

APPENDICES



APPENDIX A LEGAL DESCRIPTION



APPENDIX A
LEGAL DESCRIPTION

LEGAL DESCRIPTION:

PARCEL 1:

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

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

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

PARCEL 2:

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

APPENDIX B GENERAL PLAN CONSISTENCY



APPENDIX B
GENERAL PLAN CONSISTENCY

General Plan Consistency for the Related Bristol Specific Plan

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

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

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

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

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

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

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

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

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

Relevant Policies	Consistency
Open Space Element	
Goal OS-1: Parks, Open Space, and Recreation - Provide an integrated system of accessible parks, recreation facilities, trails, and open space to serve the City of Santa Ana.	
<p>Policy OS-1.4 Park Distribution: Ensure the City residents have access to public or private parks, recreation facilities, or trails in the City of Santa Ana, within 10-minute walking and biking distance of home. Prioritize provision, programs, and partnerships in park deficient and environmental justice areas.</p>	<p>Consistent with Goal OS-1 and Policy OS-1.4, the Related Bristol Specific Plan, although not within an environmental justice area, is shaped around dynamic open spaces that unite the residents, neighborhood, and greater community. The Specific Plan and development program provides approximately 13 acres of publicly accessible open spaces, including, but not limited to, a central park, two plaza spaces, and a greenlink/paseo as shown in Figure 3-4, Conceptual Open Space. Therefore, the Related Bristol Specific Plan contributes to the success of Policy OS-1.4 to ensure that City residents have access to parks and recreation facilities within 10-minute walking and biking distance of home.</p>
<p>Policy OS-1.9 New Development: Ensure all new development effectively integrates parks, open space, and pedestrian and multi-modal travel ways to promote a quality living environment. For new development within park deficient and environmental justice areas, prioritize the creation and dedication of new public parkland over the collection of impact fees.</p>	<p>Consistent with Goal OS-1 and Policy OS-1.9, the Related Bristol Specific Plan, although not within a park deficient or environmental justice area, allows up to 3,750 residential units, 350,000 square feet of mixed commercial uses, 250 hotel keys, a Senior Living/Continuum of Care of 200 units, and approximately 13 acres of publicly accessible open space. Further, the Specific Plan envisions a neighborhood layout that connects the community (internally and externally) to walkable, pedestrian, and bike-friendly streets through a variety of sidewalks, greenways, walkable roadways, and squares/plazas. The roadway network emulates the best practices of a vibrant pedestrian village core while providing the density and overlapping programming that is commonly found in successful town center projects. Therefore, the new development facilitated by the Related Bristol Specific Plan is effectively integrated with parks, open space, and pedestrian and multi-modal travel ways that promote a quality living environment and is consistent with Goal OS-1 and Policy OS-1.9.</p>
Goal OS-2: Healthy, Safe and Inclusive Opportunities – Provide welcoming, inclusive, safe, and healthy parks, recreation facilities and activities to serve Santa Ana residents regardless of age, ability, or income.	
<p>Policy OS-2.1 Recreation Variety: Provide a variety of recreation facilities and activities to meet the diverse needs of the community. Consider needs for indoor and outdoor</p>	<p>Consistent with Goal OS-2 and Policy OS-2.1, the Related Bristol Specific Plan facilitates a diverse mix of development along with a variety of recreation opportunities. Currently, there are no natural open space or resources existing within the Specific Plan area. The primary backbone open space consists of approximately 13 acres, comprised of Bristol Central Park, Greenlink, Bristol Green, Bristol Plaza/Retail Village Open Space, and the Bristol Street</p>

Relevant Policies	Consistency
<p>recreation opportunities, as well as traditional and trending activities.</p>	<p>Expanded Parkway. The Bristol Central Park is an approximately 2.5 acre publicly accessible open space that includes open play areas, walkways, seating, and a private recreation facility for surrounding residential uses. A private recreation center for project residents would be developed as well, within Bristol Central Park. The approximately 0.6-acre accessible Greenlink is a landscaped pedestrian paseo that links the north and south areas of the Specific Plan. The Greenlink has a dedicated pedestrian path and shade with flowering trees, planning areas, places for sitting and socializing, and path connections of residences with adjoining front terraces and garden areas. The Bristol Green is an approximately 0.66-acre open space area located in the central portion of the Mixed-Use/Village Core District that is envisioned to include landscaping, seating areas, walkways, and minor retail or kiosk uses. The Bristol Plaza is an urban plaza with seating and retail, outdoor dining, and landscaping. Finally, several of the roadways within the Specific Plan area, Bristol Paseo (the primary north/south roadway), the looped road ringing Bristol Green or Bristol Plaza areas, and the Shared Roadways will be “programmable” roadways that can be closed off for special pedestrian events such as farmers’ markets, seasonal festivals, music events, and other trending activities. Therefore, the Related Bristol Specific Plan is consistent with Goal OS-2 and Policy OS-2.1.</p>
<p>Goal OS-3: Park Maintenance, Stewardship, and Sustainability – Maintain and manage parks, recreation facilities, trails and open space to sustain City assets and support safe use.</p>	
<p>Policy OS-3.5 Landscaping: Encourage the planting of native and diverse tree species in public and private spaces to reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation.</p>	<p>Consistent with Goal OS-3 and Policy OS-3.5, the Related Bristol Specific Plan encourages native and diverse tree planting. Specifically, the Bristol Green and Bristol Plaza Town Center, which is the focal outdoor and gathering space within the commercial development areas, is envisioned to include farm-to-table garden areas, outdoor dining opportunities, an interactive water feature, native plant material, and a grand lawn space. Additionally, the Greenlink, which is intended as a linear vegetated link between the Bristol Green and Bristol Central Park, is envisioned to be primarily composed of wide walkways, a garden area, and outdoor seating. Therefore, the Related Bristol Specific Plan promotes and encourages the planting of native and diverse landscaping, which would reduce heat island effect, reduce energy consumption, and contribute to carbon mitigation and would be consistent with Goal OS-3 and Policy OS-3.5.</p>

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

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

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

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

Relevant Policies	Consistency
	community benefit and contributes to neighborhood character and identity and is consistent with Goal LU-3 and Policy LU-3.
<p>Policy LU-3.5 Compatible Development: Ensure that the new scale and massing of new development is compatible and harmonious with the surrounding built environment.</p>	<p>Consistent with Goal LU-3 and LU-3.5, the Related Specific Plan contains design guidelines that ensure that throughout the Specific Plan area, a variety of massing strategies are utilized to reduce the visual impact of larger buildings and to bring light and air to pedestrian areas at ground level. Recognition of a street wall datum at 7 stories is encouraged through the use of step-backs, cornice lines, or changes in material. Additionally, where medium- or high-rise buildings are located adjacent to low-rise structures (e.g., 3-story town houses, single-story retail) the massing strategy should consider the contrast in scale and create a cohesive experience for the public realm. Therefore, the design guidelines in the Specific Plan ensure that the new scale and massing of any new development facilitated by the Specific Plan would be compatible and harmonious with the surrounding built environment and is consistent with Goal LU-3 and Policy LU-3.5. In addition, the Development Regulations in Section 4 of this Specific Plan set forth a reduced height limit for Blocks adjacent to the existing multifamily housing to the west of the project.</p>
<p>Goal LU-4: Complete Communities – Support a sustainable Santa Ana through improvements to the built environment and a culture of collaboration.</p>	
<p>Policy LU-4.1 Complementary Uses: Promote complete neighborhoods by encouraging a mix of complementary uses, community services, and people places within a walkable area.</p>	<p>Consistent with Goal LU-4 and Policy LU-4.1, the Related Bristol Specific Plan introduces mixed-use villages and encourages experiential commercial uses that are more walkable, bike-friendly, and transit oriented. Part of the Specific Plan's vision is to create an innovative, active, and connected gathering place that integrates and encourages walking and that is compatible with, and complementary to, nearby shopping and cultural activities. Therefore, the Related Bristol Specific Plan would promote complete neighborhoods by encouraging a mix of complementary uses and people places within a walkable area and is consistent with Goal LU-4 and Policy LU-4.1.</p>
<p>Urban Design Element</p>	
<p>Goal UD-1: Physical Character – Improve the physical character and livability of the City to promote a sense of place, positive community image, and quality environment.</p>	
<p>Policy UD-1.1 Design Quality: Ensure all developments feature high quality</p>	<p>Consistent with Goal UD-1 and Policy UD-1.1, the Related Bristol Specific Plan has design guidelines that will ensure all future development facilitated by the Specific Plan features</p>

Relevant Policies	Consistency
design, materials, finishes, and construction.	high-quality design, materials, finishes, and construction. Therefore the Related Bristol Specific Plan is consistent with Goal UD-1 and Policy UD-1.1.
Policy UD-1.2 Public Art: Require public art as part of major developments and the public realm improvements.	Consistent with Goal UD-1 and Policy UD-1.2, the Related Bristol Specific Plan envisions the ample public spaces provided in the Open Space Plan to be utilized to support collaboration with the community of Santa Ana in the installation of public art throughout the planning area. As the City has no specific code requirements for Public Art, this topic will be addressed in the project's statutory Development Agreement. Therefore, the Related Bristol Specific Plan is consistent with Goal UD-1 and Policy UD-1.2.
Policy UD-1.3 Delineation of Public Spaces: Encourage site design that clearly defines public spaces through building placement and orientation.	Consistent with Goal UD-1 and Policy UD-1.3, the Related Bristol Specific Plan Design Guidelines include site planning guidelines that state that buildings should be located to define, connect, and activate public and private open spaces as usable plazas, parks, and gathering spaces. Spaces at the corners of major intersections (Sunflower and Bristol and MacArthur and Bristol) should incorporate design features to signify a sense of arrival to the Specific Plan area and serve as landmark elements for the project area. This may include the architectural design of buildings, inviting open space areas, or freestanding features such as an obelisk or other similar monumentation or public art. Buildings should be located directly adjacent to the pedestrian walkway to promote ease of access and an urban environment. Therefore the Related Bristol Specific Plan encourages site design that clearly defines public spaces through building placement and orientation and is consistent with Goal UD-1 and Policy UD-1.3.
Policy UD-1.4 Safety through Design: Incorporate public safety design features into private and public developments to prevent loitering, vandalism, and other undesirable activities.	Consistent with Goal UD-3 and Policy UD-1.4, the Related Bristol Specific Plan Design Guidelines contain public safety by design guidelines, including promoting features that maximize the visibility of people, parking, and building entrances. Other public safety by design guidelines include visually delineating the separation between public and private spaces with paving, building materials, grade separations, or with physical barriers such as landscaping. Development facilitated by the Specific Plan would use the concept of territorial reinforcement by promoting landscape planting, paving designs, and gateway treatments that define property lines and distinguish private space from public space. Finally, development facilitated by the Specific Plan would use the concept of natural access control by designing roadways, walkways, building entrances, and development entries to clearly indicate public routes and to identify private areas. Therefore, the Related

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

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

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

APPENDIX C PARKING STUDY



**PARKING DEMAND ANALYSIS
& PARKING MANAGEMENT PLAN (PMP)
RELATED BRISTOL PROJECT**
Santa Ana, California
June 26, 2023

June 26, 2023

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

LLG Reference No. 2.21.4410.1

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

Dear Mr. Pezeshkpour:

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

PROJECT BACKGROUND

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

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

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

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

PARKING STUDY SCOPE

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

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

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

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

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

- A. The parking ratios recommended for the Specific Plan are as follows:
 - Residential (inclusive of guest) = 1.3 spaces per DU
 - Commercial (inclusive of food uses) = 4.0 spaces per 1,000 SF
 - Hotel = 0.6 spaces per room
 - Senior Continuum Care = 0.6 spaces per DU
- B. Preliminary recommendations for PMP measures are provided in this study to ensure competing parking needs for all Project tenants, employees and guests are adequately managed and controlled to facilitate parking efficiency. As demonstrated in parking supply plans included in *Appendix A* of this report, the Project's garage can accommodate parking demands of 2.0 spaces per unit with the implementation of valet services on an as-needed basis. This finding is consistent with industry-based "rules-of-thumb" that suggest valet programs can typically increase a garage's parking capacity by 30-50% through the more efficient use of the parking footprint by stacking vehicles and increasing parking turnover. PMP measures, including the option to implement valet on

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

PROJECT DESCRIPTION

Project Location

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

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

Project Development Program and Land Use Breakdown

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

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

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

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

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

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

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

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

- Retail: 85,000 SF
 - Grocery: 50,000 SF
 - Fine & Casual Dining: 45,000 SF
 - Family Restaurant: 25,000 SF
 - Health Club: 45,000 SF
- 250,000 SF of commercial**
- Apartments: **1,375 units**
 - Senior Continuum Care: **200 units**
 - Hotel: **250 rooms**

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

PARKING SUPPLY

Parking Supply Configuration

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

Proposed Valet Service as a Key PMP Measure

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

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

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

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

PROJECT’S MIXED-USE/URBAN VILLAGE/TOD SETTING

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

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

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

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

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

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

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

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

Local Policies that Allow Reduction to City Code Parking Requirements

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

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

- **City of Irvine Municipal Code** – Allows parking reductions for shared parking and TDM program.
- **City of Laguna Hills Municipal Code** – Allows parking reductions for shared parking and TDM program.
- **City of Laguna Niguel Municipal Code** – Allows up to a 25% reduction for shared parking in shopping centers with 400 spaces or more and a mix of 3 or more commercial uses.
- **City of Brea Municipal Code** – Allows parking reductions based on the preparation of a parking demand study, shared parking analysis, TDM program, and PMP.
- **City of Placentia (Old Town Placentia Revitalization Plan)** – Allows up to a 25% reduction through a parking demand study or shared parking analysis, and TDM and PMP measures.
- **City of Glendale Municipal Code** - Allows parking reductions based on the preparation of a parking demand study, shared parking analysis, TDM program, and PMP.
- **City of Pasadena Municipal Code** - Allows parking reductions based on the preparation of a parking demand study, shared parking analysis, TDM program, and PMP.

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

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

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

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

Project's Proximity to Public Transit

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

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

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

- **OCTA Route 55:** The major routes of travel include Macarthur Boulevard and Bristol Street. Route 55 connects the Project site to the Newport Transportation Center (providing regional access via additional OCTA Routes 1, 57, and 79), Newport Beach, and Costa Mesa. Nearest to the project site are bus stops on Bristol Street – northbound and southbound south of the intersection with Macarthur Boulevard. Route 55 operates on approximate 30-minute headways during weekdays and weekends.
- **OCTA Route 57:** The major route of travel includes Bristol Street. Route 57 connects the Project site to the Newport Transportation Center (providing regional access via additional OCTA Routes 1, 55, and 79), Newport Beach, Costa Mesa, Orange, Anaheim, Fullerton, and Brea. Nearest to the project site are bus stops on Bristol Street – northbound and southbound south of the intersection with Macarthur Boulevard. Route 57 operates on approximate 15-minute headways on the weekdays and weekends.

- OCTA Route 76: The major route of travel includes Macarthur Boulevard. Route 76 connects the Project site to the John Wayne Airport (providing regional access via additional OCTA Routes 76 and iShuttle 400A), Costa Mesa, Fountain Valley, and Huntington Beach. Nearest to the project site are bus stops on Macarthur Boulevard– eastbound and westbound west of the intersection with Bristol Street. Route 76 operates on approximate 60-minute headways on the weekdays and does not operate on weekends.
- OCTA Route 86: The major routes of travel include Bristol Street and Sunflower Avenue. Route 86 connects the Project site to Mission Viejo, Lake Forest, Irvine, and Costa Mesa. Nearest to the project site is a bus stop on Bristol Street – northbound and southbound north of the intersection with Sunflower Avenue. Route 86 operates on approximate 60-minute headways on the weekdays and does not operate on weekends.
- OCTA Route 150: The major route of travel is Sunflower Avenue. Route 150 connects the Project site to Costa Mesa. Nearest to the project site are bus stops on Sunflower Ave– eastbound and westbound east and west of the intersection with South Plaza Drive. Route 150 operates on approximate 40-minute headways on the weekdays and does not operate on weekends.

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

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

Project's Proximity to Bicycle Facilities

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

Project's Pedestrian Connections

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

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

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

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

LOS CONDITIONS FOR WALKING DISTANCES FROM PARKING

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

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

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

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

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

MULTI-FAMILY RESIDENTIAL PARKING DEMAND RATIOS

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

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

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

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

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

Comparative Method #1 (using empirical ratios)

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

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

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

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

Comparative Method #2 (using industry and jurisdictional standards)

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

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

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

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

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

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

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

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

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

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

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

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

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

Recommended Multi-Family Residential Parking Ratio

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

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

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

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

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

HOTEL PARKING DEMAND RATIOS

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

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

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

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

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

SENIOR CONTINUUM CARE PARKING DEMAND RATIOS

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

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

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

As previously indicated on *Table 2*, the proposed retail/commercial components of the Project would total 350,000 SF, and the restaurant and health club's combined floor area of 115,000 SF would comprise 33% of the total retail center square footage, which is above the 20% threshold for the application of the 4.0 spaces per 1,000 SF consolidated parking ratio. This would then require that ULI's Shared Parking methodology be applied in estimating the parking needs of the Project.

Shared Parking Methodology

Parking experience indicates that combining different land uses, whose parking demands peak at different times (of the day, week, and year), generally result in a parking demand that is significantly lower than "stand-alone" or "free-standing" facilities. In other words, a mixed-use development results in an overall parking need that is less than the sum of the individual peak parking requirements for each land use (parking ratios/factors specific to each land use, or city parking code rates are typically applied to these "stand-alone" developments).

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Due to the proposed mixed-use characteristics of Related Bristol Project, opportunities to share parking can be expected with completion of the proposed Project. The objective of this shared parking analysis is to forecast the peak parking requirements for the Project based on the combined demand patterns of different tenancy types at the site.

Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week. When uses share common parking footprints, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day for weekdays versus weekend days), rather than individual peak ratios as represented in the City of Santa Ana Municipal Code. In that way, the shared parking approach starts from the City's own code ratios and results in the design-level parking supply needs of a site.

There is an important common element between the traditional "code" and the shared parking calculation methodologies; the peak parking ratios or "highpoint" for each land use's parking profile typically equals the "code" parking ratio for that use. The analytical procedures for shared parking analyses are well documented in the *Shared Parking, 3rd Edition* publication by the Urban Land Institute (ULI).

Consistent with ULI's shared parking methodology and best practices in the urban planning field, parking reductions were applied in the shared parking calculations for

the Project to account for the use of alternative modes of travel (i.e. transit, bicycle, pedestrian) and the effects of synergy/internal capture/captive market by having multiple destinations on site and local interactions with nearby uses. It was appropriate and reasonable to apply these adjustments given the Project site's central location, setting/context, and potential tripmaking characteristics. The parking reductions presumed in the shared parking calculations are considered modest when compared against the data contained in ULI's current publication that suggests reduction factors for similar mixed-use developments could be greater, and the fact that some jurisdictions allow a parking reduction of up to 50% of the required parking minimums if a mixed-use project could facilitate shared parking for joint uses which have no substantial conflict in principal operating hours.

Table 9 presents the parking reduction factors that were applied in the shared parking evaluation for the Project's non-residential components that are consistent with industry best practices and ITE's internal capture estimation method applied in the traffic impact study for the Project.

It should also be emphasized that, as additional conservative steps in estimating the Project's parking needs, thus creating potential parking contingencies to be integrated into parking supply provisions, the following were presumed in this parking study:

- No parking reductions reflecting travel mode and synergy/internal capture/captive market adjustments were applied to residents and residential guests. This is a very conservative assumption because residents and residential guests would realistically not all own a vehicle/drive/need to park a vehicle (by using rideshare, public transit, bike, or walk), and would be expected to walk or bike to other destinations on site and nearby retail establishments and places of employment.
- No other parking reductions attributable to unbundling, car-sharing/ridesharing, and provision of bicycle parking spaces have been presumed and applied in the shared parking calculations for the Project. This is a conservative assumption because current urban planning studies do support the reduction of minimum parking requirements as follows:
 - 20% reduction for unbundling/separating the cost of parking from the cost of leasing or purchasing a unit
 - 20% reduction for car-sharing/ridesharing
 - 10% reduction for the provision of bicycle parking

Shared Parking Ratios and Profiles

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to the Center are based on profiles developed by the Urban Land Institute (ULI) and published in *Shared Parking, 3rd Edition*. The ULI publication presents hourly parking demand profiles for several general land uses: office, retail, restaurant, health club, cinema, residential (Central Business District: CBD and non-CBD), hotel (consisting of separate factors for guest rooms, restaurant/lounge, conference room, and convention area), etc. These factors present a profile of parking demand over time and have been used directly, by land use type, in the analysis of this project. The ULI profiles of parking demand have been used directly, by land use type, in the analysis of this site and are applied to the City's applicable parking ratio and/or empirically derived parking ratio noted herein.

The ULI retail use profiles are applied directly. In doing so, there is an intermediate step in expressing ULI profiles as a percentage of the week-long peak, thus arriving at a weekday profile and weekend profile each expressed as a percentage of the baseline parking ratio (ULI actually starts with separate ratios for weekday and weekend day, and develops profiles for each; accordingly, we have found it more convenient to translate both profiles to a percent of expected maximum demand, which, for retail, turns out to be on a Saturday). The resulting profiles represent the most likely hourly parking demand profile and are applied to the City's retail parking ratio of 5 space per 1,000 SF. Peak demand for retail uses occurs between 12:00 PM – 2:00 PM on weekdays, and 1:00 PM – 3:00 PM on weekends.

For supermarket/grocery store uses, the parking profile in the ULI publication was used and applied to the City's Parking Code ratio of 5 space per 1,000 SF for retail to forecast its weekday and weekend hourly demand. Peak demand for a supermarket/grocery store occurs between 4:00 PM – 6:00 PM on weekdays, and 11:00 AM – 2:00 PM on weekends.

The ULI *Shared Parking* publication includes several categories for restaurants. For this analysis, the parking profile for fine/casual dining restaurant and family restaurant uses were all utilized as each of the categories match the current restaurant tenant mix at the Project site. Like the retail profiles, the restaurant profiles are derived exactly from the ULI baseline. The restaurant parking ratio of 8 spaces per 1,000 SF utilized in this analysis exactly matches the City code rate for those tenants where food consumption is primarily on-site.

For fine/casual dining restaurants, the parking profile in the ULI publication was used and applied to forecast its weekday and weekend hourly demand. Peak demand for a

fine/casual dining restaurant occurs between 7:00 PM – 10:00 PM on weekdays, and 8:00 PM – 9:00 PM on weekends.

According to the *Shared Parking* publication, family restaurant uses peak demand occurs between 12:00 PM – 1:00 PM on weekdays and weekends.

The health club profiles were also directly derived from ULI. The peak parking ratio for health club uses is based on the City Code parking requirement of 1 space per 180 SF of floor area devoted to physical activity. Of the 45,000 SF proposed for the health club component of the Project, 75% was presumed to be fitness area (33,750 SF). Based on this 33,750 SF of fitness area, the net effective ratio is 5.56 space per 1,000 SF of floor area dedicated to physical activity. Peak demand for health club occurs between 6:00 PM – 7:00 PM on weekdays and 5:00 PM – 6:00 PM on weekends.

The business hotel profiles were also directly derived from ULI. The peak-parking ratio for business hotel uses is based on the parking requirement of 0.79 spaces per room (as discussed in the previous sections of this study, and presented on *Table 7*). Peak demand for business hotel occurs between 11:00 PM – 12:00 AM on weekdays and weekends.

The senior housing profiles were also directly derived from ULI. The peak-parking ratio for senior housing uses is based on the parking requirement of 0.63 space per room (as previously discussed in this study, and presented on *Table 8*). Peak demand for senior housing office occurs between 9:00 AM – 10:00 AM and 3:00 PM – 4:00 PM on weekdays and 2:00 PM – 4:00 PM on weekends.

