Exhibit B

NEWPORT BOULEVARD SPECIFIC PLAN
SP-96-01

JULY 1996

Adopted by Resolution #96-69

SUMMARY OF NEWPORT BOULEVARD SPECIFIC PLAN AMENDMENTS

The Newport Boulevard Specific Plan was adopted by the Costa Mesa City Council in July 1996. Since adoption, the plan has been amended. The following table provides a list and a brief description of the amendment(s).

AMENDMENT #	DATE OF ADOPTION	DESCRIPTION OF AMENDMENT
SP-98-03	March 1, 1999	Prohibition of mini-warehouses in the specific plan area.
PSPA-26-0003	Month Day, 2026	Amendment to reflect General Plan Land Use Element and Mixed-Use Overlay District Amendments and corresponding General Plan Land Use Element Map and Zoning Map Amendments.

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1.0 INTRODUCTION

Authority and Scope

This specific plan has been prepared for the east side of Newport Boulevard in accordance with California Government Code Section 65450 et seq.. The plan area encompasses those properties fronting the east side of Newport Boulevard between Mesa Drive and 19th Street and generally consists of commercial properties, although there is some residential property.

The Costa Mesa 1990 General Plan authorizes the preparation of this specific plan to address the development issues resulting from the changed circulation patterns due to the recent completion of the Costa Mesa Freeway between Del Mar Avenue and 19th Street and its future extension to 15th Street. Policy #113 of the General Plan reads as follows:

> 113. Prepare a specific plan to ensure that the portion of the Route 55 extension from 19th Street through the Redevelopment Area is compatible with the Redevelopment Area and to review development related issues on the remainder of the alignment.

The area south of 19th Street includes the City's Redevelopment Project Area, however, this Plan shall only address that area north of 19th Street. Development issues with the long-range plan for the extension of the freeway through the Redevelopment Project Area will be addressed in a separate planning document. Specific issues that are addressed in this plan are as follows:

- Newport Boulevard's Identity
- Changing Land Use Patterns
- Motels
- Social/Crime
- Economics
- Lighting
- Signage
- Circulation/Access

Purpose

The purpose of this specific plan is to provide the long-term vision for this important

area of the community. Upon its adoption, the plan shall represent the culmination of many hours of citizen and City Staff involvement through an advisory committee, workshops and public hearings. It is the intent of this plan to encourage viable commercial businesses to continue and prosper along the boulevard, as well as to encourage marginal uses to redevelop. It is also the intent of this specific plan to ensure land use compatibility and viability in the plan area and to reattract traffic back to the boulevard. This shall be accomplished by providing various programs and incentives which allow the private market the capability of developing projects which will stimulate vibrant economic activity in the plan area.

This plan is the framework which can be used proactively in implementing appropriate changes along the boulevard. Implementation of this plan will occur over a period of time, as private interests take advantage of the incentives in this plan which encourage redevelopment and upgrades of private property.

2.0 DEVELOPMENT SETTING

Location

Costa Mesa's surrounding cities include Fountain Valley and Huntington Beach to the west, Santa Ana to the north and east, Irvine to the east, and Newport Beach to the south. John Wayne Airport is to the east of the city.

The plan area encompasses those properties fronting or adjacent to the east side of Newport Boulevard (northbound) between Mesa Drive and 19th Street; Newport Boulevard has been an historic thoroughfare in the City providing north/south access from the surrounding cities to the beach areas. The northbound and southbound lanes of Newport Boulevard are separated by the Costa Mesa Freeway (SR-55) from Bristol Street to approximately 19th Street. The Costa Mesa Freeway is depressed below grade by approximately 25 feet adjacent to the plan area.

Figure 1 indicates the boundaries of the plan area. Due to the size of the plan area, it has been divided into four subareas, as shown in Figure 2.

Figure 1- PLAN AREA

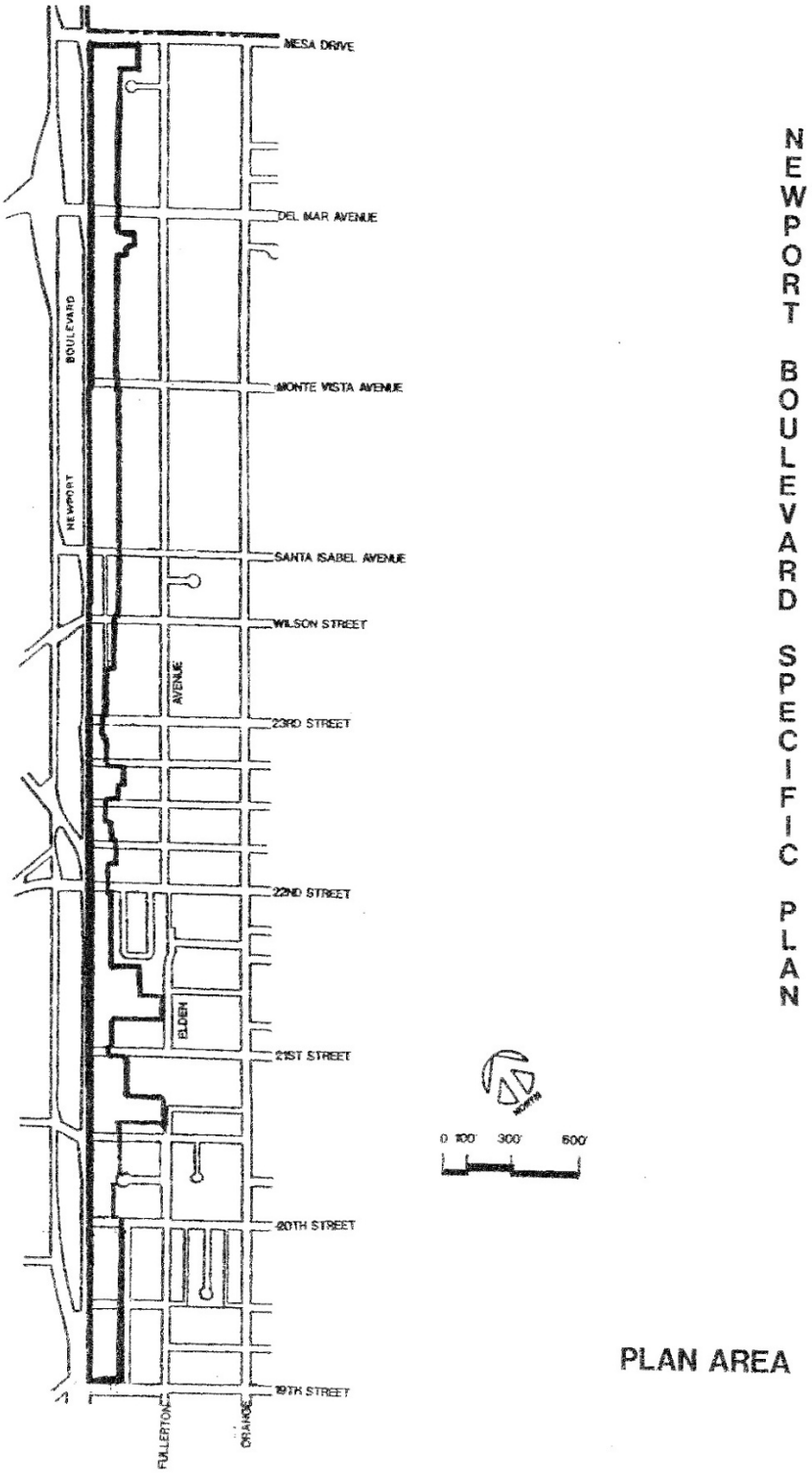
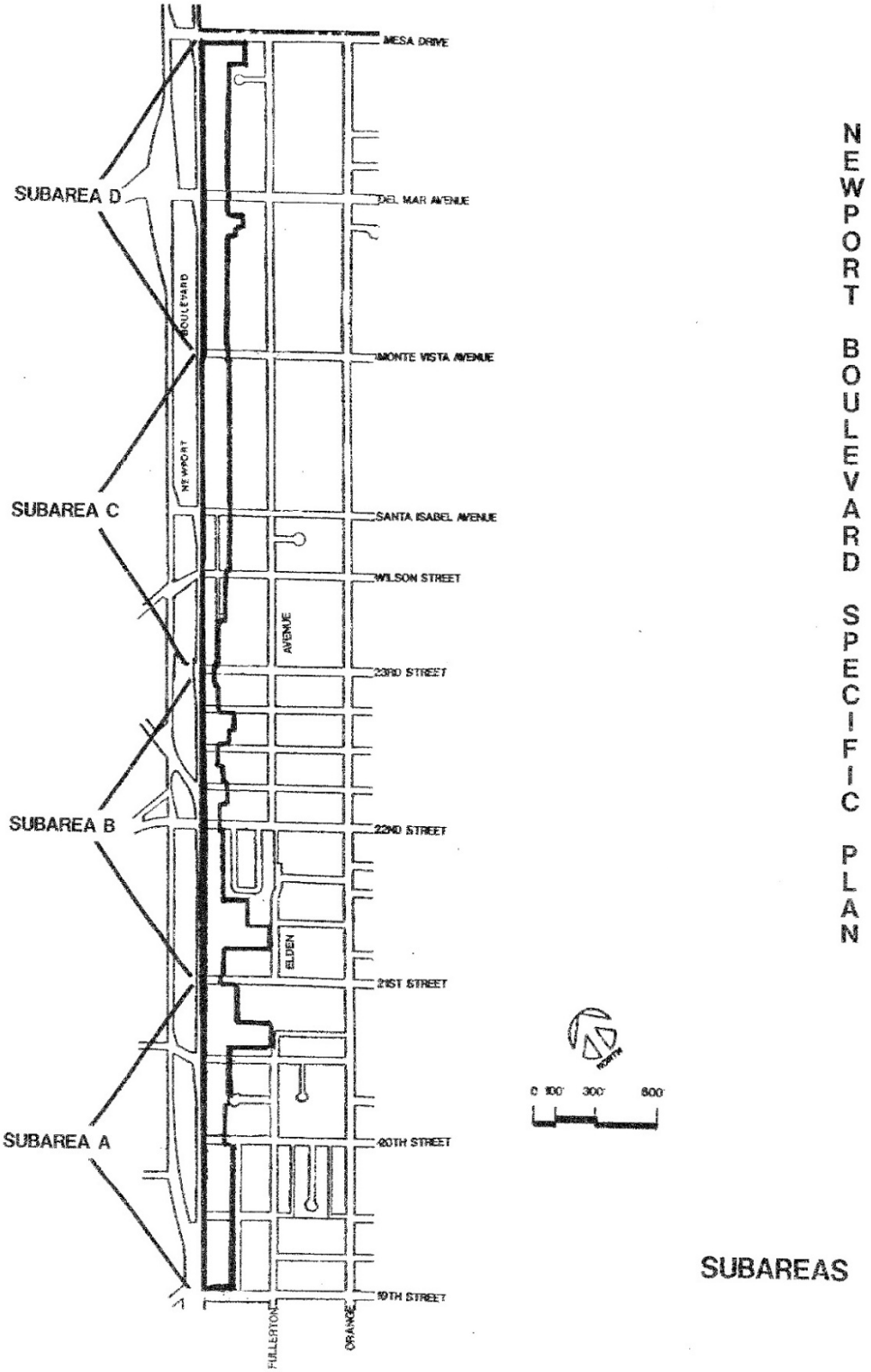


Figure 2- SUBAREAS



Existing General Plan and Zoning Designations

Figure 3 indicates the General Plan designations for the plan area and Figure 4 indicates the accompanying zoning designations. The four land use designations that comprise the plan area are General Commercial, Neighborhood Commercial, Medium Density Residential and High Density Residential. Zoning includes AP, C1, C2, CL, PDC, R2-MD, R2-HD, R3, and PDR-MD. Further, the Mixed-Use Overlay (MUO) designation applies to many sites in the plan area. The MUO is implemented through the Mixed-Use Overlay District (MUOD), which provides zoning provisions for specified sites when applied.

Table 1 summarizes the development parameters of the General Plan designations, and the compatible zoning districts. The Floor Area Ratio (FAR) is established by the General Plan and is used to determine the maximum amount of building that is allowed on a lot or parcel. The FARs in many categories are stepped based on the traffic characteristics of the proposed land use. The General Plan does not allow the established FAR to be exceeded, except on properties in the plan identified within and utilizing the provisions of the MUOD.

Mixed-Use Overlay District and Properties Identified in the Housing Element

In 2026, this specific plan was amended for consistency with an amendment to the City's Zoning Map to facilitate residential and mixed-use development. While base zoning districts remain the same, the Mixed-Use Overlay District (MUOD) was applied to select properties in the plan area. The MUOD is an overlay district and shall only apply to the parcels identified in the City's Zoning Map. This specific plan shall continue to apply to a property unless specifically superseded by a MUOD project when a property owner chooses to exercise provisions of Article 11 (Mixed-Use Overlay District) of Chapter V (Development Standards) of Title 13 (Planning and Development) of the Costa Mesa Municipal Code on a qualifying property. However, projects on Lower-Income Housing Element Sites shall be governed by Section 13.83.11.10(e) (Supersession of Overlay) of Article 11, and the provisions in that section shall supersede and prevail over any conflicting provisions of the property's underlying base zone, specific plan, overlay, and all other applicable zoning provisions relating to minimum residential densities and capacities, minimum residential floor area, ministerial review and approval, permitted uses, unit caps, trip budgets, and maximum building heights. Notwithstanding the foregoing, to the extent that this specific plan allows for more permissive provisions, including greater maximum allowable residential densities and greater maximum building heights, projects on Lower-Income Housing Element Sites may utilize such standards in the specific plan.

Figure 3- GENERAL PLAN LAND USE DESIGNATIONS

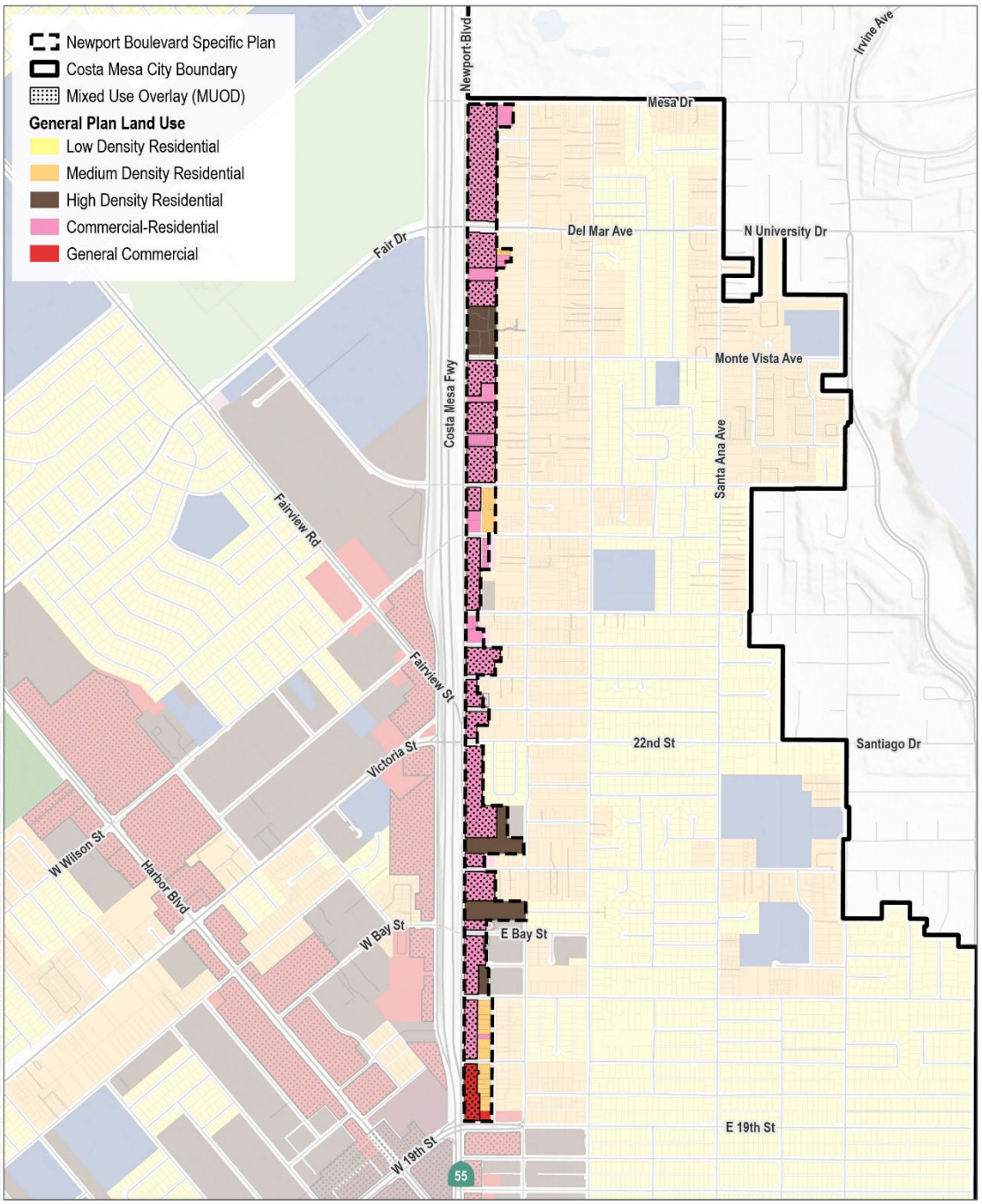
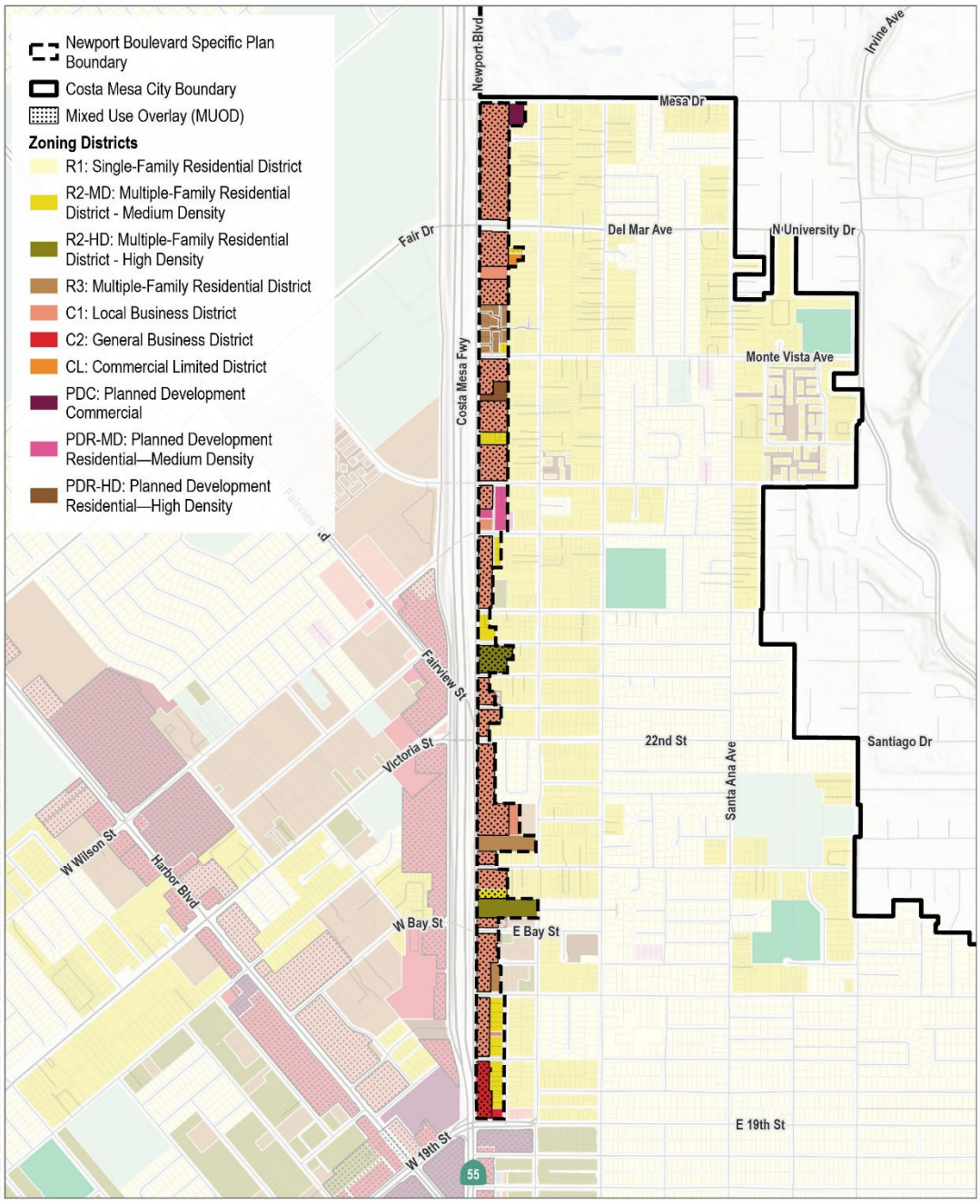


Figure 4- ZONING



SOURCE: City of Costa Mesa 2025, Open Street Map 2019

Costa Mesa

FIGURE 4

Zoning

Newport Boulevard Specific Plan

Table 1- GENERAL PLAN DESIGNATIONS

Newport Boulevard Specific Plan

DESIGNATION	TYPICAL USES	RESIDENTIAL DENSITY[1]	NON-RESIDENTIAL FLOOR AREA RATIO	COMPATIBLE ZONING
Medium Density Residential	Single family attached units, multiple family units, senior congregate care facilities, convalescent hospitals, and group residential homes	Less than or equal to 12 units/acre	0.15 high traffic 0.25 moderate traffic 0.35 low traffic	R1, R2-MD, PDR-MD, I&R
High Density Residential	Multiple family units, senior congregate care facilities, convalescent hospitals, and group residential homes	Less than or equal to 20 units/acre	0.15 high traffic 0.25 moderate traffic 0.35 low traffic	R2-MD,R2-HD, R3, PDR-HD, PDR-NCM, I&R
Neighborhood Commercial	Markets, drug stores, retail shops, financial institutions, service establishments and support office uses	--	0.15 high traffic 0.25 moderate traffic 0.35 low traffic	CL, C1, PDC, AP, P
General Commercial	Uses found in Neighborhood Commercial, jr. department stores and specialty clothing stores, theaters, restaurants, hotels and motels, and automobile sales and service establishments	--	0.20 high traffic 0.30 moderate traffic 0.40 low traffic	CL, C1, C1-S, C2, PDC, AP, P
Mixed-Use Overlay	Housing, such as multifamily dwellings, blending residential uses into key areas that are served by various shopping, employment, and community-serving uses.	Less than or equal to 90 units/acre	1.0	MUOD

[1.] Permitted residential density may be exceeded for properties within the Mixed-Use Overlay where the provisions of the Mixed-Use Overlay District apply.

Existing Land Uses

Table 2 provides a summary of a land use survey that was conducted for the plan area. As can be noted in the table, the plan area contains a wide variety of commercial, as well as some residential land uses. Most of the buildings in the plan area are in average condition with some in notably poor condition, as well as some buildings in good condition. The age of the structures generally range from the 1950's to the 1980's, and the parcels are generally small. As a result of the small parcels, there are many different property owners.

The Downtown Redevelopment Project Area directly to the south of the plan area has a distinct Mediterranean theme; however, there is not a unifying theme in architecture or landscaping north of 19th Street. There are a myriad of styles evident and many structures lack architectural interest of any sort.

Table 2- BLOCK PROFILE
Newport Boulevard Specific Plan

BLOCK	LAND USES	AGE OF BUILDINGS	CONDITION OF PROPERTIES
1900	This block contains 6 auto service related businesses, miscellaneous retail uses, a senior citizen center, school, 34 apartments and 4 single family units.	Buildings were constructed between the late 1950's and the late 1980's.	Conditions range from average to poor. Minimal landscaping at many of the businesses. The newer buildings have adequate onsite parking and landscaping.
2000	This block is dominated by quasi residential uses. There are 2 motels, 1 mobile home park (55 units), one apartment complex (8 units). There is also 1 auto repair use and several retail uses.	Buildings were primarily constructed in the 1950's and the 1960's. One motel was constructed in 1988; it is the most recent construction.	The majority of the businesses are in average condition. Landscaping is limited in a few areas; off-street parking for some businesses is not up to code.
2100	This block contains a variety of uses: motels, 2 apartment complexes (120 apartments), auto repair (2), retail, mini storage and a supermarket.	Building construction occurred between the 1950's and the 1980's.	Overall this block is in average condition.
2200	There are 3 motels in this block as well as a variety of retail uses.	Building construction occurred between the 1950's and the 1980's.	Building conditions range from poor to average. All three motels are in poor condition.
2300	This block has a variety of uses including 3 auto accessory businesses, medical office, 1 motel and misc. retail.	Building construction occurred between the 1950's and the 1980's.	Building conditions range from very poor to good. Older buildings lack adequate landscaping and parking.

Table 2- BLOCK PROFILE
Newport Boulevard Specific Plan

BLOCK	LAND USES	AGE OF BUILDINGS	CONDITION OF PROPERTIES
2400	This block includes 1 motel, 1 Single Room Occupancy (SRO) motel, 2 houses, and a variety of retail uses.	Many buildings do not contain original permits to determine date of construction. Remainder of buildings were constructed between 1950's and the 1980's. The SRO hotel was just recently remodeled.	Building conditions range from very poor to good. Older buildings lack adequate landscaping and parking.
2500	This block includes a section of residential and quasi-residential uses including a condo tract (63 units), a motel, a mobile home park (22 units) and a convalescent hospital. Other uses include misc. retail and a mini storage.	Building construction occurred from the late 1950's to the mid 1980's.	With the exception of the condo tract which is in good condition, this block is in average to very poor condition.
2600	This block contains two motels, offices, mini storage and misc. retail.	Building construction occurred from the early 1950's to the late 1980's.	Overall this block is in poor to average condition. The motel (2642) is in good condition.

Circulation System

The Costa Mesa Freeway and Newport Boulevard provide essential north/south access between inland cities and the coast as well as serving as vital links in the City's internal circulation. The Costa Mesa Freeway has been a subject of controversy for many years. Originally adopted in 1944, the freeway was to have followed the present alignment of Newport Boulevard. In 1969, the adopted route was modified to travel west of Costa Mesa's traditional downtown from a point just south of Bay Street to the Pacific Coast Freeway (Route 1). When the Route 1 Freeway plans were abandoned in 1975, an alternate terminus was proposed, but not adopted, which would have reconnected the Route 55 Freeway with Newport Boulevard in the vicinity of 15th Street. Although excavations were made for the depressed portion of the freeway as far south as 23rd Street, construction was halted just south of Bristol Street. In 1982, the City endorsed an easterly alignment for the Route 55 Freeway between 19th and 15th Streets. Environmental documentation was completed in 1984. This alignment is indicated on the City's Master Plan of Highways. Extension of the freeway to 19th Street was completed in 1993. Caltrans does not have a construction date for the last leg of the freeway, i.e, to 15th Street.

The completion of the Costa Mesa Freeway has resulted in a shift of through traffic from Newport Boulevard to the freeway. Traffic counts indicate that traffic volumes have decreased by approximately 80% in some locations; see following table.

Table 3- NEWPORT BLVD. TRAFFIC COMPARISONS
(Northbound Only)
Newport Boulevard Specific Plan

STREET LINK	1991 COUNTS	1994 COUNTS	PERCENT DECREASE
20th St.-Bay St.	21,930	8,790	-59%
Bay St.-21st St	21,930	10,760	-50%
21st St.-22nd St.	21,930	12,850	-41%
22nd. St.-23rd St.	26,040	19,910	-23%
23rd St.-Wilson St.	26,040	7,280	-72%
Wilson St.-Santa Isabel	26,040	11,200	-56%
Santa Isabel-Monte Vista	31,430	14,460	-53%
Monte Vista-Fair Dr.	31,430	20,540	-34%
Fair Dr.-Mesa Dr.	38,445	7,890	-79%

Mesa Dr.-Bristol St.	44,015	7,765	-82%

There are a total of 15 streets which intersect Newport Boulevard in the plan area. All of these streets are part of the circulation grid for the east side of Costa Mesa. The primary streets which provide a link to the west side of Costa Mesa are Fair/Del Mar, Victoria Street/22nd Street, and 19th Street.

Northbound freeway on-ramps are located at 19th Street, 22nd Street and Fair Drive/Del Mar Avenue. Northbound off-ramps are located at 22nd Street and Fair Drive/Del Mar Avenue.

3.0 ISSUE IDENTIFICATION

Newport Boulevard's Identity

Newport Boulevard has traditionally been a wide, divided street from its initial development. The Santa Ana and Newport Railroad Company ran a rail line which connected Santa Ana and Newport Beach in the late 1800's. Southern Pacific Railroad bought the railroad in 1899 and it continued to bring rail service to and through the area until 1933 when the line was abandoned. The tracks were removed two years later.[1] In 1944, the State adopted the alignment of the freeway to coincide with Newport Boulevard.

Newport Boulevard has always served as the main thoroughfare in Costa Mesa's traditional downtown area. The area's first commercial buildings were constructed along the boulevard, and by the late 1920's, a thriving commercial downtown district existed south of 19th Street. Many of the original buildings still stand today, particularly in the 1800 block.

However, north of 19th Street, the commercial uses have always had more limited exposure and visibility due to the one way traffic flow of the street and wide separation from land uses to the west. Although, the high regional traffic volumes along the boulevard supported motels and the local serving commercial businesses as well.

Landscaping treatments and plant materials are also inconsistent along the boulevard. Some properties have little to no landscaping either within the street setback or within the interior of the property. This adds to the street's lack of identity.

In summary, the boulevard's linear nature, one way traffic flow, diversity of ownership patterns and random mix of land uses contribute to its lack of unity and identity which in turn makes it difficult to attract new patrons and/or compatible businesses.

Changing Land Use Patterns

The completion of the Costa Mesa Freeway from Del Mar/Fair to 19th Street has permanently reduced traffic volumes on Newport Boulevard, north of 19th Street. (See Table 3). The overall decrease in traffic has the most profound impact on marginal commercial uses. There are several buildings in this area that are vacant or

[1] A Slice of Orange, The History of Costa Mesa. Edrick Miller 1976.

in very poor condition. Commercial uses such as restaurants, nightclubs and bars are further constrained by the residential uses that are developed directly behind the commercial areas. It is important to note the existing subdivision and land use patterns that are evident in the plan area were primarily established in the early part of this century, and these patterns were reflective of a rural community. The 1990 General Plan encourages the conversion of existing marginal or vacant commercial land to residential (Policy #285), since vacant land that is suitable for residential development in the City is extremely limited. This is further supported through the Mixed-Use Overlay designation in the 2015-2035 General Plan, where the provisions of the Mixed-Use Overlay District may be applied to specified properties. Therefore, the replacement of marginal commercial development along Newport Boulevard with residential uses is an option that may be appropriate for some portions of the plan area. Provided below is a list of the pros and cons of encouraging marginal commercial property to convert to a residential use.

PROS	CONS
1. Reduced traffic volumes on Newport Blvd. increase practicality of residential uses.	1. Multiple property owners and relatively small parcels makes land assembly difficult.
2. Costa Mesa Freeway is depressed 25 feet below grade, thereby providing noise attenuation.	2.
3. Improves overall Jobs/Housing balance in the City.	3. Marginal commercial uses are interspersed with successful commercial development which would also make land assembly difficult.
4. Existing residential uses directly behind plan area, therefore increasing land use compatibility.	4.
5. Easy access to major circulation routes and commercial services.	

Motels

Motels are the most prevalent land use along the boulevard, consisting of 12 facilities and 527 units. While two of the motels pre-date the City's incorporation, the largest number (five) was built in the 1980's when traffic volumes along Newport Boulevard were at their peak. Given the high volume of drive-by traffic, proximity and accessibility to local tourist destinations and reasonable room rates, the area's motels

were successful in attracting family vacationers.

However, completion of the Costa Mesa Freeway extension drastically changed the ability of local motels to attract new guests by severely restricting their visibility and accessibility. With the lack of exposure and restricted accessibility, many motels have turned to long-term occupancies as a means of survival. Also, lower occupancy and room rates have resulted in deferred maintenance and reduced managerial support/supervision. The combination of these factors have created an environment that attracts "undesirable" clientele who create adverse impacts on neighboring commercial uses and adjacent residential areas. Typical problems range from nuisances such as panhandling and loitering to more serious offenses such as prostitution and drug dealing.

In a 1995 study of police service calls to motels and hotels throughout the city, eight of the boulevard's motels ranked in the top 15 in terms of average calls for service per room ratios. The average annual calls-per-room ratio of the motels was 1.35, nearly 2½ times the city-wide average of 0.52. At the conclusion of the study, all motels and hotels were ranked in terms of their potential for problem situations based on a number of factors including age of facility, number and ratio of police service calls, affiliation with national or regional motel chains and Automobile Club ratings. Six of the area's motels were included in the list of eight motels designated as a "very high" priority and one as "high" priority for monitoring and possible enforcement action. Only two of the boulevard's motels were ranked as a "low" priority and three were ranked as a "moderate" priority.

Because of their large number, physical appearance and extent of problems associated with most of the motels, they have been identified as the most influential factor affecting the viability and image of the boulevard. While a few of the well maintained and managed facilities do provide positive reinforcement for the viability of the area, the majority of the motels are an unsettling and potentially dangerous influence on the long-term future of the boulevard if not addressed as a part of this specific plan or other enforcement actions.

Social/Crime

While serious crime is not a widespread problem along the boulevard, the amount of criminal activity and social problems do detract from its image. As indicated above, there are pockets of crime in the area, largely associated with occupants of problem motels. Typical concerns in this area include those often associated with the city's homeless population such as trespassing, loitering, sleeping on private property and aggressive panhandling to the more serious problems linked to problem motels such as prostitution and drug dealing.

There has also been concern expressed regarding newspaper racks in the public right-of-way which contain adult newspapers and/or materials. A recent court case enables cities to regulate the content of newsracks through the adoption of an ordinance.

Economics

Businesses along Newport Boulevard have suffered the double effects of the recent economic recession and loss of business because of construction and detours associated with the extension of the Costa Mesa Freeway through the study area. A comparison of City business revenue from the area illustrates these effects. Since the 1989-90 fiscal year, business revenues (combination of business license fees, sales tax and transient occupancy tax) have steadily declined from $500,726 to $401,393. This is a drop of nearly 20 percent. Information from a local commercial real estate broker indicate that land values and lease rates for Newport Boulevard properties is about half that of the more desirable commercial districts in the community.

With an improved economic climate and stabilized traffic patterns, conditions along Newport Boulevard can likewise expect to improve, but, the average daily traffic volumes of 30,000 vehicles cannot be expected to fully return to pre-freeway extension conditions. However, with aggressive economic development efforts, substantial attraction of traffic back to Newport Boulevard is likely to occur. These efforts can be initiated by either the public or private sector or a combination of both sectors. A major goal of this specific plan is to provide a framework to accomplish and/or support these efforts.

Signage

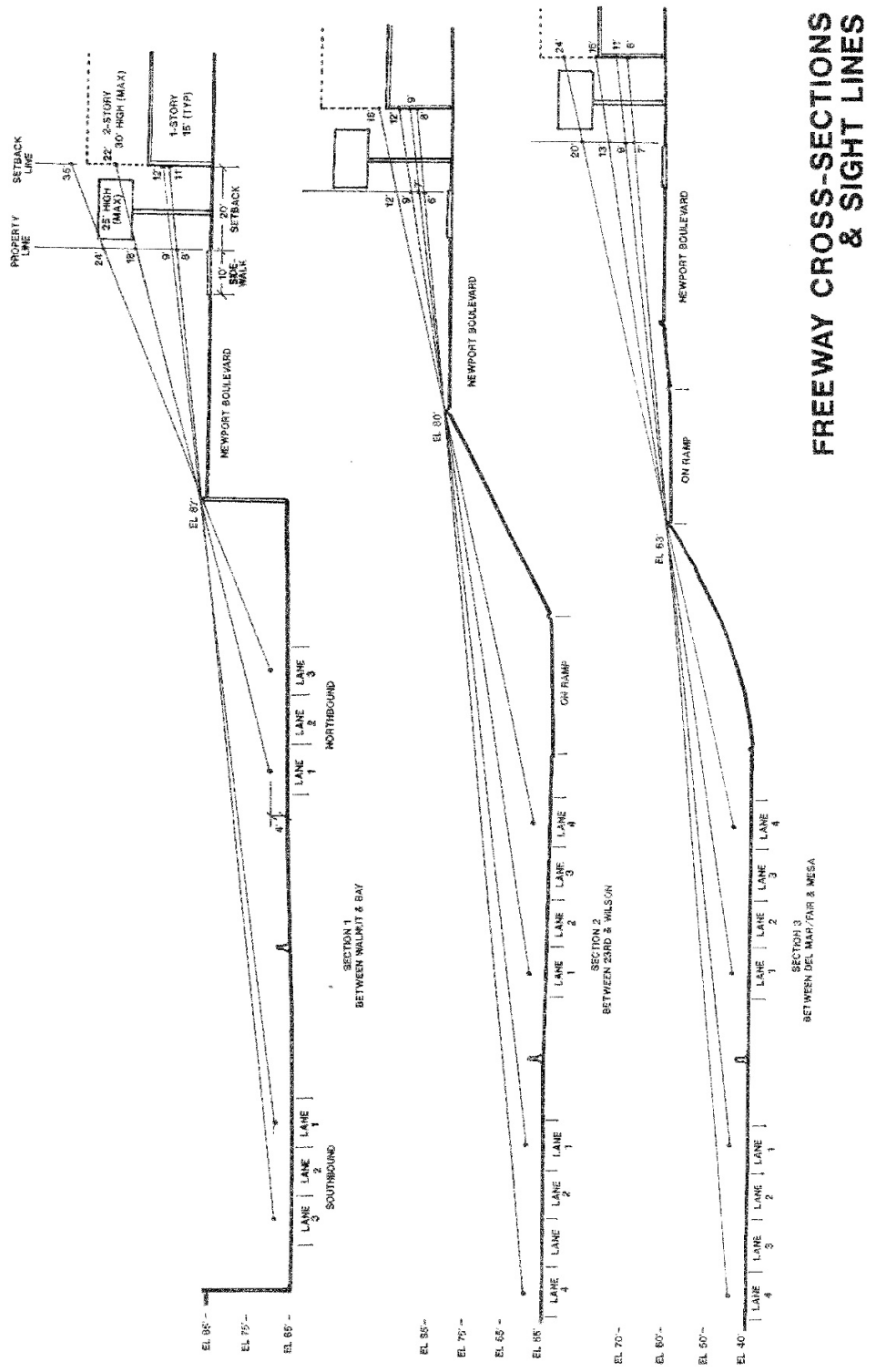
Signs are a major concern for all commercial businesses. This is especially true for those located along Newport Boulevard because of the depressed nature of the freeway through the plan area. Businesses south of Wilson Street have no visibility to freeway motorists because of the proximity of retaining walls to the travel lanes. North of Wilson Street, visibility is improved because of the sloped bank of freeway, but still is marginal when compared to other strip commercial districts. Figure 5 illustrates the lines of sight through 3 cross sections of the depressed freeway and adjacent private properties.

Although the City's Sign Ordinance was recently amended to liberalize regulations relative to total allowable sign area and sign height, these changes may have limited benefit to business owners along the boulevard. Reasons supporting this judgement include the narrow and deep configuration of a majority of the parcels which: 1) restricts the amount of building frontage on which signs can be mounted, and 2) can

limit the amount of front setback landscaping. Limited landscaping restricts the business owner's ability to install larger pole signs, since freestanding signs must be located in a landscaped planter twice the size of the sign face. For example, a 100 square foot ground or pole sign is required to be located in a minimum 200 square foot landscaped planter. For these reasons, additional consideration is warranted for the special needs of Newport Boulevard businesses.

Another issue relates to directional sign alternatives which direct traffic to the boulevard from the freeway or promote the boulevard as a whole. This can be accomplished by a combination of freeway direction signs indicating "lodging next exit" or "local business district" and banners or other means (i.e. gateway arches over the street) to establish an identity for the Newport Boulevard business area.

Figure 5- FREEWAY CROSS SECTIONS



Lighting

Lighting within the plan area involves two issues; public street lighting and private, on-site lighting. With regard to public street lights, the length of the boulevard appears to be adequately lit throughout the plan area. However, lighting in some of the alleys which separate the Newport Boulevard commercial properties from the adjacent residential neighborhoods is inconsistent. Another area of large concern is the lack of consistency in the light standards; some standards are wood, some metal and some concrete.

On-site lighting is of particular concern to business owners as a means of securing their property from vandals and other criminal activity. It is also a concern shared by the community at large in terms of providing a potential deterrent for transient occupancy of the rear portions of some commercial properties, and alleys at the rear of the commercial properties. Additionally, photo sensitive light fixtures, as opposed to timing systems, are a more efficient way to ensure adequate lighting of private property.

Access

Because of the one-way nature of Newport Boulevard, access is a major issue. This is especially true just north of 19th street where traffic entering the freeway often conflicts with traffic heading northbound on Newport Boulevard. A similar but less significant problem exists just north of the Victoria/22nd Street intersection.

Other access issues relate to the number of side streets which intersect with Newport Boulevard and the public alleys which separate the commercial and residential properties. As will be explored in the Land Use Option section, thought has been given to abandoning alleys or installing cul-de-sacs at a few locations to provide incentives for redevelopment and/or to protect adjacent residential neighborhoods from encroaching commercial traffic.

4.0 LAND USE OPTIONS

General Overview

Given the changes along the boulevard due to changing traffic patterns and related development, it is appropriate to consider policy changes that would encourage or stimulate private redevelopment in the plan area. Redevelopment could take the form of compatible commercial uses, mixed-uses, or residential development. Based on the proximity of residential development that abuts the rear of many of the parcels along Newport Boulevard, neighborhood serving commercial, mixed-use, and/or residential development are the most compatible land uses.

This specific plan provides several policies that are intended to encourage redevelopment in the plan area.

Mixed Use Overlay

An amendment to the 2015-2035 Costa Mesa General Plan Land Use Element was adopted in 2026. As part of the amendment, the base land use designations in the plan area remained the same. However, a Mixed-Use Overlay land use designation was added to several parcels in the plan area. The Mixed-Use Overlay designation is intended to provide additional housing opportunities in a mixed-use setting, blending residential uses into key areas that are served by various shopping, convenience, employment, and community-serving uses.

This designation is implemented by the Mixed-Use Overlay District (MUOD). For parcels in the plan area that are within the Mixed-Use Overlay designation, a property owner may choose to develop a project under the provisions of the MUOD, as applicable.

Mixed Use Overlay District and Housing Element Sites

The City amended the Zoning Map in 2026. While the base zone remains the same, the MUOD applies to several parcels in the plan area, some of which are also sites identified in the City's Housing Element. The MUOD is an overlay district and shall only apply to the parcels identified in the City's Zoning Map. This Specific Plan shall continue to apply to a property unless specifically superseded by a MUOD project, as applicable.

Specific Plan Development Standards

In order to ensure compatibility with surrounding residential neighborhoods and residential uses that may be developed in the plan area, it is necessary to identify land uses which are not consistent with the long-range intent of this plan. The development standards in this plan would prohibit certain uses within the plan area from establishing as a new use or prohibit the expansion of an existing use; the limitation may be for the whole plan area or be applied to a certain block. Provided below is a list of uses which are either prohibited and/or restricted from expanding in the plan area pursuant to the development standards in Section 6.0, unless specifically permitted in the MUOD and superseded by the provisions of the MUOD.

RESTRICTED USES

1. Motels and hotels
2. Adult entertainment businesses
3. Automotive, motorcycle and boat dealerships (including sales and service)
4. Automotive repair, automotive paint and body
5. Tire sales and installation
6. Mini-warehouses

It is also the intent of the plan to prohibit the approval of land uses and/or site designs that are detrimental to the purpose of this plan as stated in Section 1.0, Purpose. New commercial land uses should stimulate economic activity along the boulevard while considering compatibility issues with existing and future adjacent residential land uses, when applicable.

Additionally, it is the intent of this plan to encourage the consolidation of smaller lots for redevelopment to residential uses. Included in this plan is a development standard which encourages lot consolidation prior to rezoning to either a residential or planned development residential zoning district. The base density would be set at 12 units per acre and can be increased incrementally to either 14.5 units per acre or 17.4 units per acre depending on the size of the combined lots and street frontage, unless otherwise permitted by the MUOD.

Other Land Use Recommendation

There is one specific land use recommendation for the plan area:

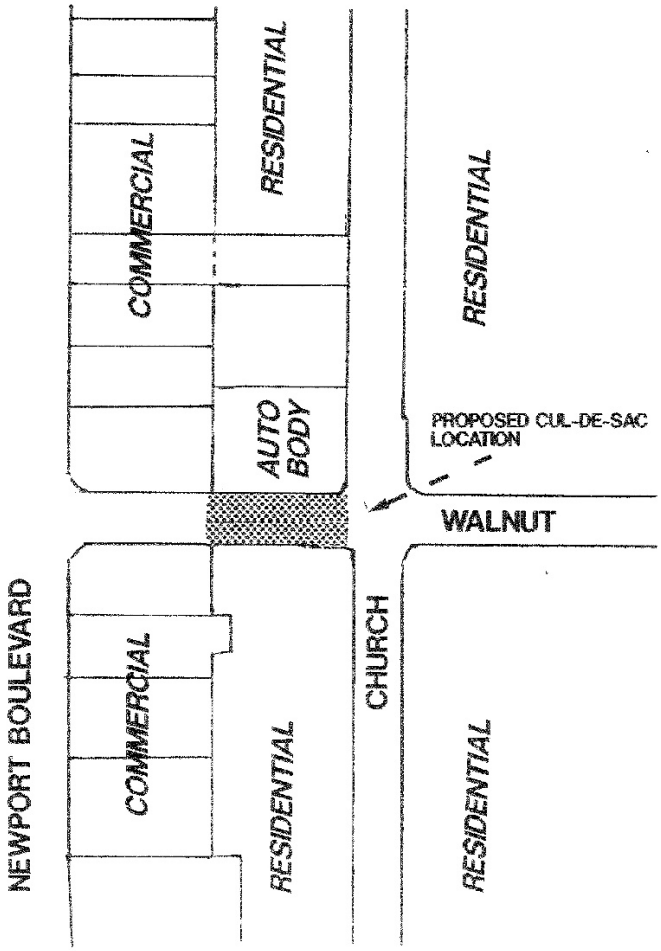
1. 125 Mesa Drive: This 0.89 acre site is presently used as an animal hospital and is zoned PDC (Planned Development Commercial). Should the animal hospital use be discontinued at this site, it is recommended that the property be rezoned to R2. This property is suitable for residential since it does not front or take access from Newport Boulevard and it abuts residential property on two sides. Approximately 10 units could be accommodated on this site.

5.0 CIRCULATION OPTIONS

In addition to the land use changes proposed in Section 4.0, a number of traffic circulation changes area also proposed to assist with the stabilization of both the commercial and residential areas.

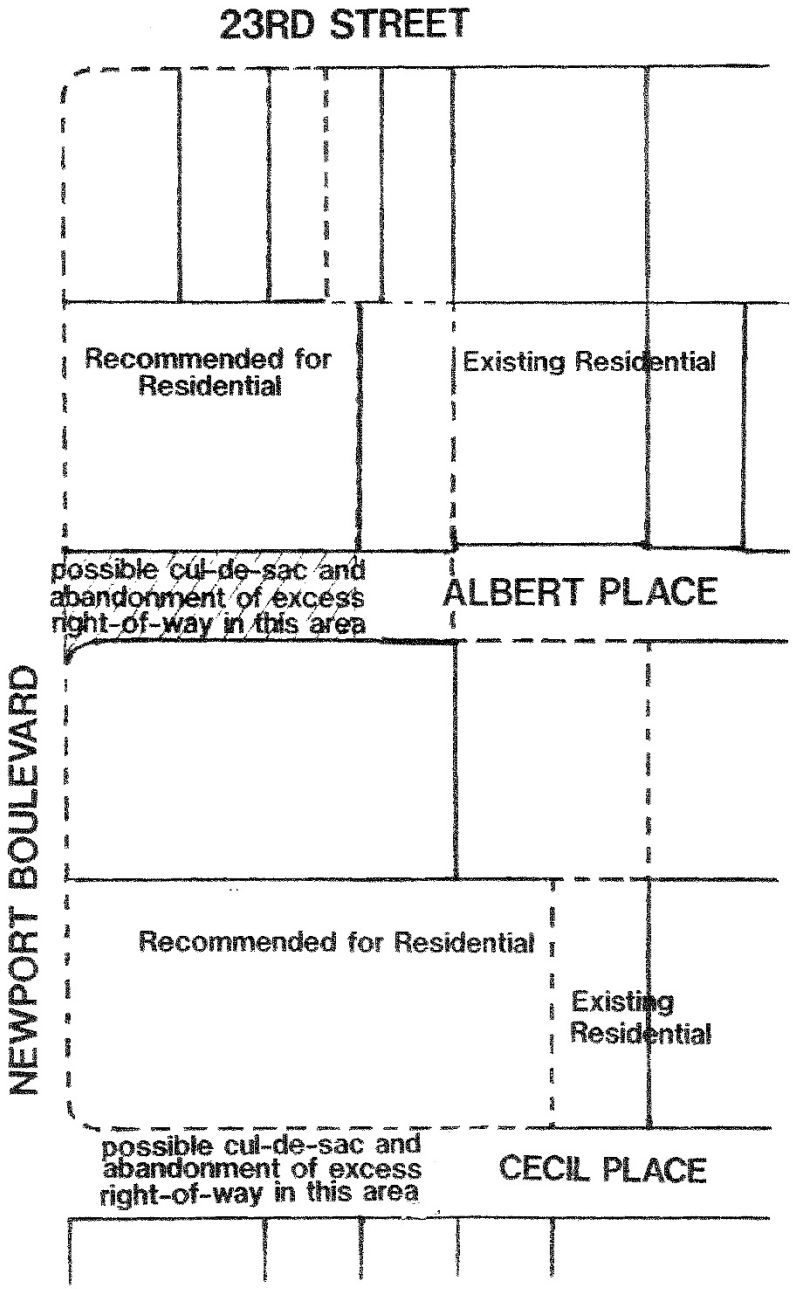
Within Subarea A, consideration should be given to creating a cul-de-sac along Walnut Street between Church Street and Newport Boulevard. A cul-de-sac in this area would minimize cut-through traffic along Church and Walnut which is a residential area. A legal nonconforming auto body shop is located within the residential zone at the northeast corner of Walnut and Church Street. This commercial use is nonconforming and an intrusion into the residential neighborhood along Church Street.

Figure 10- WALNUT STREET CUL-DE-SAC PROPOSAL



Within Subarea B, the option of abandoning part of Albert Place and/or Cecil Place and creating a cul-de-sac should be pursued. Depending upon the location of the cul-de-sac, abandoned street right-of-way could result that would then be available for other purposes. The following map shows the general location for the cul-de-sacs.

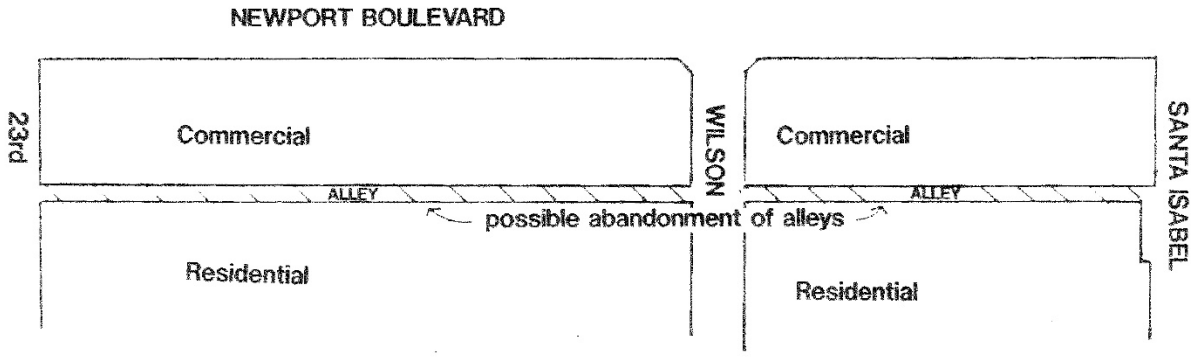
Figure 11- ALBERT PLACE AND CECIL PLACE CUL-DE-SAC PROPOSAL



Within Subarea C, the option of abandoning the alleys that run parallel to the boulevard should be considered. While serving a number of commercial businesses that front the boulevard and some residential developments to the east, the alleys may not be essential for access and could detract from the area by creating a gathering place for criminals. In some cases, abandonment of the alleys may facilitate redevelopment of adjacent properties.

It is recognized that there are several properties which have direct access from this alley, in addition to the utility services which exist there (such as sewer lines and fire hydrants). Any abandonment of the alley is considered a long-term possibility that requires further study and satisfactory alternative access and utility service arrangements. In the meantime, new developments should be designed to not be dependent upon alley access.

Figure 12- ALLEY ABANDONMENT PROPOSAL



6.0 DEVELOPMENT STANDARDS

The following development standards shall be applied, as appropriate, to new development and new uses or expansion of uses requiring discretionary review and permits, unless specifically superseded by a MUOD project as provided for in Section 6.0, Subsection 1.2 below. Figure 14, at the end of this document, provides an overview of the entire plan area and depicts development standards and implementation programs that can be shown graphically. It should be noted that the information is intended to be illustrative and is not to be interpreted as the precise locations for future land uses or structures.

1.0 GENERAL

1.1 Additional development standards not specified in this Specific Plan shall be applied pursuant to the requirements of the underlying zoning district. Where there is a conflict, the provisions of this Specific Plan shall supersede the Municipal Code.

1.2 For qualifying properties in the MUOD, permitted uses and applicable development standards in Article 11, Mixed-Use Overlay District, of the Zoning Code may be applied and shall supersede the provisions of the Specific Plan. The MUOD shall only apply to projects utilizing the provisions of the MUOD that are located on parcels identified in the MUOD in the City's Zoning Map.

1.3 Land uses and/or site designs which are determined to be detrimental to the purpose of this Specific Plan, as specified in Section 1.0, shall be prohibited. New commercial land uses should stimulate economic activity along the boulevard while considering compatibility issues with existing and future adjacent residential land uses, when applicable.

2.0 COMMERCIAL USES

2.1 The Floor Area Ratio (FAR) limit of 0.20 high traffic, 0.30 moderate traffic and 0.40 low traffic shall be applied to commercial and institutional uses in the plan area, except as permitted for qualifying MUOD projects.

2.2 Allowable land uses for commercially zoned property shall be governed by the Costa Mesa Municipal Code provisions for the applicable zoning district, with the following exceptions:

Table 4- COMMERCIAL USES Newport Boulevard Specific Plan	
NEW USES PROHIBITED FROM ESTABLISHING IN THE PLAN AREA	**EXISTING USES PROHIBITED FROM EXPANDING IN THE PLAN AREA**
Pursuant to the provisions of the applicable zoning district with the following additions: 1. Motels and hotels 2. Adult entertainment 3. Mini-warehouses **Exception:** The following new uses are prohibited in that portion of the plan area between **20th Street and Mesa Drive**: 4. Automotive, motorcycle, and boat dealerships (including sales and service)* 5. Automotive repair, automotive paint and body 6. Tire sales and installation * Note: Pag Bros. Cycles is allowed to re-establish at 2380 Newport Boulevard pursuant to the approval of a Conditional Use Permit.	Pursuant to the provisions of the applicable zoning district with the following addition: 1. Adult entertainment businesses 2. Mini-warehouses **Exception:** The following uses are prohibited from expanding in that portion of the plan area between **22nd Street and Mesa Drive**: 3. Automotive, motorcycle, and boat dealerships (including sales and service) 4. Automotive repair, automotive paint and body 5. Tire sales and installation.

2.3 For any commercial use requiring a Conditional Use Permit, limitations on hours of operation, late night and early morning deliveries, and provision of an adequate buffer from adjacent residential shall be additional criteria for approval.

2.4 Neighborhood serving offices and retail businesses shall be encouraged within the Commercial-Residential designated areas. Where possible, complimentary or supporting commercial uses should be clustered or located in proximity to each other (i.e., veterinarian offices near existing animal feed and supply store or the concentration of existing auto-related uses in the 1900 block).

2.5 Automotive parts retail uses (with no service or installation) is a permitted use in the plan area. Automotive parts retail uses with service or installation shall require a conditional use permit.

2.6 Regarding the southeast corner of Newport Boulevard and Bay Street, encourage the future development of this property as a single use, and discourage the creation of any parcels that are less than 40,000 square feet in size.

2.7 Regarding 2180 Newport Boulevard (Stater Brothers), encourage the upgrade of this grocery store (including landscaping, signage, etc.) and the maximizing of the FAR with the addition of a commercial pad at the corner (possibly a restaurant use).

2.8 In conjunction with any discretionary project approvals, building setbacks and required landscaping for commercial uses fronting on Newport Boulevard may be reduced, without requiring a variance, to a minimum of 10 feet provided that a landscaped planter area, a minimum of 5 feet of width, is provided along the rear property line as an additional buffer to adjacent residential uses. The planter area shall contain appropriate plant materials to provide an immediate and effective screen. The plant materials shall meet with the approval of the Planning Division. The buffer planter area shall not be counted towards the interior landscaping requirements of the site.

2.9 In conjunction with new commercial development, deviations from required building setbacks on rear and side property lines may be approved by the Planning Commission without a variance, provided that the reduced setbacks improve the proposed development's compatibility with surrounding uses, particularly residential uses.

3.0 RESIDENTIAL USES

3.1 Lot consolidation for any residential development is a goal of this Specific Plan. To encourage/reward lot consolidation, the following table presents guidelines for determining the maximum allowable residential density. These are not mandatory specifications, and variations from these guidelines shall be based on the merits of a proposed project through the discretionary review process, except as permitted and superseded for qualifying MUOD projects.

Table 5- RESIDENTIAL DENSITY GUIDELINES
Newport Boulevard Specific Plan

LOT SIZE	STREET FRONTAGE	ALLOWABLE DENSITY
40,000 sq. ft.	120 feet	1 unit/3,630 sq. ft. (Medium density at 12 units per acre)
60,000 sq. ft.	150 feet	1 unit/3,000 sq. ft. (High density at 14.5 units per acre)
80,000 sq. ft.	180 feet	1 unit/2,500 sq. ft. (High density at 17.4 units per acre)

3.2 The desired product type for residential redevelopment in the specific plan area is ownership housing; therefore for parcels zoned PDR, density increments above the base density established in the Costa Mesa Municipal Code will only be granted for ownership type housing development.

3.3 Acoustical analysis shall be required for new residential development to ensure that neither traffic noise nor noise from adjacent commercial uses impacts the proposed residential project.

3.4 Where a solid, opaque wall is needed to mitigate traffic noise impacts along a street frontage, a minimum 10 foot deep landscaped setback between the property line and wall shall be provided. An off-set of at least 2 feet shall be provided for every 75 linear feet of perimeter wall.

3.5 Residential projects located on corner parcels should, to the extent feasible, use side streets for primary access and should limit direct access onto Newport Boulevard.

3.6 In addition to meeting the required minimum lot size and width requirements, the site design shall include buffering of the proposed residential development from incompatible uses.

3.7 Proposed rezones from a commercial zone to a residential zone shall include an analysis of the interface and compatibility between the residential and adjacent nonresidential uses.

3.8 Regarding the block between Bay Street and 21st Street, explore alternative locations for a pocket park in the general area, in conjunction with the redevelopment of this block to residential land uses.

4.0 CIRCULATION

4.1 To facilitate the eventual closure of alleys, new development and new uses requiring discretionary permits shall eliminate alley access, whenever feasible.

4.2 Development of property in the vicinity of Walnut Street between Newport Boulevard and Church Street shall consider the possible placement of a cul-de-sac of Walnut. Therefore, development of lots not fronting on Newport Boulevard shall be reviewed in regard to dependency upon Newport Boulevard access.

4.3 Development of property in the vicinity of either Albert Place or Cecil Place at Newport Boulevard shall consider the possible placement of a cul-de-sac of Albert Place and/or Cecil Place. Therefore, development of lots which currently have access from Albert Place and Cecil Place shall be reviewed in regard to dependency upon Newport Boulevard access.

7.0 IMPLEMENTATION PROGRAMS

Implementation programs are necessary to respond to the issues identified in the previous sections of this plan. Generally, implementation programs fall into three categories. The first type are those which involve the expansion or refinement of an existing City program, policy or ordinance, and the second type are those which require the establishment of a new City program, policy or ordinance. The last type of program requires action on behalf of the business community to initiate and move forward.

Each of the following programs have been formatted to provide a project description, and to identify the responsible agency/party, the time frame for implementation and the anticipated funding source. Also, the programs have been organized under the major issue headings discussed in Section 3.0.

1.0 NEWPORT BOULEVARD'S IDENTITY

1.1 Create a Newport Boulevard Organization

Establish a formal organization of property owners, business owners and concerned residents to represent the interests of the plan area. This organization could be a sub-chapter of the Chamber of Commerce or an independent association. The organization would serve as an important link between the City and the plan area, and would also help implement many of the programs identified in this plan.

Responsible Parties: Private property, concerned residents and business owners and the Chamber of Commerce
Schedule: No set timing; dependent on the business and property owners
Funding: Self-funded through Membership fees

1.2 Create a Business Improvement District

Establish a Business Improvement District (BID) to fund programs and improvements of interest to businesses along the boulevard. BIDs are special assessment districts in which the business owners themselves establish an annual assessment to be collected by the City to finance activities, services and improvements which would not be possible on an individual basis. These could include private security patrols, special promotions such as a bicycle race or street fair or specialized improvements such as lighting, directional and promotional signage or

street landscaping. The BID could also be used as a marketing tool or promotional arm to bring both businesses and customers to the boulevard.

Responsible Parties: Private business owners, Newport Boulevard Organization and the City of Costa Mesa- Planning Division and Finance Department
Schedule: No set timing; dependent on the business owners.
Funding: City staff budget for implementation; BID's programs are self-funded.

1.3 Improve Business/City Communications

Meet regularly (i.e. quarterly) with key representatives of City, business/property owners, Newport Boulevard Organization, and the Chamber of Commerce to discuss issues of common interest/concerns.

Responsible Parties: Private business and property owners, Newport Boulevard Organization, the Chamber of Commerce and City of Costa Mesa.
Schedule: Immediate after Specific Plan adoption
Funding: None necessary

1.4 Identification Signage

Work with businesses to design and place street banners on existing streetlight standards or a unique street sign for the east side of the boulevard. Banners should include a colorful design and could include copy such as "Welcome to Newport Boulevard", "Shop the Boulevard", "Dine along the Boulevard" or other appropriate messages. Unique street signs could include special colors and typeface or a logo to establish a special identity. Another alternative could be arched gateway signs over Newport Boulevard just north of 19th and 22nd Streets.

Responsible Parties: Private business and property owners, the Chamber of Commerce and City of Costa Mesa- Planning Division.
Schedule: Dependent on formation of Business Improvement District
Funding: Business Improvement District

See also Section 6.0 SIGNAGE for additional programs.

1.5 Uniform Landscape Program

Seek a professional consultant to develop a consistent landscape palette of plant materials for the east side of Newport Boulevard to further establish the area's identity. Include such organizations as ReLeaf Costa Mesa in formulating and implementing this program.

Responsible Parties: City of Costa Mesa - Planning Division, business and property owners, ReLeaf Costa Mesa
Schedule: 1997
Funding: Department Budget, Business Improvement District

2.0 CHANGING LAND USE AND CIRCULATION PATTERNS

2.1 Cul-de-sac and Alley Abandonment Study

Study the possible creation of cul-de-sacs and abandonment of portions of existing streets and the abandonment of alleys. Part of the study would entail evaluation of impacts on the circulation system, access to surrounding sites, utility services and public safety access. Through this evaluation, precise locations for the cul-de-sacs and abandonments would be determined.

