

PARKING STUDY AND PARKING MANAGEMENT PLAN  
**CABRILLO TOWN CENTER MIXED-USE PROJECT**

Santa Ana, California  
December 9, 2022

December 9, 2022

Grant Williams  
FRH Realty  
5355 Mira Sorrento Place, Suite 100  
Carlsbad, CA 92121

LLG Reference: 2.22.4531.1

Subject: **Parking Study and Parking Management Plan for the  
Cabrillo Town Center Mixed-Use Project  
Santa Ana, California**

Dear Mr. Williams:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Parking Study and Parking Management Plan for Cabrillo Town Center Mixed-Used Project (hereinafter referred to as Project) in the City of Santa Ana, California. The Cabrillo Town Center Project is a planned mixed-use residential apartment project consisting of 507 residential apartment/townhome units with up to 17,200 square-feet (SF) of retail/commercial space, plus an additional 6,100 SF of commercial floor area allocated to leasing/co-work space. The Project site is a 8.97±-acre rectangular-shaped parcel of land within the Metro East Mixed-Use (MEMU) Overlay Zone that is generally located north of Fourth Street and east of Cabrillo Park Drive in the City of Santa Ana, California

This Parking Management Plan (PMP) has been prepared in response to City of Santa Ana requirements for the proposed Project to ensure adequate parking for all Project residents, tenants, employees and guests. This PMP is intended to be used to ensure that the Project's parking supply, based on parking information published in the *City of Santa Ana Metro East Mixed-Use (MEMU) Overlay Zone, Chapter 4.0 Development Standards, Section 4.8 Parking and Access, (A)(2) Village Center District (Section 4.8(A)(2))*, will be sufficient to accommodate the Project's actual parking demand. In addition, per City comments, the PMP should identify how stalls are assigned, gates are managed, method of access (keycard, access codes) for residents, guests, employees, and public. Further, the PMP should incorporate the requirements published in *Section 4.8(B)(2) of the MEMU*, and also the requirements of *Section 4.8(B)(4) of the MEMU*.

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## PARKING GOALS

1. Meet or exceed City minimum requirements for total parking spaces.
2. Provide all resident and guest parking spaces onsite.
3. Provide flexible onsite parking opportunities for retail/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 that are sufficiently flexible to meet current and changing parking demands.

## PROJECT DESCRIPTION AND MULTIMODAL SETTING

### Existing Development

The Project site is a 8.97±-acre rectangular-shaped parcel of land within the Metro East Mixed-Use (MEMU) Overlay Zone that is generally located north of Fourth Street and east of Cabrillo Park Drive in the City of Santa Ana, California. The Project site has an existing zoning of Professional (P) and is identified with a “Village Center District” designation in the MEMU Overlay Zone. The subject property is currently developed with four (4) three-story office buildings with a total floor area of 173,025 square-feet (SF) of floor area and approximately 617 surface parking spaces. The northern half of the Project site, addressed at 515 – 525 Cabrillo Park Drive, is developed with two (2) three-story office buildings with a total floor area of 92,115 SF, whereas the southern half, addressed at 1907 – 1971 E. Fourth Street, is developed with two (2) three-story office buildings with a total floor area of 80,910 SF.

Vehicular access to the Project site is currently provided via two (2) right-turn only driveways on Fourth Street, one (1) right-turn only driveway on Cabrillo Park Drive, and a full access driveway located opposite Park Court Place at Cabrillo Park Drive; No cross vehicular access is now provided with the adjacent commercial property to the east. See *Figure 1-1*, a Vicinity Map that illustrates the general location of the Project and surrounding street system. *Figure 2-1* is an existing aerial photograph of the Project site.



### **Proposed Project**

The proposed Project will include the development of up to 507 residential apartment/townhomes units with a total of 1,025 parking spaces. Site "A" is proposed as five-story apartment podium with up 449 apartment homes consisting of 23 studio units, 264 one-bedroom units, 148 two-bedroom units, and 14 two-bedroom/live-work units, and 17,200 SF of retail/commercial floor area that consists of 5,800 SF of ground floor retail space and 11,400 SF of live/work commercial/office space. On-site facilities for Site "A" an additional 6,100 SF of leasing office and co-work space as well as resident amenities. Parking for Site "A" will be provided via a six-level parking structure with a total of 898 parking spaces. Of the proposed 898 spaces, 90 spaces are proposed to be allocated for resident guest and retail/commercial parking needs, with the remaining 808 spaces allocated for resident parking. In addition, although not counted as a part of the Site "A's" parking supply, an additional 23 on-street parking spaces will be provided on Park Court Place.

Site "B" is proposed as residential townhome community consisting of three-story townhomes with a total of 58 units and parking supply of 127 spaces consisting of 116 resident garage spaces and 11 open surface parking for use by resident guest. On-site facilities/amenities of the Site "B includes open space/courtyards. Although not counted as a part of the Project's parking supply, an additional 23 on-street parking spaces will be provided on Park Court Place.

*Table 1-1* provides a summary of the proposed Project components, whereas *Table 1-2* provides a summary of the parking spaces provided within the proposed apartments parking structure, by level and type. *Figure 2-2* presents the proposed Site Plan, prepared by AO Architects, dated 11/10/2022.

### **Project's Pedestrian Connections**

Pedestrian circulation would be provided via existing public sidewalks along Fourth Street and Cabrillo Park Drive which will connect to the project site. The project will protect the existing sidewalk along project frontage, and if necessary, repair or reconstruct sidewalks along the project frontage per the City's request. The existing sidewalk system within the project vicinity provides direct connectivity to the existing retail/commercial development located along major throughfares.

### **Project's Proximity to Public Transit**

Public transit bus service is provided in the project area by the Orange County Transportation Authority (OCTA). Four (4) OCTA bus routes operate within the vicinity of the project site on First Street, 4<sup>th</sup> Street, 17<sup>th</sup> Street, and Tustin Avenue, which consists of the following:

- OCTA Route 60: The major routes of travel include 17<sup>th</sup> Street and Tustin Avenue. Nearest to the project site are bus stops located on 17<sup>th</sup> Street at Cabrillo Park Drive in the northwest and southwest corners. Route 60 operates on approximate 20-minute headways during weekdays and 15-minute headways on weekends.
- OCTA Route 64: The major route of travel is First Street. Nearest to the project site are bus stops located on First Street at Cabrillo Park Drive in the southeast and northwest corners. Route 64 operates on approximate 15-minute headways on the weekdays and 20-minutes on the weekends.
- OCTA Route 71: The major route of travel is Tustin Avenue. Nearest to the project site are bus stops located on Tustin Avenue at 4<sup>th</sup> Street in the northeast and southwest corners. Route 71 operates on approximate 50-minute headways on the weekdays and 45-minute headways on the weekends.
- OCTA Route 463: The major route of travel is 4<sup>th</sup> Street. Nearest to the project site are bus stops located on 4<sup>th</sup> Street at Cabrillo Park Drive in the northeast and southeast corners. Route 463 operates on approximate 25-minute headways on the weekdays and no bus service on the weekends.

**Figure 3-2** graphically illustrates the transit routes of OCTA within the vicinity of the project. **Figure 3-3** identifies the locations of the existing bus stops in proximity to the Project site.

### **Project's Proximity to Bicycle Facilities**

The City of Santa Ana promotes 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. Currently, not many bicycle facilities exist in the study area. However, review of **Figure 3-4**, which presents the City's Bikeway Master Plan, shows that a Class I bike path is proposed to be built along Tustin Avenue within the vicinity of the Project.



