

REQUEST FOR COUNCIL ACTION



CITY COUNCIL MEETING DATE:

APRIL 3, 2018

TITLE:

PUBLIC HEARING – APPEAL NO. 2017-05 OF SITE PLAN REVIEW NO. 2016-03 AND VARIANCE NOS. 2017-05 AND 2017-06 TO ALLOW THE CONSTRUCTION OF A SEVEN-STORY 260-UNIT MIXED-USE BUILDING “THE MADISON” AT 200 NORTH CABRILLO PARK DRIVE – CABRILLO COMMUNITY PARTNERS, LLC, APPLICANT {STRATEGIC PLAN NO. 3, 2}

CITY MANAGER

CLERK OF COUNCIL USE ONLY:

APPROVED

- As Recommended
- As Amended
- Ordinance on 1st Reading
- Ordinance on 2nd Reading
- Implementing Resolution
- Set Public Hearing For _____

CONTINUED TO _____

FILE NUMBER _____

RECOMMENDED ACTION

1. Approve Appeal No. 2017-05 and adopt a resolution approving Site Plan Review No. 2016-03 as conditioned and Variance No. 2017-06 as conditioned for the side yard setback.
2. Deny Appeal No. 2017-05 and adopt a resolution denying Variance No. 2017-05 to allow a reduction in parking.

PLANNING COMMISSION ACTION

At its regular meeting on December 11, 2017, the Planning Commission by a vote of 5:2 (Mendoza and Nguyen opposed) denied Site Plan Review No. 2016-03, Variance No. 2017-05 and Variance No. 2017-06 to allow The Madison mixed-use development to be constructed with deviations from the City’s parking and setback standards located at 200 North Cabrillo Park Drive. The Planning Commission made changes to the recommendation outlined in the attached staff report (Exhibit A) and the action for denial is in the attached resolution (Exhibit B).

DISCUSSION

Cabrillo Community Partners, LLC is requesting approval to allow the construction of a mixed-use residential and commercial development at 200 North Cabrillo Park Drive. The project consists of approximately 6,500 square feet of commercial space, 260 residential units, and 445 parking spaces within a parking structure. Staff recommended approval of the project entitlements with conditions of approval including a condition to revise the plans to include 1.8 spaces per unit (468 parking spaces) in lieu of the requested 1.7 spaces per unit (445 parking spaces). Prior to the hearing, the applicant agreed to the recommended conditions of approval. At the public hearing, three members of the public spoke in opposition of the variances, citing concerns with the

findings, parking, and traffic flow. After further discussion, the Planning Commission subsequently denied the project.

The appeal was filed in accordance with Section 41-645 of the Santa Ana Municipal Code (SAMC), which allows any interested party, individual or group to file an appeal. This section requires the filing of an appeal application within 10 calendar days following the date of the decision by the Planning Commission, which was filed on December 20, 2017. Per Section 41-645 (h) of the SAMC, the Council may, after a public hearing, affirm, reverse, change, modify the original decision and make any additional determination it shall consider appropriate within the limitations imposed by Chapter 41. In granting or denying the appeal, Section 41-646 of the SAMC requires the Council to make written findings of fact that specifies all facts relied upon in rendering its decision.

In response to the Planning Commission's denial, Robert Bisno, on behalf of Cabrillo Community Partners, LLC, filed an appeal of the Planning Commission's decision. The reasons for the appeal were based on the need to comply with the Orange County Fire Authority's setback standards, an economic necessity for the parking variance, and providing sufficient parking capacity (Exhibit C). Additionally, the applicant submitted concept plans showing the provision of 468 parking spaces on the subject site (Exhibit D) and a draft economic impact analysis of the benefits of the project (Exhibit E).

Staff is supportive of the applicant's request to construct the project with a side yard setback that is larger than allowed under the development standards of the Metro East Mixed-Use (MEMU) Overlay Zone. The purpose of the increased setback is to provide Fire Authority access to sections of the building that are outside their coverage. Requiring the Code mandated 10 foot setback would restrict Fire access and render the project infeasible.

Staff is not supportive of the applicant's request to reduce the required parking for the project. The minimum required parking for a project in the MEMU area is 2 spaces per unit. This parking requirement is consistent with the parking standards most of the Transit Zoning Code area (except for the Downtown subzone). Staff contends that since street parking does not exist, and overflow parking is very limited in the vicinity, the 2 spaces per unit will satisfy the parking demand for the project and will minimize potential parking problems in the area. Although staff is considering a reduction in parking within the MEMU area, the findings of the parking study have not been finalized. However, staff can be supportive of the parking variance provided the applicant secures off-site parking agreements with non-residential property owners in close proximity to the development site. These agreements must be in place prior to issuance of building permits for the project.

Based on staff's review and analysis of the project, and the project's consistency with the Metro East Mixed-Use Overlay Zone, staff recommends that the City Council approve Appeal No. 2017-

Appeal No. 2017-05 of Site Plan Review No. 2016-03, Variance Nos. 2017-05 and 2017-06 –
The Madison project at 200 North Cabrillo Park Drive
April 3, 2018
Page 3

05 and adopt a resolution approving Site Plan Review No. 2016-03 as conditioned and Variance No. 2017-06 as conditioned to allow an increase in the side yard setback. Further, staff recommends that the City Council deny Appeal No. 2017-05 and adopt a resolution denying Variance No. 2017-05 to allow a reduction in parking.

STRATEGIC PLAN ALIGNMENT

Approval of this item supports the City's efforts to meet Goal #3 - Economic Development, Objective #2 (create new opportunities for business/job growth and encourage private development through new General Plan and Zoning Ordinance policies).

FISCAL IMPACT

There is no fiscal impact associated with this action.



Candida Neal, AICP
Acting Executive Director
Planning & Building Agency

JA:rb

S:RFCA\2018\03-20-18\PBA SPR16-03VA17-05 200 N Cabrillo-Appeal

- Exhibit:
- A. Planning Commission Staff Report
 - B. Planning Commission Resolution for Denial of Site Plan Review No. 2016-03 and Variances No. 2017-05 and 2017-06
 - C. Appeal Application received December 20, 2017
 - D. Conceptual plans with additional parking received December 20, 2017
 - E. Draft Impact Analysis from Applicant received January 15, 2018
 - F. Council Resolution for Approval of Site Plan Review No. 2016-03 and Variance No. 2017-06
 - G. Council Resolution for Denial of Variance No. 2017-05



**REQUEST FOR
Planning Commission Action**



PLANNING COMMISSION MEETING DATE:

DECEMBER 11, 2017

TITLE:

SITE PLAN REVIEW NO. 2016-03 AND VARIANCE NOS. 2017-05 AND 2017-06 TO ALLOW A MIXED-USE DEVELOPMENT (THE MADISON) WITH DEVIATIONS TO PARKING AND SETBACKS LOCATED AT 200 NORTH CABRILLO PARK DRIVE - CABRILLO COMMUNITY PARTNERS, LLC, APPLICANT {STRATEGIC PLAN 3, 2}

Prepared by Jill Arabe

Acting Executive Director

PLANNING COMMISSION SECRETARY

APPROVED

- As Recommended
- As Amended
- Set Public Hearing For _____

DENIED

- Applicant's Request
- Staff Recommendation

CONTINUED TO _____

Acting Planning Manager

RECOMMENDED ACTIONS

1. Adopt a resolution approving Site Plan Review No. 2016-03 as conditioned.
2. Adopt a resolution approving Variance No. 2017-05 as conditioned.
3. Adopt a resolution approving Variance No. 2017-06 as conditioned.

Executive Summary

Robert Bisno with Cabrillo Community Partners, LLC, is requesting approval of Site Plan Review No. 2016-03 and Variance Nos. 2017-05 and 2017-06 to allow the construction of The Madison, a seven-story, 260-unit mixed-use development at 200 North Cabrillo Park Drive. Pursuant to the Metro East Mixed-Use Overlay (MEMU) Zone Section 8.1, a site plan review application is required and subject to review and approval by the Planning Commission. In addition, the applicant is requesting approval of two variances to allow a 14-percent reduction in required parking and to permit a 30-foot side yard setback in lieu of a maximum 10-foot side yard setback. Staff is recommending approval with conditions due to the project's consistency and compliance with the vision of the Metro East Mixed-Use Overlay Zone.

Table 1: Project and Location Information

Item	Information
Project Address	200 North Cabrillo Park Drive
Nearest Intersection	Cabrillo Park and and Xerox Centre drives
General Plan Designation	Professional & Administrative Office (PAO)
Zoning Designation	Specific Development No. 54 (Xerox Centre) with the Metro East Mixed-Use Overlay Zone (OZ-1) – Active Urban District

EXHIBIT A

Item	Information			
Surrounding Land Uses	North	Office	South	Office
	East	Mixed-Use	West	Santa Ana (I-5) Freeway
Property Size	2.79 acres			
Existing Site Development	None; the site is currently vacant			
Use Permissions	Mixed-use projects permitted by the MEMU (OZ-1) designation			
Zoning Codes Affected	Off-Street Parking	OZ-1, Section 4.8 SAMC Section 41-638.1 SAMC Section 41-632		
	Building Setback	OZ-1, Section 4.7		

Project Description

The project consists of an approximately 487,000 square foot mixed-use seven-story development at 200 North Cabrillo Park Drive. The development is proposed with 256 residential apartment units, four live/work units, approximately 6,500 square feet of retail uses, and 445 parking spaces within a three-level parking garage. Site improvements include a fire access lane along the south and west property lines, 20,733 square feet of public open space, and 45,109 square feet of private and common open space.

Table 2: Project Summary

Residential Units			
Unit Type	Number Proposed	Percent of Units	Square Footage
Studios	54	20.8	538 - 619
One-Bedroom	144	55.4	752 - 977
One-Bedroom + Loft	11	4.3	1,040
Two-Bedroom	43	16.5	1,064 - 1,208
Three-Bedroom	4	1.5	1,595
Live/Work	4	1.5	1,540 - 1,592
Total	260	100	222,285
Parking			
Parking Type	Number Proposed	Percent of Parking	Allocation
Residential (Gated)	392	88	1.51 spaces per unit
Guest/Commercial	53	12	0.2 spaces per unit
Total Onsite Spaces	445	100	1.71 spaces per unit

The project will feature a contemporary architectural style with a combination of materials including standing seam metal panel siding, corten steel window surrounds, vintage wood cedar panel siding, and plaster finishes.

Inclusionary Housing

The proposed project is subject to the requirements of the Housing Opportunity Ordinance (HOO), which contains inclusionary unit requirements for projects that consist of the construction of five or more dwelling units (SAMC Sections 41-1900 et al.). The applicant is requesting approval for 260 market rate rental units within the Metro East Mixed Use Overlay Zone. The applicant has opted to pay an in-lieu fee of approximately \$3,334,275 to satisfy the City's inclusionary housing requirements, which is subject to adjustment at the time of building permit issuance.

Project Background

On April 13, 2015, the Planning Commission approved plans for The Madison that consisted of a six-story development with 217 dwelling units (including four live/work units) and 6,220 square feet of commercial retail uses on the subject site. The development included approximately 20,700 square feet of public open space, 32,000 square feet of private and common open space, and 441 parking spaces within a two-level parking garage.

The proposed project is a revision to the 2015 plans with an increase in building height and number of units, architectural modifications and enhancements, and a reduction in parking. In order to adequately provide fire access, the site layout is also modified from prior plans to reduce the building massing along the south and west sides of the site.

Pursuant to SAMC Section 41.638.1, a minor exception has been granted by the Planning Manager for 23% tandem residential spaces, specifically 104 parking spaces arranged in tandem configuration. More tandem parking spaces (48%) were provided with the previously approved plans and the current project is proposing less tandem spaces. Tandem parking is only proposed within the access-controlled area of the three-level parking structure and will not impact the publicly available spaces for guests and commercial uses. Tandem parking is a supported, common practice in larger, urban office and residential projects, including other projects in Santa Ana and those in surrounding cities. The tandem spaces are planned to be distributed between one-bed, two-bed, three-bed, and live/work units and managed through a parking management plan.

Project Analysis

The proposed mixed-use development requires approval of a site plan review and two variances by the Planning Commission. The following sections of this report provide analyses for each of the proposed action items and the basis for staff's recommendation of approval of the project.

Site Plan Review

Pursuant to MEMU Section 8.1, site plan review approval by the Planning Commission is required for development projects in the overlay zone to ensure conformity with applicable development standards. The subject site is located within the Active Urban District of the MEMU that is intended

for the most intensive development and designed to create a highly urbanized environment. After analyzing the project, staff finds that the proposed project is in compliance with all applicable development standards, with the exception of required on-site parking and the side yard setback, as indicated in Table 3 below.

Table 3: Conformance to Development Standards

Standard		Required by MEMU – Active Urban District	Provided
Maximum Number Stories		No Maximum, 3 Stories Minimum	Seven stories
Minimum Development Site Area		One acre	2.79 acres
Permitted Street Level Building Frontages		Forecourt	Forecourt
Publicly Accessible Open Space		15% of Total Lot Area = 18,230 sq. ft.	20,733 sq. ft.
Private/Common Open Space		100 sq. ft. per unit = 26,000 sq. ft.	45,109 sq. ft.
Building Setbacks	Front Yard	0-20 ft.	11 ft.
	Side Yard	0-10 ft.	30 ft. – <i>variance required</i>
	Rear Yard	0-10 ft.	15 ft.
Parking		Mixed-use with less than 10% of gross floor area devoted to a commercial activity: 2.0 spaces per residential or live/work unit inclusive of guest parking and any nonresidential uses = 520 spaces	1.71 spaces per unit = 445 spaces – <i>variance required</i>

Variations

The applicant is requesting the approval of two variances to allow a 14-percent reduction in required parking and a 30-foot side yard setback in lieu of a maximum 10-foot side yard setback. Pursuant to Section 41-632.2 of the SAMC, the Planning Commission may grant a variance to development standards when it can be shown that there exists a special circumstance related to the property, is necessary for the preservation and enjoyment of substantial property rights, will not be detrimental to the public or surrounding property, and will not adversely affect the General Plan. If these findings can be made, then it is appropriate to grant the variances. Conversely, the inability to make these findings would result in a denial. Staff has prepared the following analysis that forms the basis for the variance recommendations contained in this report.

Reduction in Parking

Table 4: Conformance to Parking Requirements

Standard	Required by MEMU Section 4.8			Provided
Parking Spaces Required	Mixed-use developments with less than 10% of the gross floor area devoted to a commercial activity:	Minimum of 2.0 spaces per residential or live/work unit inclusive of guest parking and any nonresidential uses	2.0 spaces x 260 units = 520 spaces required	1.71 spaces x 260 units = 445 spaces provided

The City is currently reviewing options to update the citywide parking requirements for multi-family residential uses, including those required in the Metro East Mixed Use Overlay Zone. The goals of the parking update are to modernize the requirements and find a balance between encouraging infill development, promoting alternative transportation modes (walking, cycling, mass transit, rideshare, etc.) and reducing potential parking impacts to existing neighborhoods. The City has retained DKS Associates to study and evaluate surrounding cities and current parking demands for multi-family residential uses and mixed-use sites. The early technical draft of the study generally shows that the City's current requirements exceed observed parking research for multi-family housing and that parking surveys are resulting in lower parking demand ratios. One of the options identified in the technical draft of the study is a minimum parking per dwelling unit ratio (1.8/unit) that is below the current MEMU standards to adequately address multi-family residential parking needs. In applying this ratio, the project would need to provide a total of 468 onsite parking spaces, which is an additional 23 spaces than the proposed supply of 445 spaces.

The applicant has provided a parking study by Linscott, Law, & Greenspan (LLG) to demonstrate that the proposed parking supply (1.71 spaces per unit) is adequate for the mixed-use development. The LLG parking study (Exhibit 9) states that parking demand for multifamily residential uses have been found to be lower than the current MEMU parking requirement of 2.0 spaces per unit (inclusive of guest spaces and any nonresidential uses). The analysis is based on field studies of actual parking demand at 12 existing sites that are similar to the project and other parking demand/empirical ratio compilations from other sources. Existing sites that were studied had contextually similar characteristics to the proposed project including apartment unit mix, proximity to transit or ride share lots, and surrounding land uses. The results of the study show that 1.61 spaces per unit is an adequate supply of parking to meet the demand. Other publications and jurisdictions also support lower parking ratios demonstrating that peak parking demand for apartment complexes range from 1.37 spaces per unit to 1.66 spaces per unit. Furthermore, the study states that the proposed 53 spaces of parking available for residential guests and commercial uses will adequately address demand because peak parking demand for retail differs from residential peak parking demand. It is also anticipated that a majority of the patrons to the commercial uses will primarily be residents of the subject site and occupants of nearby residential and office uses and may not necessarily drive to or park at the site.

One of the objectives of the Metro East Mixed-Use Overlay Zone is to create an active, mixed-use urban village where it is possible to live, work, shop and play all within a short walk of each other. By encouraging high-intensity developments within close proximity of each other, it is anticipated that residents and visitors will use alternative methods of transportation such as walking, bicycling, and transit to and from various sites. In allowing a parking reduction for the subject site based upon peak parking demand, the City is achieving its goals of the MEMU and progressing towards a greener environment that supports pedestrian and bicycle activity and increasing housing opportunities.

Staff supports a reduced parking ratio of 1.8 spaces per unit, which would provide 468 spaces in lieu of the required 520 spaces (difference of 52 spaces). The reduced ratio is consistent with the technical draft of the MEMU parking study by DKS Associates. It considers parking demand based upon surveys of other similar residential developments and reflects current parking trends in urban

settings. As residential uses are built closer to commercial uses, individuals rely on easier traveling methods such as walking and bicycling. As the City continues to update streets and circulation plans to reduce speeds, incorporate bike lanes and larger sidewalks, and improve transit opportunities, the demand for parking will change.

As of December 4, 2017, the applicant/owner has agreed to staff's recommendation of 1.8 spaces per unit. In order to satisfy the parking recommendation, the applicant would have to comply with one of the following options, subject to review and approval by the Planning Division:

- Revise the plans to provide 23 additional onsite parking spaces
- Revise the plans to reduce the number of units by 13 (247 units)
- Revise the plans with a combination of adding parking and reducing number of units

Building Setback

The applicant is requesting approval to permit a 30-foot side yard setback in lieu of a maximum 10-foot side yard setback along the south property line. The intent of the MEMU standard was to facilitate building articulation and maximize building form. However, due to fire safety issues related to building construction and access, the site necessitates a fire lane along the south and west sides of the building, thus requiring a greater building setback from the property lines. The fire lane will provide access for a fire truck to stage and adequately serve the property during emergencies. Additionally, the setback area will be designed to accommodate open space for the residents and their guests with the inclusion of trees, landscaping, decorative paving, and seating. Residents may use this area for their pets, walking/running paths, and other recreational activities such as yoga or bocce ball.

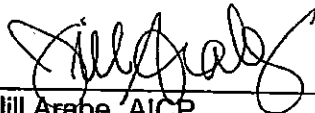
Table 5: CEQA, Strategic Plan Alignment and Public Notification & Community Outreach

CEQA, Strategic Plan Alignment, and Public Notification & Community Outreach	
CEQA	
CEQA Type	Class 32 Categorical Exemption/Sec. 15332 – In-Fill Development Projects
Reason(s) Exempt or Analysis	<p>The Class 32 exemption applies to projects characterized as infill development meeting the following conditions: 1. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulation; 2. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; 3. The project site has no value as habitat for endangered, rare or threatened species; 4. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and 5. The site can be adequately served by all required utilities and public services.</p> <p>The project site and type of development proposed are already addressed in the previously approved environmental impact report (EIR) for the MEMU overlay district (EIR No. 2006-01). However, a Class 32 exemption is required for the project because the original EIR did not require a greenhouse gas study. The applicant submitted a greenhouse gas study to indicate that the project will not negatively impact greenhouse gas reduction goals. In addition, a health risk assessment (HRA) was prepared to identify any impacts from developing a residential community adjacent to a freeway. The HRA</p>

CEQA, Strategic Plan Alignment, and Public Notification & Community Outreach	
	<p>recommends that the project incorporate certain window design features on freeway-facing elevations for all units adjacent to the I-5 freeway, and that the project install air filtration systems throughout.</p> <p>As outlined in this staff report, the project is consistent with the City's General Plan and the MEMU regulating plan. The proposed project has been found by the City's development review agencies to not create any adverse impacts. The building is on a site that is not designated by federal, state, or local agencies to be an environmental resource of hazardous or critical concern. The cumulative impact of this project will not be significant as the project site is located within city limits and is less than five acres in size. It is already in an urbanized setting surrounded by urban uses. In addition, the property is already served by roads and utilities, and will not create any adverse impacts such as noise, traffic, or safety concerns. There is no reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. The project is not located within a highway officially designated as a state scenic highway and will not result in damage to scenic resources. As a result, Categorical Exemption Environmental Review No. 2017-124 will be filed for this project.</p>
Goal(s) and Policy(s)	<p>Approval of this item supports the City's efforts to meet Goal No. 3 (Economic Development) Objective No. 2 of creating new opportunities for business/job growth and encourage private development through new General Plan and Zoning Ordinance policies.</p> <p>Public Notification & Community Outreach</p>
Required Measures	<p>A public notice was posted on the project site on November 30, 2017.</p> <p>Notification by mail was mailed to all property owners and occupants within 500 feet of the project site on November 30, 2017.</p> <p>Newspaper posting was published in the Orange County Reporter on December 1, 2017.</p> <p>The applicant held a Sunshine Ordinance community meeting on November 2, 2016 at Avila's El Ranchito restaurant. Five members of the public attended. Primary concerns were regarding parking and traffic. The applicant has provided parking demand and traffic impact analysis reports to address the concerns and the project's potential impacts.</p>

Conclusion

Based on the analysis provided within this report, staff recommends that the Planning Commission adopt a resolution approving Site Plan Review No. 2016-03, Variance No. 2017-05, and Variance No. 2017-06 as conditioned.



Jill Arabe, AICP
 Senior Planner

JA:sb

S:\Planning Commission\2017\12-11-17\SPR16-03VA17-05 200 N Cabrillo

- Exhibits:
1. Resolution
 2. Vicinity Zoning and Aerial View
 3. Site Photo

4. Site Plan
5. Floor Plans
6. Building Elevations
7. Building Perspectives
8. Landscape Plans
9. Parking Demand Analysis

RESOLUTION NO. 2017-xx

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ANA APPROVING SITE PLAN REVIEW NO. 2016-03 AND VARIANCE NOS. 2017-05 AND 2017-06 AS CONDITIONED TO ALLOW THE CONSTRUCTION OF A SEVEN-STORY MIXED-USE DEVELOPMENT WITH UP TO 260 UNITS FOR THE PROPERTY LOCATED AT 200 NORTH CABRILLO PARK DRIVE

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SANTA ANA AS FOLLOWS:

Section 1. The Planning Commission of the City of Santa Ana hereby finds, determines and declares as follows:

- A. Robert Bisno with Cabrillo Community Partners, LLC (hereinafter referred to as "Applicant") is requesting approval of Site Plan Review No. 2016-03, Variance No. 2017-05, and Variance No. 2017-06 as conditioned, to allow the construction of a seven-story mixed-use development with up to 260 units at 200 North Cabrillo Park Drive.
- B. On December 11, 2017, the Planning Commission of the City of Santa Ana held a duly noticed public hearing and at that time considered all testimony, written and oral.
- C. The Metro East Mixed Use (MEMU) Overlay Zone was adopted in 2007 as a result of interest in developing mixed-use residential and commercial projects in its project area. The regulating plan, which establishes land uses and development standards, allows a variety of housing and commercial projects, including mixed-use residential communities, live/work units, hotels, and offices.
- D. Section 41-595.5 of the Santa Ana Municipal Code (SAMC) requires a review by the Planning Commission of all plans within a zoning district classification combined with an OZ suffix where the applicant wants to apply the overlay zone, to ensure the project is in conformity with the overlay zone plan.
- E. Pursuant to the MEMU Overlay Zone Section 8.1, the Planning Commission is authorized to review and approve all site plan review applications to ensure that buildings, structures, and grounds will be in keeping with the compatibility standards and design principles of the MEMU Overlay Zone and will not be detrimental to the harmonious development of the city or

impair the desirability of investment or occupation in the MEMU Overlay Zone.

- F. The zoning designation for the subject property is Metro East Mixed Use (MEMU) Overlay Zone (OZ-1) in the Active Urban sub-zone.
- G. The Planning Commission determines that the following findings, which must be established in order to grant this Site Plan Review pursuant to SAMC Section 41-595.5 and MEMU Section 8.1, have been established for Site Plan Review No. 2016-03 to allow construction of the proposed project.
 - 1. That the proposed development plan is consistent with and will further the objectives outlined in Section 1.2 for the MEMU overlay district.

The proposed development project will be compatible with Section 1.2 (Objectives) of the Metro East Overlay zone. The proposed project will contain up to 260 residential units (including four live/work units) and approximately 6,600 sq. ft. of commercial uses. The project design incorporates an active streetscape that integrates the private development with the public realm. The project meets several General Plan goals and policies, including Land Use Element Goal 1 (promote a balance of land uses to address basic community needs), Goal 2 (promote land uses which enhance the City's economic and fiscal viability), and Housing Element Policy HE-2.3 (encourage the construction of rental housing for Santa Ana's residents and workforce, including a commitment to very low, low, and moderate income residents and moderate income Santa Ana workers) and Policy HE-2.5 (require excellence in architectural design through the use of materials and colors, building treatments, landscaping, open space, parking, and environmentally sensitive ("green") building and design practices).

- 2. That the proposed development plan is consistent with the development standards specified in Section 4 of the MEMU overlay district.

The project complies with the majority of development standards enumerated in the MEMU regulating plan, with the exception of required parking and side yard setback, which are analyzed through the variances.

- 3. That the proposed development plan is designed to be compatible with adjacent development in terms of similarity of scale, height,

and site configuration and otherwise achieves the objectives of the Design Principles specified in Section 5 of the MEMU overlay district.

The proposed development consists of a seven-level project surrounded by several existing mid and high-rise buildings and has been designed to complement these developments. It supports the vision of the MEMU plan with the construction of a high-density mixed-use development in close proximity to similar residential uses and supportive commercial uses. The project incorporates a variety of architectural materials, massing and ground floor uses that are compatible with the MEMU plan. It encourages a reduction in parking to reduce construction cost and emissions and to foster alternative modes of transportation such as bicycling, walking, and transit.

4. That the land use uses, site design, and operational considerations in the proposed development plan have been planned in a manner that will result in a compatible and harmonious operation as specified in Section 7 of the MEMU overlay district.

No significant negative impacts from noise, air quality, aesthetics, or traffic are expected except for temporary impacts arising during construction of the project. The site's design is intended to activate its frontage on Cabrillo Park Drive with the provision of publicly accessible open space, small-scale commercial uses, and a variety of seating and recreational amenities.

- H. The Planning Commission determines that the following findings, which must be established in order to grant Variance Nos. 2017-05 and 2017-06 for required parking and side yard setback, respectively, have been established as required by SAMC Section 41-638:

1. That because of special circumstances applicable to the subject property, including size, shape, topography, location or surroundings, the strict application of the zoning ordinance is found to deprive the subject property of privileges not otherwise at variance with the intent and purpose of the provisions of this Chapter.

The proposed project will be located in an area completely built-out by commercial and residential uses that restrict the site from providing additional parking spaces and compliant side yard setback to the south property line. The site is surrounded by high-rise offices and parking structures that

have ample parking with divergent peak hour demands from the residential component of the proposed project. Adjacent commercial sites are built out to minimum setbacks and abut a freeway, which limits the amount of developable area for habitable space, parking, and open space for future residents and visitors. Additionally, the site necessitates adequate emergency access to the rear of the property to serve the proposed development. In order to properly address life safety issues, the building massing which takes into account the parking garage and setbacks must be reduced.

2. That the granting of the variances is necessary for the preservation and enjoyment of one (1) or more substantial property rights.

The granting of the parking and setback variances will preserve the property owner's ability to develop a vacant lot with uses consistent with the MEMU overlay plan and to provide adequate emergency access to serve the project. The development will revitalize the currently undeveloped parcel and activate the area with additional housing and commercial uses to support the active-urban subzone of the MEMU overlay plan. Future housing and active retail uses will benefit the neighborhood and promote the ability to live, work, shop, and play all within a short walk of each other.

3. That the granting of the variances will not be detrimental to the public welfare or injurious to surrounding property.

The granting of the parking and setback variances will not be detrimental to the public or surrounding properties. As demonstrated in the parking analysis for the project, the site will have sufficient parking to accommodate the peak demand for the future residential and commercial uses. The parking study also demonstrates that residential uses have divergent peak demand hours than commercial and surrounding offices, therefore no significant impacts to traffic or parking are anticipated. Furthermore, the 30-foot setback in lieu of a maximum 10-foot setback is necessary to accommodate emergency access and will serve a dual design purpose as open space for the residents. The variances will allow for the development of an undeveloped site consistent with the MEMU overlay plan.

4. That the granting of the variances will not adversely affect the General Plan of the city.

The project will not adversely affect the General Plan, but rather support its goals. The proposed project is consistent with Land Use Element Goal 1 (promote a balance of land uses to address basic community needs) and Goal 2 (promote land uses which enhance the City's economic and fiscal viability) by providing a high-intensity mixed-use residential and commercial development consistent with the vision of the area and surrounding land use designations. The variances allow for the development of the project in a mid to high-rise built environment and provide housing in close proximity to support nearby commercial uses.

Section 2. In accordance with the California Environmental Quality Act (CEQA), the recommendation is exempt from further review pursuant to Section 15332 (Class 32 "In-Fill Development Projects").

The Class 32 exemption applies to projects characterized as infill development meeting the following conditions: 1. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulation; 2. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; 3. The project site has no value as habitat for endangered, rare or threatened species; 4. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and 5. The site can be adequately served by all required utilities and public services.

The project is consistent with the City's General Plan and the MEMU regulating plan. The project meets several General Plan goals and policies, including Land Use Element Goal 1 (promote a balance of land uses to address basic community needs) and Goal 2 (promote land uses which enhance the City's economic and fiscal viability), and Housing Element Policy HE-2.3 (encourage the construction of rental housing for Santa Ana's residents and workforce, including a commitment to very low, low, and moderate income residents and moderate income Santa Ana workers) and Policy HE-2.5 (require excellence in architectural design through the use of materials and colors, building treatments, landscaping, open space, parking, and environmentally sensitive ("green") building and design practices).

The project site and type of development proposed are already addressed in the previously approved environmental impact report (EIR) for the MEMU overlay district (EIR No. 2006-01). However, a Class 32 exemption is required for the project because the original EIR did not require a greenhouse gas study. The Applicant submitted a greenhouse gas study to indicate that the project will not negatively impact greenhouse gas reduction goals. In addition, a health risk assessment (HRA) was prepared to identify any impacts from developing a residential community adjacent to a freeway. The HRA recommends that the project incorporate certain window design features on freeway-facing elevations for all units adjacent to the I-5 freeway, and that the project install air filtration systems throughout.

Section 3. The Applicant agrees to indemnify, hold harmless, and defend the City of Santa Ana, its officials, officers, agents, and employees, from any and all liability, claims, actions or proceedings that may be brought arising out of its approval of this project, and any approvals associated with the project, including, without limitation, any environmental review or approval, except to the extent caused by the sole negligence of the City of Santa Ana.

Section 4. The Planning Commission of the City of Santa Ana, after conducting the public hearing, hereby approves Site Plan Review No. 2016-03, Variance No. 2017-05, and Variance No. 2017-06 as conditioned in Exhibit A attached hereto and incorporated as though fully set forth herein. This decision is based upon the evidence submitted at the above said hearing, which includes, but is not limited to: the Request for Planning Commission Action dated December 11, 2017, and exhibits attached thereto; and the public testimony, written and oral, all of which are incorporated herein by this reference.

ADOPTED this 11th day of December 2017 by the following vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners:
ABSTENTIONS: Commissioners:

Mark McLoughlin
Chairman

APPROVED AS TO FORM:
Sonia R. Carvalho, City Attorney

By: _____
Lisa Storck
Assistant City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, SARAH BERNAL, Recording Secretary, do hereby attest to and certify the attached Resolution No. 2017-xx to be the original resolution adopted by the Planning Commission of the City of Santa Ana on December 11, 2017.

Date: _____

Recording Secretary
City of Santa Ana

EXHIBIT A

Conditions for Approval for Site Plan Review No. 2016-03, Variance No. 2017-05, and Variance No. 2017-06

Site Plan Review No. 2016-03, Variance No. 2017-05, and Variance No. 2017-06 are approved subject to compliance, to the reasonable satisfaction of the Planning Manager, with applicable sections of the Santa Ana Municipal Code, the California Administrative Code, the California Building Standards Code, and all other applicable regulations. In addition, it shall meet the following conditions of approval:

The Applicant must comply with each and every condition listed below prior to exercising the rights conferred by this site plan review and variances.

The Applicant must remain in compliance with all conditions listed below throughout the life of the development project. Failure to comply with each and every condition may result in the revocation of the site plan review and variances.

