

3. Project Description

3.1 PROJECT LOCATION

The Project site is 14.58 acres and is located at 2300, 2310, and 2320 South Redhill Avenue in the City of Santa Ana. (For the purposes of this EIR, the site's addresses are identified by the City of Santa Ana name for the roadway, which is "South Redhill Avenue". In the rest of the EIR, the roadway is identified as "Red Hill Avenue," as it is named in the Cities of Tustin and Irvine.) The site is identified by APNs 430-222-01 and 430-222-16. The site is located at the southwest corner of Red Hill Avenue and Warner Avenue. Regional access to the Project site is generally provided via the Costa Mesa (SR-55) Freeway at the Dyer Road exit. The regional location of the Project site is shown in Figure 3-1. Access to the Project site is provided by Red Hill Avenue and Warner Avenue.

The Project site is located within the southeastern most portion of the City of Santa Ana. Areas across from Red Hill Avenue (to the east) are within the City of Tustin and are part of the former Tustin Marine Corps Air Station (MCAS), now known as the Tustin Legacy. Areas across from Dyer Road (0.5 mile south of the site) are in the City of Irvine, within the Irvine Business Complex (IBC). The local vicinity is shown in Figure 3-2.

3.2 SITE CHARACTERISTICS

The Project site is relatively flat and approximately 60 feet above mean sea level (msl). The site is currently developed with three partially occupied industrial buildings, parking areas, and vehicle circulation drives. The site has little vegetation other than an approximately 2.5-acre undeveloped grass area at the corner of Red Hill and Warner Avenues, some ornamental trees scattered throughout the site, and street trees along Red Hill Avenue and Warner Avenue. The 3 existing buildings total 212,121 square feet and consist of the following structures:

- **2300 South Redhill Avenue:** 30,129 square foot building with a 3,330 SF square foot mezzanine and 6 loading docks
- **2310 South Redhill Avenue:** 68,992 square foot building with a 9,992 square foot mezzanine office and 6 loading docks
- **2320 South Redhill Avenue:** 113,000 square foot building with a 43,000 square foot mezzanine office and 7 loading docks

The buildings are currently utilized by various lessees, which include 119,121 square feet that is utilized by warehousing and distribution operations; 5,000 square feet that is utilized for research and development; and 30,000 square feet in the 2320 South Redhill Avenue building that is being utilized as a 200-bed temporary homeless shelter by the City of Santa Ana. The remaining 53,000 square feet of building area is currently vacant. The Project site was formerly occupied by Ricoh Electronics, Inc., a manufacturer and distributor of thermal paper and toner from approximately 1985 through 2017.

The existing buildings are three-story high concrete industrial buildings. Building exteriors are distinguished by detailing around the entrances that include steel framed or wood framed doorways, and various loading docks. Wire fencing currently surrounds the 2320 South Redhill Avenue building that is located on the northeastern portion of the Project site, and approximately 6-foot high retaining wall is located on the western boundary of the Project site. Lighting is present in parking areas and on the exterior of the buildings, mainly focused on entrances and exits, as well as loading docks. An aerial photograph of the Project site is shown as Figure 3-3.

The Project site has a General Plan Land Use designation of Professional and Administrative Office (PAO) and is zoned Light Industrial (M-1).

The original industrial manufacturing development and use of the Project site was consistent with the uses that were previously provided in the U.S. Marine Corps Air Station, across Red Hill Avenue from the Project site, within the City of Tustin, as described below.

3.3 DESCRIPTION OF ADJACENT AREAS

The Project site is located within an urban area that is either fully developed or planned for urban development.

Northwest and Southwest: The site is bounded to the northwest and southwest by existing business park and industrial warehouse buildings, associated parking lot areas, and a portion of an abandoned BNSF rail line spur.

North: Warner Avenue (a 6-lane arterial roadway) bounds the site to the north, followed by commercial office uses. Areas across Warner Avenue from the site are within the City of Tustin.

East: Red Hill Avenue (a 6-lane arterial roadway) is adjacent to the site on the east. Areas across Red Hill Avenue from the site are within the City of Tustin and Tustin Legacy Specific Plan area.