The residential parking ratios by the number of bedrooms and hourly parking profile were directly applied from ULI. As previously described, based on the bedroom mix for the Project, the ULI-based composite peak-parking ratio is 1.3 spaces per unit, which matches the 85th percentile ratio derived in *Table 5*. Peak demand for residential occurs between 7:00 PM – 11:00 PM on weekdays and weekends.

Application of Shared Parking Methodology

Tables 10 and *11* present the weekday and weekend parking demand profiles for the Related Bristol Project based on the shared parking methodology, assuming full occupancy of the site inclusive of the tenant mix identified in *Table 2*.

Table 10 indicates that, under weekday conditions, the peak demand for commercial components is 1,388 spaces. Presuming that the hotel would be able to share parking spaces with the commercial uses, the shared demand increases to **1,501 spaces**.

Adding the senior continuum care demand to that (because it will generate primarily visitor and employee demand that can be shared with commercial uses) increases the peak shared demand to 1,611 spaces. Accounting for residential guest demand, the resulting peak shared demand is 2,043 spaces.

Table 11 indicates that, under weekend conditions, the peak demand for commercial components is 1,337 spaces. Presuming that the hotel would be able to share parking spaces with the commercial uses, the shared demand increases to 1,439 spaces. Adding the senior continuum care demand to that (because it will generate primarily visitor and employee demand that can be shared with commercial uses) increases the peak shared demand to 1,534 spaces. Accounting for residential guest demand, the resulting peak shared demand is 1,871 spaces.

The left-hand columns of *Tables 10* and *11* present two scenarios for evaluating the resident parking needs. Scenario 1 presumes that no parking space reservations will be made for residents, and that they will fully share parking spaces with the non-residential uses (translates to the minimum demand scenario for the entire Project). Scenario 2 assumes that all residents will have reserved parking throughout a given day (resulting in the maximum or worst-case demand scenario for the entire Project). The following presents a brief summary:

- **Weekday:** Scenario 1 Minimum Demand = 5,307 sp
Scenario 2 Maximum Demand = 6,385 sp
- **Weekend:** Scenario 1 Minimum Demand = 5,390 sp
Scenario 2 Maximum Demand = 6,213 sp

Based on the above, total demand for the total Project could range between 5,307 spaces at the minimum and 6,385 spaces at the maximum depending on how residential parking supply is managed.

As described previously, the total parking supply for the entire Project site is 6,520 spaces without valet service, and 8,940 spaces with the implementation of a valet program. Comparing the demand values reported above against these supply provisions brackets the following parking surpluses during the peak demand hours (parking surpluses would be greater during all other hours of the day):

Without Valet (presuming standard parking configuration)

- **Weekday:** Scenario 1 Maximum Surplus = $6,520 \text{ sp} - 5,307 \text{ sp} = 1,213 \text{ sp}$
Scenario 2 Minimum Surplus = $6,520 \text{ sp} - 6,385 \text{ sp} = 135 \text{ sp}$

- **Weekend:** Scenario 1 Maximum Surplus = 6,520 sp - 5,390 sp = 1,130 sp
 Scenario 2 Minimum Surplus = 6,520 sp - 6,213 sp = 307 sp

With Valet (presuming valet parking configuration)

- **Weekday:** Scenario 1 Maximum Surplus = 8,940 sp - 5,307 sp = 3,633 sp
 Scenario 2 Minimum Surplus = 8,940 sp - 6,385 sp = 2,555 sp
- **Weekend:** Scenario 1 Maximum Surplus = 8,940 sp - 5,390 sp = 3,550 sp
 Scenario 2 Minimum Surplus = 8,940 sp - 6,213 sp = 2,727 sp

As can be seen above, parking surpluses are expected for the entire site in the future regardless of whether a valet service program is implemented to its full potential or not. As the most conservative assessment, a minimum parking surplus of 135 spaces is estimated based on Scenario 2 under weekday conditions.

Specific Plan Shared Parking Composite Parking Ratios

The bottom portions of *Tables 10* and *11* show the composite parking requirements for the commercial component (3.97 spaces per 1,000 SF rounded to 4.0 spaces per 1,000 SF), residential uses (1.3 spaces per unit), business hotel (0.55 spaces per room rounded to 0.6 spaces per room) and senior continuum care (0.57 spaces per unit rounded to 0.6 spaces per unit). As such, based on the results of this parking analysis, it is recommended that the following parking ratios noted below be adopted into the Specific Plan for the Project’s varying components/land uses:

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

It should be noted again that, as described previously, the provision of valet service would significantly enhance parking efficiency and utilization of the Project’s parking supply, as summarized below:

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

Focusing on the parking supply ratios allocated for apartments shown in bold and highlighted in yellow above under conditions with the provision of valet service, the 2.0 spaces per unit for the entire Project site creates a 54% supply contingency for the Project overall when compared against the 1.3 spaces per unit ratio. This exceeds and/or meets the City-approved parking ratios for mixed-use communities ranging from 1.5 spaces per unit (per the MainPlace Specific Plan) to 2.0 spaces per unit (for the Metro East Mixed-Use Overlay Zone). These findings provide additional validation for the recommended multi-family residential ratio (inclusive of guests) of 1.3 spaces per unit recommended for inclusion in the Specific Plan.

PARKING MANAGEMENT PLAN (PMP)

As discussed previously, more jurisdictions are now eliminating minimum parking standards and requirements to meet sustainability goals and multimodal/Active Transportation/Park Once strategies, and encourage shared parking, transit use, bicycling, and walking. It embraces the notion that the common practice of requiring a large amount of off-street parking spaces (as what may result from the direct application of city code ratios without considering the actual physical setting, mixed-use nature of a downtown core or hub, and proximity to regional transit and shared parking facilities) leads to inefficient land use and underutilized spaces, while placing unnecessary design and financial burden on new development projects. Instead, many jurisdictions in Southern California have adopted requirements for PMPs and TDM programs in their city municipal codes and specific plans.

A PMP defines how parking for a development would be managed and what measures would be implemented to assure that parking needs in the aggregate and in localized sub-areas would be adequately served. A TDM Program identifies measures that could potentially reduce parking needs through the provision of physical and/or operational improvements that promote the use of alternative modes of travel (i.e., public transit, bicycle, walking).

Most parking studies go beyond the application of city code ratios by undertaking Items 1 through 3 below, and when PMP and TDM programs are warranted, incorporate PMP/TDM strategies described in Items 4 and 5 below:

1. Shared Parking, joint use of parking facilities
2. Use of empirical ratios, and more current, accurate and flexible standards
3. Reduced parking standards or parking maximums for compact, mixed-use, transit-oriented, and multimodal developments
4. PMP and TDM strategies that reduce parking demand:

- a. Improve walkability and bikeability by building ped & bike amenities
 - b. Implement mobility management/TDM/car-sharing/trip consolidation
 - c. Unbundled parking
 - d. Transit accessibility
 - e. Financial TDM incentives
 - f. Permit parking programs, pricing strategies
5. PMP and TDM strategies that increase parking efficiency:
- a. Intelligent parking management systems
 - b. Remote parking, park-and-ride shuttle opportunities
 - c. Parking supply optimization, permit parking programs
 - d. Improve user information and marketing
 - e. Improve enforcement

Preliminary recommendations for PMP measures are provided in this study to ensure competing parking needs for all Project tenants, employees and guests are adequately managed and controlled to facilitate parking efficiency. As demonstrated in parking supply plans included in *Appendix A* of this report, the Project's garage can accommodate parking demands of 2.0 spaces per unit with the implementation of valet services on an as-needed basis. This finding is consistent with industry-based "rules-of-thumb" that suggest valet programs can typically increase a garage's parking capacity by 30-50% through the more efficient use of the parking footprint by stacking vehicles and increasing parking turnover. PMP measures, that include the option to implement valet parking on an as-needed basis, will help ensure that the Project's parking supply will be sufficient, effectively shared, convenient/accessible, responsive to varying demand, and provide parking contingencies in meeting the parking needs of all users (i.e., residential, commercial, hotel, senior continuum care). It is anticipated that the PMP recommendations would need to be refined as distinct Project components get developed in the future, and when more specificity on future tenancies and parking supply allocations per phase of the Project becomes available.

To ensure adequate parking is provided for both tenants, employees and guests of the Project, it is recommended that when the Property Owner and/or Property Management Company deems it necessary, the following key Parking Management Strategies be implemented by the Property Owner and/or Property Management Company:

- The PMP should identify where the retail/commercial employees park within the site.
- The PMP should identify where location of short-term parking spaces for service retail uses and/or food uses (take-out/curb side service, etc.).

- The PMP should restrict residents to park in their assigned spaces and provide parking to accommodate resident guest parking needs.
- The PMP should restrict vehicles from exceeding the time restriction on the short-term parking.
- The PMP should provide rules of conduct for tenants and guest to abide by. Strict enforcement shall be adhered to.
- The PMP should adopt the mindset with the following parking goals:
 1. Meet or exceed the minimum requirements for total parking spaces for the Project's retail/commercial component as well as the residential component based on the shared parking approach.
 2. Provide all resident and guest parking spaces onsite.
 3. Provide flexible on-site parking opportunities for commercial and resident parking that respect both commercial tenants and guest parking needs.
 4. Enact policies that promote parking efficiencies and effective communication between Property Management, commercial tenants and project residents.
 5. Enact policies of enforcement by Property Management that are sufficiently flexible to meet current and changing parking demands, while imposing penalties, if necessary.

PMP Measures

The following measures are available to the Project to mitigate any parking impacts or deficiencies in the event the proposed on-site parking supply is determined to be greater than what is provided.

Retail/Commercial Component

1. The Property Owner/Property Management Company will implement a reciprocal parking program to ensure the pool of parking for the retail/commercial component and guest of the residential component is available to be "shared".
2. The Property Owner/Property Management Company will work with tenants of the retail center to implement an employee parking program, with the goal of providing convenient and accessible shopping experience for the customers of the retail center and to leave the most desirable parking spaces within the parking structure for use by customers. The location of designated employee parking spaces will be developed in collaboration between Property Owner/Property Management Company and the tenants. The employee parking spaces will be identified with a white or yellow circle, and/or other signage recommended by the the Property Owner/Property Management Company. It is noted that these spaces will be open for customer use.

3. The Property Owner/Property Management Company will work with tenants of the retail center to identify the need for “short term/time restricted spaces” on an as need basis, dependent on the needs of the proposed retail and/or food use. These short-term spaces will most likely be designated along the internal roadways. The short-term spaces may be used for “curbside/take out” and/or for service retail-type users. The number and location of spaces will be determined by Property Owner/Property Management Company and the potential tenants.
4. If the Property Owner/Property Management Company determines additional parking is needed to meet the parking requirements of the retail/commercial component of the Project and/or desires to provide “enhanced customer service”, the Property Owner/Property Management Company shall implement a valet/valet assist program. The hours of operation of the valet/valet assist program will be determined by the Property Owner/Property Management Company, and subject to actual demand, may include weekdays and weekends, between the period 11:00 AM and 2:00 PM and 5:00 PM to 10:00 PM, to enhance the customer experience accommodate the “lunch time” and “dinner” crowd of the proposed restaurant/food uses.

Residential Component

5. The Property Owner/Property Management Company shall determine the allocation of parking spaces for resident tenants and location of guest parking spaces, and assign residential parking spaces accordingly.
6. The Property Owner/Property Management Company, if deemed necessary, may allow resident guest to utilize the valet program identified in Measure No. 4, as an enhanced service. To implement the valet operation, the Property Owner/Property Management Company would engage the services of a well-established valet operations company similar to PMP measure No. 4.
7. In the event additional parking were needed the Property Owner/Property Management Company has the ability to increase parking by maximizing valet through stacking in the aisles.
8. Every resident will be required to register their vehicle. The registered owner must be a lease holding resident. This registration will be updated annually at the time of recertification. If valid registration is not obtained from the Property Owner/Property Management Company, the vehicle may be towed at the owners’ expense.

9. Vehicles lacking current registration may be towed by the Property Owner/Property Management Company. The storage of inoperable or unregistered vehicles is prohibited.
10. If a resident obtains a new vehicle, the resident must provide new registration (transferring registration is not permissible).
11. Vehicles may not occupy unassigned spaces for more than twenty-four (24) hours, without contacting the leasing office in advance. Violators are subject to towing at the vehicle owner's expense.
12. Resident guests will be able to park, on a first-come-first-served basis, within the spaces designated for guest parking.
13. Violation of the PMP strategies contained herein may result in the towing of the vehicle at the vehicle owner's expense.
14. The enforcement of resident and resident guest parking on-site parking requirements summarized herein will be handled by the Property Owner/Property Management Company to ensure compliance.

Retail/Commercial & Residential Component

15. Option to provide valet service as a project-feature or amenity, on an as-needed basis, to enhance parking efficiency and supply utilization by facilitating "valet/valet assist" tandem parking and parking along drive aisles.
16. To enhance efficient and comfortable movement of all users throughout the site, and access to parking spaces and valet pick-up/drop-off staging areas, and support "Park Once" strategies, provide a detailed wayfinding/signage program that meets City standards and requirements.
17. The parking conditions for the Project will be reviewed/monitored on a quarterly basis by the Property Owner/Property Management Company and appropriate actions detailed above will be taken to ensure that the necessary PMP measures are being implemented.
18. Designate areas on site for quick and efficient pick-up and drop-off of passengers to facilitate ridesharing and use of rideshare services such as Uber and Lyft.

SUMMARY OF FINDINGS AND CONCLUSIONS

1. The site is currently developed with 465,063 square-feet (SF) of retail/commercial uses. The northern half of the property is developed with approximately 45% of floor area whose tenants include Vons, LA Fitness, Bank of America, and a variety of retail, service retail/commercial, medical, restaurant, and fast-food uses. The southern half of the property contains approximately 55% of floor area with a tenant mix of retail, service retail/commercial, restaurant, and fast-food uses. Existing major tenants on the southern half of the center include TJ Maxx, Ross Dress for Less, Cost Plus World Market, and Red Robin. The Related Bristol Project is proposing to replace the existing development with up to 3,750 apartment units, 200-unit senior continuum care, 250 hotel rooms, and 350,000 SF retail/commercial.
2. The shared parking analysis identifies composite parking requirements for the commercial component, residential uses, business hotel and senior continuum care. As such, it is recommended that the parking ratio that should be adopted into the Specific Plan should consist of the following.
 - Commercial Ratio (inclusive of food uses) = 4.0 spaces per 1,000 SF
 - Residential Ratio (inclusive of guest) = 1.3 spaces per DU
 - Hotel Ratio = 0.6 spaces per room
 - Senior Continuum Care Ratio = 0.6 spaces per DU
3. To maintain the onsite parking supply at all times, it is recommended that the Project's Parking Management Plan (PMP) as required by City of Santa Ana, be implemented and enforced, to ensure that accessible and convenient parking is available for all users at all times.

We appreciate the opportunity to prepare this analysis. Should you have any questions or need additional assistance, please do not hesitate to call us at (949) 825-6175.

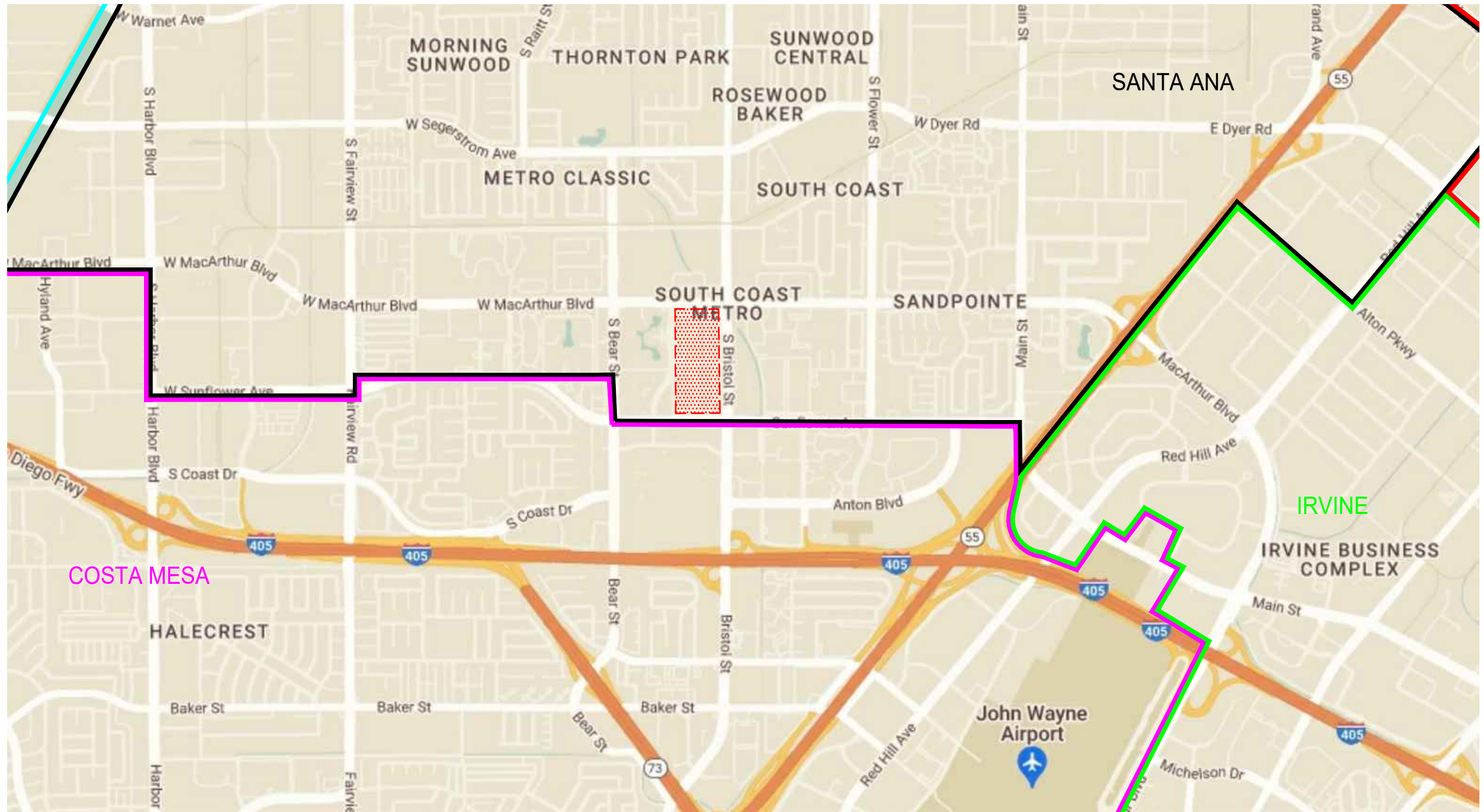
Very truly yours,
Linscott, Law & Greenspan, Engineers



Richard E. Barretto, P.E.
Principal



Trissa (de Jesus) Allen, P.E., RSP
Senior Transportation Engineer



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SOURCE: GOOGLE

KEY

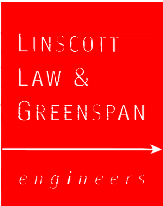
 = PROJECT SITE

FIGURE 1-1

VICINITY MAP
RELATED BRISTOL, SANTA ANA



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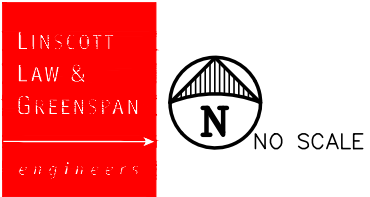
 = PROJECT SITE

FIGURE 2-1

EXISTING SITE AERIAL
RELATED BRISTOL, SANTA ANA



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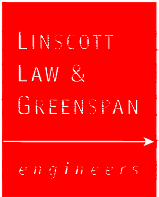
	RESIDENTIAL
	SENIOR CONTINUUM CARE
	HOTEL
	RETAIL

FIGURE 2-2A

CONCEPT SITE PLAN GROUND FLOOR PLAN
RELATED BRISTOL PROJECT, SANTA ANA



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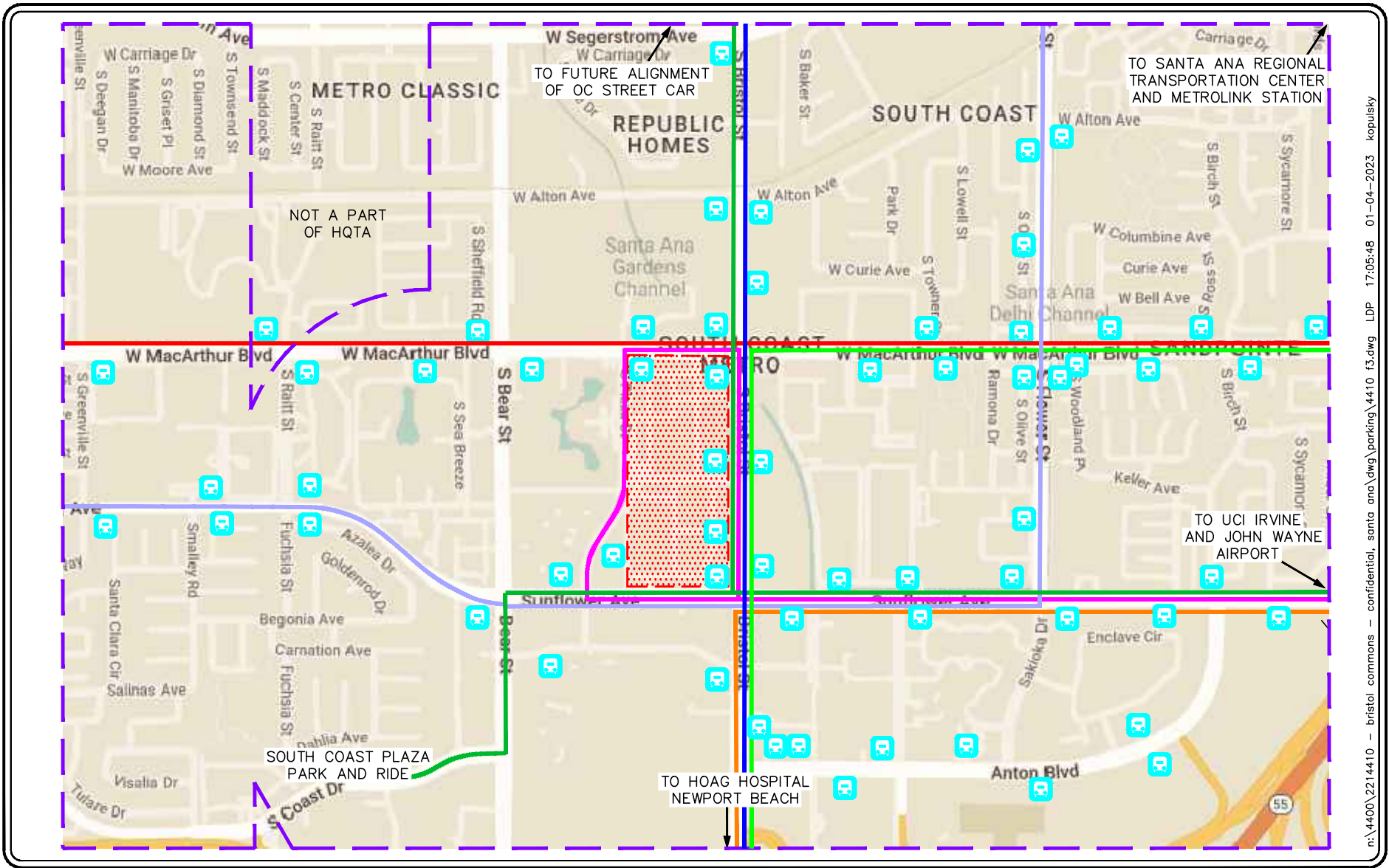


KEY

	RESIDENTIAL
	SENIOR CONTINUUM CARE
	HOTEL
	RETAIL

FIGURE 2-2B

CONCEPT SITE PLAN UPPER FLOOR PLAN
RELATED BRISTOL PROJECT, SANTA ANA



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LAW &
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engineers