## PARKING DEMAND ANALYSIS

### Parking Requirements per MEMU Requirements

To determine the number of parking spaces required to support the proposed Project, the parking requirement was calculated based on parking information published in the *City of Santa Ana Metro East Mixed-Use Overlay Zone, Chapter 4.0 Development Standards, Section 4.8 Parking and Access, (A)(2) Village Center District (Section 4.8(A)(2))*. The following parking ratio was used to determine the required parking:

- *Section 4.8(A)(2)(c): Mixed-use developments with less than 10 percent of the gross floor area devoted to commercial activity: a minimum of 2.0 spaces per residential or live/work unit inclusive of guest parking and any nonresidential uses.*
- *Section 4.8(A)(2)(d): Mixed-use developments with 10 percent or greater of the gross floor area devoted to commercial activity: Any development proposal that devotes 10 percent or more of the development's gross floor area to a nonresidential use shall be required to provide a parking study by a city approved consultant to establish an adequate parking requirement for the mixture of uses in the proposed development. In no case, however, shall a standard of less than 2.25 spaces per unit inclusive of guest parking and any nonresidential uses shall be established.*

Given the proposed Project's commercial floor area, which totals 17,200 SF, equates to less than 10 percent of the Project's total gross floor area, the Project would require 2.0 spaces per residential unit or live/work unit, inclusive of guest parking and any nonresidential uses.

**Table 2** presents the MEMU parking requirements for the Project. Review of the upper half of **Table 2** identifies that the Project's proposed 449 apartment homes component would require 898 spaces. With a proposed parking supply of 898 parking spaces, the City's MEMU parking requirement for this Project component is satisfied. It should be noted that the retail/commercial and resident guest supply consists of 90 spaces located on the ground floor and subterranean level of the parking structure which will be ungated.

Review of the lower half of **Table 2** identifies that for the Project's proposed 58 unit townhome development, a parking requirement of 116 spaces is required (2.0 spaces per unit x 58 units). With a proposed parking supply of 127 spaces, this Project component has an 11-space parking surplus when compared to the City's MEMU parking requirements.

However, knowing that the retail/commercial and residential guest component of the Project are expected to share spaces and would have peaks that occur at different times of the day a shared parking assessment has been considered. The shared parking approach would be a part of the Project's PMP to ensure adequate parking is maintained for all users of the Project.

It is noted that although not counted as a part of the Project's parking supply, an additional 23 on-street parking spaces will be provided on Park Court Place, thus effectively increasing the Project's overall surplus to 34 spaces.

### **PARKING MANAGEMENT PLAN (PMP)**

The Parking Management Plan should incorporate the requirements published in *Section 4.8(B)(2) of the MEMU*, and also the requirements of *Section 4.8(B)(4) of the MEMU* as summarized below:

- *4.8(B)(2). All residential units shall be provided a minimum of one (1) assigned space per unit.*
- *4.8(B)(4). Parking spaces specifically designated for nonresidential and residential uses shall be clearly marked by the use of posting, pavement markings, and/or physical separation. Parking area design shall incorporate a separation of the parking for nonresidential and residential uses, except that guest parking may be combined with nonresidential parking as long as the total required parking for the development is not reduced.*

As such, 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.

### **PMP Measures**

Specific PMP measures are described below, and were developed based on the following objectives and will be implemented through signage and by on-site management:

#### Objectives:

- The PMP should restrict residents from parking in the guest spaces.
- The PMP should restrict guests from parking in the reserved resident spaces.



- The PMP should require guests to park in designated guest spaces.
- The PMP should restrict vehicles from exceeding the time restriction on the short term parking, if any is proposed.
- The PMP should allow for the use of proposed “short-term/time restricted” parking spaces allocated retail and leasing use for use by residents and resident guests after business hours, if necessary.
- The PMP should help develop the framework for a detailed parking agreements between the leasing office and the tenants

Retail/Commercial Component

1. The Property Owner/Property Management Company will implement a reciprocal/shared parking program to ensure the pool of parking for the retail/commercial component and guest of the residential component is available to be “shared”. The pool of parking spaces to be allocated for resident guest and retail/commercial use is proposed to be provided on Subterranean Level and Level 1 of the apartment parking structure in compliance of *Section 4.8(B)(4) of the MEMU*.
2. The Property Owner/Property Management Company will work with tenants of the Project’s retail/commercial component to implement an employee parking program, with the goal of providing convenient and accessible shopping experience for the customers of the retail/commercial uses 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 signage. 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 Project’s retail/commercial component 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 commercial/office use, These short term spaces will most likely be designated on the ground floor (Level 1) of the Site A parking structure. The short-term spaces may be used for service retail-type users as well as be designated for prospective resident tenants. The number and location of spaces will be determined by Property Owner/Property Management Company and the potential tenants.
4. Retail/commercial customers or visitor of the tenants of apartment mixed-use component of the Project will be able to park, on a first come first serve basis, on the 23 on-street parking spaces along Park Court Place.



Residential Component

5. The Property Owner/Property Management Company shall assign one (1) parking space to every unit for the Project's 449 unit apartment component per *Section 4.8(B)(2) of the MEMU*. Additional spaces may be assigned to any unit that requests additional assigned spaces dependent on the number of bedrooms provided within said unit. The Property Owner/Property Management Company shall determine the allocation of parking spaces for resident tenants and location of guest parking spaces, inclusive of spaces designated and signed for prospective resident tenants. Resident may not park more than two (2) vehicles in the complex unless authorized by the Project Owner/Project Management Company.
6. Residents will be provided a transponder or similar device (fob or key card, etc.) for remote access to the gated residential parking area within the Project's 449 unit apartment component. As shown in the Project site plan, Level 1 of the parking structure will have two residential gates to access the upper levels of the garage.
7. The Property Owner/Homeowner's Association shall require residents of the 58-unit townhomes component to use their garage to park their vehicle. Recognizing that garages are sometimes used for storage, it will be the resident's responsibility to ensure that a resident's vehicle can park in the garage with the door closed. No boats or RV's are allowed. Resident vehicles not parking in their garage space will be towed.
8. Pending the requirements of the Property Owner/Homeowner's Association Company, resident vehicles may be allowed to parked temporary outside their garages. However, if a temporary valid permit is not obtained from the Property Owner/Property Management Company and is not properly displayed, the vehicle may be towed at the owners' expense. The eleven (11) open spaces located within the townhomes component of the Project should be made available to accommodate townhome resident guests parking needs. Resident guests of the townhomes component of the Project will be able to park, on a first come first serve basis, within eleven (11) parking space of the townhome site.
9. Vehicles lacking current registration will not be issued a permit. Vehicles that have lapsed registration will be towed by the Property Owner/Property Management Company or Homeowner's Association. The storage of inoperable or unregistered vehicles is prohibited.
10. Every resident will be required to register their vehicle. The registered owner must be a lease holding resident. No permits will be issued to non-lease holders,

or vehicles not registered to a lease holder. This registration will be updated annually at the time of recertification.

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. If you obtain a new vehicle, you must provide new registration, and will be given a new permit (transferring permits is not permissible).
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 or the Homeowner's Association to ensure compliance.

*Retail/Commercial & Residential Component*

15. Relative to the 23 curbside parking spaces located on Park Court Place, the Property Owner/Property Management Company will work with the City of Santa Ana on time-restrictive signage for these spaces. No overnight parking should be allowed on these spaces and parking should be limited to no more than 2-hours during the period of 8:00 AM to 7:00 PM daily. The PMP may consider limiting resident and/or resident guest parking to after 5:00 PM daily. Given the on-street parking spaces are within the public right-of-way, the installation of the necessary signing and striping improvements will be subject to the review and approval of the City of Santa Ana. Further yet, the enforcement of parking restrictions these public parking spaces would be the responsibility of the City of Santa Ana.
16. Resident guests of the apartment homes component of the Project will be able to park, on a first come first serve basis, within the 90 spaces allocated within the apartment's parking structure or 23 on-street parking spaces along Park Court Place. Resident and/or Resident Guest parking overnight will require prior approval by Property Owner/Property Management Company and a permit.
17. The parking conditions for the Project will be reviewed/monitored on an annual basis by the Property Owner/Property Management Company and Homeowner's Association and appropriate actions detailed above will be taken to ensure that the necessary PMP measures are being implemented.