Responsible Parties: City of Costa Mesa - Planning Division and Public Services Department
Schedule: 1996/1997
Funding: Department budgets

3.0 MOTELS

3.1 Prohibit new motels and hotels

Pursuant to the development standards of this Specific Plan prohibit new motels and hotels. Expansion of any existing motel or hotel shall require discretionary review (a conditional use permit). Review of the proposed expansion shall include an analysis of its compatibility with the surrounding uses (both commercial and residential). The motel's past history of problems related to crime, life safety, health and property maintenance shall also be reviewed.

Responsible Party: City of Costa Mesa - Planning Division
Schedule: Concurrent with adoption of the Specific Plan
Funding: None required

3.2 Continue Motel Strike Teams

The motel strike teams are designed to address crime, life safety, health and property maintenance problems or violations in a concentrated and comprehensive manner.

Responsible Parties: City of Costa Mesa - Police and Development Services Departments and the County of Orange Health Agency.
Schedule: Ongoing
Funding: Department Budgets

3.3 Motel Occupancy/Operational Regulations

Work with the Police Department to develop occupancy/operation regulations (require full-time on-site manager, enforce occupancy limits, require 2 forms of identification prior to renting rooms, require maid service at least every 2 days, cross-check problem guests, limit accumulation of personal goods/unit modifications, on-site security, etc.) to address problems associated with improper occupancy of motel rooms. The Fair Housing Council of Orange County should be consulted in the drafting of these regulations.

Responsible Parties: City of Costa Mesa - Police Department and Planning Division and Motel owners and managers
Schedule: 1996/1997
Funding: Department Budgets

4.0 SOCIAL/CRIME

4.1 Targeted Police Enforcement

Work with Police Area Commander to develop targeted or concentrated Police patrols and enforcement programs for businesses along the boulevard. Also, the concentrated or targeted enforcement could be used in conjunction with motel strike team operations (see Program 3.2). Since the current criminal and nuisance activities are often associated with transients occupying motels along the boulevard, the combined programs can complement each other.

Responsible Parties: City of Costa Mesa - Police Department and Planning Division and Motel owners and managers
Schedule: 1996/1997
Funding: Department Budgets

4.2 Concentrated Code Enforcement

Work with City Code Enforcement personnel to establish a concentrated code enforcement program to ensure continued maintenance of properties and compliance with adopted development standards along Newport Boulevard, including the residential areas directly adjacent to the boulevard. Specific areas of concern would be overall property appearance, front landscaped setbacks, outdoor storage, occupancy limits in apartments, etc.. It is envisioned that local businesses would work in tandem with City Code Enforcement staff to encourage other business and property owners to take pride in their investments for the overall benefit of the boulevard.

Responsible Parties: City of Costa Mesa - Planning Division, Newport Boulevard Organization
Schedule: 1996/1997
Funding: Department Budgets

4.3 Cooperative Security

Investigate use of cooperative Police and private security patrols for Newport Boulevard businesses. City Council Community Objective A-9 (Study of Feasibility of Private Patrol) seeks to develop a police-business alliance for the South Coast Metro Area as a model plan for private patrols. Initial steps would include a survey of existing business owners to determine level of interest in such a service and development of a specific work program, including costs and funding sources. One funding source may be a Business Improvement District as discussed in Program 1.2.

Responsible Parties: City of Costa Mesa - Police Department, Newport Boulevard Organization, and property and business owners.
Schedule: 1996/1997
Funding: Business Improvement District

4.4 Excessive Police Call Ordinance

The Municipal Code currently has provisions relating to fees for second calls for Police services to control large parties and gatherings on private property and for false fire and burglar alarms. This program entails adoption of a similar ordinance for repeated or excessive Police calls for service for businesses, especially motels with higher than average calls/room ratios. Since Police often recommend that motel

managers/owners call when problems arise, provisions are needed to respond to these types of instances without financial penalty. As such, it may be necessary to limit the applicability of such an ordinance to calls from third parties (i.e. residential neighbors, surrounding business owners, etc.) for bona fide code violations/disruptions.

Responsible Party: City of Costa Mesa - Planning Division and Police Department
Schedule: 1996/1997
Funding: Department Budget

4.5 Business-to-Business Cooperative

Establish a formal Business-to-Business cooperative network to address problems or issues unique to businesses along Newport Boulevard. This could be similar to neighborhood watch programs which have been successfully used in residential neighborhoods. A model for such a program is a Motel Watch Program established for many of the motels along Harbor Boulevard. As a part of this cooperative network, the Police department could provide training or written guidelines to businesses to deal with common problems associated with the area's transient population (trespassing, loitering, aggressive panhandling, etc.) and provide information of the variety of referral and support services that are available.

Responsible Parties: City of Costa Mesa Police Department, Newport Boulevard Organization, and the Chamber of Commerce
Schedule: 1996/1997
Funding: Department Budget

4.6 Newsracks with Adult Publications

In accordance with recent case law, adopt a city ordinance which prohibits newsracks located in the public right-of-way of the plan area from containing materials which are harmful to minors.

Responsible Parties: City of Costa Mesa - Planning Division
Schedule: 1996/1997
Funding: Department Budget

5.0 ECONOMICS

5.1 Economic Impact Consideration

Consider the impacts of City actions on property values along Newport Boulevard. An example of the type of action which would trigger this analyses would be the rezone from C2 to C1 which occurred after the adoption of the 1990 General Plan. This action reduced the attractiveness of properties along the boulevard because of the reduced development potential and range of uses which would be permitted in the area.

Responsible Party: City of Costa Mesa - Planning Division
Schedule: Ongoing
Funding: Department Budget

5.2 Development Incentives

Adopt a City Policy which allows the reduction or waiver of fees that are applied to businesses and developments in the specific plan area. These fees could include processing and traffic impact fees for new developments or uses. For the citywide traffic fee, it is recommended that the fee be reduced to the legal minimum for an initial period of 5 years. After 5 years, the City Council will evaluate the effectiveness of this incentive and determine whether it is appropriate to continue with the traffic fee reduction. The fee reductions are recommended to provide an incentive to encourage private redevelopment or to attract new commercial ventures within the study area. These reductions could be permanent or limited to a specific time period. Other incentives include the increase in allowable building intensity floor area ratios, as discussed in Program 2.1.

Responsible Party: City of Costa Mesa - Planning Division
Schedule: 1996/1997
Funding: Department Budget

5.3 Low Interest Loans for Business Owners

Investigate funding sources, such as Community Development Block Grant Funds, for low interest loans for business owners in the plan area.

Responsible Party: City of Costa Mesa - Planning Division, Community Development Division.
Schedule: 1997
Funding: Department Budget

6.0 SIGNAGE

6.1 Freeway Directional Signage

Provide directional signage to identify business opportunities along Newport Boulevard. These include two types of signs. The first type would be directional signage for northbound traffic at or just beyond the Newport/19th Street and 22nd Street intersections to direct motorists to the business opportunities along east Newport Boulevard. This should be implemented in conjunction with proposed freeway on-ramp improvements at both 19th and 22nd Streets. (See also Program 8.1).

The second type of sign would be installed on the freeway at the Fair Drive/Del Mar Avenue and 22nd/Victoria Street off-ramps directing traffic to business and lodging opportunities on both sides of Newport Boulevard. These would be standard Caltrans signs reading "Local Business District" or "Lodging".

Responsible Parties: City of Costa Mesa - Planning Division, CALTRANS, business and property owners
Schedule: 1996/1997
Funding: Department Budgets, Business Improvement District

6.2 Uniform Sign Standards

Seek a professional consultant to investigate uniform sign criteria and standards for businesses and properties along the east side of Newport Boulevard to establish the area's special identity. Such a program could include standards for common sign typefaces, colors, placement, and type (sign cans or channel letters; pole or monument, etc.). Because of the number of long and narrow lots, the option of clustered signs for 3 to 4 adjacent lots may also be something to consider.

Responsible Parties: City of Costa Mesa - Planning Division, business and property owners
Schedule: 1996/1997
Funding: Department Budget, Business Improvement District

See also Program 1.4.

6.3 Special Sign Provisions

Develop special sign regulations for business along Newport Boulevard,

possibly in conjunction with Program 6.2. This would involve amendments to the City's Sign Ordinance to provide special consideration for uses within the study area. These special provisions (additional sign height or area) could be justified because of the reduced visibility of businesses due to the depressed nature of the Costa Mesa Freeway extension. While the visibility of all businesses has been affected, those south of Wilson Street have been most adversely affected because of the narrowness of the freeway right-of-way and the extent of concrete retaining walls adjacent to the freeway. Placement of signs in the right-of-way between the freeway and the boulevard shall also be considered.

Responsible Parties: City of Costa Mesa - Planning Division, business and property owners
Schedule: 1997/1998
Funding: Department Budget, Business Improvement District

7.0 LIGHTING

7.1 Street lighting

Survey and inventory the various types of light standards that are located along the east side of Newport Boulevard. Also, the standards are served by overhead lines. The undergrounding of the service lines and the use of a consistent light standard would provide a more appealing and less cluttered streetscape to further enhance the image of the boulevard.

Responsible Parties: City of Costa Mesa - Public Services Department, Southern California Edison
Schedule: 1997/1998
Funding: Department Budget, Southern California Edison, Business Improvement District

7.2 On-Site Security Lighting

This program would be a cooperative effort to improve security lighting on the individual businesses and properties within the study area. Working with the Police Department or qualified lighting/security consultants, the owners could identify appropriate type of lighting to fit their needs and property. Increased security lighting would make the properties less inviting to transient or other criminal activities.

As nearly all of the properties along the east side of Newport Boulevard are served by utilities along the rear property line or along the alleys separating the business and residential neighborhoods, this provides an excellent opportunity for additional on-site security lighting. The Edison Company will work with property owners to select and install lighting as long as the lighting does not adversely affect adjacent residential areas. Private property owners would also be encouraged to use photo sensitive light fixtures as opposed to timing systems to ensure proper illumination of their property.

Responsible Parties: City of Costa Mesa - Police Department, Southern California Edison
Schedule: 1996/1997
Funding: Department Budget, Southern California Edison, Business Improvement District

8.0 ACCESS

8.1 Freeway Ramp Improvements

Widen and restripe Newport Boulevard immediately north of the 19th Street intersection to provide free access to northbound Newport Boulevard. This will provide greater separation of freeway-bound traffic from traffic wishing to proceed north on Newport Boulevard. This project has been approved and should be started in mid 1996.

This project should also be tied to the recommendations for improved access signage to direct traffic to the business opportunities along the boulevard. (See also Program 6.1).

Responsible Party: City of Costa Mesa - Public Services Department
Schedule: 1996
Funding: Department Budget

8.2 Review Traffic Flow Modifications

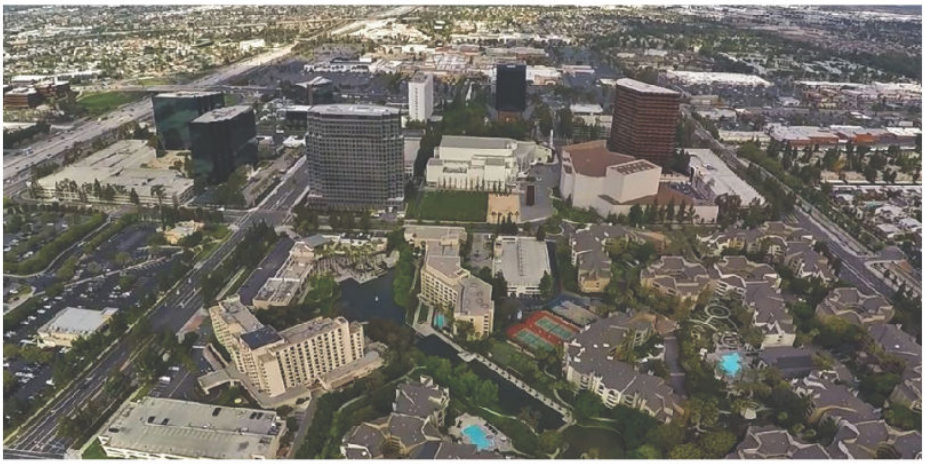
Prior to any changes in traffic control devices or street modifications, the property and businesses owners shall be notified/consulted.

Responsible Party: City of Costa Mesa - Public Services Department
Schedule: Ongoing
Funding: Department Budget

NORTH COSTA MESA SPECIFIC PLAN











City of Costa Mesa
Development Services Department
77 Fair Drive
Costa Mesa, 92628

Updated: Month 2026

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SUMMARY OF NORTH COSTA MESA SPECIFIC PLAN AMENDMENTS

The North Costa Mesa Specific Plan was adopted by the Costa Mesa City Council in July 1994. Since adoption, the plan has been amended. The following table provides a list and a brief description of the amendment(s).

AMENDMENT #	DATE OF ADOPTION	DESCRIPTION OF AMENDMENT
SP-98-04	April 19, 1999	Created a site-specific FAR of 0.72 for South Coast Metro Center (Area 6).
SP-99-02	July 3, 2000	Increased the site-specific FAR to 0.79 for South Coast Metro Center (Area 6).
SP-00-01	February 5, 2001	Created a new Cultural Arts Center designation and corresponding FAR of 1.77 for South Coast Plaza Town Center (Area 4).
SP-00-02	November 19, 2001	Increased the size of Area 1, and amended land use designations, floor area ratio, and trip budgets for Segerstrom Home Ranch (Area 1)
SP-02-01	July 1, 2002	Updated regulations to be consistent with 2000 General Plan.
SP-03-02	November 17, 2003	Amended acreage and building square footage allocation in Area 1 sub-areas.
SP-03-01	February 2, 2004	Incorporated the Theater and Arts District Plan into the plan.
SP-06-01	March 27, 2006	Amendment to the Theater and Arts District Plan regarding financing.
SP-06-02	January 16, 2007	Amendment to allow high-rise residential development In Sub-areas 4, 5, and 6 in this specific plan.
SP-07-01	November 20, 2007	Amendment to allow high-rise residential development for Wyndham Boutique Hotel / High-Rise residential project at 3350 Avenue of Arts, Area 5.
SP-11-01	September 20, 2011	Amendment to Sakioka Lot 2
SP-15-01	October 20, 2015	Clarifying language to South Coast Plaza Town Center
SP-16-01	September 06, 2016	Updating Home Ranch, 3350 Avenue of the Arts and Sakioka Lot 2 per 2015-2035 General Plan Update
PSPA-26-0001	March 17, 2026	Amendment to reflect General Plan Land Use Element and Mixed-Use Overlay District Amendments, including identified Housing Element sites, and corresponding General Plan Land Use Map and City's Zoning Map.

PSPA-26-0004	Month Day, 2026	Amendment to reflect General Plan Land Use Element and Mixed-Use Overlay District Amendments and corresponding General Plan Land Use Map and Zoning Map Amendments.

SP-94-01

NORTH COSTA MESA SPECIFIC PLAN

PREPARED BY:

City of Costa Mesa Planning Division

July 1994

Adopted by Resolution #94-67
Amended April 1999
Amended July 2000
Amended February 2001
Amended November 2001
Amended July 2002
Amended November 2003
Amended February 2004
Amended March 2006
Amended January 2007
Amended November 2007
Amended September 2011
Amended October 2015
Amended September 2016
Amended March 2026
Amended Month 2026

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1.0 INTRODUCTION

Authority and Scope

This specific plan has been prepared for a portion of North Costa Mesa in accordance with the California Government Code Section 65450 et seq. The plan area encompasses 423 acres and is an established area of the City with many identifiable and diversified components, including the urban mixed use development of South Coast Plaza Town Center. There is still, however, a considerable amount of undeveloped land within the plan area that prompts the need for this specific plan.

The 1990 General Plan, adopted on March 16, 1992, specifies the land use designations and accompanying residential densities and commercial and industrial intensities for the plan area, as well as numerous policies that are relevant or specific to North Costa Mesa. In 2001, the City of Costa Mesa 2000 General Plan was adopted, which was primarily a technical update of the 1990 General Plan. (See Appendix C for a listing of relevant General Plan policies). It is the intent of this specific plan to implement the policies of the General Plan through the adoption of development standards. These standards recognize the development potential of the plan area and the need to sensitively integrate new development with the surrounding areas, and, therefore, promote both resident and business community confidence in the long-term vision for the plan area.

Specific issues that are addressed in this plan are as follows:

- Land Use Compatibility/Integration
- Building Heights
- Nonconformity
- Density Bonuses
- Circulation
- Urban Rail Transit
- Parks and Recreation
- Fire Protection Services

Specific Plan Contents

This specific plan provides a comprehensive review and analysis of the plan area. Section 2 provides an overview of the plan area's development setting. In Section 3, the development issues that will present a challenge to future development of each subarea are identified, and Section 4 provides the development standards which address these issues. Finally, Section 5 discusses the specific plan's implementation timing.

Updated November 2001; Month 2026

2.0 DEVELOPMENT SETTING

Location

The North Costa Mesa plan area comprises the northernmost portion of the City of Costa Mesa, i. e., that area north of the San Diego Freeway (I-405) and generally east of Harbor Boulevard. South Coast Drive and Sunflower Avenue generally form the northern boundary of the plan area and the Costa Mesa Freeway (SR-55) is the eastern border. Costa Mesa's surrounding cities include Fountain Valley and Huntington Beach to the west, Santa Ana to the north and east, Irvine to the east, and Newport Beach to the south. Major regional facilities include John Wayne Airport to the southeast of the plan area. See Figure 1.

Figure 2 indicates the existing land uses as well as the eight subareas the plan area has been divided into for analysis purposes.

Location Map

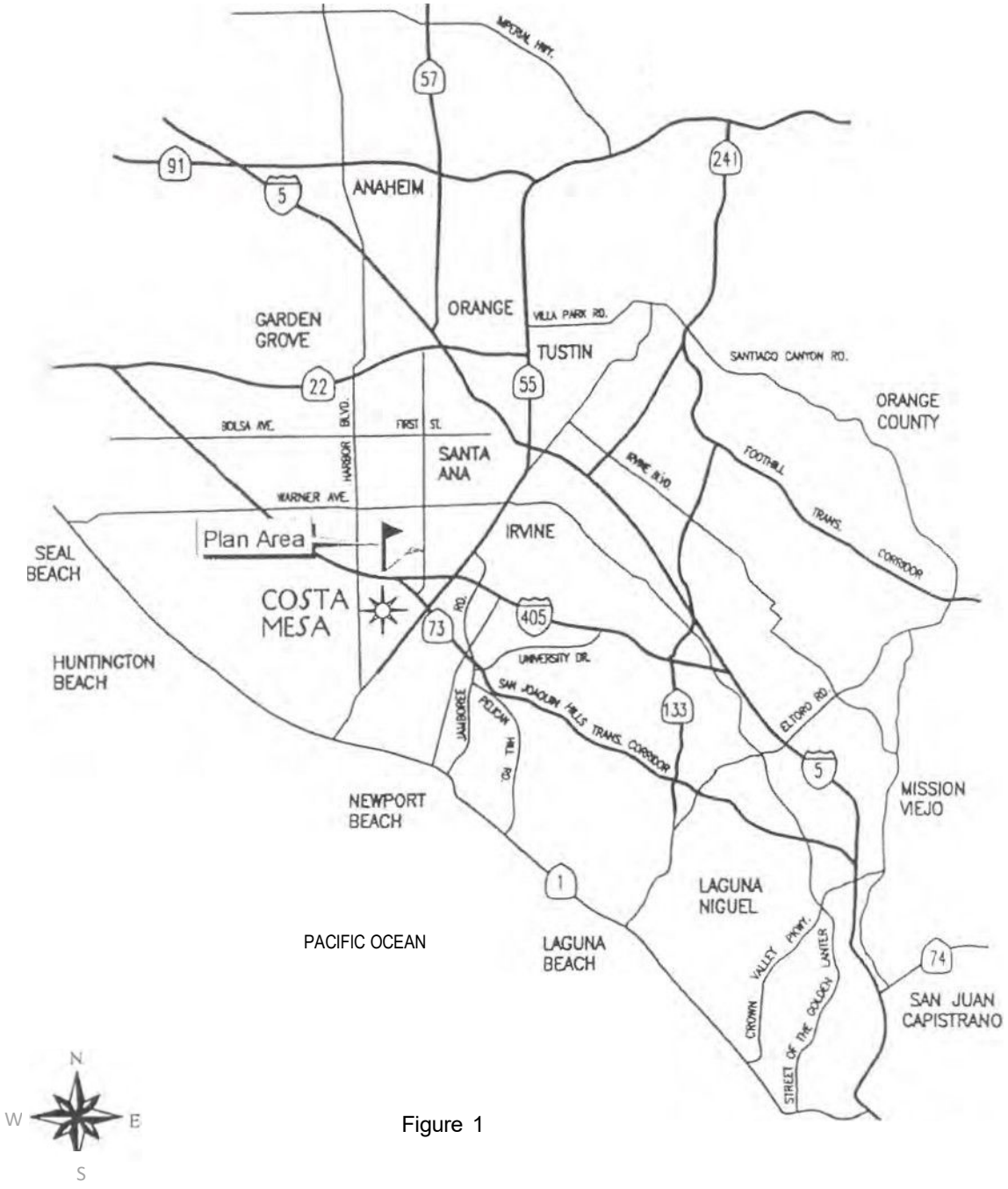


Figure 1

NORTH COSTA MESA SPECIFIC PLAN

Updated November 2001



LEGEND

- Vacant Land Parcels
- North Costa Mesa Specific Plan Area

Note: All maps and figures in the North Costa Mesa Specific Plan are not to scale and are provided for illustrative purposes only.

1 - Home Ranch
2 - Metro Pointe
3 - South Coast Plaza
4 - South Coast Plaza Town Center
5 - The Lakes
6 - South Coast Metro Center / Experian
7 - Sakioka Lot 1
8 - Sakioka Lot 2

N

Existing Land Uses Figure 2

Existing General Plan and Zoning Designations

Figure 3 indicates the General Plan land use designations for the area of the City north of the I-405, and Figure 4 indicates the accompanying zoning designations. Table 1 summarizes the development parameters of the General Plan land use designations, and the compatible zoning districts.

As shown in Table 1, the General Plan establishes Floor Area Ratios (FARs) for all non-residential land use designations. The FAR is used to determine the maximum amount of building that is allowed on a lot or parcel. Several land use categories in the plan area contain stepped FARs which are tied to the traffic characteristics of the proposed land use. Residential density is measured in dwelling units per acre. Trip budgets have also been established for properties in the plan area designated as Urban Center Commercial, Cultural Arts Center, or Regional Commercial in the plan area. The industrial portion of Home Ranch also has a trip budget. When applicable, the FAR, or in the case of residential, dwelling units per acre, and trip budget work in concert to ensure that building intensity and trip generation do not exceed the capacity of the circulation system in the plan area. The trip budget for individual properties is given in Section 3. Notwithstanding the foregoing, trip budgets do not apply to properties in the plan identified within a sites inventory of the Housing Element or within and utilizing the provisions of the Mixed-Use Overlay District.

The lowest FARs are found in the Neighborhood Commercial designation as well as in the residential, industrial and public-semi land use designations. The highest FARs are allowed in the Regional Commercial, Cultural Arts Center, and Urban Center Commercial land use designations. The General Plan does not allow the established floor area ratio for non-residential uses to be exceeded in any instance.

Trip budgets are calculated on a square footage basis for commercial, industrial, residential, and institutional land uses. As with FARs, trip budgets cannot be exceeded, except on properties in the plan identified within a sites inventory of the Housing Element or utilizing the provisions of the Mixed-Use Overlay District. The General Plan, however, does allow for the transfer of trip budgets in the plan area in the following circumstances:

1. The combination and/or transfer of trips shall only be allowed in the area of the City that is north of the I-405 and east of Harbor Boulevard, and shall be limited to parcels within a one-mile radius of each other.
2. Trip budget transfers shall be evaluated in the review and approval of a planned development or master plan project. Sufficient conditions of approval shall be applied to the master plan or development plan to ensure long-range control over subsequent phases of development.
3. The combination and/or transfer of trips shall not result in any greater impacts on the surrounding circulation system then would occur if each Traffic Analysis Zone (TAZ) was developed independently. (Consult with the Planning Division for a figure depicting TAZs)
4. For the combination and/or transfer of trips between TAZs, such combination and/or transfer of trips shall not exceed the total trip budget of all parcels

involved if each were developed independently according to the FAR and trip generation rates provided herein.

5. The combination and/or transfer of trips shall not allow development intensities which result in abrupt changes in scale or intensity within the project or between the project and surrounding land uses.

6. Approval of the master plan or development plan shall be conditioned to ensure compliance with the above criteria and to preclude future overdevelopment on portions of the project or properties from which trip budgets were transferred.

7. Trip budget transfers shall be recorded against the properties.

Therefore, if a property is underdeveloped in terms of its trip budget, there is the possibility that the "excess" trips could be transferred to another parcel to augment its trip budget.

It should be noted that all the Planned Development (PD), Town Center (TC), and Shopping Center (C1-S) zones require Planning Commission review and approval of the land use mix and building location.

Application of Mixed-Use Overlay District and Select Properties identified in the Housing Element

In 2026, this specific plan was amended for consistency with an amendment to the City's Zoning Map to facilitate residential and mixed-use development. While base zoning districts remain the same, the Mixed-Use Overlay District (MUOD) was applied to select properties in the plan area. The MUOD is an overlay district and shall only apply to the parcels identified in the City's Zoning Map. This specific plan shall continue to apply to a property unless specifically superseded by a MUOD project when a property owner chooses to exercise provisions of Article 11 (Mixed-Use Overlay District) of Chapter V (Development Standards) of Title 13 (Planning and Development) of the Costa Mesa Municipal Code on a qualifying property. However, projects on Lower-Income Housing Element Sites shall be governed by Section 13.83.11.10 (Supersession of Overlay) of Article 11, and the provisions in that section shall supersede and prevail over any conflicting provisions of the property's underlying base zone, specific plan, overlay, and all other applicable zoning provisions relating to minimum residential densities and capacities, minimum residential floor area, ministerial review and approval, permitted uses, unit caps, trip budgets, and maximum building heights. Notwithstanding the foregoing, to the extent that this specific plan allows for more permissive provisions, including greater maximum allowable residential densities and greater maximum building heights, projects on Lower-Income Housing Element Sites may utilize such standards in the specific plan.

Updated November 2001; January 2007; March 2026; Month 2026

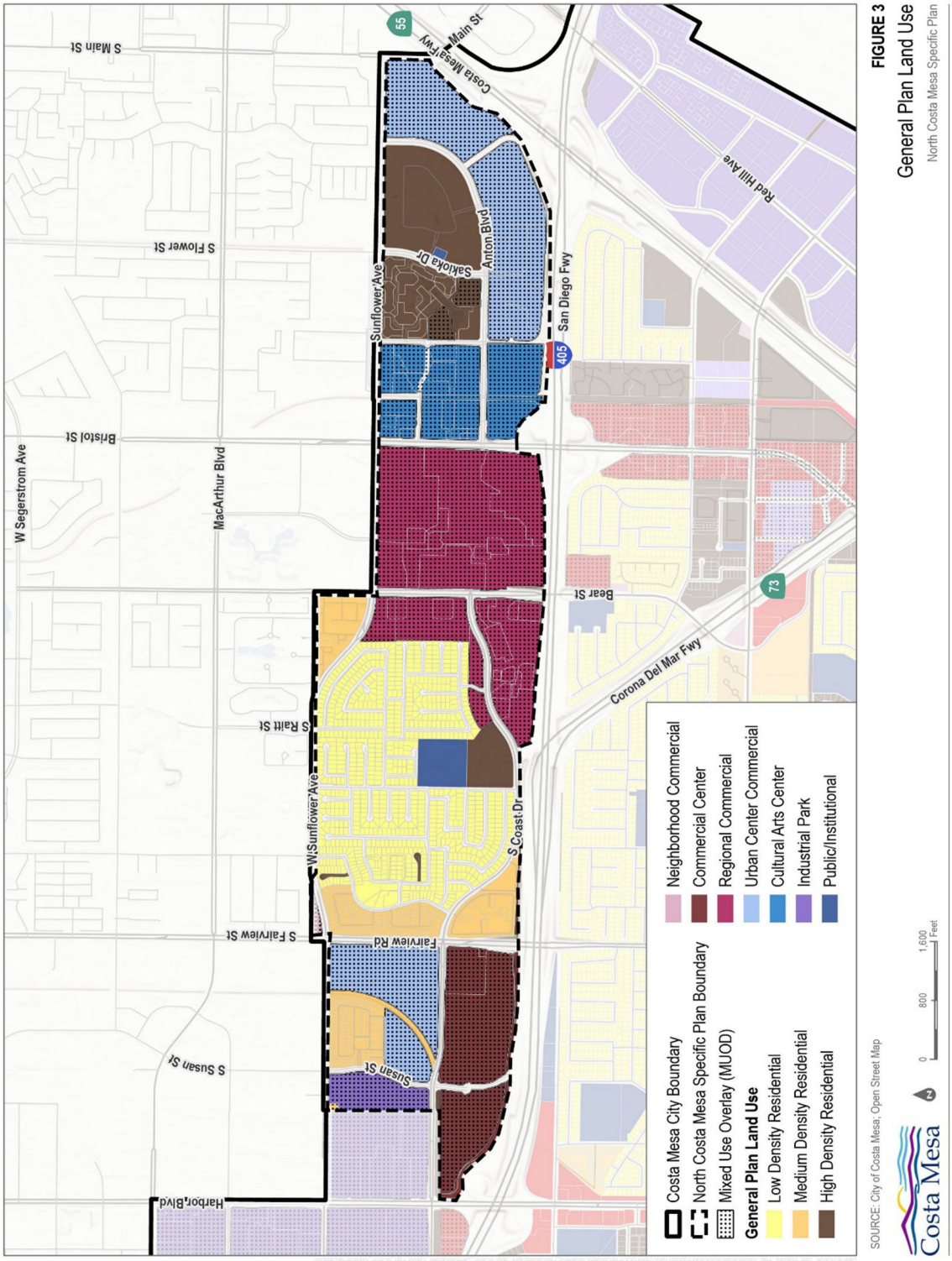
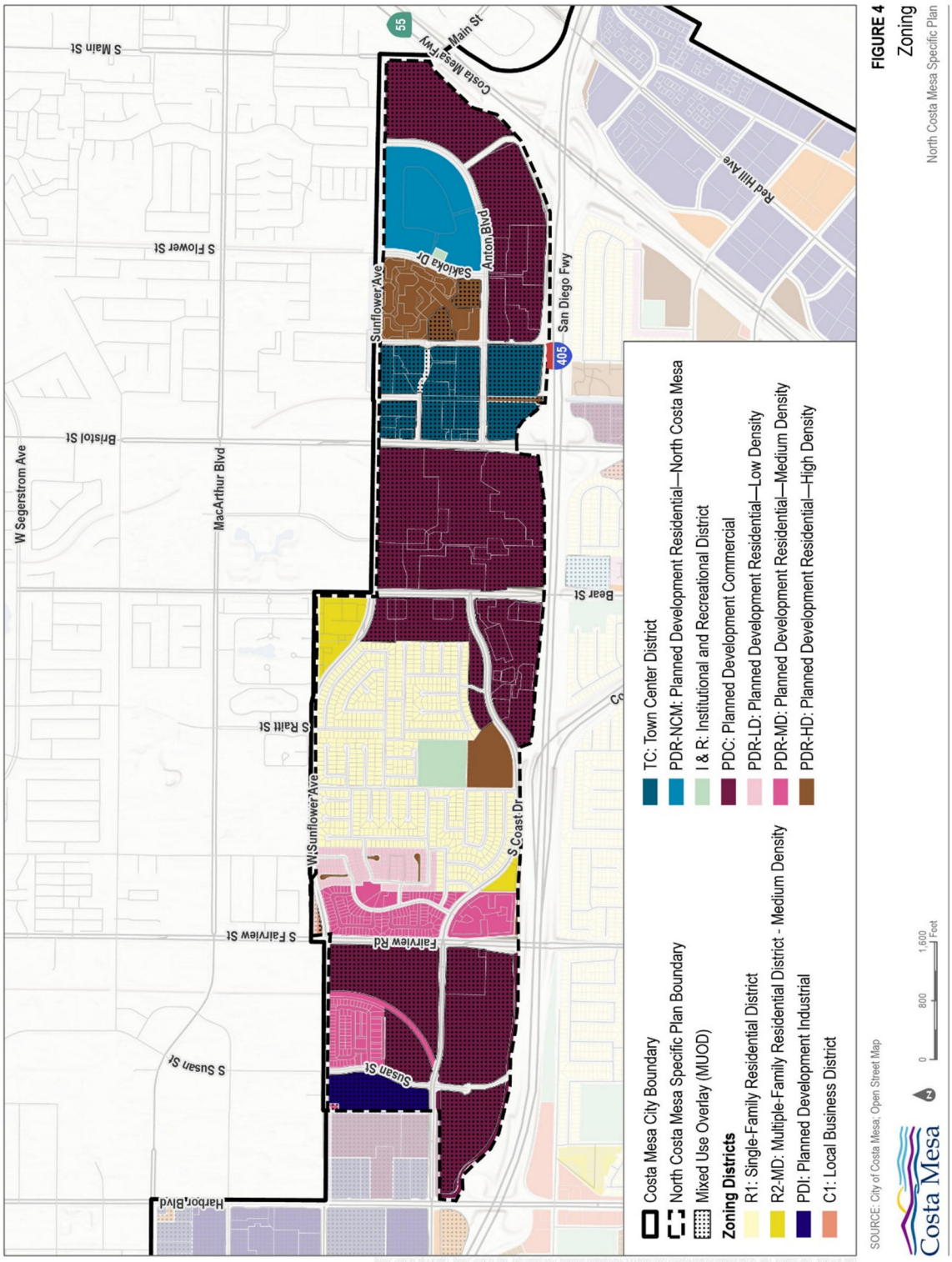


FIGURE 3
General Plan Land Use
North Costa Mesa Specific Plan



Updated March 2026; Month 2026

Table 1- General Plan Designations
North Costa Mesa Specific Plan

GENERAL PLAN DESIGNATION	TYPICAL USES	RESIDENTIAL DENSITY[1]	FLOOR AREA RATIO	COMPATIBLE ZONING
Low Density Residential	Single family detached and attached units, granny units, accessory apartments, family day care	Less than or equal to 8 units per acre.	0.15 high traffic 0.25 moderate traffic 0.35 low traffic	R1, POR-LD, I &R
Medium Density Residential	Single-family attached units, multiple family units, senior congregate care facilities, convalescent hospitals, and group residential homes. Ancillary commercial uses are permitted the planned development zone.	Less than or equal to 12 units per acre	0.15 high traffic 0.25 moderate traffic 0.35 low traffic	R1, R2-MD, PDR-MD, MU, I&R
High Density Residential	Multiple family units, senior congregate care facilities, convalescent hospitals and group residential homes. Ancillary commercial uses are permitted in the planned development zones.	Less than or equal to 20 units per acre: except the density in the PDR-NCM zone is 25 to 35 units per acre. See also The Lakes for site-specific density.	0.15 high traffic 0.25 moderate traffic 0.35 high traffic	R2-HD,R3, PDR-HD, PDR-NCM, MU, I&R
Commercial Center	Major shopping, service, and office facilities designated serve city-wide and regional markets.	Less than or equal to 20 units/acre	0.25 high traffic 0.35 moderate traffic 0.45 low traffic 0.75 very low traffic *Except that Home Ranch has a site-specific FAR* 0.37 for the IKEA portion of the project and 0.64 for the office portion	C1, C2, C1-S, PDC, AP, P, CL
Regional Commercial	Regional scale uses including major department stores, specialty retail outlets, restaurants, offices, and hotels.	Less than or equal to 20 units/acre	0.652 South Coast Plaza (east of Bear Street)	PDC
Urban Center Commercial	Intensively developed mixed commercial including offices, retail shops, restaurants, and hotels. Residential uses are also permitted pursuant to the North Costa Mesa Specific Plan	Less than or equal to 20 units/acre. Exceptions: South Coast Metro Center (Area 6) has a residential density of up to 100 units per acre; Sakioka Lot 2 may be up to 28 units/ac for mixed- use development, and other densities for properties identified within a sites inventory of the Housing Element.	South Coast Metro Center (Area 6) has a site- specific FAR of 0.79 Sakioka Lot 2 (Area 8) has a maximum site- specific FAR of 1.0.	PDC,TC
Cultural Arts Center	Mixed commercial, residential, office and cultural uses.	–	1.77 See also the South Coast Plaza Town Center discussion regarding the FAR.	TC
Industrial Park	Wide variety of industrial and compatible office and support commercial uses.	Less than or equal to 20 units/acre	0.20 high traffic 0.30 moderate traffic 0.40 low traffic 0.75 very low traffic	MP, POI, CL

Public and Semi-Pubic	Parks, hospitals, schools, religious facilities, fairgrounds, and public facilities.	–	0.25	I& R. I&R-S, P
Mixed Use Overlay	Housing, such as multifamily dwellings, blending residential uses into key areas that are served by various shopping, convenience, employment, and community-serving uses.	Less than or equal to 90 units/acre	1.0	MUOD

1. Permitted residential density may be exceeded for properties within the Mixed-Use Overlay where the provisions of the Mixed-Use Overlay District apply.

Updated March 2026

Land Use Compatibility/Integration

The plan area and its immediate surroundings contain a variety of land uses that range from single family residential homes to high-rise offices which provide a good mix of housing opportunities, commercial goods and services, entertainment, and employment opportunities in a relatively small geographical area. This mix allows people the opportunity to live near their jobs, and gives residents and employees a full range of commercial services near their homes or jobs. This reduces traffic congestion and improves air quality. Mass transit opportunities are also more easily developed in this type of community setting.

Several General Plan policies support the development of mixed-use projects along or near transit routes as a means to improve air quality and reduce traffic congestion.[1] Mixed use projects also add variety and interest to an area by supporting day and evening activities. The South Coast Plaza Town Center, South Coast Metro Center, and The Lakes projects currently provide the opportunity to live, work, shop and be entertained within a compact and pleasant urban environment.

The benefits of having a mix of land uses in an area can quickly be lost if there is not enough forethought in the design and location of diverse uses. Common problems include tall buildings overshadowing adjacent buildings and outdoor areas, late night commercial uses affecting residential areas, heavy truck or automobile traffic affecting access to residential areas, inadequate parking availability, and incompatible land uses being located adjacent to one another. Residential areas are particularly sensitive land uses, but commercial and/or industrial uses may also be impacted by inappropriate siting of land uses. Figure 5 highlights the location of existing and future residential areas. In 2006, this specific plan was amended to allow high-rise residential development in Areas 4, 5, and 6. See Section 3.0 for additional discussion.

It should also be noted that a residential component could be incorporated into any Planned Development Zone in the plan area (see Figure 4 for Zoning). New commercial and industrial developments anticipated by the General Plan are also shown in Figure 5.

Noise

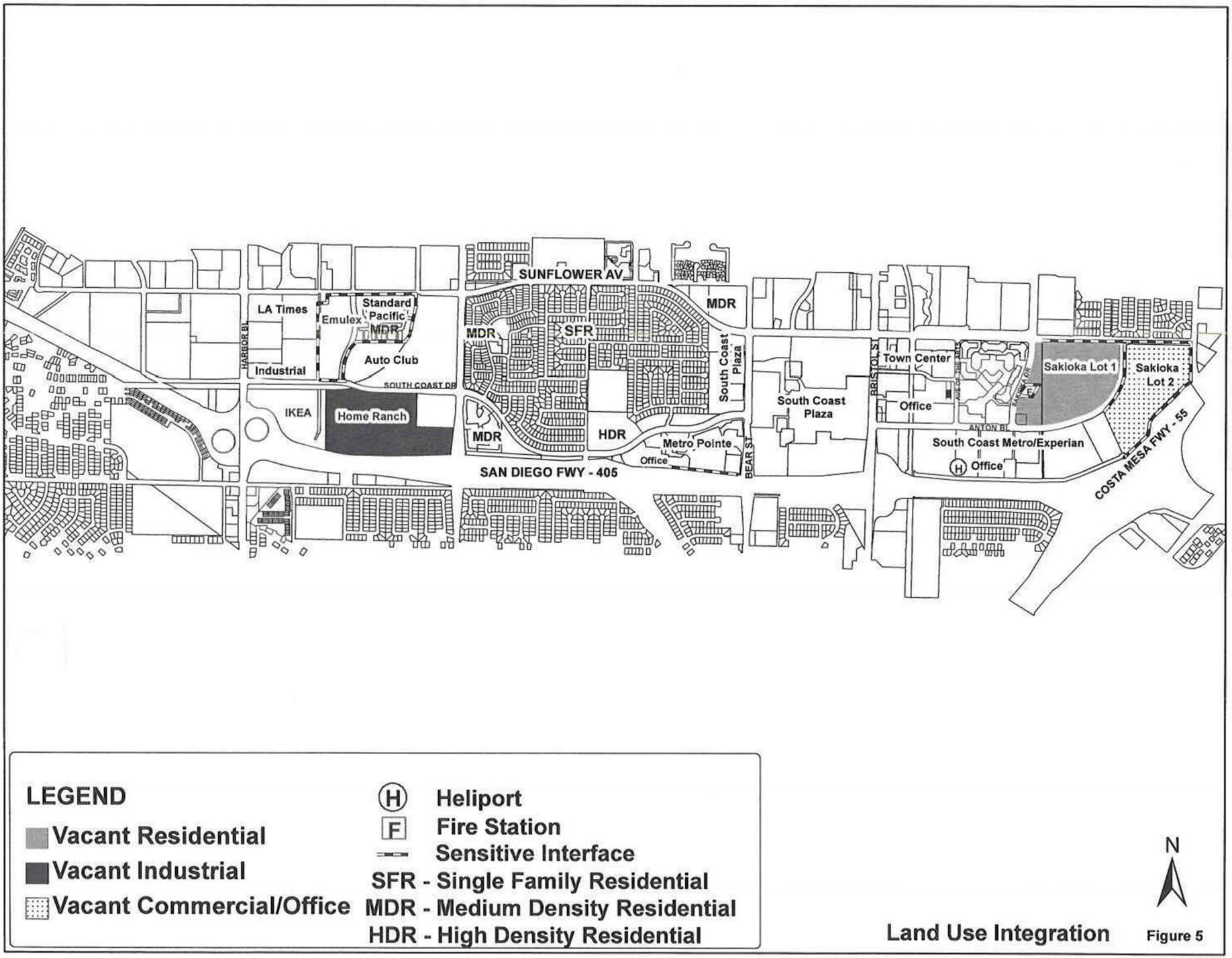
A major concern related to land use compatibility is noise. The City of Costa Mesa uses the Community Noise Equivalent Level (CNEL) to measure and regulate noise. The City's maximum acceptable exterior noise level for residential areas is 65 CNEL. The plan area's primary source of noise is vehicular and two major sources are the 1-405 to the south and the Costa Mesa Freeway to the east. Likewise, the plan area's major streets are another source of noise. Appendix A provides a list of the existing and General Plan build-out CNEL levels in the plan area.

New residential development as well as other sensitive land uses shall be required to comply with the General Plan and zoning ordinance standard of 65 CNEL for exterior recreation areas and 45 CNEL for interior areas. However, for high-rise residential developments, the

[1] See Policies LU-1A.1, LU-1F.5, and CIR 1A.9 in Appendix C.

exterior standard of 65 CNEL only applies to common outdoor recreation/amenity areas that are located at the ground level. Recreation/amenity areas located above the ground floor and private patios and balconies are exempt from the 65 CNEL requirement due to the urbanized nature of the overall setting. Mitigation measures may be used in order to achieve these noise levels.

John Wayne Airport is located to the east of the plan area. Although the 60 CNEL contour encompasses the area generally east of Avenue of the Arts, the 65 CNEL contour is outside of the plan area, and therefore does not impact existing or future land uses. One heliport is located in the plan area in South Coast Metro Center atop the building located at 555 Anton Boulevard.



Land Use Integration Figure 5

Building Heights

Existing building heights in the plan area vary from single story single family homes to twenty-one story office buildings. Generally, the high-rise office buildings are located in the South Coast Plaza Town Center and South Coast Metro Center areas; the Metro Pointe area has approval for additional buildings that include two fifteen story buildings. The buildings at South Coast Plaza and Crystal Court vary from one to three stories in height.

The General Plan does not establish a general limit on building heights north of the I-405 but rather contains two policies that provide guidelines for determining the appropriate building height. Policy LU-1C.1 permits the construction of buildings over two stories or 30 feet only when it can be shown that the building height will not impact surrounding developments. Policy LU-1C.3 prohibits the construction of buildings that present a hazard to air navigation at John Wayne Airport as determined by the Federal Aviation Agency.[2]

Policy LU-1C.3 is particularly relevant to the plan area, since the portion of the plan area generally east of the Metro Pointe property is within the imaginary horizontal surface of John Wayne Airport. Beyond the horizontal surface for another 4,000 feet is the imaginary conical surface. See Figure 6. These imaginary surfaces are the trigger for requiring special studies and review by the Airport Land Use Commission for Orange County and the FAA. It should be noted that a number of existing buildings in South Coast Plaza Town Center encroach within the imaginary horizontal surface; however, each was determined not to pose a hazard to the airport's operations and were required to install obstruction lighting.

Building heights in North Costa Mesa have created public controversy in the past, especially in the Home Ranch area where high-rise development approvals were overturned by the voters in 1988. Table 2 specifies the maximum building heights for the plan area and shall continue to apply to a property unless specifically superseded by a MUOD project when a property owner chooses to exercise provisions of Article 11 (Mixed-Use Overlay District) of Chapter V (Development Standards) of Title 13 (Planning and Development) of the Costa Mesa Municipal Code on a qualifying property, in which case the property may use the height limit in the MUOD or this Specific Plan, whichever is higher; these building height standards recognized existing patterns and surrounding land uses. Any new building proposed at 3 stories or more, that is not part of a residential or mixed-use development on property identified within a sites inventory of the Housing Element, should require a shade and shadow impact analysis in relation to surrounding land uses.

It should be noted that Home Ranch has a specific height limitation of five stories and only in the center of the property. Any additional height above five stories (75 feet) would require a General Plan amendment. Exhibit 11b depicts the height limitations for Home Ranch.

[2] See Appendix C for full text of Policies LU-1C.1 and LU-1C.3.



SOURCES: FEDERAL AVIATION ADMINISTRATION

IMAGINARY SURFACES FOR JWA

NORTH COSTA MESA SPECIFIC PLAN

FIGURE 6

Table 2- Maximum Building Heights North Costa Mesa Specific Plan		
SUB-AREA	**MAXIMUM BUILDING HEIGHT[1, 2]**	**NOTES**
AREA 1 Home Ranch	Varies	See Exhibit 11b.
AREA 2 Metro Pointe	30 feet-north of South Coast Drive (approx. 2 stories) 90 feet-south of South Coast Drive (approx. 6 stories)	Current development agreement allows buildings up to 15 Buildings above 173 feet in height will require a determination of no hazard by the FAA.
AREA 3 South Coast Plaza and Crystal Court	85 feet (approx. 4 stories)	None
AREA 4 SCP Town Center	315 feet (approx. 25 stories)	Buildings above 173 feet in height will require a determination of no hazard by the FAA.
AREA 5 The Lakes	Mid-rise Residential-90 feet (approx. 6 stories) High-rise Residential - 280 feet (approximately 26 stories) Commercial-110 feet (approximately 11 stories)	Buildings above 173 feet in height will require a determination of no hazard by the FAA.
AREA 6 South Coast Metro	Varies-See Table 6B.	Buildings above 173 feet in height will require a determination of no hazard by the FAA. Buildings which encroach into the setback for Anton cannot exceed 30 feet (approx. 2 stories) within the
AREA 7 Sakioka Lot 1	60 feet (approx. 4 stories)	Buildings which encroach into the setback for Anton Blvd. and/or Sakioka Dr. cannot exceed 30 feet (approx. 2 stories) within the setback area.
AREA 8 Sakioka Lot 2	120 feet (approx. 8 stories)	Buildings above 161 feet in height will require a determination of no hazard by the FAA. Buildings which encroach into the setback for Anton cannot exceed 30 feet (approx. 2 stories) within the setback area.

1. All building height measurements reference the height above grade- not mean sea level.
2. The maximum building heights specified in this Specific Plan shall continue to apply to a property unless specifically superseded by a MUOD project, as applicable. If the MUOD provisions of Article 11 (Mixed-Use Overlay District) of Chapter V (Development Standards) of Title 13 (Planning and Development) of the Costa Mesa Municipal Code apply on a qualifying property, the higher height limit as between the MUOD and this Specific Plan shall apply.

Updated February 2001; November 2001; January 2007; November 2007; March 2026; Month 2026

Circulation

The circulation system for the plan area is comprised of three components: vehicular, bikeways, and urban rail transit.

Vehicular

The Master Plan of Highways (MPH) in the General Plan depicts the ultimate circulation system for the plan area and the City as a whole. Figure 7 depicts the MPH north of the I-405. One new street is shown north of the I-405 as well as two on-ramps and two off- ramps for the I-405. Susan Street will serve as a new connection between Sunflower Avenue and South Coast Drive north of the Home Ranch site (Area 1). An on-ramp is proposed from South Coast Drive and Hyland Avenue and an off-ramp is proposed at South Coast Drive at the west end of the Metro Pointe project. This off-ramp is currently under construction and is anticipated to be complete at the end of 1994. Another on-ramp and off-ramp are proposed for Anton Boulevard at Avenue of the Arts and at the east end of the Metro Center project. Widening and improvements are also either under construction or design for the Fairview Road and Bristol Street ramps. Table 3 lists the Master Plan of Highways improvements that are not yet constructed north of the I-405. Funding sources to finance these improvements are discussed in Section 5.0.

Project specific environmental analyses and traffic studies will determine what, if any, street or freeway improvements are necessary for each new development. Circulation improvements can be required south, as well as, north of the I-405. The new roadways and on- and off-ramps should be designed in concert with site development plans so as to minimize impacts to surrounding land uses.

Two major regional transportation projects will also impact the plan area. These projects involve the addition of transit way connectors between the carpool lanes of the I-405 and SR-73 freeways and the I-405 and SR-55 freeways. The second project may require acquisition of additional freeway right-of-way from both Sakioka Lot 2 and South Coast Metro Center. The project could also include an exclusive High Occupancy Vehicle access ramp to the I-405 Freeway at Bear Street; this project is currently the subject of a supplemental environmental impact report under a cooperative agreement with the Orange County Transportation Authority. The first project may require additional right-of- way from the Segerstrom Home Ranch site and may also include further improvements to the 1-405 beyond Harbor Boulevard.

There are a variety of funding mechanisms the City utilizes to fund the Master Plan of Highways improvements including development impact fees and state and local programs; these are discussed further in Section 5.0 Implementation.

In order to reduce vehicular traffic on City streets, the City encourages that Transportation Demand Management (TDM) be promoted in large businesses.

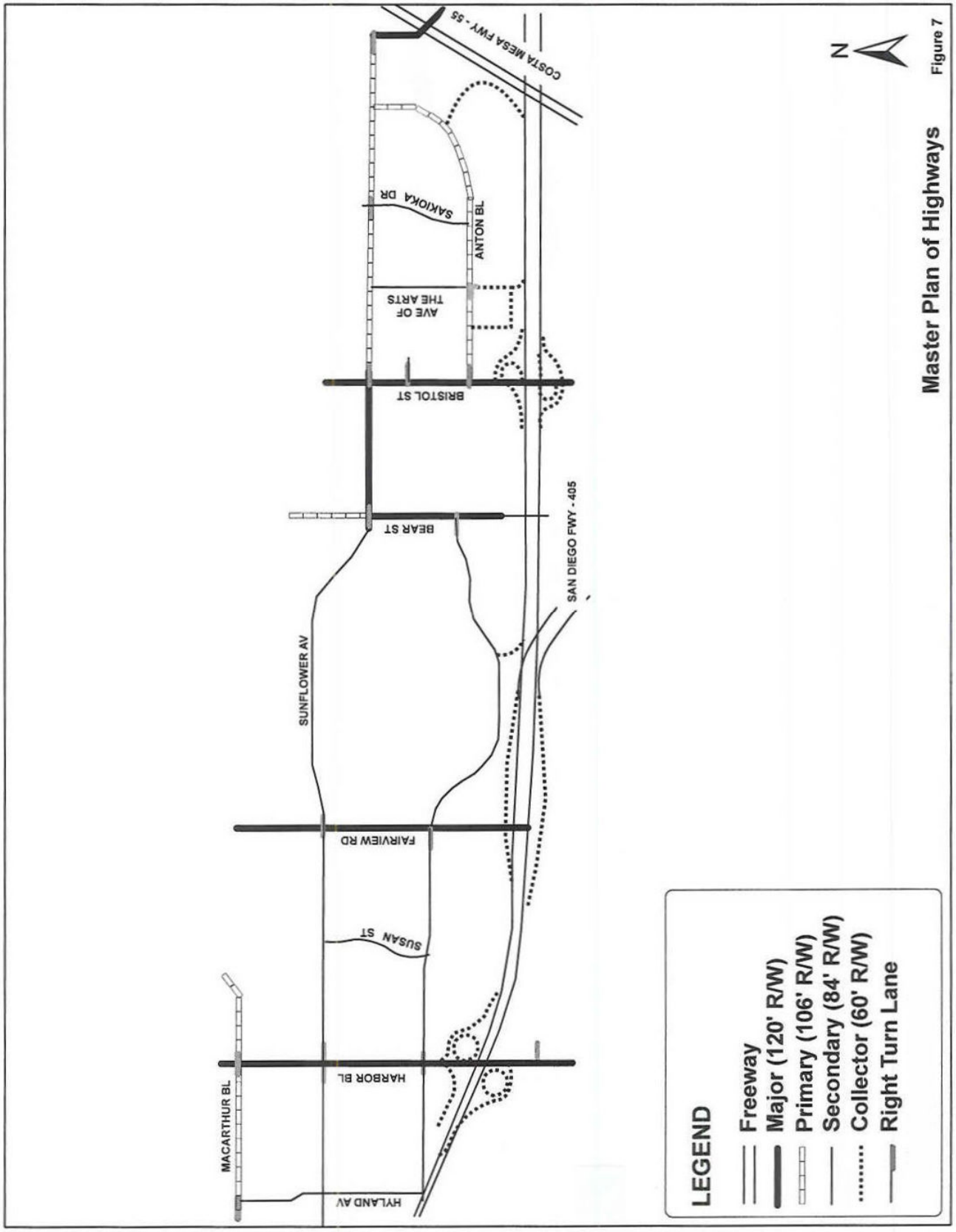
TDM includes a variety of methods including staggered work hours, reduced work days, car and van pooling, etc. Establishment of a TDM Program and a yearly monitoring report is now required as environmental mitigation measures on new projects.

Bikeways

Bike lanes in the plan area currently exist on Anton Boulevard, Sakioka Drive, South Coast Drive, Bear Street, and Fairview Road. Figure 8 depicts the location of existing and future bikeways north of the I-405.

General Plan amendment GP-94-03A deleted the bike undercrossing proposed at Avenue of the Arts, and GP-00-05 included the deletion of the I-405 bike undercrossing in the vicinity of Home Ranch and related linkages to South Coast Drive and Gisler Avenue, due to the I-405 and SR-73 confluence improvements.

New development will be required to construct linkages in the City's bikeway master plan in some instances. Consideration should also be given to bicycle storage areas for the larger employment centers to encourage bicycle riding as a form of commuting.



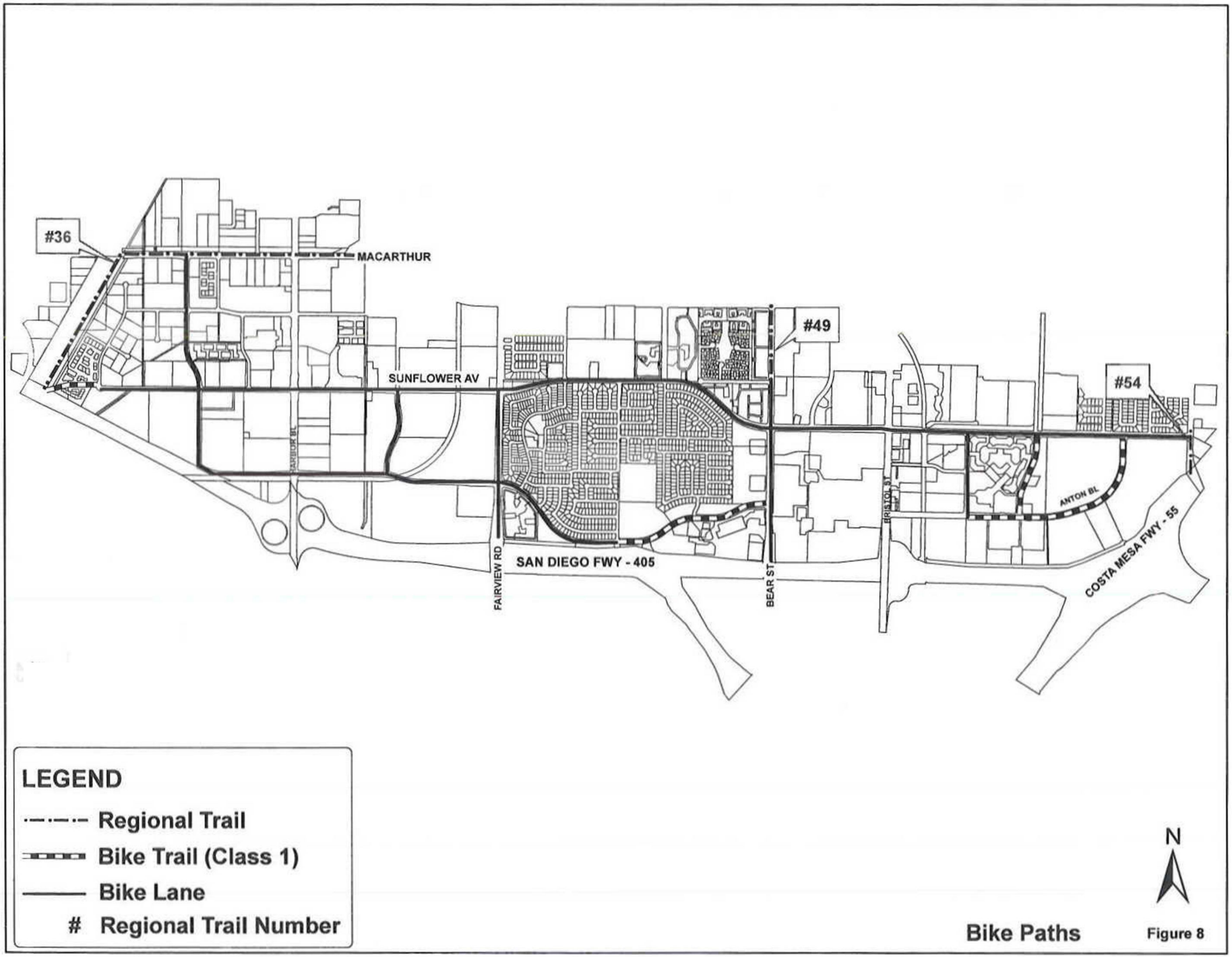
Updated February 2001; November 2001; Month 2026

Table 3- Master Plan of Highways Improvements
North Costa Mesa Specific Plan

LOCATION	MASTER PLAN IMPROVEMENT	ESTIMATED COST
INTERSECTIONS		
Bristol Street and Sunflower Avenue	Add westbound right turn lane.	$550,000
Sakioka Drive and Sunflower Avenue	Add southbound right turn lane.	$229,000
Anton Boulevard and Sunflower Avenue	Add 2nd westbound left turn lane.	$205,000
Bristol Street and Town Center Drive	Add 2nd westbound left turn lane and provide free eastbound right turn lane.	$515,000
Bear Street and South Coast Plaza (south)	Construct west leg to Metro Pointe development site-add eastbound left turn, eastbound through. eastbound right turn and northbound left turn lanes.	To be constructed by developer since it is an on-site improvement.
Bristol Street and I-405 northbound off-ramp	Add 4th northbound through, 5th southbound through, 2nd eastbound right. optional westbound left/westbound through, and provide free westbound right turn lanes.	$4,289,299
Bristol Street and I-405 southbound ramp	Add 4th northbound through and free eastbound right turn lanes.	
Harbor Boulevard and Sunflower Avenue	Add northbound, eastbound and westbound right turn lanes.	$700,000
Fairview Road and Sunflower Avenue	Add southbound and eastbound right turn lanes.	$597,000
Harbor Boulevard and South Coast Drive	Add northbound right, southbound right westbound right, 2nd westbound left, and 4th southbound through lanes.	$7,191,100
Harbor Boulevard and I-405 northbound ramps	Add 4th northbound through and optional westbound left/westbound right turn lanes.	
Harbor Boulevard and I-405 southbound ramps	Add 4th northbound through and 4th southbound through lanes and optional eastbound left/eastbound right turn lanes.	
Harbor Boulevard and MacArthur Boulevard	Add 2nd left tum lane and exclusive right turn lane on all approaches.	$550,000
Fairview Road and I-405 northbound ramps	Convert optional westbound left/westbound right to 2nd westbound left turn lane and add 2nd westbound right turn lane.	$791,666
Fairview Road and I-405 southbound ramps	Convert optional eastbound left/eastbound right turn lane to 2nd eastbound left tum lane and add 2nd eastbound right turn lane.	$434,849
I-405 northbound on-ramps and South Coast Drive/Hyland Avenue	New intersection due to added I-405 on-ramp.	$3,109,895
Susan Street and South Coast Drive	New Intersection due to Susan Street extension.	$864,828 (To be constructed by developer)
I-405 northbound off-ramp and South Coast Drive	New intersection (east of Fairview) added with I-405/Fairview off-ramp improvement.	$1,877,295
STREET IMPROVEMENTS		
Anton Boulevard, Sunflower to Park Center	Restripe for six lanes.	$10,000
Sunflower Avenue , Harbor Boulevard to Susan Street	Widen to secondary highway standards	$956,425
Main Street, from Sunflower to 55 Freeway	Provide six through lanes.	To be constructed and funded by the City of Irvine

Table 3- Master Plan of Highways Improvements
North Costa Mesa Specific Plan

LOCATION	MASTER PLAN IMPROVEMENT	ESTIMATED COST
FREEWAY IMPROVEMENTS		
I-405/northbound Avenue of the Arts off-ramp	Provide new off-ramp.	$2,458,020
I-405/Anton Boulevard on-ramp	Provide new on-ramp	$6,708,200
Southbound I-405/Bristol Street on-ramp/SR-55 Connector Braid	Provide grade separation of the SB I-405 Bristol Street on-ramp with the SB-I-405 to NB SR-55 connector.	$15,845,009
NB I-405 Bristol Street off-ramp/SB SR-55 to NB I-405 Connector Braid	Provide grade separation of the NB I-405 Bristol Street off-ramp with the SB-SR-55 to the NB I-405 connector.	$22,075,707
I-405 Southbound widening - Harbor off-ramp to Harbor on-ramp	Add general purpose lane on SB I-405 from the Harbor Blvd off-ramp to the Harbor Blvd slip on-ramp.	$4,769,792
I-405 SB widening - Fairview to Bristol	Provide auxiliary lane on SB I-405 from the Fairview on-ramp to the Bristol Street off-ramp.	$618,726
I-405 NB widening - Bristol to Fairview	Provide auxiliary lane on the NB I--405 from the Bristol Street on-ramp to exit at the Fairview off-ramp.	$4,359,684
NB I-405 Fairview off-ramp to SR-73 connector	Provide auxiliary lane on NB I-405 from Fairview Road off-ramp to the SR-73 connector.	$611,032
I-405 NB widening - SR-73 to Harbor	Provide auxiliary lane on NB I-405 from the SR-73 connector to the Harbor Blvd off-ramp.	$741,160
Widen SB I-405 - Harbor to Fairview	Add general purpose lane to SB I-405 from Harbor Blvd slip on-ramp to Fairview Road on-ramp.	$2,149,926
I-405 NB widening - Fairview to Harbor	Provide grade separation of the NB I-405 Fairview on-ramp with the Harbor Blvd off-ramp.	$12,535,562



Bike Paths

Figure 8

Urban Rail Transit

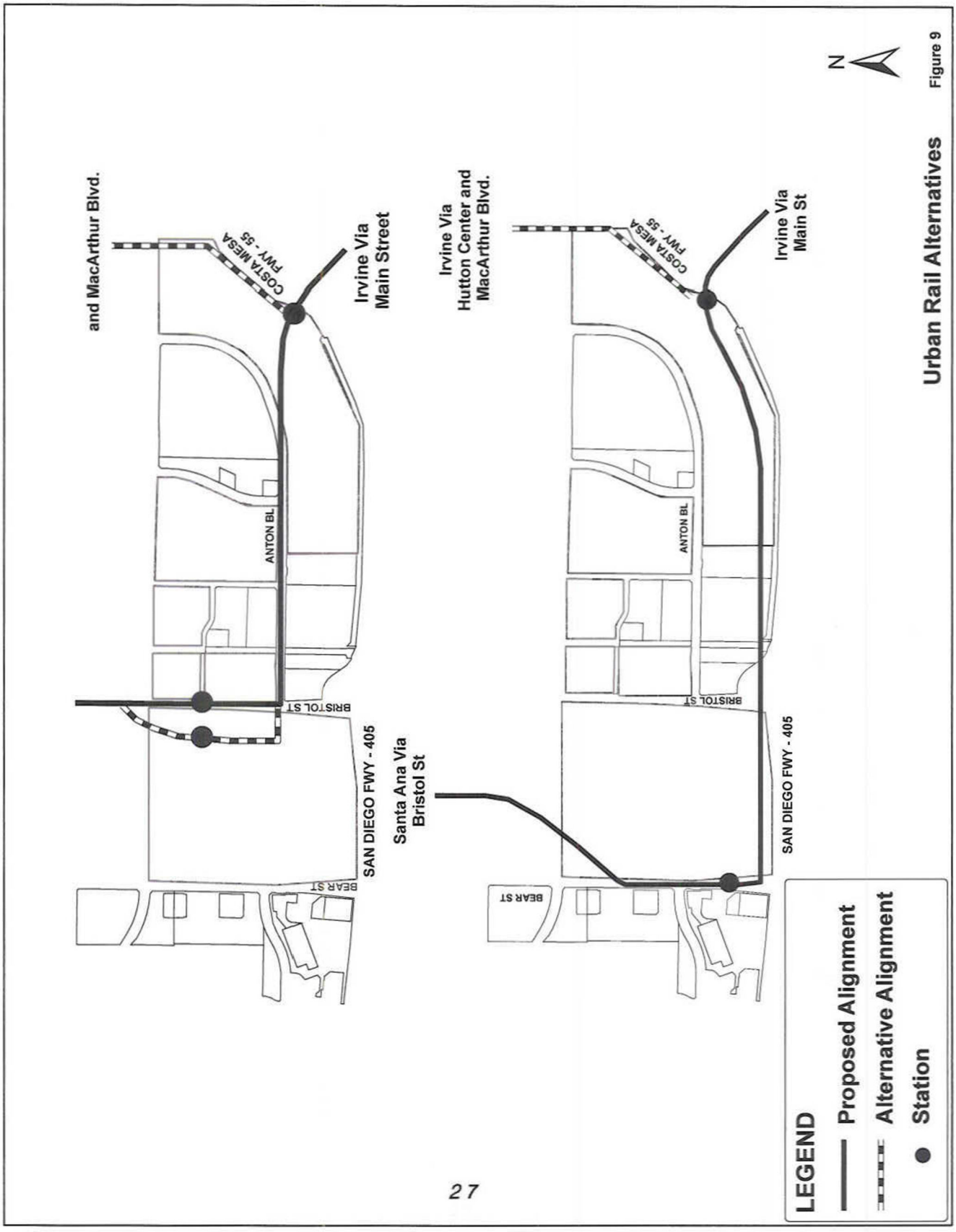
The County of Orange and the Central Orange County Fixed Guideway Joint Powers Authority are currently studying alternative alignments for a county-wide rail system which will pass through the eastern portion of the plan area. The system is expected to consist of an elevated light rail facility. Two primary alignments through Costa Mesa are under review. These alignments and alternatives are illustrated in Figure 9.