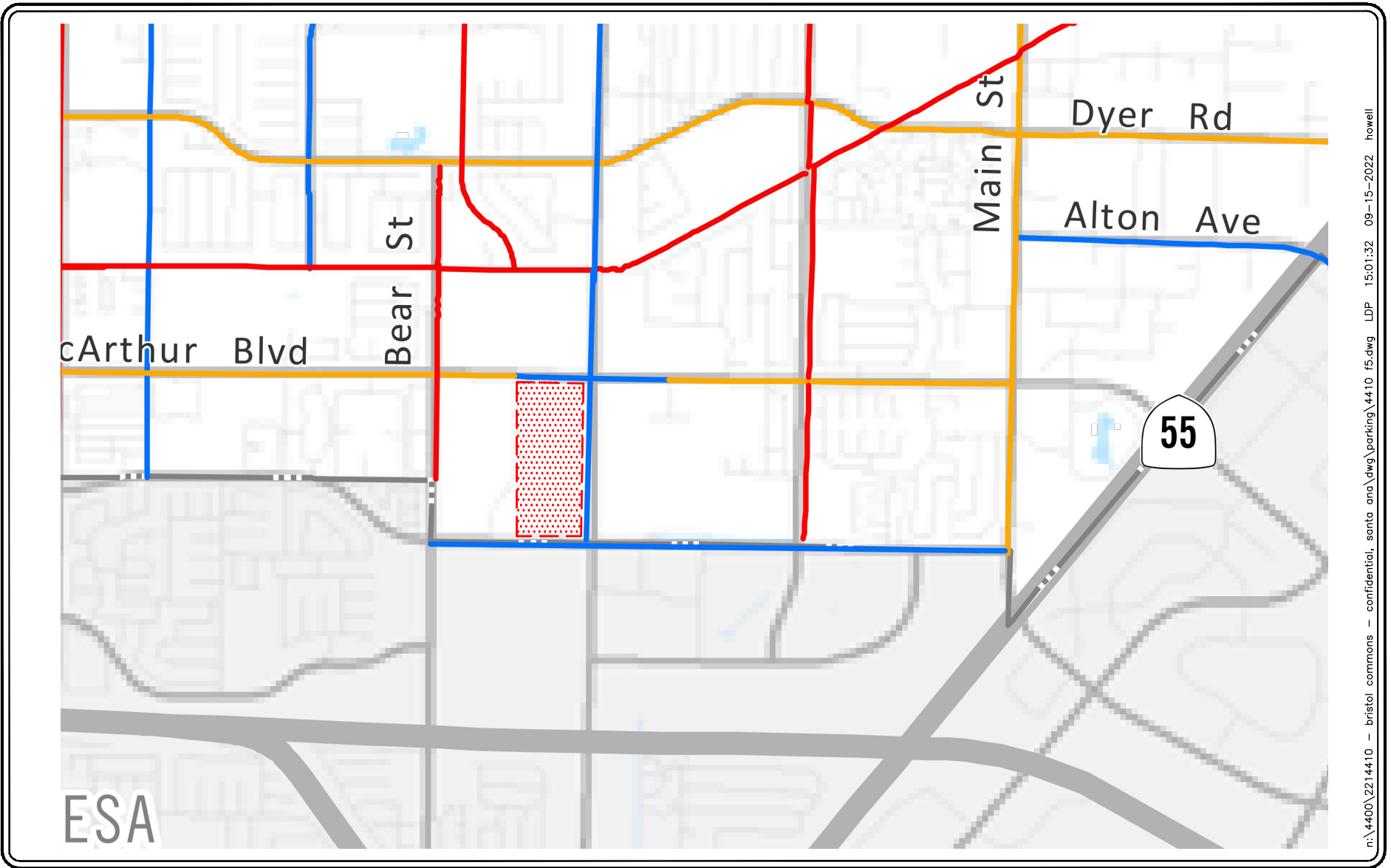
SOURCE: GOOGLE

KEY

- = PROJECT SITE
- = TRANSIT STOP
- = OCTA ROUTE 55
- = OCTA ROUTE 57
- = OCTA ROUTE 76
- = OCTA ROUTE 86
- = OCTA ROUTE 150
- = HQTA BORDER
- = OCTA FREEWAY TRANSIT OPPORTUNITY CORRIDOR
- = OCTA TRANSIT OPPORTUNITY CORRIDOR

FIGURE 3

TRANSIT STOP LOCATIONS
RELATED BRISTOL, SANTA ANA



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SOURCE: CITY OF SANTA ANA GENERAL PLAN

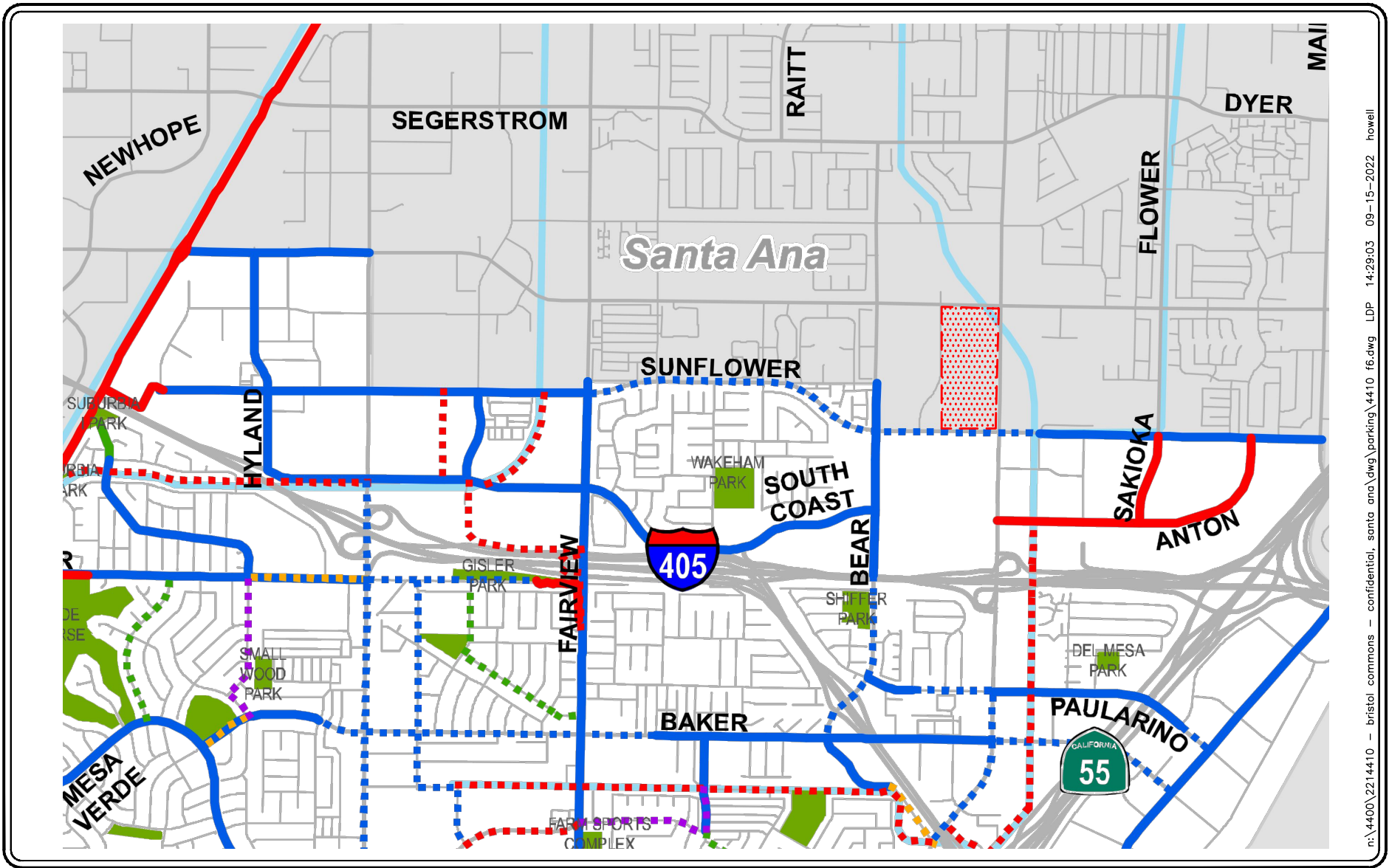
KEY

- = PROJECT SITE
- = CLASS I PATH
- = CLASS II BIKE LANE
- = CLASS III BIKE ROUTE/BOULEVARD
- = CLASS IV CYCLE TRACK

FIGURE 4

CITY OF SANTA ANA BIKEWAY MASTER PLAN
RELATED BRISTOL, SANTA ANA

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GREENSPAN
engineers



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LINSCOTT
LAW &
GREENSPAN
engineers

SOURCE: CITY OF COSTA MESA GENERAL PLAN

- KEY
- = PROJECT SITE
 - = CLASS I PATH
 - = CLASS II BIKE LANE
 - = CLASS III BIKE ROUTE/BOULEVARD

FIGURE 5

CITY OF COSTA MESA BIKEWAY MASTER PLAN
RELATED BRISTOL, SANTA ANA

TABLE 1
PROJECT DEVELOPMENT SUMMARY [1]
RELATED BRISTOL PROJECT, SANTA ANA

Planning Area (PA) / Land Use / Building	Existing ¹	Proposed Project
<input type="checkbox"/> Retail <input type="checkbox"/> Multi-Family Housing <input type="checkbox"/> Senior Continuum Care <input type="checkbox"/> Hotel	465,063 SF -- -- --	350,000 SF 3,750 DU 200 Beds 250 Rooms
<i>Total Building Floor Area</i>	<i>465,063 SF Commercial</i>	<i>350,000 SF of Commercial</i> <i>3,750 DU Apartments</i> <i>200 DU Senior Continuum Care</i> <i>250 Room Hotel</i>

¹ The northern half of Metro Town Square is developed with approximately 45% of floor area whose tenants include Vons, LA Fitness, Bank of America, and a variety of retail, service retail/commercial, medical, restaurant, and fast food uses. The southern half contains approximately 55% of floor area with a tenant mix of retail, service retail/commercial, restaurant, and fast food uses. Existing major tenants on the southern half of the center include TJ Maxx Ross Dress for Less, Cost Plus World Market and Red Robin.

TABLE 2
DETAILED COMMERCIAL BREAKDOWN [1]
RELATED BRISTOL PROJECT, SANTA ANA

Planning Area (PA) / Land Use / Building	Existing	Proposed Project
<input type="checkbox"/> Retail	465,063 SF	185,000 SF
<input type="checkbox"/> Grocery Store	--	50,000 SF
<input type="checkbox"/> Fine and Casual Dining	--	45,000 SF
<input type="checkbox"/> Family Restaurant	--	25,000 SF
<input type="checkbox"/> Health Club	--	45,000 SF

TABLE 3
PARKING SUPPLY SUMMARY
RELATED BRISTOL PROJECT, SANTA ANA

PARKING SUPPLY (without valet service)								
	Basement 2	Basement 1	Level 1	Level 2	Level 3	Level 4+	On-Street Parking	Total
Block 1		193 sp	72 sp	72 sp	73 sp		3 sp	413 sp
Block 2		158 sp	76 sp	76 sp	80 sp		8 sp	398 sp
Block 3		140 sp					6 sp	146 sp
Block 4		190 sp					25 sp	215 sp
Block 5								0 sp
Block 6		330 sp	150 sp	82 sp	84 sp			646 sp
Block 7		300 sp	150 sp	85 sp	85 sp		12 sp	632 sp
Block 8+9		379 sp	79 sp	79 sp	83 sp		22 sp	642 sp
Block 10		171 sp	71 sp	71 sp	75 sp		8 sp	396 sp
Block 11+15		299 sp	118 sp	123 sp	123 sp		16 sp	679 sp
Block 12	107 sp	133 sp	70 sp	70 sp	70 sp		15 sp	465 sp
Block 13	48 sp	45 sp	29 sp	29 sp	29 sp		8 sp	188 sp
Block 14	300 sp	115 sp	10 sp				20 sp	445 sp*
Block 16		580 sp					15 sp	595 sp*
Block 17								0 sp*
Block 18								0 sp*
Block 19	100 sp	20 sp	50 sp					170 sp*
Block 20								0 sp*
Block 21		123 sp	40 sp	63 sp	63 sp	194 sp	7 sp	490 sp*
TOTAL	555 sp	3,176 sp	915 sp	750 sp	765 sp	194 sp	165 sp	6,520 sp
Blocks 1-10	0 sp	1,861 sp	598 sp	465 sp	480 sp	0 sp	84 sp	3,488 sp
Blocks 11-21	555 sp	1,315 sp	317 sp	285 sp	285 sp	194 sp	81 sp	3,032 sp

*Blocks 14-20 provide shared commercial parking

PARKING SUPPLY (with valet service)								
	Basement 2	Basement 1	Level 1	Level 2	Level 3	Level 4+	On-Street Parking	Total
Block 1		251 sp	100 sp	100 sp	100 sp		3 sp	554 sp
Block 2		210 sp	102 sp	102 sp	102 sp		8 sp	524 sp
Block 3		165 sp					6 sp	171 sp
Block 4		250 sp					25 sp	275 sp
Block 5								0 sp
Block 6		436 sp	210 sp	118 sp	120 sp			884 sp
Block 7		395 sp	210 sp	130 sp	130 sp		12 sp	877 sp
Block 8+9		523 sp	115 sp	118 sp	121 sp		22 sp	899 sp
Block 10		201 sp	106 sp	106 sp	108 sp		8 sp	529 sp
Block 11+15		455 sp	153 sp	153 sp	155 sp		16 sp	932 sp
Block 12	145 sp	170 sp	95 sp	95 sp	95 sp		15 sp	615 sp
Block 13	65 sp	55 sp	30 sp	30 sp	33 sp		8 sp	221 sp
Block 14	435 sp	425 sp	22 sp				20 sp	902 sp*
Block 16		711 sp					15 sp	726 sp*
Block 17								0 sp*
Block 18								0 sp*
Block 19	120 sp	21 sp	57 sp					198 sp*
Block 20								0 sp*
Block 21		165 sp	41 sp	65 sp	65 sp	290 sp	7 sp	633 sp*
TOTAL	765 sp	4,433 sp	1,241 sp	1,017 sp	1,029 sp	290 sp	165 sp	8,940 sp
Blocks 1-10	0 sp	2,431 sp	843 sp	674 sp	681 sp	0 sp	84 sp	4,713 sp
Blocks 11-21	765 sp	2,002 sp	398 sp	343 sp	348 sp	290 sp	81 sp	4,227 sp

*Blocks 14-20 provide shared commercial parking

TABLE 4
MULTIFAMILY RESIDENTIAL EMPIRICAL PARKING RATIOS
RELATED BRISTOL PROJECT, SANTA ANA

Comparable Site	City	Address	Development Summary	Parking Facility	Parking Supply	Survey Period	Tenant & Guest Peak Parking Ratio Spaces per DU (Peak Hour)	Tenant & Saturday Peak Ratio Spaces per DU (Peak Hour)	
1	Main Street Village [a]	Irvine	2555 Main Street	481 Unit Apartments • 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)	--
2	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)	--
3	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)	--
4	Adagio on the Green [c]	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)
5	Skye at Laguna Niguel [c]	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)
6	Apex Laguna Niguel [c]	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)
7	Broadstone Ardent [b]	Santa Ana	1951 E Dyer Road	335 Unit Apartments	Gated Residential Structure	644 Spaces • Residents - 594 sp. • Public/Guests - 50 sp.	Tuesday & Saturday 12AM-11:59PM	1.49 (@ 12:30 AM & 2:15 AM)	1.50 (@ 11:00 PM)
8	Nineteen01 [d]	Santa Ana	1901 E First St	254 Unit Apartments • 123 1-Bedroom Units • 125 2-Bedroom Units • 6 3-Bedroom Units	Gated Residential Structure	559 Spaces	Thursday & Saturday 12AM-11:59PM	1.354 (@12:00 AM)	1.346 (@12:00 AM)
9	The Marke [d]	Santa Ana	100 E MacArthur Blvd	300 Unit Apartments • 155 1-Bedroom Units • 131 2-Bedroom Units • 14 3-Bedroom Units	Gated Residential Structure	660 Spaces • Residents - 600 sp. • Public/Guests - 60 sp.	Thursday & Saturday 12AM-11:59PM	0.767 (@12:00 AM)	0.643 (@ 2:00 PM & 3:00 PM)
10	Core Apartments [d][e]	Anaheim	1815 Westside Drive	222 Unit Apartments • 328 Bedrooms	Structure	726 Spaces	Thursday, Friday & Saturday 5PM-12AM	1.38 (@12:00 AM)	1.33 (@12:00 AM)
11	Baker Block [d]	Costa Mesa	125 Baker Street	240 Unit Apartments • 349 Bedrooms	Structure	466 Spaces	Thursday, Friday & Saturday 5PM-12AM	1.30 (@12:00 AM)	1.24 (@12:00 AM)
12	Rize [d]	Irvine	1100 Synergy	363 Unit Apartments • 511 Bedrooms	Structure	564 Spaces	Tuesday & Saturday 5PM-12AM	1.18 (Peak Hour N/A)	1.22 (Peak Hour N/A)
Average:							1.32	--	
85th Percentile:							1.48	--	
95th Percentile:							1.49	--	
Multifamily Residential Component of the Project Parking Calculation Using Empirical Rates Above (3,750 DUs)									
Average Demand (1.32 x 3,750 DUs):							4,941	--	
85th Percentile Demand (1.48 x 3,750 DUs):							5,563	--	
95th Percentile Demand (1.49 x 3,750 DUs):							5,588	--	

Notes:

- [a] Source: *Parking Demand Analysis for the Proposed Fifth Avenue/Huntington Drive Mixed-Use Project City of Monrovia, California, prepared by LLG, Oct. 2012*
- [b] Source: Counts collected by NDS in March 2021
- [c] Source: Counts collected by LLG on December 2016.
- [d] Source: Revised Parking Study for Brea Plaza Shopping Center, prepared by LSA, January 2022.
- [e] At the time of the surveys, 222 of the 400 units were occupied.

TABLE 6
PARKING DEMAND SURVEY RESULTS AT 580 ANTON BOULEVARD APARTMENTS
RELATED BRISTOL PROJECT, SANTA ANA

Time of Day	Parking Demand	
	Wed, May 10, 2023	Sat, May 20, 2023
6:00 PM	209	238
7:00 PM	214	240
8:00 PM	238	235
9:00 PM	263	259
10:00 PM	270	264
11:00 PM	284	272
12:00 AM	295	288
1:00 AM	297	288
2:00 AM	298	288
3:00 AM	296	290
Peak Demand	298	290
Occupied Units	233	233
Parking Ratio (spaces per occupied unit)	1.28	1.24

TABLE 7
PARKING DEMAND SURVEY RESULTS AT
MARRIOTT AND COURTYARD HOTELS IN IRVINE SPECTRUM
RELATED BRISTOL PROJECT, SANTA ANA

Time of Day	Marriott Irvine Spectrum				Courtyard Irvine Spectrum			
	Parking Demand				Parking Demand			
	Tue, May 2, 2023	Wed, May 3, 2023	Thu, May 4, 2023	Sat, May 6, 2023	Tue, May 2, 2023	Wed, May 3, 2023	Thu, May 4, 2023	Sat, May 6, 2023
12:00am to 1:00am	70	98	63	109	79	60	59	148
1:00 am to 2:00 am	69	96	61	107	79	60	59	148
2:00 am to 3:00 am	69	96	61	107	79	59	59	148
3:00 am to 4:00 am	69	96	61	107	78	58	60	149
4:00 am to 5:00 am	69	93	72	107	80	60	59	150
5:00 am to 6:00 am	70	93	74	109	94	69	65	155
6:00 am to 7:00 am	83	98	85	117	106	78	62	161
7:00 am to 8:00 am	66	98	93	116	107	80	63	153
8:00 am to 9:00 am	71	104	106	123	106	80	58	147
9:00 am to 10:00 am	80	115	120	131	106	83	55	148
10:00 am to 11:00 am	82	89	114	125	100	75	54	148
11:00 am to 12:00 pm	83	79	103	111	99	71	52	146
12:00 pm to 1:00 pm	71	76	94	72	90	64	54	148
1:00 pm to 2:00 pm	73	79	105	80	83	59	53	150
2:00 pm to 3:00 pm	70	82	101	102	74	52	49	152
3:00 pm to 4:00 pm	71	86	100	139	66	46	43	149
4:00 pm to 5:00 pm	96	90	103	151	53	38	38	137
5:00 pm to 6:00 pm	94	85	92	162	62	46	40	130
6:00 pm to 7:00 pm	101	93	109	203	62	45	49	135
7:00 pm to 8:00 pm	128	98	108	210	53	36	46	134
8:00 pm to 9:00 pm	137	99	118	198	56	40	47	129
9:00 pm to 10:00 pm	125	91	112	198	55	43	43	125
10:00 pm to 11:00 pm	118	87	106	178	54	44	41	123
11:00 pm to 12:00 am	106	69	84	159	58	49	42	124
Peak Demand	137	115	120	210	107	83	65	161
Peak Demand with Seasonal Adjustment	144	121	126	221	113	87	68	169
Occupied Rooms	263	225	222	244	204	189	172	189
Parking Ratio (spaces per occ. room)	0.55	0.54	0.57	0.91	0.55	0.46	0.40	0.90
50th Percentile	0.55							
85th Percentile	0.88							
95th Percentile	0.90							

TABLE 8
SENIOR CONTINUUM CARE RATIOS
RELATED BRISTOL PROJECT, SANTA ANA

Project Description	(1) Type of Day	(2) Design Parking Rate
<u>LLG²:</u> Independent and Assisted Living	Typical Weekday	0.63 spaces/unit
	Typical Weekend Day	0.51 spaces/unit
<u>ATE:</u> Independent and Assisted Living	Peak Demand	0.65 spaces/unit
	Average Demand	0.60 spaces/unit
<u>Crane Trans. Group:</u> Assisted Living	100 th Percentile	0.41 spaces/bed
	80 th Percentile	0.37 spaces/bed
	50 th Percentile	0.33 spaces/bed
<u>Sheldon Group</u> Assisted Living	Typical Weekday	0.5 spaces/unit
<u>Oakmont Senior Living - Whittier</u> Assisted Living	Typical Weekday	0.55 spaces/bed

² Source: *Parking Needs Study Update for Emerald Court Expansion, Anaheim, dated May 14, 2015, prepared by LLG.* Emerald Court is an existing senior facility located at 1731 West Medical Center Drive that provided 194 senior units, with a mix of 148 independent living and 46 assisted living units, with a mixture of studio, one bedroom and two bedroom units that translates to the equivalent of 220 bedrooms.

