

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

PLANNING COMMISSION SECRETARY

APPROVED

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

DENIED

- Applicant's Request
- Staff Recommendation

CONTINUED TO _____

Acting Executive Director

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

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. – variance required
	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 – variance required

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)	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.
Public Notification & Community Outreach	
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

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- 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

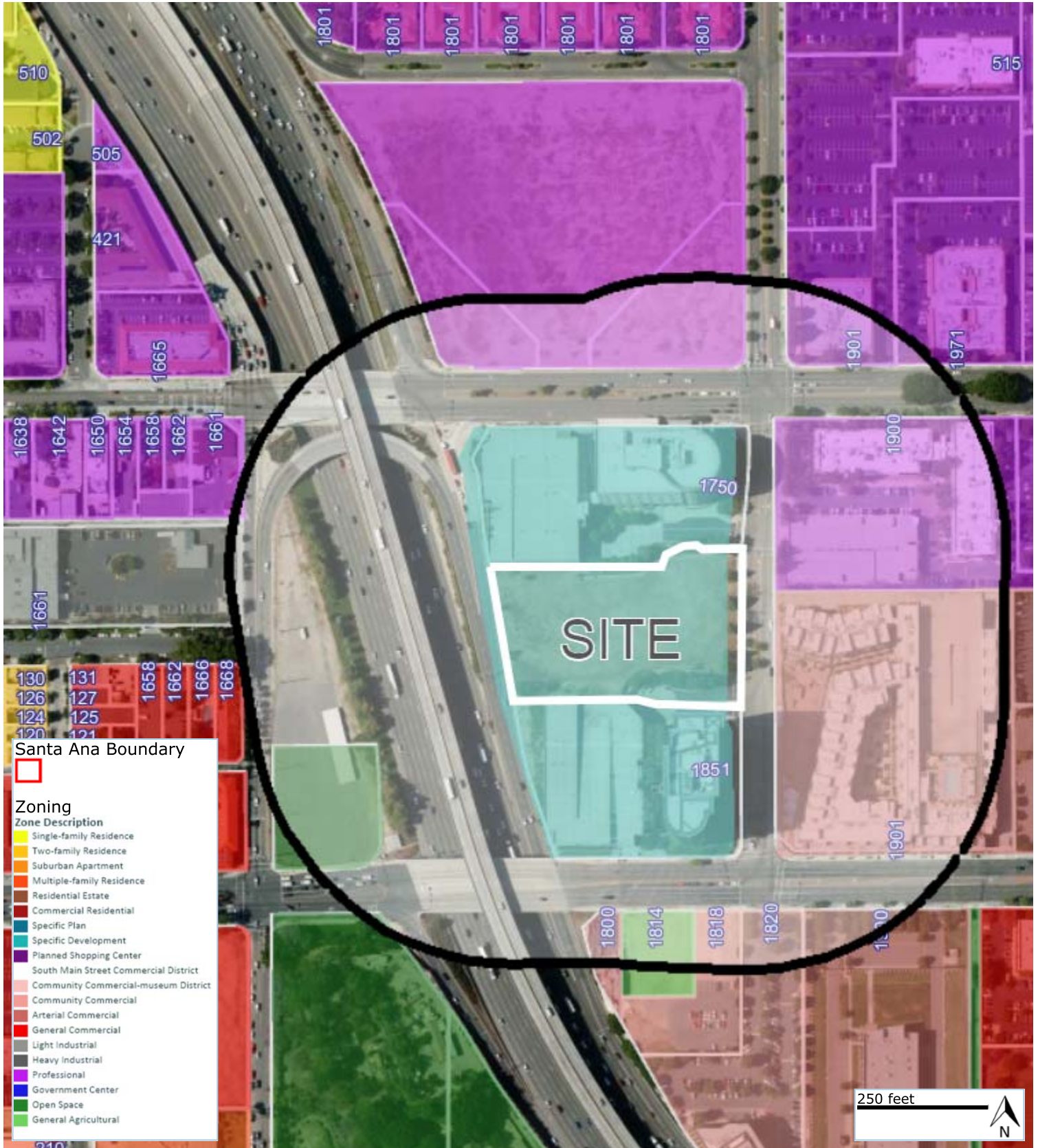
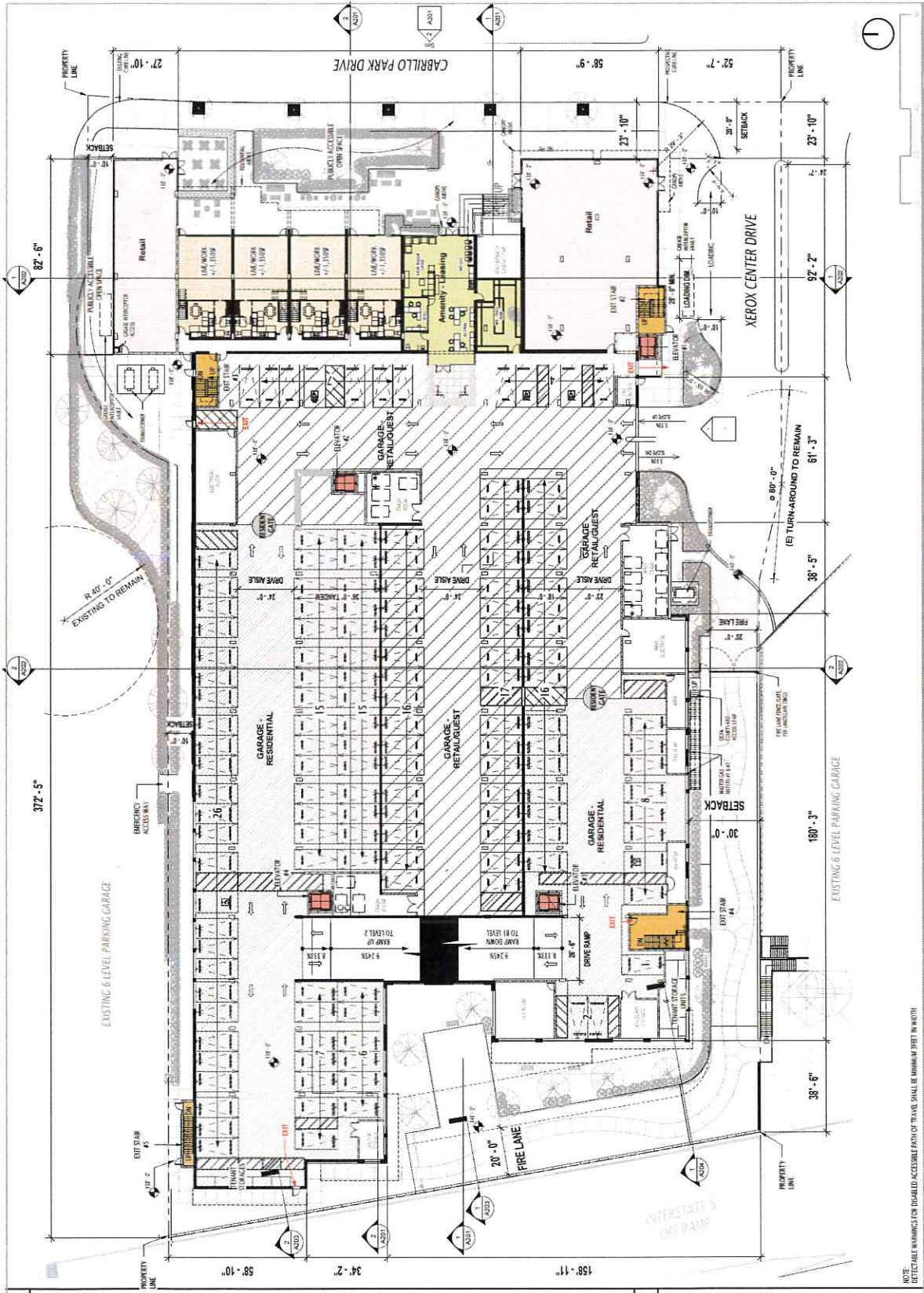


Exhibit 2 - Vicinity Zoning and Aerial View





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



A101
AS SHOWN

LEVEL 1

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

Bren Palmer, LLC
DEVELOPER

Bisno Real Estate Group, LLC
DEVELOPER

Cabrillo Community Partners, LLC
OWNER

PARKING DATA

PARKING TRAFFIC STUDY PROVIDED AS SEPARATE SUBMITTAL

PARKING PROVIDED: 585 STALLS (156 RETAIL / 429 RESIDENTIAL)

TOTAL GUEST/RETAIL PARKING: 156 STALLS (1,708 AT/O)

TOTAL STALLS: 585 STALLS (1,708 AT/O)

TOTAL TANDERM STALLS: 104 STALLS (208)

TOTAL H.C. STALLS: 12 STALLS

(3) RETAIL/GUEST

(9) RESIDENTIAL

PARKING BREAKDOWN BY LEVEL

SUBT GARAGE: 03 STALLS

LEVEL 1: 125 STALLS

SINGLE/PRIME STALL: 30 STALLS

TANDEM STALL: N/A

GUEST/RETAIL: 156 STALLS

H.C. RESIDENTIAL: 02 STALLS

H.C. RETAIL: 00 STALLS

IC RETAIL: 00 STALLS

TANDEM STALLS: 40 STALLS

GUEST/RETAIL: 00 STALLS

LEVEL 2: 459 STALLS

SINGLE/PRIME STALL: 33 STALLS

TANDEM STALLS: 426 STALLS

GUEST/RETAIL: 448 STALLS

TOTAL

SUBT GARAGE: 03 STALLS

LEVEL 1: 125 STALLS

LEVEL 2: 459 STALLS

TOTAL: 585 STALLS

UNIT TYPE LEGEND

STAIRS	STUDIOS - 54 TOTAL UNITS
ELEVATOR CORES	1 BEDROOM - 144 TOTAL UNITS
BUILDING ARENITES	1 BDR-LOFTS - 11 TOTAL UNITS
RETAIL	2 BEDROOM - 43 TOTAL UNITS
	3 BEDROOM - 4 TOTAL UNITS
	1 BR/WORK - 4 TOTAL UNITS

PARKING BREAKDOWN BY UNIT TYPE

STUDIO (1 SPACE) = 54 STALLS

1BR/1BA (1 SPACE) = 144 STALLS

1BR+LOFT (2 SPACES, NON-TANDEM) = 11 STALLS

2BR/2BA (2 SPACES, TANDEM) = 43 STALLS

3BR/3BA (3 SPACES, TANDEM) = 4 STALLS

1 BR/WORK (2 SPACES, TANDEM) = 4 STALLS

EXTRA RESID. PARKING PROVIDED = 382 STALLS

TOTAL

54 UNITS = 54 STALLS

144 UNITS = 144 STALLS

11 UNITS = 22 STALLS

43 UNITS = 86 STALLS

4 UNITS = 8 STALLS

4 UNITS = 8 STALLS

1 UNIT = 2 STALLS

382 STALLS

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

THE MADISON

200 N. CABRILLO PARK DRIVE

EXHIBIT 4

SITE PLAN

NOTE: DETECTABLE WARNING FOR DISABLED ACCESSIBLE PATH OF TRAVEL SHALL BE MINIMUM WHEELED IN WIDTH

PARKING DATA

PARKING TRAFFIC STUDY PROVIDED AS SEPARATE SUBMITTAL

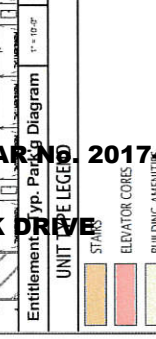
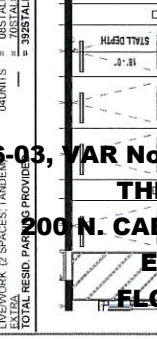
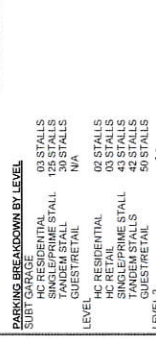
PARKING PROVIDED:
 392 STALLS (1,984 T/O)
 533 STALLS (40,200 P/T O/U)
 448 STALLS (17,780 P/T O/U)
TOTAL STALLS:
 104 STALLS (98%)
 12 STALLS (1%) RETAIL/QUEST
 19 RESIDENTIAL

PARKING BREAKDOWN BY LEVEL

SUBTYPING
 08 STALLS
 04 RESIDENTIAL
 SINGLE PRIME STALL
 30 STALLS
 7 TANDEM STALLS
 14 A
 02 STALLS
 04 RESIDENTIAL
 04 STALLS
 04 RESIDENTIAL
 42 STALLS
 42 STALLS
 59 STALLS
 04 STALLS
 04 RESIDENTIAL
 119 STALLS
 30 STALLS
 7 TANDEM STALLS
 44 STALLS
TOTAL = 392 STALLS

PARKING BREAKDOWN BY UNIT TYPE

STUDIO (1) SPACE = 54 STALLS
 1BR/1BA (1) SPACE, NON-TANDEM (10) = 144 STALLS
 1BR/1LOFT (2) SPACES, TANDEM (10) = 01 UNITS = 02 STALLS
 2BR/2BA (2) SPACES, TANDEM (10) = 43 UNITS = 86 STALLS
 3BR/3BA (2) SPACES, TANDEM (10) = 04 UNITS = 08 STALLS
 3BR/3LOFT (2) SPACES, TANDEM (10) = 04 UNITS = 08 STALLS
 EXTRA = 70 STALLS
TOTAL RESID. PARKING PROVIDED:
 = 392 STALLS