Through this monitoring and cooperation with the residents and tenants as a result of the annual review/monitoring, a partnership will be formed to ensure that residential tenants and retail employees and Management Company personnel on the property work together to ensure adequate parking is available.

## SHARED PARKING ANALYSIS

To validate the adequacy of the proposed retail/commercial parking supply in combination with the residential guest component a shared parking analysis has been prepared based on the utilization profile of each included land use component. The following section calculates the parking requirements for Project based on the shared parking methodology outlined in ULI *Shared Parking, 3<sup>rd</sup> Edition*.




The specific tenancy mix of the Project provides an opportunity to share parking spaces based on the utilization profile of each included land use component. The parking ratios identified above have been used directly for incorporation into a shared parking analysis consistent with the methodology outlined in the Urban Land Institute (ULI) and published in *Shared Parking, 3<sup>rd</sup> Edition*. Based on the results of this shared parking assessment, the adequacy of the Project's retail/commercial component and resident guest parking supply of 90 spaces can be determined.

Key inputs in the shared parking analysis for each land use include:

- Peak parking demand by land use for visitors and employees.
- Adjustments for alternative modes of transportation, if applicable.
- Adjustment for internal capture (captive versus non-captive parking demand), if applicable.
- Hourly variations of parking demand.
- Weekday versus weekend adjustment factors
- Monthly adjustment factors to account for variations of parking demand over the year.

For this analysis, a conservative 10% parking adjustment to account for (1) "walk-in/internal capture" trips attributable to synergy between uses within the Project and adjacent residential uses, and (2) alternative modes of travel (i.e. carpool, vanpool, transit, bicycle, pedestrian) were utilized to provide a conservative parking demand forecast for the proposed Project. For the Project's Live/Work component, it is assumed that 50% of the employee parking needs are attributed to the residents who would occupy these units. These adjustments are representative of the interaction between the Project' retail and residential component and as well as the existing uses in the vicinity of the Project site.



**Tables 3** and **4** present the overall weekday and weekend parking demand profiles for the retail/commercial and residential guest components of the Project based on the shared parking methodology. Columns (1) through (3) of these tables present the parking accumulation characteristics and parking demand of the proposed uses for the hours of 6:00 AM to midnight. Columns (4) through (5) presents the expected joint-use parking demand for the Center on an hourly basis and further presents the hourly parking surplus/deficiency for the proposed Project compared to the parking supply of 90 spaces. Both tables highlight the forecast peak parking demand for the retail/commercial center component of the Project during the morning peak hour (shown in ) , afternoon peak period (shown in ) and evening peak hour (shown in ) .

Based on our experience, the shared parking approach summarized in **Tables 3** and **4** are believed to be the most appropriate in evaluating the parking supply-demand relationships for Project. The results in these tables are the focus of this parking investigation and recommendations.

### Shared Parking Results

Review of **Tables 3** and **4** indicates that the future full occupancy weekday peak retail/commercial and residential guest parking demands will occur at 7:00 PM with a peak demand of 81 spaces. Based on the proposed retail/commercial and residential guest parking supply of 90 spaces, the peak demand hours on a weekday will result in a surplus of 9 spaces. On a weekend, a peak parking demand will occur at 7:00 PM and 8:00 PM with peak demands of 79 spaces resulting in a surplus of 11 spaces. **Appendix A** contains the detailed weekday and weekend shared parking worksheets.

**Figures 4-1** and **4-2** graphically illustrate the weekday and weekend hourly parking demand forecast for the shared parking component, respectively. Each of the anticipated land use component/tenant mix and its corresponding hourly Shared Parking demand for various mixes of uses, which were presented in **Tables 3** and **4**, are depicted in these two figures relative to a proposed parking supply of 90 spaces. A review of these figures indicates that the Project's parking supply for the retail/commercial and resident guest of 90 spaces will adequately accommodate the weekday and weekend hourly shared parking demand

### CONCLUSIONS

Based on the above, it is concluded that adequate parking will be provided to satisfy the parking demand for residents, guests and employees of the Cabrillo Town Center Mixed-Use Project. Nevertheless, to ensure adequate parking is provided for all users of the Project, the Property Owner and/or Property Management Company, if they

deem it necessary, would implement and enforce the appropriate Parking Management Strategy recommended in this Parking Management Plan, to ensure that accessible and convenient parking is available for all users at all times.

In summary, the proposed Project provides more than adequate parking to accommodate the needs of both the retail/commercial users and residential users. The proposed PMP measures would help ensure these adequacies for all.

\* \* \* \* \*

We appreciate the opportunity to provide this analysis for FRH Realty and the City of Santa Ana. Should you have any questions, please call us at 949.825.6175.