TABLE 9
SHARED PARKING ADJUSTMENTS [1]
RELATED BRISTOL PROJECT, SANTA ANA

Land Use	Mode Adjustment/TDM (Takes non-vehicle trip to/from the site)		Non-Captive Adjustment (Internal Capture)	
	Guest	Employee	Guest	Employee
Retail	0.90	0.90	0.93	0.93
Supermarket/Grocery Store	0.90	0.90	0.95	0.95
Restaurant	0.90	0.90	0.89	0.89
Health Club	0.90	0.90	0.99	0.99
Hotel	0.70	1.00	0.98	0.98
Senior Housing	1.00	1.00	0.91	0.91

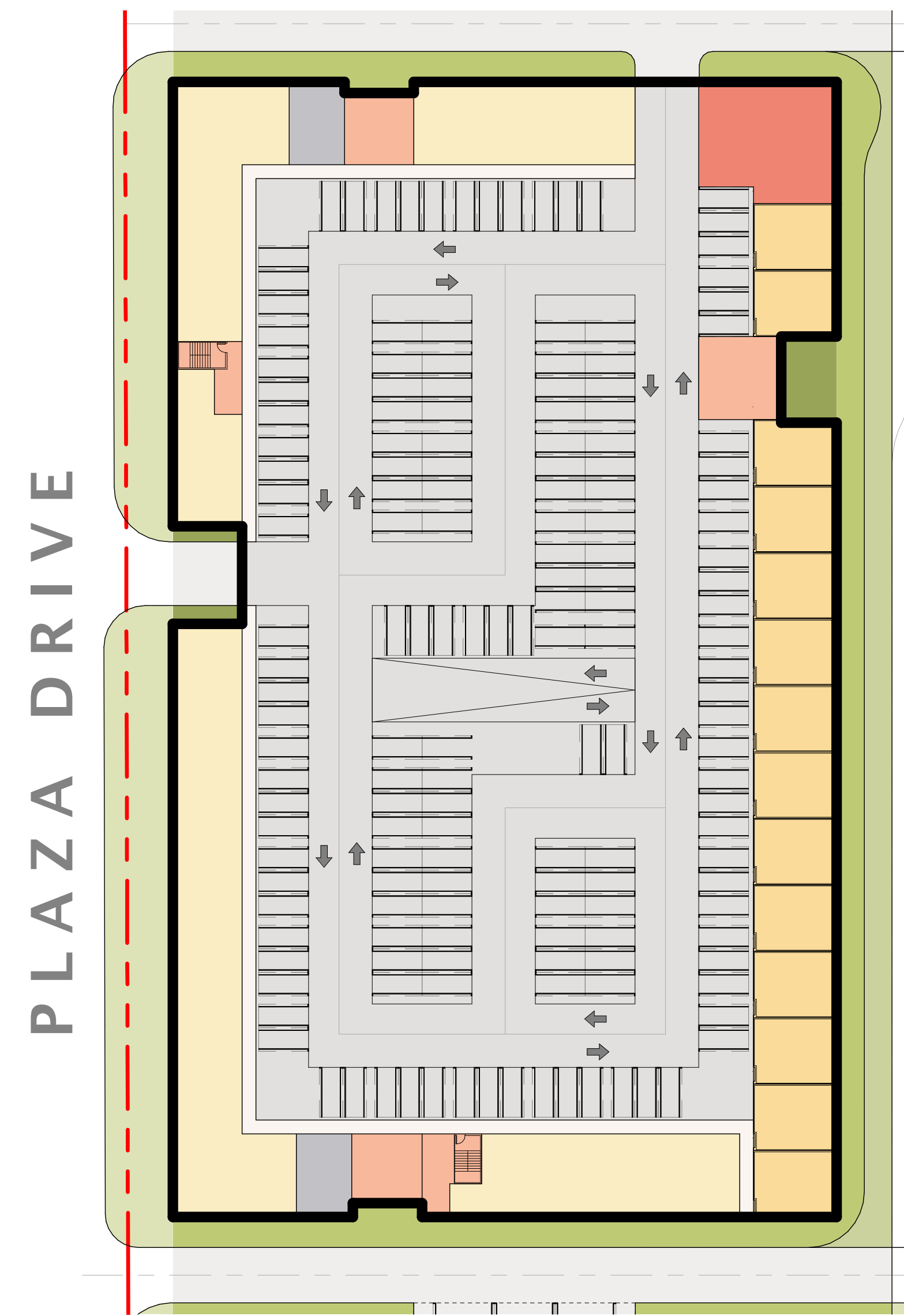
TABLE 11
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
RELATED BRISTOL PROJECT, SANTA ANA

Land Use	Commercial Components					Business Hotel				Senior Housing				Multifamily Residential Guests (Unreserved and Shared with Non-Residential)		SCENARIO ONE: Project Minimum Demand								SCENARIO TWO: Project Maximum Demand			
	Retail	Supermarket / Grocery	Fine/Casual Dining	Family Restaurant	Health Club	(A) Total Commercial	Business Hotel Guest	Business Hotel Employee	(B) Total Hotel	(A) + (B) Total Commercial + Hotel	Senior Housing Guest	Senior Housing Resident & Staff	(C) Total Senior Hsng Guest, Resident & Staff	(A) + (B) + (C) Total Commercial + Hotel + Senior Hsng	3,750 DU 0.15 /DU	(A) + (B) + (C) + Residential Guest Shared Demand	Multifamily Residential - Unreserved (Fully Shared with Non-Residential)								Multifamily Residential - Reserved (Not Shared with Non-Residential)		
																	Unreserved Residential - Studio	Unreserved Residential - 1 Bedroom	Unreserved Residential - 2 Bedrooms	Unreserved Residential - 3+ Bedrooms	(D) Total Unreserved	(D) + Residential Guest Unreserved	(A) + (B) + (C) + Residential Guest + (D)	3,750 DU 1.16 /DU	Residential Reserved & Unreserved Guest Shared Demand	TOTAL PROJECT: Residential Reserved, Unreserved Guest, & Non-Residential Shared Demand	
Size Pkg Rate[2]	185 KSF 5 /KSF	50 KSF 5 /KSF	45 KSF 8 /KSF	25 KSF 8 /KSF	33.75 KSF fitness 5.56 /KSF fitness	250 Rms 0.78 /Room	250 Rms 0.12 /Room	131	309	200 DU 0.15 /DU	200 DU 0.48 /DU	92	401	0	401	750 DU 0.85 /DU	1,875 DU 0.90 /DU	938 DU 1.65 /DU	187 DU 2.50 /DU	4,342	4,342	4,743	4,342	4,342	4,743		
Gross	925 Spc.	250 Spc.	360 Spc.	200 Spc.	188 Spc.	178	128	3	131	309	22	70	92	401	0	401	638	1,688	1,548	468	4,342	4,342	4,743	4,342	4,342	4,743	
Adjusted	774 Spc.	213 Spc.	289 Spc.	160 Spc.	168 Spc.	178	128	3	131	309	22	70	92	401	0	401	638	1,688	1,548	468	4,342	4,342	4,743	4,342	4,342	4,743	
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	
6:00 AM	22	23	0	24	109	178	128	3	131	309	22	70	92	401	0	401	638	1,688	1,548	468	4,342	4,342	4,743	4,342	4,342	4,743	
7:00 AM	54	57	8	50	63	232	121	9	130	362	23	73	96	458	113	571	606	1,604	1,471	445	4,126	4,239	4,697	4,342	4,455	4,913	
8:00 AM	248	114	12	80	49	503	108	28	136	639	23	72	95	734	113	847	561	1,485	1,362	412	3,820	3,933	4,667	4,342	4,455	5,189	
9:00 AM	426	163	25	115	69	798	94	28	122	920	22	70	92	1,012	113	1,125	510	1,350	1,238	374	3,472	3,585	4,597	4,342	4,455	5,467	
10:00 AM	565	204	30	143	49	991	81	28	109	1,100	22	69	91	1,191	113	1,304	479	1,266	1,161	351	3,257	3,370	4,561	4,342	4,455	5,646	
11:00 AM	704	213	67	143	69	1,196	81	28	109	1,305	22	70	92	1,397	113	1,510	447	1,182	1,084	328	3,041	3,154	4,551	4,342	4,455	5,852	
12:00 PM	743	213	154	158	69	1,337	74	28	102	1,439	23	72	95	1,534	113	1,647	434	1,148	1,053	318	2,953	3,066	4,600	4,342	4,455	5,989	
1:00 PM	774	213	166	138	43	1,334	74	28	102	1,436	23	74	97	1,533	113	1,646	415	1,097	1,006	304	2,822	2,935	4,468	4,342	4,455	5,988	
2:00 PM	774	208	141	110	37	1,270	81	28	109	1,379	24	75	99	1,478	113	1,591	415	1,097	1,006	304	2,822	2,935	4,413	4,342	4,455	5,933	
3:00 PM	743	205	141	69	43	1,201	81	28	109	1,310	24	75	99	1,409	113	1,522	434	1,148	1,053	318	2,953	3,066	4,475	4,342	4,455	5,864	
4:00 PM	712	200	141	77	76	1,206	87	20	107	1,313	23	74	97	1,410	113	1,523	453	1,198	1,099	332	3,082	3,195	4,605	4,342	4,455	5,865	
5:00 PM	643	180	189	101	138	1,251	94	20	114	1,365	23	73	96	1,461	224	1,685	472	1,249	1,146	346	3,213	3,437	4,898	4,342	4,566	6,027	
6:00 PM	596	106	264	115	131	1,212	101	12	113	1,325	23	73	96	1,421	339	1,760	491	1,300	1,192	360	3,343	3,682	5,103	4,342	4,681	6,102	
7:00 PM	558	74	276	115	82	1,105	101	6	107	1,212	23	73	96	1,308	563	1,871	510	1,350	1,238	374	3,472	4,035	5,343	4,342	4,905	6,213	
8:00 PM	519	55	289	108	43	1,014	108	6	114	1,128	23	72	95	1,223	563	1,786	530	1,401	1,285	388	3,604	4,167	5,390	4,342	4,905	6,128	
9:00 PM	410	34	264	57	13	778	115	6	121	899	22	70	92	991	563	1,554	549	1,452	1,331	402	3,734	4,297	5,288	4,342	4,905	5,896	
10:00 PM	255	12	264	48	3	582	128	6	134	716	22	70	92	808	563	1,371	568	1,502	1,378	417	3,865	4,428	5,236	4,342	4,905	5,713	
11:00 PM	85	10	257	34	3	389	134	3	137	526	23	73	96	622	450	1,072	587	1,553	1,424	431	3,995	4,445	5,067	4,342	4,792	5,414	
12:00 AM	0	7	145	21	0	173	134	1	135	308	23	73	96	404	283	687	638	1,688	1,548	468	4,342	4,625	5,029	4,342	4,625	5,029	
Weekend Peak Demand:						1,337			137	1,439			99	1,534	563	1,871					4,342	4,625	5,390				
KSF by Category:						350			250				200									Total Minimum Weekend Shared Demand for Project					
Composite Ratio by Category						3.82 sp/KSF			0.55 sp/Rm				0.50 sp/DU									Total Maximum Weekend Shared Demand for Project					

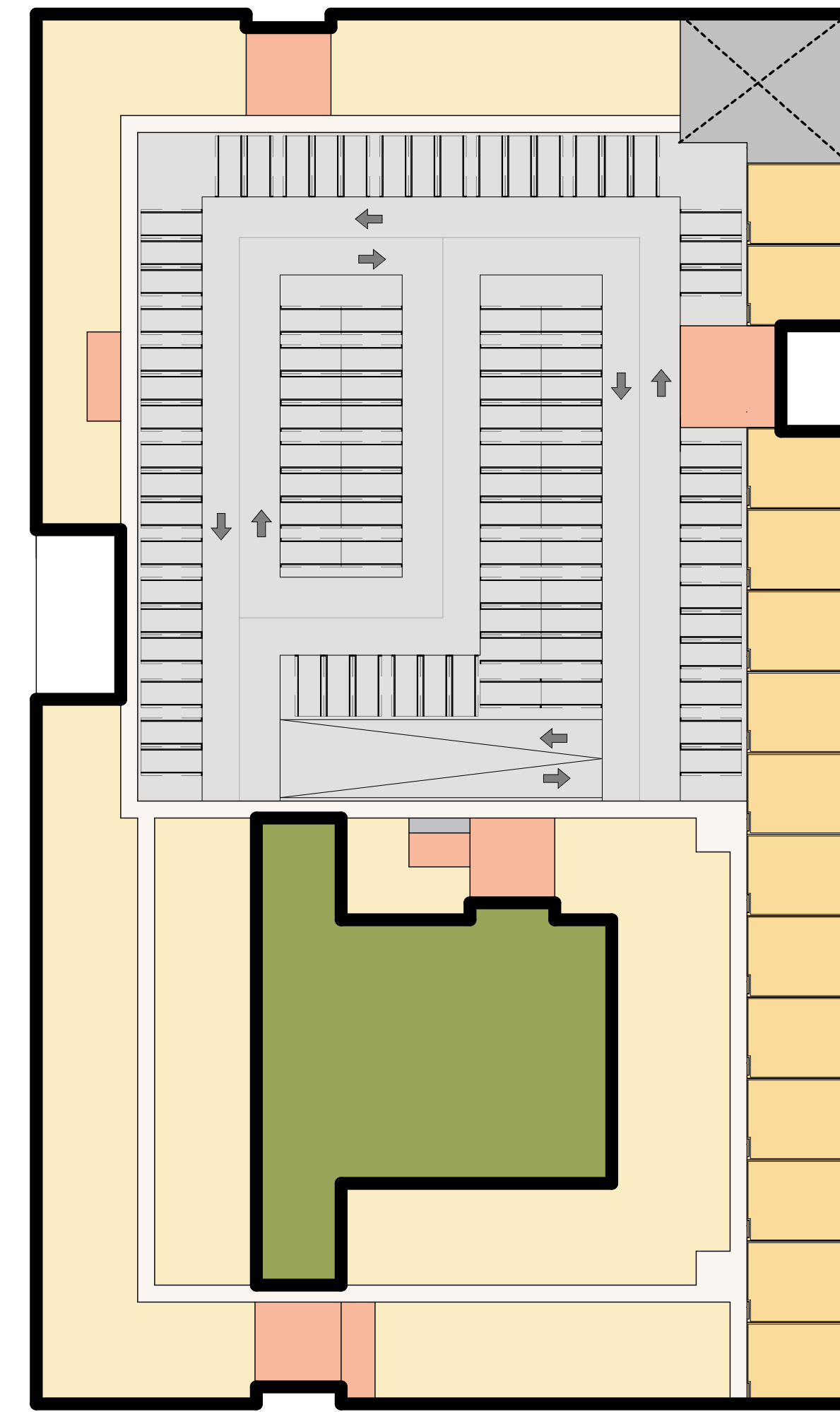
Notes:
[1] Source: ULI - Urban Land Institute "Shared Parking," 3rd Ed, 2020.
[2] Parking rates for all land uses are based on City Code, except for the business hotel (empirical), senior housing (empirical), and multifamily residential (ULI).

**APPENDIX A
PARKING SUPPLY PLANS**

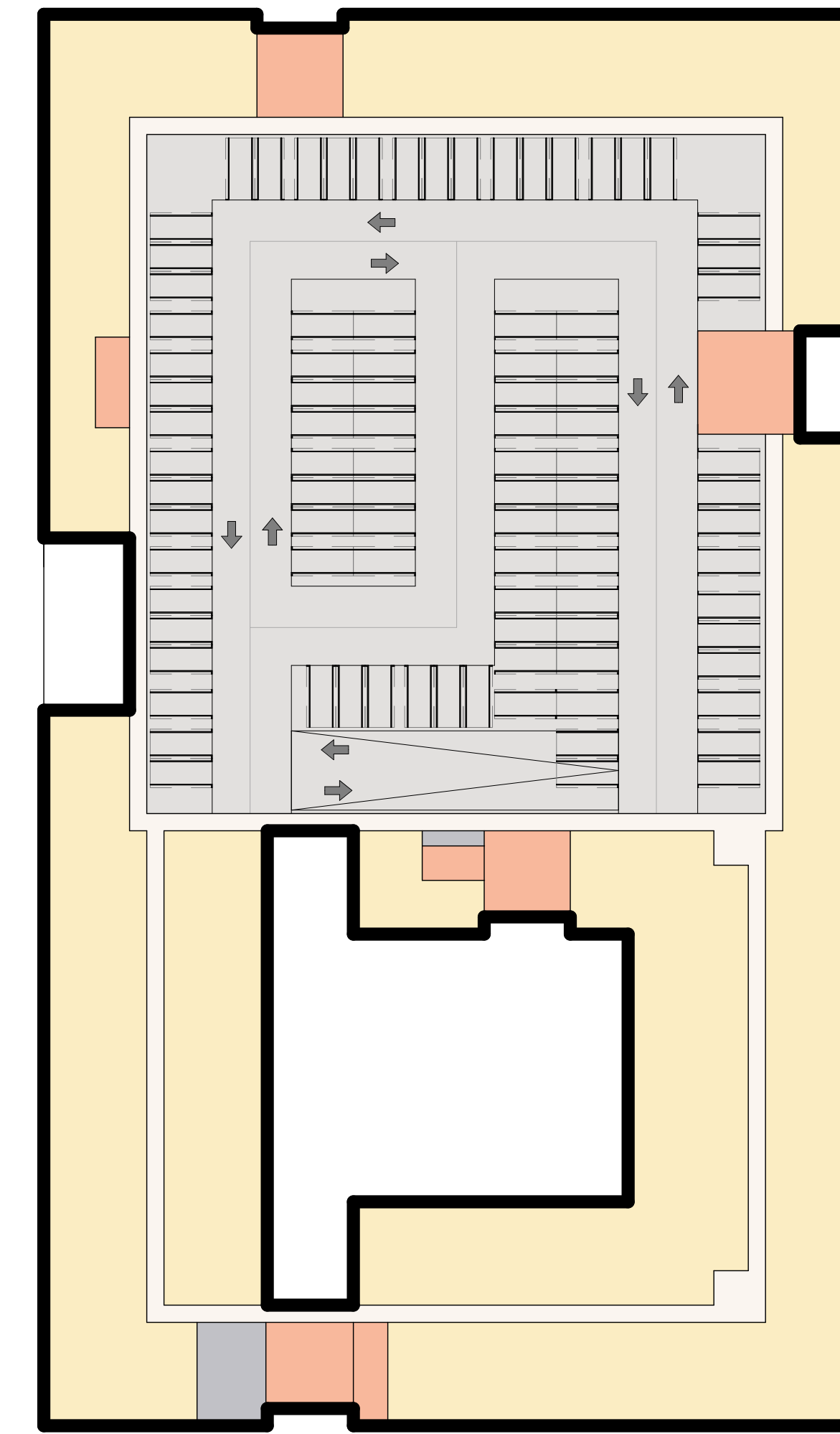
STANDARD PARKING



Level 1



Level 2



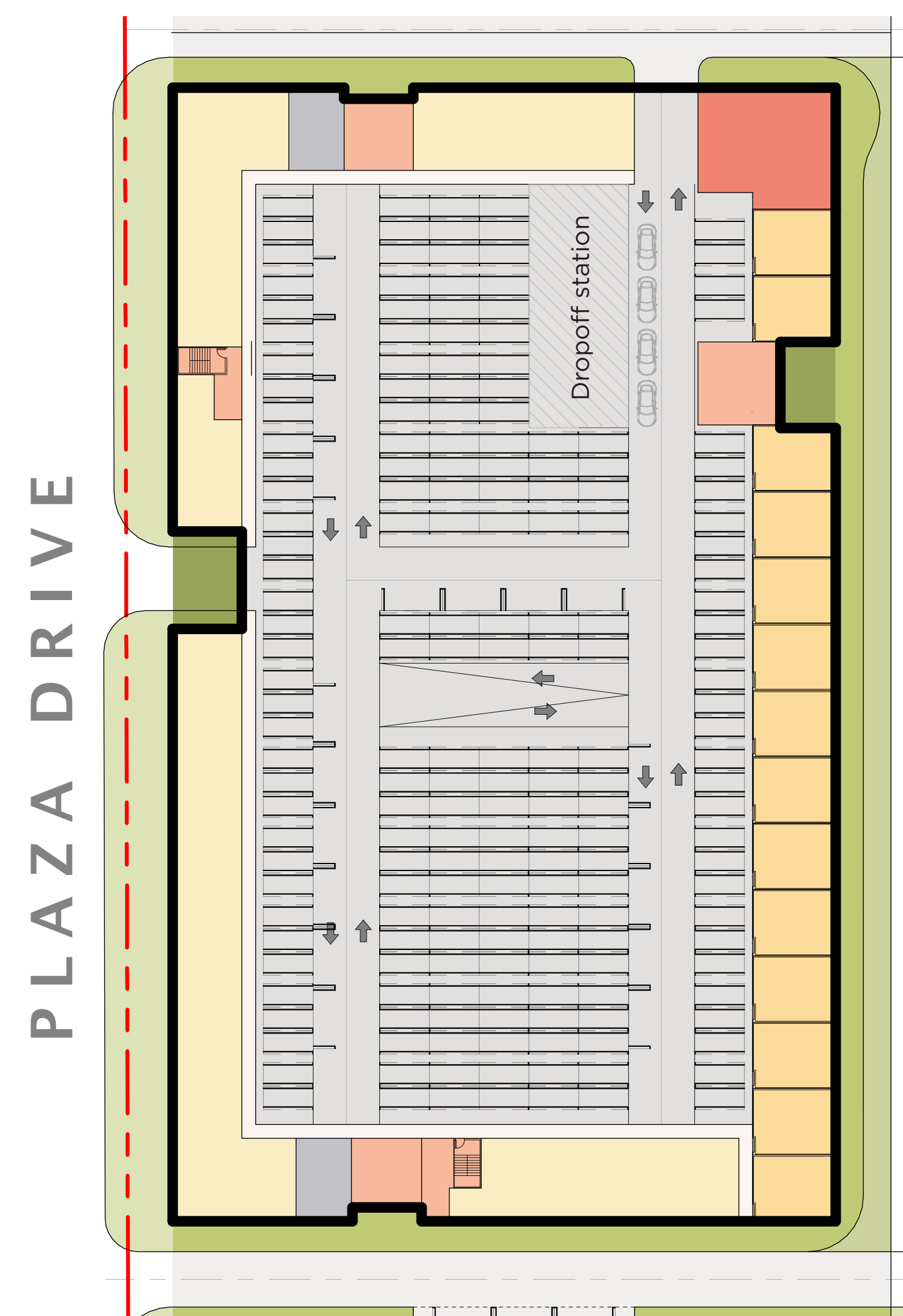
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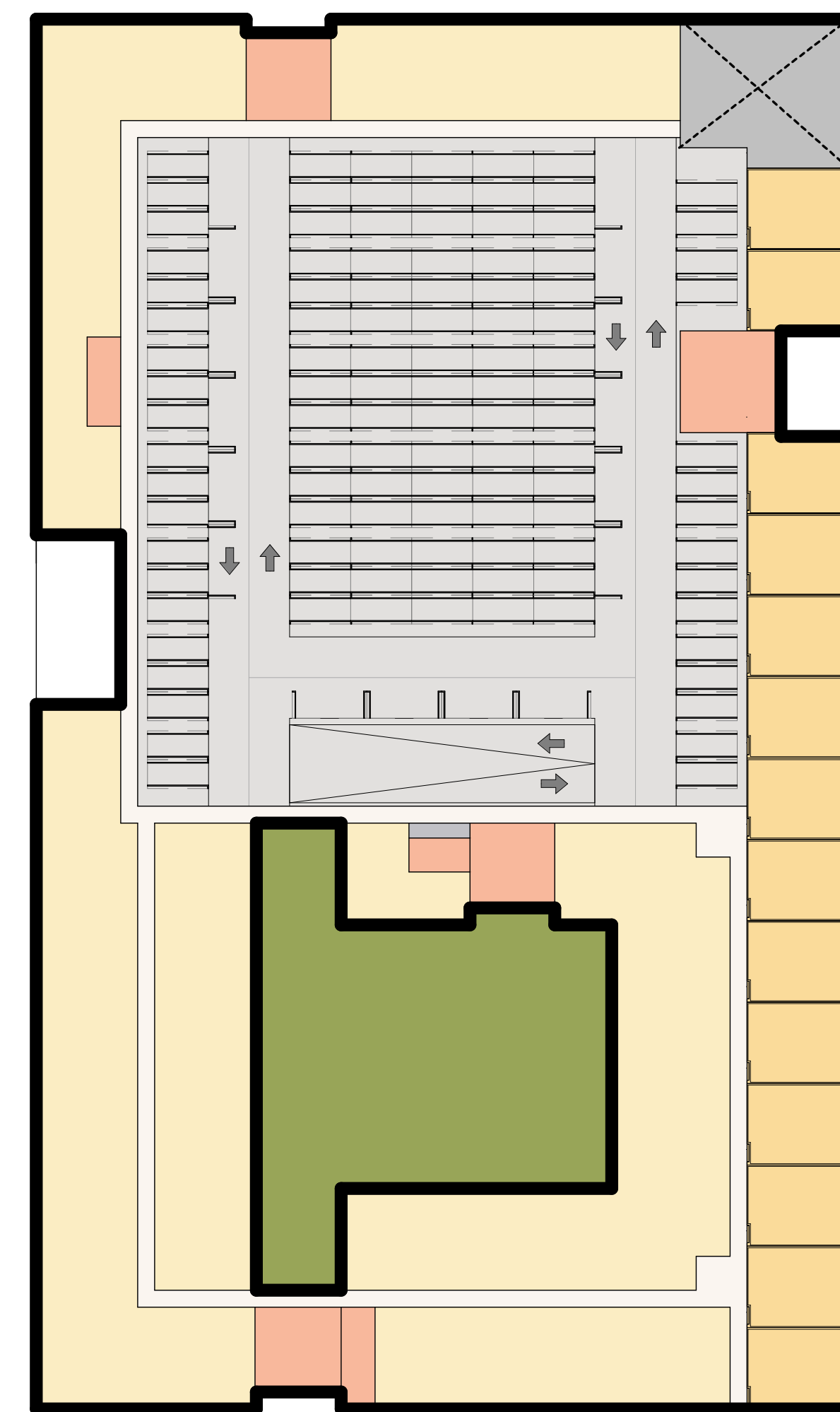
Basement