PARKING DATA

PARKING TRAFFIC STUDY PROVIDED AS SEPARATE SUBMITTAL

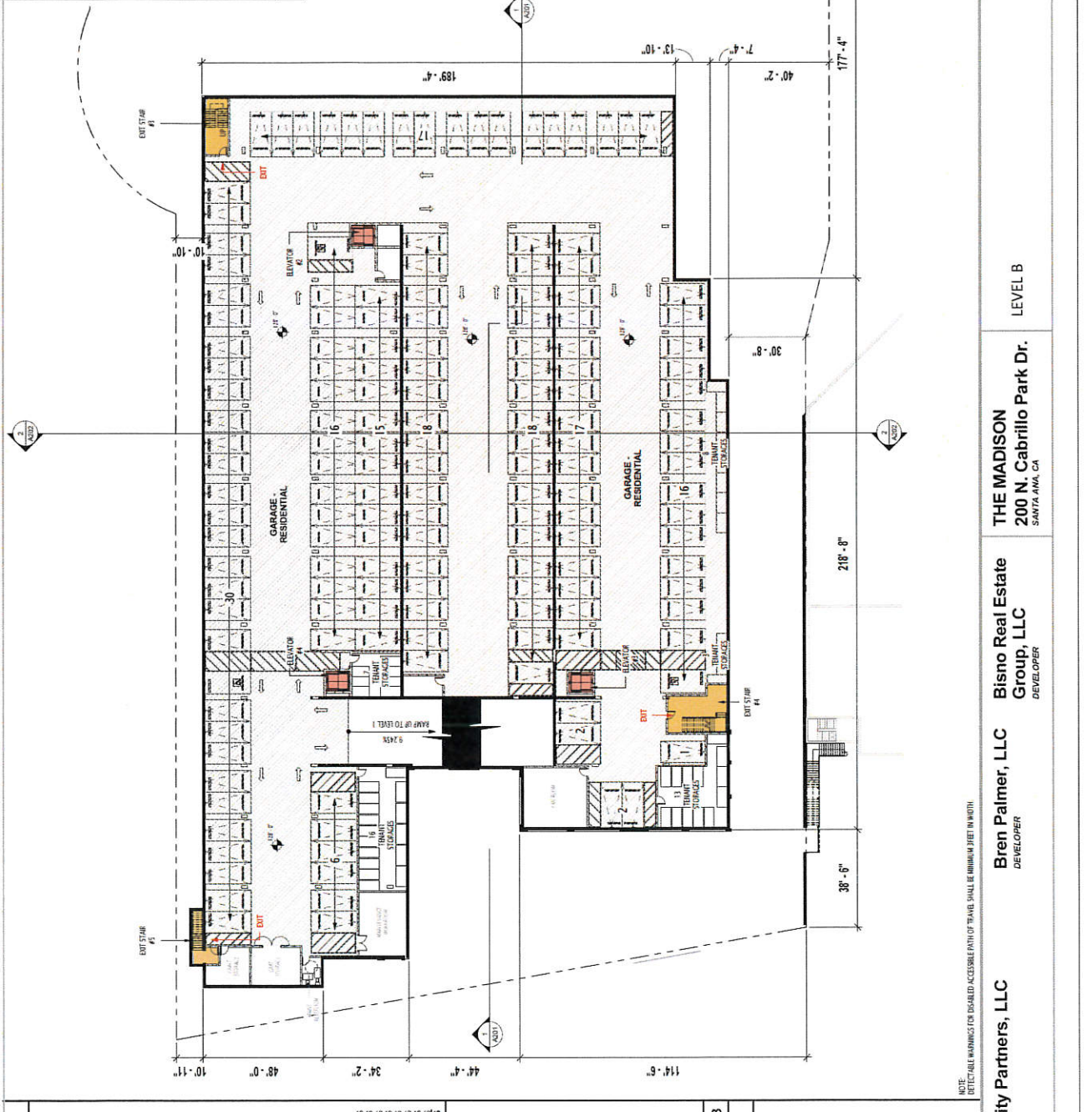
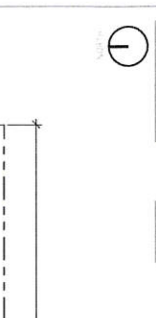
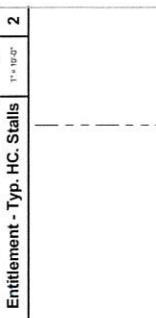
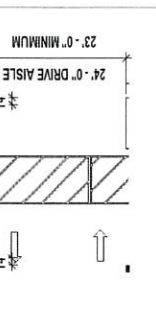
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 392 STALLS (1,984 T/O)
 533 STALLS (40,200 P/T O/U)
 448 STALLS (17,780 P/T O/U)
TOTAL STALLS:
 104 STALLS (98%)
 12 STALLS (1%) RETAIL/QUEST
 19 RESIDENTIAL

PARKING BREAKDOWN BY LEVEL

SUBTYPING
 08 STALLS
 04 RESIDENTIAL
 SINGLE PRIME STALL
 30 STALLS
 7 TANDEM STALLS
 14 A
 02 STALLS
 04 RESIDENTIAL
 04 STALLS
 04 RESIDENTIAL
 42 STALLS
 42 STALLS
 59 STALLS
 04 STALLS
 04 RESIDENTIAL
 119 STALLS
 30 STALLS
 7 TANDEM STALLS
 44 STALLS
TOTAL = 392 STALLS

PARKING BREAKDOWN BY UNIT TYPE

STUDIO (1) SPACE = 54 STALLS
 1BR/1BA (1) SPACE, NON-TANDEM (10) = 144 STALLS
 1BR/1LOFT (2) SPACES, TANDEM (10) = 01 UNITS = 02 STALLS
 2BR/2BA (2) SPACES, TANDEM (10) = 43 UNITS = 86 STALLS
 3BR/3BA (2) SPACES, TANDEM (10) = 04 UNITS = 08 STALLS
 3BR/3LOFT (2) SPACES, TANDEM (10) = 04 UNITS = 08 STALLS
 EXTRA = 70 STALLS
TOTAL RESID. PARKING PROVIDED:
 = 392 STALLS



PARKING DATA

PARKING TRAFFIC STUDY PROVIDED AS SEPARATE SUBMITTAL

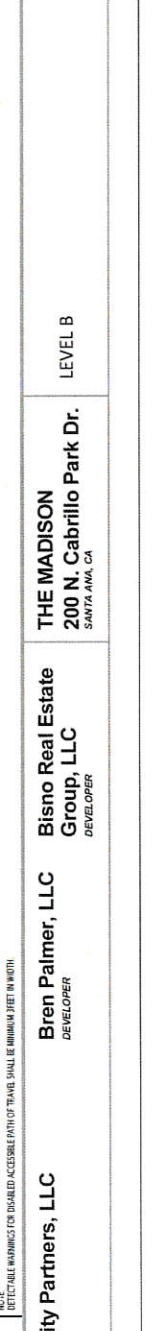
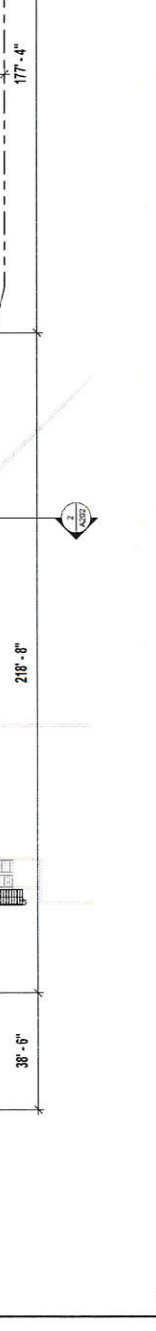
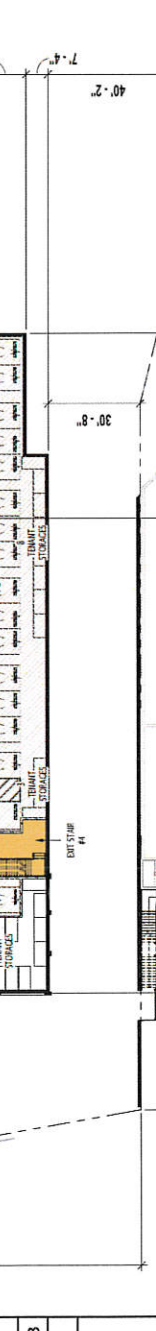
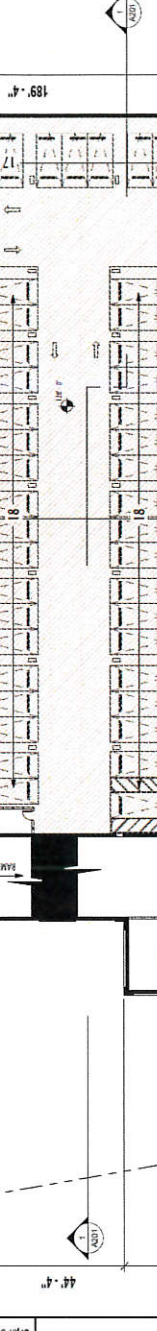
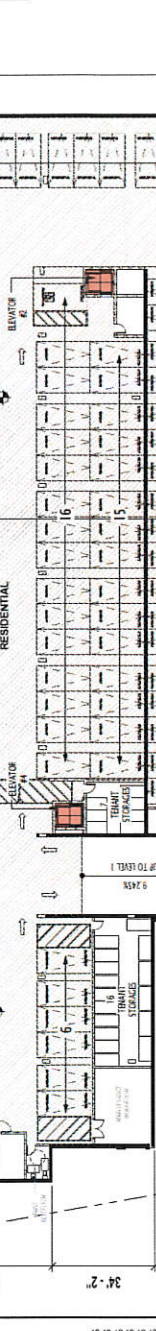
PARKING PROVIDED:
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 533 STALLS (40,200 P/T O/U)
 448 STALLS (17,780 P/T O/U)
TOTAL STALLS:
 104 STALLS (98%)
 12 STALLS (1%) RETAIL/QUEST
 19 RESIDENTIAL

PARKING BREAKDOWN BY LEVEL

SUBTYPING
 08 STALLS
 04 RESIDENTIAL
 SINGLE PRIME STALL
 30 STALLS
 7 TANDEM STALLS
 14 A
 02 STALLS
 04 RESIDENTIAL
 04 STALLS
 04 RESIDENTIAL
 42 STALLS
 42 STALLS
 59 STALLS
 04 STALLS
 04 RESIDENTIAL
 119 STALLS
 30 STALLS
 7 TANDEM STALLS
 44 STALLS
TOTAL = 392 STALLS

PARKING BREAKDOWN BY UNIT TYPE

STUDIO (1) SPACE = 54 STALLS
 1BR/1BA (1) SPACE, NON-TANDEM (10) = 144 STALLS
 1BR/1LOFT (2) SPACES, TANDEM (10) = 01 UNITS = 02 STALLS
 2BR/2BA (2) SPACES, TANDEM (10) = 43 UNITS = 86 STALLS
 3BR/3BA (2) SPACES, TANDEM (10) = 04 UNITS = 08 STALLS
 3BR/3LOFT (2) SPACES, TANDEM (10) = 04 UNITS = 08 STALLS
 EXTRA = 70 STALLS
TOTAL RESID. PARKING PROVIDED:
 = 392 STALLS



PARKING DATA

PARKING TRAFFIC STUDY PROVIDED AS SEPARATE SUBMITTAL

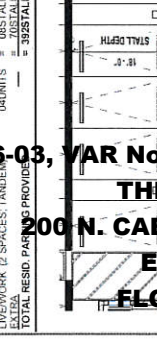
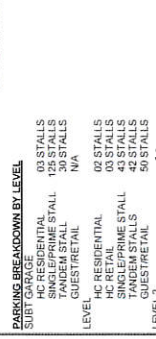
PARKING PROVIDED:
 392 STALLS (1,984 T/O)
 533 STALLS (40,200 P/T O/U)
 448 STALLS (17,780 P/T O/U)
TOTAL STALLS:
 104 STALLS (98%)
 12 STALLS (1%) RETAIL/QUEST
 19 RESIDENTIAL