Respectively submitted,  
**Linscott, Law & Greenspan, Engineers**

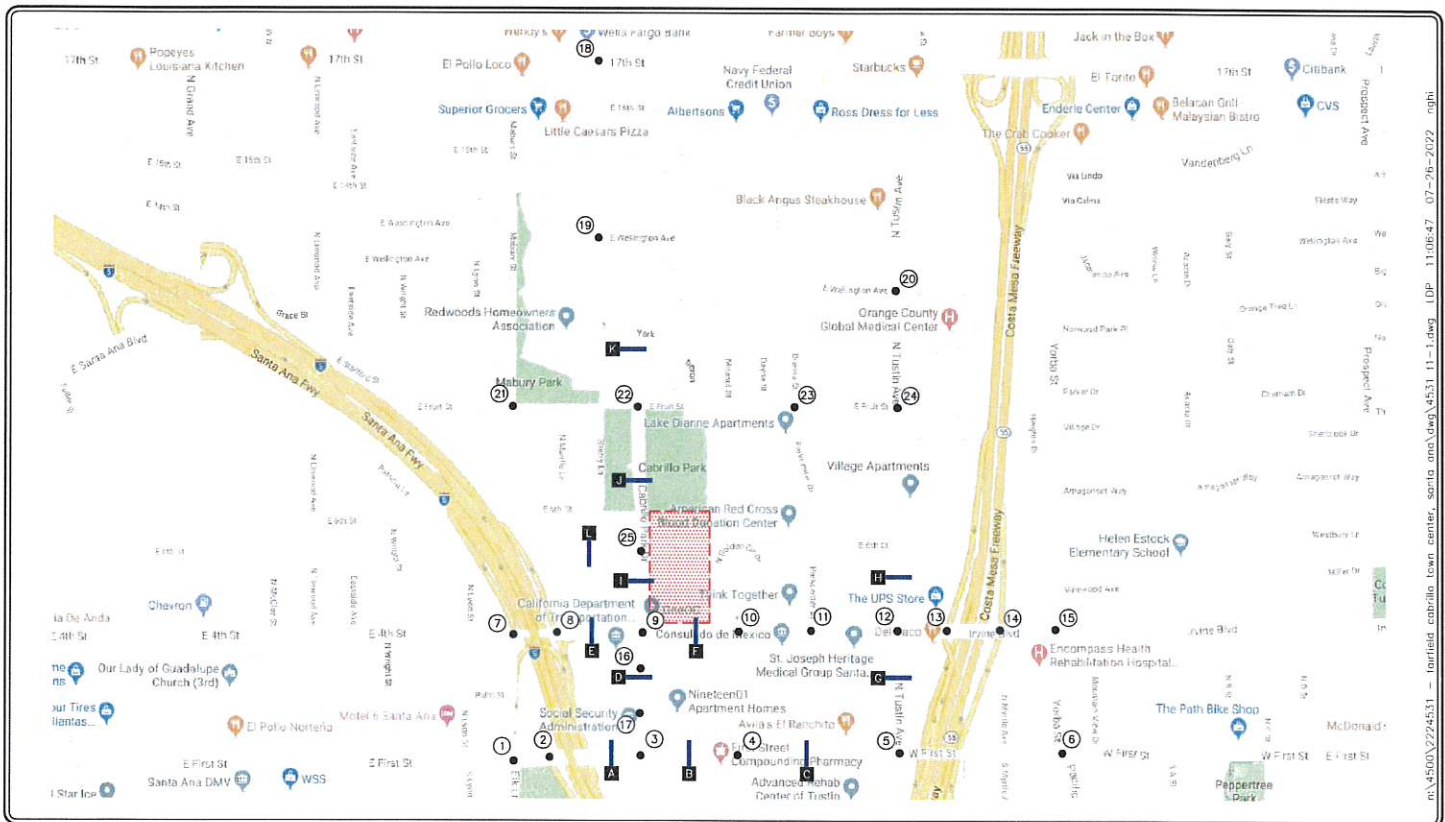


Richard E. Barretto, P.E.  
Principal

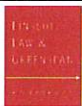
Attachments

cc: Shane Green, P.E., Senior Transportation Engineer





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SOURCE: GOOGLE

KEY

- = STUDY INTERSECTION
- = ROADWAY SEGMENT
- = PROJECT SITE

FIGURE 1-1

VICINITY MAP  
CABRILLO TOWN CENTER MIXED-USED PROJECT, SANTA ANA





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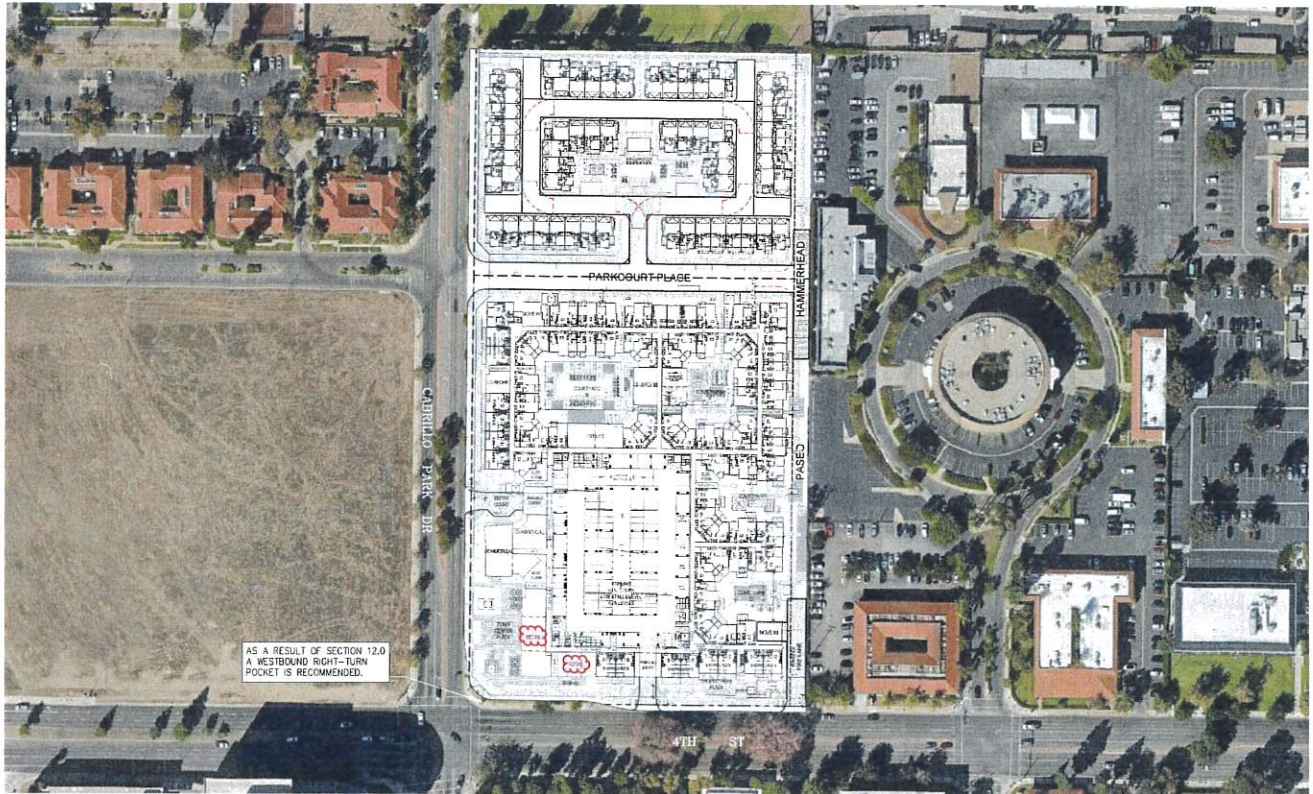


SOURCE: GOOGLE  
KEY  
PROJECT SITE

FIGURE 2-1

EXISTING AERIAL SITE PLAN  
CABRILLO TOWN CENTER MIXED-USE PROJECT, SANTA ANA





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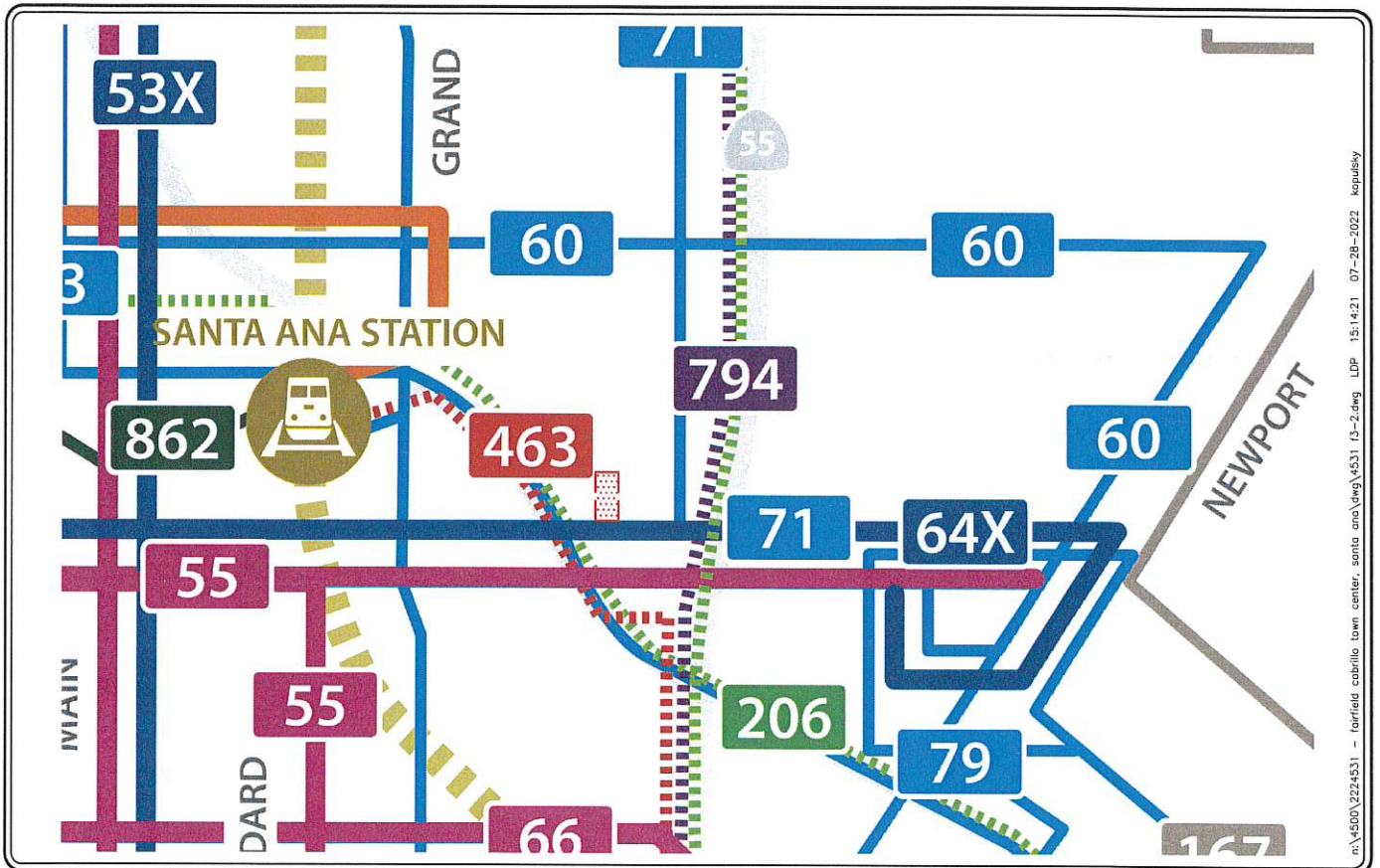
SOURCE: ARCHITECTS ORANGE