Tustin Legacy Specific Plan

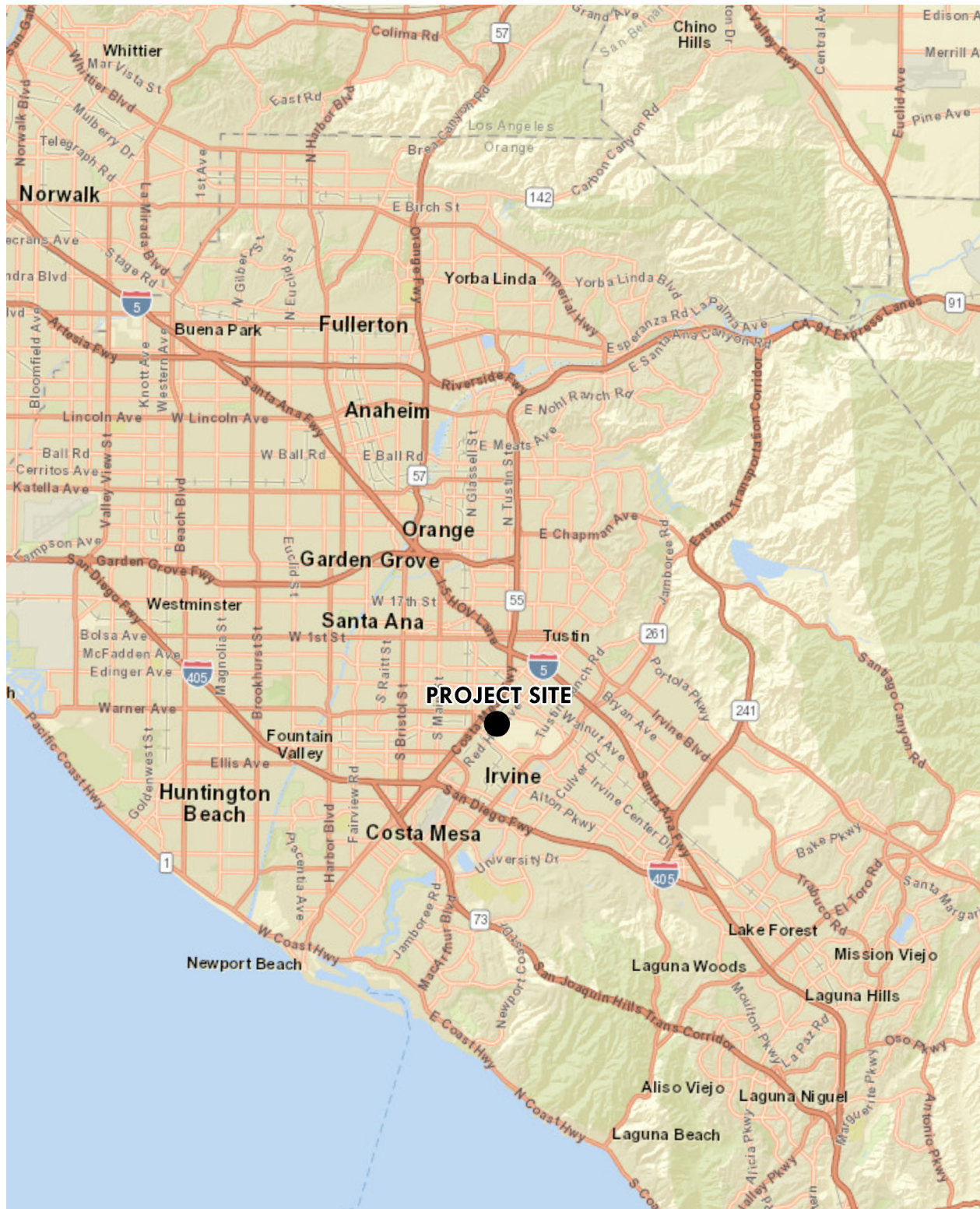
The Tustin Legacy Specific Plan area was formerly used as a U.S. Marine Corps Air Station (MCAS) and is a large area that is under redevelopment and planned by the City of Tustin to become a new mixed-use urban center providing: single-family residential, multi-family residential, mixed-use, commercial retail, office, schools, parks, and other public facilities.

The Tustin Legacy Land Use Plan consists of 13 Planning Areas and numerous sub-planning areas. Areas directly across Red Hill Avenue from the Project site are within Planning Area 9-12, which is also identified as Neighborhood E – Employment Center. The Tustin Legacy Specific Plan describes that the employment center is to provide a business park setting for a full range of professional offices, research & development, and commercial uses. Currently, this area has been approved for development of 870,000 square feet of modern creative office space and supporting retail that includes: a food hall, a conference center, and outdoor multi-use space. Of this, 470,000 square feet of office space, the food hall, and conference center has been developed and is operational.

Additionally, areas across the street from the site, on the northeast corner of Red Hill Avenue and Warner Avenue, are within Planning Area 1, Education Village (within Neighborhood A), which is designated to provide a range of public-serving uses that include education, training, park and recreation, and specific social service functions.

