

3. Project Description

3.1 PROJECT LOCATION

The 41.13-acre Project site is located within the southern portion of the City of Santa Ana (Figure 3-1, *Regional Location*) at 3600, 3606, 3732, 3701, 3719, 3810, 3814, 3820, and 3900 South Bristol Street and includes the following nine parcels: (Assessor Parcel Numbers [APNs]) 412-131-12, 412-131-13, 412-131-14, 412-131-16, 412-131-17, 412-131-22, 412-131-24, 412-131-25, and 412-131-26. The proposed Project is located in an unsectioned portion of Township 5 South, Range 10 West on the Newport Beach, CA U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle.

As shown on Figure 3-2, *Local Vicinity*, the Project site is bordered by MacArthur Boulevard to the north, Sunflower Avenue to the south, and Bristol Street to the east. The west side of the site is bordered by South Plaza Drive between MacArthur Boulevard and Callen's Common and by retail/parking lot development between Callen's Common and Sunflower Avenue to the south (Figure 3-3, *Aerial View*).

Vehicular access to the Project site is provided from Bristol Street, Callen's Common, MacArthur Boulevard, Sunflower Avenue, and South Plaza Drive. Callen's Common, an existing 1.02-acre private street, traverses the Project site in an east/west direction and connects Bristol Street to South Plaza Drive. MacArthur Boulevard, Sunflower Avenue, Bristol Street, and South Plaza Drive have existing sidewalks and ornamental landscaping.

Regional access to the Project site is provided from Interstate 405 (I-405) from the Bristol Street exit, which is approximately 0.5 mile to the south and from State Route 55 (SR-55) from the MacArthur Boulevard exit, which is approximately 1.25 miles to the east. The site is approximately 1.5 miles northwest of John Wayne Airport (SNA).

3.2 PROJECT BACKGROUND

The City of Santa Ana (City) General Plan Update (GPU) was adopted, and the GPU FEIR was certified, in April 2022 (State Clearinghouse Number 2020029087). The GPU went into effect on May 26, 2022. The GPU provides long-term policy direction to guide the physical development, quality of life, economic health, and sustainability of the Santa Ana community through 2045, and provides a comprehensive land use, housing, circulation and infrastructure, public service, resource conservation and public safety policies for the entire City. The updated General Plan Land Use Element guides growth and development (e.g., infill development, redevelopment, use and revitalization/restoration) within the plan area by designating land uses.

Any decision by the City affecting land use and development must be consistent with the GPU. Any action, program, or project is considered consistent with the GPU if, considering all its aspects, it will further the objectives and policies of the GPU or not obstruct their attainment. The GPU FEIR evaluated the potential environmental effects associated with implementation of the GPU and addresses appropriate and feasible mitigation measures that would minimize or eliminate these impacts.

A project is consistent with the GPU if the development density does not exceed what was contemplated and analyzed for the parcel(s) in the certified GPU FEIR and complies with the associated standards applicable to that development density (State CEQA Guidelines Section 15183(i)(2)). Development density standards can include the number of dwelling units per acre, the number of people in a given area, floor area ratio (FAR), and other measures of building intensity, building height, size limitations, and use restrictions.

The Project site is located within the South Bristol Street Focus Area. The GPU (Land Use Element Page 60) describes that this focus area will create opportunities to transform auto-oriented shopping plazas to

walkable, bike-friendly, and transit-friendly urban villages that incorporate a mix of high intensity office and residential living with experiential commercial uses. As shown on Figure 3-4, *South Bristol Street Focus Area and GPU Land Uses*, the Project site has a GPU designation of District Center-High (DC-5), which has a maximum FAR of 5.0, or 125 dwelling units per acre (du/ac) and a maximum height of 25 stories that allows up to 8,733,780 square feet (SF) of mixed uses, inclusive of residential uses, within the Project site. This level of redevelopment was included in the GPU FEIR buildout, and applicable mitigation measures were identified, as necessary, to reduce impacts.

The District Center designation includes the major activity areas of the City of Santa Ana, designed to serve as anchors to the City's commercial corridors and to accommodate major development activity. District Center-High is a mixed-use designation identified in the General Plan as including "Transit-oriented and high-density urban villages consisting of visually striking and dynamic buildings and spaces with a wide range and mix of residential, live-work, commercial, hotel, and employment-generating uses."

As shown on Figure 3-5, *Existing Zoning Designations*, the existing zoning for the Project site is General Commercial (C-2) north of Callen's Common, and Commercial Residential (CR) and General Commercial (C-2) south of Callen's Common. Both designations include a range of commercial uses as well as all of the uses allowed in the Community Commercial (C-1) zone.

3.3 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines (Title 14, California Code of Regulations [CCR]) requires "A statement of objectives sought by the proposed project. A clearly written statement of objectives would help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project".

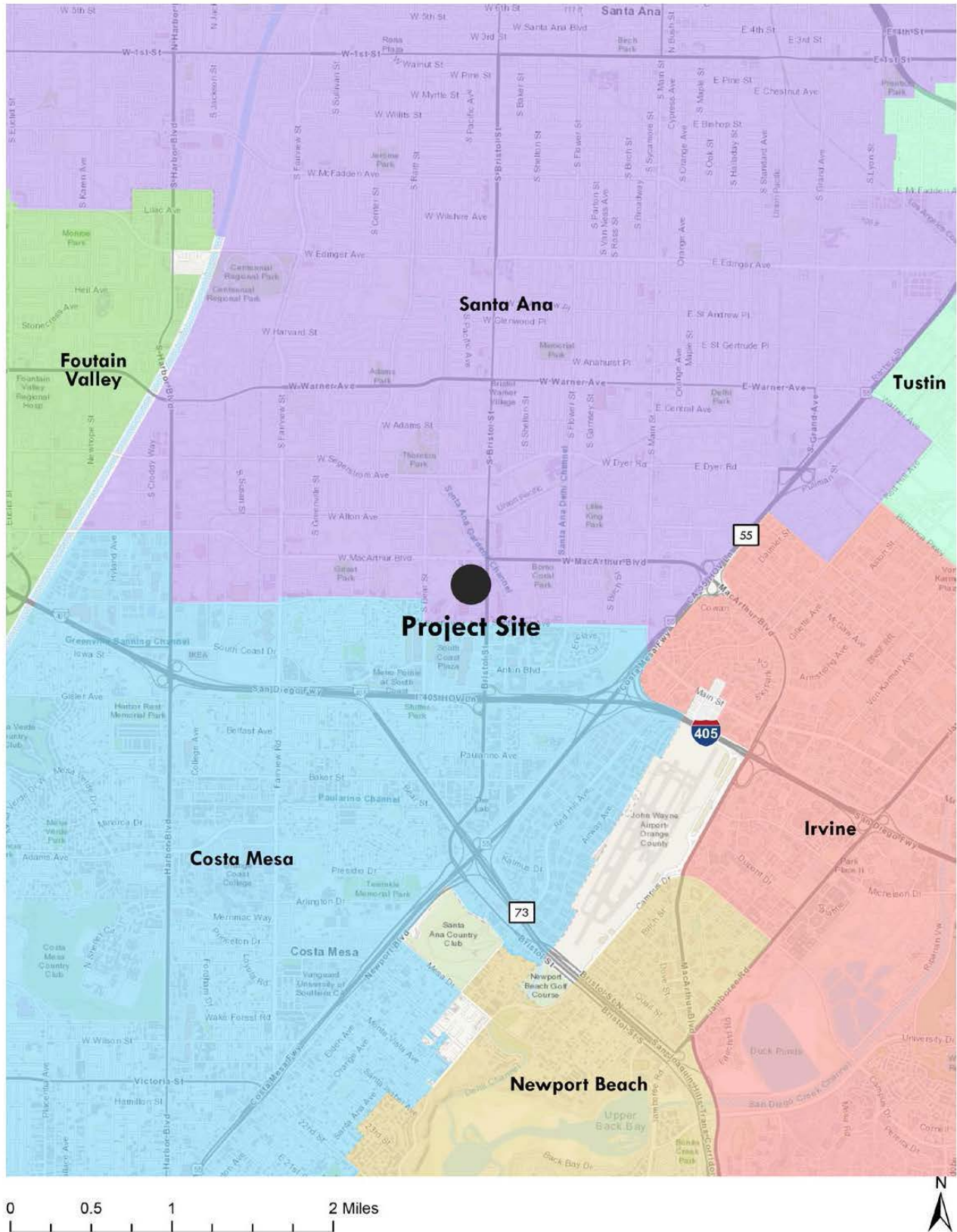
The proposed Related Bristol Specific Plan Project objectives include the following:

- Implement the vision and objectives established in the City of Santa Ana General Plan for the South Bristol Street Focus Area to create a southern gateway to the City. The South Bristol Street Focus Area objectives:
 - Capitalize on the success of the South Coast Metro area;
 - Introduce mixed-use urban villages and encourage experiential commercial uses that are more walkable, bike friendly, and transit oriented;
 - Realize an intense, multi-story presence along the Bristol Street corridor; and
 - Provide for mixed-use opportunities while protecting adjacent, established low density neighborhoods.
- Allow for the flexible redevelopment of the underutilized Project site to provide a balanced mix of residential, retail, and hospitality uses in the South Bristol Street Focus Area that integrate into the existing urban systems and provide a safe and attractive environment for living and working, as encouraged by the GPU.
- Transform an auto-oriented shopping plaza with large surface parking areas to a community which maximizes opportunities for onsite open space which can be accomplished through the provision of subsurface shared parking and intensity of land use permitted by the General Plan.
- Develop high quality residential spaces that reflect modern lifestyles, while responding to the need for additional housing at a higher density in an area of the City planned for growth.

- Develop a project with a mix of land uses that stimulate economic activity, commerce, and new housing opportunities in the South Bristol Street Focus Area.
- Have a positive contribution to the local economy through new capital investment, the creation of new jobs, and the expansion of the tax base.
- Create a walkable mixed-use development to encourage and enhance pedestrian activity within the Specific Plan area and the local community.
- Enhance non-vehicular activity by providing onsite and offsite pedestrian and bicycle facilities that link with existing facilities and transit services.
- Improve existing infrastructure to support the Related Bristol Specific Plan consistent with the General Plan conditions.
- Provide a project that contributes to the creation of a vibrant urban core for the City and takes advantage of the site's location within the South Coast Metro area. Provide a project that contains vibrant and attractive community amenities, recreational and open space areas, and gathering spaces that are directly accessible to residents and the community.
- Provide community benefits commensurate with the Specific Plan development proposal including public open space onsite and locations for public community events, as well as streetscape improvements along the Project site frontages of MacArthur Boulevard, Bristol Street, Sunflower Avenue and South Plaza Drive.

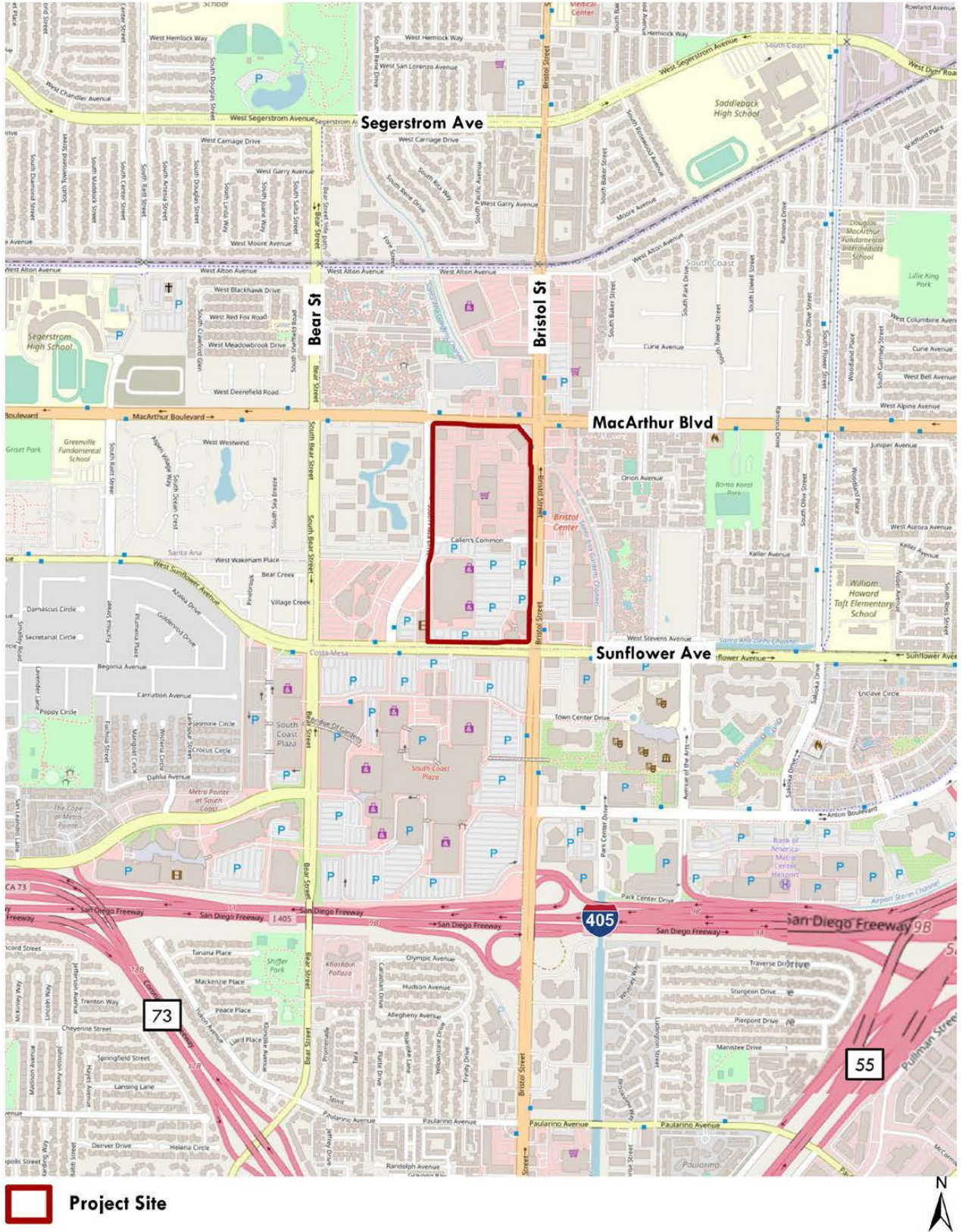
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Regional Location