FIGURE 2-2

PROPOSED SITE PLAN  
CABRILLO TOWN CENTER MIXED-USE PROJECT, SANTA ANA



NO SCALE



**LINSCOTT  
LAW &  
GREENSPAN**  
*engineers*

SOURCE: OCTA

KEY

= PROJECT SITE

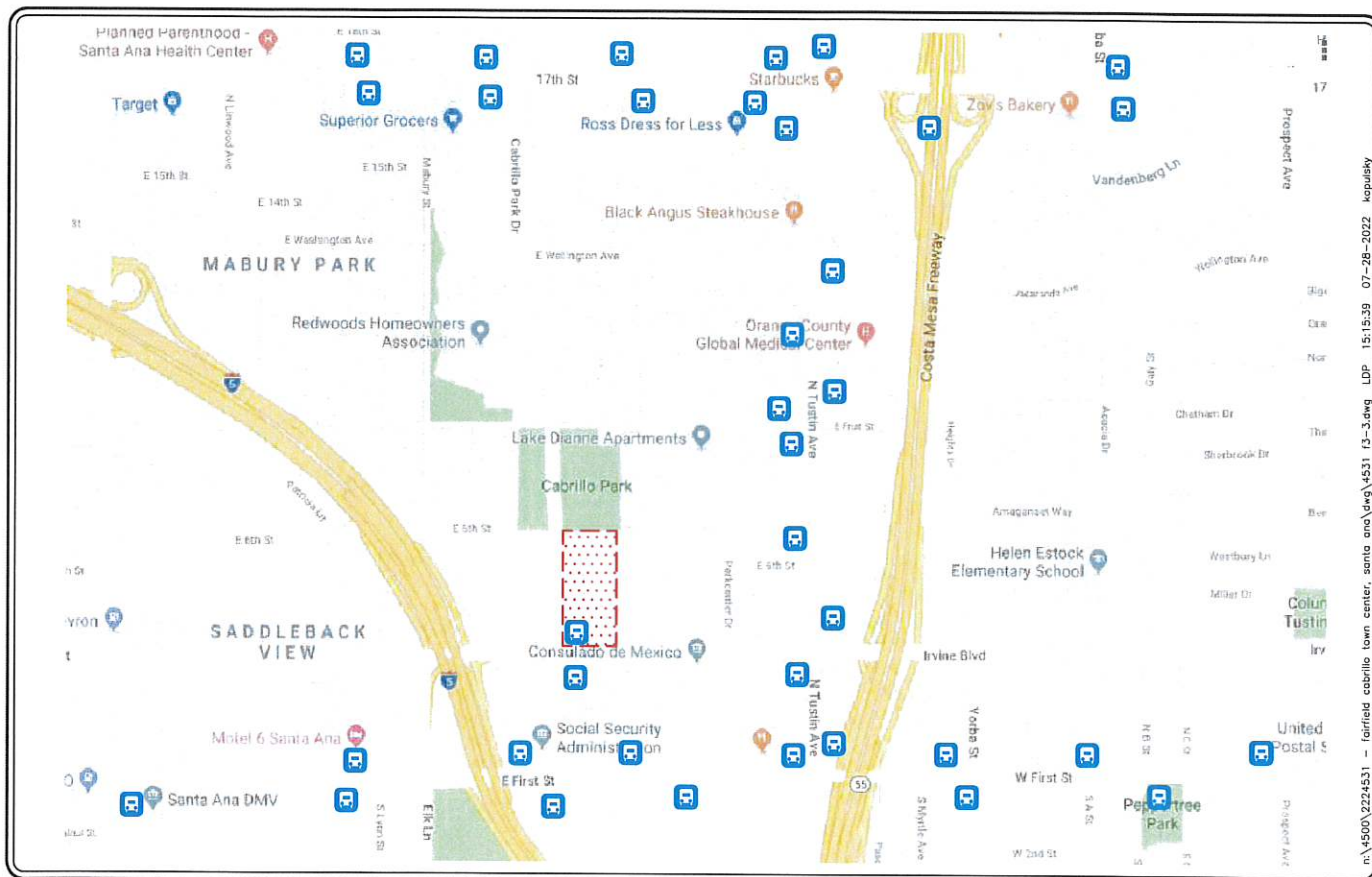
**FIGURE 3-2**

**OCTA TRANSIT MAP**

CABRILLO TOWN CENTER MIXED-USE PROJECT, SANTA ANA

NO SCALE





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LINSCOTT  
LAW &  
GREENSPAN  
engineers