The primary routes are proposed along Bristol Street in Santa Ana and Main Street in Irvine. As the system moves through Costa Mesa, the alignment could stay on Bristol Street and continue along Anton Avenue or shift to Bear Street and continue adjacent to the San Diego Freeway. Each alternative proposes two Costa Mesa stations. One station could be located on either Bear or Bristol Street within existing street right-of-way or in the parking lot of South Coast Plaza. The second could be located on the Sakioka Farms property, near the Costa Mesa Freeway.

The obvious benefit of urban rail transit is the enhancement of the overall transportation system by providing alternative means for employees, shoppers and visitors to access this portion of the community. However, issues regarding route alignment and station locations have significant urban design and land use planning implications. Major policy issues which must be addressed are:

- visual impacts of elevated guideway and stations;
- provision of adequate pedestrian linkages to stations and destinations;
- appropriate mix and density of land uses surrounding station locations; and
- demand for parking around station locations.

The combination of these concerns may pose practical difficulties for the extension of the urban rail system through the highly developed portion of the plan area as currently proposed. It has been suggested that the route alignment not be extended south of Sunflower Avenue. While this additional alternative would avoid the design interface problems, it may not provide adequate service to this major employment and activity center. Additional concerns include development timing in proximity to route and station locations, density transfer of development potential for areas designated for station locations and/or rail routes, and increased density and building intensity beyond the current General Plan. Because of these concerns, a detailed route alignment and station location study for that portion of the system which will be located in Costa Mesa should be undertaken in advance of the final alignment adoption.


Urban Rail Alternatives
Figure 9
N
Irvine Via
Hutton Center and
MacArthur Blvd.
Irvine Via
Main St
COSTA MESA
FWY - 55
ANTON BL
BRISTOL ST
SAN DIEGO FWY - 405
BEAR ST
and MacArthur Blvd.
Irvine Via
Main Street
Santa Ana Via
Bristol St
LEGEND
Proposed Alignment
Alternative Alignment
Station

Nonconformity

The 1990 General Plan resulted in the establishment of new lower FARs and density limits on development citywide. The General Plan recognized that the new FARs for commercial and industrial uses would be lower than existing development in many cases, therefore Policy LU-2A.4 was included. This policy states that in the event of unintentional damage or destruction, the City would allow any legal conforming use in existence at the time of adoption of the 1990 General Plan in a nonconforming development to be rebuilt to its original building intensity as long as such rebuilding would not increase the development's nonconformity. This policy was then codified in the zoning code to state that reconstruction of development destroyed to more than 50% of the market value may occur to its original FAR if all other development standards (setbacks, lot coverage, height, parking, open space, etc.) are met. The City's zoning code also states that in cases of unintentional destruction of up to and including 50% reconstruction could occur without meeting current development standards.

In terms of residential uses, the General Plan recognizes development legally built at higher densities. Such existing units may be rebuilt to the same density subject to other standards of the zoning code. In the High Density Residential designation in the plan area (i.e., The Lakes), the allowable density or number of units to be redeveloped would be limited to the General Plan density plus a 50% density incentive bonus or the existing number of units, whichever is less.

The following table identifies existing commercial and hotel development in the plan area that is nonconforming due to its existing FAR.

Table 4- Floor Area Ratio Nonconformities
North Costa Mesa Specific Plan

PROJECT NAME	TAZ(s)	GP FAR LIMITS	EXISTING FAR	NOTES
Metro Pointe Phases 2 & 3	8 and 11	.50 retail .60 office	Only partially developed to date	The Development Agreement allows 1.01 FAR for Phases 2 & 3, if built-out it will become nonconforming but it will be protected by the Development Agreement for the remainder of the agreement's term.
The Lakes	27	.25 retail .35 office	Wyndham Garden Hotel- 2.08 (3350 Ave. of the Arts) Marriott Hotel- 1.3 (500 Anton)	The intensity of the two hotels exceeds the allowable levels.
The other major developments in the plan area are within the allowable FAR and would not be considered nonconforming.				

Updated January 2007

There are two different redevelopment scenarios to consider in regards to FAR nonconformity, i.e., reconstruction after unintentional destruction and reconstruction after voluntary destruction.

Unintentional Destruction

As shown in Table 4, the nonconformity is limited to one major project in the plan area. For the newer high-rise buildings in North Costa Mesa, it should not be difficult to meet the current standards and reconstruct in case of unintentional destruction, and the General Plan and zoning code have adequate protection for rebuilding nonconforming development that is unintentionally destroyed.

Voluntary Destruction

A major concern for The Lakes is that if a property owner chooses to demolish a building to redevelop, the new development would need to meet the FAR limit and current development code standards. In most cases this would mean considerably less development than what exists. Therefore, it is the intent of this plan to indicate how to calculate the amount of new development that would be allowed if a building is voluntarily demolished.

The General Plan states that the FAR is determined on a project-planning basis rather than a parcel-specific basis. Therefore, a strict interpretation of the General Plan in regards to rebuilding after voluntary destruction requires that the FAR be calculated over the entire acreage of the master planned project. But, if such a project were evaluated on a master planned basis in the instance of The Lakes, it is very likely that it would result in the inability to reconstruct anything, since on a project-wide basis both developments would most likely still exceed the General Plan FAR limits even with the removal of an existing building.

However, the General Plan also states that development could be evaluated at a parcel-specific level if the project is or can be developed on a single lot and not subdivided at a later date. So although The Lakes is a large planned development, the FAR for the new development can be based on the size of the individual lot. It is reasonable to allow redevelopment either up to the General Plan intensity level for the land use designation or up to the pre-existing development level, whichever is less, in cases where a development on a single parcel is voluntarily demolished. The Lakes has been subdivided so that the apartment complex, two hotels and retail center each occupy their own parcel. Restrictions should be made that indicate that the major open space features of this planned development shall always remain as open space, and that the individual parcels may not be further subdivided.

Parks and Recreation

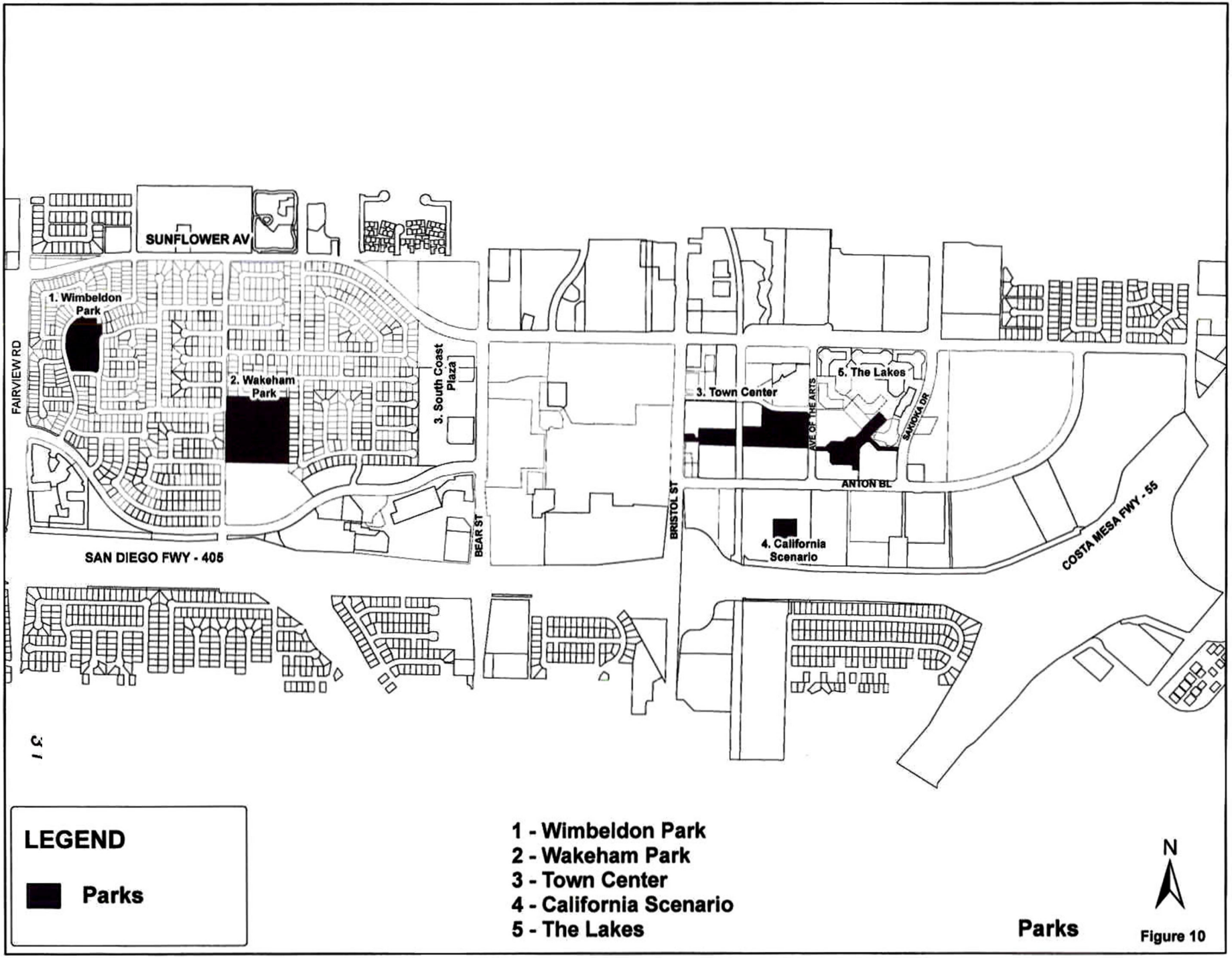
As shown on Figure 10, north of the I-405 and east of Harbor Boulevard there are two publicly owned parks and three privately owned and maintained open space areas They are Wakeham and Wimbledon Parks and the California Scenario, Town Center, and The Lakes sites. There are no school sites, community centers or golf courses in the plan area and none are planned.

Wakeham Park is 9.91 acres in size and Wimbledon Park is 3.36 acres. Both are located inside residential tracts. Located south of Anton Boulevard and east of Bristol Street, California Scenario sculpture garden is a 1.6-acre private plaza, which consists of a blend of hardscape, landscaping, sculptures and water features. It is open to the public and is used for passive recreation, gatherings, summer concerts, and as a backdrop for photography and commercials. It occupies an area between high-rise office buildings, retail establishments and parking structures. In conjunction with the approval of GP-00-02 for South Coast Plaza Town Center, the property owner is to preserve and maintain the California Scenario sculpture garden substantially in accordance with its existing configurations and function, commencing immediately and continuing for the useful life of the existing office buildings adjacent to the garden. The 3-acre Town Center site is an open space easement located between the South Coast Plaza Hotel, South Coast Repertory Theater and Town Center high-rise buildings. It, too, is open to the public and is used for concerts, various promotions for the arts, seasonal gatherings, passive recreation and as pedestrian access between the buildings. The easement area boundaries were slightly modified in 2001, but were not decreased in size. Located within a mixed-use project east of Avenue of the Arts, The Lakes development contains a large apartment complex, two high-rise hotels and retail buildings. Central to these uses is a 3.3-acre permanent public open space easement, which includes a lake, walkways, plaza area and landscaping. The walkways connect to public pathways at Avenue of the Arts, the various uses in the block and the public sidewalk on Sakioka Drive.

Planning Area 5, as defined in the City's Parks, Recreation and Open Space Master Plan (January 1996), is the entire area of the City that is located north of the I-405. Although the boundaries of the plan area do not coincide directly with Planning Area 5, information is provided regarding Sakioka Farms Lot 1 and Home Ranch. A detailed summary of the findings of the study is included in Appendix B.

The study concluded that the plan area has adequate parkland currently; however, the anticipated residential development of Sakioka Lot 1 will create additional demand for a neighborhood park. Additionally, the parkland needs cannot be easily met in the surrounding area. As can be noted on Figure 10, there is not a public park located east of Bristol Street which could serve the Sakioka property. The subdivision of this residential area will require dedication of parkland or the payment of in lieu fees; therefore, if a subdivision is proposed, then the project should meet its neighborhood park dedication requirement onsite. Consideration should also be given to locating the private recreational areas of this planned development in proximity to the public park area. It should be noted that the City's Park and Recreation Dedication ordinance does allow privately developed, owned and maintained open space to be credited against the parkland dedication requirement.

In respect to Home Ranch, the development agreement approved in 2001 specified that the property owner would pay the full amount of park dedication in-lieu fees associated with residential development. The 1.5-acre parcel that is to be dedicated for historical resource preservation shall not be used as a credit against applicable in-lieu fees or parkland dedication requirements.



Parks

Figure 10

Fire Protection Services

The need for fire services increases as population and development grow. The Fire Department operates from the City Hall (Administration) and from six fire stations. Station #6, Metro Station, is located in the plan area (on Sakioka Drive) and serves the northeasterly portion of the City. One other fire station is proposed in the General Plan to serve north Costa Mesa as a result of land use intensification. This station is tentatively proposed in the vicinity of Harbor Boulevard near South Coast Drive; it would be the seventh station for the city.

The City of Costa Mesa Fire Department participates in a "Central Net" program with the cities of Newport Beach, Santa Ana, Fountain Valley, Huntington Beach, Westminster, and Orange County. The Central Net program provides for quick, mutual aide dispatch of fire apparatus across city boundaries during major and minor emergencies.

A fire protection system impact fee was adopted in January 1989 to fund future fire protection needs in North Costa Mesa. The fee is levied only against the four remaining landowners of five vacant land areas when development occurs. The future development identified as impacting the City's fire protection system includes Home Ranch, South Coast Plaza Town Center, South Coast Metro Center and Sakioka Farms' Lots 1 and 2, and Metro Pointe. However, the fire impact fee was based on development assumptions that are no longer valid since the adoption of the 2000 General Plan.

Update of the fire impact fee could possibly include consideration of joint use and funding of Fire Station #7 with surrounding Central Net cities. This would reduce the overall cost to the city and ultimately the cost to new development in each city. A study could also reexamine the need/demand for the seventh station.

In conjunction with adoption of GP-00-05, it was determined that the Home Ranch project (Area 1) increased the demand for City fire suppression services in the City's northwest area. The Segerstrom Home Ranch development agreement includes provisions for the necessary land acquisition, building design, and construction costs. The City of Costa Mesa Fire Department is responsible for determining the timing of land acquisition and fire station construction. If the fire station is ultimately located on Segerstrom Home Ranch, the development agreement allows for transfer of development rights (building square footage and trip budget) to the balance of the Home Ranch project.

In conjunction with the adoption of GP-06-02 and GP-06-03, it was determined that an additional paramedic fire engine was needed. Each of the contributing high-rise residential projects was required to participate in the funding of the new vehicle on a pro-rata basis.

3.0 SUBAREA ANALYSIS

The plan area is composed of eight unique areas that are analyzed individually as well as in consideration of surrounding land uses.

AREA 1 - HOME RANCH

Existing Land Uses

A portion of this 93-acre site is in agricultural production. Onsite structures include a single-family residence, barn, related farm buildings, and an office building located on Fairview Road. These are all owned by C.J. Segerstrom family. The single family home and barn are identified in the 2016 General Plan in the Historical and Cultural Resources Element. The Segerstrom family, who continue to maintain the house, constructed the farmhouse in 1915. The barn was constructed in 1928. Several farm related structures are located near the house.

Single family attached and detached homes, an Emulex industrial park, and a large IKEA retail/warehouse facility also now sit on the original Home Ranch site.

General Plan and Zoning

The portions of this site owned by the Segerstrom family and IKEA are designated as Commercial Center by the General Plan and is zoned PDC. The General Plan establishes site specific FAR of 0.37 for the 19.27 acre IKEA site and a site specific FAR of 0.64 for remaining 43.6 acres located south of South Coast Drive.

In 2001, GP-00-05 was approved for Home Ranch to allow residential, commercial, office, and industrial uses. The overall allowable square footage was increased to 1,351,698 square feet and trip budget adjusted accordingly. In respect to this specific plan, the Home Ranch area was expanded to include the 30.5 acres located north of South Coast Drive. See following Sub-areas discussion.

In 2003, SP-03-02 was approved that reallocated a 2.074-acre portion of Sub-Area B to Sub-Area A to be used as the IKEA parking lot. This reallocation extinguished the square footage development rights attributable to the 2.074 acres, increasing the IKEA site to 19.27 acres and reducing the IKEA site FAR to 0.37 and the overall allowable square footage to 1,319,813; the overall trip budget remained unchanged.

In 2016, General Plan 2015-2035 was approved adjusting the FAR of Sub-Area B resulting in an increase in the FAR and a maximum development square footage of 1,200,000 SF. Table 4A was modified to reflect this change.

Sub-Areas

The Segerstrom Home Ranch is divided into four sub-areas. Table 4A provides a statistical summary of the maximum number of dwelling units, floor area ratio, building square footage, and the trip budgets for each sub-area. Figure 11 illustrates the boundaries of the sub-areas.

To facilitate flexibility for Sub-Areas B and C, building square footages and trip budgets may be transferred, provided that the total building square footage, floor area ratio, and trip budget for the combined two sub-areas are not exceeded as delineated in Table 4A. Transfers affecting Sub-Areas A and D are not permitted. Future development in Sub-Area B shall be limited to high quality office, office-related uses, and corporate office/headquarters with subsidiary support functions that may include research and design, minor assembly, light manufacturing, and storage. Retail uses in Sub-Area B shall be limited to those that are ancillary to the office development.

Shown below are the development parameters for each distinct sub area.

Table 4A- Segerstrom Home Ranch Sub-Areas

Land Use	Acreage	Floor Area Ratio/ Density	Maximum Units/ Square Footage	Maximum Stories/Height	A.M. Peak Hour Trips	P.M. Peak Hour Trips
A. IKEA	19.27	0.37 FAR	308,000 sf	2 stories/45 feet	43	431
B. Office and Office-related uses	43.57[2]	0.64 FAR	1,200,000 sf	2-5 stories/36 - 75 feet See Figure 11b	1 1,860	1 1,788
C. Industrial Park	14.5	0.40 FAR	252,648 sf	1-5 stories/45-60 feet See Figure 11b	376[3]	362[3]
D. Medium Density Residential	16.0	12 units/acre	136 single-family attached units[1]	3 stories/ 50 feet		
			56 single-family detached units' Total Maximum: 192 units	2 stories/27 feet	102	130
TOTAL:	**93.34**	**NA**	**192 units 1,760,648 sf**		**2,381**	**2,711**

Note:

1. The mix of units is for illustrative purposes only; the precise mix of product types will be determined during master plan review; in no instance shall the 192-unit maximum and/or the morning and evening peak hour trip budget be exceeded.
2. The 1,200,000 maximum square footage is calculated based on the full acreage originally in Home Ranch which includes acreage transferred to the State of California for public improvements. This full square footage intensity may be used for development in Sub-Area B.
3. See partial Assignment and Assumption of Development Agreement recorded on 02/05/2004 as Instrument No. 2004000089554 in official records Orange County.

Land Use Compatibility/Integration

The combination and/or transfer of trips shall not allow development intensities which result in abrupt changes in scale or intensity within the project or between the project and surrounding land uses.

The Segerstrom farmhouse provides a unique opportunity for preservation of a small piece of the City's agricultural heritage. This two-story home and accompanying barn are familiar sights in the area and stand as a reminder of the farming community that was evident here in the early 1900's. Although the Segerstrom home and barn are designated as Commercial Center on the General Plan Land Use Map, it would be in keeping with Policy HCR-1A.5 of the General Plan to preserve these historical structures.

Preservation of these structures in their current location has been accomplished by land use recorded restrictions which include provisions for the long-term preservation of these buildings as historical resources. The property covered by the recorded restrictions is a 1.5-acre site shown in Exhibit 11a and includes the home, barn, and two related structures. The boundaries of the property may be modified, as approved by the City's Development Services Director, so long as the site continues to include 1.5 acres and all four historic structures. The barn may be relocated within the site. Ownership of the property could remain with the Segerstrom family until such time they wished to transfer the property. At that time, the City, another public agency, or private owner could acquire the site subject to the recorded restrictions for preservation of this valuable community resource.

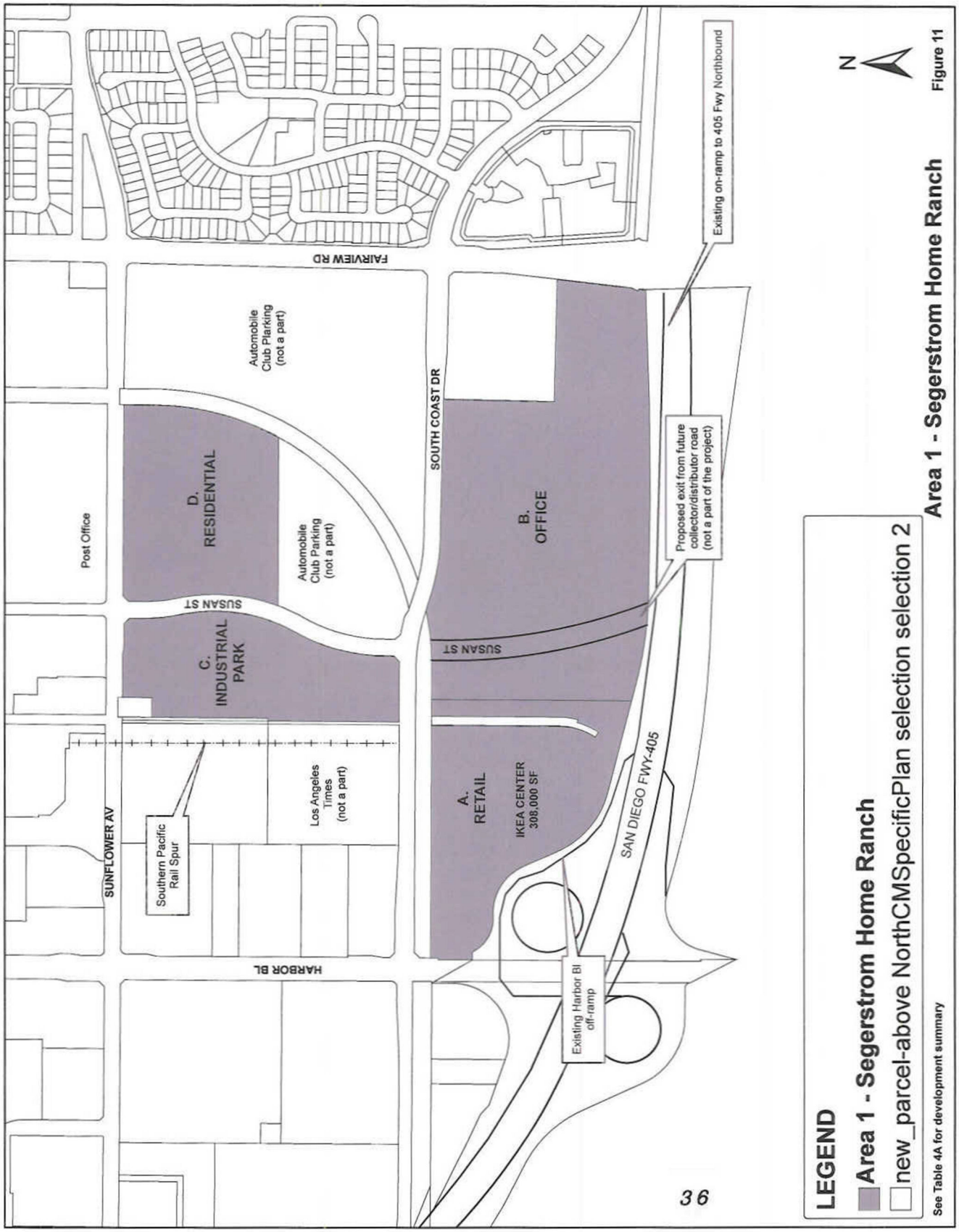
The retention of the farmhouse results in a site design consideration. Non-residential buildings should be set back from the farmhouse site so as to not visually encroach into this area. Buffering could include walls/fencing, landscaping, and/or parking areas. Consideration should be given to physically linking the adjacent development to the farmhouse site with pedestrian paths.

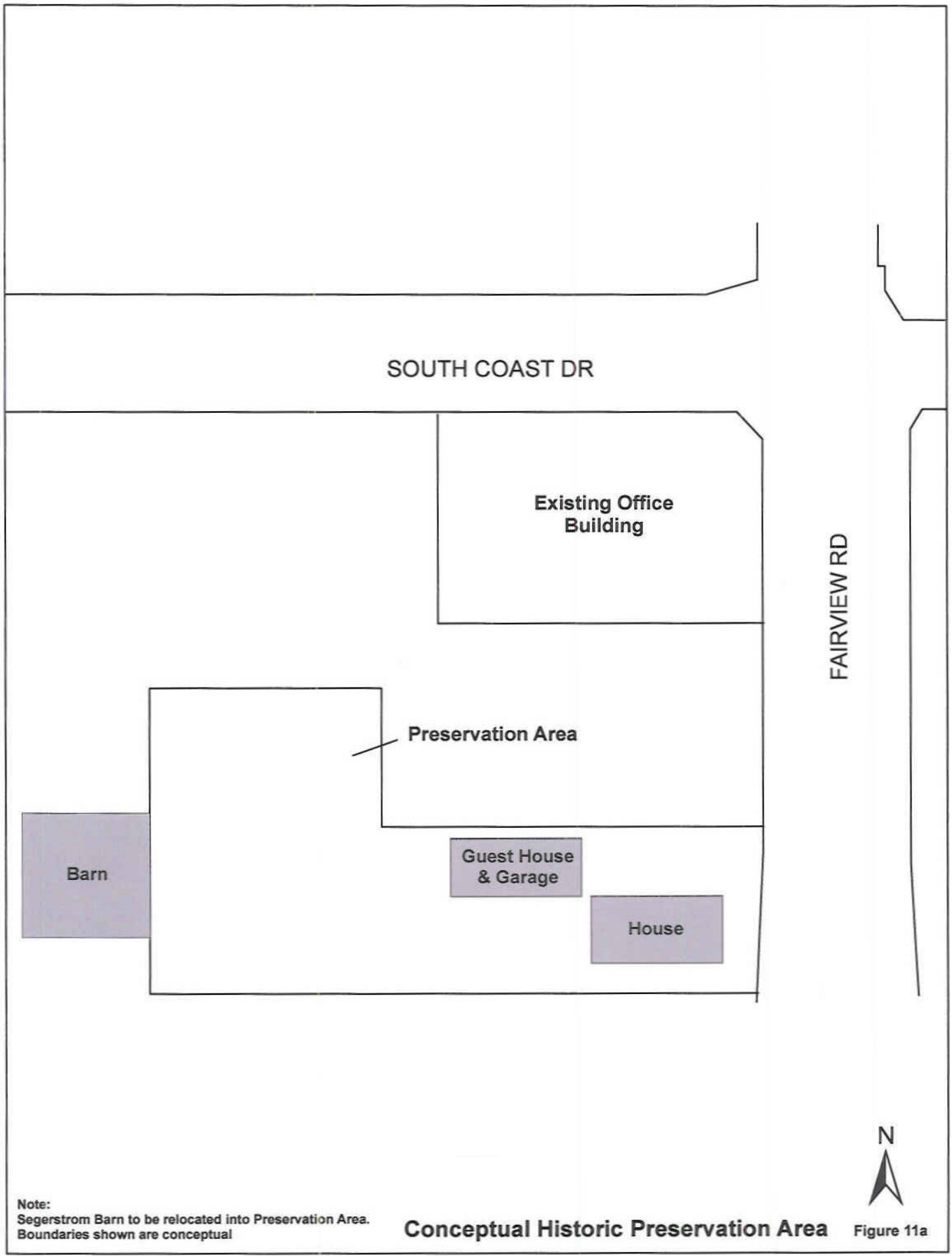
The development potential (square footage and trip budget) of the 1.5-acre site has been transferred to the portion of the Home Ranch site located south of South Coast Drive and east of the Susan Street.

Mesa Consolidated Water District at one time held a ground lease from the Segerstrom family for a small portion of the property in Sub-Area B and had expressed an interest in acquiring the site. The Water District has since removed all of its facilities from the site, terminated the lease, and abandoned the site. This leaves this site available for development as a part of Sub-Area B.

Building Heights

The General Plan specifically limits building heights to a maximum of five stories (and only in the project's center) for this site. Five stories approximate a 75-foot height limitation. Exhibit 11b indicates the various height limits for Home Ranch. The actual siting of future buildings shall take into account surrounding development in order to minimize visual impacts. The use of low- reflective materials for the building's exteriors will minimize glare impacts. In Building Height Area 1 adjacent to Fairview Road, the City of Costa Mesa shall also require a shade/shadow analysis for any building proposed to exceed 30 feet in height in order to ensure that building's shade or shadow does not extend beyond the project site or public rights-of-way.


FAIRVIEW RD
SOUTH COAST DR
SUSAN ST
SUSAN ST
HARBOR BL
SUNFLOWER AV
SAN DIEGO FWY-405
Post Office
D. RESIDENTIAL
C. INDUSTRIAL PARK
A. RETAIL
IKEA CENTER 308,000 SF
B. OFFICE
Automobile Club Parking (not a part)
Automobile Club Parking (not a part)
Southern Pacific Rail Spur
Los Angeles Times (not a part)
Existing Harbor Bl off-ramp
Existing on-ramp to 405 Fwy Northbound
Proposed exit from future collector/distributor road (not a part of the project)
N
LEGEND
Area 1 - Segerstrom Home Ranch
new_parcel-above NorthCMSpecificPlan selection selection 2
See Table 4A for development summary
Area 1 - Segerstrom Home Ranch
Figure 11
36



Note:
Segerstrom Barn to be relocated into Preservation Area.
Boundaries shown are conceptual

Conceptual Historic Preservation Area Figure 11a



LEGEND

- 1 — 2 Stories - 36 ft Building Height
- 2 — 2 Stories - 45 ft Building Height
- 3 — 3 Stories - 45 ft Building Height
- 4 — 4 Stories - 60 ft Building Height
- 5 — 5 Stories - 75 ft Building Height
- 6 — Single-Family Detached: 2 stories/27 feet; Single-Family Attached: 3 stories/50 feet

N

Maximum Building Heights Figure 11b

Circulation

The primary project access/egress points should be aligned with Susan Street and the existing Automobile Club entry to the north. Access to the farmhouse preservation site should be considered from within this area so as to minimize the number of driveways on South Coast Drive.

Freeway access improvements in the immediate area include the widening of the Fairview Road off-ramps, both northbound and southbound, and the construction of the new South Coast Drive off-ramp. Both are completed.

Final Program Environmental Impact Report No. 1048 for Home Ranch included a preliminary analysis of a Susan Street exit from the new South Coast Drive-Fairview Road- Harbor Boulevard collector road included in the I-405/SR-73 confluence project. Prior to approval of this additional exit by CalTrans, additional environmental documentation would be required. The Susan Street exit is not required for the Home Ranch project.

A future bikeway was shown on the Master Plan of Bikeways traversing this site to South Coast Drive from the I-405 bikeway undercrossing. However, in conjunction with GP-00- 05, this bike trail undercrossing and related linkages were deleted from the Master Plan of Bikeways. This deletion was necessitated by the CalTrans/FHWA freeway improvements in the general area.

Parks and Recreation

The Segerstrom family house and barn may also be considered as meeting a portion of the future park needs for any future residential development north of South Coast Drive. It would not meet any active recreational needs, but serve rather as a cultural/historical center.

In conjunction with GP-00-05, the historical reservation area was established. See previous Land Use Compatibility/ Integration discussion.

Fire Protection Services

Future development plans and environmental analyses for this site need to assess the future fire station in the North Harbor area; i.e.; location and timing of construction.

In conjunction with adoption of GP-00-05, it was determined that Segerstrom Home Ranch (Area 1) increased the demand for City fire suppression services in the City's northwest area. The Segerstrom Home Ranch development agreement includes provisions for the necessary land acquisition, building design, and construction costs. The City of Costa Mesa Fire Department is responsible for determining the timing of land acquisition and fire station construction. If the fire station is ultimately located on Segerstrom Home Ranch, the development agreement allows for transfer of development rights (building square footage and trip budget) to the balance of the Home Ranch project.

AREA 2 - METRO POINTE

Existing Land Uses

This 34-acre site contains the Metro Pointe development, which is owned by one property owner and leased on a long-term basis to Arnel Development Company. Existing land uses of this phased development include four office buildings with a total of 289,000 square feet of floor area. This development is composed of four phases, of which Phase 1 is completed and Phase 2 is partially completed. A development agreement governs the development of Phases 2 and 3 only. The agreement allows the construction of 1.285 million square feet of office and commercial development. Approximately 7 acres (Phase 4) are vacant and not governed by the development agreement. If Phase 4 were developed as retail, the maximum square footage would be 153,000; if it were developed as office, approximately 183,000 square feet would be allowed by the General Plan.

In 1994, City Council approved a revised development plan and development agreement for Metro Pointe that resulted in a significant decrease in the amount of development that was anticipated for the property south of South Coast Drive. Phases 2, 3, and 4 were reconfigured into Phases 2 and 3. The overall floor area ratio for the project, south of South Coast Drive, was established at 0.48. The master plan for this area allows 196,687 square feet of office buildings and 395,600 square feet of retail uses. As of June 2002, all but 12,000 square feet of restaurant uses had been developed.

General Plan and Zoning

This site is designated Urban Center Commercial by the General Plan and is zoned PDC. The 2000 General Plan established the following trip budget for Metro Pointe:

Phase 1	98 a.m. peak hour trips
	131 p.m. peak hour trips
Phases 2 and 3	729 a.m. peak hour trips
	965 p.m. peak hour trips

Land Use Compatibility/Integration

The remaining undeveloped portion of Metro Pointe is anticipated for office and commercial development, which are suitable for this area due to the proximity of the I-405 and Bear Street.

A key asset to this location is the proximity of South Coast Plaza and Crystal Court. Pedestrian linkages to both of these areas are essential to the integration of these major and complementary land uses, therefore internal pedestrian paths should connect with the public sidewalks on South Coast Drive. Enhanced public sidewalk design along South Coast Drive as it approaches Bear Street could include wider sidewalks that are tree lined. Improvements to the intersection area of Bear Street and South Coast Drive currently include enlarged and enhanced pavement treatment, and entry monument signage coupled with landscaping for Metro Pointe. Pedestrian oriented directional signage should be added to this intersection area. This signage should provide direction and identification of Metro Pointe, Crystal Court and South Coast Plaza.

Updated February 2001

Building Heights
Building heights shall be a maximum of 30 feet (approximately 2 stories) north of South Coast Drive, and 90 feet (approximately 6 stories) south of South Coast Drive.

Circulation
The Master Plan of Highways includes a new off-ramp from the I-405 to South Coast Drive. In addition, Figure 9 indicates the potential for an urban rail station and route alignment along Bear Street in the vicinity of the I-405. The new off-ramp at South Coast Drive is now complete and operational.

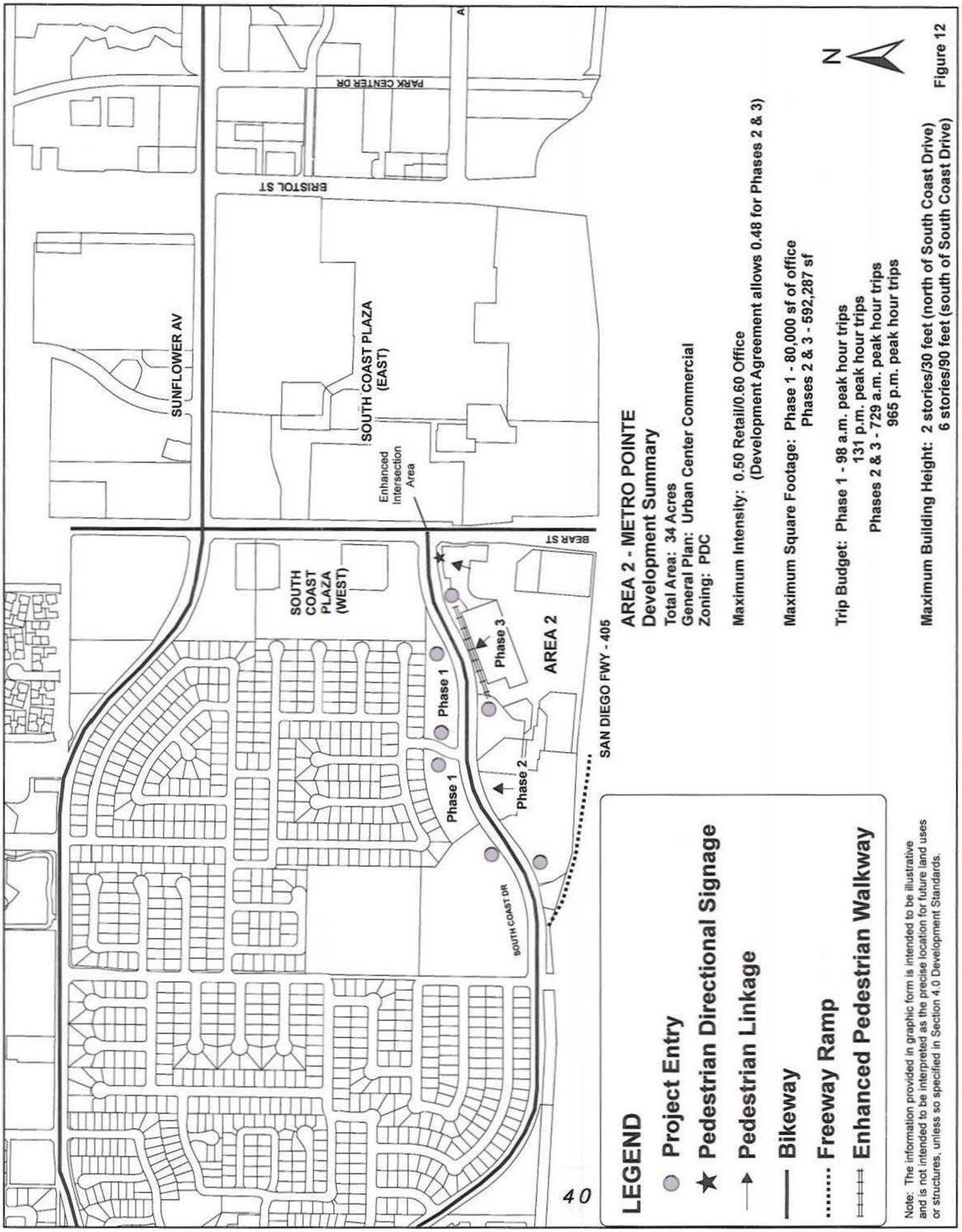

SUNFLOWER AV
SOUTH COAST PLAZA (EAST)
BRISTOL ST
PARK CENTER DR
Enhanced Intersection Area
SOUTH COAST PLAZA (WEST)
BEAR ST
Phase 1
Phase 3
AREA 2
Phase 1
Phase 2
SOUTH COAST DR
SAN DIEGO FWY - 405
40
AREA 2 - METRO POINTE
Development Summary
Total Area: 34 Acres
General Plan: Urban Center Commercial
Zoning: PDC
Maximum Intensity: 0.50 Retail/0.60 Office
(Development Agreement allows 0.48 for Phases 2 & 3)
Maximum Square Footage: Phase 1 - 80,000 sf of office
Phases 2 & 3 - 592,287 sf
Trip Budget: Phase 1 - 98 a.m. peak hour trips
131 p.m. peak hour trips
Phases 2 & 3 - 729 a.m. peak hour trips
965 p.m. peak hour trips
Maximum Building Height: 2 stories/30 feet (north of South Coast Drive)
6 stories/90 feet (south of South Coast Drive)
LEGEND
Project Entry
Pedestrian Directional Signage
Pedestrian Linkage
Bikeway
Freeway Ramp
Enhanced Pedestrian Walkway
Note: The information provided in graphic form is intended to be illustrative and is not intended to be interpreted as the precise location for future land uses or structures, unless so specified in Section 4.0 Development Standards.
N

Figure 12

AREA 3 - SOUTH COAST PLAZA

Existing Land Uses

This 115-acre area contains two large regional shopping centers, South Coast Plaza. The primary property owner is C.J. Segerstrom and Sons.

General Plan and Zoning

South Coast Plaza is designated as Regional Commercial by the General Plan and is zoned PDC. The maximum FAR for South Coast Plaza (east) is 0.652 with a corresponding square footage of 2.75 million square feet of building; the trip budget is 1,166 a.m. peak hour trips and 5,036 p.m. peak hour trips. The portion of South Coast Plaza located west of Bear Street has a maximum FAR of 0.89 and a trip budget of 293 a.m. peak hour trips and 1,264 p.m. peak hour trips.

Land Use Compatibility/Zoning

Any future expansion of South Coast Plaza should be of a scale and character that is similar to what currently exists and should be physically linked to the shopping mall.

The pedestrian bridge constructed across Bear Street links the two sides of the shopping plaza,and encourages walking between Metro Pointe and South Coast Plaza. This pedestrian bridge also serves to enhance the physical tie with SCP Town Center. Pedestrian-oriented directional signage should be placed at both the bridge on the east side of South Coast Plaza, as well as at this bridge.

Building Heights

Building heights shall be limited to 85 feet (approximately 4 stories).

Circulation

Located at South Coast Plaza (west) is a park-and-ride. Caltrans leases 50 parking spaces on the top deck of the parking structure. The Master Plan of Bikeways includes a new bikeway along Sunflower Avenue. Figure 9 indicates two urban rail alternatives that include route alignments and potential station locations that would affect this subarea.

AVE OF THE ARTS
PARK CENTER DR
ANTON
BRISTOL ST
SUNFLOWER AV
Existing
SOUTH COAST PLAZA (east)
AREA 3
Existing
SOUTH COAST PLAZA (west)
BEAR ST
SOUTH COAST DR
SAN DIEGO FWY - 405
44
AREA 3 - SOUTH COAST PLAZA
Development Summary
Total Area: 115 Acres
(97 acres - South Coast Plaza East
18 acres - South Coast Plaza West)
General Plan: Regional Commercial
Zoning: PDC
Maximum Intensity: 0.652 FAR - South Coast Plaza (east)
0.89 FAR - South Coast Plaza (west)
Maximum Square Footage: 2,750,000 sf - South Coast Plaza (east)
690,350 st - South Coast Plaza (west)
Trip Budget:
South Coast Plaza (east) - 1,166 a.m. peak hour trips
5,036 p.m. peak hour trips
South Coast Plaza (west) - 293 a.m. peak hour trips
1,264 p.m. peak hour trips
Maximum Building Height: 4 stories/85 feet
LEGEND
Project Entry
Pedestrian Directional Signage
Pedestrian Linkage
Bikeway
Pedestrian Overpass
Note: The information provided in graphic form is intended to be illustrative and is not intended to be interpreted as the precise location for future land uses or structures, unless so specified in Section 4.0 Development Standards.
N

Figure 13

AREA 4 - SOUTH COAST PLAZA TOWN CENTER

Existing Land Uses

This 54-acre area is commonly referred to as South Coast Plaza Town Center (SCPTC), and it contains a variety of commercial, entertainment, and high-rise office uses, including the Segerstrom Center for the Arts. The approval of GP-00-02 resulted in a maximum non-residential building intensity of 4,161,813 square feet.

The primary entry street into SCPTC is Anton Boulevard, which also serves as the circulation backbone. Many of the existing developments along Anton Blvd. between Bristol Street and Sakioka Drive are oriented to the pedestrian, thereby encouraging walking. An extensive greenbelt/pathway system within the SCPTC's core also links the various buildings and uses. In order to facilitate foot traffic to and from South Coast Plaza, the Unity Bridge has been constructed across Bristol Street.

General Plan and Zoning

This site is designated Cultural Arts Center by the General Plan and the corresponding zoning is TC. The maximum FAR is 1.77 for the entire project area; this corresponds to a maximum non-residential building square footage of 4,161,813. The non-residential trip budget for this area is 5,180 a.m. peak hour trips and 6,632 p.m. peak hour trips. The FAR for specific non-residential developments or ownership parcels may exceed the maximum of 1.77, provided that the maximum allowable FARs shown in Table 5A for each sub-area are not exceeded.

In 2007, General Plan Amendment (GP-06-02) was approved to allow 535 high-rise/high-density residential units in specific locations in South Coast Plaza Town Center. Table 5A indicates the maximum number of units for each sub-area and the corresponding trip budget associated with the residential uses. See following sub-areas discussion for additional discussion.

Sub-Areas

The SCPTC was divided into three sub-areas in conjunction with the approval of GP-00-02. These three sub-areas are under separate ownership. Provided in Table 5A is a statistical summary of the maximum floor area ratio, building square footage, and trip budgets for each sub-area. Figures 14A & 14B illustrates the boundaries of the sub- areas.

To facilitate flexibility within a sub-area, building square footages may be transferred, provided that the total building square footage, floor area ratio, and trip budget for the affected sub-area are not exceeded as delineated in Table 5A. Transfers between any of the sub-areas are not permitted.

Table 5A- South Coast Plaza Town Center Sub-Area Statistics North Costa Mesa Specific Plan					
	Maximum Allowable Non-Residential FAR	**Maximum Non-Residential Building Square Footage**	**Maximum Allowable Number of High-Rise Residential Units**	**Maximum A.M. Peak Hour Trip Budget**	**Maximum P.M. Peak Hour Trip Budget**
Pacific Arts Plaza Sub-Area 1(18.19 acres)					
Option 1	1.46[1,2]	1,160,528 sq. ft. [2]	180	2,111[3]	2,150
Option 2	1.55[1]	1,227,978 sq. ft.	0	2,133	2, 150
Segerstrom Center for the Arts Sub-Area 2 (11.21 acres)					
	1.67[5]	815,285 sq. ft.	80	283	1,029
Segerstrom Town Center Sub-Area 3 (24.5 acres)					
Option 1	1.88[2]	2,015,195 sq. ft. [2]	275	2,729[3]	3,453
Option 2	1.98	2,118,550 sq. ft.	0	2,764	3,453
TOTAL SOUTH COAST PLAZA TOWN CENTER					
Option 1	1.70[2]	3,991,008 sq. ft. [2]	535	5,123[3]	6,632
Option 2[4]	1.77[5]	4,161,813 sq. ft.	80	5,180	6,632

1. Maximum floor area ratio calculation includes land dedicated or reserved for right-of-way for the Avenue of the Arts off-ramp and associated flood control improvements.
2. This maximum FAR and building square footage may be increased to no more than the Option 2 FAR and building square footage in direct relation to the decrease in the maximum number of high-rise residential units.
3. This maximum peak hour trip budget may be increased to no more than the Option 2 peak hour trip budget in direct relation to the decrease in the maximum number of high-rise residential units.
4. This alternative includes the 80 high-rise residential units associated with the museum site in Segerstrom Center for the Arts Sub-Area 2.
5. This maximum FAR may not be increased if the 80-unit residential component is not constructed in conjunction with art museum/art academy in Sub-Area 2.

Pacific Arts Plaza Sub-Area 1: GP-06-02 amended the 2000 General Plan to allow high-rise/high-density residential units in the Cultural Arts Center land use designation. In this sub-area, 180 residential l high-rise residential units may be constructed at the southwest corner of Park Center Drive and Anton Boulevard in conjunction with the demolition of the existing office building. This would result in a maximum non-residential floor area ratio of 1.46 with a maximum number of 180 high-rise residential units on 1.3 acres that equals 138 units per acre (Option 1 shown in Table 5A). This maximum non-residential FAR and building square footage may be increased to no more than the Option 2 non-residential FAR of 1.55 and associated building square footage in direct relation to the decrease in the maximum allowable number of high-rise residential units. Should the property owner determine not to develop the high-rise residential option, the maximum allowable non-residential square footage for this sub-area is 1,227,978 square feet with a corresponding FAR of 1.55; see Option 2 in Table 5A.

For both Options 1 and 2, Table 5A indicates the a.m. and p.m. trip budgets, maximum number of dwelling units, maximum non-residential building square footage and associated floor area ratio.

As shown in Table 5A. the Option 1 a.m. trip budget may be adjusted to be no more than the Option 2 a.m. trip budget in direct relation to the decrease in the maximum allowable number of dwelling units. Unbuilt entitlements for this sub-area are shown in Table 5B and Figure 14A & 14B.

Segerstrom Center for the Arts Sub-Area 2: GP-06-02 amended the 2000 General Plan to allow high-rise/high-density residential units in the Cultural Arts Center land use designation. In this sub-area, 80 residential high-rise residential units may be constructed at the vacant southwest corner of Avenue of the Arts and the Pedestrian Plaza in conjunction with the new art museum/academy building. For this sub-area, the maximum allowable floor area ratio is 1.67 and the maximum allowable number of dwelling units is 80 units. Unlike, Sub-Areas 1 and 3, if the 80-unit residential component is not constructed in conjunction with the art museum/academy or fewer than 80 units are constructed, than the maximum allowable non-residential floor area ratio for this sub-area will not increase proportionately. The trip budget for this sub-area is 283 a.m. peak hour trips and 1,029 p.m. peak hour trips. Unbuilt entitlements for this sub-area are shown in Table 5B and Figure 14A & 14B.

Segerstrom Town Center Sub-Area 3: GP-06-02 amended the 2000 General Plan to allow high-rise/high-density residential units in the Cultural Arts Center land use designation. In this sub-area on 3.3 acres, the following unbuilt entitlements have been approved.

- 200-key hotel (220,000 sq. ft.) and 50 residential units at 3400 Bristol Street.
- Office high rise building (336,525 square feet) at 3420 Bristol Street (OR) mixed- use development of office uses (233,170 square feet) in addition to residential units (225 units) at 3420 Bristol Street.

In order to be fully implemented, these entitlements require the demolition of the former theater uses (31,500 square feet) which have been demolished and the existing offices uses of 84,025 square feet. This would result in a maximum non-residential FAR of 1.88 with a maximum number of 275 high-rise residential units (Option 1 in Table 5A) in this sub-area. This maximum non-residential FAR and building square footage may be increased to no more than the Option 2 non- residential FAR of 1.98 and associated building square footage in direct relation to the decrease in the maximum allowable number of high-rise residential units.

Should the property owner determine not to develop the high-rise residential option in any form, the maximum allowable non-residential building square footage for this sub- area would

be 2,118,550 square feet with a corresponding FAR of 1.98, AM Peak Hour trip budget (2 ,764 trips), PM Peak Hour trip budget (3,453 trips). This is the Option 2 development scenario shown in Table 5A.

Table 5A/Option 2 describes the maximum buildout potential for the Segerstrom Town Center for commercial development. The existing buildings may be demolished, and the property may be redeveloped provided that the specified maximum allowable standards for nonresidential development, as shown in Table 5A, are not exceeded. For example, the single-story (with mezzanine) Park Tower annex building (32,316 square feet) on Town Center Drive may be demolished, and new construction may occur within the Segerstrom Town Center area as described in Table 5A.

For both Options 1 and 2, Table 5A indicates the a.m. and p.m. trip budgets, maximum number of dwelling units, maximum non-residential building square footage, and associated floor area ratio.

As with the maximum FAR and building square footage, the Option 1 a.m. trip budget may be adjusted to be no more than the Option 2 a.m. trip budget in direct relation to the decrease in the maximum allowable number of dwelling units.

Table 5B and Figure 14A & 14B provide further detail and illustrations of the permitted development within each of the three sub-areas. Precise building uses, locations, and square footages will be determined in conjunction with final master plan approvals for the SCPTC.

Preliminary and Final Master Plan

Title 13 of the Costa Mesa Municipal Code sets forth the processing procedures for preliminary and final master plans. Unbuilt entitlements and other proposed development shall require approval of a final master plan by the Planning Commission, or other final review authority as indicated in the Zoning Code. Proposed development may be constructed in a variety of mixed-use or residential development scenarios subject to master plan approval and conformance with the North Costa Mesa Specific Plan.

Land Use Compatibility/Integration

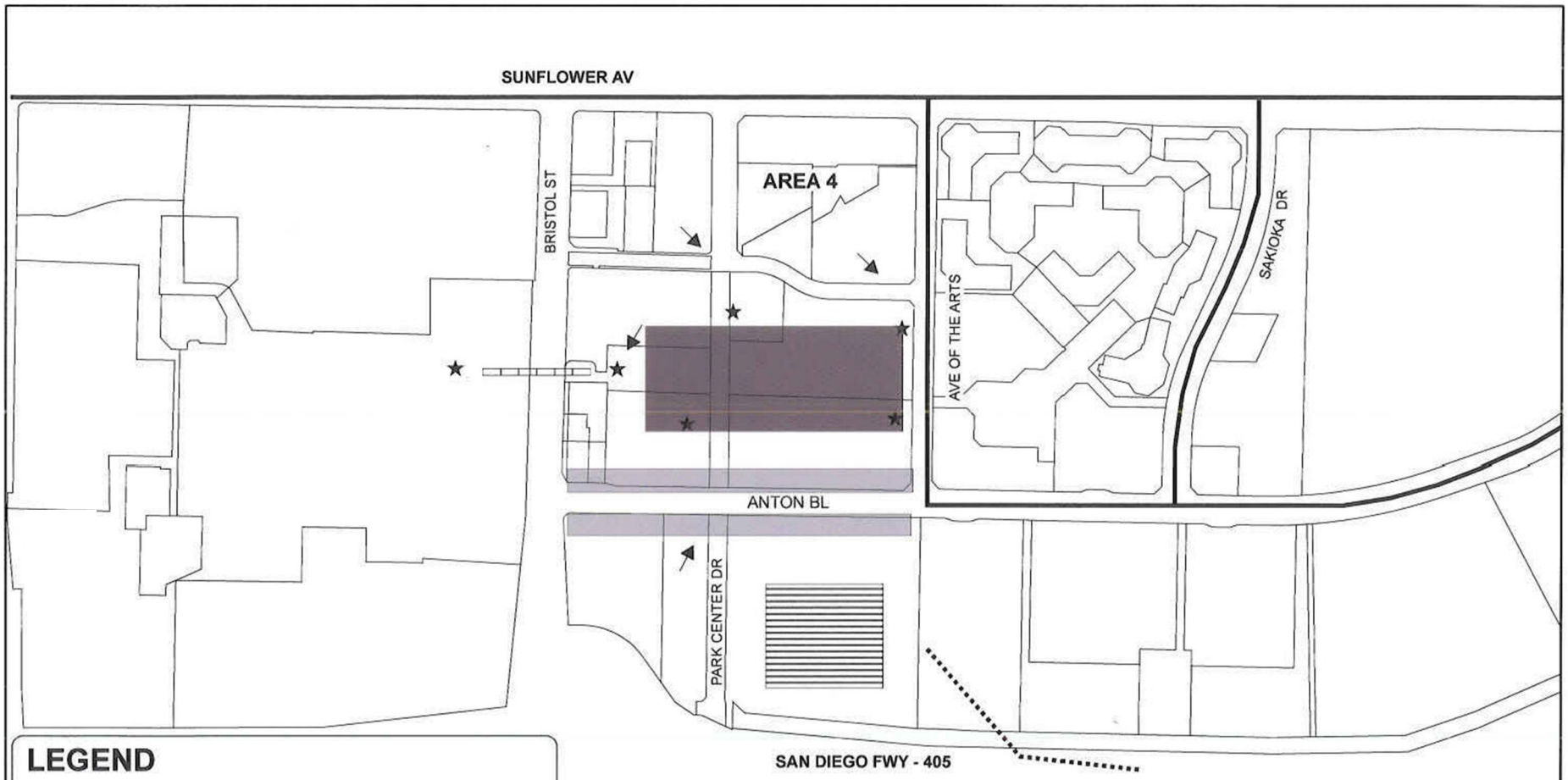
The remaining 1.64-acre parcel located adjacent to the Renée and Henry Segerstrom Concert Hall on Avenue of the Arts is in a well-defined urban area. A 140,000 square-foot museum and 80 high-rise residential units are approved for this site. Segerstrom Hall, South Coast Repertory, Samueli Theater, and Plaza Tower are also in the immediate vicinity. Future development of the museum site should be complementary to these surrounding developments, and where possible, linked physically by sidewalks and open space/greenbelts. Anticipated development for this area is detailed in Table 5B and Figure 14A & 14B. Street level and pedestrian appeal should also be taken into account during site design. The site design should also consider The Lakes apartments located across Avenue of the Arts, so as to not cause significant shade or shadow impacts.

Pedestrian-oriented directional signage should be added within the existing 3-acre open space easement in Town Center. Signage should be placed at key entry points, particularly adjacent to the hotel, to guide pedestrians to the various attractions.

Building Heights

Building heights shall be limited to 315 feet above grade level. Buildings above 173 feet above grade level in height will require a Federal Aviation Agency (FAA) determination of no hazard.

Updated July 2000; July 2002; January 2007, September 2011, October 2015



LEGEND

- California Scenario Plaza
- Pedestrian Zone
- Park/Greenbelt
- Pedestrian Linkage
- Pedestrian Directional Signage
- Freeway Ramp
- Bikeway
- Pedestrian Overpass

Note: See Figure 9 for Urban Rail information.

AREA 4 - SOUTH COAST PLAZA TOWN CENTER
Development Summary

Total Area: 54 Acres
General Plan: Cultural Arts Center
Zoning: TC

Maximum Intensity: 1.77 Floor Area Ratio

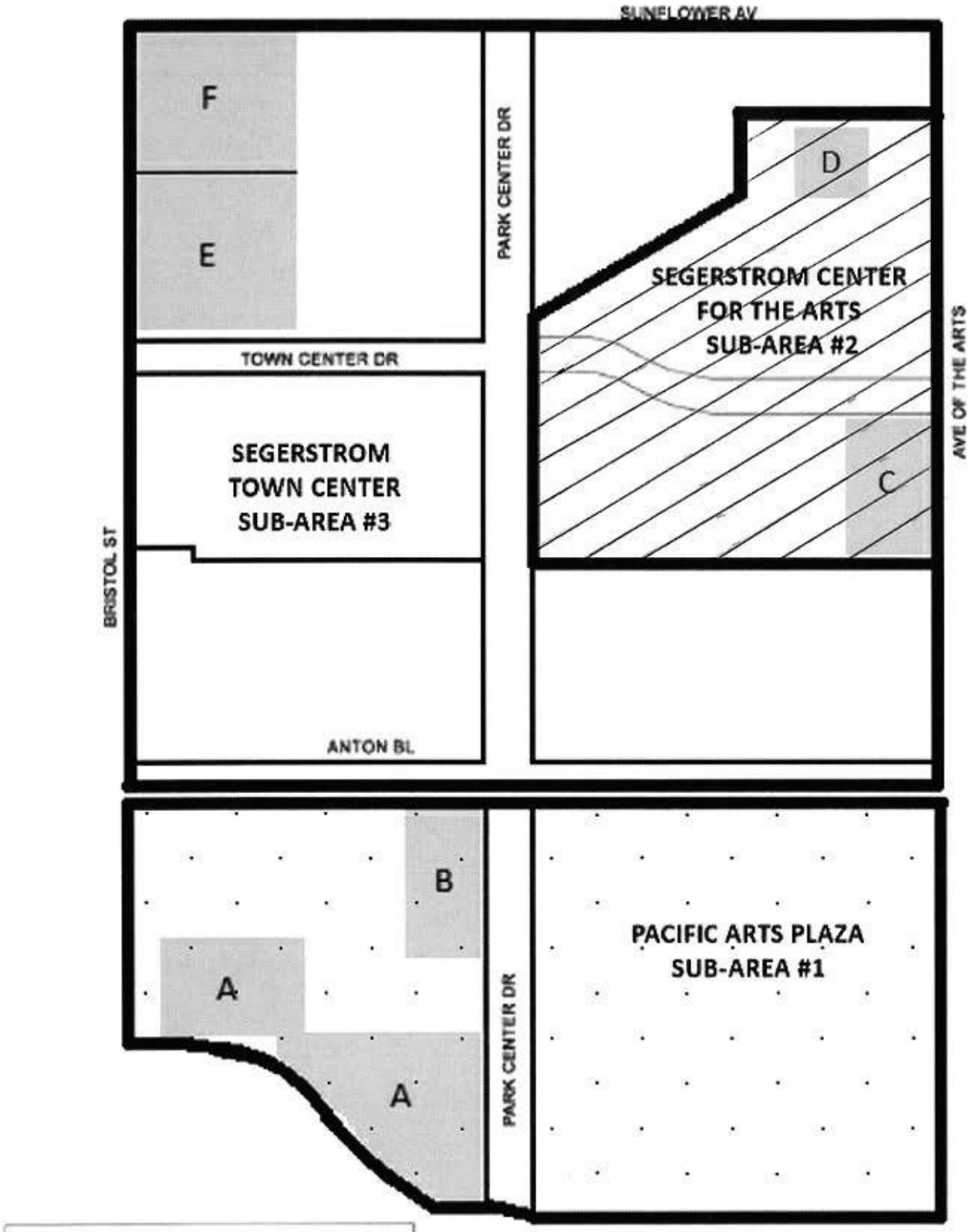
Maximum Square Footage: see text

Trip Budget: see text

Maximum Building Height: 315 feet above grade level

N

Figure 14



Note: See Table 5B for project information.