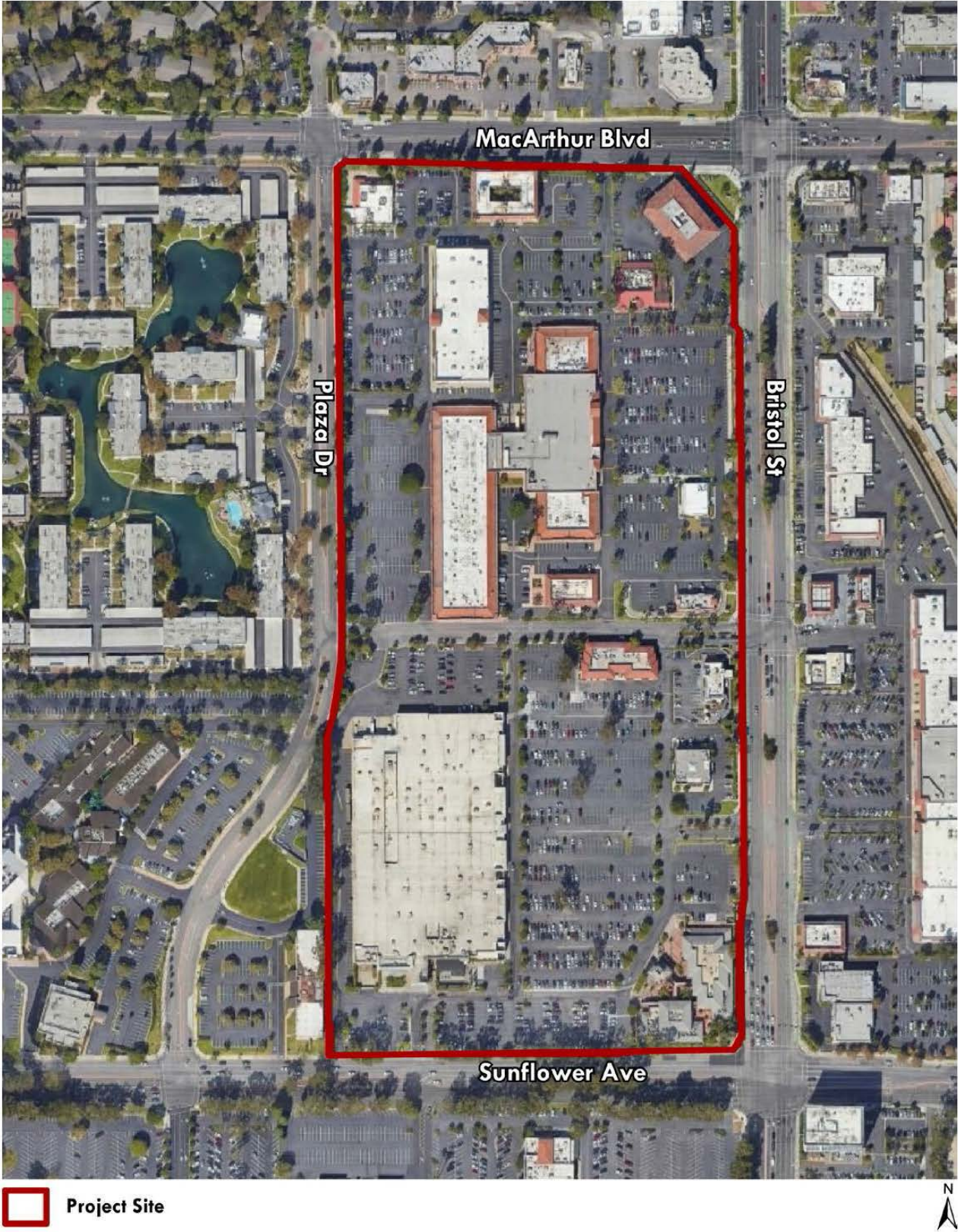
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Local Vicinity



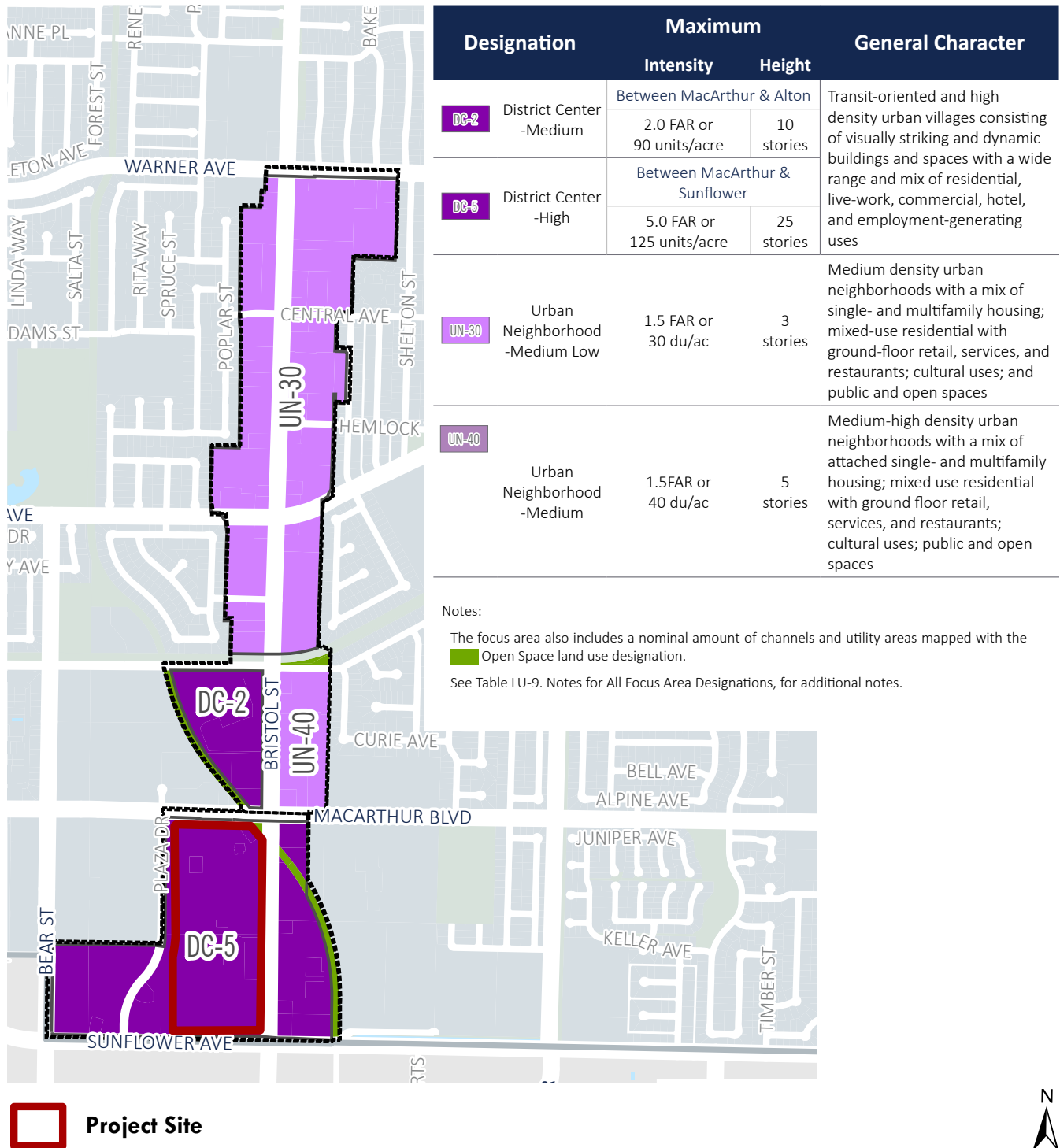
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Aerial View