The Tustin Legacy Planning Areas further west, beyond Planning Areas 9-12 and 1, are identified for both single and multi-family residential uses. The Tustin Legacy is currently partially developed with these new planned uses, including residential units along Edinger Avenue, The District at Tustin Legacy commercial center at the northwest corner of Jamboree Road and Barranca Parkway, and public facilities to the northwest of the Red Hill and Warner intersection (Orange County Sheriff Training Academy, Orange County Animal Shelter). Overall, the Tustin Legacy Specific Plan is a large planned development area that is across Red Hill Avenue from the Project site that is planned to include urban development of residential, mixed-uses, commercial, and office space.

Regional Location



Project Site



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Project Location

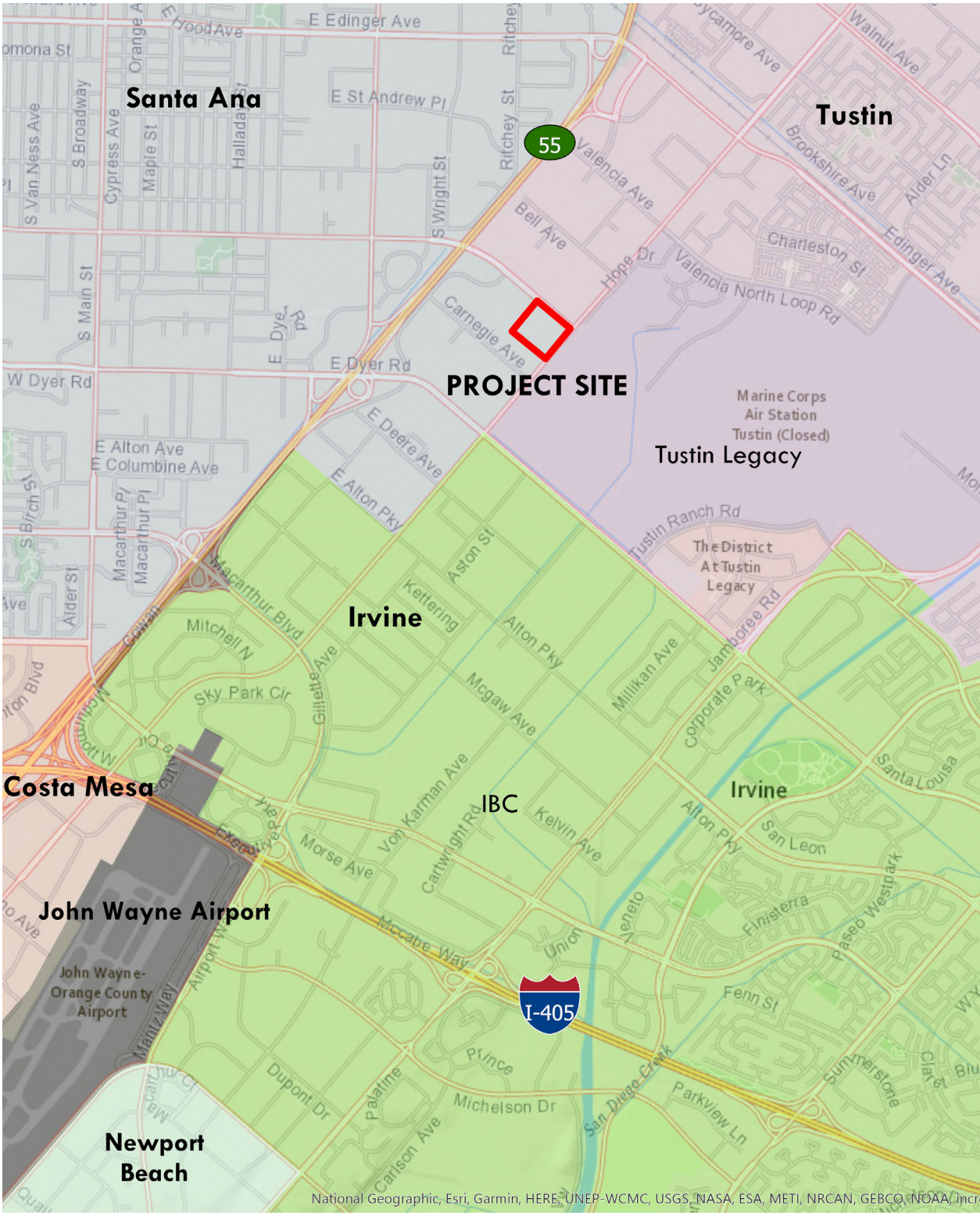


Figure 3-2

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Project Site Aerial



 Project Site



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Irvine Business Complex

Areas 0.35 miles to the south and south east of the Project site, across from Dyer Road/Barranca Parkway are in the City of Irvine, within the Irvine Business Complex (IBC), which is a 2,800-acre master planned community that is a developed urban area. Typical land uses within the IBC include medium- to high-density residential, commercial, institutional, professional/medical offices, industrial manufacturing, research and development, support service retail, restaurants, and hotel/motels. Since early 2004, there has been substantial redevelopment of nonresidential uses to high-density, urban-style residential development sites within in the IBC (IBC 2009). These areas have been traditionally occupied by smaller-scale office and industrial operations and have been evolving to mixed-use neighborhoods (IBC 2009).

3.3. PROJECT OBJECTIVES

The following objectives have been identified in order to aid decision makers in their review of the proposed Project and its associated environmental impacts.

- Develop a mixed-use Project that constructs new multi-family residential units, which would help meet the region's demand for housing.
- Transform an underutilized site with an economically viable development consistent with other regional redevelopment in the Tustin Legacy Specific Plan and Irvine Business Complex (IBC) and combines residential uses with community-serving retail near employment opportunities, freeway access, and transit.
- Redevelop existing land uses that would utilize existing infrastructure, including: water, sewer, arterial roadways, transit, and freeways; and provide non-vehicular (pedestrian and bicycle) circulation.
- Develop a mix of housing to assist the City in meeting its jobs/housing balance.
- Provide onsite uses that reduce vehicular miles traveled (VMT) by providing an internal pedestrian circulation system that links residential uses, recreation areas, and retail/commercial areas onsite.
- Implement the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Land Use Policies related to population and housing by providing additional housing near employment centers.