South Coast Plaza Town Center
Conceptual Location of Future Projects

Figure 14A

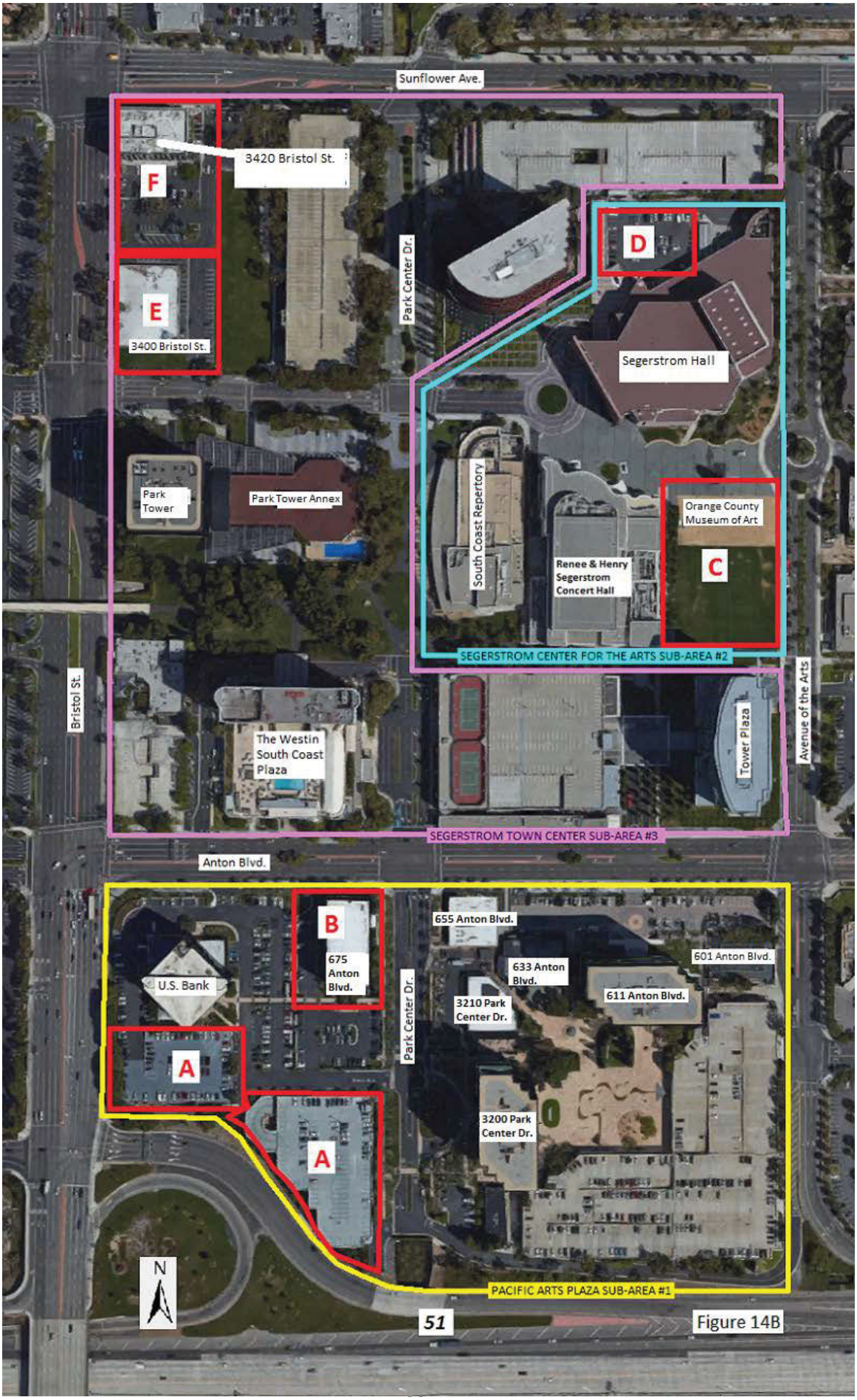

Sunflower Ave.
3420 Bristol St.
F
E
3400 Bristol St.
Park Center Dr.
D
Segerstrom Hall
Park Tower
Park Tower Annex
South Coast Repertory
Orange County Museum of Art
C
Renee & Henry Segerstrom Concert Hall
SEGERSTROM CENTER FOR THE ARTS SUB-AREA #2
Bristol St.
The Westin South Coast Plaza
Tower Plaza
Avenue of the Arts
SEGERSTROM TOWN CENTER SUB-AREA #3
Anton Blvd.
B
675 Anton Blvd.
655 Anton Blvd.
633 Anton Blvd.
601 Anton Blvd.
611 Anton Blvd.
3210 Park Center Dr.
U.S. Bank
A
A
3200 Park Center Dr.
N
PACIFIC ARTS PLAZA SUB-AREA #1

Figure 14B

Table 5B- Statistical Summary of Unbuilt SCPTC Components as of 2006 North Costa Mesa Specific Plan				
Map Key	**Unbuilt Entitlements approved prior to 2006**	**Slated for Demolition (sq. ft.)**	**New Construction Approved in 2006 (GP-06-02)**	**Maximum Building Height (above grade level)**
Pacific Arts Plaza Sub-Area 1				
A.	400,000 sq. ft./18-story office and associated parking structure	1 theater (19,200 sq. ft.) and parking structure	400,000 sq. ft. of office and associated parking structure	315 ft. agl
B.	None	67,450 sq. ft. office	180 high-rise residential units	315 ft. agl
Segerstrom Center for Arts Sub-Area 2				
C.	Art Museum/Academy 140,000 sq. ft.	None	Art Museum/Academy 140,000 sq. ft. And 80 high-rise residential units in a mixed-use development	315 ft. agl
D.	OCPAC Expansion	None	65,000 sq. ft. (1,000 seats)	315 ft. agl
Segerstrom Town Center Sub-Area 3				
E.	Hotel-200-key (220,000 sq. ft.) **3400 Bristol Street**	2 theaters (31,500 square feet) 84,025 sq. ft. office building	200-key hotel (220,000 sq. ft.) and a maximum of 50 high-rise residential units in a mixed-use development	315 ft. agl
F.	Office 336,535 sq. ft. **3400 Bristol Street**		A. 336,525 sq. ft. office **OR** B. Maximum 223,170 sq. ft. office and maximum 255 residential high-rise units in a mixed – use development	315 ft. agl
Source: City of Costa Mesa May 2006, North Costa Mesa High Rise Residential Projects Program Environmental Impact Report (SCH# 2006011077).				

Circulation

The street network for this sub-area is in place. However, the Master Plan of Bikeways indicates a new bikeway on Avenue of the Arts and Sakioka Drive. The widening of the Bristol Street interchange with the I-405 is completed. Figure 9 indicates one urban rail alignment to the east of the project site.

Parks and Recreation

As stated in Section 2, Development Setting, the 3-acre open space/greenbelt easement boundaries were reconfigured and slightly expanded in 2001. In addition, it was secured as part of GP-00-02, as a permanent private open space area in Segerstrom Town Center and Segerstrom Center for the Arts. Also, in conjunction with the Pacific Arts Plaza approval of GP-00-02, the property owner is to preserve and maintain the California Scenario sculpture garden substantially in accordance with its existing configurations and function, commencing immediately and continuing for the useful life of the existing office buildings adjacent to the garden.

In conjunction with high-rise residential projects, private on-site recreational amenities shall be provided to serve the high-rise residents. These amenities may be located on the ground level, rooftop, and/or on a podium.

Theater and Arts District Plan

A Theater and Arts District (TAD) Plan was prepared in conjunction with the development of Town Center. The TAD Plan details the strategy to foster and enhance a unified look and feel for the area. Entry and monument signs, and other signs identifying the Theater and Arts District prominently include the name of the City. The plan addresses public access and parking fee restrictions for SCPTC parking structures for patrons of the cultural arts facilities, and the financing mechanisms for public street amenities. The TAD Plan is included as Appendix D.

Parking

Although the project area is composed of multiple ownerships, the parking demand analysis for SCPTC has always considered the project as a single development. Specifically, parking need not be located on the same parcel as the building for which it
is required; all parking facilities are to be available to employees and visitors of all South Coast Plaza Town Center uses. Consistent with the historical analysis of parking demand for this project, any future parking studies need to continue to examine the South Coast Plaza Town Center as a single project.

Persons who are residents of the City of Costa Mesa attending a cultural art venue during evenings (after 6 p.m.) or on weekends shall be provided a discount of fifty percent (50%)

Updated July 2000; July 2002; January 2007, September 2011

off the price for parking otherwise applicable to the general public. For the high-rise residential units, the following parking rate range shall be appropriately applied to the residential development in conjunction with approval of any residential final master plan. The parking rate shall take into consideration the shared parking arrangements that exist in the South Coast Plaza Town Center.

Tenants: 1.5 to 2.0 parking spaces per unit

Guests: 0.5 parking spaces per unit for the first 50 units and 0.25 parking spaces for each unit above 50.

Furthermore, in the final master plan for any high-rise residential development, consideration may be given to the feasibility of valet parking, tandem parking, and mechanical lift parking devices in order to fully meet the residential parking demands.

AREA 5 - THE LAKES

Existing Land Uses

This 27-acre area contains two hotels (492 rooms), the low-rise Lakes apartment/ condominium complex (770 units), and The Lakes retail center (20,400 square feet). This area, located adjacent to the South Coast Plaza Town Center, is in multiple ownership and is nonconforming in terms of what is allowed by the General Plan. A prominent feature of this development is the lake, which is centrally located. The lake is surrounded by pedestrian paths which are linked to the public sidewalks.

General Plan and Zoning

This site is designated High Density Residential by the General Plan and is zoned PDR-HD. The maximum density is 20 dwelling units per acre. Site-specific residential densities have been approved for the following sites within the Lakes area.

- ***Californian at Town Center at 580 Anton Boulevard****:* In 2007, General Plan Amendment (GP-06-02) was approved, and it consisted of a site-specific density increase for the 2-acre retail site to 125 units/acre. This equates to a maximum of 250 units on the site. Additionally, approximately 2,350 square feet of resident-serving commercial/retail uses that are integrated into the high-rise residential development are permitted provided that through the final master plan review process, the applicant can demonstrate the minimal traffic-generation characteristics of this type of retail use.

- ***Wyndham Hotel site at 3350 Avenue of the Arts:*** In 2007, General Plan Amendment (GP-06-03) was approved for a 3-acre site located at 3350 Avenue of the Arts. This approval consisted of a site-specific density of a maximum of 44 units/acre for a mixed-use development comprised of a boutique hotel and high-rise residential building. Additionally, approximately 1,740 sq.ft. of retail space and 3,450 sq.ft. for a bar/lounge that are integrated into the high-rise residential development are permitted provided that through the final master plan review process, the applicant can demonstrate the minimal traffic-generation characteristics of this type of retail use.

Land Use Compatibility/Integration

The future redevelopment of the retail portion of this property to high-rise residential should consider the pedestrian traffic on Avenue of the Arts and Anton Boulevard, and maintain internal pedestrian linkages to other developments in the block. Pedestrian- oriented directional signage should be placed in proximity to the two hotels (one on Avenue of the Arts and the other on Anton Boulevard).

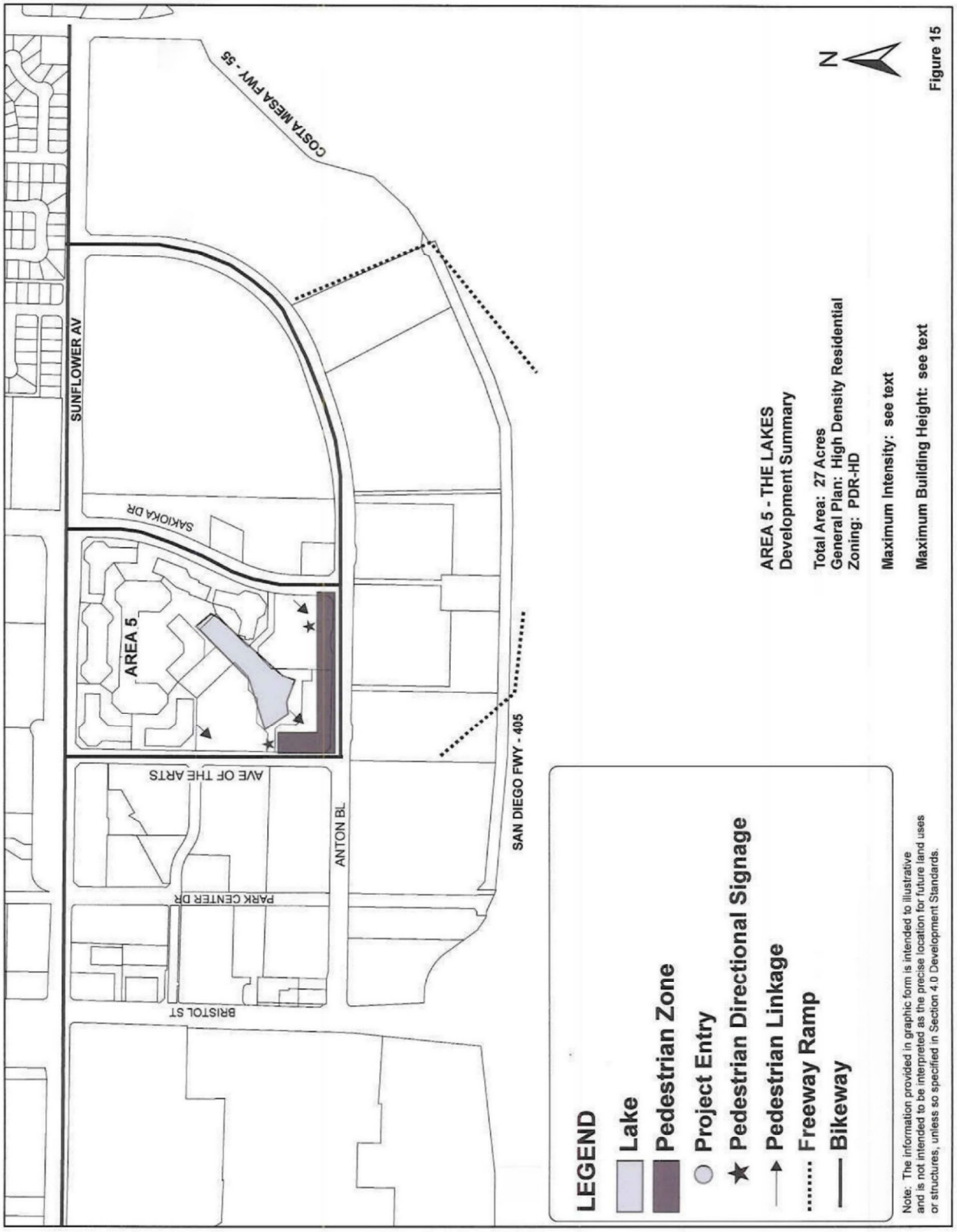


Figure 15

Updated July 3, 2000; July 2002; January 2007, November 2007; Month 2026

Building Heights

Mid-rise Residential apartments/condominiums: 90 feet above grade level (approximately 6 stories).

Commercial Uses (hotels and retail): 110 feet above grade level (approximately 11 stories).

High-rise Residential condominiums: 280 feet above grade level (approximately 26 stories inclusive of roof-top terraces).

Building heights shall be limited to 280 feet above grade level for high-rise residential buildings in the Lakes area. Buildings above 173 feet above grade level in height will require a Federal Aviation Agency (FAA) determination of no hazard.

Pursuant to Specific Plan Amendment SP-07-01, a site-specific building height of 270 feet above grade level (304 feet above mean sea level) is allowed for the Wyndham Hotel site at 3350 Avenue of the Arts, contingent upon a valid and current FAA determination of no hazard.

Open Space, Parks, and Recreation

The lake shall remain as a permanent open space feature that benefits this entire area.

In conjunction with the development of the high-rise residential condominiums, private on-site outdoor recreational amenities shall be provided to serve the high-rise residents. These amenities may be located on the ground level, roof top, and/or on a podium. Amenities located above the ground level may be used to meet the minimum open space requirements of the Planned Development Residential zone.

Parking

For the high-rise residential units, the following parking rate range shall be appropriately applied to the residential development in conjunction with approval of any residential final master plan.

Tenants:	1.5 to 2.0 parking spaces per unit
Guests:	0.5 parking spaces per unit for the first 50 units and 0.25 parking spaces for each unit above 50.

Furthermore, in the final master plan for any high-rise residential development, consideration may be given to the feasibility of valet parking, tandem parking, and mechanical lift parking devices in order to fully meet the residential parking demands.

Circulation
The street network for this sub-area is in place. The Master Plan of Bikeways indicates a bike lane on Avenue of the Arts and Sunflower Avenue.

Figure 9 indicates one urban rail alignment alternative that follows Anton Boulevard.

Nonconformity
The existing hotel buildings are considered legal nonconforming structures that would not be subject to a reduction in size if demolished or destroyed.

In the event of damage or destruction, the Specific Plan allows any legal conforming use in existence at the time of adoption of the 2000 General Plan in a nonconforming development to be rebuilt to its original building intensity.

Therefore, in the event of voluntary demolition of either of the existing hotel buildings, the property owner may be allowed to redevelop to the existing square footage indicated below:

ADDRESS	EXISTING SQUARE FOOTAGE
500 Anton Boulevard	176,300
3350 Avenue of the Arts	272,000

The open space/lake area shall also remain as open space.

The Lakes Apartments/Condominium Complex: In terms of redeveloping the 770 apartments/condominiums in the event of voluntary destruction, the General Plan allows 20 units per acre plus a 50% density incentive bonus for a maximum density of 30 dwelling units per acre. This equals 567 dwelling units (on 18.90 acres), which is 203 units fewer than what exists currently.

Updated July 2000; July 2002; January 2007; November 2007

The Wyndham Hotel site: In 2007, Specific Plan Amendment (SP-07-01) was approved for the 3-acre site. The Specific Plan Amendment includes a development option that would allow a mixed-use development consisting of a 200-room boutique hotel and 120-unit high-rise building with approximately 1,740 sq.ft. of retail space and 3,450 sq.ft. for a bar/lounge. This would result in a maximum nonresidential floor area ratio (FAR) with a maximum 120 dwelling units.

Development Option	Maximum No. of Hotel Rooms	Maximum Allowable Non-Residential FAR	Maximum Allowable Number of High-Rise Residential Units
Option 1	200 rooms	2.12 FAR	120 units
Option 2	388 rooms	2.29 FAR	-0-

The Specific Plan allows development flexibility with regard to the overall mix of hotel rooms and residential units. This is subject to compliance with the following conditions through the final master plan review process:

- The applicant can demonstrate traffic-generation characteristics comparable to Option 1.
- For mixed use, development may be allowed up to a combined maximum of 320 hotel rooms/dwelling units, provided that the maximum number of hotel rooms in the mixed-use development does not exceed 200 rooms.
- The maximum FAR may be increased to no greater than 2.12 FAR in direct relation to the reduction of the residential density from and 44 du/acre, and 2.29 FAR for hotel development;
- The maximum allowable number of high-rise residential units may be increased to no greater than 132 units (44 du/acre) in direct relation to the reduction of the nonresidential FAR from 2.12 FAR.
- The 238 existing hotel rooms may be reduced to allow additional residential units.

As shown above, if the property owner decides not to develop the high-rise residential option and voluntarily demolishes the hotel instead, the maximum allowable nonresidential square footage would remain at 2.08 FAR with a redevelopment potential of 60,000 sq.ft.

AREA 6 - SOUTH COAST METRO CENTER

Existing Land Uses

In 2006, this approximate 45-acre area was developed with several office buildings, a health club, restaurants, and retail uses. At one time, the entire South Coast Metro Center was owned by one property owner (Sakioka Farms) and was leased on a long- term basis to various other parties. In the early 2000s, there was a change of ownership and operation of the area, and it is now owned and managed by several different parties. Some parcels are owned in fee, while others are owned by the Sakioka family and leased on a long-term basis to others. For planning purposes only, this area has been broken into four different sub-areas, as described in the following discussions, and shown in Table 6A and on Figure 16a. Portions of the sub-areas have been identified within a sites inventory of the Housing Element and the MUOD.

General Plan and Zoning

The site is designated Urban Center Commercial by the General Plan and is zoned PDC. In 2000, a site-specific FAR of 0.79 was adopted for this area to allow a maximum square footage of 1,546,180 of non-residential development on the total site area of 44.97 acres (this is the net acreage of the site after all necessary dedications for public improvements).

When the 2000 General Plan was adopted in 2002, the trip budget for South Coast Metro Center was established as 1,886 a.m. peak hour trips and 1,994 p.m. peak hour trips for a strictly non-residential development project.

In 2007, General Plan Amendment (GP-06-02) was approved, and it consisted of a site-specific high-rise residential development option on a 4.86-acre portion of Area 6 (Sub- Area 1) at a density of 100 units per acre with 6,000 square feet of integrated ancillary retail uses. Additionally, for this residential development option, the Area 6 trip budget was modified to 1,931 a.m. peak hour trips and 1,976 p.m. peak hour trips.

See the following section for a discussion of the four sub-areas and the corresponding allocation of the floor area ratio, dwelling units, trip budget, and building square footages.

Sub-Areas

The South Coast Metro Center was divided into four sub-areas in conjunction with the approval of GP-06-02. These four sub-areas are under separate ownership and management. Provided in Table 6A is a statistical summary of the maximum floor area ratio, maximum number of residential units, and trip budgets for each sub-area. Figure 16a illustrates the boundaries of the sub-areas. Trip budgets and caps on residential units do not apply to properties identified within a sites inventory of the Housing Element or a site qualifying for and utilizing the provisions of the MUOD.

To facilitate flexibility within a sub-area, building square footages may be transferred, provided that the total building square footage, number of units, floor area ratio, and trip budget for the affected sub-area are not exceeded as delineated in Table 6A. Transfers between the sub-areas are not permitted.

Updated July 3, 2000; January 2007; Month 2026

Sub-Area 1: GP-06-02 amended the 2000 General Plan to create a site-specific residential density of 100 units/acre in the Urban Center Commercial land use designation for this 4.86-acre sub-area with a maximum of 484 residential units. In this sub-area, the 484 high-rise residential units and 6,000 square feet of ancillary retail, known as Symphony Towers, may be constructed at the southeast corner of Avenue of the Arts and Anton Boulevard in conjunction with the demolition of two existing restaurants and the relinquishment of a 300-room hotel (200,950 square feet) entitlement. This would result in a maximum non-residential floor area ratio of 0.03 with a maximum number of 484 high-rise residential units at 100 units per acre (Option 1 in Table 6A).

Should the property owner determine not to develop any or only a portion of the high- rise residential option, then the unbuilt residential uses may be converted to a corresponding non-residential development provided that the maximum allowable non- residential building square footage, floor area ratio, and trip budget are not exceeded for the Option 2 development scenario shown in Table 6A. The Option 2 development scenario represents the maximum amount of non-residential building square footage allowed for this sub-area, which is 216, 794 square feet. It is anticipated that this development option would be composed of a 300-room hotel (200,950 square feet) and 15,844 square feet of restaurant uses.

For both Options 1 and 2, Table 6A indicates the a.m. and p.m. trip budgets, maximum number of dwelling units, maximum non-residential building square footage, and associated maximum floor area ratio.

The maximum building height is 306 feet above grade level for Option 1 and 180 feet above grade level for Option 2.

Sub-Area 2: For this 2.57-acre sub-area, the maximum allowable building square footage is 4,000 square feet with a corresponding maximum allowable floor area ratio of 0.036. In 2006, this sub-area was developed with a multi-tenant retail building (545 Anton Boulevard).

The maximum building height is 180 feet above grade level. The a.m. and p.m. peak hour trip budget is shown in Table 6A. The Housing Element establishes densities on sites within the sites inventory of the Housing Element. The MUOD also establishes densities on sites where the MUOD applies.

Sub-Area 3: In 2000, GP-99-06 was approved for this 19.5-acre sub-area with a maximum building square footage of 525,000 in four buildings for Experian Information Solutions (475 Anton Boulevard). The corresponding maximum allowable floor area ratio is 0.62. In 2006, the final building was approved for construction. The maximum building height for this sub-area is 180 feet above grade level. The a.m. and p.m. peak hour trip budget is shown in Table 6A.

Sub-Area 4: For this 18.06-acre site the maximum allowable floor area ratio is 1.02 (800,386 square feet of building area). In 2006, this sub-area was built-out with:

Three Office buildings (535, 555, 575 Anton) - 749,230 square feet

One Health Club (589 Anton) - 51,156 square feet

The maximum building height is 180 feet above grade level. The a.m. and p.m. peak hour trip budget is shown in Table 6A. In addition, the Housing Element establishes residential densities on a 3.39 acre portion of the sub-area included on its inventory of sites.

Table 6A- South Coast Metro Center Sub-Area Statistics
North Costa Mesa Specific Plan

	Maximum Allowable Non-Residential FAR	Maximum Non-Residential Building Square Footage	Maximum Allowable Number of Residential Units3	Maximum A.M. Peak Hour Trip Budget3	Maximum P.M. Peak Hour Trip Budget3
Sub-Area 1 (4.86 acres)					
Option 1	0.03[1]	6,000 sq. ft. [1]	484	227	290[1]
Option 2	1.0	216,794 sq. ft.	0	182	308
Sub-Area 2 (2.57 acres)					
	0.036	4,000 sq. ft.	0	5	14
Sub-Area 3 (19.48 acres)					
	0.62	525,000 sq. ft.	0	752	704
Sub-Area 4 (18.06 acres)					
	1.02	800,386 sq. ft.	0	947	968
TOTAL SOUTH COAST METRO CENTER (44.97 acres)					
Option 1	0.69[2]	1,335,386 sq.ft[2].	484	1931	1976[2]
Option 2	0.79	1,546,180 sq.ft.	0	1886	1994

1. This maximum may be increased to no more than the Option 2 maximum for this sub-area in direct relation to the decrease in the maximum number of high-rise residential units. See text for Sub-Area 1 for additional information.

2. This maximum may be increased to no more than the Option 2 maximum for the total area in direct relation to the decrease in the maximum number of high-rise residential units in Sub-area 1.
3. Maximum Unit counts and Trip Budgets do not apply to properties identified in a sites inventory of the Housing Element or properties in the MUOD, where the provisions of the MUOD apply.

Land Use Compatibility/Integration

The South Coast Metro Center was planned as in integrated mixed-use office project, including three high-rise office buildings, a four-building office campus, free-standing restaurants and a support retail building, a hotel, and a fitness center in 1999. Subsequent to this initial plan, the easterly 19.5 acres were sub-leased to Experian Information Solutions (Sub-Area 3). The office campus planned for this portion of the site has been developed as Experian's world headquarters and will ultimately contain 525,000 square feet of floor area. Although this area will be developed separately from the balance of the South Coast Metro Center, it is included within the Specific Plan Area 6 planning unit to maintain consistency with past general and specific plan efforts.

The further development of this site will result in the continuation of the pedestrian zone on Anton Boulevard, which is primarily located between Bristol Street and Sakioka Drive on both sides of the street. New high-rise residential, commercial and office buildings are encouraged to be located along the Anton frontage in order to enhance and strengthen the pedestrian zone. Although the Experian site will be developed as a stand-alone development, an internal pedestrian connection is provided as a linkage to the balance of the South Coast Metro Center.

Encroachment into the building setback area on Anton Boulevard for commercial or mixed-use developments can be considered based on how well the project design accommodates pedestrians and if the parking areas and/or structures are located behind the commercial or mixed-use building(s). Parking areas shall not be allowed to encroach into the street setback, unless they are tucked under the commercial or mixed-use development.

The internal pedestrian paths should be conveniently linked to Anton Boulevard. Pedestrian-oriented directional signage should also be provided; the signage would identify key attractions in the plan area. Parking lots/structures are encouraged to be located along the southern and western edges of the site adjacent to the I-405 and on and off ramps, and not adjacent to Anton Boulevard. Shade and shadow impacts for buildings in excess of 2 stories should also be considered.

Building Heights

Building heights shall be limited to 180 to 306 feet above grade level, as shown in Table 6B. Buildings above 173 feet above grade level in height will require a Federal Aviation Agency (FAA) determination of no hazard.

Commercial or mixed-use developments that are allowed to encroach into the street setback of Anton Boulevard shall be limited to 2 stories/30 feet above grade level within the street setback.

Table 6B- South Coast Metro Center Maximum Building Heights North Costa Mesa Specific Plan	
Sub-Area 1	
Option 1	306 feet above grade level
Option 2	180 feet above grade level (approximately 12 stories)
Sub-Areas 2, 3, and 4	
	180 feet above grade level (approximately 12 stories)

Parks and Recreation

In conjunction with the development of the high-rise residential condominiums, private on-site recreational amenities shall be provided to serve the high-rise residents. These amenities may be located on the ground level, roof top, and/or on a podium.

Parking

For the high-rise residential units, the following parking rate range shall be appropriately applied to the residential development in conjunction with approval of any residential final master plan.

Tenants: 1.5 to 2.0 parking spaces per unit

Guests: 0.5 parking spaces per unit for the first 50 units and
0.25 parking spaces for each unit above 50.

Furthermore, in the final master plan for any high-rise residential development, consideration may be given to the feasibility of valet parking, tandem parking, and mechanical lift parking devices in order to fully meet the residential parking demands.

Circulation

The Master Plan of Highways shows for this sub-area the recently completed I-405 on- ramp from Anton Boulevard and the I-405 off-ramp to Avenue of the Arts. Figure 9 indicates that the alignment for The Center Line urban rail system will follow Anton Boulevard and will terminate at a station at the intersection of Anton and Avenue of the Arts at the northwest corner of the site. As of 2005, the planning process for the Centerline urban rail system had been put on hold indefinitely by the Orange County Transportation Authority.

Updated July 3,: 2000; January 2007

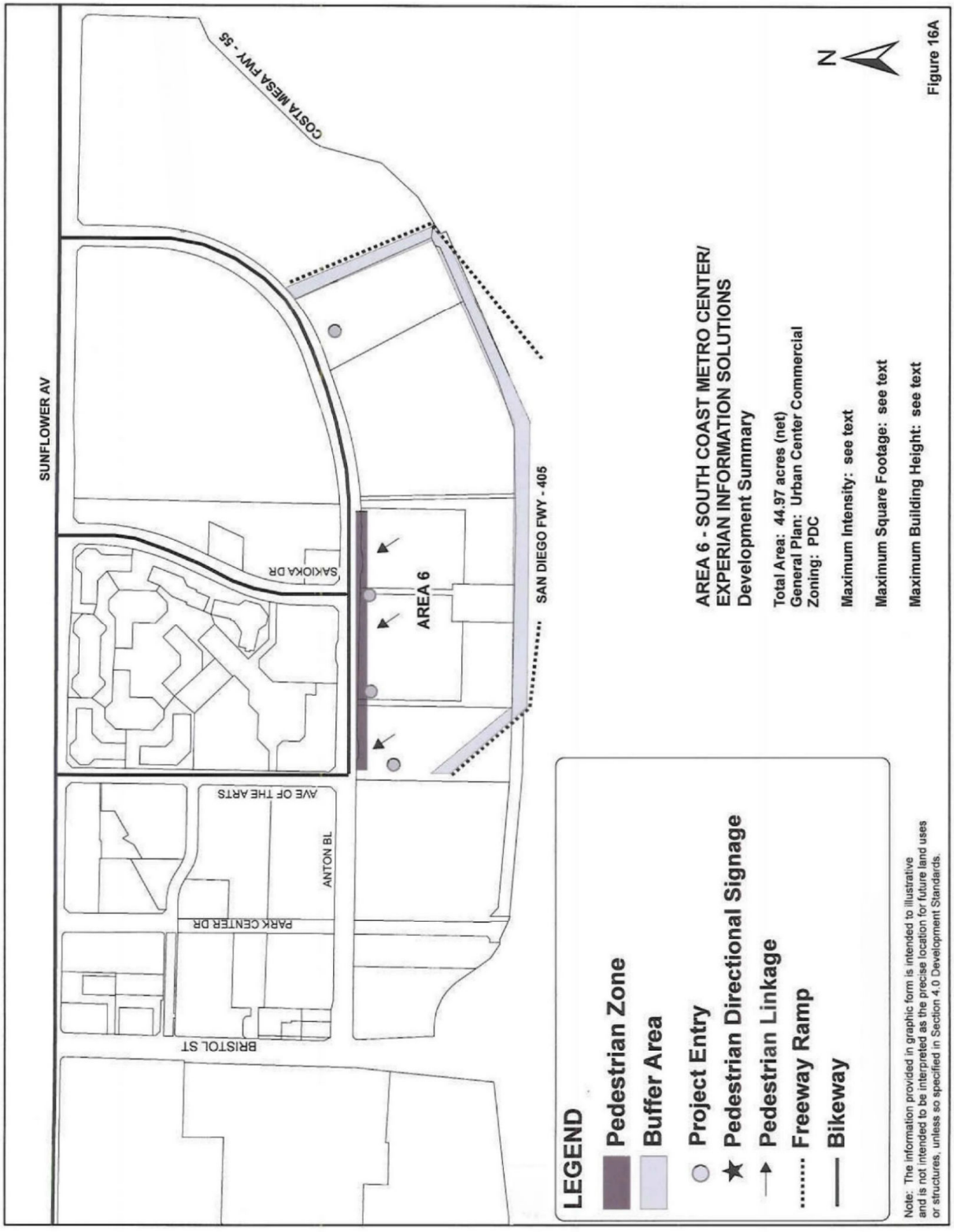
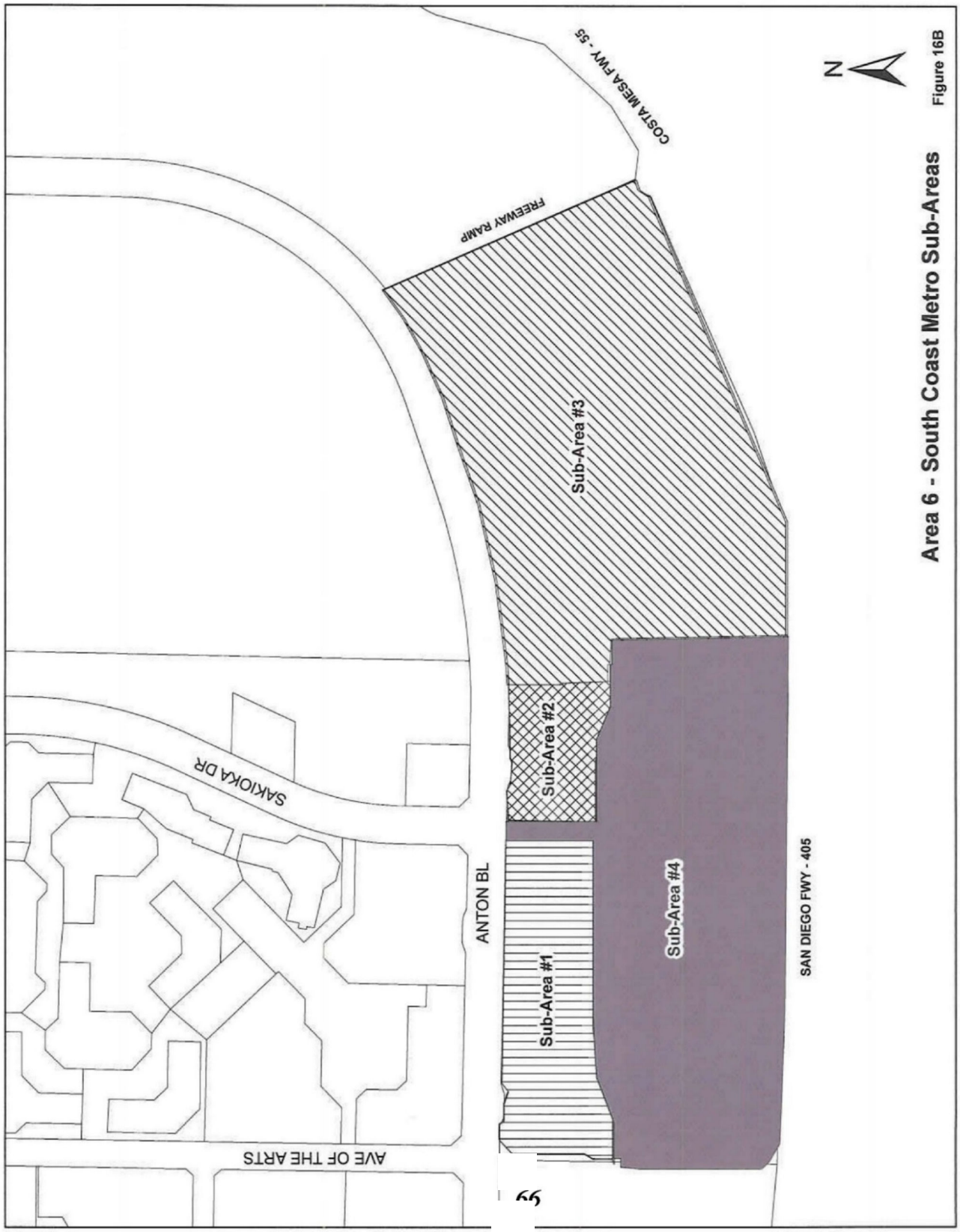

COSTA MESA FWY - 55
SUNFLOWER AV
SAKIOKA DR
AREA 6
SAN DIEGO FWY - 405
AVE OF THE ARTS
ANTON BL
PARK CENTER DR
BRISTOL ST
AREA 6 - SOUTH COAST METRO CENTER/
EXPERIAN INFORMATION SOLUTIONS
Development Summary
Total Area: 44.97 acres (net)
General Plan: Urban Center Commercial
Zoning: PDC
Maximum Intensity: see text
Maximum Square Footage: see text
Maximum Building Height: see text
N
LEGEND
Pedestrian Zone
Buffer Area
Project Entry
Pedestrian Directional Signage
Pedestrian Linkage
Freeway Ramp
Bikeway
Note: The information provided in graphic form is intended to illustrative and is not intended to be interpreted as the precise location for future land uses or structures, unless so specified in Section 4.0 Development Standards.

Figure 16A


Area 6 - South Coast Metro Sub-Areas
Figure 16B
N
COSTA MESA FWY - 55
FREEWAY RAMP
Sub-Area #3
Sub-Area #2
Sub-Area #4
Sub-Area #1
SAN DIEGO FWY - 405
ANTON BL
SAKIOKA DR
AVE OF THE ARTS

AREA 7 - SAKIOKA LOT 1

Existing Land Uses

This 40-acre site is designated for residential development and is largely vacant except for the Metro Fire Station. Excluding the station, this site is owned by Sakioka Farms.

General Plan and Zoning

This site is designated High Density Residential by the General Plan and is zoned PDR- NCM. The maximum density is 25-35 units per acre.

Land Use Compatibility/Integration

This parcel is slated for residential development at a density of 25-35 units per acre (approximately 1.411 units). This density will result in multiple story buildings. Although there are high-rise apartment buildings to the west of the site (The Lakes), existing development in Santa Ana to the north is primarily single family homes as well as a church. In addition, Lot 1 surrounds the newly constructed fire station. Future residents need to be made aware of the fire station as well as the heliport that is located in the South Coast Metro Center (on top of the Bank of America Building). In terms of site design, buildings in excess of 2 stories should be evaluated for shade and shadow impacts on surrounding land uses. Vehicular access to and from Sunflower Avenue should be limited.

Open space, recreational uses and/or parking areas, as opposed to dwelling units, should be located adjacent to the fire station property. Pedestrian access to Anton Boulevard and Sakioka Drive should be provided; although mid-block crossings of Sakioka Drive are to be discouraged. Residential buildings should also be oriented away from Sunflower Avenue as much as possible in order to minimize noise impacts.

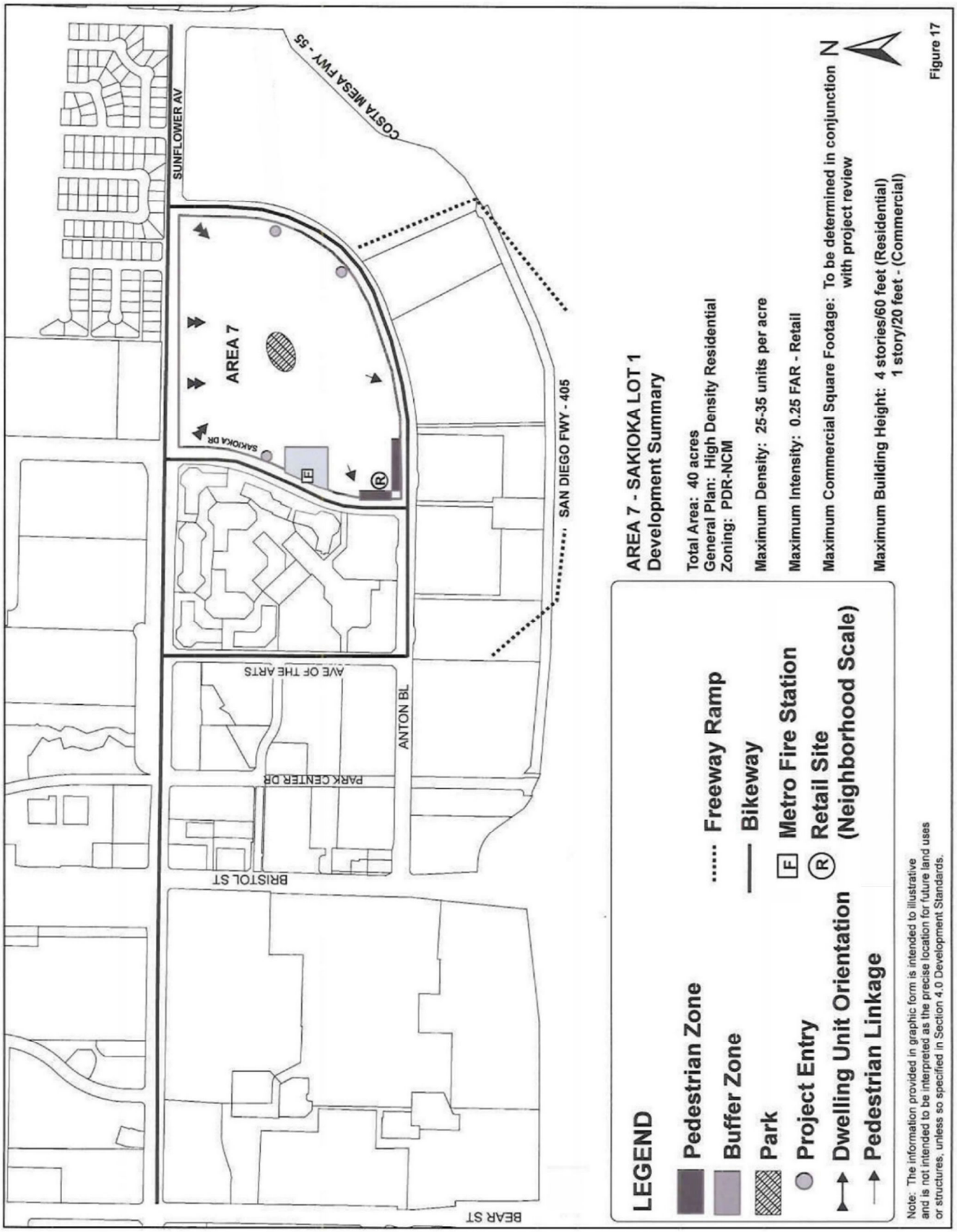

SUNFLOWER AV
COSTA MESA FWY - 55
AREA 7
SAKIOKA DR
SAN DIEGO FWY - 405
AVE OF THE ARTS
ANTON BL
PARK CENTER DR
BRISTOL ST
BEAR ST
F
R
AREA 7 - SAKIOKA LOT 1
Development Summary
Total Area: 40 acres
General Plan: High Density Residential
Zoning: PDR-NCM
Maximum Density: 25-35 units per acre
Maximum Intensity: 0.25 FAR - Retail
Maximum Commercial Square Footage: To be determined in conjunction with project review
Maximum Building Height: 4 stories/60 feet (Residential)
1 story/20 feet - (Commercial)
LEGEND
Pedestrian Zone
Buffer Zone
Park
Project Entry
Dwelling Unit Orientation
Pedestrian Linkage
Freeway Ramp
Bikeway
F Metro Fire Station
R Retail Site (Neighborhood Scale)
N
Note: The information provided in graphic form is intended to illustrative and is not intended to be interpreted as the precise location for future land uses or structures, unless so specified in Section 4.0 Development Standards.

Figure 17

Mixed-Use
The Planned Development zoning does allow for a complementary neighborhood commercial component for this site. The General Plan states that the commercial development must have a FAR and population density that are the same as the Neighborhood Commercial designation. (See Table 1). The integration of commercial development and residential units in one building is allowable.

If this site is developed as a mixed-use project with distinct residential and commercial components, the nonresidential FAR standard and the residential density standard shall apply to each of the respective components. If the site is developed as mixed-use with neighborhood commercial development combined with residential units in one building(s), it is no longer possible to calculate the FAR and density. In these mixed-use developments, each 1,000 square feet of commercial development shall result in one less dwelling unit subtracted from the total number of dwelling units. For example, a 50,000 square foot retail center shall reduce the base density from 1,008 units to 958 units. Should a density bonus for affordable units be obtained, the decrease in units shall be applied to the market rate units not the affordable units.

Any development proposal that includes a commercial component shall require a traffic analysis to ensure that the affected circulation system will continue to operate pursuant to General Plan standards, both at the time of project completion and at build-out of the General Plan.

In order to provide a continuation of the commercial uses on Anton Boulevard, any retail proposed for this property is encouraged to locate at the intersection of Sakioka Drive and Anton Boulevard and be easily assessable to pedestrians. Reduced building setbacks for commercial or mixed-use developments on both street frontages can be considered based on how well the project design accommodates pedestrians and if the parking areas and/or structures are located behind the retail or mixed-use building(s). Parking areas shall not be allowed to encroach into the street setback, unless they are tucked under the commercial or mixed-use development.

Density Bonuses
This site, which is zoned Planned Development Residential-North Costa Mesa (PDR- NCM), has an allowable density range of 25 to 35 dwelling units per acre. As stated in the Costa Mesa Municipal Code, 25 units per acre is the base density and the provision of affordable housing shall be necessary to reach the maximum of 35 units per acre. The PDR standards do include a reference to the provision of low and moderate income housing as one of the criteria to move up the density scale. Neither the General Plan nor the zoning code set parameters for how much affordable housing or what level of affordability is necessary to achieve the requirement within the PDR-NCM zone. Therefore, this Specific Plan further clarifies the necessary affordable housing parameters. It should be noted that the PDR standards require that other criteria also be met in order to achieve the density increase.

Within the plan area, only The Lakes includes affordable units. Within The Lakes, 20% of the units (i.e. 154 units) are affordable to low income households. For this project, the standard for low income is based upon the Orange County Bond Program which uses Chapman University income rates instead of HUD/California Government Code income rates. The Bond Program also uses an 80% of the median income figure of Chapman University to determine low income instead of the 60% of median used by HUD and the State.

According to the City's density bonus ordinance, if a proposed project includes affordable units which meet the income and percentage requirements, then the City shall give a minimum 25% density increase, as long as the density bonus does not exceed the General Plan maximum density (for Sakioka Lot 1 that is 35 units per acre). The density bonus ordinance has minimum requirements of either providing 20% of the total units as affordable to low income households or providing 10% of the total units as affordable to very low income households. At 40.3 acres, the Sakioka site's base density (25 units/acre) equals 1,008 dwelling units. A 20% low income requirement, therefore, would equal 202 low income units, and a 10% very low income requirement would equal 101 very low income units. An increase in density from the base of 25 units/acre to 35 units/acre equals 40%, therefore, increases in density in excess of 25% shall require a larger percentage of the units to be affordable. The City's density bonus ordinance defines very low and low income households and rent pursuant to the California Government Code.

Previously, the state density bonus provisions were geared toward a provision of 25% of the base units as affordable to low or moderate income households. With the shift to lowered income affordability came a corresponding percentage requirement reduction. The minimum density increase standard for Sakioka Lot 1 could be either compliance with the City's density bonus ordinance, or compliance with the 25% low to moderate income standard with a limit of 15% of the total units allocated for moderate income.

Provision of the affordable units off-site is allowed by the density bonus ordinance and may be appropriate for Sakioka Lot 1 if the off-site location is within the North Costa Mesa area. Presently, the City is at risk of losing the affordable units at The Lakes for which the 10-year term of affordability will expire in 1997. If continued affordability of those units at The Lakes could be tied to development of Sakioka Lot 1, then credit could be given for density increase on Sakioka Lot 1. Although the existing affordable units at The Lakes do not meet the City's density bonus definition of low income, they could be counted towards the required low income housing provision if the affordable housing Option 2 (Table 7) is chosen. Thirty additional years of affordability beyond 1997 should be acquired, if off-site low income affordable housing credit is to be granted.

Table 7 illustrates the alternative methods by which density increases can be achieved for Sakioka Lot 1 to the maximum of 35 units/acre through the provision of affordable housing. It should be noted that other standards of the PDR zone must also be met, and any density increase granted for this site shall include the provision of affordable housing. All affordable housing provisions shall be for a minimum of 30 years.

In mixed-use projects (i.e., commercial and residential projects) which require a decrease in the total number of dwelling units, the decrease in units shall be applied to the market rate units not the affordable units.

Building Heights

The maximum building height shall be 60 feet (approximately 4 stories) for residential uses and mixed-use development. In mixed-use developments, the commercial components shall be limited to first 2 stories of any building. Commercial or mixed use developments that are allowed to encroach into the setback of either Sakioka Drive and/or Anton Boulevard shall be limited to 2 stories/30 feet within the street setback.

Circulation

The street network for this sub area is in place. The Master Plan of Bikeways indicates a new bikeway on Sunflower Avenue. Figure 9 indicates one urban rail alignment alternative that follows Anton Boulevard.

Parks and Recreation

Should a public park be dedicated on Sakioka Lot 1 or a privately developed, owned and maintained open space be credited against the park dedication requirement, the park development and amenities should reflect the urban character of the area. The Lakes apartment complex (770 units) to the west of the site has very few school aged children (only 12 students attended Newport Mesa Unified School District in the 92/93 school year). Therefore, if a similar high density residential development is proposed on Lot 1, parkland development should be geared primarily to adults. Consideration should also be given to locating the private recreational areas of this planned development in proximity to this park area.

Table 7- Sakioka Lot 1 Density Bonus Program North Costa Mesa Specific Plan									
BASE DENSITY (40.32 ACRES AT 25 UNITS/ACRE)	**AFFORDABLE HOUSING CATEGORY[1]**		**STEP 1 MINIMUM 25% BONUS**	**STEP 2 (STEP 1 + 25 UNITS)**	**STEP 3 (STEP 2 + 25 UNITS)**	**STEP 4 (STEP 3 + 25 UNITS)**	**STEP 5 (STEP 4 + 25 UNITS)**	**STEP 6 (STEP 5 + 25 UNITS)**	**STEP 7 (STEP 6+ 25 UNITS)**
1008 UNITS	OPTION 1 VERY LOW INCOME[3]	REQUIRED PERCENT OF BASE DENSITY TO BE AFFORDABLE	10%	10.5%	11%	11.5%	12%	12.5%	13%
		# OF AFFORDABLE UNITS	101 UNITS	106 UNITS	111 UNITS	116 UNITS	121 UNITS	126 UNITS	131 UNITS
	OPTION 2 LOW INCOME[2,4]	REQUIRED PERCENT OF BASE DENSITY TO BE AFFORDABLE	20%	21%	22%	23%	24%	25%	26%
		# OF AFFORDABLE UNITS	202 UNITS	212 UNITS	222 UNITS	232 UNITS	242 UNITS	252 UNITS	262 UNITS
	OPTION 3 LOW & MODERATE INCOME[5]	REQUIRED PERCENT OF BASE DENSITY TO BE AFFORDABLE	10% LOW & 15% MODERATE	11% LOW & 15% MODERATE	12% LOW & 15% MODERATE	13% LOW & 15% MODERATE	14% LOW & 15% MODERATE	15% LOW & 15% MODERATE	16% LOW & 15% MODERATE
		# OF AFFORDABLE UNITS	252 UNITS	262 UNITS	272 UNITS	282 UNITS	392 UNITS	302 UNITS	312 UNITS
DENSITY BONUS			252 UNITS	277 UNITS	302 UNITS	327 UNITS	52 UNITS	377 UNITS	402 UNITS
TOTAL UNITS[6]			1,260	1,285	1,310	1,335	1,360	1,385	1,410
DWELLING UNITS/ACRE			31.25	31.87	32.5	33.1	33.7	34.35	35

NOTES

1. Very Low, Low, and Moderate determinations are based on HUD definitions and income limits, adjusted for family size.
2. Preservation of the 154 "Low" income units at The Lakes would count toward the Low Income provision of units in Option 2.
3. For each additional ½ % increase in Very Low Income units, the density may increase by 25 dwelling units over 1260 units as illustrated in Steps 2-7.
4. For each additional 1% increase in Low Income units, the density may increase by 25 dwelling units over 1260 units. as illustrated in Steps 2-7.
5. For each additional 1% increase in Low Income units. the density may increase by 25 dwelling units over 12650 units; as illustrated in Steps 2-7. Any increase in the Moderate Income units beyond 15% will not qualify for a density bonus increase.
6. These total units assume that other criteria of the Planned Development Residential Zone have been met regarding density increases.

AREA 8 - SAKIOKA LOT 2

Existing Land Uses

This 33-acre area is designated for planned development, including mixed-use, residential, and commercial office development and is currently in agricultural production. Two single family homes are located along Sunflower Avenue. Lot 2 is owned by Roy K. Sakioka & Sons.

General Plan and Zoning

This site is designated Urban Center Commercial by the General Plan and is zoned PDC.

Development Standards and Trip Budget

The development intensity for planned development (i.e. master plans) on Sakioka Lot 2 is limited by the following:

- The trip budget for this site is 1,062 a.m. peak hour trips and 1,407 p.m. peak hour trips. Except for development on properties identified within a sites inventory of the Housing Element or the MUOD where the provisions of the MUOD apply.

- Planned Development Standards of the PDC zone are applicable to the site, unless otherwise indicated in the North Costa Mesa Specific Plan.

- A maximum 1.0 Floor-Area-Ratio applies to nonresidential development. Nonresidential development is also subject to the trip budget limitation, applicable development standards of the PDC zone, and consistency with the General Plan, except for development on properties identified within the sites inventory of the Housing Element or the MUOD, where the provisions of the MUOD apply.

- The maximum residential density (dwelling units per acre) is 28 dwelling units per acre for the residential component of a mixed-use development on a single legal parcel (See "Mixed-Use" discussion) or a maximum of 80 dwelling units per acre for an independent residential development that incorporates affordable housing (See "Affordable Housing / Density Bonus discussion). An independent residential development is defined as a development in which separate legal parcel (or parcels) is entirely developed as a residential use and therefore does not include commercial uses on the same legal parcel. The foregoing limitations do not apply to properties identified within a sites inventory of the Housing Element or the MUOD, where the provisions of the MUOD apply.

- Maximum building height of 8 stories per Airport Land Use Determination dates May 26, 2016 and as reflected in 2015-2035 General Plan.

The projected trip generation for land uses proposed for Sakioka Lot 2 will be based on latest edition of Trip Generation, Institute of Transportation Engineers. The methodology will consider reasonable allowances for trip credits due to internal capture and pass-by trips. Internal capture credit refers to trips for various uses proposed within the parcel that can be accomplished without having to leave the facility.

For example, an office complex could have restaurants and other ancillary uses which may not generate new trips - rather serve tenants within the complex. Other examples include conference room and fitness facilities. Pass-by trips refers to trips that are already on roadway adjacent to the development and use the facilities. Pass-by trip credits are limited to retail uses.

The credits allowed for internal capture and pass-by trips will be determined by the Transportation Services Manager. The net trip generation after credits will be compared to the trip budget to determine if the proposed development is within the limits prescribed in the North Costa Mesa Specific Plan.

Land Use Compatibility/Integration

Future development of this site is anticipated to include mid- and high-rise office buildings as well as support commercial and a variety of residential typologies. Shade and shadow impacts for buildings in excess of 2 stories should be considered in relation to surrounding land uses. Site design should limit vehicular access to and from Sunflower Avenue.

New commercial and office buildings are encouraged to be located along the Anton frontage. Encroachment into the building setback on Anton Boulevard for commercial or mixed-use developments can be considered based on how well the project design accommodates pedestrians and if the parking areas and/or structures are located behind the commercial or mixed-use building(s). Parking areas shall not be allowed to encroach into the street setback, unless they are tucked under the commercial development. Parking lots/structures should be located primarily along the eastern edge of the site adjacent to the Costa Mesa Freeway and the new on-ramp. Internal pedestrian linkages to Anton Boulevard should be provided.

Mixed-Use

The PDC zoning does permit mixed-use development including residential and nonresidential uses as complementary uses. The residential component of a mixed-use development shall be limited to a maximum density of 28 dwelling units per acre. This maximum density only applies to residential uses as complementary uses to commercial uses within a mixed-use development. It does not apply to an independent residential development that does not include commercial uses on the same legal parcel, or to mixed-use development on properties identified on the sites inventory of the Housing Element or in the MUOD where the provisions of the MUOD apply. Total residential building intensity for the entire 33-acre site shall not exceed the maximum allowable development intensity as set forth in the Housing Element or the provisions of the MUOD.

The Costa Mesa Freeway, Sunflower Avenue, and Main Street represent significant air quality and noise sources that will impact the siting of residential units and other sensitive land uses. Existing ambient air quality may exceed state and federal levels for carbon monoxide; therefore, significant mitigation measures may be required. Acceptable interior and exterior noise levels for residential uses would need to be achieved. An appropriate interface between the office buildings and residential uses would also be required.

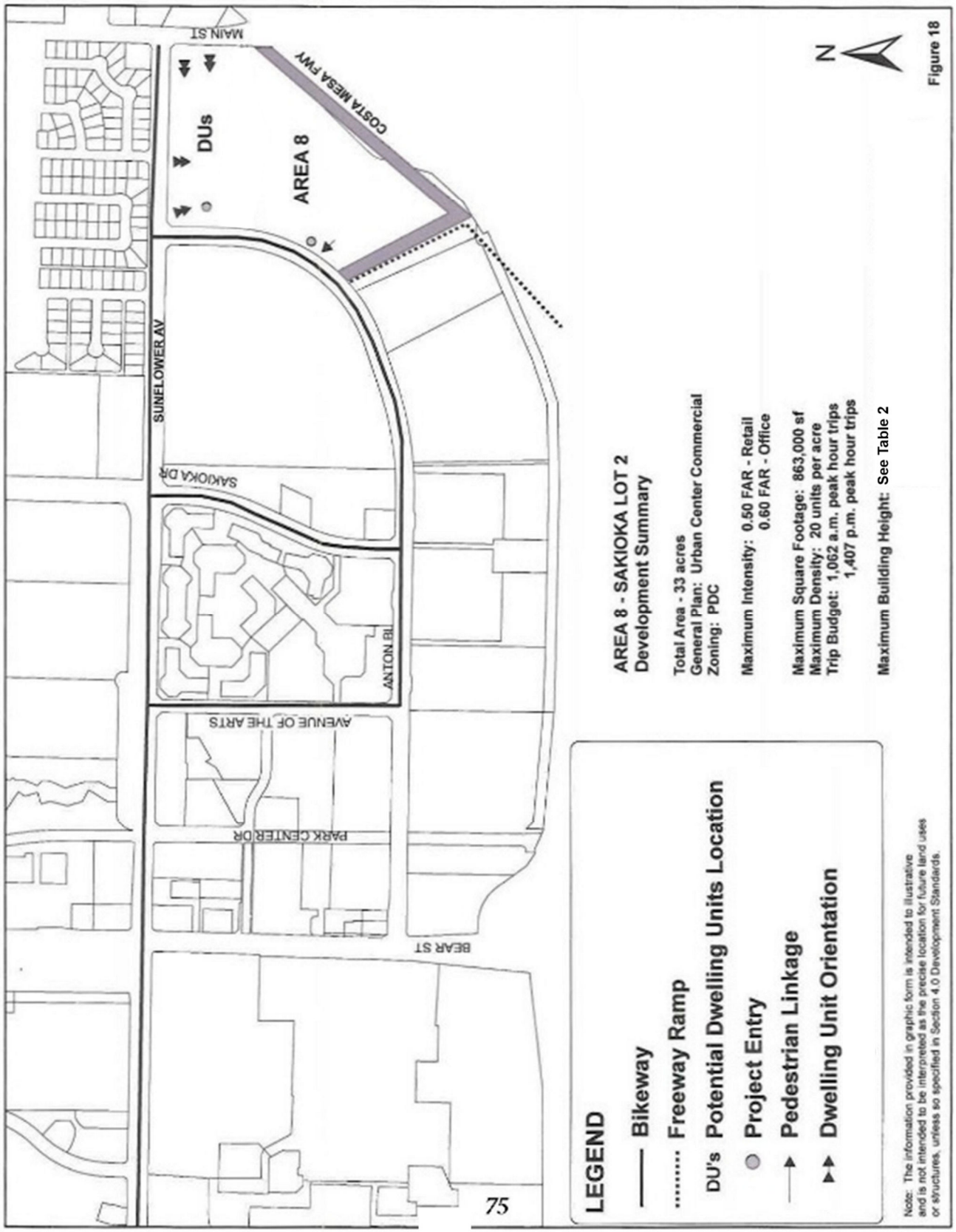

MAIN ST
COSTA MESA FWY
DUs
AREA 8
SUNFLOWER AV
SAKIOKA DR
ANTON BL
AVENUE OF THE ARTS
PARK CENTER DR
BEAR ST
75
N
AREA 8 - SAKIOKA LOT 2
Development Summary
Total Area - 33 acres
General Plan: Urban Center Commercial
Zoning: PDC
Maximum Intensity: 0.50 FAR - Retail
0.60 FAR - Office
Maximum Square Footage: 863,000 sf
Maximum Density: 20 units per acre
Trip Budget: 1,062 a.m. peak hour trips
1,407 p.m. peak hour trips
Maximum Building Height: See Table 2
LEGEND
Bikeway
Freeway Ramp
DU's Potential Dwelling Units Location
Project Entry
Pedestrian Linkage
Dwelling Unit Orientation
Note: The information provided in graphic form is intended to illustrative and is not intended to be interpreted as the precise location for future land uses or structures, unless so specified in Section 4.0 Development Standards.

Figure 18

Affordable Housing and Density Bonus (See California Government Code Section 65915 for Current Density Bonus Law Information)

Total building intensity for the entire 33-acre site shall not exceed the maximum allowable development intensity as set forth in the Housing Element of the General Plan.