SOURCE: GOOGLE

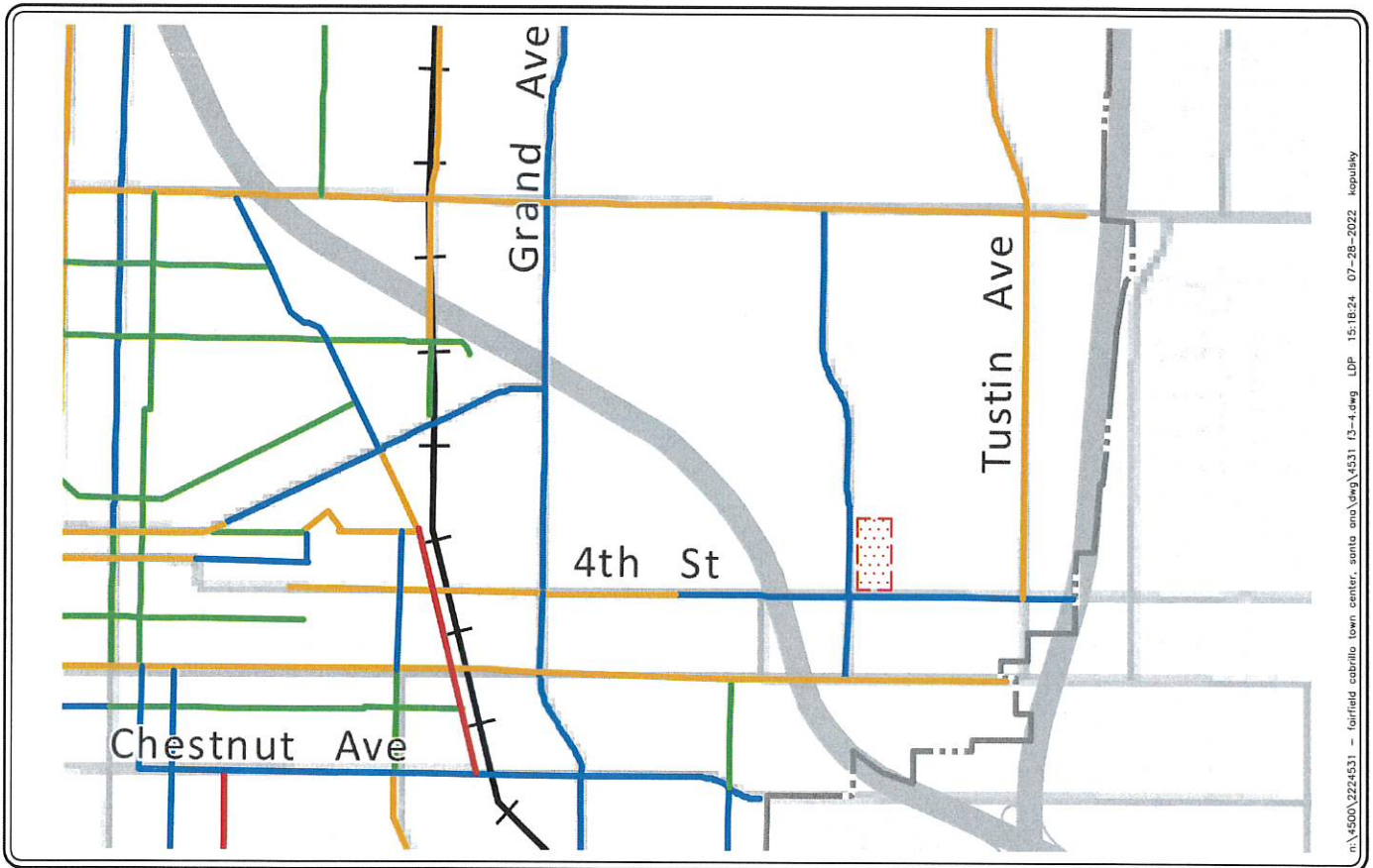
KEY

- = PROJECT SITE
- T = TRANSIT STOP

## FIGURE 3-3

### TRANSIT STOP LOCATIONS

CABRILLO TOWN CENTER MIXED-USE PROJECT, SANTA ANA



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LAW &  
GREENSPAN  
engineers



NO SCALE

SOURCE: CITY OF SANTA ANA GENERAL PLAN

KEY






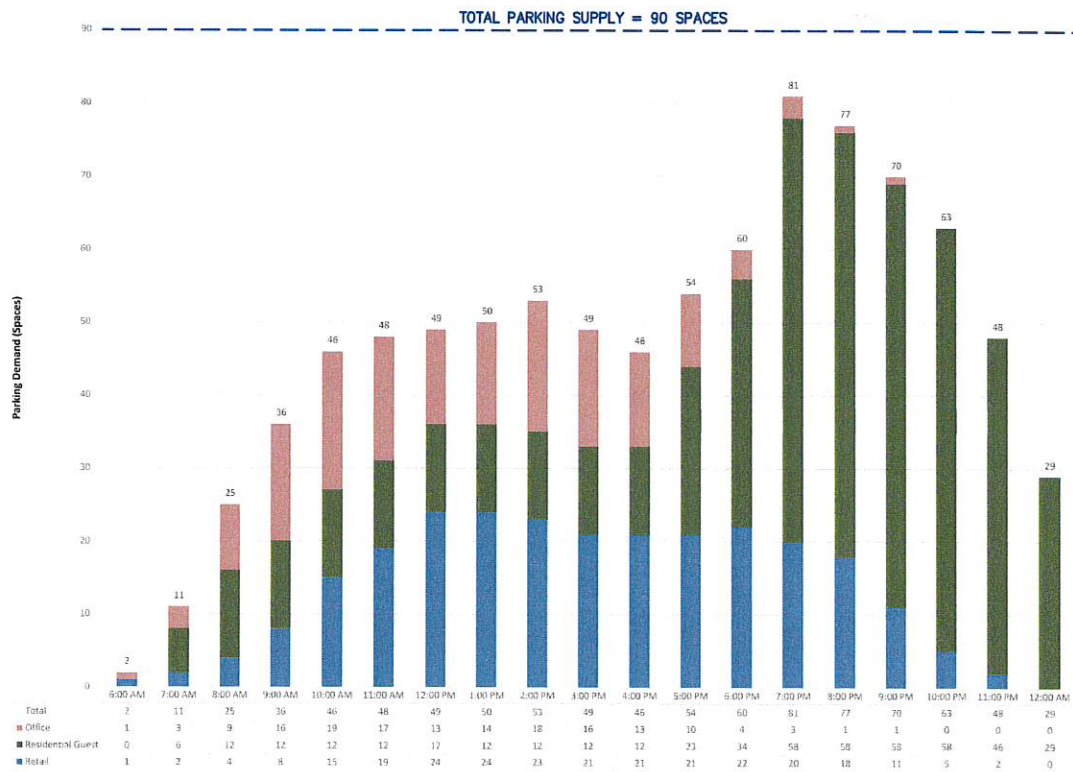
-  = PROJECT SITE
-  = CLASS III BIKE ROUTE/BOULEVARD
-  = CLASS I PATH
-  = CLASS IV CYCLE TRACK
-  = CLASS II BIKE LANE

FIGURE 3-4

CITY OF SANTA ANA BIKEWAY MASTER PLAN  
CABRILLO TOWN CENTER MIXED-USE PROJECT, SANTA ANA



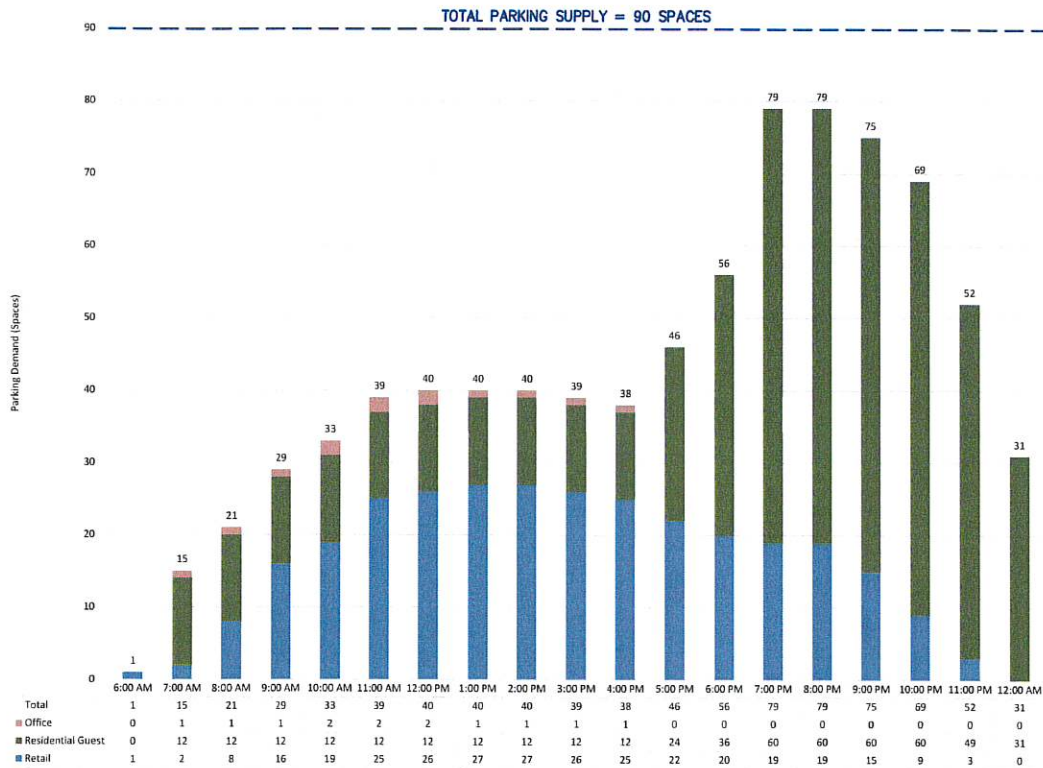
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FIGURE 4-1