3.4 PROJECT CHARACTERISTICS

"Project," as defined by the State CEQA Guidelines, means:

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

The Project analyzed in this EIR is the adoption of the Project that would be developed in four phases. The EIR analyzes buildout at a Project level of detail, based upon the entitlement applications that are being considered by the City, compared to the existing conditions.

3.5 DESCRIPTION OF THE PROJECT

Project Overview

As described previously in Section 3.2, *Description of Adjacent Areas*, both the Cities of Tustin and Irvine have developed plans (Tustin Legacy Specific Plan and the IBC) that are adjacent or near the Project site, which encourage mixed-use development providing residential, professional office, retail, flex, industrial, hospitality and institutional uses. The recent and proposed development patterns occurring in the Tustin Legacy and IBC involve a general shift from traditional industrial uses towards more residential and mixed-use development near employment opportunities.

The original development and use of the Project site for industrial manufacturing in 1979 and 1981 was consistent with the military and industrial land uses within the adjacent MCAS and nearby IBC. As the original development of the Project site was consistent with development in the MCAS and the IBC, it follows that the land use trends within the Tustin Legacy Specific Plan area and the IBC could also currently influence land uses within its vicinity. Thus, consistent with the land use and redevelopment trends in the area, the Project site is now being proposed for redevelopment into a mixed-use neighborhood, as detailed below.

Proposed Site Redevelopment

The Project would redevelop the Project site for new commercial and multi-family residential uses. The proposed Project would demolish the three existing buildings and remove all of the existing improvements, landscaping, and pavement. The Project would then construct a 4-phase mixed-use development that would include up to 1,150 multi-family residential units and up to 80,000 square feet of commercial retail and restaurant space.

The proposed Project would develop 3 mixed use buildings that would be 6-stories in height and one residential building that would be 5-stories in height. Each building of these buildings would have an adjacent parking structure. Two parking structures would provide 7-levels of above ground parking and two would provide 6 levels of above ground parking. In addition, the Project would develop two one-story retail/restaurant commercial buildings and a surface parking lot. The tallest point of the Project would be approximately 94 feet from the ground level, which would be at the top of the architectural trim of the 6-story buildings. See Figure 3-4, Proposed Site Plan.

Parking spaces would be provided at a rate of approximately 1.7 spaces per residential unit and 5 spaces per 1,000 square feet of commercial space. In addition, the Project would include 94 Electrical Vehicle (EV) parking spaces. The proposed development within each phase is listed in Table 3-1.