Table 8- Sakioka Lot 2 Density Bonus Program

North Costa Mesa Specific Plan

MAXIMUM BASE DENSITY	AFFORDABLE HOUSING CATEGORY[1]		DENSITY BONUS CRITERIA
528 UNITS4	OPTION 1 VERY LOW INCOME'	REQUIRED PERCENT OF BASE DENSITY TO BE AFFORDABLE	10%
		# OF AFFORDA BLE UNITS	53 UNITS
	OPTION2 LOW INCOME [1]	REQUIRED PERCENT OF BASE DENSITY TO BE AFFORDABLE	20%
		# OF AFFORDABLE UNITS	106 UNITS
	OPTION 3 LOW & MODERATE INCOME'	REQUIRED PERCENT OF BASE DENSITY TO BE AFFORDABLE	10% LOW & 15% MODERATE
		#OF AFFORDABLE UNITS	132 UNITS
		25% DENSITY BONUS	132 UNITS
		TOTAL UNITS[2]	660

NOTES:

1. Very Low, Low, and Moderate determinations are based on HUD definitions and income limits, adjusted for family size.
2. The total number of units assumes that other criteria of the Planned Development Commercial Zone have been met regarding density increases.
3. Density Bonus as provided herein, or as otherwise provided for by state law (Government Code 65915)
4. Maximum densities per the Housing Element and State Density Bonus Law.

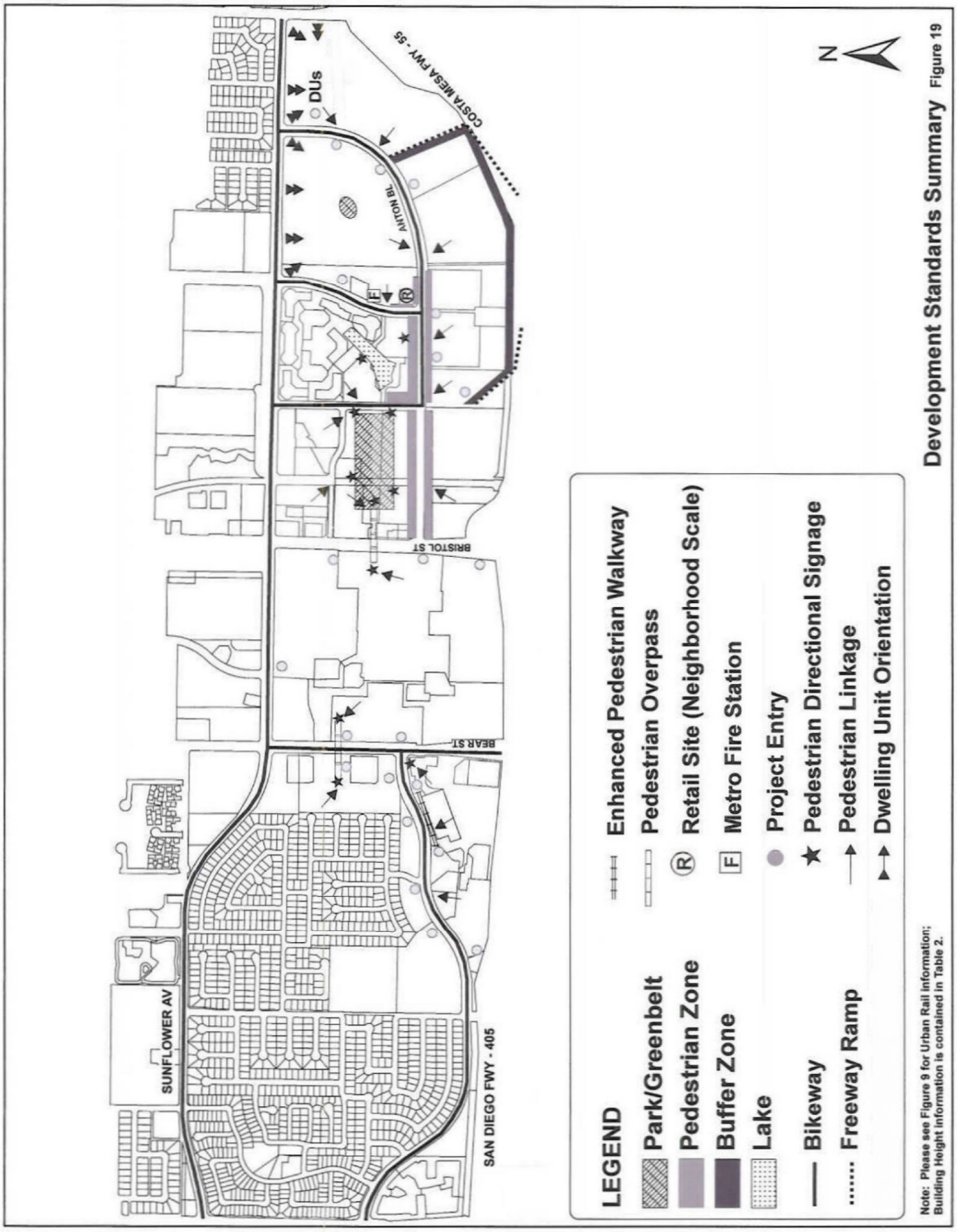
Building Heights

The maximum building height is 120 feet (approximately 8 stories). Commercial or mixed use developments that are allowed to encroach into the street setback of Anton Boulevard shall be limited to 2 stories/30 feet within the street setback. Buildings above 161 AMSL feet in height will require approval by the FAA.

Circulation

The Master Plan of Highways includes a new I-405 on-ramp from Anton Boulevard is to the south of this site. The Master Plan of Bikeways includes a new bikeway on Sunflower Avenue.

Figure 19 provides an overview of the entire plan area and depicts development standards that can be shown graphically. It should be noted that the information is intended to be illustrative and is not to be interpreted as the precise locations for future land uses or structures.



Development Standards Summary Figure 19

Updated January 2007, September 2011, September 2016; Month 2026

4.0 DEVELOPMENT STANDARDS

All Properties

1. Should future development plans propose residential land uses, the dwelling units as well as any other sensitive land use (including, but not limited to, day care, open space and recreational facilities) shall be required to comply with the General Plan and zoning ordinance standard of 65 CNEL for the exterior and 45 CNEL for interior areas. An exception is for high-rise residential projects, for which the 65 CNEL standard for exterior areas shall only be applied to common outdoor recreational amenity areas located on the ground level. Recreational amenity areas located above the ground level and private balconies and patios shall be exempt from the 65 CNEL exterior standard. Mitigation measures may be used in order to achieve these noise levels.

2. New development proposals that are adjacent to any freeway, on- or off-ramp, and /or major street shall include an environmental analysis of the existing and future air quality impacts to on-site land uses from these sources; appropriate mitigation measures for on-site land uses shall also be identified.

3. Shade/shadow impacts of buildings in excess of 2 stories to surrounding land uses shall be considered during project review.

4. Planned development projects that include a residential component shall analyze the interface and compatibility between residential and nonresidential uses that are included as part of the project or on separate properties.

5. A mix of service-oriented retail uses (i.e. banks, restaurants, business services, health clubs, etc.) that are easily accessible to pedestrians in large scale office developments is encouraged.

6. The provision of local child care facilities in large scale commercial and/or mixed use developments is encouraged.

7. Future development of the properties designated as Urban Center Commercial, Cultural Arts Center, and Regional Commercial by the Land Use Element of the General Plan and Segerstrom Home Ranch (Area 1) shall be controlled by the trip budget provisions described in Section 2.0 and specified in Section 3.0.

8. Outdoor storage on any nonresidential property in the plan area shall meet with the requirements pertaining to outdoor storage as noted in the Municipal Code under the property's zoning designation. In addition to the requirements stated, the following criteria shall be met:
   (a) Storage screening shall be of masonry or other solid, non-wood material or material(s) consistent with building materials used for the main structures on the subject site. Materials used shall incorporate design elements or features of the main structures on the property.

(b) Landscaping shall be required to soften screening hardscape when a storage area can be seen from a public street or from a residential property. Landscaping shall meet with the approval of the Planning Division.

(c) Screening consisting of chain link fencing with wood or other material-type slats woven between the links shall be prohibited.

9. Parking structures that are visible from public streets and/or residential areas shall be landscaped in such a manner as to provide visual relief to the surrounding areas without compromising the security of the parking structure.

10. Lighting for parking structures and lots shall be directed away and/or shielded from adjacent residential areas where applicable.

11. In conjunction with site development plans, appropriate environmental documentation shall be conducted in respect to the effect on the site from surrounding industrial uses and previous agricultural activities, where applicable.

12. Building heights shall be limited to the maximum height shown in Table 2 of this Specific Plan.

13. New development shall minimize direct access to the streets shown on the Master Plan of Highways.

14. New development shall provide linkages to the public sidewalk system where appropriate. In the Urban Center Commercial areas, pedestrian walkways should be aligned with the pedestrian walkways in adjacent developments to promote walking.

15. Site design for new development shall include bikeway linkages to the Master Plan of Bikeways where appropriate.

16. Investigate the feasibility of establishing mid-day shuttle services within the plan area to reduce daily vehicle trips.

17. Continue to monitor progress of future transit way projects for impacts on developments within the plan area.

18. A portion of the common open space in new planned residential developments should be located in proximity to public park areas, where feasible.

19. The City, in conjunction with the major landholders, shall conduct a study regarding pedestrian-oriented directional signage for the plan area. Key areas for signage include South Coast Metro Center, The Lakes, South Coast Plaza Town Center, South Coast Plaza, Crystal Court, and Metro Pointe. The study will address location, scale, design, timing, and funding of the signage.

19a. In conjunction with high-rise residential projects, private on-site recreational amenities shall be provided to serve the high-rise residents. These amenities may be located on the ground level, roof top, and/or on a podium.

Area 1- Home Ranch

20. Promote the preservation of the Segerstrom family house and barn in its current location by allowing the development potential of the site to be transferred to the adjacent Commercial Center area.

21. All buildings should be set back from the historical preservation area so as to hot visually encroach into this area. Buffering could include walls/fencing, landscaping, and/or parking areas.

22. Future development plans and environmental analyses for Home Ranch shall include an analysis regarding the future fire station in the North Harbor area; i.e.; location and timing of construction. Joint use with surrounding Central Net cities should also be considered in order to defray the costs of an additional fire station. A study could also reexamine the need/demand for the seventh station.

23A. Future development In Sub-Area B shall be limited to high quality office, office-related uses, and corporate office/headquarters with subsidiary support functions that may include research and design, minor assembly, light manufacturing, and storage. Retail uses shall be limited to those that are ancillary to the office development.

23B. In Building Height Area 1 adjacent to Fairview Road, the City of Costa Mesa shall require a shade/shadow analysis for any building proposed to exceed 30 feet in height in order to ensure that building's shade or shadow does not extend beyond the project site or public rights-of-way.

23C. In conjunction with the review and approval of any master plan for the areas containing the four-story industrial/office park buildings (and parking structures, as appropr1ate) north of South Coast Drive and west of Susan Street, the three-story townhomes (south of Sunflower Avenue and east of Susan Street), and the five-story office buildings (and parking structures, as appropriate) south of South Coast Drive and west of Fairview Road, the following provisions shall be applied:

1. Provision of sufficient setbacks between buildings and Sunflower Avenue, Susan Street, South Coast Drive, Fairview Road, adjacent to the 1-405, and from other buildings to ensure that buildings do not create a "canyon effect.
2. Use of low-reflective materials on buildings and parking structures that do not promote glare.
3. Provision for architectural design, hardscape features, and landscaping 1n open space areas, in surface parking areas, or on parking structures that reflect a consistent design theme.

Updated November 2001; January 2007.

23D. In order to maximize the amount of open space, permeable surfaces, and landscaping within Sub-Area B, the site design shall consider the use of parking structures, increasing the number of building stories (while complying with the building height limits), and other design techniques.

Area 2-Metro Pointe

24. Should the development agreement be abandoned for Metro Pointe, future development shall comply with the provisions of the General Plan, this specific plan, and all other applicable planning documents, City policies and ordinances.

25. Internal pedestrian paths shall connect with the public sidewalks on South Coast Drive. Buildings along South Coast Drive shall be designed and oriented toward those pedestrian facilities.

26. The public sidewalk design along South Coast Drive shall be enhanced as it approaches Bear Streel This could include wider, tree-lined sidewalks. Pedestrian-oriented directional signage shall be added at the corner of South Coast Drive and Bear Street.

27. The future commercial development in Phase 4 should be physically linked to the pedestrian paths.

28. Should Phase 4 be developed as residential, the maximum number of units (including affordable housing) shall be 140. Density bonuses for affordable housing shall be allocated in conformance with the standards indicated in Table 5 of this Specific Plan. All affordable housing provisions shall be for a minimum of 30 years.

Area 3-South Coast Plaza and Crystal Court

29. Further expansion of South Coast Plaza shall be of a scale and character that is compatible with the existing development, and should be physically linked to the shopping mall.

30. A pedestrian bridge connecting Crystal Court and South Coast Plaza across Bear Street should be given consideration in conjunction with expansion plans for South Coast Plaza.

31. Pedestrian oriented directional signage is encouraged to be placed at both ends of the existing pedestrian bridge and second pedestrian bridge upon its construction.

32. The City, in cooperation with the major landholders in the plan area, shall initiate a detailed local urban rail transit study to determine the most appropriate route alignment and station locations within the plan area.

33. Site development plans for Sakioka Farms Lot 2 or South Coast Plaza that proceed prior to the finalization of the urban rail concept shall include an analysis of the best available information regarding route and station location.

34. The City shall consider the need for new park-n-ride and/or transfer stations to

support the urban rail transit system in the review of future developments adjacent to the proposed system.

Area 4-South Coast Plaza Town Center

35. Future development shall be consistent with and complementary to the surrounding land uses, and linked physically by sidewalks, pedestrian walkways and/or open space.

36. Street level and pedestrian appeal shall be taken into account during site design.

37. Directional signage for pedestrians is encouraged to be added within the existing 3-acre open space easement in Town Center. Signage should be placed at key entry points, particularly adjacent to the hotel(s), to guide pedestrians to the various attractions.

38. A Theater and Arts District (TAD) Plan shall be established in conjunction with the development of Town Center. The TAD plan shall be incorporated into the North Costa Mesa Specific Plan, and shall include development guidelines and standards for lighting, public art, street furniture, signage, landscaping, pedestrian and vehicle circulation, pedestrian and vehicular streetscapes, as well as an implementation plan. Entry and monument signs, display banners, and other signs identifying the Theatre and Arts District shall conform to the regulations in the TAD Plan. The name of the Theatre and Arts District shall prominently include the name of the City. The TAD plan shall be submitted to the City for review and approval within 18 months of the approval of the SCPTC preliminary master plan. The plan will also address hours of operation, public access, and parking fee restrictions for SCPTC parking structures for patrons of the cultural arts facilities, and alternative financing mechanisms for public street amenities.

38A. Prior to any final master plan approval, a parking study shall be submitted and approved by the City that demonstrates the provision of sufficient parking for each project component. Consistent with the historical analysis of parking demand for this project, the parking study will examine the South Coast Plaza Town Center as a single project for calculating parking demand. Specifically, parking need not be located on the same parcel as the building for which it is required; all parking facilities are to be available to employees and visitors of all South Coast Plaza Town Center uses. Persons who are residents of the City of Costa Mesa attending a cultural arts venue during evenings (after 6 p.m.) or on weekends shall be provided a discount of fifty percent (50%) off the price for parking otherwise applicable to the general public.

38B. In conjunction with the final master plan for any high-rise residential development, consideration may be given to the feasibility of valet parking, tandem parking, and mechanical lift parking devices in order to fully meet the residential parking demands. The final master plan will establish an appropriate parking rate within the range of 1.5 to 2.0 tenant parking spaces per unit and 0.5 guest parking spaces per unit for the first 50 units and 0.25 guest parking spaces per unit for every unit above 50.

39. The major open space features of the SCP Town Center and The Lakes shall remain as permanent open space.

40. Appropriate measures should be taken to permanently secure the existing open space easement in South Coast Plaza Town Center. "The California Scenario" sculpture garden shall be preserved and maintained substantially in accordance with its existing configurations and function, commencing with the approval of GP-00-02 and continuing for the useful life of the existing office buildings adjacent to the garden. Any proposed changes to the sculpture garden shall require an amendment to the South Coast Plaza Town Center Master Plan, and the amendment shall require City Council review and approval. Prior to any final master plan approval for Two Town Center/Downey Savings, a declaration of land use restriction for the sculpture garden shall be submitted to the City of Costa Mesa, the City's approval shall be obtained, and the land use restriction shall be recorded by the Orange County Clerk-Recorder.

    Also see #32 and #34.

Area 5-The Lakes

41. Future redevelopment of the retail portion of this property should be oriented to pedestrian traffic on Avenue of the Arts and Anton Boulevard while maintaining internal pedestrian linkages to other developments in the block. Pedestrian-oriented directional signage is encouraged to be located in proximity to the hotels.

41A. In the event of voluntary demolition of an existing building on a single parcel in The Lakes, the property owner may be allowed to redevelop either up to the General Plan intensity level for the land use designation or up to the pre-existing development level, whichever is less.

    See also #32, #34, #38B, and #39.

Area 6- South Coast Metro Center

42. New commercial and office buildings are encouraged to be located along the Anton Boulevard frontage.

43. Encroachment into the building setback area may be allowed on Anton Boulevard for pedestrian-serving commercial or mixed-use building(s). Parking areas shall not be allowed to encroach into the street setback, unless it is tucked under the commercial or mixed-use building(s).

44. The internal pedestrian paths shall be conveniently linked to Anton Boulevard, and pedestrian-oriented directional signage is encouraged to be located along Anton Boulevard.

45. Parking lots/structures shall be located along the southern, western, and eastern edges of the site adjacent to the I-405 and on and off ramps, and not adjacent to Anton Boulevard.

46. Reserved.

47. Reserved.

48.

Also see #32, #34, and #38B.

Area 7-Sakioka Lot 1

49. Future residents shall be made aware of the fire station and the nearby heliport through either rental or lease agreements for rental units or seller disclosures for for-sale units.

50. Open space, recreational uses and/or parking areas should be located adjacent to the fire station to serve as a buffer.

51. Residential buildings should be oriented away from Sunflower Avenue to the maximum degree possible.

52. Internal pedestrian access to Anton Boulevard and Sakioka Drive should be provided; although mid-block crossings of Sakioka Drive are to be discouraged.

53. Neighborhood commercial uses considered for this property are encouraged to be located at the intersection of Sakioka Drive and Anton Boulevard and be easily assessable to pedestrians. Encroachment into the building setback areas on both street frontages for commercial and mixed-use developments may be allowed based on how well the project design accommodates pedestrians and if the parking areas and/or structures are located behind the retail or mixed-use buildings. Parking areas shall not be allowed to encroach into the street setback, unless they are tucked under the retail or mixed-use development.

54. Commercial components of a mixed-use development shall be limited to the first two stories of any building.

55. If Sakioka Lot 1 is developed as a mixed-use development, each 1,000 square feet of commercial development shall result in one less market rate dwelling unit subtracted from the total number of dwelling units allowed on the site, including any density bonuses for affordable units.

56. Any development proposal that includes a commercial component shall require a traffic analysis to ensure that the affected circulation system will continue to operate pursuant to General Plan standards, both at the time of project completion and at build-out of the General Plan.

57. Density bonuses for Sakioka Lot 1 shall be allocated in conformance with the standards indicated in Table 7 of this Specific Plan. All affordable housing provisions shall be for a minimum of 30 years.

58. Preservation of the 154 Low Income units at The Lakes for an additional 30 years beyond 1997 shall be counted towards the Low Income unit requirements for Sakioka Lot 1, pursuant to Option 2 in Table 7.

59. Development of Sakioka Farms Lot 1 for residential uses shall include dedication of a 5-acre public neighborhood park or a privately developed, owned and maintained open space that is credited to the park dedication requirement pursuant to the Park and Recreation Dedication Article of the Costa Mesa Municipal Code.

Also #32 and #34.

Area 8-Sakioka Lot 2

60. Parking lots/structures should be located along the eastern edge of the site adjacent to the Costa Mesa Freeway and the new on-ramp, not adjacent to Anton Boulevard.

61. If a residential component is considered for this site, it is encouraged to be located between Sunflower Avenue and the central portion of the lot; residential buildings shall be oriented away from Sakioka Drive and Main Street to the maximum degree possible.

62. Density bonuses for Sakioka Lot 2 shall be allocated in conformance with the standards indicated in Table 8 of this Specific Plan. All affordable housing provisions shall be for a minimum of 30 years.

Also see #31, #32, #34, #42 and #43.

5.0 IMPLEMENTATION

Implementation of this plan is dependent on a variety of factors. Private development is driven by market forces over which the City does not have direct control; but the larger developments will require certain public improvements to be in place prior to occupancy. There are a variety of financing options available to fund the public improvements. A brief description of the funding mechanisms is provided below:

Development Impact Fees: Under the provisions of Government Code Section 66000 et. seq., the City has the ability to adopt development impact fees for public improvements where there is a direct correlation between the new construction and the need for the public improvement. New construction cannot be required to fund the cost of remedying existing deficiencies.

The City currently has established this type of impact fee for funding circulation improvements citywide and fire protection facilities and equipment in North Costa Mesa.

Community Facilities District: The Mello-Roos Community Facilities Act enacted in 1982 established a method by which local governments could fund public facilities and services. The Act provides that cities, counties, and special districts may form a community facilities district, over a specific area in their jurisdiction. A community facilities district is a special financing entity through which a local government is authorized to levy special taxes by a two-thirds vote of the qualified electors of such a district.

Such a district has been established for the Plaza Tower (600 Anton Boulevard) to fund circulation improvements.

Park and Recreation Dedication: Pursuant to Government Code Section 66410 et. seq., the City has adopted a park dedication requirement for all subdividers of residential property. In instances where the subdivision contains fifty or fewer parcels or units or where there is no public park or recreation facility required within the subdivision, the developer is assessed an "in-lieu" fee instead of the land dedication.

Congestion Management Program (CMP): In June 1990, the voters of the state approved an increase in the gas tax; cities are entitled to a subvention of $4.84 per person to fund local transportation projects.

Measure M: In November 1990, Orange County voters approved a 1/2 percent sales tax increase to fund transportation projects in Orange County. Approximately 3.1 billion dollars is expected to be generated from Measure M over the next 20 years.

Arterial Highway Financing Program (AHFP): This program was established in 1958 for implementing the Master Plan of Highways in Orange County. This program assists Orange County cities with the funding of their regional transportation facilities; i.e., facilities shown on the County's master plan. The County annually sets aside a portion of its Highway Users Gas Tax funds for rehabilitation projects on arterials within eligible cities.

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991: This act established federal funding for transportation projects with a funding administration that is based on more local control. Based on the requirements in ISTEA, the Orange County Transportation Agency will be responsible for the implementation of the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) programs of ISTEA.

State-Local Partnership: This program is a continuous program which provides state funds for local entities on highways and exclusive mass transit guide way projects for transportation improvements.

Regional State Transportation Program: This federal program provides funding for interchange projects; the program provides 88 percent funding while the local match is 12 percent.

Transportation Corridor Agencies: These agencies will share the cost of SR-73/I-405/SR-55 confluence improvements as part of the San Joaquin Hills Transportation Corridor. Specific projects to be funded include improvements to the I-405 freeway westerly of Fairview, improvements to SR-73 from the I-405 to Birch Street and the missing SR-55/SR-73 connector ramps.

Table 9 lists the various public improvements that are required for the plan area, the anticipated construction timeframe, the costs, and possible financing mechanisms. Table 9 also indicates that the City has been active in pursuing a variety of regional, state, and federal funds for the construction of transportation facilities. The funding mechanisms shown in the table are not intended to be an exhaustive list, and the ultimate funding method chosen shall be subject to review and approval. This in turn relieves a portion of the financial responsibility of the city and/or development community in funding these improvements.

Table 9- Public Improvement Implementation Schedule North Costa Mesa Specific Plan			
PUBLIC IMPROVEMENT	**CONSTRUCTION TIME FRAME**	**ESTIMATED COST**	**POTENTIAL FINANCING METHODS**
North Harbor Fire Station	Contingent on the development of Home Ranch	$2,350,000	Developer Impact Fees; Community Facilities Districts
Neighborhood Park-5 acres	Contingent on the development of Sakioka Lot 1	$600,000	Dedication requirements and/or in-lieu fees
Circulation Improvements			
Bristol Street and Sunflower Avenue	1993/1994 Completed	$550,000	Measure M
Sakioka Drive and Sunflower Avenue	Contingent on the development of South Coast Metro Center and Sakioka Lot 1	$229,000	Trip Fees
Anton Boulevard and Sunflower Avenue	Contingent on the development of South Coast Metro Center and Sakioka Lot 1	$205,000	Trip Fees
Bristol Street and Town Center Drive	2000-2003	$515,000	Measure M; Trip Fees;
Bristol Street and the I-405 NB and SB ramps	1995/1996 Completed	$4,289,299	Trip Fees, Measure M, Congestion Management Program, State Local Partnership, Regional State Transportation Program
Harbor Boulevard and Sunflower Avenue	2002-2004	$700,000	Trip Fees; Measure M;
Fairview Road and Sunflower Avenue	2001-2003	$597,000	Trip Fees; Measure M,
Harbor Boulevard and South Coast Drive; Harbor Boulevard and I-405 NB ramps; Harbor Boulevard and I-405 SB ramps	1993-1996 Completed by March 1998	$2,191,100	State Local Partnership; Regional State Transportation Program; Trip Fees; Measure M
Fairview Road and I-405 NB off-ramp	1993-1994 Completed	$791,666	State Local Partnership; Regional State Transportation Program; Trip Fees; Measure M
Fairview Road and I-405 SB off-ramps	1993-1994 Completed	$434,849	State Local Partnership; Regional State Transportation Program; Trip Fees
I-405 NB on-ramps and South Coast Drive/Hyland Avenue	1995-2000 2000-2002	$3,109,895	Trip Fees; Measure M;

Table 9- Public Improvement Implementation Schedule
North Costa Mesa Specific Plan

PUBLIC IMPROVEMENT	CONSTRUCTION TIME FRAME	ESTIMATED COST	POTENTIAL FINANCING METHODS
Susan Street and South Coast Drive	In conjunction with development of the northern portion of Home Ranch Completed	$864,828	Developer Responsibility
Harbor and MacArthur	1998	$550,000	Measure M
I-405 NB off-ramp and South Coast Drive	1993-1994 Completed	$1,962,749	Regional State Transportation Program; Trip Fees; State Local Partnership
Anton Boulevard, Sunflower to Park Center	Contingent on the development of South Coast Metro Pointe and Sakioka Lot 1	$10,000	Trip Fees
Sunflower Avenue, Harbor to Susan	1998 - 1999	$956,425	Trip Fees; *General Fund*
Main Street, Sunflower to 55 Freeway	Currently in progress Completed	-	To be constructed and funded by the City of Irvine
I-405/NB Avenue of the Arts off-ramp	1995-1998 2000 - 2002	$2,458,020	Trip Fees; Orange County Transportation Authority; Measure M
I-405/Anton Boulevard on-ramp	1996-1998 2000 - 2002	$6,816,532	Trip Fees; Measure M; *OCTA*
Bristol Street/1-405 Bridge Improvement	1993-1996	$2,089,435	Trip Fees; Measure M
NB I-405 Bristol Street off-ramp SB SR-55 to NB I-405 Connector	1995 -1998 2000 - 2002	22,075,707	Measure M; *OCTA, Trip Fees*
SB I-405/Bristol on-ramp/SR55 Connector Braid	1995-1998	$15,845,009	Measure M; Regional State Transportation Program;
I-405 SB widening-Harbor off-ramp to Harbor on-ramp	1995 -1997 2000 - 2002	$4,769,792	Measure M; Transportation Corridor Agencies; *Caltrans*
I-405 SB widening - Fairview to Bristol St.	1996 -1998 2000 - 2002	$618,726	Measure M; Transportation Corridor Agencies; *Caltrans*
I-405 NB widening.- Bristol to Fairview	1996 -1998 2000 - 2002	$4,359,684	Measure M; Transportation Corridor Agencies; *Caltrans*
NB I-405 Fairview off-ramp to SR-73 connector	1996 -1998 2000 - 2002	$611,032	Measure M; Transportation Corridor Agencies ;*Caltrans*
I-405 NB widening - SR-73 to Harbor Blvd.	1996 -1998 2000 - 2002	$741, 160	Measure M; Transportation Corridor Agencies; *Cal trans*
Widen SB I-405 Harbor Boulevard to Fairview Road	1996 -1998 2000 - 2002	$2,149,926	Measure M; Transportation Corridor Agencies; *Caltrans*
I-405 NB widening - Fairview Road to Harbor Boulevard	1996 - 1998 2000 -2002	12,535,562	Measure M; Transportation Corridor Agencies; *Caltrans*

APPENDIX A

NOISE ESTIMATES

Appendix A- EXTERIOR NOISE EXPOSURE ADJACENT TO STREETS North Costa Mesa Specific Plan				
	DISTANCE TO CNEL CONTOUR (in feet)[1]			
STREET	**2000 70 CNEL**	**POST 2020 70 CNEL**	**2000 65 CNEL**	**POST 2020 65 CNEL**
Sunflower Avenue				
West of Bear St.	49	50	105	108
East of Bear St.	72	85	156	183
East of Bristol St.	72	67	156	145
East of Anton Blvd.	72	94	156	202
South Coast Drive				
East of Fairview Rd.	48	41	87	91
Harbor Boulevard				
North of I-405	121	126	261	272
North of So. Coast Dr.	112	117	241	253
Fairview Road				
North of I-405	112	130	241	280
Bear Street				
South of Sunflower Av.	65	62	141	163
Bristol Street				
North of the I-405	111	130	238	280
South of Sunflower	107	117	230	252
I-405 Freeway				
West of Harbor Blvd.	489	570	1053	1228
East of Harbor Blvd.	480	570	1034	1228
West of Bristol St.	491	524	1059	1129
East of Bristol St.	509	544	1059	1171
East of SR-55	512	577	1103	1243
SR-55				
North of the I-405	484	527	1000	1136

1. All distances are measured from the centerline. R/W means the contour falls within the right-of-way (R/W).

* See 2000 General Plan technical appendices for more detailed CNEL contour information

APPENDIX B

PARKS AND RECREATION

PARKS AND RECREATION

Planning Area 5, as defined in the City's draft Parks, Recreation and Open Space Master Plan (January 1996), is the entire area of the City that is located north of the I-405. Although the boundaries of the plan area do not coincide directly with Planning Area 5, the information is relevant since all the vacant residential acreage is included in the plan area. The following data has been compiled on the plan area:

Population:	5,069
Public Park Acreage Required:	4.31
Public Park Acreage Provided:	13.27
Surplus:	8.96

The park acreage only includes public parks. Although the plan area currently has surplus park acreage, the area is due to receive the highest population growth upon build- out of the City. Therefore, future provision of park acreage will be required.
The Study also examines future parkland needs of Sakioka Lot 1 and Home Ranch. The following information and conclusions are provided from that analysis:

SAKIOKA LOT 1

Available Area: 40.3 Acres

Potential Facilities: The development of the one Sakioka property which is designated for residential development will generate the dedication requirement of 12.4 acres (based on 2,920 residents and 1411 dwelling units). As this part of the city lacks in neighborhood parks, the City should require at least 5 acres to be developed as a public neighborhood park and the remaining requirement to be provided through in-lieu fees. These fees could be used for park improvements needed in the City's existing parks. The Study notes that 12.4 acres is not sufficient to develop an isolated active recreation facility of a community-wide scale and the purchase of 27.6 additional acres to meet the minimum 40-acre requirement for such a facility is not financially feasible.

HOME RANCH

Site: Segerstrom Home Ranch

Available Area: 95 Acres

Potential Facilities: As the Segerstrom property lies within the service area of Wimbledon Park, its neighborhood park needs will already be served. The City should accept in-lieu fees from the development of this property, as 2.79 acres is not sufficient acreage to develop any active recreation facilities.

Improvement Costs: None

Acquisition Costs: 317 units planned x 2.07 person per unit = 656 persons; 656 persons @ 4.26 ac/1,000 = approx. **2.79 acres.**

There are three approaches the City could take to the acreage dedication requirement of this site:

-The City could accept the 2.79 acres and purchase an additional 37 .21 acres to meet the minimum 40-acre requirement for full recreation facilities.

-The City could require the development of a 2.79-acre neighborhood park to serve the new residents.

-As this portion of town is already sufficiently served by neighborhood parks, the City could accept in-lieu fees in replacement for parkland dedication.

Zoning: PDI and PDR-MD

General Plan Land Use Designation: Medium Density Residential and Industrial Park.

Location Suitability: This site would be difficult to include in the planning of a community sports complex as access would be difficult for community members in southern Costa Mesa. These residents have already voiced concern about the lack of accessibility to existing facilities. In addition, the location may tend to attract more people from surrounding communities north of Costa Mesa than from the City itself.

In conjunction with the adoption of GP-00-05, the land use designations for Segerstrom Home Ranch were amended to a combination of Commercial Center, Industrial Park, and Medium Density Residential. The maximum number of residential units anticipated was reduced to 192 units. The conclusion of this master plan stated above remains unchanged.

APPENDIX C

GENERAL PLAN POLICIES

The following 2000 General Plan policies are relevant to the North Costa Mesa plan area. This list, however, should not be viewed as exhaustive and other General Plan policies

may also be applicable to development in the plan area.

LU-1.1
Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.

LU-1.4
Provide housing and employment opportunities within planned development areas to the extent feasible.

LU-2.1
In the event of damage or destruction, allow any legal conforming use in existence at the time of adoption of the General Plan that is located in a nonconforming development to be rebuilt to its original building intensity, as long as any such rebuilding would not increase the development's nonconformity, and the damage or destruction was in no way brought about by intentional acts of any owner of such use or property.

LU-2.7
Permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.

LU-3.9
Locate high intensity developments or high traffic generating uses away from low density residential in order to buffer the more sensitive land uses from the potentially adverse impacts of the more intense development or uses.

LU-3.13
Prohibit construction of buildings which would present a hazard to air navigation, as determined by the Federal Aviation Administration (FAA).

LU-5.10
Building densities/intensities for proposed new development projects shall not exceed the trip budget for applicable land use classifications, as identified in the Land Use Element. Building intensities for proposed new development projects shall not exceed the applicable floor area standards, except for the following conditions:

(a) Limited deviations from the graduated floor-area ratio standards for the commercial and industrial land use designations may be approved through a discretionary review process. No deviation shall exceed a 0.05 increase in the FAR in the moderate traffic category, and no deviation shall be allowed in the very low, low, and high traffic categories. Deviations from the FAR standards shall not cause the daily trip generation for the property to be exceeded when compared to the existing daily trip generation for the site without the proposed project or maximum allowable traffic generation for the Moderate Traffic FAR category, whichever is greater.

(b) Additions to existing nonconforming nonresidential developments may be allowed if the additions do not affect the overall traffic generation characteristics of the development and if the additions do not substantially affect the existing height and bulk of the development. Additions to nonresidential developments shall be limited to those land uses with traffic generation rates based on variables other than building area square footage. Examples of such additions include, but are not limited to: 1) Hotels/motels: Increases in the size of hotel rooms or lobbies where no increase in the total number of rooms is proposed, and 2) theaters: Increases to “back-stage” support areas or lobbies where no increase in the total number of seats is proposed.

(c) In the above conditions, the new development shall be compatible with surrounding land uses.

(d) Additional criteria for approving deviations from the FAR standards may be established by policy of the City Council.

LU-5.11
Development plans shall be required for all phased development and approvals and shall be approved by the Planning and Transportation Services Divisions prior to the issuance of building permits.

LU-5.12
Development plans shall include an overall buildout plan, which can demonstrate the ability of the circulation system to support the proposed level of development.

C-5.3
Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transit and transportation corridors to minimize vehicle use, congestion, and delay.

C-5.4
Maintain balance between land use and circulation systems by phasing new development Maintain balance between land use and circulation systems by phasing new developments to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

C-5.6
Coordinate the design and improvement of pedestrian and bicycle ways with major residential, shopping, and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks in adjacent cities.

C-5.7
Require dedication of right-of-way, in an equitable manner, for development that increases the intensity of land use.

C-5.9
Require that circulation necessary to provide or attain the minimum traffic level of service standard at an intersection to which a development project contributes measureable traffic be completed within three years of issuance of the first building permit for such development

project, unless additional right-of-way or coordination with other government agencies is required to complete the improvement. Improvements may be required sooner if, because of extraordinary traffic generation characteristics of the project or extraordinary impacts to the surrounding circulation system, such improvements are necessary to prevent significant adverse impacts.

C-5.10
Allow for construction of circulation improvements for a phased development project to be constructed commensurate with the project construction, based upon the findings of a traffic study approved by the City of Costa Mesa.

C-6.12
Require that every new development project pay its share of costs associated with the mitigation of project generated impacts.

C-9.5
Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

HOU-2.2
Promote the use of State density bonus provisions to encourage the development of affordable housing for lower and moderate income households, as well as senior housing.

HOU-2.3
Provide incentive bonus units to encourage the redevelopment of residential units that are nonconforming in terms of density. The incentive shall be limited to the multi-family residential land use designations. The density incentive shall be limited to an increase of 25 percent above the Medium-Density or an increase of 50 percent above High-Density. In no case shall the resulting number of units exceed the existing number of units on each site.

HOU-3.2
Provide opportunities for the development of well planned and designed project which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

N-1.4
Ensure that appropriate site design measures are incorporated into residential developments, when required by an acoustical study, to obtain appropriate exterior and interior noise levels.

N-1.5
Apply the standards contained in Title 24 of the California Code of Regulations as applicable to the construction of all new dwelling units.

OSR-1.3

Pursue the acquisition and development of pocket and neighborhood parks within park-deficient areas, as identified in Figure OSR-3: Planning Areas and Underserved Park Areas.

OSR-3.4
Encourage the long-term maintenance and management of open space lands through open space easements, development rights transfers or acquisition, zoning regulations, and other incentives.







ONE | METRO | WEST

Specific Plan

Costa Mesa, CA

DRAFT No. 8

Amended XX, XX, 2026

MARCH 2021

Resolution No. 2021-55 - June 15, 2021

ONE | METRO | WEST

Specific Plan | Costa Mesa, CA

DRAFT No. 8

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City of Costa Mesa acknowledges that the designs, drawings, specifications, and other documentation (including that on electronic media in whatever form) prepared by, or on behalf of Planner, Architect, and all consultants for ONE METRO WEST are instruments of professional service (collectively "instruments of Service"), and as such, are and shall remain Planner, Architect, and all consultants' property whether or not such Instruments of Service are placed online, submitted to public entities and/or the project is constructed, and Planner, Architect, and all consultants shall retain all common law, statutory and other reserved rights concerning such Instruments of Service and any related design, Specific Plan text including any copyright thereto.

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SECTION 0:
EXECUTIVE SUMMARY

The One Metro West Specific Plan (Specific Plan) establishes planning and design standards for the 15.23-acre community site, the off-site improvements on Sunflower Avenue along the project site and the bikeway connection to the Santa Ana River Trail. The Specific Plan study area is bordered by Sunflower Avenue to the north, I-405 Freeway to the south, the South Coast Collection commercial retail/dining development to the east and industrial uses to the west. The property is currently developed with a 345,000 square foot building that houses three industrial use tenants, surface parking and landscaping.

The Specific Plan is adopted by ordinance and essentially replaces the base zoning district for the subject property with new development standards and guidelines specific to the project area. Unless, specifically noted, the criteria identified in the Specific Plan will take precedence over the general standards and criteria contained in the City of Costa Mesa Zoning Code.

The One Metro West Specific Plan is organized according into the following sections:

I. Introduction
II. Development Program
III. Development Standards
IV. Design Guidelines
V. Infrastructure Plan
VI. Administration and Implementation

I. SECTION ONE – INTRODUCTION

The Introduction Chapter provides an overview of the One Metro West Specific Plan including the purpose and organization of the document. This section also includes the existing conditions of the Specific Plan area and explains the Specific Plan's function as well as its relationship to the City of Costa Mesa 2015-2035 General Plan, Municipal Code, and other adopted regulatory documents.

The Specific Plan has been composed in compliance with Government Code Sections 65450 through 65457. The Specific Plan provides policies, Development Regulations and Design Guidelines for the development and operation of a contemporary mixed-use community in accordance with the City of Costa Mesa General Plan as amended. The Specific Plan will guide future development within the Specific Plan area and ensures its compatibility with uses that surround the community in terms of land use, circulation, parking, public space, recreation and infrastructure improvements that would support

future development of the One Metro West site. The Specific Plan provides a mechanism to ensure future development of the Specific Plan area and its infrastructure will be feasible, sufficient and coordinated appropriately.

II. SECTION TWO – DEVELOPMENT PROGRAM

The Specific Plan area is intended for mixed-use development that consists of multi-family residential, neighborhood-serving retail, office, and open space uses. The Development Program section provides descriptive and graphic representations for a mixed-use development plan.

The One Metro West Development Program allows for 1,057 multi-family residential units 6,000 square feet of neighborhood-serving retail and service uses, 25,000 square feet of office uses and a 1.5 acre urban open space. The Development Program also includes right-of-way improvements to Sunflower Avenue.

III. SECTION THREE – DEVELOPMENT STANDARDS

The Development Standards section provides regulations regarding the placement of structures, building height, open space, parking, landscaping, pedestrian and vehicular access, signage, and bulk and mass of the buildings. In addition, this section identifies permitted uses and conditionally permitted uses as well as prohibited uses.

IV. SECTION FOUR – DESIGN GUIDELINES

One Metro West Design Guidelines emphasize interface among proposed uses in terms of landscaping and site improvements for vehicular and pedestrian movement as well as an aesthetically balanced community. The Design Guidelines support sustainable development practices through site and building design strategies that support renewable energy, water conservation, waste reduction, and encourage use of other modes of travel instead of automobile use.

V. SECTION FIVE – INFRASTRUCTURE PLAN

The Infrastructure section of the Specific Plan describes an orderly process for infrastructure planning within the Specific Plan boundaries and for upgrades and/or expansion of the existing infrastructure within the Specific Plan area that will support the Development Program. This includes the circulation system, water and sewer conveyance, storm drainage, waste disposal, energy facilities, potential wireless facilities, fire protection and emergency services as well as other public services such as police services, schools, and libraries.

VI. SECTION SIX – ADMINISTRATION AND IMPLEMENTATION

The Administration and Implementation Section of the Specific Plan describes the regulatory process and steps necessary to implement the One Metro West Development Program. This section establishes the requirement for a Master Plan for any future development in the Specific Plan area and review procedures for approval of a Master Plan and any future amendments. Furthermore, this section includes the review procedures for the Specific Plan and any future amendments.

SECTION 1: INTRODUCTION

The One Metro West Specific Plan (Specific Plan) is intended to establish a long-term vision for development of the 15.23-acre Specific Plan area (also referred to as the "site"), focused on providing a high-quality residential community within close proximity to nearby employment centers, shopping, dining and recreational opportunities. The site is currently developed with an approximately 345,000 square foot industrial building, parking, driveways and landscaping. The site is adjacent to restaurants, shopping, professional offices, and the Santa Ana River Trail. The Specific Plan establishes the process and the mechanism to ensure future development of the Specific Plan area is coordinated and occurs in an orderly and well-planned manner.

1.1 LEGAL CONTEXT

The Specific Plan has been prepared in compliance with Government Code Sections 65450 through 65457. Government Code Section 65450 et seq. grants local planning agencies the authority to prepare a Specific Plan for any area covered by an agency's General Plan in order to establish organized procedures for implementation of the agency's General Plan for a defined geographic area. State law provides that a specific plan includes text and diagrams that generally describe:

- Distribution, location and extent of all land uses, including open space;
- Distribution, location, extent and intensity of major components of public and private infrastructure needed to support the land uses described in the plan;
- Standards and criteria by which new development will proceed; and,
- Program of Implementation Measures (e.g., financing measures; policies and regulations; public works projects).

In addition, the Government Code requires that the specific plan establish its relationship to the General Plan.

1.2 PURPOSE AND ORGANIZATION OF THE SPECIFIC PLAN

The Specific Plan will serve both as a planning and regulatory document. The purpose of the Specific Plan is to provide policies, Development Standards and Design Guidelines for development and operation of a mixed-use community in accordance with the City of Costa Mesa General Plan vision, goals and policies.

The objectives for the One Metro West Specific Plan are to:

1. Encourage redevelopment of the site with a mix of residential units and commercial uses in a master planned setting.

2. Increase the City's housing stock including affordable housing opportunities by providing multi-family residential housing in areas with adequate public utilities and services and in close proximity to major employment centers.
3. Provide enhanced recreation and open space opportunities.
4. Provide opportunities for specialty retail and entertainment uses to serve future residents and commercial office tenants.
5. Encourage alternative modes of travel through enhancing pedestrian and bicycle infrastructure and by providing resident-serving retail and employment centers in close proximity to residential.
6. Improve jobs-housing ratio and reduce vehicle miles traveled by placing housing in proximity to major employment centers in support of Statewide housing and transportation regulations (Senate Bill 375 and Senate Bill 743).
7. Incorporate sustainable development practices that address energy efficiency, support active transportation, and comply with green building standards.
8. Enhance the visual attributes of the site and surrounding area through implementation of a high quality design, creative facades, consistent development standards, and design guidelines for streetscape, landscape, site design, and signage.

The One Metro West Specific Plan is organized according to the following sections.

- Executive Summary – a summation of Specific Plan contents
- Introduction – includes the Specific Plan's purpose and intent, authority and scope, general discussion of Specific Plan consistency with the Costa Mesa General Plan, Specific Plan organization, existing physical character, and Specific Plan Objectives
- Development Program – includes a land use plan including residential; commercial retail; creative office; urban open space; and infrastructure and circulation improvements
- Development Standards and Permitted Uses – includes standards that guide the land use, density, open space, height, parking, landscaping, signs and bulk and massing of the structures
- Design Guidelines – guidelines that pertain to each land use in terms of architecture, landscaping, hardscape, walls, fences, signage, and similar topics
- Infrastructure Plan – includes public and private infrastructure improvements within the Specific Plan area
- Administration and Implementation Plan – includes administrative procedures for implementing the Specific Plan; phasing; financing and economic development strategies
- Definitions and Acronyms

1.3 SPECIFIC PLAN AREA

The One Metro West site address is located on 15.23 net acres at 1683 Sunflower Avenue in the northwest corner of Costa Mesa, between the I-405 Freeway and

Sunflower Avenue, at the terminus of Sunflower Avenue where it connects with Cadillac Avenue. The One Metro West site is bounded by Sunflower Avenue to the north, by the I-405 Freeway to the south, by the South Coast Collection (SOCO) retail/dining establishments to the east, and by industrial and logistics uses to the west. The northern boundary of the Specific Plan study area extends into Sunflower Avenue across the length of the property, along Sunflower Avenue to Hyland Avenue, and connects to across the bicycle/pedestrian trail link to connection with the Santa Ana River Trail north of the One Metro West community.

A portion of Sunflower Avenue is designated as a Primary Arterial in the City's Master Plan of Street and Highways (MPSH) from Bear Street to Hyland Avenue and no designation on the project's frontage.

1.4 EXISTING SITE CONDITIONS

The 15.23-acre site currently is developed with a two-story industrial building occupying 345,893 square feet and with surface parking, landscaping and loading docks. Three businesses are located in the building: Robinson Pharma, Inc. (232,393 square feet); South Coast Baking (78,500 square feet); and, Dekra-Lite Industries, Inc. (35,000 square feet).

The site is designated as "Industrial Park" in the Costa Mesa General Plan and as "Industrial Park (MP)" in the Costa Mesa Zoning Code. Utilities are provided to the site by Southern California Edison (electricity), SoCalGas (natural gas), Mesa Water District (water provision), and the Costa Mesa Sanitary District (wastewater disposal). The Costa Mesa Fire Department provides fire and emergency service to the area; the Costa Mesa Police Department provides law enforcement service to the area.

The City of Costa Mesa has an easement over the bicycle path on the site and bicycle trail adjacent to the site.

Exh 1-1
Location Map



EXH 1-2
VICINITY MAP





EXH 1-3
AERIAL VIEW OF PROJECT SITE

SUMMARY

One Metro West is located in the far northwest corner of Costa Mesa, in the area north of the I-405 Freeway adjacent to the cities of Fountain Valley and Santa Ana. The area is separated from greater Costa Mesa by the freeway on the south, an industrial park and the Santa Ana River on the west, and Sunflower Avenue on the north.

EXH 1-4
SURROUNDING LAND USES



1.5 SPECIFIC PLAN VISION

The One Metro West Specific Plan is intended to encourage development of a mixed-use community at the site that offers its residents diverse living, retail, recreation and employment opportunities. The Specific Plan establishes policies and regulations that encourage development that is responsive to residential market needs and accommodate housing for a variety of income and age groups (singles, couples, and families). The Specific Plan encourages studio, one-bedroom, two-bedroom and three-bedroom units at the site in buildings with open plazas and courtyards and access to nearby recreational opportunities. The Specific Plan also encourages neighborhood-serving commercial uses and a mix of unique retail stores that will provide high-end and everyday goods and services for community residents and visitors alike. The Specific Plan also encourages office uses to provide additional employment opportunities in proximity to multifamily housing. The site is located in an area with proximity to employment opportunities north of the I-405 Freeway, including businesses that currently employ approximately 5,000 people.

The Specific Plan is established to provide provisions for redevelopment of the existing industrial site with high-quality residential development in a mixed-use setting; and to meet the demand for new housing in a mixed-use environment to satisfy a diverse residential population.

1.6 RELATIONSHIP TO THE COSTA MESA GENERAL PLAN AND ZONING CODE

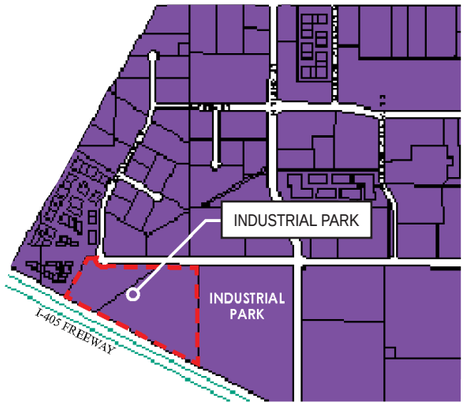
The General Plan land use designation for the site is “Industrial Park”. The following graphic illustrates the existing City of Costa Mesa General Plan and Zoning designations for the One Metro West site.

Concurrently with adoption of this Specific Plan, the City is also processing a General Plan Amendment and Zone Change for the site. The General Plan Amendment changes the existing “Industrial Park” General Plan land use designation to “High Density Residential” with site-specific base density of 80 dwelling units per acre and a site-specific base building height of 7 stories.

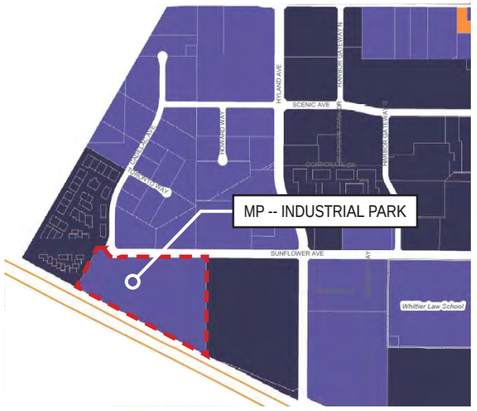
The Zone Change replaces the current “MP-Industrial” zoning designation for the site with “PDR-HD - Planned Development Residential-High Density” zoning. According to Municipal Code Section 13-20, *Zoning Districts*, PDR-HD districts are intended for multi-family residential developments containing any type or mixture of housing units, attached or detached, including but not limited to clustered development, townhouses, patio houses, detached houses, duplexes, garden apartments, high rise apartments, or common interest developments. Complementary non-residential uses could also be included in the planned development. As such, the PDR-HD zoning district would allow a mix of residential and non-residential uses, subject to site-specific development standards pursuant to the Specific Plan.

The 2015-2035 Costa Mesa General Plan as amended regulate land use within the Specific Plan area. The Specific Plan is consistent with the goals and policies of the Costa Mesa General Plan. The environmental documentation (Environmental Impact Report) that accompanies this Specific Plan includes a discussion of consistency with the General Plan's applicable goals and policies.

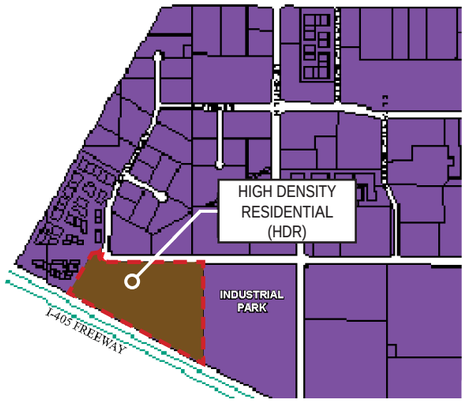
This Specific Plan is adopted by Ordinance and establishes the development standards, regulations, and design guidelines applicable to the site. When a Specific Plan is adopted by Ordinance, the plan effectively replaces all or portions of the Zoning Code of the Specific Plan area and becomes its own independent set of regulations. Except as otherwise provided in this Specific Plan, whenever the development standards and regulations of this plan conflict with the Costa Mesa Zoning Code, the provisions of this plan shall prevail. Where the Specific Plan is silent, the applicable portions of the Costa Mesa Zoning Code shall apply. The future development of the site will be evaluated for consistency with the Specific Plan development standards and design guidelines.



EXISTING GENERAL PLAN:
INDUSTRIAL PARK



EXISTING ZONING:
MP - INDUSTRIAL PARK



PROPOSED GENERAL PLAN:
HIGH DENSITY RESIDENTIAL (HDR)

The proposed One Metro West Project involves a General Plan Amendment to change the existing Industrial Park land use designation to HDR (High Density Residential), and a Zone Change to replace the existing MP - Industrial Park zoning to PDR-HD (SP) (Planned Development Residential-**High Density - Specific Plan).**



PROPOSED ZONING:
PLANNED DEVELOPMENT RESIDENTIAL - HIGH DENSITY (SP)

The Specific Plan implements the General Plan and contains the Zoning, Design Standards and Design Guidelines for **this unique site. This Specific Plan is created to provide flexibility for the final design to be defined in greater detail in the Master Plan.**



PROPOSEDZONINGIMPLEMENTATION:
MASTER PLAN

The Master Plan must be consistent with both the Specific Plan and the City of Costa Mesa General Plan. The Master Plan will provide in greater detail how the Specific Plan will be implemented for this site.

EXH 1-5
GENERAL PLAN LAND USE / ZONING / MASTER PLAN

SUMMARY

General Plan Designation:

Existing
Industrial Park

Proposed
High Density Residential with site-specific base density (80 Dwelling Units per acre) requested and site-specific base building height of 7-stories of residential and parking garage.

Zoning Designation:

Existing
MP - Industrial Park

Proposed
Planned Development Residential - High Density (SP)

Zoning Implementation:

Proposed
Master Plan

1.7 OTHER RELEVANT PLANS/MEASURES

Measure X (City of Costa Mesa Marijuana Measure)

One Metro West has no intention to allow Measure X uses within the Specific Plan property; such uses are noted as prohibited uses in this Specific Plan. Marijuana-related businesses as well as uses that are prohibited within 600 feet of a licensed marijuana business per the State's Bureau of Cannabis Control Section 5026 (a) are prohibited on the Project site. Costa Mesa voters approved Measure X (i.e. the City of Costa Mesa Medical Marijuana Measure). The following marijuana-related uses are allowed in the Measure X zone: distributors; distributors; manufacturers; processors; research and development laboratories; testing laboratories; and, transporters. These uses may be located only on specific Industrial Park and Planned Development Industrial zoned properties north of South Coast Drive and west of Harbor Boulevard, excluding the South Coast Collection property. Most of the 24 businesses that have been granted a Conditional Use Permit under Measure X are separated from the One Metro West property by Sunflower Avenue.

Measure Y ("An Initiative to Require Voter Approval on Certain Development Projects")

Costa Mesa voters approved Measure "Y" on November 8, 2016. Measure Y amended the Costa Mesa Municipal Code (Article 22, Chapter IX of Title 13, Zoning, of the Costa Mesa Municipal Code) to require voter approval (at either a general or special election) of projects that amend, change or replace the General Plan, Zoning Code, a specific plan, or an overlay plan, and that involve any of the following changes:

- Generation of more than 200 additional average daily trips; increasing the volume/capacity of an intersection based on specified formulas; adding 40 or more dwelling units;
- Adding 10,000 square feet of retail, office or other nonresidential use; or, where the project, combined with other projects within 8 years and one-half mile of one another, meet the noted criteria.
- Adding more than 40 residential units

Measure Y also contains several exceptions, two of which provide that the measure does not apply to the extent that it would violate State or federal laws or to affordable housing projects required by State or federal law.

Airport Land Use Commission

The project site is located approximately 3.5 miles northwest of John Wayne Airport and is located within the Airport Environs Land Use Plan (AELUP) for John Wayne Airport (AELUP) planning area. The site is outside the airport safety impact zone, but is within the

FAR Part 77 Notification Area for John Wayne Airport. Development pursuant to the Specific Plan requires a consistency determination from the Orange County Airport Land Use Commission (ALUC) to determine whether the project is consistent with the John Wayne Airport AELUP.

1.8 COMMUNITY ENGAGEMENT

The Costa Mesa City Council conducted a General Plan Screening Request for the project on March 5, 2019. City staff presented the Screening Application, members of the public commented, and City Councilmembers provided comments pertaining to the One Metro West project and approved the project to proceed with the General Plan Amendment request. On June 5, 2019, the City of Costa Mesa conducted a Public Scoping Meeting to elicit public comments pertaining to the environmental analysis of the project. Approximately 20 interested members of the Costa Mesa community attended this meeting. Rose Equities (the Project Applicant and owner-builder) also conducted meetings with interested members of the Costa Mesa community prior to submitting an application for the Specific Plan with the City of Costa Mesa and conducted regular meetings with interested parties during processing of the land use application.

1.9 ENVIRONMENTAL IMPACT REPORT

Adoption of the One Metro West Specific Plan constitutes a “project” under the California Environmental Quality Act (CEQA) and therefore must be evaluated for its potential to create adverse environmental impacts. Consistent with CEQA requirements, an Environmental Impact Report (EIR) has been prepared that assesses potential direct and indirect environmental impacts of development and operation of the One Metro West Specific Plan. The EIR is provided as a separate document.

SECTION 2: DEVELOPMENT PROGRAM

2.1 LAND USE PLAN

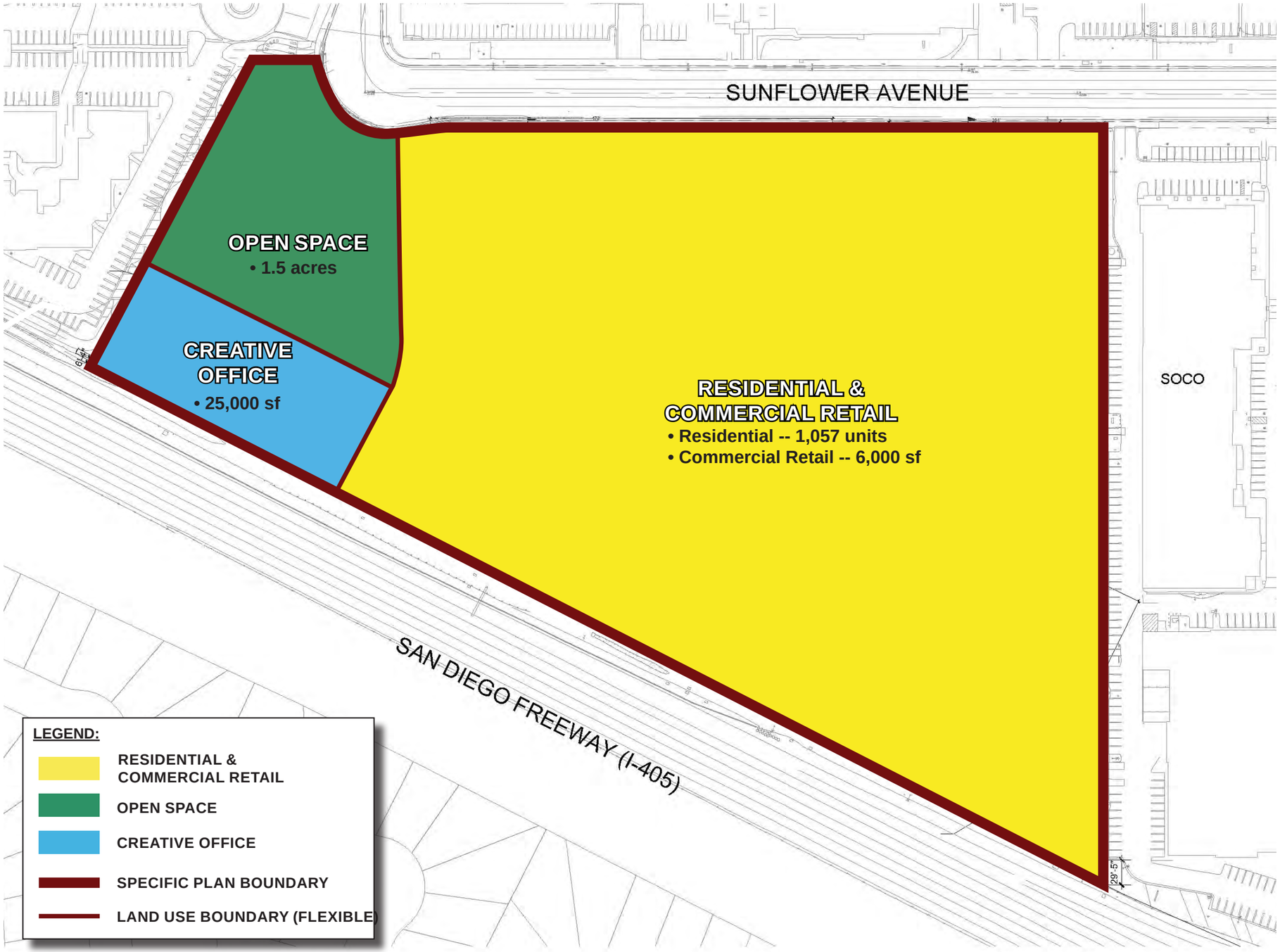
The Specific Plan area is intended for mixed-use development that consists of multi-family residential, neighborhood-serving specialty retail, creative office, and open space uses. The vision of the Plan is to create a mixed-use community to provide housing near jobs in a master planned setting with resident-serving amenities, a 1.5-acre open space area, and connection to bicycle trails. The Development Program accommodates up to 1,057 multi-family residential units, 25,000 square feet of office space, and 6,000 square feet of specialty retail use.

In order to redevelop the site, all existing buildings, structures, parking areas, drive aisles, and hardscape improvements would be demolished, and a number of mature ornamental trees and other landscape improvements throughout the site would be removed. The Specific Plan includes improvements to Sunflower Avenue and the bicycle trail connection from the site west to the existing Santa Ana River Trail. Upgrades to the westerly portion of Sunflower Avenue include undergrounding the existing Southern California Edison (SCE) 66-kilovolt utility lines and upgrading the sidewalk and public landscape areas with a new sidewalk and bicycle trail to improve pedestrian and bicycle access to the regional Santa Ana River Trail system. These infrastructure improvements are described in detail in Section 5 of this Specific Plan, Infrastructure Plan.

The Specific Plan Land Use Map depicts the following uses: multi-family residential structures; one office building; commercial space; a publicly-accessible urban open space area; landscaping; streetscape improvements; and a path/trail system.