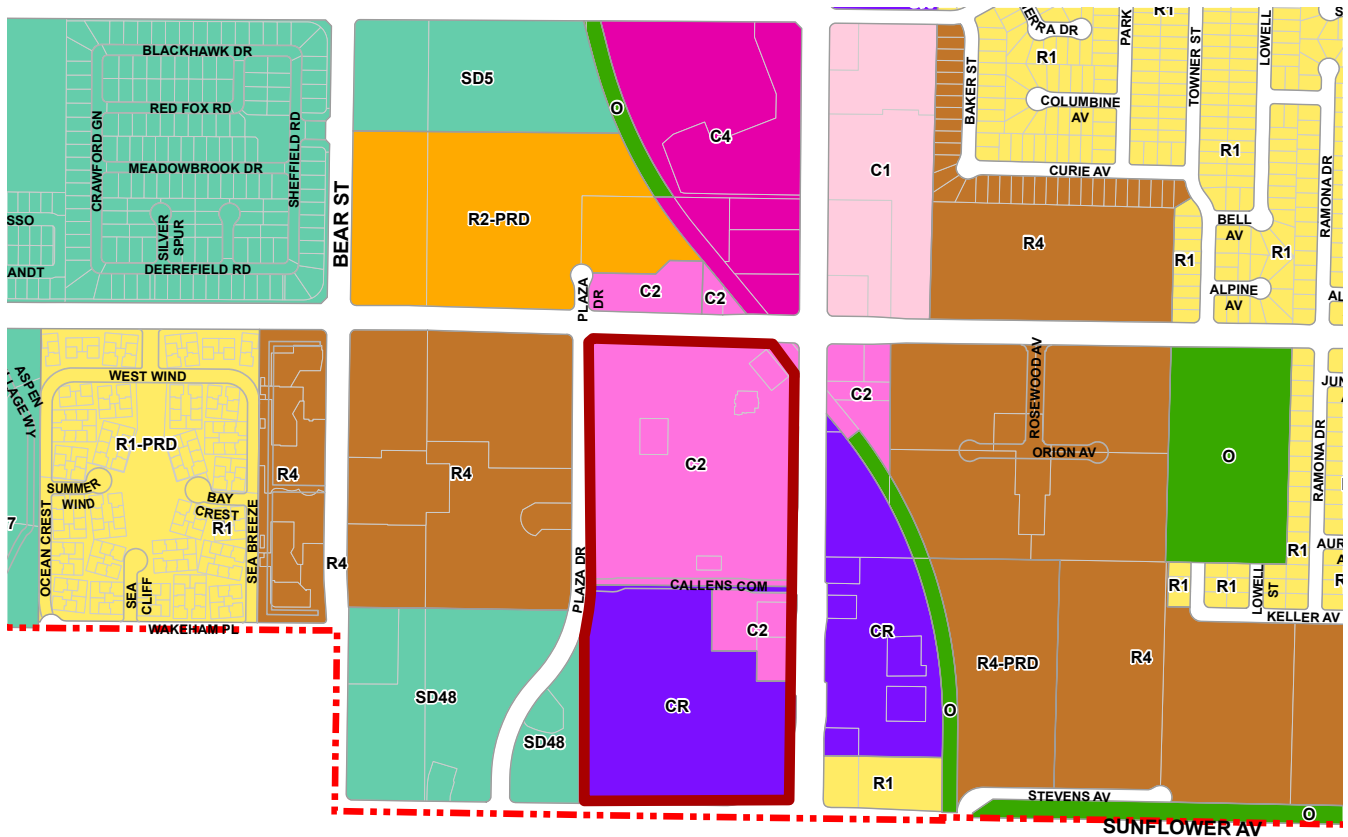
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South Bristol Street Focus Area and GPU Land Uses


















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Existing Zoning Designations



 **Project Site**



	A1	GENERAL AGRICULTURAL
	R1	SINGLE-FAMILY RESIDENCE
	R2	TWO-FAMILY RESIDENCE
	R3	MULTIPLE-FAMILY RESIDENCE
	R4	SUBURBAN APARTMENT
	RE	RESIDENTIAL ESTATE
	C1	COMMUNITY COMMERCIAL
	C2	GENERAL COMMERCIAL
	C4	PLANNED SHOPPING CENTER
	C5	ARTERIAL COMMERCIAL
	CR	COMMERCIAL RESIDENTIAL
	CSM	SOUTH MAIN STREET COMMERCIAL DISTRICT
	P	PROFESSIONAL
	GC	GOVERNMENT CENTER
	SD	SPECIFIC DEVELOPMENT

	M1	LIGHT INDUSTRIAL
	M2	HEAVY INDUSTRIAL
	O	OPEN SPACE LAND
	OZ1	METRO EAST MIXED USE OVERLAY ZONE
SPECIFIC PLANS		
	SP1	BRISTOL STREET CORRIDOR SPECIFIC PLAN
	SP2	HARBOR MIXED USE TRANSIT CORRIDOR SPECIFIC PLAN
	SP3	MIDTOWN SPECIFIC PLAN
	SP4	MAINPLACE SPECIFIC PLAN
SUFFIXES		
-B		PARKING MODIFICATION
-OZ1		METRO EAST MIXED USE OVERLAY ZONE
-OZ-M1/M2		TRANSIT ZONING CODE M1/M2 INDUSTRIAL OVERLAY ZONE
-PRD		PLANNED RESIDENTIAL DEVELOPMENT
-HDII		HEIGHT DISTRICT II
-MD		MUSEUM DISTRICT

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3.4 PROJECT CHARACTERISTICS

“Project,” as defined by the State CEQA Guidelines, means:

the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1) . . . enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. . . .” (14 Cal. Code of Reg. § 15378(a).)

Specific Plan and Zoning Amendment

The proposed Related Bristol Specific Plan would replace the existing C-2 and CR zoning of the Project site and would define the allowable uses and development standards within its boundaries and would provide the processes and procedures for the review and approval of development within the Specific Plan area. Figure 3-6, *Proposed Zoning Designation*, shows the proposed Specific Plan zoning of the site. The proposed Specific Plan and zoning amendments are guided by the General Plan District Center-High (DC-5) land use designation of the Project site.

Summary of Proposed Specific Plan and Site Redevelopment

The 41.13-acre site is currently developed with 16 commercial buildings that total approximately 465,063 SF and the associated surface parking areas with limited landscaping. Current businesses include restaurants, a supermarket, banks, a dry cleaner, medical office, financial, and fitness uses.

The proposed Specific Plan would implement redevelopment of the site pursuant to the General Plan District Center-High (DC-5) land use designation. The proposed Specific Plan would demolish the existing development and related infrastructure on the site and provide a new mixed-use development that would result in a FAR of 2.7, which is below the DC-5 allowable FAR of 5.0, and would include the following:

- up to 3,750 multi-family residential units in multi-story structures;
- up to 350,000 SF of commercial uses;
- a 250 room hotel;
- a senior living/continuum of care use with up to 200 units;
- parking provided in free-standing and above- and below-ground parking structures and limited surface parking; and
- approximately 13.1 acres of publicly accessible common open space.

Proposed Phasing

The Specific Plan proposes redevelopment of the site over three phases that would last approximately ten years, with construction of Phase 1 beginning in 2026 and completion of Phase 3 in 2036. As shown in Figure 3-7, *Proposed Project Phasing*, the Phase 1 area is located south of Callen’s Common and extends to Sunflower Avenue. Phase 2 and Phase 3 are located north of Callen’s Common and extend to MacArthur Boulevard. The Phase 2 area is approximately one-third of the northern portion of the Project site and is bordered by MacArthur Boulevard to the north, Callen’s Common to the south, Bristol Street to the east, and Phase 3 of the proposed Project to the west. The Phase 3 area is bordered by MacArthur Boulevard to the north, Callen’s Common to the south, Phase 2 to the east, and South Plaza Drive to the west. The proposed development within each phase is listed in Table 3-1.

Table 3-1: Proposed Project Phasing

Use	Phase 1	Phase 2	Phase 3	Total
Residential (units)	1,375	856	1,519	3,750
Commercial (SF)	250,000	65,000	35,000	350,000
Hospitality (rooms)	250	--	--	250
Senior/Continuum of Care (units)	200	--	--	200

Phase 1: Phase 1 includes the demolition of all onsite buildings and infrastructure south of Callen’s Common, and subsurface excavation for construction of one to two levels of subterranean parking. Phase 1 assumes the construction of approximately 1,375 multi-family residential units, 250,000 SF of retail uses, a 250-key hotel, a 200-unit senior living/continuum of care structure, and a public open space area, as well as associated landscape improvements and infrastructure upgrades. All existing development north of Callen’s Common would remain operational during construction of Phase 1.

Phase 2: Phase 2 includes the demolition of all onsite buildings and infrastructure within the Phase 2 area of the site, and subsurface excavation for construction of one level of subterranean parking. Phase 2 assumes the construction of approximately 856 multi-family residential units, 65,000 SF of retail uses, public open space areas, as well as associated landscape improvements and infrastructure upgrades.

Phase 3: Phase 3 includes the demolition of onsite buildings and infrastructure within the Phase 3 area of the site. Subsurface excavation would occur for construction of one level of subterranean parking. Phase 3 assumes the construction of approximately 1,519 multi-family residential units, 35,000 SF of retail uses, public open space areas, as well as associated landscape improvements and infrastructure upgrades.