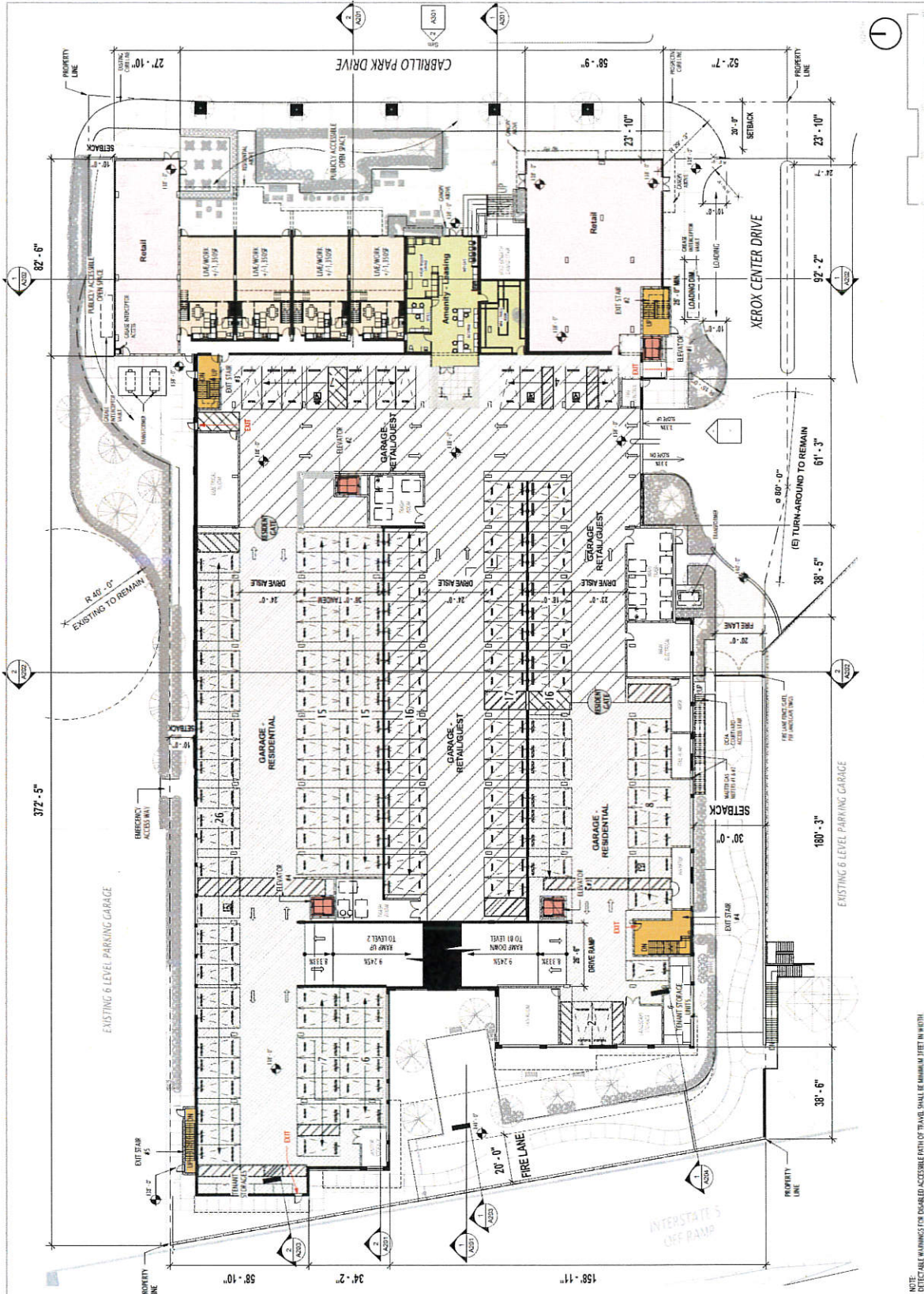
PARKING BREAKDOWN BY LEVEL

SUBTYPING
 08 STALLS
 04 RESIDENTIAL
 SINGLE PRIME STALL
 30 STALLS
 7 TANDEM STALLS
 14 A
 02 STALLS
 04 RESIDENTIAL
 04 STALLS
 04 RESIDENTIAL
 42 STALLS
 42 STALLS
 59 STALLS
 04 STALLS
 04 RESIDENTIAL
 119 STALLS
 30 STALLS
 7 TANDEM STALLS
 44 STALLS
TOTAL = 392 STALLS

PARKING BREAKDOWN BY UNIT TYPE

STUDIO (1) SPACE = 54 STALLS
 1BR/1BA (1) SPACE, NON-TANDEM (10) = 144 STALLS
 1BR/1LOFT (2) SPACES, TANDEM (10) = 01 UNITS = 02 STALLS
 2BR/2BA (2) SPACES, TANDEM (10) = 43 UNITS = 86 STALLS
 3BR/3BA (2) SPACES, TANDEM (10) = 04 UNITS = 08 STALLS
 3BR/3LOFT (2) SPACES, TANDEM (10) = 04 UNITS = 08 STALLS
 EXTRA = 70 STALLS
TOTAL RESID. PARKING PROVIDED:
 = 392 STALLS





NOTE: DETECTABLE WARNING FOR CHANGED ACCESSIBLE PATH OF TRAVEL SHALL BE MINIMUM 18" IN WIDTH

PARKING DATA	
PARKING/TRAFFIC STUDY PROVIDED AS SEPARATE SUBMITTAL	
PARKING PROVIDED:	
98 STALLS (1.565/TO)	
53 STALLS (0.206/TO)	
448 STALLS (1.708/TO)	
TOTAL STALLS	
104 STALLS (0.6%)	
12 STALLS	
TOTAL H.C. STALLS	
93 STALLS	
PARKING BREAKDOWN BY LEVEL	
SUBT GARAGE	93 STALLS
LEVEL 1	125 STALLS
LEVEL 2	30 STALLS
LEVEL 3	N/A
LEVEL 4	02 STALLS
LEVEL 5	03 STALLS
LEVEL 6	42 STALLS
LEVEL 7	50 STALLS
LEVEL 8	04 STALLS
LEVEL 9	111 STALLS
LEVEL 10	32 STALLS
LEVEL 11	446 STALLS
TOTAL	
PARKING BREAKDOWN BY UNIT TYPE	
STUDIO (1 SPACE)	= 54 STALLS
1BR/1BA (1 SPACE)	= 144 STALLS
1BR/1LOFT (2 SPACES, NON-TANDEM)	= 20 STALLS
2BR/2BA (2 SPACES, TANDEM)	= 88 STALLS
3BR/3BA (3 SPACES, TANDEM)	= 08 STALLS
4BR/4BA (4 SPACES, TANDEM)	= 20 STALLS
5BR/5BA (5 SPACES, TANDEM)	= 39 STALLS
EXTRA	= 0 STALLS
TOTAL RESID. PARKING PROVIDED	

UNIT TYPE LEGEND

- STAIRS
- ELEVATOR CORES
- BUILDING AMENITIES
- RETAIL
- STUDIOS - 54 TOTAL UNITS
- 1 BEDROOM - 144 TOTAL UNITS
- 1 BDR-LOFTS - 11 TOTAL UNITS
- 2 BEDROOM - 43 TOTAL UNITS
- 3 BEDROOM - 4 TOTAL UNITS
- LVE/WORK - 4 TOTAL UNITS

6-25

6-25 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

A101

LEVEL 1

10/17/2017 15:42:27

PARKING DATA

PARKING/TRAFFIC STUDY PROVIDED AS SEPARATE SUBMITTAL

PARKING PROVIDED
 392 STALLS (1,584 TO)
 TOTAL RESIDENTIAL PARKING
 445 STALLS (1,780-2,170)
 TOTAL TANDERM STALLS
 104 STALLS (208)
 TOTAL HC STALLS
 14 STALLS (28)
 (8) RETAIL/QUEST
 (6) RESIDENTIAL

PARKING BREAKDOWN BY LEVEL

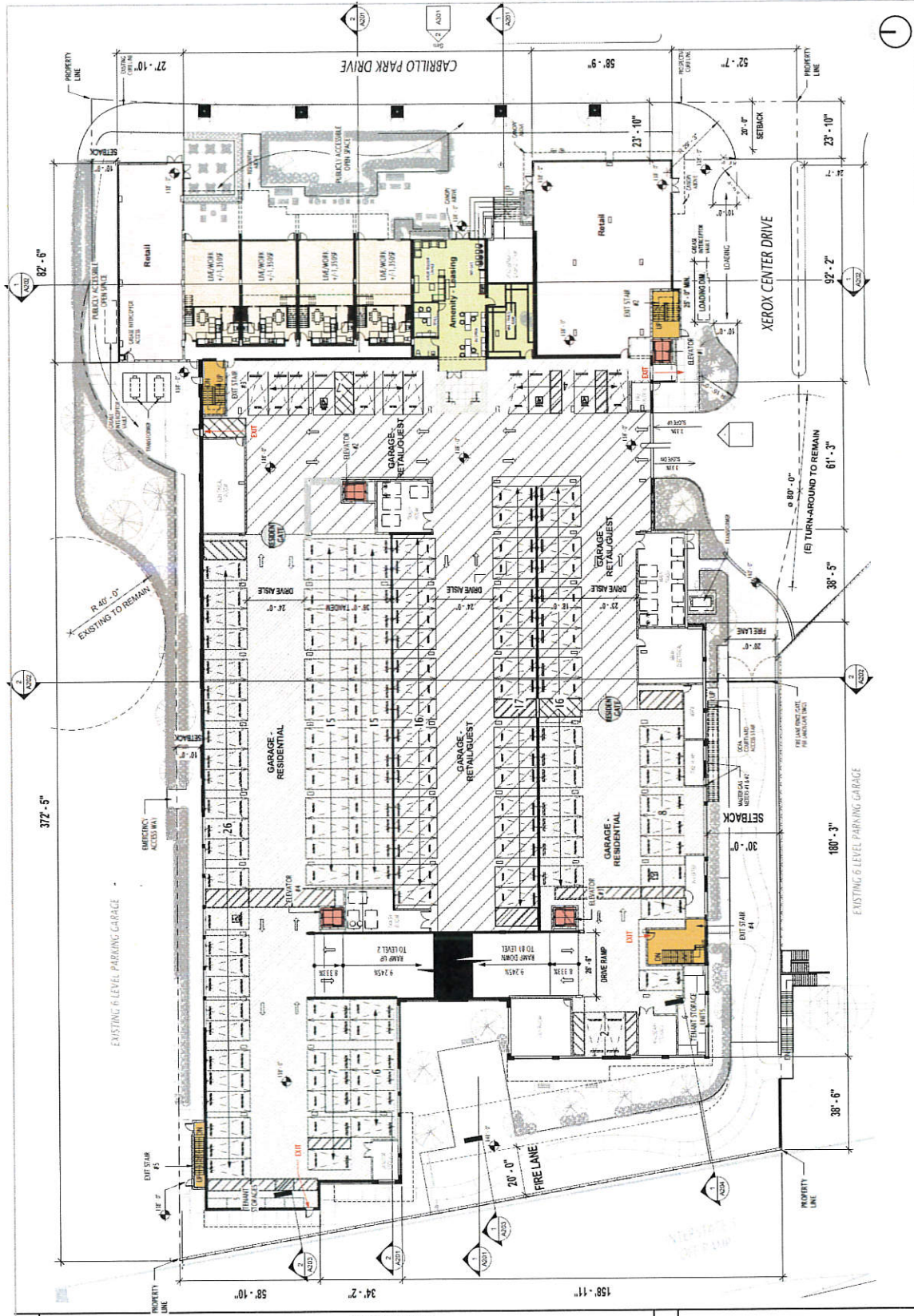
03 STALLS
 HC RESIDENTIAL
 24 STALLS
 TANDERM STALL
 N/A
 GUEST/STREET
 02 STALLS
 HC RESIDENTIAL
 03 STALLS
 SINGLE PRIME STALL
 43 STALLS
 TANDERM STALLS
 49 STALLS
 GUEST/STREET
 04 STALLS
 HC RESIDENTIAL
 32 STALLS
 TANDERM STALLS
 N/A
 GUEST/STREET
445 STALLS

PARKING BREAKDOWN BY UNIT TYPE

54 UNITS = 54 STALLS
 HBR/03A (1 SPACE)
 14 UNITS = 14 STALLS
 HBR-LOFT (2 SPACES, NON-TANDEM)
 10 UNITS = 20 STALLS
 0 UNITS = 0 STALLS
 HBR/03B (2 SPACES, TANDEM)
 8 UNITS = 16 STALLS
 HBR/04A (2 SPACES, TANDEM)
 8 UNITS = 16 STALLS
 LIVE/WORK (2 SPACES, TANDEM)
 0 UNITS = 0 STALLS
 TOTAL RESID. PARKING PROVIDED
445 STALLS

UNIT TYPE LEGEND

- STAIRS
- ELEVATOR CORES
- BUILDING AMENITIES
- RETAIL
- STUDIOS - 54 TOTAL UNITS
- 1 BEDROOM - 144 TOTAL UNITS
- 1 BDR-LOFTS - 11 TOTAL UNITS
- 2 BEDROOM - 43 TOTAL UNITS
- 3 BEDROOM - 4 TOTAL UNITS
- LIVE/WORK - 4 TOTAL UNITS