Mixed-Use Overlay District and Properties Identified in the Housing Element

In 2026, this specific plan was amended for consistency with an amendment to the City's Zoning Map to facilitate residential and mixed-use development. While base zoning districts remain the same, the Mixed-Use Overlay District (MUOD) was applied to select properties in the plan area. The MUOD is an overlay district and shall only apply to the parcels identified in the City's Zoning Map. This specific plan shall continue to apply to a property unless specifically superseded by a MUOD project when a property owner chooses to exercise provisions of Article 11 (Mixed-Use Overlay District) of Chapter V (Development Standards) of Title 13 (Planning and Development) of the Costa Mesa Municipal Code on a qualifying property. However, projects on Lower-Income Housing Element Sites shall be governed by Section 13.83.11.10(e) (Supersession of Overlay) of Article 11, and the provisions in that section shall supersede and prevail over any conflicting provisions of the property's underlying base zone, specific plan, overlay, and all other applicable zoning provisions relating to minimum residential densities and capacities, minimum residential floor area, ministerial review and approval, permitted uses, unit caps, trip budgets, and maximum building heights. Notwithstanding the foregoing, to the extent that this specific plan allows for more permissive provisions, including greater maximum allowable residential densities and greater maximum building heights, projects on Lower-Income Housing Element Sites may utilize such standards in the specific plan.



EXH 2-1
ONE METRO WEST SPECIFIC PLAN

SUMMARY

The proposed Zoning for this site is Planned Development Residential-High Density, which also requires a Specific Plan to be done for the project. Each land use is planned to be in the general area designated by this exhibit. The land use boundaries are flexible and are schematic at this point in the planning process. The final land use boundaries are dependent upon final design of the project and will be in greater detail in the One Metro West Master Plan.

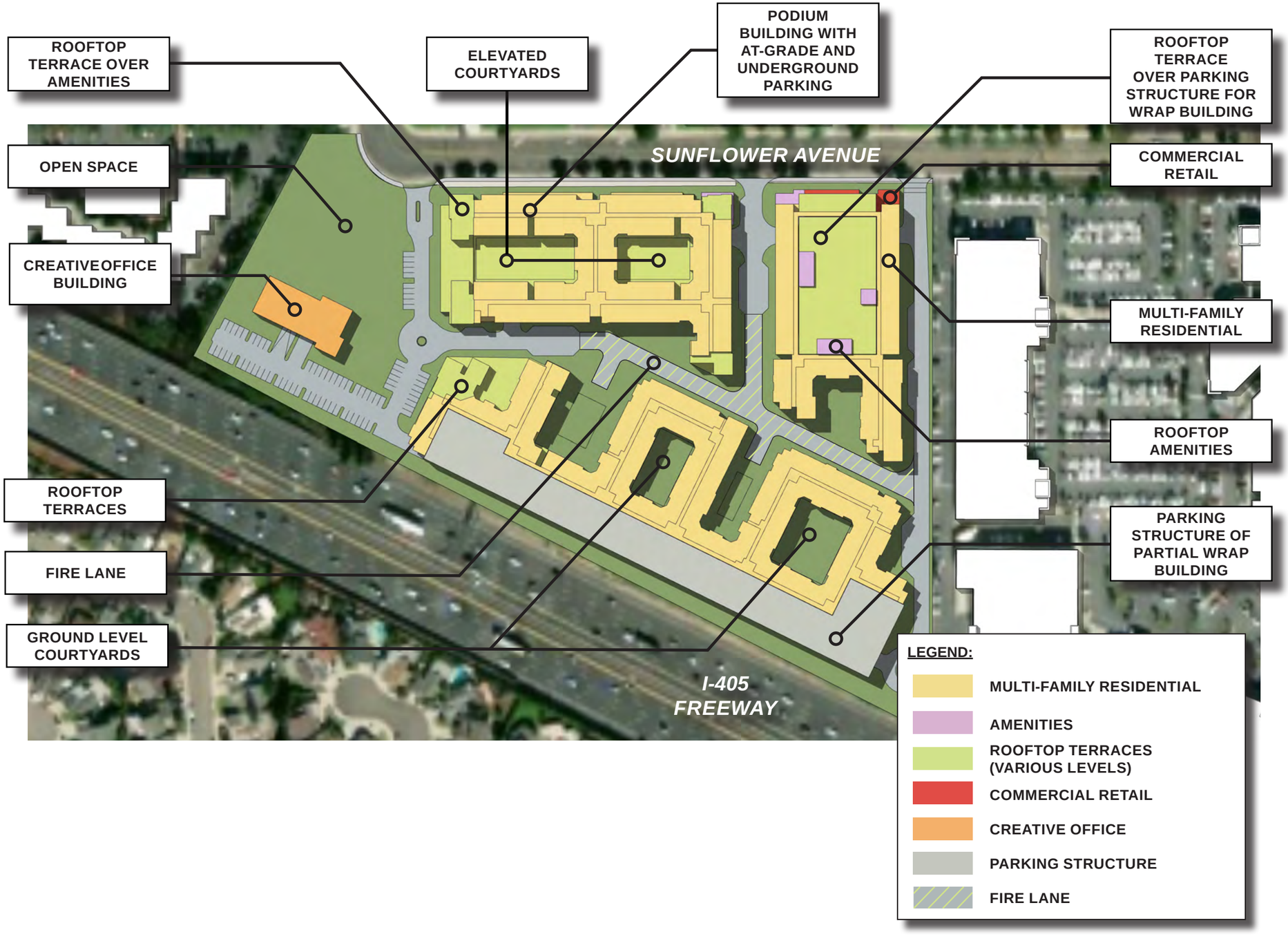
Mixed-Uses:

Residential & Commercial Retail
- Residential -- 1,057 units
- Commercial Retail -- 6,000 sf

Open Space
- 1.5 acres

Creative Office
- 25,000 sf

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.



EXH 2-2
LAND USE PLAN

SUMMARY

The purpose of the Land Use Plan exhibits is to show the tiers of land uses within One Metro West. The mixed-use development incorporates apartments with on-site amenities, rooftop terraces, and commercial retail uses on different levels within One Metro West.

Multi-Family Residential:
These 6- and 7-story buildings are designed with intermittent courtyards, open space connectivity, and private amenities. The location allows residents to easily reach surrounding neighborhood destinations, such as the South Coast Collection, The Press, and other nearby employment centers. By designing a parking structure between the southern-most building and the I-405 freeway, it acts as a buffer from freeway traffic noise, and air quality.

Three Access Points from Sunflower Ave:
Vehicle access on three points from Sunflower Avenue allows for residents to easily enter and exit the site from any of the three residential buildings.

Three Different Building Types:
There are three different building types: podium, wrap, and partial wrap. These building structures will include the residential and retail components, as well as most of the amenities for the project.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

EXH 2-3
LAND USE PLAN (OBLIQUE A)



SUMMARY

The purpose of the Land Use Plan exhibits is to show the tiers of land uses within One Metro West.

Amenities:
Amenities can be found throughout the project. These amenities may include rooftop terraces, pool recreation areas, a fitness center, a business center with meeting rooms, a club house/community room (which can be used by the City of Costa Mesa), coffee bar, gaming center, a dog spa, a bowling alley, and private day care facility.

Rooftop Terraces:
Rooftop terraces can be found on all three residential buildings and provide One Metro West residents with an elevated lounge and/or garden.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.



EXH 2-4
LAND USE PLAN (OBLIQUE B)

SUMMARY

The purpose of the Land Use Plan exhibits is to show the tiers of land uses within One Metro West.

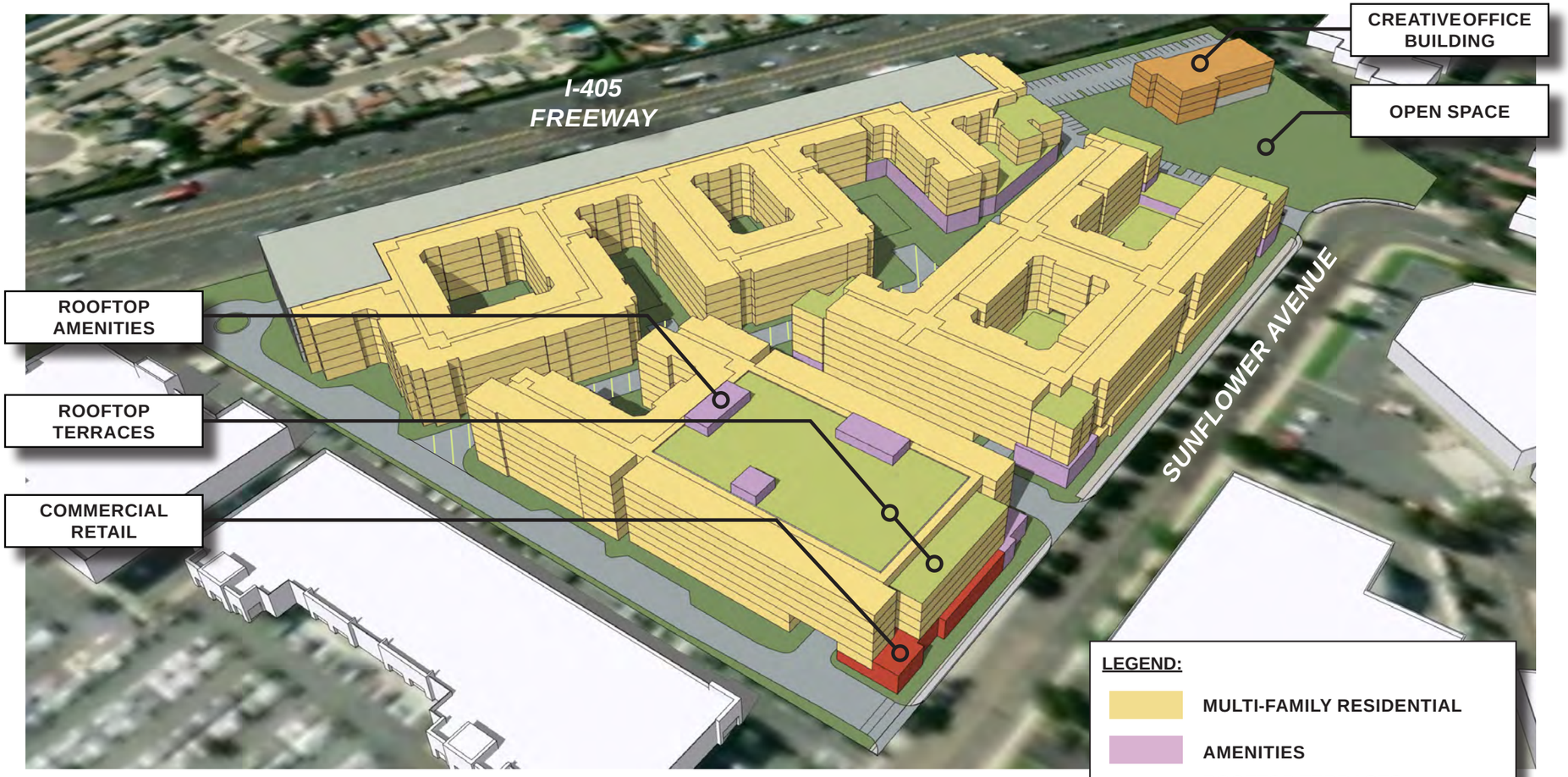
Open Space:
One Metro West will contain a 1.5-acre open space area that will be located in the extreme westerly portion of the Project site. The open space component of the Project will be privately owned and maintained. The open space will be available to the public through dedication of a public access easement and will be available to pedestrians and bicyclists. This area is intended as a passive open space area with seating and resting areas, exercise area, creative landscaping, art pieces, and shade structures. The open space will be heavily landscaped.

Creative Office:
The creative office component will encourage some One Metro West residents to live and work in close proximity and serve as a customer base for the new commercial businesses on the Project site.

Bike Connectivity:
One Metro West will improve upon an existing bike path along the western-most border of the site, subject to agreement with the adjacent property owner. Should there be no agreement with the adjacent property owner, One Metro West will provide a bike path completely on their property along the western-most border of the site. This bike path will connect Sunflower Avenue to the Santa Ana River Trail.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

EXH 2-5
LAND USE PLAN (OBLIQUE C)



SUMMARY

The purpose of the Land Use Plan exhibits is to show the tiers of land uses within One Metro West.

Resident-Serving Commercial Retail:
The commercial component on the project will provide some retail and dining options for residents. These businesses may include a boutique grocery store, dry cleaners, a coffee shop, sandwich/deli shop, or other similar businesses.

Synergy Among Project Components:
Those employed at the creative office building and the commercial retail/dining uses will also have residential opportunities within One Metro West. Public recreation opportunities, in the form of the Public Open Space and improved trail connection, further will result in patronage of on-site dining establishments and services. The synergy among the proposed residential, commercial, office and recreational uses implement environmentally responsible practices in planning, design, construction and operation of the One Metro West community.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

Residential Uses

One Metro West will include a maximum of 1,057 apartments (mix of studio, one-bedroom, two-bedroom and three-bedroom units) extending to a maximum seven stories in height as indicated in the table below:

Table 2-1: Development Potential

LAND USE	DEVELOPMENT POTENTIAL
Residential [1]	
Building A	449 units
Building B	379 units
Building C	229 units
TOTAL:	**1,057 units**
Specialty Retail	**6,000 square feet**
Creative Office	**25,000 square feet**
Open Space	**1.5 acres**

Note:

1. *The number of residential buildings and units per building can change based on the final design of the Project. However, the total number of units will not exceed 1,057. The final design of the Project will be finalized in the Master Plan.*

The following table provides an example of the Summary of Residential Unit Types.

Table 2-2: Summary of Residential Unit Type

UNIT TYPE	ESTIMATED UNIT AREA	TOTAL UNITS	% OF TOTAL UNITS [1]
Studio Units	618 square feet	131	12.4%
One Bedroom Units	745 – 820 square feet	489	46.3%
Two Bedroom Units	1,150 – 1,184 square feet	399	37.7%
Three Bedroom Units	1,370 – 1,526 square feet	38	3.6%
Total Multi-Family Units		**1,057**	100%

Note:

1. *The unit type mix may change up to 15%, but the total number of units for the site may not exceed 1,057 units. There will be no less than 38 three-bedroom units for this Project.*

Development on the site is envisioned to include a combination of podium and wrap style construction. The residential component of the community will contain a minimum of 54,500 square feet of indoor amenities as well as a minimum of 32,800 square feet of outdoor amenities. The following table represents the types of amenities envisioned:

Table 2-3: Residential Amenities

AVAILABLE TO THE GENERAL PUBLIC
Community Room
RESIDENT-SERVING ONLY
Business Center with meeting rooms
Co-working spaces
Fitness Center with on-demand fitness programs and therapy amenities
Club House/Community Room With bowling alleys, coffee bar, high-tech gaming center, and chef's demonstration kitchen
Outdoor swimming pools, spas, and cabanas
Outdoor rooftop lounge area with seating, landscaping, and shade structures

Commercial Uses

The commercial component of the community will be comprised of 6,000 square feet of specialty retail businesses at the ground level of the podium building. The specialty retail will be focused to providing primarily for the needs of community residents and may contain a small boutique grocery business, dry cleaners, and other service businesses. The commercial uses will be located within the wrap building at the site's northeast corner (Building C).

The office component of the community is 25,000 square feet in size and located within a free-standing three-story office building in the westerly portion of the community. The office building is intended as a creative office space. It is intended that the creative office component will encourage and enable some One Metro West residents to live and work in close proximity. Based on the office parking ratio, a total of 100 parking spaces will be required for the office space. The required parking spaces will be assigned and/or shared with parking for the seven-story residential structure (35 of which will be exclusively designated for the office); the required disabled and EV charging station spaces will be provided as required by the California Building Code.

Site Access

Vehicular access to the community site will be from Sunflower Avenue. Sunflower Avenue and Harbor Boulevard (east of the community site) are the major roadways that provide local access to the site; Hyland Avenue and Cadillac Avenue extend perpendicularly from Sunflower Avenue in the near vicinity of the community site. The project also requires an approved fire access plan for vehicular as well fire hose accessibility to individual units.

Urban Open Space

The One Metro West Specific Plan contains a 1.5-acre publicly-accessible urban open space area that will be located in the extreme westerly portion of the site. The open space will be privately owned and maintained; however, it would be available to the general public through dedication of a public access easement. This area is intended as a passive open space area with substantial landscaping, seating and resting areas, exercise areas for yoga and other low-impact fitness programs, creative landscaping, art pieces, and shade structures; playgrounds and kids zones are prohibited because of proximity to existing licensed Measure X businesses. An active transportation hub will be located immediately adjacent to the urban open space and is proposed to include bicycle lockers, bicycle storage, bicycle repair facilities and space for a community-wide bike-share program and events. No parking spaces will be assigned specifically for the public use of the open space other than required accessible spaces; however, street parking will be available along Sunflower Avenue.

Sound Wall

The site included a sound wall along the I-405 Freeway that has been removed due to the construction on the I-405 Freeway and expansion of Caltrans right-of-way. Since the project was not approved for residential uses at the time of 405-Freeway construction, a sounds wall will not be constructed by Caltrans. The site design includes construction of a seven story concrete parking structure along the freeway that is intended to reduce the sound level at the proposed community.

Phasing

Construction is expected to commence in 2022 and conclude in 2027, with each building built in a sequential phase, lasting approximately 5.5 years. Occupancy would begin for each building as it is completed. Phased construction would proceed as follows:

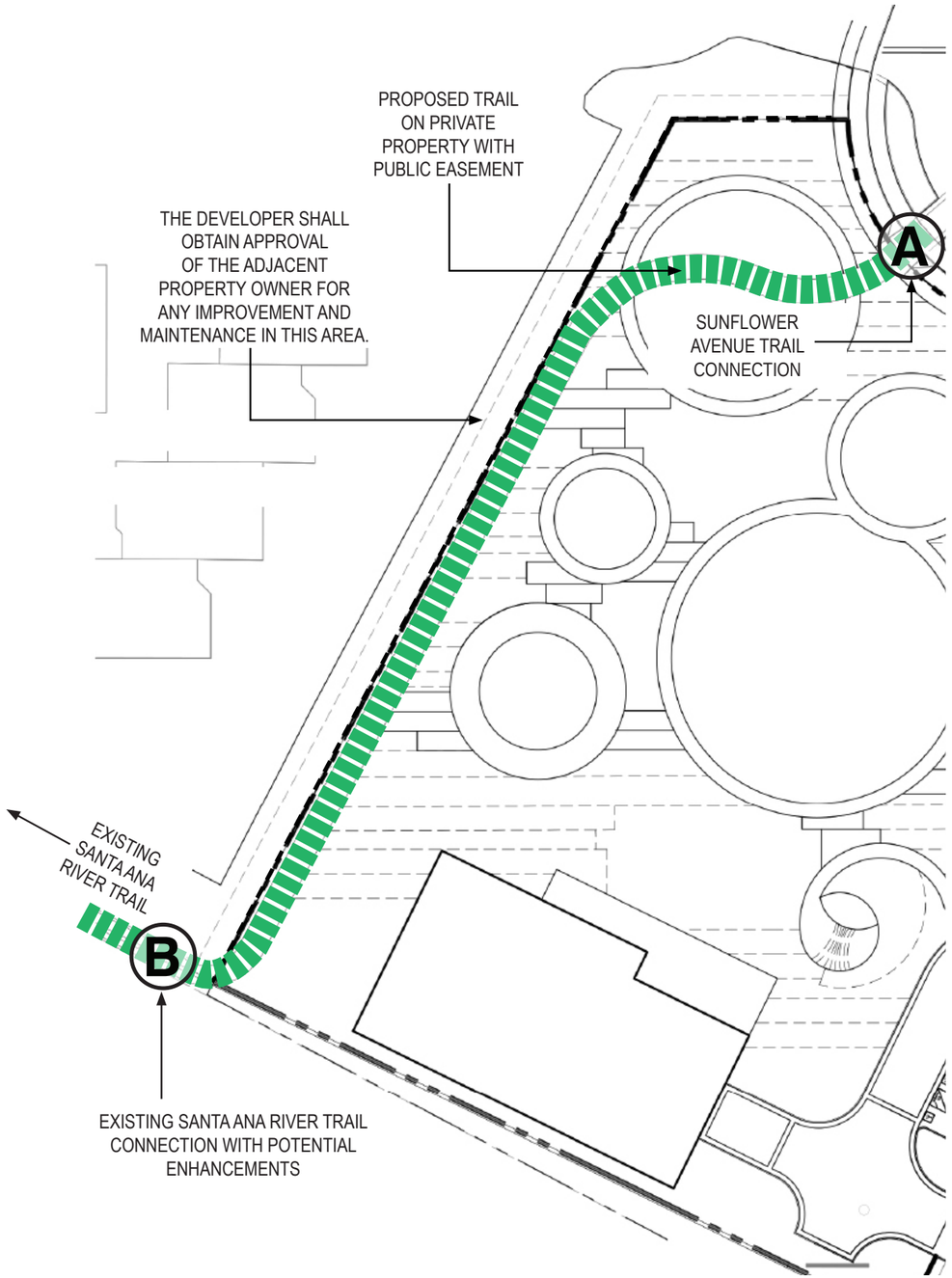
Phase 1 would include construction of Building A, which would start in July 2022 and will take approximately 30 months to build. The proposed open space would be constructed following construction of Building A.

Phase 2 would include construction of Building B, which would start in July 2024, lasting approximately 26 months.

Phase 3 would include construction of Building C and the creative office building, which would start in January of 2026 and would last approximately 22 months.

2.2 PARKING

On-site parking will be provided pursuant to the Parking Standards established in Section 3 of this Specific Plan. Parking is envisioned to be provided as at-grade and subterranean parking levels beneath a podium-style building and/or above-ground and integrated within wrap-style buildings. Parking space dimensions will be identical to City Zoning Code requirements. Each parking area in the community will contain electric vehicle charging stations. The Electric Vehicle Parking Requirements will be complied with as per CalGreen Code and will be confirmed of compliance by the City of Costa Mesa Building Division at a later time. Assigned parking spaces for “car-share” vehicles will be provided in addition to the required spaces. Office parking will be designated as “shared” parking with residential parking in consideration of offset hours for the two types of users. The required number of accessible stalls will be located at ground level. There are no parking spaces exclusive to the public park use; on-street parking will be available along Sunflower Avenue. Reference Exhibit 3-1 “Development Standards Matrix” for a detailed vehicular parking schedule.





SUNFLOWER TRAIL CONNECTION





RIVER TRAIL CONNECTION

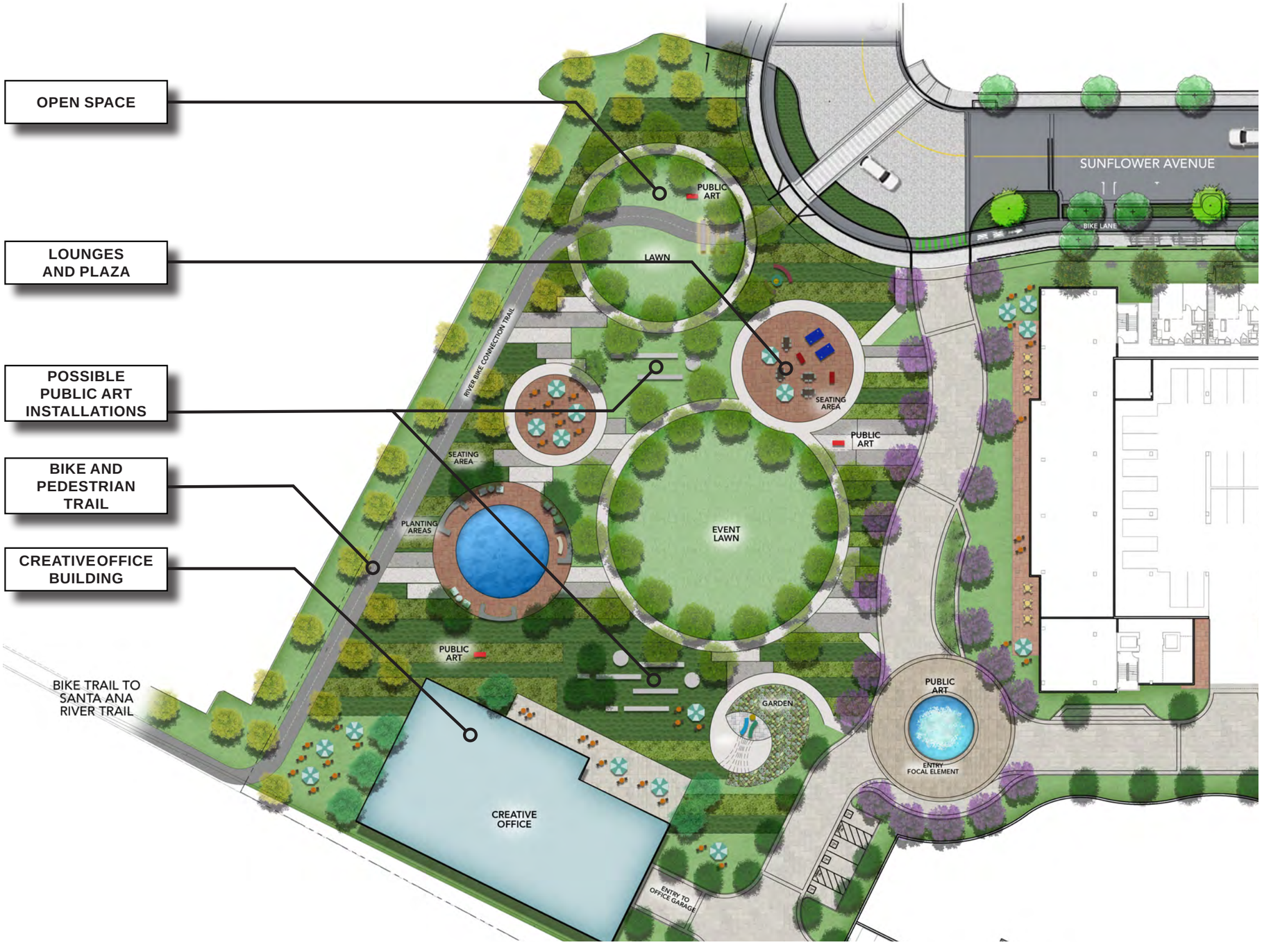
EXH 2-6
TRAIL PLAN / CONNECTIONS TO SURROUNDING PROPERTIES

SUMMARY

A bicycle and pedestrian trail extends along Sunflower Avenue adjacent to the One Metro West Project site, meanders along the western border of the project, and connects to the Santa Ana River Trail further west of the Project site. One Metro West Project development and operation will include improvements to the existing 12'-wide trail connection adjacent to the property connecting Sunflower Avenue to the Santa Ana River Trail.

The Developer shall obtain approval of the adjacent property owner for any improvement and maintenance done on their property. Should there be no agreement with the adjacent property owner, One Metro West will provide a bike path completely on their property along the western-most border of the site.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.



EXH 2-7
OPEN SPACE CONCEPTUAL LANDSCAPE PLAN

SUMMARY

One Metro West will contain a 1.5-acre open space area that will be located in the extreme westerly portion of the Project site. The open space component of the Project will be privately owned and maintained. The open space will be available to the public through dedication of a public access easement and will be available to pedestrians and bicyclists. This area is intended as a passive open space area with seating and resting areas, exercise area, creative landscaping, art pieces, and shade structures. The open space will be heavily landscaped.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.



EXH 2-8 AREAS OF DISTURBANCE

SUMMARY

One Metro West Project will improve the adjacent Orange County trail connecting Sunflower Avenue to the Santa Ana River Trail. In addition to the trail connection improvements, Sunflower Avenue will also undertake road and streetscape improvements (see Exhibit 2-8: Sunflower Avenue Section).

Potential Areas of Disturbance:

There is a potential Area of Disturbance (green striped area in this exhibit) along Sunflower Avenue on the northern boundary of SOCO. Potential Areas of Disturbance may include putting underground the existing electrical transmission lines, and making landscape improvements along SOCO's northern boundary. These changes may only be made along the parkway from the One Metro West site to the intersection of Sunflower Avenue and Hyland Avenue.

The existing off-site Santa Ana River Trail on the western boundary of One Metro West may or may not be disturbed depending on the final plans for the trail and landscaping.

NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

The following Table summarizes One Metro West parking.

Table 2-4: Parking

AREA	TOTAL UNITS/ DETAIL	PARKING RATIO	REQUIRED PARKING
RESIDENTIAL COMPONENT			
SUBTOTAL	1,057 units	1.3 Per unit [2]	**1,375**
RETAIL COMPONENT			
	6,000 square feet	4 spaces/1,000 square feet	**24**
CREATIVE OFFICE COMPONENT			
	10,000 square feet	4 spaces/1,000 square feet	**100** spaces on site [1]
TOTAL	**1,057 UNITS**		**1,499**

Note:

1. *The 100 parking spaces for the Office component will encompass a combination of dedicated office parking as well as "shared" parking with residential.*
2. *The minimum required site-specific parking ratio for the residential shall be 1.3 parking spaces per unit. Any deviation(s) from the established minimum parking ratio shall be processed according to Section VI and may require a new parking study.*

2.3 BUILDING HEIGHTS

Buildings shall be designed based on the following height standards:

Table 2-5: Maximum Building Heights

RESIDENTIAL	7 stories (98 feet)
NON-RESIDENTIAL	3 stories (52 feet)

The Project site is also within the Airport Land Use Commission jurisdiction that requires the Airport Land Use Commission's Consistency determination prior to approval by the City Council.

2.4 COMMUNITY CONNECTIONS

The site is near major logistics and manufacturing businesses in the adjacent cities of Santa Ana (to the north) and Fountain Valley (to the west). Also, One Metro West is immediately adjacent to retail stores and dining venues at the adjacent thriving South Coast Collection and is within a short drive of South Coast Plaza and many other shopping and dining establishments in northeast Costa Mesa and southeast Santa Ana. The community further is easily connected to and from the regional Santa Ana River bicycle trail via a local trail extending through the site.

The site is located in proximity to City of Costa Mesa-identified "Paths," "Corridors," "Districts," and "Nodes" as identified in the General Plan Community Design Element. The site and building designs as well as site amenities should relate to and enhance the existing nodes and path ways as noted below.

Paths

"Paths" are passages (streets and sidewalks) that people use to travel from one place to another and may provide for pedestrians and vehicles. A "Secondary Path" is determined to "carry reduced traffic volumes and often originates or terminates within City limits." The City General Plan identifies Hyland Avenue in the One Metro West vicinity as a "Secondary Path" (reference Exhibit 2-9 – Vehicular Paths). The project site will provide pedestrian pathways throughout the site connecting the buildings to each other and the open space and owner/builder will improve the off-site pathway per City requirements.

Corridors

"Corridors" are paths or sections of paths that have a concentration of a special use or activity. The South Coast Corridor extends from South Coast Plaza on the east to the South Coast Collection on the west and thereby links two major commercial destinations and provides access to Metro Pointe at South Coast Plaza. The City General Plan indicates this location has the opportunity for further growth and development. The General Plan identifies Hyland Avenue in the One Metro West vicinity as within the South Coast Corridor (reference Exhibit 2-10 – Corridors). The development plan extends this corridor to the end of Sunflower Avenue to the west and enforce the existing connections.

Districts

"Districts" according to the City General Plan are "characterized by large-sized industrial and office buildings. . . [and are] vehicular in scale and . . . [have] an office park character, with ample landscaping and large multi-story building complexes. The One Metro **West** community is within the "Harbor Gateway District" and thereby is bordered to the east by the "North Costa Mesa District - Costa Mesa's primary commercial and cultural center (reference Exhibit 2-11 – Districts). Improvements pursuant to the Specific Plan enhance

this district by the addition of residential units in proximity to a job-rich area improving the City's jobs/housing balance.

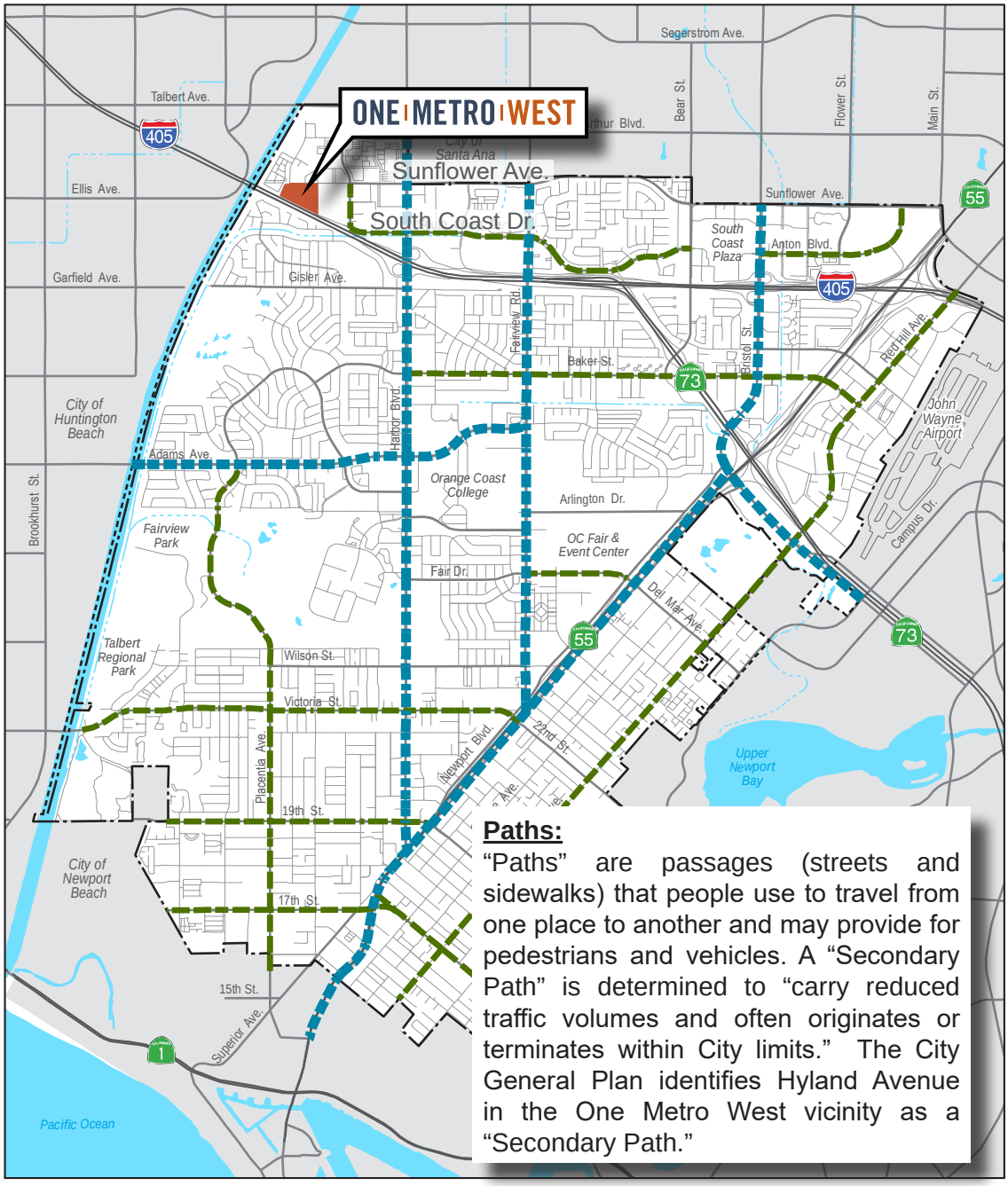
Nodes

"Nodes" are points where people gather and/or where paths converge and thusly provide higher levels of activity. "Activity Nodes" are "focal points of highest activity, provide immediate access to destination locations, and/or have a concentration of specialty uses." The City General Plan identifies the One Metro West vicinity at Sunflower Avenue/Harbor Boulevard as an "Activity Node" (reference Exhibit 2-12 – Nodes).

Wayfinding and Placemaking

Exhibit 4-13 (Wayfinding and Placemaking) depicts One Metro West locations for entry signage, directional signage, identification signage, and public open space signage. Details of design, size and materials for the proposed signs will be reviewed under a Planned Sign Program application subject approval by the Zoning Administrator.

EXH 2-9
VEHICULAR PATHS



Paths:
"Paths" are passages (streets and sidewalks) that people use to travel from one place to another and may provide for pedestrians and vehicles. A "Secondary Path" is determined to "carry reduced traffic volumes and often originates or terminates within City limits." The City General Plan identifies Hyland Avenue in the One Metro West vicinity as a "Secondary Path."

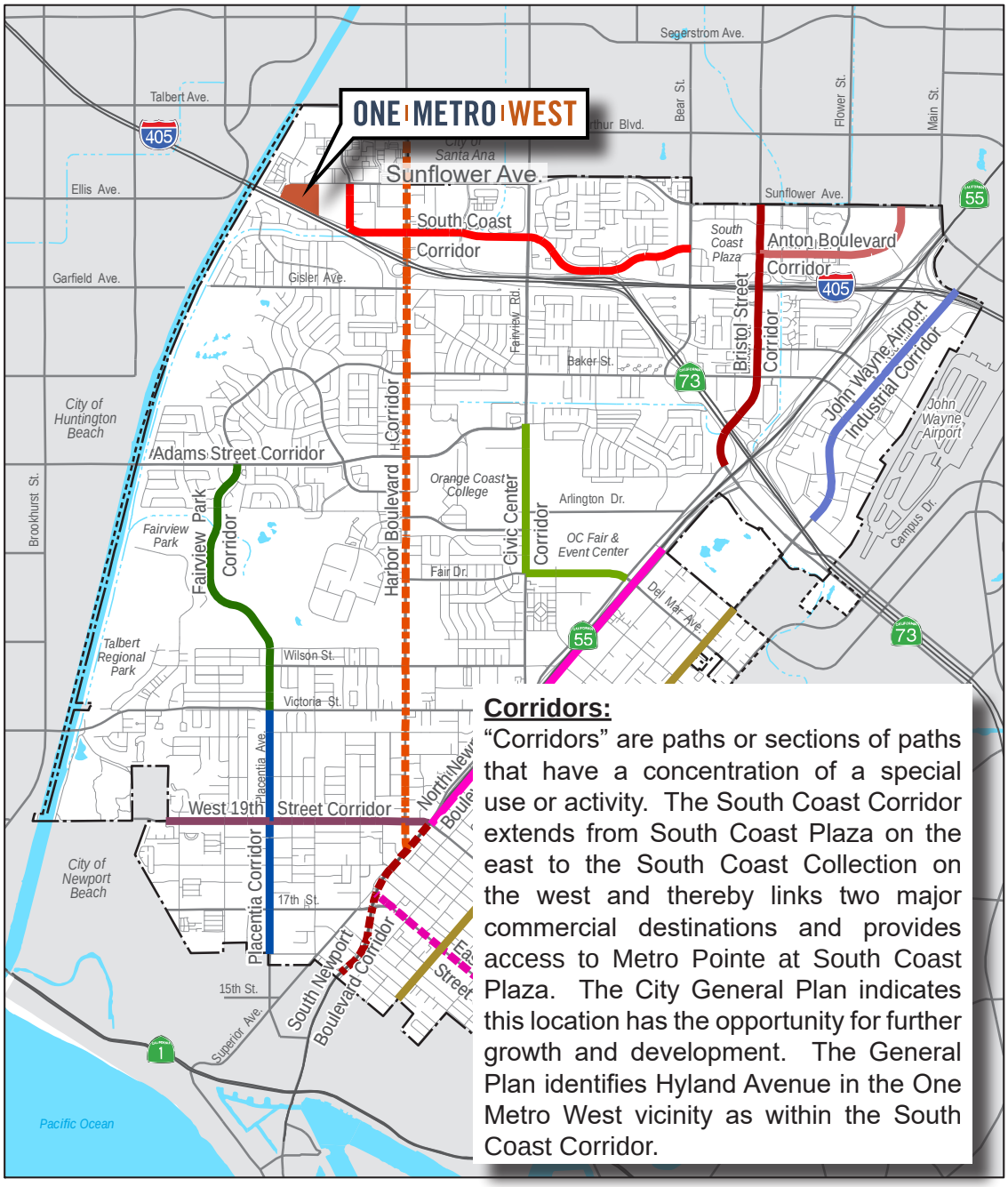
Source: City of Costa Mesa, 2016.

Primary and Secondary Vehicular Paths

Primary Paths

Secondary Paths

EXH 2-10
CORRIDORS



Corridors:

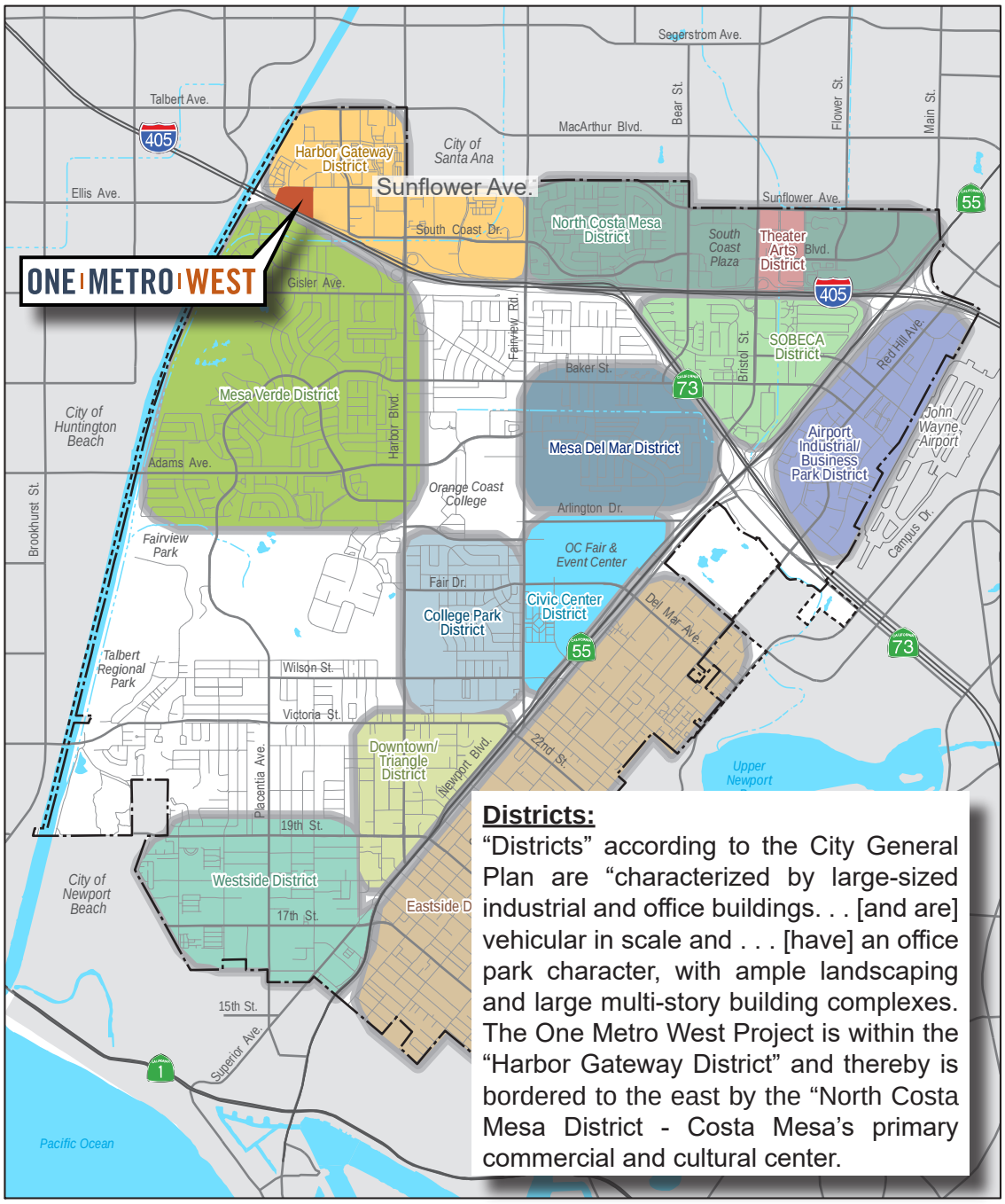
"Corridors" are paths or sections of paths that have a concentration of a special use or activity. The South Coast Corridor extends from South Coast Plaza on the east to the South Coast Collection on the west and thereby links two major commercial destinations and provides access to Metro Pointe at South Coast Plaza. The City General Plan indicates this location has the opportunity for further growth and development. The General Plan identifies Hyland Avenue in the One Metro West vicinity as within the South Coast Corridor.

Source: City of Costa Mesa, 2016.

Corridors

- Anton Boulevard Corridor
- Bristol Street Corridor
- East 17th Street Corridor
- North Newport Boulevard Corridor
- Harbor Boulevard Corridor
- South Newport Boulevard Corridor
- South Coast Corridor
- West 19th Street Corridor
- Civic Center Corridor
- Fairview Park Corridor
- Santa Ana Residential Corridor
- John Wayne Airport Industrial Corridor
- Placentia Industrial Corridor

EXH 2-11
DISTRICTS



Districts:

"Districts" according to the City General Plan are "characterized by large-sized industrial and office buildings. . . [and are] vehicular in scale and . . . [have] an office park character, with ample landscaping and large multi-story building complexes. The One Metro West Project is within the "Harbor Gateway District" and thereby is bordered to the east by the "North Costa Mesa District - Costa Mesa's primary commercial and cultural center.

Source: City of Costa Mesa, 2016.

Districts

- Airport Industrial/Business Park District
- Civic Center District
- College Park District
- Downtown/ Triangle District
- Eastside District
- Harbor Gateway District
- Mesa Del Mar District
- Mesa Verde District
- North Costa Mesa District
- SOBECA District
- Theater Arts District
- Westside District

EXH 2-12
NODES



Nodes:
"Nodes" are points where people gather and/or where paths converge and thusly provide higher levels of activity. "Activity Nodes" are "focal points of highest activity, provide immediate access to destination locations, and/or have a concentration of specialty uses." The City General Plan identifies the One Metro West Project vicinity at Sunflower Avenue/Harbor Boulevard as an "Activity Node."

Source: City of Costa Mesa, 2016.

Activity and Entry Nodes

- Entry Node
- Internal Entry Node
- Activity Node

SECTION 3:
DEVELOPMENT STANDARDS

3.1 APPLICABILITY

The regulations set forth in this section shall apply to all development undertaken pursuant to this Specific Plan and within the 15.23-acre Specific Plan area. Whenever the development standards contained herein differ from those contained in the Zoning Code, the provisions of this Specific Plan shall take precedence. Any development standard, condition, or situation not specifically addressed herein shall be subject to the applicable requirements of the Zoning Code.

The following table on the next page indicates provisions of the Planned Development Zoning Code that are addressed by the Specific Plan:

Table 3-1: Provisions Addressed by this Specific Plan

Development Standard	Specific Plan Standard	Master Plan Standard
Density[1]	80 du/acre (Maximum 1.057 dwelling units)	N/A
Perimeter Setback	5 feet for Creative Office Bldg. and 10 feet for Parking Structure/ Residential Bldg. from southern Property line adjacent to I-405 Freeway 10 feet from all other sides	N/A
Site Coverage	37.69%	N/A
Number of Parking Spaces	1,914	N/A
Projections: Residential Ground Floor Patios/Upper Level Decks Open Stairways	7 feet max. into the required Sunflower Ave. setback	N/A
Projections: Commercial Retail Shade Structures	10 feet max.	N/A
Enclosed Stairways	Same as building setback	N/A

[1] Maximum Density is based on the net site area for residential use.

Development standards are requirements; Design Guidelines are intended to provide guiding design principles to aid in future more detailed design efforts and are considered flexible. "Standards" typically use the word "shall" or are composed as clear directives (e.g., "are not permitted'). Guidelines typically use the work "should" and represent "best practices" in building design, streetscape improvements, place-making, etc.

City of Costa Mesa staff will apply these development standards to the Master Plan for the site (required pursuant to this Specific Plan), as well as future construction-level plans. The development standards relate to the multi-family residential buildings, parking garages, commercial and office components, and open space.

3.2 PERMITTED USES

Table 3-1 is a list of permitted use classifications within the One Metro West Specific Plan. Any use not specifically permitted, or permitted with a Minor Conditional Use Permit per Table 3-1, or prohibited per the list of prohibited uses for the base zoning district (in this case, PDR-HD, Planned Development Residential – High Density) contained in Table 13-30 of the Costa Mesa Municipal Code, shall be reviewed by the Development Services Director to determine its similarity to another listed use. If no substantial similarity exists, the unlisted use shall require approval of a Conditional Use Permit prior to establishment of the use. If there is a conflict between Table 13-30 of the Costa Mesa Municipal Code and Table 3-1 of this Specific Plan, the Specific Plan shall prevail.

Unless specifically indicated otherwise, all uses shall be conducted entirely within a building with the exceptions of outdoor dining, kiosks and food carts. Outdoor uses such as outdoor dining in the open space area, food trucks, and wayfinding commercial kiosks are subject to a Minor Conditional Use Permit for outdoor activity pursuant to the Costa Mesa Municipal Code. Limited special events may also be authorized subject to a Special Event Permit pursuant to the Costa Mesa Municipal Code.

Table 3-2: Permitted and Conditionally Permitted Uses

Use	Permitted	Conditionally Permitted
General		
Mixed-Use Developments	X	
Home Occupations that do not involve more than one costumer/client at a time	X	
Public Events, including City-sponsored events, in conjunction with open space area	X	
Temporary Real Estate and Construction Offices	X	
Community Clubs (for residents only)	X	
Civic Clubs (for residents and public use)	X	
Off-Street Parking Areas and Structures	X	
Bowling Alley (for residents only)	X	
Physical Fitness Facility (for residents only)	X	
Food Trucks		MC
Residential		
Multi-Family Residences	X	
General Offices/Professional Offices		
Administrative	X	
Advertising Agency	X	
Attorney	X	
Business Management/Consultant	X	

Detective Agency	X	
Economist	X	
Employment Agency	X	
Engineer and Surveyor	X	
Insurance Broker	X	
Landscape Architect	X	
Psychologist	X	
Public Accountant	X	
Public Relations Consultant	X	
Real Estate Broker	X	
Services Offices (e.g., bookkeeping and data processing)	X	
Commercial		
Antique Store	X	
Art Shop/Gallery	X	
Artist Studio	X	
Bakery (Retail)	X	
Barbershop	X	
Beauty Shop	X	
Bicycle Shop	X	
Specialty Grocery Store and/or Neighborhood Bar		MC
Bookstore	X	
Clothing/Apparel Store	X	
Coffeehouse		MC
Commercial Art/Graphic Design	X	
Convenience Store	X	
Dry Cleaner		MC
Florist Shop/Flower Stand	X	
Ice Cream/Frozen Yogurt Shop (with more than 300 square feet of public area)		MC
Jewelry Store	X	
Outdoor Dining (within Commercial area of project site only)		MC
Pet Shop		MC
Photographer Studio	X	
Tailor Shop	X	
Recreational		
Small Performance Area (in conjunction with open space area)	X	

Source: Rose Equities 2019.
MC = Minor Conditional Use Permit; uses listed under Conditionally Permitted subject to MCUP review process.

Note: All uses related to cannabis identified within Measure X are prohibited within the One Metro West Project. Schools, day care centers, and youth centers pursuant to 16 CCR 5026(a), or similar uses as determined by the Director of Development Services, are prohibited on the project site. Playgrounds, tot lots and similar uses are also prohibited as outlined in the permitted uses table in the Specific Plan.

3.3 DEVELOPMENT STANDARDS

The Development Standards Matrix in Exhibit 3-1 indicates Building Standards for the Residential, Retail and Creative Office components of the site.

EXH 3-1
DEVELOPMENT STANDARDS MATRIX

SUMMARY

The Development Standards Matrix indicates Standards for the Residential, Retail, and Creative Office components of One Metro West.

Vehicular Parking Schedule

Area	Parking Ratio	# of Units or Square Footage	Ratio Totals	**Total Provided**	* Shared Parking Spaces in Building A Parking Structure
Residential Building A * (Studio, 1-Bedroom, 2 Bedroom, or 3 Bedroom Units from 550 sf to 1,600 sf)	1.3 / unit	449 units (Max.)	584	**821**	**61** shared parking spaces for Bldg. A residents and Creative Office Bldg. users
Residential Building B (Studio, 1-Bedroom, 2 Bedroom, or 3 Bedroom Units from 550 sf to 1,600 sf)	1.3 / unit	379 units (Max.)	493	**664**	**0**
Residential Building C (Studio, 1-Bedroom, 2 Bedroom, or 3 Bedroom Units from 550 sf to 1,600 sf)	1.3 / unit	229 units (Max.)	298	**401**	**0**
Retail (within Building C)	4 / 1,000 sf	6,000 sf (Max.)	24	**24**	**0**
Creative Office Building *	4 / 1,000 sf	25,000 sf (Max.)	100	**35** Bldg. A Parking Structure Stalls **4** ADA Stalls	**61** shared parking spaces for Bldg. A residents and Creative Office Bldg. users
Parking Totals:		1,057 Total Units	1,499	**1,914***	

* Note: Building A parking structure will dedicate 35 parking spaces for the Creative Office Building users. 61 of the remaining 786 parking spaces will be designated as “shared parking spaces” on the ground level of the Building A parking structure. These spaces will be shared between Creative Office Building users and Building A residents. The remaining 4 required parking spaces for the Creative Office Building will be 4 on-grade ADA parking stalls between the Creative Office Building and Building A.

Residential / Retail & Creative Office Building Setbacks and Heights

BUILDING SETBACKS [1]		
Perimeter	Sunflower Ave. Property Line to Face of Building	10 ft.
	Sunflower Ave. Balconies, Patios, and Open Stairways	7 ft. Max. Encroachment (up to 75% average building façade)
	Sunflower Ave. Shade Structures (Commercial Area Only)	8 ft. Max.
	I-405 Freeway (Residential Building or Parking Structure)	10 ft.
	I-405 Freeway (Creative Office Building)	5 ft.
	East Property Line / SoCo	10 ft.
	West Property Line	10 ft.
Internal	Center Line of Fire Lanes (Residential)	10 ft.
	Creative Office / Public Open Space	0 ft.
BUILDING HEIGHTS [2]		
Residential Buildings		7 stories (98 feet)
Creative Office Building		3 stories (52 feet)

Amenities:

Indoor (Min.) Total:	**54,500 sf**
Outdoor (Min.) Total:	**32,800 sf**
TOTAL (Min.):	**87,300 sf**

Project Site Floor Area Ratio (FAR): 2.22

Open Space Calculations:

Open Space Area:	**65,340 sf (1.5 ac)**
Private Open Space(Balconies/Patios):	**52,850 sf MIN.**
Common Open Space (without Open Space):	**211,400 sf MIN.**
TOTAL (MIN.):	**264,250 sf**

Common open space areas are defined as an area of land primarily for the leisure and recreational use of residents of a development. The open space, rooftop amenities, elevated courtyards, and terraces are a part of common open space areas for the Project. Private balconies and patios are categorized as private open space areas.

NOTE:

1. Architectural projections and art installations are allowed into the setback area only along the property line parallel to the I-405 Freeway for special parking garage architectural fenestration.

Permitted Building / Structure Heights:

Buildings shall be designed to work together and create a campus like setting with the following allowable building heights:

- Residential Building(s) – a maximum of seven (7) stories and 98 feet in height
- Commercial Building(s) – a maximum of three (3) stories and 52 feet in height

All development must be constructed in conformance with the height restrictions set forth by Federal Aviation Administration (FAA), Federal Aviation Regulations (FAR) Part 77, and Caltrans Division of Aeronautics, and the height restrictions set forth by the Airport Environs Land Use Plan (AELUP) for John Wayne Airport and the Airport Land Use Commission (ALUC). Applicants shall file a Notice of Proposed Construction or Alteration with the FAA (Form 7460-1) for any construction cranes that exceed 200 feet in height above ground level.

Perimeter and Internal Setback Requirements:

Buildings and structures shall be setback from Sunflower Avenue right-of-way by a minimum of 10 feet. The setback is measured from the back of the sidewalk to the face of the building. Street level patios, balconies, and architectural fenestrations may encroach eight (8) feet into the Sunflower Avenue required setback. There will be no structures permitted within public sidewalk easement, which is designated six (6) feet starting from Project Property line. Underground parking structures may encroach into the setback up to the City's right-of-way. Reference Exhibit 3-2: Sunflower Avenue Street Scene.

Table 3-3: Required Setbacks

Building Setbacks	
Perimeter	
Sunflower Avenue	10 feet
I-405 Freeway (Residential Building)	10 feet
I-405 Freeway (Creative Office Building)	5 feet
East Property Line (adjacent to SOCO)	10 feet
West Property Line	10 feet
Internal	
Center Line of Fire Lanes (Residential)	10 feet
Creative Office/Open Space	0 feet

EXH 3-2
SUNFLOWER AVENUE
STREET SCENE

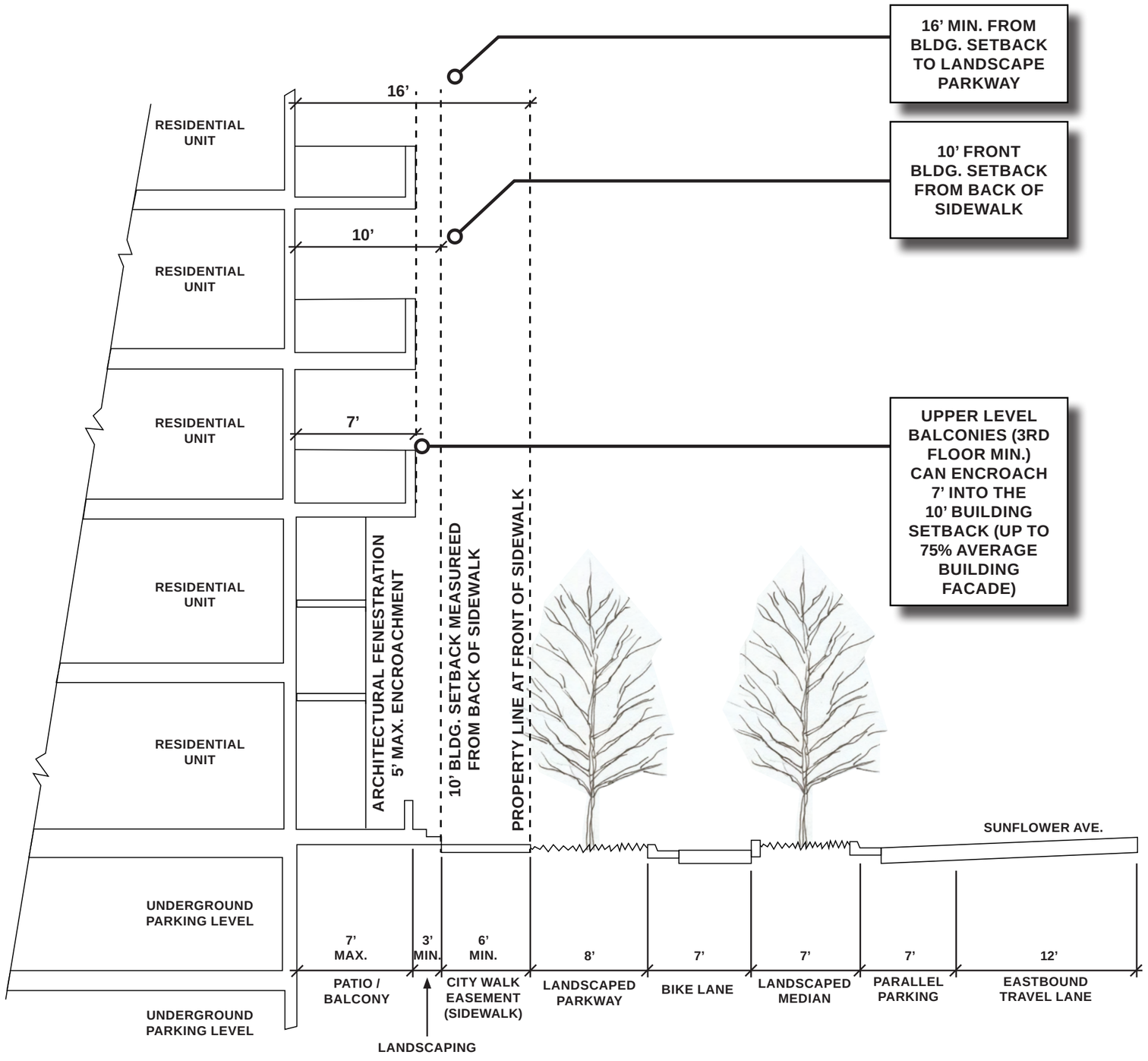


SUNFLOWER AVENUE - PLAN

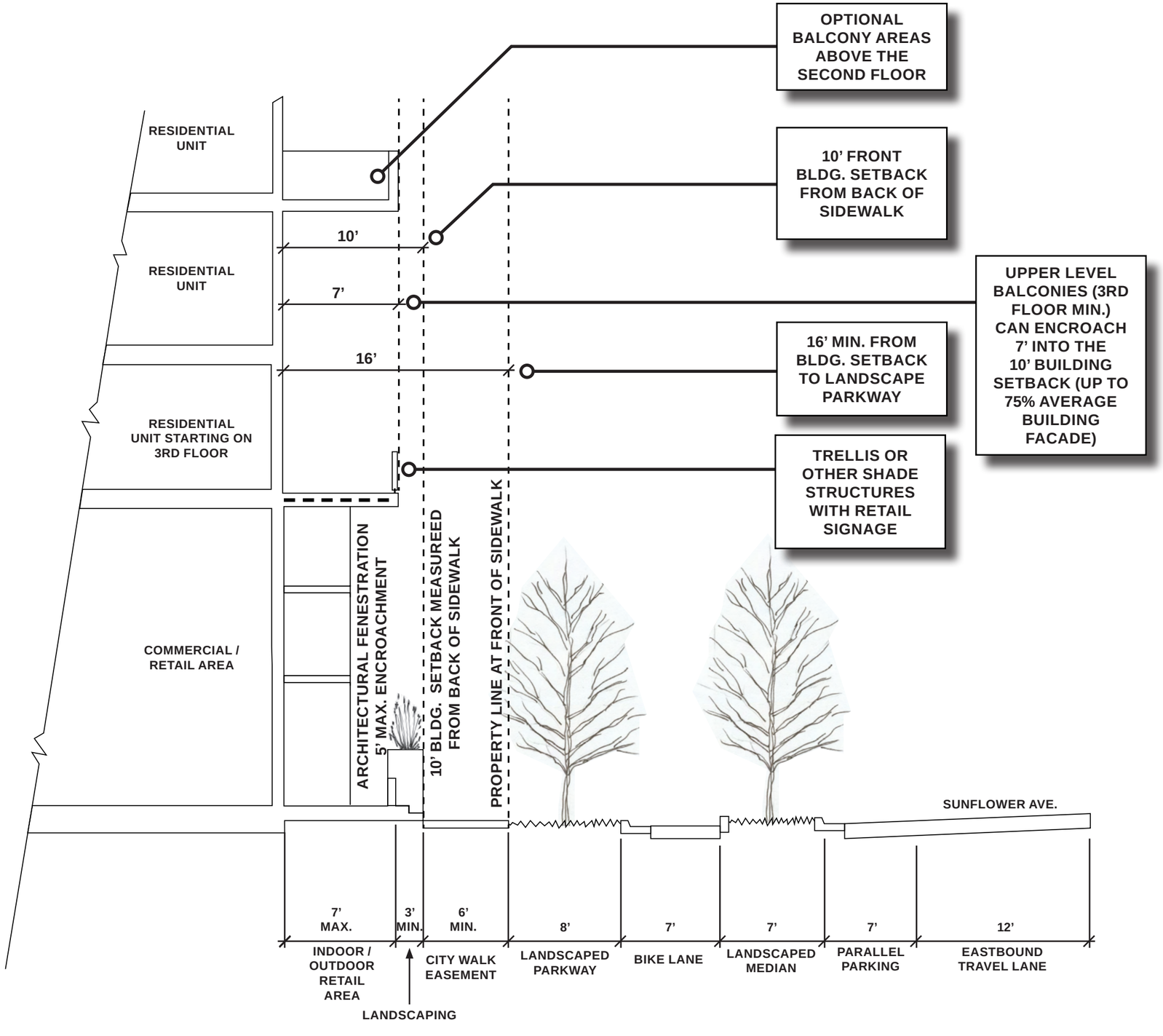


SUNFLOWER AVENUE - SECTION

EXH 3-3
RESIDENTIAL FRONTAGE SECTION



EXH 3-4
COMMERCIAL FRONTAGE SECTION



Parking Requirements:

Parking requirements for the One Metro West site shall be based on the standards set forth herein. The Specific Plan establishes a different parking rate than would otherwise be applied based on the Costa Mesa Municipal Code. The parking rates established in this Plan are based on a parking study dated September 12, 2019 and parking utilization data collected from similar residential projects in the vicinity. This parking study examined parking rates best suited for a large-scale multi-family development based on actual parking demand and recommended an average rate of 1.3 spaces per unit and .89 spaces per bedroom.