Block 6	
Residential:	480 +/-du
Standard parking:	624 +/-du
Parking Ratio:	1.3 +/-sp/du

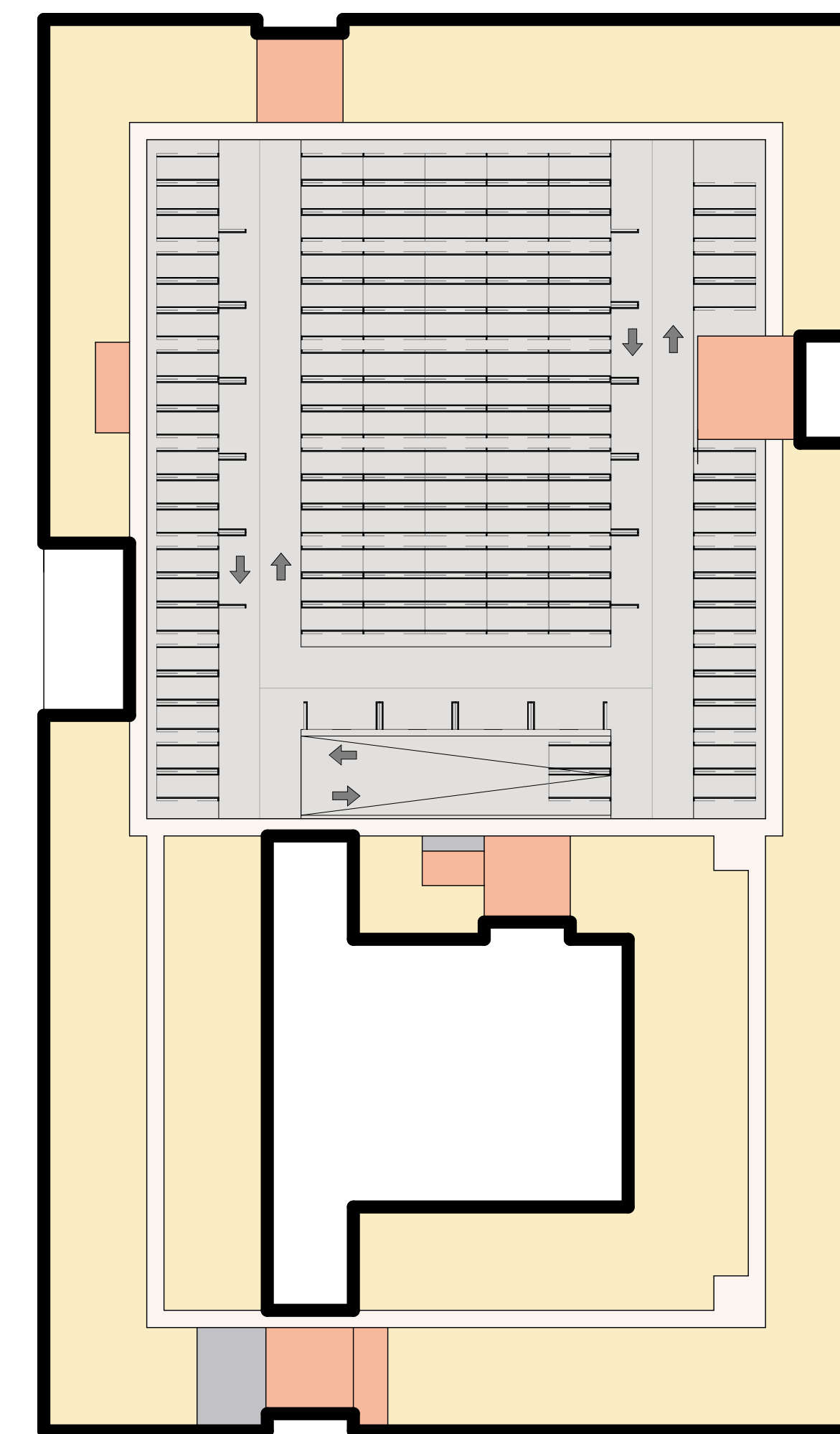
VALET PARKING



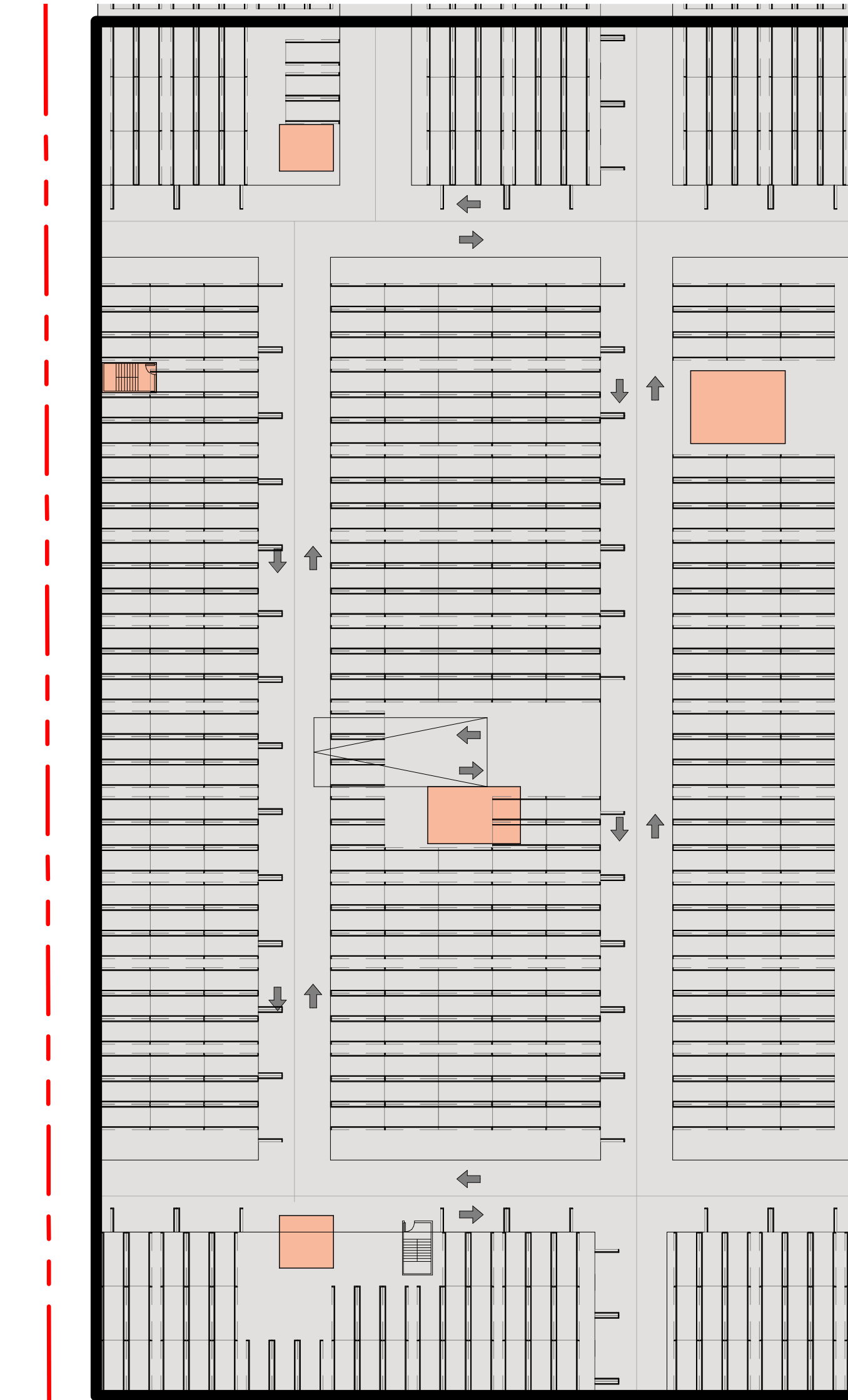
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Level 2

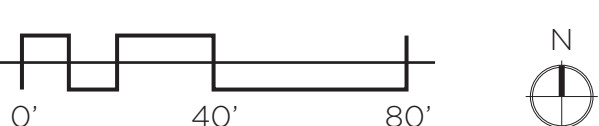


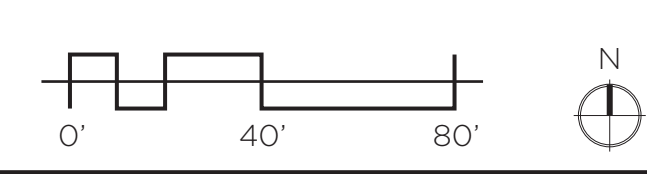
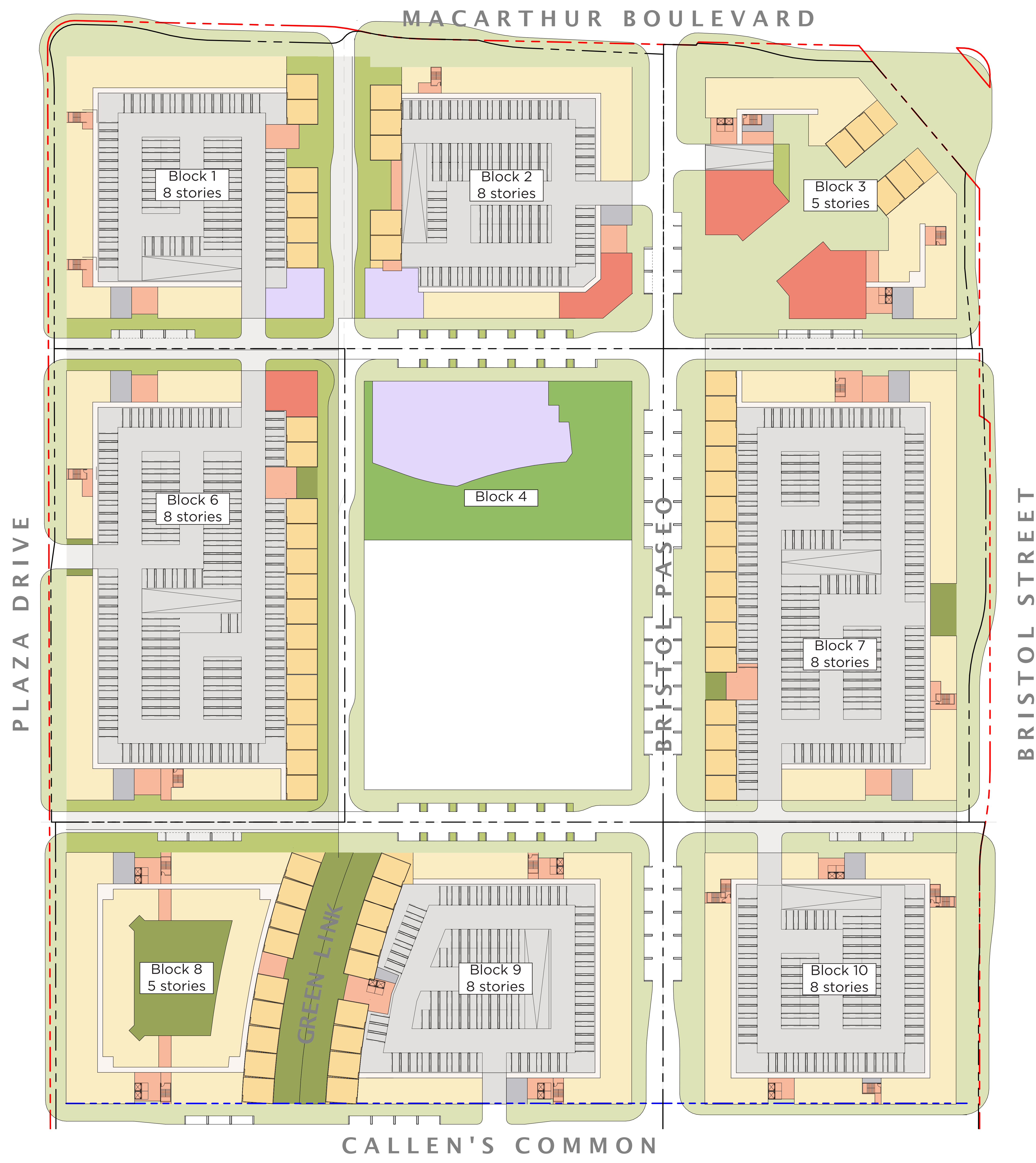
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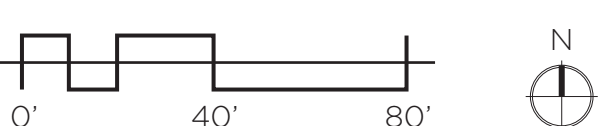
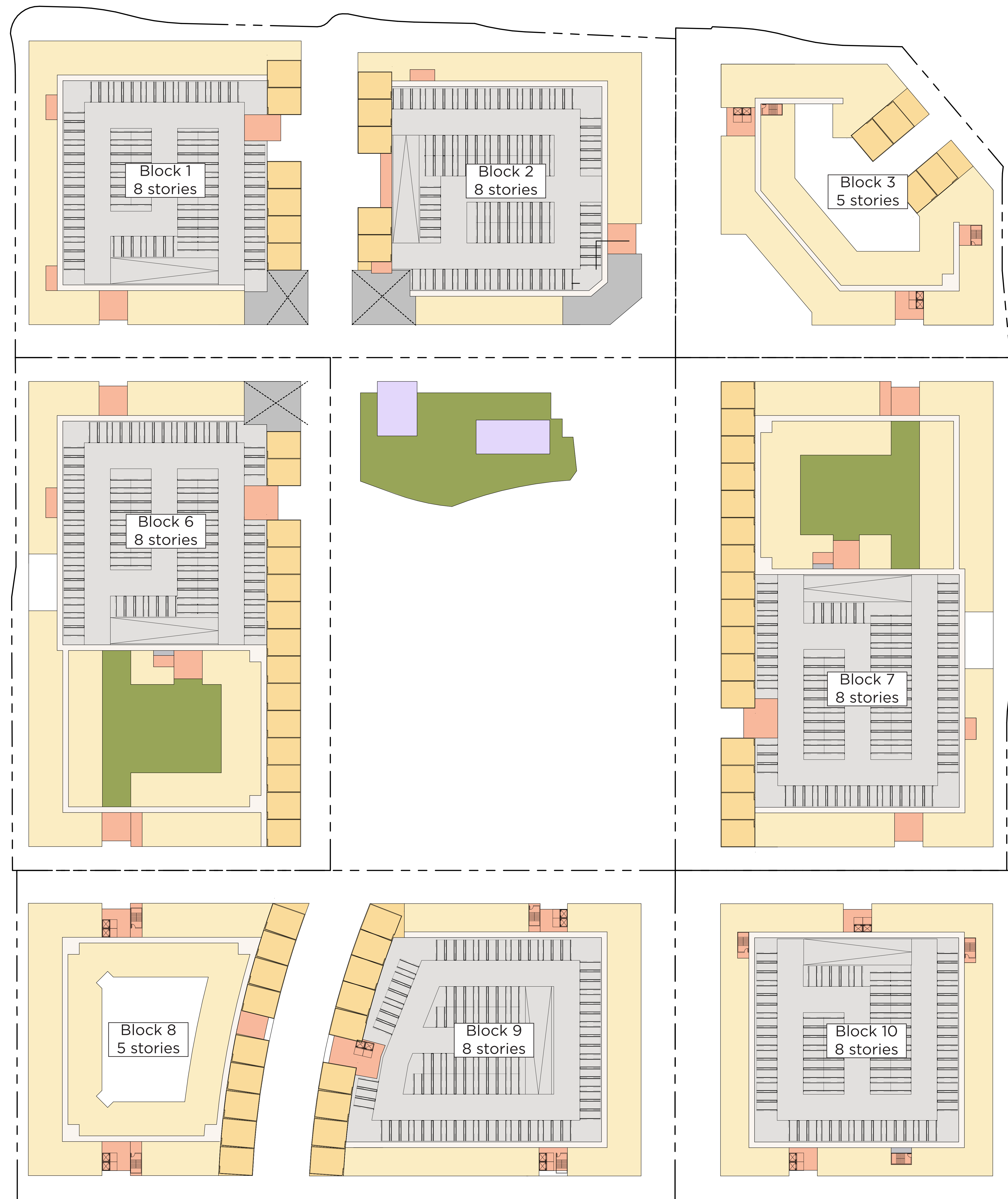


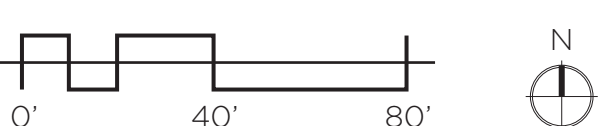
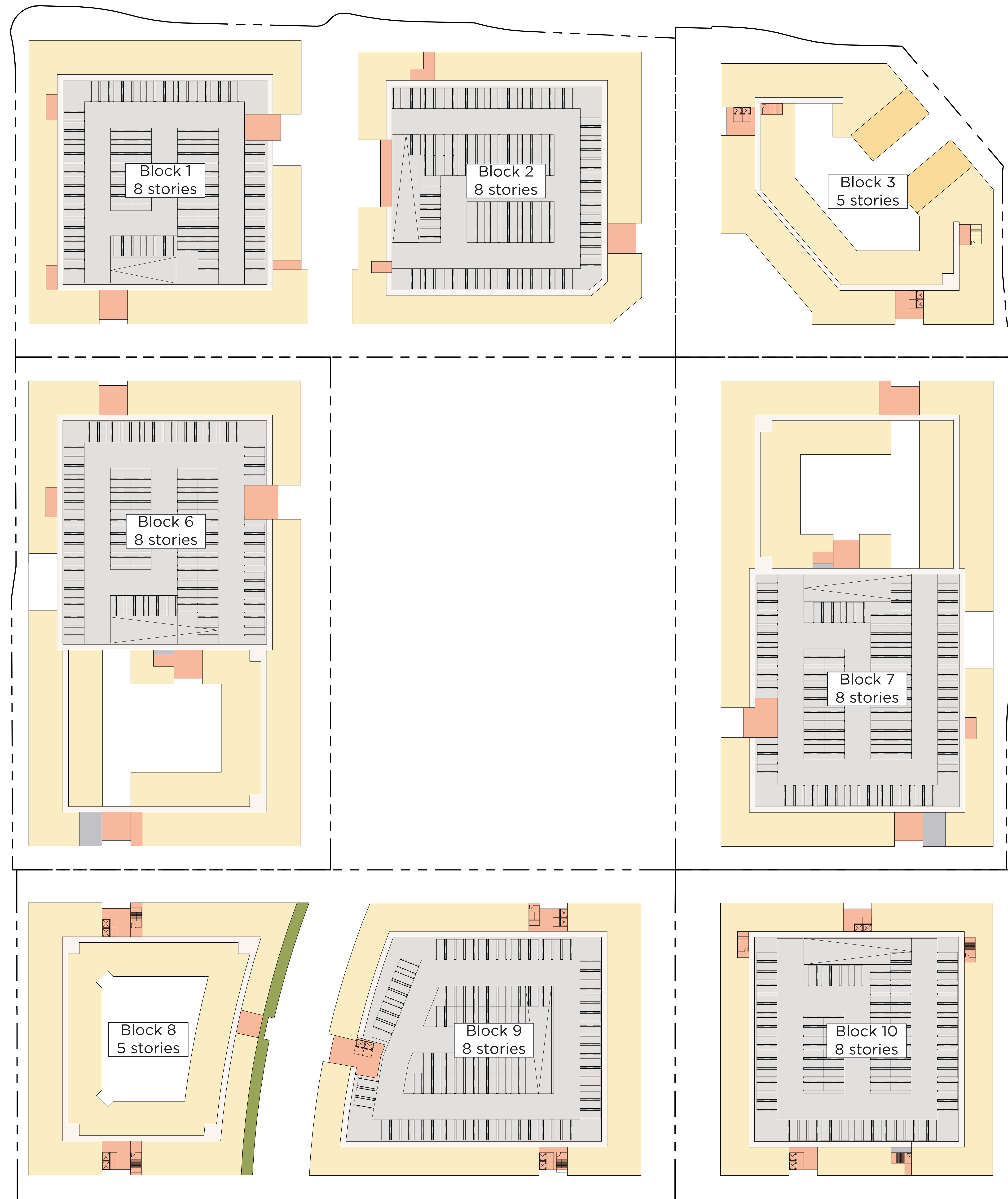
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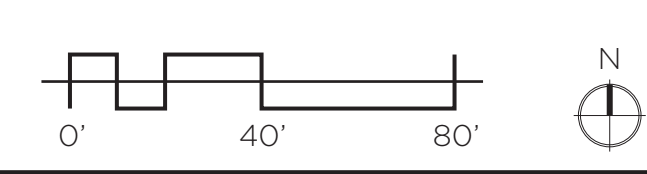
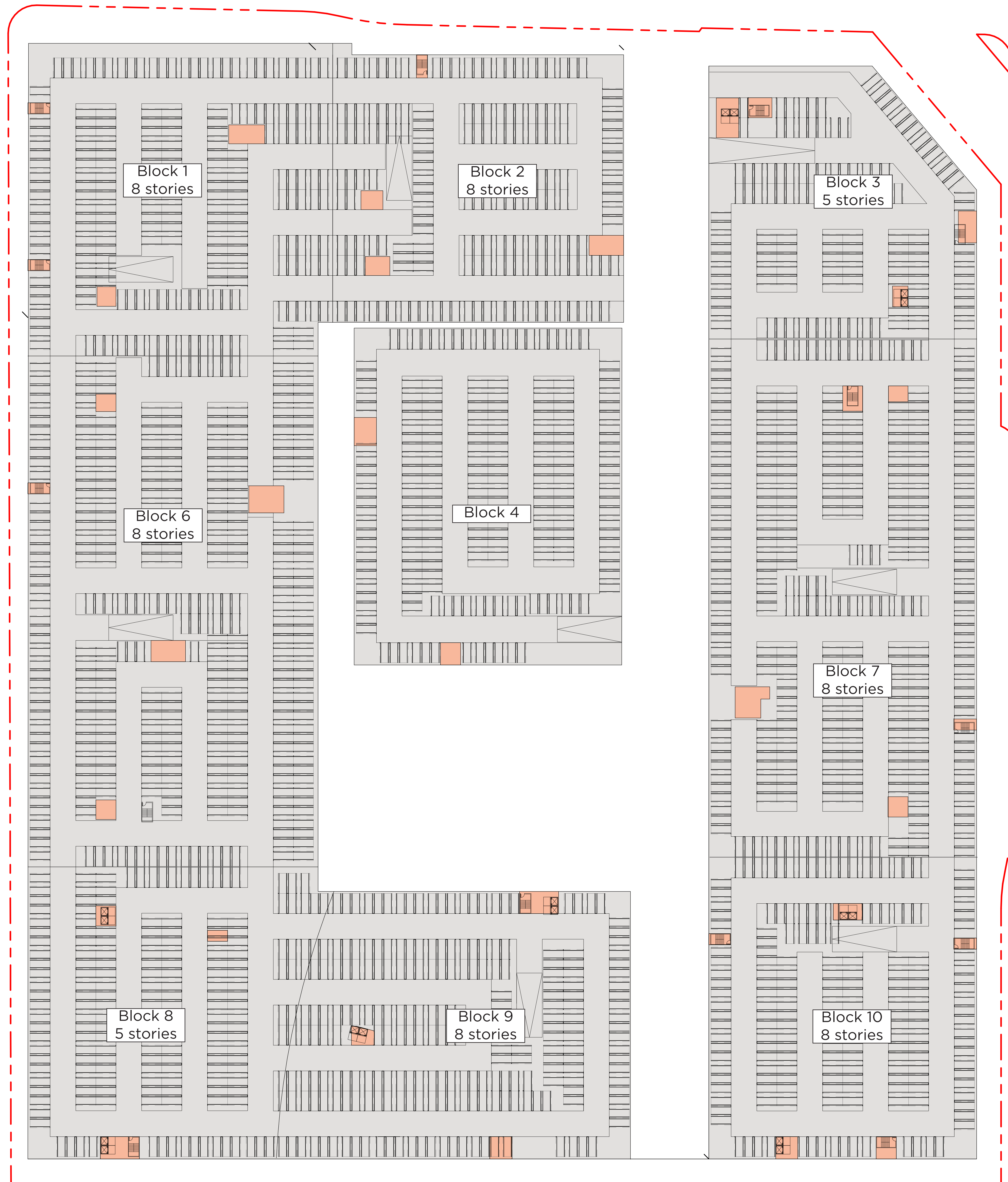
Block 6	
Residential:	480 +/-du
Valet parking:	840 +/-du
Parking Ratio:	1.75 +/-sp/du