Table 3-1: Project Summary

Phase 1	Phase 2	Phase 3	Phase 4
Total Residential Units: 295 <ul style="list-style-type: none"> • Studios: 59 • 1 Bedrooms: 155 • 2 Bedrooms: 81 	Total Residential Units: 262 <ul style="list-style-type: none"> • Studios: 38 • 1 Bedrooms: 145 • 2 Bedrooms: 79 	Total Residential Units: 335 <ul style="list-style-type: none"> • Studios: 69 • 1 Bedrooms: 167 • 2 Bedrooms: 99 	Total Residential Units: 258 <ul style="list-style-type: none"> • Studios: 38 • 1 Bedrooms: 135 • 2 Bedrooms: 85
Residential Parking: 527 EV Spaces: 28	Residential Parking: 457 EV Spaces: 27	Residential Parking: 570 EV Spaces: 30	Residential Parking: 440 EV Spaces: 9
Commercial: 40,000 sf	Commercial: 20,000 sf	Commercial: 20,000 sf	--
Commercial Parking: 200	Commercial Parking: 130	Commercial Parking: 100	--

The proposed multi-family residential units would be for rental purposes and would be developed at a density of up to 79 dwelling units per acre. The proposed unit mix consists of 204 studios (17.7 percent), 602 one-bedrooms (52.4 percent), and 344 two-bedrooms (29.9 percent) residential units and would range

Proposed Site Plan



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in size from approximately 635 square feet to over 1,120 square feet. Residential units would have between 50 square feet and 80 square feet of outdoor terrace area.

The proposed 80,000 square feet of commercial space would consist of the following uses:

- Retail Shopping Center: 18,000 square feet
- Fast Casual Restaurant: 5,000 square feet
- Quality Restaurant: 25,000 square feet
- High-Turnover Sit-Down Restaurant: 25,000 square feet
- Fast Food Restaurant: 5,000 square feet
- Coffee/Donut Shop: 2,000 square feet

Open Space, Recreation, and Other Amenities

The Project would provide open space and recreation amenities for residents that would include: open space plazas, courtyards, roof decks, and interior amenities. As listed in Table 3-2, the Project would provide a total of 174,555 square feet of exterior open space recreation area and approximately 8,008 square feet of interior amenities to total 183,363 square feet of recreational and open space onsite.

Table 3-2: Open Space and Recreation Amenities

Amenity	Square Footage
Open Space Plazas	48,662
Courtyards	34,782
Interior Amenities	8,808
Common Areas at Building Perimeters	61,382
Amenity Decks/Roof Decks	29,729
Total	183,363

Each of the four residential buildings would have a recreational open space area that would include a pool, spa/hot tub, outdoor kitchen, seating areas, fitness center, club room. See Figure 3-5, Proposed Open Space Plan.

Site Access

Vehicular access to the Project site would be provided via a full-access driveway and a right-in/right-out driveway on Warner Avenue and a right-in/right-out driveway on Red Hill Avenue. The proposed full-access driveway on Warner Avenue would be slightly offset to the east from the adjacent driveway on the north side of Warner Avenue. This driveway would be signalized with split-phase operation in the northbound and southbound direction. The split phase operation is necessary to ensure safety of ingress and egress for the project and for the driveway on the north side of Warner Avenue.

Onsite parking would be provided in 3 parking structures and one surface parking lot. The site design would also include pedestrian/bicycle paths to provide for non-vehicular onsite circulation and connection to existing sidewalks and bike lanes adjacent to the Project site.

Architecture and Design

The proposed architectural design of the Project would provide a complete community by integrating the buildings, parking structures, and open spaces. Each building would provide a unique, but similar to one another, contemporary and modern architectural design. The architectural style would incorporate stucco, brick veneer, metal decorative panels and awnings, and glass railings as shown in Figure 3-6, Building Elevations.

The proposed design colors are earth tones, including off-white, beige, blue, and grey color shades. Additionally, the proposed mixed-use buildings were designed to reduce the appearance of scale and mass by reinforcing the ground floor of the building and providing recesses and articulation of the second through sixth stories to eliminate uniform solid building frontages.

The ground floor retail and restaurant commercial uses would have pedestrian-oriented frontages with building corners and entrance areas that are emphasized by unique architectural elements and signage. Furthermore, the Project would be designed in accordance with applicable City of Santa Ana design guidelines and requirements. The architecture and design of the proposed Project is described further in Section 5.1, *Aesthetics*.

Walls and Fencing

The Project site is currently bound on the west and southern sides by a 6-foot high cement block wall. The proposed Project would retain these existing walls and line them with landscaping as described below.

Landscaping and Lighting

The Project would provide new ornamental landscaping throughout the Project site that would include a variety of 24- through 48-inch box trees, 1 – 5-gallon shrubs, and ground covers. New plant species would be drought-tolerant, non-invasive, and compliant with the City of Santa Ana's landscaping requirements. Likewise, the new irrigation installed onsite would meet the City's requirements for water efficiency (Santa Ana Municipal Code Section 41-1503; Landscape Water Use Standards).