WEEKDAY HOURLY PARKING DEMAND  
CABRILLO TOWN CENTER MIXED-USED PROJECT, SANTA ANA





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**FIGURE 4-2**

**WEEKEND HOURLY PARKING DEMAND**  
CABRILLO TOWN CENTER MIXED-USED PROJECT, SANTA ANA

**TABLE 1-1**  
**PROJECT DEVELOPMENT SUMMARY<sup>1</sup>**  
**CABRILLO TOWN CENTER MIXED-USED, SANTA ANA**

Land Use / Project Description	Project Development Totals
<b><u>Cabrillo Town Center Mixed-Use</u></b>	
<input type="checkbox"/> Site A: 5-Story Wrap <ul style="list-style-type: none"> <li>○ Studio Units</li> <li>○ 1 Bedroom Units</li> <li>○ 2 Bedroom Units</li> <li>○ Live-Work / 2 Bedroom Units</li> </ul>	23 Units (5.1%) 264 Units (58.8%) 148 Units (33.0%) <u>14 Units (3.1%)</u>
Total Apartment Units:	449 Units
<input type="checkbox"/> Site A: Commercial <ul style="list-style-type: none"> <li>○ Retail</li> <li>○ Live/Work Commercial (shopkeeper)</li> </ul>	5,800 SF <u>11,400 SF</u>
Total Commercial Space:	17,200 SF
<input type="checkbox"/> Site B: 3-Story Townhomes <ul style="list-style-type: none"> <li>○ Total Residential Units:</li> </ul>	58 units <b>507 Units</b>
<b><u>Parking Supply</u></b>	
<input type="checkbox"/> Site A – Parking Structure <ul style="list-style-type: none"> <li>○ Resident Parking</li> <li>○ Retail/Commercial/Guest Parking</li> </ul>	808 spaces <u>90 spaces</u>
Site A Parking Supply:	898 spaces
<input type="checkbox"/> Site B <ul style="list-style-type: none"> <li>○ Resident - two-car Garage per unit</li> <li>○ Resident/Guest – Open Parking</li> </ul>	116 spaces <u>11 spaces</u>
Site B Parking Supply:	127 spaces
Total Parking Supply:	1,025 spaces
On-Street (Park Court Place) <sup>2</sup>	23 spaces

<sup>1</sup> Source: Architects Orange, 11/10/2022.

<sup>2</sup> On-street spaces shown to be provided are not for “exclusive use” of the Project, but would be available for use to accommodate resident guest demand and/or short-term parking demand associated with Project’s retail/commercial component.



**TABLE 1-2**  
**PROJECT APARTMENTS PARKING SUMMARY<sup>3</sup>**  
**CABRILLO TOWN CENTER MIXED-USED, SANTA ANA**

Level	RESIDENT PARKING			RESIDENT GUEST/ RETAIL & COMMERCIAL PARKING			Total
	Standard	Handicap Accessible	Electric Vehicle	Standard	Handicap Accessible	Electric Vehicle	
Sub-T	-	-	-	43	-	-	43
Level 1	39	-	-	33	5	9	86
Level 2	113	6	17	-	-	-	136
Level 3	113	6	17	-	-	-	136
Level 4	114	5	17	-	-	-	136
Level 5	114	5	17	-	-	-	136
Level 6	123	-	-	-	-	-	136
Level 6.75	89	-	-	-	-	-	89
Subtotal	705	22	68	76	5	9	898
	90			808			
Total							

<sup>3</sup> Source: Architects Orange, 11/10/2022.

TABLE 2  
METRO EAST MIXED-USE PARKING STANDARD<sup>4</sup>  
CABRILLO TOWN CENTER MIXED-USED, SANTA ANA

Land Use / Project Description	Size	Parking Ratio <sup>5</sup>	Spaces Required
<b><u>Cabrillo Town Center Apartments</u></b>			
○ Studio Units	23 DU	2.0 space per Unit, inclusive of guest parking	46
○ One (1) Bedroom Units	264 DU	2.0 space per Unit, inclusive of guest parking	528
○ Two (2) Bedroom Units	148 DU	2.0 space per Unit, inclusive of guest parking	296
○ Live/Work (2-Bedroom) Units	14 DU	2.0 space per Unit, inclusive of guest parking	<u>28</u>
<i>Total</i>	<i>449 units</i>		<i>898</i>
<b>A. Total Residential Parking Code Requirement:</b>			<b>898</b>
<b>B. Proposed Residential Parking Supply:</b>			<b>898</b>
<b>C. Residential Parking Surplus/Deficiency (+/-) [Row B – Row A]:</b>			<b>+0</b>
<b>D. Residential Use Code Composite Parking Demand Ratio (sp/du) [Row A ÷ total DU]</b>			<b>2.0</b>
<b><u>Cabrillo Town Center Retail Commercial</u></b>			
○ Retail	5,800 SF	--	--
○ Live/Work Office/Commercial	<u>11,400 SF</u>	--	--
<i>Total</i>	<i>17,200 SF</i>		<i>0</i>
<b>E. Total Commercial Parking Code Requirement:</b>			<b>0</b>
<b>F. Proposed Commercial Parking Supply:</b>			<b>0</b>
<b>G. Commercial Parking Surplus/Deficiency (+/-) [Row F – Row E]:</b>			<b>0</b>
<b><u>Cabrillo Town Center Townhomes</u></b>			
○ Two (2) Bedroom Units	26 DU	2.0 space per Unit, inclusive of guest parking	52
○ Three (3) Bedroom Units	20 DU	2.0 space per Unit, inclusive of guest parking	40
○ Four (4) Bedroom Units	12 DU	2.0 space per Unit, inclusive of guest parking	<u>24</u>
<i>Total</i>	<i>58 units</i>		<i>116</i>
<b>H. Total Residential Parking Code Requirement:</b>			<b>116</b>
<b>I. Proposed Residential Parking Supply:</b>			<b>127</b>
<b>J. Residential Parking Surplus/Deficiency (+/-) [Row I – Row H]:</b>			<b>+11</b>
<b>K. Residential Use Code Composite Parking Demand Ratio (sp/du) [Row H ÷ total DU]</b>			<b>2.0</b>

<sup>4</sup> Source: City of Santa Ana Metro East Mixed-Use Overlay Zone, Chapter 4.0 Development Standards, Section 4.8 Parking and Access

<sup>5</sup> Mixed-use developments with less than 10 percent of the gross floor area devoted to commercial activity: a minimum of 2.0 spaces per residential or live/work unit inclusive of guest parking and any nonresidential uses.



**TABLE 3**  
**WEEKDAY SHARED PARKING DEMAND SUMMARY [1]**  
**CABRILLO TOWN CENTER MIXED-USED, SANTA ANA**

Land Use	Retail	Office/Commercial (Live/Work)	Residential Guest	Shared Parking Demand	Comparison w/ Parking Supply 90 Spaces
Size Pkg Rate[2]	5,800 KSF 5.0 /KSF	11,400 KSF 3.0 /KSF	449 DU 0.15 /DU [3]		
Gross Spaces	29 Spc.	34 Spc.	67 Spc.		Surplus (Deficiency)
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces		
6:00 AM	1	1	0	2	88
7:00 AM	2	3	6	11	79
8:00 AM	4	9	12	25	65
9:00 AM	8	16	12	36	54
10:00 AM	15	19	12	46	44
11:00 AM	19	17	12	48	42
12:00 PM	24	13	12	49	41
1:00 PM	24	14	12	50	40
2:00 PM	23	18	12	53	37
3:00 PM	21	16	12	49	41
4:00 PM	21	13	12	46	44
5:00 PM	21	10	23	54	36
6:00 PM	22	4	34	60	30
7:00 PM	20	3	58	81	9
8:00 PM	18	1	58	77	13
9:00 PM	11	1	58	70	20
10:00 PM	5	0	58	63	27
11:00 PM	2	0	46	48	42
12:00 AM	0	0	29	29	61
= Green highlighted represents morning peak parking demand hour					
= Blue highlighted represents afternoon peak parking demand hour					
= Yellow BOLD highlighted represents overall/evening peak parking demand hour					

**Notes:**

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Guest parking requirement is calculated at 0.15 spaces/unit to establish the baseline resident guest parking need which is consistent with the ULI shared parking ratios.