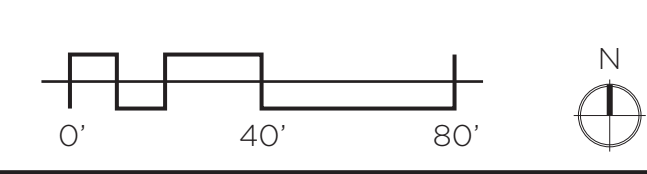


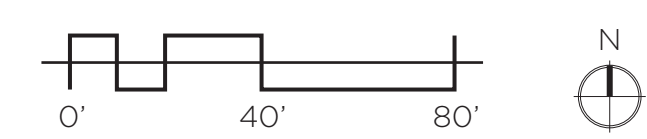
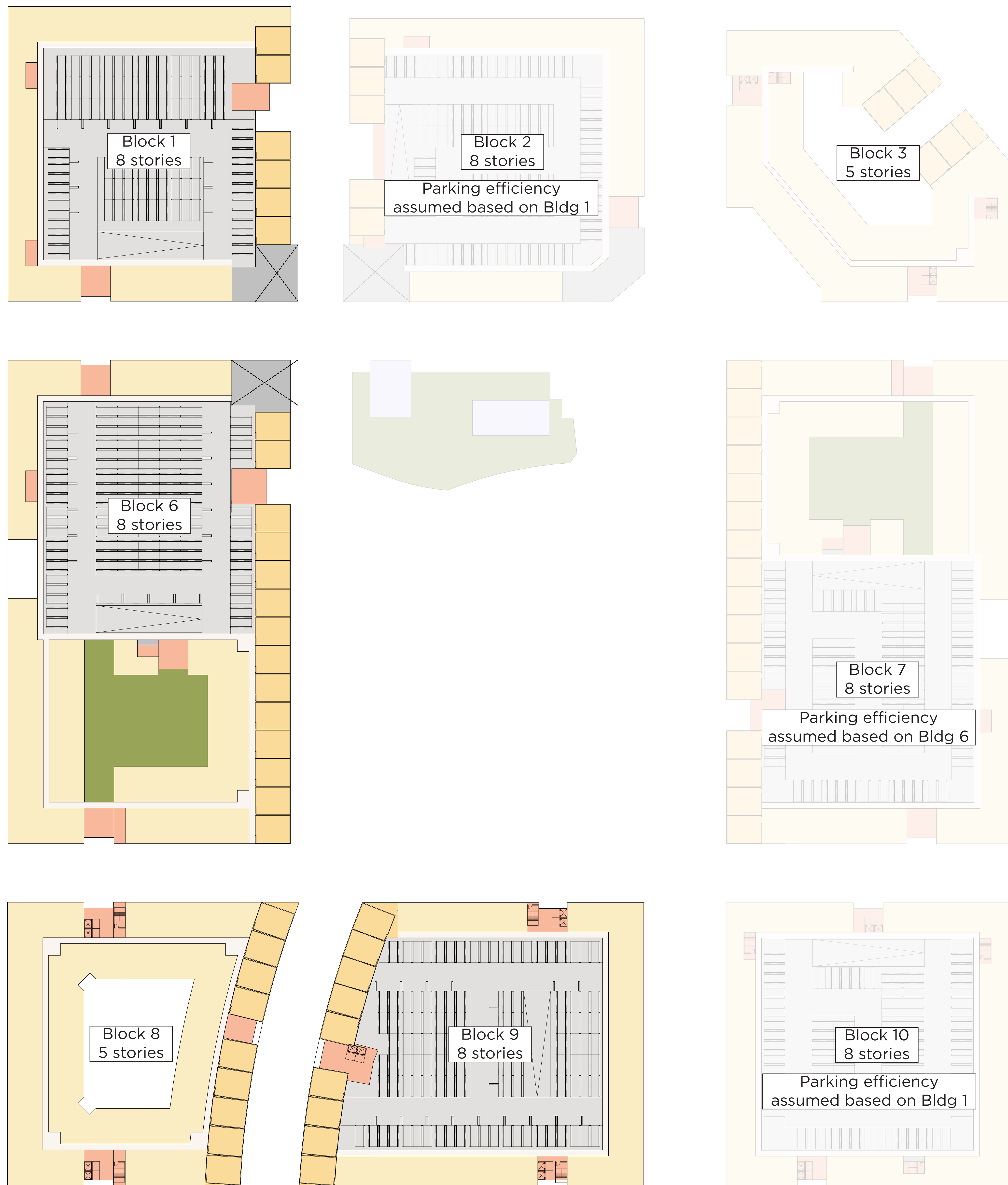


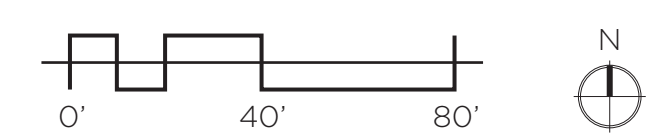
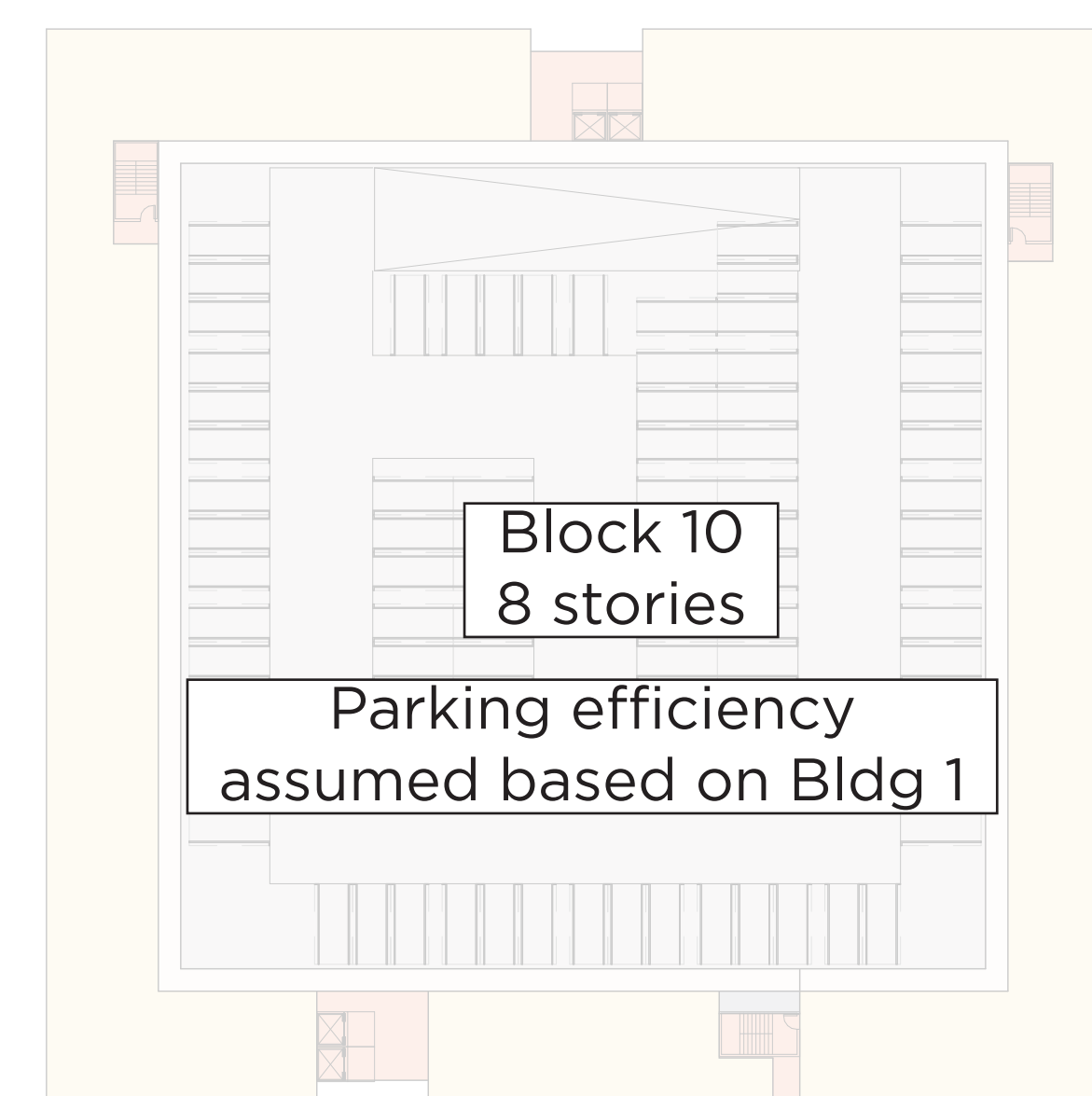
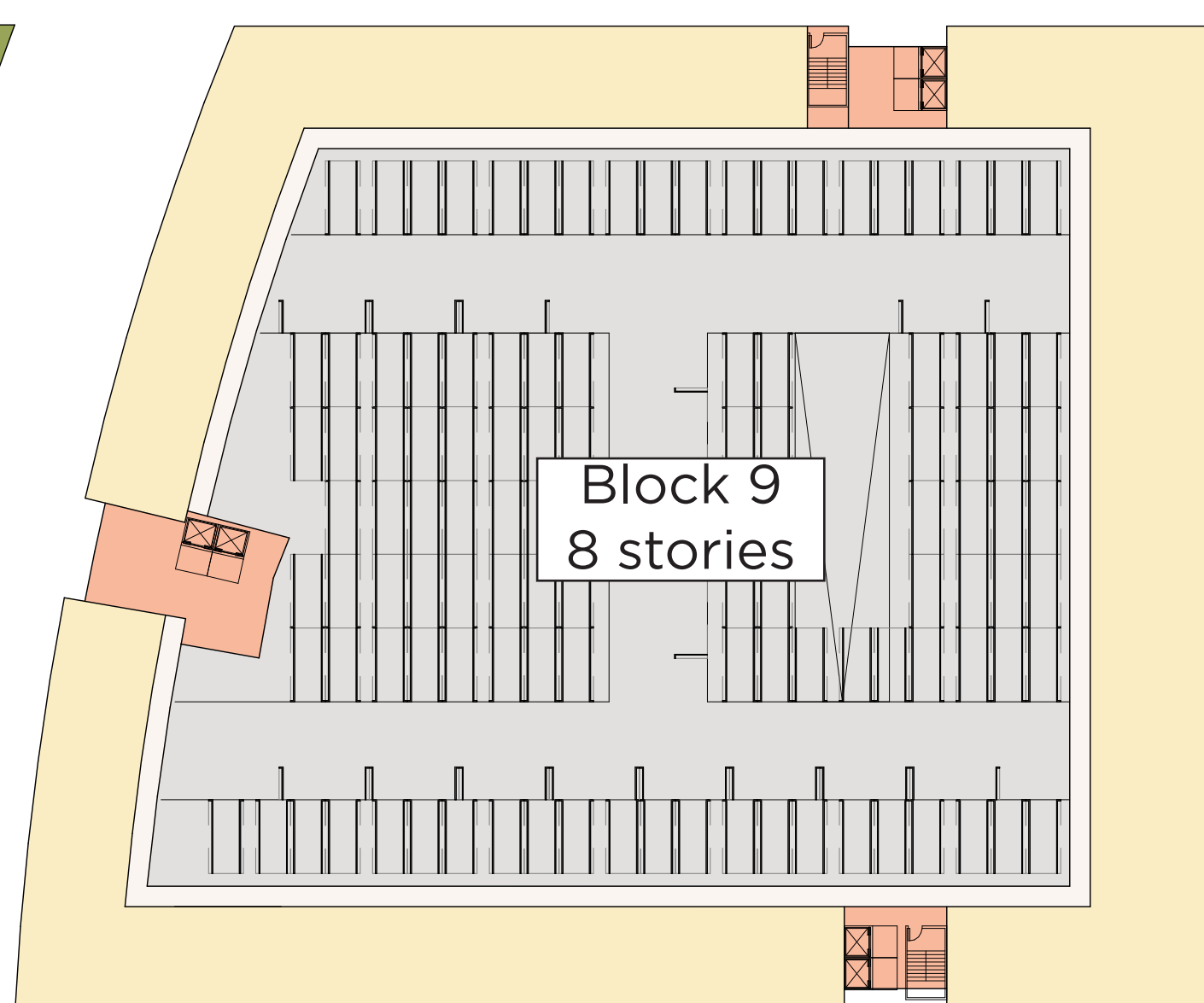
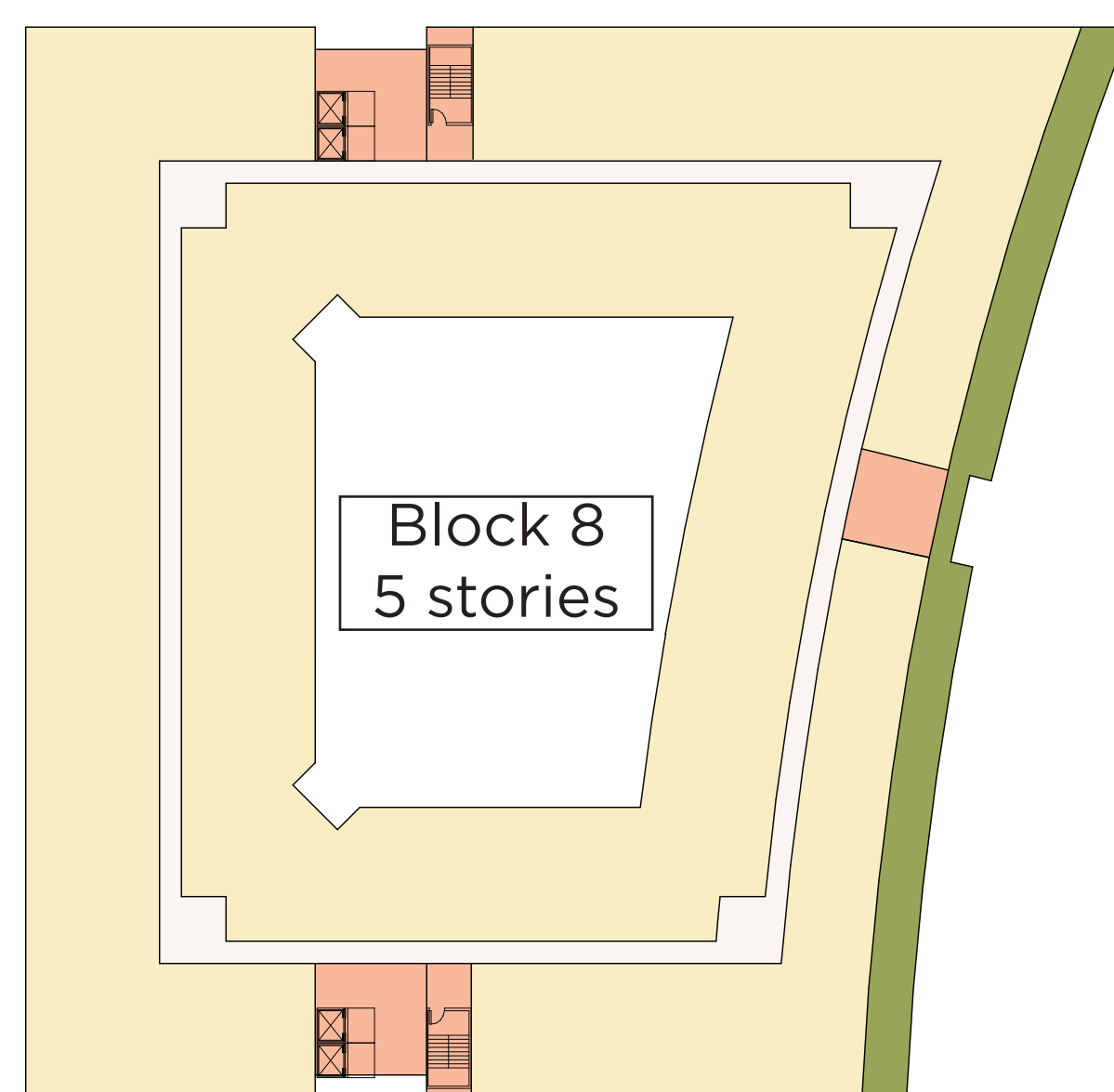
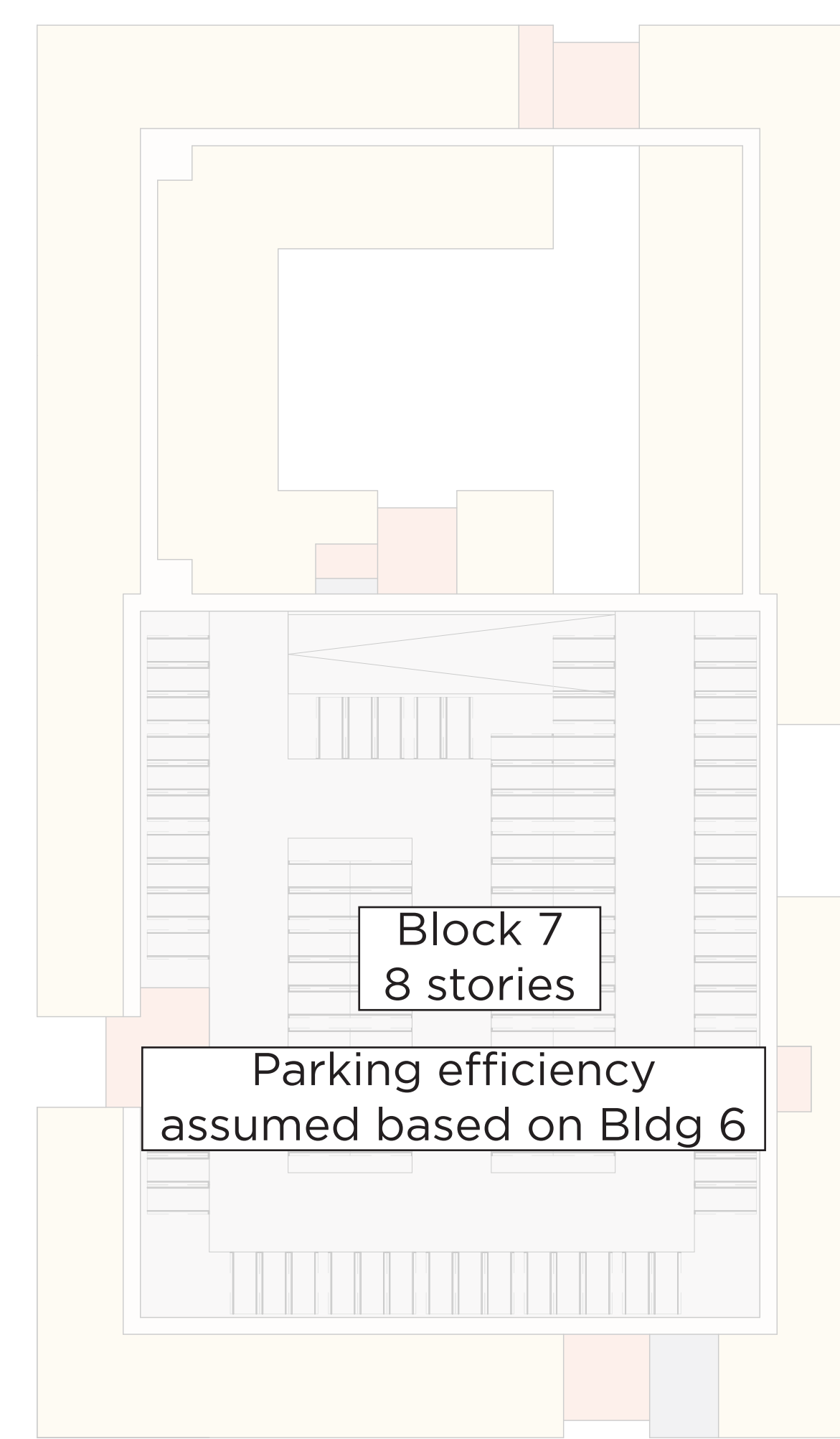
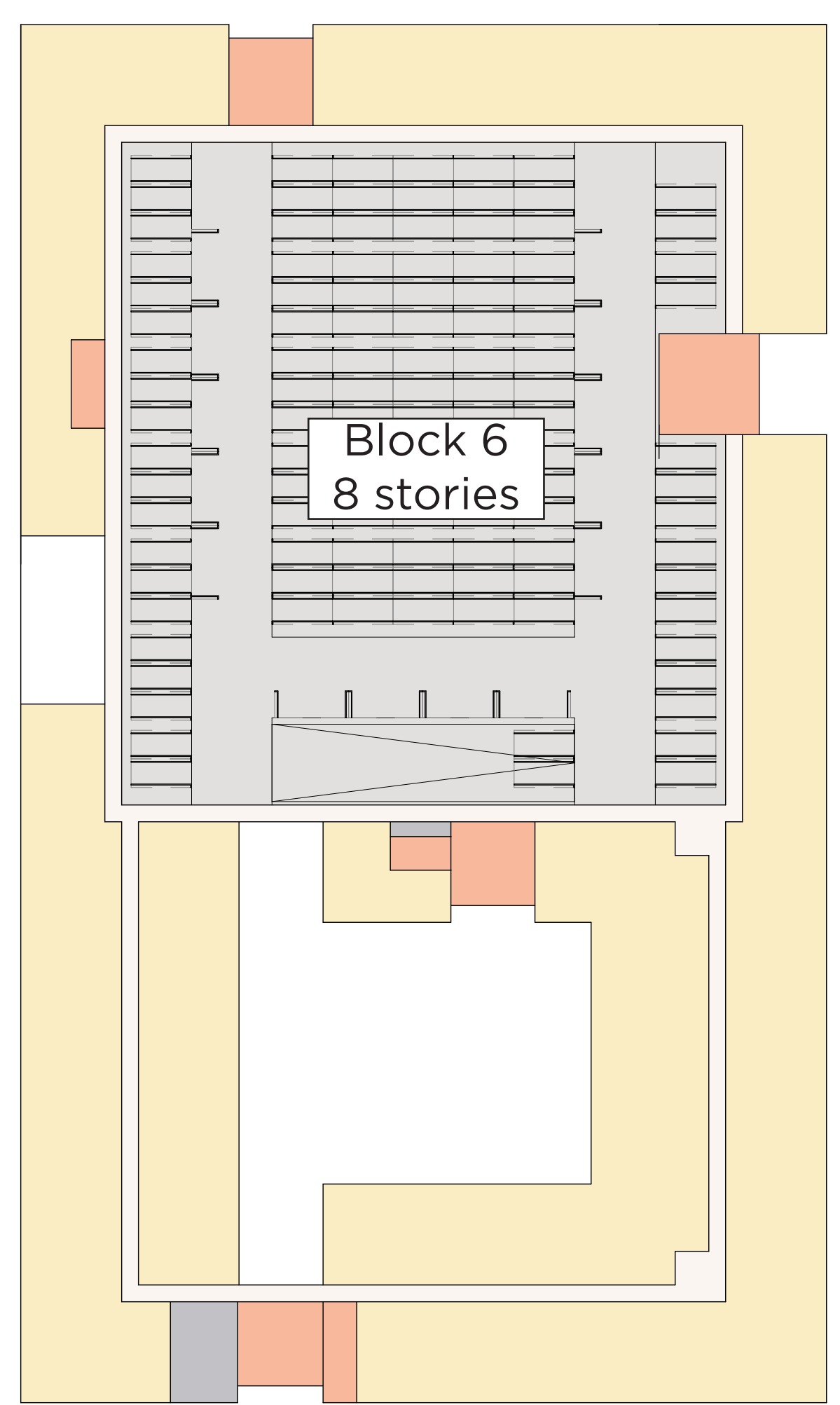
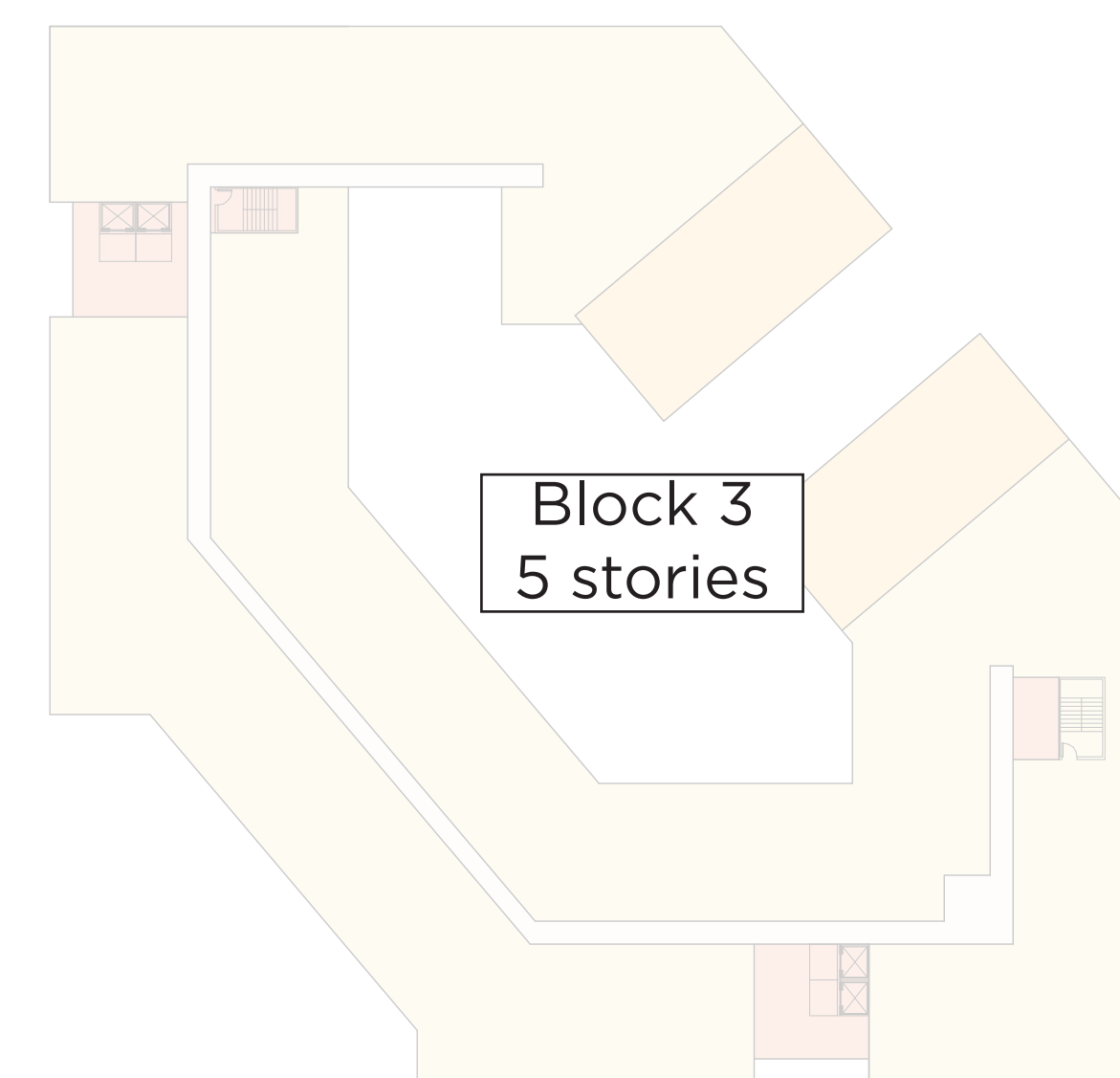
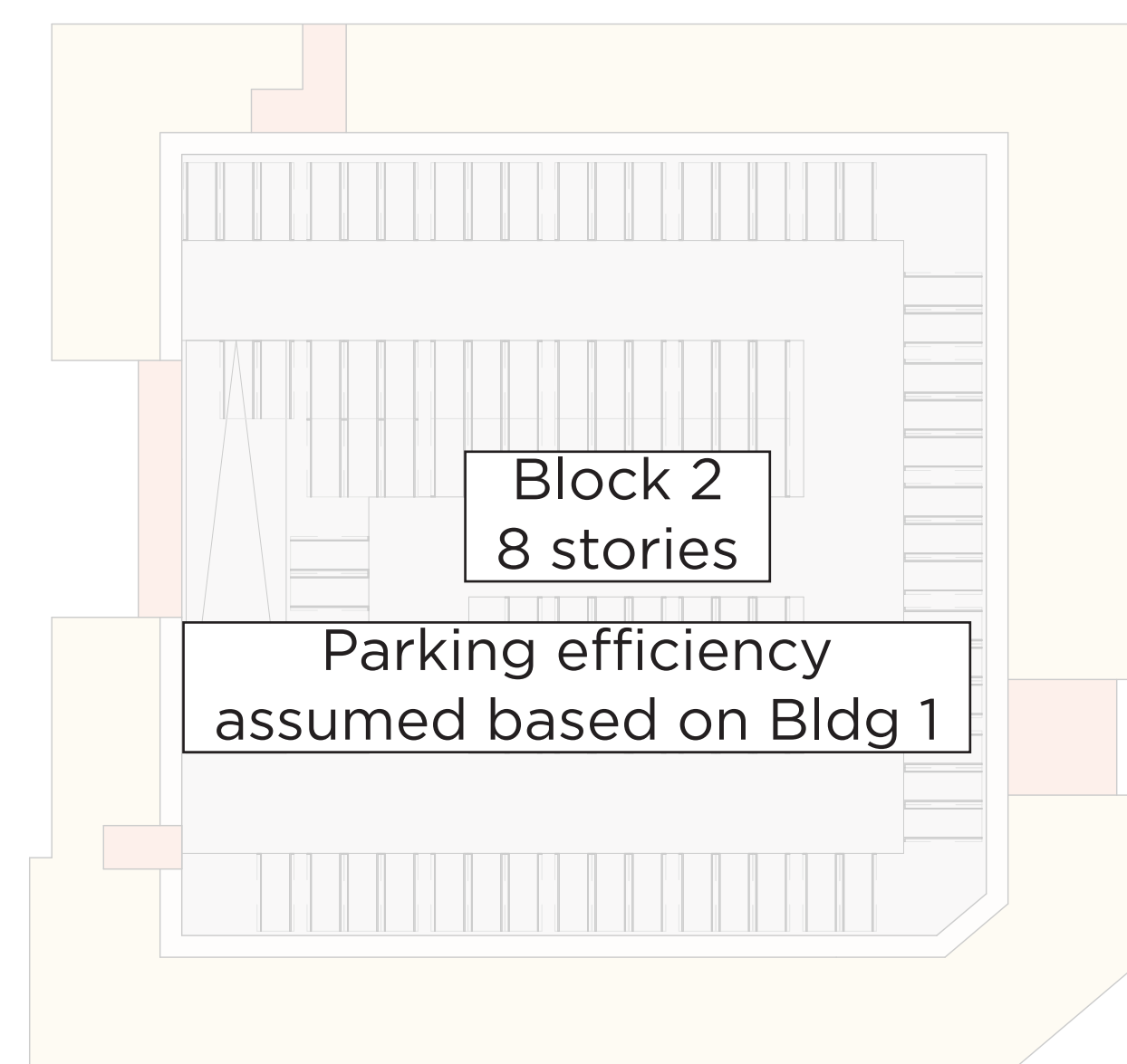
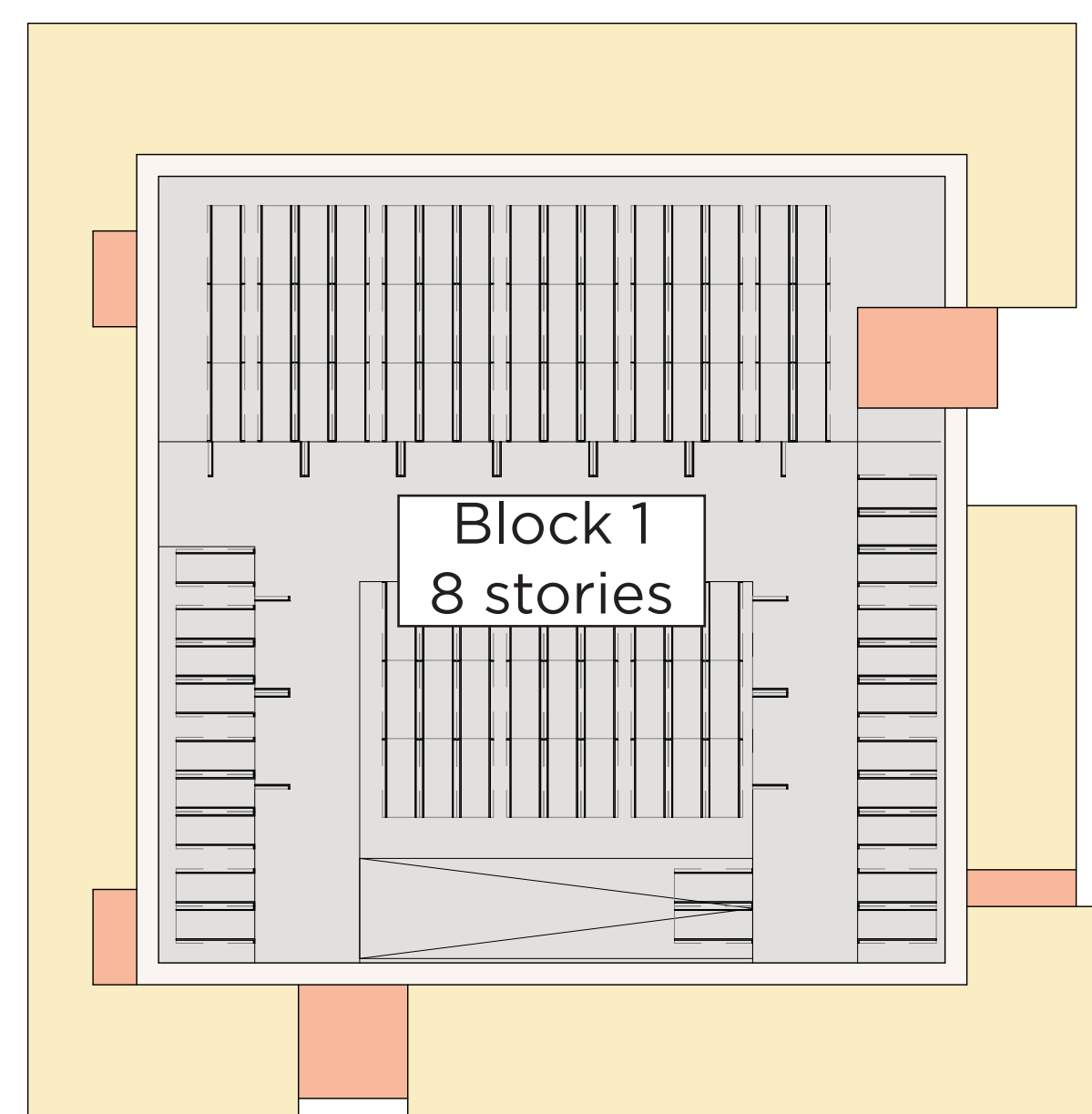


