall under the North Orange County MS4 Stormwater Permit (Order No. R8-2010-0062) which identifies stormwater runoff requirements and regulations for new development and significant redevelopment projects to be protective of water quality.

Best Management Practices (BMPs) are structural or engineered devices and systems used to treat storm water runoff before it is discharged into a drainage system (storm drain or channel). BMPs will be required to be implemented as part of the Specific Plan following local MS4 Permit requirements as well as the Orange County Technical Guidance Document and Model WQMP.

Low Impact Development (LID) BMPs are required in addition to site design measures and source controls to reduce pollutants in storm water discharges. LID BMPs are engineered facilities that are designed to retain or biotreat runoff on the Project site.

BMPs appropriate for an urbanized setting may include the following Low Impact Development (LID) Hierarchy of items as defined in the Technical Guidance Document prepared by the County of Orange:

- Infiltration
- Harvest and Reuse
- Biotreatment

Any BMPs appropriate for the site and implemented in the Specific Plan area shall be designed to ensure they do not reduce the quality and amenitization of onsite open

space landscape. BMPs appropriate for the site and implemented in the Specific Plan area shall be integrated as features of any open space areas and allow for active and passive recreation uses.

Although appropriate for urbanized settings, infiltration is infeasible for this project due to low infiltration rates of the soils at the site, along with shallow groundwater levels.

A preliminary Water Quality Management Plan (WQMP) has been prepared for the Project by Fuscoe Engineering and approved by the City of Santa Ana (March 2023). Harvest and reuse and biotreatment BMPs have been explored in the Project's Preliminary Water Quality Management Plan for feasibility of implementation and have been deemed to be feasible.

Harvest and Reuse. Although feasible, due to space constraints harvest and reuse BMPs are not proposed for Related Bristol.

Biotreatment. Biotreatment BMPs are a broad class of LID BMPs that reduce storm water volume to the maximum extent practicable, treat storm water using a suite of treatment mechanisms characteristic of biologically active systems, and discharge water to the downstream storm drain system or directly to receiving waters.

Modular wetlands are included as a method of biotreatment. Modular Wetlands by Modular Wetlands Systems, Inc. are proprietary biotreatment systems that utilize multi-stage treatment processes including screening media filtration, settling, and biofiltration. As storm water passes down through the planting soil, pollutants are filtered, adsorbed, biodegraded and sequestered by the soil and plants, functioning similar to bioretention systems. The discharge chamber at the end of the unit collects treated flows and discharges back into the storm drain system. This option will be considered during final engineering.

A final WQMP will be submitted as part of the final construction documents for individual Implementing Projects and will describe the final selection of BMPs for the proposed development.

### *3.5.2 Water and Water Supply*

Water for the Specific Plan area is provided by the City of Santa Ana. The City owns and maintains an extensive network of water infrastructure, including 444 miles of transmission and distribution mains, nine reservoirs with a storage capacity of 49.3 million gallons, 7 pumping stations, 20 wells, and 7 import water connections (General Plan EIR).

The City's water supply comes from a variety of sources: local well water from the Lower Santa Ana River Groundwater Basin, also known as the Orange County Groundwater Basin (OC Basin), which is managed by Orange County Water District (OCWD), imported water from the Metropolitan Water District of Southern California (Metropolitan), and recycled water. The City is a member agency of Metropolitan. Metropolitan, as a regional wholesaler, supplies imported water to Southern California. Metropolitan's

primary purpose is to develop, store and distribute water at wholesale rates to its member public agencies for domestic and municipal uses.

### A. Water Supply

The City's main source of water supply is groundwater from the OC Basin. Imported water and recycled water make up the remainder of the City's water supply portfolio. Recycled water is primarily utilized for parks, medians, and trails, and is available adjacent to the Specific Plan area however it is presently unavailable to the Project as all reclaimed water supply constituents have been allocated. The City's General Plan EIR indicates that the water demands for the City are projected to be met through the City of Santa Ana Urban Water Master Plan (UWMP). A Water Supply Assessment was prepared for the Related Bristol Specific Plan and confirmed there are adequate water supplies to support the Project.

### B. Water Facilities

Existing Facilities. Domestic water lines are present in MacArthur Boulevard (14-inch), Plaza Drive (12-inch), Bristol Street (12-inch), Callens Common (12-inch), and Sunflower Avenue (12-inch). A 14-inch OCWD reclaimed water line is present in MacArthur Boulevard.

Proposed Facilities. New public water mains will be extended within a 10-foot exclusive easement of a 20-foot non-exclusive easement to serve the Specific Plan area. The public water mains will be within the main north-south (Bristol Paseo) and east-west (Callens Commons) onsite roadways. The existing 12-inch waterline in Callens Common will be replaced with a new 12-inch water line, and new connections for common areas, irrigation, domestic, and commercial uses will be provided for the proposed onsite water facilities. Additional new water mains depicted in **Figure 3-18** within the project site are planned to be private.

It is anticipated that the existing 14-inch domestic water main in MacArthur Boulevard will remain. The existing 12-inch water mains in Bristol Street and Sunflower Avenue fronting the Project will remain as well. The existing 12-inch water main in Plaza Drive from Sunflower Avenue to Callens Common will remain as is. The northern portion of the existing 12-inch water main in Plaza Drive from Callens Common to MacArthur Boulevard would be replaced in accordance with the recommendations of an approved hydraulic study. Existing connections of the water main in Callens Common at Plaza Drive and Bristol Street would be replaced with proposed connections of the on-site public and private water mains to the new mains in the perimeter public streets.

Service connections to the new and existing City water systems in the adjacent public roads are proposed at MacArthur Boulevard, Plaza Drive, Bristol Street, and Sunflower Avenue. The proposed onsite water main system will also connect to the city's water system in the adjacent public roads. This connection strategy will provide a looped system, which will help to ensure that water and fire services can be adequately supplied to the proposed development. See **Figure 3-18**, *Conceptual Water Plan*.

### *3.5.3 Wastewater Treatment*

A sewer analysis report was prepared by Fuscoe Engineering (February 2023) and submitted to the City and Orange County Sanitation District (OCSD) as part of the entitlement process for this Specific Plan and its VTTM. Both the City and OCSD have approved the sewer analysis report.

Existing Facilities. The City owns and maintains an extensive network of sewer infrastructure, primarily sewer mains, throughout the City. The City mains connect to Orange County Sanitation District (OCSD) trunk sewers throughout the City and convey sewage to OCSD's water reclamation facility in Fountain Valley, processing approximately 117 million gallons per day (MGD) of sewage.

An existing 78-inch OCSD trunk sewer line is present in Sunflower Avenue, along with a smaller OCSD line (10-inch to 15-inch) in Plaza Drive, which drains southerly from MacArthur Boulevard. to connect to the 78-inch OCSD trunk line in Sunflower Avenue. There are City of Santa Ana sewer lines in MacArthur Boulevard, and within the Project area, which drain toward the OCSD sewer main in Plaza Drive.

There is a private sewer line along and within the southerly boundary of the Project, which drains westerly, toward an existing 8-inch City of Santa Ana sewer line. The City's sewer line continues westerly in Sunflower Avenue (within the sidewalk), and the wastewater ultimately drains to the existing 78-inch OCSD sewer line in Sunflower Avenue at S. Bear Street, west of Plaza Drive. No wastewater flows drain into the onsite sewer system from off-site.

The City of Santa Ana owns and maintains a network of systems within and surrounding the property. These sewer systems connect to the following mainline systems:

- 15-inch OCSD sewer system in Plaza Drive
- 8-inch City of Santa Ana sewer system in Sunflower Avenue from the Project site to Bear Street.
- 78-inch OCSD sewer system in Sunflower Avenue

Proposed Facilities. Although the existing OCSD sewer line in Plaza Drive includes three manholes with stub-outs for sewer laterals, it is anticipated that the proposed development, blocks/lots fronting Plaza Drive, would not be able to connect to these existing stub-outs or laterals, based on discussions with City staff, along with lack of capacity in the existing OCSD sewer line in Plaza Drive. Therefore, virtually all of the onsite wastewater generated by the proposed project will be conveyed internally, within private sewer lines, toward the proposed central north-south roadway. From there the wastewater will be conveyed southerly, within proposed private sewer system, to Sunflower Avenue. At the Sunflower Avenue right-of-way, the sewer system will discharge to a short section of City main from a new City manhole to a new OCSD manhole, all constructed as part of the project. Due to site constraints, there is a potential need to drain a small portion of the Project wastewater at the southeast corner of the property to

an existing OCSD manhole in the 78-inch sewer line, just west of Bristol Street. If this is determined to be required, approval from OCSD and the City will be obtained, and project will construct new facilities as required.

At Sunflower Avenue the new short segment of city sewer main (with encroachment into City of Costa Mesa) would convey the Project wastewater flows southerly to connect directly to the OSCD 78" sewer in Sunflower Avenue. The connection would require a new City manhole to connect to the private sewer system and a new manhole in the OSCD sewer main in Sunflower Avenue mid-block between Plaza Drive and Bristol Street to connect the City sewer to OCSD sewer. It is estimated that the new city of Santa Ana sewer main in Sunflower Avenue between the City right-of-way and the new OCSD manhole would have a diameter of 18 inches.

The existing private sewer infrastructure along and within the southerly property boundary, along with an onsite portion of the City of Santa Ana 8-inch sewer line, are expected to be removed. The Project is not anticipating to drain any wastewater discharges to the City sewer main downstream of this private sewer. The City has requested that following removal of the onsite portion of the City sewer along the southerly boundary, a new terminal manhole be installed at the upstream end of the existing City sewer westerly of the southwest Project corner.

Lastly, there is an existing private sewer lateral that connects to the OCSD 78-inch sewer main near Sunflower Avenue/Bristol Street intersection. Based on discussions with City staff, this lateral may not be utilized by the Project. See **Figure 3-19**, *Conceptual Sewer Plan*.

### *3.5.4 Reclaimed Water*

There is an existing 14-inch reclaimed waterline in MacArthur Boulevard that may be available in the future to service the Project site but is presently unavailable as all reclaimed water supply constituents have been allocated. Orange County Water District (OCWD) owns the reclaimed waterline, while the City serves as the water purveyor. It is anticipated that this reclaimed water line could provide irrigation service to the Specific Plan area when and if adequate supply becomes available. If and when this supply is accessible, the City will evaluate the feasibility of connecting to this line for irrigation purposes. Until then, the irrigation service for the Specific Plan area will be connected to the public domestic water lines.

### *3.5.5 Dry Utilities*

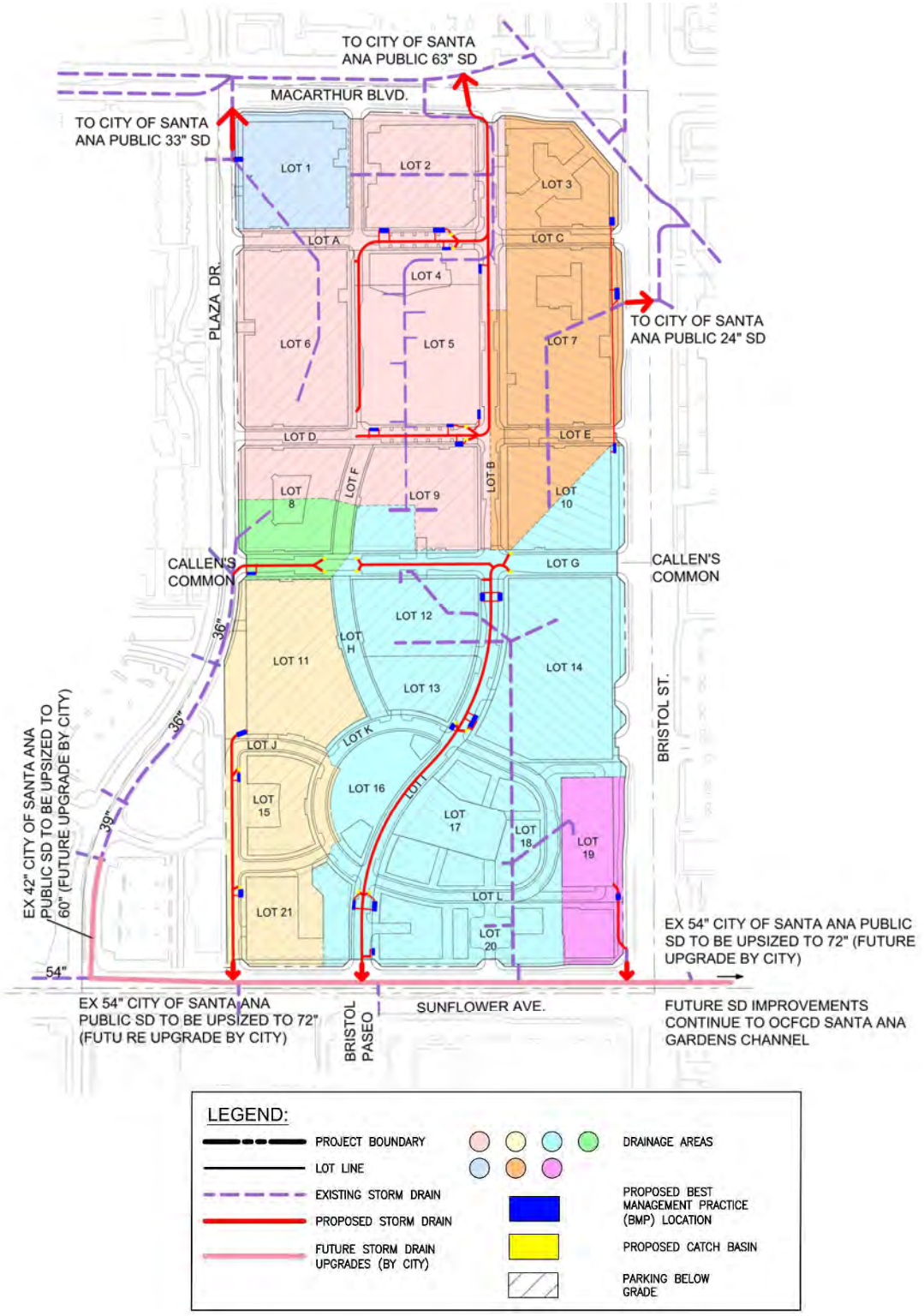
Public gas and electric facilities are owned and operated by Southern California Gas and Southern California Edison, respectively. Existing internal utilities will be relocated in the new private roadways with appropriate easements. Service lines for new buildings will be extended from the existing and new public lines.

Additionally, as the infrastructure needed to deliver these services is made accessible in the future, new developments will connect to the existing fiber optic cable network to ensure the Specific Plan area develops as a full "Smart Village". The intent of the Specific

Plan is to use the latest technologies readily available at the time of permit issuance for each project.

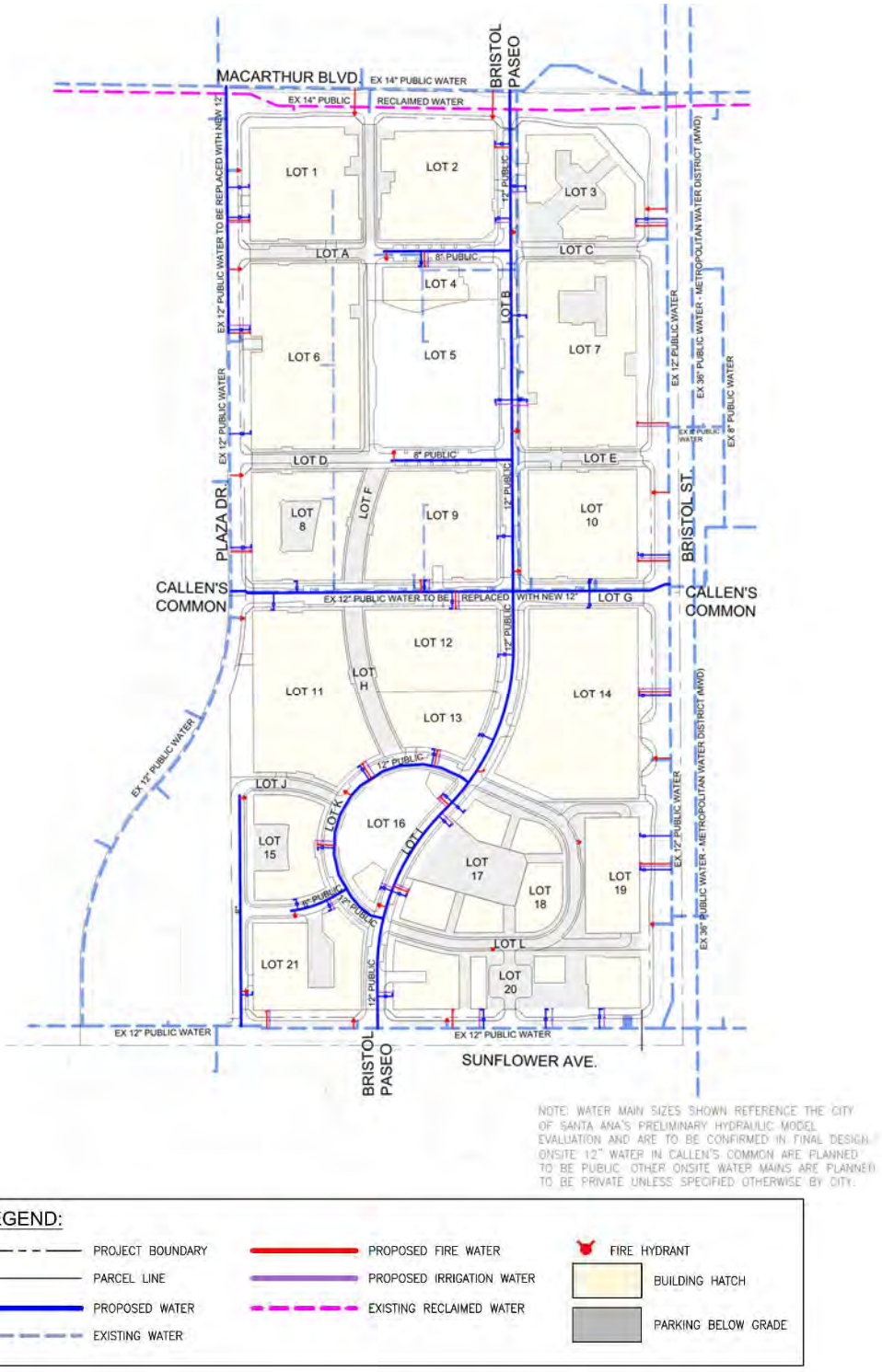
### *3.5.6 Solid Waste*

Starting on July 1, 2022 Republic Services began providing curbside recycling, garbage, and yard waste services to the City of Santa Ana. Republic Services will be providing solid waste and recycling services to the Specific Plan Area, subject to change by the City per state and local requirements and/or agreements. Additionally, City of Santa Ana ordinance now requires three bins for trash collection, trash, general recycling, and organic materials. The City currently participates in several recycling programs, including residential recycling, organics recycling, and construction and demolition recycling. Republic Services is the sole authorized hauler for construction and demolition recycling.



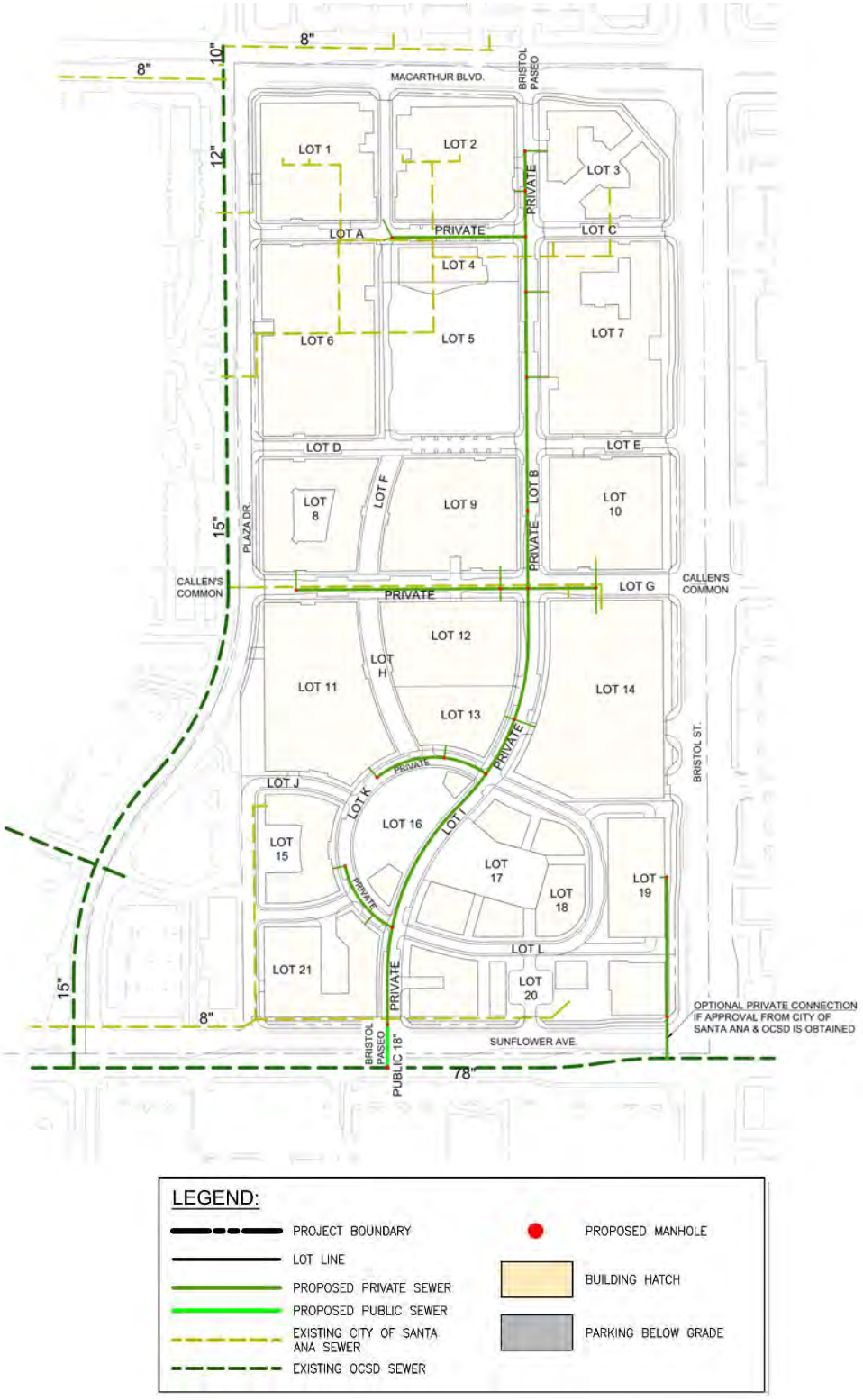

Source: Fuscoe Engineering

**Figure 3-17 Conceptual Drainage Plan**




Source: Fuscoe Engineering

**Figure 3-18 Conceptual Water Plan**




Source: Fuscoe Engineering

**Figure 3-19 Conceptual Sewer Plan**

### *3.5.7 Police Services*

Police services in Santa Ana are provided by the Santa Ana Police Department, headquartered at 60 Civic Center Plaza. The Department is divided into two policing divisions: East and West. The Specific Plan area is located in the Southcoast District of the West division, which serves all areas south of First Street and west of Flower Street.

The Department has two substations, the Westend Substation located at 3750 West McFadden Avenue, and the Southeast Substation. Emergency response times for the Department are dependent on where the patrol vehicles are in relation to a call, as well as the nature of the call.

As part of project implementation, an administrative police substation (no transfers or bookings) will be located within the Specific Plan area, pursuant to the provisions in Chapter 6, *Implementation* and completed in accordance with the provisions of the City of Santa Ana.

### *3.5.8 Fire Services*

Fire protection and emergency medical services are provided by the Orange County Fire Authority (OCFA). The OCFA is a regional fire service agency that serves 23 cities in Orange County and all unincorporated areas. The OCFA protects over 1,680,000 residents and is organized into seven departments including the Community Risk Reduction Department and the Operations Department. The City of Santa Ana receives regional fire and emergency services from all OCFA stations and resources. The closest fire station to the Specific Plan area is Fire Station 76 located at 950 MacArthur Boulevard, approximately 1 mile from the Specific Plan area. Station 76. Fire service calls will incrementally increase as a result of the development of the Specific Plan area.

A Fire Master Plan has been prepared and submitted to OCFA as part of the Vesting Tentative Tract Map (VTTM) to show that the circulation system allows unhindered OCFA access and maneuvering during emergencies as well as anticipated hose pull lengths and fire hydrant locations.

As part of project implementation, all road/driveway widths, as well as the placement of fire hydrants and installation of automatic sprinkler systems, shall be designed with the guidance of the OCFA.

### *3.5.9 Schools*

The Specific Plan area is within the Santa Ana Unified School District (SAUSD) boundary. The SAUSD provides K-12 schools for areas within its boundaries. The schools which would serve residential units within the Specific Plan area include:

- Jefferson Elementary School. This K-6 school is located at 1522 West Adams Street, approximately 2.3 miles north of the Specific Plan area.
- McFadden IT. This 6-8 school is located at 2701 South Raitt Street, approximately 2 miles to the northwest of the Specific Plan area.

- Segerstrom High School. This 9-12 school is located at 2301 MacArthur Boulevard, approximately 1.2 miles northwest of the Specific Plan area.

Implementing Projects will pay statutory school fees at the time of building permits unless otherwise provided for as part of an agreement with the District.

## 3.6 Affordable Housing

The City of Santa Ana has established an Affordable Housing Opportunity and Creation Ordinance (AHOCO) to encourage the development of housing that is affordable to a range of households with varying income levels. The Ordinance is applicable to new residential projects within the City that meet certain criteria.

Except to the extent that an active Development Agreement provides for alternate methods of compliance, as Implementing Projects in the Specific Plan area are submitted to the City for review, they will comply with inclusionary housing requirements adopted by ordinance in place at the time each Implementing Project is submitted to the City.

# 4| DEVELOPMENT REGULATIONS



# 4.0 DEVELOPMENT REGULATIONS

The purpose of this section is to provide land use development standards that apply to each of the land use designations. These include standards regarding permitted uses, building height limits, parking requirements, and setbacks.

These development standards should be used in conjunction with **Chapter 5**: *Design Guidelines*, which describe and illustrate building designs, concepts, and features that will promote the high-quality development that is envisioned for the Specific Plan area. Project-related Definitions are found in **Section 6**, *Implementation and Administration*.

Where development standards are not described, the standards as described in the City of Santa Ana Zoning Ordinance shall apply.

## 4.1 General Provisions

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to utilize Specific Plans for purposes of implementing the goals and policies of the City's General Plan.

This Specific Plan establishes regulations, standards, guidelines, and processes for the proposed development, and upon adoption, shall constitute the zoning for development within the Specific Plan area.

This section has been prepared in accordance with California Government Code Section 65450, et seq. and the City of Santa Ana Zoning Ordinance (Title 25 of the Santa Ana Municipal Code). Regulations are proposed for residential, commercial, hospitality, and open space uses. Individual Blocks (development areas) are defined by land use, and lot size and have been included in accordance with the objectives of this document.

Application of these regulations is specifically intended to provide the most appropriate use of the land, create a harmonious relationship among land uses and protect the health, safety and welfare of the community.

When used in this document, the words "shall," "will," "is to," and "are to" are always mandatory. "Should" is not mandatory but is strongly recommended; and "may" is permissive. The singular number includes the plural number, and the plural the singular, unless the natural construction of the word indicates otherwise. The words "include," "includes," and "including" mean "including but not limited to." The following General Development Standards apply to all uses within the Specific Plan.

### *4.1.1 Boundaries*

The boundaries and acreage of the individual Blocks are approximate. Precise boundaries and acreages will be established in conjunction with the subdivision map for each planning area or portions thereof within the project. Minor boundary and acreage variations shall be permitted, subject to review by the Executive Director of the Planning and Building Agency or their designee for conformance with the intent of the Specific Plan, without an amendment to this Specific Plan. **Section 6**, *Administration and*

*Implementation*, of this Specific Plan includes a listing of minor modifications and criteria for required amendments to the Specific Plan.

### *4.1.2 Residential Uses*

The Related Bristol project is envisioned as a mixed-use urban community with multiple blocks of residential uses throughout the plan area. This Specific Plan does not intend to limit or restrict the residential building types or architectural style. Residential uses may be single-use buildings within a block or in a mixed-use building with ground floor retail uses as defined by **Figure 3-1**, *Land Use Blocks* or **Figure 3-3**, *Conceptual Site Plan*. Building types may include, but are not limited to, the following:

- Tower on podium, which is multi-level tower of steel or concrete organized around or above a central core or series of cores.
- Podium Structure, which is a multi-level wood or metal structure situated on top of a concrete or steel podium base.
- Wrap Structure, which is a multi-level building surrounding an internal parking structure
- Live-Work, is an integrated residence and work space occupied by a single household. This is a relatively low density building type which is permitted but not anticipated within the Specific Plan area.
- Townhomes, which are individual attached units arranged side-by-side.
- Stacked dwellings, which are units within a single structure that are stacked one above the other.
- Mixed use frontages. A variety of mixed use frontages may be used, including forecourt, storefront, gallery, and arcade types of architectural treatments (see **Section 6**, *Design Guidelines*, for a description of these frontage types). The architectural treatment for the pedestrian/street level in all cases shall be designed to create a pedestrian scaled experience.

### *4.1.3 Senior Housing*

Senior and age-qualified projects (including "continuum of care" communities that include a full range of independent living through skilled nursing) are specifically allowed within the Specific Plan. Such projects may include additional or different recreation facilities from that shown in the Specific Plan in keeping with the project's demographics; such changes shall be delineated in a Development Plan submittal. Senior/Age Qualified uses may include the following:

- Independent Living Units. A project designed for the senior resident who needs specialized services and amenities to accommodate their special needs and prolong their ability to live independently. Such services may include meal preparation, common dining facilities, emergency call monitoring, housekeeping services, shuttle services, and delivery of groceries and pharmaceuticals. The project includes specially designed units and grounds to accommodate reduced mobility, sight, and hearing problems. Services to support the care of an ailing

spouse such as adult day care services, limited nursing services may also be provided. Unit types may range from single-family attached/condominiums to multiple-family clustered buildings and would typically include full kitchens.

- Congregate Housing Community (including Assisted Living and/or Skilled Nursing). A project in this category is designed for the senior resident who needs significant care and services including nursing care and medical services, inclusive of memory care facilities. Unit types may include smaller apartments with small kitchenettes, but also common dining facilities and community activity centers. Specific services may include security, activity centers, housekeeping, emergency monitoring and transportation.

### *4.1.4 Outdoor Dining*

Outdoor dining is contemplated throughout the Specific Plan area, either through the use of outdoor kiosks that may provide limited food/coffee service or associated with restaurant/food service uses. For this Specific Plan, parking for all commercial uses, including food service, are parked at the rates identified in **Table 4-4** of this section. Outdoor seating is not considered restaurant floor area and is thus exempt from additional parking. Because all food uses would be subject to the DPR process outlined in **Section 6** of this document and such approval would include the location and siting of any proposed outdoor dining, the provisions of the Outdoor Dining Ordinance shall not apply. Although not contemplated, any outdoor dining in the public right-of-way would be subject to Article VI of Chapter 33 of the SAMC.

### *4.1.5 Height*

Rooflines must be appropriate to the architectural style. Architectural features such as, but not limited to, weathervanes, stair towers, elevator towers, mechanical equipment screening/parapets, clock towers, trellises, canopies, decorative lights, and other non-habitable architectural features etc. appropriate to the architectural style of the structure may extend in height above the stated Building Height of the Primary Structure, subject to Development Project Review (DPR) review. Parapets and visible roof elements (e.g. mansard-style) shall not exceed the equivalent of an additional story.

The Project site is within the SNA FAR Part 77 Notification Imaginary Surface area, which requires notification to FAA for any project that would exceed a 100:1 slope of an imaginary surface extending outward for 20,000 feet from the nearest runway at SNA or would be more than 200 feet in height above the ground level. The proposed building uses would be a maximum of 25 stories high; the tallest point on the buildings would be 285-feet above the existing ground level. Because the proposed Project is subject to the City's development review and permitting process, it shall comply with the FAA's notification requirement and is consistent with Policy S-4.1 and S-4.2.

### *4.1.6 Performance Standards*

A. Security

Residential units shall be designed to ensure the security of residents through the provision of secured entrances and exits that are separate from the non-residential uses and are

directly accessible to parking areas. Non-residential and residential uses shall not have common entrance hallways or common balconies. These separations shall be shown on the development plan and the separations shall be permanently maintained.

To enhance onsite security, private security officers will be onsite 24 hours a day, seven days a week, and shall routinely patrol the Specific Plan area in all residential, non-residential, and open space areas, including vacant and under-construction portions. The private security officers will be funded at the developer and owners' full expense.

#### B. Noise

Residential portions of the project shall comply with the City's Noise Ordinance, which may include design to limit the interior noise caused by the commercial and parking portions of the project or arterial roadway adjacency, to a maximum of forty-five (45) db in any habitable room with windows closed, to meet City noise standards. Proper design may include, but shall not be limited to, building orientation, sound-rated windows, wall and ceiling insulation, and orientation and insulation of vents. Where it is necessary that windows be closed in order to achieve the required level, means shall be provided for ventilation/cooling to provide a habitable environment.

#### C. Maintenance

All properties within the Specific Plan area shall be kept and maintained in a clean, neat, orderly, operable and usable condition. This requirement applies to buildings, paving, fences, walls, landscaping, water, earth and any other structure or feature on the site.

#### D. Refuse Collection

- Bins for recycling and any other refuse mandated by the State of California shall be provided for all uses in trash enclosures.
- Outdoor refuse collection areas shall be visually screened from adjacent streets, roadways, plazas, freeways and adjacent property through use of an opaque screen (wall or fence).
- Where feasible, areas to handle refuse shall be integrated into parking structures. Such areas shall be enclosed with a durable material, with doors. As appropriate, chutes shall be provided to allow refuse from upper floors to be collected.
- Restaurants shall recycle organics in accordance with State law and City Ordinance.

## 4.2 Permitted Uses by District

This section identifies the permitted, conditional, temporary uses within the Specific Plan area. The Conceptual Land Use Plan identified in **Figure 3-2**, *Conceptual Land Use* provides a visual representation of the desired location of various potential uses for evaluation by the City during review of development proposals. Permitted uses are those uses set forth in **Table 4-1**. Accessory Uses as defined herein are also permitted. Land uses that are not listed in the table herein are not allowed, except as otherwise provided by **Table 4-1** herein. Interface between retail and residential uses will incorporate design features as outlined in the Design Guidelines to limit nuisances such as odors and noise generated by retail uses.

Uses identified by a "P" are permitted by right, those identified by a "CUP" are subject to a conditional use permit, and those identified by "LUC" are subject to a Land Use Certificate. Uses identified by an "X" are not permitted. Any use not included shall be considered prohibited unless deemed to be similar to an allowable use as interpreted by the Executive Director of the Planning and Building Agency or his/her designee.

New construction projects require the approval of a Development Project Review (DPR), except for interior tenant improvements associated with existing buildings which remain as interim uses during the phased buildout. Site Development Plans shall be processed in accordance with the **Section 6.2.3**, *Subsequent Approvals* herein.

**TABLE 4-1**

**PERMITTED USES**

| USE TYPE | MU/RES NORTH | MU/VILLAGE CORE | NOTES |
|---|---|---|---|
| **Residential** | | | |
| Multifamily apartments, Condominiums, Townhouses, Lofts, Tower, Podium | P | P | Includes associated leasing offices and recreational/ fitness facilities, and clubhouses and recreation buildings. Wood burning fireplaces are not permitted in residential uses. Fire pits may be permitted in common areas.<br>Rooftop amenities are permitted.[1] |
| Home Occupations | P | P | Per SAMC |
| Live-Work units | P | P | |
| Senior Housing | P | P | Independent Living |
| **Care Uses** | | | |
| Adult Day Care | CUP | P | |
| Congregate Care | P | P | |
| Convalescent Facility | P | P | Including skilled nursing |
| Continuum of Care | P[2] | P | Including senior living (inclusive of independent living, assisted living, memory care). |
| Day Care/Child Care | P | P | Per SAMC |

[1] Where a rooftop amenity requires a restroom to be provided, the restroom may exceed the maximum height.

[22] Senior continuum of care uses in the Northern District are only permitted in Blocks 3, 7, 9, and 10.

**TABLE 4-1**

**PERMITTED USES**

| USE TYPE | MU/RES NORTH | MU/VILLAGE CORE | NOTES |
|---|---|---|---|
| **Commercial Uses** | | | |
| Drive through lanes | X | X | |
| Commercial/retail | P | P | Including but not limited to indoor and outdoor sales, department stores, service commercial such as appliance stores, bakeries, bookstores, food/grocery stores (retail market), pet stores etc. |
| Commercial Recreation | CUP | P | |
| Hospitality | P[3] | P | Including executive suites, guest suites, long-term/ extended stay, with commercial, day spa, and food/ alcohol service incidental to the hotel use. Rooftop amenities, including dining, are permitted.[4] |
| Office uses. Professional, administrative, and business offices providing personal and professional services | P | P | Including architects/ engineers, and similar uses. |
| Medical office | P | P | Including surgical centers, urgent care, dentists, optometrists and similar |
| **Service Uses** | | | |
| Alcohol sales for on-site or off-site consumption;<br>--Associated with bona fide food service/restaurant<br>--Off-site or Bar (public premises) | CUP<br><br>CUP | CUP<br><br>CUP | Public premises is as defined by ABC License type 42 or 48. |
| Service-oriented office uses including insurance, real estate, travel, finance (including ATMs), creative office co-working (e.g. Common Desk), and similar uses. | P | P | |
| Eating and Drinking Establishments | P | P | Restaurants, cafes take-out permitted. Outdoor |

[3] Hotel uses in the Northern District are limited to blocks with Bristol or Callens Common frontage only, with the exception of Block 8.

[4] Where a rooftop amenity requires a restroom to be provided, the restroom may exceed the maximum height.

**TABLE 4-1**

**PERMITTED USES**

| USE TYPE | MU/RES NORTH | MU/VILLAGE CORE | NOTES |
|---|---|---|---|
| | | | seating and dining associated with a restaurant or cafe is permitted. |
| Fast Food/Quick Serve | P | P | No Extended hours, no drive-thru |
| Extended Hours for Food Uses | CUP | CUP | Per SAMC |
| Gymnasiums and Fitness Clubs | P | P | |
| Massage Establishments (Day Spa) | CUP | CUP | Massage Establishment Permit required. May be accessory to a hotel use. Adult businesses are not permitted. |
| Personal Services | P | P | Including dry cleaners, salons, small appliance repair, locksmiths, nail salons/ beauty shops, tailor, travel agencies, |
| Postal Services | CUP | CUP | |
| Printing/Reprographics | P | P | |
| **Transportation & Infrastructure** | | | |
| Major wireless communication facilities | CUP | CUP | Per SAMC |
| Utilities | P | P | Public or private |
| Water Quality Features | P | P | |
| **Other** | | | |
| Parking Structures | P | P | Above or below-ground |
| Pushcarts | LUC | LUC | per SAMC Chapter 26 |
| Outdoor Retail Kiosks/Carts | P | P | See Design Guidelines |
| Food Vending vehicles/Food Trucks | LUC | LUC | per SAMC Article XIV |
| Museums and Science Centers; | X | CUP | |
| Performing or Cultural Arts | X | CUP | |
| Club/Live entertainment venues (music venue, comedy club, nightclub, etc.) | CUP | P | |
| Community Assembly uses | CUP | CUP | Includes places of worship, auditoriums, lodges, and similar uses |
| Municipal uses | P | P | Including library, government offices, police substations |
| Schools, public and private | CUP | CUP | Preschool only |
| Teleworking | P | P | "work from home" |

**TABLE 4-1**
**PERMITTED USES**

| USE TYPE | MU/RES NORTH | MU/VILLAGE CORE | NOTES |
|---|---|---|---|
| Theaters and Cinemas | X | P | Including ancillary food and alcohol sales (alcohol sales are subject to the SAMC Section 41-196); |
| Temporary outdoor activities and structures | LUC | LUC | Including entertainment per SAMC 41-195 |
| Any land use proposal not specifically covered by the provisions contained in Table 4-1 herein is not permitted. Any ambiguity concerning the content or application of the Specific Plan shall be subject to determination by the Executive Director of the Planning and Building Agency. | | | |

## 4.3 Development Standards

The development standards in **Table 4-2 and 4-3**, *Development Standards*, apply to all uses, including parking structures (as applicable), within the Specific Plan area. Landscaped areas will be addressed on a project-by-project basis and conform to the standards outlined in the table.

- Where indicated, setbacks are measured to face of curb and averaged across each phase of development.
- Where development standards are not described, the standards in the SAMC shall apply.
- Standards are minimums unless otherwise indicated.
- Setbacks from private roadways are based on pedestrian zones as shown in Figures 4-1 through 4-7.

**TABLE 4-2**
**DEVELOPMENT STANDARDS – MIXED USE-VILLAGE CORE**

| Item | Standard |
|---|---|
| Floor Area Ratio (max)[5] | 5.0 |
| Density, Gross (maximum)[6] | 92 du/ac |
| Lot Width/Depth (minimum) | none |
| Arterial Street Building Setback (Bristol Street) (Average, to face of curb) | 20 ft. |
| Arterial Street Building Setback (Sunflower Ave) (Average to face of curb) | 15 ft |
| Local Street Building Setback (Callens Common, to face of curb) | 12 ft |
| Local Street Building Setback (Plaza Drive) (Average to face of curb) | 15 ft. |
| Subterranean Parking Structure Setback (from public street right-of-way) | 0 ft. |
| Distance Between Buildings | as required by building code |
| Building Height (Stories – max)[7] | |
| Mixed Use Structure | 25 stories |
| Residential Structure | 25 stories |
| Senior/Assisted Living | 25 stories |
| Hotel or Office | 25 stories |
| Retail/Commercial (Freestanding/not part of a mixed-use building) | 3 stories |
| Residential Open Space /Amenity Space | 200 sf/unit[8] |
| Overall Project Area Landscape Area | 15% of each District |

[5] FAR is measured based on gross site area for the Specific Plan as a whole. FAR calculations do not include parking structure square footage.

[6] Gross density is measured/averaged across the Specific Plan area as a whole and not by district or parcel.

[7] The Project site is within the SNA FAR Part 77 Notification Imaginary Surface area, which requires notification to FAA for any project that would exceed a 100:1 slope of an imaginary surface extending outward for 20,000 feet from the nearest runway at SNA or would be more than 200 feet in height above the ground level. The proposed building uses would be a maximum of 25 stories high; the tallest point on the buildings would be 285-feet above the existing ground level. Because the proposed Project is subject to the City's development review and permitting process, it would comply with the FAA's notification requirement and is consistent with Policy S-4.1 and S-4.2.

[8] Private and Common Open Space amounts may vary, however a total of 200 square feet of combined private/common open space per unit shall be provided, measured across the overall Specific Plan area. This private and common open Space may be a combination of passive and active open space. Common open space may include backbone parks, parkways, programmable roads, greenways, courtyards, pool/spa decks, roof decks, dog parks, fitness rooms, business centers, parkways, landscaped yards. Private open space of a minimum of 50 sf, which may include patios or balconies of any orientation. All development project review application submittals for projects within the Specific Plan area shall be accompanied by an Open Space Exhibit illustrating code compliance with the Specific Plan's open space requirements, including varied symbology or colors to distinguish public open space, private common open space, and per-unit private open space.

**TABLE 4-3**
**DEVELOPMENT STANDARDS –MIXED USE-RESIDENTIAL NORTH**

| Item | Standard |
|---|---|
| Floor Area Ratio (max)[9] | 5.0 |
| Density, Gross (maximum)[10] | 92 du/ac |
| Lot Width/Depth (minimum) | none |
| Arterial Street Building Setback (Bristol Street) (Avg to face of curb) | 20 ft. |
| Arterial Street Building Setback (MacArthur) (Avg to face of curb) | 15 ft |
| Local Street Building Setback (Callens Common, to curb face) | 12 ft |
| Local Street Building Setback (Plaza Drive) (Average to face of curb) | 15 ft. |
| Subterranean Parking Structure Setback (from public street | 0 ft. |
| Distance Between Buildings | As required by building code |
| Building Height (Stories – max) (see footnote 7, previous page) | |
| Mixed Use Structure | 25 stories |
| Residential Structure (see block diagram on the following page) | |
| Blocks 1 and 8 | 8 stories |
| Blocks 2, 3, 6, and 7-10 | 25 stories |
| Block 4 (Recreation Building) | 2 stories |
| Hotel or Office | 25 stories |
| Retail/Commercial | 3 stories |
| Residential Open Space /Amenity Space | 200 sf/unit[11] |
| Overall Project Area Landscape Area | 15% of each District |

[9] FAR is measured based on gross site area. FAR calculations do not include parking structure square footage.

[10] Gross density is measured/averaged across the Specific Plan area as a whole and not by district or parcel.

[11] Private and Common Open Space amounts for individual implementing residential projects may vary, however a total of 200 square feet of combined private/common open space per unit shall be provided, measured across the overall Specific Plan area. This open Space may be a combination of passive and active open space. Common open space may include backbone parks, parkways (with sidewalk), greenways, courtyards, pool/spa decks, roof decks, dog parks, fitness rooms, business centers, parkways, landscaped yards. Private open space may include patios or balconies of any orientation, with a minimum of 50 sf. All development project review application submittals for projects within the Specific Plan area shall be accompanied by an Open Space Exhibit illustrating code compliance with the Specific Plan's open space requirements, including varied symbology or colors to distinguish public open space, private common open space, and per-unit private open space.




**Figure 4-1 Land Use Blocks**

A. Modifications. Development standards may be modified by up to 10% in connection with Development Project Review (DPR) for architectural elements that are in substantial conformance with the intent and goals of the Specific Plan. Development Project Review (DPR) approval is director-level approval (see **Table 6-1** for review/approval authority). The following may not be modified administratively:

- Onsite parking requirements;
- Height restrictions when adjacent to sensitive land uses;
- Roadway and public improvement configurations save for temporary deviations (e.g. a light pole);
- Maximum FAR and density unless subject to a density bonus agreement;
- Arterial street setbacks; and
- Private residential open space/amenity space.

The ultimate location and quantity of individual roadways on the project site within the specific plan area's street grid may change as each phase and Implementing Project is proposed and constructed in the Specific Plan area.

B. Interior Setbacks. There are no minimum setbacks for buildings adjacent to interior private drives. Building placement shall be governed by the following:

a) Building code;

b) Fire code; and

c) A variable width building zone set behind a Pedestrian Zone of 7 feet minimum, ranging from 7 feet to over 20 feet in width. The Pedestrian Zone consists of a pedestrian walkway/sidewalk, greenway, or plaza space and a curb-adjacent planting zone for trees, shrubs, or planters. Outdoor dining spaces may encroach into any Pedestrian Zone. Where multiple land uses are present in one parcel, the larger Pedestrian Zone dimension would apply. See **Figures 4-2** through **4-8**, *Interior Roadway Pedestrian Zones*[12].

C. Existing buildings may encroach into the setbacks. If the non-conforming uses are demolished and re-built the new building or structure shall comply with the setbacks provided herein.

D. Encroachments. Architectural elements such as columns, eaves, overhangs, canopies, balconies, utilities/meters, and stairways/stoops may encroach into required setbacks subject to Development Project Review (DPR). Such encroachments may not interfere with required fire access.

[12] Note that the sections shown on the following pages are focused on the pedestrian zone for internal private roadways. Full landscape sections for these images may be found in the Design Guidelines section of this Specific Plan.

No encroachments into a public right-of-way are permitted without the approval of the Public Works Agency.

Encroachments into pedestrian zones for outdoor dining are permitted subject to Development Project (DP) application review.

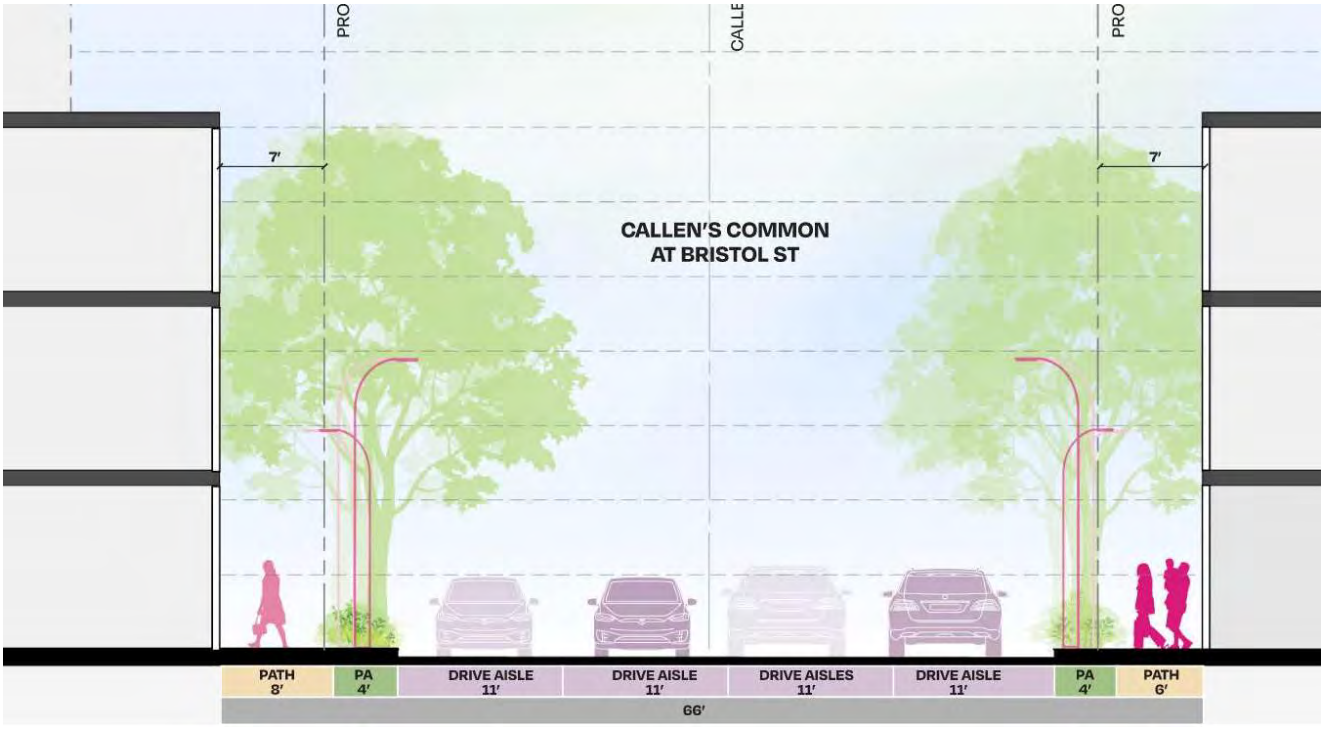



**Figure 4-2 Callens Common Pedestrian Zones at Bristol**




**Figure 4-3 Callens Common Pedestrian Zones**

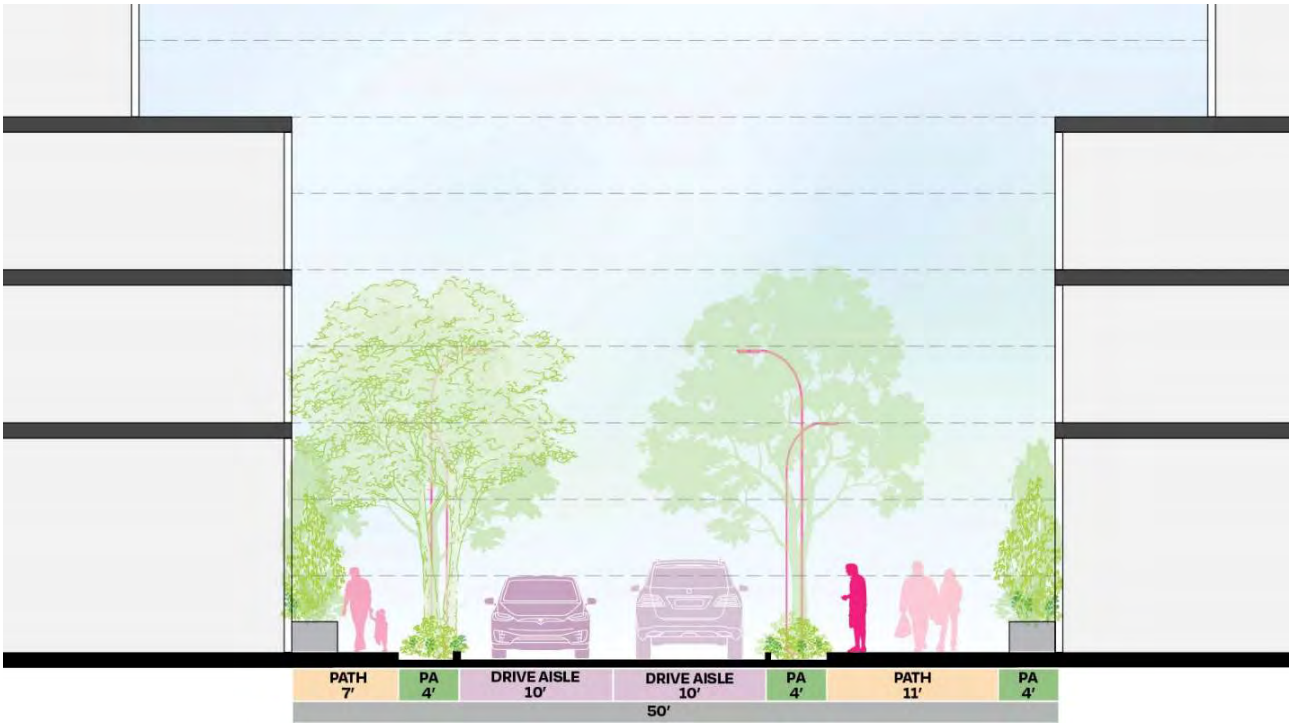



**Figure 4-4 Residential Roadway Pedestrian Zone**

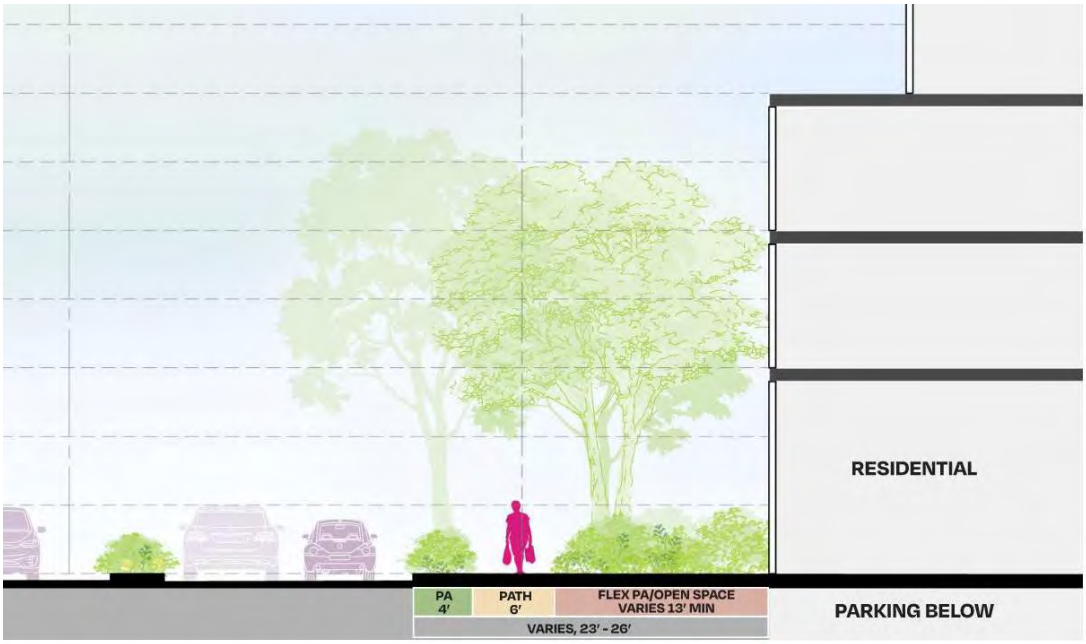



**Figure 4-5 Plaza Drive Pedestrian Zone**




**Figure 4-6 Retail Loop Pedestrian Zone**




**Figure 4-7 Greenlink Pedestrian Zone**

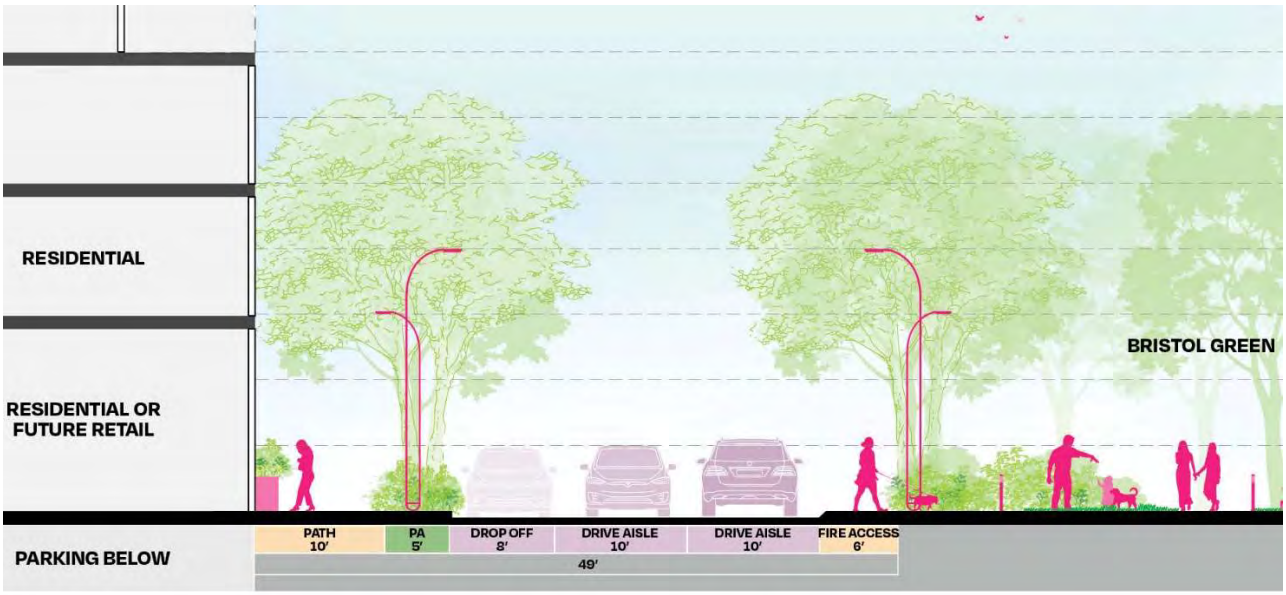



**Figure 4-8 Bristol Green Loop Pedestrian Zones**

## 4.4 Parking

Parking in the Specific Plan area is largely accomplished through structured parking garages, located strategically and thus the parking requirements for the project use shared/joint/reciprocal concepts. Parking standards for uses within the Specific Plan area are shown in **Table 4-4** *Parking Standards*. These standards reflect the unique characteristics of the proposed mixed-use environment in the Specific Plan area, which result in opportunities for shared parking.