As such, the minimum residential parking requirement is based on either the number of residential units or the number of bedrooms (whichever yields the higher parking requirement) as follows.

A parking rate of 4 parking spaces per 1,000 square feet of gross floor area is applied to the commercial and the office component. The City of Costa Mesa Municipal Code applies a rate of 10-12 spaces per 1,000 square feet for restaurant uses; or 4 spaces per 1,000 square feet if the individual food spaces have less than 300 square feet of publicly accessible area. If more than 30% of a tenant spaces in a multitenant commercial building are restaurants with less than 300 square feet of public area (and therefore parked at a lower ratio), a Minor Conditional Use Permit is required to determine whether parking is an issue due to the “cumulative” parking effect.

The table below outlines the parking ratios used in the LSA Parking Study dated September, 2019 to calculate parking demand for the Project.

Table 3-4: Parking Study Requirements

Area	Buildout	Parking Ratio[1]	Parking Demand	Parking Supply
Building A				
Dwelling Units	449	1.3 per dwelling units	584	
Bedrooms	648	0.89 per bedroom	577	
Office[2]	25,000 SF	4.0 per 1,000 SF	100	
Total Building A			*684*	*825*
Building B				
Dwelling Units	379	1.3 per dwelling units	493	
Bedrooms	544	0.89 per bedroom	484	
Total Building B			*493*	*668*
Building C				
Dwelling Units	229	1.3 per dwelling units	298	
Bedrooms	347	0.89 per bedroom	309	
Retail	6,000 SF	4.0 per 1,000 SF	24	
Total Building C			*333*	*421*
Total Entire Site			**1,510**	**1,914**

Source: LSA Parking Study (September 2019).

The One Metro West parking design and operation shall at minimum include the following elements:

- Implement an efficient and secure parking management plan;
- Provide for a “Park Once” concept for the community’s residential components;
- A shared parking area for the creative office and residential components in consideration of offset use hours; and,
- Encourage use of ride share and pedestrian and bicycle use to reduce parking demand.

Parking Structure Design

The parking structures shall meet the City’s maximum slope standards for drive aisles and the minimum drive aisle and parking stall dimensions as defined in the Costa Mesa Municipal Code. The City also requires a minimum clearance from walls and columns and other obstructions per the Costa Mesa Municipal Code.

Shared parking is allowed for the office building and the residential component of the site in recognition of offset user hours. Shared parking spaces may be made available to users of different project components rather than being limited for the exclusive use of a single project component.

Parking Safety Standards

- Emergency buzzers and telephones shall be installed in easily accessible places on each level of the parking garages, in elevators, and in stairwells.
- Directional arrows and signage indicating exits, elevators, and emergency buzzers/telephones shall be clearly displayed (painted) on walls of parking structures.
- Adequate lighting shall be provided in parking structures for safe movement of vehicles and pedestrians and for security of patrons and parked vehicles. Parking structure lighting sources shall be shielded from views within the site and from adjacent land uses as well as the I-405 Freeway.
- Lighting design and layout shall limit light spillage to no more than 0.5 foot-candles at the property line of off-site residential properties. The level of on-site lighting shall be as determined necessary for safety and security purposes. Light standards shall be located and oriented in such a way as to minimize light spillage onto surrounding properties. Light shall be shielded, and pointed downward or otherwise directed away from off-site properties.

Main Entry Design

The primary community entry shall be from Sunflower Avenue and shall provide a sense of arrival and define the character of the One Metro West community within the general area. Physical elements such as roadway archways, paving materials, signs, landscape planting shall be designed cohesively to define the entry. All elements shall be within private property and not encroach into the public right-of-way unless approved by the City of Costa Mesa via encroachment permit.

Vehicular Roadways and Pedestrian Connections

Internal streets shall be privately-owned and maintained, but accessible to the general public for the commercial, office and open space components through a public access easement. Access to the development shall be provided via multiple vehicular entry points. The entries to the parking structures may be gated beyond the public access areas for the commercial and office uses. The minimum clear width of all the interior roadways leading to the parking structures and the office building shall be 20 feet to meet emergency standards.

Pedestrian circulation within One Metro West shall provide safe, efficient access to dwelling units, the creative office building, the public open space component, and other community components, encourage opportunities for casual social interaction, and allow natural surveillance by residents.

Walkways shall be provided on both sides of any main internal roadways. Walkways shall be provided along one side of any fire lane and any secondary internal roadways. Reference the Conceptual Fire Master Plan for more details on internal roadways.

Loading areas shall be provided at each building along with strategically located passenger pick up and drop off areas.

Private Open Space and Amenities

Ground Level Open Space

As noted in Section 1 (Introduction) of this Specific Plan, One Metro West will include a 1.5-acre privately-owned, but publicly-accessible, urban open space area in the extreme westerly portion of the community. The open space will be the primary ground level open space component and will be available to the general public through dedication of a public access easement. The urban open space is intended to be passive in nature, with substantial landscaping, seating and resting areas, exercise areas for yoga and other low-impact fitness programs, creative landscaping, art pieces and shade structures.

Upper Level Amenities

Private open space shall be provided within individual residential buildings and for the entire planned community. A total of 54,500 square feet of indoor and 32,800 square feet of outdoor recreational areas shall be provided. These areas may include the following amenities:

1. Swimming pools/spas
2. Exercise facilities
3. Tennis courts
4. Basketball courts
5. Clubhouse rooms
6. Roof deck recreation areas
7. Community gardens
8. Barbecue courtyards
9. Passive gathering spaces
10. Other amenities as deemed appropriate by the Director of Development Services

Private Balconies/Patios

Each unit shall include a minimum of 50 square feet of private balcony or patio space with the exception of studio units or units that face Sunflower Avenue. Studios and units that face Sunflower Avenue are not required to have balconies or patios, but are still required to have common open space (see Common Open Space subsection below). Units that face Sunflower Avenue are exempt from having balconies or patios for architectural design purposes. Balconies and patios can encroach onto the Sunflower Avenue 10-foot setback by maximum of seven (7) feet.

Common and Private Open Space Areas

Common open space areas are defined as an area of land primarily for the leisure and recreational use of residents of a development. The open space, rooftop amenities, elevated courtyards, and terraces are a part of common open space areas for this Project. Private balconies and patios are categorized as private open space areas.

A total of 250 square feet of combined private and/or common open space shall be provided for each dwelling unit. A minimum of 50 square feet of private open space and a minimum 200 square feet of common open space shall be provided for each dwelling unit in One Metro West, except studios and units facing Sunflower Avenue. If the design of a dwelling unit does not provide private open space, such as studios or units facing Sunflower Avenue, a minimum 250 square feet of common open space should be provided for each dwelling unit.

Mechanical Equipment

All ground-mounted and roof mounted mechanical equipment shall be completely screened from view from adjacent properties. Exposed gutters, downspouts, vents, louvers shall be minimized from the views on Sunflower Avenue and shall be painted or designed to match the surface to which they are attached unless those elements are used as part of the One Metro West community's building design theme**.**

Air conditioners, heating, cooling, ventilating equipment, and all other mechanical lighting or electrical devices shall be operated to minimize disturbance to adjacent occupants and shall be screened, shielded and/or sound buffered from surrounding properties and streets.

Above-ground utility boxes, telephone boxes, water lines, backflow preventers, cable boxed, or similar structures within public view shall be located in places that are minimally visible and shall be screened and painted to blend into surrounding areas.

Roof access shall be integrated with the building design and not be visible to other components of the One Metro West community or from off-site vantage points.

Reference the *Permitted Building / Structure Heights* sub-section earlier in this section for maximum heights for mechanical equipment.

Fences and Walls

Perimeter fences and walls along all property lines are required except for adjacent to Sunflower Avenue and shall be a maximum 6 feet in height and designed to integrate with the community identity. All fences and walls must maintain visual continuity throughout the community, provide privacy for One Metro West residents, and serve to attenuate traffic noise from adjacent I-405 Freeway vehicular traffic where applicable.

Retaining walls shall be minimized and allowed at a maximum height of 6 feet. In addition, any wall with an exposed face must be treated aesthetically.

Outdoor Furniture

Outside furniture includes all items such as benches, trash receptacles, planting containers, tree grates and guards, bicycle racks, bollards, wayfinding kiosks and fountains. The design and placement of community furniture can reinforce the unique identity of the One Metro West community. Design and selection of community furniture shall include considerations for security, safety, comfort, durability, and convenience of the users.

Trash receptacles and dog waste bags shall be located near public bench seating and at public gathering areas such as the common area open space area and near the commercial component; freestanding trash receptacles shall be bolted into the ground and designed to include a liner and removable cover. The style and color of trash receptacles shall be compatible with other street furnishings in the One Metro West community. Removable bollards shall be placed in areas where emergency access is identified.

Prior to issuance of the first Building Permit for One Metro West, the owner/developer shall submit the following for the approval of the Economic and Development Services Director or designee:

- A Street Furniture Plan that identifies and depicts all street furniture within the community including, but not limited to, the publicly-accessible open space area and trail connection to the Santa Ana River Trail, and along Sunflower Avenue.

Other Facilities

Trash chutes and refuse, storage, and equipment areas shall be integrated within the buildings, visually screened (including from Sunflower Avenue and from neighboring properties), and accessible by trash trucks. Screening shall be compatible with the design of adjacent architecture. Outdoor storage of materials is prohibited.

Mail Boxes

Subject to approval of USPS

Bicycle Racks

There shall be bicycle racks to accommodate bicycles within the open space area near the connecting path to the Santa Ana Regional Trail. Bicycle racks shall also be provided throughout the site at key activity locations including the Active Transportation Hub.

Lighting

Exterior lighting for security and safety of on-site areas such as building entrances, parking areas, loading areas, pedestrian walkways, public and private open space, shall be provided.

Exterior lighting in the residential component of One Metro West, including landscape lighting, shall be shielded and directed downward.

Project lighting adjacent to I-405 Freeway shall meet the California State Department of Transportation (Caltrans) standards.

Prior to issuance of the first Building Permit for One Metro West, the owner/developer is required to submit an Exterior Lighting Plan that identifies and depicts locations, types, scale, and illumination power of lighting fixtures on all building exteriors. The Lighting Plan and Photometric Study would include performance standards to minimize the project's potential to result in lighting impacts.

Active Transportation Hub

An Active Transportation Hub shall be placed immediately adjacent to the public open space component and will encourage and enable use of alternative modes of transportation to motor vehicles. The Hub shall provide bicycle racks to accommodate bicycles, bike lockers, bicycle storage, bicycle repair facilities, and space for potential bike-sharing programs.

Signage

Unless specified here or in the Guidelines, all signage shall conform to the Design Guidelines contained in Section 4 of this Specific Plan and the City of Costa Mesa Zoning Code.

Prior to issuance of the first Building Permit for One Metro West, the owner/developer shall submit the following for the approval of the Economic and Development Services Director or designee:

- A Wayfinding and Signage Plan that identifies and depicts the type, location, spatial parameters and colors of all Identification, Informational and Directional signage within the community.

Signage that does not meet Zoning Code requirements may be considered through a Planned Signing Program subject to the procedures outlined in the Costa Mesa Municipal Code.

Noise Standards

The noise standards outlined in Chapter 13 (Noise Control) of Title 13 (Planning, Zoning and Development) shall apply with the following exceptions.

The exterior noise standards shown in Section 13-280 subsection (a) shall only apply to the common outdoor recreational amenity areas located on the ground level. Recreational amenity areas located above the ground level are also exempt. These amenities include roof decks/roof terraces; balconies or ground floor patios regardless of size; and internal courtyards, pedestrian or bike paths, and landscaped walkways that do

not include resident-serving, active recreational uses such as community pool, spa, tennis courts, barbeque, and picnic areas. These standards do not apply to the non-residential components of the Specific Plan including the publicly-accessible open space area.

Fire Protection

Alternative fire protection measures may include the following in accordance with the approved Fire Suppression Plan, and subject to approval of the Costa Mesa Fire Department:

- All stairwells to roofs should have full stairs or oversized access hatches;
- All elevators should be gurney size rather than one per building;
- There should be a Fire Control Room in each residential building;
- There should be emergency equipment staging areas for Fire, Emergency Medical Services, and Law Enforcement;
- Graphic annunciator panels should be installed;
- Wayfinding (including roof addressing) should be implemented for First Responders;
- Smaller fire areas/compartmentalization should be implemented;
- Increases in automatic fire sprinkler density should be implemented; and,
- Contiguous roof access should be available throughout the community.

SECTION 4: DESIGN GUIDELINES

4.1 APPLICABILITY

Design Guidelines are intended as suggestions and considered as flexible. "Standards" typically use the word "shall" or are composed as clear directives (e.g., "are not permitted'). Guidelines typically use the word "should" and represent "best practices" in building design, streetscape improvements, place-making, etc. As such, Guidelines are intended to shape future more detailed design efforts to ensure a well-planned high quality community.

City of Costa Mesa staff will use these Guidelines to assist in reviewing and processing the Master Plan for the site (required pursuant to this Specific Plan), as well as future construction-level plans. The Design Guidelines are applicable to the multi-family residential buildings, retail and office components, and to the open space component of the Plan.

One Metro West Design Guidelines are intended to accomplish the following:

- Placement of parking garages and non-habitable spaces along the I-405 Freeway is strongly encouraged to create a noise barrier and reduce exterior noise levels;
- Maximize creativity and innovation of architectural and landscape design within the site;
- Promote a visually attractive, safe and well-planned community through incorporation of sound design principles;
- To contribute to a positive image and identity of the community north of the I-405 Freeway in relation to neighboring properties as well as residential uses south of the I-405 Freeway and complement the neighboring South Coast Collection;
- Promote a quality development in Costa Mesa that will implement the City General Plan Goals and Policies; and,
- Provide decision makers with Design Guidelines for reviewing future development plans for the One Metro West site.

4.2 DESIGN OBJECTIVES

The One Metro West Specific Plan Design Objectives are consistent with Costa Mesa General Plan goals and policies in general and as amended specific to the project. The following are the primary Objectives of the guidelines:

1. To develop a site design with a mix of uses that complement each other through shared use of public spaces and landscape connections.

2. To create a mix of uses that respond to their context and complement each other in their building design and street orientation.
3. To facilitate linkages among uses on and off site through use of pedestrian, bicycle and circulation connections, shared access and parking.
4. To address General Plan direction to promote mix use development and high-density housing in close proximity to employment.
5. Locate commercial uses along Sunflower Avenue to attract viable and community serving uses.
6. Provide guidelines for parking structures that will enhance their appearance from within the site as well as neighboring views.
7. Provide high quality contemporary structural, hardscape and landscape architectural design for community elements.
8. Create an open space area accessible to the general public that includes passive areas for enjoyment, public art, and spaces for community theatrical and musical events; the open space design shall contribute a sense of community.
9. Create a community built with sustainable development principles to reduce environmental impacts, promote energy efficiency, encourage pedestrian and bicyclist activity, and facilitate a healthy environment for the residents, employees and visitors.
10. Facilitate a safe and convenient pedestrian access and trail linkages/paths within the site and to connect to the Santa Ana River Regional Trail.

4.3 GUIDELINES

Open Space, Landscape, and Hardscape Design

Outdoor places should provide shade protection and a variety of amenities such as seating, lighting, and trash receptacles. Furniture and fixtures used in outdoor places should complement the architectural styles of One Metro West. Shade structures and devices may include, but not necessarily be limited to, fixed umbrellas, awnings, trellises and canopies integrated into buildings or over open spaces. In addition, outdoor places should contain visual focal features such as public art, fountains, specimen trees or recreation (passive and/or active) facilities/opportunities and should connect to the nearby local bicycle trail.

When on-site private open space is provided that is internal to the community, visibility to and from this open space to adjacent public areas is encouraged and should take the form of covered passages and/or open-to-the-sky breaks in building massing.

Decorative paving should be incorporated into parking lot design, driveway entries, pedestrian walkways and crosswalks.

Paving materials for the walkways and roadways should complement architectural design. Use of permeable surfaces of stamped concrete, stone, brick, pavers, exposed aggregate or colored concrete is encouraged.

Pedestrian Connectivity

The pedestrian walkways should be provided throughout the site connecting the parking and access to various open space areas in a safe and direct manner that links the different components (multi-family residential; commercial; creative office; public open space) and amenities within the One Metro West community. Where pedestrian walkways cross drive aisles or parking areas, the site design should incorporate decorative paving or another method to visually define pedestrian space and delineate pedestrian crossings and to alert drivers about areas where pedestrians may walk.

Fences and Walls

All non-transparent perimeter walls should incorporate standards to provide for wall inserts and/or decorative columns or pilasters every 20 feet to provide relief or other method of aesthetic application of interest.

Walls and fences should be designed with materials and finishes that complement community architecture and should be planted with vines, shrubs, and trees.

Exh 4-1
Fences and Walls Design Examples

FENCES







GATES







SOUNDBARRIERS







Outdoor Furniture

The following are guides to providing One Metro West outside furniture.

- Color and appearance of community furniture should be selected to complement other community design elements. All seating shall be anchored securely to the ground.
- Location and layout of different elements of community furniture should ensure each article is designed and situated to be in harmony with surrounding furnishings and the community as a whole.
- A variety of sitting area designs, from formal arrangements (benches) to informal arrangements (low walls or steps) should be provided in sunny and shaded areas.
- Bench seating should be located along the sidewalk adjacent to Sunflower Avenue and at various locations, including in areas of high pedestrian activity and near public art displays; benches within the One Metro West community should be made of a durable material such as concrete, painted iron or hardwood.

EXH 4-2
OUTDOOR FURNITURE DESIGN EXAMPLES

BENCHES







TABLES







Parking Structures

Parking garage lighting should be concentrated on pedestrian and vehicle aisles and ramps, with spillover lighting often adequate to illuminate parking stalls. Casting of glare and spillover lighting outside the parking structure should be prevented by shielding and light designs that provide indirect lighting. A minimum of 5 foot-candles of illumination should be provided inside the parking structures and a minimum of 3 foot-candles for exterior parking areas. Interiors should be painted a light color to transmit light throughout the space.

To promote safety, stairs and glass-cab elevators should be located on the perimeter of parking structures to allow for visibility. The shaft and elevator cab should have glass facing the public view. Glass tinting should be minimal to ensure daytime and nighttime visibility.

To provide maximum visibility, stairwells should be open to the interior and at least partially open at the exterior of the parking structure.

All mechanical equipment and piping within parking structures should be painted to match interior of the structures.

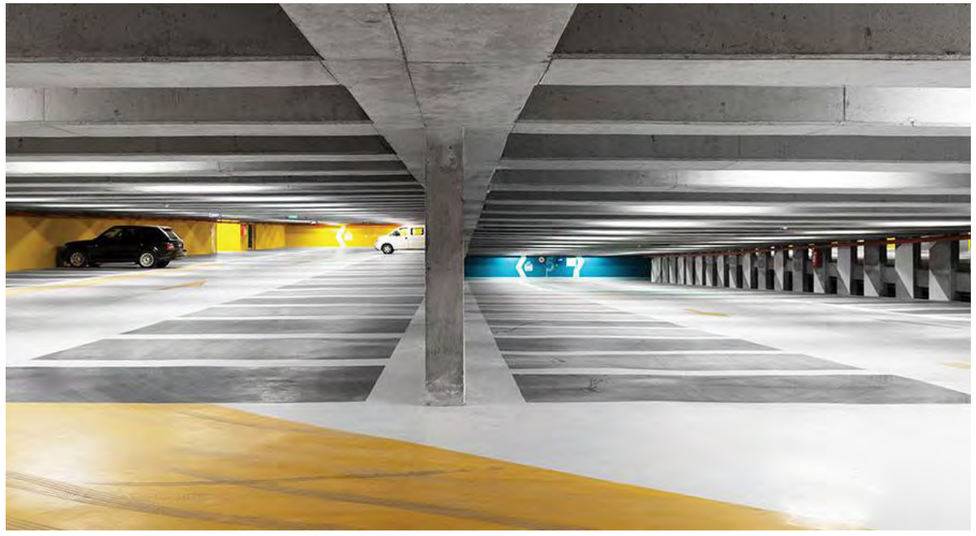
Exh 4-3
Parking Structure Exterior Lighting Design Examples



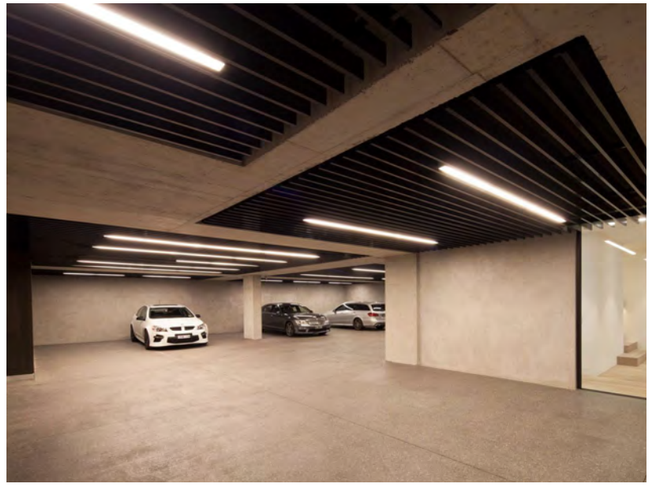




Exh 4-4
Parking Structure Interior Lighting Design Examples











Loading/Unloading Areas

- Loading and unloading areas should provide adequate space for maneuvering into and out of a loading position to prevent disruption to traffic flow.
- Loading and unloading areas should be located and designed to minimize direct exposure to public view and shall be surrounded by landscaping to reduce visual impact whenever possible.
- Service and loading areas should be located away from Sunflower Avenue and should be designed to avoid conflicts with pedestrian and other vehicles.

Lighting

One Metro West exterior lighting should be designed and placed to add an aesthetic value to the One Metro West community as well as to contribute significantly to safety within the community.

Lighting in areas designed to accommodate pedestrian activity should be compatible with other One Metro West street furniture.

If pole lamps are to be used in some areas of the community, proper spacing of the lamps should provide an adequate level of nighttime lighting and increased safety.

A combination of building-mounted pole lighting and bollards should be used throughout the community for pedestrian pathway and common open space areas.

The architectural style of lighting standards in the surface parking areas should relate to the overall architectural design of the community.

Accent lighting on architectural and landscape features should be complementary in architectural style and incorporated to add interest and focal points.

Pedestrian-scaled lighting in the public open space should be of adequate height and character that complements the remainder of the One Metro West community.

Project lighting should avoid direct glare onto adjoining properties

Low energy lights, such as LED lights or solar-powered lights, should be used whenever possible.

Custom street lighting may be installed within the Sunflower Avenue right-of-way and may be shown on Street Improvement Plans submitted to the City of Costa Mesa for approval. There may be up-lighting accents at all specimen trees located at One Metro West entries.

Lighting height in the publicly-accessible open space component should be at a pedestrian scale. The public open space should be illuminated from dusk to dawn. Overall lighting in the public open space should average three-foot candles and incorporate other pedestrian-oriented lights, such as lighted bollards. Up-lighting of trees and other architectural features should be strongly considered.

Lighting details will be finalized in more detail in the Lighting Plan and Photometric Study to be prepared prior to issuance of the first building permit and will be reviewed and approved by the City's Development Services Department.

EXH 4-5
CONCEPTUAL EXTERIOR LIGHTING PLAN



POTENTIAL POLE LIGHT LOCATIONS
(SUBJECT TO EXTERIOR LIGHTING PLAN)

PATH & AREA LIGHT DESIGN EXAMPLES






Bicycle Support Facilities

Bicycle rack design should be complementary to street furniture within the One Metro West community as well as the aesthetic and architectural character of the One Metro West community.

One Metro West should provide a physical barricade (e.g., curb, bollard, landscaping, etc.) or other type of safety measure between bicycle and vehicle parking areas.

EXH 4-6
BICYCLE RACKS AND STORAGE DESIGN EXAMPLES

BICYCLE RACKS







BICYCLE LOCKERS







Signage

The following sign types should be permitted within the One Metro West community.

- Canopy or Awning – Canopy signs are affixed to any permanent architectural projection extending over a door, entrance, window or outdoor service area. Only permanent signs that are an integral part of the awning or canopy are allowed.

- Projecting – signs that are permanently attached to a building, perpendicular to the surface of a wall or projection. A projecting sign should not be located lower than eight (8) feet above ground level or extend closer than two (2) feet to the nearest curb. Projecting sign supports and other hardware should complement the design and scale of the projecting sign.

- Wall – Tenant walls signs should only be allowed on the first floor for the retail component and the creative office with the exception of the Freeway facing signs that shall be reviewed separately and meet Caltrans requirements. The office will be considered separately to either meet code requirements or through a Planned Sign Program.

- Ground Mounted Signs – freestanding signs that are mounted on the ground and are flush to, or have a clearance from the ground of not more than two (2) feet, are supported by a solid base, one or more uprights, braces, column poles, or similar structural components. Such signs should not have more than two (2) faces and should be placed within landscaped areas, perpendicular to approaching traffic, and positioned to provide clear lines of sight at driveway approaches. Monument signs shall have a solid background. Monument signs should be located where they are not obstructed by landscaping and can be easily viewed by pedestrians and motorists. Exposed materials used in Monument or Ground signs should be wood, metal, stone, brick, concrete, and/or paint. The monument signs should be complementary to building and site design features.

- Directional – signs that are ground mounted or placed on short poles or supports within the community and within the parking structure that identify paths for pedestrian and/or vehicular travel for residents and visitors should be incorporated into the overall project sign design.

- Project Entry – signs placed at/near the primary project entry should be designed to provide an opportunity for architectural features, monuments, public art, and lighting features.

A comprehensive plan for height, size, location, spacing, and approved materials is subject to approval of a Planned Sign Plan by Zoning Administrator.

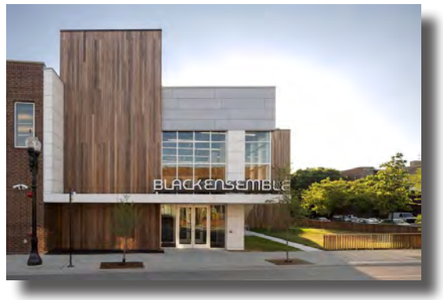
Location and size of signs on commercial or office buildings should be proportioned to the scale of the building and shall relate to the architecture of the particular structure.
Sign materials should be compatible with the building façade upon which they are placed.
Sign colors should relate to and complement materials or paint scheme of buildings, including accenting highlights and trim colors. The number of colors on any sign should be limited to three (3).

Illuminated commercial and office signs should be individually illuminated letters, either internally illuminated or back-lighted solid letters. Signage that does not meet Zoning Code requirements may be considered through a Planned Signing Program subject to the procedures outlined in the Costa Mesa Municipal Code.

CANOPY OR AWNING







DIRECTIONAL





PROJECTING





PROJECT ENTRY







EXH 4-7

SIGNAGE DESIGN EXAMPLES

Residential Buildings

Building façade modulation should be attained by use of breaks in building plane, changes in building massing, materials and colors, projecting bays or recesses, changes in material, differentiation of color, setbacks leading to ground level open space and/or use of architectural detail, elements and/or ornament.

Building finishes and colors should be non-reflective so as not to produce excessive reflected glare from sunlight.

Special features, such as entrance paving, landscape treatment, planters, special wall treatment, gates, specialty lighting and any other entry features should be used to generate visual interest at project entries.

Main entries should incorporate rough-textured concrete, textured paving, or interlocking pavers.

Common and private open space areas within the residential components of the site should be designed and oriented to take advantage of available sunlight and should be secured, conveniently located to the residential units within each residential building, and visible from the residential units to ensure safe use. Common open space/recreation areas should include amenities such as swimming pools, spas, play areas, etc. Accessible rooftop open space could be used as common usable open space by residents. Landscaping and seating shall be permanently integrated into all required common open spaces.

Doors to community facilities should contain some transparency and be key-controlled by residents.

Courtyards in the multi-family residential component of One Metro West should be fronted by architectural features such as doors, windows and balconies.

The site layout for the residential component shall:

- Provide an attractive and functional site arrangement;
- Provide amenities as part of each residential building that are appropriate to the different age groups of residents;
- Apply principles of Crime Prevention Through Environmental Design (CPTED) to enhance safety and security within the multi-family residential buildings;
- Minimize the massing of the buildings and accentuate each building with architectural elements, articulation, decorative lighting, and/or landscaping; and,
- Allow for orienting units in a way to promote privacy for individual residential units.

Architecture and Site Planning Guidelines

- Four-sided architecture shall be required; side and rear views of each building shall not be minimized because of their orientation
- Compatible design features shall be continued or repeated upon all elevations of each residential building
- Architectural elements such as bay windows, recessed or projecting balconies and other elements that add visual interest, scale and character shall be required as part of residential building design and may be used to break up large wall masses.
- All buildings shall be complementary in terms of architectural and landscape design and incorporate similar design features and materials.
- Location of all mechanical equipment shall be integrated with the building design and screened from view; all screening devices shall be compatible with building architecture and color.
- One Metro West's residential buildings and parking garages shall be unified by a consistent use of compatible architecture, building materials, textures and colors.
- Special accents that define the main entry to the parking garages, create territorial reinforcement and provide visual interest shall be incorporated into the One Metro West design.
- Multi-family residential buildings shall be oriented to create courtyards and internal open space areas and thereby increase aesthetic appeal of the areas.
- Use of high-quality and durable materials that are easy to maintain and clean shall be required for all structures.
- Architectural projections are allowed into the setback area only along the property line parallel to the I-405 Freeway for special parking garage architectural fenestration so long as a 10-foot clearance is maintained. Architectural projections (such as gazebos, pergolas, solar panels, elevators, perimeter parapet walls, air conditioning/heating mechanical equipment, trellises, outdoor recreational bars/kitchens, and other recreational/entertainment amenities and structures) are not counted as additional floors or toward building height.













EXH 4-8
BUILDING ARCHITECTURE CHARACTER

SUMMARY

Key components of this contextual California-based design will be its clean lines, natural materials and complementary color palettes. The interplay between indoor and outdoor living will be witnessed in its variety of social gathering places and rooftop terraces. The architecture, location and programming of the spaces will invite both the employee or resident to explore the surrounding area, while still creating an intimate place to work or call home.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

Commercial Component

The ground level commercial spaces should include pedestrian level details and emphasize architectural elements of building entries in relationship to sidewalks and create connections and transitions at the first floor of residential. The building facades should include architectural elements such as moldings, and materials such as brick, stone, and cast concrete, awnings and canopies over entries, and other architectural elements that create a sense of transition and passage from the public realm to the private realm.

Parking spaces assigned to commercial businesses on the One Metro West property should be sited to provide the shortest route of travel from parking to the commercial building entrance. Vehicular and bicycle parking should be allowed and provided along the south side of Sunflower Avenue.

- The commercial component of the Plan shall ensure storefronts and eating establishments along Sunflower Avenue will be well-designed and include glazing and wall composition, colors, and materials, that create a unique and clearly identifiable sense of entry and pedestrian scale.
- The commercial facades shall be articulated with architectural elements and details.
- The commercial component shall be buffered from the multi-family residential component on the upper floors.
- Storefronts along Sunflower Avenue shall be a minimum fourteen (14) feet in height from finish grade at the sidewalk to the top of the interior ceiling height. Size and location of commercial business doors and windows shall relate to the scale and proportions of the overall structure in which the businesses are located. In lieu of storefronts, bay windows, display windows, show windows, shadow boxes, and/or similar individually expressed opening elements that provide visual interest at the grade plane and sidewalk may be permitted by the Development Services Director.
- Each tenant space shall be provided with a specific storefront compatible with the use.

Office Component

The creative office building should be designed for visual integration, pedestrian access and aesthetic integration with the adjacent public open space area.

The creative office building should be designed to incorporate a courtyard or other place(s) that can serve as gathering places for employees and visitors.

The creative office building entrance and ground floor windows should provide visual

interest from the other components of One Metro West. The windows should allow visibility into businesses by maximizing ground-level window exposure. Window glass should be transparent and avoid use of dark-tinted, reflective and opaque glass.

The creative office building should be considered for rooftop solar panels to provide electricity for the interior of the building. The office building materials and finishes should be complementary to the residential buildings and provide high quality in design and durability suitable w for an office building.

The creative office building should include exterior lighting for security and safety of building entrances, parking, loading, pedestrian walkways and courtyards. The light fixtures and their structural support should be architecturally compatible with the building and should avoid directing glare skyward. Low energy lights, such as LED lights or solar powered lights, should be used whenever possible.

Service and loading areas for the creative office building should be located away from the adjacent open space areas and minimize impact to the residents.

The refuse and recyclable collection areas for the creative office component should be covered and enclosed on three sides by a decorative, capped, masonry wall composed of materials that are complementary to the creative office building architectural materials.

- The office component of the community shall ensure the building creates visual interest while maintaining harmony within the One Metro West mixed-use community. This shall be accomplished by promoting design creativity to create a desirable office space while ensuring consistency in building scale, proportion and overall aesthetic character.
- The creative office building shall be sited and designed to provide pedestrian paths or walkways to/from other components of the community.
- The materials, colors and textures of the building shall serve to unify the building's appearance, be consistently applied, and work harmoniously with such materials of other community buildings.
- The design of the creative office building shall be four-sided and avoid large monotonous facades, blank walls, long straight-line building fronts, plane box shape and barren exterior treatment on all the building elevations.
- All rooftop mechanical equipment shall be screened from view of property within the Specific Plan community, from adjacent properties, and from view of Sunflower Avenue and Cadillac Avenue.

Site Landscaping

Landscaping within One Metro West such as the tree palette, shrubs, berms and other landscape and water features should be designed to accomplish the following:

- Define areas such as building entrances, key activity hubs, focal points, and the street edge;
- Screen service areas, trash enclosures and mechanical equipment;
- Soften structural appearances of the three residential buildings;
- Define and accent specific areas such as building and parking lot entrances and the main walkways to community facilities;
- Distinguish private space from public space by creating a strong edge through a distinct change of plant material form, height and/or color;
- Provide a backdrop and visual setting for One Metro West architectural elements;
- Create focal points and highlight important architectural elements;
- Define outdoor spaces;
- Delineate on-site vehicular circulation;
- Provide a unified appearance within the project and along Sunflower Avenue;
- Protect users from excessive solar exposure, glare, wind, noise, dust, odors, and undesirable views; and,
- Provide shade and screening.

Canopy trees should be used in outdoor parking areas to reduce the impact of large expanses of paving, to provide shade, and to reduce glare and heat build-up.

As part of right-of-way maintenance, the area between a building adjacent to Sunflower Avenue and the sidewalk should be improved with a combination of softscape and hardscape including, but not limited to, planting beds and boxes, pavers, low shrubs, planter pots, street trees and other landscape amenities.

All landscaping shall comply with the City's Water Efficient Landscape Guidelines.

Plant materials are an important aspect of the site design since they can create unique identity, visually connect different buildings, soften the architecture and provide shade and screening. In addition, landscaping is important to site design and safety/security issues in that it helps to define outdoor spaces.

The Landscape Plan shall ensure design continuity that reinforces a "sense of place" for the One Metro West community and be comprised of a mixture of formal and informal landscaping. Native and architecturally thematic plant material shall be used to accent entry monuments, signage, walls and hardscape elements. The planting shall be in scale with adjacent buildings and be of appropriate size at maturity.

The landscape palette shall emphasize water-efficient plants that are native to the region and are low-water use and incorporate the following:

- All trees and planting for the community shall be well-suited for growing in zone 22 of the Generalized Plant Climate Map of California, and to the microclimate in the specific location of One Metro West; and, the planting materials shall follow industry standards in spacing to allow adequate growth over the years.
- Landscaping shall be permanently maintained in substantial conformance with the City-approved Landscape Plan.
- The developer shall submit a Landscape Maintenance Plan to the City of Costa Mesa for approval. Landscaping shall be maintained on a regular basis to ensure it does not interfere with on-site lighting, restrict emergency services access to the Project, or interfere with maintenance of utilities.
- The developer shall enter into a Maintenance Agreement with the City of Costa Mesa that addresses all off-site improvements.

The following information shall be included in the detailed Landscape Plan:

- Detailed Plant and Tree Palette in terms of number, size and species;
- Information about design, placement and operation of automatic irrigation systems with moisture sensors;
- Assurance that irrigation systems will be designed to prevent overspray onto walkways, parking areas, buildings, and fences;
- Installation of tree grates for all trees to be planted along Sunflower Avenue; and,
- Style and color of tree grates and guards, as well as other elements such as irrigation boxes and cages that are compatible with the color and style of other street furnishings within the One Metro West community.

Exh 4-9
Commercial Component Design Examples











Sunflower Avenue Street Scene

The Specific Plan calls for improvements to Sunflower Avenue including undergrounding above ground utility lines, on-street parallel parking along the street interface, Class-II bikeways on north and south side, and three lanes including a median lane. The parkways should include extensive landscape and hardscape improvements to accommodate pedestrians, bicyclists and an aesthetically pleasing roadway for vehicular travel.

The Sunflower Avenue street environment along the community site should be amenable to residents, employees and visitors, with a sidewalk that provides for pedestrian activity, adjacent bicycle travel, and outdoor dining. Street trees should be of species that provide shade while allowing views of adjacent ground-floor businesses. Planting should be focused in large tree wells or in individual or groups of containers/pots. Multiple bike racks should be provided along Sunflower Avenue near the commercial tenant spaces and in proximity to the Sunflower Avenue/Cadillac Avenue intersection in highly visible locations to ensure personal safety and to protect against theft. The number and placement of bicycle racks within the Project site will be agreed upon by the City and owner/developer.

Water conservation as well as best Water Quality Management systems should be incorporated in the Sunflower Avenue street design. Street design plans may include bioswales to minimize run off.

To emphasize the new community, the Sunflower Avenue/Cadillac Avenue intersection should be enhanced with special paving patterns as well as a crosswalk to be approved by the City of Costa Mesa in terms of design and location. Use of stamped concrete, exposed aggregate, or colored concrete should be used to serve as a traffic calming function to promote pedestrian and bicyclist safety.

Outdoor dining opportunities should be permitted within private property adjacent to Sunflower Avenue or the public sidewalk, subject to accessibility requirements and clear pedestrian paths of travel adjacent to the commercial buildings. The area used for patio dining shall be separated from the sidewalk delineating the extent of the outdoor area; this area should be included in the overall square footage of eating or drinking establishment's area for the purposes of parking calculations. Use of the public right-of-way for commercial activities will be subject to an encroachment permit by Public Services Department per the Costa Mesa Municipal Code.

Shade structures/devices may extend over the full depth of the outdoor area within the private property, but may not extend within the public sidewalk easement; no columns or supporting poles will be permitted within the public right-of-way. Design of materials and colors for chairs, tables, display standards, lighting and other fixtures (including umbrellas and awnings) should be consistent with the architectural style and colors of the building

with commercial/dining establishments and the quality of fixtures used in the public streetscape improvements.

Where feasible, the outdoor dining area should be separated from the remainder of the sidewalk by a physical barrier such as bollards, planter boxes or pots, umbrellas, or movable fencing/railing and materials should be compatible in style, color and finish with the adjacent commercial building. Such dining shall meet minimum Americans with Disabilities Act requirements set forth in Title 24, Part 6 of the California Code of Regulations and the State of California Department of Alcohol Beverage Control, if applicable.

Open Space Component

The open space component of the site should be visible from and prominent to the Sunflower Avenue/Cadillac Avenue intersection to accommodate public events.

The urban open space component of the development plan should include the following:

- A well landscaped space and an articulated edge to provide visual interest;
- Pedestrian amenities that may include seating, lighting, planters, drinking fountains, distinctive paving, art work, bicycle racks, and focal points;
- Softscape and hardscape elements incorporated into the overall design of the open space with color, form and texture as integral parts;
- Decorative pavement treatment including unit pavers with special texture, color, pattern and/or decorative features that complements the paving pattern throughout the other components of the One Metro West community;
- Seating, outdoor furniture, decorative benches and tables, and fixtures that complement those included in the other components of the development plan;
- Shade structures;
- Separation of any active use areas from passive use areas by placement of planters, street furniture, landscaping, different paving textures and subtle changes in ground plane;
- Decorative bollards in areas between the open space component and Sunflower Avenue;
- Decorative materials to delineate pedestrian travel and not in conflict with ADA access requirements;
- Entry monuments;
- Marked multi-purpose (pedestrian/bicycle) trail;
- Public art comprised of various media including a focal element such as a central public art installation or a water feature using recycled water.

The open space component should link with adjoining outdoor spaces with comfortable paths and walks to create a network of spaces.

















Exh 4-10
Open Space Character

SUMMARY

One Metro West will contain a 1.5-acre open space area that will be located in the extreme westerly portion of the Project site. The open space component of the Project will be privately owned and maintained. The open space will be available to the public through dedication of a public access easement and will be available to pedestrians and bicyclists. This area is intended as a passive open space area with seating and resting areas, exercise area, creative landscaping, art pieces, and shade structures. The public open space will be heavily landscaped.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.











Exh 4-11
Tree Palette

SUMMARY

The tree species at One Metro West will reinforce the character of the community. All trees must conform to the below criteria:

- Plant only species well-suited for growing in Zone 22 of the Generalized Plant Climate Map of California, and to the micro-climate in the specific location proposed.
- Plant trees in locations where they will be allowed to comfortably grow to their full mature size.

Tree Palette:

The tree palette may include any tree that fits the character of the site and complies with the above criteria.The tree palette may include but is not limited to:

- Chilopsis linearis
- Lyonothamnus floribundus ssp. Asplenifolius
- Platanus racemosa
- Populus fremontii
- Prunus ilicifolia
- Quercus agrifolia
- Quercus engelmanii
- Salix gooddingii
- Sambucus mexicana
- Umbellularia californica
- Jacaranda

Public Art

The site will incorporate public art in the private and public areas to enhance the community image. Public art contributes significantly to the identity of a place or community. In addition, public art can stimulate creativity and imagination, and add a unique human quality to the outdoor environment.

Prior to submittals for building construction permits, the applicant shall submit a Public Art Plan for review and approval of the City's Cultural Arts Committee. The Public Art Plan shall include reference to long-term and short-term installations and address the following:

- Description of the art work, including artist concept and drawings if available;
- Location of the art work (long term and short term);
- Schedule for selection,
- Installation of the art work(s);
- Plans for maintenance of the art work(s);
- Security plan and replacement plans should any art be stolen or vandalized; and,
- Public access to the art work(s) during daylight hours.

The parking structure wall adjacent to the I-405 Freeway shall contain art work or other architectural treatment, as approved by the City of Costa Mesa Cultural Arts Committee and shall comply with any applicable CEQA mitigation measures and CalTrans requirements as noted in their regulations. The owner/developer is required to comply with the following:

- Prior to issuance of the first building permit for the proposed project, the owner/developer would be required to submit a Public Art Plan for the site including the parking elevation (facade) along the I-405 Freeway for review by the Planning Division and approval by the City's Cultural Arts Committee. All architectural treatments including public art installations must comply with the regulations in the One Metro West Specific Plan. As such, architectural treatments would exclude the use of moving, flashing, or otherwise visually distracting elements or materials that are highly reflective or generate noise.

Any art work or artistic treatments adjacent to Sunflower Avenue may be illuminated to be clearly visible from Sunflower Avenue during evening hours subject to an approved lighting plan and as determined reasonable by the City of Costa Mesa.

The property owner, developer, or its agent shall be responsible for the installation, future preservation, maintenance, and replacement of the art works for the life of One Metro West. In the event repair of an art work is required, the responsible artist(s) shall be notified and given the opportunity to do the repair for a reasonable fee. In lieu of the

original artist being unavailable, another professional artist shall repair the art work.

The public art shall be commissioned to, and produced by, local artists; that is, artists living and working in Orange County or commissioned to, and produced by, local artists in conjunction with an artist(s) known nationally or internationally.

Sustainability

One Metro West shall include innovative technology and building design strategies to increase renewable energy production, water conservation, reduce energy use, and reduce waste. The project shall provide other options for transportation to also reduce automobile use. The internal connectivity made possible by clustering residential, commercial, office and recreational uses will contribute to lowering vehicle miles traveled.

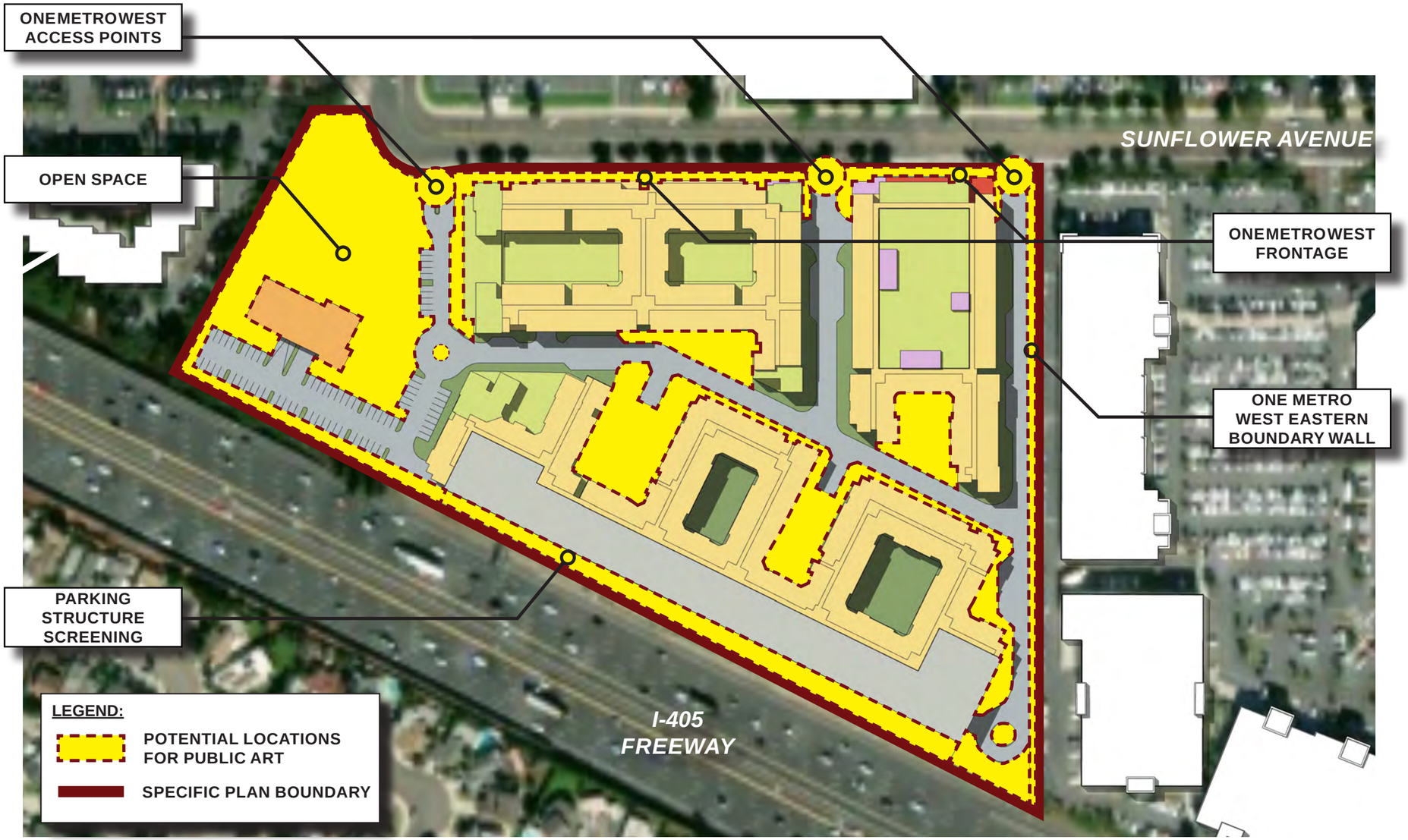
The design shall incorporate sustainable design practices such as:

- Encourage energy conservation by installing solar panel connections on rooftops of the residential and office buildings;
- Promote use of recycled and reclaimed materials by using such materials for surface parking areas, sidewalks, unit paving, curbs and water retention tanks;
- Promote waste reduction by providing recycling receptacles;
- Promote retention of stormwater through capture and harvesting for re-use in landscaped areas in a low-flow irrigation system;
- Incorporate sustainable features such as permeable, low-glare paving, drought tolerant landscaping, rain gardens, and fountains using reclaimed water in the public open space area;
- Incorporate permeable paving, low-glare and low-heat intensive surfaces, and should incorporate solar panels for renewable energy production and as shade canopies in surface parking areas;
- Whenever possible, complying with the California Energy Commission's voluntary Tier II Energy Efficiency Standards in effect at the time community building construction begins;
- Designing shading devices, window orientation, window opening sizes and glazing selections to promote daylighting of interior spaces, minimize the need for artificial lighting, and control glare;
- Install sensor-operated faucets in public restrooms in the creative office building;
- Use dual flush or other toilets using less than 1.6 gallons per flush or latest requirements in the creative office building;
- Consider use of waterless urinals in non-residential buildings;
- Insulate domestic hot water pipes where feasible;
- Using dual pane and tinted windows;

- Design and install heating, ventilation, and air conditioning (HVAC) systems according to standards provided by the Air Conditioning Contractors of America handbooks or other comparable high-performance HVAC standards;
- Install sealed-combustion/sealed-duct furnaces and water heaters for increased efficiency and indoor air quality;
- Install only Energy Star-qualified ceiling fans to circulate air and reduce demand on heating and cooling systems; and,
- Promote smart climate controls for residential, commercial and office buildings to efficiently regulate temperature controls.

The design shall incorporate the latest required California Energy Code and Green Building Code provisions, such as:

- Energy efficiency of at least 20%;
- One-inch insulation for R-410a refrigerant heat pump systems;
- Two-inch MERV 13 filters in the multi-family residential buildings;
- Demand control thermostats for corridors, leasing offices, conference rooms and multi-purpose rooms in multi-family residential buildings and require acceptance testing;
- The buildings shall comply with the latest ventilation requirements for multi-family residential buildings, under ASHRAE 62.2-2016, such as:
    - No natural ventilation;
    - Balanced systems or continuous ventilation plus blower door testing;
    - Ventilation fans not exceeding 10% of ASHRAE 62.2 minimum requirements; and,
    - Range hoods HERS tested and must provide a minimum of 100 CFM and maximum of 3.0 sones.
- Compliance with the latest CO_2sensors in multi-family residential buildings/high density spaces.
- compliance with the latest lighting allowances in multi-family residential buildings – Dimmers, photocells and occupancy sensors are required; and,



EXH 4-12
POTENTIAL LOCATIONS FOR PUBLIC ART

SUMMARY

The purpose of this graphic is show the potential locations for public art installations within the One Metro West Project.

Prior to issuance of the first Building Permit for One Metro West, the owner/developer shall submit the following for the approval of the Economic and Development Services Director or designee:

- A Street Furniture Plan
- An Exterior Lighting Plan
- A Wayfinding and Signage Plan

The owner/developer shall also submit a Design Plan for the Building “A” parking structure elevation along the I-405 Freeway for approval of the City’s Cultural Arts Committee.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

Architectural projections and art installations are allowed into the setback area only along the property line parallel to the I-405 Freeway for special parking garage architectural fenestration.

EXH 4-13
WAYFINDING AND PLACEMAKING



SUMMARY

The purpose of this graphic is show the potential locations for wayfinding and placemaking in One Metro West.

Primary and Secondary Entry signage lets residents and visitors know the entry and exit points for One Metro West.

Directional signage guides people to the key destinations of One Metro West. Directional signage are also located at the entry points of the bike and pedestrian trail entering the project site from the Santa Ana River Trail and Sunflower Avenue.

Identification signage identifies the key destinations of One Metro West. These include identifying the Public Open Space, the Creative Office building, the commercial retail, and each of the residential buildings.

Open Space signage provides information about the One Metro West Open Space.

Monument signage are located along the bike path and show information on notable destinations in the area.

Prior to issuance of the first Building Permit for One Metro West, the owner/developer shall submit the following for the approval of the Economic and Development Services Director or designee:

- A Street Furniture Plan
- An Exterior Lighting Plan
- A Wayfinding and Signage Plan
- A Design Plan for the Building “A” parking structure elevation along the I-405 Freeway

NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

Adjacency to the I-405 Freeway

The parking garage located along the I-405 Freeway is highly visible and a critical view of the site. Wall art shall be incorporated along this building elevation. The wall art may include illumination that is static, up-right, or back-lit. The lighting may be programed to change at different time variables. Any wall art at this location including any illumination will be subject to review and approval by the City of Costa Mesa Cultural Arts Committee. Any illumination should not adversely impact off-site residential communities south of the I-405 Freeway and shall include dimming provisions to minimal levels after 10:00 PM.

Examples of artistic treatments that may be proposed for the length of the structure adjacent to, and facing, the I-405 Freeway include the following:

- A fin system across the building façade that allows landscaping on the structure wall to emerge; an integrated LED lighting system; and no light along the lower parts of the building façade to give the building the appearance of “floating” along the I-405 Freeway.
- An open weave pattern made from recycled rubber that covers the building façade; a sub-structure composed of expressed concrete; photovoltaics integrated to generate energy for the lighting scheme; exposure of the lower building façade to give the building the appearance of “floating” along I-405 Freeway, and a project carbon emissions map integrated across the open weave pattern.
- A photovoltaic, energy-efficient façade composed of multi-colored PV panels that would create a tapestry of color and translucency to the interior; illuminated photovoltaic panels integrated with lighting strips that celebrate the structure façade; integrated photovoltaics to generate energy for the lighting scheme; and exposed, elongated concrete structures at varying angles along the building façade and an exposed lower level, to allow the building façade to seem to “float” along I-405 Freeway.

Sustainability

One Metro West will include the following into Project design to contribute to Project sustainability. The following will supplement required California Green Building Standards Code (CALGreen, CCR Title 24, Part 11) requirements:

- Potential accommodation for installation of solar panels on appropriate roofs
- Interior courtyards and open space corridors to help direct air flow
- Use locally produced and recycled building construction materials whenever possible
- Bicycle racks and lockers, bicycle storage, bicycle repair facilities, and space for community-wide bike-sharing programs and events

- Installation of electric vehicle charging stations at non-residential buildings; installation of electric vehicle chargers in residential buildings; and, provision of preferential parking for low-emitting, fuel-efficient and carpool/van vehicles
- Provision of energy efficient major appliances that are a minimum Energy Star certified
- Implementation of a water conservation strategy that demonstrates a minimum 20 percent reduction in indoor water usage when compared to baseline water allowance
- Implementation of a landscaping palette that emphasizes drought-tolerant species, consistent with provisions of the California State Model Water Efficient Landscape Ordinance and City of Costa Mesa requirements
- Use of water-efficient irrigation techniques consistent with City of Costa Mesa requirements and with Water Efficient guidelines
- Installation of United States Environmental Protection Agency Certified WaterSense or equivalent faucets, toilets and other plumbing fixtures
- A potential provision for zip cars or bike-sharing opportunities

Similar to all other building and site-mounted mechanical equipment, mechanical equipment in support of sustainability such as photovoltaic or solar electric panels should be architecturally integrated into the roof and/or screened from public view to the degree possible.

COMMUNITY POLICING THROUGH ENVIRONMENTAL DESIGN

One Metro West implements “Crime Prevention Through Environmental Design” (CPTED) techniques in its Project design, as reflected in the accompanying Master Plan design. CPTED encompasses an approach to crime reduction through site, structural and environmental designs and management. One Metro West is designed so physical features (buildings; corner treatments; landscaping; etc.) maximize natural visibility. Natural access control in One Metro West involves using design features to restrict access to residential, commercial, office or open space targets and to guide residents and visitors through the community. In addition, the site design as a mixed-use community maintains distinction between private space and public space. Project lighting is used for safety and as a deterrent to crime in addition to positively enhancing the project environment for residents, employees and visitors.

The CPTED measures/practices for the project will be selected from the following.

For residential buildings:

- Project landscaping and site lighting that avoids creating blind spots or hiding places

- Full view of the open spaces from much of the residential and the entirety of the creative office components
- Paving treatments are used to guide visitors to desired entrances and pedestrian pathways through the project
- Unobstructed walkways clear from outdoor furniture, ground-level lighting and landscaping
- Location of the multi-family buildings, with units positioned around large courtyards encouraging public views throughout the
- Extensive means of property maintenance and surveillance

For commercial area:

- Direct access to commercial business visible to Sunflower Avenue
- Parking areas and pedestrian walkways will be illuminated adequately and will be illuminated during nighttime hours
- Private recreation areas will be visible from many residential units
- Shrubbery height will be maintained at three feet
- Private balcony/patio enclosures may not use opaque materials
- Use signs to direct patrons of commercial retail/dining businesses to entrances and parking
- Provide rear public access to tenant spaces where possible
- Install rear windows in tenant spaces to increase visibility
- Prohibit window signs from covering more than 15 percent of any window area
- Maintain clear visibility from tenant spaces to Sunflower Avenue and its adjacent sidewalk
- Place all entrances to commercial businesses/dining establishments under visual surveillance

For creative office building:

- Position office building restroom doors to be observable from nearby interior offices
- Use effective lighting at all exterior doors, common areas and hallways
- Place trash dumpsters in secured corrals
- Design windows and exterior doors so they are visible from neighboring buildings and areas
- Design interior windows and doors to provide visibility into building hallways
- Clearly define public entrances with architectural elements, lighting, landscaping, paving or signs
- All public access points shall be watched by security guards or receptionists
- Differentiate exterior private areas from nearby public areas by paving treatment and signage

For parking garages:

- Use stretched cable railings for maximum interior visibility rather than opaque barrier walls to the maximum extent possible
- Fully illuminate all parking areas and driving lanes, using lamp types approved by the City
- Position all pedestrian entrances next to vehicle entrances
- Construct stairwells to be visible, without solid walls
- Place elevators close to main entrances, with the entire parking garage level interior in view when elevator doors are open
- Do not install permanent stop buttons in elevators
- Limit access to no more than two designated and monitored entrances
- All surfaces shall be light-colored
- Differentiate and label creative office, and private residential parking spaces
- Provide emergency telephones on each level of parking garages with lights that flash upon activation

For the public open space:

- Locate facilities used at night near streets to be easily observable by law enforcement patrols
- Position bicycle and pedestrian trail along Sunflower Avenue to make users more observable by others
- Provide appropriate lighting
- Clearly mark any area to be used only during the day with entrance signs or gates to control accessibility
- Post public open space rules at the entry to the public open space
- Post signs marking the trail connection
- Use durable, vandal-resistant trash receptacles
- All benches must have seat dividers
- Provide emergency telephone call boxes in locations approved by the City

For lighting and landscaping:

- Design lighting systems for security of residences and businesses along walkways
- Provide lighting systems that enhance the ability to observe surroundings
- Provide lighting systems that minimize glare, shadow, light pollution and light trespass
- Landscape planting is such that sight lines remain open and clear and places of concealment are not fostered
- Use of vines or planted wall coverings to deter graffiti
- Use lighting in landscaping for aesthetics and security

SECTION 5: INFRASTRUCTURE PLAN

5.1 INTRODUCTION

Development of the site pursuant to this Specific Plan involves transforming an industrial site to a mixed-use community with residential, commercial and office densities that may require significant improvements to the existing utility systems on the property. The planned improvements will ensure adequate capacity is provided for future residents, employees, visitors, and business owners and tenants of the site.

The site is currently developed with an industrial building and is served by water, sewer, storm drain, electricity and natural gas service. This section of the Specific Plan identifies infrastructure and utility improvements to the existing systems that would be necessary to serve the One Metro **West** site based on maximum development potential envisioned under this Specific Plan. The Infrastructure Plan described in this section presents infrastructure systems that are conceptual in nature and may be refined as more detailed construction plans are developed. . No public utility improvements beyond the One Metro West property would be necessary to accommodate buildout, other than lateral connections between existing onsite systems to existing regional utility systems located in Sunflower Avenue. Planned improvements within the Sunflower Avenue right of way are described in this section.

5.2 PUBLIC/PRIVATE TRANSPORTATION FACILITIES

Existing Facilities

Sunflower Avenue adjacent to the site and east to Hyland Avenue is not designated as an arterial highway on the Costa Mesa Master Plan of Streets and Highways. Sunflower Avenue has an existing 80-foot right-of-way from Cadillac Avenue to Hyland Avenue. Sunflower Avenue has a four-lane with center turn lane configuration.

The Costa Mesa General Plan Circulation Element and Active Transportation Plan currently depicts a planned Class II Bike Facility extending along Sunflower Avenue adjacent to the site and an existing Class I Bike Facility extending north of the site from the Sunflower Avenue/Cadillac Avenue intersection to a connection with the Santa Ana River Trail. The connection trail is currently on the property adjacent to the One Metro West site (Cambridge Park) which is a multi-unit condominium office complex within an easement held by the City of Costa Mesa.

Sunflower Avenue east of Hyland Avenue and Hyland Avenue north of Sunflower Avenue are within the county's "Intercounty Express" Bus Routes; Hyland Avenue south of Sunflower Avenue is also an "Intracounty Express" Bus Route. These Routes are approximately .30 mile east of the One Metro **West** community. Refer to Exhibit 5-2 "Transit Routes".

Planned Facilities

Buildout of the One Metro West Specific Plan includes upgrades to Sunflower Avenue adjacent to the site frontage, including undergrounding the existing twin circuit Southern California Edison 66kV electric pole lines along the frontage of the site (although undergorunding may extend as far as Hyland Avenue, subject to coordination with the adjacent property owner).. The undergrounding of the 66kV line will be coordinated closely with Southern California Edison's Right of Way and Environmental Departments to ensure compliance with California Public Utilities Commission procedures for such relocations and/or underground conversions.