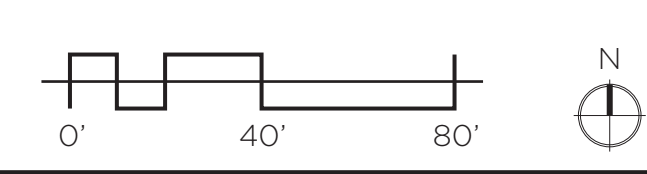
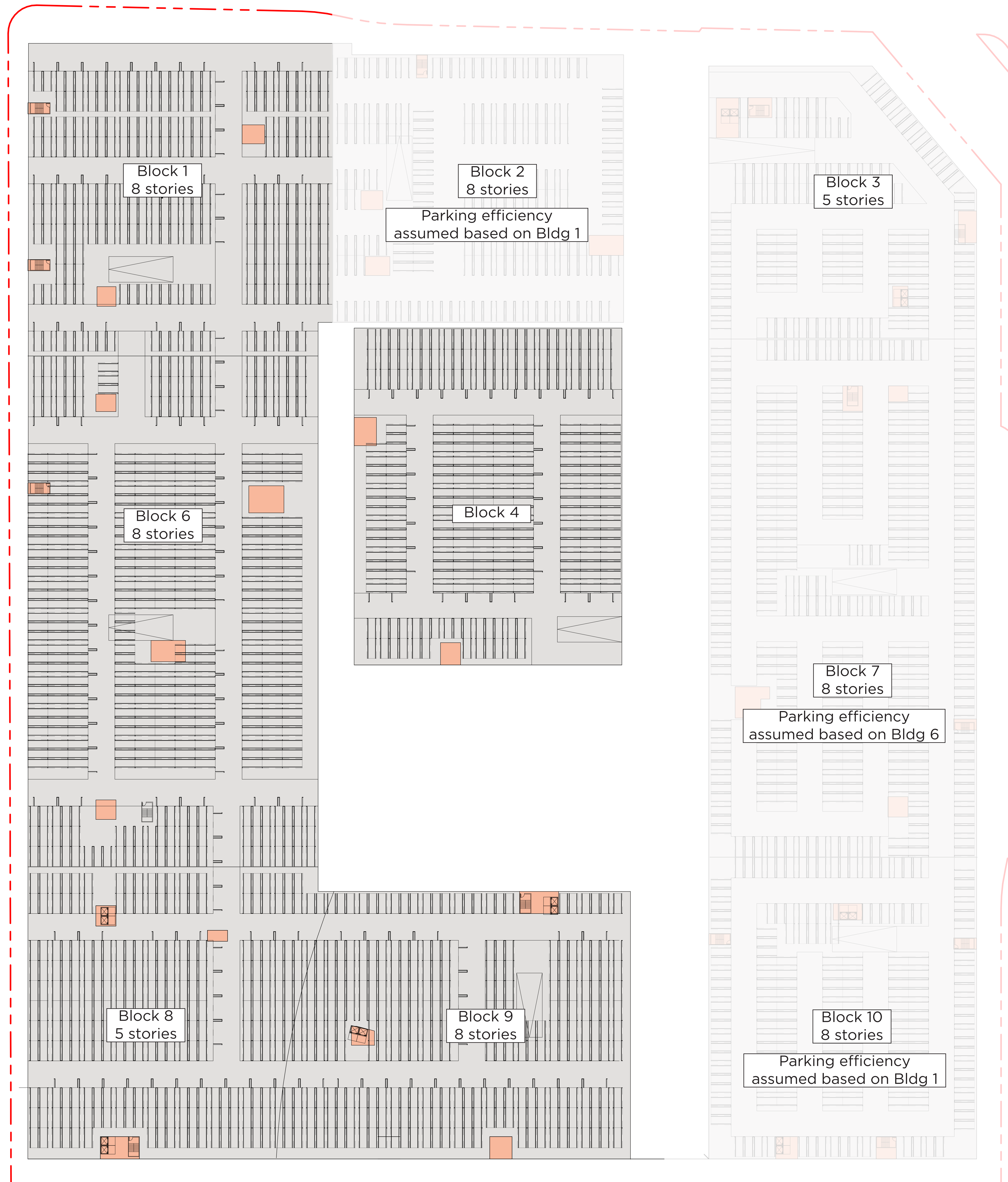


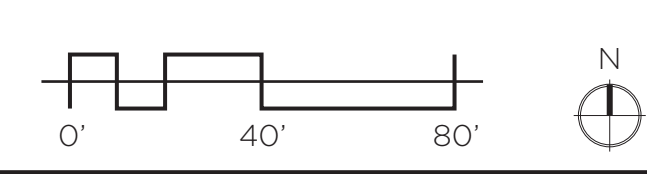
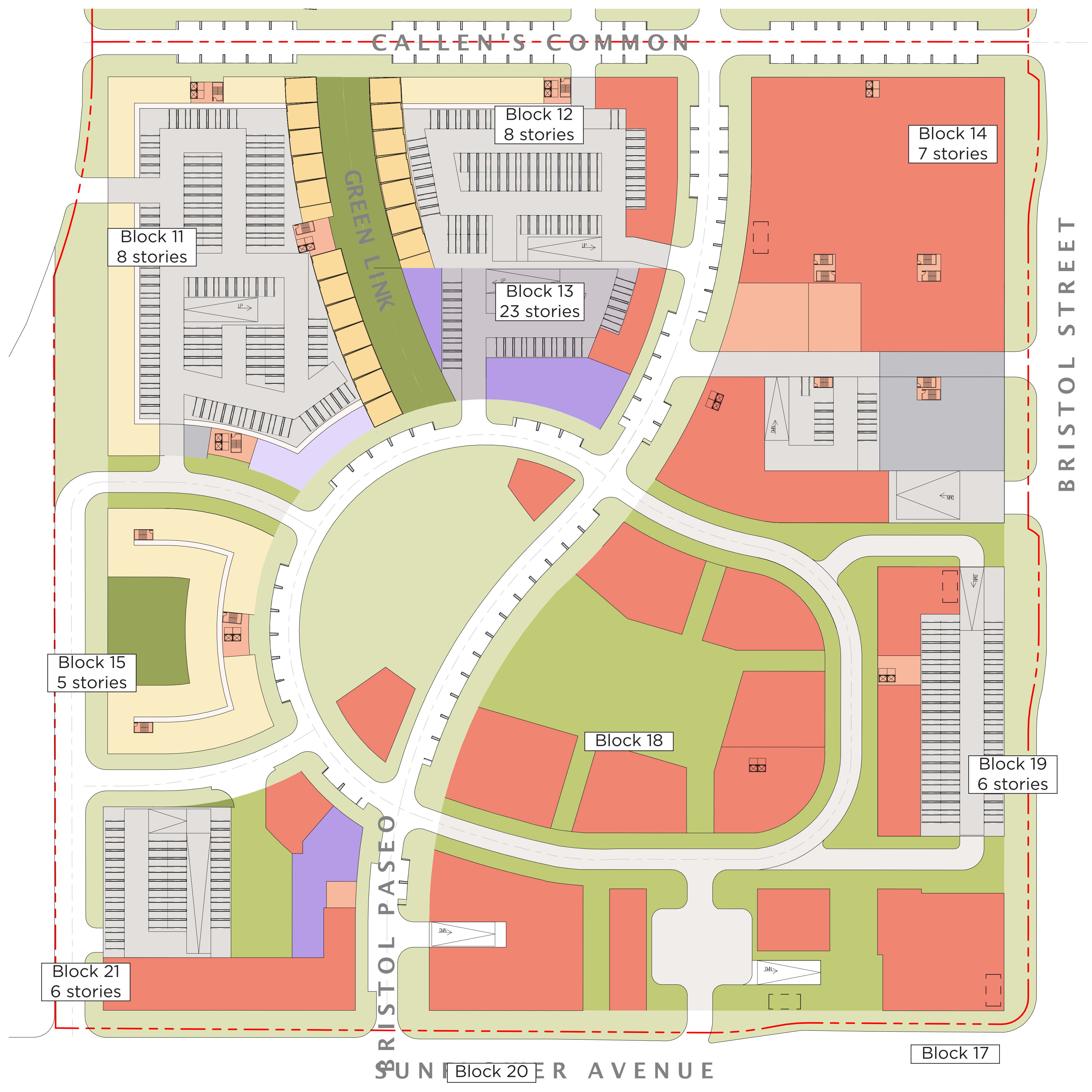
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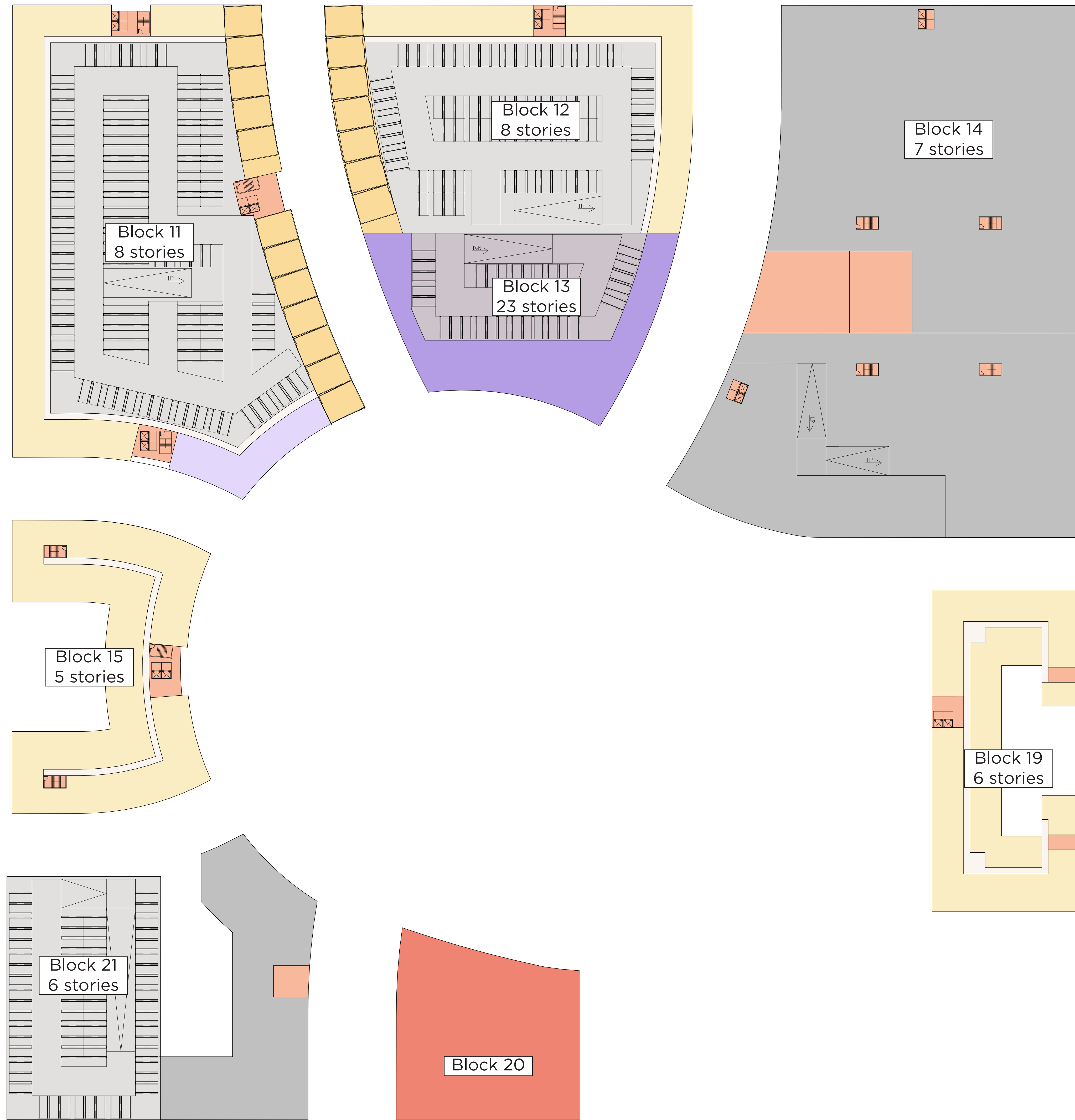


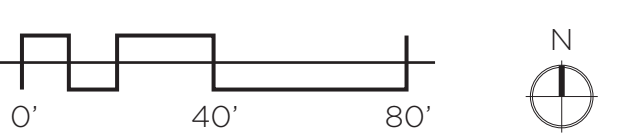
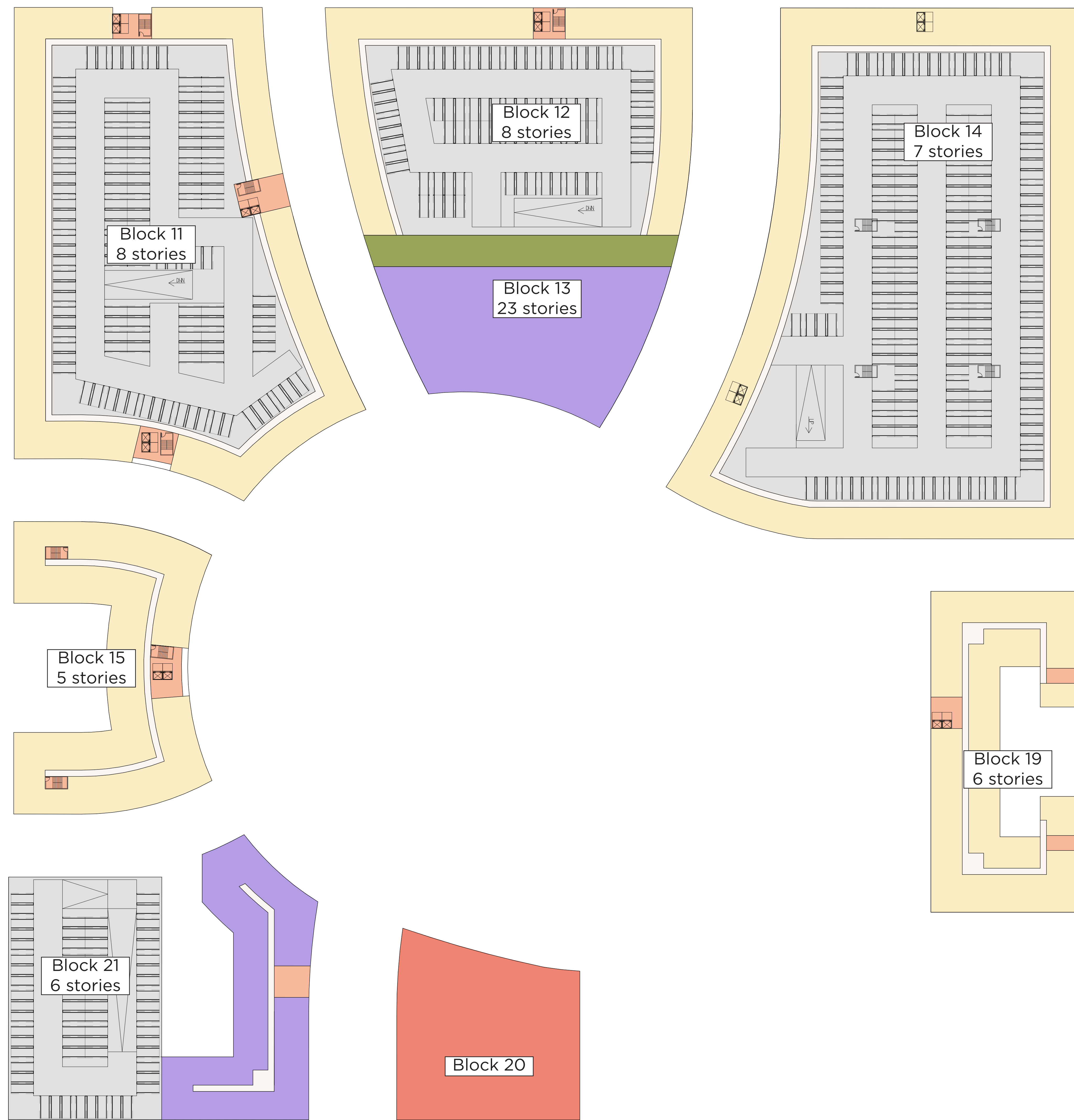


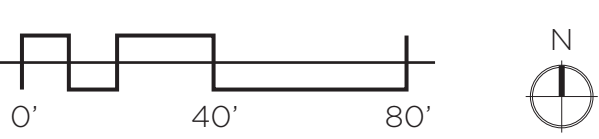
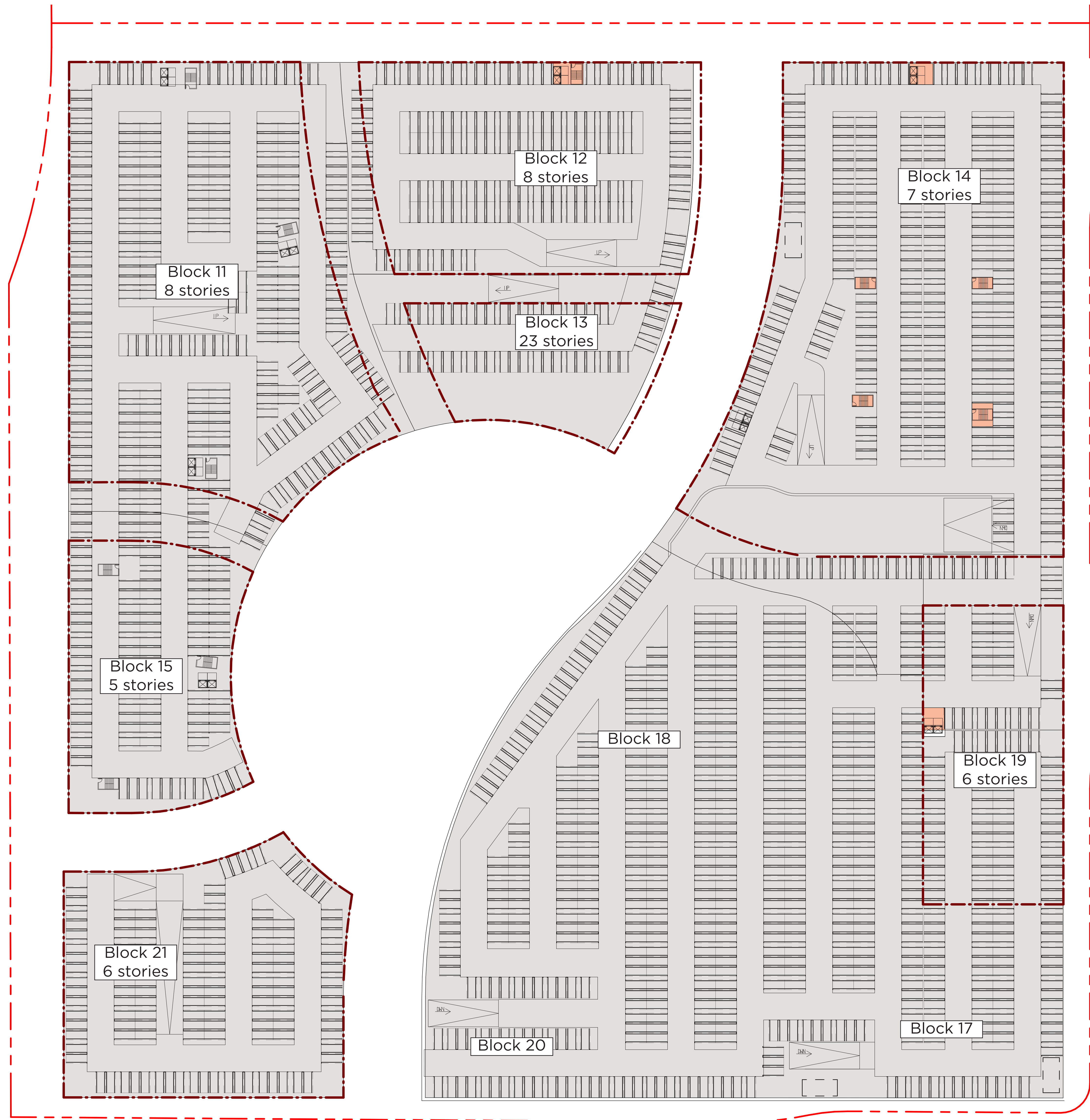


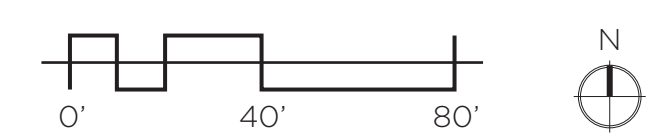


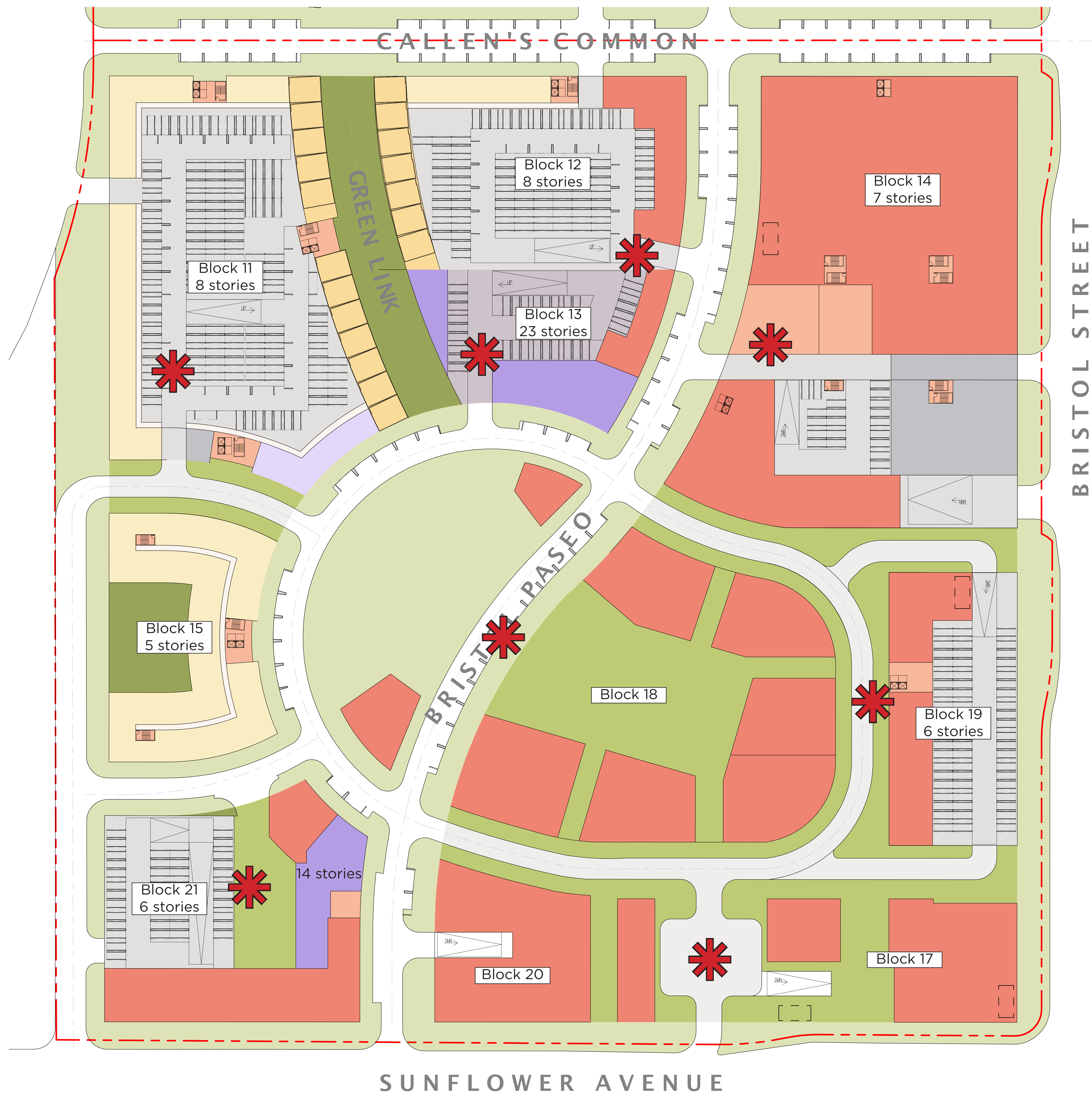




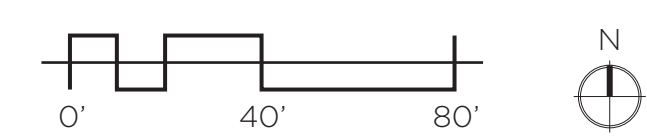


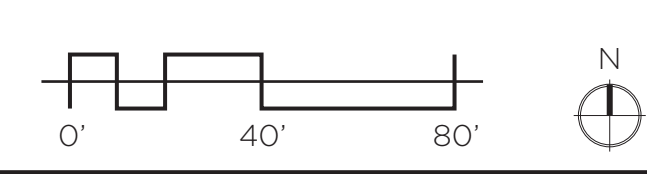


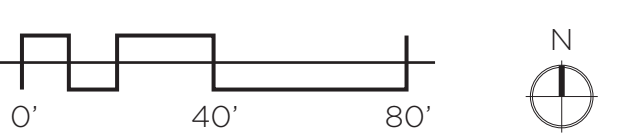
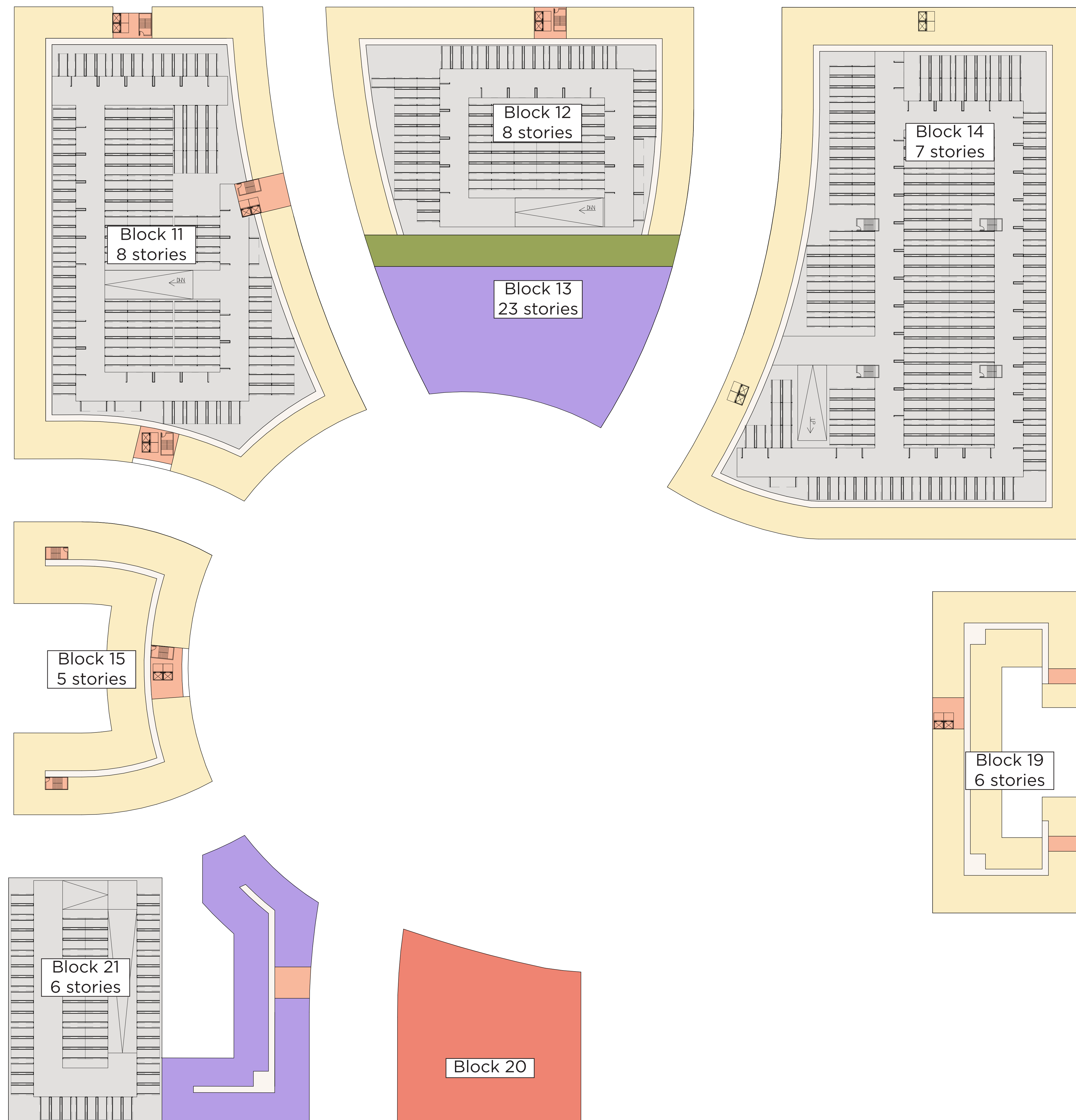


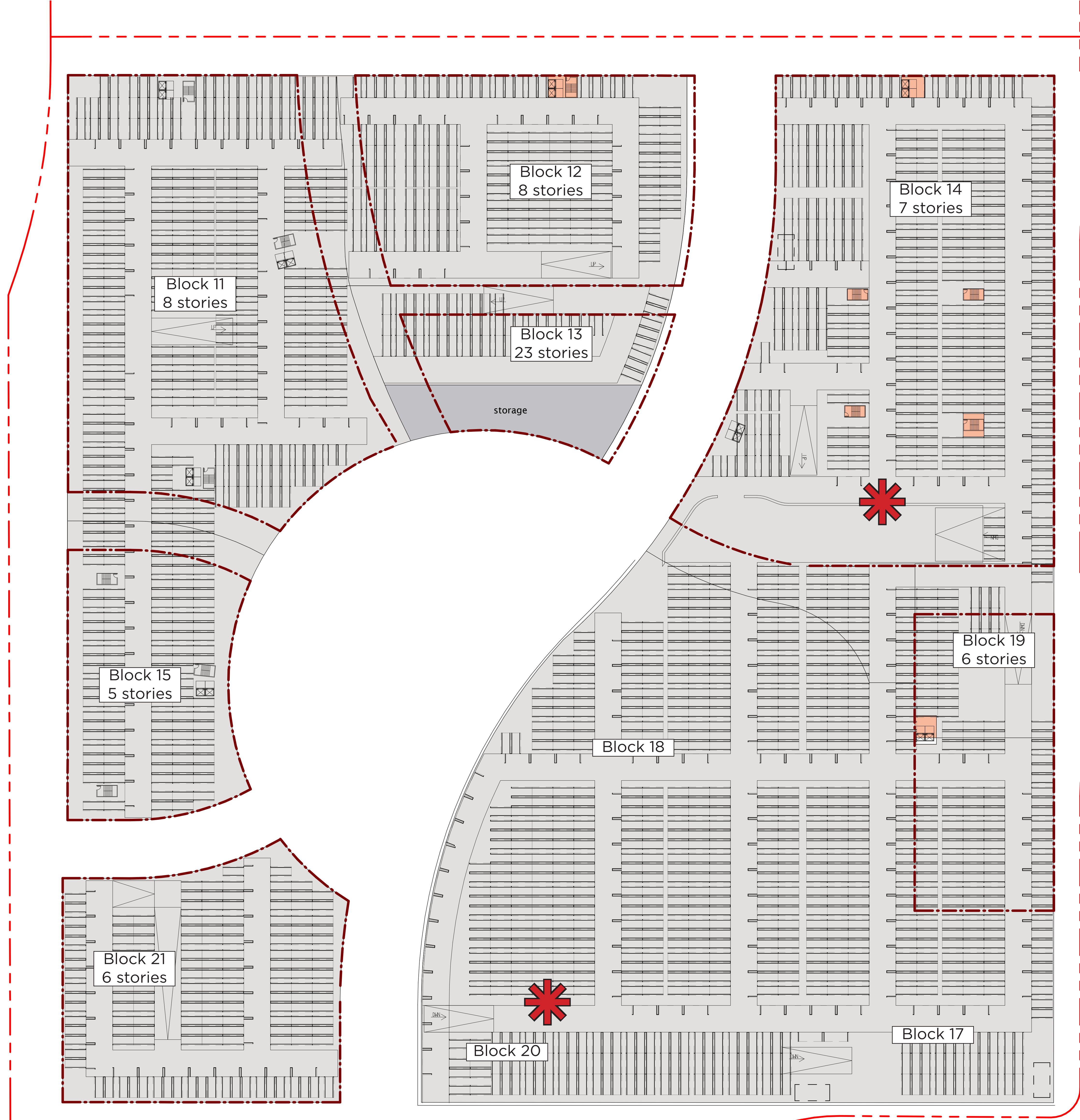


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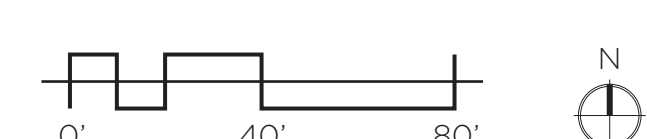








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APPENDIX D AIRSPACE LOTTING TABLE



Airspace Table (From VTTM)

Block	Base # of Parcels	Resi. Parcels	Retail Parcels	Airspace lots
1	5	5	1	11
2	5	5	1	11
3	5	5	1	11
4	5	0	-	5
5	5	0	-	5
6	5	5	1	11
7	5	5	1	11
8	5	5	1	11
9	5	5	1	11
10	5	5	1	11
11	5	5	1	11
12	5	5	1	11
13	5	5	1	11
14	5	5	1	11
15	5	5	1	11
16	5	0	-	5
17	5	0	-	5
18	5	0	5	10
19	5	5	1	11
20	5	0	5	10
21	5	5	1	11
	105	75	25	205

APPENDIX E TRACKING TABLE



RELATED BRISTOL SPECIFIC PLAN (SP5) IMPLEMENTATION TRACKING FORM

Application File No. _____

Site Plan No. _____

Parcel No. _____

Phase No. _____

Use	Total	Parcel Number
Residential		
Total Baseline	3,750 DU	
Amenity Building (Private)	16,000 sf	
Previously Allocated	0	
Proposed DU		
Proposed Amenity Building		
Remaining DU		
Commercial/Office		
Total Baseline	350,000 sf	
Previously Allocated		
Demolition of Existing		
Proposed SF		
Remaining SF		(Cumulative tracking)
Senior/Continuum of Care		
Total Baseline	200 DU 225,000 sf	
Previously Allocated	0	
Proposed DU/SF		
Remaining DU/SF		
Hotel		
Total Baseline	250 keys 150,000 sf	
Previously Allocated	0	
Proposed (Keys/SF)		
Remaining keys		