New exterior lighting onsite would be provided for security and to accent the landscaping, signage, light walkways, and parking areas. The new lighting would be focused on the Project site, shield offsite areas, and would be compliant with the City's lighting regulations (Santa Ana Municipal Code, Section 8-210 and Section 41-611.1).

Infrastructure

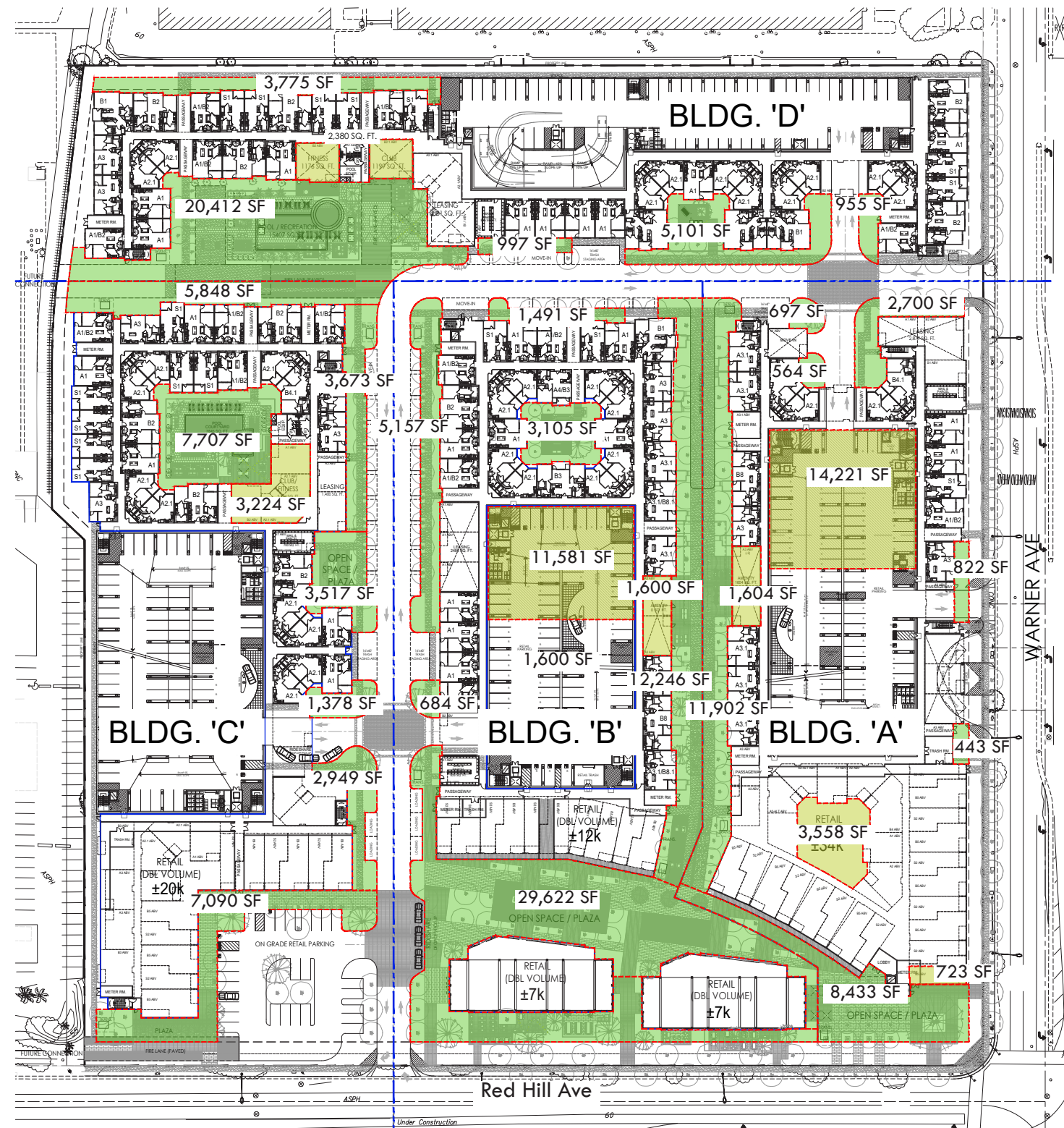
The Project would connect to the existing water, sewer, and drainage infrastructure in the Red Hill Avenue and Warner Avenue rights-of-ways.

Water Infrastructure: The Project site is currently served by an existing 12-inch water pipeline in Warner Avenue. The Project would install new water infrastructure on the Project site that would connect to the existing 12-inch water pipelines in Warner Avenue. The new onsite water system would be compliant with the CalGreen Plumbing Code (Title 24) for efficient use of water.

Wastewater Infrastructure: Wastewater from the Project site currently discharges into an existing City-owned 8-inch sewer line within Warner Avenue. The Project includes replacing approximately 367 feet of the existing 8-inch City sewer line in Warner Avenue, between the Project site and the Orange County Sanitation sewer line in Red Hill Avenue, with a 10-inch sewer. In addition, the Project would install a new onsite sewer system that would connect to off-site City of Santa Ana sewer facilities. Approximately half the Project site would discharge wastewater directly into a City-owned manhole located at the intersection of Warner Avenue and Red Hill Avenue. The other half of the Project site would discharge wastewater into the improved 10-inch sewer in Warner Avenue to the existing 42-inch sewer in Red Hill Avenue.

Drainage Infrastructure: The existing topography of the Project site is relatively flat and the site is 75 percent impervious. As part of development of the Project a new onsite storm water drainage system would be installed that could convey runoff to four Modular Wetland System units for water quality treatment in the parking lot along Redhill Avenue, which have been sized to treat runoff from the Design Capture Storm (85th percentile, 24-hour) from the proposed Project. The Modular Wetland System units are devices that are manufactured to mimic natural systems such as bioretention areas by incorporating plants, soil, and microbes engineered to provide treatment at higher flow rates or volumes and with smaller footprints than

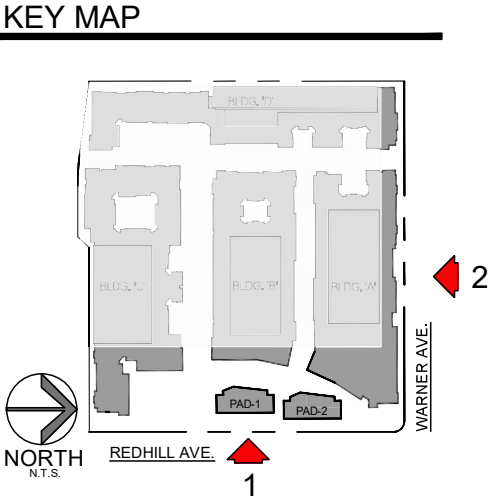
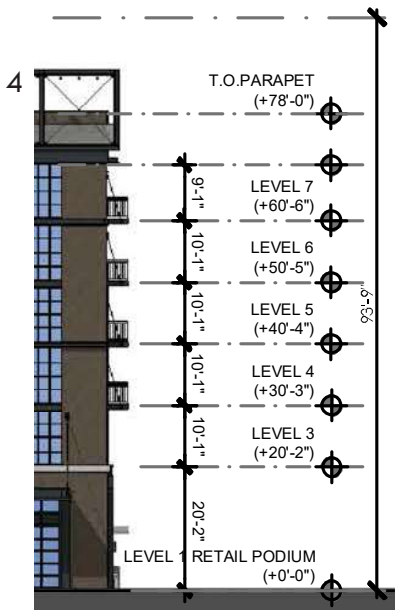
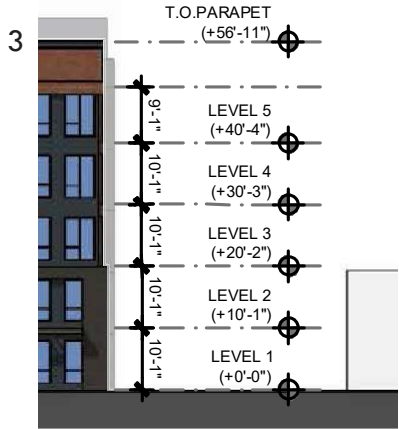
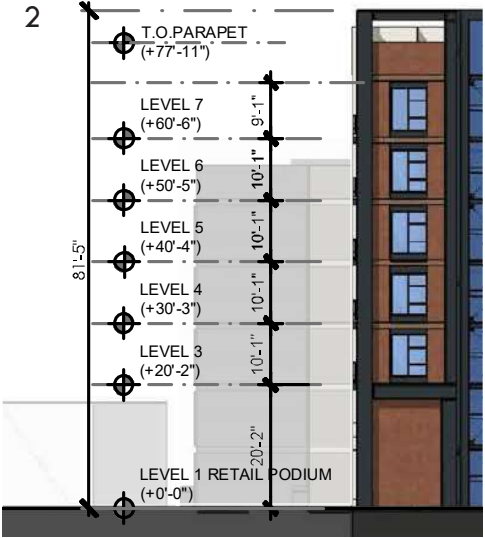
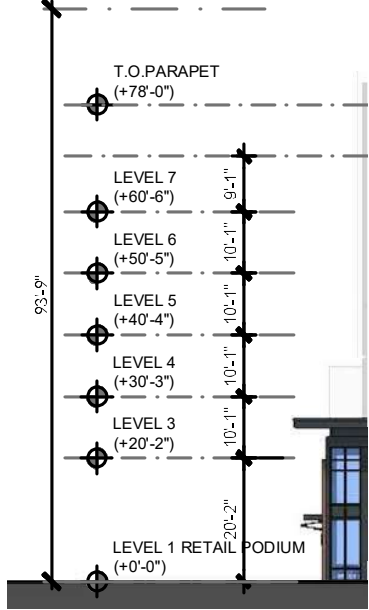
Proposed Open Space Plan



The Bowery
Draft EIR

Figure 3-5

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their natural counterparts. Treated runoff from the Modular Wetland System units would slowly discharge into the existing 84-inch storm drain in Red Hill Avenue.

General Plan Land Use and Zoning

The Project site has an existing General Plan land use designation of Professional and Administrative Office (PAO) and a zoning designation of Light Industrial (M-1). A General Plan Land Use Amendment and zone change are required to allow for the proposed mixed-uses. The Project is requesting to change the General Plan land use designation to District Center (DC) and a zone change to Specific Development (SD). The DC land use designation would allow residential uses up to a maximum of 90 dwelling units per acre; and the SD zoning designation would provide site-specific standards for the mixed-use Project.

Construction Activities

The proposed Project would be developed in 4 construction phases over a 27-month period.

The construction activities would include the following: (1) demolition of existing building, pavement, removal of infrastructure and landscaping; (2) grading and excavation; (3) construction of drainage, utilities, and subgrade infrastructure; (4) building construction; and (5) paving and application of architectural coatings. Construction activities would be limited to the hours between 7:00 am to 8:00 pm, Monday through Saturday, excluding federal holidays, which would be consistent with the City's Noise Ordinance (Municipal Code Section 18-314; Special Provisions).

Initial site preparation would include demolition of the existing buildings, removal of asphaltic concrete pavement, subsurface infrastructure. Onsite soils would be excavated to a minimum of 5 feet below the bottom of the building foundations and 5 feet beyond the building perimeters, reconditioned, and recompacted as engineered fill in compliance the California Building Code (CBC) to support the proposed structures. Approximately 10,000 cubic yards of debris material will be removed during demolition activities, and grading activities are anticipated to involve 60,000 cubic yards of cut and fill. No import or export of soil would be needed for construction.

No residential units will be leased until construction of the entire Project is completed and occupancy permits have been received from the City. Table 3-3 shows the anticipated construction schedule for the proposed Project.

Table 3-3: Construction Schedule

Construction Activity	Work Days
Phase 1	
1. Demolition	30
2. Site Preparation	45
3. Grading	30
4. Building Construction	420
5. Architectural Coating	60
6. Paving	45
Phase 2	
1. Building Construction	420
2. Architectural Coating	60
3. Paving	45
Phase 3	
1. Building Construction	420
2. Architectural Coating	60
3. Paving	45
Phase 4	
1. Building Construction	420

2. Architectural Coating	60
3. Paving	45

3.7 GOVERNING DOCUMENTS AND INTENDED USES OF THE EIR

Development and operation of the Bowery Mixed-Use Project will be governed by the following:

- The City of Santa Ana General Plan, as amended, which establishes policies governing land use, circulation, housing, noise, and safety throughout the City.
- A development agreement to include methods for financing, acquisition, and construction of infrastructure.

This EIR is intended to serve as the primary environmental document for all actions associated with the proposed Project, including all discretionary approvals requested or required to implement the Project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation monitoring program for the proposed Project.

This EIR examines the potential environmental impacts of the proposed Project and will be considered by the City and others in adopting and implementing the Project. The function of the EIR is to enable the City of Santa Ana, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed Project and make informed decisions with respect to the requested entitlements.

3.8 DISCRETIONARY APPROVALS AND PERMITS

As part of the proposed Project, the following discretionary actions are required:

- General Plan Amendment (GPA) Land Use Change from Professional and Administrative Office (PAO) to District Center (DC)
- Amendment Application (AA) for a zone change from Light Industrial (M-1) to a Specific Development (SD) designation
- Development Agreement to provide methods for financing, acquisition, and construction of infrastructure to implement the proposed Project.

As part of the proposed Project, the following discretionary action is also being requested:

- Development Agreement (DA) to provide methods for financing, acquisition, and construction of infrastructure to implement the proposed Project.