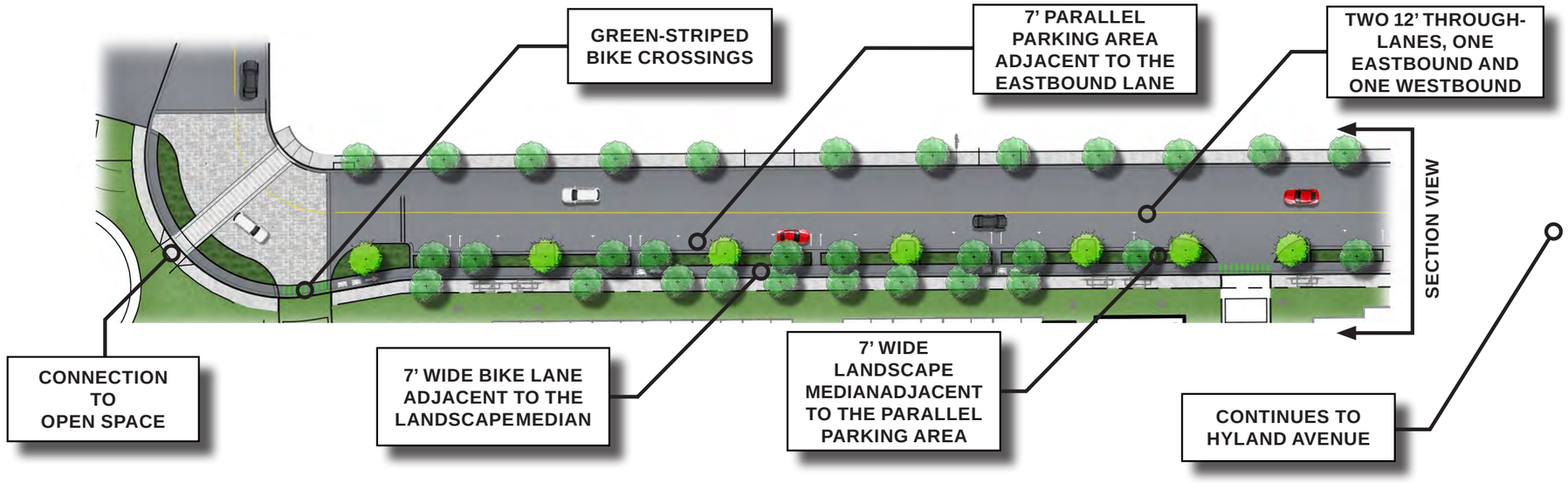
In addition, the Specific Plan includes planned improvements to Sunflower Avenue from Cadillac Avenue to Hyland Avenue:

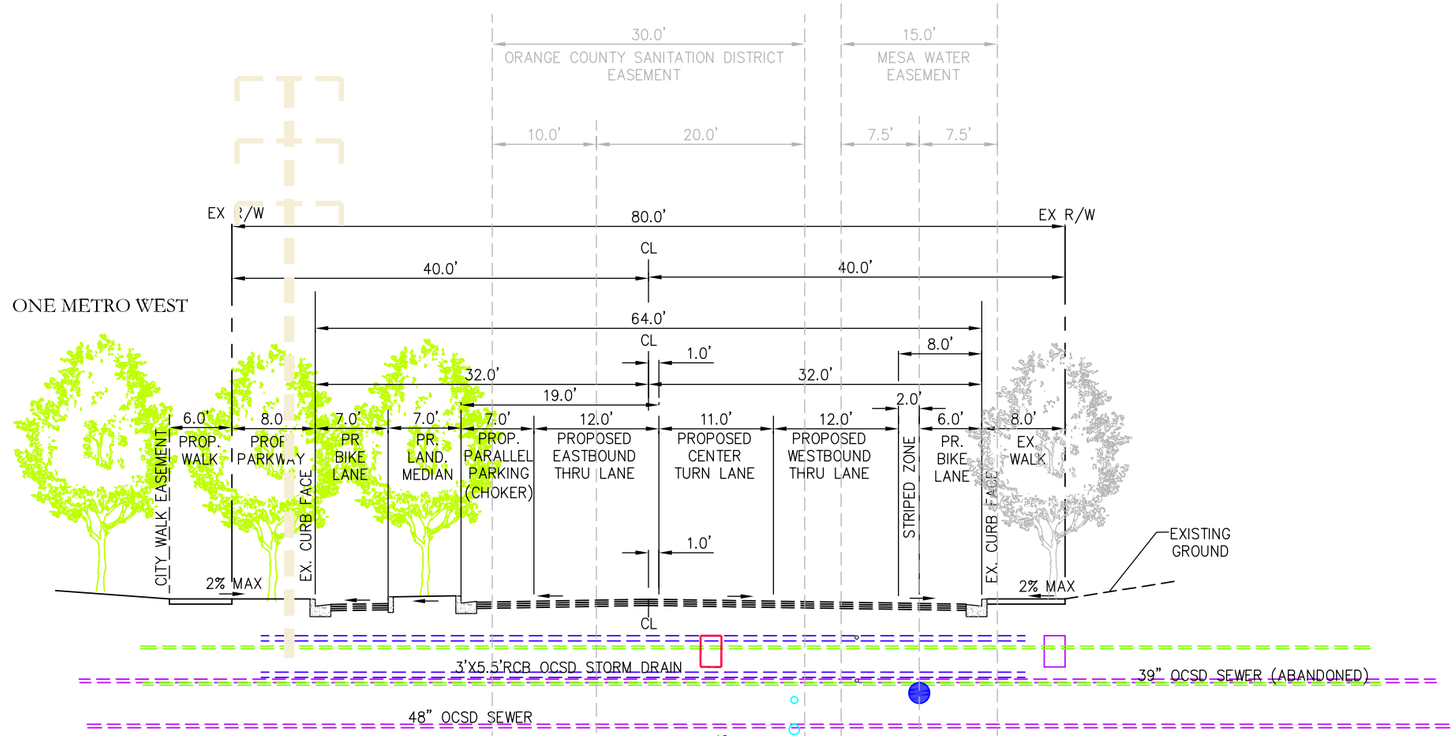
- Narrow Sunflower Avenue from a four-lane roadway with a center turn lane to a two-lane roadway with a center striped left turn lane;
- Add a six-foot sidewalk, eight-foot parkway/bioswale, seven-foot bike lane which is an upgrade from the standards of a Class II bicycle trail as designated in the City General Plan, seven-foot landscaped median, and seven-foot parallel parking lane on the southern side of Sunflower Avenue adjacent to the site;
- Add a six-foot bike lane and two-foot striped buffer median on the northern side of Sunflower Avenue; and
- Underground existing SCE poles and utility lines (only along the project frontage; although it may extend as far as Hyland Avenue, subject to coordination with the adjacent property owner).

The planned Sunflower Avenue Section is included in Exhibit 5-1 "Proposed Sunflower Avenue Section"; the final details may be refined at the time of construction plan development subject to approval of the Public Services Director.

The proposed improvements would also connect the new complete street section along the southern side of Sunflower Avenue with a new landscaped bicycle trail proposed along the westerly side of the open space area. This off-site improvement would include trail construction and landscaping and would occur along the westerly portion of the project site southward to the utility easement before the Santa Ana River channel. The proposed trail, landscape, and open space improvements shall be maintained by One Metro West. Improvements to Sunflower Avenue shall extend from the project site frontage to the Sunflower Avenue/Hyland Avenue intersection.

EXH 5-1
PROPOSED
SUNFLOWER AVENUE SECTION





SUMMARY

One Metro West proposes improving Sunflower Avenue to include separated bike lanes on both sides of the street, parallel parking on the south side of Sunflower Avenue (further separating the bike lane from road traffic), additional landscaping on Project site frontage, and green-striped bike crossings.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

EXH 5-2
TRANSIT ROUTES



Source: City of Costa Mesa, 2016.

5.3 WATER INFRASTRUCTURE

Domestic Water

Senate Bill 221 prohibits approval of subdivisions consisting of more than 500 dwelling units unless there is verification of sufficient water supplies for a project from applicable water suppliers. This law defines criteria for determining "sufficient water supply" such as using normal, single-dry, and multiple-dry year hydrology and identifying the amount of water the supplier can reasonably rely on to meet existing and future planned uses. In addition, the City of Costa Mesa adopted a water efficient landscape ordinance and guidelines in January 2010, to provide procedural and design guidance for project applicants proposing landscape installation. These requirements are included in Title 13, Chapter VII, Landscaping Standards of the Costa Mesa Municipal Code.

The One Metro West site is served by an existing Mesa Consolidated Water District domestic water line in Sunflower Avenue. There is an existing 24-inch Cement Mortar Lined and Coated (CML&C) Domestic Water line in Sunflower Avenue located six (6) feet south of its northerly curb. In addition, there is an existing 18-inch ACP Domestic Water line in Cadillac Avenue located 6 feet west of its easterly curbline. These two lines provide domestic water service and fire protection service to the site and will continue to serve the community. Per the Project Water Supply Assessment (WSA).

No new transmission mains are needed to serve the site. Domestic water service and fire protection service will be provided from connections to the existing 24-inch water line in Sunflower Avenue as well as via an anticipated on-site water loop system within the community site. This provision will ensure proper water service and fire flow protection for the site under at its maximum development potential under this Specific Plan. .

Public water systems within the site would be located within an easement dedicated to the Mesa Water District and would be subject to the District's guidelines and restrictions. Private water systems will be owned and maintained by the property owner and/or a future maintenance association. The point of connection between public and private systems will be delineated and separated by way of double detector check valves and/or back flow preventers that would be part of the public water system. Final water hydraulics and fire flows will be confirmed during the preparation of water improvement plans and building plumbing plans for construction. Various options are being considered with the Mesa Water District that pertains to points of connection to the existing 24-inch line and placement of public water meters for the Project. In addition, there is a possibility of a looped point of connection with the existing South Coast Collection water line near the northeast corner of the community site.

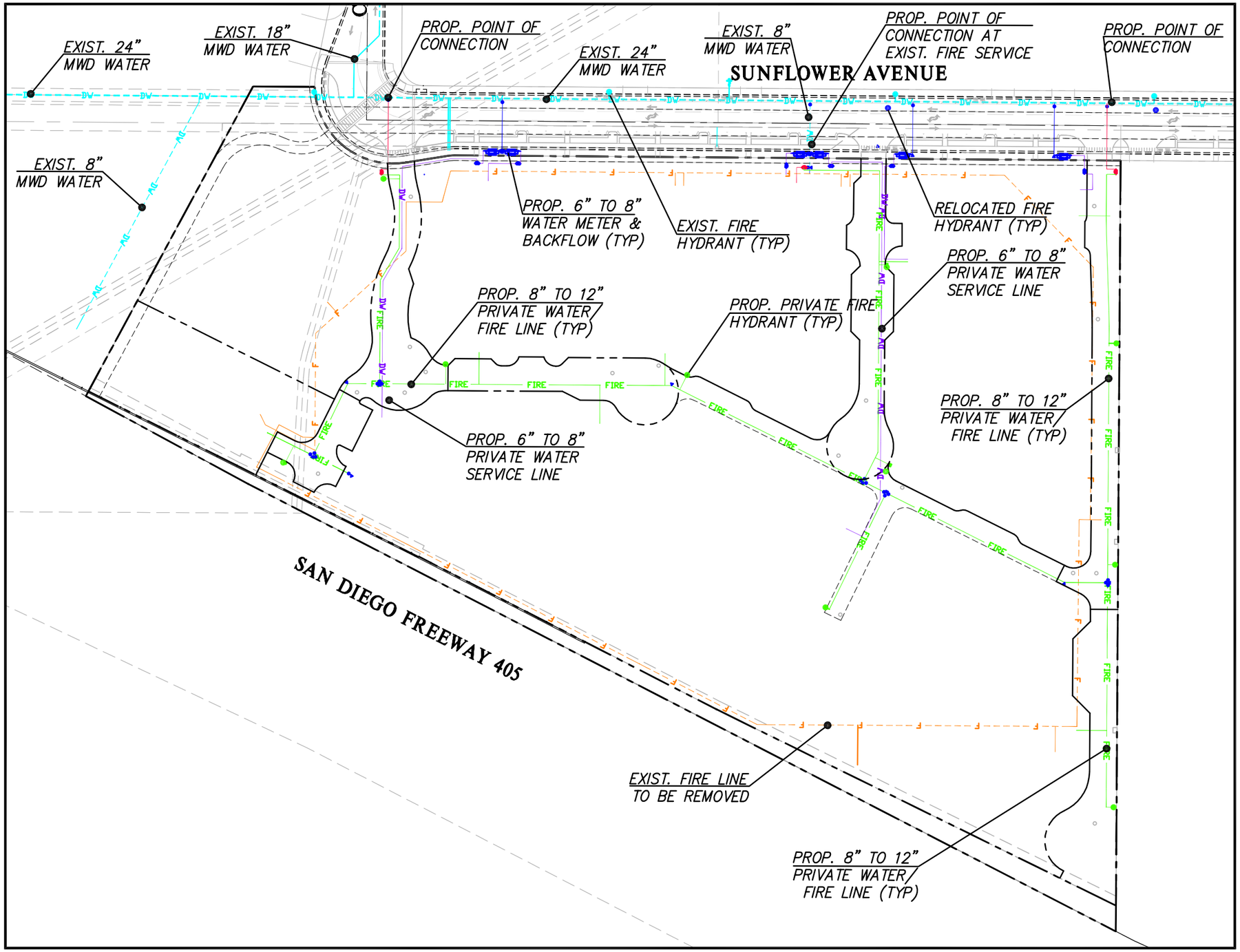
The following Exhibit 5-3 "Infrastructure Improvements – Domestic Water" illustrates the existing and planned domestic water systems for One Metro West.

Connections to the City of Costa Mesa's water and sewer system are generally regulated by Section 13-71 (Utility Requirements) of the Costa Mesa Municipal Code. Section 19-326 (Fees and Taxes) establishes the right of the City of Costa Mesa to require users of revenue-producing services to pay a utility users' tax ("utility tax") to the City. Section 13-180 (Application Requirements) establishes limits and prohibitions on discharges to the City sewer system and establishes a permitting process for connection to the sewer system. Section 15-67 (Required Construction) establishes in-lieu fees to support the operation, maintenance, expansion, and upgrade of the City's wastewater collection and treatment system. Section 8-35 (Permits) regulates permitted and illicit connections to the City's storm drain system as part of the implementation of the City's National Pollution Discharge Elimination System.

Reclaimed Water

The Mesa Water District has an existing backbone reclaimed water network with the City of Costa Mesa. Orange County Water has an existing reclaimed water line at the intersection of Sunflower Avenue and Harbor Boulevard that includes a 24-inch line in Harbor Boulevard. However, there is no plan to extend this system on Sunflower to the site. Although not immediately adjacent to the One Metro West site, this line offers an opportunity to access reclaimed water in the future.

EXH 5-3
INFRASTRUCTURE IMPROVEMENTS - DOMESTIC WATER



LEGEND

- EXISTING DOMESTIC WATER (PUBLIC)
- EXISTING DOMESTIC FIRE LINE (TO BE REMOVED)
- PROPOSED DOMESTIC WATER (PUBLIC)
- PROPOSED DOMESTIC WATER (PRIVATE)
- PROPOSED FIRE LINE (PUBLIC)
- PROPOSED FIRE LINE (PRIVATE)
- PROPOSED WATER METER / VAULT AND BACKFLOW DEVICE (PUBLIC)
- PROPOSED FIRE DOUBLE DETECTOR CHECK ASSEMBLY (PUBLIC)
- EXISTING HYDRANT
- RELOCATED FIRE HYDRANT (PUBLIC)
- PROPOSED FIRE HYDRANT (PRIVATE)

SUMMARY

This exhibit illustrates the existing and proposed domestic water systems for One Metro West.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

5.4 WASTE DISPOSAL SYSTEM

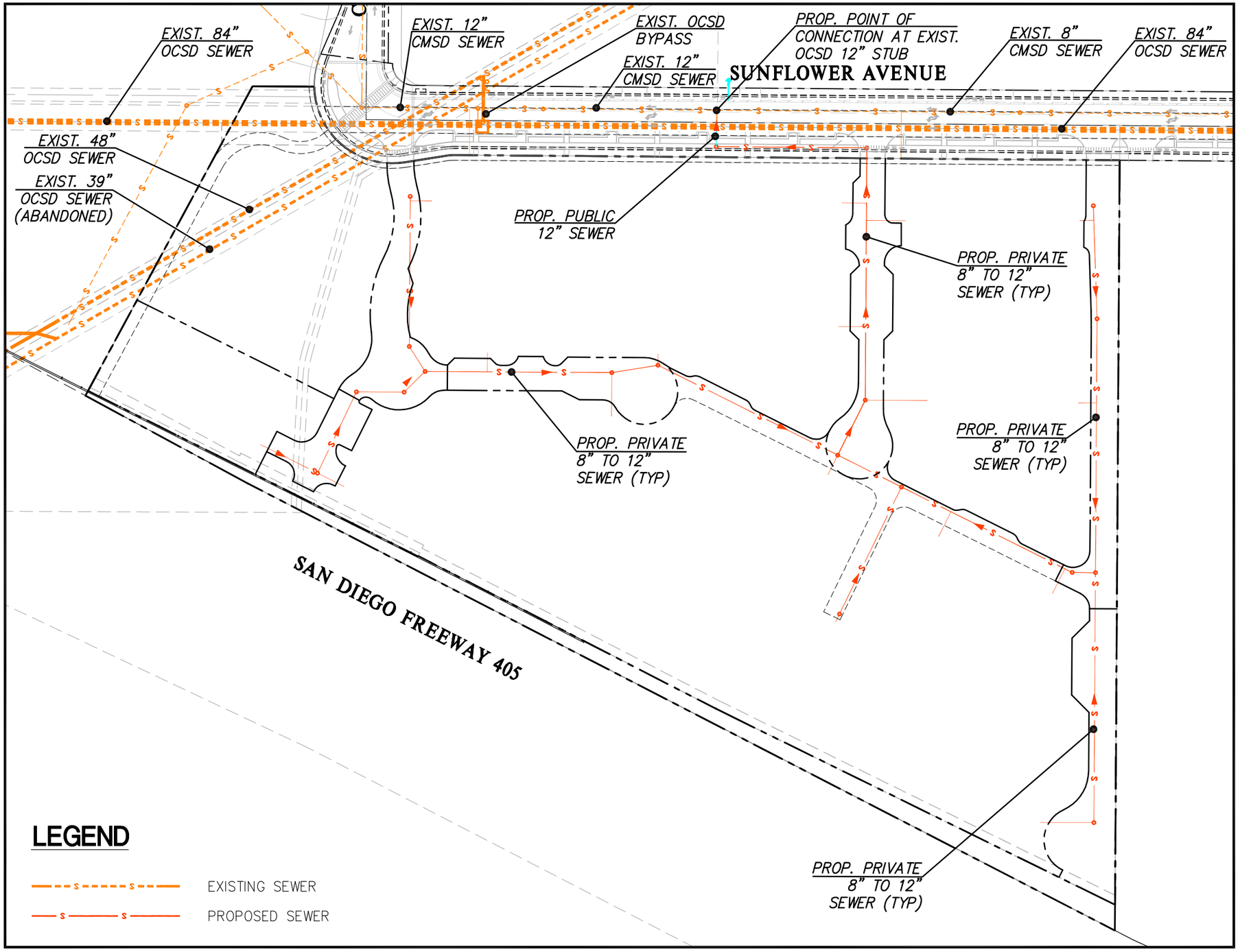
Sanitary Sewer

The One Metro West site is served by an existing Costa Mesa Sanitary District sewer system in Sunflower Avenue, where there are existing 8-inch and 12-inch VCP Sanitary Sewer lines located 18 feet south of its northerly curb. The existing industrial development on the site is served by two 6-inch sewer laterals from the existing sewer system in Sunflower Avenue. The existing 8-inch and 12-inch lines in Sunflower Avenue collect and convey sewer flows to the existing 84-inch Orange County Sanitation District mainline sewer that runs from east to west in Sunflower and that is located 27 feet north of its southerly curb. These connections to the Orange County Sanitation District line are made in two locations via connections to an existing diversion structure and a standard manhole. This Orange County Sanitation District line extends west through the northwest corner of the community site within an easement. The existing manhole connection on the Orange County Sanitation District mainline also provides a 12-inch stub to the south that may be used by the One Metro West site for service connection if needed. Otherwise, connections will continue to be made to the Mesa Water District water provision lines. In addition, there is an existing 48-inch Orange County Sanitation District sanitary sewer line that flows diagonally through the community from the Sunflower Avenue/Cadillac Avenue intersection to approximately the midpoint of the community site's westerly property line. This line and an originally 39-inch Orange County Sanitation District sewer line are within an existing easement that crosses the One Metro West site. These existing easements will remain as constraints to development within the Specific Plan area.

Planned improvements to the on-site sanitary sewer system are comprised of public and private sewer components. Any proposed public sewer systems within the property would be located within an easement dedicated to the Mesa Water District. Any proposed private sewer systems within the site would be owned and maintained by the property owner and/or future maintenance association. Preliminary direction from the Costa Mesa Sanitary District Engineer recommends the site's sewer system connect to the existing 12-inch sewer stub on the south side of the Orange County Sanitation District manhole in Sunflower Avenue. This would be a public connection that extends the sewer to the approximate middle of the One Metro West property. The remainder of the new sewer system would be private from this point of connection outside the public right-of-way. The elevation of this existing point of connection is at a depth that would allow for gravity flow connection from the entire One Metro West site. Separate connections to the existing Costa Mesa Sanitary District 8-inch and 12-inch lines are possible but are extremely difficult based on other utility crossings and constraints. In addition, the existing invert elevations for the 8-inch and 12-inch lines would not be able to serve the entire One Metro West site by gravity flow. Rather, the community owner-builder may elect to continue to utilize the two existing 6-inch laterals that serve the One Metro West site as elevation allows. Final sewer connection locations, hydraulics

and capacities will be confirmed during the preparation of construction plans including preparation of sewer improvement plans. Wastewater collected by the Mesa Consolidated Water District is processed at the County Sanitation District of Orange County treatment plants in the cities of Fountain Valley and Huntington Beach.

The following Exhibit 5-4 “Infrastructure Improvements – Sanitary Sewer” illustrates the existing and planned sanitary systems for the One Metro West Specific Plan.



EXH 5-4
INFRASTRUCTURE IMPROVEMENTS - SANITARY SEWER

SUMMARY

This exhibit illustrates the existing and proposed sanitary systems for One Metro West.

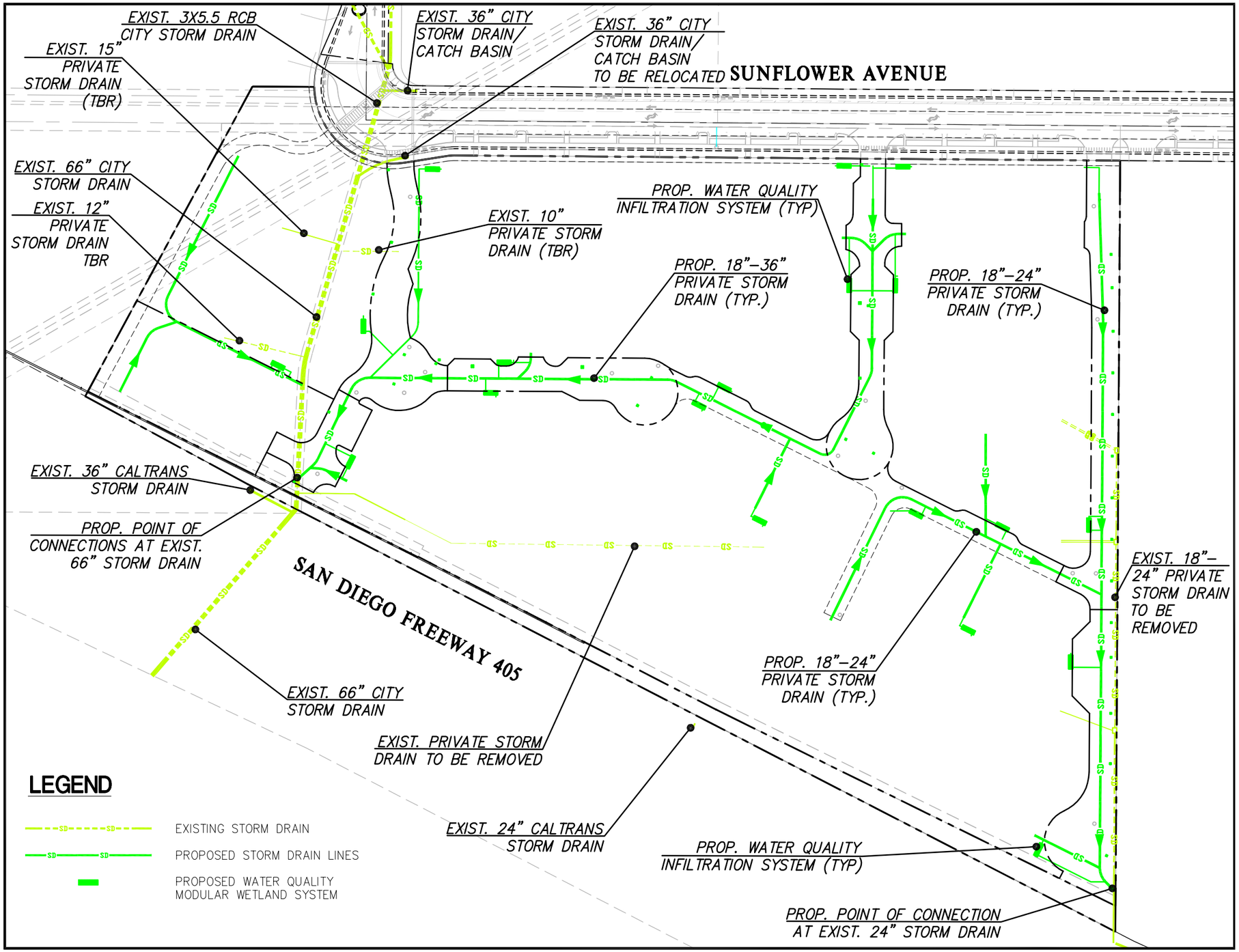
NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

Storm Drain

Storm water currently flows along the asphalt pavement surfaces of Sunflower Avenue and Cadillac Avenue to the existing curbs and gutters that convey storm flows to a low point in the street at the Sunflower Avenue/Cadillac Avenue intersection. Street flows are collected within existing 10-foot catch basins located on both sides of the public streets. These catch basins in turn are connected to the existing public storm drain system within the public streets rights-of-way and within a 12-foot wide easement that extends nearly directly north/south through the project site.

There is an existing 3'x5.5' box culvert within the Sunflower Avenue/Cadillac Avenue intersection that joins a 66-inch CIPP storm drain line extending north/south through the site within the easement. The 66-inch storm drain continues flowing south and crosses beneath the I-405 Freeway with ultimate outlet to the Santa Ana River. The existing 66-inch line within the site provides four existing connections that serve the site. There are existing 10-inch ACP, 12-inch ACP, 15-inch ACP and 18-inch ACP storm drain lateral connections that provide direct existing connections to the existing 66-inch line. The existing industrial development on the site also is served by an existing 18-inch to 24-inch RCP storm drain line along the easterly boundary of the site that collects surface water in existing catch basins and then conveys the storm water via the pipes to an existing storm drain system within the Caltrans right-of-way south of the site. In addition, the southerly boundary of the site sheet flows to a Caltrans storm drain system that consists of graded swales, concrete swales and drainage inlets along the southerly property line. There is an existing 24-inch open RCP line that collects storm water within the graded swale in the approximate center of the site. Furthermore, there is a 36-inch RCP line that collects flows from a concrete swale on the westerly side of the southerly property boundary.

Caltrans will be widening the I-405 Freeway adjacent to the Specific Plan area. All existing surface flow drainage from the site to the Caltrans system must be maintained with the new improvements. Therefore, it is reasonable to assume that the existing storm drain connections along the southern boundary of the One Metro **West** site to the Caltrans right-of-way will be maintained. The One Metro **West** community will continue to respect the existing site hydrology and infrastructure hydraulics and will continue to connect to the existing 66-inch line within the One Metro **West** site and to the 18-inch to 24-inch line along the eastern boundary of the One Metro **West** site. In that the existing 24-inch to 36-inch lines along the community's southern boundary ultimately connect to the 66-inch line, it is anticipated that proposed on-site storm drain lines would only connect to the 66-inch line. The 66-inch line is owned and maintained by the City of Costa Mesa within the existing easement dedicated to the City. Planned improvements include an on-site private storm drain system that will collect and convey stormwater from the One Metro West site to the existing public system via a private storm drain, area drains, detention and water quality treatment systems. Reference the following Exhibit 5-5 "Infrastructure Improvements – Storm Drain".



EXH 5-5
INFRASTRUCTURE IMPROVEMENTS - STORM DRAIN

SUMMARY

This exhibit illustrates the existing and proposed storm drain for One Metro West.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

Existing and Proposed Storm Drain Hydrology

Project implementation is not anticipated to alter existing site hydrology and infrastructure hydraulics. Similar to existing conditions, on-site proposed storm drains would connect to an existing 66-inch storm drain line flowing north/south through the project site and an existing 18- to 24-inch line along the eastern project boundary. The existing 66-inch storm drain, owned and maintained by the City of Costa Mesa, runs from Sunflower Avenue to the I-405 Freeway through the western portion of the site and would convey stormwater from the western portion of the site after treatment in proposed biotreatment units. The existing 18- to 24-inch storm drain would be used to convey stormwater flows from the eastern portion of the site after treatment in the biotreatment units. The project would require approval from Caltrans to maintain the existing storm drain connection along the eastern project boundary. The One Metro **West** site is not located in a special flood hazard zone. The One Metro **West** site is located in Flood Zone X per FEMA FIRM Map No. 06059C0258J (dated December 3, 2009).

The previous graphic (Infrastructure Improvements – Storm Drain) illustrates the existing storm drain system and the proposed 12" area storm drain system for One Metro **West**.

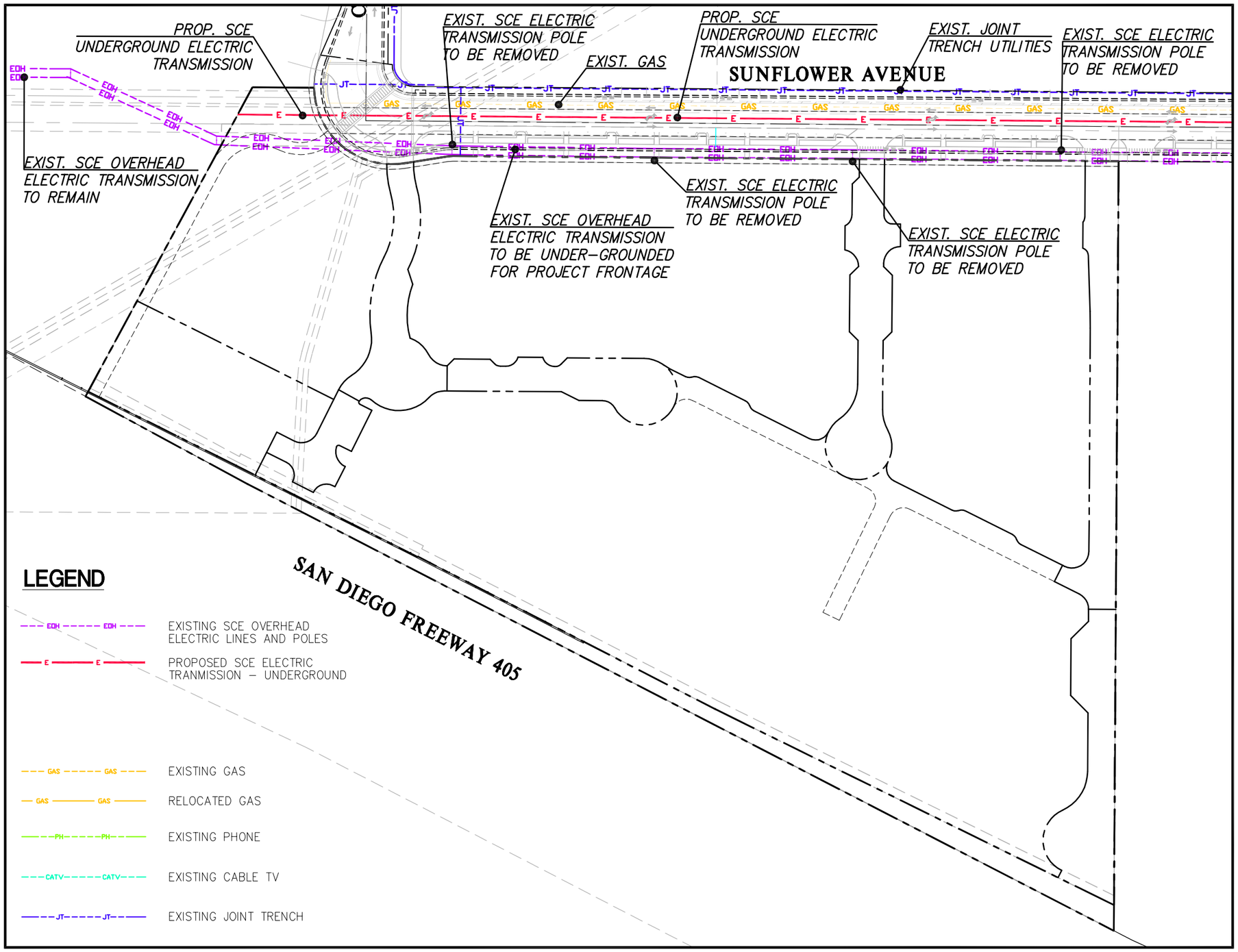
Existing and Proposed Storm Drain Water Quality

The site does not have any available stormwater quality features that would meet current water quality requirements of the County of Orange. Therefore, on-site private storm water quality control measures that meet requirements of the latest County of Orange Model Water Quality Management plan and Technical Guidance Document would be necessary concurrently with any planned development. Stormwater quality for site development will be addressed by incorporation of source control measures such as efficient landscaping, and by incorporation of structural control measures such as infiltration, harvest and reuse, and/or biotreatment. In addition, based on the North Orange County Hydromodification Susceptibility Map Figure XVI-3c found in the Orange County Technical Guidance Document, the site is not located in a potential area of erosion, habitat, and physical structure susceptibility and therefore hydromodification control measures would likely not apply.

5.5 DRY UTILITIES

Southern California Edison provides electrical service to the site via above ground 66 kV utility poles extending along the south side of Sunflower Avenue adjacent to the site. Planned improvements include placing these utility lines underground along Sunflower Avenue.

SoCalGas provides natural gas service to the site. In addition, there are existing telephone and cable television utility connections to the site. The locations of the electric, gas, telephone and cable television systems are depicted on the following Exhibit 5-5 “Infrastructure Improvements Dry Utilities”.



EXH 5-6
INFRASTRUCTURE IMPROVEMENTS - DRY UTILITIES

SUMMARY

This exhibit illustrates the existing and proposed dry utilities for One Metro West.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

5.6 OTHER ESSENTIAL FACILITIES

Solid Waste

The City of Costa Mesa Source Reduction and Recycling Element (SRRE) provides programs with which development projects are required to comply. Source reduction is any action that avoids creation of waste by reducing waste at its source, including reducing packaging, reducing use of non-recyclable materials, replacing disposable materials and products with reusable materials and products, reducing amount of yard wastes generated and increasing efficiency of use of paper, cardboard, glass, metal, plastic and other materials. This requires manufacturers and consumers to assume an active role in reducing the amount of waste produced through changes in production methods and consumption practices. Recycling is any action that avoids creation of waste through reuse or reprocessing of material and requires active participation by the community in various forms. The three areas recycling focuses on within Costa Mesa are: single-family residential; multi-family residential, commercial, industrial and institutional uses; and, buy-back and drop-off recycling programs.

Fire Protection and Emergency Services

The Costa Mesa Fire Department is responsible for the following essential services: fire prevention; enforcement of fire protection laws and ordinances; fire suppression; emergency medical services; hazardous materials response; and, weed abatement. In addition, the Fire Department practices fire prevention and emergency preparation through use of built-in fire protection such as early warning and detection systems, automatic fire sprinklers, fire resistive design of structures and materials, fire prevention inspections, and public education. As of 2015 the Costa Mesa Fire Department was staffed by 71 uniformed personnel assigned to six Costa Mesa Fire Department Stations. The Fire Department Stations closest to the One Metro **West** community site are at 3350 Sakioka Drive and 800 Baker Street.

Police Services

Costa Mesa Police Department would provide police services to the project. The Police Department operates from the Police main facility (99 Fair Drive) and two substations (South Coast Plaza Substation at 3333 Bristol Street and the West Side Substation at 567 W. 18th Street. The project site will be served by the Police Department's main facility, which is located approximately 3.6 miles southeast of the site. The Department's full-time staffing is comprised of 136 sworn police officer and 76 professional staff positions. Additionally, the Department is a part of the Orange County Mutual Aid Agreement for mutual aid assistance when needed and contracts air support services with the City of Huntington Beach.

Schools

The One Metro **West** site is located within the Newport Mesa Unified School District 58.83-mile service area. The School District includes 22 elementary schools, two intermediate schools, two middle schools, two high schools, three alternative schools, an adult education program, and 13 preschools. Student enrollment in Costa Mesa schools in 2015 was 11,313 students.

Libraries

There are three public libraries within the City of Costa Mesa that housed more than 68,000 items in circulation as of 2015. The County of Orange operates the libraries.

SECTION 6: ADMINISTRATION AND IMPLEMENTATION

The One Metro West Specific Plan has been prepared in accordance with the California Government Code Section 65450, et seq., the California Environmental Quality Act, the City of Costa Mesa General Plan, and the City of Costa Mesa Municipal Code. This Section describes the steps and actions to implement and administer the One Metro West Specific Plan.

6.1 DEVELOPMENT PROGRAM GOALS AND OBJECTIVES

The One Metro West Specific Plan Development Program is intended to accomplish the following.

- **Create a "Community" (People Place) –** The One Metro West Specific Plan accommodates 1,057 multi-family residential units, commercial retail/dining space, and a creative office building. In addition, One Metro West includes a 1.5-acre publicly-accessible urban open space component that will provide a variety of hardscape and softscape visually passive experiences for One Metro West residents and visitors as well as bicycle and pedestrian path improvements. One Metro West private recreational/community amenities may include bowling alleys, a community room, and a dog spa. The intent is to focus on resident needs and desires and thereby build a "pride of place" among residents, office employees and commercial business employees. The "urban open space" area will provide a range of passive recreational opportunities for residents and visitors who could access the site from nearby properties. Community architecture (structural, landscape, and street furniture) design will contribute to defining ~~the~~ One Metro West community.

- **Optimize the Mix of Uses –** The Specific Plan includes residential, office, retail, and recreational spaces within the 15.23-acre site. Commercial retail uses are intended to be focused primarily to serve the One Metro West community. The 25,000 square foot creative office building will provide employment opportunities for community residents and the multi-family residential units on the site will provide living opportunities for employees of both the onsite office and commercial components. Mixed use design incorporates residential opportunities, creative office space, resident-serving retail, and recreational facilities.

- **Create a New Vision for the Planning Area –** The One Metro West Specific Plan envisions repurposing an underutilized industrial property north of the I-405 Freeway into a vibrant mixed-use community that will assist in providing more balance to the jobs-housing ratio in Costa Mesa. One Metro West will offer

various sizes (studio, one-bedroom, two-bedroom and three-bedroom) residential units and will be in proximity to on-site employment in the creative office building. In addition, the commercial retail/dining uses will be focused primarily to One Metro West residents who also will have easy access to the adjacent shopping and dining establishments in the South Coast Collection. Development pursuant to this Specific Plan is intended to act as a catalyst to re-visioning and re-invigorating the northwest Costa Mesa area in addition to providing housing for businesses already in the vicinity.

- **Maintain a Balance between Jobs and Housing –** One Metro West Specific Plan provides for new housing opportunities and therefore improves the City jobs-housing balance. There currently is an imbalance in the jobs-to-housing ratio in Costa Mesa; there are 1.6 jobs per dwelling unit in the City. Given that there are an estimated 5,000 people currently working in the City of Costa Mesa north of the I-405 Freeway in the vicinity of One Metro West and an anticipated 11,500 new employment opportunities associated with future projects (The Press; Home Ranch; VANS Expansion), there will be a need for as many as 8,000 additional residential units north of the I-405 Freeway within the vicinity of the site where fewer than 1,000 exist. Businesses opening and operating on and in the vicinity of the project site want assurance of adequate housing for employees. The One Metro West Specific Plan provides the opportunity for construction of 1,057 residential units.

- **Incorporate Opportunities for Alternate Forms of Transportation –** The One Metro West Specific Plan incorporates an improved bicycle path connection to the existing local bicycle trail link to the regional Santa Ana River Trail. The improvements to the local trail will be implemented on property under the ownership of One Metro West and extend from the 1.5-acre urban open space component of the project. The urban open space will include a bicycle parking area and path linked to the widened local trail. Pedestrians also will be able to access the local trail.

- **Enhance Sustainability –** By providing housing on-site and close to employment centers in the community vicinity, development pursuant to the One Metro West Specific Plan will greatly reduce commuting distances and times as well as fuel consumption. Bicycle-friendly living, including bike lockers, bike storage, repair facilities, and community-wide bike programs and events will be hosted. In addition, building construction and operation to be implemented as part of community development will incorporate sustainable practices. One Metro West will include progressive energy technology and design, potentially including solar panels that will be constructed according to LEED-compatible standards.

- **Provide for a Healthy Lifestyle for Project Residents –** Healthy lifestyle opportunities will be central to One Metro West. Recreation facilities will be provided within each residential building courtyard and potentially on selected rooftops. One Metro West will improve the existing bike trail with a meandering bicycle and pedestrian path that will connect to the Santa Ana River Trail system and will include a new public open space area. The 1.5-acre public open space area is designed and sized to host passive recreation uses.

- ***Develop a Contemporary and Synergistic Community* –** The One Metro West development plan incorporates contemporary design techniques and styles for its building architecture, landscape, pavement treatment, street furniture and lighting. In addition, the building wall facing the I-405 Freeway will have an artistic treatment. Public art will be part of the open space area and be on display at various locations within the One Metro West community.

6.2 ADMINISTRATION

Methods and Applicability

The One Metro West Specific Plan must be adopted by an ordinance of the City Council. All development within the One Metro West Specific Plan area will be subject to the implementation procedures established herein, unless otherwise noted. Any regulations or requirements not specifically covered herein shall be subject to regulations and requirements of the City of Costa Mesa Municipal Code.

All construction within One Metro West shall be in compliance with the California Building Code, California Fire Code, and all other applicable federal, State and local ordinances adopted by the City pertaining to construction and safety features. Unless otherwise specifically approved as part of the One Metro West Specific Plan, all off-site improvements under control of the City shall be subject to City regulations and requirements in effect at the time improvement plans are submitted. Any other improvement not under control of the City shall be subject to regulations and requirements of the responsible agency.

Severability

If any term, provision, condition, requirement, or portion thereof of this Specific Plan is for any reason held invalid, unenforceable or unconstitutional, the remainder of the Specific Plan or the application of such term, provision, condition, requirement, or portion thereof of circumstances other than those in which it is held to be invalid, unenforceable, or unconstitutional shall not be affected thereby. Each other term, provision, condition, requirement, or portion thereof shall be held valid and enforceable to the fullest extent permitted by law.

Interpretation

If any issue, condition or situation arises or occurs that is not sufficiently covered or provided for in the One Metro West Specific Plan regulations so as to be clearly understandable, the Economic and Development Services Director shall resolve issues, conditions or situations in a manner consistent with the Specific Plan and applicable provisions of the City's Zoning Code. The intent is to resolve ambiguity in the regulations and ensure their consistent application.

6.3 SUBSEQUENT DECISIONS

It shall be unlawful and a violation of this One Metro West Specific Plan and the City of Costa Mesa Municipal Code for any person to establish, construct, reconstruct, enlarge, alter, use, or replace any use of land or structure, including signs, except in compliance with the requirements of this Specific Plan. No building permit shall be issued by the City of Costa Mesa unless the proposed activity complies with all applicable provisions of this One Metro West Specific Plan.

Applications for land development or land use shall comply with the policies, Development Standards, and Design Guidelines contained in the One Metro West Specific Plan and applicable procedural requirements of the City of Costa Mesa Municipal Code, unless otherwise specified below.

Master Plan Required

Pursuant to Costa Mesa Municipal Code Title 13 (Planning, Zoning and Development), a Master Plan as described in Section 13-28(g), *Master plan*, shall be required for development on private property within the One Metro West Specific Plan area. Modifications to an approved Master Plan shall be processed as described in Costa Mesa Municipal Code Section 13-28(g) and 13-29(g)(5).

Uses Not Listed

Permitted uses and the procedure for evaluating uses not listed shall be as described in Section 3.2, Permitted Uses, of this Specific Plan.

Specific Plan Amendments

Modifications to the Specific Plan shall occur in accordance with the amendment process described in Costa Municipal Code Section 13-28(p), Amendments to planning applications. This Specific Plan may be amended by following the same procedure as required for the initial approval and subject to application fees pursuant to the City's adopted fee schedule.

Appeals

Appeals of any determination of the Economic and Development Services Director or his/her designee shall be referred to the Costa Mesa Planning Commission. The appellant or any other entity shall have the right to appeal the Costa Mesa Planning Commission decision to the Costa Mesa City Council. Appeals shall be processed consistent with provisions of the City of Costa Mesa Municipal Code.

CEQA

The certified Final Environmental Impact Report prepared for the One Metro West Specific Plan identifies impacts and, where necessary, Mitigation Measures that will reduce the levels of identified impacts. It is intended that the certified Environmental Impact Report serves as a document against which all future development within the One Metro West Specific Plan area will be assessed and that the certified document will serve as adequate environmental information for future development conducted within the parameters of the approved Specific Plan. If subsequent discretionary decisions are required that involve a change to planned development pursuant to the One Metro West Specific Plan, City of Costa Mesa staff will evaluate the discretionary request in light of CEQA Guidelines Section 15162 through 15164 to determine the appropriate level of environmental documentation.

6.4 IMPLEMENTATION

Development Timeframe

It is anticipated that development of the One Metro West community pursuant to this Specific Plan could occur in one phase beginning in December, 2021 and completed by December, 2026. The anticipated development timeframe could change subject to market conditions.

Development Agreement

A Development Agreement is a tool for establishing a vested right to proceed with development in conformance with the City of Costa Mesa policies and regulations in effect at the time of City approval of the One Metro West Specific Plan, as indicated in California Government Code Section 65864. Development agreements provide a project developer with assurance for a specified length of time that the project may proceed as originally approved, and not be affected by future changes in City land use regulations. In exchange for this assurance, a developer agrees to provide certain public benefits as negotiated with the City of Costa Mesa as a condition of the Development Agreement. The One Metro West Project is subject to approval of a Development agreement and the terms and conditions of the Development Agreement, in addition to

the Master Plan.

6.5 DEVELOPMENT FINANCING

Development pursuant to the One Metro West Specific Plan is not dependent upon public financing. It will be privately financed by the owner-builder of the community. Therefore, public financing options are not discussed further.

Private financing strategies that will be used to cover on-going maintenance and administration of all the infrastructure systems, other than public utilities and general City services, have yet to be determined. The City and the One Metro West owner-builder will discuss specific funding mechanisms required to cover these costs at a later time. An Assessment District could be enacted to maintain the public facilities within the Specific Plan area, and are discussed briefly below.

Financing Measures Necessary for Funding City Public Services

Special Assessment Districts

Revenue Sources

Each parcel of property within an Assessment District (AD) is assessed a portion of the costs of public improvements and services (e.g. street lighting maintenance, roadway maintenance) to be financed by the AD, based on the proportion of direct and special benefit received by that parcel.

Advantages of Assessment District Financing

- An AD can only levy special assessments on property owners within the AD itself. The election that occurs prior to formation only applies to property owners within the AD because they are the only ones who will be paying these assessments.

Disadvantages of Assessment District Financing

- Allocations of assessments must be strictly based on benefit, which may not be practical from a political or marketing perspective. The burden of proof is on the public agency to defend its benefit apportionment methodology should there be a legal challenge.
- An assessment lien placed on a particular parcel cannot be easily changed, even if the land use on that parcel has been modified, which may overburden land uses on the subject property.
- Privately-owned and publicly-owned properties must be assessed and charged annually based on level of benefit.

SECTION 7: DEFINITIONS AND ACRONYMS

Unless otherwise defined in the Zoning Code, the following definitions shall apply:

Accessory Use – A use incidental and subordinate to, and devoted exclusively to the main use of the land or building thereon

Active Transportation Hub – An area designated in the privately owned open space to provide bike facilities and encourage use of alternative transportation

ALUC – The Airport Land Use Commission (ALUC) is governed by the Public Utilities Code Section 21670 and has a basic responsibility to assist local agencies in ensuring compatible land uses in the vicinity of all airports in the County

Applicant – Rose Equities; the entity filing and processing a General Plan Amendment; Zone Change and Master Plan discretionary application with the City of Costa Mesa for the One Metro West Specific Project

Articulation – The use of architectural elements to create breaks in the horizontal and vertical surfaces or masses of buildings

Balcony – An outdoor space extending from a private upper floor of a building that is accessed directly from a secondary unit entrance

Bicycle Path – A dedicated off-street area that is paved and non-traversable by motorized vehicles and is often shared with pedestrians

Building Composition – A building's spatial arrangement of masses and architectural elements in relation to each other and the building as a whole

Building Disposition – The placement and orientation of a building or buildings on a parcel

Building Envelope – The maximum ground level space a building or buildings may occupy on a parcel

Building Height – The distance from the grade adjacent to the building to the highest point of the roof, including roof-top mechanical equipment and screening, unless otherwise noted

Building Orientation – The direction that the primary building façade of a building faces

Building Placement – The location of a building on a parcel

Building Volume – Part or all of a building's three-dimensional bulk

City – City of Costa Mesa

City Council – City of Costa Mesa City Council; the final decision-making body for the One Metro West Specific Plan

Common Open Space – An area of land reserved primarily for the leisure and recreational use of residents of development maintained by the property owner for rental properties and owned in common, generally through a homeowner's association for condominium developments

County – County of Orange government

Courtyard – A private or privately shared internal open space enclosed by buildings on at least two sides and by buildings or walls on at least three sides

Density – The number of dwelling units per acre based on gross acreage

Design Guidelines – A document providing guidance on various aspects of development in term of building and site design and other associated features such as but not limited to: landscaping, signage, lighting, pedestrian and vehicular design within the design policies of a local authority

Design Standards – Specific, usually quantifiable measures or requirements for new development

Development Regulations – All Standards and Guidelines contained within this Specific Plan

Economic Services and Development Director – The Director of the City of Costa Mesa Department that is comprised of planning, building safety, code enforcement, and housing and community development divisions; the Planning Division is responsible for implementing the regulations of the Zoning Code and the goals/policies/objectives of the General Plan

EIR – Environmental Impact Report; that document which identifies impacts to the environment that may result from development and operation of the One Metro West Project, that which posits measures that would reduce or eliminate said impacts, that which identifies impacts that may remain "significant and unavoidable" as a result of

Project development and operation; composed in compliance with requirements of the California Environmental Quality Act

Elevation – The façade of a building or the drawing of a building's façade

Enclosure – The use of buildings or walls to create a sense of defined space

Façade – The exterior wall of a building that is set along a frontage line (front; side; or rear)

Feasibility – The viability of development in relation to economic, market, or other conditions

Floor Area Ratio (FAR) – The gross floor area of a building or project divided by the project lot area upon which is located

GPA – General Plan Amendment

Guideline – Principles that provide direction pertaining to the preferred method of addressing specified design considerations; conformance with guidelines is recommended but not required

Human Scale – Buildings or structures that relate well in terms of building elements and mass articulation to an individual human being. A humanly scaled building makes people feel comfortable rather than overwhelmed

LEED – Leadership in Energy and Environmental Design

Lot Coverage – The percentage of the lot covered by structures and buildings, including vehicular access ways

Multi-Family – The use of a single building for two or more dwellings

Municipal Code – The City of Costa Mesa code and regulation

Podium Structures – Buildings with typically wood construction built atop concrete parking garages or mixed-uses

Private Open Space – An area of land located adjacent to an individual dwelling unit, owned or leased and maintained by its residents and reserved exclusively for their use.

Public Open Space (Public) – Land that may be used for passive or active recreation; types plazas, yards and other configurations as defined in the Costa Mesa Municipal Code through an easement agreement executed with the City of Costa Mesa

Parking Structure – A structure used for parking of vehicles where parking spaces, turning radius, and drive aisles are incorporated with the structure

Plan Area – The land whose boundary includes all the properties that must adhere to the regulations within this Specific Plan

Plaza – An open space available for community recreation, civic purposes and commercial activities; a plaza is open to the street on at least one side

Project – The One Metro West development Project associated with the One Metro West Specific Plan

Property – An owner's land, including land improvement and any permanent fixtures on the land including buildings, trees and other fixtures

Property Line – A line of record bounding a lot which divides one lot from another lot of from a public or private street or any other public space.

Public Right-of-Way – A strip of land acquired by reservation, dedication, prescription or condemnation and intended to be occupied by a road, trail, water line, sanitary sewer and /or other public uses.

Regulation – Regulations include the rules and performance measures that define Regulations and establish how Standards apply to properties; general requirements; performance measures

Roof – The top surface that covers a building

Rooftop Deck or Garden – A private or privately shared deck or yard on the roof of a building

Services – Activities, and in some instances, their structural components that relate to the maintenance and basic functioning components of each land use; activities may include, but not be limited to, trash and recycling areas and aboveground components of wet and dry utilities

Shopfront – A specific private frontage type; shopfronts are the primary treatment for ground-level commercial uses, designed for active ground floor activities including retail, dining and personal services

Sidewalk Dining Space – An area adjacent to a street level eating or drinking establishment, located adjacent to the public right-of-way and used exclusively for dining, drinking, and circulation within. A physical barrier, such as bollards, planter boxes or pots, umbrellas, etc., shall separate the dining area from the sidewalk and be in place during

hours of operation. Any use within the sidewalks area for commercial use is subject to approval of an encroachment permit byt Public Services Department.

Sign – Any medium for visual communications that is used or intended to be used to attract attention

SP – Specific Plan; One Metro West Specific Plan
Standards – All required development specifications (e.g. permitted land use types, building height dimensions and setback dimensions)

Story – That portion of a building included between the surface of any floor and the surface of the floor above it. if there is no floor above, the space between such floor and the ceiling above. An attic, basement or cellar shall not be considered a story.

Street Furniture – Structures in and adjacent to the street that contribute to the street scene, such as bus shelters, littering, seating, lighting, railings and signs

Streetscape – The composition and design of all elements within the public right-of-way; the vehicular realm/thoroughfare (travel lands for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) and the amenities of the pedestrian realm/public frontage (sidewalks, street trees and plantings, benches, streetlights, etc.)

Sustainability – Physical or design elements that improve environmental performance, efficiency and livability to ". . . meet the needs of the present without compromising the ability of future generations to meet their own needs" (Our Common Future, World Commission on Environment and Development, United Nations 1987)

Wall Cladding – The exposed materials of a façade that primary walls, base, wall accent, trim, and other articulation elements are made of or covered with

Windows – Openings in a building façade that allow light and/or air into the building

WQMP – Water Quality Management Plan

Wrapped Building – A building composed of one or more buildings, typically residential and/or mixed-use, that wraps around or encircles a multi-story parking garage.

Zoning Code – The Zoning Ordinance of the City of Costa Mesa

Appendix

The One Metro **West** Specific Plan is consistent with, and implements, the following City of Costa Mesa General Plan Goals and Policies that are relevant to the community and/or community site.

Land Use Element

Goal LU-1 – A Balanced Community with a Mix of Land Uses to Meet Resident and Business Needs
Policy LU-1.1: Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.
Policy LU-1.4: Promote housing and employment opportunities within planned development areas to the extent feasible.

Goal LU-3: Development that Maintains Neighborhood Integrity and Character
Policy LU-3.5: Provide opportunities for the development of well-planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

Goal LU-5: Adequate Community Services, Transportation System, and Infrastructure to Meet Growth
Policy LU-5.7: Encourage new development that is organized around compact, walkable, mixed-use neighborhoods and districts to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile.
Policy LU-5.10: Building densities/intensities for proposed new development projects shall not exceed the trip budget for applicable land use classifications, as identified in the Land Use Element. (Note: The proposal will establish its trip budget for the site through its General Plan Amendment (traffic impacts to be evaluated in a Traffic Study and the Project Environmental Impact Report)).

Goal LU-6: Economically Viable and Productive Land Uses that Increase the City's Tax Base
Policy LU-6.1: Encourage a mix of land uses that maintain and improve the City's long-term fiscal health.
Policy LU-6.2: Continue to promote and support the vitality of commercial uses to meet the needs of local residents and that support regional-serving commercial centers.
Policy LU-6.7: Encourage new and retain existing businesses that provide local shopping and services.
Policy LU-6.9: Support the retention and growth of Class A office tenants, including corporate headquarters for the action sports industry, biotech, and high technology

companies within the City.
Policy LU-6.11: Provide opportunities for mixed-use office, manufacturing, and retail development that respond to market and community needs in terms of size, location, and cost.
Policy LU-6.19: Provide flexibility and support for development of residential, office, small retail centers, and similar uses that would serve local residents and would also benefit from the high visibility along major corridors outside of significant commercial or industrial nodes.

Goal LU-7: A Sound Local Sustainable Economy that Attracts Investment, Creates Educational Opportunities, and Generates Employment Opportunities
Policy LU-7.4: Cultivate an entrepreneurial and academic environment that fosters innovation through non-traditional housing developments, flexible office spaces, experiential development, and ensuring the diversity of retail/service throughout the urban districts.

Circulation Element

Policy C-5.1: Ensure that new development projects are consistent with the vehicular trip budgets, where adopted.
Policy C-5.11: Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.
Policy C-5.15: Consider the needs of the transportation and infrastructure system early for large developments and coordinate with developers to design projects that minimize traffic impacts and infrastructure demands, and implement complete streets wherever feasible. Alternatively, address transportation and infrastructure system impacts through the implementation of development agreements.

Policy C-6.12: Require that every new development project pay its share of costs associated with the mitigation of project generated impacts.

Open Space and Recreation Element

Goal OSR-1: Balanced and Accessible System of Parks and Open Spaces – Provide a high-quality environment through the development of recreation resources and preservation of open space that meets community needs in Costa Mesa
Policy OSR-1.1: Maintain a system of Neighborhood and Community Parks that provide a variety of active and passive recreational opportunities throughout the City.
Policy OSR-1.2: Provide parks and recreation facilities appropriate for the individual neighborhoods in which they are located and reflective of the needs and interests of the population they serve.
Policy OSR-1.5: Maximize public space by requiring plazas and public gathering

spaces in private developments that can serve multiple uses, including recreation and social needs.
Policy OSR-1.14: Consult with law enforcement agencies, surrounding cities, community policing groups, and OC Parks to create a safe and healthy environment at Talbert Regional Park, Fairview Park, and along the Santa Ana River.
Policy OSR-1.18: Provide a minimum of 4.26 acres of parkland per 1,000 residents.
Policy OSR-1.20: Enhance pedestrian, bicycle, and transit linkages to meet the needs of residents and to provide better access to parks, recreation, and public spaces.

Policy OSR-2.1: Provide high-quality community services programs that are flexible and responsive to the community's changing needs.

Goal OSR-4: Extensive Arts and Culture Programs and Services – Provide comprehensive and multifaceted arts and culture programs and services that provide education and entertainment to the community and a broader audience
Policy OSR-4.3: Encourage additional indoor and outdoor facility spaces citywide to display public art and host arts and culture special events.
Policy OSR-4.11: Provide opportunities for local artists to create and display their work.
Policy OSR-4.16: Pursue the placement of public art in prominent locations, particularly along major travel corridors to enliven and beautify the public realm.
Policy OSR-4.17: Develop incentives or programs that encourage art in new developments.

Community Design Element

Goal CD-1: Vehicular and Pedestrian Corridors – Strengthen the image of the City as experienced from sidewalks and roadways
Policy CD-1.2: Coordinate street furniture elements (benches, bus shelters, newspaper racks, trash receptacles, kiosks, etc.) whenever possible. Develop design standards and guidelines for the street furniture within and adjacent to public rights-of-way to complement the specific recommendations provided for streets in the City of Costa Mesa streetscape and Median Development Guidelines.

Policy CD-3.2: Reinforce a sense of arrival into the City by promoting architecturally significant development and significant landscape plantings at key notes. Undertake a visioning process to develop specific design guidelines that articulate the desired character for each node within Costa Mesa.

Goal CD-6: Image – Enhance opportunities for new development and redevelopment to contribute to a positive visual image for the City of Costa Mesa that is consistent with the district image
Policy CD-6.1: Encourage the inclusion of public art and attractive, functional architecture into new development that will have the effect of promoting Costa Mesa as the "City of the Arts."

Policy CD-6.2: Encourage the use of creative and well-designed signs that establish a distinctive image for the City.

Goal CD-7: Quality Residential – Promote and protect the unique identity of Costa Mesa's residential neighborhoods (Excellence in Architectural Design)

Goal CD-8: Quality Commercial Development – Achieve a high level of design quality for commercial development

Policy CD-8.2: Use distinctive commercial architectural styles to reinforce a positive sense of place. Commercial architectural design elements and materials must be of high quality and style as well as suitable for long-term maintenance. Consistent architectural design should be considered in choosing materials, finishes, decorative details, color, accent features . . . .

Policy CD-8.5: Ensure that site access, parking, and circulation for commercial uses are designed in a logical, safe manner. Parking should not dominate the site in areas adjacent to street, and should be well landscaped with a clear hierarchy of circulation. Wherever possible, parking lots should be divided into a series of connected smaller lots utilizing walkways and raised landscape strips. Parking lots should also include landscaping that accents the importance of driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways.

Goal CD-9: Mixed Use – Promote development of mixed-use projects that seamlessly integrate multiple uses both functionally and aesthetically

Policy CD-9.1: Require that mixed-use development projects be designed to mitigate potential conflicts between uses. Consider noise, lighting, and security.

Policy CD-9.2: Provide adequate parking, open space and recreational facilities to serve residents in mixed-use development projects. Design parking and other areas to acknowledge different users (residents versus shoppers) and to be compatible with the architectural character of the building(s).

Policy CD-9.2: Provide adequate parking, open space and recreational facilities to serve residents in mixed-use development projects. Design parking and other areas to acknowledge different users (residents versus shoppers) and to be compatible with the architectural character of the building(s).

Policy CD-9.5: Promote new types of urban housing that could be target marketed to people seeking alternative housing choices in proximity to a major commercial area.

Goal CD-12: Public Safety through Design – Use design approaches to enhance public safety

Policy CD-12.2: Continue to implement and refine development standards and/or guidelines based on Crime Prevention Through Environmental Design (CPTED) for new development and redevelopment with emphasis on site and building design to minimize vulnerability to criminal activity.

Goal GM-2: Integration of Land Use and Transportation Planning
Policy GM-2.4: Support uses and development which create synergistic relationships with neighboring uses and development, especially those whose addition does not create mutually exclusive additional vehicular trips but adds to the value of the destination by any potential visitor.

Noise Element

Goal N-2: Noise and Land Use Compatibility – Integrate the known impacts of excessive noise on aspects of land use planning and siting of residential and non-residential projects
Policy N-2.1: Require the use of sound walls, berms, interior noise insulation, double-paned windows, and other noise mitigation measures, as appropriate, in the design of new residential or other new noise sensitive land uses that are adjacent to arterials, freeways, or adjacent to industrial or commercial uses.
Policy N-2.7: Encourage effective site planning in mixed-use areas that provides the optimal distance between source of excessive sound and residents.
Policy N-2.8: Require new mixed-use developments to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development and adjacent established residential development.

Safety Element

Policy S-2.9: Emphasize prevention and awareness of fire safety guidelines to minimize risk and potential damage to life, property, and the environment. In areas designated by the Costa Mesa Fire Department as having a high fire hazard, ensure adequate fire equipment, personnel, firebreaks, facilities, water, and access for a quick and efficient response in any area.

Conservation Element

Goal CON-2: Conserved Natural Resources through Environmental Sustainability – Reduce the City's carbon footprints and manage resources wisely to meet the needs of a growing population and economy. Base community planning decisions on sustainable practices that reduce environmental pollutants, conserve resources, and minimize waste. Encourage the design of energy efficient buildings, use renewable energy, and promote alternative methods of transportation.
Policy CON-2.A.1: Promote efficient use of energy and conservation of available resources in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.
Policy CON-2.A.5: Promote environmentally sustainable development principles for buildings, master planned communities, neighborhoods, and infrastructure.

Policy CON-2.A.6: Encourage construction and building development practices that reduce resource expenditures throughout the lifecycle of a structure.

Goal CON-4: Improved Air Quality – Take steps to improve and maintain air quality for the benefit of the health and vitality of residents and the local economy . . . .
Policy CON-4.A.5: Encourage compact development, infill development, and a mix of uses that are in proximity to transit, pedestrian, and bicycling infrastructures.
Policy CON-4.A.6: Enhance bicycling and walking infrastructure, and support public bus service, pursuant to the Circulation Element's goals, objectives, and policies.

Housing Element

Policy HOU-1.8: Encourage the development of housing that fulfills specialized needs.

Goals HOU-2; HOU-4.3-4.5: How will the development address the housing needs of the different social and economic segments (i.e. seniors, families)?

Policy HOU-3.3: There will be new job opportunities created within the vicinity of the proposed development (i.e. Measure X, The Press, The Hive) – indicate how will the project address affordable housing opportunities for the potential new employees of different economic strata.

ROSE EQUITIES

OWNER-BUILDERS SINCE 1949