**TABLE 4-4**
**PARKING STANDARDS**

| Use | Ratio (min) |
|---|---|
| Commercial, inclusive of food service[13] | 4 spaces/1,000 sf |
| Senior Care/Assisted Living | 0.6 spaces/unit |
| Residential, inclusive of Guest | 1.3 spaces/unit |
| Hotel, inclusive of ancillary retail, food service, and conference | 0.6 space/key[14] |
| Office | 3 spaces/1,000 sf |

In addition to the ratios shown above, the following criteria are required (see Appendix C of this Specific Plan for the adopted parking study and preliminary parking management plan for the Specific Plan area):

A. Shared, joint, or reciprocal parking is permitted with execution of a reciprocal parking agreement, however required residential tenant subterranean parking shall be provided on the lot for which it is intended but may extend to the adjacent private roadway. Residential visitor parking may be shared or on lots other than the residential development.

B. Parking may include fee-based parking, valet assisted parking, and parking validations to encourage retail/restaurant use. Unbundling of parking is allowed and assumed in this Specific Plan; Section 41.1308 of the SAMC shall not apply. Guest parking is permitted separate from per-unit private residential parking areas. However, guest parking must be clearly indicated and may not occupy parking areas for commercial uses during peak commercial hours of operation.

C. For mixed-use development, which includes residential and non-residential uses, a parking management plan shall be required. The contents of the parking management plan shall be determined in collaboration with the Planning and Building Agency. This Parking Management Plan shall include provisions for periodic review of parking supply and shall include provisions for use of alternate

[13] Per section 4.1.4 of this document, outdoor seating is not considered restaurant floor area and is thus exempt from additional parking.
[14] The individual hotel operator shall provide the City a coordinated transportation management service (i.e., rideshare incentives, shuttle, etc.) subject to City's satisfaction.

technologies and management strategies if parking demand begins to near or exceed supply.

D. In the event that parking characteristics evolve due to new technologies or changes in parking demand, modified parking standards may be proposed based upon a parking demand analysis and/or actual field studies/parking surveys of similar facilities, to be reviewed and approved by the City's Executive Director of Planning and Building as part of Development Project Review (DPR) review. See the parking study and preliminary parking management plan in Appendix C of this document.

E. New technologies such as parking lifts or automated parking are permitted, subject to review as part of Development Project Review (DPR) and shall not require an amendment to the Specific Plan.

F. In a mixed-use building where ancillary service or small-scale food service commercial uses are a small component of the project (less than or equal to 2,000 square feet), the commercial component does not require parking. Commercial uses in excess of 2,000 square feet shall be parked per the ratios in **Table 4-4**, *Parking Standards*.

G. Because of ongoing changes to the code and technologies, Electric Vehicle (EV) charging stations shall be governed by Title 24 requirements at the time of permit issuance rather than a specified standard in this Specific Plan.

H. Accessible parking and loading requirements shall be governed by SAMC Section 41-1306 or State law. The required amount of accessible parking must be maintained during construction activities which displace existing spaces.

I. Motorcycle parking to be provided per the requirements of Section 41 of the SAMC.

J. Bicycle shall be provided based on use type and shall be located on the primary frontage of each building or in common open spaces. Bike lockers, where provided, may also be located within parking structures.

    a. Residential Uses: a minimum of 10 bicycle locker spaces per multifamily residential building (which may be located within garages).

    b. Retail/Commercial: bicycle spaces at a rate of 5% of the required parking, to be located either on the primary frontage or in open space areas.

K. Tandem parking, defined as two parking spaces arranged one behind the other, is permitted for all uses where the parking is provided, subject to a parking management plan or valet parking program.

L. Parking stall dimensions and operations/maintenance shall be as provided in the SAMC except as provided below.

- Standard Stalls: 8.5' x 18'

- Compact Stalls: 7.5' x 16' (single striped) or 8.5' x 16 (double striped) (up to 10% of total stalls)
- Aisles to and from parking stalls shall not be less than:
  - Thirteen (13) feet wide for one-way aisles with 30-degree parking.
  - Fifteen (15) feet wide for one-way aisles with 45-degree parking.
  - Eighteen (18) feet wide for one-way aisles with 60-degree parking.
  - Twenty-three (23) feet wide for 90-degree parking.

- Section 41.1304 (b) shall not apply to this mixed-use Specific Plan area.

## 4.5 Loading

Loading zones may be provided on-street or within buildings/parking structures. Loading areas shall be provided as follows, which replaces Section 41.1305 of the SAMC:

- On-street loading zones shall be a minimum of 8 feet in width;
- Every building involving the receipt or distribution by vehicle of materials or merchandise incidental to carrying on such activity shall be provided with at least one (1) space for standing, loading and unloading of vehicles to avoid undue interference with the public use of on-site travel aisles, streets, private roadways, and alleys. Such on-street loading zones may be shared between buildings but shall be placed in such a way as to allow reasonable access to each building served;
- A fourteen-foot minimum height clearance shall be maintained. Loading zones shall not interfere with or be used for off-street parking purposes. Loading zones shall be clearly designated and labeled;
- Loading zones for commercial uses may not be located adjacent to property used solely for residential purposes but may be located adjacent to property used for mixed commercial/residential uses. Loading areas for residential move-in may be placed within parking structures or on-street provided they are located in proximity to elevators; and
- Where feasible, on-street loading should be minimized during business hours (11 am – 5 pm) on Bristol Paseo, or adjacent to Bristol Central Park, Bristol Plaza, or Bristol Green.

## 4.6 Subdivision Code Deviations

The following are deviations from the SAMC related to Subdivisions. A subdivision map submitted pursuant to this Specific Plan shall comply with the SAMC subdivision standards except for the following permitted deviations:

- Deviation from City standard 1103A Typical Section Divided Arterial Streets W2 dimension from 10' to 8'. It should be noted the existing W2 dimension is 8', and proposed sidewalk will be behind ROW with a sidewalk easement. This request applies to MacArthur, Bristol and Sunflower.

- Deviation from City standard 1102 Typical Section Local Streets W2 dimension from 10' to 8'. It should be noted the existing W2 dimension is 8', and proposed sidewalk will straddle ROW with a partial sidewalk easement. This request applies to Plaza Drive.
- Deviation from City Standard 1102A Private Streets, to reflect 20' minimum street width (without parking) instead of 28' per city standard.
- If the above deviations are approved as part of this Specific Plan, no separate deviation request is required for subdivision maps associated with the Related Bristol Specific Plan. Note that this section does not limit an applicant's ability to request other deviations as part of a submittal.

## 4.7 Landscape and Open Space

All yards or other areas not used for buildings, parking, or storage shall be landscaped. As development projects are implemented, landscape plans shall be approved consistent with the requirements below.

A. The landscaped buffer shall have an average of one 36-inch box (min) canopy tree per 25 lineal feet. The minimum caliper size for all trees shall be 3 inches, measured at DBH (diameter at breast height, approximately 4.3 feet above the ground). Decorative tree grates may be provided.

B. The trees can be placed in groups in order to achieve a particular design. Six (6) five-gallon size shrubs per 25 lineal feet shall be provided, either clustered or linear. As an alternative, the use of three (3) five-gallon size shrubs and ten (10) one-gallon size shrubs is acceptable provided the plant material adds color and variety to the design.

C. Trees generally regarded as having invasive or surface roots shall be installed in root control planters as specified in the City of Santa Ana Tree Planting Standard No. 1124.

D. The minimum palm tree size shall be 15-foot brown trunk height in all areas.

E. All trees shall be planted and staked according to the Best Management Practices for that particular type of tree. This may include single-stake and tie, double-staking, cable anchors, cross bar, and multiple stake methods.

F. Landscape planters in surface parking lots shall be planted in accordance with the standards contained in the SAMC.

## 4.8 Signage

Design Guidelines related to signage are outlined in **Section 5.10** of this document. Exterior signs, including monument signs, commercial signage, and residential signs, as well as those for common areas such as parks, plazas, and wayfinding, shall comply with the provisions of a detailed Master Sign Program. The Master Sign Program shall be developed at the time of the DPR for the first Implementing Project for each phase of development as defined by the Conceptual Phasing Plan outlined in Section 6.2.10.

Signage standards related to size, location, setback, and placement on buildings shall be included in the Master Sign Program submittal for each phase. If City Sign Ordinance standards are utilized, the Master Sign Program shall indicate where that applies. Section 6.2.3 B outlines the approval process for the Master Sign Program(s).

## 4.9 Public Open Space

The public's access to the Specific Plan's publicly accessible open space shall be reserved through a revocable public access easement with the City and shall remain on the property through the life of the Project. Any such publicly accessible open spaces shall count toward any required park and recreation fees or other obligations (including those specified in Chapter 35, Article IV of the Santa Ana Municipal Code.

The project open space is comprised of 13 acres as shown in Tables 3-1 and 3-2. Developer shall receive a credit against its park and open space fee obligations (e.g., Park Acquisition and Development Fee) for the hard and soft cost of all land, improvements, operation, and maintenance associated with the Project Open Space. In the event the onsite open space provided is less than 13 acres, the Project must satisfy any required park and recreation fees or other obligations (including those specified in Chapter 35, Article IV of the Santa Ana Municipal Code) for the amount of the acreage shortfall as calculated by the City of Santa Ana.

# 5| DESIGN GUIDELINES



# 5.0 DESIGN GUIDELINES

## 5.1 Introduction

Design Guidelines are an important component of the Related Bristol Specific Plan. They provide a cohesive and well thought out direction on site planning, architectural quality, landscape design, and other site development factors within the specific plan area. These guidelines are intended to promote creative and high-quality future development of the Project Bristol community while providing flexibility in implementing future projects.



The Related Bristol Specific Plan area will be a residential, commercial, and cultural hub for the City of Santa Ana. Located along Bristol Street, the planning area is one of the southern gateways of the City of Santa Ana. The Specific Plan area is seen as one of the bookends for the City's core, including the Civic Center area and several community attractions.

As described in Section 3 (Development Plan), the Project consists of two districts: The Mixed-Use/Residential North District (Blocks 1-10) and the Mixed-Use Village Core District (Blocks 11-21). In order to keep a consistent look and feel to the Related Bristol development, many design elements will be consistent throughout the two districts. In support of the overall vision of the community, many of the design guidelines within this section will be applicable across both districts. There are some unique characteristics between the two areas that require specific design guidelines that will only be applicable within a particular district. In reading this section, use the following symbols as guidance to know which guidelines apply to projects within each district.

RN = Mixed-Use/Residential North District

VC = Mixed-Use Village Core District

For future Implementing Projects, all guidelines marked with the symbol that corresponds to that project's Village shall apply.

### 5.2 Applicability and Interpretation

These guidelines provide direction for implementing design projects and illustrate options and techniques that assist property owners, developers, architects, and others when determining the appearance, functionality, and design of new development. The provisions of this section shall apply to all development within the Specific Plan boundary.

The Design Guidelines section of the Specific Plan provides recommendations when designing a development project. Prior to submitting a project, applicants should review the Design Guidelines to ensure that their proposed development is keeping within the character of the community and guiding principles envisioned for the Specific Plan area.

The Design Guidelines are not zoning regulations or development standards. Where there is conflict between the Design Guidelines and other applicable City Design Guidelines, the Related Bristol Specific Plan will supersede those guidelines. Where a guideline is not addressed, the closest City design guideline should be taken into consideration.

The Design Guidelines contain language that reflects the following definitions (see also Development Standards):

- The words "shall" or "must" indicate a design standard and means that it is mandatory that development conform with that standard.
- The word "should" or "may" means that the guideline is intended as a recommendation and is not a required standard.

Projects must be consistent with the intent of the guidelines. However, alternative design approaches that meet the intent of the Specific Plan vision, theme, and Design Guidelines but are not expressly discussed within this Section may be considered by the decision-making body.

This document includes guidelines for the development of all allowed uses within the Specific Plan area. Graphics and diagrams are included to illustrate guideline intent and are not intended to show the only possible design treatment.

### 5.3 Related Standards and Guidelines

The City of Santa Ana has additional design guidelines, standards, and regulations that should be reviewed during the design process for any new development or renovation, however the Specific Plan design guidelines take precedence. Design criteria not addressed in the Specific Plan will take into consideration the recommendations made in the applicable City design guidelines.

- City of Santa Ana Municipal Code
- City of Santa Ana Commercial Design Guidelines
- City of Santa Ana Residential Design Guidelines
- City of Santa Ana Design Guidelines for Water and Sewer Facilities

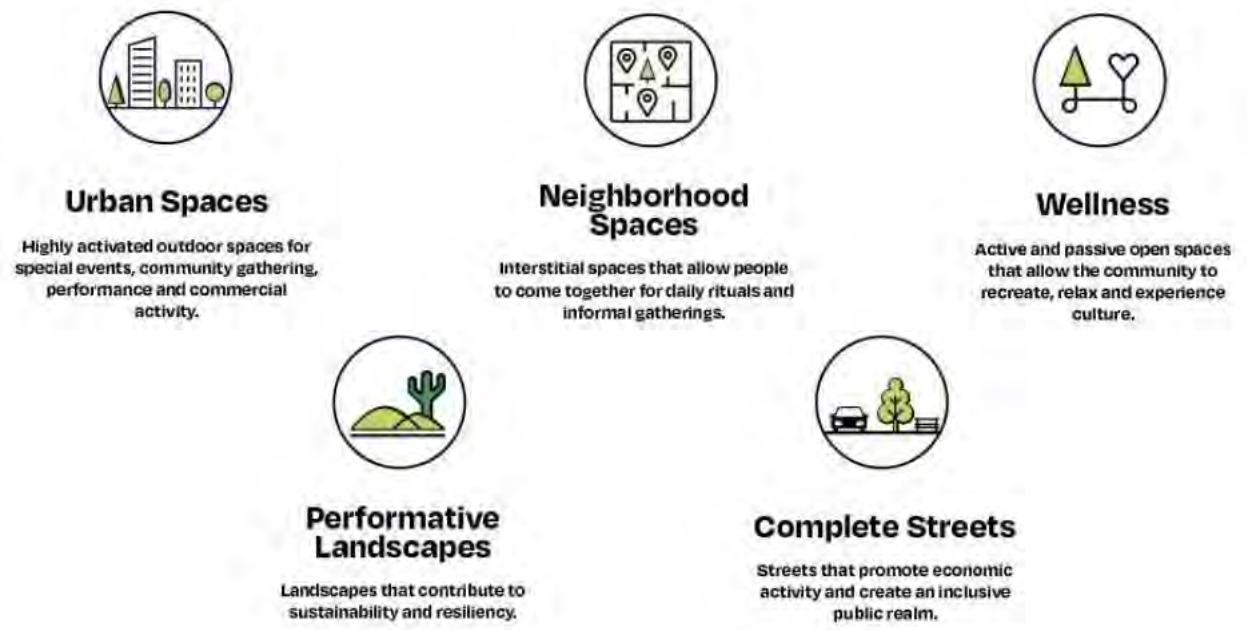
- Commercial Area Landscape Standards



## 5.4 Placemaking and Implementation of the Plan Vision

As stated in **Section 2** of the Specific Plan, the vision for the project centers around creating a magnetic, walkable, people-centered community for future residents and the region as a whole. The project accomplishes this through the connection of vibrantly programmed community spaces to high quality urban neighborhood and commercial districts which are oriented at the block level.

The design guidelines within this section are drafted in support of accomplishing the following five design concepts.



## 5.5 Site Planning and Circulation

The site planning process and guidelines are the glue that bind a development project. The site plan considers the layout of buildings, open space, parking, and other uses within the site as well as the relationship of the site to the surrounding context.

Interwoven within the framework of the built environment and community spaces are the pedestrian and vehicular circulation pathways that take residents and visitors from point A to point B in an engaging, safe, and enjoyable manner. The project area is focused on the experience at a pedestrian level and the guidelines within this section support that vision.

### 5.5.1 Site Planning Guidelines

#### A. Building Placement and Orientation RN VC



Imagery Source: Project Design Team

- Buildings should be located to define, connect, and activate public and private open spaces as usable plazas, parks, and gathering spaces.
- Spaces at the corners of major intersections (Sunflower and Bristol and MacArthur and Bristol) should incorporate statement design features to signify a sense of arrival to the specific plan area and serve as landmark elements for the project area. This may include architectural design of buildings, inviting open space areas, or freestanding design features such as an obelisk or other similar monumentation or public art.
- Buildings should be located directly adjacent to the pedestrian walkway to promote ease of access and a walkable urban environment. Landscaped setbacks are allowed in commercial, residential, and hotel uses abut public streets to create a sense of privacy.
- Buildings must follow the maximum heights permitted in the Development Standards section and should consider vertical variety such as lower building heights and upper-level step-backs to create height and massing variety as well as respond to sensitive receptors such as adjacent residential uses.
- Buildings should be generally be oriented parallel to streets with varying setbacks to provide visual interest and varying shadow patterns.
- When possible, free-standing buildings should be sited along street frontages.
- Buildings should be arranged to provide convenient access to transit stops and short-term parking/loading.

- Buildings and on-site circulation should be organized to minimize areas of conflict between pedestrians and vehicles with a focus on promoting pedestrian and cyclist safety and comfort.




Imagery Source: Project Design Team

### B. Compatibility Between Uses RN VC

- Commercial and residential structures may be planned in a horizontal mixed-use setting or stacked vertically with residential on top of commercial uses to promote an urban environment.
- When residential and commercial uses are located in the same structure in a mixed-use setting, development should provide separate entrances for each use.
- Minimize the potential impact of commercial or hotel loading and back-of-house uses adjacent to residential uses where possible.

### C. Public Safety by Design RN VC

- Use the concept of natural surveillance, or "eyes on the street," by promoting features that maximize the visibility of people, parking, and building entrances.
- Visually delineate the separation between public and private spaces with paving, building materials, grade separations or landscaping.
- Use the concept of stewardship by promoting features such as landscape planting, paving designs, and gateway treatments that define property lines and distinguish private space from public space.
- Use the concept of walkability control by designing streets, walkways, building entrances, and development entries to clearly indicate public routes and to identify access to private areas.

### D. Utility Guidelines

Commercial spaces shall be designed with maximum flexibility of uses to be responsive to rapidly changing retail environments. The following are guidelines for utilities.

- Floor Plate Height. In mixed-use buildings, ground floor retail spaces should be designed with sufficient plate height to accommodate the utilities for a variety of uses, including provision of sufficient height for food service-related uses. A minimum floor plate height of 12 feet is required for ground-floor spaces

containing non-residential uses, and a minimum floor plate height of 10 feet is required for ground floor spaces with residential uses.

- Utility Service Connections. Where feasible, utility service connections from rights-of-way or easements shall provide subterranean connections to site structures, including principal structures, garages, storage areas, and site lighting.
- All utilities shall be located in accordance with Agency standards.
    - Where feasible, electrical transformers should be screened or incorporated into the building to read as part of the architecture.
    - Electrical meters or switch gears should be placed in boxes/cabinets/enclosed in a manner integrated into the building architecture. Such enclosures/cabinets should be factored into building setbacks and pedestrian zones.
- Ground-mounted mechanical equipment shall be located inside buildings or structures. When location inside buildings or structures is infeasible, ground-mounted mechanical equipment must be placed inside utility cabinets, and/or behind landscaping to screen this equipment from streets, walkways, parks, and common areas. Items to be screened include, but are not limited to, power transformers, electrical equipment, backflow preventers, antennas, HVAC (heating, ventilation, and air conditioning) equipment, and other similar mechanical equipment and utilities.



- Fire Service. Above-ground fire service appurtenances, including backflow prevention devices, post indicator valves and fire department connections shall be incorporated in buildings or structures. When location inside buildings or structures is infeasible, fire service equipment and associated connections must be placed inside screened in locations as approved by Orange County Fire Authority (OCFA).
    - Appurtenances shall be screened by landscaping to the extent allowed by OCFA.
- Sewer manholes, storm drain manholes, and grease interceptors shall be placed in areas that can be accessed by maintenance personnel.
    - Grease interceptors should be placed in paved areas that are accessible to maintenance vehicles and should not be located in high volume pedestrian pathways or within handicapped parking stalls.
    - Servicing of grease interceptors should be timed during off-peak hours when feasible to avoid conflicts with pedestrians and commercial users.
- Ventilation Systems. In a mixed-use building where food service is provided on the ground floor, ventilation piping/ducting should be incorporated into the building architecture, either within the building walls (preferred), or screened through architectural features or through materials which match the building façade.

- Lighting. The scale, materials, colors, and design detail of light posts and fixtures should reflect the desired character of the project and the architectural style of the surrounding buildings. Light posts shall be appropriately scaled to pedestrians near sidewalks and other areas of pedestrian circulation. Extremely tall light posts and fixtures should be avoided. Bollard lighting is encouraged to illuminate walkways.

### *5.5.2 Circulation Guidelines*

A. Roadway Network Design RN VC

- In keeping with the concept of pedestrian-friendly streets, internal private roadways and adjacent areas within the right-of-way should be designed to provide for safe and efficient use by pedestrians, bicyclists, and vehicles.
- Internal roadways should follow a hierarchy of use with larger collector roads distributing vehicles to local streets and private roadways.
- Roadways adjacent to community spaces, commercial corridors, or within heavily residential areas of the planning area should incorporate traffic calming measures such as striping and bulb outs to slow speeding vehicles and prioritize pedestrian and bicycle travel.
- Dead end roadway aisles should be avoided where possible.



B. Pedestrian Access and Circulation RN VC

- Pedestrian access into the Related Bristol Specific Plan area should be accommodated from the surrounding public roadways through pedestrian-oriented walkways and paseos.
- Primary access points to buildings and pedestrian spaces should be clearly defined using accent paving, signage, or other architectural details.
- Primary building access should be located on public streets or open spaces to activate the public realm.
- Accommodate pedestrian, bicycle, and vehicle traffic cohesively through streets.

C. Vehicular Access, Circulation, and Loading RN VC

- The number of vehicular access points to parking facilities should be minimized to decrease interruptions to surrounding roads and alleys.
- Ingress and egress points to the site should align with access points on adjacent properties when possible to create opportunities for four-way stops and intersections. Driveway access locations should also consider adjacent driveways.

- The site entry driveway location should be coordinated with existing or planned median openings when possible. Driveways should also line up with driveways on the opposite side of the public roadway when accessible through a median opening.
- Internal streets should efficiently facilitate movement of vehicles from external streets to parking structures and lots.
- To ensure visibility for vehicles entering and existing the site, unobstructed site lines at corners and mid-block should be provided. Visual obstructions at entrances and exits are prohibited within a 15 ft. diagonal cut-off (triangular area). The location of above grade utilities within these areas should be avoided where possible.
- Elements such as striping, differentiation of paving materials (i.e. cobbles, bricks), bulb outs, and other traffic calming measures should be implemented where feasible.
- Site circulation should allow for and facilitate emergency access to the site and all buildings.
- Loading zones may be provided on-street or within the buildings.
- On-street loading zones may be shared between adjacent buildings.

## 5.6 Architecture and Building Design

### *5.6.1 Architectural Character*

New development within the planning area shall be defined by innovative, creative, high-quality, iconic architecture, no matter the architectural style. Architectural components and details are the most visible components of a project and are often what creates a lasting first impression for visitors. New development should not be constrained to duplicating existing on-site architectural styles as aesthetic qualities, trends, and materials are constantly updating and changing. However, buildings and structures in the Specific Plan area must be unified through consistency in massing, articulation, building styles, and architectural themes. Improvements to the public realm, such as landscaping, hardscaping and pavement, street lighting, and street furniture, will be of a consistent style within the Specific Plan area, further unifying the architectural character of buildings and structures.

Development within the Specific Plan area should ensure that the appearance of on-site structures do not become dated and the area remains an example of high-quality architecture within Santa Ana.

- Buildings should emphasize a clear architectural style, properly articulated and detailed for that style.
- Architectural elements should serve to activate on-site open space components to create a cohesive space.

- The use and size of specific architectural details, such as cornices, columns, banding, or other elements of building design should be fitting of the architectural style.
- All support structures within multi-family residential developments (i.e., laundry facilities, recreational buildings and sales/lease offices) should be compatible in architectural design with the surrounding buildings.

The images in **Figure 5-1** represent example imagery of the potential architectural character for development within the Specific Plan area. These are intended to communicate a high level of quality and attention to detail, regardless of future architectural style.



**Figure 5-1 Conceptual Architectural Character Imagery**

Imagery Source: Project Design Team









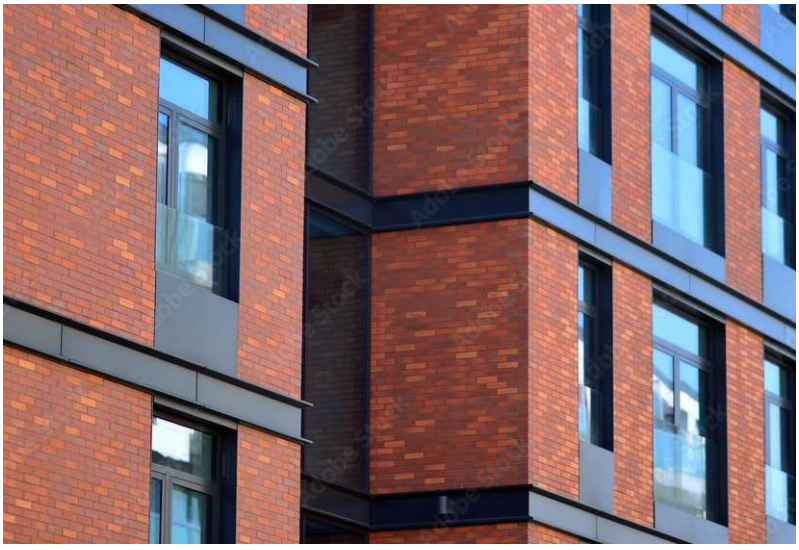
**Figure 5-1 (cont'd) Conceptual Architectural Character Imagery**

Imagery Source: Project Design Team

### *5.6.2 Timelessness Architectural Precedents for Commercial and Retail Uses*

As the cultural heart of Related Bristol, the architecture of commercial space in the district should reflect the wide variety of activities which it hosts. Materials should contribute color and texture to the environment with equal attention paid to the design of building elevations, roofs, sidewalks, plazas, and streets. Exterior lighting is encouraged where it contributes to the vibrancy and safety of public space in evening and low-light hours. Among the encouraged materials for commercial architectural uses are:

- Brick
- Stone
- High-quality stucco
- Architecturally detailed metal
- Glass and glazing





Imagery Source: Project Design Team

#### *General Architectural Guidelines*

A. Form, Massing, and Scale RN VC

- Each building should have a clearly defined relationship to the public realm, entry point, and delineation between the public and private realm in both Plan and Elevation. Upper floors should include variations in the façade plane to increase building aesthetic interest and allow for windows insets, balconies, or other outdoor amenities.
- Throughout the Specific Plan area, a variety of massing strategies should be utilized to reduce the visual impact of larger buildings and to bring light and air to pedestrian areas at ground level. Recognition of a street wall datum at is encouraged through the use of step-backs, cornice lines, or changes in material. Additionally, where medium- or high-rise buildings are located adjacent to low-rise structures (e.g. 3-story town houses, single-story retail) the massing strategy

should consider the contrast in scale and create a cohesive experience for the public realm.






Imagery Source: Project Design Team

The figure below provides an example of how massing strategies might be employed to create the desired effects.

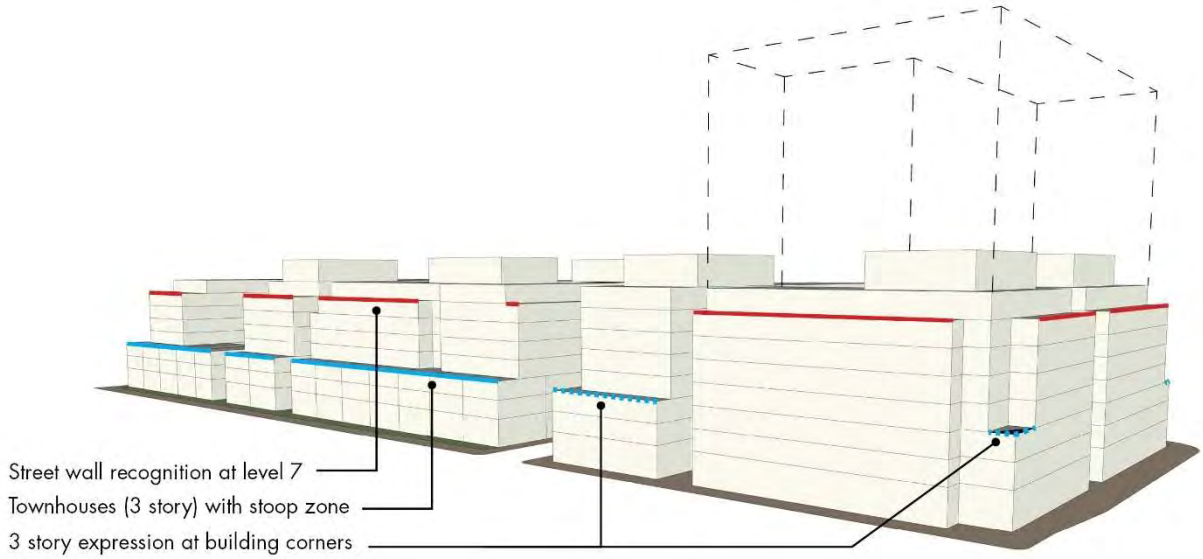



**Figure 5-2 Typical Building Massing Strategies**

- Architectural elements such as bays, bay windows recessed or projecting balconies, verandas, porches and other elements that add visual interest, scale, and character to the neighborhood are encouraged.
- Tall structures should incorporate ground floor variation to promote public realm vibrancy such as active entries, signage, awning, setbacks, and lighting at a human scale to ensure that large structures are contributing to the character of the streetscape.

- "360 degree" architecture should be implemented. All faces of a building, no matter if visible from a public space or not, should receive equal consideration in regard to design features and architectural interest.
- Boxy and monotonous facades and large expanses of flat wall planes are strongly discouraged.



Imagery Source: Project Design Team

### B. Façade Articulation RN VC

- Long building facades should be broken up through the use of vertical and horizontal design elements, including windows, banding, or material changes.
- Buildings should incorporate more detailed design elements at lower levels where they activate the public realm and are perceptible to pedestrians.
- Pedestrian level exterior walls should have elements of building depth and character. Emphasize windows, trellises, roof overhangs, recessed or projected stories, columns, balconies, awnings, or other features.
- Building facades that are operable and open to public space are encouraged where programmatically appropriate.
- Variation of materials and architectural style among retail facades is encouraged. In single story retail areas, variation among roof heights is also encouraged.

### C. Frontage Types RN VC

Street frontages are important architectural elements in creating engaging and exciting pedestrian experiences at the street level. Building street frontages may vary in the articulation of building facades, incorporation of overhead elements, and use of open space for gathering/seating areas and aesthetic quality. The exhibits below show several example frontage types and the different architectural elements that help to define each frontage type.



Imagery Source: Project Design Team

- Building frontages should be designed consistent with the use at the ground level. For example, commercial spaces should be more engaging for pedestrians while residential uses should provide privacy for residents.
- A mixture of building frontages should be incorporated to create a visually appealing street scene at the pedestrian level.
- Shopkeeper units and other mixed-use building types should read as commercial spaces at the ground level, with windows or other architectural imagery emphasizing the commercial use.





Imagery Source: Project Design Team

D. Roof Treatment RN VC

- Rooftop amenity spaces are encouraged for both residential and commercial/hotel spaces. Residential amenity spaces may be buffered from the ground level to promote privacy. Commercial amenity spaces are encouraged to be visible from the ground in order to enhance the sense of activity throughout the public realm.
- Rooftops not used for amenity spaces may incorporate sustainable elements such as green roofs or solar panels. Residential rooftop amenities would be not be publicly accessible.
- Rooftop mechanical equipment should be screened from view from ground level and any lower-level area of neighboring buildings. The aesthetics of all screening elements should be in keeping with the architectural style and intent of the building on which they are located.

E. Green Building Design RN VC

- Materials and technologies that minimize environmental impacts, reduce energy and resource consumption, and promote long-lasting development are encouraged.
- Window technologies such physical sun shading, low-e coatings, and insulated daylighting panels should be utilized where appropriate to decrease the energy costs associated with cooling buildings during most of the year.



Imagery Source: Project Design Team

### *5.6.3 Commercial Space*

A. Windows, Doors, and Storefronts RN VC

- Variation of materials and architectural styles among retail facades is encouraged. In single-story retail areas, variation among roof heights is also encouraged.
- Primary building entries should be easily identified and provide a prominent sense of entry.
- Commercial storefronts adjacent to the public walkway should have large glass windows to provide views into the store or display opportunities. Where possible, full-height glazing is encouraged.
- Low-iron vision glass is encouraged on lower floors that are accessible to the public, especially on commercial storefronts. Low-e coatings and other window treatments are appropriate on higher floors to manage building heating and cooling needs.



B. Corner Conditions RN VC

- Buildings with special architectural elements should be positioned on corners of significant intersections, entries, or where they contribute to the quality of public space. Elements may include:
  a. Clock towers
  b. A taller, prominent rooftop element
  c. Step backs on upper floors
  d. Monument signs
  e. Art
  f. Ground floor setbacks and easements



- Vertical focal elements become landmarks and serve as orientation points for the community. Vertical focal elements are encouraged, especially for buildings adjacent to intersections and transit nodes.
- Corners should be preserved for active retail uses to add vibrancy and energy to the public realm.

C. Commercial Outdoor Kiosks & Carts RN VC

- The placement of kiosks should not impede access to:
  - Pedestrian paths of travel on public or private property
  - Building entrances and storefronts
  - Public property or adjacent property
- Kiosks and carts should be temporary in nature and able to be moved. Semi-permanent kiosks and carts are permitted.
- Outdoor spaces should be designed to be able to provide electricity to outdoor kiosk spaces.
- Design of kiosks and carts should be designed with consideration given to color scheme, and character relative to its location.
- Signage on kiosks and carts should contribute to the overall variety and vibrancy of the public realm but also be cohesive with the look and feel of surroundings uses.




## 5.7 Parking Design

To accommodate and reinforce the urban nature of the planning areas, the majority of parking is anticipated to be within parking structures associated with residential and commercial uses. Some on-street parking may be incorporated for visitors within the commercial spaces or adjacent to the community open space areas. The intent of planning within this area is to lessen resident and visitor dependency on vehicles within the planning area, but the specific plan must still function within the context of Orange County, a vehicle-dependent region.

The design of parking structures varies depending on the associated uses, but all parking structures within the specific plan area should incorporate the following guidelines to fit an urban environment and apply creative strategies to ensure they are cohesive with the architecture, open space, and landscaping elements of the Specific Plan area.

### *5.7.1 General Parking Guidelines* RN VC

- Shared use agreements are encouraged for parking lots and garages to make more efficient use of the available parking.
- For convenience, parking spaces associated with residential uses should be assigned, but the parking spaces numbering system should not identify the dwelling unit that is assigned to the space to allow for flexibility in use if needed. Residential guest parking spaces need not be assigned but must be separately identified.

### *5.7.2 Parking Structure Design*

A. Exterior RN VC

- Parking structure design should be efficient and use construction methods appropriate to the site-specific conditions within the Specific Plan area.
- Exterior elevations of the parking structure should include horizontal design elements.
- Design of exterior elevations may be unique in style, character, and architectural elements. Proposed architectural elements should not be in stark contrast to those of adjacent structures.
- Creative exterior design solutions are encouraged to constrain visibility of cars within structured parking from the public realm. This may include open-air or screening approaches, such as exterior-colored panels or supergraphics attached to the surface of the structure. Large, permanent banners and temporary wraps are prohibited.
- The use of a trellis, green screen, mural, dynamic building texture, or other buffering element shall be used where blank walls occur on the parking structure.
- All appurtenances (i.e., transformers, ventilation shafts, etc.) shall be screened from public view.
- Activities such as shops, offices, or other commercial space should be incorporated along the ground level of the parking structure, where appropriate.

B. Interior RN VC

- Parking structures should utilize modern technology to increase ease of use and wayfinding, including methods such as colored stall markers and signs displaying the number of spaces available per floor.
- Parking structures and lots for commercial and hotel uses shall incorporate smart parking technology, including wayfinding signage, indicators for spaces available, and other means to make maximum use of parking areas.
- Stairwells should be designed to match the architectural style of the overall structure or designed as architectural features. Creative methods of blending stairwells, whether internal or external to the building, are encouraged provided signage clearly indicates the location of stairwells.

- Interior walls and ceilings should be painted a light color to improve illumination.
- Interiors shall provide illumination.
- Internal pedestrian circulation should be designed to minimize conflict areas between pedestrians and automobiles and provide open view corridors for pedestrians.

C. Landscaping and Amenities RN VC

- Landscaping, including large dense trees, should be used to visually screen parking structures when adjacent to roadways and pedestrian walkways where landscaped areas exist to adequately accommodate the plant material.
- Landscaping and amenity spaces may be placed on top of a parking structure or integrated into the structure using creative methods provided they are physically separated from parking areas for safety.

### *5.7.3 Surface Parking (Parking Lots and On-Street Parking)*

A. On-Street Parking Design RN VC

- On-street parking is intended to be for short-term use and should be time controlled or implement some sort of monitoring.
- On-street parking should not block lines of sight for pedestrians, bicyclists, or drivers.

B. Pedestrian Movement and Safety within Parking Areas RN VC

- Pedestrian circulation should be clearly delineated and separated from automobile circulation. The use of landscaping, walkways, and decorative hardscape to delineate pedestrian circulation should be used to the greatest extent feasible.
- Pedestrian crossings at driveways and major circulation aisles should be accentuated by extending pedestrian sidewalks into the parking aisle/lane.
- Design parking areas so pedestrians walk parallel to moving cars. Parking lot design should minimize the need for pedestrians to cross parking aisles and/or landscaping islands to reach building entries.
- Pedestrian access between parking facilities and adjacent uses should be well-defined through signage, floor material changes, and safety elements such as bollards, painted walkways, separated walkways, and landscaping.
- Drop-off areas should be designed as not to conflict with the regular flow of traffic.
- Curb ramps should be placed along drop-off areas in areas that do not require pedestrians to enter the flow of traffic.




Imagery Source: Project Design Team

## 5.8 Green Space and Landscape Design

### *5.8.1 General Guidelines* RN VC

- Large shade trees should be used in all open space areas to provide shade to users.
- Landscaping should be planned in scale within adjacent buildings and be of appropriate size and maturity for the space in which it is located.
- Landscaped areas should incorporate a 3-tiered planting system based on levels to provide depth.
- Landscape design concepts should include:
  a. Use of specimen trees (36-inch box or larger) in groupings and rows at major focal points, such as project entries and pedestrian gathering areas
  b. Use of flowering vines on walls and arbors where appropriate
  c. Use of planting to create shadow and patterns against walls
- Different landscape designs and plant materials should be used to define an individual identity for different common and private open spaces.
- Areas not utilized by structures, storage, paved walks, driveways, or parking should be landscaped.
- Landscaping should be spaced so it does not adversely impact on-site lighting, restrict access to emergency facilities, or interfere with installation and maintenance of overhead or underground utilities.
- Landscaping at the base of buildings should soften the transition between building and adjacent ground plane. Consideration should be given to the scale and bulk of a building and its relationship to the scale of adjacent development.
- Landscape plantings should be used to help define property lines and distinguish private space from public space by creating a strong edge through a distinct change of plant material, form, height, and/or color.

- Drought tolerant/native adaptive plants and irrigation systems should be utilized whenever possible.
- Trees and shrubs should not be planted so close together that they create maintenance and security problems at maturity. They should not completely obstruct views into the development from the right-of-way, especially views to dwelling entries and common open space areas.

### A. Common Spaces (Publicly Accessible Spaces) RN VC

- Landscaped areas in common open spaces should be used to clearly define walkways, gathering spaces, and other nodes within the Specific Plan area.
- Plant materials within common open spaces can be distinctive to create a sense of place but should match the architectural style of any adjacent buildings in close proximity.
- Plant material used in common open spaces should be user-friendly and not be considered poisonous to humans or animals or attract large numbers of potentially harmful bugs or insects.
- Plant material should be confined to landscaped areas and maintained regularly so as to not impede pedestrian walkways.
- Accent lighting on feature trees or landscape components.
- Landscaping within Gateway areas should not visually block signage or any important entry features.
- Landscaping should be eye-catching and utilized multiple colors, layers, and heights to add visual interest to the area.
- Trees and other plant material should complement the architecture of the adjacent entryway in size, shape, color, and design.





Imagery Source: Project Design Team

B. Private Amenity Spaces (RN VC)

- Landscaping in private open space areas should complement the architectural style of the adjacent buildings.
- Consideration should be given to the final size of trees within private open space areas to ensure that they match the scale of the surrounding area.
- Trees with excessive fruit or leaf litter should be avoided adjacent to pedestrian spaces, walkways, and water features.
- Trees and shrubs should be placed to provide privacy for units facing onto private open space areas.
- Hotels should provide usable common open space specifically for hotel guests, which may include pools, sport courts, lounging areas, play structures, and other uses.
- Separate play areas and equipment for children of all ages should be provided in large developments for safety reasons. Small developments may combine play areas.

### *5.8.2 Conceptual Landscape Plan*

A. Bristol Central Park (RN)

The Bristol Central Park is the primary community open space and recreational area within the northern neighborhood portion of the plan area. This neighborhood amenity park promotes wellness through fitness, leisure, and events which promote social interaction. The Bristol Central Park will be completed in coordination with the first Implementing Project of Phase III of the Specific Plan area and made available for public use by the time of permit finals/Certificate of Occupancy with the first building in Phase 3.

The Bristol Central Park area is envisioned to potentially include a number of different active and passive uses as shown in **Figure 5-2**. Open space areas such as Bristol Central Park are intended to be flexible in nature with design and programming which promotes multiple uses in the same space. A potential large open space area may serve a recreational purpose, but also as a temporary area for performances or an area to host a farmers' market. This allows the Bristol Central Park to adapt and grow with the future development of the planning area.

**Figure 5-3** below shows a conceptual landscape and programming plan with the potential locations of the elements described above. This plan is for illustrative purposes only and subject to change with final build out of the planning area.




*Note: This image is for illustrative purposes only.*

**Figure 5-3 Bristol Central Park Conceptual Landscape Plan**

B. Bristol Green and Bristol Plaza VC

The Town Center is an active urban retail plaza which provides an array of interactive experiences, temporary gathering events, live entertainment, and local food and beverage opportunities. The Town Center is the focal outdoor and gathering spaces within the commercial development areas in the southern portion of the plan area. This area is envisioned to potentially include uses which promote outdoor dining opportunities and flexible lawn spaces for passive recreation. The Bristol Plaza and Bristol Green will be completed in coordination with the first Implementing Project of Phase 1 of the Specific Plan area and made available for public use by the time of permit finals/Certificate of Occupancy with the first building in Phase 1.

**Figure 5-4** below shows a conceptual landscape and programming plan with the potential locations of the elements described above. This plan is for illustrative purposes only and subject to change with final build out of the planning area.




*Note: This image is for illustrative purposes only.*

**Figure 5-4 Bristol Green and Bristol Plaza Conceptual Landscape Plan**

### C. Greenlink RN VC

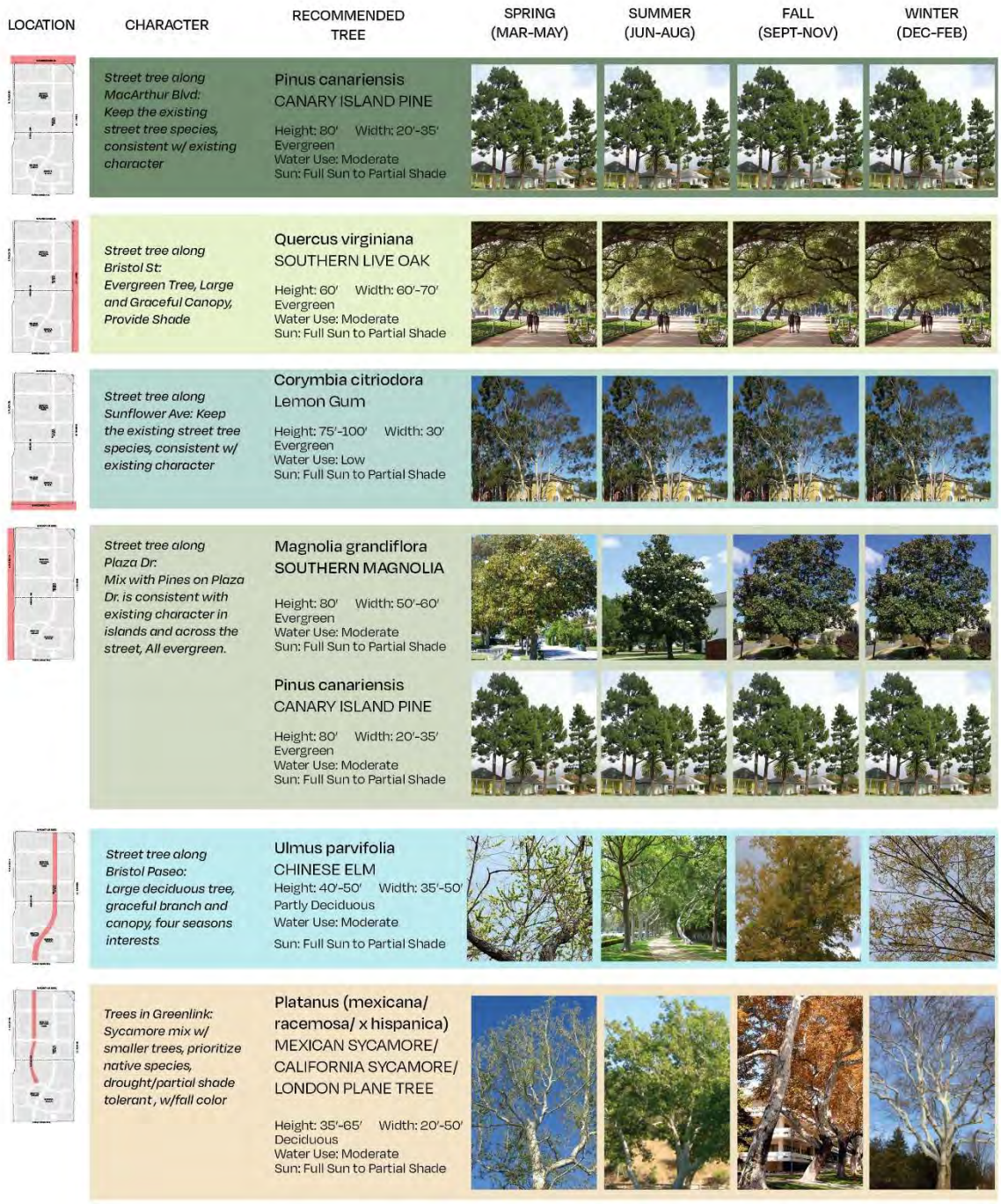
The "Greenlink" is envisioned as a linear vegetated link between the Bristol Green and Bristol Central Park. The Greenlink is envisioned to be potentially include an Arroyo Walk through native vegetation, a garden area, and outdoor seating.

**Figure 5-5** below shows a conceptual landscape and programming plan with the potential locations of the elements described above. This plan is for illustrative purposes only and subject to change with final design as part of a Development Project Review (DPR) and build out of each phase.



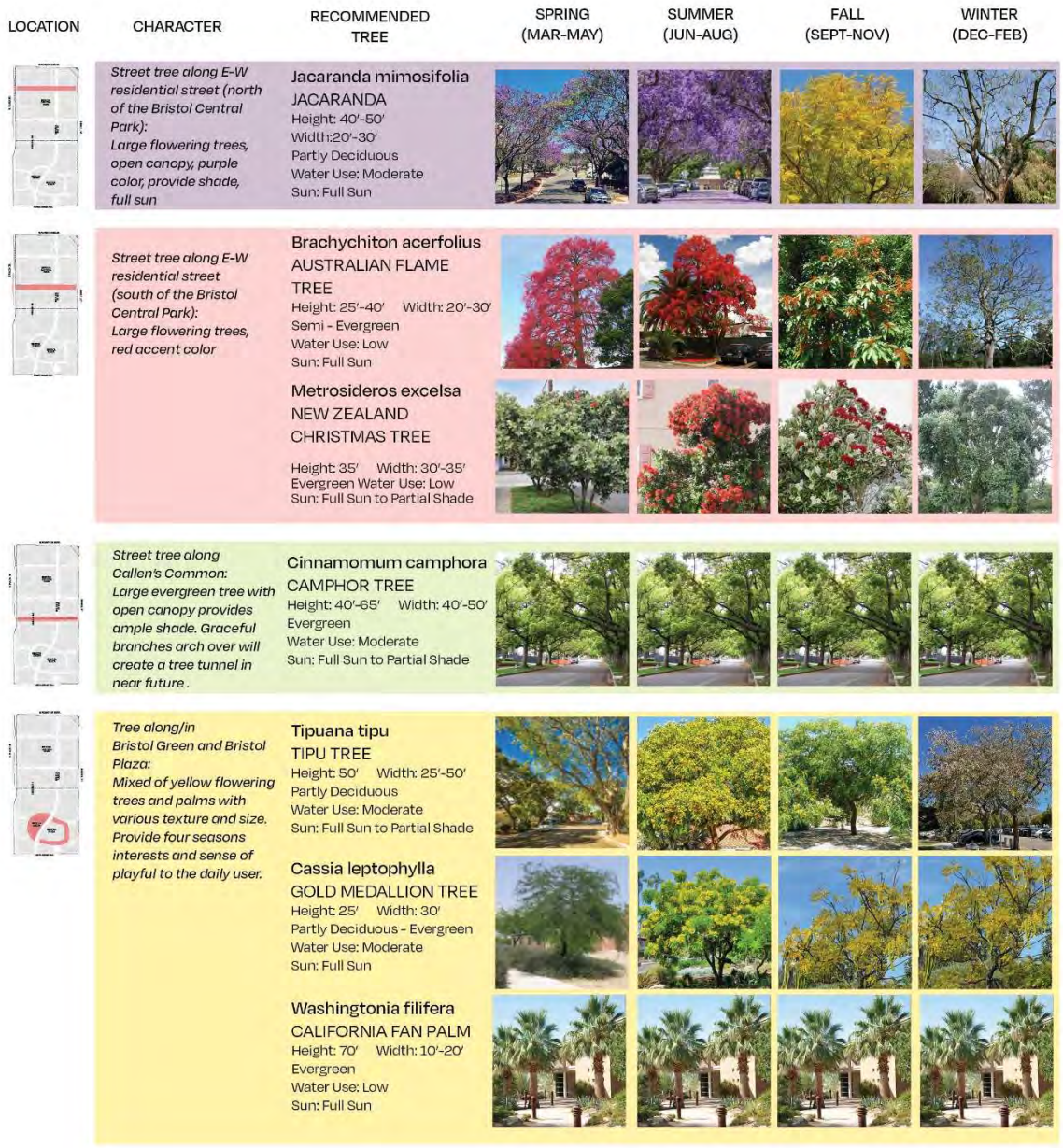

Note: This image is for illustrative purposes only.

**Figure 5-5 Greenlink Conceptual Landscape Plan**



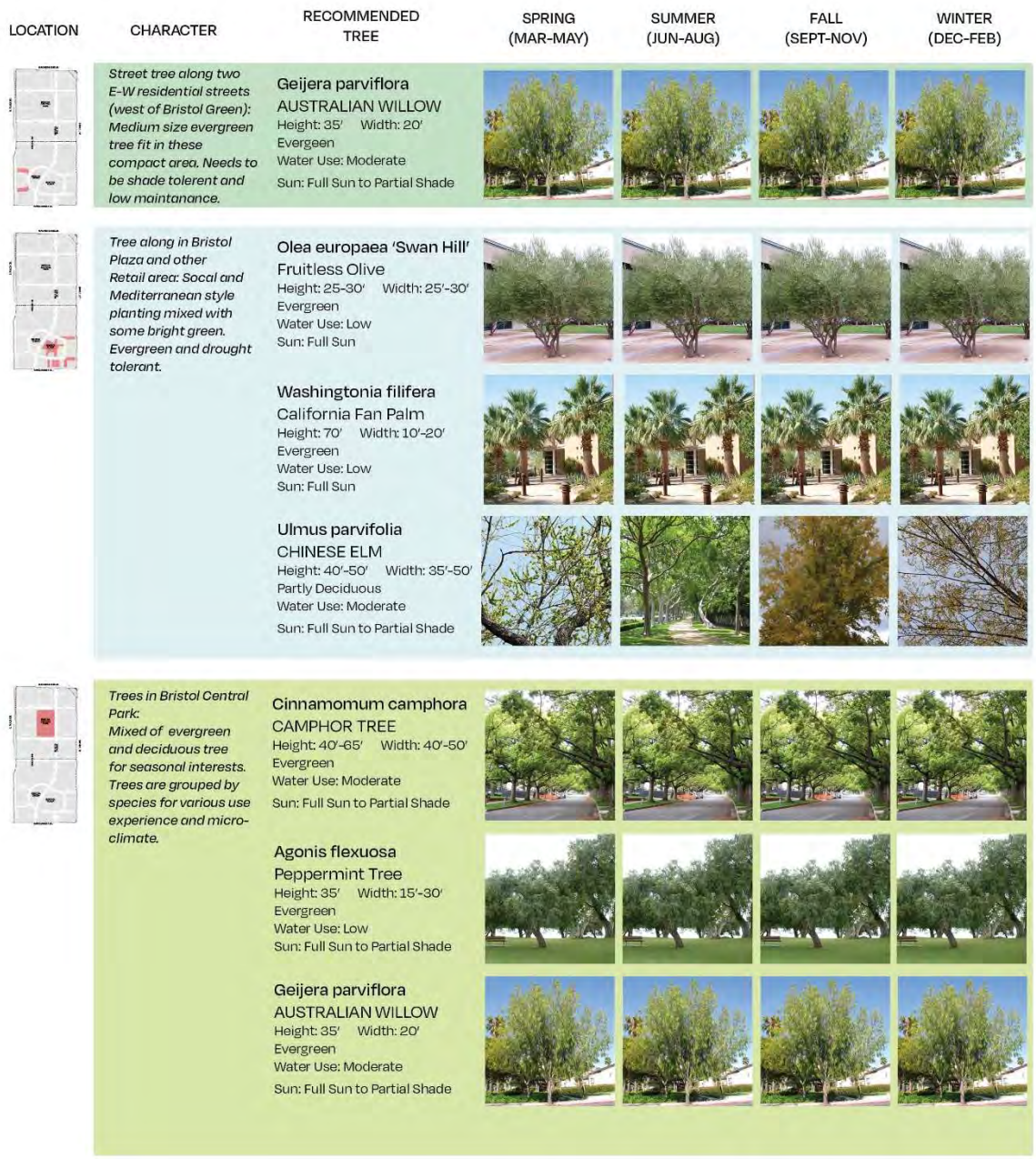

Note: The listed species are recommendations not requirements.

**Figure 5-6 Typical Plant Palette (Street Trees)**




Note: The listed species are recommendations not requirements.

**Figure 5-6 Typical Plant Palette (Street Trees Continued)**




Note: The listed species are recommendations not requirements.

**Figure 5-6 Typical Plant Palette (Street Trees Continued)**




Note: The listed species are recommendations not requirements.

**Figure 5-6 Typical Plant Palette (Street Trees Continued)**

## 5.9 Streetscape Design

### *5.9.1 Right-of-Way Design and Interface* RN VC

- Landscaping along interior streetscape areas should be placed between pedestrian walkways and vehicular roads when feasible.
- Landscaping should not be placed in a manner that impedes pedestrian travel in heavily trafficked areas.
- Landscaping and streetscape elements should be used to define pedestrian gathering nodes along streetscapes that provide opportunities for small groups to gather or for temporary outdoor sales areas by adjacent businesses.
- In commercial settings, landscaping should not be planted directly adjacent to building edges or deter consumers from entering interacting with first floor retail that faces the public walkway.
- Street trees placed along commercial corridors should not block identification signage or window displays.
- Landscape material should complement the character of the surrounding environs, including medians and the opposite side of the street, in size, form, quantity, and color.





### *5.9.2 Furnishings and Materials* RN VC

- Streetscape furnishings and materials should complement the architectural styles of surrounding buildings and open space areas.
- Streetscape elements should be consistent throughout the specific plan area as a unifying element to create a cohesive look and feel across different areas and architectural building styles. Future Implementing Projects should reference subsequently prepared builder design guidelines for appropriate furnishings and materials.
- Streetscape elements, (benches, light poles, trash enclosures, bicycle storage, etc.) should be of high-quality materials.
- Streetscape furniture should be incorporated in a flexible manner to promote creative use of the streetscape area.

- Tree grates should be provided along street edges and locations where a continuous-level walking surface is needed.
- Tree grates should be provided to protect trees in high activity areas. Tree grate design should be compatible with adjacent development and other street furniture.
- Bike facilities should be consistent in design of adjacent streetscape furniture.
- Streetscape elements may also be part of the public art program onsite, including bicycle racks and street furniture designed to create a unique character and sense of place.



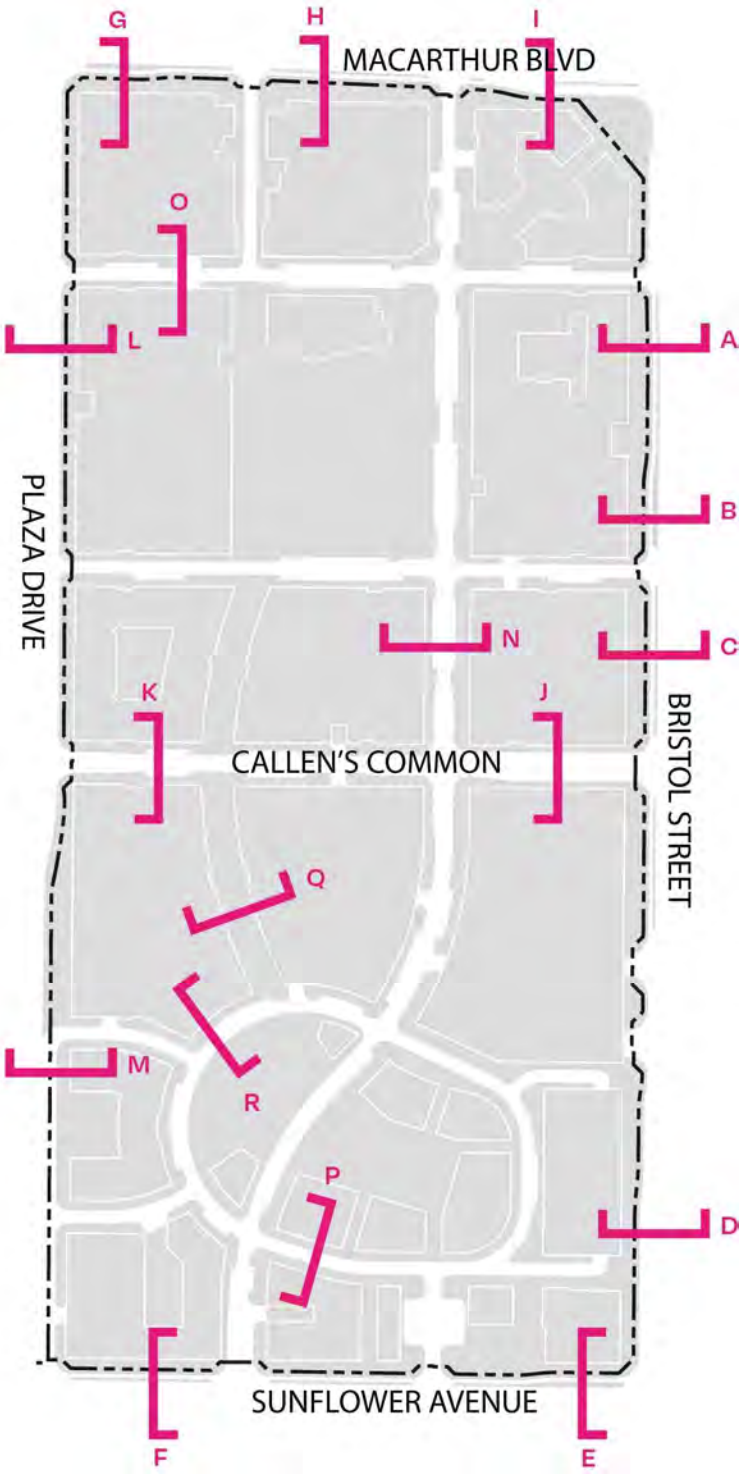
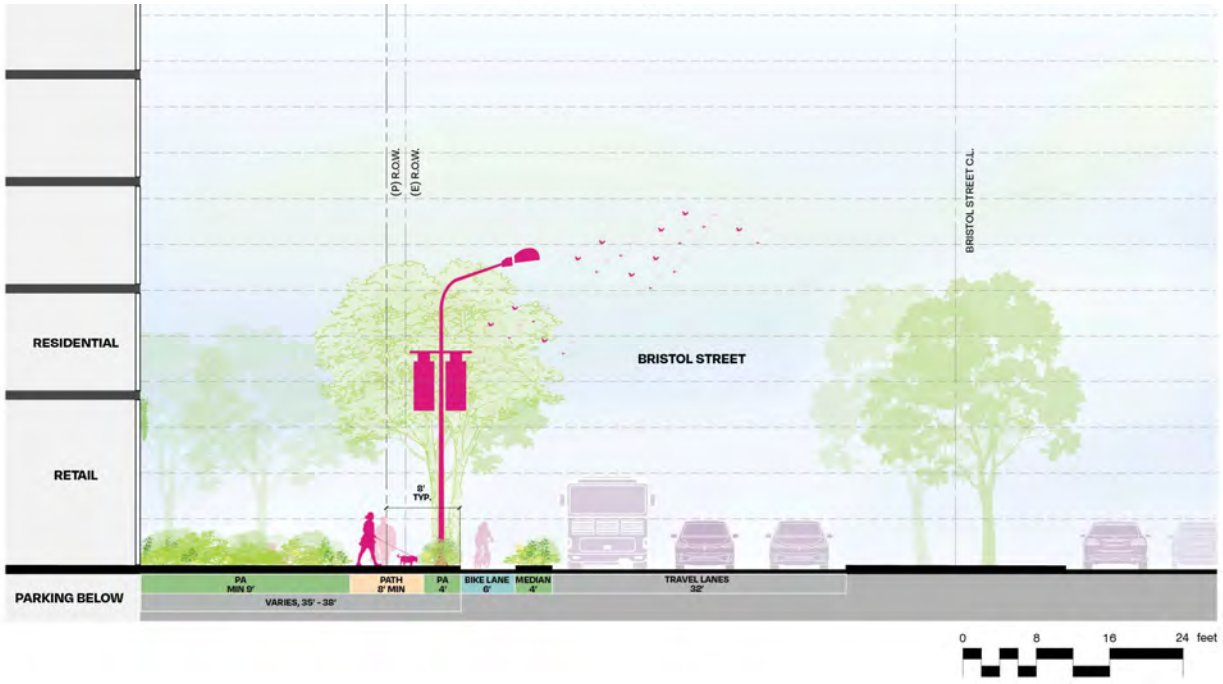



**Figure 5-7 Typical Streetscape Section Key Guide**



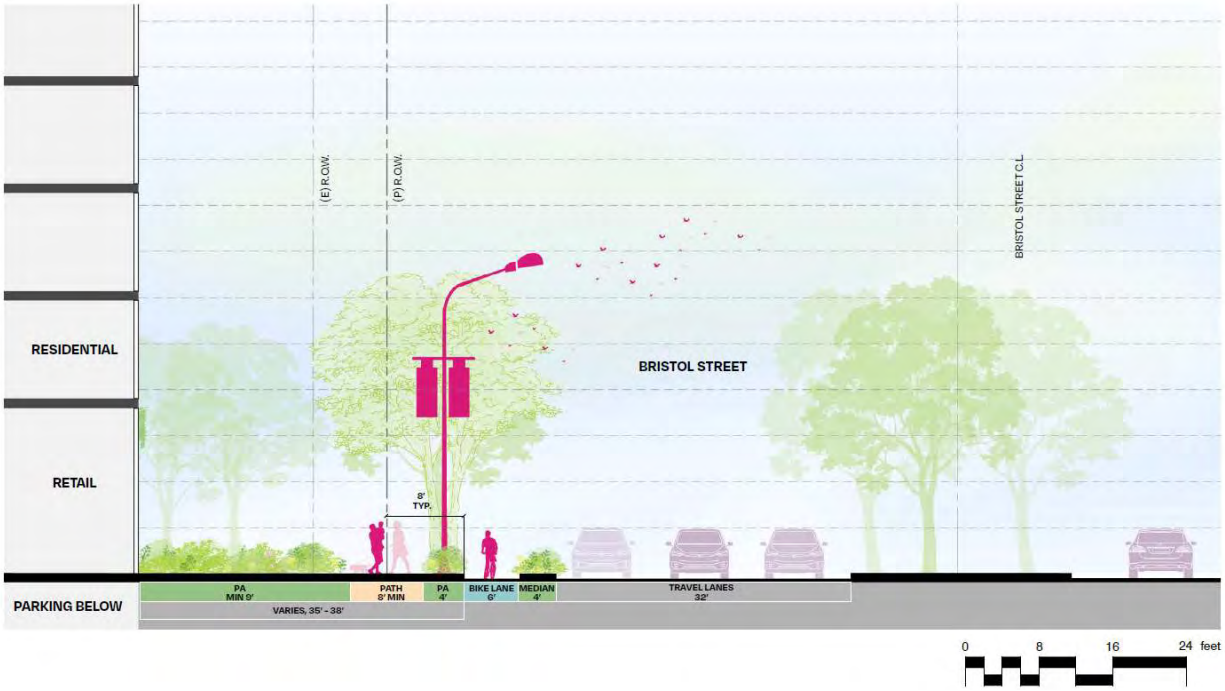

Note: This image is for illustrative purposes only.

**Figure 5-8 Typical Streetscape Section A (Bristol Street)**




Note: This image is for illustrative purposes only.

**Figure 5-9 Typical Streetscape Section B (Bristol Street with Floating Bus Stop)**



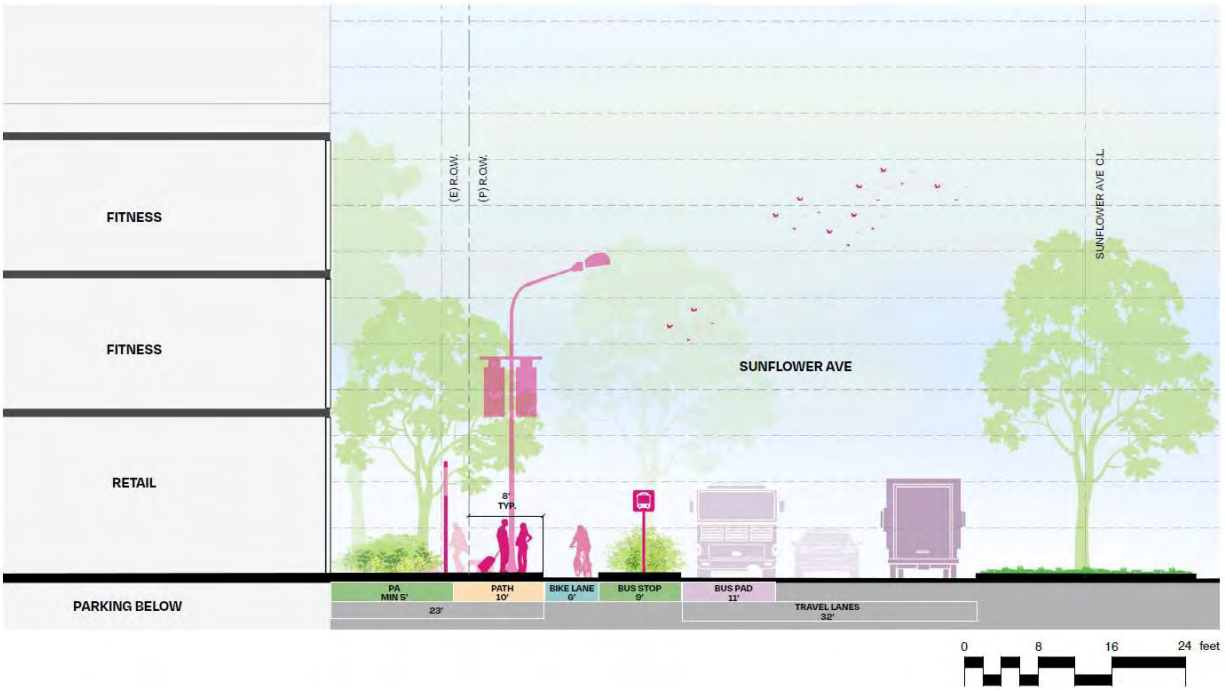

Note: This image is for illustrative purposes only.

**Figure 5-10 Typical Streetscape Section C (Bristol Street – Existing Right Turn Lane Removed)**



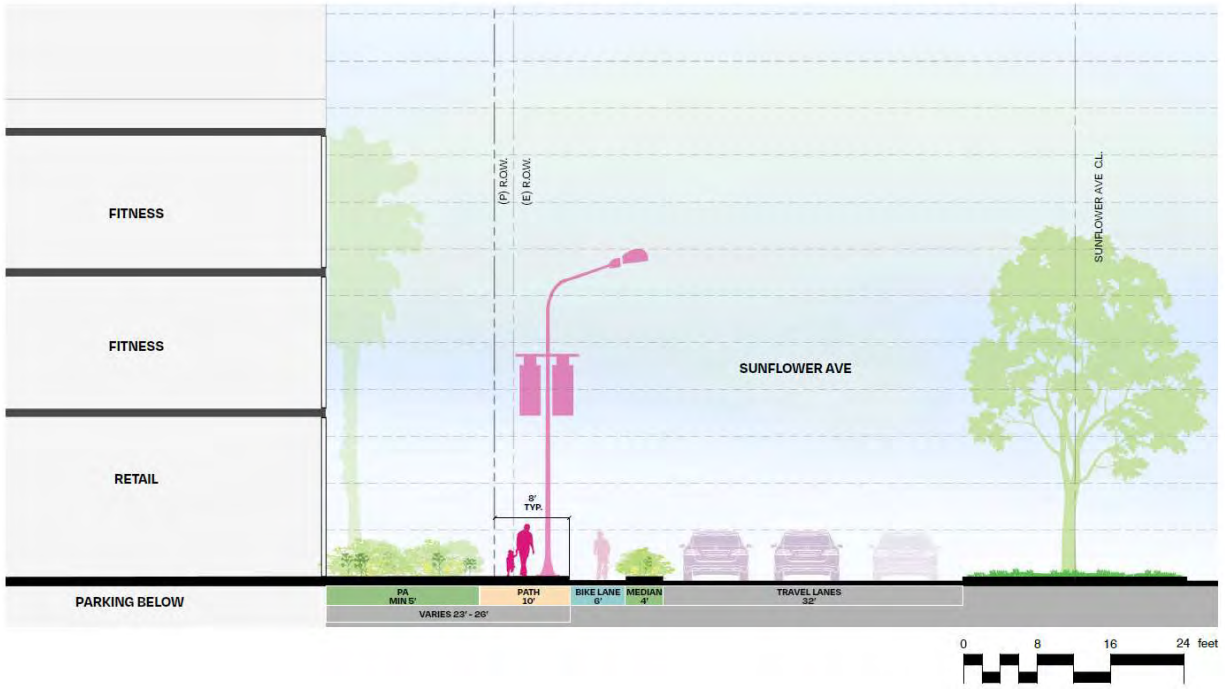

Note: This image is for illustrative purposes only.

**Figure 5-11 Typical Streetscape Section D (Bristol Street with Right Turn Lane)**



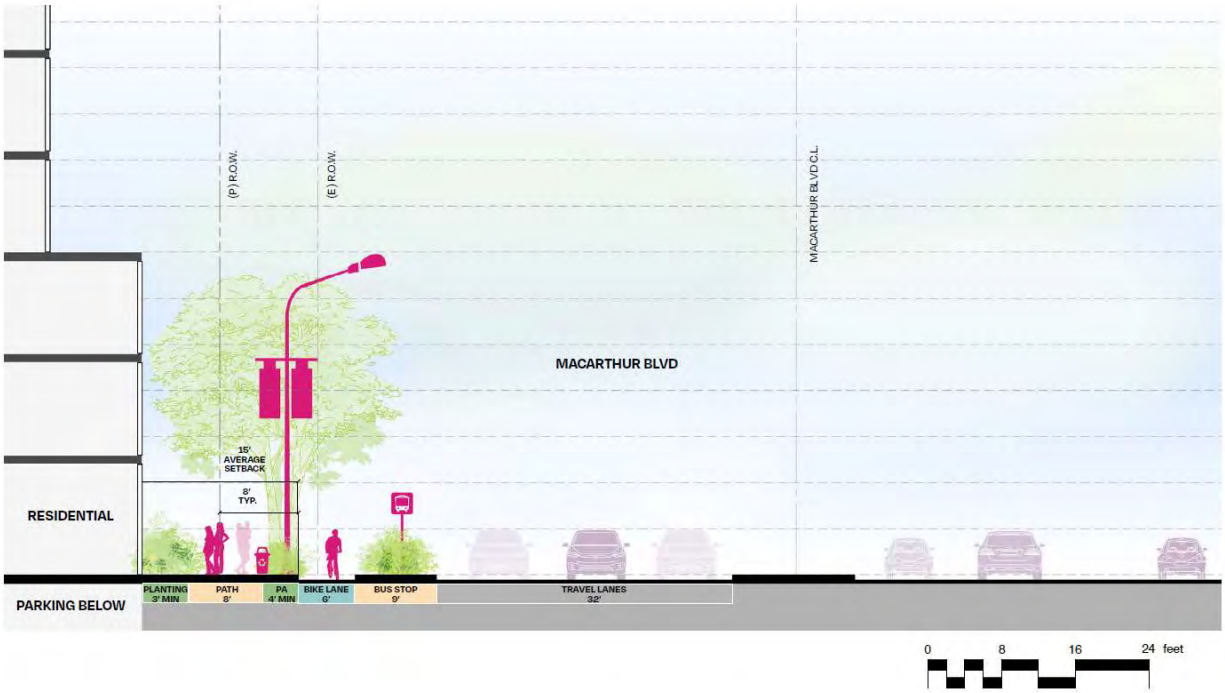

Note: This image is for illustrative purposes only.

**Figure 5-12 Typical Streetscape Section E (Sunflower Avenue with Floating Bus Stop)**



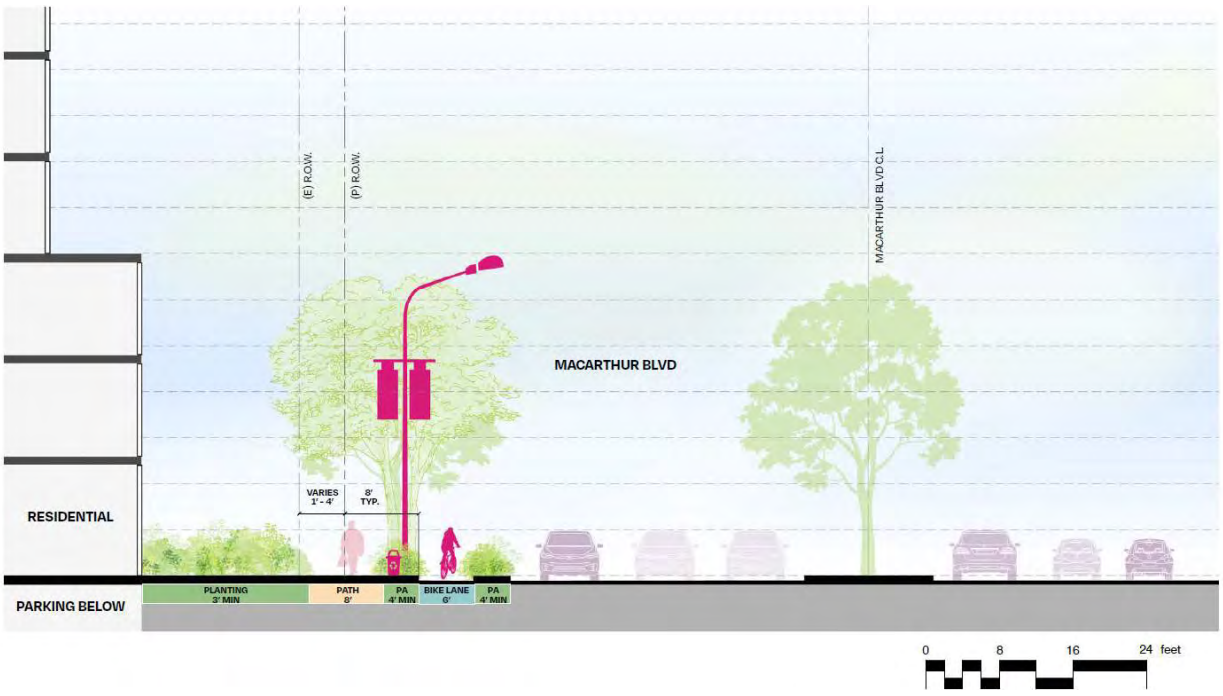

Note: This image is for illustrative purposes only.

**Figure 5-13 Typical Streetscape Section F (Sunflower Avenue)**



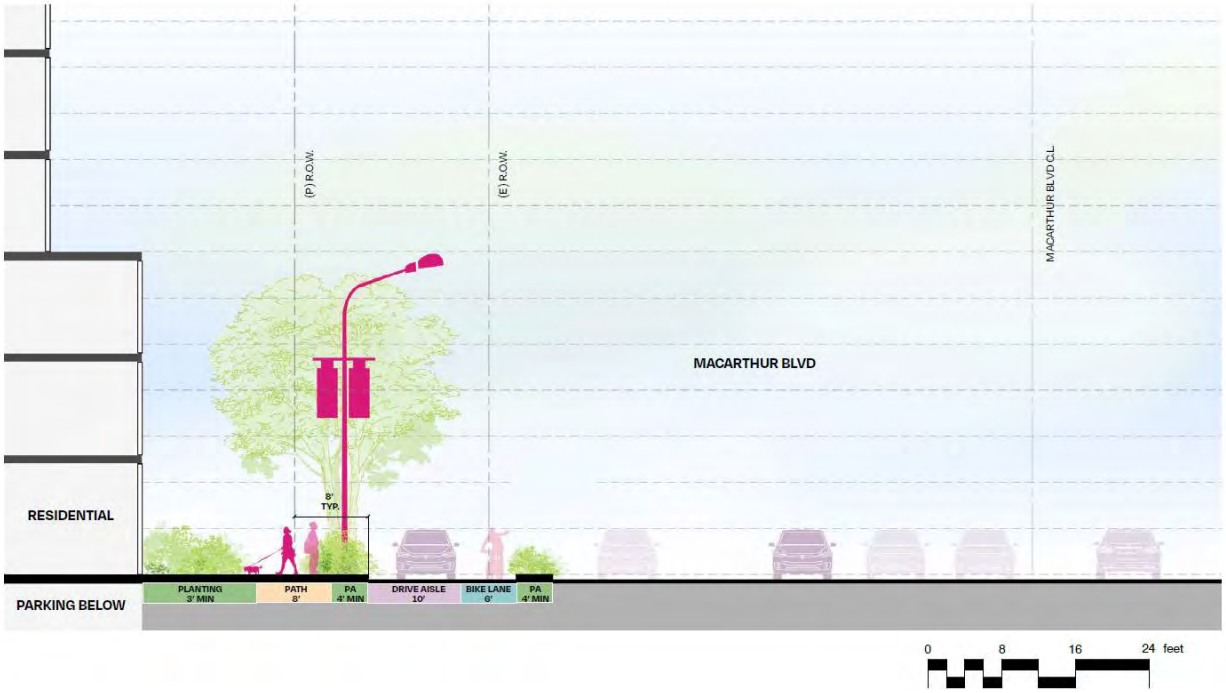

Note: This image is for illustrative purposes only.

**Figure 5-14 Typical Streetscape Section G (MacArthur Boulevard with Floating Bus Stop)**




Note: This image is for illustrative purposes only.

**Figure 5-15 Typical Streetscape Section H (MacArthur Boulevard)**




Note: This image is for illustrative purposes only.

**Figure 5-16 Typical Streetscape Section I (Macarthur Boulevard with Right Turn Only)**




Note: This image is for illustrative purposes only.

**Figure 5-17 Typical Streetscape Section J (Callens Common at Bristol)**




Note: This image is for illustrative purposes only.

**Figure 5-18 Typical Streetscape Section K (Callens Common)**




Note: This image is for illustrative purposes only.

**Figure 5-19 Typical Streetscape Section L (Plaza Drive)**




Not to scale.

Note: This image is for illustrative purposes only.

**Figure 5-20 Typical Streetscape Section M (Private Street)**




Note: This image is for illustrative purposes only.

**Figure 5-21 Typical Streetscape Section N (Bristol Paseo)**




Note: This image is for illustrative purposes only.

**Figure 5-22 Typical Streetscape Section O (East/West Residential Street)**




Note: This image is for illustrative purposes only.

**Figure 5-23 Typical Streetscape Section P (Retail Loop, Typical)**




Note: This image is for illustrative purposes only.

**Figure 5-24 Typical Streetscape Section Q (Greenlink)**




Note: This image is for illustrative purposes only.

**Figure 5-25 Typical Streetscape Section R (Bristol Green Loop)**

## 5.10 Signage

Various signage and wayfinding elements will play an important role for identification and vehicular and pedestrian navigation at Related Bristol. Related Bristol will include a Master Sign Program (MSP) that provides detailed direction on all types of signage within the specific plan area. The MSP will be developed concurrent with the first buildings proposed in the Specific Plan area in tandem with their respective development project review applications.

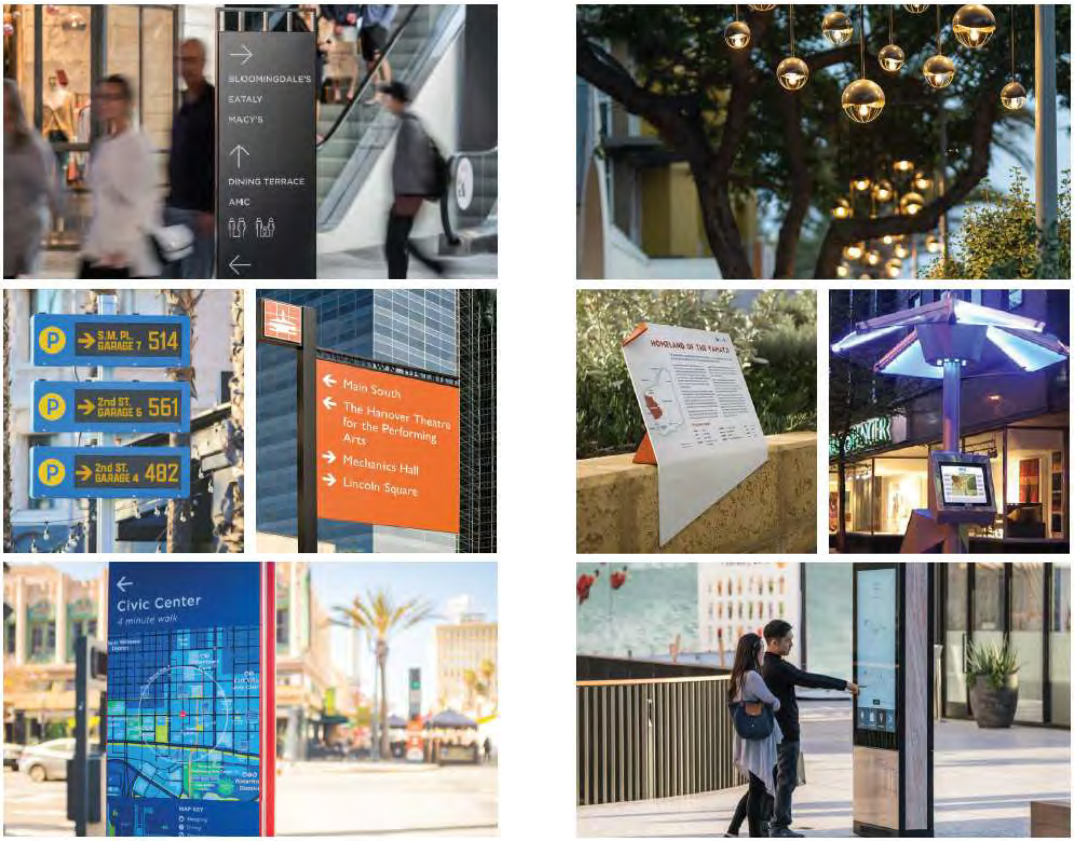
A standardized program of sign types and uses, message criteria, consistent iconography, colors, and fabrication materials is necessary to ensure cohesion of the Related Bristol aesthetic and to guide people with effortless navigation around and throughout the site. The two primary goals for the signage system are identification and direction. The aims are to enhance the high-quality identity of Related Bristol and provide concise messages in a consistent style at key decision places.

### *5.10.1 Signage Types and Definitions* RN VC

The following signage types are permitted within the Specific Plan area:

- Alley/Passage means a sign that is mounted to or painted on facades fronting an alley or passage.
- Awning means a pedestrian-oriented sign that is mounted on top of a horizontal awning parallel to the sidewalk.
- Awning/Valence means a pedestrian-oriented sign that is applied directly to the awning's valence either through fabric or other acceptable material/paint.
- Freestanding means a pedestrian-oriented sign that is located within the front yard and projects or hangs from a post.
- Identity signs are gateway or monument signs that distinguish the project from its surrounding environment. The signage will uphold brand standards and help to establish a strong and recognizable sense of place for the site.
- Marquee means a sign that projects from the façade to express a figural design and message to motorists and pedestrians.
- Pole sign means a sign supported by a single support the width of which is less than fifty (50) percent of the longest dimension of the sign.
- Programmable Electronic Signs for on-premises displays may include digital advertising signs and other digital content and messaging functions.
- Projecting means a pedestrian-oriented sign that is mounted near or at the sidewalk, perpendicular to the building so that the sign is viewed from the sidewalk.
- Tenant Identity signs mean a tenant's primary signage consisting of the name of the business and/or logo depicted on a wall sign. Tenant identity signs will be designed to comfortably fit the building and storefront.

- Wall sign means a sign that is mounted directly to or painted within the sign band, lintel or other allowed location on the shopfront so that the sign is viewed by both pedestrian and motorist.
- Wayfinding signs are directional signs for both vehicles and pedestrians to promote effective navigation into and around the property with the goals to create a positive user experience.
- Yard/Porch means a pedestrian-oriented sign that is attached to the porch and hangs or is otherwise suspended between columns supporting the porch roof.

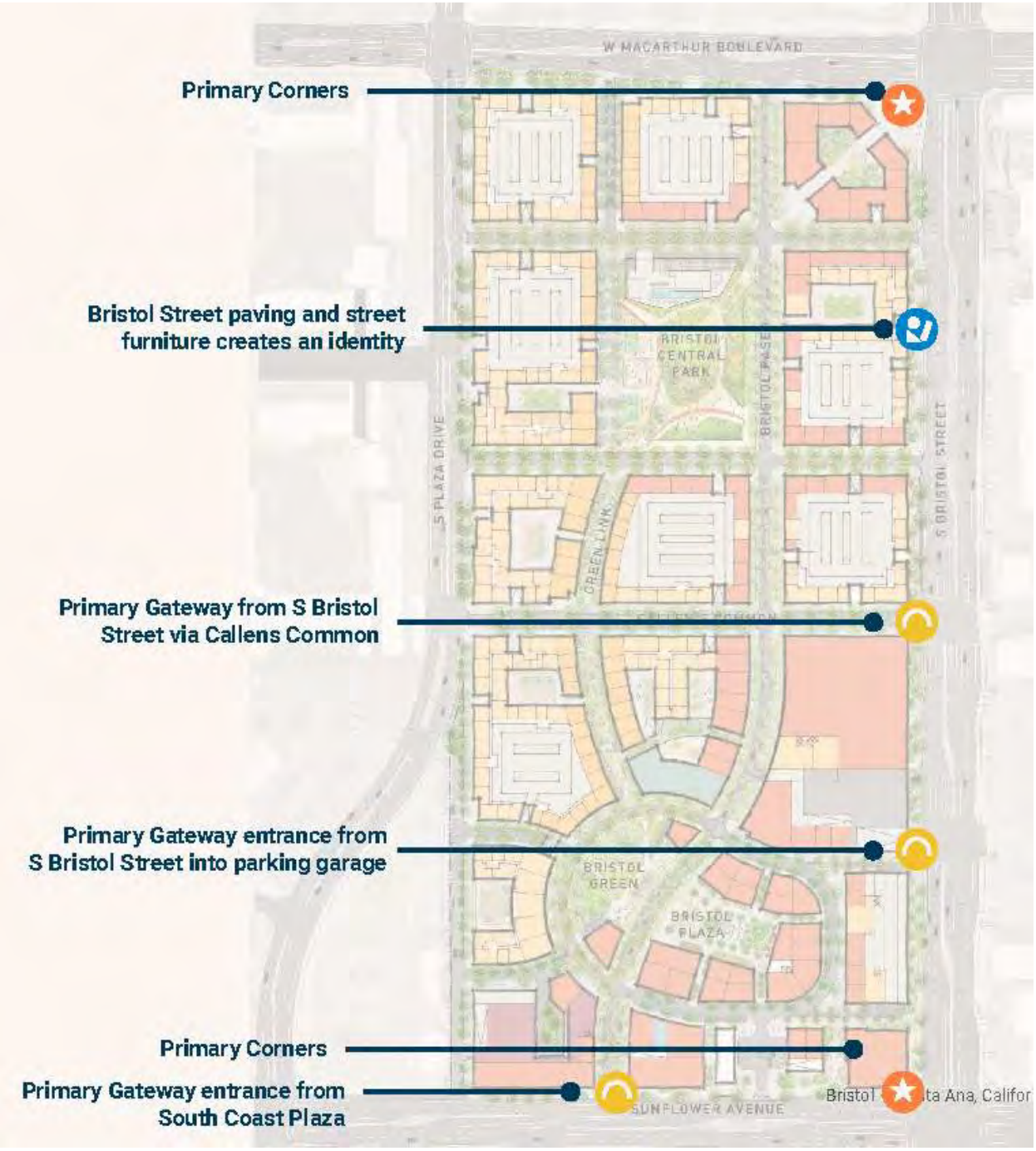



Imagery Source: Project Design Team

### *5.10.2 Signage Placement* (RN) (VC)

- Freestanding signs shall be set back a minimum of 4 feet from the front and street side property lines.
- No sign shall be placed so as to interfere with the operation of a door or window. Signs should not be located so that they cover prominent architectural features of the building
- Detailed signage standards related to size, location, setbacks, and placement on buildings shall be included in the Master Sign Program submittal for each phase. If City Sign Ordinance standards are utilized, the Master Sign Program shall indicate where that applies.

Signature signage and gateways at prominent entries into the specific plan area are shown in **Figure 5-26** below.




Note: This image is for illustrative purposes only.

**Figure 5-26 Conceptual Primary Gateway Locations**

### *5.10.3 Signage Design and Appearance* RN VC

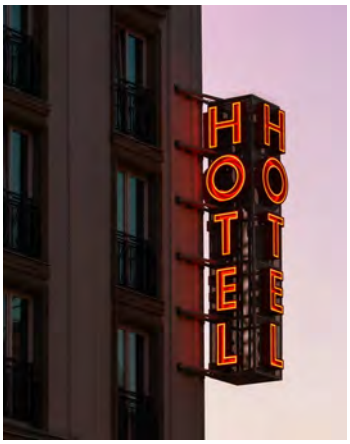
- Colors on signs and structural members shall be harmonious with one another and relate to the dominant colors of the buildings on the site. Contrasting colors may be utilized if the overall effect of the sign is still compatible with building colors.
- Signs shall be consistent with the architectural design and proportions of the building it is attached to.
- Signs shall be constructed of permanent materials and shall be permanently attached to the ground, a building, or another structure by direct attachment to a rigid wall, frame, or structure.
- Sign materials (including framing and supports) shall be representative of the type and scale of materials used on the site where the sign is located. Sign materials shall be consistent with those used on the buildings on the site and any other signs on the site.





- The size of the structural members (e.g. columns, crossbeams, and braces) shall be proportional to the sign panel they are supporting.
- Identity signs may be illuminated to increase nighttime visibility.
- All signage, including pylon marker signs, directories, maps, finger signs, and wall mounted direction signs, should help to establish the Related Bristol aesthetic.
- For buildings with multiple tenants/occupants, wall signs should share similar characteristics, including size, shape, colors, and materials to provide cohesion. Some variations will be permitted to allow for individualization of the tenant's brand elements.
- Amenities such as lighting features, event banners, public art, and temporary installations to enhance the site will be coordinated by standards to be established by Related Bristol. Adherence to best practices for public safety shall be implemented for all amenities.
- All electronic programmable signs for on-premises displays shall incorporate automatic dimming technology to allow the brightness of illumination to adjust to ambient light.







### *5.10.4 Building Identification Signage* RN VC

- There shall be no specific size requirements, but building identification signs shall be sized proportionately to the building being identified and to the sign area in which it is located.
- Building identification signs may be made of non-illuminated individual letters applied to the building face, may be engraved into the building's material, or may be low-relief.

### *5.10.5 Building Directory Signage* RN VC

- Should be prioritized to be located at the ground level and adjacent to the entry point when applied at the upper levels.

### *5.10.6 Service Entry Wall Signage* RN VC

- Must be located adjacent to the ground level service entrance.
- The service entry sign cannot face a public street.

### *5.10.7 Temporary/Special Event Signage* RN VC

- Temporary signage elements post-construction may be installed to advertise special events with sponsors and shall not be considered off-site advertising.
- Temporary signs may take many forms, including free-standing static and digital signs, portable signs, banners and flags affixed to permanent or temporary structures, removable decals, digital projections, and other non-permanent static solutions for event promotion.




Imagery Source: Project Design Team

### *5.10.8 Sign Maintenance* RN VC

- Each sign and supporting hardware, including temporary signs and awning signs, shall be maintained in good repair and functioning properly at all times.
- A repair to a sign shall be of materials and design of equal or better quality as the original sign.
- A sign that is not properly maintained and is dilapidated shall be deemed a public nuisance and may be abated in compliance with the Santa Ana Municipal Code.
- When an existing sign is removed or replaced, all brackets, poles, and other supports that are no longer required shall be removed and the surface it was attached to repaired and painted to match the building.

## 5.11 Public Art RN VC

Public art provides cultural and aesthetic value to the specific plan area and may take many forms, sizes, and mediums. It is anticipated that each of the publicly accessible open spaces and many pedestrian oriented walkways may incorporate different art installations, both temporary and permanent.



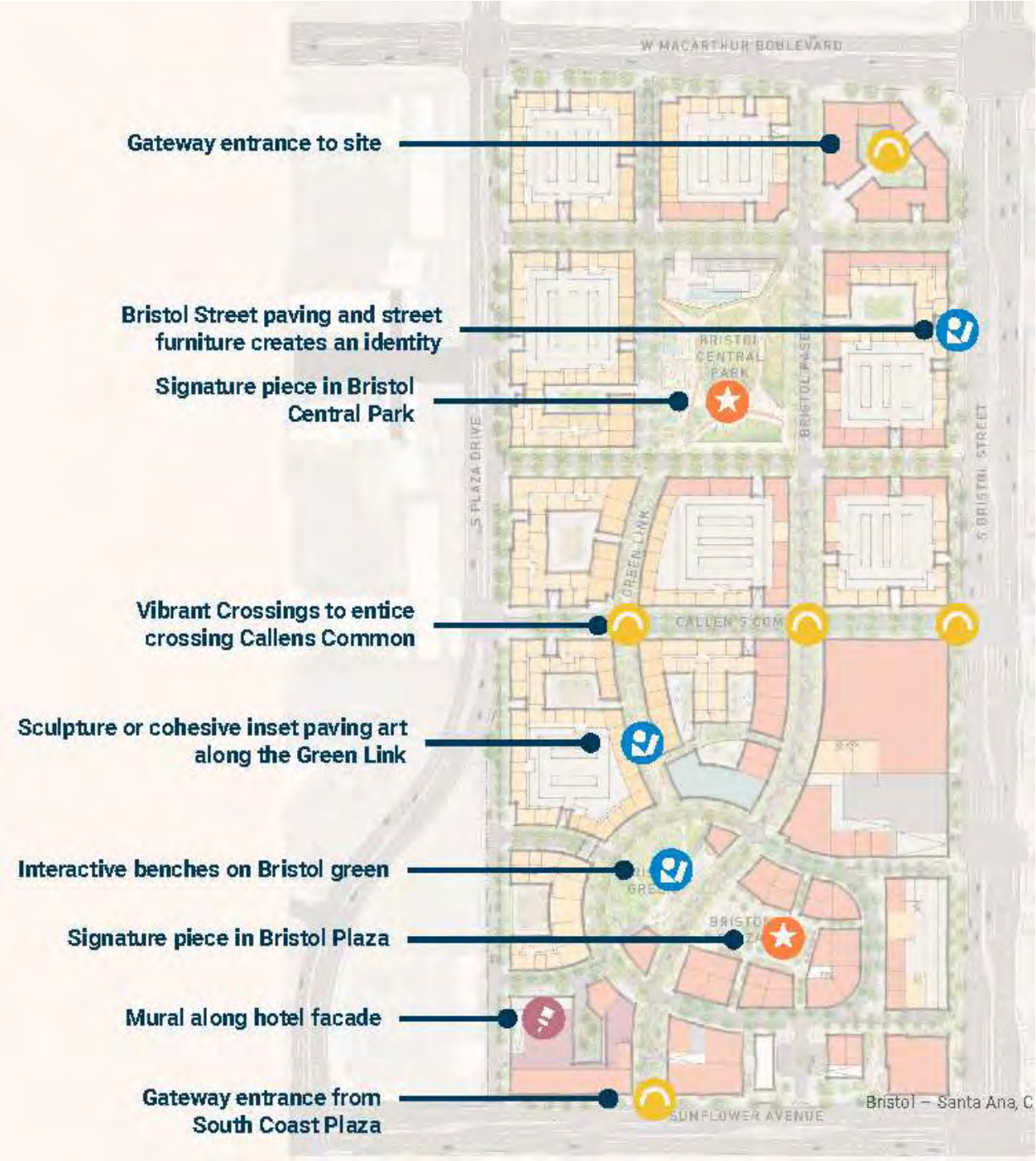
- Public/private art should be located in prominent areas as a centerpiece to common open space or plaza spaces. Art installations should be well-lit and maintained.
- Areas which are anticipated to accommodate public art installations should be identified within the Central Park, Bristol Green, and Bristol Plaza areas. See the site plan exhibit within the Specific Plan for potential locations.
- Public spaces should provide electrical connections to light public art pieces.



- Art installations should not be placed within the pedestrian walkway or any other area where they may impede the intended use of that area.
- If public art pieces are interactive in nature, they must be safe for use by the public and follow play structure safety in design requirements.
- Interactive art pieces that are meant to be climbed or sat on are encouraged, provided they meet the safety requirements outlined in the most recent version of the California Access Compliance Advisory Reference Manual regarding playground design standards.
- Large building faces, exteriors of parking structures, and other publicly accessible building facades can incorporate murals or similar treatments to create visual interest.

**Figure 5-27** represents the potential locations of public art within the planning area.






Note: This image is for illustrative purposes only.

**Figure 5-27 Potential Public Art Locations**

# 6| ADMINISTRATION AND IMPLEMENTATION



# 6.0 ADMINISTRATION AND IMPLEMENTATION

This section of the Related Bristol Specific Plan describes the development review procedures of the City of Santa Ana and other relevant permitting agencies applicable to the Related Bristol Specific Plan area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, and phasing are outlined in this chapter. Additionally, financing sources and maintenance responsibilities are identified.

## 6.1 Administration

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to adopt Specific Plans for purposes of implementing the goals and policies of a City's General Plan. As with general plans, the Planning Commission must hold a public hearing to consider and provide a recommendation on the Specific Plan to the City Council, which is the ultimate approval body.

### *6.1.1 Responsibility*

The City of Santa Ana Planning and Building Agency, its Executive Director, or their designee shall be responsible for administering the Related Bristol Specific Plan in accordance with the provisions of this Specific Plan document, all governing and applicable State and federal laws, the City of Santa Ana's General Plan, and the City of Santa Ana's Municipal Code.

The Related Bristol Specific Plan serves as the implementation tool for the zoning for the Specific Plan area. The Specific Plan addresses permitted uses, development standards, and community design guidelines. The City shall enforce the provisions of the Specific Plan in the same manner that the City enforces the provisions of the General Plan, Municipal Code and Zoning Code.

### *6.1.2 Applicability*

All development within the Related Bristol Specific Plan area shall comply with the requirements and standards set forth in this Specific Plan document. If conflicts exist between the standards contained in this Specific Plan and the Zoning Ordinance or Municipal Code, the regulations and standards in the Specific Plan shall take precedence.

Any area of site development, administration, review procedures, landscaping requirements, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the City of Santa Ana Zoning Code or Municipal Code, using the context and objectives of the Specific Plan as a guide.

The name "Related Bristol Specific Plan" or "Related Bristol" refers to this Specific Plan document and its supporting information. The final marketing name of the overall Project may differ and will be determined by the Project's Master Developer.

### *6.1.3 Enforcement and Interpretation*

The City shall enforce the provisions of the Specific Plan in the same manner that it enforces the provisions of the General Plan and Zoning Code.

Whenever any act is prohibited or is made or declared to be unlawful in this Specific Plan or the doing of any acts required, or the failure to do any act is determined to be unlawful, the City of Santa Ana retains its authority under the Municipal Code to enforce such violation or offense.

Whenever the provisions contained in the Specific Plan conflict with the Municipal or Zoning Codes, the provisions of the Specific Plan shall take precedence. To the extent the Specific Plan is silent, the then-existing standards and requirements of the SAMC shall apply, except as the SAMC may be vested pursuant to a Development Agreement.

Any ambiguity concerning the content or application of the Related Bristol Specific Plan shall be resolved by the City's Executive Director of Planning and Building, or their designees. Such interpretations shall take into account the stated goals and intent of the Specific Plan.

### *6.1.4 Severability*

If any section, subsection sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this plan.

### *6.1.5 Definitions*

The following definitions shall apply to uses within the Specific Plan area. Where definitions between the Specific Plan and the SAMC conflict, the following definitions shall apply:

A. Airspace Lots. Airspace Lots consist of the space bounded by and contained within the boundaries described for such Airspace Lot on an Airspace Map. Each Airspace Lot includes both the building structures situated within the airspace and the airspace encompassed. Each Airspace Lot shall be a "separate interest" pursuant to California Civil Code section 1351(l).

B. BMPs (or Best Management Practices). Structural or engineered devices and systems used to treat stormwater runoff before it is discharged into a drainage system.

C. Commercial Recreation. Uses of a commercial nature combined with a recreational use, including but not limited to, bowling alleys, indoor skydiving, experiential learning and activity centers, discovery centers, laser tag facilities, roller skating, sports-related activities (golf, skiing, baseball, etc.), aquariums, electronic gaming ("e-sports"), gymnastics facilities (including trampolines), amusement parks/rides and similar uses. This use does not include adult businesses.

D. Continuum of Care. Any facility, place, or building that is maintained and operated to provide for a range of senior care, including independent living, assisted living,

congregate care, and convalescent/skilled nursing care. Where/when provided, the development standards required by the California Department of Social Services, Community Care Licensing Division (2013), will apply.

E. Day Spa. A day spa is a business that provides a variety of services for the purpose of improving health, beauty, and relaxation through personal care treatments such as massages and facials. The business may be an accessory use to a hotel use. Adult massage uses are specifically not permitted in this Specific Plan.

F. Floor Area. The total floor area included within the outer walls of a building. Parking structures, patios, terraces, decks, outdoor dining areas, balconies, exterior amenity spaces, and other exterior areas shall not be included in floor area to be used in the calculation of Floor Area Ratio (FAR).

G. Green Link. A publicly accessible pedestrian path or paseo which connects various destinations and may include landscaping, social spaces, outdoor dining, and seating.

H. Implementing Project. An "Implementing Project" is a proposed development within each Specific Plan Phase. To illustrate, the first "Implementing Project" for Phase 1 is the first development proposed within Phase 1. The first "Implementing Project" for Phase 2 is the first development proposed within Phase 2.

I. Mixed-Use. A complementary mixture of land uses including, commercial, retail, office and residential uses that are part of an integrated single development, either by parcel or within a district. Land uses may be arranged vertically in one or multiple story buildings or horizontally within separate buildings on a lot, site or parcel. A mixed-use building is a structure containing residential and non-residential uses, or which contains two types of non-residential uses.

J. Open Space. Open Space may be a combination of passive and active open space and is comprised of common open space and private open space.

- Common open space may include publicly accessible featured "backbone" open space areas as outlined in **Figure 3-4**, *Conceptual Open Space* which include backbone parks, parkways (inclusive of sidewalks), dog parks, greenways, and programmable roads. "Programmable" roadways, including the retail loop road and Bristol Paseo may also be included in the featured backbone open space as they may be closed periodically for publicly accessible events such as farmer's markets, holiday festivals, etc. "Private" common open space areas are those associated with a specific Implementing Project and available to only the residents of that project. These private areas/amenities and may include courtyards, pool/spa decks, roof decks, project-specific dog parks, fitness rooms, business centers, private amenity building(s), landscaped yards.
- Private open space means area associated with an individual residential unit and may include patios or balconies of any orientation, with a minimum of 50 sf and minimum 5-foot dimension in one single direction.

- All development project review application submittals for projects within the Specific Plan area shall be accompanied by an Open Space Exhibit illustrating code compliance with the Specific Plan's open space requirements, including varied symbology or colors to distinguish public open space, private common open space, and per-unit private open space.
- The publicly accessible open space shall be maintained by Owner for the life of the Project. Operation and maintenance of the Project Open Space shall be in accordance with standards prepared by Owner ("O&M Standards"), which O&M Standards are subject to the Executive Director for the Planning and Building Agency's reasonable review and approval. The O&M Standards may also include house rules and operating hours. Owner shall provide the City with proposed O&M Standards for a given Project Phase no later than six (6) months prior to the City's issuance of a Certificate of Occupancy or the date of the Final Inspection by the City for that Project Phase. Owner may modify the O&M Standards as needed from time to time, subject to the Executive Director for the Planning and Building Agency's reasonable review and approval.

K. Outdoor Dining. An ancillary outdoor area uses on private property where tables and chairs are provided for patrons to consume food and/or beverages provided by an adjacent eating establishment.

L. Pedestrian Zone**.** An area comprised of a pedestrian walkway and planting area with continuous or intermittent trees, shrubs, or planters adjacent to a development parcel.

M. Retail Kiosk. Small freestanding retail uses located within common open space areas such as plazas and may include retail sales of jewelry, coffee, artists (e.g. caricatures), food, and other items. Kiosks may take the form of carts or tented structures and are generally under 10' x 10' in size. See guidelines in ***Section*** 5, Design Guidelines.

N. Related Bristol Specific Plan. The name "Related Bristol Specific Plan" refers to this Specific Plan document and its supporting information. The final marketing name of the Project may differ and will be determined by the Project's Master Developer.

O. Tandem Parking. Defined as two parking spaces arranged one behind the other.

### *6.1.6 Nonconforming Buildings, Lots, and Uses*

A nonconforming building, structure or use shall comply with all of Article VI, *Nonconforming Buildings and Uses*, of the SAMC, as modified below:

A. A building or structure that does not conform to the architectural style or story height requirements at the time of the adoption of this Specific Plan shall not cause the structure to be non-conforming. Existing surface parking lots shall not require modification to meet new landscape requirements.

B. Sections 41-681.2 of the SAMC shall not apply to this Specific Plan.

C. Rehabilitation, enlargement or exterior structural alterations of any nonconforming structure or structure occupied by a nonconforming use may be rehabilitated as follows:

   a) Rehabilitation limited to structural or non-structural alterations without any building expansion is permitted if:

      i. All signage on the structure and the site on which it is located shall be brought into conformity with the signage requirements of this Specific Plan and its Sign Program.

      ii. All outdoor storage shall be screened by a solid screen wall not to exceed 8 feet in height. Outdoor storage shall not exceed the height of the screen wall.

      iii. Architectural massing, features and detailing shall be modified to bring the structure into closer compliance with the architectural standards of this Specific Plan, as deemed appropriate by the Executive Director of the Planning and Building Agency, or their designee.

   b) Rehabilitation may include expansion when the total floor area of all expansions occurring in any five-year period does not exceed ten (10) percent of the floor area as it existed at the beginning of the five years, provided that the following conditions are met:

      i. All signage on the structure and the site on which it is located shall be brought into conformity with the requirements of this Specific Plan and its Sign Program.

      ii. There shall be no loading or unloading of vehicles between the hours of 10 pm and 7 am.

      iii. All outdoor storage shall be screened by a solid screen wall not to exceed 8 feet in height. Outdoor storage shall not exceed the height of the screen wall.

      iv. There shall be no enlargement which would intrude into any required yard.

      v. There shall be no enlargement which would result in a new nonconformity with the requirements of this Chapter.

D. Existing buildings and/or parking structures may encroach into the setbacks established in this Specific Plan. If the non-conforming uses are demolished and re-built the new building or structure shall comply with the setbacks provided herein and the architectural guidelines in **Section 6**, *Design Guidelines*.

E. Existing parcels that do not conform to SAMC but are legal parcels of record pursuant to the Subdivision Map Act shall not be considered as nonconforming.

### *6.1.7 Initial Entitlements*

Initial entitlements required for development of the Specific Plan area are anticipated to include the following actions to be taken by the City:

- Environmental Clearance – The Related Bristol Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality Act (CEQA). As part of the approval process for the Specific Plan, an environmental document must be considered and certified by the City Council prior to approval of any of the project-related entitlements.
- Specific Plan – The Project site is presently zoned for commercial uses. The Related Bristol Specific Plan is a required land use and zoning document that will replace the existing commercial zoning to allow for a mixed-use development consistent with the General Plan District Center-High land use designation. The Related Bristol Specific Plan establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan area. The Specific Plan will be considered by the Planning Commission and City Council and will be adopted by Ordinance to become the zoning for the Project.
- Subdivision Map – The Subdivision Map is a required tool for implementation of a Specific Plan. The Project's Vesting Tentative Tract Map (VTTM 19272) will create individual legal lots for Project development, formalize the parcel boundaries, and provide for public rights-of-way for Project access. The Project will include a VTTM to create legal, conveyable lots and will be considered by the City concurrently with the review of this Specific Plan. The VTTM will be considered by the Planning Commission and City Council and will be adopted by Resolution and subject to the conditions of approval therein[1].
- Development Agreement – A statutory development agreement, authorized pursuant to California Government Code Section 65864 et seq., may be processed concurrently with the approval of this Specific Plan.

## 6.2 Implementation

This Implementation Program is established to meet the goals of the Project. This program contains a number of legal, procedural, and administrative elements. The purpose of this section is to familiarize subsequent landowners, developers, public agencies, and decision-makers, as well as interested citizens, with the goals and intentions of the Related Bristol Specific Plan.

The Implementation Program summarizes the requirements listed in this section for all Implementing Projects within the Specific Plan. The purpose of this section is to provide an outline of the steps necessary to implement the Specific Plan and applicable conditions, mitigation measures, and regulations in coordination with the City of Santa Ana and other governing public agencies.

[1] If the TTM is submitted and processed after Specific Plan approval, the approval body would be the Planning Commission.

The approval of this Specific Plan, certification of the Specific Plan CEQA documentation, and adoption of the MMRP will assure that timely mitigation and Project impacts take place at the appropriate milestones and in accordance with Project implementation.

### *6.2.1 Adoption*

The Related Bristol Specific Plan has been prepared in a manner consistent with California Government Code Section 65451(a), as well as Division 25 of the City's Zoning Code. The Specific Plan shall be adopted by ordinance and shall serve as the zoning for the Specific Plan area. The adopted Specific Plan project site will be designated on the City's Zoning Map as the Related Bristol Specific Plan.

The development standards identified in this Specific Plan document supersede all zoning regulations to the extent that they would be in conflict with the sections of this Specific Plan.

### *6.2.2 Subsequent Building Modification*

Subsequent building modification for new development, including additions and/or projections permitted by the Specific Plan (subject to approval of standard City permits), shall complement the architectural style of the primary structure and shall be constructed of similar or complementary materials and colors as the primary structure and/or in context with the overall Design Guidelines. This provision does not apply to existing non-conforming structures.

### *6.2.3 Subsequent Approvals*

This Specific Plan sets forth the land use and design intent for the redevelopment of the existing traditional shopping center into a mixed-use District Center. Upon its approval, the Specific Plan will comprise the zoning for all property within its boundaries and will govern the build-out of the Project.

A variety of subsequent approvals and permits are anticipated to implement the master plan outlined by this Specific Plan document, including but not limited to:

- Final Map approval/recordation (ministerial City Council approval)
- Master Sign Program(s) (see below for further description)
- Project Review (DPR) for Implementing Projects (see below for further description)
- Airspace Mapping (see below for further description)
- Demolition, Rough Grading/Grading, and Excavation Permits
- Infrastructure Plan approvals by the City and relevant agencies
- Encroachment Permits for improvements in the public right-of-way
- Building Permits
- Conditional Use Permit(s)
- Affordable Housing Agreement(s)
- Permits for temporary uses (see further detail below)

## A. Mapping

### 1) Initial Mapping

A Vesting Tentative Tract Map (VTTM) has been processed concurrently with this Specific Plan. The VTTM will create the basis for the legal lots for each Implementing Project, Block, rights-of-way dedications, and landscape lots as well as airspace lots for parking structures. In addition, the VTTM includes a table of anticipated airspace lots to define vertical volumes specific to use and/or to define separate interests. So long as the final mapping does not include more lots than anticipated determined across the Specific Plan area, a finding of substantial conformance can be made. See **Appendix D** for a table of anticipated airspace lotting.

### 2) Subsequent Mapping for Implementing Projects

A separate map shall be recorded of each Implementing Project within the Specific Plan area.

## B. Signage Program

Exterior signs, including monument signs, commercial signage, and residential signs, as well as those for common areas such as parks, plazas, and wayfinding, shall comply with the provisions of a detailed Master Sign Program. The Master Sign Program shall be developed at the time of the DPR for the first Implementing Project for each phase. Phases are defined by the Conceptual Phasing Plan outlined in **Section 6.2.11**.

Signage standards related to size, location, setback, and placement on buildings shall be included in the Master Sign Program submittal for each phase. If City Sign Ordinance standards are utilized, the Master Sign Program shall indicate where that applies.

These Master Signage Programs shall be approved in one of two ways:

1. If a submitted Master Signage Program is in substantial conformance with the signage guidelines in Section 5.10, the Master Signage Program shall be reviewed and approved administratively, concurrent with the first DPR for that phase.
2. If a Master Signage Program has elements that are not found to be in substantial conformance with the Specific Plan's signage design guidelines, the Master Signage Program for that phase shall be approved by the Zoning Administrator.

## C. Development Project Review (DPR)

**Figure 6-1**, *Development Process*, and **Table 6-1**, *Review Authority*, outline the procedures for the processing of Implementing Projects within the Specific Plan area, including the City's Development Project Review (DPR) per SAMC Section 41-668 as it applies to the Specific Plan area. All individual Implementing Projects within the Specific Plan area shall be subject to the City's Development Project Review (DPR) process and require the approval of a Development Project Plan prior to issuance of building permits. The purpose of a DPR is to review individual projects for consistency with the Specific Plan and other applicable regulations. For a project that is consistent with the Specific Plan's

land uses and development standards, the Director shall approve a Development Project Plan Approval if the plans for the Implementing Project demonstrate that the project is consistent with the Specific Plan, other relevant regulations, and makes the required findings per the SAMC Section 41-668. To the extent a project requires multiple approvals, as identified on **Table 6-1**, the reviewing body responsible for the highest-level approval shall make all approvals. Accordingly, the DPR is an administrative (staff level) process, and shall not require additional Sunshine Ordinance meetings, Planning Commission, or City Council approvals, unless the DPR application is combined with an application for a discretionary approval that requires a public hearing by either the Planning Commission of City Council.

As Implementing Projects in the Specific Plan area are submitted to the City for review, they will comply with the City's Affordable Housing Opportunity and Creation Ordinance (AHOCO) as applicable, and the Project's Development Agreement. See Section 3.6 of this Specific Plan document.

Projects which constitute tenant improvements within existing buildings will follow the normal building permit process subject to review of the Specific Plan for confirmation that a use is permitted. All existing uses are considered legal conforming land uses until such time as the property is redeveloped.

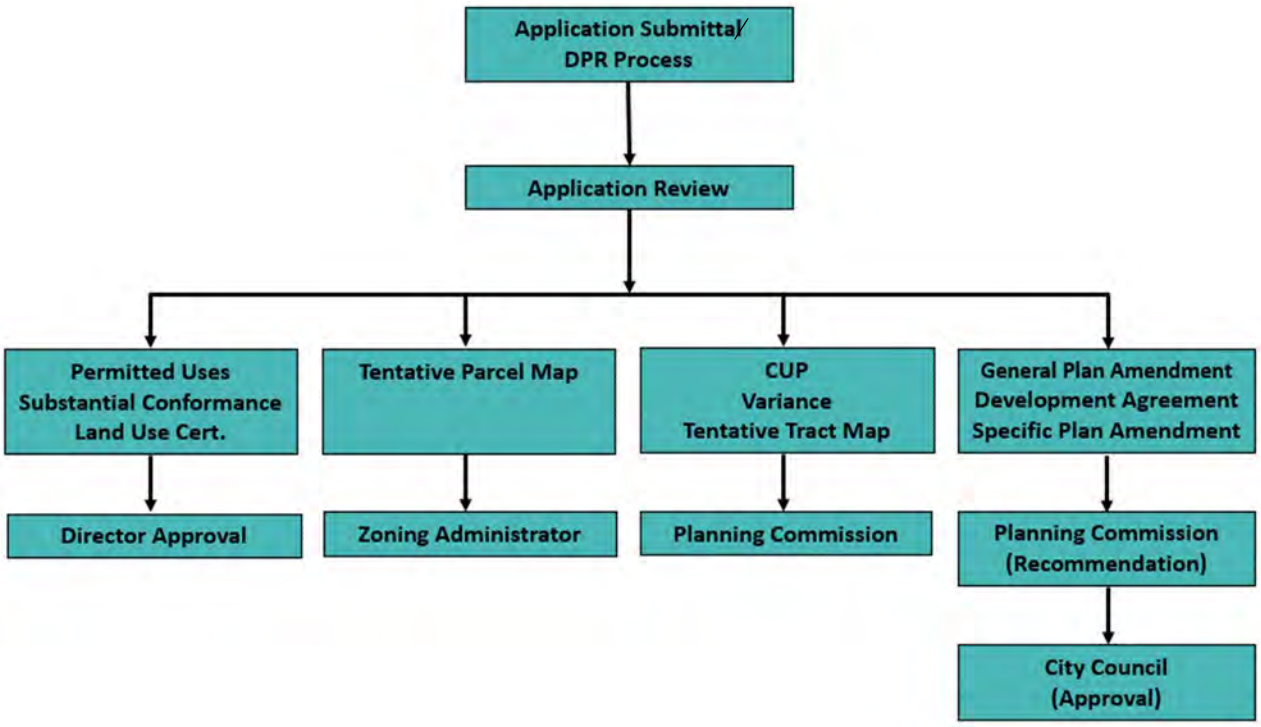



**Figure 6-1 Development Process**

**TABLE 6-1**
**REVIEW AUTHORITY**

| REVIEWING BODY | APPROVAL TYPE |
|---|---|
| Planning and Building Agency (Administrative) | Occupancy and Use Clearance |
| | Sign Permits and initial or amended master sign program |
| | Land Use Interpretations |
| | Development Project Review (DPR) and Master Sign Programs |
| | Minor Modifications per Section 6.2.4 and 4.3.A |
| | Transfers per Section 6.2.7 |
| | Land Use Conversions per Section 6.2.8 |
| | Land Use Certificate (LUC) |
| Planning Commission | Appeals of Director Approvals or remands |
| | Conditional Use Permits (1) |
| | Tentative Tract Maps when not part of a higher approval |
| | Variances (2) |
| | Appeals of Staff Decisions |
| City Council (3) | Specific Plan Adoption and amendments |
| | Development Agreement Approval, amendments |
| | General Plan Amendments |
| | Code Amendments |
| | Appeals of Planning Commission actions |

(1) For Uses identified with a "CUP" in Table 4-1 of this Specific Plan.
(2) For requests that exceed the provisions of Section 4.3 of this Specific Plan.
(3) City Council actions are preceded by a Planning Commission recommendation.

D. Special Events



In the future, special/temporary events may occur within the Project's common open space areas, and in conjunction with closure of segments of programmable private streets within the Specific Plan area. Such events may include fiestas, fund raising events, or seasonal activities as defined by SAMC Section 41-195.5E. These events, including temporary live entertainment, when defined, will require either a Land Use Certificate (LUC) approved at the Director level pursuant to SAMC Sections 41-675-677 or a Master Land Use Certificate as defined below.

**Master Land Use Certificate**. A Master Land Use Certificate (MLUC) may be established comprehensively for all such special or temporary events hosted within the Project's common open space and/or programmable streets. Prior to the first such event, a Master LUC submittal will be provided to the City for the Planning and Building Agency Executive Director approval. This MLUC submittal will provide master information that would apply to all events. Submittals for the MLUC shall include the following:

- Traffic control plan to show mechanisms for closure of street segments and continued access for emergency vehicles and parking structures. Closure mechanisms may include use of K-rails, smart bollards, or other secure means. This information would be provided for anticipated scenarios of street closures for defined programmable streets.
- Lighting Plan to show minimum lighting if events occur after daylight hours
- Wayfinding and advance-notice signage
- Plan for trash receptacles
- Security Plan

Once an MLUC is established, when a specific event is planned that is consistent with the MLUC, the Director shall be provided with the following supplemental Information ahead of the event:

- Description of the event
- Location
- Dates and operational hours

### *6.2.4 Minor Modifications (Substantial Conformance)*

Development plans for each planning area of the Project may be adjusted or modified based on final design and engineering and the precise development plans of the planning area builder. Substantial Conformance is a mechanism to allow the approval of minor modifications for development under the Specific Plan.

Written documentation requesting a proposed minor modification to support an implementing map, Development Project Review (DPR), or use permit must be submitted for the review and approval of the Planning and Building Agency, its Executive Director or his or her designee. Such submittals must be accompanied by any supporting technical studies and documentation as requested by the Director.

*Substantial Conformance Determination*

The Planning and Building Agency Executive Director or their designee shall have the authority to approve minor modifications, as defined herein, which substantially conform to the approved Specific Plan through an administrative "Substantial Conformance" review process, so long as those minor modification and adjustments are consistent with the intent of the Specific Plan.

Minor modifications may be warranted to accommodate changes resulting from final design and engineering, development of innovative product design, distribution of permitted uses within the Specific Plan, development of builder-level design guidelines, density transfers or other similar modifications deemed to be minor. Minor modifications or technical adjustments may include, but are not limited to the following:

- Inclusion of land uses not specified in Section 4*, Development Regulations*, but similar in intent and character subject to interpretation by the Planning and Building Agency Executive Director as specified **in Section 6.1.3** above;
- Addition of information to the Specific Plan (including maps or text) for purposes of clarification that does not change the intent of any plan or regulation, as well as correction of any clerical or grammatical errors;
- Modifications necessary to comply with final Conditions of Approval or mitigation measures when adopted under subsequent actions;
- Modifications to performance standards included in the Specific Plan provided any such modifications provide substantially equivalent protection as the original standard;
- Modifications to the alignment, location and sizing of utilities and facilities or a change in utility and/or public service provider may be approved by the City's Engineering or Public Works Department, so long as the adjustments or changes are found to be in compliance with applicable plans and standards of the agency responsible for such utilities and facilities and do not result in significant environmental impacts. This includes changes in roadway alignment, width or improvements as part of final engineering process so long as the minimum right-of-way meets the standards outlined herein;
- Minor modifications of any planning area boundary to implement a development plan (including lot line adjustments);
- Minor adjustments to any of the development standards (up to 10%) specifically allowed under the Development Regulations of this Specific Plan;
- Minor changes to the architectural or landscape design guidelines, which are intended to be conceptual in nature and flexible in implementation; and

- Modification of any design element in this Specific Plan that improves circulation, reduces grading, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs or improves the level of sustainability.

The minor modifications described and listed above are not comprehensive. Any modification that is deemed by the Planning and Building Agency Executive Director to be in substantial conformance with the purpose and intent of the Specific Plan shall be permitted.

The documentation of substantial conformance may include text and/or maps which describe the nature of all proposed modifications or adjustments to the Specific Plan. This application of substantial conformance with the adopted Specific Plan shall undergo any necessary technical review by City agencies as the Planning and Building Agency Executive Director or designee deems necessary.

Adjustments to the phasing of development shall not require a minor modification to the Specific Plan.

*Action*

No public hearing shall be required for a finding of Substantial Conformance. The Planning and Building Agency Executive Director or their designee shall be the review and approval authority for a finding of Substantial Conformance. The Executive Director's findings shall be provided by written notice to the Applicant approving, conditionally approving, or denying the determination of Substantial Conformance. The Executive Director's decision shall be final, subject to the appeal procedures established by the Santa Ana Municipal Code.

*Findings*

The following findings shall be required for a Substantial Conformance Determination:

- ✓ The modifications are consistent with the goals and intent of the Specific Plan;
- ✓ The physical characteristics of the site have been adequately assessed, and proposed building sites are of adequate size and shape to accommodate proposed uses and all other features of the Implementing Project; and
- ✓ There is supporting infrastructure, existing or available, consistent with the requirements of the Specific Plan, to accommodate the Implementing Project without significantly lowering service levels.

### *6.2.5 Amendments to the Specific Plan*

Substantial modifications to the Specific Plan would require an Amendment. An amendment to the Specific Plan is required if the following occur:

- Changes to the overall Specific Plan boundaries to include properties not included in the Specific Plan at the time of approval (changes to planning area boundaries within the Specific Plan boundaries are deemed minor as noted above and would not require an amendment);

- Any addition of new land uses not contemplated by the Specific Plan's Development Regulations and deemed to require an amendment after the Planning and Building Agency Executive Director determination.
- Changes to the Phasing Plan that are determined by the Executive Director of the Planning and Building Agency, at their sole and absolute discretion, to be in substantial conformance with the Specific Plan shall not constitute an amendment to the Specific Plan.

### *6.2.6 Appeals*

An appeal of any determination, decision, or requirement of City staff or Planning Commission shall be made in conformance to the appeal procedures established by the Santa Ana Municipal Code, and as shown on **Table 6-1**, *Review Authority*.

### *6.2.7 Transfers Between Districts*

The Specific Plan's Land Use Plan and **Table 3-1**, *Land Use Summary*, set forth the land use designations, and total target units and square footage for each land use category. As used throughout this document, the term "Transfer" means that land uses within each District can be transferred to another area as part of a Development Project Review (DPR) process.

- Intensity transfers may be initiated at any time by the master developer or the builder of a specific District[2].
- A transfer request will be reviewed pursuant to the Minor Modification process as part of the related DPR application so long as the transfer between districts is for senior living or hotel uses in their entirety, residential uses of no more than 250 units, and/or no more than 50,000 sf of retail. If the transfer request exceeds this threshold the transfer shall be approved by the Planning Commission.

In addition to transfers of land use between Districts, land uses may be converted to another use using a conversion factor based on daily trips. This conversion mechanism is outlined in **Section 6.2.8** and **Table 6-2**, *Land Use Equivalency*, below.

### *6.2.8 Land Use Conversion*

Land Use intensity within the Specific Plan area is programmatic and intended to be flexible. This allows the Specific Plan to respond to market demand and opportunities for unique or in-demand land uses. The mixture of specific uses outlined in the Land Use section (Section 3 herein) is based upon anticipated demand for these uses at the time of writing.

Land uses may be converted at the time of Development Project Review (DPR) application by the Project developer, based on the conversion factors outlined in **Table 6-2**, *Land Use Equivalency*. These conversion factors are based on trip generation, which

[2] Density and FAR for Related Bristol shall be calculated on a Specific Plan-wide basis, not by parcel or phase.

allows a conversion program while keeping traffic generation, and thus roadway sizing, stable.

An application for land use conversion will be reviewed by the Planning Commission subsequent to the related Development Project Review (DPR) application and subject to substantial conformance with relevant development standards.

**TABLE 6-2**

**LAND USE EQUIVALENCY**

| | Land Use (Unit) | Equivalency Ratios to Convert to these Land Use Types | | | | |
|---|---|---|---|---|---|---|
| | | Residential (DU) | Senior Living (DU/Beds) | Hotel (Rooms) | Office (1000 SF) | Retail (1000 SF) |
| From These Land Use Types: | Residential (DU) | -- | 1.746 | 0.568 | 0.419 | 0.123 |
| | Senior Living (DU/Beds) | 0.573 | -- | 0.325 | 0.240 | 0.070 |
| | Hotel (Rooms) | 1.760 | 3.073 | -- | 0.737 | 0.216 |
| | Office (1000 SF) | 2.388 | 4.169 | 1.357 | -- | 0.293 |
| | Retail (1000 SF) | 8.152 | 14.235 | 4.632 | 3.414 | -- |
| Land Use (Unit) | Quantity to Convert From | Land Use Equivalencies | | | | |
| | | Residential (DU) | Senior Living (DU/Beds) | Hotel (Rooms) | Office (1000 SF) | Retail (1000 SF) |
| Residential (DU) | 100 | -- | 174.615 | 56.821 | 41.882 | 12.267 |
| Senior Living (DU/Beds) | 100 | 57.269 | -- | 32.541 | 23.985 | 7.025 |
| Hotel (Rooms) | 100 | 175.991 | 307.308 | -- | 73.708 | 21.589 |
| Office (1000 SF) | 100 | 238.767 | 416.923 | 135.670 | -- | 29.289 |
| Retail (1000 SF) | 100 | 815.198 | 1423.462 | 463.204 | 341.421 | -- |

### *6.2.9 Truck Routes During Construction*

A. *Travel Restrictions*: Trucks can only use truck routes designated in the General Plan Mobility Element that are located directly along the project site to travel to and away from the site. A truck route for each of the implementing projects within the three major construction phases of the project as identified in the Specific Plan shall be submitted for review and final approval by the Executive Director of the Public Works Agency. In reviewing and approving the final truck route, the Director shall prioritize minimizing noise impacts to nearby residential uses existing as of the adoption date of this Specific Plan and the safety of the traveling public.

B. *Direct Path Requirement*: Trucks must take the shortest and most direct route to and away from the site to nearest freeway on- and off-ramps.

C. *Residential Proximity Limits*: Trucks are prohibited from using those routes to travel to and away from the site if there are residential uses existing as of the adoption date of this Specific Plan that are fronting the street or are located within 300 feet of the street.

D. *Noise Restrictions*: All noise sources associated with construction and truck hauling activities shall not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or any time on Sunday or a federal holiday.

E. *Site Posting & Notification Requirements*: Applicant shall notify in writing to all contractors requiring compliance with the above restrictions and shall post the name and 24-hour contact phone number for reporting of issues consistent with the requirements of Section 6.2.10(5) of the Specific Plan. An advance notice providing the 24-hour contact information for this site shall be mailed to all tenants and property owner within a 1,000-foot radius at least 30 days prior to the start of each of the three major construction phases of the project as identified in the Specific Plan.

### *6.2.10 Maintenance and Ownership*

Maintenance of private parking area aisles, parking area circulation, and common landscape areas will be the responsibility of a commercial or business association (or other private mechanism) to be formed within the Specific Plan area. Detailed Covenants, Conditions and Restrictions (CC&Rs) and/or Reciprocal Easement Agreements (REAs) will outline maintenance areas and establish obligations for ongoing maintenance and operations. The private maintenance association(s) shall be responsible for private driveways, parking, open space areas, programming within open space areas, common area signage, landscaping, irrigation, common areas, on-site domestic water, sanitary sewers, storm drains, water quality features (BMPs), and other responsibilities as necessary. Generally, facilities dedicated to public agencies will be maintained by that agency, while private facilities will be maintained by property owners or a maintenance district. **Table 6-3**, *Financing, Ownership, and Maintenance* outlines the anticipated program.

### *6.2.11 Vacant Lots, Construction, and Ongoing Maintenance*

All portions of the Specific Plan area are subject to the following operational standards:

1. Any portions of the Specific Plan area under active construction, including demolition, grading and excavation, and above-ground building activities, shall be maintained in a visually attractive manner with the following criteria, including:
   a. Fencing. The owner, beneficiary or trustee shall cause to be installed a minimum six foot (6') high chain-link fence adjacent to the property boundaries, or other alternative fencing acceptable to the chief building official or code enforcement manager that is adequate to protect the public health, and welfare, unless the city officials determine that the installation of such fencing will be detrimental to the public safety and welfare.

Any fencing required under this section may additionally require screening if deemed necessary in order to protect the safety, streetscape and overall appearance of the site. The chief building official and code enforcement manager may promulgate fencing standards for vacant properties consistent with this section.

If fencing is proposed for long-term vacant sites (for example, vacancy anticipated for more than 12 months vs. active construction sites) with no berms, then fencing shall be permanently installed into the ground and set back three feet to provide for landscaping in the front.

b. Screening. Screening shall be provided at all chain link fencing and shall include graphics and visuals that promote the project and the City of Santa Ana;

c. A Stormwater Pollution Prevention Plan shall be approved by the Public Works Agency and Best Management Practices must be effectively implemented at all times to prevent soil, debris or runoff from affecting the public right of way through erosion or other means.

2. There shall be no open storage on a vacant lot or site in the Specific Plan area of privately owned vehicles such as cars, trucks, vans, motorcycles and buses. Vacant lots are permitted to be used for construction staging, construction parking, and site security trailers while any portion of the Project site is under construction.
3. Vacant sites within the Specific Plan area shall be kept clear of debris, litter, rubbish, overgrown weeds, graffiti, and other elements that contribute toward blight.
4. In accordance with Chapter 8 of the SAMC; Registration and Maintenance of Vacant Properties:

   a. Registration.

      i. Each beneficiary and trustee, who holds a deed of trust on a property located within the city, shall perform an inspection of the property that is security for the deed of trust upon default by the trustor prior to recording a notice of default or similar instrument with the Orange County Recorder's Office, and must comply with Civil Code section 2923.5, as amended from time to time.

      ii. If such inspection shows that the property is vacant or abandoned the owner, beneficiary or trustee shall, within ten (10) days of the inspection, register the property with the city's code enforcement division on forms provided by the city.

      iii. If the property is occupied but distressed, the trustee and beneficiary or a designee shall inspect the property on a weekly basis until: 1. The trustor or another party remedies the default; or 2. The property is found to be vacant or shows evidence of vacancy, deemed abandoned and registered subject to subsection B.

      iv. The registration required pursuant to subsection B. shall contain the identity of the beneficiary and trustee, the direct mailing address (no postal box address), email address and phone number of the beneficiary and trustee and, in the case of a corporate or out of area beneficiary or trustee, the local property management company, if any, responsible for the security, maintenance and marketing of the property in question.

v. The registration pursuant to subsection B. shall be renewed annually.

vi. The property/properties subject to this agreement shall remain subject to the annual registration requirement, security and maintenance standards of the municipal code as outlined in Chapter 8 as long as they remain vacant and/or abandoned.

vii. Any person, partnership, association, corporation, fiduciary or other legal entity that has registered a property under this agreement must make a written report to the city's code enforcement division of any change of information contained in the registration within ten (10) days of the change.

viii. If the mortgage on a registrable property is sold or transferred, the new mortgagee is subject to all the terms of this agreement and within five (5) days of the transfer must register the property and pay a registration fee in accordance with the Santa Ana Municipal Code. Any previous unpaid annual registration fees are the responsibility of the new mortgagee or trustee and are due and payable with their initial registration.

ix. If the mortgagee owner of a foreclosed real property sells or transfers the property to a non-arm's length related person or entity, the transferee is subject to all the terms of this article and within five (5) days of the transfer must register the property and pay a registration fee in accordance with the Santa Ana Municipal Code. Any previous unpaid annual registration fees are the responsibility of the new registrable property owner and are due and payable with their initial registration.

x. As long as the property is registrable it shall be inspected by the mortgagee, or designee, weekly. If an inspection shows a change in the property's occupancy status the mortgagee shall, within ten (10) days of that inspection, update the occupancy status of the property registration.

b. Security requirements.

i. Abandoned and vacant properties shall be secured so as not to be accessible to unauthorized persons.

ii. Securing of vacant or abandoned property includes but is not limited to closing and locking of windows, doors (walk-through, sliding and garage), gates and any other opening that may allow access to the interior of the property and or structure(s). In the case of broken windows securing means re-glazing or boarding the window. If deemed necessary by the code enforcement manager, securing of vacant or abandoned property may require the provision of on-site security guard services. Such services shall be of sufficient duration and frequency to ensure that the property remains secure and no unauthorized persons may gain entry.

iii. If the vacant or abandoned property is owned by a corporation and/or out of area beneficiary/trustee/owner, a local property management company shall be contracted to perform weekly inspections to verify that the abandoned property is maintained in accordance with the requirements of this section, and any other applicable laws.

iv. The property shall be posted with the name and 24-hour contact phone number of the local property management company. The posting shall be no

less than eighteen (18) inches × twenty-four (24) inches, shall be of a font that is legible from a distance of forty-five (45) feet, and shall contain the following verbiage:

5. The property shall at all times contain conspicuous postings throughout the project site with signage containing the following or similar language: "THIS PROPERTY MANAGED BY _____," and "TO REPORT PROBLEMS OR CONCERNS CALL (name and phone number)."
    a. The posting shall be placed on the interior of a window facing the street to the front of the property so it is visible from the street, or secured to the exterior of the building/structure facing the street of the front of the property so it is visible from the street. If no such area exists, the posting shall be on a stake of sufficient size to support the posting, in a location that is visible from the street to the front of the property, and to the extent possible, not readily subject to potential vandalism. Exterior posting must be constructed of, and printed with weather resistant materials.
6. The local property management company shall inspect the property on a weekly basis, or more frequently, to determine if the property is in compliance with the requirements of this agreement. If it is determined that the property is not in compliance, it is the company's responsibility to bring the property into compliance.
7. The duties and obligations specified in this section shall be joint and several among and between all trustees and beneficiaries and their respective agents.
8. The city shall have the authority to require the beneficiary, trustee, owner or owner of record of any property affected by this agreement, to implement additional maintenance and/or security measures including, but not limited to, securing any and all doors, windows or other openings, installing additional security lighting, increasing on-site inspection frequency, employment of an on-site security guard or other measures as may be reasonably required to secure and reduce the visual decline of the property.
9. The City of Santa Ana may conduct inspections and order vacant buildings that are open and accessible to be secured against unlawful entry pursuant to City codes and standards, including the building code and all aspects of the Santa Ana Municipal Code, or other applicable law.
10. The city may initiate proceedings against the owner of any vacant building found to be substandard as defined in the Santa Ana Municipal Code or a nuisance under any other provision of this Code.
11. The Planning and Building Agency executive director shall be responsible for administering a program for identifying and monitoring the maintenance of all vacant buildings in the city. This agreement shall be documented and regularly updated. This agreement may be available for public review.
12. Pursuant to California Government Code section 28773.5 and failing to adhere to the property maintenance agreement, the City of Santa Ana may provide for the summary abatement of any nuisance at the expense of the persons creating, causing, committing, or maintaining it and by ordinance may make the expense of abatement of nuisances a lien against the property on which it is maintained and a personal obligation against the property.

13. The special assessment and/or lien shall be collected at the same time and in the same manner as ordinary city taxes are collected and shall be subject to the same penalties and the same procedures and sale in case of delinquency as provided for ordinary city taxes. The city shall retain the additional and independent right to recover its costs by way of civil action against the owner and person in possession or control, jointly or severally.

Infrastructure will be implemented pursuant to City requirements for water, sewer, and drainage plans outlined in the engineering studies that support this Specific Plan and its associated Vesting Tentative Tract Map. Infrastructure will be constructed based on improvement plans reviewed and approved by the respective agencies at the time of approval.

**TABLE 6-3**
**FINANCING, OWNERSHIP, AND MAINTENANCE**

| IMPROVEMENT | FINANCING | OWNERSHIP | MAINTENANCE |
|---|---|---|---|
| Water Backbone System | Developer | Public | City |
| Sewer Backbone System | Developer | Private/Public (offsite) | Private/City |
| Drainage Backbone System | | | |
| -Backbone | Developer | Private/Public (offsite) | Private/City |
| -BMPs | Developer | Private | Private |
| Public Streets/Signals[3] | Developer | City | Private/City |
| Private Internal circulation | Developer | Private | Private |
| Landscaping | | | |
| -Public Right-of-Way | Developer | City | Private |
| -Common | Developer | Private | Private |
| -Private plantings (project level) | Developer | Private | Private |
| Open Space (plazas, paseos, parks) | Developer | Private | Private |
| Recreation Areas (Residential) | Developer | Private | Private |

[3] Project necessitated improvements. Public right-of-way improvements (landscape and sidewalk only) behind street curb will be maintained privately. Other public utilities such as light poles and infrastructure will be maintained by the agency that owns them.

### *6.2.12 Conceptual Phasing Plan*

Construction of the Project, including recordation of final subdivision map(s), and design review may be progressively implemented in stages, provided that vehicular access, public facilities, and infrastructure are constructed to adequately service the Implementing Project, or as needed for public health and safety, as determined and required by the City.

The Project will be phased to:

- Provide for the orderly build-out of the Specific Plan area based upon market demand;
- Provide adequate infrastructure to serve the Project;

Phases may occur concurrently or in a different order so long as the associated infrastructure is provided, and in accordance with **Section 6.2.7**, transfers between Districts may occur. The Project is anticipated to be built in 3 major phases as shown on **Figure 6-2**, *Conceptual Phasing Plan* and **Table 6-4**, *Conceptual Phasing*.

Changes to the Phasing Plan that are determined by the Executive Director of the Planning and Building Agency, at their sole and absolute discretion, to be in substantial conformance with the Specific Plan shall not constitute an amendment to the Specific Plan; however, an updated phasing exhibit shall be submitted by the developer to the City for record keeping purposes.

The Project is anticipated to be implemented over a period of approximately ten years with demolition and construction activities anticipated to commence in the first quarter of 2026 and construction completed in the third quarter of 2036. Construction of Phase 1 is expected to commence in the first quarter of 2026 with completion in the first quarter of 2030. Existing land uses in the Phase 2 and Phase 3 areas would be operational while Phase 1 is under construction. Phase 2 is expected to commence in the second quarter of 2030 with completion in the fourth quarter of 2032. Phase 3 is expected to commence in the first quarter of 2033 with completion in the second quarter of 2036.

**TABLE 6-4**
**CONCEPTUAL PHASING**

| | Mixed Use/Village Core District | Mixed Use/Residential District | | |
|---|---|---|---|---|
| **USE** | **PHASE 1** | **PHASE 2** | **PHASE 3** | **TOTAL** |
| Residential (units) | 1,375 | 856 | 1,519 | 3,750 |
| Commercial (gsf) | 250,000 sf | 65,000 sf | 35,000 sf | 350,000 SF |
| Hospitality (keys) | 250 | -- | -- | 250 |
| Senior/Continuum of Care (units) | 200 | -- | -- | 200 |

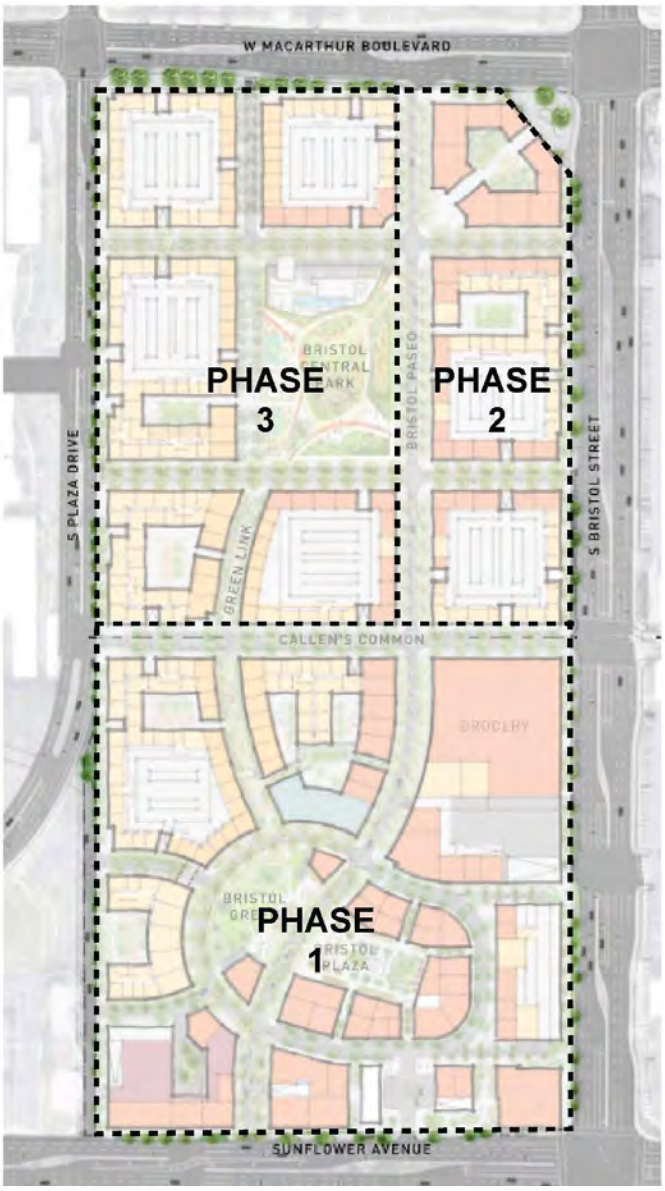



**Figure 6-2 Conceptual Phasing Plan**

### *6.2.13 Police Department Substation*

Prior to or concurrent with the construction completion of Phase 1, as contemplated by the Specific Plan, Owner shall provide, upon the City's written request, exclusive use of a 500-square-foot space and three (3) dedicated parking stalls within the Project for use by the Santa Ana Police Department as an administrative substation. The substation may be located anywhere on the site including the existing commercial center. The substation space and parking stalls will be owned and constructed by the Owner but improved through tenant improvements, operated, and maintained by the Santa Ana Police Department. Upon completion of the final phase of the project, the Owner and/or City may request that the substation be relocated to another portion of the Project, subject to mutual agreement by the parties and compliance with the terms of this subsection. The final location is envisioned to be along Plaza Drive in Phase III.

## 6.3 General Plan Consistency

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits adoption and administration of specific plans as an implementation tool for the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan.

The Related Bristol Specific Plan has been prepared in conformance with the goals and policies of the City of Santa Ana General Plan as updated in 2022. The Specific Plan provides a mixed-use development within a designated District Center, adding to the variety of residential uses and intensities similar to other development in the South Coast Metro area, creating employment opportunities, and providing regulations that supports the continued success of a major commercial area of the City. See **Appendix B** for a table of General Plan consistency.

## 6.4 Relationship to CEQA

The California Environmental Quality Act (CEQA) classifies a specific plan as a "project" which is subject to environmental review. Environmental clearance in the form of a supplemental EIR is required prior to adoption of this Specific Plan to analyze potentially significant environmental impacts of the Project, discuss feasible alternatives, and recommend feasible mitigation measures in compliance with the provisions of CEQA. This environmental document will analyze the entire Specific Plan and address potential impacts associated with the development of the Specific Plan area. The environmental document will include recommended mitigation measures and analyze implementing actions for the development. The environmental document will fulfill the requirements for environmental documentation for most subsequent discretionary and ministerial applications for development within the Specific Plan area.

The Mitigation Monitoring and Reporting Program (MMRP) will ensure that the Specific Plan complies with all applicable environmental mitigation and permit requirements. The final MMRP shall be adopted with certification of the applicable CEQA documentation.

## 6.5 Fiscal Impacts

The purpose of a fiscal analysis is to estimate the net fiscal impacts of a project's proposed development and construction on the City General Fund. The fiscal impacts would typically include recurring municipal revenues and costs to the City General Fund that result from the land use scenario presented by the Specific Plan.

City General Fund revenues are generated from a variety of revenue sources, including property taxes, sales taxes, fees, and fines. Costs to the City General Fund are associated with a variety of services, such as public safety, community development, recreation and arts, and general government services.

A Fiscal Impact Analysis has been prepared for the Project as part of the approval process for the Specific Plan, and peer reviewed by the City. The study, prepared by The Natelson Dale Group and peer reviewed by the City's consultant DTA, shows a net positive fiscal impact as a result of Project implementation.

## 6.6 Buildout Tracking Table

In order to track implementation of the Project, as applications for a DPR are submitted, a tracking mechanism will be employed, using a form provided in **Appendix E** of this Specific Plan.

# APPENDICES



# APPENDIX A  LEGAL DESCRIPTION



APPENDIX A

LEGAL DESCRIPTION

**LEGAL DESCRIPTION:**

PARCEL 1:

PARCELS 1 AND 2, IN THE CITY OF SANTA ANA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 40, PAGES 5 AND 6 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, CALIFORNIA.

EXCEPTING FROM SAID PARCEL 2 THAT PORTION THEREOF CONVEYED TO THE CITY OF SANTA ANA BY DEED RECORDED MAY 17, 1972 IN BOOK 10130, PAGE 417, OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE WESTERLY TERMINUS OF THAT CERTAIN COURSE IN THE NORTHERLY BOUNDARY OF PARCEL 2 OF SAID MAP THAT READS NORTH 89° 03' 58" WEST 74.47 FEET; THENCE CONTINUING ALONG SAID NORTHERLY BOUNDARY NORTH 86° 12' 27" WEST 75.11 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 30.00 FEET, A RADIAL AT SAID POINT BEARS NORTH 39° 01' 25" WEST; THENCE CONTINUING ALONG SAID NORTHERLY BOUNDARY SOUTHWESTERLY 5.30 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10° 07' 33" TO A POINT ON A LINE PARALLEL WITH AND 59.00 FEET SOUTHERLY FROM THE CENTERLINE OF MAC ARTHUR BOULEVARD AS SHOWN ON SAID MAP, A RADIAL AT SAID POINT BEARS NORTH 49° 08' 58" WEST; THENCE LEAVING SAID CURVE ALONG SAID PARALLEL LINE SOUTH 89° 03' 58" EAST A DISTANCE OF 78.76 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

PARCELS 1, 2, 3 AND 4 IN THE CITY OF SANTA ANA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 79, PAGES 19 AND 20 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

# APPENDIX B GENERAL PLAN CONSISTENCY



**General Plan Consistency for the Related Bristol Specific Plan**

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits adoption and administration of specific plans as an implementation tool for elements contained in the local general plan. Specific plans must demonstrate consistency in regulations, guidelines and programs with the goals and policies set forth in the general plan. The Related Bristol Specific Plan has been prepared in conformance with the goals and policies of the City of Santa Ana General Plan.

| Relevant Policies | Consistency |
|---|---|
| **Community Element** | |
| **Goal CM-1: Recreation and Culture -** Provide opportunities for public and private recreation and culture programs that meet the needs of Santa Ana's diverse population. | |
| **Policy CM-1.5 Equitable Recreational Spaces -** Promote the development and use of municipal buildings, indoor facilities, sports fields, and outdoor spaces for recreation that serve residents throughout the city, with priority given to areas that are underserved and/or within environmental justice area boundaries. | Consistent with Goal CM-1 and Policy CM-1.5, the Related Bristol Specific Plan, although not within an environmental justice area, is shaped around dynamic open spaces that unite residents, the neighborhood, and the greater community. The open space serves as a destination for both organized and informal community connections. Related Bristol encourages innovative active senior environments including senior housing and recreation to promote longevity in the community and would create an active, inviting, safe and comfortable place for people to shop, dine, entertain, live, work and play. Therefore the Related Bristol Specific Plan facilitates the development and use of privately owned recreation and entertainment facilities that help meet the needs of Santa Ana residents and is consistent with Goal CM-1 and Policy CM-1.5. |
| **Policy CM-1.6 Recreation on Private Property -** Promote the development and use of privately owned recreation and entertainment facilities that help meet the needs of Santa Ana residents. | Consistent with Goal CM-1 and Policy CM-1.6, the Related Bristol Specific Plan is shaped around dynamic open spaces that unite residents, the neighborhood, and the greater community, with approximately 13 acres of privately owned, publicly accessible landscaped and amenitized open space. The open space serves as a destination for both organized and informal community connections. Related Bristol would encourage innovative active senior environments including senior housing and recreation within the senior project to promote longevity in the community and would create an active, inviting, safe and comfortable place for people to shop, dine, entertain, live, work and play. Therefore the Related Bristol Specific Plan would facilitate the development and use of |

| Relevant Policies | Consistency |
|---|---|
| | privately owned recreation and entertainment facilities that help meet the needs of Santa Ana residents and is consistent with Goal CM-1 and Policy CM-1.6. |
| **Goal CM-3: Active Living and Well-Being –** Promote the health and wellness of all Santa Ana residents. | |
| **Policy CM-3.6 Healthy Options:** Promote access to affordable, fresh, and healthy food options citywide through efforts such as community gardens, culinary classes, and neighborhood farmers markets. | Consistent with Goal CM-3 and Policy CM-3.6, the Related Bristol Specific Plan's Mixed-Use Village Core District, which is bordered by Sunflower Avenue on the south, South Bristol Street on the east, and Callen's Common on the north, facilitates a neighborhood layout that connects the community to walkable, pedestrian and bike-friendly roadways through a variety of sidewalks, greenways, walkable roadways, and squares/plazas. Some roadways and other paved areas in the Mixed-Use Village Core District would serve as programmable public amenities, able to be closed off periodically for such events as farmer's markets or holiday festivals. In addition, a grocery use is planned in the Village Core district. Therefore, the Related Bristol Specific Plan promotes access to fresh and healthy food options by creating a space for neighborhood farmers' markets to set up and is consistent with Goal CM-3 and Policy CM-3.6. |
| **Policy CM-3.8 Underutilized Spaces:** Repurpose underutilized spaces and City-owned vacant land as a strategy to improve community health and increase the number and accessibility of opportunities for health and recreation activities. Prioritize the redevelopment of such sites within environmental justice area boundaries and other areas underserved by parks and recreation opportunities. | Consistent with Goal CM-3 and Policy CM-3.8, the Related Bristol Specific Plan facilitates the redevelopment of 6 underutilized parcels on approximately 41 acres, which include a shopping center with approximately 465,063 square feet of retail uses and associated surface parking. Retail is in a critical moment of change, and the Bristol site is not immune to that change. As retail trends continue to shift from traditional retail towards experiences, it is important that traditional "strip" shopping centers such as Metro Town Square adapt to meet the changing needs of the marketplace. Online retail has changed the way people shop – and this was the case long before the pandemic amplified these trends. The changing nature of retail has resulted in an increase in e-commerce and a corresponding decrease in the market for "brick and mortar" shopping centers. As a result of this, and the recent pandemic, a number of the commercial spaces in the existing shopping center are vacant or underperforming and no longer meet the needs of consumers. Additionally, the east side of the center facing Plaza Drive has no direct access or visibility from the primary surrounding streets. The Specific Plan is the implementing document that will guide the future of the planning area and the redevelopment of an underutilized and partially vacant shopping center into a vibrant mixed-use community that will provide more opportunities for health and recreation activities such as improving local access to fresh and healthy |

| Relevant Policies | Consistency |
|---|---|
| | foods and encouraging innovative active senior environments including senior housing and recreation to promote longevity in the community. Therefore the Related Bristol Specific Plan is consistent with Goal CM-3 and Policy CM-3.8. |
| **Mobility Element** | |
| **Goal M-1: Comprehensive Circulation –** A comprehensive and multimodal circulation system that facilitates the safe and efficient movement of people, enhances commerce, and promotes a sustainable community. | |
| **Policy M-1.2 Balanced Multimodal Network:** Provide a balanced and equitable multimodal circulation network that reflects current and changing needs. | Consistent with Goal M-1 and Policy M-1.2, the Related Bristol Specific Plan includes a comprehensive and multimodal Circulation Plan that provides standards and guidelines for the safe and efficient movement of people and vehicles into and through the Specific Plan area, addressing light trucks and passenger vehicles, heavy trucks, public transit, and non-vehicular circulation (pedestrians and bicycles). Related Bristol facilitates connections to existing transit lines on the surrounding streets to support local and regional connectivity and help reduce dependency on single-occupancy vehicle travel. Additionally, the Specific Plan creates a new hierarchy of pedestrian-oriented shared roadways that connect to the existing street network, and are walkable blocks. Therefore the Related Bristol Specific Plan includes a comprehensive and multimodal circulation plan that provides a balanced and equitable circulation network that reflects current and changing needs and is consistent with Goal M-1 and Policy M-1.2. |
| **Policy M-1.6 Complete Streets:** Transform travelways to accommodate all users through street design and amenities, such as sidewalks, trees, landscaping, street furniture, and bus shelters. | Consistent with Goal M-1 and Policy M-1.6, the Related Bristol Specific Plan facilitates various street improvements along South Bristol Street, West MacArthur Boulevard, South Plaza Drive, Sunflower Avenue, Callen's Common, and local circulation. Improvements include a widened parkway, street trees, planted setback areas, right-of-way dedication for deceleration lanes, curb cuts, bike lane, improved sidewalk conditions, greenlink pedestrian crossing, drop-off and loading areas, pedestrian paths, and signalization. Therefore, the Related Bristol Specific Plan facilitates the increase of safe and efficient movement of people, enhance commerce, and promote a sustainable community through various street improvements that would accommodate all users through street design and amenities and is consistent with Goal M-1 and Policy M-1.6. |

| Relevant Policies | Consistency |
|---|---|
| **Goal M-3: Active Transportation -** A safe, balanced, and integrated network of travelways for nonmotorized modes of transportation that connects people to activity centers, inspiring healthy and active lifestyles. | |
| **Policy M-3.1 Nonmotorized Travelway Network:** Expand and maintain a citywide network of nonmotorized travelways within both the public and private realms that create linkages between neighborhoods, recreational amenities, schools, employment centers, neighborhood serving commercial, and activity centers. | Consistent with Goal M-3 and Policy M-3.1, an objective of the Related Bristol Specific Plan is to provide sufficient local serving and destination retail uses, residential opportunities, workplaces, and entertainment amenities within a centralized mixed use core to enable residents and shoppers to reduce vehicular travel. Further, Related Bristol would create an innovative, active, and connected gathering place that integrates and encourages walking and that is compatible with, and complementary to, nearby shopping and cultural activities. Additionally, the Specific Plan would facilitate connections to existing transit lines to support local and regional connectivity and help reduce dependency on single-occupancy vehicle travel and create linkages between neighborhoods, recreational amenities, schools, employment centers, neighborhood-serving commercial, and activity centers. Related Bristol's mixed-use design would provide convenient linkages between its residential uses and its neighborhood-serving commercial and activity centers. Therefore, the Related Bristol Specific Plan is consistent with Goal M-3 and Policy M-3.1. |
| **Economic Prosperity Element** | |
| **Goal EP-1: Job Creation and Retention –** Foster a dynamic local economy that provides and creates employment opportunities for all residents in the city. | |
| **Policy EP-1.2 Attract Business:** Strengthen and expand citywide business attraction efforts to achieve the city's full employment potential. | Consistent with Goal EP-1 and Policy EP-1.2, the Related Bristol Specific Plan facilitates the development of a project with a mix of land uses that would serve as a catalyst for reinvestment, stimulate economic activity, commerce, and new development opportunities in and around the South Bristol Street Focus Area. This would have a positive contribution to the local economy through new capital investment, the creation of new jobs, and the expansion of the tax base through the project applicant's long-term investment and commitment to the City of Santa Ana. Further, Related Bristol creates a place that provides positive economic and fiscal benefits to the neighborhood, the City of Santa Ana, and the region as a whole. Further, a Fiscal Impact Analysis has been prepared that shows a net positive fiscal impact from the project. Therefore, the Related Bristol Specific Plan strengthens and expands business attraction efforts by facilitating development that creates employment opportunities for residents in the city and is consistent with Goal EP-1 and Policy EP-1.2. |

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| **Goal EP-3: Business Friendly Environment –** Promote a business friendly environment where businesses thrive and build on Santa Ana's strengths and opportunities. | |
| **Policy EP-3.4 Complete Communities:** Encourage the development of "complete communities" that provide a range of housing, services, amenities, and transportation options to support the retention and attraction of a skilled workforce and employment base. | Consistent with Goal EP-3 and Policy EP-3.4, the Related Bristol Specific Plan's objectives include implementing the vision of the City's Updated General Plan to redevelop the Specific Plan area into a vibrant mixed-use center at the gateway to Santa Ana by balancing residential, retail, hospitality, and ancillary uses with a focus on providing significant community gathering and open space features. Specifically, Related Bristol would provide sufficient local serving and destination retail uses, residential opportunities, workplaces, and entertainment amenities within a centralized commercial core. Therefore, the Related Bristol Specific Plan promotes a business-friendly environment where businesses thrive and would facilitate a "complete community" with a range of housing (up to 3,750 residential units and a Senior Living/Continuum of Care of 200 units), services, and amenities (250 hotel keys, and 13 acres of publicly accessible landscaped and amenitized open space), and transportation (public transit, car parking, bicycle parking, rideshare, and walking) options to support the retention and attraction of a skilled workforce and employment base. Thus the Related Bristol Specific Plan is consistent with Goal EP-3 and Policy EP-3.4. |
| **Public Services Element** | |
| **Goal PS-2: Public Safety –** Preserve a safe and secure environment for all people and property. | |
| **Policy PS-2.1 Public Safety Agencies:** Collaborate with the Police Department and the Fire Authority to promote greater public safety through implementing Crime Prevention through Environmental Design (CPETD) principles for all development projects. | Consistent with Goal PS-2 and Policy PS-2.1, all development facilitated by the Related Bristol Specific Plan would be required to collaborate with the Santa Ana Police Department and Orange County Fire to promote greater public safety through implementing CPETD principles. Further, prior to building permit issuance, Orange County Fire and Santa Ana Police Department would perform a plan review to ensure all applicable codes are met. A Fire Master Plan has been prepared and will be reviewed by the OCFD as part of the Subdivision Map review. Therefore, the Related Bristol Specific Plan is consistent with Goal PS-2 and Policy PS-2.1. |
| **Policy PS-2.2 Code Compliance:** Require all development to comply with the provisions of the most recently adopted fire and building codes and | Consistent with Goal PS-2 and Policy PS-2.2, the City of Santa Ana Planning and Building Agency, its Executive Director, or their designee shall be responsible for administering the Related Bristol Specific Plan in accordance with the Specific Plan document, all governing and applicable State and federal laws (including the most recently adopted fire and |

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| maintain an ongoing fire inspection program to reduce fire hazards. | building codes), the City of Santa Ana's General Plan, and the City of Santa Ana's Municipal Code. Therefore, all development facilitated by the Related Bristol Specific Plan would comply with the provisions of the most recently adopted fire and building codes and maintain an ongoing fire inspection program, which would contribute to the preservation of a safe and secure environment for all people and property. Thus, the Related Bristol Specific Plan is consistent with Goal PS-2 and Policy PS-2.2. |
| **Goal PS-3: Utility Infrastructure –** Supply, maintain, and expand City services and infrastructure improvements through innovative funding options and sustainable practices. | |
| **Policy PS-3.5 Green Infrastructure:** Incorporate sustainable design and Low Impact Development (LID) techniques for stormwater facilities and new development to achieve multiple benefits, including enhancing, preserving, and creating open space and habitat; reducing flooding; and improving runoff water quality. | Consistent with Goal PS-3 and Policy PS-3.5, the Related Bristol Specific Plan adheres to the North Orange County MS4 Stormwater Permit (Order No. R8-2010-0062), which identifies stormwater runoff requirements and regulations for new development and significant redevelopment projects to be protective of water quality. Best Management Practices (BMPs) are required to treat storm water runoff before it is discharged into a drainage system as part of the Specific Plan following local MS4 Permit requirements as well as the Orange County Technical Guidance Document and Model WQMP. LID BMPs that are designed to retain or biotreat runoff on the project are required in addition to site design measures and source controls to reduce pollutants in storm water discharges. A Preliminary Stormwater Management Plan has been prepared for the project to be reviewed by the City as part of entitlement review. Further, the Specific Plan creates 13 acres of publicly accessible landscaped and amenitized open space on the site which presently contains no open space of significance. Therefore, the Related Bristol Specific Plan incorporates sustainable design and LID techniques for stormwater facilities and is consistent with Goal PS-3 and Policy PS-3.5. |
| **Policy PS-3.10 Development Projects:** Encourage new development and reuse project to incorporate recycling and organics collection activities aligned with state waste reduction goals. | Consistent with Goal PS-3 and Policy PS-3.10, the Related Bristol Specific Plan requires bins for recycling and any other refuse mandated by the State of California to be provided for all uses, in trash enclosures. Additionally, restaurants within the Specific Plan are required to recycle organics in accordance with State law and City Ordinances. Therefore, the Related Bristol Specific Plan incorporates recycling and organics collection activities aligned with state waste reduction goals and is consistent with Goal PS-3 and Policy PS-3.10. |

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| **Conservation Element** | |
| **Goal CN-1: Air Quality and Climate –** Protect air resources, improve regional and local air quality, and minimize the impacts of climate change. | |
| **Policy CN-1.6 New and Infill Residential Development:** Promote development that is mixed use, pedestrian friendly, transit oriented, and clustered around activity centers. | Consistent with Goal CN-1 and Policy CN-1.4, the Related Bristol Specific Plan would introduce mixed-use urban villages and encourage experiential commercial uses that are more walkable, bike-friendly, and transit-oriented. The development facilitated by the Related Bristol Specific Plan would provide sufficient local serving and destination retail uses, residential opportunities, workplaces, and entertainment amenities within a centralized commercial core to enable residents and shoppers to reduce reliance on the automobile. Further, the Related Bristol Specific Plan facilitates connections to existing transit lines to support local and regional connectivity and help reduce dependency on single-occupancy vehicle travel. A pedestrian-only Greenlink connects the two districts to further promote a pedestrian friendly environment. Therefore, the Related Bristol Specific Plan facilitates development that is mixed-use, pedestrian-friendly, transit oriented, clustered around activity centers and is consistent with Goal CN-1 and Policy CN-1.6. |
| **Policy CN-1.7 Housing and Employment Opportunities:** Improve the City's jobs/housing balance ratio by supporting development that provides housing and employment opportunities to enable people to live and work in Santa Ana. | Consistent with Goal CN-1 and Policy CN-1.4, the Related Bristol Specific Plan improves the City's jobs/housing balance ratio by providing local serving and destination retail uses, residential opportunities, workplaces, and entertainment amenities within a centralized commercial core to enable residents and shoppers to reduce vehicle miles traveled and associated greenhouse gas emissions. Related Bristol facilitates an active, inviting, safe and comfortable place for people to shop, dine, entertain, live, work and play. Therefore, the Related Bristol Specific Plan is consistent with Goal CN-1 and Policy CN-1.7. |
| **Policy CN-1.8 Promote Alternative Transportation:** Promote use of alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, car sharing programs, and emerging technologies. | Consistent with Goal CN-1 and Policy CN-1.4, the Related Bristol Specific Plan creates an innovative, active, and connected gathering place that integrates and encourages walking and that is compatible with, and complementary to, nearby shopping and cultural activities. A pedestrian-only Greenlink connects the two districts to further promote a pedestrian friendly environment. Further, Related Bristol facilitates connections to existing transit lines to support local and regional connectivity and helps reduce dependency on single-occupancy vehicle travel, and creates a new hierarchy of shared streets that are |

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| | pedestrian-oriented. Proposed South Bristol Street improvements include upgrading the southbound bike lane to a Class II or IV Bike Lane. Therefore, the Related Bristol Specific Plan promotes the use of alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, and car-sharing programs, and is consistent with Goal CN-1 and Policy CN-1.8. |
| **Goal CN-3: Energy Resources –** Reduce consumption of and reliance on nonrenewable energy, and support the development and use of renewable energy sources. | |
| **Policy CN-3.3 Development Patterns:** Promote energy-efficient development patterns by clustering mixed-use developments and compatible uses adjacent to public transportation. | Consistent with Goal CN-3 and Policy CN-3.3, there are 6 existing bus stops present on the Related Bristol Specific Plan frontage. The Specific Plan facilitates connections to existing transit lines to support local and regional connectivity and help reduce dependency on single-occupancy vehicle travel by facilitating mixed-use development adjacent to said bus stops. Therefore, the Related Bristol Specific Plan would facilitate mixed-use development and compatible uses (senior housing, retail, hotel, etc.) adjacent to public transportation and is consistent with Goal CN-3 and Policy CN-3.3. |
| **Policy CN-3.5 Landscaping:** Promote and encourage the planting of native and diverse tree species to improve air quality, reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation with special focus on environmental justice areas. | Although not within a designated environmental justice area, the Related Bristol Specific Plan implements diverse native and drought-adapted landscapes. Specifically, the Bristol Green and Bristol Plaza Town Center, which is the focal outdoor and gathering space within the commercial development areas, is envisioned to include farm-to-table garden areas, outdoor dining opportunities, an interactive water feature, native plant material, and grand lawn space. Additionally, the Greenlink, which is intended as a linear vegetated link between the Bristol Green and Bristol Central Park, is envisioned to be primarily composed of wide walkways, a garden area, and outdoor seating. Therefore, the Related Bristol Specific Plan promotes and encourages the planting of native and diverse landscaping, which would improve air quality, reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation, and is consistent with Goal CN-3 and Policy CN-3.5. |
| **Goal CN-4: Water Resources –** Conserve and replenish existing and future water resources. | |
| **Policy CN-4.2:** Encourage public and private property owners to plant native or drought-tolerant vegetation. | Consistent with Goal CN-4 and Policy CN-4.2, the Related Bristol Specific Plan Design Guidelines note that drought-tolerant plants and irrigation systems should be utilized whenever possible. Therefore, the Related Bristol Specific Plan encourages private property |

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| | owners to plant native or drought-tolerant vegetation and is consistent with Goal CN-4 and CN-4.2. |
| **Open Space Element** | |
| **Goal OS-1: Parks, Open Space, and Recreation -** Provide an integrated system of accessible parks, recreation facilities, trails, and open space to serve the City of Santa Ana. | |
| **Policy OS-1.4 Park Distribution:** Ensure the City residents have access to public or private parks, recreation facilities, or trails in the City of Santa Ana, within 10-minute walking and biking distance of home. Prioritize provision, programs, and partnerships in park deficient and environmental justice areas. | Consistent with Goal OS-1 and Policy OS-1.4, the Related Bristol Specific Plan, although not within an environmental justice area, is shaped around dynamic open spaces that unite the residents, neighborhood, and greater community. The Specific Plan and development program provides approximately 13 acres of publicly accessible landscaped and amenitized open spaces, including, but not limited to, a central park, two plaza spaces, and a greenlink/paseo as shown in Figure 3-4, Conceptual Open Space. Therefore, the Related Bristol Specific Plan contributes to the success of Policy OS-1.4 to ensure that City residents have access to parks and recreation facilities within 10-minute walking and biking distance of home. |
| **Policy OS-1.9 New Development:** Ensure all new development effectively integrates parks, open space, and pedestrian and multi-modal travel ways to promote a quality living environment. For new development within park deficient and environmental justice areas, prioritize the creation and dedication of new public parkland over the collection of impact fees. | Consistent with Goal OS-1 and Policy OS-1.9, the Related Bristol Specific Plan, although not within a park deficient or environmental justice area, allows up to 3,750 residential units, 350,000 square feet of mixed commercial uses, 250 hotel keys, a Senior Living/Continuum of Care of 200 units, and approximately 13 acres of publicly accessible open space. Further, the Specific Plan envisions a neighborhood layout that connects the community (internally and externally) to walkable, pedestrian, and bike-friendly streets through a variety of sidewalks, greenways, walkable roadways, and squares/plazas. The roadway network emulates the best practices of a vibrant pedestrian village core while providing the density and overlapping programming that is commonly found in successful town center projects. Therefore, the new development facilitated by the Related Bristol Specific Plan is effectively integrated with parks, open space, and pedestrian and multi-modal travel ways that promote a quality living environment and is consistent with Goal OS-1 and Policy OS-1.9. |
| **Goal OS-2: Healthy, Safe and Inclusive Opportunities –** Provide welcoming, inclusive, safe, and healthy parks, recreation facilities and activities to serve Santa Ana residents regardless of age, ability, or income. | |
| **Policy OS-2.1 Recreation Variety:** Provide a variety of recreation facilities | Consistent with Goal OS-2 and Policy OS-2.1, the Related Bristol Specific Plan facilitates a diverse mix of development along with a variety of recreation opportunities. Currently, there |

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| and activities to meet the diverse needs of the community. Consider needs for indoor and outdoor recreation opportunities, as well as traditional and trending activities. | are no natural open space or resources existing within the Specific Plan area. The primary backbone open space consists of approximately 13 acres, comprised of Bristol Central Park, Greenlink, Bristol Green, Bristol Plaza/Retail Village Open Space, and the Bristol Street Expanded Parkway. The Bristol Central Park is an approximately 2.5 acre publicly accessible open space that includes open play areas, walkways, seating, and a private recreation facility for surrounding residential uses. A private recreation center for project residents would be developed as well, within Bristol Central Park. The approximately 0.6-acre accessible Greenlink is a landscaped pedestrian paseo that links the north and south areas of the Specific Plan. The Greenlink has a dedicated pedestrian path and shade with flowering trees, planning areas, places for sitting and socializing, and path connections of residences with adjoining front terraces and garden areas. The Bristol Green is an approximately 0.66-acre open space area located in the central portion of the Mixed-Use/Village Core District that is envisioned to include landscaping, seating areas, walkways, and minor retail or kiosk uses. The Bristol Plaza is an urban plaza with seating and retail, outdoor dining, and landscaping. Finally, several of the roadways within the Specific Plan area, Bristol Paseo (the primary north/south roadway), the looped road ringing Bristol Green or Bristol Plaza areas, and the Shared Roadways will be "programmable" roadways that can be closed off for special pedestrian events such as farmers' markets, seasonal festivals, music events, and other trending activities. Therefore, the Related Bristol Specific Plan is consistent with Goal OS-2 and Policy OS-2.1. |
| **Goal OS-3: Park Maintenance, Stewardship, and Sustainability –** Maintain and manage parks, recreation facilities, trails and open space to sustain City assets and support safe use. | |
| **Policy OS-3.5 Landscaping:** Encourage the planting of native and diverse tree species in public and private spaces to reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation. | Consistent with Goal OS-3 and Policy OS-3.5, the Related Bristol Specific Plan encourages native and diverse tree planting. Specifically, the Bristol Green and Bristol Plaza Town Center, which is the focal outdoor and gathering space within the commercial development areas, is envisioned to include farm-to-table garden areas, outdoor dining opportunities, an interactive water feature, native plant material, and a grand lawn space. Additionally, the Greenlink, which is intended as a linear vegetated link between the Bristol Green and Bristol Central Park, is envisioned to be primarily composed of wide walkways, a garden area, and outdoor seating. Therefore, the Related Bristol Specific Plan promotes and encourages the planting of native and diverse landscaping, which would reduce heat island effect, |

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| | reduce energy consumption, and contribute to carbon mitigation and would be consistent with Goal OS-3 and Policy OS-3.5. |
| **Noise Element** | |
| **Goal N-1: Land Use Compatibility –** Ensure that existing and future land uses are compatible with current and projected local and regional noise conditions. | |
| **Policy N-1.4 Sensitive Uses:** Protect noise sensitive land uses from excessive, unsafe, or otherwise disruptive noise levels. | Consistent with Goal N-1 and Policy N-1.4, the Related Bristol Specific Plan requires the project's residential portions to comply with the City's Noise Ordinance, which may include designs to limit the interior noise caused by the commercial and parking portions of the project or arterial roadway adjacency, to a maximum of 45 db in any habitable room with windows closed, to meet City noise standards. Proper design may include, but shall not be limited to, building orientation, sound-rated windows, wall and ceiling insulation, and orientation and insulation of vents. Where it is necessary that windows be closed in order to achieve the required level, means shall be provided for ventilation/cooling to provide a habitable environment. In addition, a Noise Study has been prepared for the Project's Environmental Impact Report, and any recommended mitigation measures will be required as conditions of the project. Therefore, the development regulations outlined in the Related Bristol Specific Plan and project mitigation measures ensure consistency with Goal N-1 and Policy N-1.4 and protect noise-sensitive land uses from excessive, unsafe, or otherwise disruptive noise levels. |
| **Goal N-2: Noise Generators –** Reduce the impact of known sources of noise and vibration. | |
| **Policy N-2.2 Stationary Related Noise:** Minimize noise impacts from commercial and industrial facilities adjacent to residential uses or zones where residential uses are permitted. | Consistent with Goal N-2 and Policy N-2.2, the Related Bristol Specific Plan requires the project's residential portions to comply with the City's Noise Ordinance, which may include design to limit the interior noise caused by the commercial and parking portions of the project or arterial roadway adjacency, to a maximum of 45 db in any habitable room with windows closed, to meet City noise standards. Proper design may include, but shall not be limited to, building orientation, sound-rated windows, wall and ceiling insulation, and orientation and insulation of vents. Where it is necessary that windows be closed in order to achieve the required level, means shall be provided for ventilation/cooling to provide a habitable environment. In addition, a Noise Study has been prepared for the Project's Environmental Impact Report, and any recommended mitigation measures will be required |

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| | as conditions of the project. Therefore, the development regulations outlined in the Related Bristol Specific Plan ensure consistency with Goal N-2 and Policy N-2.2 and minimize noise impacts from commercial and industrial facilities adjacent to residential uses. |
| **Safety Element** | |
| **Goal S-3: Geologic and Seismic Hazards –** Provide a safe environment for all Santa Ana residents and workers while minimizing risk of injury, loss of life, property damage, and social and economic impacts caused by geologic and seismic hazards. | |
| **Policy S-3.2 Seismic and Geotechnical Standards:** Ensure that all new development abides by the current City and state seismic and geotechnical requirements and that projects located in areas with potential for geologic or seismic hazards prepare a hazards study. | A Geotechnical Report has been prepared for the Related Bristol Specific Plan and any development facilitated by it. The City of Santa Ana has adopted the California Building Code (2019 edition) as its building code. Consistent with Goal S-3 and Policy S-3.2, any development facilitated by the Specific Plan would be required to abide by all current seismic and geotechnical requirements outlined in the California Building Code prior to building permit issuance. Any development facilitated by the Related Bristol Specific Plan would be required to abide by the current City and state seismic and geotechnical requirements, and any mitigation measures applied as part of the project's Environmental Impact Report. Therefore, the Related Bristol Specific Plan is consistent with Goal S-3 and Policy S-3.2. |
| **Land Use Element** | |
| **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. | Consistent with Goal LU-1 and Policy LU-1.1, the objective of the Related Bristol Specific Plan is to redevelop the Specific Plan area into a vibrant mixed-use center at the gateway to Santa Ana by balancing residential, retail, hospitality, and ancillary uses with a focus on providing significant community gathering and open space features. The Specific Plan encompasses approximately 41 gross acres and allows up to 3,750 residential units, 350,000 square feet of mixed commercial uses, 250 hotel keys, a Senior Living/Continuum of Care of 200 units, and approximately 13 acres of landscaped and amenitized common open space. These development intensities are specifically contemplated for this area by the updated General Plan Land Use Element. Another Specific Plan objective is to encourage innovative active senior environments including senior housing and recreation to promote longevity in the community. Therefore, the Related Bristol Specific Plan facilitates the redevelopment of the Specific Plan area into a development that fosters compatibility |

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| | between land uses (residential, retail, hospitality, and recreation) to enhance livability and promote healthy lifestyles and is consistent with Goal LU-1 and Policy LU-1.1. |
| **Policy LU-1.8 Development Tradeoffs:** Ensure that new development projects provide a new community benefit. | Consistent with Goal LU-1 and LU-1.8, the Related Bristol Specific Plan facilitates new development projects that would collectively provide new community benefits. Related Bristol offers a uniquely urban setting in the heart of Orange County, leveraging walkability, placemaking, and vibrant mixed-use density to add value to the greater neighborhood and City. Related Bristol is shaped around dynamic open spaces that unite the residents, neighborhood, and greater community. Additionally, Related Bristol will take proactive measures to address the sustainability and resilience needs of the site. In addition, a Community Benefit analysis will be prepared by the City to evaluate the provided benefits. Therefore, the Related Bristol Specific Plan is consistent with Goal LU-1 and Policy LU-1.8. |
| **Goal LU-2: Land Use Needs –** Provide a balance of land uses that meet Santa Ana's diverse needs. | |
| **Policy LU-2.1 Employment Opportunities:** Provide a broad spectrum of land uses and development that offer employment opportunities for current and future Santa Ana residents. | Consistent with Goal LU-1 and Policy LU-2.1, the Related Bristol Specific Plan envisions developing a project with a mix of land uses that will serve as a catalyst for reinvestment, stimulate economic activity, commerce, and new development opportunities in and around the South Bristol Focus Area. Further, the Specific Plan will have a positive contribution to the local economy through new capital investment, the creation of jobs, and the expansion of the tax base through the project applicant's long-term investment and commitment to the City of Santa Ana. Therefore the Related Bristol Specific Plan is consistent with Goal LU-2 and Policy LU-2.1. |
| **Policy LU-2.2 Capture Local Spending:** Encourage a range of commercial uses to capture a greater share of local spending, and offer a range of employment opportunities. | Consistent with Goal LU-2 and Policy LU-2.2, the Related Bristol Specific Plan addresses the evolving nature of retail and commercial space which necessitates a strategic holistic approach to ensure economic viability into the future. The Specific Plan allows up to 350,000 square feet of mixed commercial uses that will capture local spending and offer a range of employment opportunities. As discussed above, the Specific Plan will have a positive contribution to the local economy through new capital investment the creation of jobs, and the expansion of the tax base through the project applicant's long-term investment and commitment to the City of Santa Ana. Therefore the Related Bristol Specific Plan is consistent with Goal LU-2 and Policy LU-2.2. |
| **Policy LU-2.5 Benefits of Mixed-Use:** Encourage infill mixed-use | Consistent with Goal LU-2 and Policy LU-2.5, the Related Bristol Specific Plan is an infill mixed-use development that provides sufficient local serving and destination retail uses, residential |

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| development at all ranges of affordability to reduce vehicle miles traveled, improve jobs/housing balance, and promote social interaction. | opportunities, workplaces, and entertainment amenities within a centralized commercial core to enable residents and shoppers to reduce vehicle miles traveled and associated greenhouse gas emissions. Further, the Specific Plan allows up to 350,000 square feet of commercial uses, 3,750 residential units, and a Senior Living/Continuum of Care of 200 units which, once developed, would improve the City's current jobs/housing balance. Finally, the Specific Plan creates an active, inviting, safe and comfortable place for people to shop, dine, entertain, live, work, and play, which will promote social interactions among residents and visitors. Therefore, the Related Bristol Specific Plan is consistent with Goal LU-2 and Policy LU-2.5. |
| **Policy LU-2.7 Business Incubator:** Support land use decisions that encourage the creation, development, and retention of businesses in Santa Ana. | Consistent with Goal LU-2 and Policy LU-2.7, the Related Bristol Specific Plan develops a project with a mix of land uses that will serve as a catalyst for reinvestment, stimulate economic activity, commerce, and new development opportunities in and around the South Bristol Street Focus Area. The Specific Plan will have a positive contribution to the local economy through new capital investment, the creation of jobs, and the expansion of the tax base through the applicant's long-term investment and commitment to the City of Santa Ana. The Specific Plan creates a place that provides positive economic and fiscal benefits to the neighborhood and the region as a whole. All of which encourage the creation, development, and retention of business in Santa Ana. Therefore, the Related Bristol Specific Plan is consistent with Goal LU-2 and Policy LU-2.7. |
| **Policy LU-2.8 City Image:** Encourage land uses, development projects, and public art installations that promote the city's image as a cultural, governmental, and business-friendly regional center. | Consistent with Goal LU-2 and Policy LU-2.8, the Related Bristol Specific Plan includes the overall vision for future development within the Specific Plan area and will encourage mixed land uses, development projects, and public art installations that promote the City's image as a cultural and business-friendly regional center. Related Bristol has an important status as a southern gateway to the City of Santa Ana and will be an activity hub that brings housing, jobs, retail and shopping opportunities, visitors, and activity to this part of the City. |
| **Goal LU-3: Compatibility of Uses -** Preserve and improve the character and integrity of existing neighborhoods and districts. | |
| **Policy LU-3.1 Community Benefits:** Support new development which provides a net community benefit and contributes to neighborhood character and identity. | Consistent with Goal LU-3 and Policy LU-3.1, the Related Bristol Specific Plan will set the new standard for a new type of neighborhood for Orange County – a walkable, mixed-use, people-first community. The Specific Plan will facilitate redevelopment of the Specific Plan area into a vibrant mixed-use center at the gateway of Santa Ana by balancing residential, retail, hospitality, and ancillary uses with a focus on providing significant community |

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| | gathering and open space features that will provide a new community benefit. Therefore, the Related Bristol Specific Plan supports new development which would provide a net community benefit and contributes to neighborhood character and identity and is consistent with Goal LU-3 and Policy LU-3. |
| **Policy LU-3.5 Compatible Development:** Ensure that the new scale and massing of new development is compatible and harmonious with the surrounding built environment. | Consistent with Goal LU-3 and LU-3.5, the Related Specific Plan contains design guidelines that ensure that throughout the Specific Plan area, a variety of massing strategies are utilized to reduce the visual impact of larger buildings and to bring light and air to pedestrian areas at ground level. Recognition of a street wall datum at 7 stories is encouraged through the use of step-backs, cornice lines, or changes in material. Additionally, where medium- or high-rise buildings are located adjacent to low-rise structures (e.g., 3-story town houses, single-story retail) the massing strategy should consider the contrast in scale and create a cohesive experience for the public realm. Therefore, the design guidelines in the Specific Plan ensure that the new scale and massing of any new development facilitated by the Specific Plan would be compatible and harmonious with the surrounding built environment and is consistent with Goal LU-3 and Policy LU-3.5. In addition, the Development Regulations in Section 4 of this Specific Plan set forth a reduced height limit for Blocks adjacent to the existing multifamily housing to the west of the project. |
| **Goal LU-4: Complete Communities –** Support a sustainable Santa Ana though improvements to the built environment and a culture of collaboration. | |
| **Policy LU-4.1 Complementary Uses:** Promote complete neighborhoods by encouraging a mix of complementary uses, community services, and people places within a walkable area. | Consistent with Goal LU-4 and Policy LU-4.1, the Related Bristol Specific Plan introduces mixed-use villages and encourages experiential commercial uses that are more walkable, bike-friendly, and transit oriented. Part of the Specific Plan's vision is to create an innovative, active, and connected gathering place that integrates and encourages walking and that is compatible with, and complementary to, nearby shopping and cultural activities. Therefore, the Related Bristol Specific Plan would promote complete neighborhoods by encouraging a mix of complementary uses and people places within a walkable area and is consistent with Goal LU-4 and Policy LU-4.1. |
| **Urban Design Element** | |
| **Goal UD-1: Physical Character –** Improve the physical character and livability of the City to promote a sense of place, positive community image, and quality environment. | |

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| **Policy UD-1.1 Design Quality:** Ensure all developments feature high quality design, materials, finishes, and construction. | Consistent with Goal UD-1 and Policy UD-1.1, the Related Bristol Specific Plan has design guidelines that will ensure all future development facilitated by the Specific Plan features high-quality design, materials, finishes, and construction. Therefore the Related Bristol Specific Plan is consistent with Goal UD-1 and Policy UD-1.1. |
| **Policy UD-1.2 Public Art:** Require public art as part of major developments and the public realm improvements. | Consistent with Goal UD-1 and Policy UD-1.2, the Related Bristol Specific Plan envisions the ample public spaces provided in the Open Space Plan to be utilized to support collaboration with the community of Santa Ana in the installation of public art throughout the planning area. Therefore, the Related Bristol Specific Plan is consistent with Goal UD-1 and Policy UD-1.2. |
| **Policy UD-1.3 Delineation of Public Spaces:** Encourage site design that clearly defines public spaces through building placement and orientation. | Consistent with Goal UD-1 and Policy UD-1.3, the Related Bristol Specific Plan Design Guidelines include site planning guidelines that state that buildings should be located to define, connect, and activate public and private open spaces as usable plazas, parks, and gathering spaces. Spaces at the corners of major intersections (Sunflower and Bristol and MacArthur and Bristol) should incorporate design features to signify a sense of arrival to the Specific Plan area and serve as landmark elements for the project area. This may include the architectural design of buildings, inviting open space areas, or freestanding features such as an obelisk or other similar monumentation or public art. Buildings should be located directly adjacent to the pedestrian walkway to promote ease of access and an urban environment. Therefore the Related Bristol Specific Plan encourages site design that clearly defines public spaces through building placement and orientation and is consistent with Goal UD-1 and Policy UD-1.3. |
| **Policy UD-1.4 Safety through Design:** Incorporate public safety design features into private and public developments to prevent loitering, vandalism, and other undesirable activities. | Consistent with Goal UD-3 and Policy UD-1.4, the Related Bristol Specific Plan Design Guidelines contain public safety by design guidelines, including promoting features that maximize the visibility of people, parking, and building entrances. Other public safety by design guidelines include visually delineating the separation between public and private spaces with paving, building materials, grade separations, or with physical barriers such as landscaping. Development facilitated by the Specific Plan would use the concept of territorial reinforcement by promoting landscape planting, paving designs, and gateway treatments that define property lines and distinguish private space from public space. Finally, development facilitated by the Specific Plan would use the concept of natural access control by designing roadways, walkways, building entrances, and development |

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| | entries to clearly indicate public routes and to identify private areas. Private security will also be provided. Therefore, the Related Bristol Specific Plan ensures that any new development within its area would incorporate public safety design features to prevent undesirable activities and is consistent with Goal UD-1 and Policy UD-1.4. |
| **Policy UD-1.5 Attractive Public Spaces:** Encourage community interaction through the development and enhancement of plazas, open space, people places, and pedestrian connections with the public realm. | Consistent with Goal UD-1 and Policy UD-1.5, the Related Bristol Specific Plan facilitates the development of various plazas, open space, people places, and pedestrian connections with the public realm. The Bristol Central Park, which is the primary community open space and recreational area within the northern neighborhood portion of the plan area, promotes wellness through fitness, leisure, and events that promote social interaction. The Bristol Central Park area is envisioned to include an adventure playground, dog park, storm water garden for sustainable detention, outdoor fitness and sports courts, passive recreational areas, a grand lawn area, a private club house with pool and spa, and outdoor dining and seating opportunities. Another example of community interaction facilitated by the Specific Plan is the Greenlink, which is envisioned as a linear vegetated link between the Bristol Green and Bristol Central Park. The linear park will provide pockets of interaction through opportunities for the public to interact with the natural environment, dry creek connections, and moments of habitat. Therefore, the Related Bristol Specific Plan encourages community interaction by facilitating the development and enhancement of plazas, open space, people places, and pedestrian connections with the public realm and is consistent with Goal UD-1 and Policy UD-1.5. |
| **Goal UD-2: Sustainable Environment –** Improve the built environment through sustainable development that is proportional and aesthetically related to its setting. | |
| **Policy UD-2.2 Compatibility and Use with Setting:** Employ buffers and other urban design strategies to encourage the compatibility of new development with the scale, bulk, and pattern of existing development. | Consistent with Goal UD-2 and UD-2.2, throughout the Specific Plan area, a variety of massing strategies should be utilized to reduce the visual impact of larger buildings and to bring light and air to pedestrian areas at ground level. Recognition of a street wall datum at 7 stories is encouraged through the use of step-backs, cornice lines, or changes in material. Additionally, where medium- or high-rise buildings are located adjacent to low-rise structures (e.g. 3-story town houses, single-story retail) the massing strategy should consider the contrast in scale and create a cohesive experience for the public realm. In addition, the Development Regulations in Section 4 of this Specific Plan set forth a reduced |

| Relevant Policies | Consistency |
|---|---|
| | height limit for Blocks adjacent to the existing multifamily housing to the west of the project. Therefore, the Related Bristol Specific Plan is consistent with Goal UD-2 and Policy UD-2.2. |
| **Policy UD-2.10 Greening the Built Environment:** Promote planting of shade trees and require, where feasible, preservation and site design that uses appropriate tree species to shade parking lots, streets, and other facilities, with the goal of reducing the heat island effect. | Consistent with Goal UD-2 and Policy UD-2.10, the Related Bristol Specific Plan contains Design Guidelines for green space and landscape design that include a general guideline that large shade trees should be used in all open space areas to provide shade to users. In addition, the Specific Plan envisions primarily structured parking, with no large surface parking lots. Therefore, the Related Bristol Specific Plan promotes the planting of shade trees and is consistent with Goal UD-2 and Policy UD-2.10. |
| **Policy UD-2.11 Sustainable Practices:** Encourage sustainable development through the use of drought-tolerant landscaping, permeable hardscape surfaces, and energy-efficient building design and construction. | Consistent with Goal UD-2 and Policy UD-2.11, the implementation of the Related Bristol Specific Plan Development Plan will result in a significant increase in sustainability through the provision of open space and trees within the site and this portion of the City. Drought-tolerant plant materials will be used to conserve water, efficient irrigation will be used, and biofiltration mechanisms will be used to treat rainwater. Additionally, development facilitated by the Specific Plan would use materials and technologies that minimize environmental impacts, reduce energy and resource consumption, and promote long-lasting development. Window technologies such as physical sun shading, low e-coatings, and insulated daylighting panels should be utilized where appropriate to decrease the energy costs associated with cooling buildings during most of the year. Therefore, the Related Bristol Specific Plan encourages sustainable development through its design guidelines and is consistent with Goal UD-2 and Policy UD-2.11. |
| **Goal UD-3: Attractive Travelways -** Create and maintain safe and attractive travelways through coordinated streetscape design. | |
| **Policy UD-3.6 Linear Park System:** Support open space improvements along roadways and nonvehicular paths, such as bike or multiuse trails, to | Consistent with Goal UD-3 and Policy UD-3.6, the existing Bristol Street includes a widened sidewalk and minimal curb-adjacent parkways. There are two parkway improvement types based on location. The proposed expansion of this area would include a 10-foot wide zone with a streetscape buffer and Class II or IV Bike Trail, and a variable 20-30 foot-wide setback with planted areas, sidewalks, and street trees. Therefore, the Related Bristol Specific Plan |

| Relevant Policies | Consistency |
|---|---|
| create linear open space that connect to a network of parks and activity areas throughout the city. | supports open space improvements along roadways and is consistent with Goal UD-3 and Policy UD-3.6. |
| **Goal UD-7: Gateways –** Create and strengthen gateways into the City that promote a sense of arrival. | |
| **Policy UD-7.1 First Impression:** Strengthen the architectural design of developments near gateways to communicate a sense of arrival and inspire positive images of the City. | Consistent with Goal UD-7 and Policy UD-7.1, Related Bristol draws inspiration from walkable communities worldwide while incorporating design elements that draw from the local context within Orange County. Related Bristol has an important status as a southern gateway to the City of Santa Ana and will be an activity hub that brings housing, jobs, retail and shopping opportunities, visitors, and activity to this part of the City. Related Bristol development will be defined by innovative, creative, high-quality architecture, no matter the architectural style. Development within the Specific Plan area should ensure that the appearance of on-site structures do not become dated and the area remains an example of high-quality architecture within Santa Ana with a consistent design theme throughout. Therefore, the Related Bristol Specific Plan will strengthen the architectural design of development at the southern gateway to the City and will inspire positive images of the City. |

# APPENDIX C PARKING STUDY



LINSCOTT LAW & GREENSPAN engineers

# PARKING DEMAND ANALYSIS & PARKING MANAGEMENT PLAN (PMP)

## RELATED BRISTOL PROJECT

Santa Ana, California

June 26, 2023

**Engineers & Planners**
Traffic
Transportation
Parking

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June 26, 2023

Mr. Ali Pezeshkpour, AICP
Principal Planner
City of Santa Ana | Planning and Building Agency
20 Civic Center Plaza
Santa Ana, CA 92702

LLG Reference No. 2.21.4410.1

Subject: **Parking Demand Analysis & Parking Management Plan (PMP) for the Related Bristol Specific Plan Project**
Santa Ana, California

Dear Mr. Pezeshkpour:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Parking Demand Analysis and Parking Management Plan (PMP) for the proposed Related Bristol Specific Plan Project (herein referred to as "Project"). This report updates LLG's prior study dated January 19, 2023 to address City staff's parking-related comments per their March 24, 2023 letter.

## PROJECT BACKGROUND

The mixed-use nature of the Project and its location within an urban setting create an environment conducive to: (1) generating synergy between uses and the sharing of parking spaces within the Project site; (2) providing flexibility to implement Parking Management Plan (PMP), Transportation Demand Management (TDM), and "Park Once" strategies that could optimize parking efficiency and contingencies on site; and (3) encouraging the use of alternative modes of travel (i.e., public transit, bicycling, walking, ridesharing, ridehailing) between the Project site and the extensive commercial, cultural, and residential uses nearby, which lessens demand for private vehicles and parking spaces. The Project is in a prime location for attracting visitors and residents from Santa Ana, Costa Mesa, Irvine, and other easily accessible areas served by the I-405, SR-55, and SR-73 Freeways.

Based on the City of Santa Ana's General Plan, the site is located in District Center 5 (DC-5) within the South Bristol Street Focus Area, which is the City's southern gateway and part of the successful South Coast Metro Area. It is located immediately north of major activity hubs such as South Coast Plaza Town Center (with 5 million

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SF of development), Segerstrom Center for the Arts, and an expansive mix of urban commercial and residential uses in the City of Costa Mesa.

In addition to the Project site's vibrant mixed-use setting and its DC-5 land use designation in the General Plan (for creating opportunities to transform auto-oriented shopping centers into walkable, bike-friendly, and transit-friendly urban villages), the Project is located within a Transit Priority Area (TPA) as identified in the *City of Santa Ana Traffic Impact Study Guidelines (September 2019)*, and is within the 2045 High-Quality Transit Areas (HQTAs) as defined by SCAG. Furthermore, the General Plan's *Mobility Element (April 2022)* indicates key multimodal aspects and opportunities in the vicinity of the Project, including public transit, bikeways, and pedestrian zones.

## PARKING STUDY SCOPE

Based on the Project site's robust mixed-use, urban village, and Transit-Oriented-Development (TOD) setting, it was important for this parking study, inclusive of a PMP, to evaluate shared parking needs for the site (by accounting for the Project's more unique tripmaking and parking characteristics that are generally not well represented in most city code parking ratios), compare anticipated demand against proposed supply with the flexibility to implement valet service, and derive parking ratios from the demand analysis specific to each land use category for inclusion in the Specific Plan as design-level parking standards for the Project.

This report evaluates the Project's parking supply, demand, and PMP strategies through a multi-step analysis, as outlined below:

1. **Project Description**
    a. Project Location
    b. Project Development Program and Land Use Breakdown
2. **Parking Supply**
    a. Parking Supply Configuration
    b. Proposed Valet Service as a PMP Measure
3. **Project's Mixed-Use/Urban Village/TOD Setting**
    a. Local Policies that Allow Reduction to City Code Parking Requirements
4. **Project's Proximity to Public Transit**
5. **Project's Proximity to Bicycle Facilities**
6. **Project's Pedestrian Connections**

7. **Multi-Family Residential Parking Demand Ratios**
    a. Comparative Method #1 (using empirical ratios)
    b. Comparative Method #2 (using industry and jurisdictional standards)
    c. Comparative Method #3 (using multi-family residential ratios approved for projects that have not yet been built)
    d. Comparative Method #4 (using empirical ratios derived from a parking demand survey recently conducted in May 2023 at 580 Anton Boulevard Apartments)
    e. Comparative Method #5 (using average multi-family household size)
    f. Recommended Multi-Family Residential Parking Ratio
8. **Hotel Parking Demand Ratios**
9. **Senior Continuum Care Parking Demand Ratios**
10. **Retail, Grocery, Restaurant, and Health Club Parking Demand Ratios**
11. **Shared Parking Analysis**
    a. Shared Parking Methodology
    b. Shared Parking Ratios and Profiles
    c. Application of Shared Parking Methodology
    d. Specific Plan Shared Parking Composite Parking Ratios
12. **Parking Management Plan (PMP)**
    a. Overview of PMP and TDM Strategies
    b. PMP Measures

Undertaking the above steps resulted in the following key conclusions of this study:

A. The parking ratios recommended for the Specific Plan are as follows:

- Residential (inclusive of guest) = 1.3 spaces per DU
- Commercial (inclusive of food uses) = 4.0 spaces per 1,000 SF
- Hotel = 0.6 spaces per room
- Senior Continuum Care = 0.6 spaces per DU

B. Preliminary recommendations for PMP measures are provided in this study to ensure competing parking needs for all Project tenants, employees and guests are adequately managed and controlled to facilitate parking efficiency. As demonstrated in parking supply plans included in ***Appendix A*** of this report, the Project's garage can accommodate parking demands of 2.0 spaces per unit with the implementation of valet services on an as-needed basis. This finding is consistent with industry-based "rules-of-thumb" that suggest valet programs can typically increase a garage's parking capacity by 30-50% through the more efficient use of the parking footprint by stacking vehicles and increasing parking turnover. PMP measures, including the option to implement valet on

an as-needed basis, will help ensure that the Project's parking supply will be sufficient, effectively shared, convenient/accessible, responsive to varying demand, and provide parking contingencies in meeting the parking needs of all users (i.e., residential, commercial, hotel, senior continuum care). It is anticipated that the PMP recommendations would need to be refined as distinct Project components get developed in the future, and when more specificity on future tenancies and parking supply allocations per phase of the Project becomes available.

## PROJECT DESCRIPTION

### Project Location

The Project site, which is currently occupied by 465,063 SF of shopping center uses, is located west of Bristol Street, east of S. Plaza Drive, north of Sunflower Avenue, and south of MacArthur Boulevard.

Vehicular access to the Project site is currently provided via unsignalized driveways located along MacArthur Boulevard, Bristol Street, Sunflower Avenue, S. Plaza Drive, and Callen's Common. Signalized access is provided along Bristol Street at Callen's Common. ***Figure 1-1*** presents a vicinity map that illustrates the general location of the Project and surrounding roadway system. ***Figure 2-1*** is an existing aerial photograph of the Project site.

### Project Development Program and Land Use Breakdown

As contemplated in the Specific Plan prepared for the Project, the development program would consist of up to 3,750 units of multi-family housing, 350,000 square feet (SF) of commercial uses (i.e., 185,000 SF of retail, 50,000-SF grocery, 70,000 SF of restaurants, and 45,000-SF health club), a 200-unit senior continuum care facility, and a 250-room hotel.

Although the Specific Plan indicates that rental and ownership residential units are permitted, all 3,750 multi-family units were presumed to be apartments/rental units for the purposes of this parking study.

The 185,000 SF of retail uses are anticipated to include full-service/traditional retail, quick-service retail (i.e., service-oriented uses such as dry cleaners, nail salons, etc.), and small fast-casual/quick-serve cafes (which function more like retail stores because of their much shorter parking durations compared to conventional sit-down restaurants).

The proposed senior continuum care facility (also referred to as a "Continuing Care Retirement Community (CCRC)" in the urban planning field) will provide multiple elements of senior adult living that enables a resident to transition in place from independent living to increased care (i.e., assisted living, memory care, etc.) as medical needs of the resident change.

***Table 1*** provides a summary of the square footage and land use breakdown for the Project. ***Table 2*** presents a more detailed breakdown for the 350,000 SF of commercial uses. Callen's Common divides the overall Project site into two planning areas that include various land use categories as presented below:

**North of Callen's Common (Blocks 1-10):**

- Retail: **100,000 SF**
- Apartments: **2,375 units**

**South of Callen's Common (Blocks 11-21):**

- Retail: 85,000 SF
- Grocery: 50,000 SF
- Fine & Casual Dining: 45,000 SF
- Family Restaurant: 25,000 SF
- Health Club: 45,000 SF

**250,000 SF of commercial**

- Apartments: **1,375 units**
- Senior Continuum Care: **200 units**
- Hotel: **250 rooms**

***Figure 2-2A*** and ***Figure 2-2B*** present the conceptual site plan's ground floor and upper floor layout, respectively, provided by RCR Bristol LLC, dated May 7, 2022.

## PARKING SUPPLY

### Parking Supply Configuration

Parking plans, attached as *Appendix A*, illustrate the Project's parking supply to be configured with: (1) a first level of subterranean parking encompassing a large portion of the Project site (Basement 1); (2) a second level of subterranean parking (Basement 2) located in the northeast corner of the southern half of the Project site; (3) above-grade structured parking on Level 1 through Level 4+; and (4) on-street parking along roadways internal to the site.

**Proposed Valet Service as a Key PMP Measure**

A PMP defines how parking supply for a development would be managed and what measures would be implemented to assure that parking needs in the aggregate and in localized sub-areas would be adequately served. The latter section of this parking study describes potential PMP strategies for the Project, including the flexibility to implement valet service on an as-needed basis, which is commonly used as a project-feature to enhance parking efficiency and supply utilization during peak demand time periods by facilitating "valet/valet assist" tandem parking and parking along drive aisles.

Parking studies and PMPs previously completed by LLG and approved by the City of Santa Ana (i.e., *Parking Study and PMP for The Warner-Redhill Project* dated July 28, 2021, and *Parking Study and PMP for First American Plaza - 4th + Main Apartments* dated September 16, 2019) include the same valet/valet assist parking program proposed for the Project. The valet parking configurations provided in *Appendix A* reflect the proposed valet service.

***Table 3*** presents the parking supply summary for the Project under two scenarios: (1) without valet services; and (2) with valet services. *Table 3*, in conjunction with the parking supply layouts included in *Appendix A*, indicate that the Project's garage can accommodate parking demands of 2.0 spaces per unit with the implementation of valet services. This finding is consistent with industry-based "rules-of-thumb" that suggest valet programs can typically increase a garage's parking capacity by 30-50% through the more efficient use of the parking footprint by stacking vehicles and increasing parking turnover. The derivation of the residential supply ratio of 2.0 spaces per unit is shown below:

| **Total Project Supply** | | **Supply Ratio Derivation** |
|---|---|---|
| • Without valet: | 6,520 spaces | (4,875 sp for 3,750 apts; 1.3 sp per unit)<br>(1,645 sp shared commercial parking) |
| • With valet: | 8,940 spaces | (7,295 sp for 3,750 apts; **2.0 sp per unit**)<br>(1,645 sp shared commercial parking) |

**PROJECT'S MIXED-USE/URBAN VILLAGE/TOD SETTING**

Because the proposed development program for the Project consists of a mix of uses (residential, commercial, hotel, senior continuum care, and open space uses), it is inherently conducive to the sharing of parking spaces between different land uses that have varying peak parking time periods. In addition, parking needs for the various

components of the Project are expected to be less than if they were standalone uses (not part of a mixed-use setting) because of the synergy generated between uses on site, and the parking demand reduction that occurs when someone parks in a space but visits more than one destination on site (i.e., "captive market" referring to people already present on site but likely also patrons of another use).

In addition to the Project's vibrant mixed-use programming and surrounding environment, its DC-5 land use designation in the General Plan calls for creating opportunities for the Project to transform the auto-oriented shopping center that currently exists on site into a walkable, bike-friendly, and transit-friendly urban village. In addition, the General Plan's *Mobility Element (April 2022)* indicates key multimodal aspects and opportunities in the vicinity of the Project, including public transit, bikeways, and pedestrian zones.

The Specific Plan identifies various multimodal improvements to support the General Plan's vision and achieve the mixed-use urban village character that will promote the use of alternative modes of travel and reduce parking needs for the Project. Multimodal improvements anticipated in the Specific Plan along Bristol Street, MacArthur Boulevard, South Plaza Drive, Sunflower Avenue, Callen's Common, and internal roadways include the following:

- Widened parkways, street trees, and planted setback areas
- Bikeway and bus stop improvements
- Installation of protected Class IV bike lanes
- Bicycle racks
- Improved sidewalk conditions
- Greenlink pedestrian crossing
- Widening sidewalks
- Internal roadways designed to be highly pedestrian oriented and focused on the efficient and comfortable movement of residents and visitors throughout the site and access to parking structures
- Neighborhood roadways are designed to create a sense of place and prioritize safety, comfort, street-life, and walkability
- Shared roadways are designed to create a sense of place, prioritize pedestrians, and have narrow travel lanes to slow vehicular traffic

The Project is located within a Transit Priority Area (TPA) as identified in the *City of Santa Ana Traffic Impact Study Guidelines (September 2019),* and is within the 2045 High-Quality Transit Areas (HQTAs) as defined by SCAG. This is noteworthy because households in developments located in or near downtowns or major activity hubs, that can easily access transit corridors, located in low VMT (Vehicle Miles

Traveled) areas, and implement Complete Streets design by incorporating pedestrian and bicycle amenities in project features, typically own fewer vehicles, reducing the demand for residential parking in these areas. Multi-family projects that create Park-Once-and-Walk Districts support the reduction of parking needs. State policies and mandates to reduce reliance on individual vehicles and greenhouse gas emissions, such as SB 743 and AB 2097, recognize that limiting parking supply could mitigate transportation/VMT impacts. Conversely, SB 743 states that projects that increase parking supply would typically increase VMT impacts by inducing travel.

This trend is indicative of what more jurisdictions are now doing, which is rethinking minimum parking standards. Instead, those jurisdictions have adopted requirements for PMPs and TDM programs in their city municipal codes and specific plans to encourage shared parking, transit use, bicycling, and walking in order to meet sustainability goals and multimodal/Active Transportation/Park Once strategies. The trend embraces the notion that the common practice of requiring a large amount of off-street parking spaces (as a result of the direct application of city code ratios without considering the actual physical setting, mixed-use program, and proximity to regional transit and shared parking facilities) leads to inefficient land use and underutilized spaces, while placing unnecessary design and financial burden on new development projects.

**Local Policies that Allow Reduction to City Code Parking Requirements**

Many jurisdictions in Southern California, including the cities listed below, recognize the need for parking reform that considers actual physical settings and mixed-use nature of projects in lieu of traditional parking strategies that rely on inefficiently large amounts of off-street parking. The prevalence and successful application of reduced parking methodologies in other jurisdictions and the ITE further support the parking recommendations and analysis in this study. The following are examples of cities in Southern California that allow reduced parking standards below their city code required minimums for projects that conduct parking demand studies, perform shared parking analysis, and/or implement a TDM or PMP:

- **City of Claremont (Village South Specific Plan)** - Allows a parking reduction of up to 50% of the required parking minimums if a mixed-use project could facilitate shared parking for joint uses which have no substantial conflict in principal operating hours; 20% reduction for unbundling/separating the cost of parking from the cost of leasing or purchasing a unit; 20% reduction for car-sharing/ridesharing; and 10% reduction for the provision of bicycle parking.

- **City of Irvine Municipal Code** – Allows parking reductions for shared parking and TDM program.

- **City of Laguna Hills Municipal Code** – Allows parking reductions for shared parking and TDM program.

- **City of Laguna Niguel Municipal Code** – Allows up to a 25% reduction for shared parking in shopping centers with 400 spaces or more and a mix of 3 or more commercial uses.

- **City of Brea Municipal Code** – Allows parking reductions based on the preparation of a parking demand study, shared parking analysis, TDM program, and PMP.

- **City of Placentia (Old Town Placentia Revitalization Plan)** – Allows up to a 25% reduction through a parking demand study or shared parking analysis, and TDM and PMP measures.

- **City of Glendale Municipal Code** - Allows parking reductions based on the preparation of a parking demand study, shared parking analysis, TDM program, and PMP.

- **City of Pasadena Municipal Code** - Allows parking reductions based on the preparation of a parking demand study, shared parking analysis, TDM program, and PMP.

In addition, the ITE *Transportation Planning Handbook, 4th Edition, 2016* also recommends parking reductions be permitted for projects that perform parking demand studies, shared parking analysis, TDM and/or PMP programs such as Related Bristol.

Consistent with the policies and best practices adopted by many other cities and recommended by the ITE, this parking study evaluates the supply-demand condition for the Project inclusive of a shared parking analysis, and TDM and PMP recommendations.

Moreover, it should be noted that although other cities allow further parking reductions associated with unbundling, car-sharing/ridesharing, and provision of bicycle parking spaces, those additional reductions were not taken in this parking analysis, even though such features will either be provided by the Project or serve the

Project. If applied, these strategies would further reduce the project's projected parking demands by another 10 to 20% from the currently presented values.

**Project's Proximity to Public Transit**

***Figure 3*** illustrates the public transit aspects within the vicinity of the Project. As described above, the Project is located within a TPA (per the City) and an HQTA (per SCAG).

In addition to John Wayne Airport, the Project site is easily accessible by public transit to/from the South Coast Plaza Park and Ride lot (0.5 miles), the future OC Street Car at the intersection of Bristol Street and W. Santa Ana Boulevard (3.7 miles), the OCTA Freeway Transit Opportunity Corridor along Bristol Street and Sunflower Avenue, Hoag Hospital (6.3 miles), and UC Irvine (4.7 miles).

OCTA provides both regional and local public transit connections in the vicinity of the proposed Project. *Figure 3* shows the location of the three OCTA transit stops in close proximity to the Project (two along Main Street, and one on E. Memory Lane). OCTA Routes 53 and 83 provide service along Main Street, and connects the Project site to the Santa Ana Regional Transportation Center (providing regional access via Metrolink, Amtrak, and Greyhound, and additional OCTA Routes 206, 463, 560, and 862), Anaheim, Orange, Irvine, and Laguna Hills. OCTA Route 453 provides service along E. Memory Lane, and connects the Project site to the Orange County Transportation Center (providing regional access via Metrolink, and additional OCTA Routes 54, 56, and 59) and Orange. More details on these OCTA bus routes are provided below:

- **OCTA Route 55:** The major routes of travel include Macarthur Boulevard and Bristol Street. Route 55 connects the Project site to the Newport Transportation Center (providing regional access via additional OCTA Routes 1, 57, and 79), Newport Beach, and Costa Mesa. Nearest to the project site are bus stops on Bristol Street – northbound and southbound south of the intersection with Macarthur Boulevard. Route 55 operates on approximate 30-minute headways during weekdays and weekends.

- **OCTA Route 57:** The major route of travel includes Bristol Street. Route 57 connects the Project site to the Newport Transportation Center (providing regional access via additional OCTA Routes 1, 55, and 79), Newport Beach, Costa Mesa, Orange, Anaheim, Fullerton, and Brea. Nearest to the project site are bus stops on Bristol Street – northbound and southbound south of the intersection with Macarthur Boulevard. Route 57 operates on approximate 15-minute headways on the weekdays and weekends.

- OCTA Route 76: The major route of travel includes Macarthur Boulevard. Route 76 connects the Project site to the John Wayne Airport (providing regional access via additional OCTA Routes 76 and iShuttle 400A), Costa Mesa, Fountain Valley, and Huntington Beach. Nearest to the project site are bus stops on Macarthur Boulevard– eastbound and westbound west of the intersection with Bristol Street. Route 76 operates on approximate 60-minute headways on the weekdays and does not operate on weekends.

- OCTA Route 86: The major routes of travel include Bristol Street and Sunflower Avenue. Route 86 connects the Project site to Mission Viejo, Lake Forest, Irvine, and Costa Mesa. Nearest to the project site is a bus stop on Bristol Street – northbound and southbound north of the intersection with Sunflower Avenue. Route 86 operates on approximate 60-minute headways on the weekdays and does not operate on weekends.

- OCTA Route 150: The major route of travel is Sunflower Avenue. Route 150 connects the Project site to Costa Mesa. Nearest to the project site are bus stops on Sunflower Ave– eastbound and westbound east and west of the intersection with South Plaza Drive. Route 150 operates on approximate 40-minute headways on the weekdays and does not operate on weekends.

By taking the OCTA bus service described above, and transferring to other OCTA routes, it would be possible to connect to transit stations providing regional access. The table below provides a summary of the distances between the Project site and key transit stations in Orange County.

| **Transit Station** | **City** | **Distance from Project Site (miles)** |
|---|---|---|
| Santa Ana Station | Santa Ana | 5.7 |
| Tustin Station | Tustin | 6.9 |
| Newport Transportation Center | Newport Beach | 7.1 |
| Goldenwest Transportation Center | Huntington Beach | 8.5 |
| Orange Station | Orange | 10.3 |
| Irvine Station | Irvine | 10.7 |
| Artic Station | Anaheim | 12.2 |
| Laguna Hills Transportation Center | Laguna Hills | 13.7 |
| Anaheim Canyon Station | Anaheim | 14.7 |
| Laguna Beach Bus Station | Laguna Beach | 15.6 |
| Fullerton Station | Fullerton | 17.1 |
| Fullerton Transportation Center | Fullerton | 18.2 |
| Fullerton Park-and-Ride | Fullerton | 18.4 |
| Mission Viejo/Laguna Niguel Station | Mission Viejo | 18.8 |
| Buena Park Station | Buena Park | 20.5 |
| San Juan Capistrano Station | San Juan Capistrano | 22.2 |
| San Clemente Station | San Clemente | 28.6 |

**Project's Proximity to Bicycle Facilities**

The City of Santa Ana and Costa Mesa both promote bicycling as a means of mobility and a way in which to improve the quality of life within its community. The Bikeway Master Plan recognizes the needs of bicycle users and aims to create a complete and safe bicycle network throughout the City. The City of Santa Ana and Costa Mesa provide an extensive network of existing bicycle facilities in close proximity to the project site. Class II bike lane exist along Sunflower Avenue, between Bear Street and Bristol Street. In addition, there are Class II bike lanes along Bristol Street and MacArthur Boulevard, between Sunflower Avenue and Macarthur Boulevard and between Bear Street and Bristol Street. A Class I bike lane can be found along Bear Street between Macarthur Boulevard and Sunflower Avenue. A class IV Cycle Track is located between Bear Street and Bristol Street, and connects to the class II bike lane. ***Figures 4 and 5*** present the City of Santa Ana's and Costa Mesa's Bikeway Master Plans, respectively.

**Project's Pedestrian Connections**

Pedestrian circulation provided via existing public sidewalks along Bristol Street, MacArthur Boulevard, Sunflower Avenue, Plaza Drive, along with internal sidewalks and internal pedestrian walkways, will connect pedestrians both internally and externally (including the Greenlink, a dedicated pedestrian landscaped path linking the north and south areas of the Specific Plan, and the addition of sidewalks on both sides of Callen's Common). The existing sidewalk system within the project vicinity provides direct connectivity to the City of Santa Ana, Costa Mesa and Irvine.

The Project's internal circulation is highly pedestrian oriented, and provides efficient and comfortable paths of travel, easy access to garages and valet staging areas, and clear wayfinding signage – all in support of creating a "Park Once" district.

In order to ensure that acceptable walking distances between and through parking facilities are provided by the Project so that sharing of parking spaces could be effectively facilitated, walking distances between parking and destinations on site were evaluated.

Within the limits of the Project site, the walking distance between Sunflower Avenue and Callen's Common is approximately 900 feet, and the walking distance between Callen's Common and MacArthur Boulevard is approximately 1,000 feet. To walk between South Coast Plaza Drive and Bristol Street, the distance is approximately 900 feet. Based on the table presented below, the corresponding "walking levels of service (LOS)" for these maximum walking distances is LOS C or better.

LOS CONDITIONS FOR WALKING DISTANCES FROM PARKING

| Maximum Walking Distance | LOS A | LOS B | LOS C | LOS D |
|---|---|---|---|---|
| Outdoor/Covered | 500 ft. | 1,000 ft. | 1,500 ft. | 2,000 ft. |
| Outdoor/Uncovered | 400 ft. | 800 ft. | 1,200 ft. | 1,600 ft. |
| Through Surface Lot | 350 ft. | 700 ft. | 1,050 ft. | 1,400 ft. |
| Inside Parking Structure | 300 ft. | 600 ft. | 900 ft. | 1,200 ft. |

*Source*: Mary S. Smith and Thomas A. Butcher, "How Far Shoulder Parkers Have to Walk?" *Parking*, September 1994.

Without a valet program, it is realistic to assume that someone would park at the midpoint of the maximum distances, corresponding to roughly 450 to 500 feet walking in any direction. Based on the Walking LOS table above, a walking distance of 450 to 500 feet corresponds to LOS A.

Furthermore, a walking distance of 500 to 600 feet between a parking space and the destination is considered acceptable by industry standards. Based on this walking distance assessment, it is reasonable to expect that with the provision of well-designed/configured and convenient pedestrian connections/pathways between user access points/doorways and parking facilities, efficient utilization of parking supply and effective sharing of parking spaces could be achieved by the Project.

The implementation of a valet program, with the valet pick-up/drop-off locations identified in the parking supply plans contained in *Appendix A*, would significantly reduce walking distances and enhance user convenience from an accessibility and circulation standpoint.

## MULTI-FAMILY RESIDENTIAL PARKING DEMAND RATIOS

Focusing first on the predominant land use in the Project, multi-family residential, the following five methods were used in this study to conduct a comparative analysis of parking demand ratios for multi-family housing:

a. Comparative Method #1 (using empirical ratios)
b. Comparative Method #2 (using industry and jurisdictional standards)
c. Comparative Method #3 (using multi-family residential ratios approved for projects that have not yet been built)
d. Comparative Method #4 (using empirical ratios derived from a parking demand survey recently conducted in May 2023 at 580 Anton Boulevard Apartments)
e. Comparative Method #5 (using average multi-family household size)

Individual multi-family residential projects and local settings have unique parking and tripmaking characteristics that may not be well represented in typical city code requirements. There are increasing concerns among parking/traffic engineering and

planning experts that citywide code parking ratios and parking minimums are outdated, and that the "one-size-fits-all" approach to estimating parking requirements may not reflect actual, more current and realistic parking needs, operations, and management.

There is also the issue of "perceived" versus "actual" parking deficiencies. Perceived inadequacies in parking standards are often related to older multi-family developments built to outdated standards instead of newer market-rate housing projects built to current code. This underscores the importance of keeping parking standards current, and which "right size" required supply by being responsive to changing markets, demographics, decline in car ownership patterns, mobility/travel mode choices, creation of live/work/play environments and mixed-use settings, parking management strategies (i.e., unbundling parking), and emerging technologies.

**Comparative Method #1 (using empirical ratios)**

Notwithstanding the requirements of Santa Ana's City Code, the actual parking requirements for multi-family residential uses have been found to be less than the City's own Code requirement as illustrated by LLG's previous field studies of actual parking demand at existing sites, similar to the project located in Santa Ana, Irvine, Costa Mesa, Laguna Niguel, Mission Viejo, Anaheim, Pasadena and Monrovia.

***Table 4*** presents a comparison of site development and parking ratios from the twelve (12) apartment communities in Southern California, inclusive of the source of parking survey data. Additional details for the comparable sites are also provided inclusive of the location, development summary, parking facility type, and parking supply.

The rightmost columns of *Table 4* present the tenant and guest peak parking ratio (spaces per DU) for each of the comparable sites on a weekday and Saturday. The array of peak parking rates under weekday conditions yields an average ratio of 1.32 spaces per unit, an 85$^{th}$ percentile ratio of 1.48 spaces per unit, and a 95$^{th}$ percentile ratio of 1.49 spaces per unit. Applying these ratios to the 3,750 units proposed for the Project results in an average demand of 4,941 spaces, 85$^{th}$ percentile demand of 5,563 spaces, and 95$^{th}$ percentile demand of 5,588 spaces. As a first step in estimating the parking needs for the residential component of the Project, these demand values do not account for the Project's proposed mixed-use, urban village, or TOD nature, and it was therefore necessary to identify and evaluate other parking ratios that better represent the Project's attributes as a second step. It should be noted that neither the first or second step applied any reductions to residential parking demand due to shared parking, travel mode adjustments, internal trips/captive market, and

PMP/TDM strategies (i.e., pedestrian and bicycle amenities, unbundling parking, car-sharing/rideshare programs).

**Comparative Method #2 (using industry and jurisdictional standards)**

As presented in ***Table 5,*** the City of Santa Ana Code parking ratios for multi-family residential were compared against: (1) industry standards developed by ITE and ULI; (2) established ratios for downtown and TOD areas including the cities of Redlands, Fullerton, Azusa, Long Beach, San Diego, Santa Monica, Los Angeles, and Sacramento, in addition to TCRP Report 128 for TODs; and (3) a sample calculation applying AB 2345 (which amends the California Density Bonus Law).

The ITE and ULI do not distinguish between owned and rented multifamily units reportedly because there is no statistical difference between the two, and condominium/townhome units may be owned by investors and rented rather than owner-occupied.

The bottom portion of *Table 5* indicates that the resulting composite ratios highlighted in yellow from each source (with the exception of ITE's No Nearby Transit 85$^{th}$ percentile ratio considered to not be applicable to the Project) in yellow range between 1.0 spaces per unit to 1.36 spaces per unit, corresponding to an average ratio of 1.2 spaces per unit, and an 85$^{th}$ percentile ratio of 1.3 spaces per unit. Application of ULI's residential ratios by number of bedrooms, which results in a composite ratio equal to the 85$^{th}$ percentile ratio of 1.3 spaces per unit, to calculate design-level residential demand is the most appropriate and reasonable starting point for the Project's shared parking analysis.

*Table 5* further indicates that the City Code ratios for multi-family developments are 53% to 125% greater than those of ITE, ULI, and downtown/TOD settings. This comparison illustrates how merely applying City Code parking ratios without also accounting for the Project's mixed-use/urban village/TOD nature could overestimate the Project's more realistic parking needs.

**Comparative Method #3 (using multi-family residential ratios approved for projects that have not yet been built)**

Other data points that are not included in *Table 5* but are noteworthy, are the multi-family residential ratios that have been approved for projects that have not yet been built. For example, the City of Brea approved a ratio of 1.3 spaces per unit for the Brea Plaza Shopping Center Project based on empirical studies of other comparable sites in the City. This ratio matches the 85$^{th}$ percentile composite ratio of 1.3 spaces per unit from *Table 5*.

**Comparative Method #4 (using empirical ratios derived from the survey recently conducted at 580 Anton Boulevard Apartments)**

In order to supplement the empirical ratios reported previously in *Table 4*, and provide validation for the residential ratio comparisons in *Table 5*, a parking demand survey was recently conducted in May 2023 at 580 Anton Boulevard Apartments, which is considered to be comparable to the proposed multi-family residential component of the Project, and is located only a short distance away (0.6 miles) at the northeast corner of the Avenue of the Arts and Anton Boulevard intersection in the South Coast Metro area of the City of Costa Mesa. ***Table 6*** presents the results of the parking demand surveys performed on Wednesday, May 10, 2023 and Saturday, May 20, 2023, and indicates empirical parking ratios of 1.28 and 1.24 spaces per occupied unit were derived, respectively. These empirical ratios from 580 Anton Apartments are consistent with the 85$^{th}$ percentile composite ratio of 1.3 spaces per unit from *Table 5*, which is considered to be an appropriate parking ratio for estimating the parking needs of the multi-family residential component of the Project.

**Comparative Method #5 (using average multi-family household size)**

A household size assessment prepared by The Concord Group also provides additional validation for the recommended ratio of 1.3 spaces per unit. The April 2023 report reviewed comparable projects in the vicinity of the Project site (i.e., geography, product scale, product vintage, and market unit mix) to derive a likely average household size for the Project. That April 2023 study derived an average household size of 1.74 persons per household for the Project given its assumed bedroom-type mix, and compared it against the 2.41 persons per household cited in the Santa Ana General Plan. Comparing the Project's household size of 1.74 persons per household against the General Plan's 2.41 persons per household indicates that the Project's household size is 0.67 persons per household less than the General Plan.

Because household size has a direct correlation to vehicle ownership per household (or vehicle availability to include leased or borrowed vehicles), which translates to parking demand per unit, it is reasonable to deduct the difference of 0.67 persons per household from the City Code requirement of 2.0 spaces per unit for residents to derive a parking demand ratio that reflects the Project's household size, assumed bedroom mix, local setting, and market area.

Presuming a 1:1 direct relationship between persons and parking spaces, and that the Project producing 0.67 persons per household less than what is anticipated in the General Plan would correspond to the Project generating 0.67 per unit fewer spaces compared to the City Code requirement of 2.0 spaces per unit, would result in a ratio of 1.33 spaces per unit for the Project (i.e., 2.0 minus 0.67 spaces per unit).

Although there is no available data to explicitly describe or quantify the relationship between average household size and parking spaces within the Project's local area (and Citywide, for that matter), it has long been established in the urban planning field that larger households tend to own or have access to more vehicles, and therefore require more parking spaces. It should be noted that the significant majority (a total of 70%) of the proposed units for the Project are studios (20%) and 1-bedroom units (50%). Based on this, it is reasonable to conclude that a 1:1 direct relationship between persons and parking spaces is likely for the Project, and that the corresponding ratio of 1.33 spaces per unit derived is appropriate for estimating the residential parking needs of the residential component of the Project. This ratio validates the recommended 1.3 spaces per unit recommended for inclusion in the Specific Plan.

**Recommended Multi-Family Residential Parking Ratio**

Based on the comparisons in *Tables 4* and *5*, recently accepted parking ratios based on empirical data in other jurisdictions, recent parking utilization survey conducted at 580 Anton Apartments per *Table 6*, and the above validation based on household size, it is clear why a different set of residential parking ratios must be applied to the Project. The parking principles and guidelines inherent in the parking ratios provided by industry sources support the sharing of parking supply in a mixed-use development, PMP and TDM techniques, and efficient planning and management of future parking resources so that a context-sensitive approach is taken and not overbuild parking supply at the expense of pedestrian comfort and multimodal connections. As proposed, the nature of the Project (i.e., mixed-use, located in a public transit-rich setting) warrants the application of the 85$^{th}$ percentile composite parking ratio of 1.3 spaces per unit from *Table 5* to estimate the design-level parking demand for residential components of the Project.

It should also be noted that the Project expects to unbundle or separate the cost of parking from the cost of leasing or purchasing a unit. The implementation of this TDM measure and VMT reduction strategy typically results in more households that own no or fewer vehicles on site, and that use alternative modes of travel. Because the Project site is located within a TPA and HQTA, OCTA's public transit service and infrastructure are already in place to incentivize residents into using alternative modes of travel; thus, resulting in less parking demand for the Project. As previously discussed, this parking study did not take any reductions for unbundling parking; however, per the latest CAPCOA Handbook, unbundling could result in up to a 15.7% reduction in VMT and up to a 20% reduction in parking demand.

Other incentives for reducing vehicle use or ownership include Active Transportation improvements that support bicycle mobility (i.e., upgrading bike lanes to a Class IV, which include a planted buffer separation between vehicular and bicycle circulation; and the provision of bicycle racks serving commercial and residential uses), and pedestrian circulation (i.e., provision of sidewalks and internal Greenlink pathways, and a slow speed/low volume ring road in the Village Core to encourage non-vehicular mobility).

In addition, PMP measures for the Project include designating areas on site for quick and efficient pick-up and drop-off of passengers to facilitate ridesharing and use of ridehailing services such as Uber and Lyft.

Although these other features would likely serve to further reduce parking demand, no credits or reductions were taken for these features.

## HOTEL PARKING DEMAND RATIOS

The actual parking requirements for a business hotel use (i.e., with the least amount of dining and meeting space compared to other hotel categories) such as the type anticipated for the Project have been found to be less than the City's own Code requirement. As presented on ***Table 7***, parking demand counts were conducted in May 2023 at Marriott Irvine Spectrum (7905 Irvine Center Drive, Irvine) and Courtyard Irvine Spectrum (7905 Irvine Center Drive, Irvine) considered to be comparable sites to the proposed hotel for the Project in terms of the number of rooms and service type.

As indicated on *Table 7*, observed peak parking demand (seasonal adjustment factors per ULI *Shared Parking* were applied to reflect peak-June hotel characteristics) ranged between 68 spaces and 221 spaces, corresponding to an 85$^{th}$ percentile empirical peak parking demand rate of 0.88 spaces per occupied room, and a 95$^{th}$ percentile empirical peak parking demand rate of 0.90 spaces per occupied room. The ITE *Parking Generation Manual* (5$^{th}$ Edition) indicates a range of 0.25 to 0.85 spaces per room for business hotels; therefore, it is conservative to select the 95$^{th}$ percentile ratio of 0.90 spaces per room from *Table 7* for use in this study. Based on these considerations, the parking ratio of 0.90 spaces per room is considered a more than adequate starting point for use in the shared parking model in this study to estimate the parking needs of the hotel component of the Project.

Although there is a lack of available empirical parking data from other comparable hotel sites, research was also conducted at sites similar in nature to the proposed hotel to determine the percentage of hotel guests driving a vehicle to the hotel. The table

below summarizes the research findings and indicates that only 35% to 78% of the guests drive. Along with the Project's proximity to John Wayne Airport, and the abundance of ride hailing services and free airport shuttles, these tripmaking and travel mode characteristics provide a reasonable validation for using the parking ratio of 0.90 spaces per room derived from *Table 7* as a starting point in the shared parking analysis.

| | Hotel | Address | Drive % |
|---|---|---|---|
| 1 | **Avenue Of The Arts** | 3350 Avenue of the Arts, Costa Mesa, 92626 | 35% |
| 2 | **Shorebreak** | 500 Pacific Coast Hwy, Huntington Beach, CA 92648 | 60% |
| 3 | **Hyatt Huntington Beach** | 21500 Pacific Coast Hwy, Huntington Beach, CA 92648 | 78% |
| 4 | **Hyatt Newport Beach** | 1107 Jamboree Rd, Newport Beach, CA 92660 | 43% |
| 5 | **Westin** | 686 Anton Blvd, Costa Mesa, CA 92626 | 58% |
| 6 | **Costa Mesa Marriott** | 500 Anton Blvd, Costa Mesa, CA 92626 | 50% |
| 7 | **Anaheim Marriott** | 700 W Convention Way, Anaheim, CA 92802 | 70% |
| 8 | **Sheraton Park** | 1855 S Harbor Blvd, Anaheim 92802 | 48% |

## SENIOR CONTINUUM CARE PARKING DEMAND RATIOS

Research was conducted for empirical parking ratios for senior continuum care facilities. Below provides detailed empirical parking ratios from similar sites. The parking rates identified below are based on parking studies of facilities that include the demand associated with residents, staff/employees, guests, and any ancillary uses such as on-site gift shops.

- *Parking Needs Study Update for Emerald Court Expansion, City of Anaheim*, dated May 14, 2015, prepared by LLG. Emerald Court is an existing senior facility located at 1731 West Medical Center Drive that provided 194 senior units (220 beds), consisting of 148 independent living units (170 beds) and 46 assisted living units (50 beds). Empirical parking rates derived were:

  **Independent and Assisted Living** 0.63 spaces/unit on a typical weekday
  0.51 spaces/unit on a typical weekend

- *Trip Generation and Parking Analysis for the Riverpark Senior Housing Project, City of Oxnard,* dated June 26, 2015, prepared by Associated Transportation Engineers (ATE). Riverpark Senior Housing Project is a proposed senior housing facility that will accommodate 136 units or 192 beds (80 one-bedroom units and 56 two-bedroom units). In that study, ATE conducted parking surveys at senior housing complexes located in Ventura County, which included the Ventura Townhouse (4900 Telegraph Road, Ventura) with a mix of senior independent and assisted living units (283 total units) and Cypress Place Senior Living (220 Cypress Point Lane, Ventura) containing a mix of 76 independent living units, 48 assisted living units, and 38 memory care units (162 total units). Empirical parking rates derived were:

  | | |
  |---|---|
  | **Independent and Assisted Living** | 0.65 spaces/unit peak demand rate |
  | | 0.60 spaces/unit average demand rate |

- *Trip Generation and Parking – Proposed Oakmont of Valencia, Santa Clarita, CA - Assisted Living Facility* dated January 17, 2017, prepared by Crane Transportation Group. Oakmont of Valencia is a proposed assisted living facility that will accommodate 90 units and up to 95 beds. That study presents a summary of parking ratios calculated based on actual Use Permit approvals of assisted care facilities in various California cities (Alameda, Corte Madera, Danville, Novato, San Francisco, Concord, Upland, Carmichael, Thousand Oaks, Pleasant Hill, and Moraga). In addition, the findings from the American Seniors Housing Association's (ASHA's) study of assisted living residences are presented. The parking ratios reported are as follows:

  | | |
  |---|---|
  | **Assisted Living (CA sampling)** | 0.41 spaces/bed 100$^{th}$ percentile rate |
  | | 0.37 spaces/bed 80$^{th}$ percentile rate |
  | | 0.33 spaces/bed 50$^{th}$ percentile rate |
  | **Assisted Living (ASHA)** | 0.22 spaces/bed |

- *Sunrise Assisted Living of Fullerton Specific Plan, City of Fullerton,* dated June 2005, prepared by Sheldon Group. Sunrise Assisted Living is an existing assisted living facility located at 2226 Euclid Street that consists of 68 resident units. The parking rate identified in the Specific Plan Traffic Study, is based on the following (with the assumption that most residents do not drive):

  | | |
  |---|---|
  | **Assisted Living** | 0.5 spaces/unit |

- *Oakmont Senior Living, City of Whittier.* Oakmont Senior Living is an existing assisted living facility which consists of 70 beds within 70 units and

an on-site parking supply of 39 spaces. The parking rate based off of the existing number of beds and on-site parking supply is as follows:

**Assisted Living** 0.55 spaces/bed

***Table 8*** presents the parking ratios identified above in tabular format. Based on the results of the parking ratio compilation presented above, the parking ratios from LLG's May 2015 study for the Emerald Court project were greater compared to those presented in the Crane Transportation Group and Sheldon Group studies, as well as the existing Oakmont Senior Living facility in Whittier. Furthermore, the Emerald Court project has the most similar number of units (194 units) to the proposed 200 units for the Project. Based on these considerations, the parking ratio of 0.63 spaces per unit is considered adequate as the starting point for use in the shared parking model in this study.

## RETAIL, GROCERY, RESTAURANT, AND HEALTH CLUB PARKING DEMAND RATIOS

The parking ratios applied in this study for the retail, grocery, restaurants, and health club components of the Project were all based on the City's Municipal Code, Section 41, Division 3, as follows:

- Retail and Grocery: 5 spaces per 1,000 SF
- Fine/Casual Dining & Family Restaurants: 8 spaces per 1,000 SF
- Health Club: 1 space per 180 SF of floor area devoted to physical activity

## SHARED PARKING ANALYSIS

Based on ULI's *Parking Requirements for Shopping Centers (2nd Edition)* publication, the following should first be evaluated for shopping centers that are less than 400,000 SF:

1. If restaurant/entertainment/cinema uses are 20% or less of the Project's retail/commercial total square footage, then a ratio of 4.00spaces per 1,000 SF should be applied to the entire floor area without further consideration of the individual land use types or parking ratios.

2. If restaurant/entertainment/cinema uses exceed 20% of the Project's retail/commercial total square footage, then the Shared Parking methodology should be applied.

As previously indicated on *Table 2*, the proposed retail/commercial components of the Project would total 350,000 SF, and the restaurant and health club's combined floor area of 115,000 SF would comprise 33% of the total retail center square footage, which is above the 20% threshold for the application of the 4.0 spaces per 1,000 SF consolidated parking ratio. This would then require that ULI's Shared Parking methodology be applied in estimating the parking needs of the Project.

**Shared Parking Methodology**

Parking experience indicates that combining different land uses, whose parking demands peak at different times (of the day, week, and year), generally result in a parking demand that is significantly lower than "stand-alone" or "free-standing" facilities. In other words, a mixed-use development results in an overall parking need that is less than the sum of the individual peak parking requirements for each land use (parking ratios/factors specific to each land use, or city parking code rates are typically applied to these "stand-alone" developments).

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Due to the proposed mixed-use characteristics of Related Bristol Project, opportunities to share parking can be expected with completion of the proposed Project. The objective of this shared parking analysis is to forecast the peak parking requirements for the Project based on the combined demand patterns of different tenancy types at the site.

Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week. When uses share common parking footprints, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day for weekdays versus weekend days), rather than individual peak ratios as represented in the City of Santa Ana Municipal Code. In that way, the shared parking approach starts from the City's own code ratios and results in the design-level parking supply needs of a site.

There is an important common element between the traditional "code" and the shared parking calculation methodologies; the peak parking ratios or "highpoint" for each land use's parking profile typically equals the "code" parking ratio for that use. The analytical procedures for shared parking analyses are well documented in the *Shared Parking, 3rd Edition* publication by the Urban Land Institute (ULI).

Consistent with ULI's shared parking methodology and best practices in the urban planning field, parking reductions were applied in the shared parking calculations for

the Project to account for the use of alternative modes of travel (i.e. transit, bicycle, pedestrian) and the effects of synergy/internal capture/captive market by having multiple destinations on site and local interactions with nearby uses. It was appropriate and reasonable to apply these adjustments given the Project site's central location, setting/context, and potential tripmaking characteristics. The parking reductions presumed in the shared parking calculations are considered modest when compared against the data contained in ULI's current publication that suggests reduction factors for similar mixed-use developments could be greater, and the fact that some jurisdictions allow a parking reduction of up to 50% of the required parking minimums if a mixed-use project could facilitate shared parking for joint uses which have no substantial conflict in principal operating hours.

***Table 9*** presents the parking reduction factors that were applied in the shared parking evaluation for the Project's non-residential components that are consistent with industry best practices and ITE's internal capture estimation method applied in the traffic impact study for the Project.

It should also be emphasized that, as additional conservative steps in estimating the Project's parking needs, thus creating potential parking contingencies to be integrated into parking supply provisions, the following were presumed in this parking study:

- No parking reductions reflecting travel mode and synergy/internal capture/captive market adjustments were applied to residents and residential guests. This is a very conservative assumption because residents and residential guests would realistically not all own a vehicle/drive/need to park a vehicle (by using rideshare, public transit, bike, or walk), and would be expected to walk or bike to other destinations on site and nearby retail establishments and places of employment.

- No other parking reductions attributable to unbundling, car-sharing/ridesharing, and provision of bicycle parking spaces have been presumed and applied in the shared parking calculations for the Project. This is a conservative assumption because current urban planning studies do support the reduction of minimum parking requirements as follows:

    - 20% reduction for unbundling/separating the cost of parking from the cost of leasing or purchasing a unit
    - 20% reduction for car-sharing/ridesharing
    - 10% reduction for the provision of bicycle parking

**Shared Parking Ratios and Profiles**

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to the Center are based on profiles developed by the Urban Land Institute (ULI) and published in *Shared Parking, 3rd Edition*. The ULI publication presents hourly parking demand profiles for several general land uses: office, retail, restaurant, health club, cinema, residential (Central Business District: CBD and non-CBD), hotel (consisting of separate factors for guest rooms, restaurant/lounge, conference room, and convention area), etc. These factors present a profile of parking demand over time and have been used directly, by land use type, in the analysis of this project. The ULI profiles of parking demand have been used directly, by land use type, in the analysis of this site and are applied to the City's applicable parking ratio and/or empirically derived parking ratio noted herein.

The ULI retail use profiles are applied directly. In doing so, there is an intermediate step in expressing ULI profiles as a percentage of the week-long peak, thus arriving at a weekday profile and weekend profile each expressed as a percentage of the baseline parking ratio (ULI actually starts with separate ratios for weekday and weekend day, and develops profiles for each; accordingly, we have found it more convenient to translate both profiles to a percent of expected maximum demand, which, for retail, turns out to be on a Saturday). The resulting profiles represent the most likely hourly parking demand profile and are applied to the City's retail parking ratio of 5 space per 1,000 SF. Peak demand for retail uses occurs between 12:00 PM – 2:00 PM on weekdays, and 1:00 PM – 3:00 PM on weekends.

For supermarket/grocery store uses, the parking profile in the ULI publication was used and applied to the City's Parking Code ratio of 5 space per 1,000 SF for retail to forecast its weekday and weekend hourly demand. Peak demand for a supermarket/grocery store occurs between 4:00 PM – 6:00 PM on weekdays, and 11:00 AM – 2:00 PM on weekends.

The ULI *Shared Parking* publication includes several categories for restaurants. For this analysis, the parking profile for fine/casual dining restaurant and family restaurant uses were all utilized as each of the categories match the current restaurant tenant mix at the Project site. Like the retail profiles, the restaurant profiles are derived exactly from the ULI baseline. The restaurant parking ratio of 8 spaces per 1,000 SF utilized in this analysis exactly matches the City code rate for those tenants where food consumption is primarily on-site.

For fine/casual dining restaurants, the parking profile in the ULI publication was used and applied to forecast its weekday and weekend hourly demand. Peak demand for a

fine/casual dining restaurant occurs between 7:00 PM – 10:00 PM on weekdays, and 8:00 PM – 9:00 PM on weekends.

According to the *Shared Parking* publication, family restaurant uses peak demand occurs between 12:00 PM – 1:00 PM on weekdays and weekends.

The health club profiles were also directly derived from ULI. The peak parking ratio for health club uses is based on the City Code parking requirement of 1 space per 180 SF of floor area devoted to physical activity. Of the 45,000 SF proposed for the health club component of the Project, 75% was presumed to be fitness area (33,750 SF). Based on this 33,750 SF of fitness area, the net effective ratio is 5.56 space per 1,000 SF of floor area dedicated to physical activity. Peak demand for health club occurs between 6:00 PM – 7:00 PM on weekdays and 5:00 PM – 6:00 PM on weekends.

The business hotel profiles were also directly derived from ULI. The peak-parking ratio for business hotel uses is based on the parking requirement of 0.79 spaces per room (as discussed in the previous sections of this study, and presented on *Table 7*). Peak demand for business hotel occurs between 11:00 PM – 12:00 AM on weekdays and weekends.

The senior housing profiles were also directly derived from ULI. The peak-parking ratio for senior housing uses is based on the parking requirement of 0.63 space per room (as previously discussed in this study, and presented on *Table 8*). Peak demand for senior housing office occurs between 9:00 AM – 10:00 AM and 3:00 PM – 4:00 PM on weekdays and 2:00 PM – 4:00 PM on weekends.

The residential parking ratios by the number of bedrooms and hourly parking profile were directly applied from ULI. As previously described, based on the bedroom mix for the Project, the ULI-based composite peak-parking ratio is 1.3 spaces per unit, which matches the 85$^{th}$ percentile ratio derived in *Table 5*. Peak demand for residential occurs between 7:00 PM – 11:00 PM on weekdays and weekends.

**Application of Shared Parking Methodology**

***Tables 10*** and ***11*** present the weekday and weekend parking demand profiles for the Related Bristol Project based on the shared parking methodology, assuming full occupancy of the site inclusive of the tenant mix identified in *Table 2*.

*Table 10* indicates that, under weekday conditions, the peak demand for commercial components is 1,388 spaces. Presuming that the hotel would be able to share parking spaces with the commercial uses, the shared demand increases to 1,501 spaces.

Adding the senior continuum care demand to that (because it will generate primarily visitor and employee demand that can be shared with commercial uses) increases the peak shared demand to 1,611 spaces. Accounting for residential guest demand, the resulting peak shared demand is 2,043 spaces.

*Table 11* indicates that, under weekend conditions, the peak demand for commercial components is 1,337 spaces. Presuming that the hotel would be able to share parking spaces with the commercial uses, the shared demand increases to 1,439 spaces. Adding the senior continuum care demand to that (because it will generate primarily visitor and employee demand that can be shared with commercial uses) increases the peak shared demand to 1,534 spaces. Accounting for residential guest demand, the resulting peak shared demand is 1,871 spaces.

The left-hand columns of *Tables 10* and *11* present two scenarios for evaluating the resident parking needs. Scenario 1 presumes that no parking space reservations will be made for residents, and that they will fully share parking spaces with the non-residential uses (translates to the minimum demand scenario for the entire Project). Scenario 2 assumes that all residents will have reserved parking throughout a given day (resulting in the maximum or worst-case demand scenario for the entire Project). The following presents a brief summary:

- **Weekday:** Scenario 1 Minimum Demand = 5,307 sp
  Scenario 2 Maximum Demand = 6,385 sp
- **Weekend:** Scenario 1 Minimum Demand = 5,390 sp
  Scenario 2 Maximum Demand = 6,213 sp

Based on the above, total demand for the total Project could range between 5,307 spaces at the minimum and 6,385 spaces at the maximum depending on how residential parking supply is managed.

As described previously, the total parking supply for the entire Project site is 6,520 spaces without valet service, and 8,940 spaces with the implementation of a valet program. Comparing the demand values reported above against these supply provisions brackets the following parking surpluses during the peak demand hours (parking surpluses would be greater during all other hours of the day):

**Without Valet (presuming standard parking configuration)**

- **Weekday:** Scenario 1 Maximum Surplus = 6,520 sp - 5,307 sp = 1,213 sp
  Scenario 2 Minimum Surplus = 6,520 sp - 6,385 sp = 135 sp

- **Weekend:** Scenario 1 Maximum Surplus = 6,520 sp - 5,390 sp = 1,130 sp
  Scenario 2 Minimum Surplus = 6,520 sp - 6,213 sp = 307 sp

**With Valet (presuming valet parking configuration)**

- **Weekday:** Scenario 1 Maximum Surplus = 8,940 sp - 5,307 sp = 3,633 sp
  Scenario 2 Minimum Surplus = 8,940 sp - 6,385 sp = 2,555 sp
- **Weekend:** Scenario 1 Maximum Surplus = 8,940 sp - 5,390 sp = 3,550 sp
  Scenario 2 Minimum Surplus = 8,940 sp - 6,213 sp = 2,727 sp

As can be seen above, parking surpluses are expected for the entire site in the future regardless of whether a valet service program is implemented to its full potential or not. As the most conservative assessment, a minimum parking surplus of 135 spaces is estimated based on Scenario 2 under weekday conditions.

**Specific Plan Shared Parking Composite Parking Ratios**

The bottom portions of *Tables 10* and *11* show the composite parking requirements for the commercial component (3.97 spaces per 1,000 SF rounded to 4.0 spaces per 1,000 SF), residential uses (1.3 spaces per unit), business hotel (0.55 spaces per room rounded to 0.6 spaces per room) and senior continuum care (0.57 spaces per unit rounded to 0.6 spaces per unit). As such, based on the results of this parking analysis, it is recommended that the following parking ratios noted below be adopted into the Specific Plan for the Project's varying components/land uses:

- Commercial Ratio (inclusive of food uses) = 4.0 spaces per 1,000 SF
- Residential Ratio (inclusive of guest) = 1.3 spaces per DU
- Hotel Ratio = 0.6 spaces per room
- Senior Continuum Care Ratio = 0.6 spaces per DU

It should be noted again that, as described previously, the provision of valet service would significantly enhance parking efficiency and utilization of the Project's parking supply, as summarized below:

| **Total Project Supply** | | **Supply Ratio Derivation** |
|---|---|---|
| • Without valet: | 6,520 spaces | (4,875 sp for 3,750 apts; 1.3 sp per unit)<br>(1,645 sp shared commercial parking) |
| • With valet: | 8,940 spaces | (7,295 sp for 3,750 apts; **2.0 sp per unit**)<br>(1,645 sp shared commercial parking) |

Focusing on the parking supply ratios allocated for apartments shown in bold and highlighted in yellow above under conditions with the provision of valet service, the 2.0 spaces per unit for the entire Project site creates a 54% supply contingency for the Project overall when compared against the 1.3 spaces per unit ratio. This exceeds and/or meets the City-approved parking ratios for mixed-use communities ranging from 1.5 spaces per unit (per the MainPlace Specific Plan) to 2.0 spaces per unit (for the Metro East Mixed-Use Overlay Zone). These findings provide additional validation for the recommended multi-family residential ratio (inclusive of guests) of 1.3 spaces per unit recommended for inclusion in the Specific Plan.

**PARKING MANAGEMENT PLAN (PMP)**

As discussed previously, more jurisdictions are now eliminating minimum parking standards and requirements to meet sustainability goals and multimodal/Active Transportation/Park Once strategies, and encourage shared parking, transit use, bicycling, and walking. It embraces the notion that the common practice of requiring a large amount of off-street parking spaces (as what may result from the direct application of city code ratios without considering the actual physical setting, mixed-use nature of a downtown core or hub, and proximity to regional transit and shared parking facilities) leads to inefficient land use and underutilized spaces, while placing unnecessary design and financial burden on new development projects. Instead, many jurisdictions in Southern California have adopted requirements for PMPs and TDM programs in their city municipal codes and specific plans.

A PMP defines how parking for a development would be managed and what measures would be implemented to assure that parking needs in the aggregate and in localized sub-areas would be adequately served. A TDM Program identifies measures that could potentially reduce parking needs through the provision of physical and/or operational improvements that promote the use of alternative modes of travel (i.e., public transit, bicycle, walking).

Most parking studies go beyond the application of city code ratios by undertaking Items 1 through 3 below, and when PMP and TDM programs are warranted, incorporate PMP/TDM strategies described in Items 4 and 5 below:

1. Shared Parking, joint use of parking facilities
2. Use of empirical ratios, and more current, accurate and flexible standards
3. Reduced parking standards or parking maximums for compact, mixed-use, transit-oriented, and multimodal developments
4. PMP and TDM strategies that reduce parking demand:

   a. Improve walkability and bikeability by building ped & bike amenities
   b. Implement mobility management/TDM/car-sharing/trip consolidation
   c. Unbundled parking
   d. Transit accessibility
   e. Financial TDM incentives
   f. Permit parking programs, pricing strategies
5. PMP and TDM strategies that increase parking efficiency:
   a. Intelligent parking management systems
   b. Remote parking, park-and-ride shuttle opportunities
   c. Parking supply optimization, permit parking programs
   d. Improve user information and marketing
   e. Improve enforcement

Preliminary recommendations for PMP measures are provided in this study to ensure competing parking needs for all Project tenants, employees and guests are adequately managed and controlled to facilitate parking efficiency. As demonstrated in parking supply plans included in *Appendix A* of this report, the Project's garage can accommodate parking demands of 2.0 spaces per unit with the implementation of valet services on an as-needed basis. This finding is consistent with industry-based "rules-of-thumb" that suggest valet programs can typically increase a garage's parking capacity by 30-50% through the more efficient use of the parking footprint by stacking vehicles and increasing parking turnover. PMP measures, that include the option to implement valet parking on an as-needed basis, will help ensure that the Project's parking supply will be sufficient, effectively shared, convenient/accessible, responsive to varying demand, and provide parking contingencies in meeting the parking needs of all users (i.e., residential, commercial, hotel, senior continuum care). It is anticipated that the PMP recommendations would need to be refined as distinct Project components get developed in the future, and when more specificity on future tenancies and parking supply allocations per phase of the Project becomes available.

To ensure adequate parking is provided for both tenants, employees and guests of the Project, it is recommended that when the Property Owner and/or Property Management Company deems it necessary, the following key Parking Management Strategies be implemented by the Property Owner and/or Property Management Company:

- The PMP should identify where the retail/commercial employees park within the site.
- The PMP should identify where location of short-term parking spaces for service retail uses and/or food uses (take-out/curb side service, etc.).

- The PMP should restrict residents to park in their assigned spaces and provide parking to accommodate resident guest parking needs.
- The PMP should restrict vehicles from exceeding the time restriction on the short-term parking.
- The PMP should provide rules of conduct for tenants and guest to abide by. Strict enforcement shall be adhered to.
- The PMP should adopt the mindset with the following parking goals:
    1. Meet or exceed the minimum requirements for total parking spaces for the Project's retail/commercial component as well as the residential component based on the shared parking approach.
    2. Provide all resident and guest parking spaces onsite.
    3. Provide flexible on-site parking opportunities for commercial and resident parking that respect both commercial tenants and guest parking needs.
    4. Enact policies that promote parking efficiencies and effective communication between Property Management, commercial tenants and project residents.
    5. Enact policies of enforcement by Property Management that are sufficiently flexible to meet current and changing parking demands, while imposing penalties, if necessary.

***PMP Measures***

The following measures are available to the Project to mitigate any parking impacts or deficiencies in the event the proposed on-site parking supply is determined to be greater than what is provided.

*Retail/Commercial Component*

1. The Property Owner/Property Management Company will implement a reciprocal parking program to ensure the pool of parking for the retail/commercial component and guest of the residential component is available to be "shared".

2. The Property Owner/Property Management Company will work with tenants of the retail center to implement an employee parking program, with the goal of providing convenient and accessible shopping experience for the customers of the retail center and to leave the most desirable parking spaces within the parking structure for use by customers. The location of designated employee parking spaces will be developed in collaboration between Property Owner/Property Management Company and the tenants. The employee parking spaces will be identified with a white or yellow circle, and/or other signage recommended by the the Property Owner/Property Management Company. It is noted that these spaces will be open for customer use.

3. The Property Owner/Property Management Company will work with tenants of the retail center to identify the need for "short term/time restricted spaces" on an as need basis, dependent on the needs of the proposed retail and/or food use. These short-term spaces will most likely be designated along the internal roadways. The short-term spaces may be used for "curbside/take out" and/or for service retail-type users. The number and location of spaces will be determined by Property Owner/Property Management Company and the potential tenants.

4. If the Property Owner/Property Management Company determines additional parking is needed to meet the parking requirements of the retail/commercial component of the Project and/or desires to provide "enhanced customer service", the Property Owner/Property Management Company shall implement a valet/valet assist program. The hours of operation of the valet/valet assist program will be determined by the Property Owner/Property Management Company, and subject to actual demand, may include weekdays and weekends, between the period 11:00 AM and 2:00 PM and 5:00 PM to 10:00 PM, to enhance the customer experience accommodate the "lunch time" and "dinner" crowd of the proposed restaurant/food uses.

*Residential Component*

5. The Property Owner/Property Management Company shall determine the allocation of parking spaces for resident tenants and location of guest parking spaces, and assign residential parking spaces accordingly.

6. The Property Owner/Property Management Company, if deemed necessary, may allow resident guest to utilize the valet program identified in Measure No. 4, as an enhanced service. To implement the valet operation, the Property Owner/Property Management Company would engage the services of a well-established valet operations company similar to PMP measure No. 4.

7. In the event additional parking were needed the Property Owner/Property Management Company has the ability to increase parking by maximizing valet through stacking in the aisles.

8. Every resident will be required to register their vehicle. The registered owner must be a lease holding resident. This registration will be updated annually at the time of recertification. If valid registration is not obtained from the Property Owner/Property Management Company, the vehicle may be towed at the owners' expense.

9. Vehicles lacking current registration may be towed by the Property Owner/Property Management Company. The storage of inoperable or unregistered vehicles is prohibited.

10. If a resident obtains a new vehicle, the resident must provide new registration (transferring registration is not permissible).

11. Vehicles may not occupy unassigned spaces for more than twenty-four (24) hours, without contacting the leasing office in advance. Violators are subject to towing at the vehicle owner's expense.

12. Resident guests will be able to park, on a first-come-first-served basis, within the spaces designated for guest parking.

13. Violation of the PMP strategies contained herein may result in the towing of the vehicle at the vehicle owner's expense.

14. The enforcement of resident and resident guest parking on-site parking requirements summarized herein will be handled by the Property Owner/Property Management Company to ensure compliance.

*Retail/Commercial & Residential Component*

15. Option to provide valet service as a project-feature or amenity, on an as-needed basis, to enhance parking efficiency and supply utilization by facilitating "valet/valet assist" tandem parking and parking along drive aisles.

16. To enhance efficient and comfortable movement of all users throughout the site, and access to parking spaces and valet pick-up/drop-off staging areas, and support "Park Once" strategies, provide a detailed wayfinding/signage program that meets City standards and requirements.

17. The parking conditions for the Project will be reviewed/monitored on a quarterly basis by the Property Owner/Property Management Company and appropriate actions detailed above will be taken to ensure that the necessary PMP measures are being implemented.

18. Designate areas on site for quick and efficient pick-up and drop-off of passengers to facilitate ridesharing and use of rideshare services such as Uber and Lyft.

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**SUMMARY OF FINDINGS AND CONCLUSIONS**

1. The site is currently developed with 465,063 square-feet (SF) of retail/commercial uses. The northern half of the property is developed with approximately 45% of floor area whose tenants include Vons, LA Fitness, Bank of America, and a variety of retail, service retail/commercial, medical, restaurant, and fast-food uses. The southern half of the property contains approximately 55% of floor area with a tenant mix of retail, service retail/commercial, restaurant, and fast-food uses. Existing major tenants on the southern half of the center include TJ Maxx, Ross Dress for Less, Cost Plus World Market, and Red Robin. The Related Bristol Project is proposing to replace the existing development with up to 3,750 apartment units, 200-unit senior continuum care, 250 hotel rooms, and 350,000 SF retail/commercial.

2. The shared parking analysis identifies composite parking requirements for the commercial component, residential uses, business hotel and senior continuum care. As such, it is recommended that the parking ratio that should be adopted into the Specific Plan should consist of the following.

    - Commercial Ratio (inclusive of food uses) = 4.0 spaces per 1,000 SF
    - Residential Ratio (inclusive of guest) = 1.3 spaces per DU
    - Hotel Ratio = 0.6 spaces per room
    - Senior Continuum Care Ratio = 0.6 spaces per DU

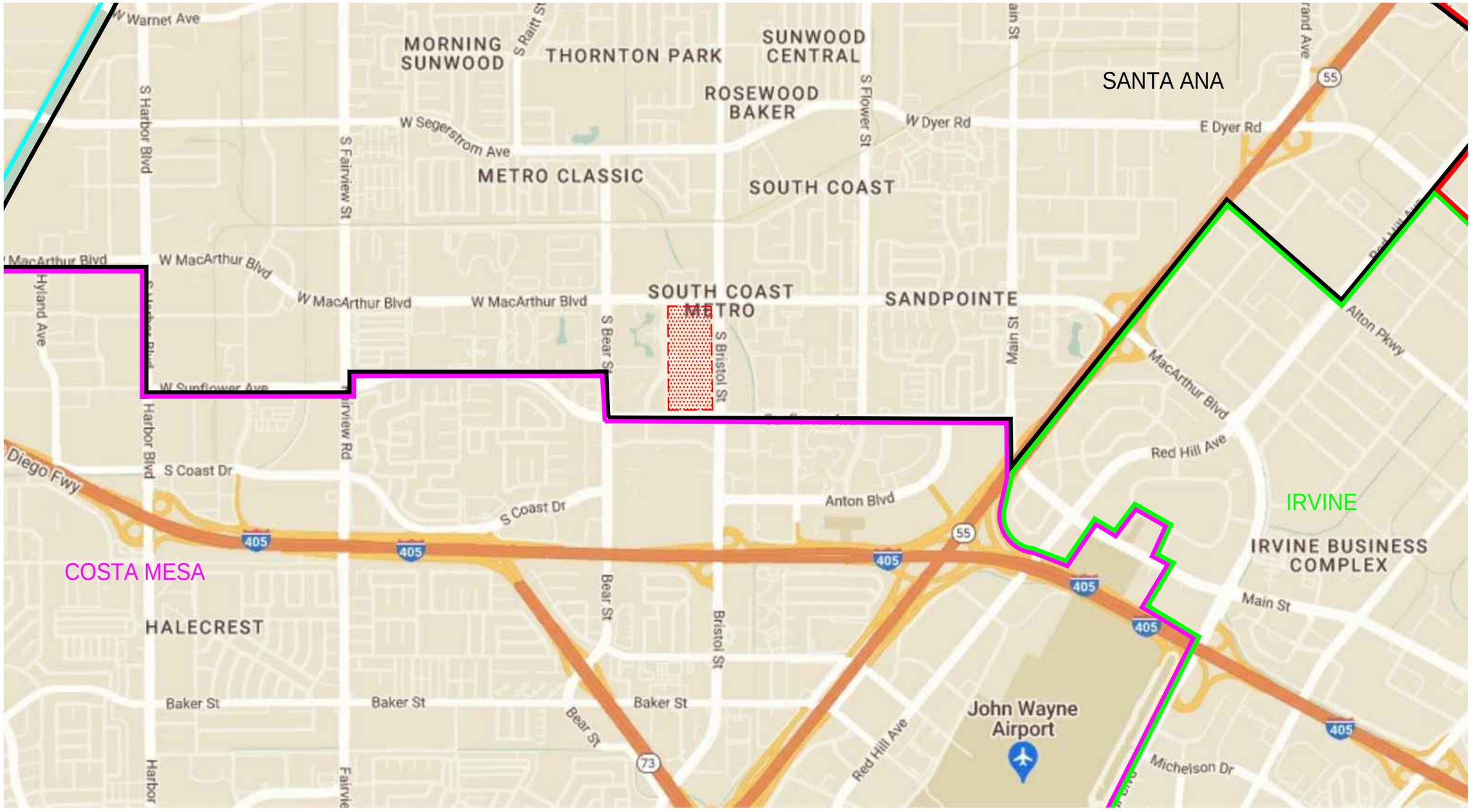
3. To maintain the onsite parking supply at all times, it is recommended that the Project's Parking Management Plan (PMP) as required by City of Santa Ana, be implemented and enforced, to ensure that accessible and convenient parking is available for all users at all times.

We appreciate the opportunity to prepare this analysis. Should you have any questions or need additional assistance, please do not hesitate to call us at (949) 825-6175.

Very truly yours,
**Linscott, Law & Greenspan, Engineers**

Richard E. Barretto, P.E.
Principal

Trissa (de Jesus) Allen, P.E., RSP
Senior Transportation Engineer




LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

= PROJECT SITE

# FIGURE 1–1

**VICINITY MAP**

RELATED BRISTOL, SANTA ANA

n:\4400\2214410 – bristol commons – confidential, santa ana\dwg\parking\4410 f1-1.dwg LDP 15:54:11 09-15-2022 howell



n:\4400\2214410 - bristol commons - confidential, santa ana\dwg\4410 f2-1.dwg LDP 14:24:24 06-19-2023 aguilar

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N NO SCALE

SOURCE: GOOGLE

KEY

= PROJECT SITE

# FIGURE 2-1

## EXISTING SITE AERIAL

RELATED BRISTOL, SANTA ANA

MACARTHUR BOULEVARD

DRIVEWAY H

DRIVEWAY G

DRIVEWAY L

DRIVEWAY I

DRIVEWAY F

DRIVEWAY M

BRISTOL CENTRAL PARK

BRISTOL PASEO

DRIVE

PLAZA D

DRIVEWAY J

DRIVEWAY E

BRISTOL STREET

GREEN LINK

CALLEN'S COMMON

DRIVEWAY K

GROCERY

DRIVEWAY D

DRIVEWAY C

BRISTOL GREEN

BRISTOL PLAZA

DRIVEWAY A

DRIVEWAY B

SUNFLOWER AVENUE

n:\4400\2214410 - bristol commons - confidential, santa ana\vmt\6 - dwg\4410 f-3a.dwg LDP 14:18:23 06-19-2023 aguilar

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N NO SCALE

KEY

- RESIDENTIAL
- SENIOR CONTINUUM CARE
- HOTEL
- RETAIL

# FIGURE 2-2A

## CONCEPT SITE PLAN GROUND FLOOR PLAN

RELATED BRISTOL PROJECT, SANTA ANA




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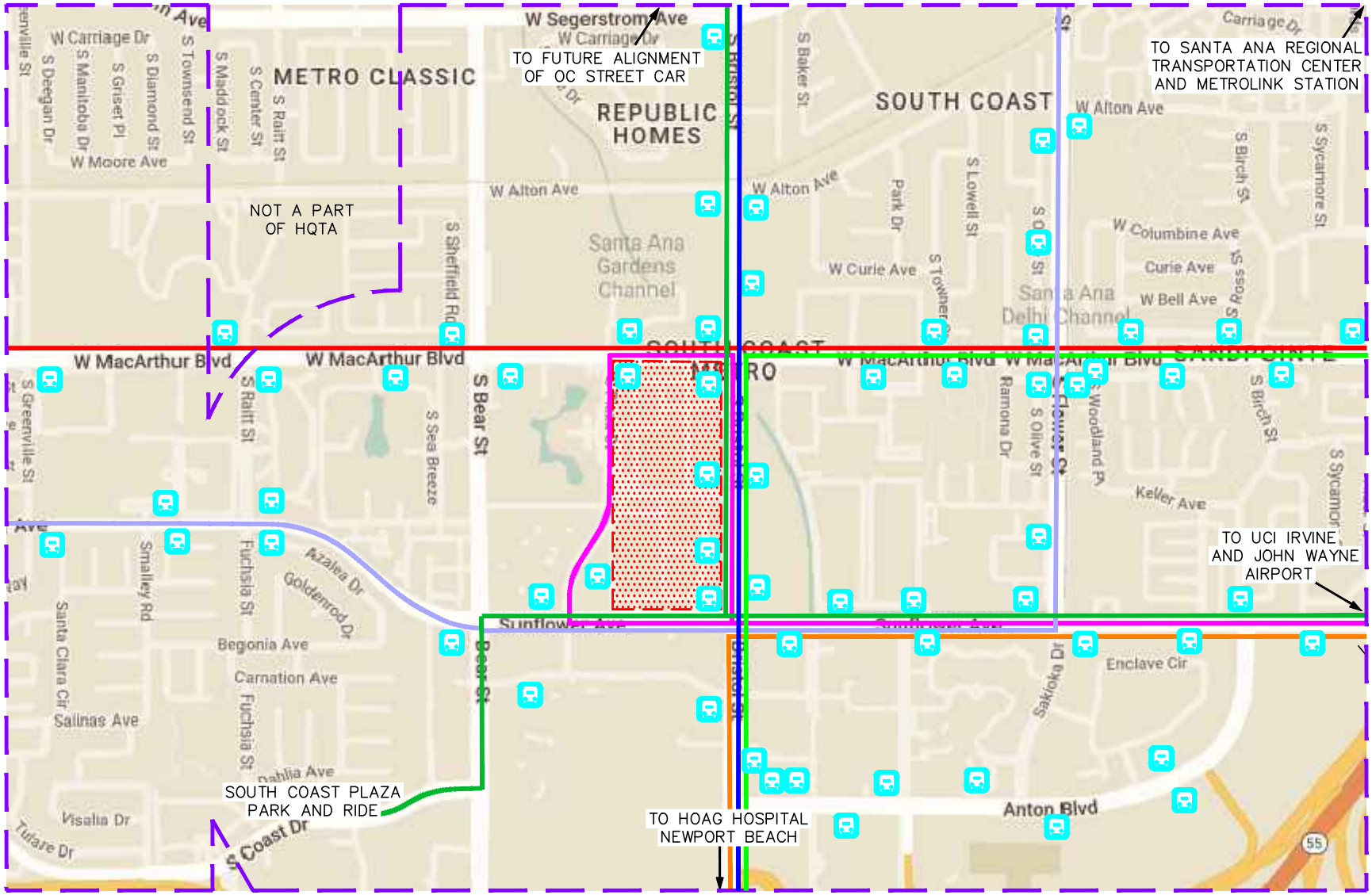
KEY

- RESIDENTIAL
- SENIOR CONTINUUM CARE
- HOTEL
- RETAIL

# FIGURE 2-2B

## CONCEPT SITE PLAN UPPER FLOOR PLAN

RELATED BRISTOL PROJECT, SANTA ANA




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SOURCE: GOOGLE

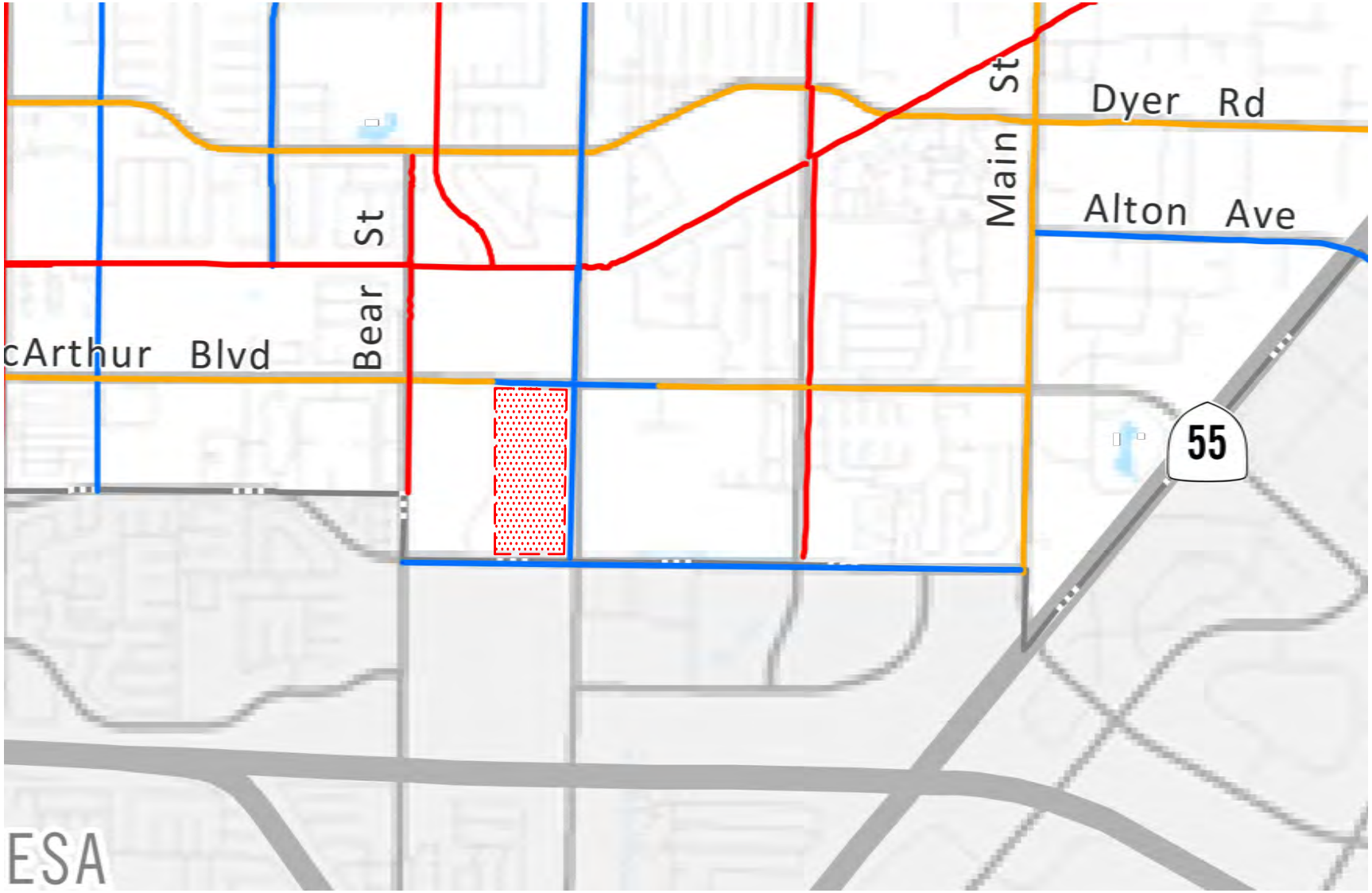
KEY

- = PROJECT SITE
- = TRANSIT STOP
- = OCTA ROUTE 55
- = OCTA ROUTE 57
- = OCTA ROUTE 76
- = OCTA ROUTE 86
- = OCTA ROUTE 150
- = HQTA BORDER
- = OCTA FREEWAY TRANSIT OPPORTUNITY CORRIDOR
- = OCTA TRANSIT OPPORTUNITY CORRIDOR

# FIGURE 3

## TRANSIT STOP LOCATIONS

RELATED BRISTOL, SANTA ANA




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N NO SCALE

SOURCE: CITY OF SANTA ANA GENERAL PLAN

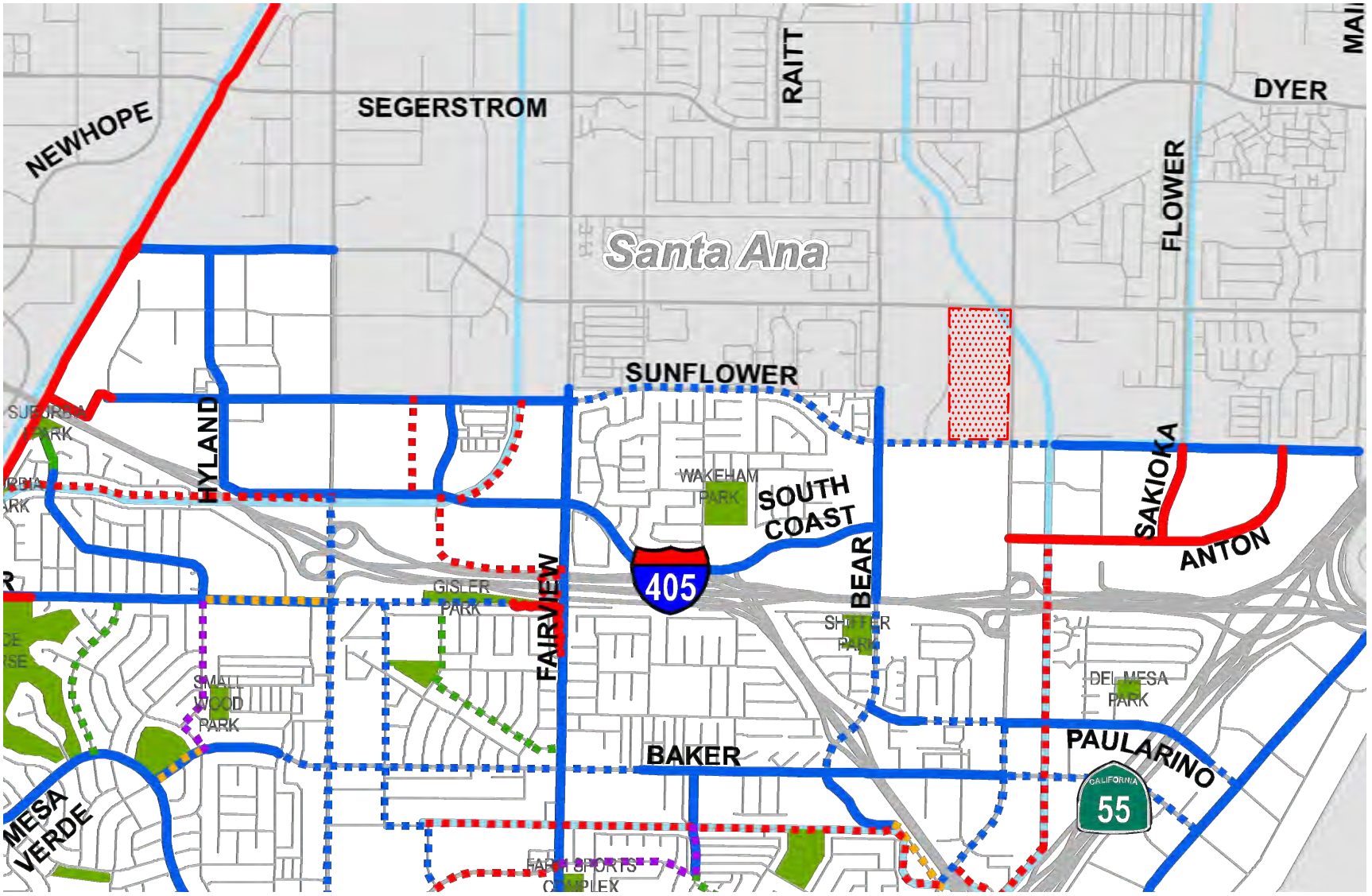
KEY

= PROJECT SITE
= CLASS I PATH
= CLASS II BIKE LANE
= CLASS III BIKE ROUTE/BOULEVARD
= CLASS IV CYCLE TRACK

# FIGURE 4

## CITY OF SANTA ANA BIKEWAY MASTER PLAN

RELATED BRISTOL, SANTA ANA




n:\4400\2214410 - bristol commons - confidential, santa ana\dwg\parking\4410 f6.dwg LDP 14:29:03 09-15-2022 howell

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: CITY OF COSTA MESA GENERAL PLAN

KEY

= PROJECT SITE
= CLASS I PATH
= CLASS II BIKE LANE
= CLASS III BIKE ROUTE/BOULEVARD

# FIGURE 5

## CITY OF COSTA MESA BIKEWAY MASTER PLAN

RELATED BRISTOL, SANTA ANA

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TABLE 1

PROJECT DEVELOPMENT SUMMARY [1]

RELATED BRISTOL PROJECT, SANTA ANA

| Planning Area (PA) / Land Use / Building | Existing[1] | Proposed Project |
|---|---|---|
| ❑ Retail | 465,063 SF | 350,000 SF |
| ❑ Multi-Family Housing | -- | 3,750 DU |
| ❑ Senior Continuum Care | -- | 200 Beds |
| ❑ Hotel | -- | 250 Rooms |
| ***Total Building Floor Area*** | ***465,063 SF Commercial*** | ***350,000 SF of Commercial***<br>***3,750 DU Apartments***<br>***200 DU Senior Continuum Care***<br>***250 Room Hotel*** |

[1] The northern half of Metro Town Square is developed with approximately 45% of floor area whose tenants include Vons, LA Fitness, Bank of America, and a variety of retail, service retail/commercial, medical, restaurant, and fast food uses. The southern half contains approximately 55% of floor area with a tenant mix of retail, service retail/commercial, restaurant, and fast food uses. Existing major tenants on the southern half of the center include TJ Maxx Ross Dress for Less, Cost Plus World Market and Red Robin.

TABLE 2

DETAILED COMMERCIAL BREAKDOWN [1]

RELATED BRISTOL PROJECT, SANTA ANA

| Planning Area (PA) / Land Use / Building | Existing | Proposed Project |
|---|---|---|
| ❑ Retail | 465,063 SF | 185,000 SF |
| ❑ Grocery Store | -- | 50,000 SF |
| ❑ Fine and Casual Dining | -- | 45,000 SF |
| ❑ Family Restaurant | -- | 25,000 SF |
| ❑ Health Club | -- | 45,000 SF |

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# TABLE 3
## PARKING SUPPLY SUMMARY
## RELATED BRISTOL PROJECT, SANTA ANA

| PARKING SUPPLY (without valet service) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Basement 2** | **Basement 1** | **Level 1** | **Level 2** | **Level 3** | **Level 4+** | **On-Street Parking** | **Total** |
| Block 1 | | 193 sp | 72 sp | 72 sp | 73 sp | | 3 sp | 413 sp |
| Block 2 | | 158 sp | 76 sp | 76 sp | 80 sp | | 8 sp | 398 sp |
| Block 3 | | 140 sp | | | | | 6 sp | 146 sp |
| Block 4 | | 190 sp | | | | | 25 sp | 215 sp |
| Block 5 | | | | | | | | 0 sp |
| Block 6 | | 330 sp | 150 sp | 82 sp | 84 sp | | | 646 sp |
| Block 7 | | 300 sp | 150 sp | 85 sp | 85 sp | | 12 sp | 632 sp |
| Block 8+9 | | 379 sp | 79 sp | 79 sp | 83 sp | | 22 sp | 642 sp |
| Block 10 | | 171 sp | 71 sp | 71 sp | 75 sp | | 8 sp | 396 sp |
| Block 11+15 | | 299 sp | 118 sp | 123 sp | 123 sp | | 16 sp | 679 sp |
| Block 12 | 107 sp | 133 sp | 70 sp | 70 sp | 70 sp | | 15 sp | 465 sp |
| Block 13 | 48 sp | 45 sp | 29 sp | 29 sp | 29 sp | | 8 sp | 188 sp |
| Block 14 | 300 sp | 115 sp | 10 sp | | | | 20 sp | 445 sp* |
| Block 16 | | 580 sp | | | | | 15 sp | 595 sp* |
| Block 17 | | | | | | | | 0 sp* |
| Block 18 | | | | | | | | 0 sp* |
| Block 19 | 100 sp | 20 sp | 50 sp | | | | | 170 sp* |
| Block 20 | | | | | | | | 0 sp* |
| Block 21 | | 123 sp | 40 sp | 63 sp | 63 sp | 194 sp | 7 sp | 490 sp* |
| **TOTAL** | **555 sp** | **3,176 sp** | **915 sp** | **750 sp** | **765 sp** | **194 sp** | **165 sp** | **6,520 sp** |
| **Blocks 1-10** | **0 sp** | **1,861 sp** | **598 sp** | **465 sp** | **480 sp** | **0 sp** | **84 sp** | **3,488 sp** |
| **Blocks 11-21** | **555 sp** | **1,315 sp** | **317 sp** | **285 sp** | **285 sp** | **194 sp** | **81 sp** | **3,032 sp** |

**Blocks 14-20 provide shared commercial parking*

| PARKING SUPPLY (with valet service) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Basement 2** | **Basement 1** | **Level 1** | **Level 2** | **Level 3** | **Level 4+** | **On-Street Parking** | **Total** |
| Block 1 | | 251 sp | 100 sp | 100 sp | 100 sp | | 3 sp | 554 sp |
| Block 2 | | 210 sp | 102 sp | 102 sp | 102 sp | | 8 sp | 524 sp |
| Block 3 | | 165 sp | | | | | 6 sp | 171 sp |
| Block 4 | | 250 sp | | | | | 25 sp | 275 sp |
| Block 5 | | | | | | | | 0 sp |
| Block 6 | | 436 sp | 210 sp | 118 sp | 120 sp | | | 884 sp |
| Block 7 | | 395 sp | 210 sp | 130 sp | 130 sp | | 12 sp | 877 sp |
| Block 8+9 | | 523 sp | 115 sp | 118 sp | 121 sp | | 22 sp | 899 sp |
| Block 10 | | 201 sp | 106 sp | 106 sp | 108 sp | | 8 sp | 529 sp |
| Block 11+15 | | 455 sp | 153 sp | 153 sp | 155 sp | | 16 sp | 932 sp |
| Block 12 | 145 sp | 170 sp | 95 sp | 95 sp | 95 sp | | 15 sp | 615 sp |
| Block 13 | 65 sp | 55 sp | 30 sp | 30 sp | 33 sp | | 8 sp | 221 sp |
| Block 14 | 435 sp | 425 sp | 22 sp | | | | 20 sp | 902 sp* |
| Block 16 | | 711 sp | | | | | 15 sp | 726 sp* |
| Block 17 | | | | | | | | 0 sp* |
| Block 18 | | | | | | | | 0 sp* |
| Block 19 | 120 sp | 21 sp | 57 sp | | | | | 198 sp* |
| Block 20 | | | | | | | | 0 sp* |
| Block 21 | | 165 sp | 41 sp | 65 sp | 65 sp | 290 sp | 7 sp | 633 sp* |
| **TOTAL** | **765 sp** | **4,433 sp** | **1,241 sp** | **1,017 sp** | **1,029 sp** | **290 sp** | **165 sp** | **8,940 sp** |
| **Blocks 1-10** | **0 sp** | **2,431 sp** | **843 sp** | **674 sp** | **681 sp** | **0 sp** | **84 sp** | **4,713 sp** |
| **Blocks 11-21** | **765 sp** | **2,002 sp** | **398 sp** | **343 sp** | **348 sp** | **290 sp** | **81 sp** | **4,227 sp** |

**Blocks 14-20 provide shared commercial parking*

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# TABLE 4
## MULTIFAMILY RESIDENTIAL EMPIRICAL PARKING RATIOS
## RELATED BRISTOL PROJECT, SANTA ANA

| | Comparable Site | City | Address | Development Summary | Parking Facility | Parking Supply | Survey Period | Tenant & Guest Peak Parking Ratio Spaces per DU (Peak Hour) | Tenant & Saturday Peak Ratio Spaces per DU (Peak Hour) |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Main Street Village [a] | Irvine | 2555 Main Street | 481 Unit Apartments<br>• 265 1-Bedroom Units<br>• 200 2-Bedroom Units<br>• 16 3-Bedroom Units | Structure | 1,020 Spaces<br>• Residents - 847 sp.<br>• Public/Guests - 173 sp. | Wednesday & Thursday 10PM-12AM | 1.42 (@ 12:00 AM) | -- |
| 2 | Paragon at Old Town [a] | Monrovia | 700 S. Myrtle Avenue | 163 Unit Apartments<br>• 82 1-Bedroom Units<br>• 81 3-Bedroom Units | Surface Lot, On-Street Parking | 404 Spaces<br>• Residents - 329 sp.<br>• Public/Guests - 75 sp. | Wednesday & Thursday 6PM-12AM | 1.48 (@ 11:00 PM) | -- |
| 3 | Trio Apartments [a] | Pasadena | 44 N. Madison Avenue | 304 Unit Apartments<br>• 46 Studio Units<br>• 141 1-Bedroom Units<br>• 117 2-Bedroom Units | Surface Lot, On-Street Parking | 480 Spaces<br>• Residents - 450 sp.<br>• Public/Guests - 30 sp. | Wednesday & Thursday 10PM-12AM | 1.22 (@12:00 AM) | -- |
| 4 | Adagio on the Green [c] | Mission Viejo | 2660 Oso Parkway | 256 Unit Apartments | Garage, Surface Lot | 512 Spaces<br>• Residents - 424 sp.<br>• Public/Guests - 88 sp. | Wednesday & Thursday 7PM-2AM Saturday: 12PM-3PM, 7PM-2AM | 1.45 (@12:00 AM) | 0.97 (@ 2:00 PM & 3:00 PM) |
| 5 | Skye at Laguna Niguel [c] | Laguna Niguel | 28100 Cabot Road | 142 Unit Apartments<br>• 97 1-Bedroom Units<br>• 45 2-Bedroom Units | Garage | 294 Spaces<br>• Residents - 240 sp.<br>• Public/Guests - 54 sp. | Wednesday & Thursday 7PM-2AM Saturday: 12PM-3PM, 7PM-2AM | 1.49 (@ 11:00 PM) | 1.07 (@ 12:00 PM) |
| 6 | Apex Laguna Niguel [c] | Laguna Niguel | 27960 Cabot Road | 284 Unit Apartments<br>• 32 Studio Units<br>• 161 1-Bedroom Units<br>• 91 2-Bedroom Units | Garage | 539 Spaces<br>• Residents - 461 sp.<br>• Public/Guests - 78 sp. | Wednesday & Thursday 7PM-2AM Saturday: 12PM-3PM, 7PM-2AM | 1.28 (@ 2:00 AM) | 1.13 (@ 3:00 PM) |
| 7 | Broadstone Ardent [b] | Santa Ana | 1951 E Dyer Road | 335 Unit Apartments | Gated Residential Structure | 644 Spaces<br>• Residents - 594 sp.<br>• Public/Guests - 50 sp. | Tuesday & Saturday 12AM-11:59PM | 1.49 (@ 12:30 AM & 2:15 AM) | 1.50 (@ 11:00 PM) |
| 8 | Nineteen01 [d] | Santa Ana | 1901 E First St | 254 Unit Apartments<br>• 123 1-Bedroom Units<br>• 125 2-Bedroom Units<br>• 6 3-Bedroom Units | Gated Residential Structure | 559 Spaces | Thursday & Saturday 12AM-11:59PM | 1.354 (@12:00 AM) | 1.346 (@12:00 AM) |
| 9 | The Marke [d] | Santa Ana | 100 E MacArthur Blvd | 300 Unit Apartments<br>• 155 1-Bedroom Units<br>• 131 2-Bedroom Units<br>• 14 3-Bedroom Units | Gated Residential Structure | 660 Spaces<br>• Residents - 600 sp.<br>• Public/Guests - 60 sp. | Thursday & Saturday 12AM-11:59PM | 0.767 (@12:00 AM) | 0.643 (@ 2:00 PM & 3:00 PM) |
| 10 | Core Apartments [d][e] | Anaheim | 1815 Westside Drive | 222 Unit Apartments<br>• 328 Bedrooms | Structure | 726 Spaces | Thursday, Friday & Saturday 5PM-12AM | 1.38 (@12:00 AM) | 1.33 (@12:00 AM) |
| 11 | Baker Block [d] | Costa Mesa | 125 Baker Street | 240 Unit Apartments<br>• 349 Bedrooms | Structure | 466 Spaces | Thursday, Friday & Saturday 5PM-12AM | 1.30 (@12:00 AM) | 1.24 (@12:00 AM) |
| 12 | Rize [d] | Irvine | 1100 Synergy | 363 Unit Apartments<br>• 511 Bedrooms | Structure | 564 Spaces | Tuesday & Saturday 5PM-12AM | 1.18 (Peak Hour N/A) | 1.22 (Peak Hour N/A) |
| | | | | | | | **Average:** | **1.32** | -- |
| | | | | | | | **85th Percentile:** | **1.48** | -- |
| | | | | | | | **95th Percentile:** | **1.49** | -- |
| | **Multifamily Residential Component of the Project Parking Calculation Using Empirical Rates Above** (3,750 DUs) | | | | | | | | |
| | | | | | | | **Average Demand** (1.32 x 3,750 DUs): | **4,941** | -- |
| | | | | | | | **85th Percentile Demand** (1.48 x 3,750 DUs): | **5,563** | -- |
| | | | | | | | **95th Percentile Demand** (1.49 x 3,750 DUs): | **5,588** | -- |

Notes:
[a] Source: *Parking Demand Analysis for the Proposed Fifth Avenue/Huntington Drive Mixed-Use Project City of Monrovia, California, prepared by LLG, Oct. 2012*
[b] Source: Counts collected by NDS in March 2021
[c] Source: Counts collected by LLG on December 2016.
[d] Source: Revised Parking Study for Brea Plaza Shopping Center, prepared by LSA, January 2022.
[e] At the time of the surveys, 222 of the 400 units were occupied.

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# TABLE 5

## CITY CODE VS. ITE, ULI, & DOWNTOWN/TOD PARKING REQUIREMENTS FOR MULTIFAMILY RESIDENTIAL IN MIXED-USE SETTINGS

## RELATED BRISTOL PROJECT, SANTA ANA

| | | | | ITE Parking Generation (5th Ed) Multifamily Housing (Mid-Rise) | | | | | | | | ULI Shared Parking (3rd Ed) | | City of Fullerton Transportation Ctr | | City of Redlands Downtown, | | City of Azusa TOD | | City of Long Beach | | | | City of San Diego | | City of Santa Monica (for TODs | | AB 2345:amends CA Density Bonus Law; | | TCRP Report 128 | | City of Los Angeles | | City of Sacramento | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | City of Santa Ana Municipal Code | | No Nearby Transit (Average) | | No Nearby Transit (85th % ile) | | Near Transit (Average) | | Near Transit (85th % ile) | | | | Specific Plan | | Village Ctr & Gen | | Specific Plan | | Downtown Plan | | Long Beach Blvd. Redevelopment | | for TODs | | & Mixed Use) | | ≥10% low income) | | for TODs | | Code for TODs | | (Traditional District | |
| Project | Dwelling Units | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces |
| **Multi-Family Residential** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Studio (20%) | 750 | 2 sp/unit | 1500 | 1.31 sp/unit | 983 | 1.47 sp/unit | 1103 | 1.12 sp/unit | 840 | 1.27 sp/unit | 953 | 0.85 sp/unit | 638 | 1 sp/unit | 750 | 1 sp/unit | 750 | 1 sp/unit | 750 | 1 sp/unit | 750 | 0.5 sp/unit | 375 | 1 sp/unit | 750 | 1 sp/unit | 750 | 1 sp/unit | 750 | 1.1 sp/unit | 825 | 1 sp/unit | 750 | 1 sp/unit | 750 |
| 1-Bedroom (50%) | 1875 | 2 sp/unit | 3750 | 1.31 sp/unit | 2456 | 1.47 sp/unit | 2756 | 1.12 sp/unit | 2100 | 1.27 sp/unit | 2381 | 0.90 sp/unit | 1688 | 1 sp/unit | 1875 | 1 sp/unit | 1875 | 1 sp/unit | 1875 | 1 sp/unit | 1875 | 1 sp/unit | 1875 | 1.25 sp/unit | 2344 | 1 sp/unit | 1875 | 1 sp/unit | 1875 | 1.1 sp/unit | 2063 | 1 sp/unit | 1875 | 1 sp/unit | 1875 |
| 2-Bedroom (25%) | 938 | 2 sp/unit | 1876 | 1.31 sp/unit | 1229 | 1.47 sp/unit | 1379 | 1.12 sp/unit | 1051 | 1.27 sp/unit | 1191 | 1.65 sp/unit | 1548 | 2 sp/unit | 1876 | 1 sp/unit | 938 | 1.5 sp/unit | 1407 | 1 sp/unit | 938 | 1.5 sp/unit | 1407 | 1.75 sp/unit | 1642 | 1.5 sp/unit | 1407 | 1.5 sp/unit | 1407 | 1.1 sp/unit | 1032 | 1 sp/unit | 938 | 1 sp/unit | 938 |
| 3-Bedroom (5%) | 187 | 2 sp/unit | 374 | 1.31 sp/unit | 245 | 1.47 sp/unit | 275 | 1.12 sp/unit | 209 | 1.27 sp/unit | 237 | 2.50 sp/unit | 468 | 2 sp/unit | 374 | 1.5 sp/unit | 281 | 1.5 sp/unit | 281 | 1 sp/unit | 187 | 1.5 sp/unit | 281 | 2 sp/unit | 374 | 1.5 sp/unit | 281 | 1.5 sp/unit | 281 | 1.1 sp/unit | 206 | 1 sp/unit | 187 | 1 sp/unit | 187 |
| **Total Resident:** | **3750** | | **7500** | | **4913** | | **5513** | | **4200** | | **4762** | | **4342** | | **4875** | | **3844** | | **4313** | | **3750** | | **3938** | | **5110** | | **4313** | | **4313** | | **4126** | | **3750** | | **3750** |
| **Resident Guest Parking** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Studio (20%) | 750 | 0.25 sp/unit | 188 | inc | 0 | inc | 0 | inc | 0 | inc | 0 | 0.15 sp/unit | 113 | inc | 0 | 0.25 sp/unit | 188 | inc | 0 | 0.25 sp/unit | 188 | 0.25 sp/unit | 188 | inc | 0 | 0.067 sp/ | 50 | inc | 0 | inc | 0 | inc | 0 | inc | 0 |
| 1-Bedroom (50%) | 1875 | 0.25 sp/unit | 469 | inc | 0 | inc | 0 | inc | 0 | inc | 0 | 0.15 sp/unit | 281 | inc | 0 | 0.25 sp/unit | 469 | inc | 0 | 0.25 sp/unit | 469 | 0.25 sp/unit | 469 | inc | 0 | 0.067 sp/ | 126 | inc | 0 | inc | 0 | inc | 0 | inc | 0 |
| 2-Bedroom (25%) | 938 | 0.25 sp/unit | 235 | inc | 0 | inc | 0 | inc | 0 | inc | 0 | 0.15 sp/unit | 141 | inc | 0 | 0.25 sp/unit | 235 | inc | 0 | 0.25 sp/unit | 235 | 0.25 sp/unit | 235 | inc | 0 | 0.067 sp/ | 63 | inc | 0 | inc | 0 | inc | 0 | inc | 0 |
| 3-Bedroom (5%) | 187 | 0.25 sp/unit | 47 | inc | 0 | inc | 0 | inc | 0 | inc | 0 | 0.15 sp/unit | 28 | inc | 0 | 0.25 sp/unit | 47 | inc | 0 | 0.25 sp/unit | 47 | 0.25 sp/unit | 47 | inc | 0 | 0.067 sp/ | 13 | inc | 0 | inc | 0 | inc | 0 | inc | 0 |
| **Total Guest:** | **3750** | | **939** | | **0** | | **0** | | **0** | | **0** | | **563** | | **0** | | **939** | | **0** | | **939** | | **939** | | **0** | | **252** | | **0** | | **0** | | **0** | | **0** |
| **Total Required** | | -- | **8439** | -- | **4913** | -- | **5513** | -- | **4200** | -- | **4762** | -- | **4905** | -- | **4875** | -- | **4783** | -- | **4313** | -- | **4689** | -- | **4877** | -- | **5110** | -- | **4565** | -- | **4313** | -- | **4126** | -- | **3750** | -- | **3750** |
| Composite Parking Ratio | | -- | **2.25** | -- | **1.31** | -- | **1.47** | -- | **1.12** | -- | **1.27** | -- | **1.31** | -- | **1.30** | -- | **1.28** | -- | **1.15** | -- | **1.25** | -- | **1.30** | -- | **1.36** | -- | **1.22** | -- | **1.15** | -- | **1.10** | -- | **1.00** | -- | **1.00** |
| City Code vs. Other Source | | | | | 72% | | 53% | | 101% | | 77% | | 72% | | 73% | | 76% | | 96% | | 80% | | 73% | | 65% | | 85% | | 96% | | 105% | | 125% | | 125% |
| **Average Ratio =** | **1.2** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **85th % ile Ratio =** | **1.3** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TABLE 6

PARKING DEMAND SURVEY RESULTS AT 580 ANTON BOULEVARD APARTMENTS

RELATED BRISTOL PROJECT, SANTA ANA

| Time of Day | Parking Demand | |
|---|---|---|
| | **Wed, May 10, 2023** | **Sat, May 20, 2023** |
| 6:00 PM | 209 | 238 |
| 7:00 PM | 214 | 240 |
| 8:00 PM | 238 | 235 |
| 9:00 PM | 263 | 259 |
| 10:00 PM | 270 | 264 |
| 11:00 PM | 284 | 272 |
| 12:00 AM | 295 | 288 |
| 1:00 AM | 297 | 288 |
| 2:00 AM | **298** | 288 |
| 3:00 AM | 296 | **290** |
| **Peak Demand** | **298** | **290** |
| **Occupied Units** | **233** | **233** |
| **Parking Ratio (spaces per occupied unit)** | **1.28** | **1.24** |

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# TABLE 7
## PARKING DEMAND SURVEY RESULTS AT
## MARRIOTT AND COURTYARD HOTELS IN IRVINE SPECTRUM
## RELATED BRISTOL PROJECT, SANTA ANA

| Time of Day | Marriott Irvine Spectrum | | | | Courtyard Irvine Spectrum | | | |
|---|---|---|---|---|---|---|---|---|
| | Parking Demand | | | | Parking Demand | | | |
| | Tue, May 2, 2023 | Wed, May 3, 2023 | Thu, May 4, 2023 | Sat, May 6, 2023 | Tue, May 2, 2023 | Wed, May 3, 2023 | Thu, May 4, 2023 | Sat, May 6, 2023 |
| 12:00am to 1:00am | 70 | 98 | 63 | 109 | 79 | 60 | 59 | 148 |
| 1:00 am to 2:00 am | 69 | 96 | 61 | 107 | 79 | 60 | 59 | 148 |
| 2:00 am to 3:00 am | 69 | 96 | 61 | 107 | 79 | 59 | 59 | 148 |
| 3:00 am to 4:00 am | 69 | 96 | 61 | 107 | 78 | 58 | 60 | 149 |
| 4:00 am to 5:00 am | 69 | 93 | 72 | 107 | 80 | 60 | 59 | 150 |
| 5:00 am to 6:00 am | 70 | 93 | 74 | 109 | 94 | 69 | 65 | 155 |
| 6:00 am to 7:00 am | 83 | 98 | 85 | 117 | 106 | 78 | 62 | 161 |
| 7:00 am to 8:00 am | 66 | 98 | 93 | 116 | 107 | 80 | 63 | 153 |
| 8:00 am to 9:00 am | 71 | 104 | 106 | 123 | 106 | 80 | 58 | 147 |
| 9:00 am to 10:00 am | 80 | 115 | 120 | 131 | 106 | 83 | 55 | 148 |
| 10:00 am to 11:00 am | 82 | 89 | 114 | 125 | 100 | 75 | 54 | 148 |
| 11:00 am to 12:00 pm | 83 | 79 | 103 | 111 | 99 | 71 | 52 | 146 |
| 12:00 pm to 1:00 pm | 71 | 76 | 94 | 72 | 90 | 64 | 54 | 148 |
| 1:00 pm to 2:00 pm | 73 | 79 | 105 | 80 | 83 | 59 | 53 | 150 |
| 2:00 pm to 3:00 pm | 70 | 82 | 101 | 102 | 74 | 52 | 49 | 152 |
| 3:00 pm to 4:00 pm | 71 | 86 | 100 | 139 | 66 | 46 | 43 | 149 |
| 4:00 pm to 5:00 pm | 96 | 90 | 103 | 151 | 53 | 38 | 38 | 137 |
| 5:00 pm to 6:00 pm | 94 | 85 | 92 | 162 | 62 | 46 | 40 | 130 |
| 6:00 pm to 7:00 pm | 101 | 93 | 109 | 203 | 62 | 45 | 49 | 135 |
| 7:00 pm to 8:00 pm | 128 | 98 | 108 | 210 | 53 | 36 | 46 | 134 |
| 8:00 pm to 9:00 pm | 137 | 99 | 118 | 198 | 56 | 40 | 47 | 129 |
| 9:00 pm to 10:00 pm | 125 | 91 | 112 | 198 | 55 | 43 | 43 | 125 |
| 10:00 pm to 11:00 pm | 118 | 87 | 106 | 178 | 54 | 44 | 41 | 123 |
| 11:00 pm to 12:00 am | 106 | 69 | 84 | 159 | 58 | 49 | 42 | 124 |
| **Peak Demand** | **137** | **115** | **120** | **210** | **107** | **83** | **65** | **161** |
| **Peak Demand with Seasonal Adjustment** | **144** | **121** | **126** | **221** | **113** | **87** | **68** | **169** |
| **Occupied Rooms** | **263** | **225** | **222** | **244** | **204** | **189** | **172** | **189** |
| **Parking Ratio (spaces per occ. room)** | **0.55** | **0.54** | **0.57** | **0.91** | **0.55** | **0.46** | **0.40** | **0.90** |
| **50th Percentile** | **0.55** | | | | | | | |
| **85th Percentile** | **0.88** | | | | | | | |
| **95th Percentile** | **0.90** | | | | | | | |

TABLE 8

SENIOR CONTINUUM CARE RATIOS

RELATED BRISTOL PROJECT, SANTA ANA

| Project Description | (1) Type of Day | (2) Design Parking Rate |
|---|---|---|
| **LLG[2]:** Independent and Assisted Living | Typical Weekday | 0.63 spaces/unit |
| | Typical Weekend Day | 0.51 spaces/unit |
| **ATE:** Independent and Assisted Living | Peak Demand | 0.65 spaces/unit |
| | Average Demand | 0.60 spaces/unit |
| **Crane Trans. Group:** Assisted Living | 100th Percentile | 0.41 spaces/bed |
| | 80th Percentile | 0.37 spaces/bed |
| | 50th Percentile | 0.33 spaces/bed |
| **Sheldon Group** Assisted Living | Typical Weekday | 0.5 spaces/unit |
| **Oakmont Senior Living - Whittier** Assisted Living | Typical Weekday | 0.55 spaces/bed |

[2] Source: *Parking Needs Study Update for Emerald Court Expansion, Anaheim, dated May 14, 2015, prepared by LLG*. Emerald Court is an existing senior facility located at 1731 West Medical Center Drive that provided 194 senior units, with a mix of 148 independent living and 46 assisted living units, with a mixture of studio, one bedroom and two bedroom units that translates to the equivalent of 220 bedrooms.

TABLE 9

SHARED PARKING ADJUSTMENTS [1]

RELATED BRISTOL PROJECT, SANTA ANA

| Land Use | Mode Adjustment/TDM (Takes non-vehicle trip to/from the site) | | Non-Captive Adjustment (Internal Capture) | |
|---|---|---|---|---|
| | Guest | Employee | Guest | Employee |
| Retail | 0.90 | 0.90 | 0.93 | 0.93 |
| Supermarket/Grocery Store | 0.90 | 0.90 | 0.95 | 0.95 |
| Restaurant | 0.90 | 0.90 | 0.89 | 0.89 |
| Health Club | 0.90 | 0.90 | 0.99 | 0.99 |
| Hotel | 0.70 | 1.00 | 0.98 | 0.98 |
| Senior Housing | 1.00 | 1.00 | 0.91 | 0.91 |

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# TABLE 10
## WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
## RELATED BRISTOL PROJECT, SANTA ANA

| | | | | | | | | | | | | | | | | SCENARIO ONE: Project Minimum Demand | | | | | | | SCENARIO TWO: Project Maximum Demand | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Commercial Components | | | | | | Business Hotel | | | | Senior Housing | | | | Multifamily Residential Guests (Unreserved and Shared with Non-Residential) | | Multifamily Residential - Unreserved (Fully Shared with Non-Residential) | | | | | | | Multifamily Residential - Reserved (Not Shared with Non-Residential) | | |
| Land Use | Retail | Supermarket / Grocery | Fine/Casual Dining | Family Restaurant | Health Club | (A) Total Commercial Visitor & Employee Shared Demand | Business Hotel Guest | Business Hotel Employee | (B) Total Hotel Visitor & Employee Shared Demand | (A) + (B) Total Commercial + Hotel Visitor & Emp Shared Demand | Senior Housing Guest | Senior Housing Resident & Staff | (C) Total Senior Hsng Guest, Resident & Staff Shared Demand | (A) + (B) + (C) Total Commercial + Hotel + Senior Hsng Shared Demand | | (A) + (B) + (C) + Residential Guest Shared Demand | Unreserved Residential - Studio | Unreserved Residential - 1 Bedroom | Unreserved Residential - 2 Bedrooms | Unreserved Residential - 3+ Bedrooms | (D) Total Unreserved Resident Shared Demand | (D) + Residential Guest Unreserved Shared Demand | (A) + (B) + (C) + Residential Guest + (D) Shared Demand | | Residential Reserved & Unreserved Guest Shared Demand | TOTAL PROJECT: Residential Reserved, Unreserved Guest, & Non-Residential Shared Demand |
| Size | 185 KSF | 50 KSF | 45 KSF | 25 KSF | 33.75 KSF fitness | | 250 Rms | 250 Rms | | | 200 DU | 200 DU | | | 3,750 DU | | 750 DU | 1,875 DU | 938 DU | 187 DU | | | | 3,750 DU | | |
| Pkg Rate[2] | 5 /KSF | 5 /KSF | 8 /KSF | 8 /KSF | 5.56 /KSF fitness | | 0.78 /Room | 0.12 /Room | | | 0.15 /DU | 0.48 /DU | | | 0.15 /DU | | 0.85 /DU | 0.90 /DU | 1.65 /DU | 2.50 /DU | | | | 1.16 /DU | | |
| Gross | 925 Spc. | 250 Spc. | 360 Spc. | 200 Spc. | 188 Spc. | | 196 Spc. | 29 Spc. | | | 30 Spc. | 96 Spc. | | | 563 Spc. | | 638 Spc. | 1,688 Spc. | 1,548 Spc. | 468 Spc. | | | | 4,342 Spc. | | |
| Adjusted | 774 Spc. | 213 Spc. | 289 Spc. | 160 Spc. | 168 Spc. | | 134 Spc. | 28 Spc. | | | 27 Spc. | 87 Spc. | | | 563 Spc. | | 638 Spc. | 1,688 Spc. | 1,548 Spc. | 468 Spc. | | | | 4,342 Spc. | | |
| Time of Day | Number of Spaces | Number of Spaces | Number of Spaces | Number of Spaces | Number of Spaces | | Number of Spaces | Number of Spaces | | | Number of Spaces | Number of Spaces | | | Number of Spaces | | Number of Spaces | Number of Spaces | Number of Spaces | Number of Spaces | | | | Number of Spaces | | |
| 6:00 AM | 19 | 16 | 0 | 45 | 117 | **197** | 128 | 3 | 131 | **328** | 26 | 83 | 109 | **437** | 0 | **437** | 574 | 1,519 | 1,424 | 435 | 3,952 | 3,952 | **4,389** | 4,342 | 4,342 | **4,779** |
| 7:00 AM | 52 | 46 | 7 | 85 | 70 | **260** | 121 | 9 | 130 | **390** | 26 | 85 | 111 | **501** | 56 | **557** | 485 | 1,283 | 1,207 | 365 | 3,340 | 3,396 | **3,897** | 4,342 | 4,398 | **4,899** |
| 8:00 AM | 121 | 68 | 18 | 102 | 70 | **379** | 108 | 28 | 136 | **515** | 27 | 87 | 114 | **629** | 107 | **736** | 408 | 1,080 | 1,006 | 309 | 2,803 | 2,910 | **3,539** | 4,342 | 4,449 | **5,078** |
| 9:00 AM | 261 | 118 | 27 | 123 | 117 | **646** | 94 | 28 | 122 | **768** | 27 | 87 | 114 | **882** | 107 | **989** | 332 | 878 | 820 | 253 | 2,283 | 2,390 | **3,272** | 4,342 | 4,449 | **5,331** |
| 10:00 AM | 438 | 139 | 65 | 139 | 117 | **898** | 81 | 28 | 109 | **1,007** | 27 | 86 | 113 | **1,120** | 107 | **1,227** | 306 | 810 | 759 | 229 | 2,104 | 2,211 | **3,331** | 4,342 | 4,449 | **5,569** |
| 11:00 AM | 554 | 154 | 120 | 147 | 134 | **1,109** | 81 | 28 | 109 | **1,218** | 26 | 86 | 112 | **1,330** | 107 | **1,437** | 274 | 726 | 681 | 206 | 1,887 | 1,994 | **3,324** | 4,342 | 4,449 | **5,779** |
| 12:00 PM | 698 | 186 | 193 | 160 | 101 | **1,338** | 74 | 28 | 102 | **1,440** | 26 | 86 | 112 | **1,552** | 107 | **1,659** | 242 | 641 | 604 | 183 | 1,670 | 1,777 | **3,329** | 4,342 | 4,449 | **6,001** |
| 1:00 PM | 698 | 195 | 193 | 147 | 117 | **1,350** | 74 | 28 | 102 | **1,452** | 27 | 86 | 113 | **1,565** | 107 | **1,672** | 242 | 641 | 604 | 183 | 1,670 | 1,777 | **3,342** | 4,342 | 4,449 | **6,014** |
| 2:00 PM | 673 | 204 | 174 | 90 | 117 | **1,258** | 81 | 28 | 109 | **1,367** | 26 | 86 | 112 | **1,479** | 107 | **1,586** | 242 | 641 | 604 | 183 | 1,670 | 1,777 | **3,256** | 4,342 | 4,449 | **5,928** |
| **3:00 PM** | 616 | 208 | 114 | 78 | 117 | **1,133** | 81 | 28 | 109 | **1,242** | **27** | **87** | **114** | **1,356** | 107 | **1,463** | 242 | 641 | 604 | 183 | 1,670 | 1,777 | **3,133** | 4,342 | 4,449 | **5,805** |
| 4:00 PM | 616 | 213 | 136 | 78 | 134 | **1,177** | 87 | 20 | 107 | **1,284** | 27 | 86 | 113 | **1,397** | 107 | **1,504** | 274 | 726 | 681 | 206 | 1,887 | 1,994 | **3,391** | 4,342 | 4,449 | **5,846** |
| 5:00 PM | 616 | 213 | 196 | 124 | 152 | **1,301** | 94 | 20 | 114 | **1,415** | 25 | 82 | 107 | **1,522** | 216 | **1,738** | 306 | 810 | 759 | 229 | 2,104 | 2,320 | **3,842** | 4,342 | 4,558 | **6,080** |
| **6:00 PM** | **641** | **207** | **241** | **131** | **168** | **1,388** | **101** | **12** | **113** | **1,501** | **26** | **84** | **110** | **1,611** | 323 | **1,934** | 364 | 962 | 898 | 276 | 2,500 | 2,823 | **4,434** | 4,342 | 4,665 | **6,276** |
| **7:00 PM** | 585 | 170 | 251 | 131 | 149 | **1,286** | 101 | 6 | 107 | **1,393** | 26 | 86 | 112 | **1,505** | **538** | **2,043** | 427 | 1,131 | 1,053 | 323 | 2,934 | 3,472 | **4,977** | 4,342 | **4,880** | **6,385** |
| **8:00 PM** | 490 | 111 | 251 | 131 | 132 | **1,115** | 108 | 6 | 114 | **1,229** | 26 | 85 | 111 | **1,340** | **538** | **1,878** | 485 | 1,283 | 1,207 | 365 | 3,340 | 3,878 | **5,218** | 4,342 | **4,880** | **6,220** |
| **9:00 PM** | 336 | 70 | 251 | 100 | 112 | **869** | 115 | 6 | 121 | **990** | 26 | 85 | 111 | **1,101** | **538** | **1,639** | 517 | 1,367 | 1,285 | 388 | 3,557 | 4,095 | **5,196** | 4,342 | **4,880** | **5,981** |
| **10:00 PM** | 141 | 43 | 241 | 90 | 57 | **572** | 128 | 6 | 134 | **706** | 26 | 85 | 111 | **817** | **538** | **1,355** | **574** | **1,519** | **1,424** | **435** | **3,952** | **4,490** | **5,307** | 4,342 | **4,880** | **5,697** |
| **11:00 PM** | 58 | 16 | 190 | 118 | 18 | **400** | **134** | **3** | **137** | **537** | 26 | 86 | 112 | **649** | 432 | **1,081** | 587 | 1,553 | 1,455 | 445 | 4,040 | 4,472 | **5,121** | 4,342 | 4,774 | **5,423** |
| **12:00 AM** | 0 | 16 | 67 | 42 | 0 | **125** | 134 | 1 | 135 | **260** | 26 | 86 | 112 | **372** | 272 | **644** | **606** | **1,604** | **1,502** | **459** | **4,171** | 4,443 | **4,815** | 4,342 | 4,614 | **4,986** |
| | | | | | Weekday Peak Demand: | 1,388 | | | 137 | 1,501 | | | 114 | 1,611 | 538 | 2,043 | | | | | 4,171 | 4,490 | 5,307 | | 4,880 | 6,385 |
| | | | | | KSF by Category: | 350 | | | 250 | | | | 200 | | | | | | | | | | Total Minimum | | 3,750 | Total Maximum |
| | | | | | *Composite Ratio by Category* | *3.97 sp/KSF* | | | *0.55 sp/Rm* | | | | *0.57 sp/DU* | | | | | | | | | | Weekday Shared Demand for Project | | *1.3 sp/DU* | Weekday Shared Demand for Project |

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," 3rd Ed, 2020.

[2] Parking rates for all land uses are based on City Code, except for the business hotel (empirical), senior housing (empirical), and multifamily residential (ULI).

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# TABLE 11
## WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
## RELATED BRISTOL PROJECT, SANTA ANA

| | Commercial Components | | | | | | Business Hotel | | | | Senior Housing | | | | Multifamily Residential Guests (Unreserved and Shared with Non-Residential) | | SCENARIO ONE: Project Minimum Demand — Multifamily Residential - Unreserved (Fully Shared with Non-Residential) | | | | | | | SCENARIO TWO: Project Maximum Demand — Multifamily Residential - Reserved (Not Shared with Non-Residential) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | Retail | Supermarket / Grocery | Fine/Casual Dining | Family Restaurant | Health Club | (A) Total Commercial Visitor & Employee Shared Demand | Business Hotel Guest | Business Hotel Employee | (B) Total Hotel Visitor & Employee Shared Demand | (A) + (B) Total Commercial + Hotel Visitor & Emp Shared Demand | Senior Housing Guest | Senior Housing Resident & Staff | (C) Total Senior Hsng Guest, Resident & Staff Shared Demand | (A) + (B) + (C) Total Commercial + Hotel + Senior Hsng Shared Demand | 3,750 DU 0.15 /DU Number of Spaces | (A) + (B) + (C) + Residential Guest Shared Demand | Unreserved Residential - Studio | Unreserved Residential - 1 Bedroom | Unreserved Residential - 2 Bedrooms | Unreserved Residential - 3+ Bedrooms | (D) Total Unreserved Resident Shared Demand | (D) + Residential Guest Unreserved Shared Demand | (A) + (B) + (C) + Residential Guest + (D) Shared Demand | 3,750 DU 1.16 /DU Number of Spaces | Residential Reserved & Unreserved Guest Shared Demand | TOTAL PROJECT: Residential Reserved, Unreserved Guest, & Non-Residential Shared Demand |
| Size | 185 KSF | 50 KSF | 45 KSF | 25 KSF | 33.75 KSF fitness | | 250 Rms | 250 Rms | | | 200 DU | 200 DU | | | 3,750 DU | | 750 DU | 1,875 DU | 938 DU | 187 DU | | | | 4,350 Spc. | | |
| Pkg Rate[2] | 5 /KSF | 5 /KSF | 8 /KSF | 8 /KSF | 5.56 /KSF fitness | | 0.78 /Room | 0.12 /Room | | | 0.15 /DU | 0.48 /DU | | | 0.15 /DU | | 0.85 /DU | 0.90 /DU | 1.65 /DU | 2.50 /DU | | | | | | |
| Gross | 925 Spc. | 250 Spc. | 360 Spc. | 200 Spc. | 188 Spc. | | 196 Spc. | 29 Spc. | | | 30 Spc. | 96 Spc. | | | 563 Spc. | | 638 Spc. | 1,688 Spc. | 1,548 Spc. | 468 Spc. | | | | 4,350 Spc. | | |
| Adjusted | 774 Spc. | 213 Spc. | 289 Spc. | 160 Spc. | 168 Spc. | | 134 Spc. | 28 Spc. | | | 27 Spc. | 87 Spc. | | | 563 Spc. | | 638 Spc. | 1,688 Spc. | 1,548 Spc. | 468 Spc. | | | | | | |
| Time of Day | Number of Spaces | Number of Spaces | Number of Spaces | Number of Spaces | Number of Spaces | | Number of Spaces | Number of Spaces | | | Number of Spaces | Number of Spaces | | | Number of Spaces | | Number of Spaces | Number of Spaces | Number of Spaces | Number of Spaces | | | | Number of Spaces | | |
| 6:00 AM | 22 | 23 | 0 | 24 | 109 | **178** | 128 | 3 | 131 | **309** | 22 | 70 | 92 | **401** | 0 | **401** | 638 | 1,688 | 1,548 | 468 | 4,342 | 4,342 | **4,743** | 4,342 | 4,342 | **4,743** |
| 7:00 AM | 54 | 57 | 8 | 50 | 63 | **232** | 121 | 9 | 130 | **362** | 23 | 73 | 96 | **458** | 113 | **571** | 606 | 1,604 | 1,471 | 445 | 4,126 | 4,239 | **4,697** | 4,342 | 4,455 | **4,913** |
| 8:00 AM | 248 | 114 | 12 | 80 | 49 | **503** | 108 | 28 | 136 | **639** | 23 | 72 | 95 | **734** | 113 | **847** | 561 | 1,485 | 1,362 | 412 | 3,820 | 3,933 | **4,667** | 4,342 | 4,455 | **5,189** |
| 9:00 AM | 426 | 163 | 25 | 115 | 69 | **798** | 94 | 28 | 122 | **920** | 22 | 70 | 92 | **1,012** | 113 | **1,125** | 510 | 1,350 | 1,238 | 374 | 3,472 | 3,585 | **4,597** | 4,342 | 4,455 | **5,467** |
| 10:00 AM | 565 | 204 | 30 | 143 | 49 | **991** | 81 | 28 | 109 | **1,100** | 22 | 69 | 91 | **1,191** | 113 | **1,304** | 479 | 1,266 | 1,161 | 351 | 3,257 | 3,370 | **4,561** | 4,342 | 4,455 | **5,646** |
| 11:00 AM | 704 | 213 | 67 | 143 | 69 | **1,196** | 81 | 28 | 109 | **1,305** | 22 | 70 | 92 | **1,397** | 113 | **1,510** | 447 | 1,182 | 1,084 | 328 | 3,041 | 3,154 | **4,551** | 4,342 | 4,455 | **5,852** |
| **12:00 PM** | **743** | **213** | **154** | **158** | **69** | **1,337** | **74** | **28** | **102** | **1,439** | **23** | **72** | **95** | **1,534** | 113 | **1,647** | 434 | 1,148 | 1,053 | 318 | 2,953 | 3,066 | **4,600** | 4,342 | 4,455 | **5,989** |
| 1:00 PM | 774 | 213 | 166 | 138 | 43 | **1,334** | 74 | 28 | 102 | **1,436** | 23 | 74 | 97 | **1,533** | 113 | **1,646** | 415 | 1,097 | 1,006 | 304 | 2,822 | 2,935 | **4,468** | 4,342 | 4,455 | **5,988** |
| **2:00 PM** | 774 | 208 | 141 | 110 | 37 | **1,270** | 81 | 28 | 109 | **1,379** | **24** | **75** | **99** | **1,478** | 113 | **1,591** | 415 | 1,097 | 1,006 | 304 | 2,822 | 2,935 | **4,413** | 4,342 | 4,455 | **5,933** |
| **3:00 PM** | 743 | 205 | 141 | 69 | 43 | **1,201** | 81 | 28 | 109 | **1,310** | **24** | **75** | **99** | **1,409** | 113 | **1,522** | 434 | 1,148 | 1,053 | 318 | 2,953 | 3,066 | **4,475** | 4,342 | 4,455 | **5,864** |
| 4:00 PM | 712 | 200 | 141 | 77 | 76 | **1,206** | 87 | 20 | 107 | **1,313** | 23 | 74 | 97 | **1,410** | 113 | **1,523** | 453 | 1,198 | 1,099 | 332 | 3,082 | 3,195 | **4,605** | 4,342 | 4,455 | **5,865** |
| 5:00 PM | 643 | 180 | 189 | 101 | 138 | **1,251** | 94 | 20 | 114 | **1,365** | 23 | 73 | 96 | **1,461** | 224 | **1,685** | 472 | 1,249 | 1,146 | 346 | 3,213 | 3,437 | **4,898** | 4,342 | 4,566 | **6,027** |
| 6:00 PM | 596 | 106 | 264 | 115 | 131 | **1,212** | 101 | 12 | 113 | **1,325** | 23 | 73 | 96 | **1,421** | 339 | **1,760** | 491 | 1,300 | 1,192 | 360 | 3,343 | 3,682 | **5,103** | 4,342 | 4,681 | **6,102** |
| **7:00 PM** | 558 | 74 | 276 | 115 | 82 | **1,105** | 101 | 6 | 107 | **1,212** | 23 | 73 | 96 | **1,308** | **563** | **1,871** | 510 | 1,350 | 1,238 | 374 | 3,472 | 4,035 | **5,343** | 4,342 | **4,905** | **6,213** |
| **8:00 PM** | 519 | 55 | 289 | 108 | 43 | **1,014** | 108 | 6 | 114 | **1,128** | 23 | 72 | 95 | **1,223** | **563** | **1,786** | **530** | **1,401** | **1,285** | **388** | **3,604** | **4,167** | **5,390** | 4,342 | **4,905** | **6,128** |
| **9:00 PM** | 410 | 34 | 264 | 57 | 13 | **778** | 115 | 6 | 121 | **899** | 22 | 70 | 92 | **991** | **563** | **1,554** | 549 | 1,452 | 1,331 | 402 | 3,734 | 4,297 | **5,288** | 4,342 | **4,905** | **5,896** |
| **10:00 PM** | 255 | 12 | 264 | 48 | 3 | **582** | 128 | 6 | 134 | **716** | 22 | 70 | 92 | **808** | **563** | **1,371** | 568 | 1,502 | 1,378 | 417 | 3,865 | 4,428 | **5,236** | 4,342 | **4,905** | **5,713** |
| **11:00 PM** | 85 | 10 | 257 | 34 | 3 | **389** | **134** | **3** | **137** | **526** | 23 | 73 | 96 | **622** | 450 | **1,072** | 587 | 1,553 | 1,424 | 431 | 3,995 | 4,445 | **5,067** | 4,342 | 4,792 | **5,414** |
| **12:00 AM** | 0 | 7 | 145 | 21 | 0 | **173** | 134 | 1 | 135 | **308** | 23 | 73 | 96 | **404** | 283 | **687** | **638** | **1,688** | **1,548** | **468** | **4,342** | **4,625** | **5,029** | 4,342 | 4,625 | **5,029** |
| | | | | | Weekend Peak Demand: | 1,337 | | | 137 | 1,439 | | | 99 | 1,534 | 563 | 1,871 | | | | | 4,342 | 4,625 | 5,390 | | 4,905 | 6,213 |
| | | | | | KSF by Category: | 350 | | | 250 | | | | 200 | | | | | | | | | | Total Minimum Weekend Shared Demand for Project | | 3,750 | Total Maximum Weekend Shared Demand for Project |
| | | | | | *Composite Ratio by Category* | *3.82 sp/KSF* | | | *0.55 sp/Rm* | | | | *0.50 sp/DU* | | | | | | | | | | | | *1.3 sp/DU* | |

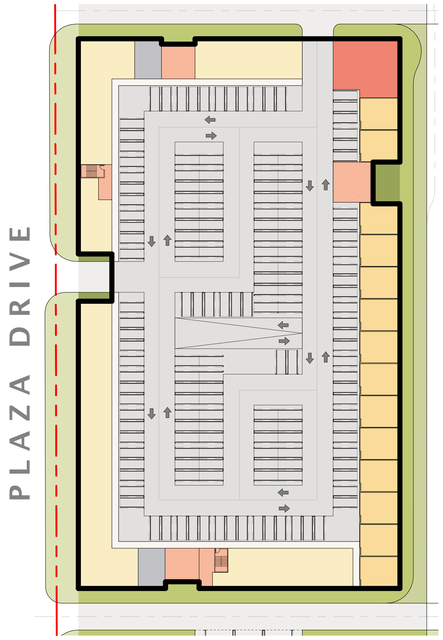
Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," 3rd Ed, 2020.

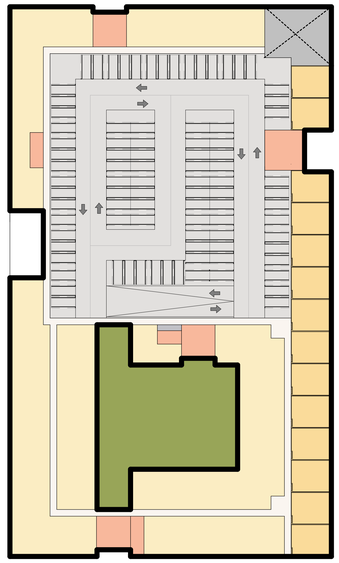
[2] Parking rates for all land uses are based on City Code, except for the business hotel (empirical), senior housing (empirical), and multifamily residential (ULI).

# APPENDIX A
# PARKING SUPPLY PLANS

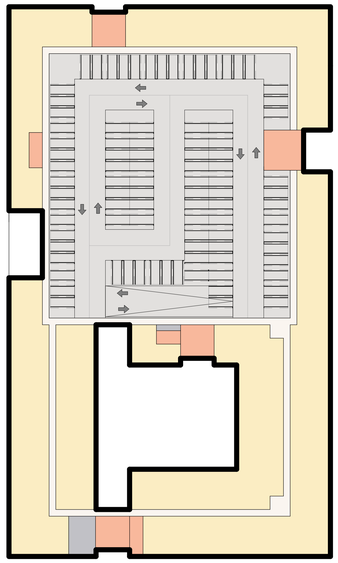
# STANDARD PARKING



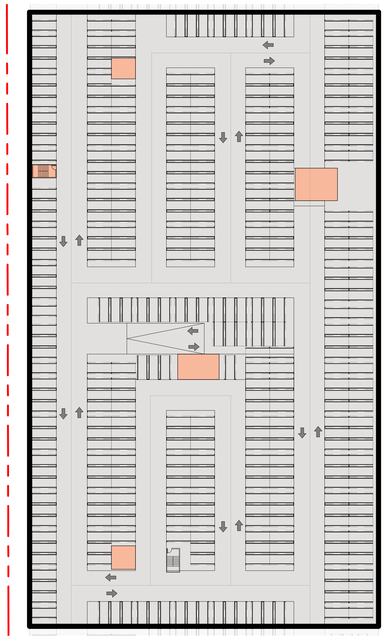

Level 1



Level 2



Level 3

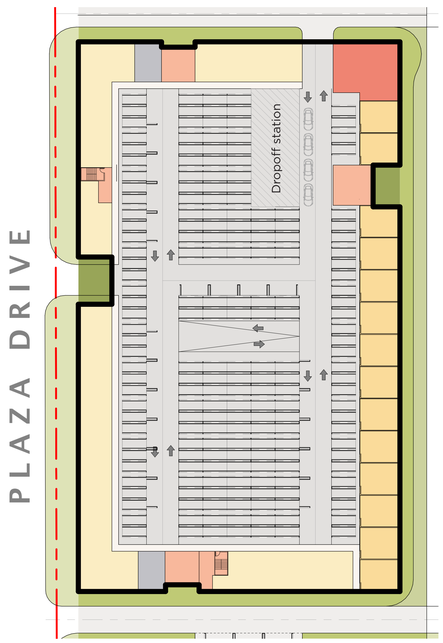


Basement

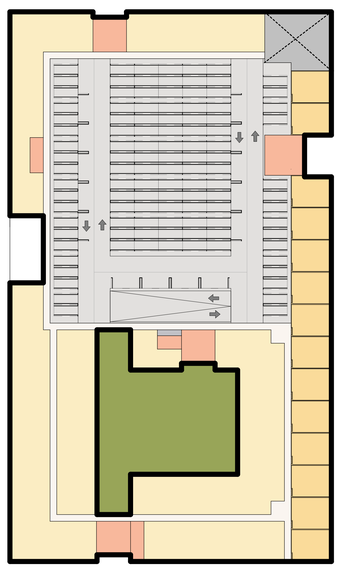
**Block 6**

| | |
|---|---|
| Residential: | 480 +/-du |
| Standard parking: | 624 +/-du |
| Parking Ratio: | 1.3 +/-sp/du |

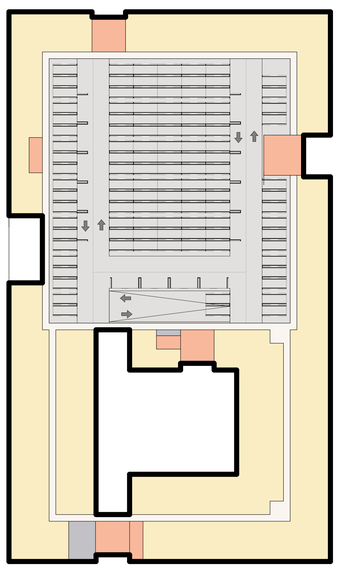
# VALET PARKING



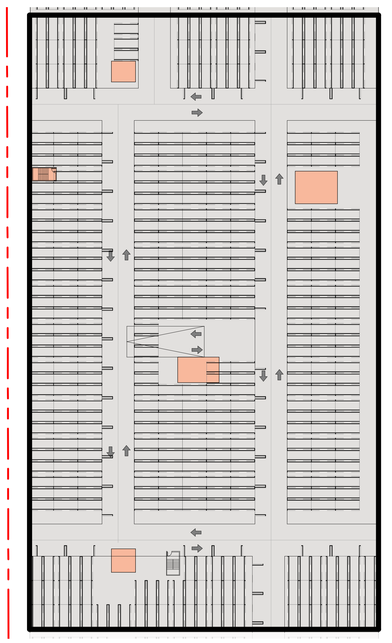

Level 1



Level 2



Level 3

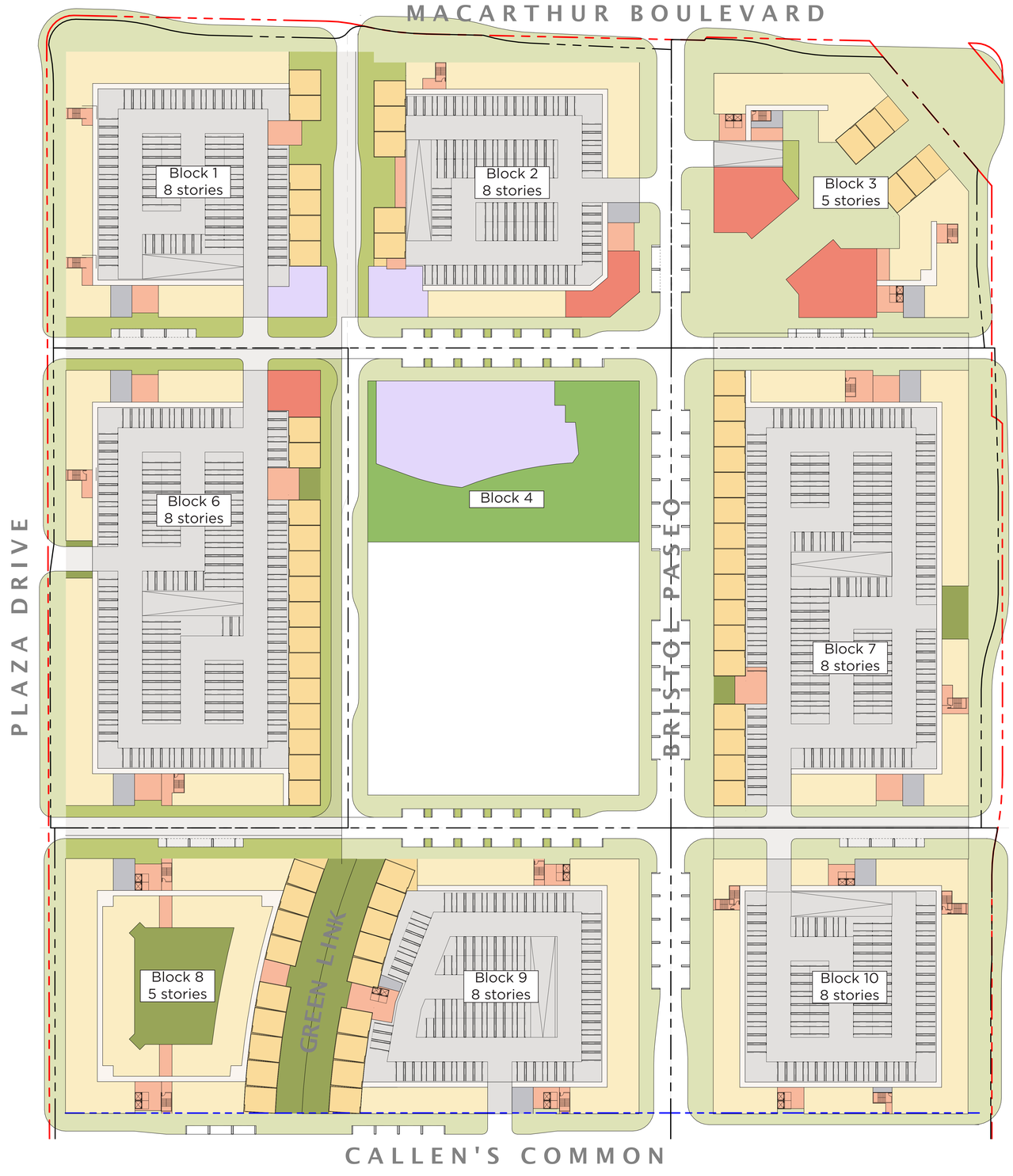


Basement

**Block 6**

| | |
|---|---|
| Residential: | 480 +/-du |
| Valet parking: | 840 +/-du |
| Parking Ratio: | 1.75 +/-sp/du |

0' 40' 80' N

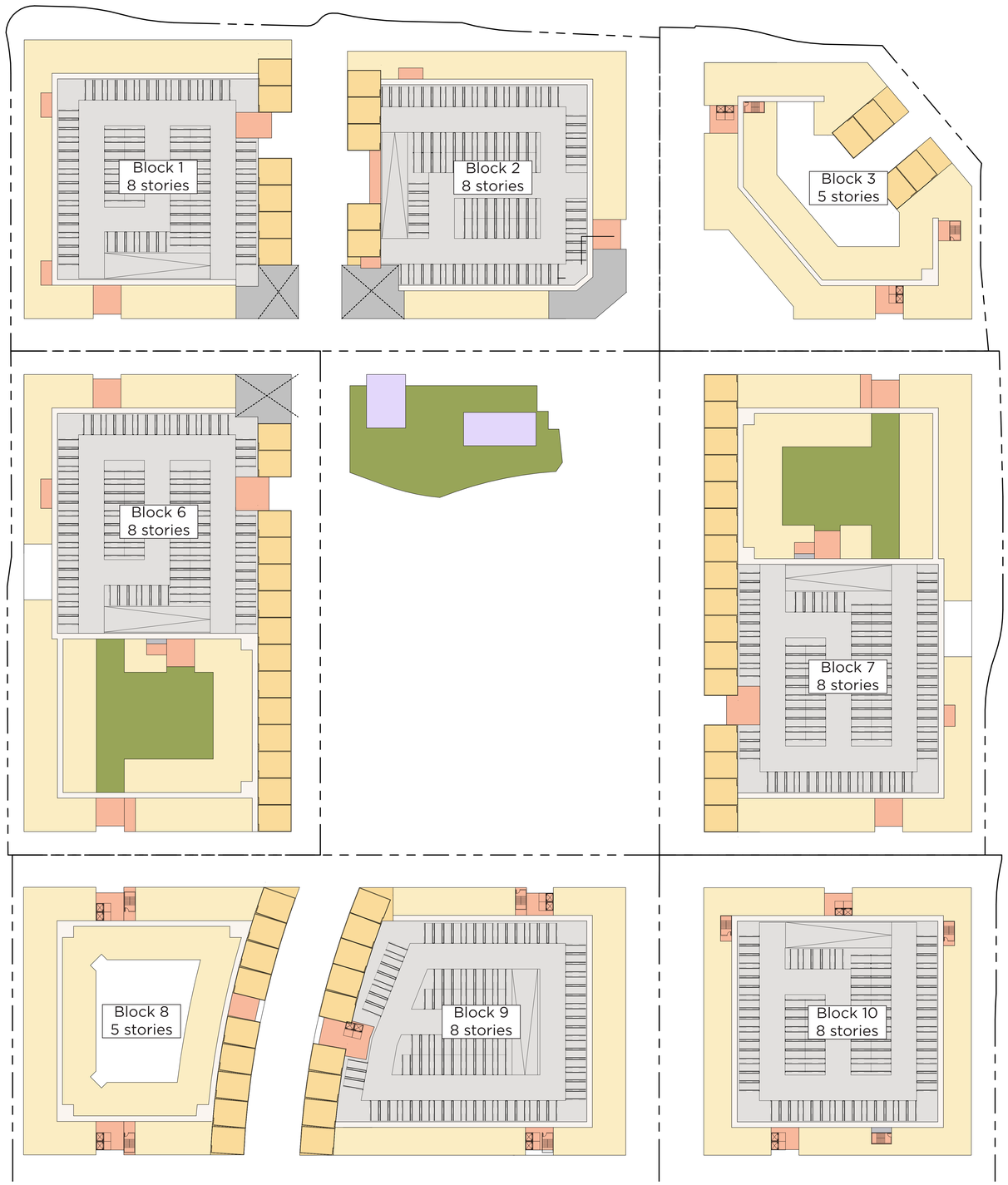



0' 40' 80' N

MVE + PARTNERS

RELATED BRISTOL | NORTH SITE PLAN - STANDARD PARKING

06.08.2023 A-1



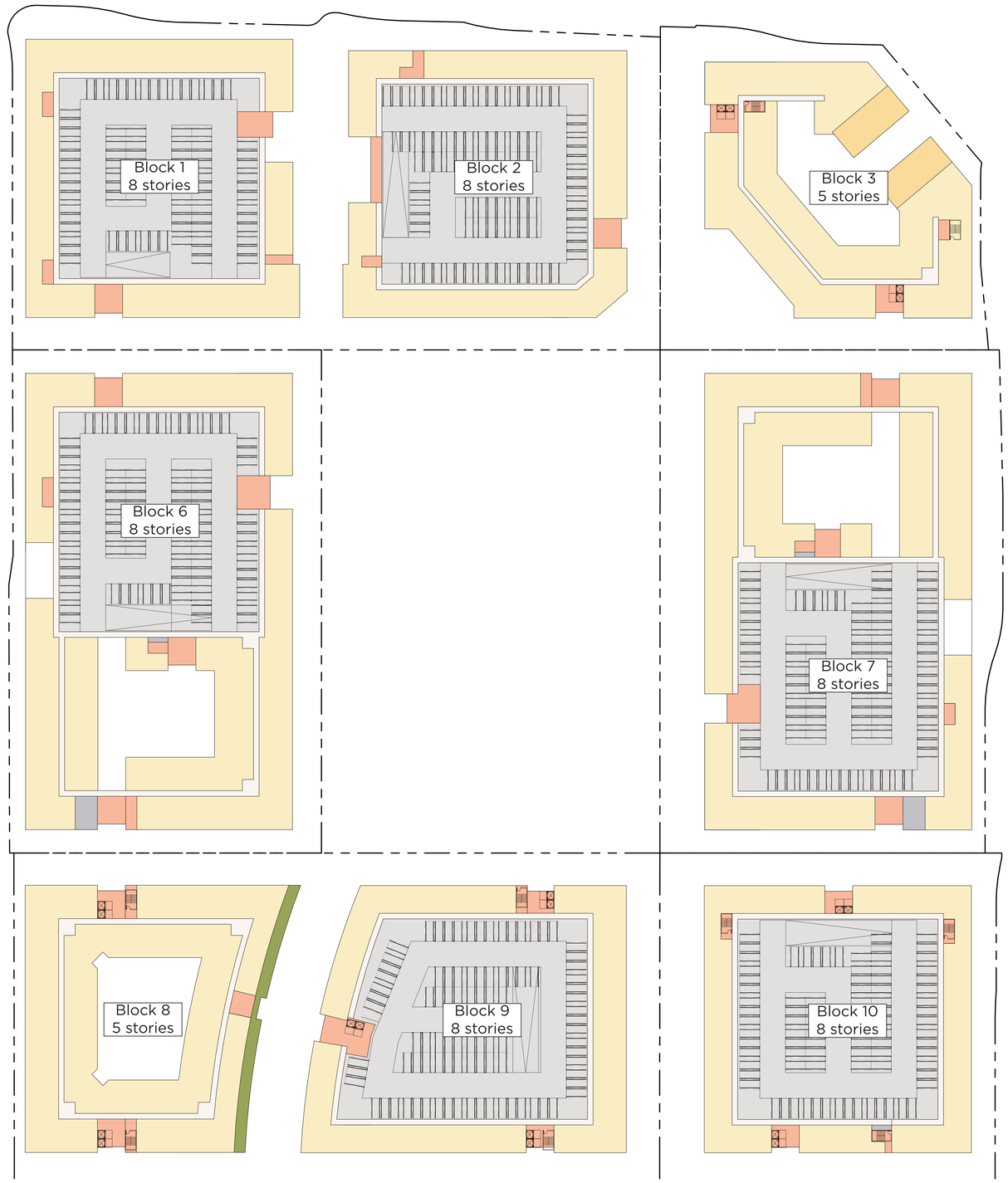

0' 40' 80'

N

MVE + PARTNERS

RELATED BRISTOL | NORTH LEVEL 2 - STANDARD PARKING

06.08.2023

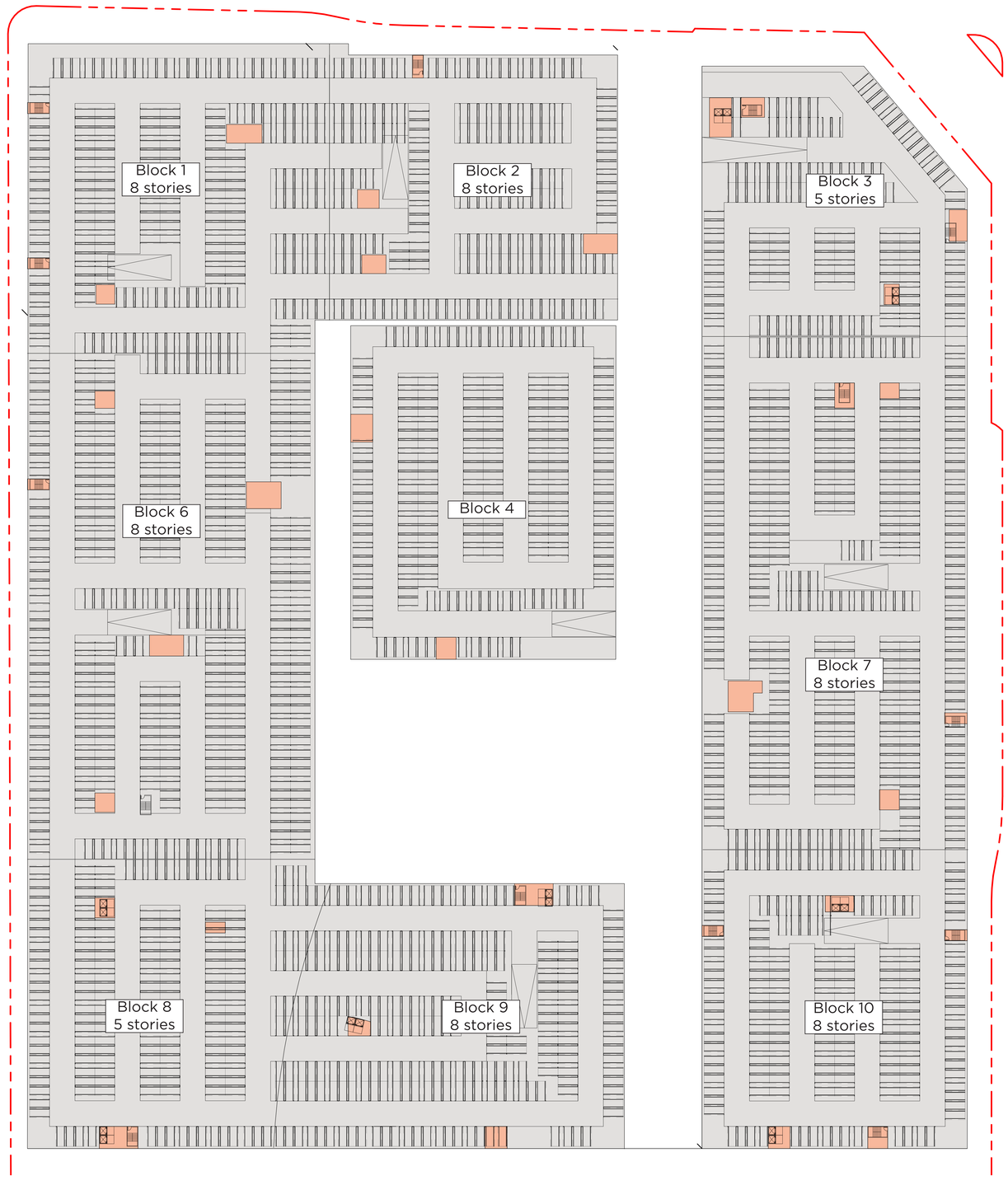



0' 40' 80' N

MVE + PARTNERS

RELATED BRISTOL | NORTH LEVEL 3 - STANDARD PARKING

06.08.2023 A-3

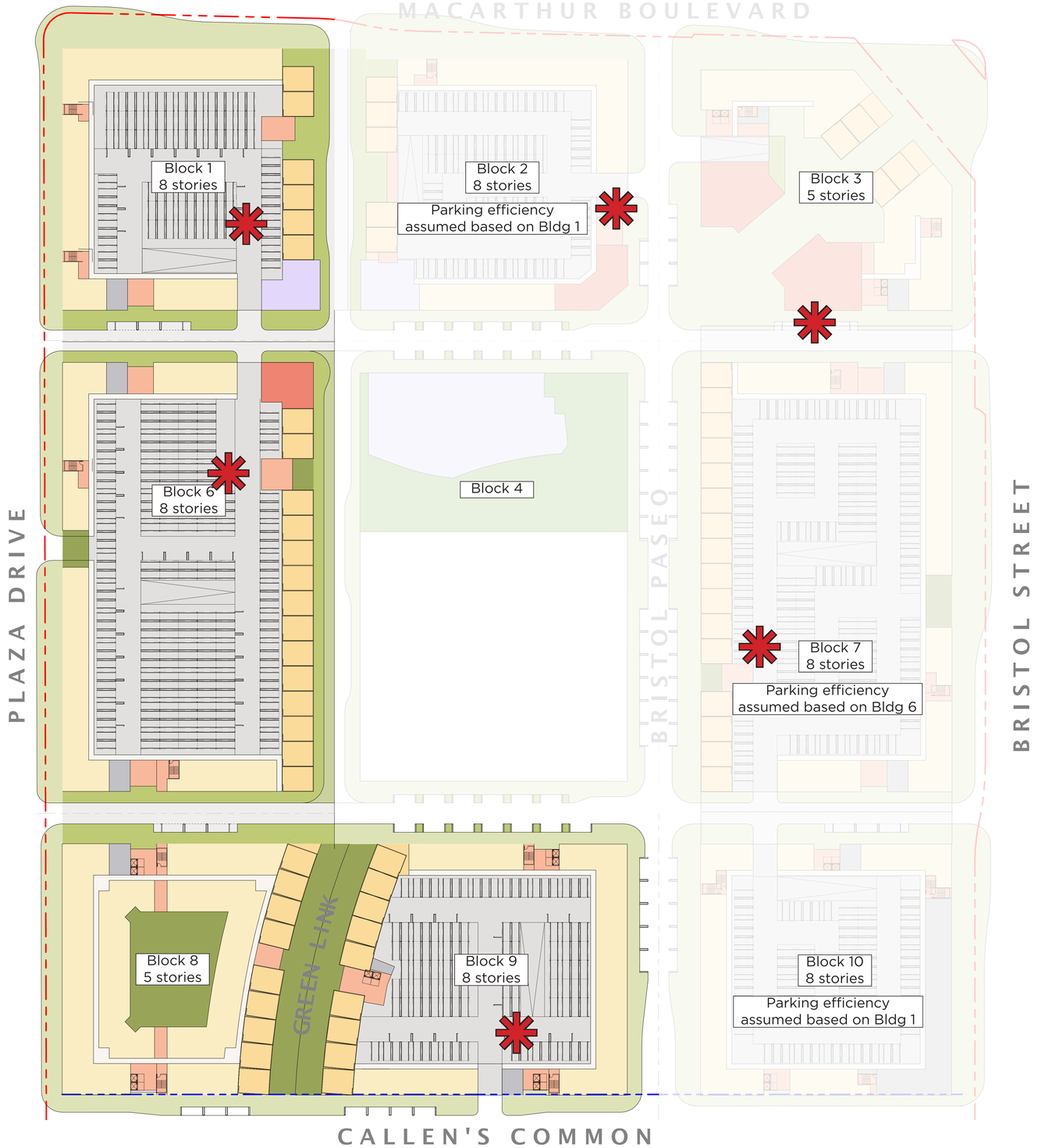



0' 40' 80' N

MVE + PARTNERS

RELATED BRISTOL | NORTH BASEMENT - STANDARD PARKING

06.08.2023 A-4



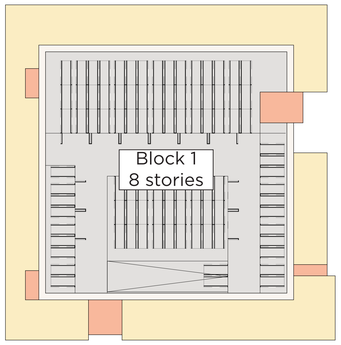

VALET DROPOFF

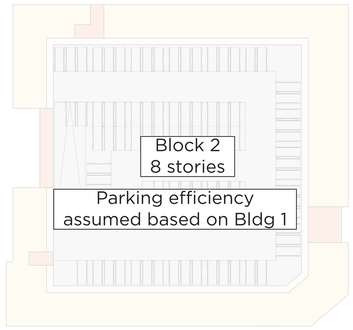
0' 40' 80' N

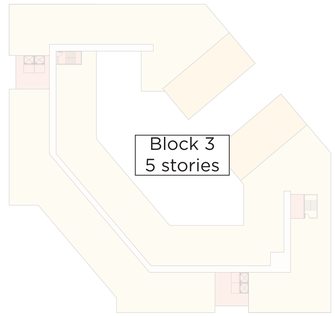

Block 1
8 stories
Block 2
8 stories
Parking efficiency
assumed based on Bldg 1
Block 3
5 stories
Block 6
8 stories
Block 7
8 stories
Parking efficiency
assumed based on Bldg 6
Block 8
5 stories
Block 9
8 stories
Block 10
8 stories
Parking efficiency
assumed based on Bldg 1

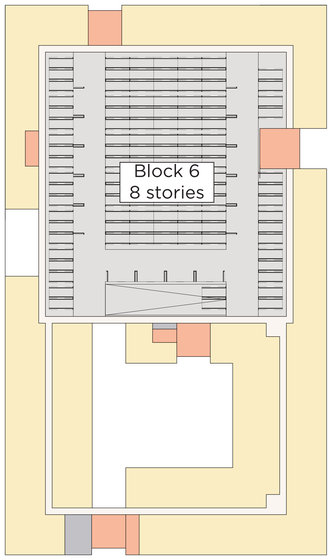
0' 40' 80'

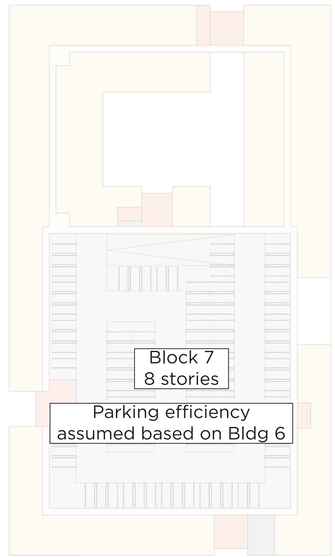
N

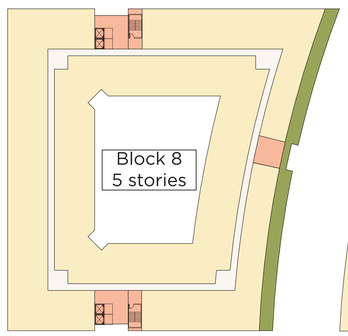

Block 1
8 stories

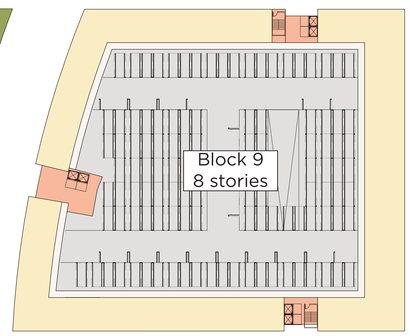

Block 2
8 stories
Parking efficiency
assumed based on Bldg 1

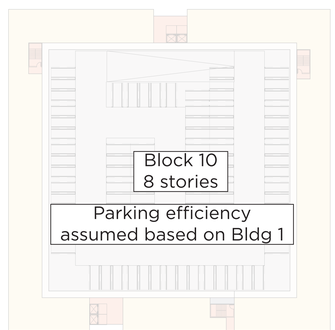

Block 3
5 stories

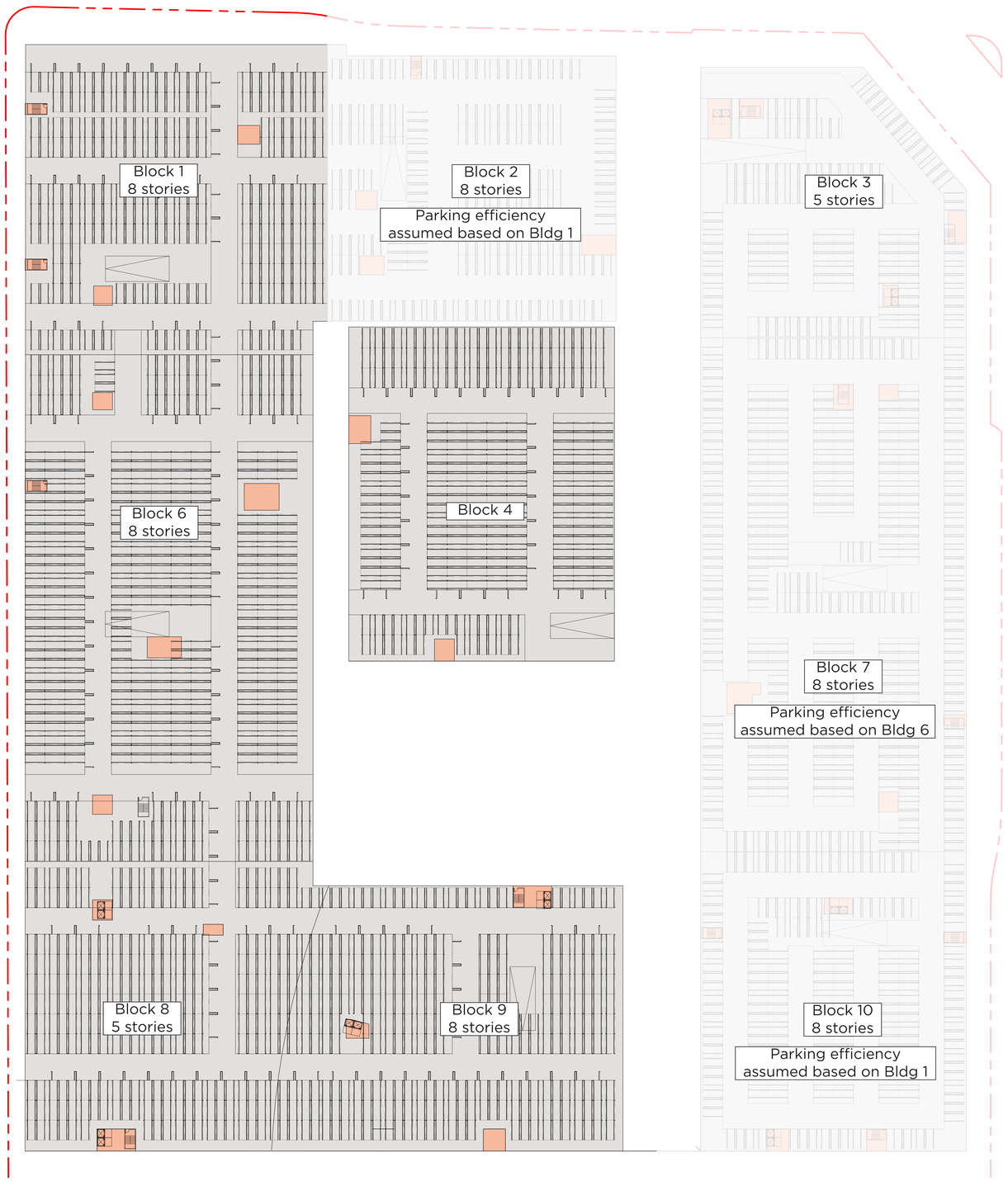

Block 6
8 stories


Block 7
8 stories
Parking efficiency
assumed based on Bldg 6


Block 8
5 stories

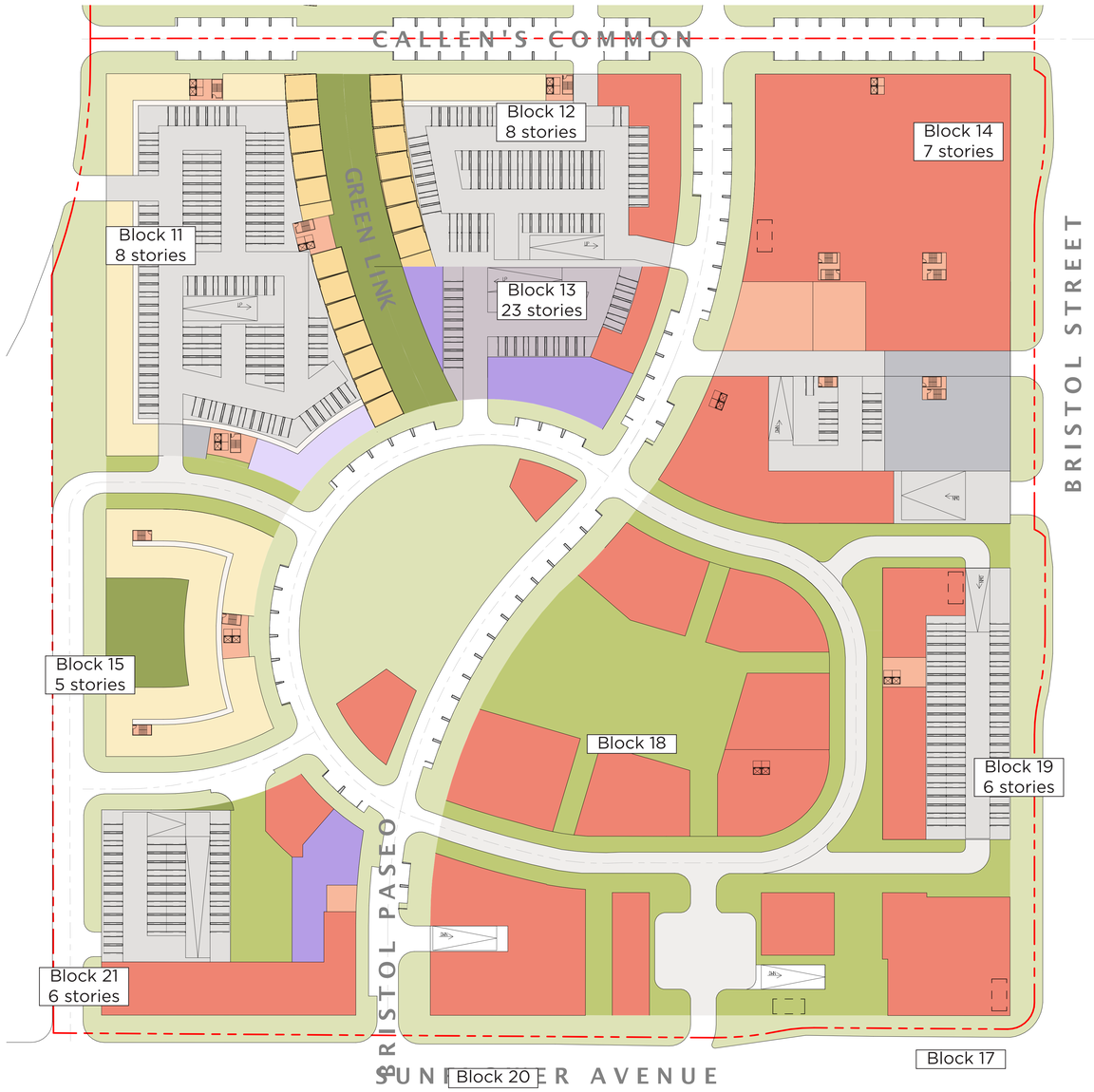

Block 9
8 stories

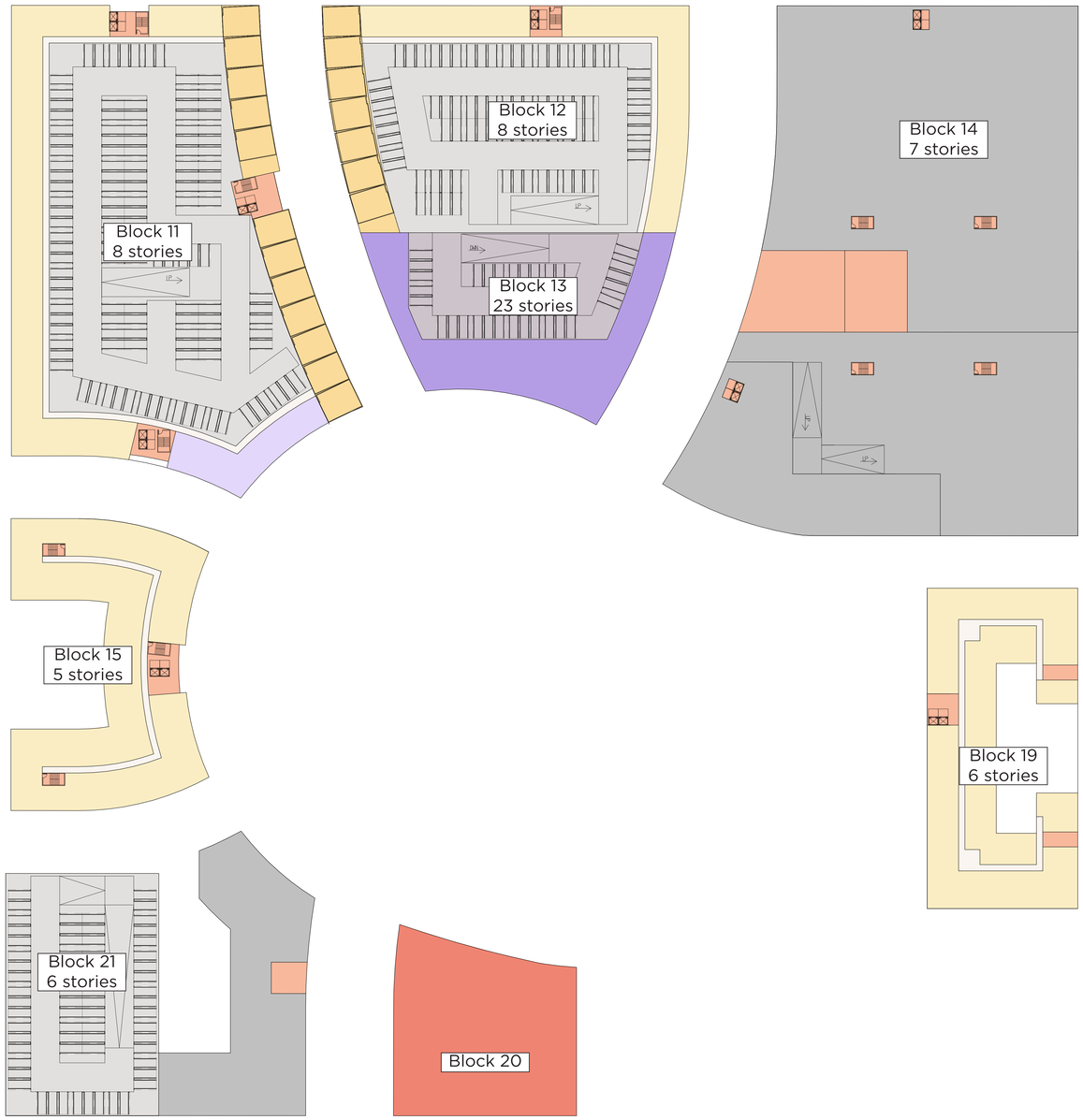

Block 10
8 stories
Parking efficiency
assumed based on Bldg 1

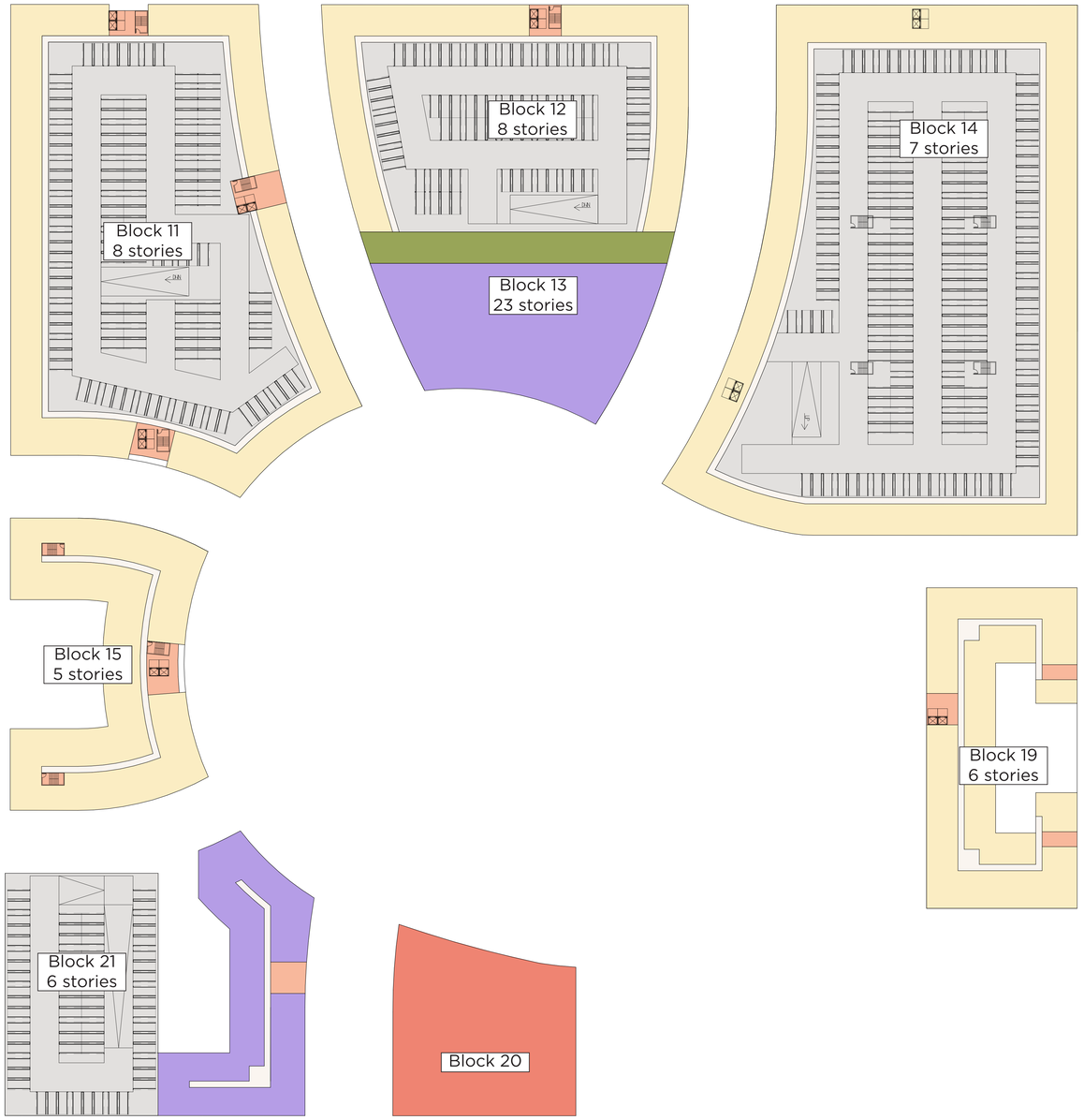

Block 1
8 stories
Block 2
8 stories
Parking efficiency
assumed based on Bldg 1
Block 3
5 stories
Block 6
8 stories
Block 4
Block 7
8 stories
Parking efficiency
assumed based on Bldg 6
Block 8
5 stories
Block 9
8 stories
Block 10
8 stories
Parking efficiency
assumed based on Bldg 1

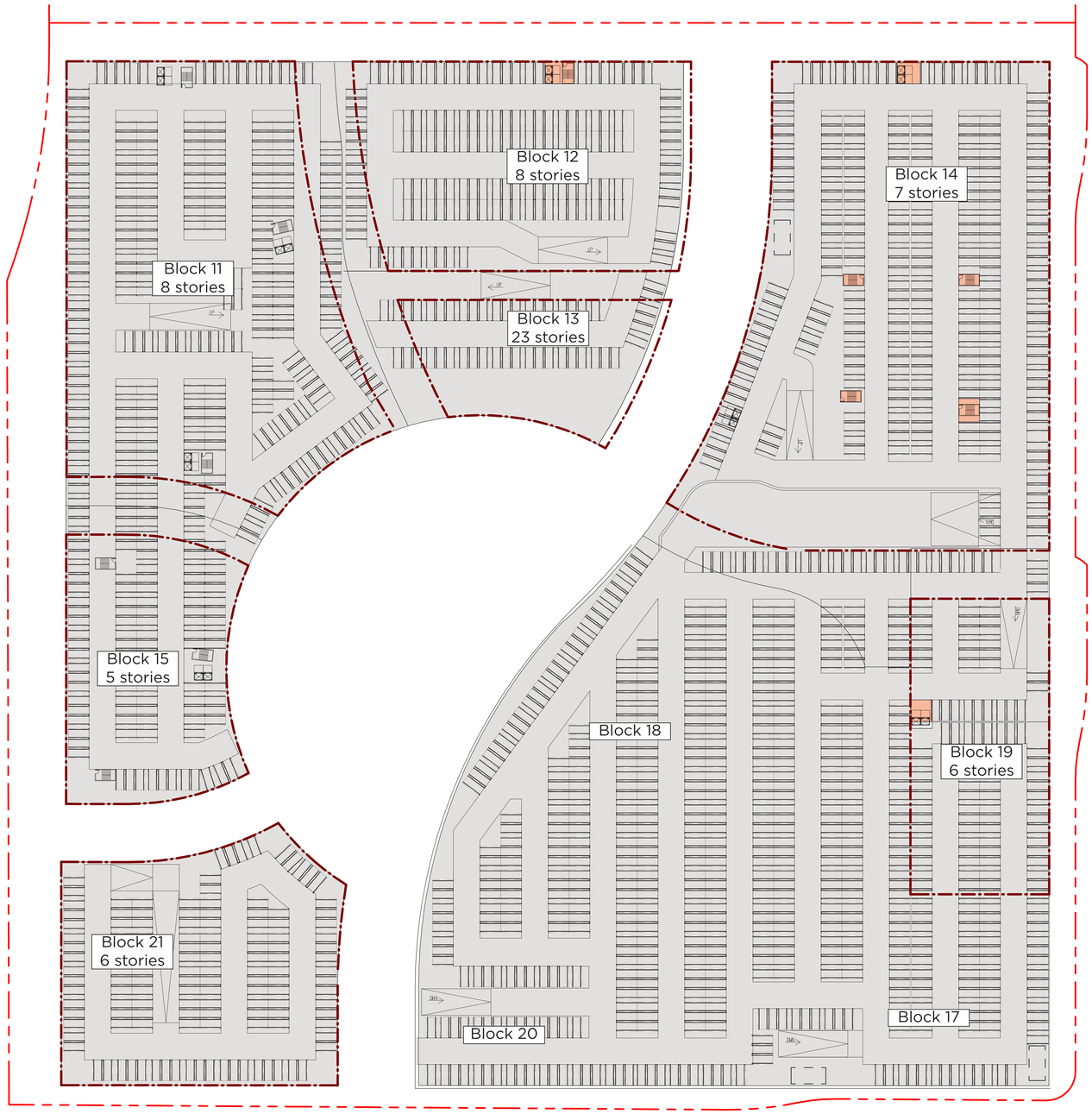
0' 40' 80'

N


CALLEN'S COMMON
BRISTOL STREET
GREEN LINK
Block 11
8 stories
Block 12
8 stories
Block 13
23 stories
Block 14
7 stories
Block 15
5 stories
Block 18
Block 19
6 stories
Block 21
6 stories
BRISTOL PASEO
Block 20
Block 17


Block 11
8 stories
Block 12
8 stories
Block 13
23 stories
Block 14
7 stories
Block 15
5 stories
Block 19
6 stories
Block 21
6 stories
Block 20


Block 11
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Block 13
23 stories
Block 14
7 stories
Block 15
5 stories
Block 19
6 stories
Block 21
6 stories
Block 20

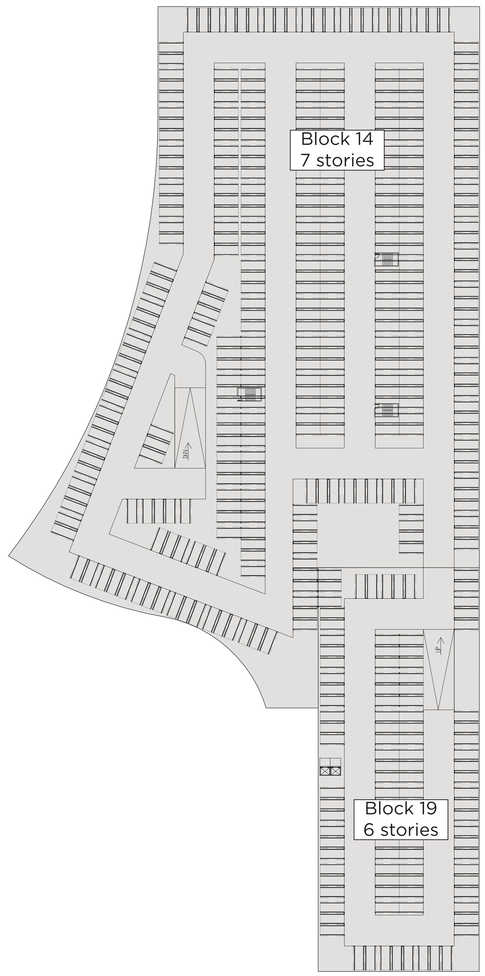



0' 40' 80' N

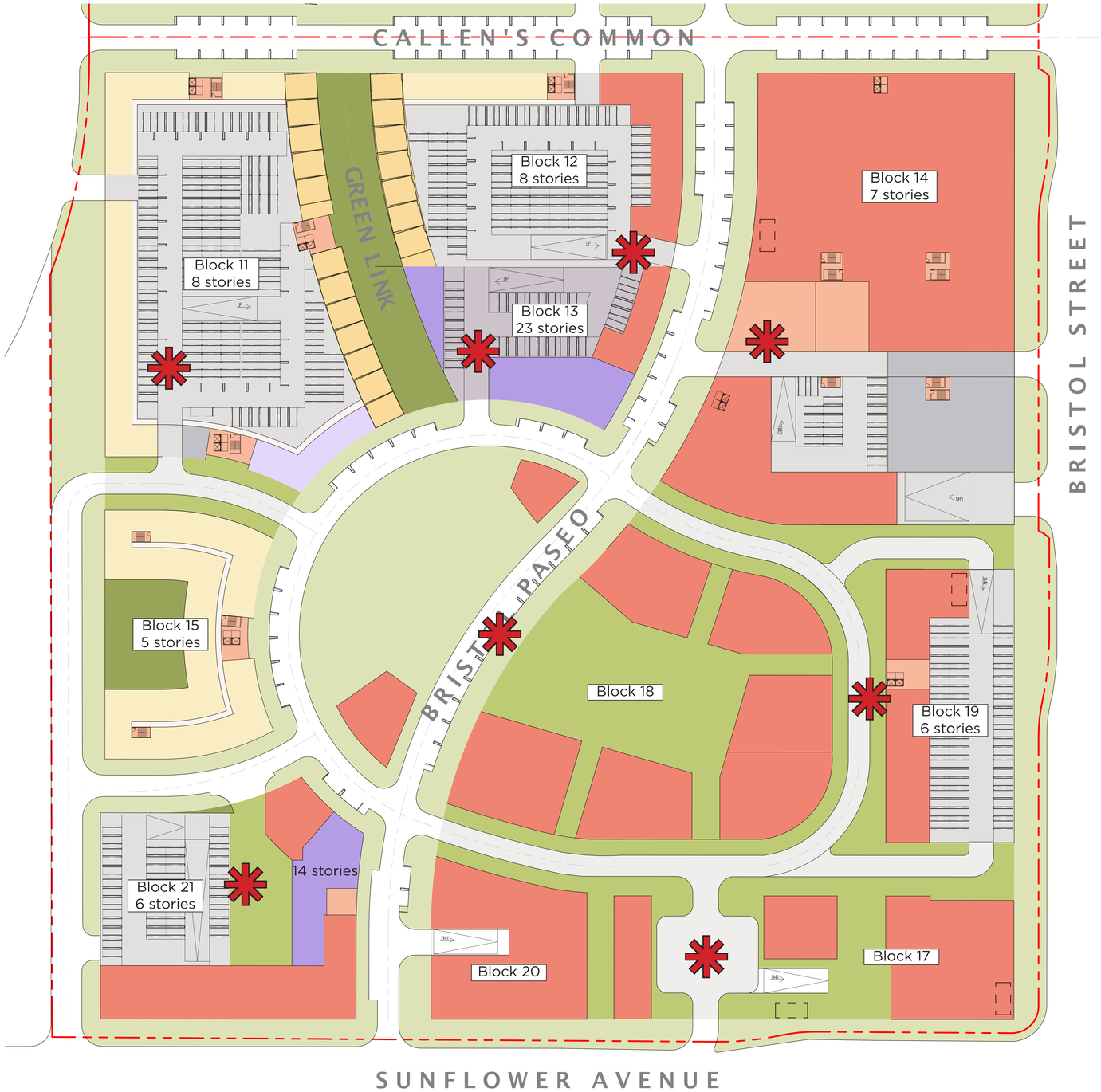
MVE + PARTNERS

RELATED BRISTOL | SOUTH UPPER BASEMENT - STANDARD PARKING

06.08.2023 A-12

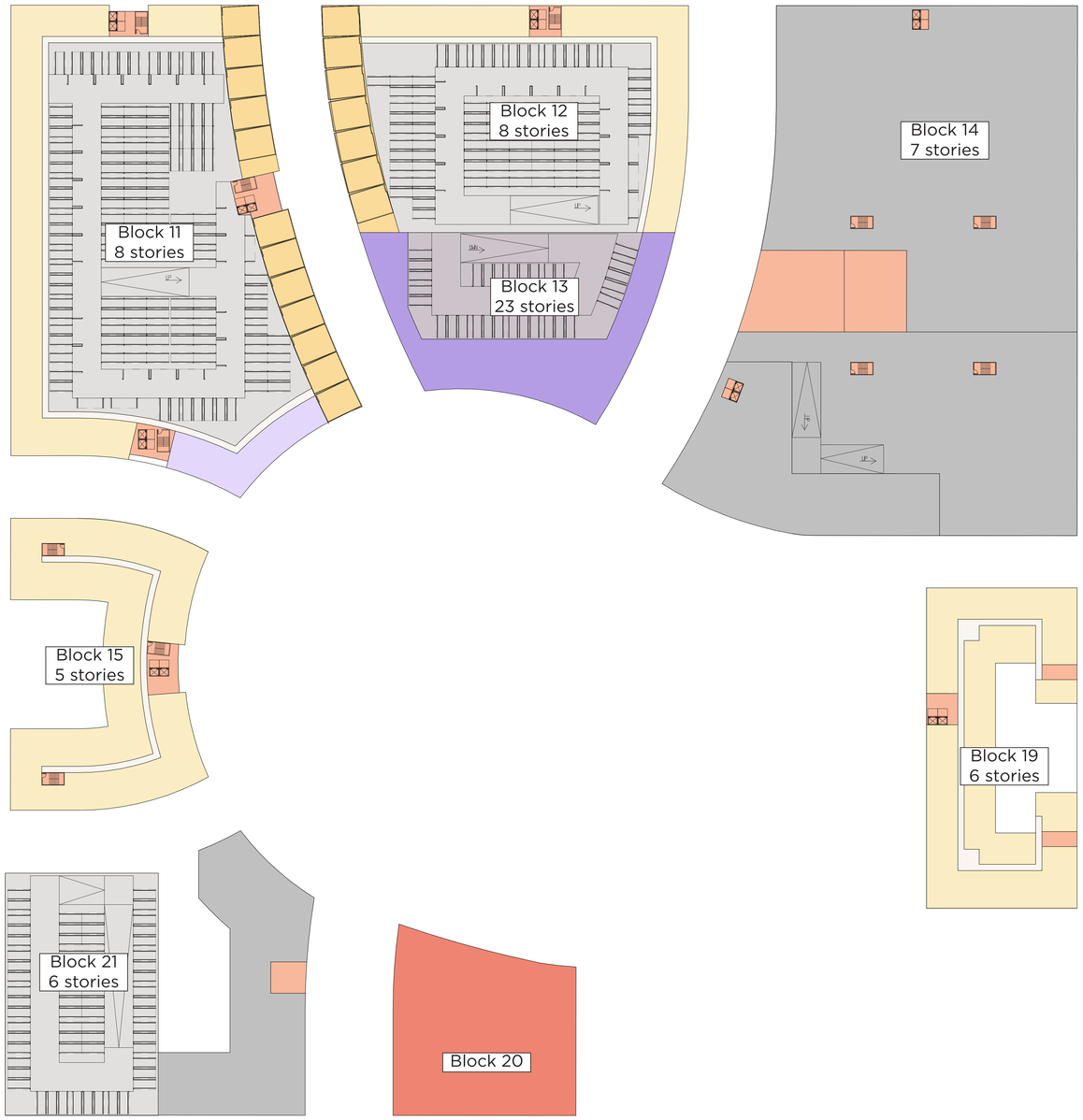



0' 40' 80' N




VALET DROPOFF

0' 40' 80' N



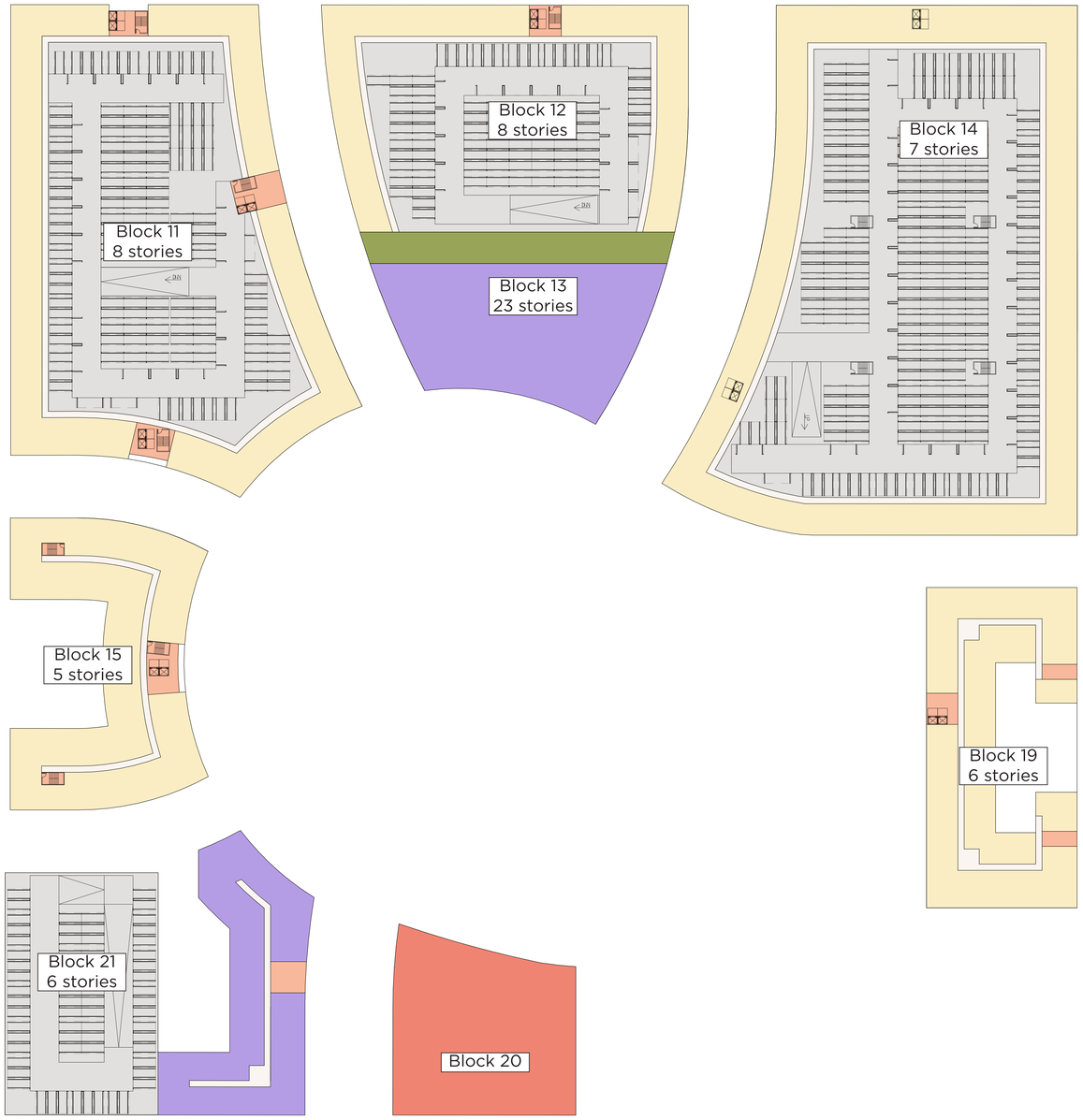

0' 40' 80'

N

MVE + PARTNERS

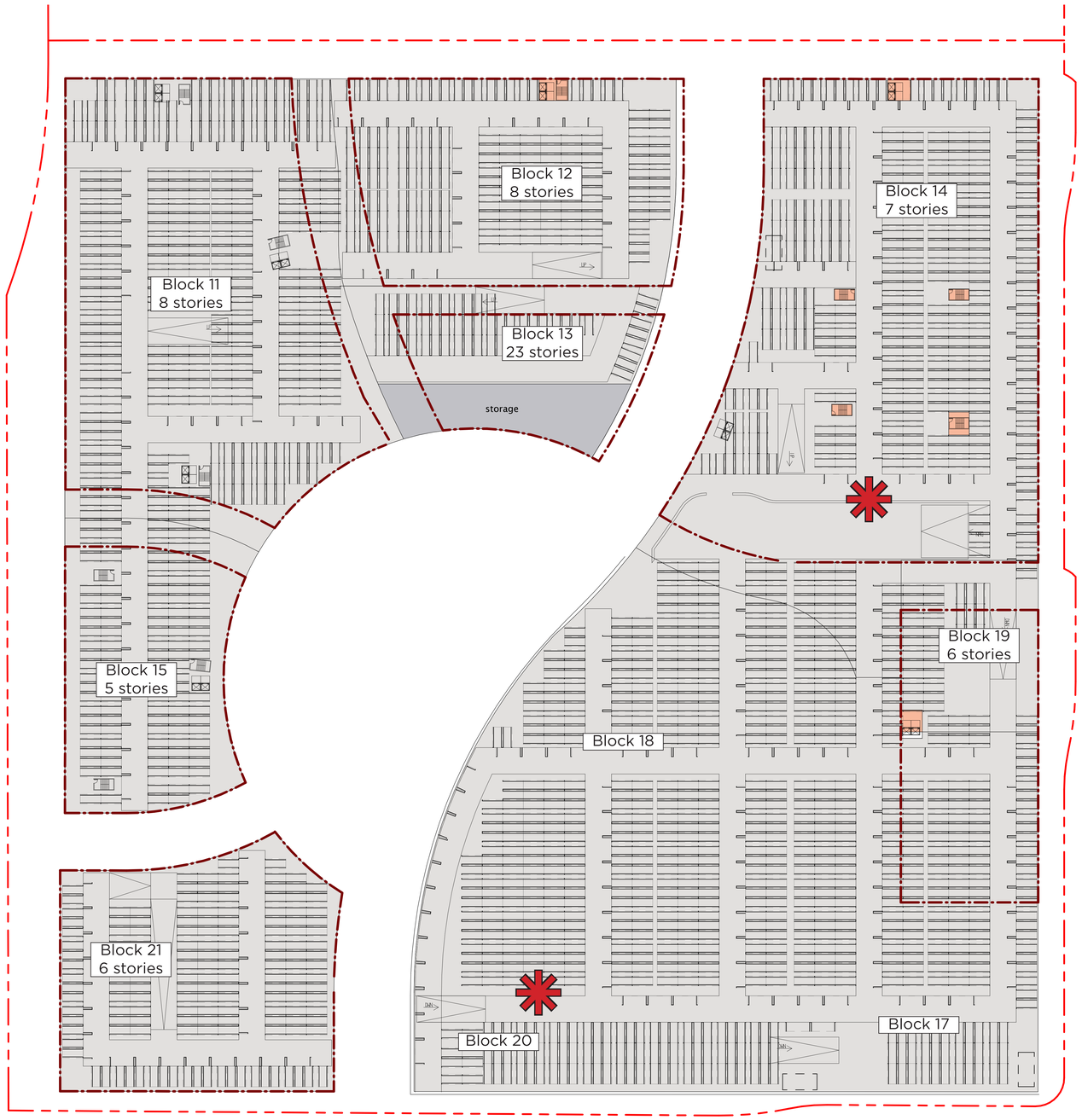
RELATED BRISTOL | SOUTH LEVEL 2 - VALET PARKING

06.08.2023 A-15

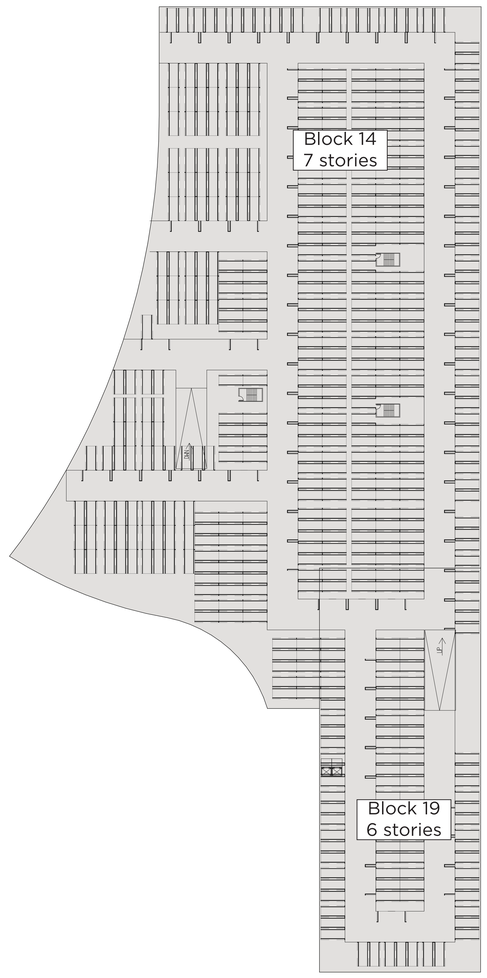

Block 11
8 stories
Block 12
8 stories
Block 13
23 stories
Block 14
7 stories
Block 15
5 stories
Block 19
6 stories
Block 21
6 stories
Block 20

0' 40' 80'

N




VALET DROPOFF




0' 40' 80' N

# APPENDIX D AIRSPACE LOTTING TABLE



Airspace Table (From VTTM)

| Block | Base # of Parcels | Resi. Parcels | Retail Parcels | Airspace lots |
|---|---|---|---|---|
| 1 | 5 | 5 | 1 | **11** |
| 2 | 5 | 5 | 1 | **11** |
| 3 | 5 | 5 | 1 | **11** |
| 4 | 5 | 0 | - | **5** |
| 5 | 5 | 0 | - | **5** |
| 6 | 5 | 5 | 1 | **11** |
| 7 | 5 | 5 | 1 | **11** |
| 8 | 5 | 5 | 1 | **11** |
| 9 | 5 | 5 | 1 | **11** |
| 10 | 5 | 5 | 1 | **11** |
| 11 | 5 | 5 | 1 | **11** |
| 12 | 5 | 5 | 1 | **11** |
| 13 | 5 | 5 | 1 | **11** |
| 14 | 5 | 5 | 1 | **11** |
| 15 | 5 | 5 | 1 | **11** |
| 16 | 5 | 0 | - | **5** |
| 17 | 5 | 0 | - | **5** |
| 18 | 5 | 0 | 5 | **10** |
| 19 | 5 | 5 | 1 | **11** |
| 20 | 5 | 0 | 5 | **10** |
| 21 | 5 | 5 | 1 | **11** |
| | **105** | **75** | **25** | **205** |

# APPENDIX E TRACKING TABLE



# RELATED BRISTOL SPECIFIC PLAN (SP5)
# IMPLEMENTATION TRACKING FORM

Application File No. _____

Site Plan No. _____

Parcel No. _____

Phase No. _____

| Use | Total | Parcel Number |
|---|---|---|
| **Residential** | | |
| Total Baseline | 3,750 DU | |
| Amenity Building (Private) | 16,000 sf | |
| Previously Allocated | 0 | |
| Proposed DU | | |
| Proposed Amenity Building | | |
| Remaining DU | | |
| **Commercial/Office** | | |
| Total Baseline | 350,000 sf | |
| Previously Allocated | | |
| Demolition of Existing | | |
| Proposed SF | | |
| Remaining SF | | (Cumulative tracking) |
| **Senior/Continuum of Care** | | |
| Total Baseline | 200 DU<br>225,000 sf | |
| Previously Allocated | 0 | |
| Proposed DU/SF | | |
| Remaining DU/SF | | |
| **Hotel** | | |
| Total Baseline | 250 keys<br>150,000 sf | |
| Previously Allocated | 0 | |
| Proposed (Keys/SF) | | |
| Remaining keys | | |