A. Planning Division

1. All proposed site improvements must conform to the Site Plan Review approval of DP No. 2016-38.
2. The project plans shall be revised to provide one of the following options, subject to the review and approval by the Planning Division:
 - a) Add 23 onsite parking spaces
 - b) Reduce the number of units to 247
 - c) A combination of providing a minimum of 1.8 parking spaces per unit and reducing the number of units
3. Any amendment to this site plan review, including modifications to approved materials, finishes, architecture, site plan, landscaping, unit count, mix, and square footages must be submitted to the Planning Division for review. At that time, staff will determine if administrative relief is available or if the site plan review must be amended.
4. The project shall comply with all mitigation measures as required by the Metro East Mixed-Use Overlay Zone.
5. A residential property manager shall be on site at all times that the project is occupied.
6. All new utilities and mechanical equipment such as backflow devices, Edison transformers, and double check detector assembly devices shall not be located

within front yard setbacks and must be screened from view from public and courtyard areas.

7. All parking for the project, including visitor parking spaces, shall be made available free of charge.
8. The interior of the parking structure shall be painted white.
9. A final detailed amenity plan must be reviewed and approved prior to issuance of any building permits. The plan shall include details on the hardscape design, lighting concepts and outdoor furniture for amenity, plaza, or courtyard areas as well as an installation plan. The exact specifications for these items are subject to the review and approval by the Planning Division.
10. After project occupancy, landscaping and hardscape materials must be maintained as shown on the approved landscape plans.
11. A Resident Storage Plan shall be provided for the project prior to occupancy. Storage shall be available at no cost to the residents.
12. Smart wiring, including cable television and high-speed cable for computers, shall be provided for each unit and within the project's common areas.
13. Prior to issuance of a grading permit, the following shall be completed:
 - a) Submit a construction schedule and staging plan to the Planning Division for review and approval. The plan shall include construction hours, staging areas, parking and site security/screening during project construction.
 - b) Block wall/fencing plans (including a site plan, section drawings, and elevations depicting the height and material of all retaining walls, walls, and fences) consistent with the grading plan shall be submitted to and be approved by the Planning Division.
14. Prior to occupancy of any units, the following shall be completed:
 - a) A rental housing execution plan must be submitted to the Planning Division for review and approval. At a minimum, the plan shall identify the location of employee and visitor parking, the location of the rental office, hours of operation for the rental office, and signage affiliated with the Rental Housing Operational Plan. In addition, the rental plan must clearly note that the parking and project amenities must be provided free of charge to the residents.
 - b) A revised parking management plan shall be submitted to the Planning Division for review and approval. The plan shall include additional parking

spaces with accompanying exhibits and provisions for the distribution and management of parking for residents, employees and guests.

15. As a result of the health risk assessment (HRA) and to reduce any adverse health effects associated with diesel-truck emissions associated with the project's proximity to the I-5 Freeway, Applicant must install non-operable windows on all windows facing the I-5 Freeway and install air filtration systems with filters meeting or exceeding the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHRAE) 52.5 Minimum Efficiency Reporting Value (MERV) of 14.
16. A Public Art Plan shall be submitted to the Planning Division for staff review and approval prior to the issuance of building permits. The public art shall be installed prior to issuance of a certificate of occupancy.

B. Police Department

1. The Applicant will be required to submit a security plan for the proposed project to the Police Department. The plan will be required to outline hours of operation for the parking structure (secured/open), a duress alarm system for the parking structure and an access control system for the perimeter of the building.
2. Parking structure and buildings: Each door within the structure and building leading into a stairwell, lobby, or storage area must be outfitted with a 100 square inch fire rated window. Convex mirrors minimum of 12 inch in diameter must be provided at each stairwell landing, in the storage rooms and at each corner along a walkway. The last flight of each stair must be fully enclosed at its base.
3. Elevators are to be equipped with minimum 12-inch shatterproof convex mirrors or are to have mirrored backing.
4. Parking structure first floor exits must be designed to allow emergency egress with no exterior hardware.
5. Building/unit addressing shall comply with emergency service standards of the City of Santa Ana.
6. Lobby doors must be equipped with a Police Department approved access control system.
7. Provide a minimum 100 square inch window in the trash room and storage room doors.
8. Parking Structure elevators must be equipped with an approved access control system.

C. Orange County Fire Authority

1. Prior to OCFA clearance of issuance of a building permit, the Applicant or responsible party shall submit plans and obtain approval of the following:

- a) Fire master plan (service code PR145)
- b) Architectural (service codes PR200-PR285)
- c) Architectural (service codes (PR212-PR220, abbreviated review)
- d) Tanks storing hazardous materials (service codes PR300-PR305)
- e) Hazardous materials compliance and chemical classification (service codes PR315-PR328)
- f) Battery (service code PR375), for any system containing an aggregate quantity of electrolyte in excess of 50 gallons
- g) Underground piping for private hydrants and fire sprinkler systems (service code PR470-PR475)
- h) Fire sprinkler system (service code PR400-PR465)

2. Prior to concealing interior construction, the Applicant shall obtain approval of a fire alarm system (service code PR500-PR520).

3. Before commencement of construction, the Applicant or responsible party shall attend a pre-construction meeting with an OCFA inspector. Call OCFA Inspection Scheduling at 714-573-6150 at least five days in advance to schedule and pay for the pre-construction meeting.

4. After installation of required fire access roadways and hydrants, the Applicant shall receive clearance from the OCFA prior to bringing combustible building materials on-site. Call OCFA Inspection Scheduling at 714-573-6150 with the Service Request number of the approved fire master plan at least five days in advance to schedule the lumber drop inspection.

5. The Applicant or responsible party shall provide the OCFA inspector evidence of compliance with emergency responder digital radio system performance criteria prior to occupancy. Refer to OCFA Guideline E-03 or the local jurisdiction's emergency responder radio ordinance, as applicable, for requirements.

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**SPR No. 16-03, VAR No. 17-05, VAR No. 17-06 (The Madison)
200 N Cabrillo Park Drive**

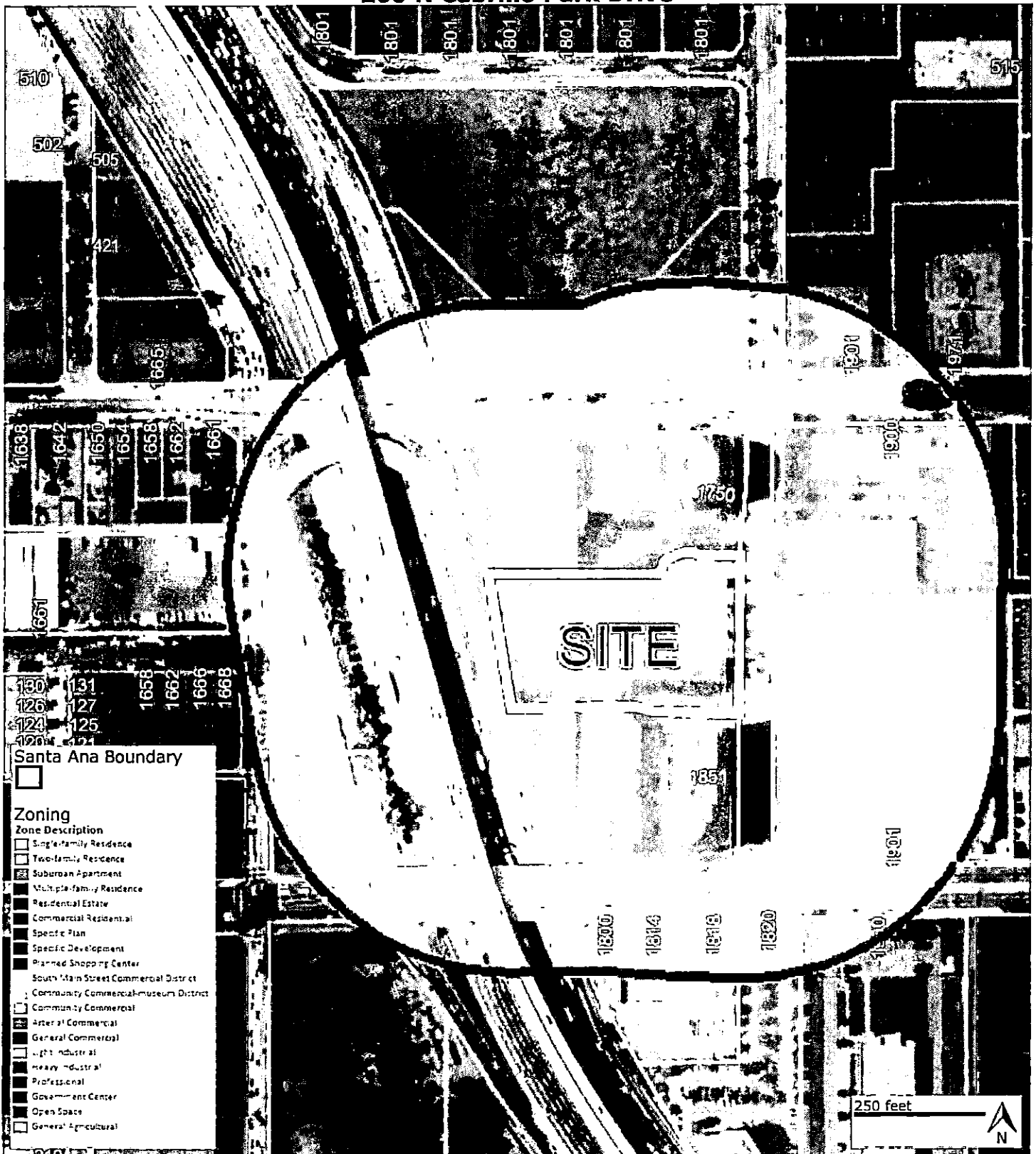
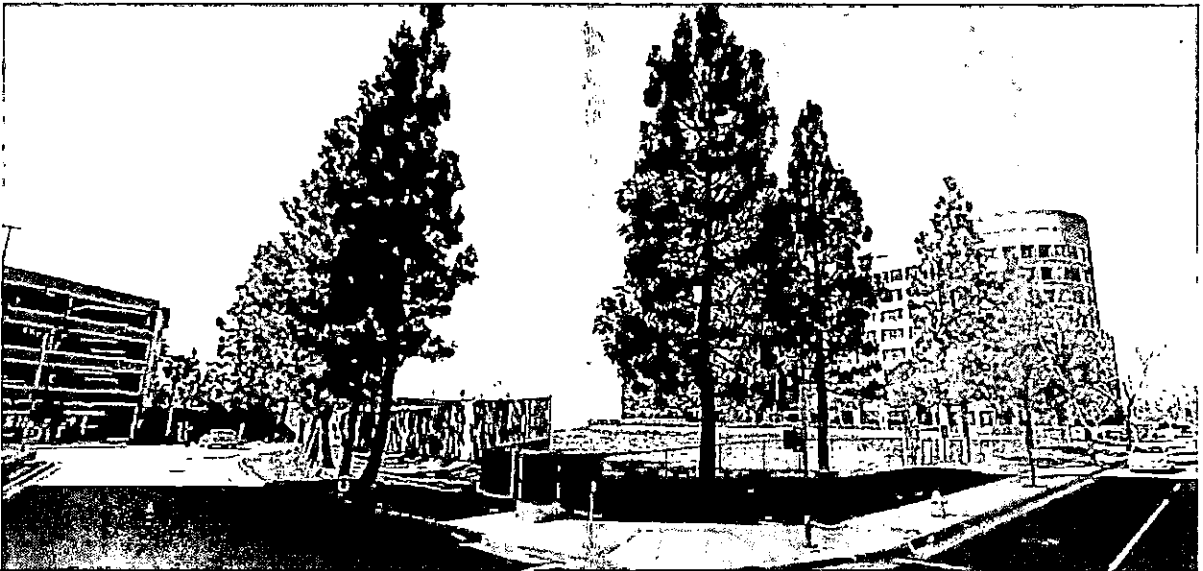


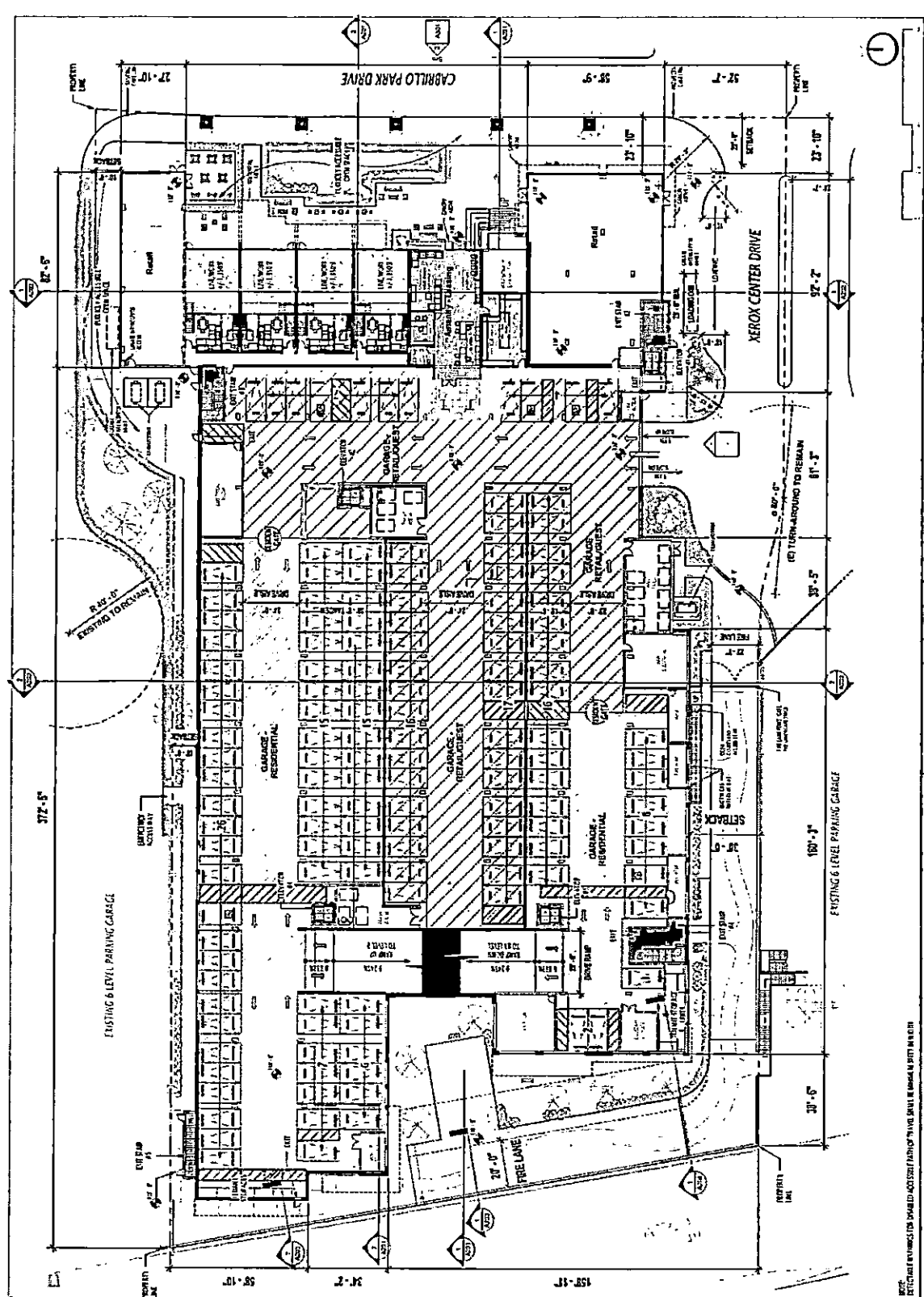
Exhibit 2 - Vicinity Zoning and Aerial View





SPR NO. 2016-03, VAR NO. 2017-05, VAR NO. 2017-06
THE MADISON
200 N CABRILLO PARK DRIVE
EXHIBIT 3
SITE PHOTOS

75A-26



PARKING DATA

PARKING STRATEGY STUDY PROVIDED AS SEPARATE SUBMITTAL

PARKING SPACES PROVIDED

TOTAL GARAGE SPACES: 1,000

TOTAL STALLS: 1,000

TOTAL STALLS (CONV.): 100

TOTAL STALLS (BIKE): 100

TOTAL STALLS (MOTORCYCLE): 100

TOTAL STALLS (TRUCK): 100

TOTAL STALLS (BUS): 100

TOTAL STALLS (VAN): 100

TOTAL STALLS (SUV): 100

TOTAL STALLS (SEDAN): 100

TOTAL STALLS (TRUCK): 100

TOTAL STALLS (BUS): 100

TOTAL STALLS (VAN): 100

TOTAL STALLS (SUV): 100

TOTAL STALLS (SEDAN): 100

UNIT TYPE LEGEND

- STAIR
- ELEVATOR CORES
- BUILDING ANCHORS
- RETAIL
- STUDIOS - 54 TOTAL UNITS
- 1 BEDROOM - 144 TOTAL UNITS
- 2 BEDROOM - 111 TOTAL UNITS
- 3 BEDROOM - 43 TOTAL UNITS
- LOFTS - 2 TOTAL UNITS

PARKING DATA

300 STALLS (100 AUTO)
 100 STALLS (50 BICYCLE)
 100 STALLS (50 MOTORCYCLE)
 100 STALLS (50 TRUCK)
 100 STALLS (50 BUS)
 100 STALLS (50 VAN)
 100 STALLS (50 SUV)
 100 STALLS (50 SEDAN)

UNIT TYPE LEGEND

- STAIR
- ELEVATOR CORES
- BUILDING ANCHORS
- RETAIL
- STUDIOS - 54 TOTAL UNITS
- 1 BEDROOM - 144 TOTAL UNITS
- 2 BEDROOM - 111 TOTAL UNITS
- 3 BEDROOM - 43 TOTAL UNITS
- LOFTS - 2 TOTAL UNITS

10/17/2017 15:42:27

LEVEL 1

THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

Breno Palmer, LLC
Breno Palmer, LLC
DEVELOPER

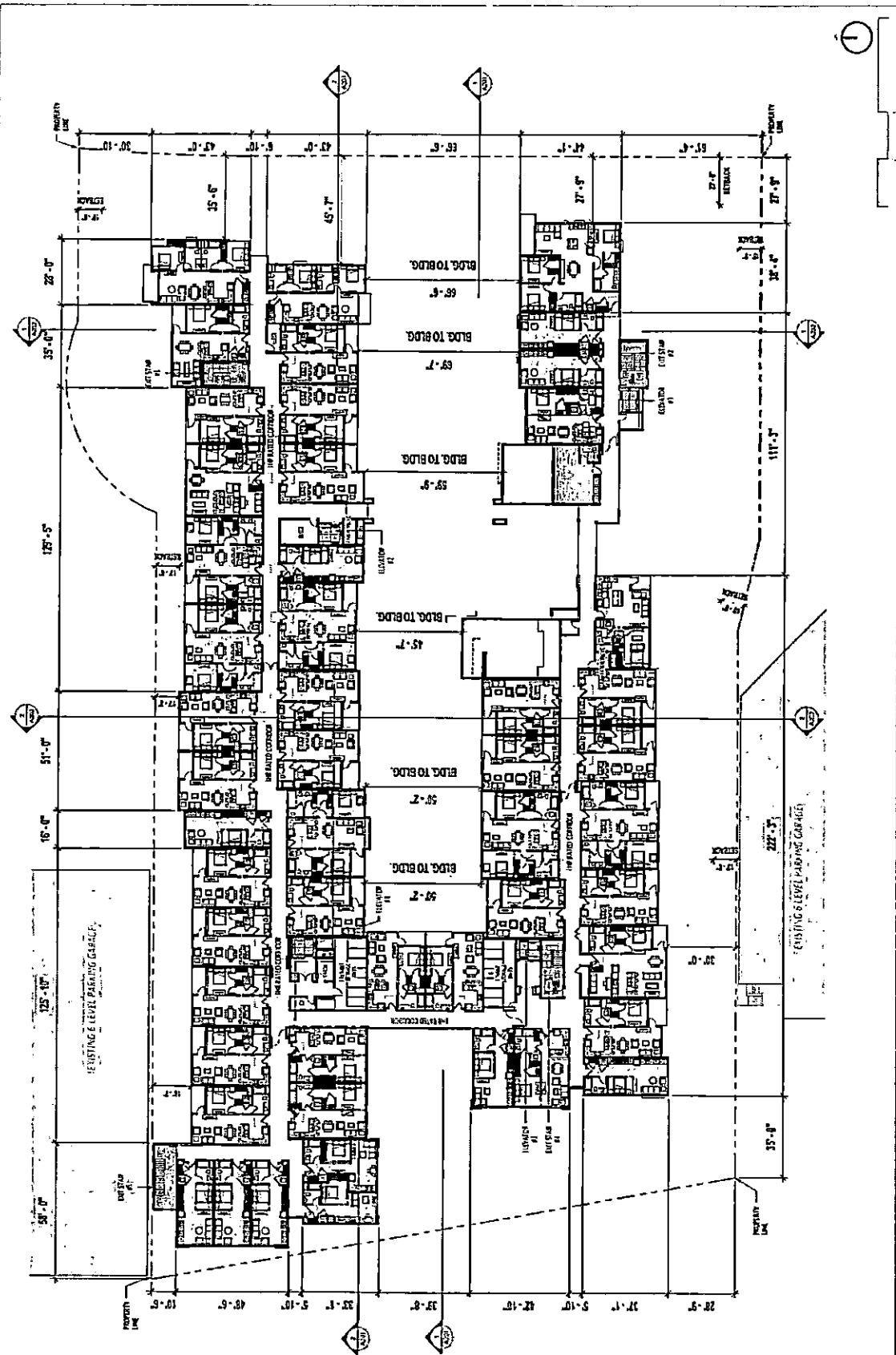
Bisno Real Estate Group, LLC
Bisno Real Estate Group, LLC
DEVELOPER

Cabrillo Community Partners, LLC
Cabrillo Community Partners, LLC
OWNER

MVE
OWNER
PARTNERS

A101

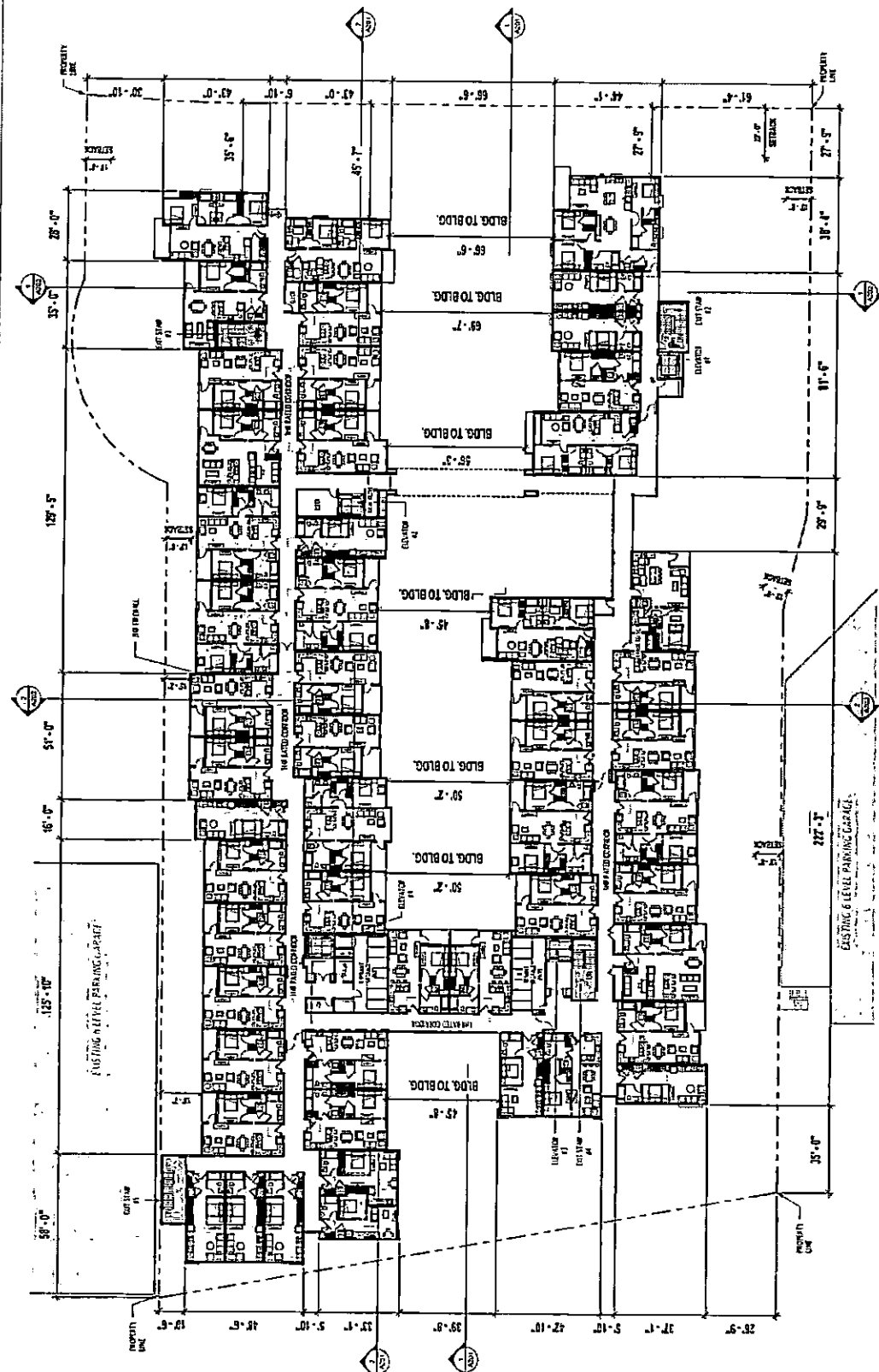
2016-03, VAR No. 2017-05, VAR No. 2017-06
THE MADISON
200 N. CABRILLO PARK DRIVE
EXHIBIT 4
SITE PLAN
75A-27



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UNIT TYPE LEGEND	
[Symbol]	STAIRS
[Symbol]	ELEVATOR CORES
[Symbol]	BUILDING APARTIES
[Symbol]	RETAIL
[Symbol]	STUDIOS - 54 TOTAL UNITS
[Symbol]	1 BEDROOM - 144 TOTAL UNITS
[Symbol]	1 BR+LOFTS - 11 TOTAL UNITS
[Symbol]	2 BEDROOM - 43 TOTAL UNITS
[Symbol]	3 BEDROOM - 4 TOTAL UNITS
[Symbol]	LIVABLE - 4 TOTAL UNITS

75A-33



1

A105

10/17/2017 15:44:06

LEVEL 5

THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

Bisno Real Estate Group, LLC
DEVELOPER

Bren Palmer, LLC
DEVELOPER

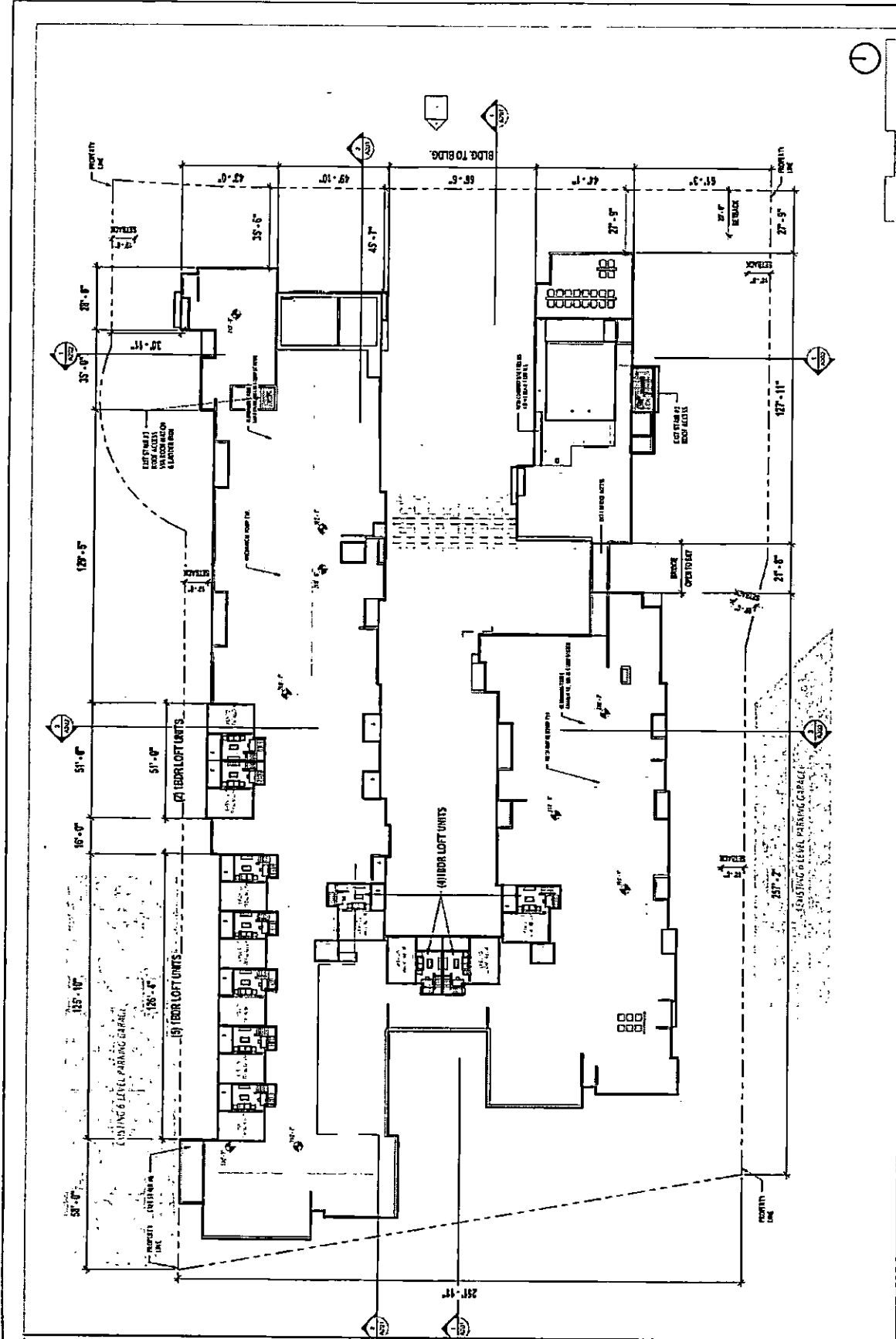
Cabrillo Community Partners, LLC
OWNER



UNIT TYPE LEGEND

- STAIRS
- ELEVATOR CORES
- BUILDING ADJACENTS
- RETAIL
- STUDIOS - 54 TOTAL UNITS
- 1 BEDROOM - 144 TOTAL UNITS
- 1 BDR LOTS - 11 TOTAL UNITS
- 2 BEDROOM - 43 TOTAL UNITS
- 3 BEDROOM - 4 TOTAL UNITS
- UNITS/USDR - 4 TOTAL UNITS

75A-34



UNIT TYPE LEGEND

[Symbol]	STAIRS
[Symbol]	ELEVATOR CORES
[Symbol]	BUILDING AVENUES
[Symbol]	RETAIL
[Symbol]	STUDIOS - 51 TOTAL UNITS
[Symbol]	1 BEDROOM - 124 TOTAL UNITS
[Symbol]	1 BR+LOFTS - 11 TOTAL UNITS
[Symbol]	2 BEDROOM - 43 TOTAL UNITS
[Symbol]	3 BEDROOM - 7 TOTAL UNITS
[Symbol]	LIVE/WORK - 4 TOTAL UNITS

MVE
PARTNERS

Cabrillo Community Partners, LLC
OWNER

Bren Palmer, LLC
DEVELOPER

Bisno Real Estate Group, LLC
DEVELOPER

THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

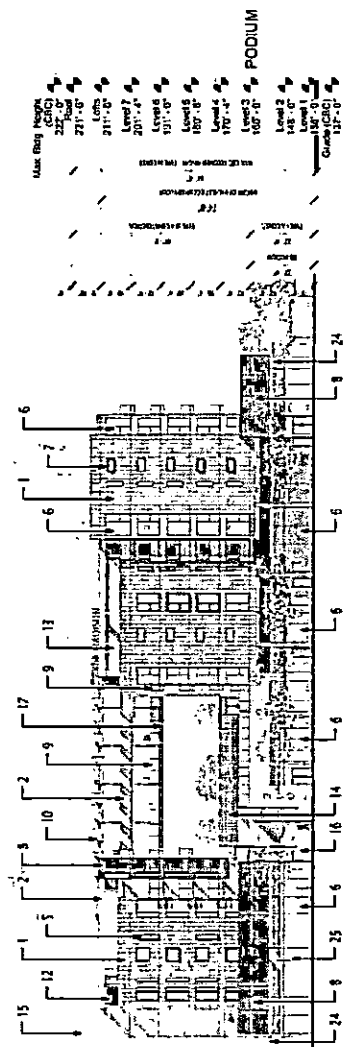
LOFTS LEVEL

A108

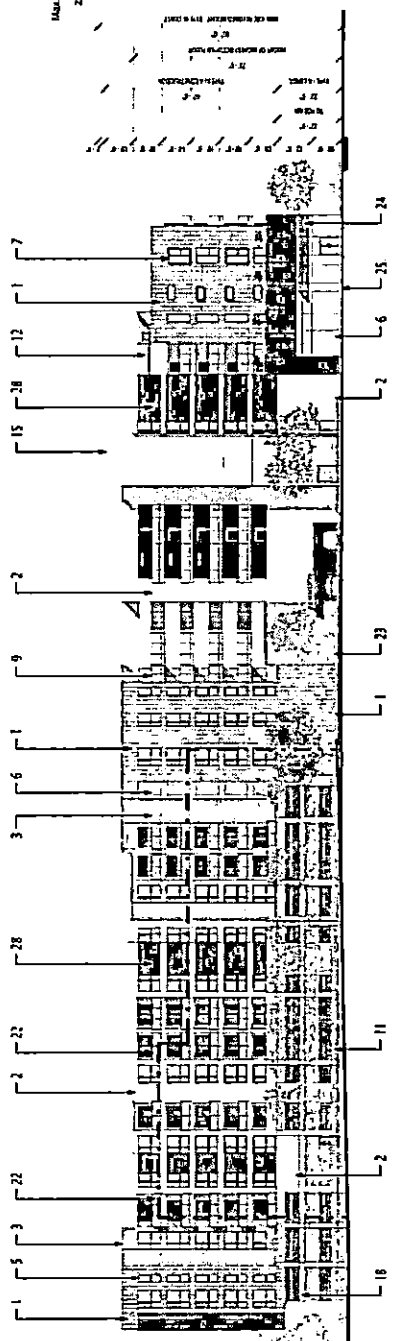
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MATERIAL NOTES

1. STANDING SEAM METAL PANEL SIDING
2. EXTERIOR CEMENT PLASTER (FINITE)
3. EXTERIOR CEMENT PLASTER (GREY TO MATCH STANDING SEAM)
4. FAÇONED CONCRETE (GLAZED & FINISH)
5. VINYL COOKERS & WINDOWS: PAINTED TO MATCH ANODIZED ALUMINUM
6. CLEAR ANODIZED ALUMINUM STOREFRONT WINDOW SYSTEMS
7. ANVART FRISI ALUMINUM FRAME EXTENSION FINISH TO MATCH CENTER SIFTEL
8. ANCHOR TRIER CEMENT BOND - "VITRAGE WOOD" - CLEAN COLOR
9. ANCHOR TRIER CEMENT BOND - "VITRAGE WOOD" - BRIDGES
10. STEEL CANOPY W/ STEEL SHADERS FINISH ATOP BRIDGE. DEFA BRIDGE ACCESS AT LEVEL OF SWIMMING POOL
11. PARKING SCREEN W/ VINES FINISHING SCREENS
12. SOUTH TERRACE LOUDS, PARTIALLY OPEN TO SKY
13. NORTH TERRACE LOUDS - PARTIALLY OPEN TO SKY
14. VINE SCREENS, VINES GROUNDING LONG STEEL PICKETS
15. ELEVATOR CHAFT
16. GRAND STAIR JARQUANRY BY AT W/ W/ W/
17. ANODIZED ALUMINUM FASCIA FLOOR FACE GRANITE COLOR
18. ALUMINUM GATEWAY
19. FINE ACCESS DECK
20. FINE ACCESS EXTERIOR
21. FINE ACCESS EXTERIOR
22. FINE ACCESS EXTERIOR
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99. FINE ACCESS EXTERIOR
100. FINE ACCESS EXTERIOR



ELEVATION FROM CABRILLO PARK DRIVE (EAST) 1-1-2017 2



ELEVATION FROM XEROX CENTER DRIVE (SOUTH) 1-1-2017 1

VAR No. 2016-03, VAR No. 2017-05, VAR No. 2017-06
THE MADISON
200 N. CABRILLO PARK DRIVE
EXHIBIT 16
BUILDING ELEVATIONS



Cabrillo Community Partners, LLC
 OWNER

Bren Palmer, LLC
 DEVELOPER

Bisno Real Estate Group, LLC
 DEVELOPER

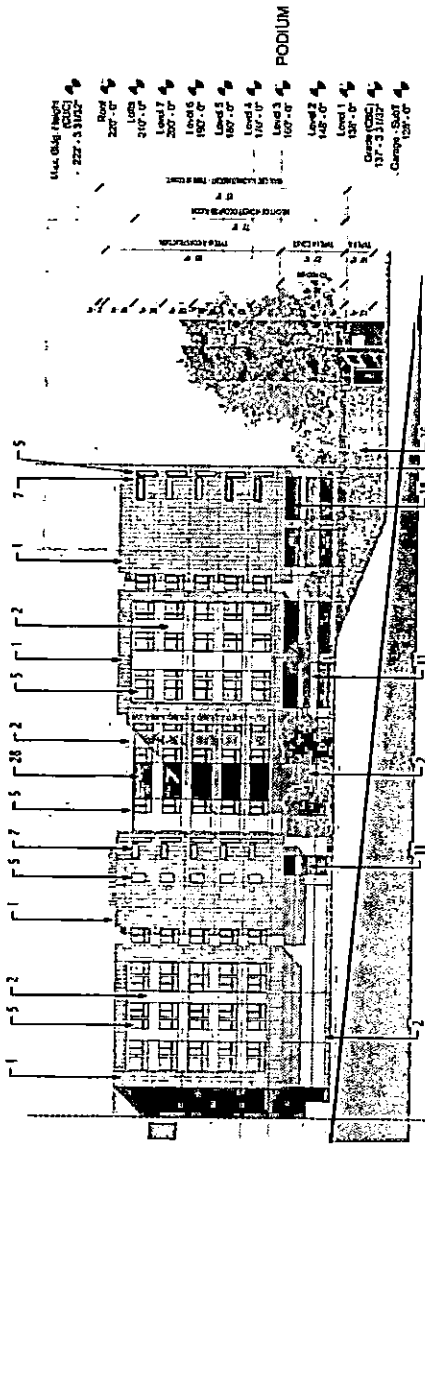
THE MADISON
 200 N. Cabrillo Park Dr.
 SANTA ANA, CA

EXTERIOR ELEVATIONS

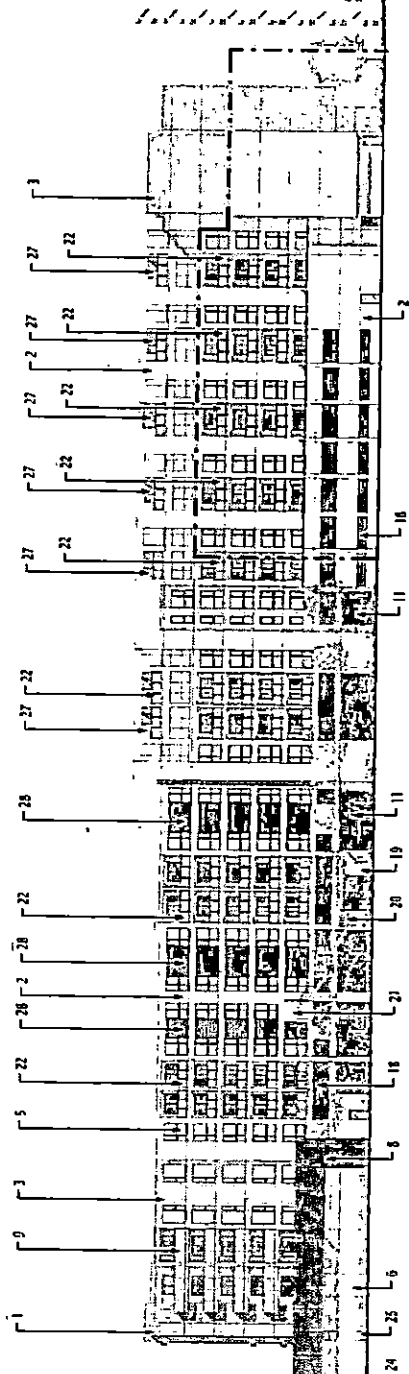
A301

MATERIAL NOTES

1. STANDING SEAM METAL PANEL, BIRCH
2. EXTERIOR CEMENT PLASTER (WHITE) SPANDREL BRAM
3. EXTERIOR CEMENT PLASTER (GREY) TO MATCH SPANDREL BRAM
4. FINISHED CONCRETE (GLASS) FINISH
5. VINYL DOORS & WINDOWS, PAINTED TO MATCH ANODIZED ALUMINUM
6. CLEAR ANODIZED ALUMINUM STOREFRONT WINDOW SYSTEM
7. RYHAR FINISH ALUMINUM FRAME EXTENSION (FINISH TO MATCH CORNER STEEL)
8. INCHIA FIRE RESISTANT BRUSH - "VINTAGE WOOD" - CEILING COLOR
9. ANODIZED ALUMINUM GLASS RAILING AT BALCONIES & BRIDGES
10. STEEL CORNERS BY STEEL FINISHES FINISH TOP FINISH. TOP & BRIDGE ACCESS AT LEVEL OF SKIDING
11. PARKING SCREEN WITH VINES FRONTING SCREEN
12. SOUTH TERRACE LOUNGE, PARTIALLY OPEN TO SKY
13. NORTH TERRACE LOUNGE, PARTIALLY OPEN TO SKY
14. VINE SCREEN, VINES GROWING ALONG STEEL PROFILES
15. ELEVATOR SHAFT
16. GUARD STAIR, MIRROR JBT CLEAR WIDTH
17. ANODIZED ALUMINUM FASCIA AT FLOOR FACE
18. ANODIZED ALUMINUM FASCIA AT FLOOR FACE
19. ALUMINUM DATE REFERENCE
20. FIRE ACCESS CORRIDOR
21. FIRE ACCESS CORRIDOR
22. STEEL & PERFORATED METAL RAILING AT BALCONIES, SEE ANODIZED ALUMINUM
23. VINES GROWING ALONG WALL PLANTER ABOVE
24. STEEL CANYON ARCHES METAL STOREFRONT, PAINTED TO MATCH ANODIZED ALUMINUM
25. ANODIZED ALUMINUM PANEL WITH STOREFRONT BY STEEL
26. VINES ALONG RETAINING WALL
27. ONE BEYOND ROOF LIGHT WITH WINDROOF TERRACE, TERRACES ARE OPEN TO SKY
28. EXTERIOR CEMENT PLASTER (WHITE) TO MATCH (WHITE CEMENT BRUSH)



ELEVATION FROM SANTA ANA FREEWAY (WEST) 1:250 2



ELEVATION FROM STATE FUND DRIVE (NORTH) 1:250 1



Cabrillo Community Partners, LLC
OWNER

Bren Palmer, LLC
DEVELOPER

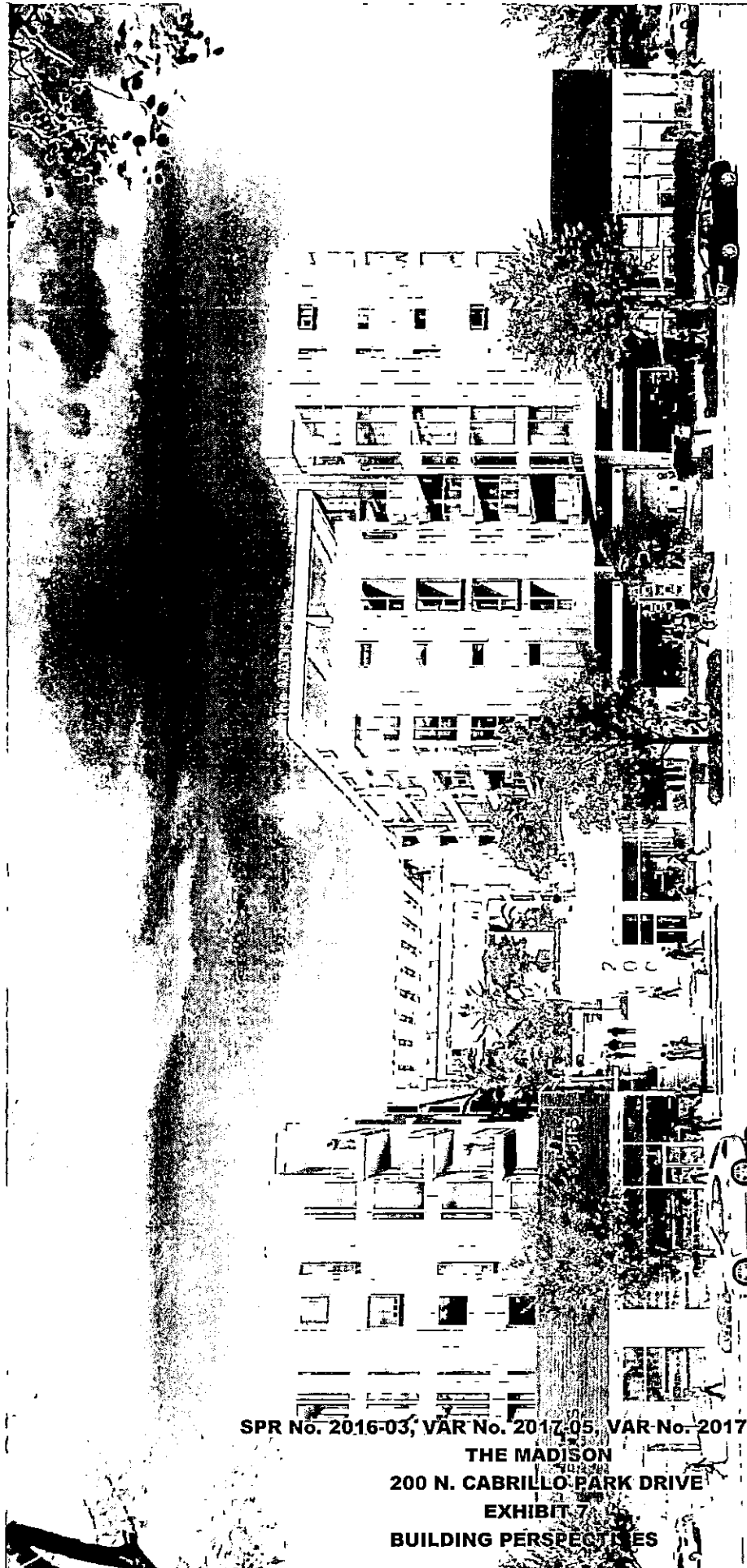
Bisno Real Estate Group, LLC
DEVELOPER

THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

EXTERIOR ELEVATIONS

A302

10/17/2017 15:47:06



SPR No. 2016-03, VAR No. 2017-05, VAR No. 2017-06

THE MADISON
 200 N. CABRILLO PARK DRIVE
 EXHIBIT 7
 BUILDING PERSPECTIVES



Cabrillo Community Partners, LLC
OWNER

Bren Palmer, LLC
DEVELOPER

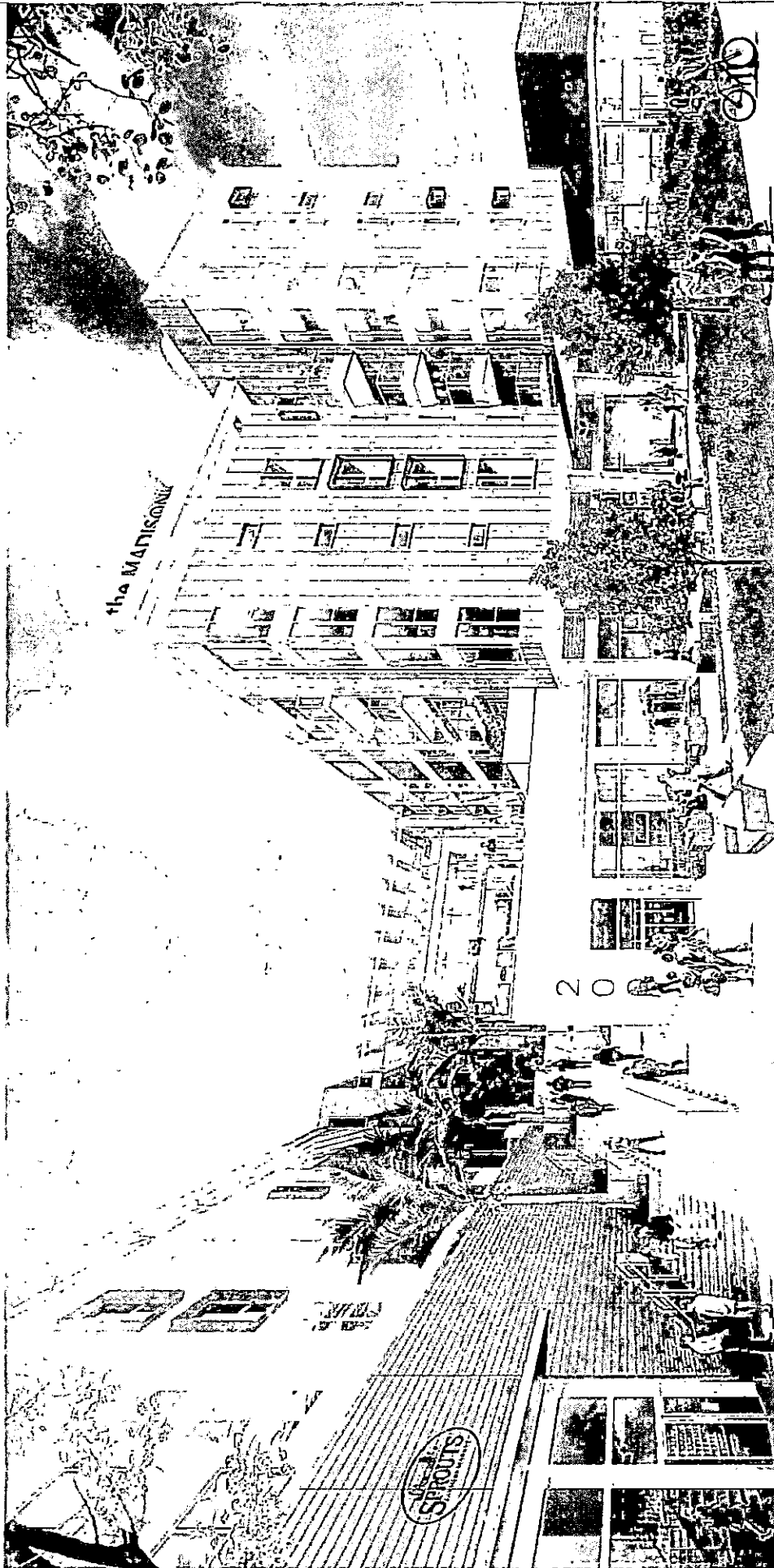
Bisno Real Estate Group, LLC
DEVELOPER

THE MADISON
 200 N. Cabrillo Park Dr.
SANRA ANA, CA

PERSPECTIVE - CABRILLO PARK FACADE

A600

10/1/2014 11:11:24



MVE
PARTNERS

Cabrillo Community Partners, LLC
OWNER

Bren Palmer, LLC
DEVELOPER

Bisno Real Estate Group, LLC
DEVELOPER

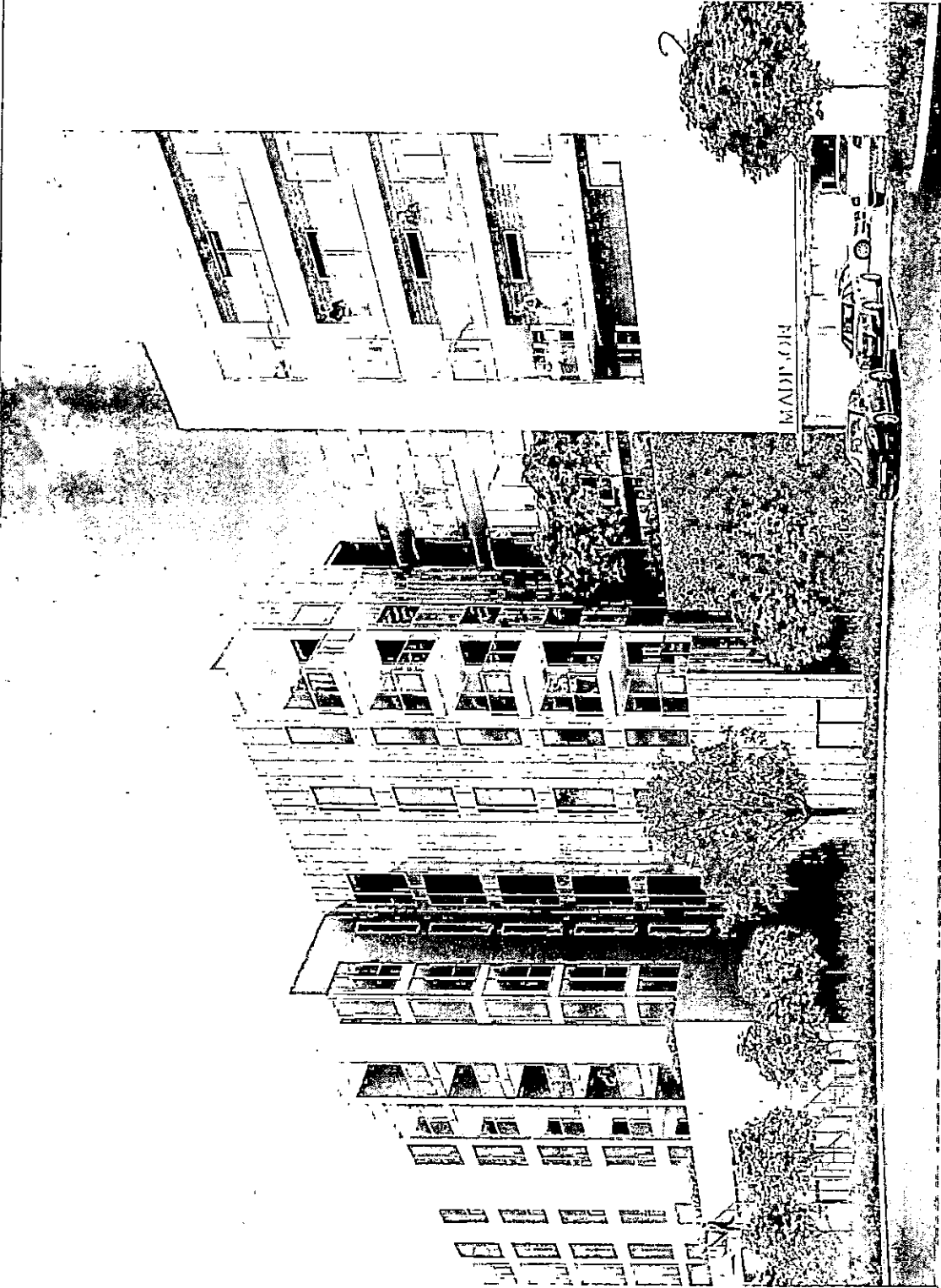
THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

PERSPECTIVE - CABRILLO ZOOM

A601

10/17/2017 15:50:28

75A-41



Cabrillo Community Partners, LLC
OWNER

Eren Palmer, LLC
DEVELOPER

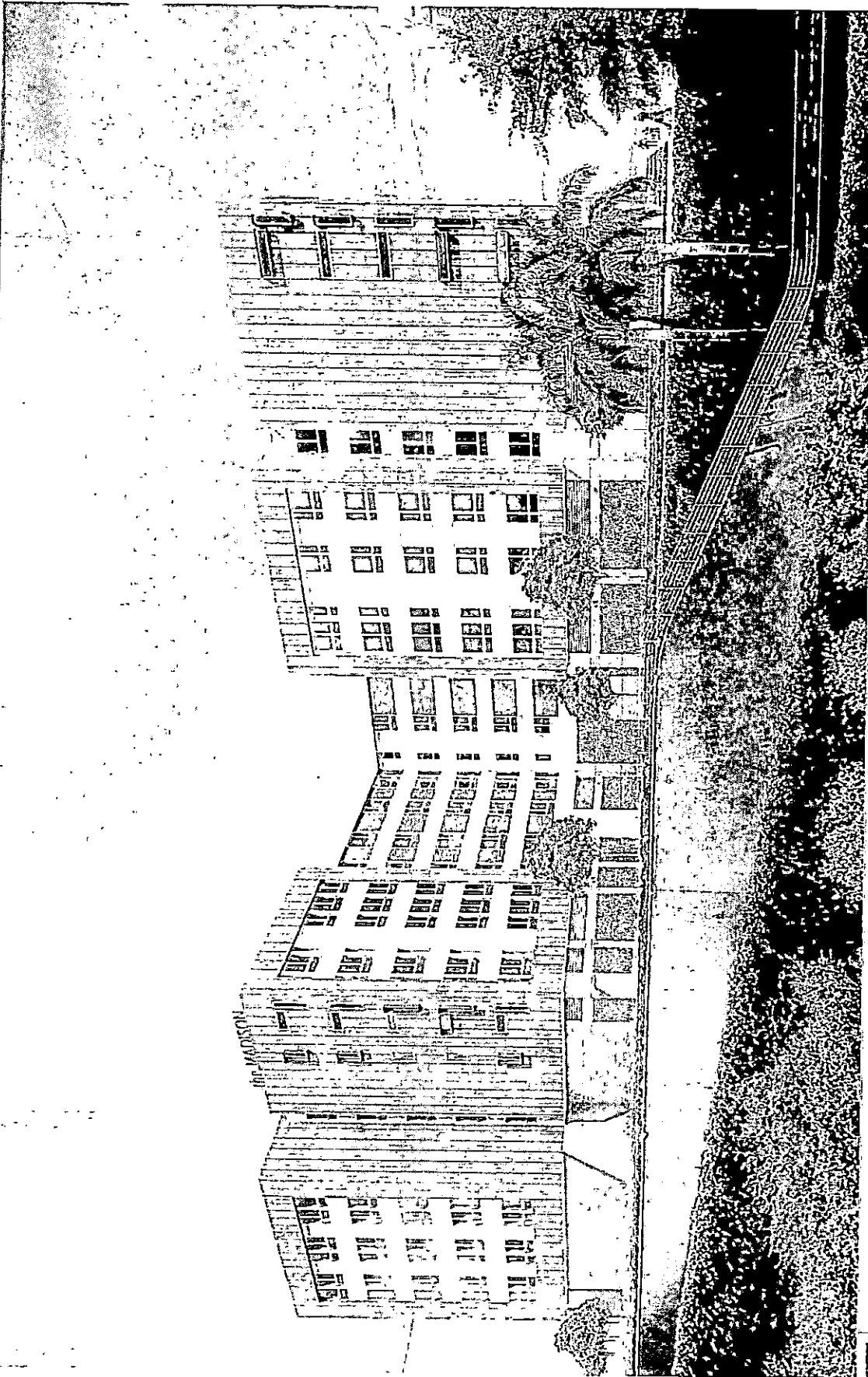
Bisno Real Estate Group, LLC
DEVELOPER

THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

PERSPECTIVE - GARAGE ENTRY

A606

10/17/2017 15:50:37



A607

PERSPECTIVE - WEST FACADE

THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

Bisno Real Estate Group, LLC
DEVELOPER

Bren Palmer, LLC
DEVELOPER

Cabrillo Community Partners, LLC
OWNER

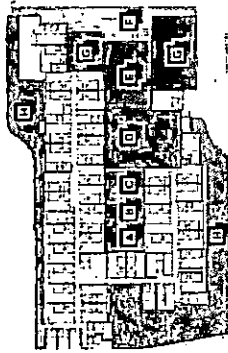


10/17/2017 15:50:39

75A-43

LANDSCAPE PLAN

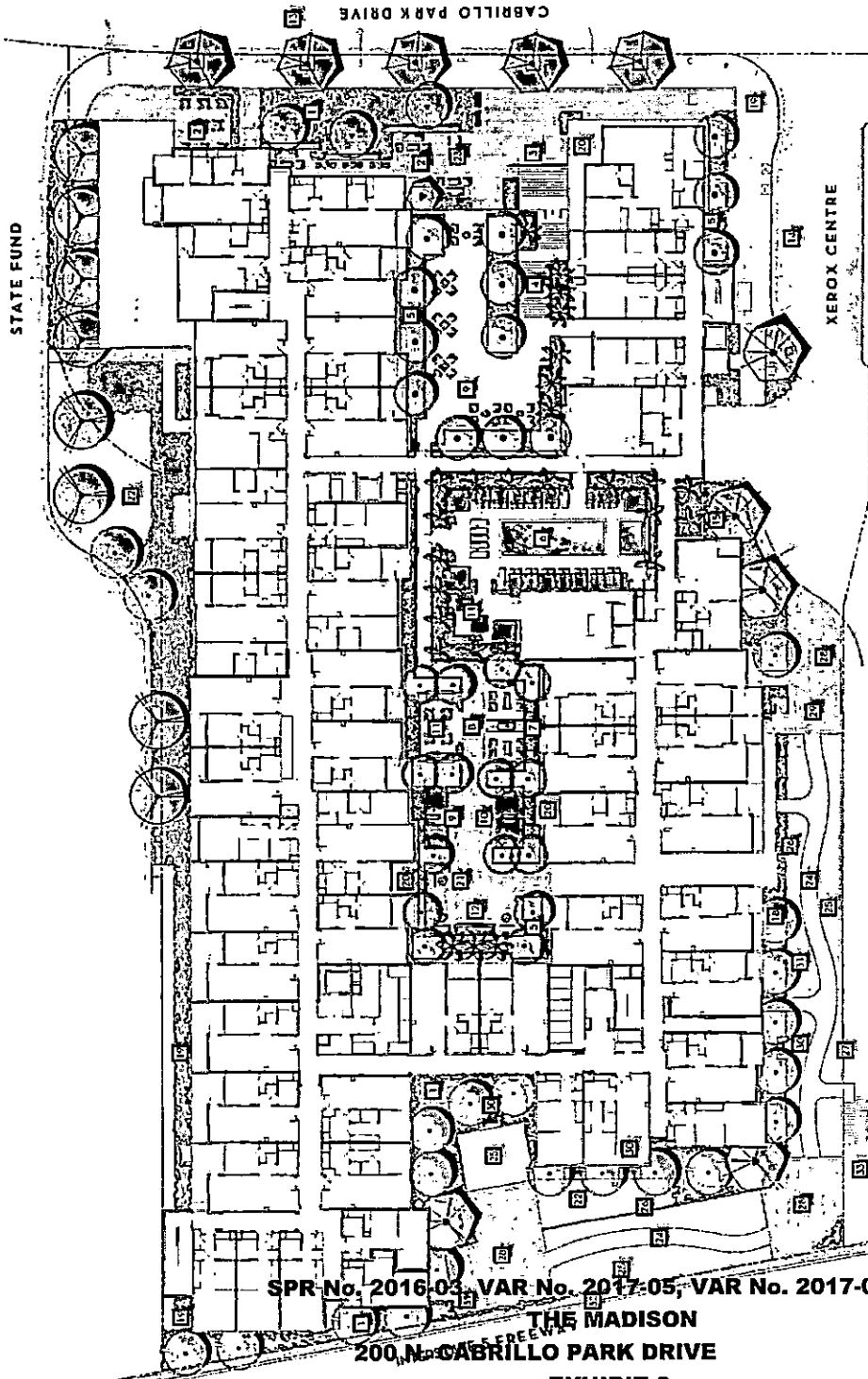
Overall Site



KEY MAP

CONCEPT LEGEND

1. GROUND LEVEL PLANTING AREA
2. LOWER RETAIL SEATING
3. ENHANCED ENTRY PAVING
4. ENTRY STEPS + PLANTERS
5. RAISED PLANTER (TYPICAL)
6. POOL AREA WITH SEATING
7. DOUBLE SIDED FURNACE
8. DECORATIVE FURNITURE
9. SEATING + LOUNGE AREA
10. SEATING AREA WITH UMBRELLA OR CABANA
11. BAR/BECU - DINING AREA
12. WATER FEATURE
13. STREET TREES IN TREE CHAIRES ***
14. LOADING ZONE
15. STORMWATER TREATMENT
16. BAY AREA WITH TELEVISION
17. FIRE PLACE
18. VERTICAL SCREEN PLANTING
19. SIDEWALK (TYPICAL)
20. PRIVATE PATIOS
21. FIRE PIT + SEATING
22. ARTIFICIAL TURF AREA ON GRADE (NOT IN EVAL)
23. BICYCLE RACK
24. SIDEWALK IN EVAL
25. ARTIFICIAL TURF ON CONCRETE IN EVAL
26. COPPER TILE MOW CURB AT EDGE OF EVAL
27. RESTAURANT WALL
28. VASCULAR BINGOS IN EVAL
29. VEHICULAR + PEDESTRIAN GATE IN EVAL
30. SEATING AREA IN EVAL
31. PET WASTE STATION IN EVAL
32. CALTRANS WALL + FENCE (EXISTING)
33. OFF-SITE STAIR CONNECTION



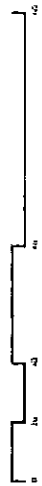
***Note: Street trees in tree grades along Cabrillo Park Drive to be 24" Dia. min. with a root engulfer system. (Per City standard and approved tree improvement plans)

SPR No. 2016-03, VAR No. 2017-05, VAR No. 2017-06

THE MADISON
200 N. CABRILLO PARK DRIVE

EXHIBIT 8

75A LANDSCAPE PLANS



INVESTIGATION
CONSULTING GROUP

Madison Community Partners, LLC
owner

Bren Palmer, LLC
DEVELOPER

Bisno Real Estate
Group, LLC
DEVELOPER

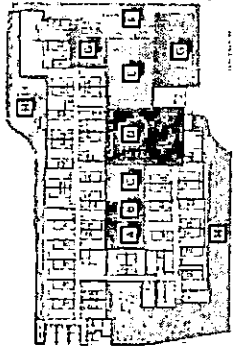
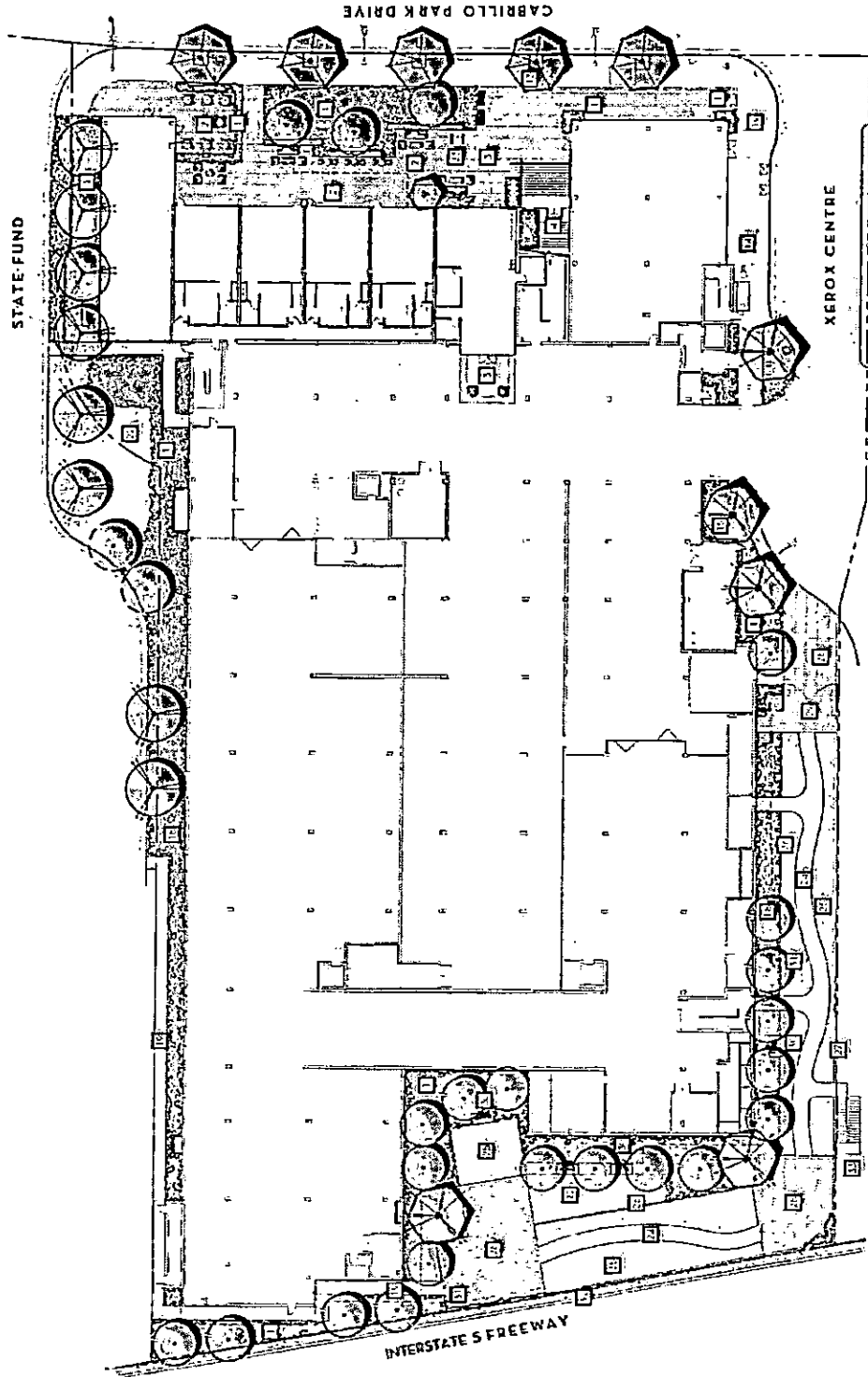
200 N. Cabrillo Park Dr.
SANTA ANA, CA

LANDSCAPE PLAN

L1.11
1" = 20'

LANDSCAPE PLAN

Passive Green Space + Porch Garden



KEY MAP

CONCEPT LEGEND

1. GROUND LEVEL PLANTING AREA
2. LOWER DETAIL SEATING
3. ENHANCED ENTRY RAMPING
4. ENTRY STEPS + PLANTERS
5. PAVED PLANTED (TYPICAL)
6. POOL AREA WITH SEATING
7. DOUBLE SIDED FIBERGLASS
8. DECORATING PAVING
9. SEATING + LOUNGE AREA
10. SEATING AREA WITH UMBRELLA OR CARMINA
11. BARBECUE + DRINKING AREA
12. WATER FEATURE
13. STREET TREES IN TREE GRATES ***
14. LOADING ZONE
15. STORMWATER TREATMENT
16. GAP AREA WITH TELEVISION
17. REFLECTOR
18. VERTICAL SCREEN PLANTING
19. SIDEWALK (TYPICAL)
20. PRIVATE PATIOS
21. FIRE PIT + SEATING
22. ARTIFICIAL TURF AREA ON GRADE (HOT HEAVY)
23. BICYCLE RACK
24. SIDEWALK (EVA)
25. ARTIFICIAL TURF ON CONCRETE (EVA)
26. CONCRETE MONOCURB AT EDGE OF EVA
27. PERIMETER WALL
28. VEHICULAR DRIVEWAYS (EVA)
29. VEHICULAR + PEDESTRIAN GATE (EVA)
30. SEATING AREA (EVA)
31. DET WASTE STATION (EVA)
32. CARTRANS WALL + FENCE (EXISTING)
33. CREEPER STAMP CONNECTION

***Main Street trees in tree grates along Cabrillo Park Drive to be 24" dia. min. with no root irrigation system. (Per City standards and approved street improvement plans)

	Madison Community Partners, LLC OWNER	Bren Palmer, LLC DEVELOPER	Bisno Real Estate Group, LLC DEVELOPER	200 N. Cabrillo Park Dr. SANTA ANA, CA	LANDSCAPE ENLARGEMENT	L1.16 1" = 30'
--	---	--------------------------------------	--	--	------------------------------	--------------------------

October 3, 2017

Mr. Robert Bisno
Cabrillo Community Partners, LLC
9255 W. Sunset Boulevard, Suite 920
West Hollywood, California 90069

LLG Reference No. 2.16.3755.1

Subject: **Revised Parking Demand Analysis for
The Madison Mixed-Use Development**
Santa Ana, California

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law &
Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

Dear Mr. Bisno:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Revised Parking Demand Analysis for the proposed Madison Mixed-Use Development Project (hereinafter referred to as Project). The project proponents, Cabrillo Community Partners, LLC proposes to construct a podium style apartment project consisting of up to 260 multi-family residential units and 6,561 square-foot (SF) of retail/commercial space in the Metro East Mixed-Use Overlay Zone of the City of Santa Ana. The project site is a 2.79-acre vacant parcel of land that is located at 200 N. Cabrillo Park Drive.

Pursuant to our discussions and understanding of the City of Santa Ana requirements, the preparation of a parking study is required in order to validate that the proposed Project can adequately meet its parking demand needs. This report evaluates the Project's parking needs based application of City code, as well as a comparison to LLG's previous field studies of actual parking demand at existing sites with similar characteristics.

This study focused on the following tasks:

- a) Calculates the proposed Project parking requirements based on the application of the City of Santa Ana Metro East Mixed-Use Overlay Zone parking ratios; identifies any Code-based surplus or deficiency by comparing Code requirements against the proposed supply;

SPR No. 2016-03, VAR No. 2017-05, VAR No. 2017-06

**THE MADISON
200 N. CABRILLO PARK DRIVE
EXHIBIT 9
PARKING DEMAND ANALYSIS
75A-46**

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shander, PE
John A. Boarman, PE
Clara M. Look-Joeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

- b) Compared actual field study parking requirements for multifamily residential uses at various locations to the requirements set forth by City Code. In addition, compared peak parking ratios for apartment complexes referenced in the *Parking Generation* (4th Edition) published by the Institute of Transportation Engineers (ITE), and *Shared Parking* (2nd Edition) published by the Urban Land Institute (ULI), as well as other reference materials for the cities of Ontario and Rancho Cucamonga, San Bernardino County, and Riverside County;
- c) Based on the parking requirement comparison assessment as stated above, calculated the average, 85th Percentile and 95th Percentile design-level peak parking demands and validated the adequacy of the proposed parking supply.
- d) Recommend a Parking Management Plan (PMP) to ensure adequate parking is provided for both guests and residents of the proposed Project.

Our method of analysis, findings, and recommendations are detailed in the following sections of this report.

PROJECT LOCATION AND DESCRIPTION

The Project site, located at 200 N. Cabrillo Park Drive, is a 2.79-acre vacant parcel of land within the Metro East Mixed Use Overlay Zone that is generally located north of First Street, south of Fourth Street, east of the Santa Ana (I-5) Freeway and west of Cabrillo Park Drive. The subject property is currently entitled for development of a 210,000 SF office building (Xerox Tower II). *Figure 1*, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the subject property in the context of the surrounding street system.

The proposed Project includes five-stories of multi-family apartment dwelling units over a two-level parking structure. *Table 1* summarizes the proposed Project development totals for the site. Review of *Table 1* shows that the proposed Project will include a total of 260 apartment homes consisting of 54 studio units, 143 one-bedroom units, 11 one-bedroom with loft units, 44 two-bedroom units, 4 three-bedroom units, 4 live/work units, and approximately 6,561 SF of ground floor retail space within two (2) suites over a two-level parking garage (plus subterranean level) with a total of 445 parking spaces. On-site facilities/amenities of the proposed Project include a leasing office, a lounge/lobby, business center, pool/spa, a fitness center for residents, and two roof top decks. *Figures 2* and *3* present the site plan for the proposed Project prepared by MVE+Partners, for the ground floor and 2nd Floor, respectively.

PARKING DEMAND ANALYSIS

Parking Requirements per Overlay Requirements

To determine the number of parking spaces required to support the proposed Project, the parking requirement was calculated based on parking information published in the *City of Santa Ana Metro East Mixed-Use Overlay Zone, Chapter 4.0 Development Standards, Section 4.8 Parking and Access, 3.d. Active Urban District*. The following parking ratio was used to determine the required parking:

- Mixed-use developments with less than 10 percent of the gross floor area devoted to commercial activity: a minimum of 2.0 spaces per residential or live/work unit inclusive of guest parking and any nonresidential uses.
- Mixed-use developments with 10 percent or greater of the gross floor area devoted to commercial activity: Any development proposal that devotes 10 percent or more of the development's gross floor area to a nonresidential use shall be required to provide a parking study by a city approved consultant to establish an adequate parking requirement for the mixture of uses in the proposed development. In no case, however, shall a standard of less than 2.25 spaces per unit inclusive of guest parking and any nonresidential uses shall be established.

Given the proposed Project commercial floor area, which totals 6,561 SF, equates to less than 10 percent of the Project's total gross floor area, the Project would require 520 spaces (2.0 spaces per unit x 260 units). With a proposed parking supply of 445 parking spaces, the Project has a 75 space parking deficiency when compared to the City's Metro East Mixed-Use Overlay Zone parking requirements.

Comparison of Parking Ratios

Notwithstanding the requirements of City Code, the actual parking requirements for multifamily residential uses have been found to be less than the City's own Code requirement as represented the *City of Santa Ana Metro East Mixed-Use Overlay Zone, Chapter 4.0 Development Standards, Section 4.8 Parking and Access, 3.d. Active Urban District*. This aspect is illustrated by LLG's previous field studies of actual parking demand at existing sites similar to the project, in addition to parking demand/empirical ratio compilations from other sources.

Table 2 presents a comparison of site development and parking ratios from various sources. The upper portion of **Table 2** presents twelve (12) comparable sites in Fullerton, Orange, Santa Ana, Irvine, Costa Mesa, Monrovia, Laguna Niguel, and Pasadena. Additional detail for the comparable sites is also provided inclusive of the location, development summary, parking facility type, parking supply, presence of

ground floor retail, survey period, empirically derived peak parking ratio and peak hour, and the Saturday daytime peak parking ratio and peak hour.

Table 2 indicates that the total number of apartment units for each site ranges from 142 units to 481 units and includes a unit mix of studios, one-bedroom units, two-bedroom units, and/or three-bedroom units. Parking facilities at these locations include parking structures, parking garages, and surface lots, with a combined parking supply for residents and the public/guests ranging from 223 spaces to 1,020 spaces. In addition to on-site parking, on-street parking is also available at two (2) of the facilities. More specifically, items 6 and 7 are mixed-use developments and have a retail component within their site similar to that which is proposed as part of the Project.

Table 2 further indicates that parking demand surveys/observations were conducted on one to two “typical” weeknights (Tuesday, Wednesday, Thursday) at nine of the comparable sites, and on a Saturday at three of the sites. These survey time periods were selected for analyses because parking needs are the greatest during these times; more specifically, peak demand for residential uses typically occurs during weeknights compared to weekday daytime and weekend conditions. This parking demand characteristic is evident from the hourly parking profiles in the *Shared Parking* (2nd Edition) publication by the Urban Land Institute (ULI) that indicate 90% to 100% parking occupancy between 6:00 PM and 12:00 AM/midnight, and the *Parking Generation* (4th Edition) publication by the Institute of Transportation Engineers (ITE) that reports 92% to 100% parking occupancy between 10:00 PM and 6:00 AM for low/mid-rise apartments (the only residential type with this data), and that parking demand is greater during these weekday overnight hours compared to a Saturday condition. Based on these considerations, it is concluded that the empirical basis for the peak parking ratios reported on *Table 2* coincides with, and is representative of, the absolute peak parking condition for each of the surveyed sites.

The tenant and guest peak parking ratio (spaces per DU) for each of the twelve comparable sites under absolute peak conditions (occurring on a weeknight, as explained above) and Saturday daytime conditions (where available) are presented on *Table 2*. The array of absolute peak parking rates yields an average ratio of 1.35 spaces per unit, an 85th percentile ratio of 1.48 spaces per unit, and a 95th percentile ratio of 1.61 spaces per unit. Saturday parking ratios are less, and range between 0.97 and 1.13 spaces per unit, occurring from noon to 3:00 PM.

Given that these sites are comparable in terms of apartment unit mix (i.e. one-bedroom, two-bedroom, three-bedroom, etc.) and seven (7) of the sites come within under 100 total units compared to the proposed Project, LLG concludes that the parking ratios derived from the twelve comparable sites are accurate representations for the unique

parking characteristics of the proposed Project that are not reflected in the City Code ratio.

ITE's *Parking Generation* publication, and ULI's *Shared Parking* publication, as well as other reference materials for the cities of Ontario and Rancho Cucamonga, San Bernardino County, and Riverside County, provide peak parking ratios for apartment complexes, as summarized in the lower portion of *Table 2*. These parking ratios range from 1.37 spaces per unit (average ratio per ITE for high-rise apartments similar to the Project) to 1.66 spaces per unit (field studies in Ontario and Rancho Cucamonga).

In order to provide more context behind the location and parking-related characteristics for the most relevant sites in *Table 2*, we have compiled the following information with regards to land use setting, proximity to public transit, and availability of off-site parking (i.e., on-street spaces, nearby off-site parking spaces):

Project/The Madison: 200 N. Cabrillo park Drive, Santa Ana

There is no on-street parking or other public parking facilities in the immediate vicinity of the site. There are existing bus stops located nearby, specifically at the intersections of Cabrillo Park Drive/4th Street and Cabrillo Park Drive/First Street. The Santa Ana Regional Transportation Center (SARTC) is located just under a mile to the northwest of the site, providing access to Amtrak, Metrolink, Orange County Transit Authority, intercity and interstate bus transportation, airport shuttles, and taxi services. The adjoining land uses to The Madison consist of mostly office and medical office buildings, with some residential scattered throughout.

Main Street Village: 2555 Main Street, Irvine (1.42 spaces per DU)

There is no on-street parking or other public parking facilities in the immediate vicinity of the site. There are existing bus stops located nearby, specifically at the intersections of Siglo/Main Street and Jamboree Road/Main Street. The nearest Park & Ride lot is located about 1.5 miles to the southeast of Main Street Village, near the intersection of Culver Drive at Sandburg Way. The adjoining land uses to Main Street Village consist of mostly office and residential uses.

Paragon at Old Town: 700 S. Myrtle Avenue, Monrovia (1.48 spaces per DU)

On-street parking is generally permitted in the vicinity of the site, most notably along Myrtle Avenue (north of Walnut Avenue), Olive Avenue, Walnut Avenue, and Ivy Avenue. The nearest existing bus stop is located at the intersection of Primrose Avenue/Walnut Avenue. An existing Park & Ride lot and Metro Light Rail station is located about 0.7 miles to the south of Paragon at Old Town, near the intersection of Myrtle Avenue/Duarte Road. The adjoining land uses to Paragon at Old Town consist of shopping/food uses to the north, residential uses to the east, and office/warehouse building to the south and west.

Trio Apartments: 44 N. Madison Avenue, Pasadena (1.22 spaces per DU)

On-street parking is generally permitted in the vicinity of the site, most notably along Madison Avenue, Colorado Boulevard, and Union Street. Further, several paid public parking lots are located nearby, including on the west side of Madison Avenue and a few south of Colorado Boulevard. Existing bus stops are located at the intersection of El Molino Avenue/Union Street, as well as various bus stops located Colorado Boulevard. An existing Park & Ride lot is located about 0.5 miles to the northwest of Trio Apartments, near the intersection of Marengo Avenue/Walnut Street. Further, existing Metro Light Rail stations are located at Lake Street/I-210 Freeway (about 0.5 miles from Trio Apartments) and near Raymond Avenue/Holly Street (about 0.5 miles from Trio Apartments). The adjoining land uses to Trio Apartments consist of mostly office and commercial uses.

Adagio on the Green: 2660 Oso Parkway, Mission Viejo (1.45 spaces per DU)

There is no on-street parking or other public parking facilities in the immediate vicinity of the site. Existing bus stops are located nearby, specifically at the intersections of Country Club Drive/Oso Parkway and Marguerite Parkway/Oso Parkway. There is no Park & Ride facility in the nearby vicinity of Adagio on the Green. The adjoining land uses to Adagio on the Green consist of mostly residential uses, with a golf course to the north and south of Oso Parkway and some commercial uses.

Skye at Laguna Niguel: 28100 Cabot Road, Laguna Niguel (1.49 spaces per DU)

There is no on-street parking or other public parking facilities in the immediate vicinity of the site. The nearest existing bus stop is located at the intersection of Cabot Road/Crown Valley Parkway. An existing Park & Ride lot and Metrolink train station is located immediately east of the SR-73 Freeway, along Forbes Road (about 0.2 miles from Skye at Laguna Niguel). The adjoining land uses to Skye at Laguna Niguel consist of mostly residential uses, with commercial uses to the east.

Apex Laguna Niguel: 27960 Cabot Road, Laguna Niguel (1.28 spaces per DU)

There is no on-street parking or other public parking facilities in the immediate vicinity of the site. The nearest existing bus stop is located at the intersection of Cabot Road/Crown Valley Parkway. An existing Park & Ride lot and Metrolink train station is located about 0.3 miles to the southeast from Apex Laguna Niguel, along Forbes Road. The adjoining land uses to Apex Laguna Niguel consist of mostly residential uses, with commercial uses to the east.

Based on the above descriptions of six existing sites, locational and parking-related characteristics are similar and comparable to the Project (i.e., not located in a TOD/Transit-Oriented Development, with no off-site parking nearby, which can reduce on-site parking needs), with their empirical parking demand ratios considered to be indicative of the Project's potential parking needs. The Project will be

providing a supply of 445 spaces, which, when divided by 260 dwelling units, corresponds to a parking supply ratio of 1.71 spaces per dwelling unit. This supply ratio of 1.71 spaces per dwelling units is 15% to 40% greater than the empirical ratios from the six comparable sites most similar to the Project.

Project Parking Supply versus Demand

The bottom portion of *Table 2* estimates the project's parking needs based on the application of the average, 85th percentile, and 95th percentile parking rates from comparable sites. For the 260 units as now proposed, it is estimated that the average demand would be 351 spaces, the 85th percentile demand would be 385 spaces, and the 95th percentile demand would be 419 spaces. Comparing the 95th percentile demand of 419 spaces against the proposed supply of 445 spaces yields a surplus of 26 spaces.

Residential guest parking will be shared with the retail component of the Project. Based on ULI's *Shared Parking* publication, the peak parking time periods for retail uses occur on weekends between 1:00 PM and 5:00 PM, which does not coincide or overlap with the residential peak parking demand occurring on weeknights during overnight hours.

On a theoretical basis, the "standalone" parking requirement for the 6,561-SF retail component of the Project would be 33 spaces (calculated based on the City Code ratio for retail of 5 spaces per 1,000 SF). Applying ULI hourly profiles (i.e., 0% at 12:00 AM/midnight on a weeknight, and 100% at 2:00 to 3:00 PM on a weekend) to this 33-space requirement yields no spaces for a weeknight, and 33 spaces for the weekend, from a "shared demand" standpoint. This indicates that the retail component will not generate any overlapping demand with the residential guest parking during the late weeknight/overnight peak period. During the weekend/Saturday midday peak period for retail, up to 33 spaces for retail will need to be shared with residential guests. Comparing the 33-space retail demand against the 53 guest parking spaces to be provided by the Project corresponds to a remainder of 20 spaces for residential guest use on weekend afternoons.

The residential guest demand during weekend afternoons is estimated by applying an empirical ratio of 1.13 spaces per unit (the greatest Saturday afternoon ratio reported on *Table 2*) to 260 units, multiplying by 25% (City Code requirement for guest parking), then multiplying by 20% (the time-of-day factor per ULI's *Shared Parking* methodology), resulting in a residential guest demand of 15 spaces. Adding this 15-space demand for residential guests to the 33-space demand for retail yields a total demand of 48 spaces. Comparing the 48-space residential guest and retail total

demand against the 53 guest parking spaces to be provided by the Project corresponds to a surplus of 5 spaces.

Given these results, we conclude that the proposed parking supply of 445 spaces is adequate to accommodate the Madison Mixed-Use Development anticipated parking needs.

PARKING MANAGEMENT PLAN

To ensure adequate parking is provided for both guests and resident of the Project, it is recommended that a Parking Management Plan (PMP) be prepared that outlines the proposed allocation of on-site parking supply, along with key parking management strategies, to maximize the availability of parking for the various user groups associated with the Madison Mixed-Use Development project.

Parking Management Plan Measures

Subject to review by the Project proponent and the City, the PMP measures described below could be considered for implementation by the Project:

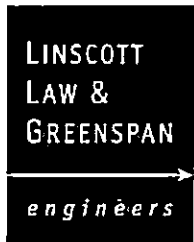
- The PMP should restrict residents from parking in non-resident spaces.
 - The PMP should help develop the framework for a detailed parking agreements between the leasing office and the tenants.
1. Provide signage to indicate which spaces on the ground floor are to be assigned for prospective resident tenant or short-term parking for the retail component of the Project, as determined by the leasing office/property management company.
 2. Provide signage to indicate that location and number of parking spaces allocated for resident guest usage; also identify that these spaces can also be used by patrons of the retail business.
 3. Direct employees of the leasing office and retail business to use the unassigned parking spaces.
 4. Provide signage at the resident vehicular gate on Level P1 to indicate “Resident Parking Only”.
 5. Establish a program which would require residents to register their vehicle (and provide their vehicles’ license plate numbers), and pick up a gate card-key. They should be given written parking regulations and a parking map with key allocations to restrict them from parking in non-resident areas at any time, and require that they inform their guests where to park.
 6. To maximize the use the Project’s tandem (2nd access) spaces, 44 of the tandem spaces should be designated to each of the 44 two bedroom units, while 8 of the tandem spaces should be assigned to the 4 three bedroom units and 4 live/work units. The remaining 11 of the 63 tandem spaces should be made available and

assigned to specific units of the studio units and/or 1 bedroom units, as determined by the leasing office/property management company.

SUMMARY OF FINDINGS AND CONCLUSIONS

1. The Madison Mixed-Use Development Project is proposing to construct a podium style apartment project consisting of up to 260 multi-family residential units and 6,561 square-foot (SF) of retail/commercial space in the Metro East Mixed-Use Overlay Zone of the City of Santa Ana. The project site is a 2.79-acre vacant parcel of land that is located at 200 N. Cabrillo Park Drive. The proposed Project will include a total of 260 apartment homes consisting of 54 studio units, 143 one-bedroom units, 11 one-bedroom with loft units, 44 two-bedroom units, 4 three-bedroom units, 4 live/work units, and approximately 6,561 SF of ground floor retail space within two (2) suites over a two-level parking garage (plus subterranean level) with a total of 445 parking spaces.
2. This parking demand analysis validates that the proposed parking supply of 445 spaces is adequate to accommodate the parking needs of the Project.
3. Direct application of City of Santa Ana Metro East Mixed-Use Overlay Zone parking requirements to the proposed Project (260 DU) results in a total parking requirement of 520 parking spaces. With a proposed parking supply of 445 spaces, a code shortfall of 75 spaces is calculated.
4. Based on a comparison of parking ratios between twelve (12) sites within the cities of Fullerton, Orange, Santa Ana, Irvine, Costa Mesa, Monrovia, Laguna Niguel and Pasadena, a 95th Percentile “design-level” parking ratio of 1.61 was applied to the proposed 260 units which results in a parking demand of 419 spaces. With a proposed parking supply of 445 spaces, a surplus of 26 spaces is calculated.
5. Based on the above findings, we conclude that based on the application of the 95th Percentile “design-level” parking ratio of 1.61 derived from twelve (12) comparable sites, adequate parking would be provided on site to accommodate the proposed Project.
6. To ensure adequate parking is provided for both guests and resident of the Project, it is recommended that a Parking Management Plan (PMP) be prepared that outlines the proposed allocation of on-site parking supply, along with key parking management strategies, to maximize the availability of parking for the various user groups associated with the Madison Mixed-Use Development project.

Mr. Robert Bisno
October 3, 2017
Page 10



We appreciate the opportunity to prepare this parking analysis for The Madison Mixed-Use Development. Should you have any questions or need additional assistance, please do not hesitate to call Shane Green or me at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

A handwritten signature in black ink, appearing to read "R. Barretto".

Richard E. Barretto, P.E.
Principal

cc: Shane S. Green, P.E., Transportation Engineer III

Attachments



TABLE 1
PROJECT DEVELOPMENT SUMMARY¹
THE MADISON, SANTA ANA

Land Use / Project Description	Project Development Totals
<i>The Madison Mixed-Use Development</i>	
☐ Studio Units (603 SF Average)	54 Units
☐ 1 Bedroom Units (803 SF Average)	143 Units
☐ 1 Bedroom + Loft Units (803 SF Average)	11 Units
☐ 2 Bedroom Units (928 SF Average)	44 Units
☐ 3 Bedroom Units (1,600 SF Average)	4 Units
☐ 1 Live/Work Units (1,459 SF Average)	<u>4 Units</u>
<i>Total Residential Units:</i>	<i>260 Units</i>
<i>Total Retail Space:</i>	<i>6,561 SF</i>
<i>Parking Supply</i>	
☐ Resident Parking – 1 st Access (includes 9 H/C)	329 spaces
☐ Resident Parking – 2 nd Access/Tandem	63 spaces
☐ Guest Parking (includes 1 H/C spaces)	<u>53 spaces</u>
<i>Total Parking Supply:</i>	<i>445 spaces</i>

¹ Source: MVE+Partners, 7/28/2017.

TABLE 2
COMPARABLE SITE DEVELOPMENT AND PARKING RATIO SUMMARY
THE MADISON, SANTA ANA

Comparable Site	City	Address	Development Summary	Parking Facility	Parking Supply	Retail	Survey Period	Tenant & Guest Peak Parking Ratio - Spaces per DU (Peak Hour)	Tenant & Guest Saturday Daytime Peak Parking Ratio (Peak Hour)	
1	Anton Residential Mid-Rise Building	Costa Mesa	580 Anton Boulevard	250 Unit Luxury Apartments • 80 2 Bedroom Units • 170 Studio/1 Bedroom Units	Structure	438 Spaces • Residents - 330 sp. • Guests - 108 sp.	--	--	1.75 (Peak Hour N/A)	--
2	Main Street Village [a]	Irvine	2555 Main Street	481 Unit Apartments • 265 1 Bedroom Units • 200 2 Bedroom Units • 16 3 Bedroom Units	Structure	1,020 Spaces • Residents - 847 sp. • Public/Guests - 173 sp.	--	Wednesday & Thursday 10PM-12AM	1.42 (@ 12:00 AM)	--
3	279 Unit Complex [b]	Irvine	--	279 Unit Apartments • 2 Studio Units • 162 1 Bedroom Units • 115 2 Bedroom Units	Gated Structure	600 Spaces	--	Tuesday 6PM-1AM	1.36 (Peak Hour N/A)	--
4	403 Unit Complex [b]	Irvine	--	403 Unit Apartments • 326 1 Bedroom Units • 77 2 Bedroom Units	Gated Structure	643 Spaces	--	Tuesday 6PM-1AM	1.29 (Peak Hour N/A)	--
5	460 Unit Complex [b]	Orange	--	460 Unit Apartments • 256 1 Bedroom Units • 204 2 Bedroom Units	Gated Structure, Gated Surface Lot	784 Spaces	--	Tuesday 6PM-1AM	1.4 (Peak Hour N/A)	--
6	183 Unit Complex [b]	Fullerton	--	183 Unit Apartments • 129 1 Bedroom Units • 54 2 Bedroom Units	Gated Residential Structure	223 Residential Spaces	Yes	--	1.1 (Peak Hour N/A)	--
7	250 Unit Complex [b]	Santa Ana	--	250 Unit Apartments • 108 1 Bedroom Units • 145 2-3 Bedroom Units	Gated Residential Structure	453 Residential Spaces	Yes	--	0.94 (Peak Hour N/A)	--
8	Paragon at Old Town [a]	Monrovia	700 S. Myrtle Avenue	163 Unit Apartments • 82 1 Bedroom Units • 81 3 Bedroom Units	Surface Lot, On-Street Parking	404 Spaces • Residents - 329 sp. • Public/Guests - 75 sp.	--	Wednesday & Thursday 6PM-12AM	1.48 (@ 11:00 PM)	--
9	Trio Apartments [a]	Pasadena	44 N. Madison Avenue	304 Unit Apartments • 46 Studio Units • 141 1 Bedroom Units • 117 2 Bedroom Units	Surface Lot, On-Street Parking	480 Spaces • Residents - 450 sp. • Public/Guests - 30 sp.	--	Wednesday & Thursday 10PM-12AM	1.22 (@12:00 AM)	--
10	Adagio on the Green [d]	Mission Viejo	2660 Oso Parkway	256 Unit Apartments	Garage, Surface Lot	512 Spaces • Residents - 424 sp. • 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)
11	Skye at Laguna Niguel [d]	Laguna Niguel	28100 Cabot Road	142 Unit Apartments • 97 1 Bedroom Units • 45 2 Bedroom Units	Garage	294 Spaces • Residents - 240 sp. • Public/Guests - 54 sp.	--	Wednesday & Thursday 7PM-2AM Saturday: 12PM-3PM, 7PM-2AM	1.49 (@ 11:00 PM)	1.07 (@ 12:00 PM)
12	Apex Laguna Niguel [d]	Laguna Niguel	27960 Cabot Road	284 Unit Apartments • 32 Studio Units • 161 1 Bedroom Units • 91 2 Bedroom Units	Garage	539 Spaces • Residents - 461 sp. • Public/Guests - 78 sp.	--	Wednesday & Thursday 7PM-2AM Saturday: 12PM-3PM, 7PM-2AM	1.28 (@ 2:00 AM)	1.13 (@ 3:00 PM)
Average:								1.35		
85th Percentile:								1.48		
95th Percentile:								1.61		
Additional Parking Ratio References:										
ITE Parking Generation, 4th Edition High-Rise Apartment										
Average:								1.37		
85th Percentile:								1.52		
ULI Shared Parking: Residential (Rental) Units								1.65		
Field Studies in Ontario and Rancho Cucamonga [c]								1.58 - 1.66		
American Community Survey (ACS) in Ontario [c]								1.62		
Household Surveys in San Bernardino and Riverside [c]								1.45		
Parking Calculation Using Empirical Rates Above (280 DU's for the Madison)										
Average Demand (1.35 x 280 DUs):								378		
85th Percentile Demand (1.48 x DUs):								414		
95th Percentile Demand (1.61 x DUs):								451		

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: *Parking Study for AMLI Orange Apartment Project*, prepared by IBI Group, Nov. 2012
[c] Source: *Parking Reform Made Easy*, Richard W. Willson, 2013
[d] Source: Counts collected by LLG on December 2016.

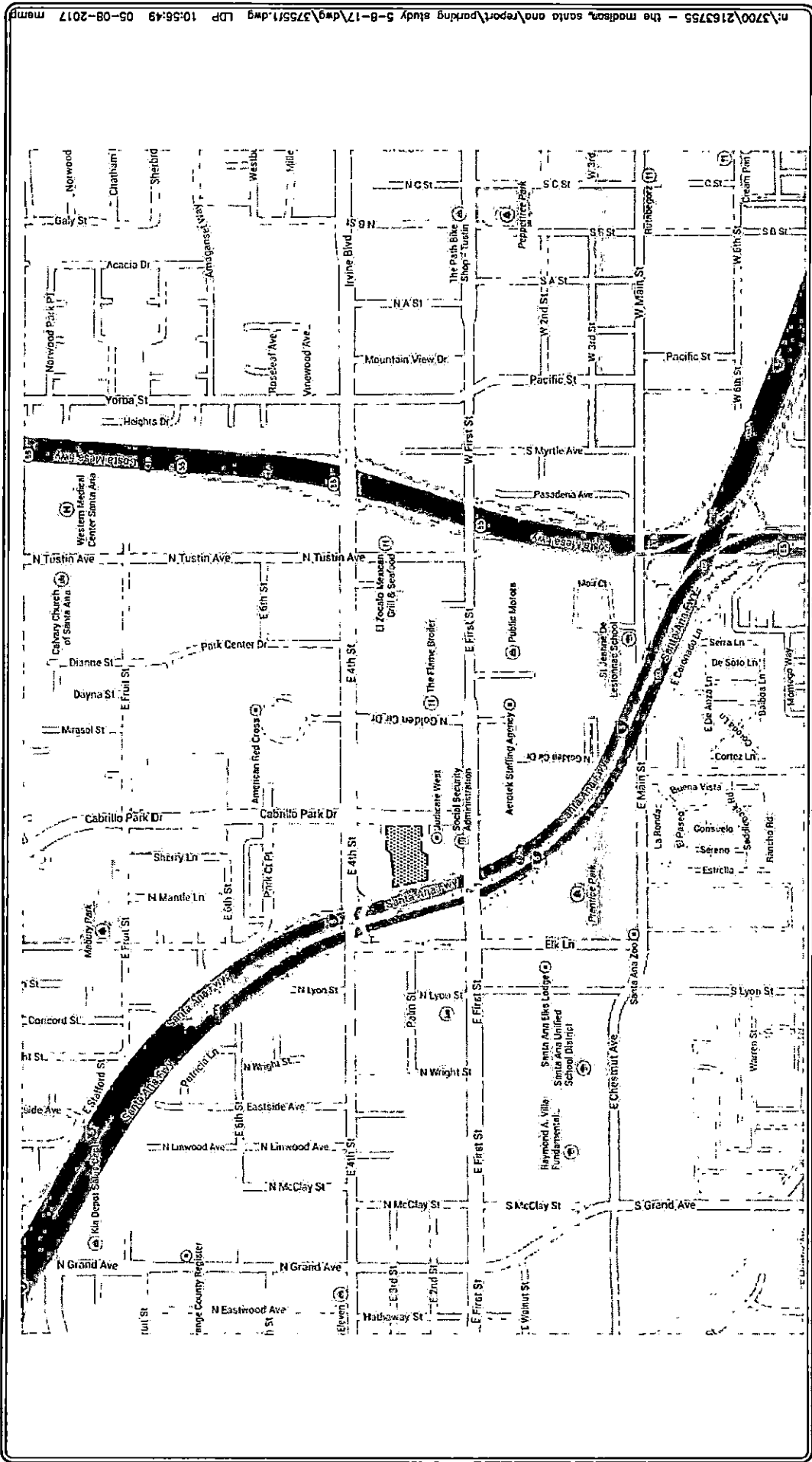
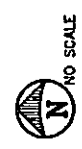


FIGURE 1

VICINITY MAP
THE MADISON, SANTA ANA

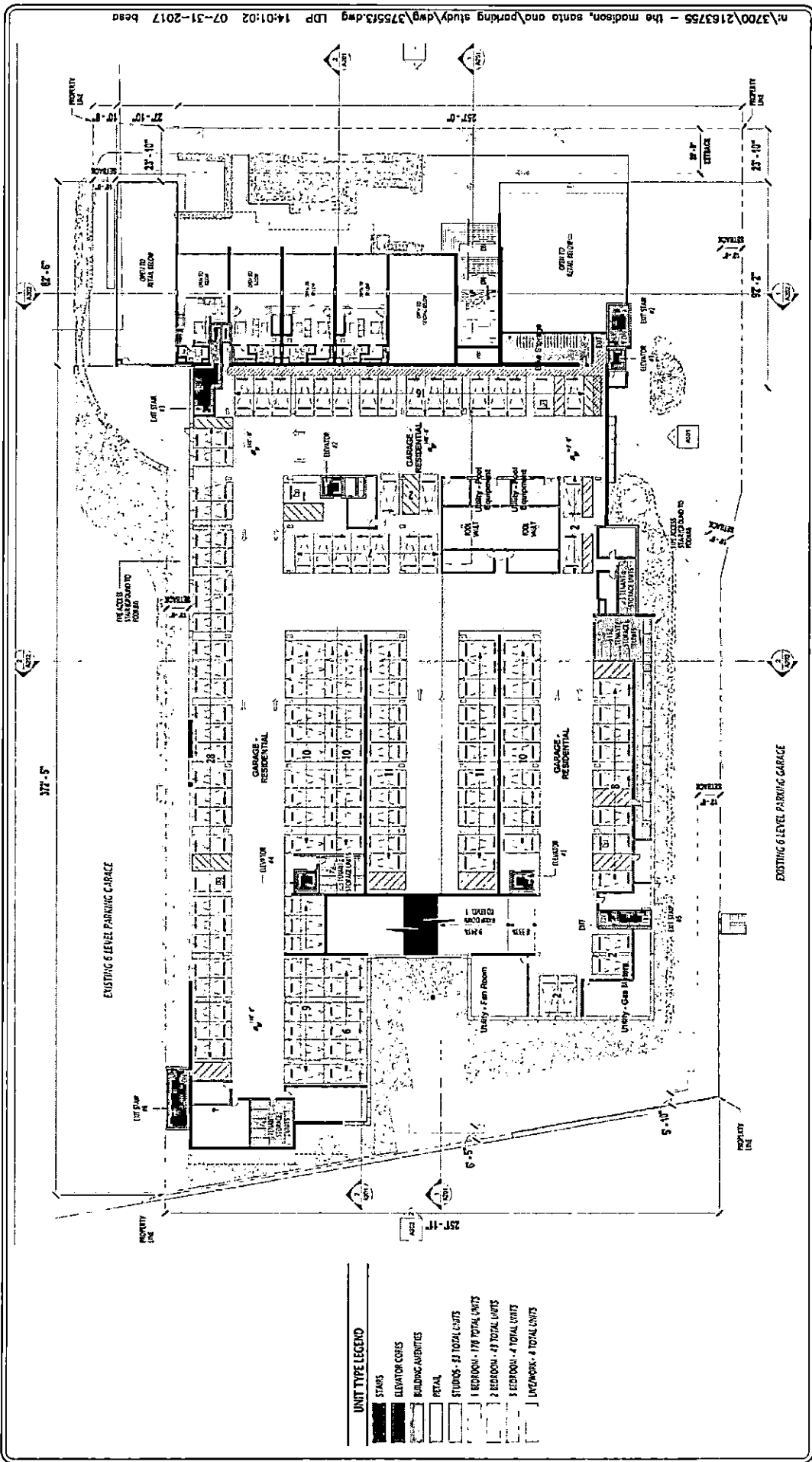
SOURCE: GOOGLE
KEY
[Symbol] PROJECT SITE



NO SCALE

LIPS COTT
LAW &
GREENSPAN
engineers

n:\3700\2163755 - the madison, santa ana\report\parking study 5-8-17\dwg\37551.dwg LDP 10:56:49 05-08-2017 mem



n:\3700\2163755 - the madison, santa ana\working study\dwg\375513.dwg LDP 14:01:02 07-31-2017 beam

UNIT TYPE LEGEND

- STAIRS
- ELEVATOR CORES
- BUILDING JURISDICTIONS
- RETAIL
- STUDIOS - 31 TOTAL UNITS
- 1 BEDROOM - 178 TOTAL UNITS
- 2 BEDROOM - 43 TOTAL UNITS
- 3 BEDROOM - 4 TOTAL UNITS
- UNITS/WORK - 4 TOTAL UNITS

**LIRSCOTT
LAW &
GREENSPAIN**
environmental

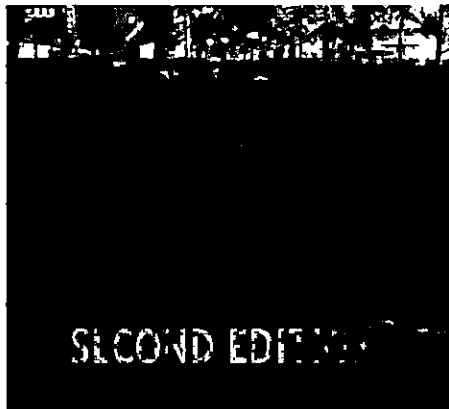
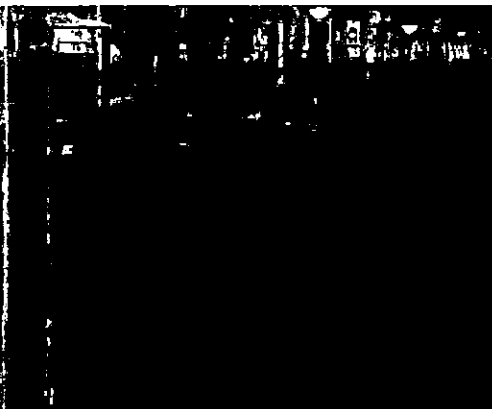
N NO SCALE

SOURCE: MVE+PARTNERS

FIGURE 3

PROPOSED SITE PLAN - SECOND FLOOR
THE MADISON, SANTA ANA

SHARED PARKING



SECOND EDITION

 Urban Land
Institute


International Council
of Shopping Centers

75A-61

Table 2-5 Recommended Time-of-Day Factors for Weekdays

Land Use	User	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon	1 p.m.	2 p.m.
Shopping Center-Typical	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%
	Employee	1%	5%	15%	30%	55%	75%	90%	100%	100%
Peak December	Customer	1%	5%	10%	20%	40%	65%	90%	100%	100%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%
Late December	Customer	1%	5%	10%	20%	40%	65%	90%	100%	100%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%
Fine/Casual Dining	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%
	Employee	1%	5%	15%	30%	55%	75%	90%	100%	100%
Family Restaurant	Customer	25%	50%	60%	75%	85%	90%	100%	90%	50%
	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%
Fast Food	Customer	5%	10%	20%	30%	35%	85%	100%	100%	90%
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%
Nightclub	Customer	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Cinema-Typical	Customer	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Late December	Customer	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Performing Arts Theater	Customer	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
No matinee	Customer	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Arena	Customer	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Stadium	Customer	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
8 p.m. start	Customer	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Health Club	Customer	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Convention Center	Customer	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Hotel-Business	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%
	Employee	95%	90%	80%	70%	60%	60%	55%	55%	60%
Hotel-Leisure	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%
	Employee	95%	90%	80%	70%	60%	60%	55%	55%	60%
Restaurant/Lounge	Customer	1%	5%	10%	20%	40%	60%	80%	100%	100%
	Employee	1%	5%	10%	20%	40%	60%	80%	100%	100%
Conference/Banquet	Customer	1%	5%	10%	20%	40%	60%	80%	100%	100%
	Employee	1%	5%	10%	20%	40%	60%	80%	100%	100%
Convention	Customer	1%	5%	10%	20%	40%	60%	80%	100%	100%
	Employee	1%	5%	10%	20%	40%	60%	80%	100%	100%
Residential	Guest	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Residential	Guest	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Residential	Guest	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Office	Guest	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Office	Guest	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Medical/Dental Office	Guest	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bank	Guest	1%	1%	1%	1%	1%	1%	1%	1%	1%
	Employee	1%	1%	1%	1%	1%	1%	1%	1%	1%

Source:
 1. Land use data provided by skip-
 2. Data center managers.
 3. Developed by team members.
 4. Survey of 1000 employees of
 (Washington, D.C. Institute of
 Transportation Engineers, 2004).
 5. "The Parking Professionals, April 2004."
 6. Gerald Solomon, "Hotel Parking:
 How Much is Enough?" Urban Land,
 January 1998.
 7. "Hotel Parking" conducted by Fulton
 Hill and Associates, LLC.
 8. Pearson Company, 2001.

Table 2-6 Recommended Time-of-Day Factors for Weekends

Land Use	User	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight	Source	
Shopping Center—Typical	Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	—	1	
	Customer	1%	5%	10%	35%	60%	70%	85%	95%	100%	100%	100%	95%	80%	75%	65%	50%	35%	15%	—	1	
	Customer	1%	5%	10%	20%	40%	60%	80%	90%	95%	100%	100%	95%	80%	70%	60%	50%	30%	20%	10%	—	1
Late December	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	100%	85%	80%	75%	65%	45%	15%	—	2	
	Customer	—	—	—	—	15%	50%	50%	55%	45%	—	—	—	90%	95%	100%	100%	90%	90%	50%	—	2
Fine/Casual Dining	Employee	—	20%	30%	60%	75%	75%	75%	75%	75%	—	—	—	100%	100%	100%	100%	100%	85%	50%	—	2
	Customer	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Family Restaurant	Employee	10%	25%	45%	70%	90%	90%	100%	85%	65%	—	—	—	70%	70%	65%	30%	25%	15%	10%	—	2
	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	—	—	—	95%	95%	80%	65%	55%	35%	25%	—	2
Fast Food	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	—	—	—	85%	80%	50%	30%	20%	10%	5%	—	3
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	—	—	—	70%	60%	40%	30%	20%	10%	5%	—	2
Nightclub	Customer	—	—	—	—	—	—	—	—	—	—	—	—	25%	50%	75%	100%	100%	100%	100%	—	2
	Employee	—	—	—	5%	5%	5%	5%	10%	10%	—	—	—	45%	70%	100%	100%	100%	100%	100%	—	2
Crisper—Typical	Customer	—	—	—	—	—	—	—	—	—	—	—	—	20%	45%	55%	—	—	—	—	—	2.6
	Customer	—	—	—	—	—	—	—	—	—	—	—	—	35%	60%	75%	—	—	—	—	—	2.6
Late December	Employee	—	—	—	—	—	—	—	—	—	—	—	—	50%	60%	60%	—	—	—	—	—	2
	Employee	—	—	—	—	—	—	—	—	—	—	—	—	50%	60%	60%	—	—	—	—	—	2
Performing Arts Theater	Customer	—	—	—	1%	1%	1%	1%	1%	1%	—	—	—	1%	25%	100%	100%	100%	100%	100%	—	2
	Employee	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
With mall/office	Customer	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
	Employee	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Area (two stories)	Customer	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
	Employee	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Stadium (1 p.m. start see weekday for evening game)	Customer	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
	Employee	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Health Club	Customer	80%	45%	35%	50%	35%	50%	50%	30%	25%	—	—	—	95%	60%	30%	10%	1%	—	—	—	2.4
	Employee	50%	50%	50%	50%	50%	50%	50%	50%	50%	—	—	—	100%	100%	100%	100%	100%	100%	100%	—	2.4
Convention Center	Visitor	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
	Employee	5%	30%	35%	35%	100%	100%	100%	100%	100%	—	—	—	100%	100%	100%	100%	100%	100%	100%	—	2
Hotel—Business	Guest	95%	90%	80%	70%	60%	60%	60%	55%	55%	—	—	—	85%	75%	80%	85%	95%	100%	100%	—	5
	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	—	—	—	70%	75%	85%	90%	95%	100%	100%	—	5
Hotel—Leisure	Customer	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
	Customer	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Restaurant/Lounge	Customer	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
	Customer	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Conference/Banquet	Customer	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
	Employee	5%	30%	30%	30%	30%	30%	30%	30%	30%	—	—	—	100%	100%	100%	100%	100%	100%	100%	—	5
Residential	Guest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	—	—	—	100%	100%	100%	100%	100%	100%	100%	—	2
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	—	—	—	95%	95%	95%	95%	95%	100%	100%	—	2
	Visitor	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Office	Employee	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
	Visitor	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Medical/Dental Office	Employee	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
	Customer	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Bank	Employee	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
	Employee	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2

Sources:
 1. Confidential data provided by shopping center managers.
 2. Parking Generation, 3rd ed.
 3. Washington, D.C.: Institute of Transportation Engineers, 2004.
 4. John W. Dore, "Parking Requirements for Health Clubs," Transportation Engineers, 2004.
 5. Grand Salomon, "Total Parking: How Much is Enough?" Urban Land, January 1998.
 6. Parking study conducted by Reticon for the City of Fairfax for the Potomac Company, 2001.

RESOLUTION NO. 2017-46

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ANA DENYING SITE PLAN REVIEW NO. 2016-03; DENYING VARIANCE NO. 2017-05 FOR REDUCED PARKING; AND, DENYING VARIANCE NO. 2017-06 FOR INCREASED SIDE YARD SETBACK ASSOCIATED WITH THE CONSTRUCTION OF A SEVEN-STORY MIXED-USE DEVELOPMENT WITH UP TO 260 UNITS FOR THE PROPERTY LOCATED AT 200 NORTH CABRILLO PARK DRIVE

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SANTA ANA AS FOLLOWS:

Section 1. The Planning Commission of the City of Santa Ana hereby finds, determines and declares as follows:

- A. Robert Bisno with Cabrillo Community Partners, LLC (Applicant) is requesting approval of Site Plan Review No. 2016-03, Variance No. 2017-05 (reduced parking), and Variance No. 2017-06 (increased side yard setback), to allow the construction of a seven-story mixed-use development with up to 260 units at 200 North Cabrillo Park Drive.
- B. On December 11, 2017, the Planning Commission of the City of Santa Ana held a duly noticed public hearing and at that time considered all testimony, written and oral.
- C. The Metro East Mixed Use (MEMU) Overlay Zone (OZ) was adopted in 2007 as a result of interest in developing mixed-use residential and commercial projects in its project area. The regulating plan, which establishes land uses and development standards, allows a variety of housing and commercial projects, including mixed-use residential communities, live/work units, hotels, and offices.
- D. Sections 41-595.4 and 41-595.5 of the Santa Ana Municipal Code (SAMC) require a review by the Planning Commission of all plans within a zoning district classification combined with an OZ suffix where the applicant wants to apply the overlay zone, to ensure the project is in conformity with the overlay zone plan.
- E. Pursuant to the MEMU Overlay Zone Section 8.1, the Planning Commission is authorized to review and approve all site plan review applications to ensure that buildings, structures, and grounds will be in keeping with the

EXHIBIT B

Resolution No. 2017-46
Page 1 of 3

75A-65

compatibility standards and design principles of the MEMU Overlay Zone and will not be detrimental to the harmonious development of the city or impair the desirability of investment or occupation in the MEMU Overlay Zone.

- F. The zoning designation for the subject property is Metro East Mixed Use (MEMU) Overlay Zone (OZ-1) in the Active Urban sub-zone.
- G. The Planning Commission determines that upon review of the project, it cannot recommend granting the Site Plan Review approval as proposed pursuant to Section 8.2 of the MEMU overlay district and determines that the following finding has been established for Site Plan Review No. 2016-03:
 - 1. That the land use, site design, and operational considerations in the proposed development plan have not been planned in a manner that will result in a compatible and harmonious operation as specified in Section 7 of the MEMU overlay district. Based upon public hearing testimony and the two proposed variances, the site design could have the potential to cause negative parking and traffic impacts upon surrounding properties and development.
- H. The Planning Commission determines that all of the findings required for granting Variance No. 2017-05 pursuant to SAMC 41-638 could not be made. Instead, the Planning Commission determines that the following finding has been established for Variance No. 2017-05 (reduction in parking):
 - 1. That the granting of the variance will be detrimental to the public welfare or injurious to surrounding property. The site does not meet minimum parking requirements. Based upon public hearing testimony and the proposed variance for reduced parking, the project may potentially negatively impact traffic flow and impact neighboring properties resulting in a detriment to the public.
- I. The Planning Commission determines that all of the findings required for granting Variance No. 2017-06 pursuant to SAMC 41-638 could not be made. Instead, the Planning Commission determines that the following finding has been established for Variance No 2017-06 (increased side yard setback):
 - 1. That there are no special circumstances applicable to the subject property, including its size, shape, topography, location or surroundings. The strict application of the zoning ordinance is not found to deprive the subject property of privileges not otherwise at variance with the intent and purpose of the provisions of the Zoning Code.

Section 2. The Planning Commission of the City of Santa Ana, after conducting the public hearing, hereby denies Site Plan Review No. 2016-03, denies Variance No. 2017-05 for reduced parking, and denies Variance No. 2017-06 for increased side yard setback. This decision is based upon the evidence submitted at the above said hearing, which includes, but is not limited to: the Request for Planning Commission Action dated December 11, 2017, and exhibits attached thereto; and the public testimony, written and oral, all of which are incorporated herein by this reference.

DENIED this 11th day of December 2017 by the following vote:

AYES: Commissioners: ALDERETE, BACERRA, CONTRERAS-LEO,
MCCLOUGHLIN, VERINO (5)
NOES: Commissioners: MENDOZA, NGUYEN (2)
ABSENT: Commissioners:
ABSTENTIONS: Commissioners:

Mark McLoughlin
Chairman

APPROVED AS TO FORM:
Sonia R. Carvalho, City Attorney

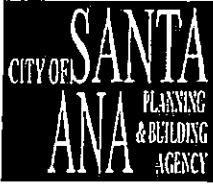
By: _____
Lisa Storck
Assistant City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, SARAH BERNAL, Recording Secretary, do hereby attest to and certify the attached Resolution No. 2017-46 to be the original resolution adopted by the Planning Commission of the City of Santa Ana on December 11, 2017.

Date: _____

Recording Secretary
City of Santa Ana



Planning and Building Agency
 Planning Division
 20 Civic Center Plaza
 P.O. Box 1988 (M-20)
 Santa Ana, CA 92702
 (714) 647-5804

APPEAL APPLICATION

I. OWNER/APPLICANT

Applicant CABRILLO COMMUNITY PARTNERS, LLC
Full name of Person, Firm, or Corporation
 ROBERT BISNO
 Mailing Address (310) 277-3787
Area Code Phone No.
 Legal Owner Name: CABRILLO COMMUNITY PARTNERS, LLC (ATTN: ROBERT BISNO)
 Legal Owner Address: 9255 W. SUNSET BLVD. SUITE 920
LOS ANGELES, CA 90069
 Phone No.: (310) 277-3787 () Fax: ()

II. PROPERTY INFORMATION

Land Use VACANT LAND METRO EAST OVERLAY ZONE ACTIVE URBAN DISTRICT
 Existing Land Use of Property and/or Building Zoning District General Plan Designation
 Location 206 N. CABRILLO PARK DRIVE SANTA ANA, CA N. CABRILLO PARK DRIVE & E. 1ST STREET
 Street Address Name of Nearest Intersecting Street

SEE REVERSE SIDE FOR SUBMITTAL REQUIREMENTS

III. REASON FOR REQUEST

In the following provided space, please clearly specify and explain the error(s) of decision or requirement upon which you are basing this appeal. (If additional space is needed, please attach additional comments to the back of this application.)

APPEALING THE DECEMBER 11, 2017 PLANNING COMMISSION DENIAL OF SITE PLAN REVIEW

NO. 2016-03 AS CONDITIONED, VARIANCE NO. 2017-05 AS CONDITIONED & VARIANCE

NO. 2017-06 AS CONDITIONED. WE APPEAL BASED UPON THE FOLLOWING:

(1) OBLIGATION TO OCFA SETBACK REQUIREMENT FORCING SETBACK VARIANCE

(2) ECONOMIC NECESSITY FOR PARKING VARIANCE

(3) SUFFICIENT PARKING CAPACITY

ALL ATTACHED TO THIS APPLICATION

Applicant's Signature:  Date: 12/20/2017

APPEAL APPLICATION NO. 2017-5-APC



IRVINE
1900 Main Street, Suite 800
Irvine, California 92614
T 949.809.3388

LOS ANGELES
888 S. Figueroa Street, Suite 2170
Los Angeles, California 92604
T 213.805.7600

www.mve-architects.com

To: Santa Ana City Councilmembers

From: MVE+Partners (on behalf of Applicant Robert H. Bisno)

Date: December 20, 2017

Re: The Madison Mixed Use Community

200 North Cabrillo Park Drive, Santa Ana, California

- Obligation to OCFA Setback Requirement Forcing a Setback Variance
- Sufficient Parking Capacity & Economic Necessity of a Parking Variance To Permit Development On The Property With No more Than 1.8 Parking Spaces Per Unit (*468 total parking spaces*)

Obligation To OCFA Setback Requirement Forcing Setback Variance

The proposed project attempts to amend an existing Planning Commission & City Council approval (*April 2015*) which allows 217 residential units and 441 parking stalls at 200 N. Cabrillo Park Drive. Beginning September 2016, The Applicant began re-designing the project to include 280 residential dwelling units and 500 parking stalls. The Applicant worked with Planning Staff and OCFA to retain much of the original design intent and quality, building footprint, residential character and fire department emergency access.

On June 13, 2017, Orange County Fire Authority (OCFA) denied various Alternative Means & Methods (*AM&M*) in lieu of Fire Department Access. Up until that date, The Applicant spent approximately ten months negotiating currently approved AM&M to be applied to the proposed design. Ultimately, OCFA declared 100 percent perimeter access to the proposed design was required. A copy of OCFA's formal response is attached to this appeal application.

This OCFA fire access obligation required a 20ft wide fire lane (*plus an additional 10ft ladder setback*) to the South and West borders of the proposed project. The total 30ft setback forced a re-design of the entire building, both above and below grade. The result is the proposed project before you, (*20 fewer units and new garage plans at all levels*). The new garage plan forced a full subterranean parking plan, maximizing the parking at 468 parking stalls (*1.8 parking ratio*).

Sufficient Parking Capacity

The proposed development at 200 N. Cabrillo Park Drive provides 468 parking spaces, which support a ratio of 1.8 parking stalls per unit. This parking ratio provides a sufficient parking ratio to a diverse grouping of residential dwelling unit types. These



dwelling unit types include Studios, One-Bedroom, One-Bedroom plus Loft, Two-Bedroom, Three-Bedroom and Live/Work unit types.

The 468 parking stalls include 53 stalls that are shared amongst the potential residential guests and retail patrons. These 53 parking spaces are located on the ground floor and will be reserved for guests and shared with the two on-site modestly sized retail tenants. The remaining 415 parking spaces will be solely devoted to the 260 residential units. Below is a breakdown of how the 415 residential parking stalls are being allocated towards the 260 residences.

<u>PARKING BREAKDOWN BY UNIT TYPE</u>		
STUDIO (1 SPACE)	54UNITS	= 54STALLS
1BDR/1BA (1 SPACE)	51UNITS	= 51STALLS
1BDR/1BA (2 SPACES; NON-TANDEM)	82UNITS	= 164STALLS
1BDR/1BA (2 SPACES; TANDEM)	11UNITS	= 22STALLS
1BDR+LOFT (2 SPACES; TANDEM)	11UNITS	= 22STALLS
2BDR/2BA (2 SPACES; TANDEM)	43UNITS	= 86STALLS
3BA/2BA (2 SPACES; TANDEM)	04UNITS	= 08STALLS
LIVE/WORK (2 SPACES; TANDEM)	04UNITS	= 08STALLS
TOTAL RESID. PARKING PROVIDED	260UNITS	= 415STALLS

The analysis above highlights the fact that unit mix is an important aspect of parking ratios and having only a 20% ratio 2Bdr/3Bdr/Live-Work units does not require a 2.0 parking ratio to sufficiently park all appropriate unit types. The analysis above also illustrates the proposed project dedicates two parking spaces to 155 residences (60% of total residential units). Within these 155 residences, 104 one-bedroom units are allocated two parking stalls. The remaining 105 residences (*studio and one-bedroom units*) would be provided with one parking space.

According to Metro East Mixed-Use Overlay Zone Section 4.8(A)(3)(c) *"Mixed-use Developments with less than 10 percent of the gross floor area devoted to a commercial activity: A minimum of 2.0 spaces per residential or live/work unit inclusive of guest parking and any nonresidential uses."*

The Metro East Mixed-Use Overlay Zone is currently undergoing internal staff discussion and a "technical review" to consider alternatives to the current 2.0stalls per unit parking requirement. One of the alternative options to replace the current parking requirements include a 1.8 parking ratio over the entire MEMU Overlay Zone. Further information from Planning Staff was provided to Santa Ana Planning Commission on both November 27th & December 11th public hearings. On December 11, 2017 Santa Ana

Planning Staff supported and recommended the approval of the proposed project (based upon a 1.8 parking ratio) to the Planning Commission.

Below are examples of parking requirements for neighboring jurisdictions:

- City of Irvine
 - o Studios 1.00 parking stalls per unit
 - o 1 Bedrooms 1.40 parking stalls per unit
 - o 2 Bedrooms 1.60 parking stalls per unit
 - o 3 Bedrooms 2.00 parking stalls per unit
 - o Guest Parking 1.00 stall for every 4 units
 - o **The Madison equivalent totals: 421 stalls = 1.62stalls/unit**
- City of Huntington Beach (Mixed-Use District)
 - o Studios 1.00 parking stalls per unit
 - o 1 Bedrooms 1.00 parking stalls per unit
 - o 2 Bedrooms 2.00 parking stalls per unit
 - o 3 Bedrooms 2.50 parking stalls per unit
 - o Guest Parking 1.00 stall for every 5 units
 - o **The Madison equivalent totals: 365 stalls = 1.40stalls/unit**
- City of Anaheim (Platinum Triangle)
 - o Studios 1.25 parking stalls per unit
 - o 1 Bedrooms 1.50 parking stalls per unit
 - o 2 Bedrooms 2.00 parking stalls per unit
 - o 3 Bedrooms 2.50 parking stalls per unit
 - o Guest Parking N/A
 - o **The Madison equivalent totals: 405 stalls = 1.56stalls/unit**
- City of Long Beach
 - o 0 Bedrooms (not more than 450sqft) 1.00 parking stalls per unit.
 - o 1 or more Bedrooms 1.50 parking stalls per unit.
 - o 2 Bedrooms or more 2.00 parking stalls per unit.
 - o Guest Parking 1.00 stall for every 4 units
 - o **The Madison equivalent totals: 454 stalls = 1.75stalls/unit**

The neighboring jurisdictions above support comparable parking ratios. In addition to providing a parking ratio that is regionally supported, The Applicant has attempted to be responsive to traffic impact concerns from the southern neighbor (Xerox Center Tower). The proposed 1.8 parking ratio not only provides ample parking per the proposed unit mix, but slightly increases the total parking above what is currently entitled. It is worth noting the approved entitlement allows The Applicant to pursue 441 parking stalls on this site (approved by Santa Ana Planning Commission April 13, 2015). The proposed project

(468 parking stalls) provides 27 parking stalls above the existing entitlement. Resulting in a 6 percent increase over the existing entitlement.

Economic hardship would be incurred in providing additional parking and another subterranean level. The economic hardship is detailed below.

Economic Necessity For Parking Variance

The proposed development of the Madison's 260 units requires a parking ratio of no more than 1.8 parking spaces per unit *(a total of 468 parking spaces)* to be economically viable. A parking ratio of no more than 1.8, or 468 total spaces is a complete economic necessity for the property to be developed as requested.

It is difficult to develop on the property for several reasons, including the property's lack of accessibility to the 5 freeway and being surrounded on two sides by large office buildings. Thus, "Podium Parking" *(parking that is directly under the above grade structures as compared to parking that is beside the above grade structures)* is necessary. This is an extremely expensive way to park but results in an increased number of units compared to other parking designs, thus increasing City fees and overall economic activity. It is also seen by residents and guests as creating a superior design.

Other property owners and third-party developers have thoroughly reviewed alternatives to develop the property and all have concluded that to provide an economically viable apartment community, the parking must be under the building, as opposed to a separate above grade parking structure.

Of note, the cost of parking is shown in the marketplace as being a significant deterrent to the development in the area. Specifically, there have been no apartments with Podium Parking in this area. Across the street, the apartment community known as Nineteen 0 1, has separate above grade parking, and importantly, this parking existed at the time the developer, Lyon Communities, purchased the property, so no additional parking cost was necessary for the projects viability. Additionally, the nearby Colton office park, on Cabrillo Park Drive, recently fell out of escrow as the party proposing to purchase the property, Lincoln Property Company, was unable to bankroll a viable apartment community.

While there has been talk of other developments in the immediate neighborhood this talk is nothing more than lines on paper as there is no demonstration of a viable apartment community that can be developed in the subject neighborhood with Podium Parking of more than 1.8 per unit and, in fact, there is no development in the subject neighborhood of any apartment development with Podium Parking at any level.



The Applicant urges you to review the proposed project in relation to the above appeal. The Applicant also asks your consideration of Santa Ana Planning Staff's Recommendation of Approval to the Planning Commission. We have provided Santa Ana Planning Staff with adequate traffic and parking analyses, plans, sections and diagrams of the proposed project.

memo

To: Santa Ana City Councilmembers
From: Robert H. Bisno
Date: December 20, 2017
Re: The Madison Mixed Use Community
200 North Cabrillo Park, Santa Ana, California
Economic Necessity Of A Parking Variance To Permit
Development On The Property With No More Than 1.8 Parking
Spaces Per Unit (468 total parking spaces)

As members of the Council know, I am a real estate developer and have been so for many years. I have developed in Santa Ana (*City Place*) and many other communities. Developments I have participated in include developments with parking of all types from multi-level fully underground parking to parking on grade to above grade parking structures.

I have reviewed the rental market for 200 N. Cabrillo Park Drive, Santa Ana, California (the "Property") and am familiar with construction costs in the Orange County area. Additionally, I have consulted other real estate developers doing business in Orange County and throughout California to determine the viability of Podium Parking at more than 1.8 parking spaces per unit (*468 parking spaces in total*) for the subject property. "Podium Parking" in this memorandum is parking in a concrete structure under residential units, as opposed to parking in a separate structure (*often called "Wrap" parking, as the residential units wrap, so to speak around the parking*). Podium Parking provides a more desirable living environment and allows more residential units per acre, increasing city revenues.

I have not spoken to any developer who believes they could profitably develop a Podium Parking apartment or mixed use community on the Property if they were required to build greater than 1.8 parking spaces per unit, unless significant other concessions were received, such as reduction or elimination of fees to the City or less than market financing, tax credits or similar incentives. Most importantly, constructing more parking is a waste of resources and not required to properly operate our proposed community.

This demonstrates that there is an economic necessity for a parking variance allowing the development of the Madison mixed use community with a parking ratio of no more than 1.8 parking spaces per unit.

I note that nowhere in the neighborhood of the Property has any developer actually developed any of the more desirable and revenue generating (for the City) Podium Parking product.



ORANGE COUNTY FIRE AUTHORITY

Community Risk Reduction Department

P. O. Box 57115, Irvine, CA 92619-7115 • 1 Fire Authority Road, Irvine, CA 92602

Planning and Development Services • www.ocfa.org • (714) 573-6100 / Fax (714) 368-8843

CORRECTION NOTICE

June 14, 2017

Project: OCFA Service Request SR 213755
The Madison 200 N. Cabrillo Park Drive STA
Reviewed by: Ruben Colmenares, FPA, rubencolmenares@ocfa.org 714-573-6118
Service Code: PR145, Fire Master Plan (FMP)
PR 910, Alternate Materials and Methods Request (AM&M)

The plans submitted for the project referenced above have been reviewed. The information or corrections identified below are needed to demonstrate compliance with 2016 California Fire and Building Codes (CFC/CBC), adopted standards and guidelines, and policies and best practices utilized by OCFA.

ADMINISTRATIVE AND PLAN PROCESSING

Fees

Plans were submitted under service code(s) PR145 and PR910. This project incurred additional staff time and resources beyond the base fees. Additional fees for time and materials of \$ are due.

HOSE PULL & BUILDING ACCESS

Fire Department Access

Per CFC 902.2.1, all portions of the perimeter of the first story of all newly constructed buildings shall be located within 150 feet of a fire apparatus roadway or public way as measured along a route simulating the path of a firefighter. Currently, portions of the rear of the proposed building exceed this "hose pull" distance. Approximately one third (330 feet at the rear) of the proposed structure exceeds this distance and is "out of access." OCFA Guideline B-09.

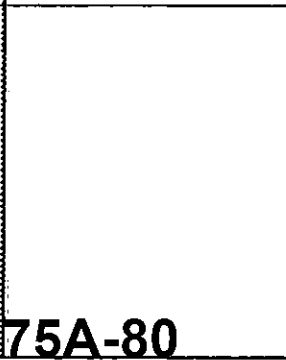
Alternate Materials and Methods

The intent of Section 503 (Fire Apparatus Access Roads) is to provide the first responders with sufficient access to buildings to enable efficient fire suppression and rescue operations. While the proposal provided a variety of building features, it did not provide an equivalency to meet the intent of Section 503. The proposed alternative mitigation method (AM&M) was evaluated by multiple levels of the OCFA's staff. It has been determined that based on the additional mitigation measures proposed (standpipes, drywall, rooftop bridge, compartmentation, etc.) that an acceptable equivalent in lieu of fire access was not established.

Summary

Using the 2016 CBC, taller, sub high-rise, combustible construction (wood framed) buildings are allowed by code. To the extent possible, this specific design utilizes maximum allowances of the code for allowable height, number of floors and areas; including exceptions to gain mezzanine level living areas. While all of these features are permitted, during an actual fire incident, fire protection of taller wooden buildings and surrounding exposures to other buildings inherently requires more intensive and elaborate exterior fire ground staging. This means additional emergency response vehicles on-scene. Furthermore, the ability to get fire ladder truck apparatus around the building's exterior to effect emergency and rescue services to the uppermost portions of the building above the third floor to perform various fire tactics and operations such as rooftop ventilation, is standard operations for emergency personnel. It should be stated that ground ladders are ineffective past 35 feet and therefore in accordance with our internal standards and the California Fire Code minimums, the requirements for fire access roads are essential.

PARKING DATA	
PARKING TRAFFIC STUDY PROVIDED AS SEPARATE SUBMITTAL	
PARKING PROVIDED:	
41 STALLS (1-LEVEL)	
111 STALLS (2-LEVEL)	
42 STALLS (1-LEVEL)	
197 STALLS	
TOTAL REQUIRED:	
148 STALLS (1-LEVEL)	
12 STALLS (2-LEVEL)	
160 STALLS	
TOTAL PROVIDED:	
197 STALLS	
TOTAL BALANCE:	
37 STALLS	
PARKING PROVIDED BY LEVEL:	
LEVEL	STALLS
1-LEVEL	148
2-LEVEL	12
TOTAL	160
PARKING PROVIDED BY UNIT TYPE:	
UNIT TYPE	STALLS
STUDIO (1 SPACER)	8
STUDIO (2 SPACER)	8
STUDIO (3 SPACER)	8
STUDIO (4 SPACER)	8
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STUDIO (6 SPACER)	8
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UNIT TYPE LEGEND	
[Symbol]	STAIRS
[Symbol]	ELEVATOR CORES
[Symbol]	BUILDING AMENITIES
[Symbol]	RETAIL
[Symbol]	STUDIOS - 54 TOTAL UNITS
[Symbol]	1 BEDROOM - 144 TOTAL UNITS
[Symbol]	1 BR-HURTS - 11 TOTAL UNITS
[Symbol]	2 BEDROOM - 43 TOTAL UNITS
[Symbol]	3 BEDROOM - 4 TOTAL UNITS
[Symbol]	LIFEWORK - 4 TOTAL UNITS

75A-80

MVE
+ PARTNERS

Cabrillo Community Partners, LLC
OWNER

Bren Palmer, LLC
DEVELOPER

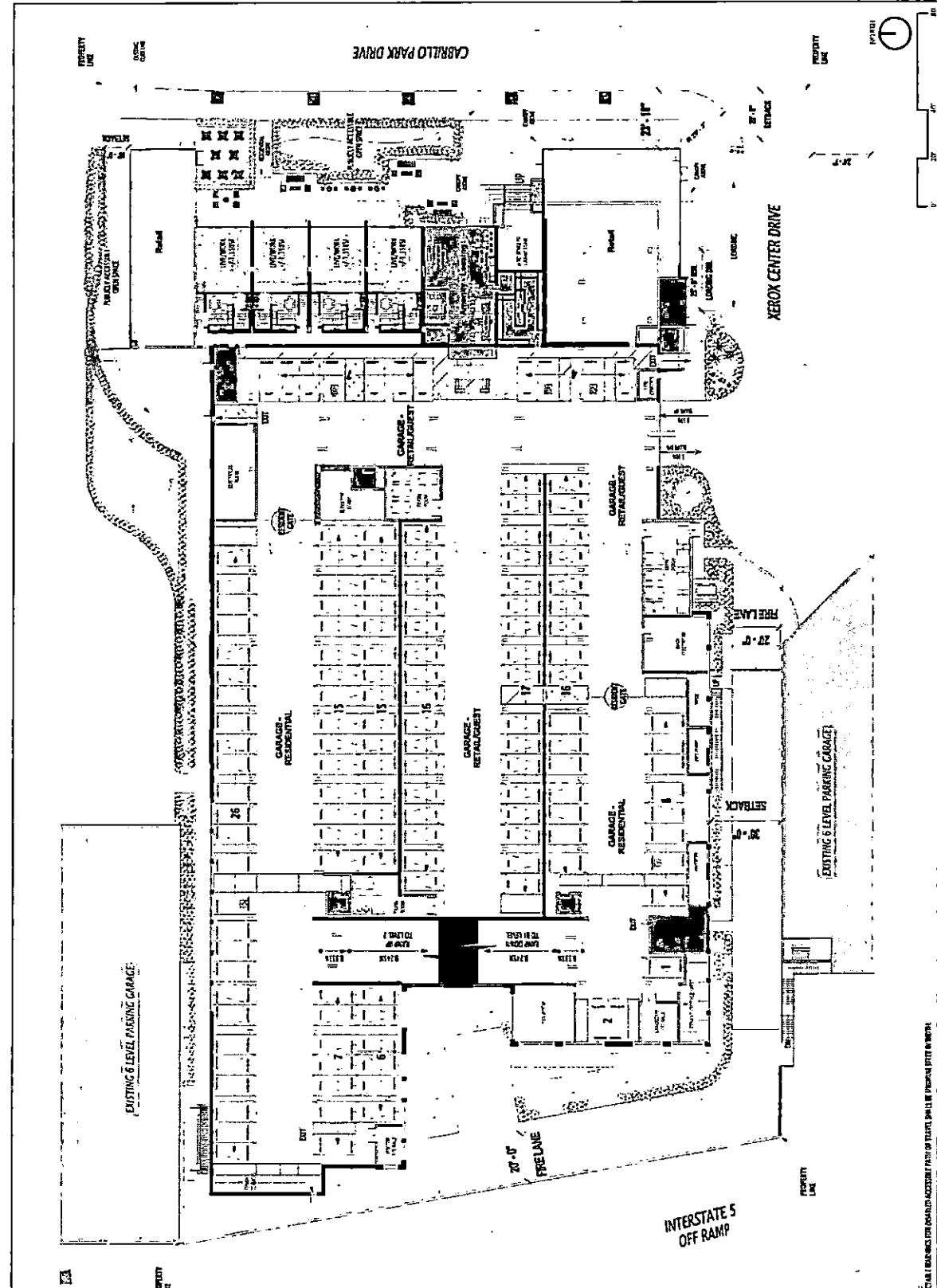
Bisno Real Estate Group, LLC
DEVELOPER

THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

LEVEL B1 - SUBTERRANEAN PARKING PLAN

AXX08
As Noted

12/19/2017 09:49:35



PARKING DATA

PARKING/TRAFFIC STUDY PROVIDED AS SEPARATE SUBMITTAL

TOTAL USED PARKING PROVIDED: 41 STALLS (1 GARAGE) + 48 STALLS (RESIDENTIAL) = 89 STALLS (1 GARAGE)

TOTAL STALLS: 148 STALLS (145) + 12 STALLS (12) RES/AD/GUEST + 19 RES/RESIDENTIAL

EXISTING 6 LEVEL PARKING GARAGE:

LEVEL 1: 145 STALLS (145) RESIDENTIAL

LEVEL 2: 12 STALLS (12) RES/AD/GUEST

LEVEL 3: 19 STALLS (19) RES/RESIDENTIAL

LEVEL 4: 145 STALLS (145) RESIDENTIAL

LEVEL 5: 12 STALLS (12) RES/AD/GUEST

LEVEL 6: 19 STALLS (19) RES/RESIDENTIAL

NEW 6 LEVEL PARKING GARAGE:

LEVEL 1: 145 STALLS (145) RESIDENTIAL

LEVEL 2: 12 STALLS (12) RES/AD/GUEST

LEVEL 3: 19 STALLS (19) RES/RESIDENTIAL

LEVEL 4: 145 STALLS (145) RESIDENTIAL

LEVEL 5: 12 STALLS (12) RES/AD/GUEST

LEVEL 6: 19 STALLS (19) RES/RESIDENTIAL

UNIT TYPE LEGEND

STALLS

ELEVATOR CORES

BUILDING AMENITIES

RETAIL

STUDIOS - 54 TOTAL UNITS

1 BEDROOM - 144 TOTAL UNITS

1 BDR-LOFTS - 11 TOTAL UNITS

2 BEDROOM - 47 TOTAL UNITS

3 BEDROOM - 4 TOTAL UNITS

LIVE/WORK - 4 TOTAL UNITS

75A-81

MVE
OWNERS
+ PARTNERS

Cabrillo Community Partners, LLC

Bren Palmer, LLC
DEVELOPER

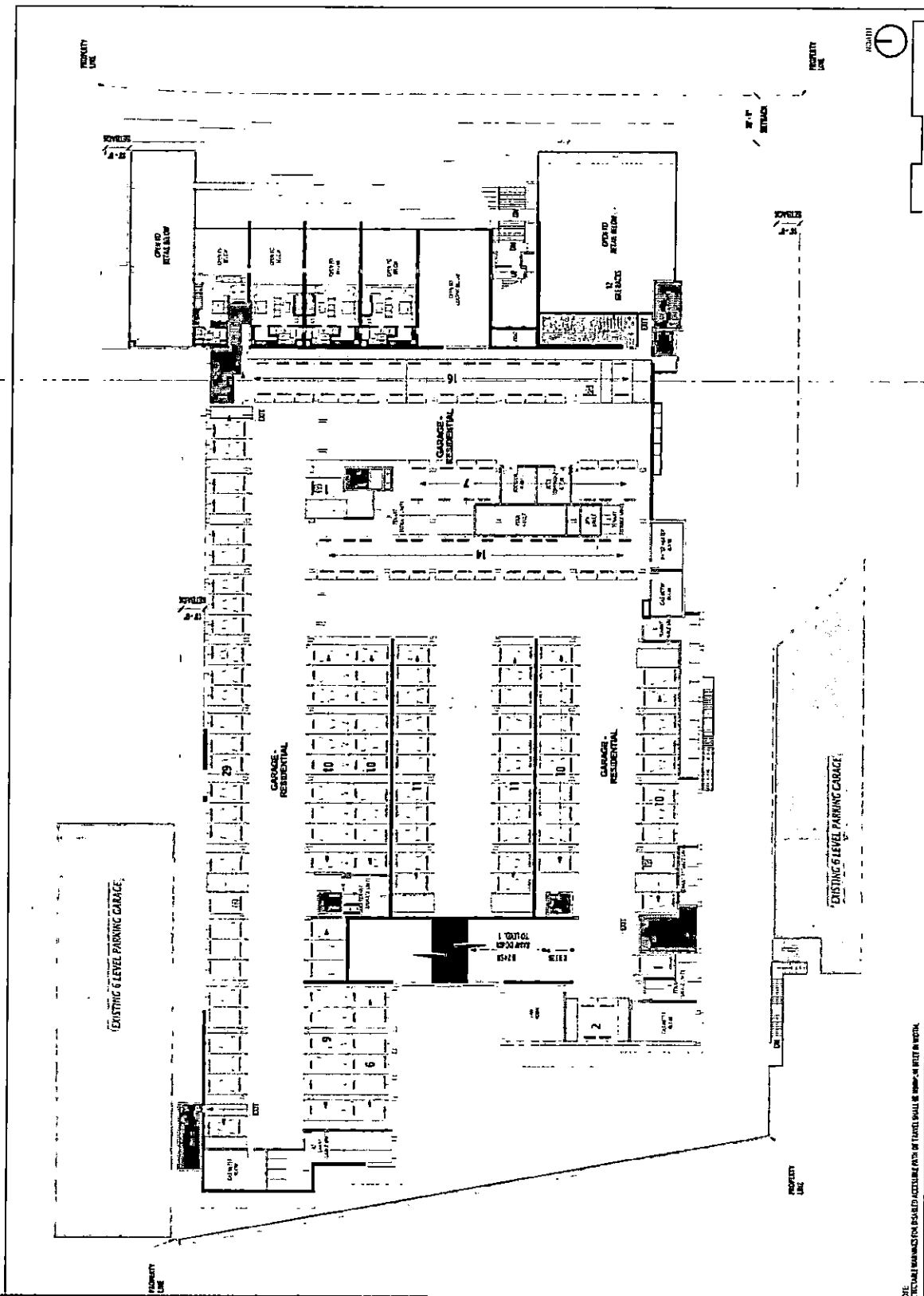
Bisno Real Estate Group, LLC
DEVELOPER

THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

LEVEL 1 - PARKING PLAN

AXX09
A1-167-1000

12/19/2017 09:03:40



PARKING DATA

PARADE/TRAFFIC STUDY PROVIDED AS SEPARATE SUBMITTAL

PARKING PROVIDED: 41 STALLS (1-60470)

TOTAL CURB SIDE PARKING PROVIDED: 48 STALLS (1-60470)

TOTAL STALLS: 48 STALLS (1-60470)

TOTAL TANDER STALLS: 148 STALLS (1-60470)

TOTAL HC STALLS: 12 STALLS (1-60470)

TOTAL RESIDENTIAL: 137 RESIDENTIAL (1-60470)

EXISTING 6 LEVEL PARKING GARAGE

EXISTING 5 LEVEL PARKING GARAGE

EXISTING 4 LEVEL PARKING GARAGE

LEVEL 1

LEVEL 2

LEVEL 3

LEVEL 4

LEVEL 5

LEVEL 6

LEVEL 7

LEVEL 8

LEVEL 9

LEVEL 10

LEVEL 11

LEVEL 12

LEVEL 13

LEVEL 14

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LEVEL 94

LEVEL 95

LEVEL 96

LEVEL 97

LEVEL 98

LEVEL 99

LEVEL 100

UNIT TYPE LEGEND

STAIRS

ELEVATOR CORES

BUILDING AMENITIES

RETAIL

STUDIOS - 54 TOTAL UNITS

1 BEDROOM - 144 TOTAL UNITS

1 BRN/LOFTS - 11 TOTAL UNITS

2 BEDROOM - 43 TOTAL UNITS

3 BEDROOM - 4 TOTAL UNITS

LIVE/WORK - 4 TOTAL UNITS

NOTE: DETAIL WORKS FOR BASED ON CURRENT PLAN. IF THERE SHALL BE CHANGE IN PLAN, THIS NOTE SHALL BE APPLIED.

MVE
CONCEPT

CONCEPT

Cabrillo Community Partners, LLC

Bran Palmer, LLC
DEVELOPER

Bisno Real Estate Group, LLC
DEVELOPER

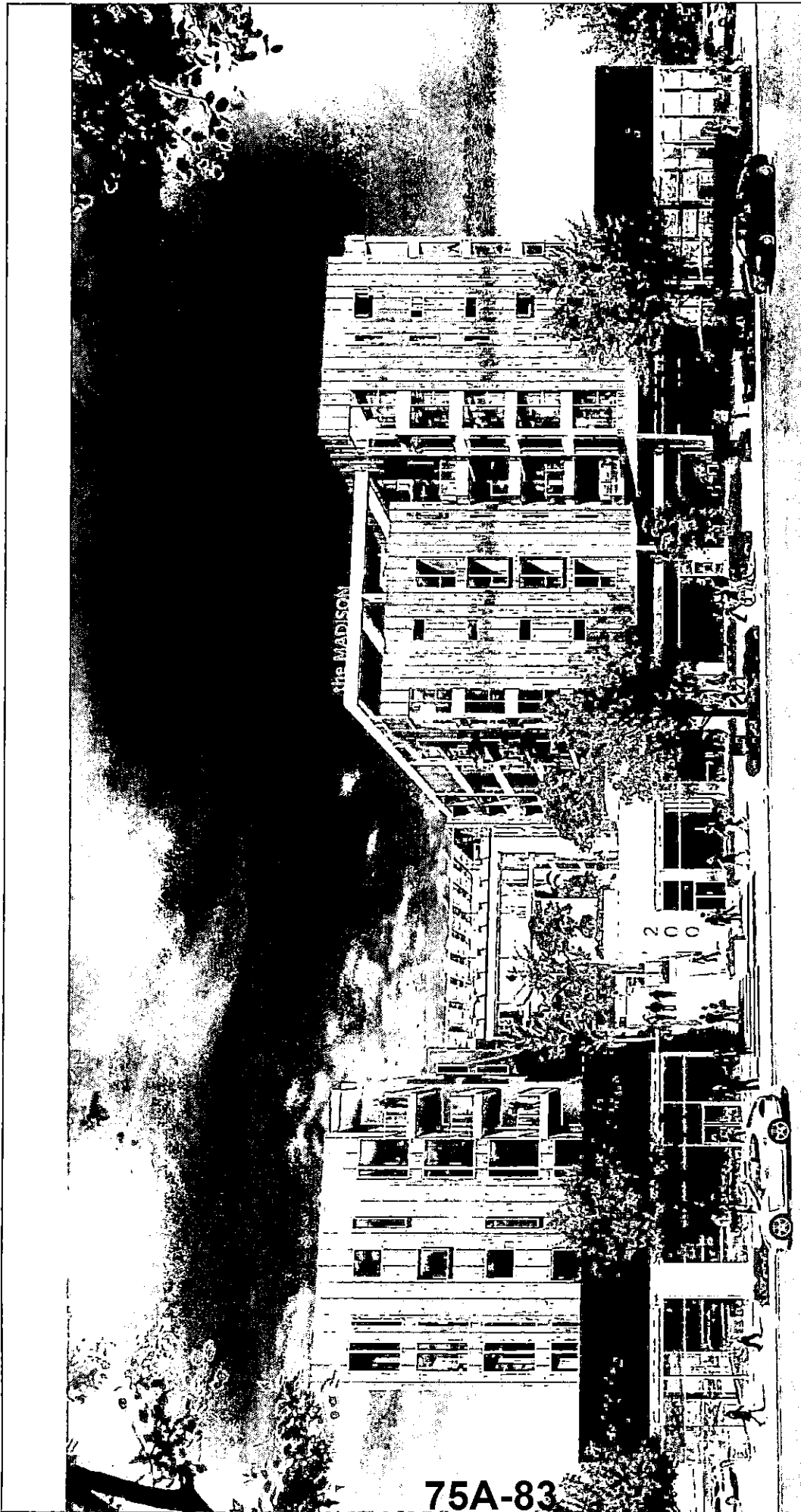
THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

LEVEL 2 - PARKING PLAN

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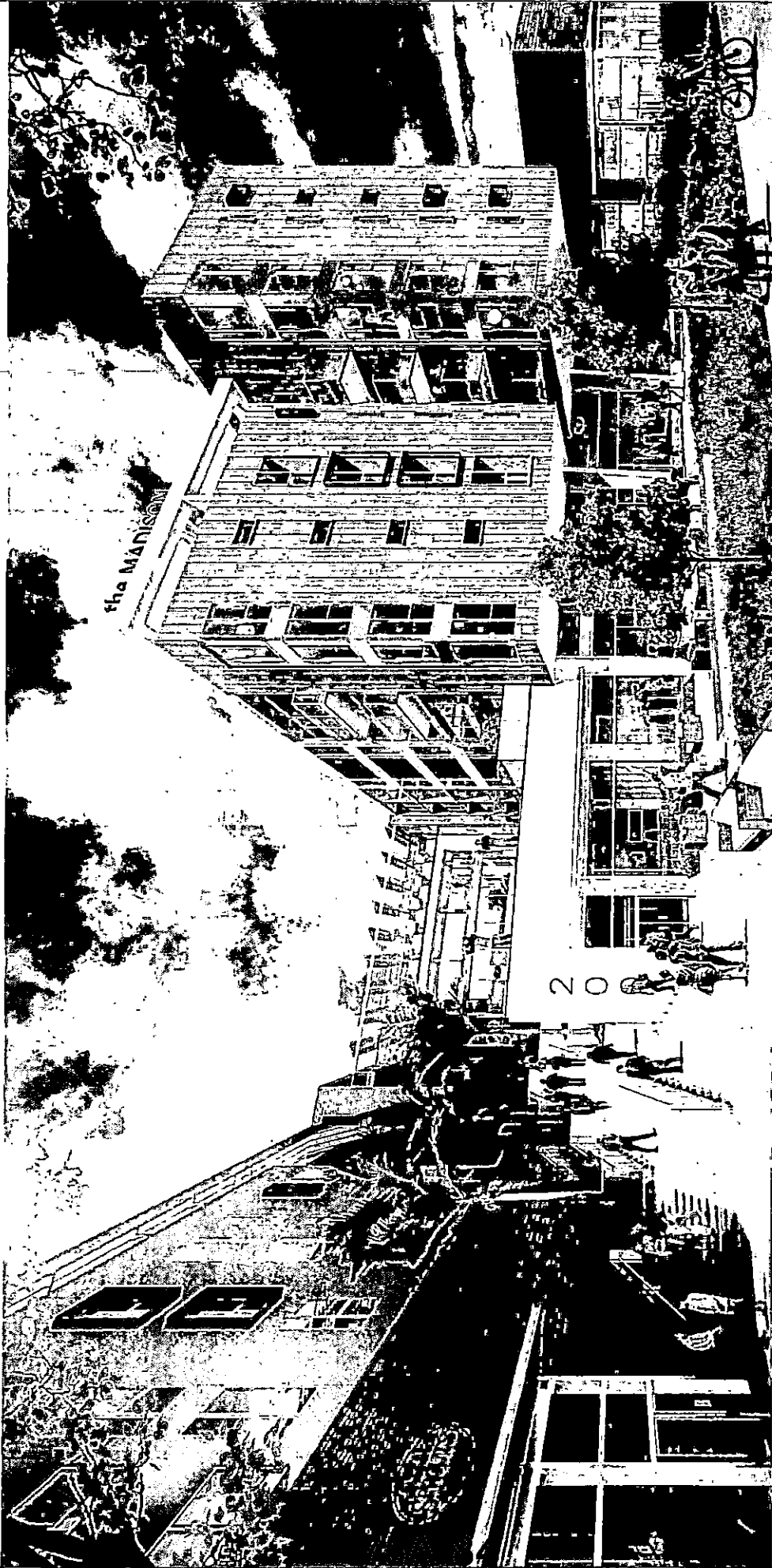
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	<p>Cabrillo Community Partners, LLC <small>OWNER</small></p>	<p>Bren Palmer, LLC <small>DEVELOPER</small></p>	<p>Bisno Real Estate Group, LLC <small>DEVELOPER</small></p>	<p>THE MADISON 200 N. Cabrillo Park Dr. SANTA ANA, CA</p>	<p>PERSPECTIVE - CABRILLO PARK FACADE</p>	<p>A600</p>
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Cabrillo Community Partners, LLC
OWNER

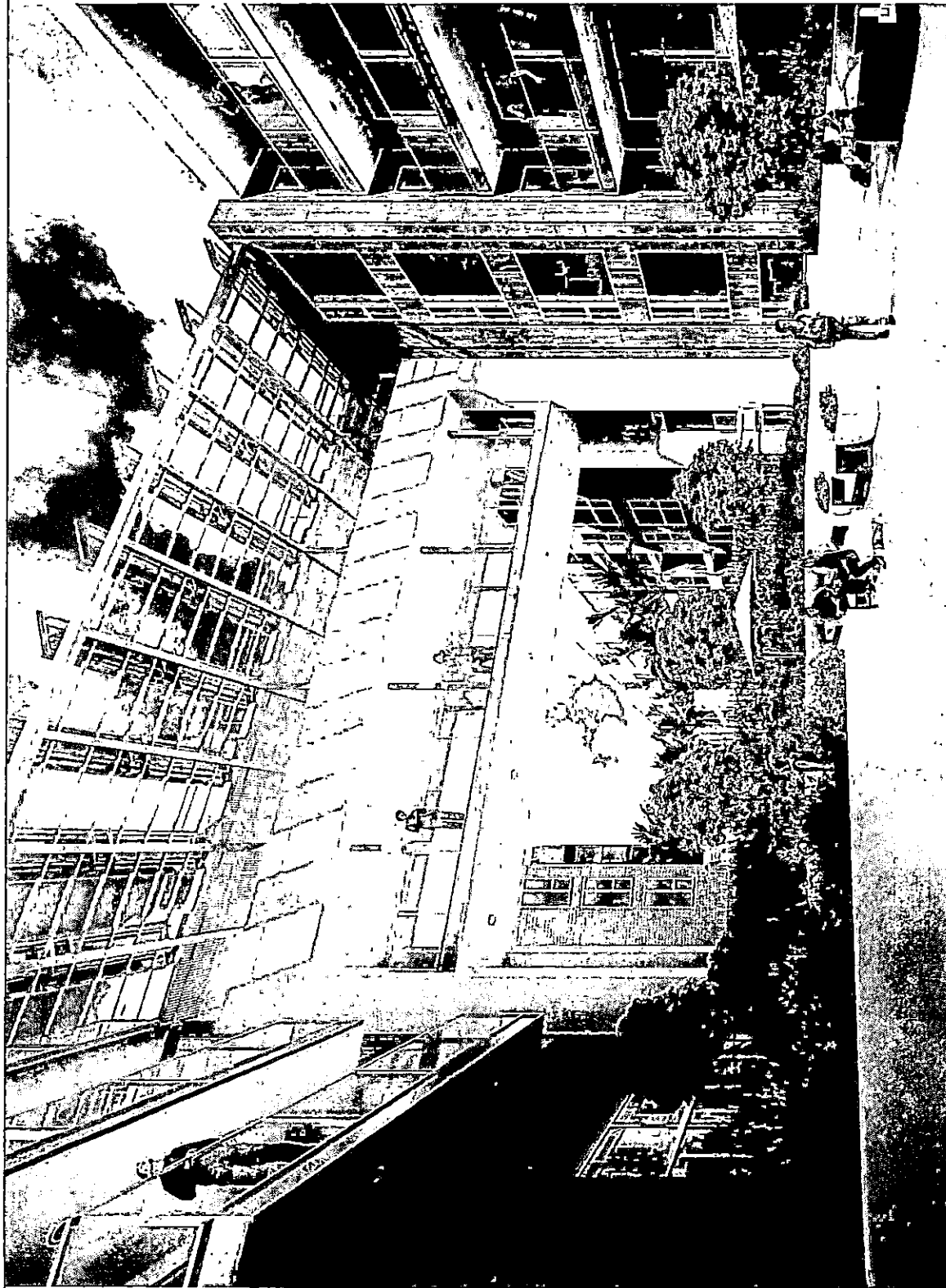
Bren Palmer, LLC
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Bisno Real Estate
Group, LLC
DEVELOPER

THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

PERSPECTIVE - CABRILLO ZOOM

A601



75A-85

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OWNER

Bren Palmer, LLC
DEVELOPER

Bisno Real Estate Group, LLC
DEVELOPER

THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

PERSPECTIVE - PUBLIC COURT

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MVE
PARTNERS

Cabrillo Community Partners, LLC
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Bren Palmer, LLC
ARCHITECT

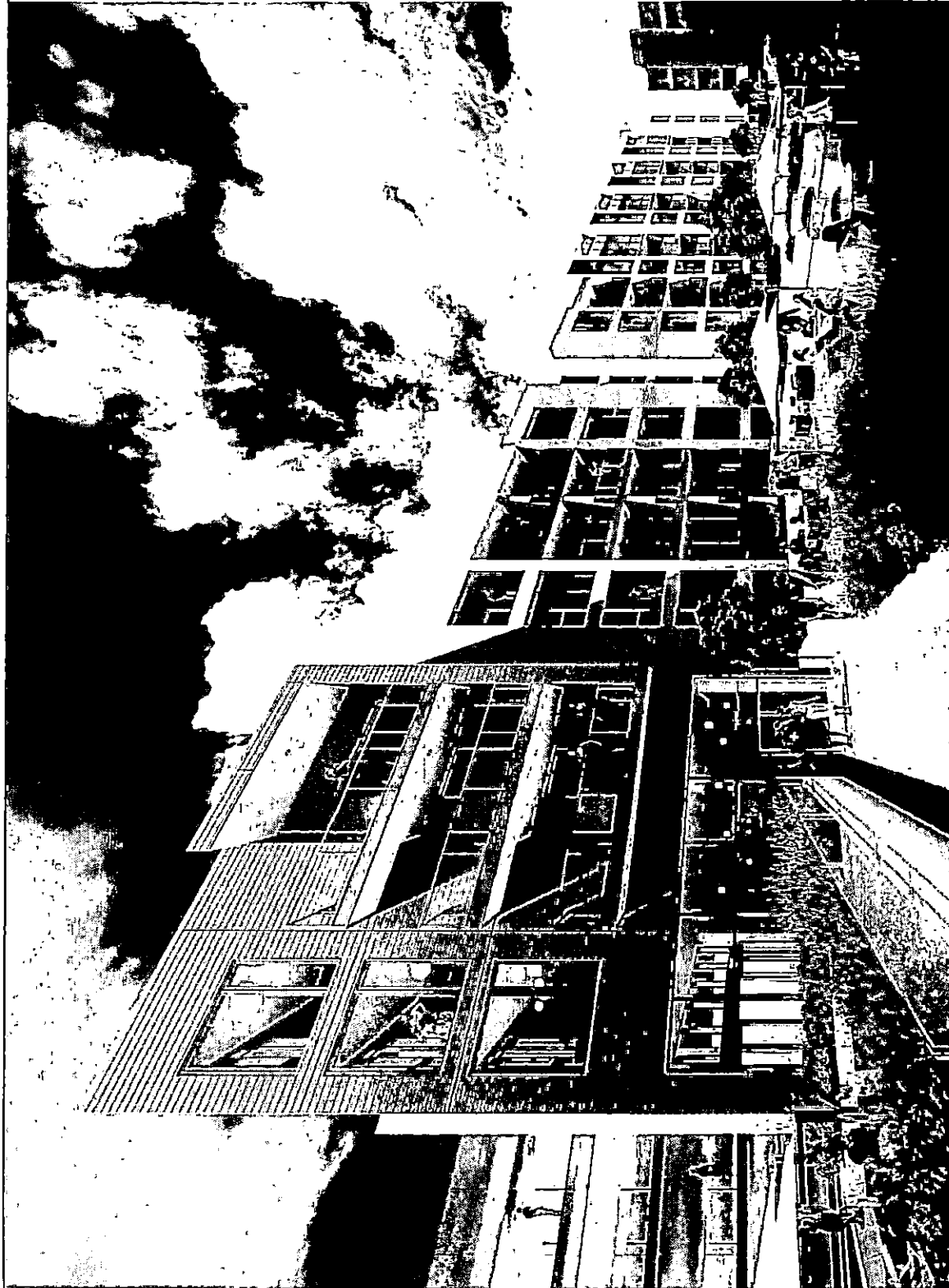
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Group, LLC
DEVELOPER

THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

PERSPECTIVE - POOL COURT

A603

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75A-87

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DEVELOPER

Bisno Real Estate
Group, LLC
DEVELOPER

THE MADISON
200 N. Cabrillo Park Dr.
SAN FRANCISCO, CA

PERSPECTIVE - COURTYARD

A604

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+ PARTNERS

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DEVELOPER

Bisno Real Estate
Group, LLC
DEVELOPER

THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

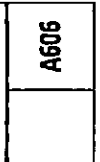
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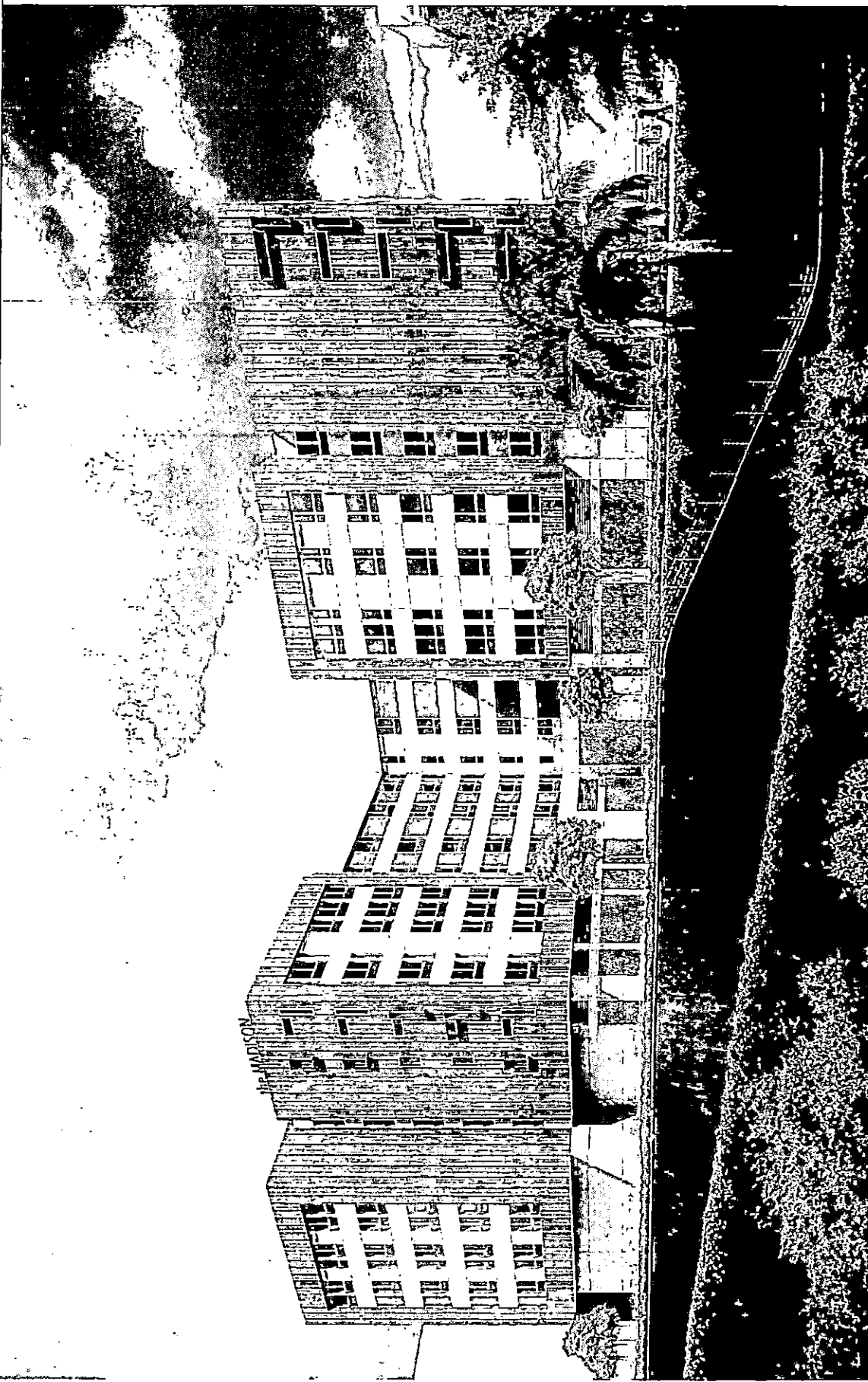
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MVE
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Bren Palmer, LLC
DEVELOPER

Bisno Real Estate Group, LLC
DEVELOPER

THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

PERSPECTIVE - WEST FACADE

A607

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**THE MADISON
SANTA ANA, CA**

DRAFT ECONOMIC IMPACT AND GENERAL FUND FISCAL REVENUE ANALYSIS

Prepared for:

CABRILLO COMMUNITY PARTNERS, LLC

Prepared by:

THE NATELSON DALE GROUP, INC.

24835 E. La Palma Avenue, Suite I

Yorba Linda, CA 92887

Telephone: (714) 692-9596

Fax: (714) 692-9597

Web: www.natelsondale.com

January 15, 2018

EXHIBIT E

75A-91

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1.0 INTRODUCTION

This report evaluates the regional economic benefits that would result from construction of the proposed The Madison mixed-use development in the City of Santa Ana, California. The proposed development includes 260 units - consisting of a mix of studio, live/work, one-, two-, and three-bedroom apartments – along with ground floor retail space (6,561 square feet).

The economic impact analysis focuses on city-level and regional (i.e., county-wide) economic benefits that will be generated during the construction phase of the project, along with annually-recurring benefits resulting from new residents' spending on local retail goods and services and management/operation of the apartment complex. These economic benefits are quantified in terms of the number of jobs created, the total wage/salary income associated with these jobs, and the overall volume of economic output (i.e., total business activity) supported by the project.

Along with regional economic benefits, this analysis also evaluates annually-recurring fiscal revenue impacts to the City's General Fund.

1.1. Organization of the Report

This introduction summarizes the project description and describes the scope of the study. Chapter 2 provides a brief summary of the project's City-level and regional economic benefits, which include the short-term economic impacts related to construction of the project, along with the ongoing impacts resulting from new residents' local expenditures and management/operation of the apartment complex. In addition to the regional economic benefits, this section also summarizes the project's fiscal revenue impacts to the City's General Fund. Chapter 3 provides further details on the construction-related economic impacts, while Chapter 4 provides further details on the ongoing economic impacts. Chapter 5 provides additional detail on the projection of fiscal revenues to the City's General Fund. Appendix A provides documentation of the construction-phase data inputs used in the economic impact analysis. For the ongoing benefits generated by the new residents and management/operation of the apartment complex, Appendix B provides documentation of the resident-spending assumptions and data inputs used in the analysis. Finally, Appendix C provides a glossary of the economic impact measures evaluated in this analysis.

1.2. Scope of the Study

The analysis considers direct economic impacts (e.g., on-site for the construction-phase) as well as indirect and induced, or "multiplier", benefits in the City and in the remainder of Orange County. The analysis estimates the following types of economic impacts:

- Construction-phase impacts
 - Direct construction employment by year for the project build-out period
 - Direct construction payroll
 - Indirect/induced (i.e., "multiplier") jobs and payroll
 - Other construction-related benefits (i.e., local spending)

- Ongoing (permanent) impacts
 - Employment generated by new resident spending, the ground floor retail space, and overall property management of the apartment complex
 - Direct payroll for new jobs
 - Indirect/induced (i.e., “multiplier”) jobs and payroll
 - Direct and indirect/induced economic impacts (i.e., dollars spent in local and regional economies)

Along with economic impacts, the analysis evaluates the annually-recurring fiscal revenue impacts to the City’s General Fund.

All projections provided in this report are expressed in 2018 “constant” dollars (i.e., not escalated for future inflation).

1.3. Project Description

Table 1-1 and Table 1-2, below, provide a summary of the proposed development, including average annual rent per unit and average household income project households and estimated annual retail sales associated with the ground floor retail space.

Table 1-1: Summary Project Description (Residential Component) – The Madison

Apartment Unit Total	Annual Rent Per Unit	Rent as a Share of Income*	Avg. Household Income
260	\$29,892	0.35	\$85,407

*Average household income estimate assumes monthly rent accounts for 35% of monthly income. The applicant has indicated that they qualify renters at 35% of gross income, but that the average renter will likely fall into the 23%-28% range. Relying on the higher income factor provides for a more conservative analysis, in that it yields a lower average household income estimate. Average household income estimates are used to derive resident spending patterns (see Sections 4.0 and 5.0), with higher household incomes correlating with higher resident spending.

Source: Applicant; TNDG

Table 1-2: Summary Project Description (Commercial Component) – The Madison

Sq. Ft. of Ground Floor Retail Space	Sales per Sq. Ft of Space	Estimated Annual Sales
6,561	\$300	\$1,968,300

Source: Applicant; TNDG

1.4. Categories of Regional Economic Benefits Considered in the Study

The proposed project will generate the following types of economic benefits in the City and regional economy:

- **Direct Benefits** – Direct benefits relate to: a) short-term business activity of general contractors and associated business (architecture services, engineering services, etc.) involved in the project construction and b) the ongoing local spending by new residents and expenditures to managing the apartment complex.
- **Indirect Benefits** – Indirect benefits will result when local firms directly impacted by the project in turn purchase materials, supplies or services from other firms. Examples would include increased sales of building materials as a result of construction activity, along with purchases of local goods and services associated with managing and operating the apartment complex.
- **Induced Benefits** – Induced benefits relate to the consumption spending of employees of firms that are directly or indirectly affected by the project. These would include all of the goods and services normally associated with household consumption (e.g., housing, retail purchases, local services, etc.).

Based on construction cost data provided by the applicant, all construction-phase **direct** benefits are tied to construction-related expenditures within the City and the County; impacts from construction-related expenditures made outside of the County (e.g., loan fees, interest, marketing, etc.) are not evaluated in this analysis. The analysis quantifies the above benefits in terms of the following measures:

- **Total industry output** – The increase in gross industry receipts, representing the total economic activity generated by the construction phase and from local spending by new residents. For local retailers, output equals gross margin and not gross sales.
- **Value added** – The portion of total output that most accurately reflects local economic activity (i.e., local payrolls, profits, taxes, as distinct from *gross* output which includes the value of intermediate goods [construction raw materials] purchased outside the region)
- **Jobs** – expressed in this analysis in terms of full-time and part-time employees lasting one year
- **Employee Compensation** – associated with the created jobs¹

As discussed further below, these are the categories of benefits evaluated by the economic modelling software used for this analysis. Appendix C (glossary) provides additional technical definitions of these economic benefit categories.

¹ Employee compensation includes total payroll cost of the employee paid by the employer. This includes wage and salary, all benefits (e.g., health, retirement) and payroll taxes (both sides of social security, unemployment taxes, etc.)

1.5. Study Methodology

This analysis used the IMPLAN (Impact Analysis for Planning) economic impact modeling software to evaluate the project's one-time construction impacts, along with ongoing impacts resulting from new resident local spending². This software is classified as an "Input-Output" (IO) model that computes all of the economic impacts of industries in a user-defined region (in this case, the City of Santa Ana and Orange County), including the estimated local expenditures of employees of both project-direct and supplier firms. The current version of the IMPLAN model divides the economy into 526 sectors that correspond to 4-digit and 5-digit NAICS codes³. For construction activity, the IMPLAN modeling system relies on data from the compiled U.S. Census Bureau instead of the NAICS system.

The report appendix documents all of the assumptions used in this analysis to translate project-specific data into IMPLAN model inputs. As shown in Appendix A, construction-related impacts are based on anticipated construction values provided by the applicant. These construction values were matched to the appropriate IMPLAN construction sector for the impact analysis. Ongoing (permanent) impacts are based on new resident spending (on local retail goods and services), along with expenditures related to management/operation of the apartment complex, as shown in Appendix B. The tables in Appendix B also show the assumptions used to estimate new residents' household income levels and associated local spending on retail goods and services. It should be noted that the analysis treats resident-related spending as "new" spending in the City and in the County. Although some residents at the proposed apartment complex may already reside in another location in the City or County, by moving these residents would create an occupancy that would be filled by new households in the City or County. Thus, the treatment of residents' local spending as *net* increases in sales in the City and County is a valid assumption for purposes of the analysis.

² This model was developed by researchers at the University of Minnesota and is widely used in economic impact analysis throughout the Country.

³ As excerpted from the U.S. Census Bureau's website, the North American Industry Classification System (NAICS) is the standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy. The NAICS system is hierarchical in each level of the system provides an aggregation of detail at the next lower level. For example, there are 20 2-digit industry groups that are further subdivided into 99 3-digit industry groups. Further disaggregation continues to the 6-digit level, which includes 1,175 disaggregated industries.

2.0 EXECUTIVE SUMMARY

2.1. Short-term (Construction) Impacts to Regional Economy

This section provides a summary of the project's construction-phase impacts to the City and Orange County. The summary includes the sum of all direct, indirect, and induced impacts, as shown on Table 2-1 on page 6. The total construction-related impacts would include the following:

Output: At buildout the project's one-time construction activities would generate approximately \$98.9 million in total economic activity in the City, through direct, indirect, and induced impacts. In addition, the project would generate approximately \$15.3 million in total economic activity in the remainder of the County. Thus, the project would generate approximately \$114.2 million in total economic activity in Orange County.

Value Added: At buildout the project's one-time construction activities would generate approximately \$65.9 million in total value added in the City, through direct, indirect, and induced impacts. In addition, the project would generate approximately \$10.5 million in value added in the remainder of the County. Thus, the project would generate approximately \$76.4 million in total value added in Orange County.

Employment: At buildout the project's one-time construction activities would generate approximately 584 jobs in the City, through direct, indirect, and induced impacts. In addition, the project would generate approximately 93 jobs in the remainder of the City. Thus, the project would generate about 677 total jobs in Orange County⁴.

Employee Compensation: At buildout the project's one-time construction activities would generate approximately \$31.7 million in total employee compensation in the City, through direct, indirect, and induced impacts. In addition, the project would generate approximately \$4.4 million in total employee compensation in the remainder of the County. Thus, the project would generate approximately \$36.1 million in total employee compensation in Orange County⁵.

⁴ As noted above, this total includes both part- and full-time employees. Based on factors provide in the IMPLAN model, the construction phase would generate approximately 626 full-time equivalent (FTE) jobs in the County.

⁵ Employee compensation is a "fully loaded" payroll estimate, including all benefits (e.g., health, retirement) and payroll taxes (both sides of social security, unemployment taxes, etc.). Based on factors provided in the IMPLAN model, the project would generate approximately \$30.2 million in salaries/wages in Orange County.

**Table 2-1: Summary of Construction Phase Impacts (Sum of Direct, Indirect, and Induced)
The Madison**

Impact Category	City Total	Remainder of County	County Total
Output (000s)	\$98,940	\$15,296	\$114,236
Value Added (000s)	\$65,912	\$10,512	\$76,424
Employment	584	93	677
Employee Compensation (000s)	\$31,729	\$4,355	\$36,084

Source: TNDG; IMPLAN

2.2. Permanent Impacts to Regional Economy

This section provides a summary of the permanent benefits to the City and Orange County. These benefits would result from local spending (i.e., in the City and in remaining areas of the County) by new residents, along with expenditures associated with managing/operating the apartment complex. The summary includes the sum of all direct, indirect, and induced impacts, as shown on Table 2-2 on the following page. The permanent impacts would include the following:

Output: On an annual basis, new residents and the apartment complex would generate approximately \$8.2 million in total economic activity in the City, through direct, indirect, and induced impacts. In addition, these two sources would generate approximately \$1.7 million in total economic activity in the remainder of the County. Thus, the project would generate approximately \$9.9 million in total economic activity in Orange County on an annual basis.

Value Added: On an annual basis, new residents and the apartment complex would generate approximately \$5.5 million in total value added in the City, through direct, indirect, and induced impacts. In addition, these two sources would generate an additional \$1.1 million in value added in the remainder of the County. Thus, the project would generate approximately \$6.6 million in total value added in Orange County on an annual basis.

Employment: On an annual basis, new residents and the apartment complex would generate approximately 77 jobs in the City, through direct, indirect, and induced impacts. In addition, these two sources would generate approximately 11 jobs in the remainder of the County. Thus, the project would generate approximately 88 total jobs in Orange County on an annual basis⁶.

⁶ As noted above, this total includes both part- and full-time employees. Based on factors provide in the IMPLAN model, the construction phase would generate approximately 76 full-time equivalent (FTE) jobs in the County.

Employee Compensation: On an annual basis, new residents and the apartment complex would generate close to \$2.6 million in total employee compensation in the City, through direct, indirect, and induced impacts. In addition, these two sources would generate approximately \$0.5 million in total employee compensation in the remainder of the County. Thus, the project would generate approximately \$3.05 million in total employee compensation in Orange County on annual basis⁷.

**Table 2-2: Summary of Ongoing Impacts (Sum of Direct, Indirect, and Induced)
The Madison**

Impact Category	City Total	Remainder of County	County Total
Output (000s)	\$8,229	\$1,697	\$9,926
Value Added (000s)	\$5,493	\$1,083	\$6,576
Employment	77	11	88
Employee Compensation (000s)	\$2,563	\$486	\$3,049

Source: TNDG; IMPLAN

2.3. Fiscal Revenue Impacts

The project would generate two primary sources of annually-recurring revenue to the City's General Fund: Property Taxes and Sales Taxes. New property taxes would result from the incremental assessed property value generated by the project, while new sales taxes would be generated by project residents' retail expenditures at retail establishments located in the City (and in the onsite ground floor retail space). As shown on Table 2-3, on the following page, the project would generate about \$268,000 in new property taxes, in addition to approximately \$72,000 in new sales tax revenue. Combined, the two revenue sources would generate about \$340,000 in annually-recurring revenue to the City's General Fund.

⁷ Employee compensation is a "fully loaded" payroll estimate, including all benefits (e.g., health, retirement) and payroll taxes (both sides of social security, unemployment taxes, etc.). Based on factors provided in the IMPLAN model, the project would generate approximately \$2.3 million in salaries/wages in Orange County on an annual basis.

**Table 2-3: Summary of Annually-Recurring Fiscal Revenue Impacts to City's General Fund
The Madison**

General Fund Category	City Total
Property Taxes ¹	\$267,831
Sales Tax ²	<u>72,225</u>
Total	\$340,056

Notes: 1. Includes general Property Tax and Property Tax In-Lieu of VLF

2. Includes General Sales Tax and Property Tax In-Lieu of Sales Tax

Source: IMPLAN; City of Santa Ana; TNDG.

3.0 CONSTRUCTION IMPACTS TO LOCAL ECONOMY

The project's construction phase would create a substantial number of jobs and fuel the local Santa Ana economy, in addition to the remaining areas in Orange County, with secondary spending. To illustrate the economic impacts of the project's construction phase, this study uses an econometric tool known as an "Input-Output" (IO) model, which computes all of the construction-related impacts of the affected industries in the City, and in the remainder of the County, including the estimated local expenditures of employees of both the construction and supplier firms⁸.

These economic benefits are expressed in terms of increased economic activity ("output"), value added, job creation, and employee compensation. See Table 2-1 on page 6 for a summary of the economic benefits for the total project. The discussion below in Sections 3.1 and 3.2 summarizes the total project construction-related impacts.

3.1. Industry Output and Value Added

During the construction phase the project is projected to directly generate approximately 66.7 million in total economic activity in the City, resulting in approximately \$45.5 million in value added. In addition to its direct impacts, the indirect/induced impacts during project construction would include approximately \$32.2 million in total economic activity, resulting in approximately \$20.4 million in value added (see page 2 for definitions of "direct", "indirect" and "induced"). Thus, accounting for the full range of economic benefits in the City, during its construction phase the project will generate a grand total of approximately \$98.9 million in total industry output and approximately \$65.9 million in value added.

In the remainder of the County, the project is projected to directly generate approximately \$3.1 million in total economic activity, along with an additional \$12.2 million from indirect/induced impacts. This total economic activity would generate approximately \$10.5 million in value added in the remainder of the County.

3.2. Jobs Created and Employee Compensation

During the construction phase the project is projected to generate approximately 359 directly related jobs onsite and approximately 225 jobs through indirect and induced economic activity. These are quantified as full- and part-time jobs lasting the equivalent of one year. Thus, accounting for the full range of economic benefits in the City – through direct, indirect, and induced activity – the project will generate about 584 jobs during the construction phase. The employee compensation associated with these jobs would total approximately \$31.7 million.

In the remainder of the County, the project is projected to directly generate approximately 11 jobs, along with an additional 82 jobs from indirect/induced impacts. The employee compensation associated with these jobs would total approximately \$4.4 million.

⁸ The IMPLAN model was used for this purpose. This model was developed by researchers at the University of Minnesota and is widely used in economic impact analysis throughout the Country.

**Table 3-1. Summary of Economic Impacts by Impact Category, CONSTRUCTION PHASE
The Madison**

Category	City Total	Remainder of County	County Total
<i><u>Output (000s)</u></i>			
Direct	\$66,725	\$3,082	\$69,807
Indirect	17,572	2,418	19,990
Induced	14,643	9,796	24,439
Total	\$98,940	\$15,296	\$114,236
<i><u>Value Added (000s)</u></i>			
Direct	\$45,521	\$2,387	\$47,908
Indirect	11,122	1,758	12,880
Induced	9,269	6,367	15,636
Total	\$65,912	\$10,512	\$76,424
<i><u>Employment</u></i>			
Direct	359	11	370
Indirect	126	16	142
Induced	99	66	165
Total	584	93	677
<i><u>Employee Compensation (000s)</u></i>			
Direct	\$21,204	\$556	\$21,760
Indirect	6,050	816	6,866
Induced	4,475	2,983	7,458
Total	\$31,729	\$4,355	\$36,084

Source: TNDG; IMPLAN

3.0 CONSTRUCTION IMPACTS TO LOCAL ECONOMY

Table 3-2 and Table 3-3, below, show the top 10 economic sectors affected by employment impacts in the City and in Orange County. The employment and employee compensation numbers include the sum of direct, indirect, and induced impacts. As shown in the tables, approximately 305 jobs would be created in the multifamily residential construction sector (IMPLAN Sector 60), with an average employee compensation of more than \$59,000 per job.

**Table 3-2: Top 10 Industries Affected in Terms of Employment, City of Santa Ana
The Madison**

IMPLAN Sector	Description	Employees	Employee Compensation	Employee Compensation/Job
60	Construction of new multifamily residential structures	304.9	\$18,053,515	\$59,208
58	Construction of other new nonresidential structures	23.7	\$1,410,678	59,596
56	Construction of new highways and streets	19.9	\$1,212,734	61,073
395	Wholesale trade	13.5	\$1,226,260	90,641
406	Retail - Miscellaneous store retailers	13.3	\$245,072	18,402
403	Retail - Clothing and clothing accessories stores	11.1	\$277,888	25,114
401	Retail - Health and personal care stores	10.7	\$504,775	47,145
399	Retail - Building material and garden equipment and supplies stores	10.4	\$465,169	44,682
398	Retail - Electronics and appliance stores	8.3	\$465,309	56,003
407	Retail - Nonstore retailers	7.6	\$142,882	18,808

Source: TNDG; IMPLAN

**Table 3-3: Top 10 Industries Affected in Terms of Employment, Orange County
The Madison**

IMPLAN Sector	Description	Employees	Employee Compensation	Employee Compensation/Job
60	Construction of new multifamily residential structures	304.9	\$18,053,515	\$59,208
58	Construction of other new nonresidential structures	23.7	\$1,410,678	59,596
56	Construction of new highways and streets	19.9	\$1,212,734	61,073
440	Real estate	16.6	\$364,753	21,997
395	Wholesale trade	14.6	\$1,326,776	90,641
406	Retail - Miscellaneous store retailers	14.5	\$267,677	18,402
403	Retail - Clothing and clothing accessories stores	12.2	\$307,474	25,114
401	Retail - Health and personal care stores	11.8	\$555,838	47,145
449	Architectural, engineering, and related services	10.8	\$1,022,591	94,833
399	Retail - Building material and garden equipment and supplies stores	10.7	\$477,522	44,682

Note: Includes City of Santa Ana totals

Source: TNDG; IMPLAN

4.0 ONGOING ECONOMIC BENEFITS TO LOCAL ECONOMY

The proposed project will generate ongoing benefits to the local economy, in addition to the remainder of Orange County, from the following two sources. First, new apartment residents will generate economic impacts in the local economy through expenditures on local goods and services (including at onsite retail). Second, the management and operation of the apartment complex will generate impacts in the local economy. Appendix B provides detailed tables on the assumptions and data inputs for estimating ongoing economic benefits, along with a narrative description, for the IMPLAN model.

These economic benefits are expressed in terms of increased economic activity (“output”), value added, job creation, and labor income. See Table 4-1 on page 13 for a summary of the annual economic benefits for the total project. The discussion below in Sections 4.1 and 4.2 summarizes the total ongoing economic benefits from the two sources discussed above.

4.1. Industry Output and Value Added

The project’s direct annual impact, from new resident local spending (including at onsite retail) and management/operation of the apartment complex, to the City economy would include approximately \$5.6 million in total economic activity and approximately \$3.9 million in value added. In addition to its direct impacts, the indirect/induced impacts of the project would include approximately \$2.6 million in total economic activity and approximately \$1.6 million in value added (see page 3 for definitions of “direct”, “indirect” and “induced”). Thus, accounting for the full range of economic benefits in the City, on an annual basis the project will generate a grand total of more than \$8.2 million in total industry output and approximately \$5.5 million in value added.

In the remainder of the County, the project is projected to directly generate approximately \$242,000 in total economic activity, along with an additional \$1.5 million from indirect/induced impacts. This total economic activity would generate approximately \$1.1 million in value added in the remainder of the County.

4.2. Jobs Created and Employee Compensation

The project, from new resident local spending and management/operation of the apartment complex, would directly support approximately 61 jobs and a total annual payroll of approximately \$1.8 million. In addition to direct impacts, the indirect/induced economic impacts from the project would support approximately 16 jobs and a total annual payroll (including benefits) of approximately \$796,000 in the City. Thus, the direct, indirect, and induced economic activity associated with the project would support approximately 77 jobs and a total annual payroll (including benefits) of close to \$2.6 million in the City.

In the remainder of the County, the project is projected to directly generate approximately 2 jobs, along with an additional 9 jobs from indirect/induced impacts. The payroll and benefits associated with these jobs would total approximately \$486,000.

Table 4-1: Summary of Economic Impacts by Impact Category, ANNUALLY-RECURRING
The Madison

Category	City Total	Remainder of County	County Total
<u>Output (000s)</u>			
Direct	\$5,643	\$242	\$5,885
Indirect	1,367	573	1,940
Induced	1,219	882	2,101
Total	\$8,229	\$1,697	\$9,926
<u>Value Added (000s)</u>			
Direct	\$3,856	\$144	\$4,000
Indirect	865	367	1,232
Induced	772	572	1,344
Total	\$5,493	\$1,083	\$6,576
<u>Employment</u>			
Direct	61	2	63
Indirect	8	3	11
Induced	8	6	14
Total	77	11	88
<u>Employee Compensation (000s)</u>			
Direct	\$1,767	\$51	\$1,818
Indirect	424	166	590
Induced	372	269	641
Total	\$2,563	\$486	\$3,049

Source: IMPLAN; TNDG

4.0 ONGOING ECONOMIC BENEFITS TO LOCAL ECONOMY

Table 4-2 and Table 4-3, below, show the top 10 economic sectors affected by employment impacts in the City and in Orange County. The employment and employee compensation numbers include the sum of direct, indirect, and induced impacts. As shown in the tables, approximately 29 permanent jobs would be created in the Retail-Miscellaneous store retailers (IMPLAN Sector 406), with an average employee compensation of more than \$18,000 per job.

**Table 4-2: Top 10 Industries Affected in Terms of Employment, City of Santa Ana
The Madison**

IMPLAN Sector	Description	Employees	Employee Compensation	Employee Compensation/Job
406	Retail - Miscellaneous store retailers	28.9	\$531,387	\$18,402
501	Full-service restaurants	7.4	194,171	26,132
502	Limited-service restaurants	4.3	99,513	23,330
440	Real estate	3.7	82,140	21,997
400	Retail - Food and beverage stores	3.5	122,114	34,640
403	Retail - Clothing and clothing accessories stores	2.1	53,211	25,114
397	Retail - Furniture and home furnishings stores	2.0	80,836	41,023
504	Automotive repair and maintenance, except car washes	1.9	90,825	48,946
398	Retail - Electronics and appliance stores	1.7	94,113	56,003
437	Insurance carriers	1.6	212,578	133,520

Source: TNDG; IMPLAN

**Table 4-3: Top 10 Industries Affected in Terms of Employment, Orange County
The Madison**

IMPLAN Sector	Description	Employees	Employee Compensation	Employee Compensation/Job
406	Retail - Miscellaneous store retailers	29.3	\$538,622	\$18,402
501	Full-service restaurants	8.5	223,035	26,131
502	Limited-service restaurants	5.0	116,313	23,330
440	Real estate	4.4	96,493	21,997
400	Retail - Food and beverage stores	3.8	132,085	34,640
403	Retail - Clothing and clothing accessories stores	2.3	56,881	25,114
504	Automotive repair and maintenance, except car washes	2.1	104,066	48,946
397	Retail - Furniture and home furnishings stores	2.1	85,811	41,023
503	All other food and drinking places	1.8	41,470	23,297
398	Retail - Electronics and appliance stores	1.8	99,348	56,003

Note: Includes City of Santa Ana totals

Source: TNDG; IMPLAN

5.0 ANNUALLY RECURRING FISCAL REVENUE IMPACTS TO CITY'S GENERAL FUND

The project would generate two primary sources of annually-recurring revenue to the City's General Fund: Property Taxes and Sales Taxes. The discussion below in Section 5.1 summarizes the annually-recurring property taxes that would be generated by the project. Following, Section 5.2 provides a summary detailing the projection of new sales tax revenue that would be generated from project residents' retail expenditures in the City.

5.1. Property Taxes

As shown on Table 5-1, below, the project is projected to generate close to \$268,000 in annually-recurring property tax revenue to the City's General Fund. In addition to general property tax revenues, the City also receives separate property tax payments from the State in-lieu of Vehicle License Fee (VLF) revenues. Based on a review of City budget data and assessed value information⁹, these two components of property tax revenue are equal to approximately 0.27% of total assessed valuation in the City. Applying this factor to the project's estimated assessed valued yields the incremental property tax revenue projection shown on the table below.

Table 5-1: Projected Annually-Recurring Property Tax Revenue – City of Santa Ana The Madison

Property Tax Variable	Amount
Estimated Assessed Value ¹	\$99,196,604
Property Tax as a Share of Incremental Assessed Value ²	0.27%
City's Incremental Property Tax Revenue	\$267,831

- Notes:
1. Based on estimated of hard costs (including on-site, off-site, and garage) and land costs
 2. Includes general property tax and property tax in-lieu of VLF

Source: Project applicant; City of Santa Ana, Adopted Budget - Fiscal Year 2016-17, Comprehensive Annual Financial Report, June 30, 2017; TNDG.

5.2. Sales Taxes

As shown on Table 5-2, on the following page, the project is projected to generate approximately \$72,000 in annually-recurring sales tax revenue to the City's General Fund. New sales tax revenue will be generated from new resident local spending at retail establishments in the City (including at onsite retail), as described above in Section 4.0. As shown on the table, 1.0% of taxable sales is reimbursed

⁹ City of Santa Ana, Adopted Budget and Comprehensive Annual Financial Report (CAFR).

5.0 ANNUALLY RECURRING FISCAL REVENUE IMPACTS TO CITY'S GENERAL FUND

from the state (0.75% sales tax reimbursement plus 0.25% sales tax in lieu). See Appendix B, Tables B-4 and B-5, for a derivation of the projected resident-generated taxable sales in the City.

**Table 5-2: Projected Annually-Recurring Sales Tax Revenue – City of Santa Ana
The Madison**

Sales Tax Variable	Amount
Resident Taxable Retail Purchases	\$8,206,164
Percent of Resident Taxable Retail Sales Captured in Santa Ana	88%
Total New Taxable Retail Sales in Santa Ana	\$7,222,509
New Sales Tax Revenue at 1.0% of Taxable Sales	\$72,225

Source: IMPLAN, Tables B-4 and B-5

APPENDIX A:

**Derivation of Inputs for IMPLAN Model
Construction Phase**

Table A-1: Derivation of IMPLAN Inputs

IMPLAN Sector	Description	Santa Ana	Remainder of County	Orange County Total
VA	Value Added (Taxes on production & imports, less subsidies)	\$9,240,660	\$0	\$9,240,660
56	Construction of new highways and streets	3,843,055	0	3,843,055
57	Construction of new commercial structures	702,027	0	702,027
58	Construction of other new nonresidential structures	3,843,055	0	3,843,055
60	Construction of new multifamily residential structures	57,651,272	0	57,651,272
373	Wood office furniture manufacturing	0	0	0
375	Office furniture, except wood manufacturing	0	0	0
437	Insurance carriers	3,937	7,875	11,812
440	Real Estate	117,114	2,277,282	2,394,396
447	Legal services	54,600	109,200	163,800
448	Accounting, tax preparation, bookkeeping, and payroll services	54,600	109,200	163,800
449	Architectural, engineering, and related services	58,244	524,199	582,443
450	Specialized design services	315,001	0	315,001
454	Management consulting services	81,900	54,600	136,500
TOTAL		\$75,965,465	\$3,082,356	\$79,047,821

Source: TNDG; Construction Budget Data

APPENDIX B:

**Derivation of Inputs for IMPLAN Model
Ongoing Benefits**

The following summary provides a description of the assumptions and data inputs used for purposes of estimating the project's permanent (annually-recurring) impacts in the City and in the County.

- Table B-1 provides the calculations used to estimate average household incomes for project residents. As shown in the table, average household incomes are calculated on the assumption that monthly rents will account for approximately 35% of monthly household income. Based on anticipated rents, the weighted average household income level would equal about \$85,407.
- Table B-2 provides the share of household income spent on retail goods and services for households in the \$100,000 to \$149,999 income range. These data are from the Consumer Expenditure Survey (CES), which is completed by the Bureau of Labor Statistics, Department of Labor. The most recent year for which data are available is 2015. As shown in the table, households in this income range spend approximately 38.9% of household income on retail goods and services. The distribution of sales by retail/service category, along with individual shares, is shown in the table.
- Table B-3 applies the share factors for each retail category (from Table B-2) to the projected weighted average household income level of project residents (B-1). Based on these calculations, the table provides a projected distribution of expenditures on retail goods and services per household.
- From the factors calculated in Tables B-1 to B-3, Tables B-4 and B-5 provides the projected aggregate retail and services expenditures based on the occupied households in the apartment complex (taking into account a the applicant's anticipated vacancy rate). The expenditures are matched to appropriated IMPLAN sectors that correspond to the retail and service categories in the CES survey. It should be noted that the IMPLAN model applies a Local Purchase Percentage (LPP) factor to each industry sector for the City and the County. The LPP factor approximates the percentage of expenditures, by industry sector, which would be made in the City and in the County. Thus, impacts are only based on sales estimated to be made within the City and County geographies.
- Table B-6 provides the data inputs used to estimate the impacts related to the management/operation of the proposed apartment complex and sales at the proposed ground floor retail space.

Table B-1: Derivation of Average Household Incomes - Apartment Residents

Variable	Amount
(A) Total Units	260
(B) Total Monthly Rent	\$647,670
(C) Total Annual Rent = (B)*12	\$7,772,040
(D) Annual Rent/Unit = (C) / (A)	\$29,892
(E) Rent as a Share of Total Income	0.35
(F) Avg. Household Income = (D) / (E)	\$85,407

Source: Applicant; TNDG.

Table B-2: Income Share Expenditures by Retail/Service Category - Consumer Expenditure Survey (CES)

CES HH Income Range					
		\$100,000	to		
		\$149,999			
Average HH Income Before Taxes		\$120,512			
Average Annual Expenditures		IMPLAN			
	Amount	Share	Sector	Description	
Food at Home	\$ 5,554	4.6	400	Retail - Food and beverage stores	
Food away from home (A)	2,399	2.0	501	full service restaurants	
Food away from home (B)	2,399	2.0	502	limited service restaurants	
Alcoholic Beverages (A)	367	0.3	503	All other food and drinking places	
Alcoholic Beverages (B)	367	0.3	400	Retail - Food and beverage stores	
Cellular phone service	1,653	1.4	428	Wireless telecommunications carriers (except satellite)	
Housekeeping supplies	979	0.8	405	Retail - General merchandise stores	
Household furnishings and equipment	2,927	2.4	397	Retail - Furniture and home furnishings stores	
Apparel and services	2,456	2.0	403	Retail - Clothing and clothing accessories stores	
Vehicle purchases (net outlay)	5,763	4.8	396	Retail - Motor vehicle and parts dealers	
Gasoline and motor oil	2,782	2.3	402	Retail - Gasoline stores	
Other Vehicle Expenses - Maintenance and repairs	1,256	1.0	504	Automotive repair and maintenance, except car washes	
Vehicle insurance	1,559	1.3	437	Insurance carriers	
Health insurance	4,393	3.6	437	Insurance carriers	
Medical Services	1,359	1.1	482	Hospitals	
Drugs	590	0.5	401	Retail - Health and personal care stores	
Medical supplies	218	0.2	401	Retail - Health and personal care stores	
Audio and visual equipment and services	1,422	1.2	398	Retail - Electronics and appliance stores	
Toys, hobbies, and playground equipment	1,138	0.9	404	Retail - Sporting goods, hobby, musical instrument and book stores	
Other entertainment supplies, equipment, and services	711	0.6	398	Retail - Electronics and appliance stores	
Personal care products and services	1,058	0.9	401	Retail - Health and personal care stores	
Reading	147	0.1	404	Retail - Sporting goods, hobby, musical instrument and book stores	
Tobacco products and smoking supplies	5,554	4.6	406	Retail - Miscellaneous store retailers	
TOTAL	\$ 47,050	38.9			

Source: Bureau of Labor Statistics (BLS), Consumer Expenditure Survey (CES), 2016; TNDG.

Table B-3: Average Household Spending by Industry Sector - Cabrillo Residents

Estimated Project Average Household Income		\$85,407 ¹		
Average Annual Expenditures	Share ²	Amount	IMPLAN Sector	Description
Food at Home	4.6	3,929	400	Retail - Food and beverage stores
Food away from home (A)	2.0	1,708	501	full service restaurants
Food away from home (B)	2.0	1,708	502	limited service restaurants
Alcoholic Beverages (A)	0.3	256	503	All other food and drinking places
Alcoholic Beverages (B)	0.3	256	400	Retail - Food and beverage stores
Cellular phone service	1.4	1,196	428	Wireless telecommunications carriers (except satellite)
Housekeeping supplies	0.8	683	405	Retail - General merchandise stores
Household furnishings and equipment	2.4	2,050	397	Retail - Furniture and home furnishings stores
Apparel and services	2.0	1,708	403	Retail - Clothing and clothing accessories stores
Vehicle purchases (net outlay)	4.8	4,100	396	Retail - Motor vehicle and parts dealers
Gasoline and motor oil	2.3	1,964	402	Retail - Gasoline stores
Other Vehicle Expenses - Maintenance and repairs	1.0	854	504	Automotive repair and maintenance, except car washes
Vehicle insurance	1.3	1,110	437	Insurance carriers
Health insurance	3.6	3,075	437	Insurance carriers
Medical Services	1.1	939	482	Hospitals
Drugs	0.5	427	401	Retail - Health and personal care stores
Medical supplies	0.2	171	401	Retail - Health and personal care stores
Audio and visual equipment and services	1.2	1,025	398	Retail - Electronics and appliance stores
Toys, hobbies, and playground equipment	0.9	769	404	Retail - Sporting goods, hobby, musical instrument and book stores
Other entertainment supplies, equipment, and services	0.6	512	398	Retail - Electronics and appliance stores
Personal care products and services	0.9	769	401	Retail - Health and personal care stores
Reading	0.1	85	404	Retail - Sporting goods, hobby, musical instrument and book stores
Tobacco products and smoking supplies	4.6	3,929	406	Retail - Miscellaneous store retailers
TOTAL	38.9	\$ 33,223		

Source: Bureau of Labor Statistics (BLS), Consumer Expenditure Survey (CES), 2016; TNDG.

Notes: 1. Table B-1

2. Table B-2

Table B-4: Total Spending by IMPLAN Industry Sector - Cabrillo Residents

		260		
Total Units:			5%	
Vacancy:			247	
Occupied Units:				
IMPLAN Sector	Description	\$	Amount Per HH ¹	Total
396	Retail - Motor vehicle and parts dealers	4,100	\$	1,012,586
397	Retail - Furniture and home furnishings stores	2,050		506,293
398	Retail - Electronics and appliance stores	1,537		379,720
400	Retail - Food and beverage stores	4,185		1,033,681
401	Retail - Health and personal care stores	1,367		337,529
402	Retail - Gasoline stores	1,964		485,197
403	Retail - Clothing and clothing accessories stores	1,708		421,911
404	Retail - Sporting goods, hobby, musical instrument and book stores	854		210,955
405	Retail - General merchandise stores	683		168,764
406	Retail - Miscellaneous store retailers	3,929		970,395
428	Wireless telecommunications carriers (except satellite)	1,196		295,338
437	Insurance carriers	4,185		1,033,681
482	Hospitals	939		232,051
501	Full-service restaurants	1,708		421,911
502	Limited-service restaurants	1,708		421,911
503	All other food and drinking places	256		63,287
504	Automotive repair and maintenance, except car washes	854		210,955
TOTAL		\$	33,223 \$	8,206,164

Source: Bureau of Labor Statistics (BLS), Consumer Expenditure Survey (CES), 2016; TNDG.

Notes: 1. Table B-3.

Table B-5: Total Spending by IMPLAN Industry Sector - Cabrillo Residents

Total Units:	260
Vacancy:	5%
Occupied Units:	247

IMPLAN Sector	Description	Amount Per			City Expenditures	
		\$	HH ¹	LPP		
396	Retail - Motor vehicle and parts dealers	4,100	\$	1,012,586	961,956	
397	Retail - Furniture and home furnishings stores	2,050		506,293	480,978	
398	Retail - Electronics and appliance stores	1,537		379,720	360,734	
400	Retail - Food and beverage stores	4,185		1,033,681	977,966	
401	Retail - Health and personal care stores	1,367		337,529	320,652	
402	Retail - Gasoline stores	1,964		485,197	460,937	
403	Retail - Clothing and clothing accessories stores	1,708		421,911	400,815	
404	Retail - Sporting goods, hobby, musical instrument and book stores	854		210,955	126,869	
405	Retail - General merchandise stores	683		168,764	159,398	
406	Retail - Miscellaneous store retailers	3,929		970,395	921,875	
428	Wireless telecommunications carriers (except satellite)	1,196		295,338	167,752	
437	Insurance carriers	4,185		1,033,681	675,201	
482	Hospitals	939		232,051	201,119	
501	Full-service restaurants	1,708		421,911	379,720	
502	Limited-service restaurants	1,708		421,911	379,720	
503	All other food and drinking places	256		63,287	56,958	
504	Automotive repair and maintenance, except car washes	854		210,955	189,860	
TOTAL / AVG		\$	33,223	\$ 8,206,164	0.88	\$ 7,222,509

Source: Bureau of Labor Statistics (BLS), Consumer Expenditure Survey (CES), 2016; TNDG.

Notes: 1. Table B-4; LLP = Local Purchase Percentage.

Table B-6: Operations/Apartment Management Inputs for IMPLAN - Cabrillo

Category	Amount	IMPLAN Sector	Description
<u>Apartment Operations</u>			
Operating Expenses	\$ 806,000	440	Real Estate
Management Fees	<u>162,351</u>	440	Real Estate
TOTAL	\$ 968,351		
<u>Ground Floor Retail</u>			
Square Feet of Building Space	6,561		
Sales Per Square Foot	\$300		
Total Estimated Sales	\$ 1,968,300	406	Retail - Misc. store retailers

Source: Applicant; TNDG; IMPLAN

APPENDIX C:
IMPLAN Model Glossary

The following provides technical definitions for measures of economic impacts evaluated in this analysis. These definitions are excerpted from IMPLAN's online glossary¹⁰.

Output – represents the value of industry production. In IMPLAN these are annual production estimates for the year of the data set and are in producer prices. For manufacturers this would be sales plus/minus change in inventory. For service sectors production = sales. For Retail and wholesale trade, output = gross margin and not gross sales.

Value Added – The difference between an industry's or an establishment's total output and the cost of its intermediate inputs. It equals gross output (sales or receipts and other operating income, plus inventory change) minus intermediate inputs (consumption of goods and services purchased from other industries or imported). Value added consists of (1) Labor Income (employee compensation and proprietor income), (2) taxes on production and imports less subsidies (formerly indirect business taxes and nontax payments), and (3) other property income (formerly "other value added")¹¹. Gross value added is the value of output less the value of intermediate consumption; it is a measure of the contribution to GDP made by an individual producer, industry or sector.

Labor Income – All forms of employment income, including Employee Compensation (wages and benefits) and Proprietor Income.

Jobs - A job in IMPLAN = the annual average of monthly jobs in that industry (this is the same definition used by QCEW, BLS, and BEA nationally¹²). Thus, 1 job lasting 12 months = 2 jobs lasting 6 months each = 3 jobs lasting 4 months each. A job can be either full-time or part-time.

¹⁰ Accessed at http://implan.com/index.php?option=com_glossary&task=list&glossid=13&letter=All

¹¹ A profits-like measure that includes corporate profits, net interest, business transfer payments, etc.

¹² QCEW = Quarterly Census of Employment and Wages; BLS = Bureau of Labor Statistics; BEA = Bureau of Economic Analysis.

RESOLUTION NO. 2018-xx

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA ANA APPROVING APPEAL NO. 2017-05 AS CONDITIONED AND REVERSING THE PLANNING COMMISSION'S DENIAL OF SITE PLAN REVIEW NO. 2016-03 AND VARIANCE NO. 2017-06 FOR THE INCREASED SIDE YARD SETBACK FOR THE DEVELOPMENT OF THE PROPERTY LOCATED AT 200 NORTH CABRILLO PARK DRIVE

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTA ANA AS FOLLOWS:

Section 1. The City Council of the City of Santa Ana hereby finds, determines and declares as follows:

- A. Robert Bisno with Cabrillo Community Partners, LLC (hereinafter referred to as "Applicant") is requesting approval of Site Plan Review No. 2016-03 and Variance Nos. 2017-05 and 2017-06, to allow the construction of a seven-story mixed-use development with up to 260 units at 200 North Cabrillo Park Drive.
- B. On December 11, 2017, the Planning Commission of the City of Santa Ana held a duly noticed public hearing and at that time considered all testimony, written and oral, and adopted a resolution denying Site Plan Review No. 2016-03 and Variance Nos. 2017-05 and 2017-06.
- C. The Planning Commission's decision to deny Site Plan Review No. 2016-03 and Variance Nos. 2017-05 and 2017-06 was appealed to the City Council by Robert Bisno on December 20, 2017, contending that the project is appropriate at this location (Appeal No. 2017-05). Santa Ana Municipal Code (SAMC) section 41-645 allows any interested party, individual or group to file an appeal.
- D. Appeal No. 2017-05 came before the City Council of the City of Santa Ana for a duly noticed public hearing on April 3, 2018, to consider all testimony, written and oral.
- E. The City Council of the City of Santa Ana has considered the information and determines that the following findings, which must be established in order to grant this Site Plan Review pursuant to SAMC Section 41-595.5 and Metro East Mixed-Use Overlay Zone (MEMU) Section 8.1, have been established for Site Plan Review No. 2016-03 to allow construction of the proposed project.

EXHIBIT F

75A-123

1. That the proposed development plan is consistent with and will further the objectives outlined in Section 1.2 for the MEMU overlay district.

The proposed development project will be compatible with Section 1.2 (Objectives) of the Metro East Overlay zone. The proposed project will contain up to 260 residential units (including four live/work units) and approximately 6,600 sq. ft. of commercial uses. The project design incorporates an active streetscape that integrates the private development with the public realm. The project meets several General Plan goals and policies, including Land Use Element Goal 1 (promote a balance of land uses to address basic community needs), Goal 2 (promote land uses which enhance the City's economic and fiscal viability), and Housing Element Policy HE-2.3 (encourage the construction of rental housing for Santa Ana's residents and workforce, including a commitment to very low, low, and moderate income residents and moderate income Santa Ana workers) and Policy HE-2.5 (require excellence in architectural design through the use of materials and colors, building treatments, landscaping, open space, parking, and environmentally sensitive ("green") building and design practices).

2. That the proposed development plan is consistent with the development standards specified in Section 4 of the MEMU overlay district.

The project complies with the majority of development standards enumerated in the MEMU regulating plan, with the exception of required parking and side yard setback. The side yard setback is analyzed through the variance and the project is conditioned to provide code required parking.

3. That the proposed development plan is designed to be compatible with adjacent development in terms of similarity of scale, height, and site configuration and otherwise achieves the objectives of the Design Principles specified in Section 5 of the MEMU overlay district.

The proposed development consists of a seven-level project surrounded by several existing mid and high-rise buildings and has been designed to complement these developments. It supports the vision of the MEMU plan with the construction of a high-density mixed-use development in close proximity to similar residential uses and supportive commercial uses. The project incorporates a variety of architectural materials,

massing and ground floor uses that are compatible with the MEMU plan.

4. That the land use uses, site design, and operational considerations in the proposed development plan have been planned in a manner that will result in a compatible and harmonious operation as specified in Section 7 of the MEMU overlay district.

No significant negative impacts from noise, air quality, aesthetics, or traffic are expected except for temporary impacts arising during construction of the project. The site's design is intended to activate its frontage on Cabrillo Park Drive with the provision of publicly accessible open space, small-scale commercial uses, and a variety of seating and recreational amenities.

- F. The City Council of the City of Santa Ana determines that the following findings, which must be established in order to grant Variance No. 2017-06 for an increased side yard setback has been established as required by SAMC Section 41-638:

1. That because of special circumstances applicable to the subject property, including size, shape, topography, location or surroundings, the strict application of the zoning ordinance is found to deprive the subject property of privileges not otherwise at variance with the intent and purpose of the provisions of this Chapter.

The proposed project is located in an area surrounded by office buildings, parking structures, and a freeway, which restrict the site from compliance with the side yard setback to the south property line. The site necessitates adequate emergency access to the rear of the property to serve the proposed development. In order to properly address life safety issues, the building must be reduced in size to accommodate a larger setback for a fire lane and adequate ladder angles.

2. That the granting of the variance is necessary for the preservation and enjoyment of one (1) or more substantial property rights.

The granting of the setback variance will preserve the property owner's ability to develop a vacant lot with uses consistent with the MEMU overlay plan and to provide adequate emergency access to serve the residences. The development will revitalize the currently undeveloped parcel and activate the area with additional housing and

commercial uses to support the active-urban subzone of the MEMU overlay plan. Future housing and active retail uses will benefit the neighborhood and promote the ability to live, work, shop, and play all within a short walk of each other.

3. That the granting of the variance will not be detrimental to the public welfare or injurious to surrounding property.

The granting of the setback variance will not be detrimental to the public or surrounding properties. The 30-foot setback in lieu of a maximum 10-foot setback is necessary to accommodate emergency access and will serve a dual design purpose as open space for the residents. The variance will allow for the development of an undeveloped site consistent with the MEMU overlay plan.

4. That the granting of the variance will not adversely affect the General Plan of the city.

The project will not adversely affect the General Plan, but rather support its goals. The proposed project is consistent with Land Use Element Goal 1 (promote a balance of land uses to address basic community needs) and Goal 2 (promote land uses which enhance the City's economic and fiscal viability) by providing a high-intensity mixed-use residential and commercial development consistent with the vision of the area and surrounding land use designations. The variance allows the development of the project in a mid to high-rise built environment and provides housing in close proximity to support nearby commercial uses.

Section 2. In accordance with the California Environmental Quality Act (CEQA), the recommendation is exempt from further review pursuant to Section 15332 (Class 32 "In-Fill Development Projects").

The Class 32 exemption applies to projects characterized as infill development meeting the following conditions: 1. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulation; 2. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; 3. The project site has no value as habitat for endangered, rare or threatened species; 4. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and 5. The site can be adequately served by all required utilities and public services.

The project is consistent with the City's General Plan and the MEMU regulating plan. The project meets several General Plan goals and policies, including Land Use

Element Goal 1 (promote a balance of land uses to address basic community needs) and Goal 2 (promote land uses which enhance the City's economic and fiscal viability), and Housing Element Policy HE-2.3 (encourage the construction of rental housing for Santa Ana's residents and workforce, including a commitment to very low, low, and moderate income residents and moderate income Santa Ana workers) and Policy HE-2.5 (require excellence in architectural design through the use of materials and colors, building treatments, landscaping, open space, parking, and environmentally sensitive ("green") building and design practices).

The project site and type of development proposed are already addressed in the previously approved environmental impact report (EIR) for the MEMU overlay district (EIR No. 2006-01). However, a Class 32 exemption is required for the project because the original EIR did not require a greenhouse gas study. The Applicant submitted a greenhouse gas study that indicates the project will not negatively impact greenhouse gas reduction goals. In addition, a health risk assessment (HRA) was prepared to identify any impacts from developing a residential community adjacent to a freeway. The HRA recommends that the project incorporate certain window design features on freeway-facing elevations for all units adjacent to the I-5 freeway, and that the project install air filtration systems throughout.

Section 3. The Applicant agrees to indemnify, hold harmless, and defend the City of Santa Ana, its officials, officers, agents, and employees, from any and all liability, claims, actions or proceedings that may be brought arising out of its approval of this project, and any approvals associated with the project, including, without limitation, any environmental review or approval, except to the extent caused by the sole negligence of the City of Santa Ana.

Section 4. The City Council of the City of Santa Ana, after conducting the public hearing, hereby approves Appeal No. 2017-05, and reverses the Planning Commission's denial of Site Plan Review No. 2016-03 and Variance No. 2017-06 as conditioned in Exhibit A attached hereto and incorporated as though fully set forth herein. This decision is based upon the evidence submitted at the above said hearing, which includes, but is not limited to: the Request for Planning Commission Action dated December 11, 2017, and exhibits attached thereto; the Request for Council Action dated April 3, 2018, and exhibits attached thereto; and the public testimony, written and oral, all of which are incorporated herein by this reference.

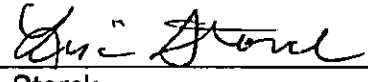
ADOPTED this 3rd day of April 2018 by the following vote:

Miguel A. Pulido
Mayor

Resolution No. 2018-XX
Page 5 of 10

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APPROVED AS TO FORM:
Sonia R. Carvalho, City Attorney

By: 
Lisa Storck
Assistant City Attorney

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:
ABSTENTIONS: Councilmembers:

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, MARIA D. HUIZAR, Clerk of the Council, do hereby attest to and certify the attached Resolution No. 2018-xx to be the original resolution adopted by the City Council of the City of Santa Ana on April 3, 2018.

Date: _____

Clerk of the Council
City of Santa Ana

EXHIBIT A

Conditions for Approval for Site Plan Review No. 2016-03 and Variance No. 2017-06

Site Plan Review No. 2016-03 and Variance No. 2017-06 are approved subject to compliance, to the reasonable satisfaction of the Planning Manager, with applicable sections of the Santa Ana Municipal Code, the California Administrative Code, the California Building Standards Code, and all other applicable regulations. In addition, it shall meet the following conditions of approval:

The Applicant must comply with each and every condition listed below prior to exercising the rights conferred by this site plan review and variances.

The Applicant must remain in compliance with all conditions listed below throughout the life of the development project. Failure to comply with each and every condition may result in the revocation of the site plan review and variances.

A. Planning Division

1. All proposed site improvements must conform to the Site Plan Review approval of DP No. 2016-38.
2. The project plans shall be revised to provide the code required parking of 2.0 spaces per unit (520 spaces).
3. Any amendment to this site plan review, including modifications to approved materials, finishes, architecture, site plan, landscaping, unit count, mix, and square footages must be submitted to the Planning Division for review. At that time, staff will determine if administrative relief is available or if the site plan review must be amended.
4. The project shall comply with all mitigation measures as required by the Metro East Mixed-Use Overlay Zone.
5. A residential property manager shall be on site at all times that the project is occupied.
6. All new utilities and mechanical equipment such as backflow devices, Edison transformers, and double check detector assembly devices shall not be located within front yard setbacks and must be screened from view from public and courtyard areas.
7. All parking for the project, including visitor parking spaces, shall be made available free of charge.
8. The interior of the parking structure shall be painted white.

9. A final detailed amenity plan must be reviewed and approved prior to issuance of any building permits. The plan shall include details on the hardscape design, lighting concepts and outdoor furniture for amenity, plaza, or courtyard areas as well as an installation plan. The exact specifications for these items are subject to the review and approval by the Planning Division.
10. After project occupancy, landscaping and hardscape materials must be maintained as shown on the approved landscape plans.
11. A Resident Storage Plan shall be provided for the project prior to occupancy. Storage shall be available at no cost to the residents.
12. Smart wiring, including cable television and high-speed cable for computers, shall be provided for each unit and within the project's common areas.
13. Prior to issuance of a grading permit, the following shall be completed:
 - a) Submit a construction schedule and staging plan to the Planning Division for review and approval. The plan shall include construction hours, staging areas, parking and site security/screening during project construction.
 - b) Block wall/fencing plans (including a site plan, section drawings, and elevations depicting the height and material of all retaining walls, walls, and fences) consistent with the grading plan shall be submitted to and be approved by the Planning Division.
14. Prior to occupancy of any units, the following shall be completed:
 - a) A Rental Housing Operational Plan must be submitted to the Planning Division for review and approval. At a minimum, the plan shall identify the location of employee and visitor parking, the location of the rental office, hours of operation for the rental office, and signage affiliated with the Rental Housing Operational Plan. In addition, the Rental Housing Operational Plan must clearly note that the parking and project amenities must be provided free of charge to the residents.
 - b) A revised Parking Management Plan shall be submitted to the Planning Division for review and approval. The plan shall include additional parking spaces with accompanying exhibits and provisions for the distribution and management of parking for residents, employees and guests.
15. As a result of the health risk assessment (HRA) and to reduce any adverse health effects associated with diesel-truck emissions associated with the project's proximity to the I-5 Freeway, Applicant must install non-operable windows on all windows facing the I-5 Freeway and install air filtration systems

with filters meeting or exceeding the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHRAE) 52.5 Minimum Efficiency Reporting Value (MERV) of 14.

16. A Public Art Plan shall be submitted to the Planning Division for staff review and approval prior to the issuance of building permits. The public art shall be installed prior to issuance of a certificate of occupancy.

B. Police Department

1. The Applicant will be required to submit a Security Plan for the proposed project to the Police Department. The plan will be required to outline hours of operation for the parking structure (secured/open), a duress alarm system for the parking structure and an access control system for the perimeter of the building.
2. Parking structure and buildings: Each door within the structure and building leading into a stairwell, lobby, or storage area must be outfitted with a 100 square inch fire rated window. Convex mirrors minimum of 12 inch in diameter must be provided at each stairwell landing, in the storage rooms and at each corner along a walkway. The last flight of each stair must be fully enclosed at its base.
3. Elevators are to be equipped with minimum 12-inch shatterproof convex mirrors or are to have mirrored backing.
4. Parking structure first floor exits must be designed to allow emergency egress with no exterior hardware.
5. Building/unit addressing shall comply with emergency service standards of the City of Santa Ana.
6. Lobby doors must be equipped with a Police Department approved access control system.
7. Provide a minimum 100 square inch window in the trash room and storage room doors.
8. Parking Structure elevators must be equipped with an approved access control system.

C. Orange County Fire Authority (OCFA)

1. Prior to OCFA clearance of issuance of a building permit, the Applicant or responsible party shall submit plans and obtain approval of the following:
 - a) Fire master plan (service code PR145)

- b) Architectural (service codes PR200-PR285)
 - c) Architectural (service codes (PR212-PR220, abbreviated review)
 - d) Tanks storing hazardous materials (service codes PR300-PR305)
 - e) Hazardous materials compliance and chemical classification (service codes PR315-PR328)
 - f) Battery (service code PR375), for any system containing an aggregate quantity of electrolyte in excess of 50 gallons
 - g) Underground piping for private hydrants and fire sprinkler systems (service code PR470-PR475)
 - h) Fire sprinkler system (service code PR400-PR465)
2. Prior to concealing interior construction, the Applicant shall obtain approval of a fire alarm system (service code PR500-PR520).
 3. Before commencement of construction, the Applicant or responsible party shall attend a pre-construction meeting with an OCFA inspector. Call OCFA Inspection Scheduling at 714-573-6150 at least five days in advance to schedule and pay for the pre-construction meeting.
 4. After installation of required fire access roadways and hydrants, the Applicant shall receive clearance from the OCFA prior to bringing combustible building materials on-site. Call OCFA Inspection Scheduling at 714-573-6150 with the Service Request number of the approved fire master plan at least five days in advance to schedule the lumber drop inspection.
 5. The Applicant or responsible party shall provide the OCFA inspector evidence of compliance with emergency responder digital radio system performance criteria prior to occupancy. Refer to OCFA Guideline E-03 or the local jurisdiction's emergency responder radio ordinance, as applicable, for requirements.

RESOLUTION NO. 2018-xx

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA ANA DENYING APPEAL NO. 2017-05 AND APPROVING THE PLANNING COMMISSION'S DENIAL OF VARIANCE NO. 2017-05 FOR A REDUCTION IN PARKING FOR THE DEVELOPMENT OF THE PROPERTY LOCATED AT 200 NORTH CABRILLO PARK DRIVE

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTA ANA AS FOLLOWS:

Section 1. The City Council of the City of Santa Ana hereby finds, determines and declares as follows:

- A. Robert Bisno with Cabrillo Community Partners, LLC (hereinafter referred to as "Applicant") is requesting approval of Site Plan Review No. 2016-03 and Variance Nos. 2017-05 and 2017-06, to allow the construction of a seven-story mixed-use development with up to 260 units at 200 North Cabrillo Park Drive.
- B. On December 11, 2017, the Planning Commission of the City of Santa Ana held a duly noticed public hearing and at that time considered all testimony, written and oral, and adopted a resolution denying Site Plan Review No. 2016-03 and Variance Nos. 2017-05 and 2017-06.
- C. The Planning Commission's decision to deny Site Plan Review No. 2016-03 and Variance Nos. 2017-05 and 2017-06 was appealed to the City Council by Robert Bisno on December 20, 2017, contending that the project is appropriate at this location (Appeal No. 2017-05). Santa Ana Municipal Code (SAMC) section 41-645 allows any interested party, individual or group to file an appeal.
- D. Appeal No. 2017-05 came before the City Council of the City of Santa Ana for a duly noticed public hearing on April 3, 2018, to consider all testimony, written and oral.
- E. The City Council of the City of Santa Ana determines that all of the findings required for granting Variance No. 2017-05 pursuant to SAMC Section 41-638 could not be made. Instead, the City Council determines that the following finding has been established for Variance No. 2017-05 for a reduction in parking:
 1. That the granting of the variance will be detrimental to the public welfare or injurious to surrounding property. The site does not meet the minimum parking requirements. Based upon public hearing

EXHIBIT G

75A-133


testimony and the proposed variance for a reduction in parking, the project may potentially negatively impact traffic flow and impact neighboring properties resulting in a detriment to the public welfare.

Section 2. The City Council of the City of Santa Ana, after conducting the public hearing, hereby denies Appeal No. 2017-05, and approves the Planning Commission's denial of Variance No. 2017-05 for reduced parking. This decision is based upon the evidence submitted at the above said hearing, which includes, but is not limited to: the Request for Planning Commission Action dated December 11, 2017, and exhibits attached thereto; the Request for Council Action dated April 3, 2018, and exhibits attached thereto; and the public testimony, written and oral, all of which are incorporated herein by this reference.

ADOPTED this 3rd day of April 2018 by the following vote:

Miguel A. Pulido
Mayor

APPROVED AS TO FORM:
Sonia R. Carvalho, City Attorney

By: 
Lisa Storck
Assistant City Attorney

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:
ABSTENTIONS: Councilmembers:

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, MARIA D. HUIZAR, Clerk of the Council, do hereby attest to and certify the attached Resolution No. 2018-xx to be the original resolution adopted by the City Council of the City of Santa Ana on April 3, 2018.

Date: _____

Clerk of the Council
City of Santa Ana

75A-136



CORRESPONDENCE

75A-138

Orozco, Norma

From: Arabe, Jill
Sent: Thursday, March 29, 2018 4:13 PM
To: Orozco, Norma; Mitre-Ramirez, Norma; Huizar, Maria; Rojano, Michael
Cc: Neal, Candida; Fregoso, Vince
Subject: FW: The Madison

Please include public comment below for item 75A – Public Hearing for the Madison project (200 N Cabrillo Park Dr) scheduled for April 3rd City Council hearing.

Thank you,

Jill Ann Arabe

Jill Ann Arabe, AICP
Senior Planner/Urban Designer
City of Santa Ana
jarabe@santa-ana.org
(714) 667-2707

From: Paone, Tim [REDACTED]
Sent: Thursday, March 29, 2018 3:37 PM
To: Arabe, Jill
Cc: Robert Bisno [REDACTED]
Subject: The Madison

Jill, following up on our email correspondence of November 27, 2017, and our comments at the December 11 Planning Commission hearing, I would like to share with you that the concerns of the owner of the Xerox office building at 1851 East First Street (the "Adjacent Owner") with respect to the application of The Madison have not yet been resolved. After we have had an opportunity to review the Staff Report for the upcoming City Council hearing, we will be submitting (probably late Monday or early Tuesday) more detailed comments, but for now I just wanted to alert you to the fact that we will be asking for a continuance of the City Council hearing to allow Mr. Bisno the additional time needed to work with the owners of the State Fund building to address our most significant concern, which is the potential conflict in the morning peak time between residents leaving The Madison for work or school and tenants arriving at the Xerox building for work. Mr. Bisno has been cooperative in pursuing this resolution, but the management firm for the State Fund building has not been available for the past few weeks to follow up on our discussions. We need time to resolve this concern.

I would like to emphasize that while the owner of the Xerox building objects to aspects of the project, it does not object to the proposed use. In addition to the morning peak hour internal circulation impacts noted above, our concerns relate to the absence of a designated move-in / move-out loading area (a very significant concern), potential peak hour traffic queuing, the requested parking variance, and the location of the loading zone. All of these concerns are manageable and we are open to compromise, but we feel very strongly that the morning peak hour traffic conflict must be resolved. Please be aware that many of our tenants share these concerns. As noted above, after we review the Staff Report we will provide more detailed comments on these points. Thanks.

Tim Paone



Cox, Castle & Nicholson LLP

3121 Michelson Drive | Suite 200 | Irvine, CA 92612

direct: 949.260.4655 | *main:* 949.260.4600

tpaone@coxcastle.com | [vcard](#) | [bio](#) | [website](#)



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