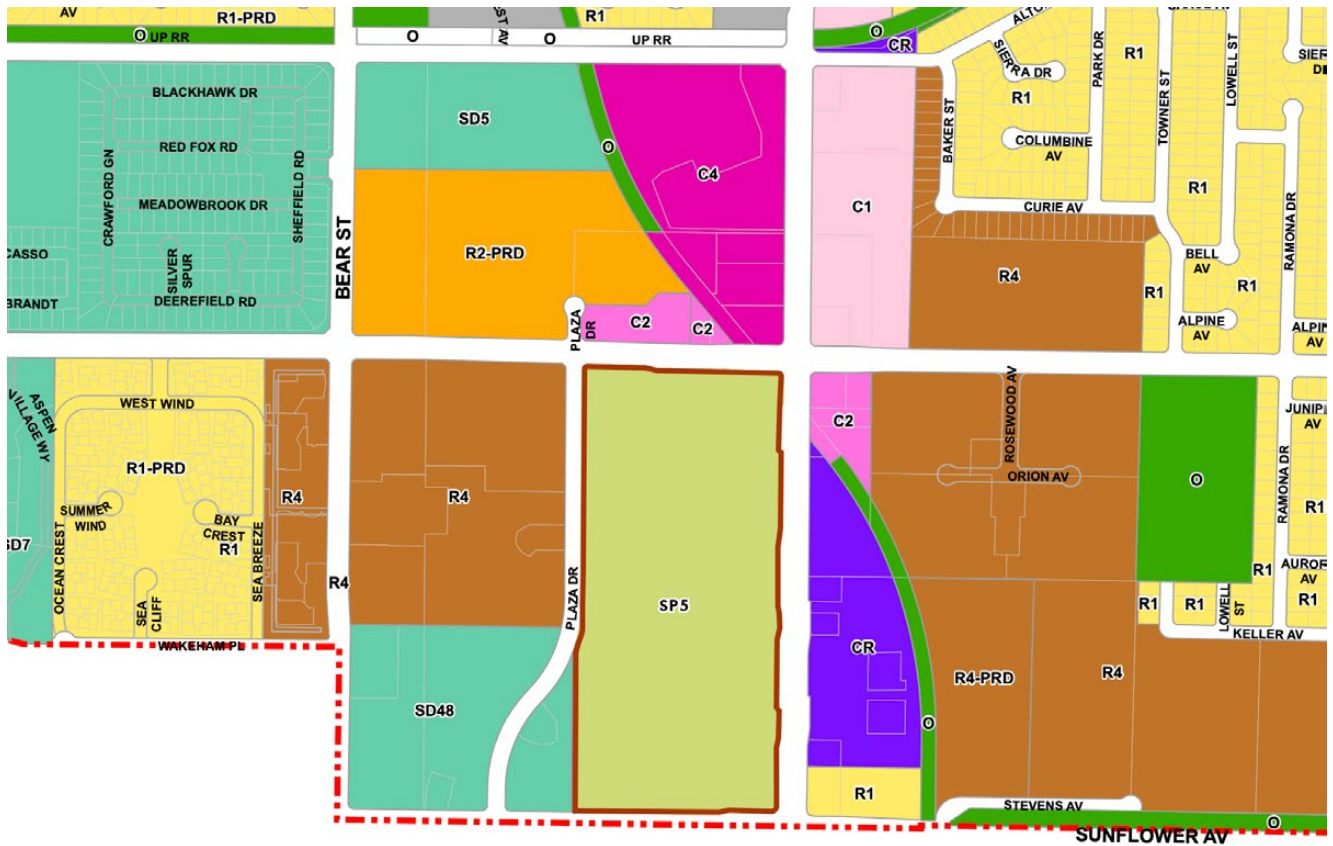
Proposed Specific Plan Land Uses

The proposed Specific Plan divides the planning area into 21 proposed development areas, each a different “Block”, as shown in Figure 3-8, *Proposed Specific Plan Land Use Blocks*. In addition, the proposed Land Use Plan is comprised of two Mixed-Use districts: a high intensity Mixed-Use/Village Core District, which is located south of Callen’s Common (and includes Blocks 11-21), and a lower intensity Mixed-Use/Residential District located to the north of Callen’s Common (including Blocks 1-10), as shown in Figure 3-9, *Proposed Specific Plan Mixed Use Districts*. Both Districts provide for a mixed-use development pattern, but the intensity of development character differs between them. The target residential units and non-residential square footage for both Districts as outlined by the proposed Specific Plan are listed in Table 3-2.

Table 3-2: Proposed Land Uses

Land Use	Proposed Intensity
Blocks 1-10 (Mixed-Use/Residential North District)	
Residential (units)	2,375 units
Private Amenity Building (in Bristol Central Park)	16,000 SF (target)
Commercial gross square feet (gsf)	100,000 SF
Bristol Central Park	2.5 acres
Greenlink	0.25 acre
Open Space (Programmable Roads and Parkways)	4.3 acres
Blocks 11-21 (Mixed-Use/Village Core District)	
Residential	1,375 units
Retail/Commercial (gsf)	250,000 SF
Hotel/Hospitality	250 rooms/150,000 SF
Senior/Continuum of Care (units)	200 units/225,000 SF
Bristol Plaza and Bristol Green, Retail Village Open Space	1.5 acres
Greenlink	0.3 acre
Open Space (Programmable Roads and Parkways)	4.3 acres

Proposed Zoning Designation



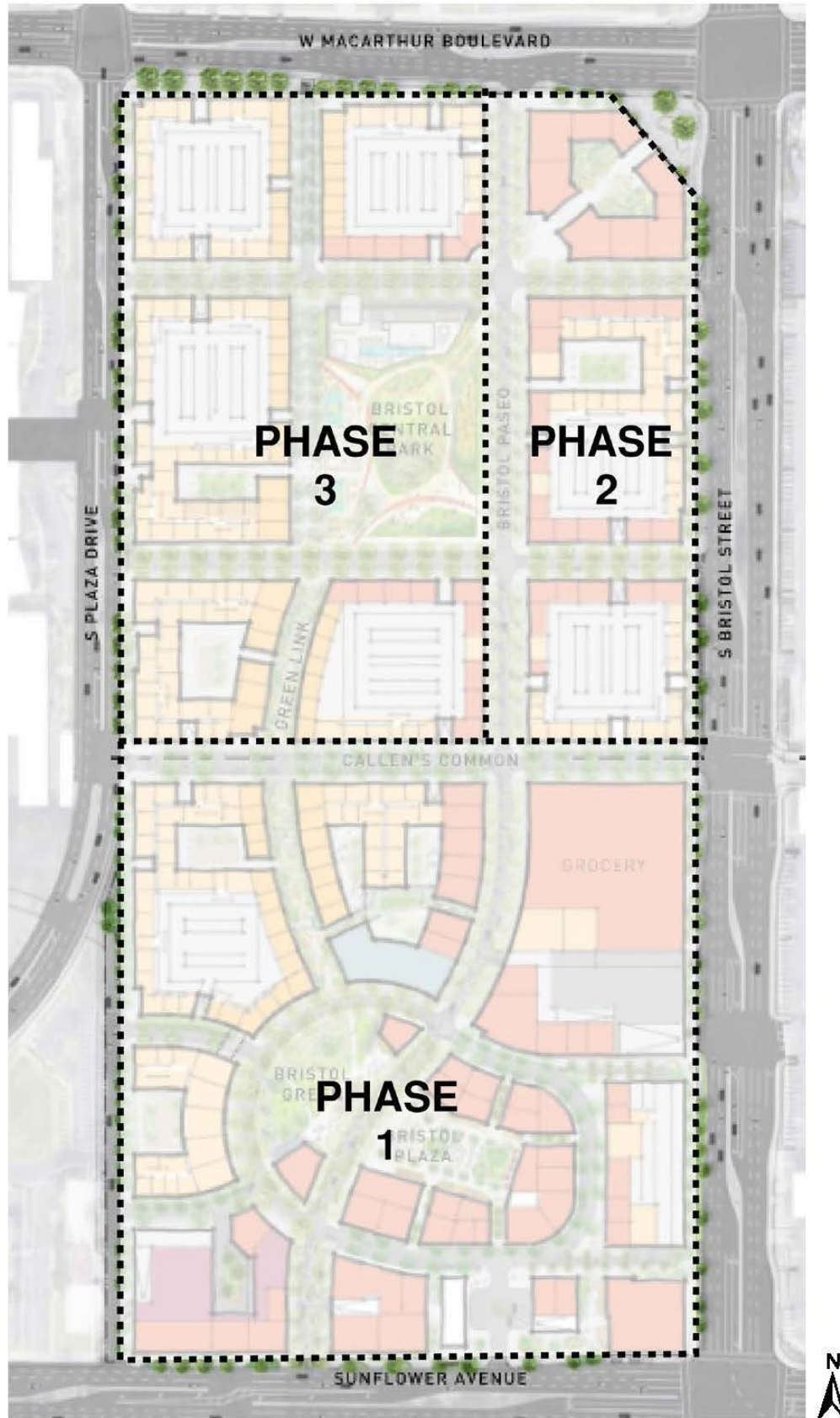
 **Project Site**



	A1	GENERAL AGRICULTURAL		M1	LIGHT INDUSTRIAL
	R1	SINGLE-FAMILY RESIDENCE		M2	HEAVY INDUSTRIAL
	R2	TWO-FAMILY RESIDENCE		O	OPEN SPACE LAND
	R3	MULTIPLE-FAMILY RESIDENCE		OZ1	METRO EAST MIXED USE OVERLAY ZONE
	R4	SUBURBAN APARTMENT	SPECIFIC PLANS		
	RE	RESIDENTIAL ESTATE		SP1	BRISTOL STREET CORRIDOR SPECIFIC PLAN
	C1	COMMUNITY COMMERCIAL		SP2	HARBOR MIXED USE TRANSIT CORRIDOR SPECIFIC PLAN
	C2	GENERAL COMMERCIAL		SP3	MIDTOWN SPECIFIC PLAN
	C4	PLANNED SHOPPING CENTER		SP4	MAINPLACE SPECIFIC PLAN
	C5	ARTERIAL COMMERCIAL		SP5	RELATED BRISTOL SPECIFIC PLAN DISTRICT
	CR	COMMERCIAL RESIDENTIAL			
	CSM	SOUTH MAIN STREET COMMERCIAL DISTRICT			
	P	PROFESSIONAL			
	GC	GOVERNMENT CENTER			
	SD	SPECIFIC DEVELOPMENT			

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Proposed Phasing Plan



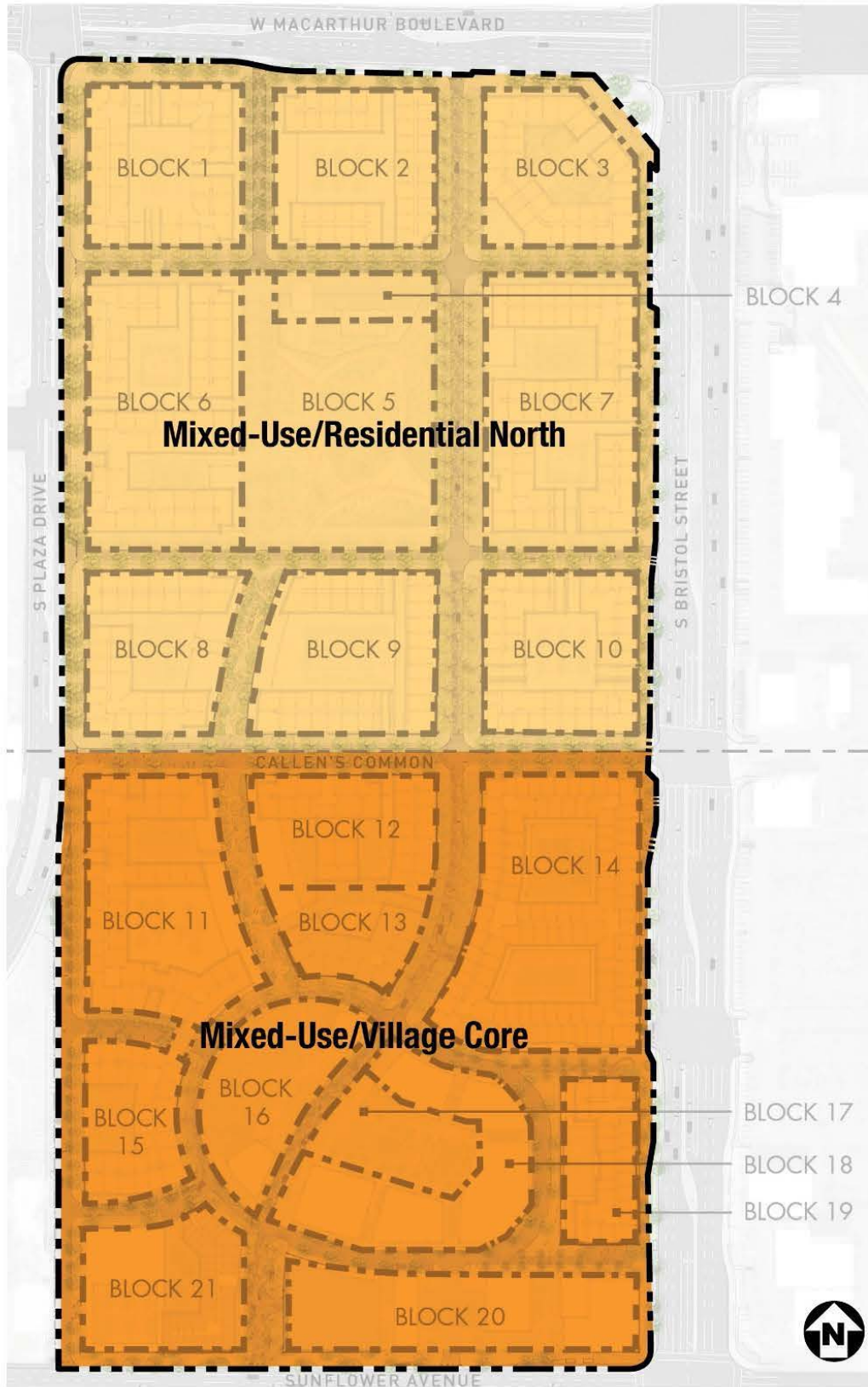
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Proposed Specific Plan Land Use Blocks



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Proposed Specific Plan Mixed Use Districts



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Illustrative and conceptual plans showing buildout of the proposed Specific Plan are provided in Figure 3-10, *Conceptual Plan*.

Residential: All residential development would be provided as for-rent multi-family uses. Residences would be in vertical mixed-use with residential on top of commercial uses and would include recreation areas, leasing offices, fitness rooms, pools/spas, business centers, etc. Residential uses would be located adjacent to public amenities including parks, open space areas, and the pedestrian-only green linkage (“Greenlink”) that connects the public open spaces throughout the Project site.

Commercial: The commercial uses would be centered around a pedestrian-focused circulation zone to promote ground floor retail with clear wayfinding and easy access from surrounding streets and parking garages. An administrative Police Department substation (no transfers or bookings) would be located within the commercial use area. The specific location would be determined prior to construction of the first phase of the proposed Project.

Open Space and Landscaping: Street trees would be installed along all streets within and adjacent to the Project site. New exterior lighting onsite would be provided to accent landscaping, signage, walkways, parking areas, and to provide for security. Pursuant to the proposed Specific Plan, private and common open space would be provided at a ratio of 200 SF per unit. The proposed Project would provide the following open space areas, as shown on Figure 3-11, *Proposed Open Space Plan*, that would be landscaped:

- **Bristol Green:** An approximately 0.7-acre open space area in the central portion of the Phase 1 area with landscaping, seating areas, and walkways, can include retail or kiosk uses.
- **Greenlink:** An approximately 0.6-acre landscaped pedestrian pathway linking the south and north areas of the Project site with shade trees, sitting areas, with lighted pathway connections to residences.
- **Bristol Plaza:** An approximately 0.9-acre urban plaza with seating, retail, outdoor dining, and landscaping.
- **Bristol Central Park:** An approximately 2.5-acre open space area located in Phase 3 with active and passive open space uses, walkways, seating, and a private recreation facility for residents.

Mobility: The proposed Project is intended to be a multi-modal walkable, bikeable community and would include an onsite sidewalk, bike lane, and street system that would connect to the existing adjacent roadways, as shown in Figure 3-12, *Proposed Circulation Plan*. The proposed Project would provide vehicular access to the site from the adjacent roadways by new driveways that would include: five unsignalized right-turn only driveways and one signalized full-access driveway along South Plaza Drive, two unsignalized right-turn only driveways along MacArthur Boulevard, three unsignalized right-turn only driveways along Bristol Street (one of which would be truck driveway), two signalized driveways on Bristol Street, and two unsignalized right-turn only driveways and one signalized driveway along Sunflower Avenue.

The proposed Project includes a Greenlink, which would be a landscaped pedestrian paseo linking the north and south areas of the site, and would have landscaping, seating areas, and connections to residences, open space, and commercial areas. The proposed Project would also include offsite bikeway improvements to provide a Class IV bike lane with protected medians along the Project frontages of Bristol Street, MacArthur Boulevard, and Sunflower Avenue.

Onsite roadways would be two travel lane roadways. Several of the proposed onsite roadways, Bristol Paseo (the primary north/south street), the looped road ringing Bristol Green and Bristol Plaza areas, and

the shared streets would be “programmable” streets; such that they could be used for special pedestrian events such as farmers’ markets, seasonal festivals, music events, etc.

Roadway Improvements: The proposed Project includes the following roadway improvements to the adjacent offsite roadway system:

- **Bristol Street** is a north-south six-lane roadway with raised landscaped medians that borders the site to the east. Project improvements include:
 - A Class IV bike lane with a planted buffer separation between vehicular and bicycle circulation
 - New curb cuts for ingress/egress to/from Bristol Street
 - Potential median modifications and/or signalization of driveway between Callen’s Commons and Sunflower Avenue
 - Landscaped setback with sidewalks and street trees
- **MacArthur Boulevard** is an east-west six-lane roadway with raised and striped medians that borders the site to the north. Project improvements include:
 - A Class IV bike lane with a landscaped buffer separation between vehicular and bicycle circulation
 - Bus stop improvements
 - Addition of an intersection for a new north/south local neighborhood roadway (Bristol Paseo) through the site
 - Curb cut at the intersection of the residential shared roadway
 - Construction of new site driveway intersection
 - Landscaped setback areas and street trees
- **South Plaza Drive** is a north-south four-lane roadway with raised landscaped medians that is west of the site between MacArthur Boulevard and Callen’s Common. Project improvements include:
 - New curb cuts for ingress/egress
 - Signalization at intersection with Callen’s Common
 - Landscaped setback areas and street trees
- **Sunflower Avenue** is an east-west six lane roadway that borders the site to the south. The centerline of the roadway is the boundary with the City of Costa Mesa to the south. Project improvements include:
 - Potential median modification and/or signalization of the proposed Bristol Paseo driveway, subject to improvements/realignment of South Coast Plaza driveway
 - Construction of eastbound left-turn lane on Sunflower Avenue at Bristol Paseo with the construction of a new driveway that would be realigned approximately 110 feet to the east of the existing driveway.
 - Installation of a five-phase traffic signal, subject to the improvements/realignment of the South Coast Plaza driveway.
 - Class IV bike lane with a landscaped buffer separation between vehicular and bicycle circulation
 - Bus stop improvements
 - Landscape and sidewalk improvements
 - Intersection with a new street neighborhood street segment
- **Callen’s Common** is an existing private road that roughly bisects the Project site. The east-west roadway has two travel lanes. Project improvements include:

- Expanded parkway with street trees and improved sidewalks
- Greenlink pedestrian crossing
- Reduction of travel lanes to a two-lane street between South Plaza Drive and the Bristol Paseo to allow for on-street parking
- Drop-off and loading areas
- Addition of pedestrian paths on both sides of the roadway
- Potential signalization of Callen’s Commons and South Plaza Drive

Parking: The majority of parking would be provided in shared/joint/reciprocal free-standing, subterranean and above-grade parking garages. Up to two levels of subterranean parking would be included in Phase 1 and one level of subterranean parking would be included in Phase 2 and Phase 3. The proposed Project also includes limited on-street parking. Parking would be provided at the ratios listed in Table 3-3.

Table 3-3: Proposed Parking Standards

Use	Ratio (min)
Commercial, inclusive of food service	4 spaces/1,000 SF
Senior Care/Assisted Living	0.6 space/unit
Residential, inclusive of Guest	1.3 spaces/unit
Hotel, inclusive of ancillary retail, food service, and conference	0.6 space/room
Office	3 spaces/1,000 SF

Infrastructure Improvements: The proposed Project includes installation of new water, sewer, drainage, gas, and electrical service lines and connection to the existing infrastructure in the adjacent street systems. As proposed, infrastructure improvements would include the following:

- **Water:** The proposed Project would install new onsite water infrastructure that would connect to water pipelines that are adjacent to the site. The onsite improvements include replacement of the existing 12-inch water line in Callen’s Common with a new 12-inch main and construction of a 12-inch water main in Bristol Paseo and connection of the new onsite infrastructure to the replacement line. The proposed Project also includes offsite infrastructure improvements that would replace a portion of the existing 12-inch water main in South Plaza Drive from MacArthur Boulevard to Sunflower Avenue with a 12-inch water main. The 12-inch water mains in Sunflower Avenue from South Plaza Drive to Bristol Street and Bristol Street from MacArthur Boulevard to Sunflower Avenue would be replaced “in-kind” with new 12-inch water mains.
- **Sewer:** The proposed Project would install a new onsite sewer system that would connect to the existing 78-inch Orange County Sanitation District (OCSD) sewer main in Sunflower Avenue.
- **Stormwater Drainage:** A storm drain system would be installed within the onsite roadways to convey the stormwater to proposed vegetated biotreatment systems on the site and then to the existing City storm drain systems in MacArthur Boulevard, South Plaza Drive, Sunflower Avenue, and Bristol Street. The vegetated biotreatment systems proposed for the Project involve a multi-stage treatment process of screening media filtration, settling, and biofiltration and have been sized to meet the required design storm flow rate and volume. In addition, the proposed Project would provide offsite improvements to upgrade the existing 54-inch reinforced concrete pipe (RCP) in Sunflower Avenue to a 72-inch RCP for 2,230 linear feet and the existing 42-inch RCP in South Plaza Drive to a 60-inch RCP for 320 linear feet.
- **Natural Gas and Electric:** The proposed Project would install new gas and electric infrastructure that would connect to the existing gas and electric facilities that are in the adjacent roadway easements surrounding the site and are provided by Southern California Gas and Southern California Electric, respectively.

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Conceptual Plan



Illustrative Ground Floor Plan



Illustrative Upper Floor Plan

KEY	
■	RESIDENTIAL
■	SENIOR CONTINUUM CARE
■	HOTEL
■	RETAIL



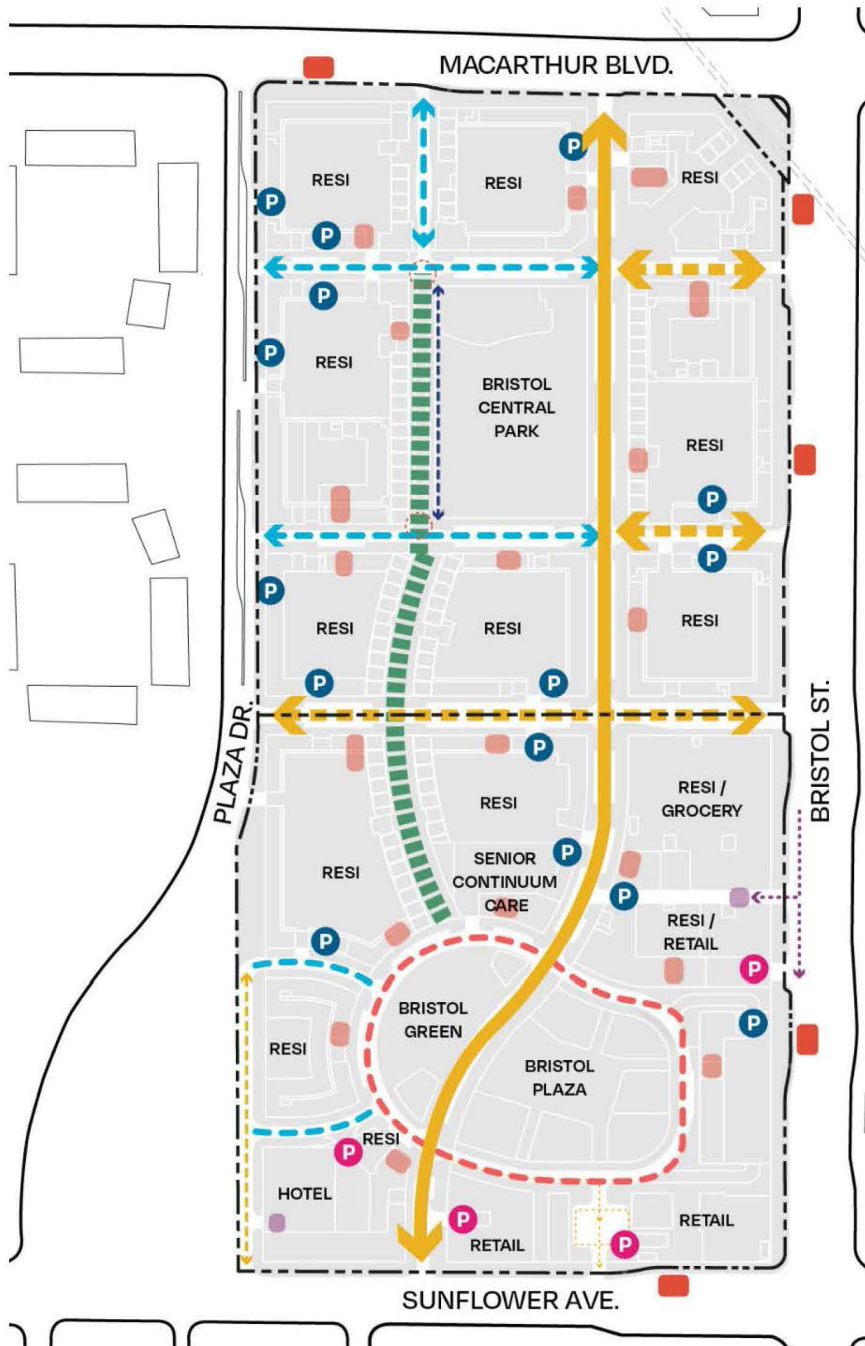
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Proposed Open Space Plan



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Proposed Circulation Plan



- | | | | |
|--|---------------------------------|--|------------------------------|
| | Neighborhood Street (Primary) | | Residential Parking Entrance |
| | Neighborhood Street (Secondary) | | Commercial Parking Entrance |
| | Neighborhood Street (Tertiary) | | Commercial Service Entrance |
| | Valet Parking Access | | Lobby Entrance |
| | Residential Shared Street | | Block |
| | Commercial Shared Street | | Curb Cut |
| | Greenlink | | Bus Stop |
| | Delivery / Service Access | | |
| | Emergency Access | | |
- Note: Terminology consistent with Urban Street Design Guide, by NACTO (National Association of City Transportation Officials)



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Construction Activities

The proposed Project would generally be constructed in three phases, corresponding to the phasing of new development, listed previously. Each construction phase would include: (1) demolition of existing buildings, pavement, removal of infrastructure and landscaping; (2) grading and excavation; (3) construction of drainage, utilities, and subgrade infrastructure; (4) building construction; and (5) paving and application of architectural coatings. With the exception of limited concrete pour activities, construction activities would be limited to the hours between 7:00 am to 8:00 pm, Monday through Saturday, excluding federal holidays, which would be subject to the City's Noise Ordinance (Municipal Code Section 18-314; Special Provisions).

Each construction phase includes excavation for development of building structures and subterranean parking structures, and most of the excavated material would be exported from the site. Grading and excavation would reach depths of 30 feet below ground surface (bgs) for construction of up to two levels of subterranean parking and installation of infrastructure. Phase 1 export would be approximately 640,550 cubic yards (cy) and import would be approximately 5,000 cy. Phase 2 export would be approximately 214,906 cy and import would be approximately 2,000 cy. Phase 3 export would be approximately 484,869 cy and import would be approximately 3,000 cy. The total export would be approximately 1,340,325 cy with an import of approximately 10,000 cy. Excavation activities include dewatering that would be required due to high groundwater levels in Santa Ana.

The proposed Project is planned to be implemented over a period of approximately ten years from the first quarter of 2026 through the third quarter of 2036. Construction of Phase 1 is planned to commence in the first quarter of 2026 with completion in the first quarter of 2030 (approximately 42 months). Land uses in Phase 2 and Phase 3 would be operational while Phase 1 is under construction. Phase 2 is expected to commence in the second quarter of 2030 with completion in the fourth quarter of 2032 (approximately 44 months). Phase 3 is planned to commence in the first quarter of 2033 with completion in the second quarter of 2036 (approximately 40 months).

3.5 DISCRETIONARY APPROVALS AND PERMITS

In accordance with Sections 15050 and 15367 of the State CEQA Guidelines, the City is the designated Lead Agency for the proposed Project and has principal authority and jurisdiction for CEQA actions and Project approval. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed Project and/or mitigation. Trustee Agencies are state agencies that have jurisdiction by law over natural resources affected by a proposed Project.

The discretionary actions to be considered by the City as part of the proposed Project include:

- **Related Bristol Specific Plan Project Final Supplemental EIR:** Certification of the Final Supplemental EIR, as adopted by City Council Resolution, that tiers off the GPU FEIR (SCH# 2020029087) that was certified by the City on April 19, 2022.
- **Related Bristol Specific Plan:** Adoption of the Related Bristol Specific Plan to regulate future development in the site.
- **Zoning Map Amendment:** A zoning map amendment to change the zoning of the site from Regional Commercial (CR) and General Commercial (C-2) to Related Bristol Specific Plan District.
- **Subdivision Map:** A Vesting Tentative Tract Map (TTM) to create legal conveyable lots for airspace subdivision and condominium purposes, formalize the parcel boundaries, and provide for public rights-of-way for Project access.
- **Development Agreement:** A development agreement between the Applicant and the City

describing development rights, inclusionary housing plan, and public benefits for the development pursuant Government Code Section 65864 *et seq.*

The responsible agencies, trustee agencies, and other public agencies which may be required to grant approvals and permits or coordinate as part of implementation of the proposed Project include, but are not limited to:

- **Federal Aviation Administration (FAA):** Based on the location of the Project site and the proposed height of the buildings, the Applicant will file Form 7460-1, Notice of Actual Construction or Alteration, with the FAA. The FAA will use information provided in Form 7460-1 and other data to conduct an aeronautical review for the proposed Project.
- **Orange County Airport Land Use Commission (ALUC):** The Project site is within the Airport Environs Land Use Plan (AELUP) Notification Area for John Wayne Airport.
- **South Coast Air Quality Management District (SCAQMD):** Issuance of any permits to construct or permits to operate.
- **Santa Ana Regional Water Quality Control Board (RWQCB):** Issuance of a National Pollution Discharge Elimination System (NPDES) Permit and Construction General Permit. The Santa Ana RWQCB would also issue a Dewatering Permit consistent with the General Permit.
- **City of Costa Mesa Right-of-Way Construction/Encroachment Permit.** Issuance of a permit to allow for infrastructure construction activities in rights-of-way of the City of Costa Mesa.
- **Orange County Transportation Authority.** Issuance of permits associated with bus stop improvements.