NOTE: EFFECTIVE WARNINGS FOR INSURED ACCESSIBLE ENTRY TO THIS SHALL BE MINIMUM SET IN WIDTH

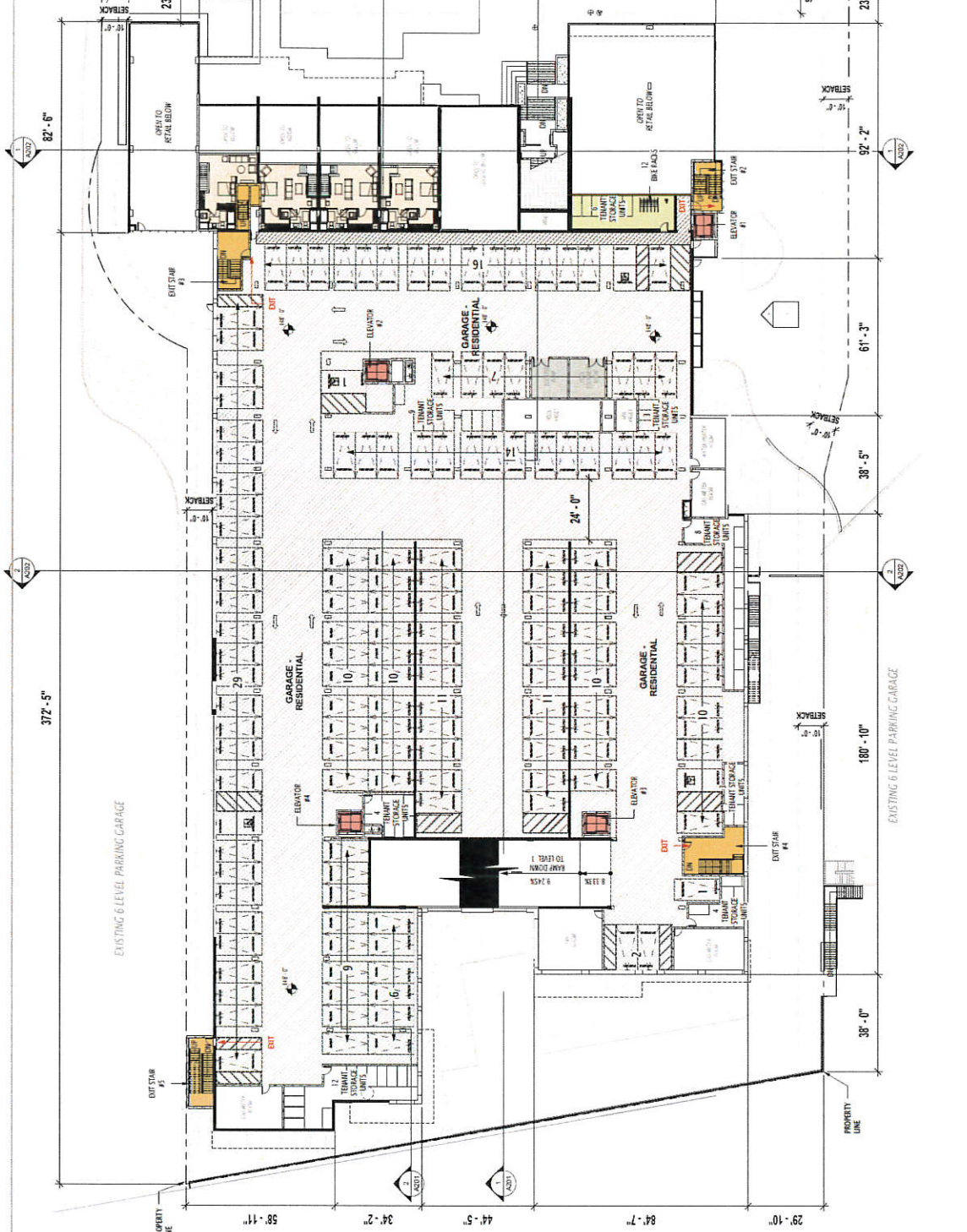
Cabrillo Community Partners, LLC
 Owner

Bren Palmer, LLC
 Developer

Bisno Real Estate Group, LLC
 Developer

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

A101



PARKING DATA	
PARKING/TRAFFIC STUDY PROVIDED AS SEPARATE SUBMITTAL	
PARKING PROVIDED:	
362 STALLS (1.862/TO)	
533 STALLS (10.209/TO)	
4483 STALLS (1.709/TO)	
TOTAL STALLS:	
104 STALLS (206/A)	
12 STALLS	
TOTAL H.C. STALLS:	
12 STALLS	
TOTAL RETAIL/GUEST	
(9) RESIDENTIAL	
PARKING BREAKDOWN BY LEVEL	
SUBT	
03 STALLS	
GARAGE/RESIDENTIAL	
SINGLE/PRIME STALL	
125 STALLS	
TANDEM STALL	
30 STALLS	
GUEST/RETAIL	
N/A	
LEVEL	
02 STALLS	
HC RESIDENTIAL	
03 STALLS	
HC RETAIL/PRIME STALL	
42 STALLS	
TANDEM STALLS	
50 STALLS	
GUEST/RETAIL	
04 STALLS	
LEVEL HC RESIDENTIAL	
111 STALLS	
SINGLE/PRIME STALL	
TANDEM STALLS	
33 STALLS	
GUEST/RETAIL	
448 STALLS	
TOTAL	
PARKING BREAKDOWN BY UNIT TYPE	
STUDIO (1 SPACE)	54 UNITS
1BR/1BA (1 SPACE)	144 UNITS
1BR/1BA (2 SPACES; NON-TANDEM)	148 STALLS
1BR/LOFT (2 SPACES; TANDEM)	10 UNITS
2BR/2BA (2 SPACES; TANDEM)	43 UNITS
2BR/2BA (2 SPACES; TANDEM)	88 STALLS
3BR/3BA (3 SPACES; TANDEM)	0 UNITS
3BR/3BA (3 SPACES; TANDEM)	08 STALLS
EXTRA	70 STALLS
TOTAL RESID. PARKING PROVIDED	
54 UNITS	
144 UNITS	
148 STALLS	
10 UNITS	
43 UNITS	
88 STALLS	
0 UNITS	
08 STALLS	
70 STALLS	
392 STALLS	

NOTE: DETECTABLE WARNING FOR DISABLED ACCESSIBLE PATH OF TRAVEL SHALL BE MINIMUM JET IN WIDTH

UNIT TYPE LEGEND	
[Color Box]	STAIRS
[Color Box]	ELEVATOR CORES
[Color Box]	BUILDING AMENITIES
[Color Box]	RETAIL
[Color Box]	STUDIOS - 54 TOTAL UNITS
[Color Box]	1 BEDROOM - 144 TOTAL UNITS
[Color Box]	1 BD+LOFTS - 11 TOTAL UNITS
[Color Box]	2 BEDROOM - 43 TOTAL UNITS
[Color Box]	3 BEDROOM - 4 TOTAL UNITS
[Color Box]	LIVE/WORK - 4 TOTAL UNITS

Cabrillo Community Partners, LLC
OWNER

Bren Palmer, LLC
DEVELOPER

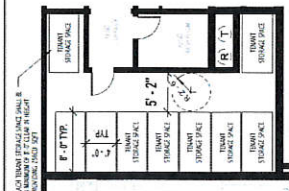
Bisno Real Estate Group, LLC
DEVELOPER

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

LEVEL 2

A102

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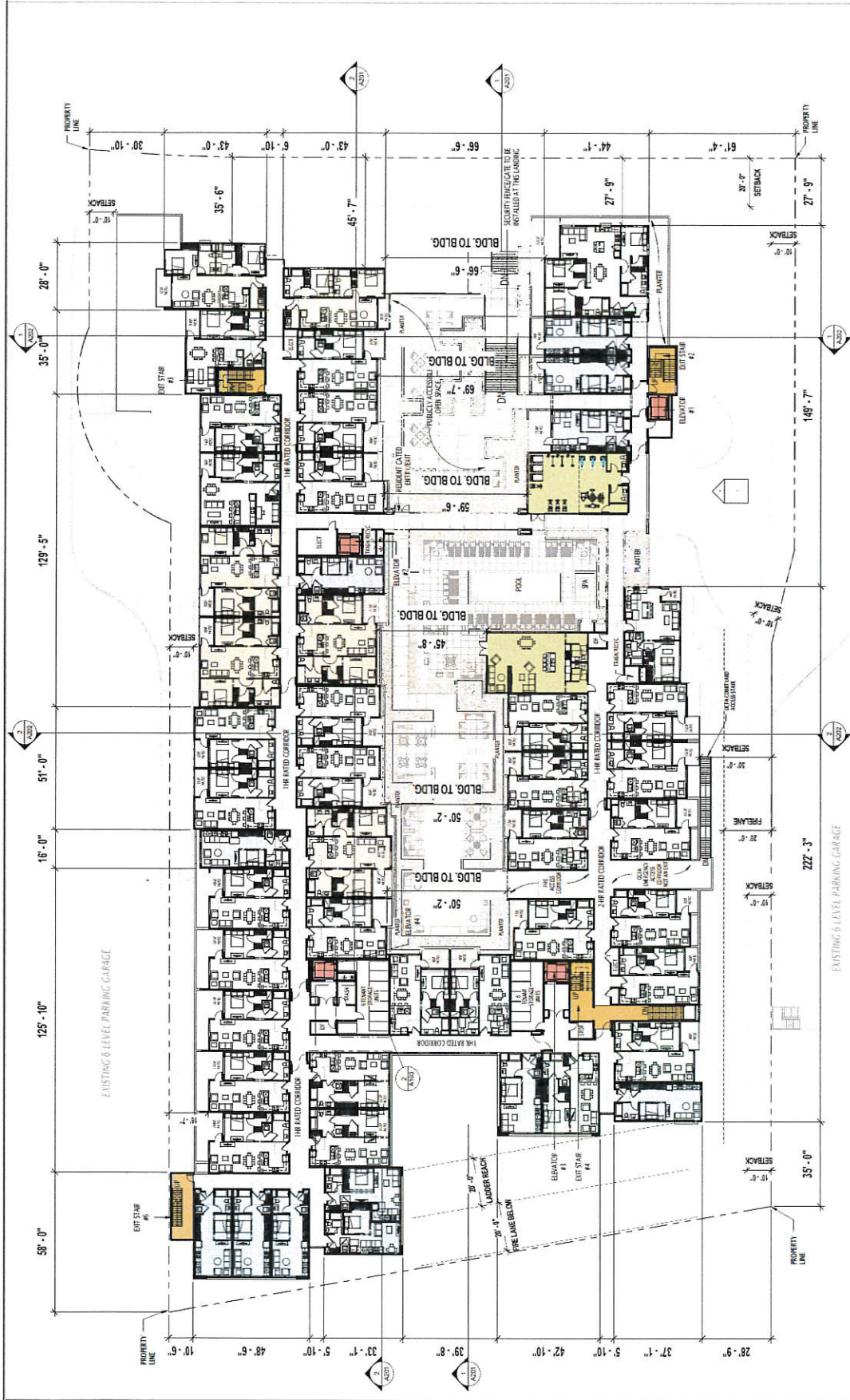


Tenant Storage Detail

UNIT TYPE LEGEND

- STAIRS
- ELEVATOR CORRIDOR
- BUILDING AMENITIES
- RETAIL
- STUDIOS - 54 TOTAL UNITS
- 1 BEDROOM - 144 TOTAL UNITS
- 1 BDR-LOFTS - 11 TOTAL UNITS
- 2 BEDROOM - 43 TOTAL UNITS
- 3 BEDROOM - 4 TOTAL UNITS
- LIVE/WORK - 4 TOTAL UNITS

NOTE: ALL UNITS ARE MARKET RATE RENTALS



6-28
MVE
 PARTNERS
 OWNER

Cabrillo Community Partners, LLC
 DEVELOPER

Bren Palmer, LLC
 DEVELOPER

Bisno Real Estate Group, LLC
 DEVELOPER

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

LEVEL 3

A103
 10/17/2017 15:42:52



UNIT TYPE LEGEND

- STAIRS
- ELEVATOR CORES
- BUILDING AMENITIES
- RETAIL
- STUDIOS - 54 TOTAL UNITS
- 1 BEDROOM - 144 TOTAL UNITS
- 1 BDR-LOFTS - 17 TOTAL UNITS
- 2 BEDROOM - 43 TOTAL UNITS
- 3 BEDROOM - 4 TOTAL UNITS
- LIVE/WORK - 4 TOTAL UNITS

6-29

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 4

A104

10/17/2017 15:42:59



UNIT TYPE LEGEND

- STAIRS
- ELEVATOR CORES
- BUILDING AMENITIES
- RETAIL
- STUDIOS - 54 TOTAL UNITS
- 1 BEDROOM - 144 TOTAL UNITS
- 1 BDR-LOFTS - 11 TOTAL UNITS
- 2 BEDROOM - 43 TOTAL UNITS
- 3 BEDROOM - 4 TOTAL UNITS
- LIVE/WORK - 4 TOTAL UNITS

6-30

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 5

A105

10/17/2017 15:43:06



UNIT TYPE LEGEND

- STAIRS
- ELEVATOR CORES
- BUILDING AMENITIES
- RETAIL
- STUDIOS - 54 TOTAL UNITS
- 1 BEDROOM - 148 TOTAL UNITS
- 1 BDR-LOFTS - 11 TOTAL UNITS
- 2 BEDROOM - 43 TOTAL UNITS
- 3 BEDROOM - 4 TOTAL UNITS
- LIVE/WORK - 4 TOTAL UNITS



Cabrillo Community Partners, LLC
OWNER

Bren Palmer, LLC
DEVELOPER

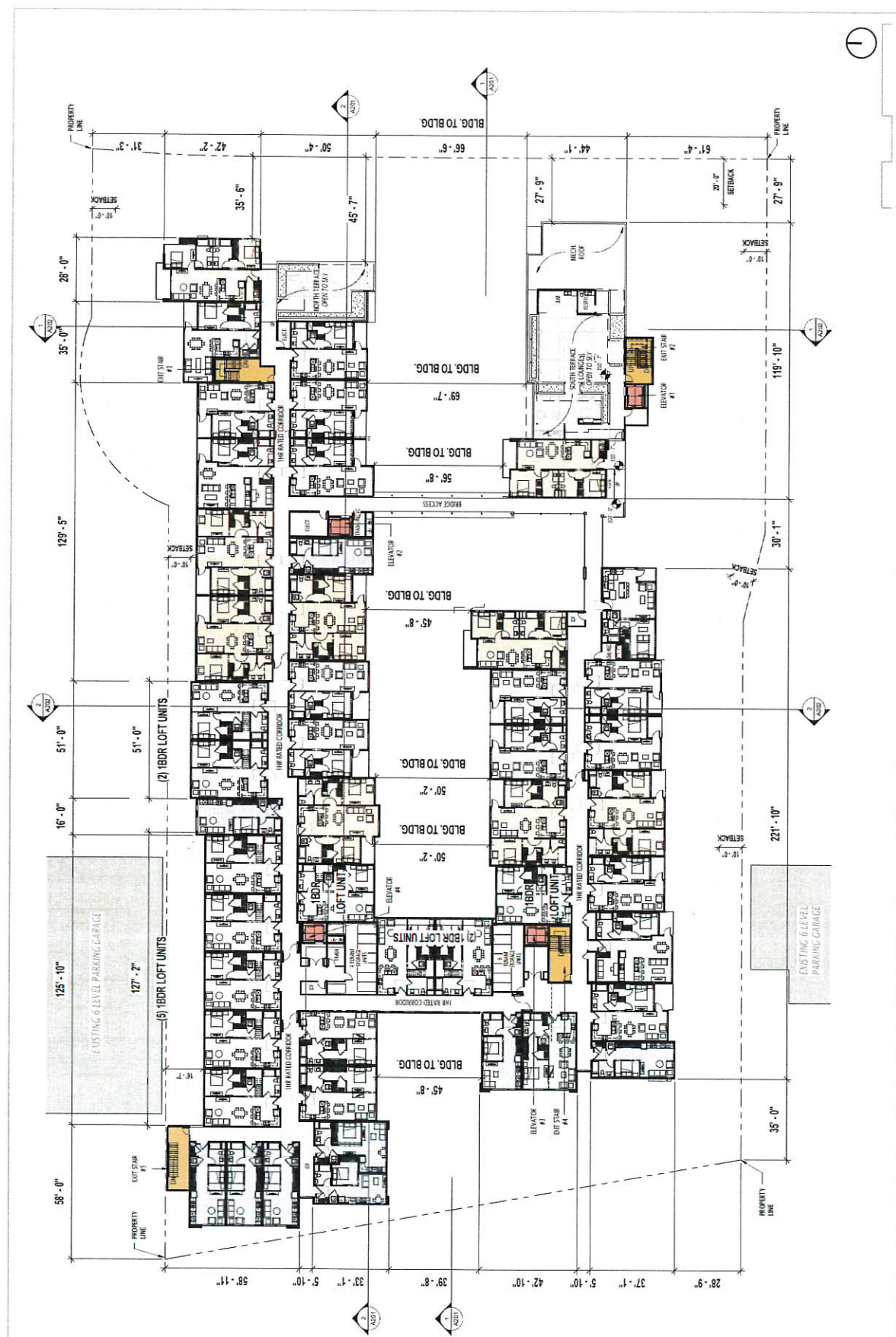
Bisno Real Estate Group, LLC
DEVELOPER

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

LEVEL 6

A106

10/17/2017 15:43:12



UNIT TYPE LEGEND

- STAIRS
- ELEVATOR CORES
- BUILDING AMENITIES
- RETAIL
- STUDIOS - 54 TOTAL UNITS
- 1 BEDROOM - 144 TOTAL UNITS
- 1 BDR-LOTTES - 11 TOTAL UNITS
- 2 BEDROOM - 43 TOTAL UNITS
- 3 BEDROOM - 4 TOTAL UNITS
- LIVE/WORK - 4 TOTAL UNITS

6-32

MVE
PARTNERS

Cabrillo Community Partners, LLC
OWNER

Bren Palmer, LLC
DEVELOPER

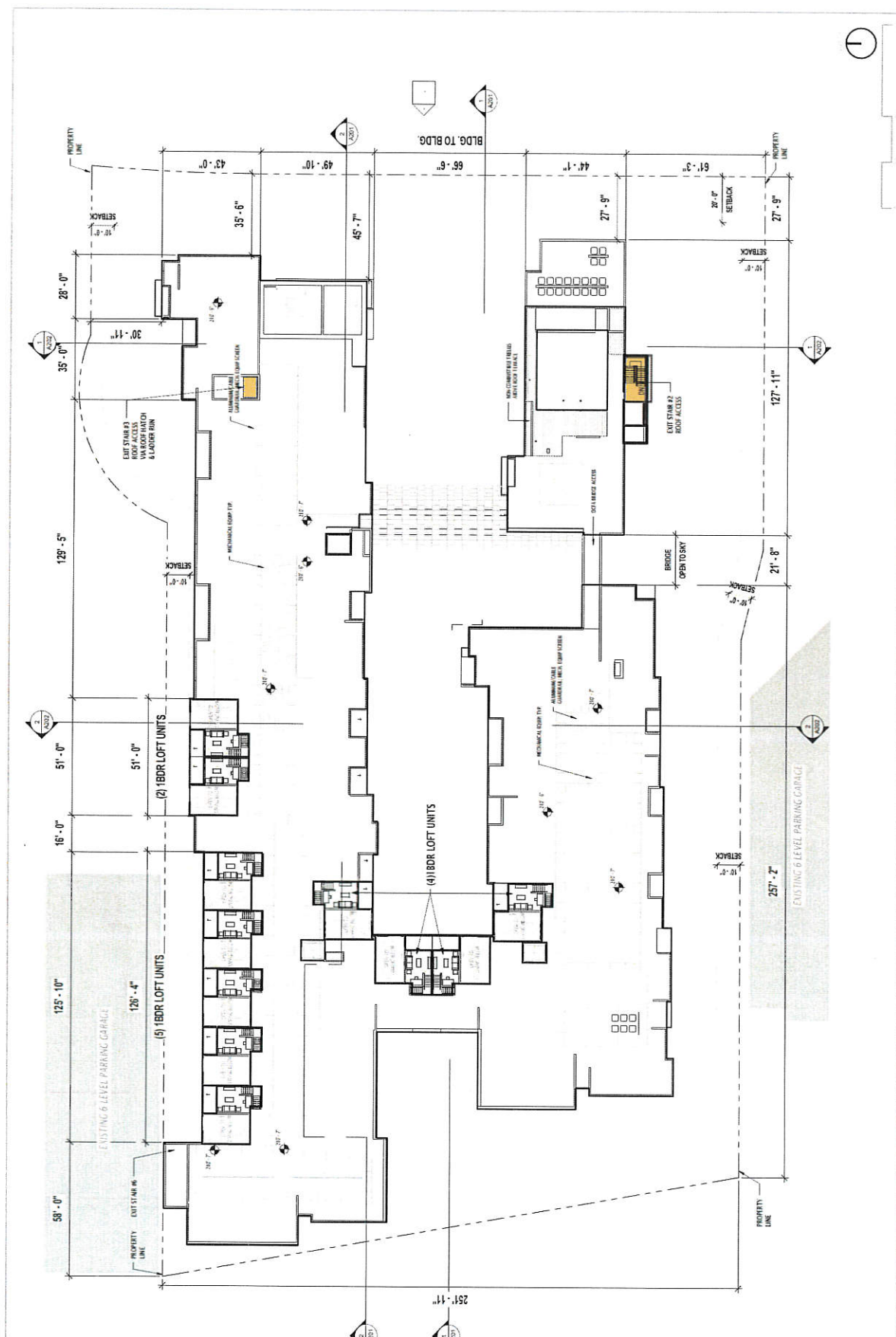
Bisno Real Estate Group, LLC
DEVELOPER

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

LEVEL 7

A107

10/17/2017 15:42:20



UNIT TYPE LEGEND

- STAIRS
- ELEVATOR CORES
- BUILDING APARTNIES
- RETAIL
- STUDIOS - 54 TOTAL UNITS
- 1 BEDROOM - 144 TOTAL UNITS
- 1 BDR-LOFTS - 11 TOTAL UNITS
- 2 BEDROOM - 43 TOTAL UNITS
- 3 BEDROOM - 4 TOTAL UNITS
- LIVE/WORK - 4 TOTAL UNITS

6-33

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

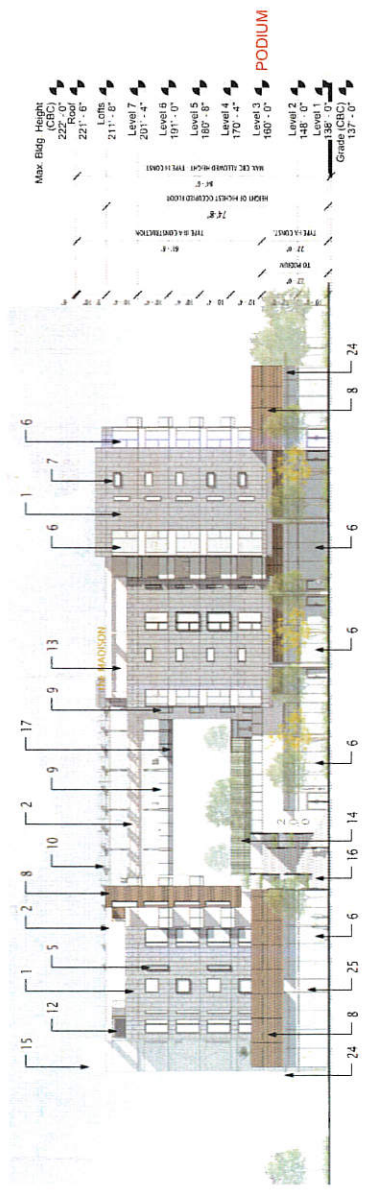
10/17/2017 13:43:28

MATERIAL NOTES

1. STANDING SEAM METAL PANEL SIDING
2. EXTERIOR CEMENT PLASTER (WHITE)
3. EXTERIOR CEMENT PLASTER (GREY-TO MATCH STANDING SEAM)
4. EXPOSED CONCRETE (GLASS A FINISH)
5. VINYL DOORS & WINDOWS: PAINTED TO MATCH ANODIZED ALUMINUM
6. CLEAR ANODIZED ALUMINUM STOREFRONT WINDOW SYSTEM
7. KYNAR FINISH ALUMINUM FRAME EXTENSION (FINISH TO MATCH CORTEN STEEL)
8. NICHHA FIBER CEMENT SIDING - "VINTAGE WOOD" CEDAR COLOR
9. ANODIZED ALUMINUM/CLASS RAILING AT BALCONIES & BRIDGES
10. STEEL CANOPY W/ STEEL SHADING FINS AT OPPOSITE OCPA BRIDGE ACCESS AT LEVEL OF SHADING FINS
11. PARKING SCREEN W/ VINES FRONTING SCREEN
12. SOUTH TERRACE LOUNGE: PARTIALLY OPEN TO SKY
13. NORTH TERRACE LOUNGE: FULLY OPEN TO SKY PICKETTS
14. VINE SCREEN, VINES GROWING LONG STEEL PICKETTS
15. ELEVATOR SHAFT
16. GRAND STAIR: MINIMUM 8FT CAR WIDTH
17. ANODIZED ALUMINUM FASCIA AT FLOOR FACE
18. ALUMINUM LOUVRES AT GARAGE OPENINGS: PAINTED GRAPHITE COLOR
19. ALUMINUM GATE/FENCE
20. FIN ACCESS SHAFT
21. FIN ACCESS DOOR
22. SMALL & PERFECT METAL RAILINGS AT BALCONIES, SIDE PAINTED HARDWARE
23. VINES GROWING ALONG WALL/LANTER ABOVE
24. CANOPY OVER SOUTH TERRACE LOBBY/REARFRONT, PAINTED TO MATCH ANODIZED ALUMINUM
25. ANODIZED ALUMINUM LEVEL STOREFRONT
26. VINES AS ARGENTINA WINE
27. OCPA BRIDGE ACCESS TO WALKWAY OF TERRACE
28. EXTERIOR SCREENING SYSTEM (ARM-TONE-TO MATCH FIREARM SIGN)

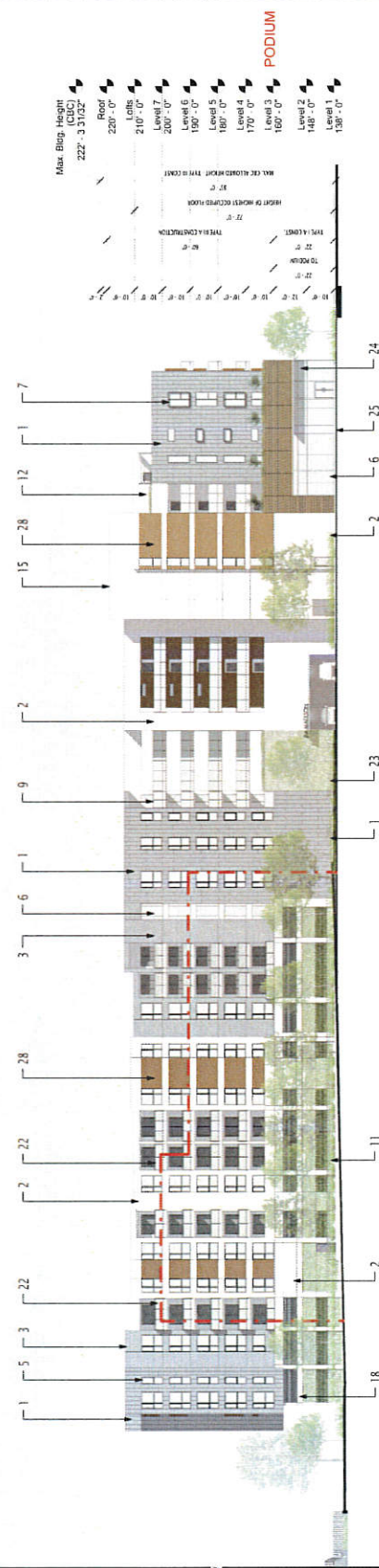
SPR No. 2016-03, VAR No. 2017-05, VAR No. 2017-06

**THE MADISON
200 N. CABRILLO PARK DRIVE
EXHIBIT 6
BUILDING ELEVATIONS**



ELEVATION FROM CABRILLO PARK DRIVE (EAST) 1"=20' 0"

2



ELEVATION FROM XEROX CENTER DRIVE (SOUTH) 1"=20' 0"

1



Cabrillo Community Partners, LLC
OWNER

Bren Palmer, LLC
DEVELOPER

Bismo Real Estate Group, LLC
DEVELOPER

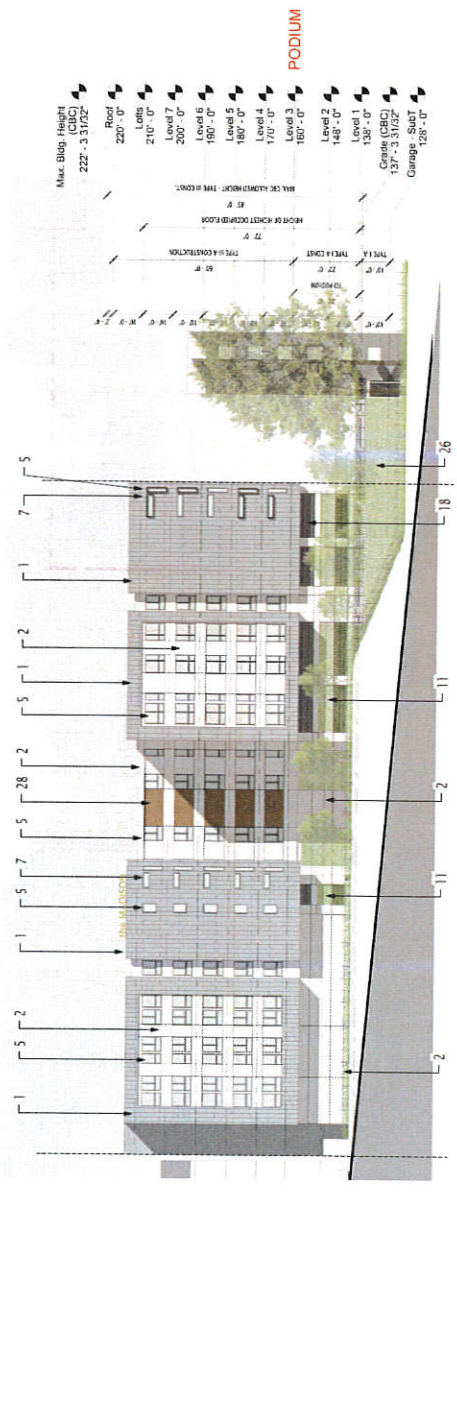
THE MADISON
200 N. Cabrillo Park Dr.
SANTA ANA, CA

EXTERIOR ELEVATIONS

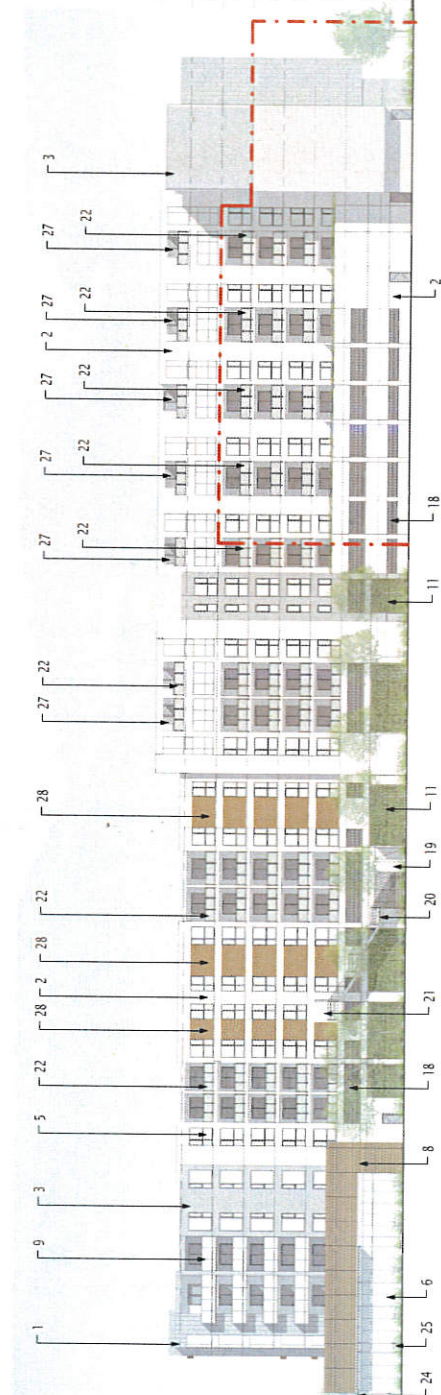
A301

MATERIAL NOTES

1. STANDING SEAM METAL PANEL SIDING
2. EXTERIOR CEMENT PLASTER (WHITE)
3. EXTERIOR CEMENT PLASTER (GREY-TO MATCH STANDING SEAM)
4. EXPOSED CONCRETE (GLASS A FINISH)
5. VINYL DOORS & WINDOWS: PAINTED TO MATCH ANODIZED ALUMINUM
6. CLEAR ANODIZED ALUMINUM STOREFRONT WINDOW SYSTEM
7. VINYL FINISH ALUMINUM FRAME EXTENSION (FINISH TO MATCH CORNER STEEL)
8. NICHHA FIBER CEMENT SIDING - "VINAGE WOOD" - CEDAR COLOR
9. ANODIZED ALUMINUM GLASS RAILING AT BALCONIES & BRIDGES
10. STEEL CANOPY W/ STEEL SHADING FINS AT OP BRIDGE. OCHA BRIDGE ACCESS AT LEVEL OF SHADING FINS
11. PARKING SCREEN W/ 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 PICKETS
15. ELEVATOR SHAFT
16. GRAND STAIR, MINIMUM 8FT CLEAR WIDTH
17. ANODIZED ALUMINUM FASCIA AT FLOOR FACE
18. ALUMINUM LOUVRES AT GARAGE OPENINGS; PAINTED GRAPHITE COLOR
19. ALUMINUM GATEFENCE
20. FIRE ACCESS STAR
21. FIRE ACCESS CORRIDOR
22. STEEL & PERFORATED METAL RAILINGS AT BALCONIES; SIDE MOUNTED HARDWARE
23. VINES GROWING ALONG WALL, PLANTER ABOVE
24. STEEL CANOPY ABOVE RETAIL STOREFRONTS; PAINTED TO MATCH ANODIZED ALUMINUM
25. ANODIZED ALUMINUM PANEL W/IN STOREFRONT SYSTEM
26. VINES ALONG RETAINING WALL
27. ONE BEDROOM LOFT UNIT W/ ROOF TERRACE. TERRACES ARE OPEN TO SKY
28. EXTERIOR CEMENT PLASTER (WARM TONE-TO MATCH FIBER CEMENT SIDING)



ELEVATION FROM SANTA ANA FREEWAY (WEST) 1"=20'-0" 2



ELEVATION FROM STATE FUND DRIVE (NORTH) 1"=20'-0" 1

OWNER
Cabrillo Community Partners, LLC

DEVELOPER
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

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

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

6-37		Cabrillo Community Partners, LLC <small>OWNER</small>	Bren Palmer, LLC <small>DEVELOPER</small>	Bisno Real Estate Group, LLC <small>DEVELOPER</small>	THE MADISON 200 N. Cabrillo Park Dr. <small>SANTA ANA, CA</small>	PERSPECTIVE - CABRILLO PARK FACADE	A600	10/17/2017 15:50:26
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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 - GARAGE ENTRY

A606



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 - WEST FACADE

A607

LANDSCAPE PLAN

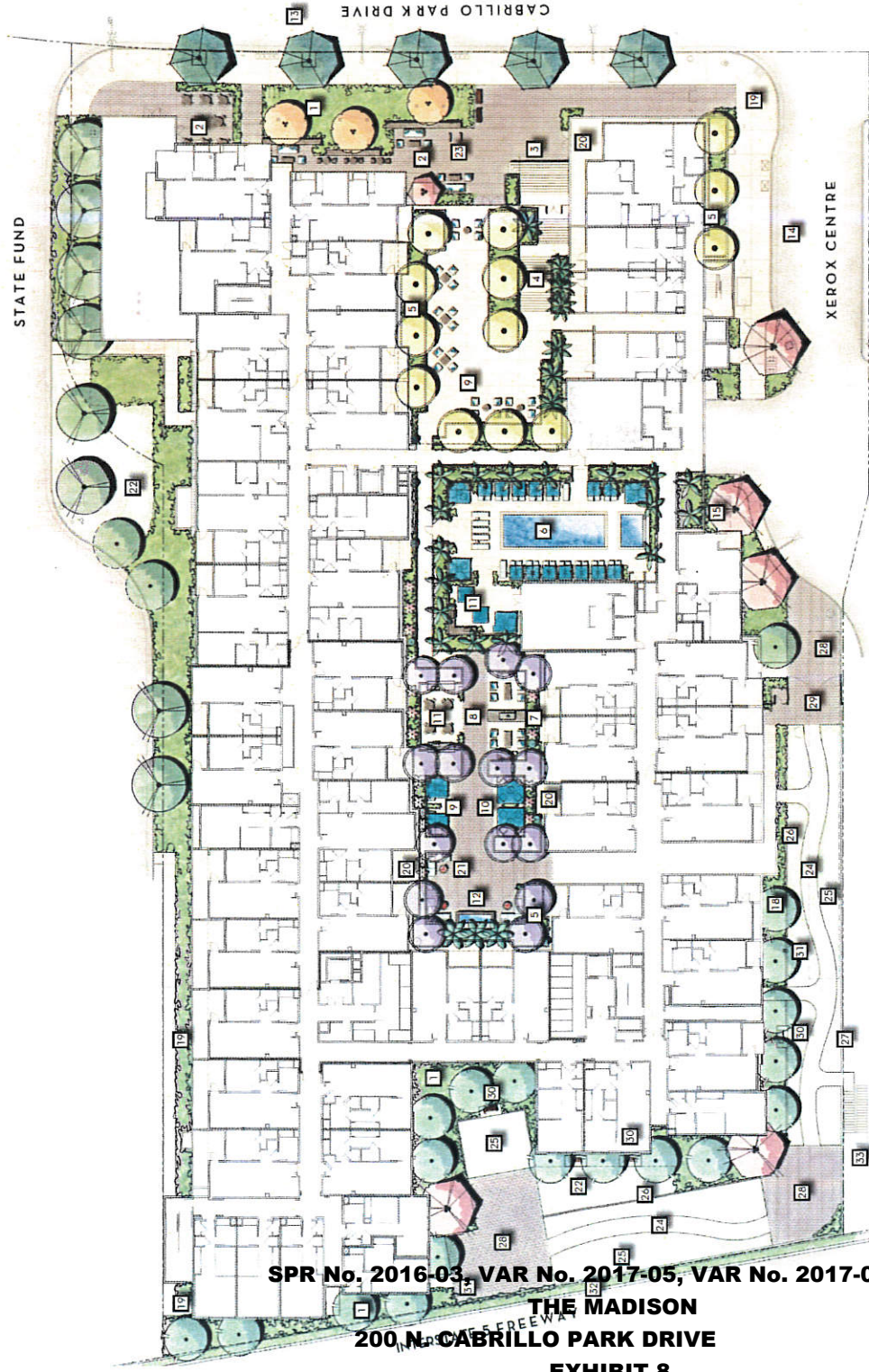
Overall Site



KEY MAP

CONCEPT LEGEND

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



***Note: Street trees in tree grates along Cabrillo Park Drive to be 24" Box min. with a root irrigation system. (Per City standards and approved street improvement plans)

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

THE MADISON
200 N. CABRILLO PARK DRIVE

EXHIBIT 8
LANDSCAPE PLANS



Madison Community Partners, LLC
OWNER

Bren Palmer, LLC
DEVELOPER

Bisno Real Estate Group, LLC
DEVELOPER

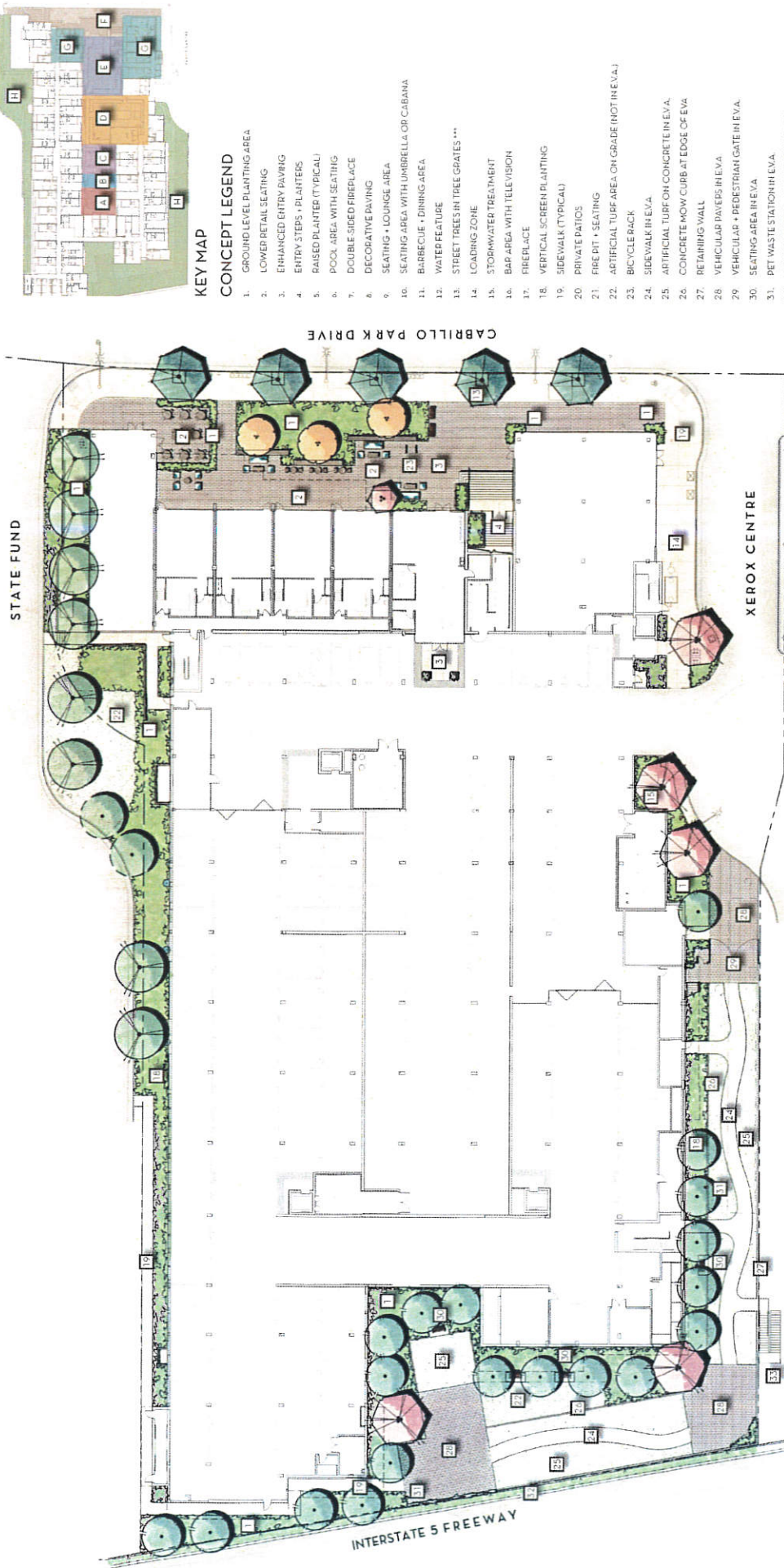
200 N. Cabrillo Park Dr.
SANTA ANA, CA

LANDSCAPE PLAN

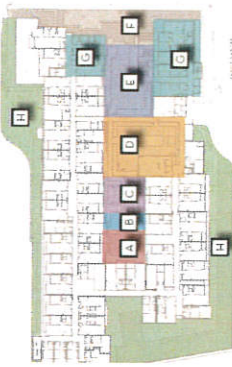
L1.11
1" = 20'

LANDSCAPE PLAN

Passive Green Space + Porch Garden



***Note: Street trees in tree grates along Cabrillo Park Drive to be 24" Box min. with a rock irrigation system. (Per City Standards and approved street improvement plans)



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 FIREPLACE
8. DECORATIVE PAVING
9. SEATING + LOUNGE AREA
10. SEATING AREA WITH UMBRELLA OR CABANA
11. BARBECUE + DINING AREA
12. WATER FEATURE
13. STREET TREES IN TREE GRATES ***
14. LOADING ZONE
15. STORMWATER TREATMENT
16. BAR AREA WITH TELEVISION
17. FIREPLACE
18. VERTICAL SCREEN PLANTING
19. SIDEWALK (TYPICAL)
20. PRIVATE PATIOS
21. FIRE PIT + SEATING
22. ARTIFICIAL TURF AREA ON GRADE (NOT IN E.V.A.)
23. BICYCLE RACK
24. SIDEWALK IN E.V.A.
25. ARTIFICIAL TURF ON CONCRETE IN E.V.A.
26. CONCRETE MOW CURB AT EDGE OF E.V.A.
27. RETAINING WALL
28. VEHICULAR PAVED IN E.V.A.
29. VEHICULAR + PEDESTRIAN GATE IN E.V.A.
30. SEATING AREA IN E.V.A.
31. PET WASTE STATION IN E.V.A.
32. CALTRANS WALL + FENCE (EXISTING)
33. OFF-SITE STAIR CONNECTION



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

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

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

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. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, 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-feet (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



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>
Total Residential Units:	260 Units
Total Retail Space:	6,561 SF
<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>
Total Parking Supply:	445 spaces

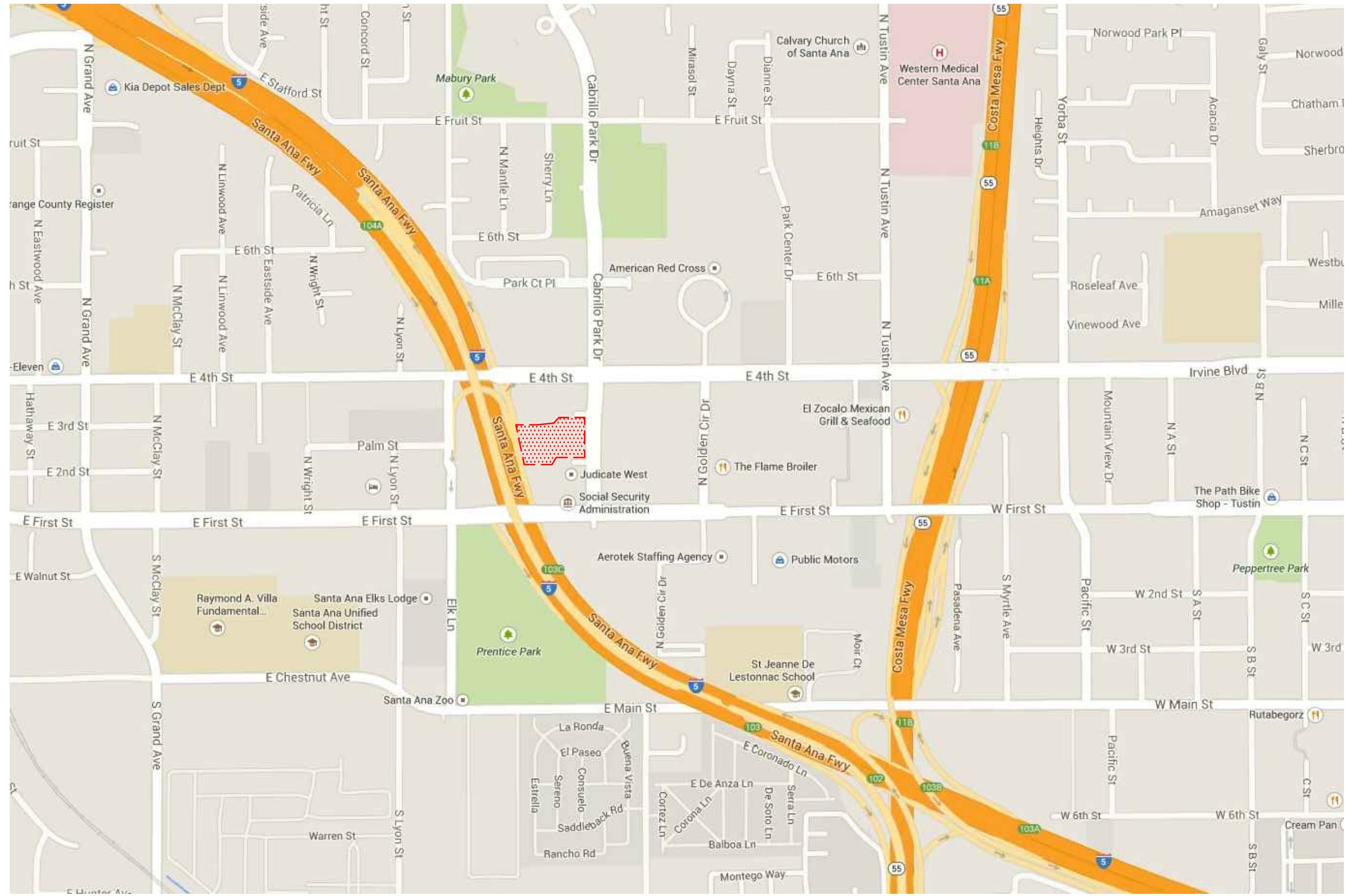
¹ Source: MVE+Partners, 7/28/2017.

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

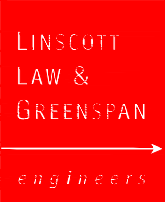
Comparable Site	City	Address	Development Summary	Parking Facility	Parking Supply	Retail	Survey Period	Tenant & Guest Peak Parking Ratio - Spaces per DU (Peak Hour)	Tenant & Guest Saturday Daytime Peak Parking Ratio (Peak Hour)	
1	Anton Residential Mid-Rise Building	Costa Mesa	580 Anton Boulevard	250 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 <i>Parking Generation</i> , 4th Edition High-Rise Apartment										
Average:								1.37		
85th Percentile:								1.52		
ULI <i>Shared Parking</i> : 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.



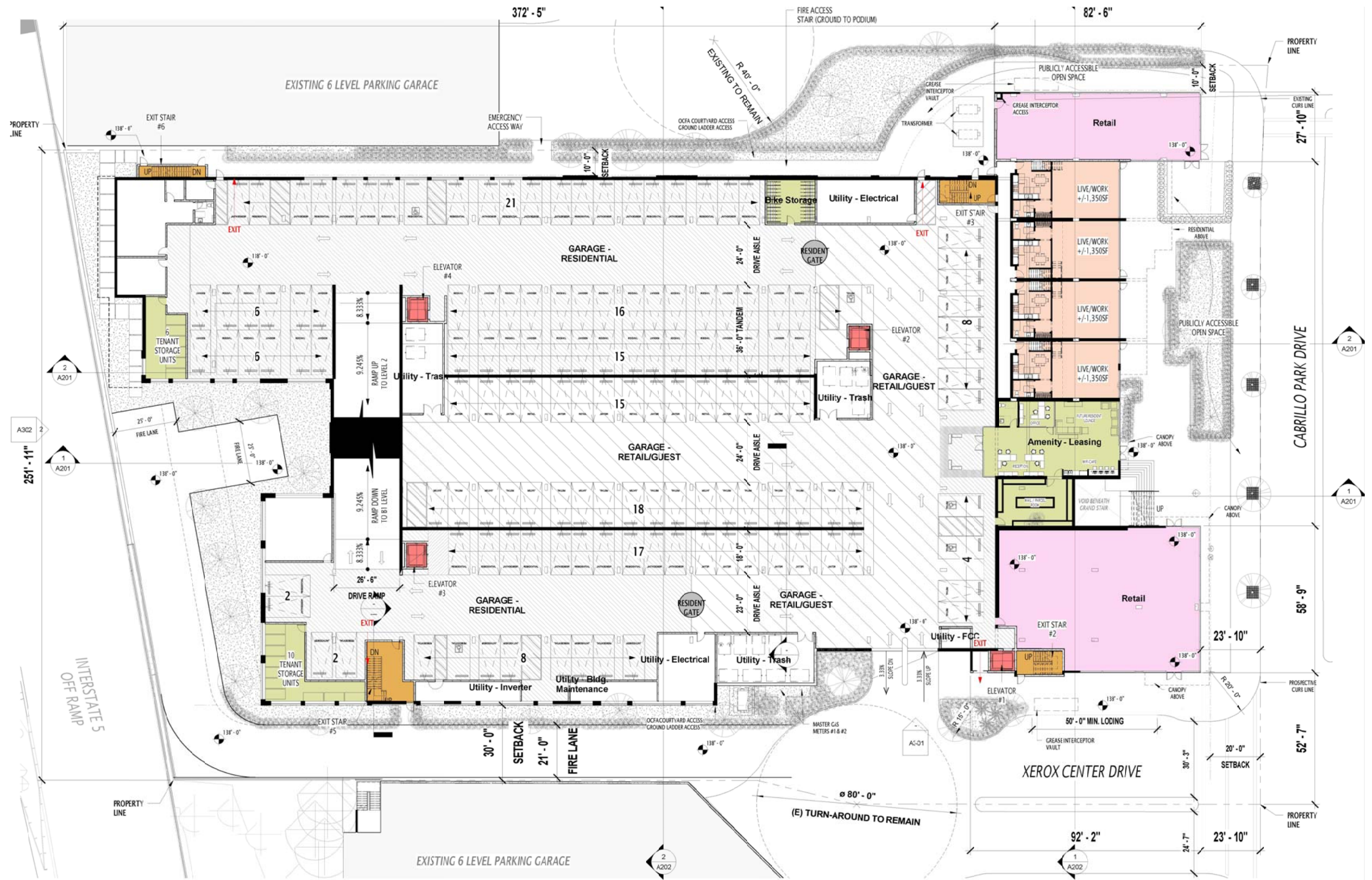
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SOURCE: GOOGLE
KEY
[Red hatched box] = PROJECT SITE

FIGURE 1

VICINITY MAP
THE MADISON, SANTA ANA



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SOURCE: MVE+PARTNERS

**LINSCOTT
LAW &
GREENSPAN**
engineers

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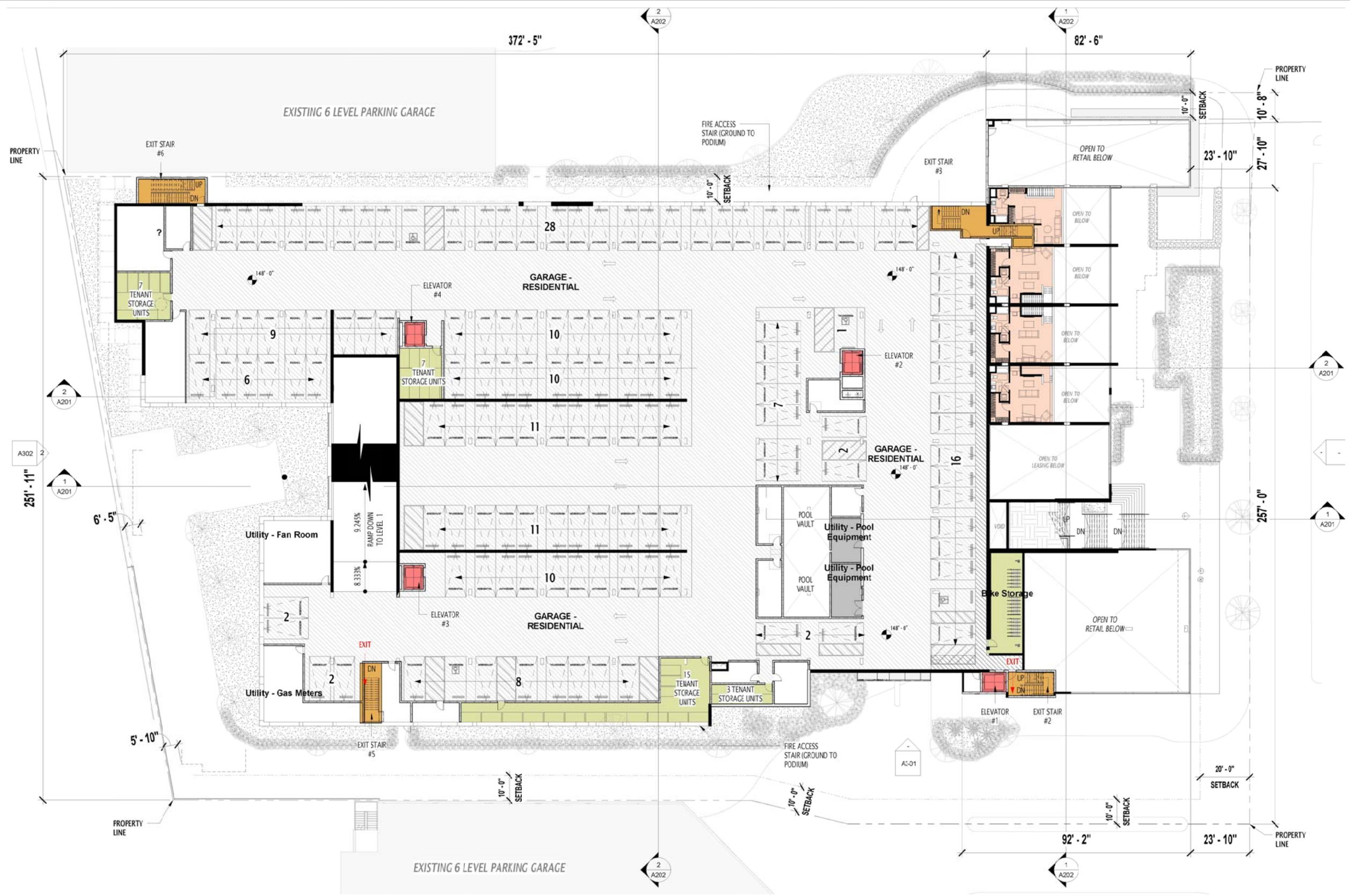
FIGURE 2

PROPOSED SITE PLAN - GROUND FLOOR
THE MADISON, SANTA ANA

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UNIT TYPE LEGEND

	STAIRS
	ELEVATOR CORES
	BUILDING AMENITIES
	RETAIL
	STUDIOS - 53 TOTAL UNITS
	1 BEDROOM - 176 TOTAL UNITS
	2 BEDROOM - 43 TOTAL UNITS
	3 BEDROOM - 4 TOTAL UNITS
	LIVE/WORK - 4 TOTAL UNITS



SOURCE: MVE+PARTNERS

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GREENSPAN**
engineers

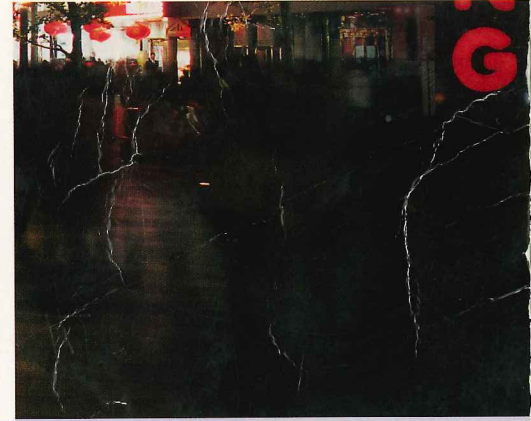
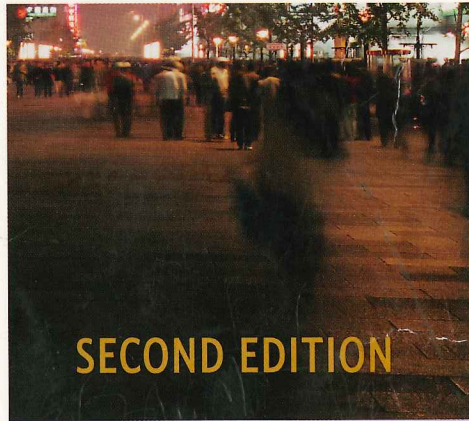
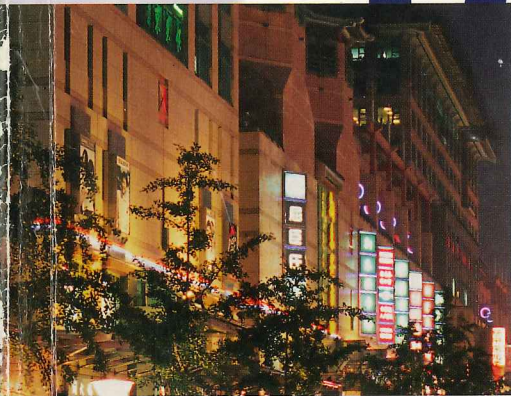


NO SCALE

FIGURE 3

PROPOSED SITE PLAN - SECOND FLOOR
THE MADISON, SANTA ANA

SHARED PARKING



SECOND EDITION

 Urban Land
Institute


International Council
of Shopping Centers

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.	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%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	—	1
	Peak December	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	—	1
	Late December	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	100%	95%	70%	55%	40%	25%	15%	5%	—	1
Fine/Casual Dining	Customer	—	—	—	—	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%	2
	Employee	—	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%	2
Family Restaurant	Customer	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%	25%	2
	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%	2
Fast Food	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%	3
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%	2
Nightclub	Customer	—	—	—	—	—	—	—	—	—	—	—	—	25%	50%	75%	100%	100%	100%	100%	2
	Employee	—	—	—	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%	2
Cineplex—Typical	Customer	—	—	—	—	—	—	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	80%	65%	40%	2,6
	Late December	—	—	—	—	—	—	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	85%	70%	55%	2,6
	Employee	—	—	—	—	—	—	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%	2
Performing Arts Theater	Customer	—	—	—	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	—	—	—	2
	No matinee	—	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%	2
Arena	Customer	—	—	—	1%	1%	1%	1%	1%	1%	1%	1%	1%	10%	25%	100%	100%	85%	—	—	2
	No matinee	—	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%	2
Stadium	Customer	—	—	—	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	—	2
	8 p.m. start	—	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%	2
Health Club	Customer	70%	40%	40%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%	70%	35%	10%	—	2,4
	Employee	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	100%	75%	50%	20%	20%	20%	—	2,4
Convention Center	Visitor	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	2
	Employee	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	100%	70%	40%	25%	20%	20%	5%	—	—	2
Hotel—Business	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%	5
Hotel—Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%	2
	Restaurant/Lounge	—	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%	5,3
Conference/Banquet	Customer	—	—	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	—	—	2
	Convention	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	2
Residential	Guest	—	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%	2
	Reserved	100%	100%	100%	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%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%	2
	Visitor	—	1%	20%	60%	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	—	—	—	—	2
Office	Employee	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	—	—	3
	Medical/Dental Office	—	—	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	—	—	—	—	2
Bank	Visitor	—	—	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	—	—	—	—	2
	Employee	—	—	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	—	—	—	—	—	—	—	3
Bank	Customer	—	—	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%	—	—	—	—	—	—	—	3
	Employee	—	—	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	—	—	—	—	—	—	—	2

Sources:
 1. Confidential data provided by shopping center managers.
 2. Developed by team members.
 3. *Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).
 4. John W. Dorsett, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004.
 5. Gerald Salzman, "Hotel Parking: How Much Is Enough?" *Urban Land*, January 1988.
 6. Parking study conducted by Patton Harris Rust & Associates for the Peterson Companies, 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
	Peak December	1%	5%	10%	35%	60%	70%	85%	95%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	—	1
	Late December	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	—
Fine/Casual Dining	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	—	2
	Customer	—	—	—	—	—	15%	50%	55%	45%	45%	60%	90%	95%	100%	100%	90%	90%	90%	50%	2
Family Restaurant	Employee	—	20%	30%	60%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	100%	85%	50%	2
	Customer	10%	25%	45%	70%	90%	90%	100%	85%	65%	40%	45%	60%	70%	70%	65%	30%	25%	15%	10%	2
Fast Food	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	100%	100%	95%	95%	95%	95%	80%	65%	65%	35%	2
	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%	3
Nightclub	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%	2
	Customer	—	—	—	—	—	—	—	—	—	—	—	—	25%	50%	75%	100%	100%	100%	100%	2
Cineplex—Typical	Employee	—	—	—	5%	5%	5%	5%	10%	10%	10%	20%	45%	55%	80%	100%	100%	100%	100%	100%	2
	Customer	—	—	—	—	—	—	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	100%	80%	50%	2, 6
Late December	Employee	—	—	—	—	—	—	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	100%	85%	70%	2, 6
	Customer	—	—	—	—	—	—	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%	2
Performing Arts Theater	Employee	—	—	—	1%	1%	1%	1%	17%	67%	67%	1%	1%	1%	25%	100%	100%	—	—	—	2
	Customer	—	10%	10%	20%	20%	20%	30%	100%	100%	100%	30%	30%	100%	100%	100%	100%	30%	10%	5%	2
With matinee	Employee	—	—	—	1%	1%	1%	1%	25%	95%	95%	81%	1%	1%	25%	100%	100%	—	—	—	2
	Customer	—	—	—	1%	1%	1%	1%	25%	95%	100%	100%	30%	100%	100%	100%	100%	30%	10%	5%	2
Arena (two shows)	Employee	—	10%	10%	20%	20%	20%	30%	100%	100%	100%	100%	30%	100%	100%	100%	100%	30%	10%	5%	2
	Customer	—	10%	10%	20%	20%	20%	30%	100%	100%	100%	100%	30%	100%	100%	100%	100%	30%	10%	5%	2
Stadium (1 p.m. start; see weekday for evening game)	Employee	—	—	1%	1%	5%	5%	50%	100%	100%	85%	25%	—	—	—	—	—	—	—	—	2
	Customer	—	5%	10%	20%	30%	30%	100%	100%	100%	100%	25%	10%	5%	5%	—	—	—	—	—	2
Health Club	Employee	80%	45%	35%	50%	35%	50%	50%	30%	25%	30%	55%	100%	95%	60%	30%	10%	1%	1%	—	2, 4
	Customer	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	75%	100%	100%	75%	50%	20%	20%	20%	—	2, 4
Convention Center	Employee	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	2
	Visitor	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	—	—	2
Hotel—Business	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%	5
Hotel—Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%	2
Restaurant/Lounge	Customer	—	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%	5
Conference/Banquet	Customer	—	—	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	—	—	5
Convention	Employee	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	2
	Customer	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	55%	45%	45%	30%	5
Residential	Guest	—	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%	2
Residential	Reserved	100%	100%	100%	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%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%	2
Office	Visitor	—	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	—	—	—	—	—	—	2
Office	Employee	—	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	—	—	—	—	—	—	3
Medical/Dental Office	Employee	—	—	90%	90%	100%	100%	30%	—	—	—	—	—	—	—	—	—	—	—	—	2
	Visitor	—	—	60%	100%	100%	100%	100%	—	—	—	—	—	—	—	—	—	—	—	—	2
Bank	Employee	—	—	25%	40%	75%	100%	90%	—	—	—	—	—	—	—	—	—	—	—	—	3
	Customer	—	—	90%	100%	100%	100%	100%	—	—	—	—	—	—	—	—	—	—	—	—	2

Sources:

1. Confidential data provided by shopping center managers.
2. Developed by team members.
3. *Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).
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