**TABLE 4**  
**WEEKEND SHARED PARKING DEMAND SUMMARY [1]**  
**CABRILLO TOWN CENTER MIXED-USED, SANTA ANA**

Land Use	Retail	Office/Commercial (Live/Work)	Residential Guest	Shared Parking Demand	Comparison w/ Parking Supply 90 Spaces Surplus (Deficiency)
Size	5,800 KSF	11,400 KSF	449 DU		
Pkg Rate[2]	5 /KSF	3 /KSF	0.15 /DU [3]		
Gross Spaces	29 Spc.	34 Spc.	67 Spc.		
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces		
6:00 AM	1	0	0	1	89
7:00 AM	2	1	12	15	75
8:00 AM	8	1	12	21	69
9:00 AM	16	1	12	29	61
10:00 AM	19	2	12	33	57
11:00 AM	25	2	12	39	51
12:00 PM	26	2	12	40	50
1:00 PM	27	1	12	40	50
2:00 PM	27	1	12	40	50
3:00 PM	26	1	12	39	51
4:00 PM	25	1	12	38	52
5:00 PM	22	0	24	46	44
6:00 PM	20	0	36	56	34
7:00 PM	19	0	60	79	11
8:00 PM	19	0	60	79	11
9:00 PM	15	0	60	75	15
10:00 PM	9	0	60	69	21
11:00 PM	3	0	49	52	38
12:00 AM	0	0	31	31	59
= Green highlighted represents morning peak parking demand hour					
= Blue highlighted represents afternoon peak parking demand hour					
= Yellow BOLD highlighted represents overall/evening peak parking demand hour					

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Guest parking requirement is calculated at 0.15 spaces/unit to establish the baseline resident guest parking need which is consistent with the ULI shared parking ratios.



## APPENDIX A

### ULI PARKING CALCULATION WORKSHEETS BASED ON 3<sup>RD</sup> EDITION OF SHARED PARKING

### SHOPPING CENTER (TYPICAL DAYS)

#### WEEKDAY SHARED PARKING DEMAND ANALYSIS (1)

[illegible]

**Notes:**

- [1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.
- [2] Parking rates for all land uses based on City code.
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A  
SHOPPING CENTER (TYPICAL DAYS)  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Shopping Center (Typical Days)																																																		
Site Pkg Rate[2]	5,800 KSF																																																		
	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand																		
	6.95																1.06																1.06																		
	6.95																1.06																1.06																		
Make Adjust Non-Competitive Rate																																																			
Gross Spaces	23 Guest Spc.																6 Emp. Spc.																29 Total Spaces																		
Time of Day	% Of Peak [1]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [1]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [1]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces						
6:00 AM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
7:00 AM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
8:00 AM	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	40%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
9:00 AM	55%	11	9	7	8	7	8	8	8	8	8	8	8	8	8	75%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
10:00 AM	70%	14	9	9	10	10	10	10	10	10	10	10	10	10	10	85%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
11:00 AM	80%	19	11	12	13	13	14	14	13	14	13	13	14	13	16	95%	6	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
12:00 PM	95%	20	12	12	14	13	14	14	14	14	14	14	14	15	20	100%	6	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
1:00 PM	100%	21	12	13	15	14	15	15	15	15	15	14	14	16	21	100%	6	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
2:00 PM	100%	21	12	13	15	14	15	15	15	15	14	14	16	21	18	100%	6	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
3:00 PM	95%	20	12	13	14	15	14	14	14	13	14	13	14	19	16	100%	6	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
4:00 PM	90%	19	11	12	13	13	14	14	13	14	13	13	14	19	16	100%	6	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
5:00 PM	60%	16	10	10	11	11	12	12	11	12	11	11	12	16	14	95%	6	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
6:00 PM	75%	15	9	9	11	10	11	11	11	11	10	11	12	15	13	85%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
7:00 PM	65%	14	9	9	10	10	10	10	10	10	10	10	11	14	12	80%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
8:00 PM	55%	14	8	8	9	9	10	10	9	10	9	9	10	14	12	75%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
9:00 PM	45%	11	6	7	8	7	8	8	8	8	8	7	7	8	11	65%	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
10:00 PM	30%	6	4	4	4	4	5	5	4	5	4	4	5	6	5	45%	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
11:00 PM	10%	2	1	1	1	1	1	1	1	1	1	1	1	2	2	15%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:  
[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.  
[2] Parking rates for all land uses based on City code.  
[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 3-2 of the "Shared Parking" manual.



OFFICE  
WEEKDAY SHARED PARKING DEMAND ANALYSIS (T

[illegible]

**Nelson:**

{1} Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

**(3) Parking rates for all land uses based on City code.**

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" annex.

**Appendix A**  
**OFFICE**  
**WEEKEND SHARED PARKING DEMAND ANALYSIS (1)**

Land Use	Office																																																
Size Pkg (Range)	11,400 KSF J 2559																																																
Area Adjust Non-Corporate Units	Client Parking Demand																Employee Parking Demand																Shared Parking Demand																
	1.00																1.00																																
	1.00																0.50																																
Gross Spaces	J1 Client Spc.																J1 Emp. Spc.																J4 Total Spaces																
Time of Day	% of Peak Pkg(1)	Jan Spac	Feb Spac	Mar Spac	Star Spac	Apr Spac	May Spac	Jun Spac	Jul Spac	Aug Spac	Sep Spac	Oct Spac	Nov Spac	Dec Spac	L Dec Spac	% of Peak Pkg(1)	Jan Spac	Feb Spac	Mar Spac	Apr Spac	May Spac	Jun Spac	Jul Spac	Aug Spac	Sep Spac	Oct Spac	Nov Spac	Dec Spac	L Dec Spac	Peak Spac	Jan Spac	Feb Spac	Mar Spac	Apr Spac	May Spac	Jun Spac	Jul Spac	Aug Spac	Sep Spac	Oct Spac	Nov Spac	Dec Spac	L Dec Spac						
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 AM	2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2%	1	1	1	1	1	1	1	1	1	1	1	1	2%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
8:00 AM	6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6%	1	1	1	1	1	1	1	1	1	1	1	1	6%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
9:00 AM	32%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32%	1	1	1	1	1	1	1	1	1	1	1	1	32%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
10:00 AM	9%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9%	2	2	2	2	2	2	2	2	2	2	2	2	9%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
11:00 AM	10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10%	2	2	2	2	2	2	2	2	2	2	2	2	10%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
12:00 PM	9%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9%	2	2	2	2	2	2	2	2	2	2	2	2	9%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
1:00 PM	8%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8%	1	1	1	1	1	1	1	1	1	1	1	1	8%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
2:00 PM	6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6%	1	1	1	1	1	1	1	1	1	1	1	1	6%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
3:00 PM	4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4%	1	1	1	1	1	1	1	1	1	1	1	1	4%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
4:00 PM	2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2%	1	1	1	1	1	1	1	1	1	1	1	1	2%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
5:00 PM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:  
 (1) Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.  
 (2) Parking rates for all facilities based on City code.  
 (3) Percentages of peak parking demand values reflect relationships between weekday parking demand rates and peak parking demand rates, as summarized in Table 2-2 of the "Shared Parking" report.

RESIDENTIAL (Cont'd)

[illegible]

**Notes:**

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentages of peak parking demand factor reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.



#### RESIDENTIAL (Studio)

#### WEEKEND SHARED PARKING DEMAND ANALYSIS (I)

[illegible]

Notes: