RESOLUTION NO. PC-2026-27

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF COSTA MESA ADOPT AN ORDINANCE TO AMEND SEVERAL CHAPTERS, ARTICLES AND SECTIONS OF TITLE 13 OF THE CITY'S MUNICIPAL (ZONING CODE) CHAPTER I, ARTICLE 2, CHAPTER II, CHAPTER III, CHAPTER IV, CHAPTER V, ARTICLE 1, 2, 2.5, 5.5, 6, 9, AND 11, CHAPTER VI, ARTICLE 1 AND 2, CHAPTER VII, CHAPTER VIII, ARTICLE 3, CHAPTER IX, ARTICLE 4 AND 21, CHAPTER XII, ARTICLE 4, CHAPTER XIII TO APPLY THE MIXED-USE OVERLAY DISTRICT TO MEASURE K SITES, IMPLEMENT HOUSING ELEMENT PROGRAMS, AND ESTABLISH CITYWIDE MULTIFAMILY RESIDENTIAL AND MIXED-USE OBJECTIVE DESIGN STANDARDS AND UPDATE THE ZONING MAP; ADOPT A RESOLUTION TO AMEND THE NEWPORT BOULEVARD, NORTH COSTA MESA AND ONE METRO WEST SPECIFIC PLANS AND AMEND THE LAND USE, CIRCULATION, COMMUNITY DESIGN, NOISE, OPEN SPACE AND RECREATION ELEMENTS OF THE GENERAL PLAN AND ADOPT A RESOLUTION TO REPEAL THE URBAN PLANS FOR INTERNAL CONSISTENCY; AND CERTIFY THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT AND ADOPT THE FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING AND REPORTING PROGRAM FOR NEIGHBORHOODS WHERE WE ALL BELONG (NWWAB)

CASE NO. PCTY-2026-0004

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA FINDS AND DECLARES AS FOLLOWS:

WHEREAS, California Government Code section 65850 grants city and county legislative bodies the authority to adopt and rescind plans to regulate zoning, building, and land use; and

WHEREAS, California Government Code section 65580 et sec. (State Housing Element Law) requires each city and county to adopt a housing element that identifies and analyzes existing and projected housing needs within their jurisdiction and prepare goals, policies, programs, quantified objectives, and sites to further the development, improvement, and preservation of housing; and

WHEREAS, the City's Sixth Cycle (2021-2029) Housing Element was adopted by the Costa Mesa City Council on February 1, 2022, by Resolution No. 2022-06 and amendments adopted on November 15, 2022, by Resolution No. 2022-67, and was revised March 1, 2023, to incorporate non-substantive changes as directed by the City Council, and amended on March 17, 2026, by Resolution No. 2026-07 to remove 17

Housing Element Opportunity Sites and add two sites—both within the boundary of Measure K—to the Housing Element Candidates Sites Analysis at the request of the respective property owners, and most recently amended on September 1, 2026, by adopting Resolution No. 2026-38 to maintain adequate sites capacity and comply with State Housing Law; and

WHEREAS, in November 2022, the Costa Mesa community voted in support of Measure K, which enacted Costa Mesa Municipal Code (CMMC) section 13-200.106(g) and exempted requirement for future voter initiatives for the parcels identified in the map within this section; and

WHEREAS, on October 22, 2024, the City released the solicitation of a Request for Proposals (RFP) for the NWWAB effort was released via PlanetBids, the City's web-based procurement system, where five proposals were received and evaluated by City staff based on the selection criteria identified in the RFP, and of the five proposals, Dudek was selected as the qualified consultant to complete the NWWAB scope of work; and

WHEREAS, on February 18, 2025, the City Council approved an agreement between the City and Dudek pursuant to the RFP; and

WHEREAS, the City of Costa Mesa Sixth Cycle (2021-2029) Housing Element Program 3D directs the city to rescind the urban plans, amend overlays, and other areas of the Zoning Code to facilitate development previously regulated in the urban plans; and

WHEREAS, four urban plans (SoBECA, 19 West, Mesa West Bluffs, and Mesa West Residential Ownership), regulating plans that set forth development and land use standards for specific areas within the Mixed-Use Overlay District, were adopted by the Costa Mesa City Council by Resolutions 06-31, 06-33, 06-34, and 06-35, respectively, on April 4, 2006; and

WHEREAS, the Mesa West Residential Ownership Urban Plan facilitated residential common interest development on specific parcels within the Mixed-Use Overlay District; and

WHEREAS, the proposed amendments to CMMC Title 13, including but not limited to Chapter V, Article 11, Mixed-Use Overlay District, and Chapter V, Article 2, Residential Common Interest Developments, would codify the residential and mixed-use development

opportunities from the urban plans and therefore enable the rescinding of the urban plans; and

WHEREAS, the application of the Mixed-Use Overlay District to Measure K sites would implement Housing Element Program 3G; and

WHEREAS, July through October 2025, was the first round of community visioning, which included one open house and three separate workshops at locations throughout the community, one including a walking tour and another including a design charette, an online survey, three focus group discussions with local stakeholders, as well as a dozen pop-up outreach activities at City events, local businesses, local organizations; and

WHEREAS, on July 1, 2025, a new statutory CEQA exemption, Public Resources Code section 21080.085(a) (adopted by SB 131) went into effect, providing an exemption for actions needed to implement Housing Elements so long as those actions do not facilitate oil or gas development; and

WHEREAS, the proposed amendments implement a schedule of actions contained in the approved Housing Element pursuant to Government Code section 65583 and do not allow the construction of a distribution center, or oil and gas infrastructure, accordingly, the proposed amendments are statutorily exempt from CEQA pursuant to Public Resources Code section 21080.085(a) (an exemption also known as SB 131); and

WHEREAS, on November 10, 2025, the Planning Commission held a study session and received an update in relation to the first round of outreach; and

WHEREAS, on November 17, 2025, pursuant to the California Environmental Quality Act (CEQA) a notice of preparation (NOP) was issued and submitted to the State Clearinghouse where the NWWAB was assigned project number SCH No. 2025110783; and

WHEREAS, the NOP started the CEQA environmental review process by notifying agencies, organizations, tribes, and interested parties about the City’s plans that an initial study had been prepared which identified that Environmental Impact are anticipated with the project and that an Environmental Impact Report (EIR) is being prepared, and that the written public comment period began November 17, 2025, through December 19, 2025; and

WHEREAS, the City of Costa Mesa determined that a Program Environmental Impact Report would be necessary to study the potential environmental impacts of the application of the MUOD to non-Housing Element Measure K sites, and the City chose to evaluate the application of the MUOD to both non-Housing Element Measure K sites and Housing Element sites in an effort to better understand the cumulative impacts, for transparency to the public, and for disclosure and mitigation; and

WHEREAS, on December 8, 2025, the Planning Commission held a study session relating to the rezoning of Housing Element sites, including recent court actions relating to overlay districts used for Housing Element sites and the SB 131 CEQA exemption; and

WHEREAS, on December 10, 2025, a public scoping meeting was held at City Hall to solicit comments and suggestions regarding the scope and content of the EIR and environmental issues and alternatives to be considered in the EIR; and

WHEREAS, on January 26, 2026, the Planning Commission held a study session relating to the bifurcation of the Measure K rezoning efforts and Housing Element sites rezoning, and on February 9, 2026, the Planning Commissions held a duly noticed public hearing and recommended to City Council that the Measure K and Housing Element sites rezoning efforts be bifurcated; and

WHEREAS, January through April 2026, was the second round of community visioning including two in-person community workshops, an online workshop, two focused group discussions with stakeholders, and a Planning Commission study session; and

WHEREAS, in March 2026, the City kicked off grant related work efforts tied to the Measure K rezoning effort and Housing Element (HE) implementation after receiving a grant award from the Southern California Association of Governments (SCAG) for the Regional Early Action Planning (REAP 2.0) grant program which includes work relating to accessory dwelling units (HE Program 3E), density bonus (HE Program 2I) and conduct focus group outreach and engagement with faith-based and educational non-profit organizations relating to Senate Bill 4, 2023 (HE Program 3K), and research affordable housing incentive opportunities and potential implementation actions (HE Program 2B); and

WHEREAS, on May 18, 2026, drafts of the Zoning Code amendments, objective design standards, Specific Plan amendments and General Plan amendments were made

available for public review and comment, and notifications regarding the availability of the draft documents were completed in compliance with State law; and

WHEREAS, May through July 2026, was the third round of community visioning including a community open house, two focused discussions with stakeholders, an online video with instructions on how to review and comment on the draft documents, and the draft Zoning Code including the MUOD, Objective Design Standards, General Plan, and Specific Plan amendments were available for public review and comments May 18 through June 15, 2026, the draft Housing Element amendment was available June 8 through June 15, 2026 (then again August 12 through August 19, 2026), and the draft Program Environmental Impact Report was available June 16, 2026 through August 3, 2026; and

WHEREAS, notifications of all public engagement activities varied and included methods such as a project website updates, emails to the project interest list, postcards mailed to over 46,000 Costa Mesa addresses for each Workshop series, fliers and A-frame signs at City Hall and other City facilities, articles in the City Hall Snapshot, announcements made at Planning Commission and City Council meetings, newspaper advertisements, and informative videos and posts to the City's YouTube channel and social media posts on Facebook, Instagram, and Next Door; and

WHEREAS, on June 16, 2026, a notice of availability Draft Program Environmental Impact Report (PEIR) was published in a newspaper of general circulation which included a 49-day public review period that occurred from June 16, 2026, through August 3, 2026, and the PEIR were made available for public review pursuant to the requirements of the CEQA Guidelines; and

WHEREAS, on June 16, 2026, the PEIR was uploaded to the City's environmental notices webpage, provided to the County Clerk-recorder's Office for posting, and submitted and uploaded to the State Clearinghouse (State Clearinghouse No. 2025110783); and

WHEREAS, on July 16, 2026, the Airport Land Use Commission (ALUC) held a duly noticed public hearing and determined that the NWWAB was inconsistent with the Airport Environs Land Use Plan for John Wayne Airport; and

WHEREAS, on August 17, 2026, the Planning Commission held a study session to review the draft Zoning Code amendments, objective design standards, Specific Plan

amendments, and General Plan amendments and after public comment the Planning Commission received and filed the report and provided feedback on the draft documents; and

WHEREAS, on September 1, 2026, the City Council held a duly noticed public hearing and voted 7-0 to initiate the process to overrule the ALUC determination; and

WHEREAS, the implementation of Measure K rezoning and Housing Element Program 3G require amendments to the Newport Boulevard, North Costa Mesa, and One Metro West Specific Plans and the Land Use, Circulation, Community Design, Noise, Open Space and Recreation Elements of the General Plan, and repealing of the SoBECA, 19 West, Mesa West Bluffs, and Mesa West Residential Ownership Urban Plans are required for consistency; and

WHEREAS, on September 14, 2026, the Planning Commission conducted a duly noticed public hearing to discuss and consider the NWWAB initiative and proposed amendments to the Zoning Code, Zoning Map, Specific Plans and General Plan Elements, with all persons having the opportunity to speak for and against the proposal; and

WHEREAS, the Final PEIR for this project reflects the independent judgement of the City of Costa Mesa.

NOW, THEREFORE, BE IT RESOLVED that the Costa Mesa Planning Commission, in its independent judgement and after fully considering all alternatives, and all testimony and evidence presented at the public hearing hereby recommends that the City Council take the following actions:

SECTION 1: Certify the Final PEIR prepared for the project pursuant to CEQA Guidelines section 15090, adopt findings of fact pursuant to CEQA Guidelines section 15091, adopt statement of overriding considerations pursuant to CEQA Guidelines section 15093, and adopt the Mitigation Monitoring and Reporting Program included within Exhibit A.

SECTION 2: Adopt by ordinance amendments to CMMC Title 13 (Zoning Code) incorporated herein as Exhibit B, where the following will be repealed and replaced in their entirety:

- Chapter IV, Citywide Land Use Matrix, Table 13-30; and
- Chapter V, Article 11, Mixed-Use Overlay District; and

- Chapter IX, Article 4, Density Bonuses and Other Incentives; and

The following Zoning Code amendments will also be amended as depicted within Exhibit B:

- Chapter I, Article 2, Definitions; and
- Chapter II; Zoning Districts Established; and
- Chapter III, Planning Applications; and
- Chapter IV, Citywide Land Use Matrix; and
- Chapter V, Article1, Residential Districts; and
- Chapter V, Article 2, Residential Common Interest Developments; and
- Chapter V, Article 2.5, Residential Small Lot Subdivisions; and
- Chapter V, Article 5.5, Non-Residential Common Interest Developments; and
- Chapter V, Article 6, Planned Development; and
- Chapter V, Article 9, General Site Improvement Standards; and
- Chapter VI, Article 1, Residential Districts, Off-Street Parking Standards; and
- Chapter VI, Article 2, Non-Residential Districts, Off-Street Parking Standards; and
- Chapter VII, Landscaping Standards; and
- Chapter VIII, Article 3, Sign Regulations; and
- Chapter IX, Article 21, Location of Cannabis Distributing, Manufacturing, Research and Development, Testing Laboratories, Retail Storefront and Retail Nonstorefront Uses; and
- Chapter XII, Article 4, Park and Recreation Impact Fees;
- Chapter XIII, Noise Control; and
- Zoning Map update to apply the Mixed-use Overlay District to specific parcels identified within the map included as Exhibit C.

SECTION 3: Adopt by resolution amendments to the Land Use, Circulation, Community Design, Noise, Open Space, and Recreation Elements of the General Plan for internal consistency as shown in Exhibit D and to the Newport Boulevard, North Costa Mesa, and One Metro West Specific Plans and shown in Exhibit E.

SECTION 4: Adopt by resolution the repeal of City Council Resolution Nos. 06-31, 06-33, 06-34, and 06-35, which were originally adopted on April 4, 2006, that established the urban plan areas identified as the SoBECA, 19 West, Mesa West Bluffs, and Mesa West Residential Ownership for internal consistency with the Chapter V, Article 11, Mixed-Use Overlay District ordinance.

SECTION 5: Adopt by resolution the Citywide Multifamily Residential and Mixed-Use Objective Design Standards, as shown in Exhibit F.

BE IT FURTHER RESOLVED that if any section, division, sentence, clause, phrase or portion of this resolution, or the document in the record in support of this resolution, are for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions.

PASSED AND ADOPTED this 14th day of September, 2026.

Jeffrey Harlan, Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
COUNTY OF ORANGE)ss
CITY OF COSTA MESA)

I, Carrie Tai, Secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution No. PC-2026-27 was passed and adopted at a regular meeting of the City of Costa Mesa Planning Commission held on September 14, 2026, by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Carrie Tai, Secretary
Costa Mesa Planning Commission

Exhibit A

Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Environmental Impact Report Files - State Clearinghouse No. 2025110783

Click on the "Links" below to access the document.

Final Program Environmental Impact Report (Final PEIR), includes Appendices and Mitigation Monitoring and Reporting Program (MMRP) - Link

Findings of Fact and Statement of Overriding Considerations - Link

Draft PEIR – Vol. I - Link

Draft PEIR – Vol. II - Link

Draft PEIR – Vol. III - Link

Draft PEIR – Vol. IV - Link

Draft PEIR – Vol. V – Link

Draft PEIR – Vol. VI – Link

Draft PEIR – Vol. VII – Link

Draft PEIR – Vol. VIII – Link

Appendix A-1: Notice or Preparation (NOP) and Initial Study - Link

Appendix A-2: NOP Comment Letters - Link

Appendix A-3: Scoping Meeting Comments - Link

Appendix B: Buildout Methodology – Link

Appendix C: Land Evaluation and Site Assessment Report - Link

Appendix D: Air Quality and Greenhouse Gas Emissions Modeling and Energy Calculations - Link

Appendix E: CNDDB List, CNPS Inventory, and IPaC Records - Link

Appendix F-2: NAHC SLF Search Results - Link

Appendix F-3: Archaeological Resources Sensitivity Map - Link

Appendix F-4: Historic-Age Properties within the Preferred Alternative - Link

Appendix H: Noise Technical Data - Link

Appendix I: Public Services Correspondence - Link

Appendix J: OCTAM Land Use Modeling Inputs - Link

Appendix K-1: NAHC Sacred Land Files Results and AB 52 and SB 18 Notification Letters - Link

Appendix L – Vol. I: Utility Services Correspondence - Link

Appendix L – Vol. II: Utility Services Correspondence - Link

Chapter I, Article 2 of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and <u>underline</u> text denotes text being added.

Chapter I In General

Article 2 Definitions

§ 13-5. Purpose.

The intent of this article is to define certain words and phrases which are used in this Zoning Code. Additional definitions may also be given in conjunction with the special regulations contained in Chapter IX, Special Land Use Regulations, and Chapter XII, Special Fee Assessments.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-6. Definitions.

Abutting. Sharing a common boundary, of at least one point contiguous to, having district boundaries or lot lines in common (i.e., not separated by an alley, public or private right-of-way, or street).

Accessory building. A building or part of a building which is subordinate to, and the use of which is incidental to that of the main building or use on the same lot.

Accessory dwelling unit (ADU). See Chapter V, Article 2, section 13-35.

Accessory use. A use incidental and subordinate to and devoted exclusively to the main use of the land or building thereon that does not change the character of the structure or use.

Accessory use, residential. A use that is a part of, and clearly incidental and secondary to, a residence; located on the same lot as a residence; and that does not change the character of the residential use such as:

a) Accessory dwelling unit (ADU)

b) Home occupations

c) Personal property sales (i.e., garage or yard sales).

Active Entertainment. A commercial use that provides interactive, participant-based amusement, recreation, or game-oriented activities for individual or group participation and is limited to a maximum of 15,000 square feet. Active Entertainment does not include spectator-oriented uses, live performance theaters, adult entertainment businesses, physical fitness facilities, or event centers.

Adjacent. Same as abutting, but also includes properties which are separated by a public right-of-way, not exceeding 120 feet in width.

Adult business. See Chapter IX, Special Land Use Regulations, Article 1, Adult Businesses, for specific definitions and terms.

Alcoholism or drug abuse recovery or treatment facility*.* Adult alcoholism or drug abuse recovery or treatment facilities that are licensed pursuant to section 11834.01 of the California Health and Safety Code. Alcoholism or drug abuse recovery or treatment facilities are a subset of residential care facilities.

Alteration (structure). Any construction, addition or physical change in the internal arrangement of rooms or the supporting members of a structure, or change in the appearance of any structure, except paint.

Ambient noise level. The all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

Amusement Center. A commercial use that provides interactive, participant-based amusement, recreation, or game-oriented activities for individual or group participation and is larger than 15,000 gross square feet. Amusement Center does not include spectator-oriented uses, live performance theaters, adult entertainment businesses, physical fitness facilities, or event centers.

Antenna. Any structure, including, but not limited to, a monopole, tower, parabolic and/or disk shaped device in single or multiple combinations of either solid or mesh construction, intended for the purpose of receiving or transmitting communication to or from another antenna, device or orbiting satellite, as well as supporting equipment necessary to install or mount the antenna.

Antenna, amateur radio*.* An antenna array and its associated support structure, such as a mast or tower, that is used for the purpose of transmitting and receiving radio signals in conjunction with an amateur radio station licensed by the Federal Communications Commission.

Antenna, communication. All types of receiving and transmitting antennas, except satellite dish antennas and amateur radio antennas. Communication antenna includes, but is not limited to, cable television antennas, cellular radiotelephone cell antennas, FM digital communication antennas, microwave telephone communication antennas, and shortwave communication and other similar antennas.

Antenna height. The distance from the property's grade to the highest point of the antenna and its associated support structure when fully extended.

Antenna, satellite dish. An antenna intended for the purpose of receiving or transmitting communication to or from an orbiting satellite.

Antenna, whip. An antenna and its support structure consisting of a single, slender, rod-like element which is supported only at or near its base.

Apartment. A rental or lease dwelling having kitchen facilities in a structure designed or used to house at least one family, as the term "family" is defined in this Zoning Code.

Artisan Studio. A workspace for the creation, display, and retail sale of artwork and hand crafted goods, including custom woodworking and furniture making, where products are primarily created by the artist or artisan on-site; excluding automotive repair and food related production. Examples include, but are not limited to, artist studios and workshops, photography studios and commercial photography, recording studios, music studios, galleries, and showroom.

Assembly use. A use conducted in a structure or outdoor venue for the purpose of gathering of persons for a civic, education, political, religious, or social function, or for the consumption or receipt of food and/or beverages.

Association (homeowners'). The organization of persons who own a lot, parcel, area, airspace, or right of exclusive occupancy in a common interest development and who have interests in the control of common areas of such project.

Attached (structure). Any structure that has a wall or roof in common with another structure.

Attic. Any non-habitable area immediately below the roof and wholly or partly within the roof framing.

Awning. A roof-like cover that projects from the wall of a building for the purpose of shielding the sun or providing an architectural accent.

Basement. A space wholly or partially underground and having more than 1/2 of its height, measuring from floor to ceiling, below the average grade. If the finished floor level directly above the basement is more than four feet above grade at any point, the basement shall be considered a story.

Boardinghouse. A dwelling unit, other than a hotel, wherein rooms are rented under two or more separate written or oral rental agreements, leases or subleases or combination thereof, whether or not the owner, agent or rental manager resides within the dwelling unit. Boardinghouse, small means two or fewer rooms being rented to a maximum of three occupants per dwelling unit. Boardinghouse, large means three to six rooms being rented to a maximum of six occupants per dwelling unit. Boardinghouses renting two or fewer rooms and having more than three occupants, or renting more than six rooms and/ or having more than six occupants, per dwelling unit are prohibited.

Building*.* Any structure having roof and walls and requiring permanent location on the ground, built and maintained for the support, shelter or enclosure of persons, animals, chattels or property of any kind.

Building height*.* The distance from the finished grade (as defined in this section) to the highest point on the roof, including roof-top mechanical equipment and screening.

Building, main. The building or buildings within which the principal use permitted on the lot is conducted.

Carport. A permanent, roofed structure, not completely enclosed which is used for vehicle parking.

Central administrative office. An establishment primarily engaged in management and general administrative functions performed centrally for other establishments of the same company.

Churches and other places of religious assembly. A type of assembly use which has the principal purpose of religious worship and for which the primary space is a sanctuary. Religious activities and services held in the sanctuary are conducted at scheduled times. The use may also include accessory facilities in the same or separate building that includes classrooms, assembly rooms, restrooms, kitchen, and a library. Other uses such as, but not limited to, day care facilities, nursery schools, schools, retail sales, and services to businesses, are not considered a primary function of churches and other places of religious assembly.

Cigar bar. See Smoking lounge.

City. City of Costa Mesa.

Commercial Kitchen. A food preparation facility used by one or more food operators for the preparation, cooking, processing, packaging, and storage of food or beverages for off-site consumption, distribution, catering, wholesale, or other commercial purposes, with no on-site dining, retail sales, customer pick-up, or delivery service to the general public. A commercial kitchen may include catering kitchens, commissary kitchens, shared-use kitchens, and food production facilities, but does not include a restaurant, ghost kitchen, food hall, or other food service establishment where food orders are accepted from customers and fulfilled directly from the premises.

Common area. Those portions of a project area which are designed, intended or used in common and not under the exclusive control or possession of owners or occupants of individual units in planned development projects or common interest developments.

Common interest development. A development as defined in State Civil Code section 1350, containing two or more common interest units, as defined in Civil Code section 783; a community apartment project, as defined in State Business and Professional Code section 11004, containing two or more rights of exclusive occupancy; and a stock cooperative, as defined in Business and Professional Code section 11003.2, containing two or more rights of exclusive occupancy.

Community Development Department. Refers to the Community Development Department of the City of Costa Mesa on or after July 1, 2026, and the Economic and Development Services Department and/or Development Services Department of the City of Costa Mesa prior to July 1, 2026.

Community Development Director. The director of the Community Development Department of the City of Costa Mesa, or his or her designee.

Conditional use permit. A discretionary approval usually granted by the planning commission which allows a use or activity not allowed as a matter of right, based on specified findings.

Convenience stores, mini-markets. A retail store, generally less than 10,000 square feet in area, that sells a variety of convenience foods, beverages and non-food items. Fresh dairy products, produce and/or meat may be offered on a limited basis.

County. County of Orange.

Covered parking space*.* A garage, carport or parking space which is completely covered by a roof.

Density bonus. A minimum increase of 25% over the allowable residential dwelling unit density as specified by the zoning classification.

Development. The division of land into two or more lots; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, excavation, landfill, or land disturbance; and any use or extension of the use of land.

Development review. The ministerial or discretionary review process of a development project granted by the planning division. ~~The processing of a development plan when authority for approval is vested in the planning division.~~

Development review, streamlined. The ministerial review process of a development project granted by the planning division that is a 'use by right' consistent with the applicable provisions of the Government Code.

Development services department. See Community Development Department.

Development services director. See Community Development Director.

Disabled shall have the same meaning as handicapped.

Dormer*.* A vertical window in a projection built out from a sloping roof.

Driveway, common. A paved area for vehicle circulation and parking purposes which features joint use between two or more parties.

Driveway, individual. The paved area strictly leading to the garage/carport of a residence. This paved area serves vehicle parking purposes and does not extend beyond the garage/carport unless a curvilinear design is necessary for the turning radius.

Dwelling, single-family. "Dwelling, single-family" or "single-family dwelling" is a building of permanent character placed in a permanent location which is designed or used for residential occupancy by one family. A single mobile home on a foundation system on a single lot is a single-family dwelling. (See Manufactured housing).

Dwelling, multi-family. "Dwelling, multi-family" or "multi-family dwelling" is a building or buildings of permanent character placed on one lot which is designed or used for residential occupancy by two or more families.

Dwelling unit. One or more rooms in any building designed for occupancy by one family, and containing one kitchen unit, including manufactured housing. (See Manufactured housing).

Easement. A grant of one or more property rights by the owner for use by the public, a corporation or another person or entity.

Efficiency unit. A dwelling unit for occupancy by no more than two persons conforming to California's Health and Safety Code § 17958.1 with a minimum floor area of 150 square feet that provides bathroom facilities and a partial kitchen equipped with a sink, cooking appliance, and refrigerator.

Electronic cigarette. An electronic and/or battery-operated device used to provide an inhalable dose of nicotine by delivering a vaporized solution. The term includes any such device manufactured, distributed, marketed, or sold as an electronic cigarette, an electronic cigar, an electronic cigarillo, an electronic pipe, an electronic hookah, or any other product name or descriptor. The term does not include any medical inhaler prescribed by a licensed doctor.

Electronic game machine. Any electronic or mechanical device which upon insertion of a coin, slug, or token in any slot or receptacle attached to the device or connected therewith, operates, or which may be operated for use as a game, contest, or amusement through the exercise of skill or chance.

Electric vehicle charging station. As defined by Government Code Section 65850.7.

Electric vehicle supply equipment. The hardware, including connectors, fixtures, devices, and other components required to charge an electric vehicle.

Emergency shelters. A facility that provides immediate and short-term housing for homeless persons that is limited to occupancy of six months or less. Supplemental services may include counseling and access to social programs. No individual or household may be denied to emergency shelter because of an inability to pay.

Employee housing. Shall have the same meaning as "employee housing" described in California Health and Safety Code Section 17021.5, and as set forth in California Health and Safety Code Section 17008 for farmworkers.

Entertainment (live). Any act, play, revue, pantomime scene, dance act, musical performance, or any combination thereof, performed by one or more persons whether or not they are compensated for the performance.

E-Sports or Electronic Sports. Means a participant-based organized competitive playing of video games using digital gaming platforms.

E-Sports Arena. A facility designed and operated primarily for organized E-sports competitions, tournaments, exhibitions, broadcasts, live-streaming events, or similar events where spectator viewing and attendance are the principal activities.

Establishment where food or beverages are served. Any commercial use that sells prepared food and/or beverages for consumption on site or off site, either solely or in conjunction with an ancillary or complementary use. Excluded from this definition are grocery stores, convenience stores, movie theaters, and other such uses, as determined by the ~~development services director~~Community Development Director, where the sale of food or beverages is clearly incidental to the primary use. All establishments selling alcoholic beverages for consumption on-site are included within this definition.

Event Center. A facility designed for assembly use and to accommodate organized events, competitions, ceremonies, meetings, entertainment, spectator viewing, or similar group activities. Event Centers are also referred to as Banquet Facilities, Assembly Halls, and Arenas.

Fair housing laws. The Federal Fair Housing Act, the Americans with Disabilities Act, and the California Fair Employment and Housing Act, as each statute may be amended from time to time, and each statute's implementing regulations.

Family. One or more persons occupying one dwelling unit and living together as a single housekeeping unit.

Family day care home, large. A home which provides family day care to seven to 14 children as defined in section 1596.78 of the State Health and Safety Code.

Family day care home, small. A home which provides family day care to eight or fewer children as defined in section 1596.78 of the State Health and Safety Code.

Fitness studios. Means an indoor commercial use of more than 5,000 square feet but less than 15,000 square feet that provides instructor-led instruction, training, or structured physical activity, either in a group setting or one-on-one, including, but not limited to: dance, martial arts, yoga, Pilates, high-intensity interval training (HIIT), circuit training, and similar small-group fitness activities. These uses are characterized by scheduled classes or training sessions and are limited in scale and intensity. This use does not include large health clubs, commercial gyms, indoor sports training facilities, or uses greater than 15,000 square feet of gross floor area.

Floor area ratio*.* The gross floor area of a building or project divided by the project lot area upon which it is located.

Food Hall. A single, integrated food and beverage establishment, or restaurant, containing three or more independently operated food or beverage vendors or counters within a shared building or tenant space, with common customer seating, shared circulation, and shared amenities. A food hall may include accessory alcohol service, entertainment, retail, or event programming when allowed by applicable permits, but does not include ghost kitchen or commercial kitchen.

Garage. An accessory or attached enclosed building with doors, designed and/or used for vehicle parking.

Garage sale*.* An event for the purpose of selling or trading personal property. Garage sale includes yard sale.

General plan. The City of Costa Mesa General Plan as adopted or amended from time to time by the city council.

Ghost Kitchen. A food preparation facility used by one or more food operators for the preparation of meals or beverages for off-site consumption through delivery, mobile ordering, or customer pick-up, with no dine-in restaurant service. A ghost kitchen may include multiple virtual restaurant brands, shared order fulfillment areas, delivery driver staging, and limited pick-up lobby areas, but does not include a catering kitchen, commercial kitchen, or food hall.

Grade. The lowest point of the finished surface elevation of either the ground, paving or sidewalk within the area between the building and the property line, or when the property line is more than five feet from the building, between the building and a line five feet from the building.

Grade, finished. The surface of the ground at a stated location as it exists after completion of precise grading.

Grade, natural. The unaltered natural surface of the ground at a stated location.

Gross acreage*.* The total area within the lot lines of a lot of land before public streets, easements or other areas to be dedicated or reserved for public use are deducted from such lot, and not including adjacent lands already dedicated for such purposes.

Gross floor area. The total horizontal area of all floors within the exterior walls of a structure. The following areas do not contribute to the building's occupancy or intensity of use and shall be excluded from the gross floor area calculation: garages or carports used for parking, elevator and stair shafts, mechanical shafts, pipe chases, equipment and mechanical rooms, electrical rooms, and other accessory storage, utility or service spaces, that are devoted exclusively to development operations and maintenance.

Gross leasable area. The total floor area designed for tenant occupancy and exclusive use, including both owned and leased areas.

Group home*.* A facility that is being used as a supportive living environment for persons who are considered handicapped under state or federal law. A group home operated by a single operator or service provider (whether licensed or unlicensed) constitutes a single facility, whether the facility occupies one or more dwelling units. Group homes shall not include the following: (1) residential care facilities; (2) any group home that operates as a single housekeeping unit; (3) any group home without an operator.

Guestroom. A room occupied or intended, arranged, or designed for occupancy by one or more guests.

Handicapped. As more specifically defined under the fair housing laws, a person who has a physical or mental impairment that limits one or more major life activities, a person who is regarded as having that type of impairment, or a person who has a record of that type of impairment, not including current, illegal use of a controlled substance.

Hazardous materials*.* Any material of quantity, concentration, physical or chemical characteristics, that poses a significant present or potential hazard to human health and safety or to the environment if released into the work place or environment; or any material requiring a Material Safety Data Sheet according to Title 8, section 339 of the State Code of Regulation.

Health Club. See Physical Fitness Facility.

Height. See Building height and Antenna height.

Home occupation*.* Any business or commercial use conducted within a dwelling unit.

Hookah lounge. See Smoking lounge.

Hotel. Any building or combination of buildings generally three or more stories in height containing six or more guest rooms offering transient lodging accommodations to the general public and providing incidental guest services such as food and beverage service, recreation facilities, retail services and banquet, reception and meeting rooms. Typically, room access is provided through a main or central lobby.

Household includes all the people occupying a dwelling unit, and includes people who live in different units governed by the same operator.

Individual counseling. A single-operator business that provides individual and/or family counseling and occupies no more than 500 square feet of total square footage, including but not limited to an office suite and corresponding proportion of any common waiting areas. Any counseling use with a floor area of more than 500 square feet shall be considered a group counseling use.

Integral facilities*.* Any combination of two or more group homes which may or may not be located on the same or contiguous parcels of land, that are under the control and management of the same owner, operator, management company or licensee or any affiliate of any of them, and are integrated components of one operation shall be referred to as integral facilities and shall be considered one facility for purposes of applying federal, state and local laws to its operation. Examples of such integral facilities include, but are not limited to, the provision of housing in one facility and recovery programming, treatment, meals, or any other service or services to program participants in another facility or facilities or by assigning staff or a consultant or consultants to provide services to the same program participants in more than one licensed or unlicensed facility.

Integral uses*.* Any two or more residential care programs commonly administered by the same owner, operator, management company or licensee, or any affiliate of any of them, in a manner in which participants in two or more care programs participate simultaneously in any care or recovery activity or activities so commonly administered. Any such integral use shall be considered one use for purposes of applying federal, state and local laws to its operation.

Intersection*.* The general area where two or more roadways join or cross.

Kitchen*.* Any room, all or part of which is designed and/or used for storage, refrigeration, cooking and preparation of food.

Landscaping*.* Plant materials such as lawn, groundcover, trees and shrubs.

Live/work unit. A type of mixed-use development with an integrated residence and working space that is occupied/utilized by a single household in a structure and that is located in a building that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

Loft. An *intermediate* floor placed within a room, where the clear height above and below the loft is not less than seven feet, and where the aggregate area of the loft does not exceed 1/3 of the area of the room in which it is located.

Lot.

a) A parcel of real property when shown as a delineated parcel of land with a number or designation on a subdivision map or parcel map recorded in the office of the county recorder, and created in conformance with the Subdivision Map Act and applicable local ordinances.

b) A parcel of real property when shown on a record of survey map or deed filed in the office of the county recorder, when such map or deed was filed as the result of and was made a condition of a lot division approved under the authority of prior ordinances.

Lot area. The total land area of a project after all required dedications or reservations for public improvements, including, but not limited to, streets, parks, schools, and flood control channels. This phrase does not apply in the planned development zones where the phrase "site area," as defined in Chapter V, Development Standards, is used.

Lot, corner*.* A lot abutting on and at the intersection of two or more streets which intersect at an angle that is equal to or less than 135 degrees.

Lot, depth*.* The average of the horizontal distance between the front and the rear lot lines.

Lot, development*.* The master lot or project site upon which a development will be constructed.

Lot, individual dwelling unit*.* An individual building site or lot within a development intended for construction of a single attached or detached dwelling unit.

Lot, interior*.* A lot abutting only one street, or a lot abutting two streets which intersect at an angle greater than 135 degrees.

Lot, width*.* The horizontal distance between the side lot lines measured at right angles to the lot depth at the front building setback line.

Low barrier navigation center. Shall have the same meaning as “low barrier navigation center” as set forth in Government Code Section 65660.

Major modification. A discretionary entitlement, usually granted by the zoning administrator, which permits limited deviation from the strict application of the development standards contained in this Zoning Code, based on specified findings.

Manufactured housing*.* Detached housing that is built to the National Manufactured Housing Construction and Safety Standards Act of 1974, including structures known as manufactured homes and mobile homes. For the purpose of this Zoning Code, a factory-built single-family structure that is manufactured under the authority of 42 U.S.C. section 5401, the National Manufactured Home Construction and Safety Standards Act, transportable in one or more sections, built on a permanent chassis and used as a place of human habitation, shall be considered a single-family home and shall be reviewed under the same standards as a sitebuilt structure.

Marijuana. Has the same definition as that set forth in California Health and Safety Code section 11018.

Marijuana cultivation and/or medical marijuana cultivation. The planting, growing, harvesting, drying or processing of marijuana plants or any part thereof for any purpose, including medical marijuana, and shall include both indoor and outdoor cultivation.

Master plan. The overall development plan for a parcel or parcels which is depicted in both a written and graphic format.

Master plan of highways. The graphic representation of the city's ultimate circulation system contained in the general plan. It illustrates the alignment of the major, primary, secondary and collector highways.

Median. A paved or planted area separating a parking area, street, or highway, into two or more lanes or directions of travel.

Medical marijuana. Marijuana used for medical purposes in accordance with California Health and Safety Code section 11362.5.

Medical marijuana dispensary. A facility or location where medical marijuana is cultivated or by any other means made available to and/or distributed by or to three or more of the following: a primary caregiver, a qualified patient, or a person with an identification card in strict accordance with State Health and Safety Code sections 11362.5 et seq., and 11362.7 et seq., which shall include, but not be limited to, any facility or location engaging in the retail sale, dispensation, or distribution of marijuana for medical purposes that does not have an active role in the cultivation of the marijuana product that it sells, dispenses, or distributes, or when its cultivation of the marijuana product is off-site from the facility or location for retail sale, dispensation, or distribution.

Minor conditional use permit. A discretionary approval granted by the zoning administrator which allows a use or activity not allowed as a matter of right, based on specified findings.

Minor modification. A discretionary entitlement granted by the planning division, which permits limited deviation from the strict application of the development standards contained in this Zoning Code, based on specified findings.

Mixed-use development. The development of lot(s) or structure(s) with two or more different land uses such as, but not limited to a combination of residential, office, manufacturing, retail, public, or entertainment in a single or physically integrated group of structures.

Mixed-use, horizontal. A mixed-use development project that combines residential and non-residential uses into a single project, where the uses are adjacent to one another, either in separate buildings on the same parcel or on adjoining parcels within the same development. Internal streets and pedestrian pathways physically and visually connect the separate but adjacent uses into one unified~~ying~~ development.

Mixed-use, vertical. A mixed-use development project that combines residential and non-residential uses into a single project, where the uses are combined into one building. Typically, but not always, publicly accessible uses occupy the ground level, such as commercial, office, civic, education, or recreational uses, while private uses, such as residential dwelling units occupy the upper levels.

Mobile home. See Manufactured housing.

Mobile home park. Any area or tract of land where two or more mobile home lots are rented or leased, held out for lease or rent, or were formerly held out for rent or lease and later converted to a subdivision, cooperative, condominium, or other form of resident ownership, to accommodate manufactured homes or mobile homes. A mobile home park also means a mobile home development constructed according to the requirements of Part 2.1 (commencing with section 18200) of Division 13 of the State Health and Safety Code, and intended for use and sale as a mobile home condominium or cooperative park, or as a mobile home planned unit development.

Motel*.* Any building or combination of buildings of one to three stories in height having six or more guest rooms with parking located convenient to the guest rooms and providing temporary lodging for automobile tourists and transient visitors. Typically, guest rooms have direct access to available parking without passing through a common lobby area. Motels also include auto courts, tourist courts, motor lodges, motor inns and motor hotels.

Municipal Code*.* City of Costa Mesa Municipal Code.

Open space. ~~An area that is intended to provide light and air, and is designed for either environmental, scenic or recreational purposes. Open space may include, but is not limited to, lawns, decorative planting, walkways, active and passive recreational areas, playgrounds, fountains, swimming pools, wooded areas; first floor decks; unenclosed patios with solid or lattice roofs; water courses; and surfaces covered by not more than five feet in depth by projections which are at least eight feet above grade. *Open space* shall not include the following: driveways; parking lots; other surfaces designed or intended for vehicular travel; and upper floor decks, balconies or areas under projections which are less than eight feet above grade.~~ An open area that is designed and intended to be used for environmental, scenic, or recreational purposes. Open space shall be outdoors and generally open to the sky above except for unenclosed patios with solid or lattice roofs. Open space shall exclude streets, driveways, drive aisles, parking aisles, parking and loading areas, and other areas designed or intended for vehicular travel; trash/recycling areas; and areas under projections which are less than eight feet above grade. Open space areas shall only be counted once in satisfying required open space~~,~~ and may count toward other site requirements such as landscaping if the open space also meets the criteria of those requirements.

Open space, common*.* ~~An area of land reserved primarily for the leisure and recreational use of all residents of a planned development or common interest development and owned in common by them, generally through a homeowners' association.~~ A type of open space that is for the common leisure or recreational use of all residents of the dwelling units in a development project, such as a multifamily residential project, mixed-use development, planned development, or common interest development. Common open spaces may include, but are not limited to, terraces, courtyards, plazas, swimming pools, picnic/barbeque areas, sports courts, recreational areas, game areas, playgrounds, usable landscaped areas, such as lawns, or other similar common open space areas. Common open space areas shall be accessible to all residents of the dwelling units in a project.

Open space, private*.* ~~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.~~ A type of open space that is for the exclusive use of a single dwelling unit, which may include, but is not limited to, balconies, decks, terraces, patios, fenced/gated setbacks, and other similar private open space areas. Private open spaces shall be contiguous to and directly accessible from the dwelling unit.

Open space, publicly accessible. A type of open space that is privately-owned and ~~f~~maintained, but that is open and accessible to all residents, tenants, patrons, and the general public in a development project. Publicly accessible open space may include, but is not limited to, parks, plazas, courtyards, paseos, or other similar open space areas that allow for public leisure, recreation, and/or gathering.

Operator means a company, business or individual, including an in-house manager, who provides residential services, i.e., the placement of individuals in a residence, setting of house rules, and/or governing behavior of the residents as residents. Operator does not include a property owner or property manager that exclusively handles real estate contracting, property management and leasing of the property and that does not otherwise meet the definition of operator.

Organizational documents*.* The declaration of restrictions, articles of incorporation, bylaws, and any contracts for the maintenance, management or operation of all or any part of a project.

Parcel*.* Same as Lot.

Parkway*.* The area of a public street that lies between the curb and the adjacent property line or physical boundary definition, which is used for landscaping and/or passive recreational purposes.

Paved area*.* Ground surface covered with cobblestone, clay-fired bricks, concrete precast paver units, poured concrete with or without decorative surface materials, or asphaltic or rubber mixture which may include sand, stone, or gravel as an ingredient to create a hard surface. A graded natural surface or one covered with rolled stone or overlaid with loose gravel is not considered paved area.

Peak hour*.* The hour during the AM peak period (typically 7:00 a.m.—9:00 a.m.) or the PM peak period (typically 3:00 p.m.—6:00 p.m.) in which the greatest number of vehicle trips are generated by a given land use or are traveling on a given roadway.

Permitted use*.* Any use allowed in a land use zoning district without requiring a discretionary approval, and subject to the provisions applicable to that district.

Personal Services. A commercial use that provides personal care, grooming, wellness, aesthetic, or convenience services directly to individuals. This category does not include group fitness uses, medical offices, or other uses involving medical diagnosis or clinical treatment.

Personal Services, Group. A commercial use that provides personal care, grooming, wellness, aesthetic, or convenience services directly to individuals that include group instruction or group setting. This category does not include group fitness uses, medical offices, or other uses involving medical diagnosis or clinical treatment.

Physical Fitness Facility. Means a facility, building, or portion thereof designed and operated for physical fitness, athletic training, sports instruction, exercise, recreation, or wellness activities conducted individually or in groups, with a gross floor area of 15,000 square feet or greater. Such facilities may include exercise equipment, fitness classes, courts, fields, training areas, locker rooms, spectator seating accessory to the primary use, and related support amenities. Also see Health Club.

Planned development. A land area which is developed as an integrated unit under single ownership or control and having planned development zoning designation.

Planning application. A broad term for any development project or land use which requires the ministerial or discretionary review, in accordance with Chapter III Planning Applications, ~~and approval~~ of either the planning division, zoning administrator, planning commission, or city council. ~~Planning applications include major modifications, conditional use permits, development reviews, variances, etc.~~

Planning division. The planning division of the Community Development Department of the City of Costa Mesa.

Project. See Development.

Property line. A line of record bounding a lot which divides one lot from another lot or from a public or private street or any other public space.

Property line, front. For interior lots, the narrowest property line of a lot abutting a public or private street. If two or more equal property lines are narrowest, the front shall be that property line across which the development takes its primary access (if the primary access is determined to be equal, there shall be two front property lines). However, for non-residentially zoned property, any property line abutting a public street designated as a secondary, primary or major street on the master plan of highways shall be deemed a front property line. A non-residentially zoned property shall have more than one front property line when it abuts more than one street designated as secondary, primary, or major on the master plan of highways.

> For R-1 zoned property located on corner lots, the front property line may be the property line towards which the front of the dwelling unit is oriented.

Property line, rear. The property line opposite the front property line. A corner lot with more than one front property line shall have more than one rear property line. Irregularly shaped lots may also have more than one rear property line.

Property line, side. Any property line which is not a front or rear property line.

Property line, ultimate. The boundary of a lot after the dedication of land for use as public right(s)-of-way, whether dedicated in fee or by easement. A setback is measured from the ultimate property line.

Public area. Establishments where food or beverages are served. That portion of an establishment reserved for the exclusive use of the public for the receipt or consumption of food and/or beverages. For the purpose of this Zoning Code, public area shall not include restrooms, kitchens, hallways or other areas restricted to employees only.

Public hearing. A public proceeding conducted for the purpose of acquiring information or evidence which may be considered in evaluating a proposed action, and which affords to any affected person or persons the opportunity to present their views, opinions, and information on such proposed applications. "Mandatory hearings" are those required to be held by law, and "discretionary hearings" are those which may be held within the sole discretion of the hearing body.

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.

Recyclable materials. Reusable materials, including, but not limited to, metals, glass, plastic and paper which are intended for reuse, remanufacture or reconstruction. Recyclable materials do not include refuse, hazardous materials or hazardous waste.

Recycling. The process by which waste products are reduced to raw materials and transformed into new products.

Recycling and collection facility. A building or enclosed space used for the collection and processing of recyclable materials for preparation for shipment, or to an end user's specifications, by such means as baling, briquetting, compacting, flattening, grinding, crushing, mechanical sorting, shredding, cleaning or remanufacturing.

Referral facility. A residential care facility or a group home where one or more person's residency in the facility is pursuant to a court order or directive from an agency in the criminal justice system.

Residential care facility. A residential facility licensed by the state where care, services, or treatment is provided to persons living in a supportive community residential setting. Residential care facilities include, but may not be limited to, the following: intermediate care facilities for the developmentally disabled (Health & Safety Code §§ 1267.8,1267.9); community care facilities (Health & Safety Code § 1500 et seq.); residential care facilities for the elderly (Health & Safety Code § 1569 et seq.); residential care facilities for the chronically ill (22 C.C.R. § 87801(a)(5); Health & Safety Code § 1568.02); alcoholism and drug abuse facilities (Health & Safety Code §§ 11834.02—11834.30); pediatric day health and respite care facilities (Health & Safety Code § 1760 et seq.); residential health care facilities, including congregate living health facilities (Health & Safety Code §§ 1265—1271.1, 1250(i), 1250(e), (h)); family care home, foster home, group home for the mentally disordered or otherwise handicapped persons or dependent and neglected children (Wel. & Inst. Code §§ 5115—5120).

Residential, multi-family. Apartments, common interest developments, townhouses and similar multiple-family residential developments, including detached single-family homes where there is more than one primary dwelling unit on a lot.

Residential, single-family. Detached single-family home where there is no more than one primary dwelling unit on a lot.

Room, bedroom. A fully-enclosed room designed or intended to be used for sleeping purposes within a residence that typically includes a closet and is separated from the other living spaces with a door.

Room, home office. A room designed and intended to be used for a household office or small business related activity within a residence. Within a single-family detached residence, this room is strictly not intended for sleeping purposes, and lacks direct access to a bathroom. The home office may also be referred to as a studio, den, study or library.

Rowhouse. ~~A single-family attached dwelling unit located on an individual dwelling unit lot, and is part of a row of units that contains three or more dwelling units.~~ A building containing two or

more attached dwelling units that shares one or more walls with another dwelling unit located horizontally side by side, where each dwelling unit has its own individual entrance directly accessible from the exterior. Townhouses and rowhouses shall not refer to a building with vertically stacked dwelling units.Also referred to as townhouse.

Senior congregate care facility*.* A structure(s) providing residence for 13 or more senior citizens with kitchen, dining, recreational, etc. facilities with separate bedrooms and/or living quarters.

Setback*.* The required distance that a building, structure, parking or other designated item must be located from a property line or lot line. A setback is measured from the ultimate property line.

Single housekeeping unit*.* The occupants of a dwelling unit have established ties and familiarity with each other, including joint use of and responsibility for common areas, which includes interaction with each other, shared meals, household activities, and expenses and responsibilities; where residency is mutually agreed by all residents, is not transitory in nature and the residential activities of the household are conducted on a not-for-profit basis.

Single room occupancy unit*.* A dwelling unit that serves as the primary residence of its occupant(s) and is offered on a monthly rental basis or longer. Single room occupancy units may contain kitchen and/or sanitary facilities. If the units do not contain kitchen and/or bathroom facilities, shared kitchen and/or bathroom facilities must be provided within the building.

Single room occupancy residential hotel*.* A residential hotel, allowed in certain commercial zones, that contains units designed for long-term occupancy by a single person, although double occupancy may be permitted.

Slope*.* The degree of deviation of a surface from the horizontal plane, usually expressed in percent or degrees.

Small Fitness Studio. An indoor commercial use of up to 5,000 square feet that provides instructor-led instruction, training, or structured physical activity, either in a group setting or one-on-one, including, but not limited to: dance, martial arts, yoga, Pilates, high-intensity interval training (HIIT), circuit training, and similar small-group fitness activities. These uses are characterized by scheduled classes or training sessions and are limited in scale and intensity.

Small lot subdivision*.* A residential development containing a maximum of 15 detached or townhome style units with no common walls where each unit is independently constructed on an individual parcel and the land is subdivided into fee simple parcels containing each unit. Each individual lot is provided with either a direct access to public street/alley or an easement access through a recorded subdivision map.

Smoking lounge*.* Any facility or location whose business operation, whether as a primary use or an ancillary use, is characterized by the sale, offering, and/or preparation of smoking of tobacco, cigars, hookah, electronic cigarettes, or similar products, including but not limited to establishments known variously as hookah parlors, vaping lounges, or cigar bars.

Smoking/vaping retailer*.* A smoke shop, electronic cigarette retailer, vapor cigarette retailer, or any other retail business that sells tobacco, electronic cigarettes, and related products primarily for off-site consumption. Smoking/vaping retailers shall not include food or beverage service, outdoor seating, or an indoor seating area greater than 100 square feet in area.

Sober living home. A group home for persons who are recovering from a drug and/or alcohol addiction and who are considered handicapped under state or federal law. Sober living homes shall not include the following: (1) residential care facilities; (2) any sober living home that operates as a single housekeeping unit; (3) any sober living home without an operator.

Specialty store. A retail store less than 3,000 square feet in area with hours of operation between 6:00 a.m. and 11:00 p.m. A specialty store offers a combination of foods and beverages for off-site use or consumption and provides for alcoholic beverage sales that are incidental to the primary use. No more than 10% of the total merchandise area of the retail floor may be devoted to display or sale of alcoholic beverages and only non-refrigerated alcoholic beverages may be offered. A specialty store must comply with the operational standards of section 13-200.72.

Specific plan. A plan consisting of text, maps, and other documents and exhibits regulating development within a defined area of the city, consistent with the general plan and the provisions of State Government Code section 65450 et seq.

State. State of California.

Story. For purposes related to zoning regulations, a story is that portion of a building included between the surface of any floor and the surface of the floor next above it. If there is no floor above it, then the space between such floor and the ceiling next above it shall constitute a story. An attic shall not be considered a story. A basement or cellar shall not be considered a story, if the finished floor level directly above the basement or cellar is less than four feet above finish grade at all locations. Any uncovered deck or activity area above the first story shall be considered a story.

~~***Streamlined development review.*** The streamlined processing of a development plan when authority for approval is vested in the planning division.~~

Street. A public or private thoroughfare that provides primary access to adjacent land and local traffic movements. Streets do not include driveways which only provide access to parking areas.

Structure. Anything, including a building, located on the ground in a permanent location or attached to something having a permanent location on the ground.

Supportive housing. Housing with no limit on length of stay, that is occupied by the target population, as defined in Section 50675.14 of the California Health and Safety Code, and that is linked to on site or off site services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.

Tandem parking. An arrangement of parking spaces one behind the other in a row of maximum two cars including one in the garage space. Tandem garage parking is defined as the placement of standard parking spaces one behind the other within the enclosed area of a garage.

Townhouse or townhome. A building containing two or more attached dwelling units that shares one or more walls with another dwelling unit located horizontally side by side, where each dwelling unit has its own individual entrance directly accessible from the exterior. Townhouses and rowhouses shall not refer to a building with vertically stacked dwelling units. ~~A~~

~~single-family attached dwelling unit located on an individual dwelling unit lot, and is part of a row of units that contains three or more dwelling units.~~ Also referred to as rowhouse.

Transitional housing. A development with buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months. Trip (vehicle). A one-way vehicular journey either to or from a site, or totally within the site i.e. internal trip. Each trip has two trip ends, one at the beginning and the other at the destination.

Trip rate (vehicular). The anticipated number of vehicle trips to be generated by a specific land use type or land use classification. The trip rate is expressed as a given number of vehicle trips for a given unit of development intensity (i.e., trip per unit, trip per 1,000 square feet, etc.).

Uncontrolled environment. A location where there is the exposure (to radiofrequency radiation) of individuals who have no knowledge or control of their exposure. The exposures may occur in living quarters or work places where there are no expectations that the exposure levels may exceed the exposure and induced current levels permitted for the general public.

Underroof*.* All of the area within the walls of the building that a roof covers. Areas under porches, roof overhangs, garage protrusions, breezeways and other similar architectural design features are not considered as underroof.

Unit*.* A particular building or structure, or portion thereof, that is designed, intended or used for exclusive occupancy, possession or control of individual owners or occupiers, whether or not they have interests in common areas of the project.

Use*.* The purpose (type and extent) for which land or a building is arranged, designed, or intended, or for which either land or a structure is occupied or maintained.

Warehouse, mini. A structure or group of structures for the dead storage of customer's goods and wares where individual stalls or lockers are rented out to different tenants for storage and where at least one of the stalls or lockers has less than 500 square feet of floor area.

Warehouse, public. A structure or group of structures for the dead storage of customer's goods and wares where individual stalls or lockers are rented out to different tenants for storage and where all the stalls or lockers have more than 500 square feet of floor area.

Vacancy rate (common lot development conversion). The ratio of vacant apartments being offered for rent or lease in the City of Costa Mesa, shown as a percentage of the total number of apartments in the city.

Vape lounge. See Smoking lounge.

Vape shop. See Smoking/vaping retailer.

Variance*.* A discretionary entitlement, usually granted by the planning commission, which permits departure from the strict application of the development standards contained in this Zoning Code, based on specified findings.

Yard. Any open space on a lot unoccupied and unobstructed from the ground upward, except an inside court.

Yard, front. The yard between the front line of a building and the front line of the lot upon which the building is located.

Yard, rear. The yard extending from the extreme rear line of the main building to the rear lot line on which the building is situated.

Yard, side. The yard extending from the front yard, or from the front lot line where no front yard is required, to the rear yard or rear lot line, between the side lot line and the nearest wall of the main building or any accessory structure attached thereto.

Zero lot line. The location of a structure on a lot in such a manner that one or more of the structure's sides rest directly on a lot line.

Zoning district, or base zoning district, means a residential, commercial, industrial, mixed-use, planned development, institutional, recreational, or overlay district established by Chapter II (Zoning Districts Established) of this Zoning Code within which certain provisions are established.

Zoning district, overlay. A zoning district that applies another set of zoning provisions to a specified area within an existing zoning district. When a property owner chooses to exercise provisions of the overlay, the overlay zone supersedes the zoning regulations of the base zoning district, unless otherwise indicated.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 98-5, § 4, 3-2-98; Ord. No. 00-5, § 1(a), 3-20-00; Ord. No. 01-16, § 1a., 6-18-01; Ord. No. 05-11, § 2a., 7-19-05; Ord. No. 06-18, § 1, 9-5-06; Ord. No. 09 3, §§ 1a., b., 5-19-09; Ord. No. 09-4, § 1a., 5-5-09; Ord. No. 10-13, § 1, 10-19-10; Ord. No. 10 14, § 1, 11-16-10; Ord. No. 11-10, § 1, 9-20-11; Ord. No. 13-1, § 2A., 3-19-13; Ord. No. 13-05, § 1, 12-3-13; Ord. No. 14-04, § 2A., 4-1-14; Ord. No. 14-13, § 1, 10-21-14; Ord. No. 15-10, § 2A, 9-15-15; Ord. No. 15-11, § 1, 11-17-15; Ord. No. 16-01, § 1, 1-19-16; Ord. No. 18-03, § 2, 1-16-18; Ord. No. 21-03, § 3, 3-2-21; Ord. No. 21-20, § 1, 12-7-21; Ord. 2025-07, 10-21-2025, Ord. No. 26-03, 04-07-26)

Chapter II of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and <u>underline</u> text denotes text being added.

Chapter II ZONING DISTRICTS ESTABLISHED

§ 13-19. Purpose.

The intent of this chapter is to establish and state the purpose of the various zoning districts, as well as to describe their boundaries on the official zoning map.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-20. Zoning districts.

In order to classify, regulate, restrict and separate the uses of land and buildings, regulate the height and bulk of buildings and the area of yards and other open spaces about buildings, and regulate population density, the following classes of zones are established:

(a) *R1 Single-Family Residential District.* This district is intended to promote the development of single-family detached units located on lots with a minimum lot size of 6,000 square feet, and a maximum density of 7.26 dwelling units per gross acre.

(b) *R2-MD Multiple-Family Residential District, Medium Density.* This district is intended to promote the development of multi-family rental as well as ownership properties on lots with a minimum size of 12,000 square feet. The maximum density allowed is 3,630 square feet per dwelling unit, which equals 12 dwelling units per gross acre. Legal lots existing as of March 16, 1992 with a minimum lot area of 6,000 square feet up to 7,260 square feet are allowed two dwelling units.

(c) *R2-HD Multiple-Family Residential District, High Density.* This district is intended to promote the development of multi-family rental as well as ownership dwelling units on lots with a minimum size of 12,000 square feet. The maximum density allowed is 3,000 square feet per dwelling unit, which equals 14.52 dwelling units per gross acre.

(d) *R3 Multiple-Family Residential District.* Like the R2-MD and R2-HD districts, this district is intended to promote the development of multi-family rental as well as ownership dwelling units. The required minimum lot size is 12,000 square feet. The maximum density allowed is 2,178 square feet per dwelling unit, which equals 20 dwelling units per gross acre.

(e) *AP Administrative and Professional District.* This district is intended to establish areas within which public administrative, professional and business offices may be located. It is the further purpose of this district to limit the intensity of use within the district to be compatible with the types of activities generally associated with office developments.

(f) *CL Commercial Limited District.* This district is intended for unique areas of land which, due to the proximity of residential development or the potential for traffic circulation hazards, require special precautions to be taken to assure appropriate development.

The district is also intended for industrial areas where commercial uses must be considered according to their compatibility with existing or permitted industrial uses.

(g) *C1 Local Business District.* This district is intended to meet the local business needs of the community by providing a wide range of goods and services in a variety of locations throughout the city. The permitted and conditional uses as well as development standards are aimed toward reducing impacts on surrounding properties especially in those areas where residential uses are in the vicinity.

(h) *C2 General Business District.* This district is intended to provide for those uses which offer a wide range of goods and services which are generally less compatible with more sensitive land uses of a residential or institutional nature.

(i) *C1-S Shopping Center District.* This district is intended for large commercial lots constructed as a unified and integrated development. It is the further purpose to provide a wide range of goods and services on a community and regional scale.

(j) *TC Town Center District.* This district is intended to allow intensely developed mixed commercial and residential uses within a very limited geographical area bounded by Sunflower Avenue to the north, 1-405 to the south, Bristol Street to the west, and Avenue of the Arts to the east. Developments within this designation can range from one- and two-story office and retail buildings to mid- and high-rise buildings.

(k) *P Off-Street Parking District.* This district is intended to allow parking lots, and buildings incidental to the operation of the parking lot.

(l) *I & R Institutional and Recreational District.* This district is intended to allow land uses which provide recreation, open space, health and public service uses. Development in this designation may occur on either public or private property.

(m) *I & R-S Institutional and Recreational School District.* This district is intended to allow public and private educational facilities on either public or private property.

(n) *MG General Industrial.* This district is intended for a variety of industrial areas which contain a wide range of light and general industrial activities. Development standards and the approval of conditional uses shall be aimed toward eliminating possible hazards to adjoining properties, especially in those areas where residential uses are in the vicinity.

(o) *MP Industrial Park.* This district is intended for large, concentrated industrial areas where the aim of development is to create a spacious environment in a park-like setting.

(p) *PDR-LD Planned Development Residential—Low Density (up to 8 dwelling units per acre); PDR-MD Planned Development Residential—Medium Density (up to 12 dwelling units per acre); PDR-HD Planned Development Residential—High Density (up to 20 dwelling units per acre or higher pursuant to an adopted specific plan); PDR-NCM Planned Development Residential—North Costa Mesa (25 to 35 dwelling units per acre).* These districts are intended to provide for excellence in the design of residential projects. Within the low-density zone typical designs include small-lot, single-family detached residential developments including clustered development, zero lot line development and conventional development.

Within the medium density, high density, and north Costa Mesa zones, site design could include single-and multiple-family residential developments containing any type or mixture of housing units, either 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 nonresidential uses could also be included in the planned development.

(q) *PDC Planned Development Commercial.* This district is intended for retail shops, offices and service establishments, including but not limited to, hotels, restaurants, theaters, museums, financial institutions, and health clubs. These uses are intended to serve adjacent residential areas, as well as the entire community and region. Complementary residential uses could also be included in the planned development.

(r) *PDI Planned Development Industrial.* This district is intended for large, concentrated industrial areas where the aim of development is to create a spacious environment in a park-like setting.

(s) *MUOD Mixed-Use Overlay.* This district may overlay the R2-MD, R2-HD, R3, AP, CL, C1, C2, C1-S, MG, MP, PDR-HD, PDR-MD, PDC, PDI, TC, or I&R districts, and it is intended to allow for the development of residential only ~~and~~ or a mix of residential with compatible nonresidential uses ~~as mixed, integrated projects~~in vertical or horizontal mixed-use formats. ~~This overlay district shall only be applied to the zoning map in conjunction with the adoption of an urban plan for the designated area. The urban plan is a regulating plan that shall define the unique characteristics of the overlay area, include a matrix of permitted, conditionally permitted, and prohibited uses and provide development standards. The provisions of the mixed-use overlay shall be activated by adoption of a master plan.~~

~~(t) *Institutional and Recreational Multi-Use District.* This district is intended to allow the integration of a variety of land uses and intensities. This zoning district category includes uses which are low to moderate in density and intensity and urban in character. The multi-use center designation is applicable only to the Fairview Development Center property at 2501 Harbor Boulevard.~~

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 05-3, § 1a., 2-7-05; Ord. No. 06-9, § 1a., 4-18-06; Ord. No. 07-2, § 1a.—c. 2-6-07; Ord. No. 16-09, § 2, 10-4-16)

§ 13-21. Overlay districts.

Overlay zoning districts may also be created in conjunction with special regulations.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-22. Zoning district boundaries.

The zoning districts listed in section 13-20, zoning districts, and the boundaries of each, are shown on the official zoning map, filed in the planning division. (Ord. No. 97-11, § 2, 5-5-97)

§ 13-23. Division of official zoning map.

The official zoning map may be subdivided into district maps, and such district maps may be separately used for amending the zoning map or for any official reference to the zoning map.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-24. Changes in boundaries.

All changes shall be made by ordinance adopting an amended zoning map, or part of the zoning map or district map.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-25. Uncertainty of boundaries.

Where uncertainty exists as to the boundaries of any zone shown on the zoning map, or any district map, the following rules shall apply:

(a) When boundaries of zones are approximately following street, alley or lot lines, such lines shall be construed as the boundaries.

(b) In the case of undivided properties, or property not yet subdivided, and a zone boundary divides the lot, the location of the zone boundary, unless indicated by dimensions, shall be determined by the use of the scale appearing on the zoning map.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-26. Limitation of land use.

No new building shall be erected, nor shall any building or land be used for any purpose except as provided and allowed for in this Zoning Code.

(Ord. No. 97-11, § 2, 5-5-97)

DRAFT

Chapter III of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and underline text denotes text being added.

Chapter III PLANNING APPLICATIONS

§ 13-27. Purpose.

The purpose of this chapter is to establish the parameters for the numerous types of ~~discretionary~~ planning applications and to identify processing procedures.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-28. Types.

(a) ***Major Modification.*** Any deviation from an adopted development standard in this Zoning Code that meets the criteria listed in Table 13-28(a).

TABLE 13-28(a) MAJOR MODIFICATIONS

Standard	Deviation Range
Decrease in required front yard depth; provided that in residential zones, the garage is set back a minimum of 19 feet from the front property line.	More than 20% but no more than 40%
Decrease in required rear yard depth.	More than 20% but no more than 40%
Decrease in required side yard width.	More than 20% but no more than 40%
Increase in maximum fence/wall height, except within setbacks adjacent to the public right-of-way.	More than 33 1/3 % but no more than 50%
Increase in depth of permitted projections into required yards.	More than 20% but no more than 40%
Deviation in sign area, height, setbacks, separation and other sign specifications	More than 10% but no more than 20%
Decrease in required distance between main structures	More than 20% but no more than 40%
Decrease in required distance between accessory and main structures	More than 20% but no more than 40%

(b) ***Conditional use permit.*** Any use specified in this Zoning Code as requiring a conditional use permit.

(1) *Common interest development conversion*. For residential projects, a proposal to convert an occupied or previously occupied apartment complex to a residential common interest development project. To request a conversion for a newly constructed project, the apartment complex shall have received final building approval for occupancy. For non-residential projects, a proposal to convert an occupied or previously occupied non-residential complex to a non-residential common interest development. Non-residential includes industrial, commercial, office, and/or mixed-use project.

(c) ***Density bonus request or incentive.*** Any request for incentives to produce lower income and senior housing per State Government Code section 65915.

(d) ***Development review, streamlined.*** The following shall be subject to streamlined development review, if the project complies with applicable development standards in this Zoning Code and meets one of the following conditions:

~~(1) Residential construction of one story in the R1, R2-MD, R2-HD, and R3 zones.~~

~~(2)~~(1) Residential uses permitted by right in the Zoning Code and qualifying for ministerial approval as a 'use by right' consistent with the applicable provisions of the Government Code. Construction of new residential building/s (including demolition and reconstruction of more than 50% of an existing building floor area) of three or more stories that qualifies as a 'use by right' must also comply with the applicable development standards in this Zoning Code and the City of Costa Mesa Multifamily Residential and Mixed-Use Objective Design Standards adopted by City Council.

~~(3) Additions to existing buildings in the AP, CL, C1, C2, C1-S, MG, or MP zones that comply with the applicable development standards in this Zoning Code and do not exceed 2,000 square feet or 50% of the existing building area, whichever is less, shall be subject to streamlined development review.~~

(e) ***Development review.*** The following shall be subject to development review:

(1) ~~Residential C~~construction of new residential building/s (including demolition and reconstruction of more than 50% of an existing building floor area) of three~~two~~ or more stories. In any zone, residential construction of ~~two~~ three or more stories that complies with the applicable development standards in this Zoning Code and the ~~forthcoming~~ Citywide Multifamily Residential and Mixed-Use Objective Design Standards adopted by city council. ~~Until such objective standards are adopted, projects shall be subject only to the objective development standards in this Zoning Code.~~

(2) Construction of new nonresidential buildings or additions to existing buildings in the AP, CL, C1, C2, C1-S, MG, or MP zones that comply with the applicable development standards in this Zoning Code and exceed 2,000 square feet or 50% of the existing building area; and,

(3) Any other use specified in this Zoning Code as requiring development review.

(f) ***Lot line adjustment.*** Any adjustment to an existing lot line between two lots, where the land taken from one lot is added to an abutting lot and/or where a greater number of lots than originally existed is not created. A lot line adjustment may be used to combine no more than four abutting lots.

(g) ***Master plan.*** Prior to development in the planned development (PD), town center (TC), shopping center (C1-S), and all types of institutional and recreational (I&R~~,~~and I&R-S~~, and I&R-MLT~~) zoning districts, a master plan is required. Preliminary master plans are

required in the TC ~~and I&R-MLT~~ zone, are optional in PD zones, and are not required in C1-S, I&R-S, and I&R zones.

(1) *Minor changes.* Minor changes in the location, siting or character of buildings and structures may be authorized by the planning division if required by the final engineering or other circumstances not foreseen at the time the master plan was approved. No change authorized under this section may cause any of the following:

a. A change in the use or character of the development;

b. An increase in the overall density or floor area ratio of the development;

c. An increase in overall coverage of structures;

d. A reduction or change in character of approved open space;

e. A reduction of required off-street parking;

f. A detrimental alteration to the pedestrian, vehicular and bicycle circulation and utility networks;

g. A reduction in required street pavement widths;

h. An increase of more than six inches in building height; or

i. A decrease in building setback greater than can be approved by a minor modification by the ~~development services~~Community Development ~~d~~Director.

(2) *Major amendments.* Substantial amendments to the master plan encompassing one or more of the minor changes listed in subparagraphs (1)a. through (1)i., or any proposed change determined by the ~~development services~~Community Development ~~d~~Director as a major amendment, shall be subject to review and approval by the zoning administrator. Furthermore, if the major amendment results in an overall building square footage that exceeds the maximum density or building square footage allowed by the approved master plan, the zoning administrator must find that the major amendment is consistent with the density, floor area ratio, and trip budget standards established by the general plan, as applicable.

(3) *Minor amendments.*

a. Minor amendments to existing master plans in planned development zones are subject to section 13-56, master plan required.

b. Minor amendments to existing master plans in the TC, C1-S, MU, I&R, and I&R-S~~, and I&R-MLT~~ zones may be approved by development review if the planning division finds that the proposed construction does not materially affect required open space, floor area

ratio, and parking requirements specified in the approved master plan. Furthermore, if the minor amendment results in an overall building square footage that exceeds the maximum building square footage allowed by the approved master plan, the planning division must find that the minor amendment is consistent with the floor area ratio and trip budget standards established by the general plan, as applicable.

(h) ***Minor conditional use permit.*** Any use or deviation from development standards specified in this Zoning Code as requiring a minor conditional use permit.

(i) ***Minor modification.*** Any deviation from an adopted development standard in this Zoning Code that meets the criteria listed in Table 13-28(i).

TABLE 13-28(i)
MINOR MODIFICATION

Standard	Deviation Range
Decrease in required front yard depth; provided that in residential zones, the garage is set back a minimum of 19 feet from the front property line	20% or less
Decrease in required rear yard depth	20% or less
Decrease in required side yard width	20% or less
Increase in maximum fence/wall height, except within setbacks adjacent to the public right-of-way	33 1/3 % or less
Decrease in five-foot setback on street side for fences/walls in excess of 36 inches on corner lots in multi-family residential zones	100% or less
Increase in depth of permitted projections into required yards	20% or less
Decrease in minimum driveway width for two or more dwelling units	to not less than 10 feet
Deviation in sign area, height, setbacks, separation and other sign specifications	10% or less
Decrease in required distance between main structures	20% or less
Decrease in required distance between accessory and main structures	20% or less
Decrease in minimum width and length of garage dimensions	5% or less

(1) Minor building additions that encroach into required setbacks no further than the existing main structure, excluding architectural features. However, no nonconforming setback width or depth may be decreased further, and the building addition shall comply with all other applicable sections of this Zoning Code and other codes.

(2) Fabric awnings that project no more than five feet from the building face.

(3) Minimum length of no less than 18 feet for driveways as measured from the ultimate property line.

(4) Any deviation from development standards specified in this Zoning Code as requiring a minor modification.

(j) ***Mobile home park conversion.*** Any conversion of an existing mobile home park to any other use permitted or conditionally permitted in the applicable zoning district.

(k) ***Planned signing program.*** A voluntary, optional alternative to the general sign regulations, except in the C1-S zone where it is required.

(l) ***Reasonable accommodation.*** As defined in section 13-200.62

(m) (Reserved)

(n) ***Rezone.*** Any proposed change to the official zoning map.

(o) ***Special use permit.*** Refer to Chapter XV of the Zoning Code.

(p) ***Specific plan conformity review.*** Any proposed action or land use which is required by the applicable specific plan to be reviewed for conformity with the purpose and intent of the plan.

(q) ***Tentative tract or parcel map (including vesting).*** Any proposed subdivision of land which is required by a provision of the Subdivision Map Act or this Zoning Code to file a tentative tract or parcel map.

(r) ***Variance.*** Any deviation from a development standard in this Zoning Code that is not specified as a minor modification or major modification, or a deviation that is not allowed by approval of conditional use permit, minor conditional use permit, or specific plan conformity procedure.

(s) ***Landmarks and historic districts located within the city.*** A person may request placement of a significant historic structure on the local Register of Historic Places subject to the criteria and procedures established in Chapter IX, Article 14, Historic Preservation.

(t) ***Certificate of appropriateness.*** A certificate issued by the planning commission (or other commission/committee designated by the city council), approving plans, specifications, or statements of work for any proposed alteration, restoration, or rehabilitation, construction, relocation, or demolition, in whole or in part, of a "designated cultural resource" listed on the city's local Register of Historic Places.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 99-17, § 3, 11-15-99; Ord. No. 01-10, §§ 1a.,1b., 3-5-01; Ord. No. 01-16, § 1b., 6-18-01; Ord. No. 02-4, § 1m, 3-18-02; Ord. No.03-4, § 1(a), 6-2-03; Ord. No. 03-8, §§ 1, 2, 9-2-03; Ord. No. 05-3, § 1b., 2-7-05; Ord. No. 05-2, § 1a.—c., 2-22-05; Ord. No. 06-9, § 1b., 4-18-06; Ord. No. 07-17, § 1a., b.,10-2-07; Ord. No. 11-10, § 1, 9-20-11; Ord. No. 16-09, § 3, 10-4-16; Ord. No. 21-20, §1, 12-7-21)

§ 13-29. Planning application review process.

(a) ***Application.***

(1) Application for any planning application shall be made to the planning division on the forms provided. Plans and information reasonably needed to analyze the application may be required. A list of required plans and information shall be available from the planning division.

(2) All applications shall be signed by the record owner of the real property to be affected. This requirement may be waived upon presentation of evidence substantiating the right of another person to file the application.

(b) ***Fees.*** The application shall be accompanied by all applicable processing fees as established by resolution of the city council.

(c) ***Public hearing.*** Upon receipt of a complete application for a planning application, the planning division shall fix a time and place of the public hearing if one is required pursuant to Table 13-29(c). For planning applications which require review by both the planning commission and city council, pursuant to Table 13-29(c), the final review authority shall hold a public hearing no more than 45 days from the receipt of the planning commission's recommendation.

TABLE 13-29(c)
PLANNING APPLICATION REVIEW PROCESS

Planning Applications	Public Notice Required	Public Hearing Required	Recommending Authority	Final Review Authority	Notice of Decision
• Streamlined Development Review	No	No	None	Planning Division	No
• Development Review • Minor Modification • Tentative Parcel Map • Density Bonus Request	No	No	None	Planning Division	No
• Reasonable Accommodation	No	No	None	Planning Division	No
• Lot Line Adjustment	No	No	None	Planning Division	No
• Tentative Parcel Map for Urban Lot Splits and Ministerial Small Lot Subdivisions	No	No	None	Planning Division	No
• Special Use Permit	Yes	Yes	None	Planning Division	No
• Major Modification • Minor Conditional Use Permit • Planned Signing Program	Yes	No	None	Zoning Administrator	Yes
• Mobile Home Park Conversion • Common Interest Development Conversion (Residential or Nonresidential) • Specific Plan Conformity Review (excluding FDC-SP) • ~~Tentative Parcel Map~~ • Tentative Tract Map • Variance	Yes	Yes	Planning Division	Planning Commission	Yes
• Conditional Use Permit • ~~Density Bonus~~ • Master Plan • Master Plan—Preliminary	Yes	Yes	Planning Division	Planning Commission (excepted where noted otherwise in this zoning code)	Yes
• Rezone	Yes	Yes	Planning Commission	City Council	No

• Local Register of Historic Places	No	No	Planning Commission or other commission/ committee as designated by the City Council	City Council	Yes
• Certificate of Appropriateness	No	No	Planning Commission or other commission/ committee as designated by the City Council	Planning Commission or other commission/ committee as designated by the City Council	No

(d) ***Public notice.*** When required pursuant to Table 13-29(c), public notice shall be given as described in the following subsections. Public notices shall contain a general explanation of the proposed planning application and any other information reasonably needed to give adequate notice of the matter to be considered.

(1) Mailed notice required. Notices of the hearing shall be mailed to all property owners and occupants within a 500 foot radius of the project site, except for applications for the construction of a building(s) 150 feet or more in height which shall require a greater notice radius pursuant to Table 13-29(d):

TABLE 13-29(d) MAILED NOTICE REQUIRED	
Building Height in Feet	**Notice Requirement**
More than 150 and less than or equal to 225	700-foot radius
More than 225 and less than or equal to 300	900-foot radius
More than 300	1,100-foot radius

The required notice radius shall be measured from the external boundaries of the property described in the application. The notice shall be mailed no less than 10 days prior to the hearing or determination on the application. The planning division shall require mailing labels from the project applicant for this purpose. The mailing labels shall reflect the last known name and address of owner(s) as shown on the last equalized county assessment roll or by a more current listing.

(2) On-site posting required. Additional notice shall be provided by posting a notice on each street frontage of the project site, no less than 10 days prior to the date set for the hearing or determination on the application.

(3) Newspaper publication. When a public hearing is required, notice shall also be published once in the city in a newspaper of general circulation, no less than 10 days prior to the date set for the public hearing.

(e) ***Review criteria.*** Applicable r~~R~~eview criteria for ~~all~~ ministerial or discretionary planning applications shall consist of the following:

(1) For discretionary planning applications, c~~C~~ompatible and harmonious relationship between the proposed building and site development, and use(s), and the building and site developments, and uses that exist or have been approved for the general neighborhood.

(2) For discretionary planning applications, s~~S~~afety and compatibility of the design of buildings, parking area, landscaping, luminaries and other site features which may include functional aspects of the site development such as automobile and pedestrian circulation.

(3) Compliance with any performance standards as prescribed elsewhere in this Zoning Code.

(4) Consistency with the general plan and any applicable specific plan.

(5) The planning application is for a project-specific case and is not to be construed to be setting a precedent for future development.

(6) When more than one planning application is proposed for a single development, the cumulative effect of all the planning applications shall be considered.

(7) For residential and mixed-use developments, consistency with any applicable ~~design guidelines~~objective design standards adopted by city council ~~resolution~~.

~~(8) For affordable multi-family housing developments which include a minimum of 16 affordable dwelling units at no less than 20 dwelling units per acre, the maximum density standards of the general plan shall be applied, and the maximum density shall be permitted by right and not subject to discretionary review during the master plan application process.~~

(f) ***Conditions.*** The final review authority pursuant to Table 13-29(c), may impose reasonable conditions to assure compliance with the applicable provisions of this Zoning Code, and to assure compatibility with surrounding properties and uses and to protect the public health, safety and general welfare. The final review authority may also require such written guarantees, cash deposits, recorded land use restrictions, etc., as may be necessary to assure compliance with the conditions.

(g) ***Findings.*** When granting an application for any of the discretionary planning applications specified below, the final review authority shall find that the evidence presented in the administrative record substantially meets any required conditions listed below. Other findings may also be required pursuant to other provisions of this Zoning Code.

(1) *Major modifications and variance findings:*

a. Because of special circumstances applicable to the property, the strict application of development standards deprives such property of privileges enjoyed by others in the vicinity under identical zoning classifications.

b. The deviation granted shall be subject to such conditions as will assure that the deviation authorized shall not constitute a grant of special privileges inconsistent with the limitation upon other properties in the vicinity and zone in which the property is situated.

c. The granting of the deviation will not allow a use, density, or intensity which is not in accordance with the general plan designation and any applicable specific plan for the property.

(2) *Conditional use permit and minor conditional use permit findings:*

a. The proposed development or use is substantially compatible with developments in the same general area and would not be materially detrimental to other properties within the area.

b. Granting the conditional use permit or minor conditional use permit will not be materially detrimental to the health, safety and general welfare of the public or otherwise injurious to property or improvements within the immediate neighborhood.

c. Granting the conditional use permit or minor conditional use permit will not allow a use, density or intensity which is not in accordance with the general plan designation and any applicable specific plan for the property.

~~(3) *Density bonus and concession or incentive findings:*~~

~~a. The request is consistent with State Government Code section 65915 et. seq. regarding density bonuses and other incentives, the general plan, any applicable specific plan, and Chapter IX special regulations, Article 4 density bonuses and other incentives.~~

~~b. The requested density bonus and incentive or concession constitute the minimum amount necessary to provide housing at the target rents or sale prices and/or a child care facility.~~

~~c. The granting of the incentive or concession is required in order to provide for affordable housing costs, as defined in Health and Safety Code section 50052.5 or for rents for the targeted units.~~

~~d. The granting of the incentive or concession and/or the waiver or reduction of development standards does not have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Government Code section 65589.5 upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.~~

~~e. The granting of the incentive or concession and/or the waiver or reduction of development standards does not have an adverse impact on any real property that is listed in the California Register of Historical Resources.~~

~~(4)~~(3) *Lot line adjustment findings: The lot line adjustment and improvements are consistent with the general plan, any applicable specific plan and this Zoning Code.*

~~(5)~~(4) *Master plan findings:*

a. The master plan meets the broader goals of the general plan, any applicable specific plan, and the Zoning Code by exhibiting excellence in design, site planning, integration of uses and structures and protection of the integrity of neighboring development.

~~(6)~~(5) *Minor modification findings:*

a. The improvement will not be materially detrimental to the health, safety and general welfare of persons residing or working within the immediate vicinity of the project or to property and improvements within the neighborhood.

b. The improvement is compatible and enhances the architecture and design of the existing and anticipated development in the vicinity. This includes the site planning, land coverage, landscaping, appearance, scale of structures, open space and any other applicable features relative to a compatible and attractive development.

~~(7)~~(6) *Mobile home park conversion findings:*

a. The impacts of the conversion on the residents of the mobile home park have been duly considered as required by the State Government Code.

b. The proposed conversion project is consistent with the general plan, any applicable specific plan and this Zoning Code.

~~(8)~~(7) *Planned signing program findings:*

a. The proposed signing is consistent with the intent of Chapter VIII, Signs, and the General Plan.

b. The proposed signs are consistent with each other in design and construction taking into account sign style and shape, materials, letter style, colors and illumination.

c. The proposed signs are compatible with the buildings and developments they identify taking into account materials, colors and design motif.

d. Approval does not constitute a grant of special privilege or allow substantially greater overall visibility than the standard sign provisions would allow.

~~(9)~~(8) *Reasonable Accommodation findings: Refer to Chapter IX, Article 15.*

~~(10)~~(9) *Common interest development conversion findings:*

a. The applicant has submitted an adequate and legally binding plan which addresses the displacement of long-term residents, particularly senior citizens and low- and moderate-income families and families with school-age children; and

b. The proposed common interest development conversion project conforms to adopted general plan policies and ~~any applicable specific plan or urban plan~~the zoning code, and if applicable, increases the supply of lower cost housing in the city and/or that the proposed conversion project fulfills other stated public goals.

c. The establishment, maintenance, or operation of the project will not be detrimental to the health, safety, peace, comfort, and general welfare of persons residing or working in the surrounding neighborhood, nor will the project be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the city.

d. The overall design and physical condition of the common interest development conversion project achieves a high standard of appearance, quality, and safety.

e. The proposed common interest development conversion project conforms to the Costa Mesa Zoning Code requirements.

f. For a proposed common interest development conversion project that does not conform to the zoning code requirements, the project due to its proportions and scale, design elements, and relationship to the surrounding neighborhood, is of continued value to the community and it contributes to defining and improving the community as a whole. Deviations from zoning code requirements are acceptable because it would be impracticable or physically impossible without compromising the integrity of the overall project to implement features that could result in conformance with current code requirements.

~~g. For a proposed common interest development conversion project located in an urban plan area, the proposed conversion is consistent with the applicable mixed-use overlay zoning district. Specifically, the proposed non-residential conversion project supports a mixed-use development or a similar land use that is not allowed in the base zoning district, or the proposed conversion project is a residential common interest development that is permitted by either the base or overlay zoning district.~~

~~(11)~~(10) *Rezone findings:* The proposed rezone is consistent with the Zoning Code and the general plan and any applicable specific plan.

~~(12)~~(11) *Specific plan conformity review findings:* Refer to the applicable specific plan text.

~~(13)~~(12) *Tentative parcel or tract map findings:*

a. The creation of the subdivision and related improvements is consistent with the general plan, any applicable specific plan, and this Zoning Code.

b. The proposed use of the subdivision is compatible with the general plan.

c. The subject property is physically suitable to accommodate the subdivision in terms of type, design and density of development, and will not result in substantial environmental damage nor public health problems, based on compliance with the Zoning Code and general plan, and consideration of appropriate environmental information.

d. The design of the subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities in the subdivision, as required by State Government Code section 66473.1.

e. The division and development will not unreasonably interfere with the free and complete exercise of the public entity and/or public utility rights-of-way and/or easements within the tract.

f. The discharge of sewage from this land division into the public sewer system will not violate the requirements of the State Regional Water Quality Control Board pursuant to Division 7 (commencing with State Water Code section 13000).

(h) ***Decision.***

(1) After the public hearing, if required, the final review authority may approve, conditionally approve or deny any application for the planning application based upon the standards and intent set forth in the applicable provisions of this Zoning Code. In the case of a denial, the applicant shall be notified of the circumstances of the denial.

(2) For planning applications which require the planning commission to make a recommendation to the final review authority, the authority shall not approve any major change or additions in any proposed planning application until the proposed change or addition has been referred to the planning commission for a report, unless the change or addition was previously considered by the planning commission. It shall not be necessary for the planning commission to hold a public hearing to review the referral. Failure of the planning commission to report to the final review authority within 40 days after the referral shall be deemed approval of the proposed change or addition.

(i) ***Notice of decision.***

(1) Notice of the zoning administrator's decision shall be given within five days of the decision to the city council, planning commission and to any affected party requesting the notice. Any member of the planning commission or city

council may request review of a zoning administrator's decision within seven days of the notice of the decision. No fee shall be charged for such review.

(2) Notice of the planning commission's decision shall be given within five days to the city council and to any affected party requesting the notice. Any member of the city council may request review of the decision within seven days of the notice of the decision. No fee shall be charged for such review.

(j) ***Appeals.*** Appeals of the final review authority shall be filed within seven days of the public hearing or the date of the notice of decision according to the procedures set forth in Title 2, Chapter IX, Appeal, Rehearing and Review Procedure.

(k) ***Time limits and extensions.***

(1) Planning applications shall run with the land until revoked, except as provided in this section or in a condition imposed at the time of granting the planning application.

(2) *Limits of exercising permits and approvals.*

a. Unless otherwise specified by condition of approval, any permit or approval not exercised within 24 months from the actual date of review authority approval shall expire and become void, unless an extension of time is approved in compliance with paragraph (4) of this subsection;

b. The permit shall not be deemed "exercised" until at least one of the following has first occurred:

i. A building permit has been issued and construction has commenced, and has continued to maintain a valid building permit by making satisfactory progress as determined by the building official.

ii. A certificate of occupancy has been issued.

iii. The use is established and a business license has been issued.

iv. A time extension has been granted in compliance with paragraph (3) of this subsection.

(3) The time limits specified in paragraph (2) of this subsection shall not apply to preliminary master plans, except that the first phase of the final master plan must be approved within 24 months of the approved preliminary master plan. Time limits regarding the construction of improvements authorized by the approved final master plan for each phase of the project shall comply with the time limits established in paragraph (2).

(4) Extension of time.

a. Filing and review of request. No less than 30 days or more than 60 days before the expiration date of the permit, the applicant shall file a written request for an extension of time with the department, together with the filing fee established by resolution of the city council.

b. For extension requests not to exceed 180 days: The Community Development Director~~director of development services~~ may extend the time for an approved permit or approval to be exercised. Only one request for an extension of 180 days may be approved by the director. Any subsequent extension requests shall be considered by the original approval authority.

c. For extensions requests of more than 180 days: The review authority for the original project shall consider the request to extend the time for an approved permit or approval to be exercised. A public hearing shall only be held if it was required on the original application. If notice was required for the original application, notice of the public hearing shall be given according to the procedures set forth in this chapter.

(5) Fees for extensions of time for planning applications may be established by resolution of the city council.

(6) Action on extension request. A permit or approval may be extended beyond the expiration of the original approval provided the director or the review authority finds that there have been no changes in the conditions or circumstances of the site, such as Zoning Code or General Plan amendment or other local and statewide regulations affecting the approved development standards, or project so that there would have been ground for denial of the original project or any changes to the General Plan and/or Zoning Code that would preclude approval of the same project at the time of the requested extension.

(7) Effect of expiration. After the expiration of the permit or approval, no further work shall be done on the site and no further use of the site shall occur until a new permit or approval, or other city permits or approvals are first obtained. Fees for extensions of time for planning applications may be established by resolution of the city council.

(l) ***Building permits/authority to proceed.*** No building permit or authority to proceed shall be granted until all required review and approval has been obtained and all applicable appeal periods have expired.

(m) ***Compliance.*** Final occupancy shall not be granted unless the site development conforms to the approved set of building plans, applicable conditions of approval and code requirements.

(n) ***Reapplication.*** Upon final denial of any planning application, a new application for substantially the same planning application may not be filed within six months of the date of the denial. The Community Development Director~~development services director~~ shall determine whether the new application is for a planning application which is substantially the same as a previously denied application. No decision of the Community

Development Director~~development services director~~ shall be effective until a period of seven days has elapsed following the written notice of a decision; an appeal of the decision shall be filed according to the procedures set forth in Title 2, Chapter IX, Appeal, Rehearing and Review Procedure.

(o) ***Enforcement authority.***

(1) The planning commission may require the modification or revocation of any planning application and/or pursue other legal remedies as may be deemed appropriate by the city attorney, if the planning commission finds that the use as operated or maintained:

a. Constitutes a public nuisance as defined in State Civil Code Sections 3479 and 3480; or

b. Does not comply with the conditions of approval.

(2) The modification or revocation of any permit by the planning commission under this subsection shall comply with the notice and public hearing requirements set forth in subsections (c) and (d). The Community Development Director ~~development services director~~ may require notice for a development review or minor modification, if deemed appropriate.

(p) ***Amendment to a planning application.*** Any approved planning application may be amended by following the same procedure and fee schedule as required for the initial approval, with the exception of the following two instances:

(1) Minor amendments to conditional use permits shall be processed as minor conditional use permits; and

(2) Amendments to master plans which comply with section 13-28(f)(1) may be authorized by the planning division.

(q) ***Concurrent processing.*** Unless otherwise stated in this Zoning Code, applications for proposed projects which require two or more planning application approvals may be processed concurrently. Final project approval shall not be granted until all necessary approvals have been obtained.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 98-5, § 5—7, 3-2-98; Ord. No. 99-17, § 4,11-15-99; Ord. No. 01-11, § 1a., 3-5-01; Ord. No. 01-16, §§ 1c.—e., 6-18-01; Ord. No. 03-8, § 3, 9-2-03; Ord. No. 05-2, § 1d., e., 2-22-05; Ord. No. 06-7, § 1a., 4-18-06; Ord. No. 06-9, § 1c., 4-18-06; Ord. No. 07-17, § 1c., d., 10-2-07; Ord. No. 09-13, § 1,11-17-09; Ord. No. 17-12, § 1, 9-19-17; Ord. No. 18-06, § 1, 9-4-18; Ord. No. 21-20, §1, 12-7-21)

Chapter IV of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and underline text denotes text being added.

CHAPTER IV CITYWIDE LAND USE MATRIX

§ 13-30. Purpose.

The purpose of this chapter is to provide a comprehensive list of uses which are permitted, conditionally permitted, or prohibited in the various zoning districts, as represented by Table 13-30, Land Use Matrix. In evaluating a proposed use, the following criteria shall also be considered:

(a) Uses determined as permitted may be subject to a discretionary review when construction is proposed, pursuant to Chapter III, Planning Applications.

(b) Uses proposed in the planned development zones are subject to verification of consistency with the master plan adopted for planned development zones. A proposed use not expressly allowed by the adopted master plan may require additional discretionary review pursuant to Table 13-30, Land Use Matrix.

(c) All listed uses in the matrix are subject to verification of compliance with density and floor area ratio limits, parking requirements and performance standards which may, in certain cases, prevent the establishment of the use.

(d) Any proposed use not listed in the Land Use Matrix shall be reviewed by the development services director to determine its similarity to another listed use. If no substantial similarity exists, the proposed use shall require approval of a conditional use permit prior to establishment of the use.

(e) For the purpose of Table 13-30, Land Use Matrix, the various zoning districts are labeled as follows:

Residential zones: R1, R2-MD, R2-HD, and R3

Commercial zones: AP, CL, C1, C2, C1-S, and TC

Industrial zones: MG and MP

Planned Development Residential zones: PDR-LD, PDR-MD, PDR-HD, and PDR-NCM

Planned Development Commercial zone: PDC Planned Development

Industrial zone: PDI

The Parking zone: P

Institutional and Recreational zones: I & R~~,~~ and I & R-S~~, and I & R-MLT~~

Overlay Zones: MUOD and RIOD

(f) For zoning districts located in a specific plan area, please refer to the appropriate specific plan text to determine if any additional regulations related to land uses are applicable.

(g) For ~~the mixed-use overlay district located in an urban plan area~~overlay zoning districts, please refer to the ~~appropriate urban plan text for additional regulations~~ applicable sections of the Zoning Code ~~related to~~for development standards and allowable land uses ~~as applicable~~.

TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
RESIDENTIAL USES																					
Boarding-house, large[2]	•	C	C	C	•	•	•	•	•	•	•	•	•	C	C	C	C	C	•	•	•
Boarding-house, small[2]	•	P	P	P	•	•	•	•	•	•	•	•	P	P	P	P	P	P	•	•	•
Common interest developments, residential	•	P	P	P	•	•	•	•	•	P	•	•	P	P	P	P	P	P	•	•	•
Employee housing, six or fewer	P	P	P	P	•	•	•	•	•	•	•	•	P	P	P	P	P	P	•	•	•
Group homes, seven or more	•	C[3]	C[3]	C[3]	•	•	•	•	•	•	•	•	•	C[3]	C[3]	C[3]	C[3]	C[3]	P	•	•
Group homes, six or fewer	S	S[3]	S[3]	S[3]	•	•	•	•	•	•	•	•	S[3]	S[3]	S[3]	S[3]	S[3]	S[3]	P	•	•
Low barrier navigation center	•	•	•	•	•	•	•	•	•	P[4]	•	•	•	•	•	•	P[4]	P[4]	•	•	•
Mobile home parks	•	C	C	C	•	•	•	•	•	•	•	•	C	C	C	C	C	C	•	•	•
Multi-family dwellings	•	P	P	P	•	•	•	•	•	P	•	•	P	P	P	P	P	P	•	•	•
Referral facility (Subject to the requirements of section 13-32.2, referral facility).	•	C[5]	C[5]	C[5]	•	•	•	C[5]	•	•	•	•	•	C[5]	C[5]	•	•	•	•	•	•
Residential care facility, seven or more	•	C[3]	C[3]	C[3]	•	•	•	•	•	•	•	•	•	C[3]	C[3]	C[3]	C[3]	C[3]	P	•	•
Residential care facility, six or fewer persons (State licensed)	P	P	P	P	•	•	•	•	•	•	•	•	P	P	P	P	P	P	P	•	•
Single room occupancy residential hotel (subject to City Council Policy 500-5)	•	•	•	•	•	•	C[5]	C[5]	•	•	•	•	•	•	•	•	•	•	•	•	•
Single-family dwellings (single housekeeping units)	P[6]	P	P	P	•	•	•	•	•	•	•	•	P	P	P	P	P	P	•	•	•
Small lot subdivisions, residential	•	P	P	P	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Sober living homes, seven or more	•	C[3]	C[3]	C[3]	•	•	•	•	•	•	•	•	•	C[3]	C[3]	C[3]	C[3]	C[3]	P	•	•
Sober living homes, six or fewer	S[7]	S[3]	S[3]	S[3]	•	•	•	•	•	•	•	•	S[3]	S[3]	S[3]	S[3]	S[3]	S[3]	P	•	•
Supportive housing	P[9]	P[8, 9]	P[8, 9]	P[8, 9]	•	•	•	•	•	P[8, 9]	•	•	P[8, 9]	P[8, 9]	P[8, 9]	P[8, 9]	P[8, 9]	P[8, 9]	•	•	•

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TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
Transitional housing	P[9]	P[9]	P[9]	P[9]	•	•	•	•	•	P[9]	•	•	P[9]	P[9]	P[9]	P[9]	P[9]	P[9]	•	•	•
ACCESSORY USES																					
Accessory dwelling unit (subject to the requirements of ch. V, section 13-35, accessory dwelling units)	P[5]	P[5]	P[5]	P[5]	•	•	•	•	•	P[5]	•	•	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	•	•	•
Animals, keeping of	SEE TITLE 3, ANIMALS AND FOWL																				
Antennas: Amateur radio, Satellite dish, Communication	SEE CHAPTER IX, ARTICLE 2, ANTENNAS																				
Day care facilities (15 children or more) (see also Nursery schools)	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	P	•
Electric Vehicle Charging Station, Accessory Use (subject to the requirements of Chapter IV, 13-30)	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]
Family day care—Large (7 to 14 children) (subject to the requirements of section 13-37, large family day care homes)	P[5]	P[5]	P[5]	P[5]	•	•	•	•	•	•	•	•	P[5]	P[5]	P[5]	P[5]	P[5, 10]	P[5, 10]	P	•	•
Family day care—Small (up to 8 children)	P	P	P	P	•	•	•	•	•	•	•	•	P	P	P	P	P[10]	P[10]	P	•	•
Garage/yard sales—No more than 2 events permitted a year, not to exceed 3 consecutive days	P	P	P	P	•	•	•	•	•	•	•	•	P	P	P	P	P[10]	P[10]	•	•	•
Home occupations (subject to the requirements of chapter IX, article 6, home occupations)	P[5]	P[5]	P[5]	P[5]	P[5, 10]	P[5, 10]	P[5, 10]	P[5, 10]	P[5, 10]	P[5, 10]	P[5, 10]	P[5, 10]	P[5]	P[5]	P[5]	P[5]	P[5, 10]	P[5, 10]	P[5]	•	•
Home occupations (subject to the requirements of chapter IX, article 6, home occupations)	P[5]	P[5]	P[5]	P[5]	P[5, 10]	P[5, 10]	P[5, 10]	P[5, 10]	P[5, 10]	P[5, 10]	P[5, 10]	P[5, 10]	P[5]	P[5]	P[5]	P[5]	P[5, 10]	P[5, 10]	P[5]	•	•
Home occupations that generate traffic and do	MC[5]	MC[5]	MC[5]	MC[5]	MC[5, 10]	MC[5, 10]	MC[5, 10]	MC[5, 10]	MC[5, 10]	MC[5, 10]	MC[5, 10]	MC[5, 10]	MC[5]	MC[5]	MC[5]	MC[5]	MC[5, 10]	MC[5, 10]	MC[5, 10]	•	•

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TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
not involve more than 1 customer/ client at a time or more than 8 customers/clients per day (subject to the requirements of ch. IX, article 6, home occupations)																					
Home occupations that generate traffic and do not involve more than 1 customer/ client at a time or more than 8 customers/clients per day (subject to the requirements of ch. IX, article 6, home occupations)	MC[5]	MC[5]	MC[5]	MC[5]	MC[5, 10]	MC[5, 10]	MC[5, 10]	MC[5, 10]	MC[5, 10]	MC[5, 10]	MC[5, 10]	MC[5, 10]	MC[5]	MC[5]	MC[5]	MC[5]	MC[5, 10]	MC[5, 10]	MC[5, 10]	•	•
Junior accessory dwelling unit (subject to the requirements of ch. V, section 13-35, accessory dwelling units)	P[5]	P[5]	P[5]	P[5]	•	•	•	•	•	•	•	•	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	•	•	•
Non-residential accessory uses in a residential development not otherwise specified in this table	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Non-residential accessory uses in a residential development not otherwise specified in this table	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Temporary real estate and construction offices (subject to the requirements of ch. IX, art. 10, temporary trailers)	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]
INSTITUTIONAL AND RECREATIONAL USES																					
Cemeteries	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	C	•	•
Christmas tree lots; pumpkin patches; fireworks stands; produce stands (subject to the	•	•	•	•	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	•	•	•	•	P[5]	P[5]	P[5]	P[5]	•

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TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
requirements of title 9, chapter II, regulation of certain businesses)																					
Churches and other places of religious assembly (Subject to the requirements of article 4.5, development standards for churches and other places of religious assembly)	C[5]	C[5]	C[5]	C[5]	C[5]	C[5]	P[5]	P[5]	C[5]	C[5]	P[5]	P[5]	C[5]	C[5]	C[5]	C[5]	C[5]	C[5]	P[5]	C[5]	•
Civic and community clubs	C	C	C	C	C	C	P	P	P	P	C	C	C	C	C	C	C	C	C	•	•
Convalescent hospitals; nursing homes	•	C	C	C	C	C	C	C	•	•	•	•	•	•	•	•	•	•	P	•	•
Country clubs; golf courses	C	C	C	C	•	•	•	•	•	•	•	•	C	C	C	C	•	•	P	C	•
Crematories (See also Mortuary services)	•	•	•	•	•	•	•	C	•	•	C	C	•	•	•	•	•	•	C	•	•
Emergency shelters	•	•	•	•	•	•	•	•	•	•	•	C[11]	•	•	•	•	•	P[11]	•	•	•
Fairgrounds; outdoor festival (permanent)	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	C	•	•
Hospitals, general	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	P	•	•
Libraries, privately-operated	C	C	C	C	•	•	C	C	C	C	C	C	C	C	C	C	C	C	P	C	•
Mortuary services without crematories	•	•	•	•	C	C	C	C	C	•	C	C	•	•	•	•	•	•	C	•	•
Needle exchange program	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Nursery schools—See also Day care facilities for 15 or more children	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	P	•
Parks and playgrounds	C	C	C	C	•	•	•	•	•	C	•	•	C	C	C	C	C	C	P	P	•
Public offices and facilities, such as city halls, courthouses, police/ fire stations, etc.	C	C	C	C	C	C	P	P	P	P	C	C	C	C	C	C	C	C	P	•	•
Schools: primary, secondary and colleges	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	P	•
Schools: trade and vocational; group counseling	•	•	•	•	•	MC	P	P	P	P	MC	MC	•	•	•	•	P	MC	P	P	•

TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
Senior congregate care facility	•	C	C	C	C	C	C	C	C	C	•	•	•	C	C	C	C	•	C	•	•
SPECIAL SEASONAL EVENTS																					
Swap meets	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	C	C	•
COMMERCIAL AND INDUSTRIAL USES																					
Active Entertainment (subject to the requirements of chapter IX, article 5, electronic game machines and Article 26, Active Entertainment)	•	•	•	•	P	P	P	P	P	P	MC	MC	•	P	P	P	P	P	•	•	•
Acupressure; massage (subject to the requirements of title 9, chapter ii, article 22, Massage establishments and practitioners)	•	•	•	•	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	•	•	•	•	•	•	P[5]	•	•	•	•
Adult businesses (See Sexually-oriented businesses)																					
Aggregate batch plants; Rock or asphalt crushing; Sand blasting	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Ambulance services	•	•	•	•	MC	MC	MC	MC	MC	MC	MC	MC	•	•	•	•	MC	MC	•	•	•
Amusement centers (subject to the requirements of chapter IX, article 5, electronic game machines, and Article 26, Active Entertainment/ Amusement Center)	•	•	•	•	•	•	C[5]	C[5]	C[5]	C[5]	•	•	•	C[5]	C[5]	C[5]	C[5]	•	•	•	•
Animal hospitals; veterinary services (kenneling only when incidental to principal hospital use)	•	•	•	•	•	C	C	P	P	C	C	C	•	•	•	•	P	•	•	•	•
Animal shelters, pounds, kennels, training schools	•	•	•	•	•	•	•	C	•	•	C	C	•	•	•	•	•	•	C	•	•
Antique malls	•	•	•	•	•	•	P	P	P	•	MC	MC	•	•	•	•	P	MC	•	•	•

TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
Artisan Studio	•	•	•	•	P	P	P	P	P	P	P	P	•	•	•	P	P	P	•	•	•
Auction houses	•	•	•	•	•	•	C	C	C	C	C	C	•	•	•	•	C	C	•	•	•
Automobile (See Motor vehicle)																					
Banks; savings and loans; and other financial institutions	•	•	•	•	P	P	P	P	P	P	•	•	•	P	P	P	P	P	•	•	•
Bars; nightclubs (See Establishments where food or beverages are served)																					
Billiards parlors	•	•	•	•	•	•	MC	MC	MC	MC	MC	MC	•	MC	MC	MC	MC	MC	•	•	•
Botanical gardens; Zoos	•	•	•	•	•	•	C	C	C	C	•	•	•	•	•	•	•	•	C	•	•
Bowling centers	•	•	•	•	•	•	MC	MC	MC	MC	•	•	•	•	•	MC	MC	•	•	•	•
Building supplies; Hardware stores (retail)	•	•	•	•	•	•	P	P	P	•	•	•	•	P	P	P	P	•	•	•	•
Business services—See Offices																					
Cannabis and/or marijuana cultivation	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Cannabis and/or marijuana distributor	•	•	•	•	•	•	•	•	•	•	•	C[12]	•	•	•	•	•	C[12]	•	•	•
Cannabis and/or marijuana manufacturer or processor	•	•	•	•	•	•	•	•	•	•	•	C[12]	•	•	•	•	•	C[12]	•	•	•
Cannabis and/or marijuana research and development and/or testing laboratories	•	•	•	•	•	•	•	•	•	•	•	C[12]	•	•	•	•	•	C[12]	•	•	•
Cannabis and/or marijuana retail sales nonstorefront (deliveries)	•	•	•	•	•	C[12]	C[12]	C[12]	C[12]	C[12]	•	C[12]	•	•	•	•	•	C[12]	•	•	•
Cannabis and/or marijuana retail sales storefront	•	•	•	•	•	C[12]	C[12]	C[12]	C[12]	C[12]	•	•	•	•	•	•	•	•	•	•	•
Car washes	•	•	•	•	•	•	C	C	C	C	C	C	•	C	C	C	C	C	•	•	•
Carts— Outdoor retail sales in conjunction with an established business	•	•	•	•	•	MC	MC	MC	MC	MC	MC	MC	•	MC	MC	MC	MC	MC	MC	•	•

TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
Catering	•	•	•	•	•	MC	P	P	P	•	P	P	•	•	•	•	P	P	•	•	•
Coffee roasting	•	•	•	•	•	•	•	•	•	•	MC	MC	•	•	•	•	•	•	•	•	•
Coffee roasting (in conjunction with establishments where food or beverages are served)	•	•	•	•	•	•	MC	MC	MC	MC	MC	MC	•	MC	MC	MC	MC	MC	•	•	•
Commercial art; Graphic design	•	•	•	•	P	P	P	P	P	P	P	P	•	•	•	•	P	P	•	•	•
Commercial testing laboratories	•	•	•	•	•	•	•	•	•	•	P	P	•	•	•	•	•	P	•	•	•
Computer and data processing	•	•	•	•	P	P	P	P	P	P	P	P	•	•	•	•	P	P	•	•	•
Contracting: general contractors; operative builders	•	•	•	•	•	C	C	P	C	•	P	P	•	•	•	•	•	P	•	•	•
Convenience stores; mini-markets (subject to the requirements of chapter IX, article 16, liquor stores, convenience stores, and mini-markets)	•	•	•	•	•	•	C[5]	C[5]	C[5]	C[5]	•	•	•	•	C[5]	C[5]	C[5]	•	•	•	•
Department stores (retail)	•	•	•	•	•	•	P	P	P	P	•	•	•	•	•	•	P	•	•	•	•
Electric Vehicle Charging Station, Primary Use (subject to the requirements of Chapter IV, 13-30)	•	•	•	•	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]
Electronic game machines (four or more), incidental to the primary use, (subject to the requirements of chapter IX, article 5, electronic game machines)—Excluding amusement centers listed separately	•	•	•	•	•	MC[5]	MC[5]	MC[5]	MC[5]	MC[5]	MC[5]	MC[5]	•	MC[5]	MC[5]	MC[5]	MC[5]	MC[5]	•	•	•
Engineering; architectural; and surveying services—See Offices																					
Entertainment, live or public	•	•	•	•	•	SEE TITLE 9, ARTICLE 11, REGULATORY PERMITS FOR PUBLIC ENTERTAINMENT							•	SEE TITLE 9, ARTICLE 11, REGULATORY PERMITS FOR PUBLIC ENTERTAINMENT								•

TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
Establishments where food or beverages are served	•	•	•	•	•	SEE CHAPTER V, ARTICLE 4, ESTABLISHMENTS WHERE FOOD OR BEVERAGES ARE SERVED							•	SEE CHAPTER V, ARTICLE 4, ESTABLISHMENTS WHERE FOOD OR BEVERAGES ARE SERVED						•	•	•
Event Center (subject to the requirements of chapter IX, article 25, Event Center)	•	•	•	•	•	•	C	C	C	C	C	C	•	•	•	C	C	C	•	•	•
Flower stands—See also Carts	•	•	•	•	•	MC	MC	MC	MC	MC	MC	MC	•	MC	MC	MC	MC	MC	MC	•	•
Grocery stores—See also Supermarkets; excluding convenience stores; and liquor stores listed separately	•	•	•	•	•	•	P	P	P	P	•	•	•	MC	MC	MC	MC	•	•	•	•
Hazardous waste facilities, off-site (subject to chapter IX article 9, off-site hazardous waste facilities)	•	•	•	•	•	•	C[5]	C[5]	C[5]	C[5]	C[5]	C[5]	•	•	•	•	C[5]	C[5]	C[5]	•	•
Heliports; Helistops	•	•	•	•	•	•	•	•	C	C	C	C	•	•	•	•	C	C	C	C	•
Hotels— Excluding motels listed separately	•	•	•	•	•	•	C	C	C	P	•	•	•	C	C	C	P	•	•	•	•
Landscape services (installation and maintenance)	•	•	•	•	•	MC	MC	P	P	•	P	P	•	•	•	•	•	P	•	•	•
Leather tanning and finishing	•	•	•	•	•	•	•	•	•	•	C	C	•	•	•	•	•	C	•	•	•
Limousine services	•	•	•	•	•	C	C	C	C	C	C	C	•	•	•	•	C	C	•	•	•
Liquor stores (subject to the requirements of chapter IX, article 16, liquor stores, convenience stores, and mini- markets)	•	•	•	•	•	•	C[5]	C[5]	C[5]	C[5]	•	•	•	•	•	•	C[5]	•	•	•	•
Lumber and building materials dealers, (wholesale)	•	•	•	•	•	•	•	•	•	•	P	P	•	•	•	•	•	P	•	•	•
Manufacturing of chemical products, paints, pharmaceuticals, and plastics	•	•	•	•	•	•	•	•	•	•	C[5]	C[5]	•	•	•	•	•	C[5]	•	•	•
Manufacturing of stone, clay, glass and concrete	•	•	•	•	•	•	•	•	•	•	P[5]	P[5]	•	•	•	•	•	P[5]	•	•	•

TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
products EXCEPT the following which are prohibited: • Manufacture of flat glass • Manufacture of cement and structural clay products • Manufacture of concrete, gypsum and plaster products • Manufacture of abrasive and asbestos products • Manufacture of nonclay refractories and crucibles • Processing and preparation of clay, ceramic and refractory minerals																					
Manufacturing or processing of foods and beverages EXCEPT the following which are prohibited: • Meat and poultry packing plants • Grain mills • Sugar refining • Fats and oils processing mills • Seafood canneries and packaging (See also Breweries; Distilleries; Coffee roasting)	•	•	•	•	•	•	•	•	•	•	P[5]	P[5]	•	•	•	•	•	P[5]	•	•	•
Manufacturing: Light EXCEPT the following which are prohibited: • Manufacture of fertilizer • Manufacture of products involving the use of explosives • Manufacture of rubber (including tires), steel	•	•	•	•	•	•	•	•	•	•	P[5]	P[5]	•	•	•	•	•	P[5]	•	•	•
Massage— See also Acupressure (subject to the requirements of title 9,	•	•	•	•	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	•	•	•	•	•	•	P[5]	•	•	•	•

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TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
chapter II, article 22, massage establishments and practitioners)																					
Medical laboratories	•	•	•	•	MC	MC	P	P	P	P	MC	MC	•	•	•	•	MC	MC	•	•	•
Metal fabrication, welding, foundry, die casting (subject to subsection 13-54(a), performance standards)	•	•	•	•	•	•	•	•	•	•	P[5]	P[5]	•	•	•	•	•	•	•	•	•
Motels— (Subject to requirements of chapter IX, article 8, motels) Excluding Hotels listed separately	•	•	•	•	•	•	C[5]	C[5]	•	•	•	•	•	•	•	•	•	•	•	•	•
Motion picture and television studios	•	•	•	•	C	C	C	C	•	•	P	P	•	•	•	•	P	P	•	•	•
Motion picture theaters and other theaters not within 200 feet of residential zones	•	•	•	•	•	•	P	P	P	P	•	•	•	•	•	•	P	•	•	•	•
Motion picture theaters and other theaters within 200 feet of residential zones	•	•	•	•	•	•	C	C	C	C	•	•	•	•	•	•	C	•	•	•	•
Motor oil, used—Collection facility (subject to the requirements of chapter IX, article 9, off-site hazardous waste facilities)	•	•	•	•	•	•	P[5]	P[5]	P[5]	•	P[5]	P[5]	•	•	•	•	P[5]	P[5]	P[5]	P[5]	•
Motor vehicle service stations	•	•	•	•	•	•	C	C	C	•	•	•	•	•	•	•	C	•	•	•	•
Motor vehicle service stations with concurrent sale of alcoholic beverages (subject to requirements of chapter IX, article 3, concurrent sale of alcoholic beverages and motor vehicle fuel)	•	•	•	•	•	•	C[5]	C[5]	C[5]	•	•	•	•	•	•	•	C[5]	•	•	•	•
Motor vehicle, boat, and motorcycle retail sales, leasing, and rentals with	•	•	•	•	•	•	P	P	P	P	P	P	•	•	•	•	P	P	•	•	•

TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
one or less outdoor display parking space and no service (subject to verification of parking availability)																					
Motor vehicle, boat, and motorcycle retail sales, leasing, rentals and service with two or more outdoor display parking spaces	•	•	•	•	•	•	C	C	C	C	C	C	•	•	•	•	C	C	•	•	•
Motor vehicle; boat; and motorcycle repair services (including body and paint work), not within 200 feet of residential zone (subject to subsection 13-54(b))	•	•	•	•	•	•	P	P	P	•	P	P	•	•	•	•	P	P	•	•	•
Motor vehicle; boat; and motorcycle repair services (including body and paint work), within 200 feet of residential zone (subject to subsection 13-54(b))	•	•	•	•	•	•	C	C	C	•	C	C	•	•	•	•	C	C	•	•	•
Nurseries (retail with no bulk fertilizer)	•	•	•	•	•	C	C	P	P	•	C	C	•	•	•	•	•	•	•	•	•
Offices: central administrative	•	•	•	•	P	P	P	P	P	P	P	P	•	•	•	•	P	P	•	•	•
Offices: engineering; architectural; and surveying services; management; consulting and public relations	•	•	•	•	P	P	P	P	P	P	P	P	•	MC	MC	MC	P	P	•	•	•
Offices: general; individual counseling	•	•	•	•	P	P	P	P	P	P	MC	MC	•	MC	MC	MC	P	P	•	•	•
Offices: medical and dental	•	•	•	•	P	P	P	P	P	P	•	•	•	MC	MC	MC	P	MC	MC	•	•
Offices: services to businesses such as bookkeeping and data processing	•	•	•	•	P	P	P	P	P	P	P	P	•	•	•	•	P	P	•	•	•
Off-street parking lots and structures including related maintenance	•	•	•	•	C	C	C	C	C	P	C	C	•	•	•	C	C	C	C	C	P

TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
buildings																					
Off-street parking lots and structures, incidental uses within	•	•	•	•	MC	MC	MC	MC	MC	MC	MC	MC	•	•	•	MC	MC	MC	MC	MC	MC
Oil fields; oil wells (see chapter XIV, oil drilling)	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Pawn shops	•	•	•	•	•	C	C	C	C	•	•	•	•	•	•	•	•	•	•	•	•
Personal Service	•	•	•	•	P	P	P	P	P	P	P	P	•	P	P	P	P	MC	•	•	•
Personal Service with Group Instruction/Setting (see Chapter IX Article 24 Group Instruction/Setting including Studio and Fitness Uses)	•	•	•	•	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	•	P[5]	P[5]	P[5]	P[5]	MC	•	•	•
Photocopying; blueprinting and related services	•	•	•	•	•	P	P	P	P	P	P	P	•	•	•	•	P	P	•	•	•
Photofinishing laboratories	•	•	•	•	•	•	•	•	•	•	P	P	•	•	•	•	•	P	•	•	•
Photofinishing stores	•	•	•	•	•	P	P	P	P	P	•	•	•	•	•	•	P	P	•	•	•
Physical fitness facilities	•	•	•	•	•	•	C	C	C	C	C	C	•	•	•	•	C	C	•	•	•
Printing and publishing	•	•	•	•	•	•	MC	P	MC	MC	P	P	•	•	•	•	P	P	•	•	•
Recycling and collection facilities for nonhazardous materials	•	•	•	•	•	MC	MC	MC	MC	•	MC	MC	•	•	•	•	MC	MC	MC	MC	•
Research and development laboratories— Other than cannabis and/or marijuana testing laboratories	•	•	•	•	C	C	C	P	C	C	P	P	•	•	•	•	•	P	•	•	•
Restaurants including Food Halls—See Establishments where food or beverages are served																					
Retail, incidental sales to the main use (subject to the requirements of section 13-54(a), incidental retail sales)	•	•	•	•	P	P	P	P	P	P	P[5]	P[5]	•	P	P	P	P	P[5]	•	•	•

TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
Retail: general— Excluding antique malls, pawn shops, supermarkets, grocery stores, convenience stores; and liquor stores listed separately	•	•	•	•	•	P	P	P	P	P	•	•	•	P	P	P	P	P	•	•	•
Retail: nonstore	•	•	•	•	P	P	P	P	P	P	P	P	•	P	P	P	P	P	•	•	•
Rifle, pistol, and firing ranges	•	•	•	•	•	•	•	•	•	•	C	C	•	•	•	•	•	•	C	•	•
Sexually-oriented businesses (subject to the requirements of title 9, chapter IV and title 13, chapter IX, sexually-oriented businesses)	•	•	•	•	•	P[5]	P[5]	P[5]	P[5]	•	•	•	•	•	•	•	P[5]	•	•	•	•
Smoking lounge (subject to chapter IX, article 19, smoking and vaping uses)	•	•	•	•	•	•	•	•	C[5]	•	•	P[5]	•	•	•	•	C[5]	•	•	•	•
Smoking/ vaping retailer (subject to chapter IX, article 19, smoking and vaping uses)	•	•	•	•	•	P[5]	P[5]	P[5]	P[5]	P[5]	•	•	•	P[5]	P[5]	P[5]	P[5]	P[5]	•	•	•
Specialty stores	•	•	•	•	•	•	P	P	P	P	•	•	•	•	MC	MC	MC	•	•	•	•
Storage of chemicals and allied products (except as incidental use)	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Storage of explosives	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Storage of fertilizer	•	•	•	•	•	•	•	•	•	•	C	C	•	•	•	•	•	•	•	•	•
Storage of motor vehicles— Indoor only (not including impound yard)	•	•	•	•	•	•	P	P	P	•	P	P	•	•	•	•	P	P	•	•	•
Storage of motor vehicles— Outdoor (not including impound yard)	•	•	•	•	•	•	C	C	C	•	MC	MC	•	•	•	•	C	MC	•	•	•
Storage of petroleum and coal products	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Storage of rock, sand, crushed aggregate and gravel	•	•	•	•	•	•	•	•	•	•	C	C	•	•	•	•	•	•	•	•	•

TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
Studio Fitness Small and Fitness Studios etc. (See Chapter IX Article 24, Group Instruction/Setting including Studio and Fitness Uses)	•	•	•	•	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	•	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	•	•
Laundry, such as tailoring, laundromats, cleaning and garment services, not inclusive of on-site plants	•	•	•	•	•	P	P	P	P	P	P	P	•	P	P	P	P	P	•	•	•
Supermarkets— See also Grocery stores	•	•	•	•	•	•	P	P	P	P	•	•	•	MC	MC	MC	MC	•	•	•	•
Tattoo parlors	•	•	•	•	•	•	C	C	C	•	•	•	•	•	•	•	C	•	•	•	•
Tire sales and installation not within 200 feet of residential zone	•	•	•	•	•	•	P	P	P	•	P	P	•	•	•	•	P	P	•	•	•
Tire sales and installation within 200 feet of residential zone	•	•	•	•	•	•	MC	MC	MC	•	MC	MC	•	•	•	•	MC	MC	•	•	•
Tow companies with or without impound yard	•	•	•	•	•	•	C	C	C	•	MC	MC	•	•	•	•	•	MC	•	•	•
Transfer station for refuse, sewage treatment	•	•	•	•	•	•	•	•	•	•	C	C	•	•	•	•	•	C	C	•	•
Trucking: local and long distance	•	•	•	•	•	•	•	C	•	•	P	P	•	•	•	•	•	C	•	•	•
Warehouses, mini (subject to the requirements of chapter IX, article 7, mini-warehouses)	•	•	•	•	•	•	C[5]	C[5]	C[5]	•	MC[5]	MC[5]	•	•	•	•	•	MC[5]	•	•	•
Warehouses, public	•	•	•	•	•	•	C	C	C	•	P	P	•	•	•	•	•	P	•	•	•
Warehousing of durable and nondurable goods except livestock and poultry—See also Storage	•	•	•	•	•	•	•	•	•	•	P	P	•	•	•	•	•	P	•	•	•
Wholesale trade of durable, nondurable goods, except livestock, poultry and perishable goods	•	•	•	•	•	MC	MC	P	P	P	P	P	•	P	P	P	P	P	•	•	•
Wholesale trade of motor	•	•	•	•	•	•	C	C	C	C	C	C	•	•	•	•	C	C	•	•	•

TABLE 13-30
CITY OF COSTA MESA LAND USE MATRIX
ZONES

LAND USES	R1	R2-MD	R2-HD	R3	AP	CL	C1	C2	C1-S[1]	TC[1]	MG	MP	PDR-LD[1]	PDR-MD[1]	PDR-HD[1]	PDR-NCM[1]	PDC[1]	PDI[1]	I&R[1]	I&R-S[1]	P
vehicles, boats and motorcycles with outdoor storage of vehicles																					
Wholesale trade of motor vehicles, boats and motorcycles without outdoor storage of vehicles	•	•	•	•	•	MC	MC	P	P	P	P	P	•	P	P	P	P	P	•	•	•

Notes:	
1	Uses proposed in this zone are subject to verification of consistency with the adopted master plan. Uses not specified in the master plan, could be allowed, subject to the review process indicated in this matrix, if the proposed use is determined to be compatible with the adopted master plan. Residential uses shall not be permitted on any site or parcel of land on which residential uses are expressly prohibited by the general plan.
2	Small boardinghouses shall locate at least 650 feet from any other small boardinghouse. Large boardinghouses shall be located at least 1,000 feet away from any other boardinghouse.
3	Subject to the separation requirement set forth in sections 13-322(a)(3) and 13-323(b).
4	Low barrier navigation centers shall be permitted by-right provided they are consistent with the requirements in Government Code Sections 65660-65668.
5	This use is subject to the requirements of the referenced Municipal Code article or section.
6	For the purposes of this table, the symbols in the non-shaded areas shall have the following meaning: C—Conditional Use Permit; MC—Minor Conditional Use Permit; P—Permitted; •—Prohibited; and S—Special Use Permit.
7	Six hundred fifty foot separation required between sober living homes, or from state licensed alcohol or drug abuse recovery or treatment facilities. CMMC 13-311(a)(10)(i).
8	Supportive housing, as defined in Government Code Section 65650, shall be permitted by-right in all zones where multifamily and mixed uses are permitted by-right, provided it is consistent with Government Code Sections 65650 – 65656.
9	Pursuant to Government Code Section 65583(c)(3), transitional and supportive Housing shall be considered a residential use of property and shall be subject only to those restrictions that apply to other residential dwellings of the same type in the same zoning district.
10	If residential uses exist, accessory uses shall be permitted.
11	Emergency shelters located on sites owned, controlled, and/or operated by the city in the MP and/or the PDI zone are a permitted use, not subject to a master plan requirement and the standards in section 13-200.79(1), (2), (4), (8), (10) and (13) do not apply to such uses.
12	Prohibited at the SoCo property, 3303 through 3323 Hyland Ave.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 98-4, § 2, 2-2-98; Ord. No. 98-5, § 8, 3-2-98; Ord. No. 00-5, § 1(b), 3-20-00; Ord. No. 01-1, § 1, 1-15-01; Ord. No. 01-30, § 1a(Att. A), 1-7-02; Ord. No. 02-4, § 1b(Att. A), 3-18-02; Ord. No. 02-12, § 1c, 6-17-02; Ord. No. 05-2, § 1f.(Att. A), 2-22-05; Ord. No. 05-11, § 2b., 7-19-05; Ord. No. 06-2, § 1a., 2-7-06; Ord. No. 06-9, § 1d., 4-18-06; Ord. No. 06-18, § 1b., 9-5-06; Ord. No. 07-2, § 1d., 2-6-07; Ord. No. 11-10, § 1, 9-20-11; Ord. No. 13-1, § 2B., 3-19-13; Ord. No. 14-04, § 2B., 4-1-14; Ord. No. 14-13, 10-21-14; Ord. No. 15-06, §§ 1—3, 7-7-15; Ord. No. 15-10, § 2B, 9-15-15; Ord. No. 15-11, §§ 3—5, 11-17-15; Ord. No. 16-01, § 4, 1-19-16; Ord. No. 16-09, §§ 4, 5(Exh. A), 10-4-16; Ord. No. 16-13, § 2, 11-15-16; Ord. No. 16-15, § 5, 11-8-16; Ord. No. 18-03, § 3, 1-16-18; Ord. No. 18-04, § 3, 4-3-18; Ord. No. 19-13, § 3, 9-3-19; Ord. No. 19-15, § 1, 9-17-19; Ord. No. 21-03, § 4, 3-2-21; Ord. No. 21-08, § 1, 6-15-21; Ord. No. 21-20, § 1, 12-7; Ord. No. 26-03, 4-07-26;

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Chapter IX, Article 4 of the Zoning Code shall be repealed and replaced in its entirety as denoted below.

Chapter IX Special Land Use Regulations

Article 4 Density Bonuses and Other Incentives

§ 13-152.1 Purpose.

This article is adopted pursuant to California Government Code Sections 65915 through 65918, referred to herein as the State Density Bonus Law. The purpose of this article is to establish a density increase and incentive program for an eligible owner-occupied (for-sale) or renter-occupied (for-rent) housing development to create affordable housing opportunities and availability of housing for moderate-, low-, and very low-income households, and senior citizens. All references to the Government Code or other state code in this article shall mean and include any successor and/or amended section thereto.

§ 13-152.2 Applicable zones.

This article shall be applicable in all zoning districts that allow for residential development.

§ 13-152.3 Qualifications.

All housing development projects that propose five or more residential dwelling units that qualify for a density increase and other incentives under Government Code Section 65915 shall be eligible for a density bonus unit increase (including incentives and/or concessions) consistent with the requirements, provisions and obligations set forth therein.

§ 13-152.4 Density increase and other incentives.

The City shall grant qualifying housing development projects or qualifying land transfers density bonuses, incentives or concessions as described in State Density Bonus Law.

§ 13-152.5 Application and Review.

An application for a density bonus or other incentive under this article shall be submitted to the Planning Division on the applicable form, in a manner prescribed by the Planning Division, to be processed concurrently with all other entitlements of the proposed housing development project. The application shall contain sufficient information to fully evaluate the request under the requirements of this article and applicable State law.

(a) *Application requirements.* The following are the minimum submittal requirements for a density bonus application.

(1) Any applicant requesting a density bonus and any incentive(s), waiver(s), parking reduction(s), or commercial development bonus(es) provided by State Density Bonus Law shall submit a density bonus application, indicating intent to utilize State Density Bonus Law, as described below. The requests contained in the density bonus application shall be processed concurrently with a planning application. The applicant shall be informed whether the application is complete, consistent with Government Code Section 65943.

(2) The density bonus application shall include the following information.

a. Requested Density Bonus for a housing development.

i. The zoning and general plan designations and assessor's parcel number(s) of the housing development site.

ii. A summary table showing the maximum number of dwelling units permitted by the zoning and general plan excluding any density bonus units, proposed affordable units by income level, proposed bonus percentage, the number of density bonus units proposed, the total number of dwelling units proposed on the site, and the resulting density in units per acre. The applicable calculations used to determine these items shall be included in the summary table.

iii. A tentative map and/or preliminary site plan, and a floor plan, drawn to scale, showing the number and location of all proposed units, including the location of proposed affordable units and density bonus units.

iv. Demonstrate compliance with review requirements section 13-152.5(b)(5).

v. A description of project funding sources that have their own affordability restrictions, if any.

vi. A description of all dwelling units existing on the site in the five-year period preceding the date of submittal of the application and identification of any units rented in the five-year period. If dwelling units on the site are currently rented, income and household size of all residents of currently occupied units, if known. If any dwelling units on the site were rented in the five-year period but are not currently rented, the income and household size of residents occupying dwelling units when the site contained the maximum number of dwelling units, if known. This information shall also be provided on the applicable supplemental application form as prescribed by the Planning Division.

vii. A description of any recorded covenant, ordinance, or law applicable to the site that restricted rents to levels affordable to very low- or lower-income households in the five-year period preceding the date of submittal of the application.

viii. If a density bonus is requested for a land donation, the location of the land to be dedicated, proof of site control, and reasonable documentation that each of the requirements included in Government Code Section 65915(g) can be met.

b. *Requested Incentive(s) for a Housing Development*. If the application proposes one or more incentives for a housing development pursuant to State Density Bonus Law, the density bonus application shall include the following information for each incentive requested, shown on a site plan:

i. The City's usual development standard and the requested development standard or regulatory incentive.

ii. Except where mixed-use zoning is proposed as an incentive, reasonable documentation to show that any requested incentive will result in identifiable and actual cost reductions to provide for affordable housing costs or rents.

iii. Where mixed-use zoning is proposed, reasonable documentation that nonresidential land uses will reduce the cost of the housing development, that the nonresidential land uses are compatible with the housing development and the existing or planned development in the area where the proposed housing development will be located, and that mixed use zoning will provide for affordable housing costs or rents.

c. *Requested Waiver(s) for a Housing Development*. If an application proposes waivers of development standards for a housing development pursuant to State Density Bonus Law, the density bonus application shall include the following information for each lot, shown on a site plan if appropriate:

i. The City's usual development standard and the requested development standard.

ii. Reasonable documentation that the development standards for which a waiver is requested will have the effect of physically precluding the construction of a development at the densities or with the concessions or incentives permitted by Government Code Section 65915.

iii. *Requested Parking Reduction for a Housing Development*. In the event an application proposes a parking reduction for a housing development pursuant to Government Code Section 65915(p), a table showing parking required by the zoning regulations, parking proposed under Section 65915(p), and reasonable documentation that the project is eligible for the requested parking reduction.

iv. *Child Care Facility for a Housing Development*. If a density bonus or incentive is requested for a child care facility in a housing development, reasonable documentation that all of the requirements included in Government Code Section 65915(h) can be met.

v. *Senior and Student Housing*. If a density bonus or incentive is requested for a senior or student housing development, reasonable documentation that all the requirements included in Government Code Section 65915(b) can be met.

vi. *Residential Common Interest Conversion*. If a density bonus or incentive is requested for a residential common interest conversion, reasonable documentation that all of the requirements included in Government Code Section 65915.5 can be met.

vii. *Fee*. Payment of any fee in an amount set by resolution of the City Council for staff time necessary to determine compliance of the Density Bonus Plan with State Density Bonus Law.

(b) *Review requirements*. All requests for density bonuses, incentives, parking reductions, waivers, or commercial development bonuses shall be considered and acted upon by the approval body with authority to approve the development within the timelines prescribed

by Government Code Sections 65950 et seq., with right of appeal to the applicable approval authority identified in Planning Application Review Process Table 13-29(c).

(1) *Eligibility for Density Bonus(es), Incentive(s), Parking Reduction(s), and/or Waiver(s) for a Housing Development*. To ensure that an application for a housing development conforms with the provisions of State Density Bonus Law, the staff report presented to the decision-making body shall state whether the application conforms to the following requirements of state law:

a. The housing development provides the affordable units or senior housing required by State Density Bonus Law to be eligible for the density bonus and any incentives, parking reduction, or waivers requested, including the replacement of units rented or formerly rented to low and very low income households as required by Government Code Section **65915(c)(3)**.

b. Any requested incentive will result in identifiable and actual cost reductions to provide for affordable housing costs or rents; except that, if a mixed-use development is requested, the application must instead meet all of the requirements of Government Code Section **65915(k)(2)**.

c. The development standards for which a waiver is requested would have the effect of physically precluding the construction of a development at the densities or with the concessions or incentives permitted by Government Code Section **65915**.

d. The housing development is eligible for any requested parking reductions under Government Code Section **65915(p)**.

e. If the density bonus is based all or in part on donation of land, all of the requirements included in Government Code Section **65915(g)** have been met.

f. If the density bonus or incentive is based all or in part on the inclusion of a child care facility, all of the requirements included in Government Code Section **65915(h)** have been met.

g. If the density bonus or incentive is based all or in part on the inclusion of senior and student housing development, all of the requirements included in Government Code Section 65915(b) have been met.

h. If the density bonus or incentive is based all or in part on the inclusion of affordable units as part of a condominium conversion, all of the requirements included in Government Code Section **65915.5** have been met.

(2) The decision-making body shall grant an incentive requested by the applicant unless it makes a written finding, based upon substantial evidence, of any of the following:

a. The proposed incentive does not result in identifiable and actual cost reductions to provide for affordable housing costs, as defined in Health and Safety Code Section 50052.5, or for affordable rents, as defined in Health and Safety Code Section 50053; or

b. The proposed incentive would be contrary to state or federal law; or

c. The proposed incentive would have a specific, adverse impact upon public health or safety or the physical environment or on any real property that is

listed in the California Register of Historic Resources, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the housing development unaffordable to low and moderate income households. For the purpose of this subsection, "specific adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified, written public health or safety standards, policies, or conditions as they existed on the date that the application for the housing development was deemed complete.

(3) The decision-making body shall grant the waiver of development standards requested by the applicant unless it makes a written finding, based upon substantial evidence, of any of the following:

a. The proposed waiver would be contrary to state or federal law; or

b. The proposed waiver would have an adverse impact on any real property listed in the California Register of Historic Resources; or

c. The proposed waiver would have a specific, adverse impact upon public health or safety or the physical environment, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the housing development unaffordable to low and moderate income households. For the purpose of this subsection, "specific adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified, written public health or safety standards, policies, or conditions as they existed on the date that the application for the housing development was deemed complete.

(4) If any density bonus, incentive, parking reduction, or waiver is approved pursuant to this article, the applicant shall enter into an affordable housing agreement or senior housing agreement with the City described below.

a. The affordable housing agreement and/or senior housing agreement shall in a form approved by the City Attorney, to be executed by the City Manager, to ensure that the requirements of this article are satisfied. A housing agreement required under this article shall guarantee the affordability of the affordable units for a minimum of 55 years, or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program. The housing agreement shall include but not be limited to the following:

i. Identify the type, income limits, maximum rent limits, size and location of each affordable unit;

ii. Specify phasing of the affordable units in relation to the market-rate units;

iii. A fair housing marketing plan for the process by which qualified households will be reviewed and selected to rent or purchase affordable units;

iv. Provisions for income certification and screening of potential owners or renters of the affordable units; and

v. Monitoring and recordkeeping requirements as determined by the City and affordability restrictions on the transfer of property.

b. Where a density bonus, waiver, or parking reduction is provided for a market-rate senior housing development, the applicant shall enter into a restrictive covenant with the City, running with the land, in a form approved by the City Attorney, to be executed by the City Manager, to require that the housing development be operated as "housing for older persons" consistent with state and federal fair housing laws.

c. The executed housing agreement shall be recorded against the property where the housing development project is located prior to final or parcel map approval, or, where a map is not being processed, prior to issuance of building permits for the housing development project. The affordable housing agreement, or senior housing agreement, shall be binding on all future owners and successors in interest.

(5) Design and Quality.

a. The City may not issue building permits for more than 50% of the market rate units until it has issued building permits for all of the affordable units, and the city may not approve any final inspections or certificates of occupancy for more than 50 percent of the market rate units until it has issued final inspections or certificates of occupancy for all of the affordable units.

b. Affordable units shall be comparable in exterior appearance and overall quality of construction to market-rate units in the same housing development. Interior finishes and amenities may differ from those provided in the market rate units, but neither the workmanship nor the products may be of substandard or inferior quality as determined by the City.

c. The number of bedrooms of the affordable units shall at least equal the minimum number of bedrooms of the market-rate units and should be comparable to the average number of bedrooms in the market-rate units, and include comparable square feet by unit size.

d. Affordable units shall be evenly distributed across all unit types, buildings, floors, and locations on the site, comparable to those of the market-rate units, subject to the review and approval by the Community Development Director.

e. Affordable units shall have access to the same amenities as the market rate units included within the affordable ownership cost or affordable rent for the affordable unit. For example, residents of the affordable units shall not be excluded from common open space, parking, storage, and any other community facilities or amenities in the residential development project, nor shall household in affordable units be charged more than an affordable rent or an affordable cost, as defined in as defined in Section 50052.5 of the Health and Safety code, or for affordable rents, as defined in Section 50053 of the Health and Safety Code, for the use of such facilities and amenities.

13-152.6 Continued affordability.

Consistent with the provisions of State Density Bonus Law, prior to a density increase or other incentives being approved for a project, the City and the applicant shall record an affordable housing agreement or covenant to be recorded against the residential development, all affordable

units, and any site subject to the provisions of this article to ensure the continued availability of the affordable units as described under review requirements subsection (d).

13-152.7 Replacement Housing Requirements.

In accordance with California Government Code Section 66300.5 et seq., the City of Costa Mesa shall approve and issue a building permit for a housing development project which requires the demolition of one or more residential dwelling units when the project creates at least as many residential dwelling units of equivalent size as will be demolished.

13-152.8 Affordable Housing Units.

Affordable replacement units required by this article, or Section 13-158, may count toward any affordable housing units required in connection with the granting of a density bonus, or the requirements of the City's inclusionary housing program in Chapter XVII Affordable Housing Ordinance. The affordable requirements units shall be subject to a recorded affordable housing agreement as required by the City in Section 13-333 of this code.

13-152.9 Guidelines.

The Community Development Director may from time to time adopt “State Density Bonus Law Affordable Housing Guidelines” for the purpose of determining household income and affordable housing cost, determining buyer eligibility, monitoring, other relevant administrative provisions, providing guidance related to requirements under the article, and determining acceptable alternative means of compliances within the requirements of this article.

13-152.10 Interpretation.

If any portion of this article conflicts with State Density Bonus Law or other applicable state law, state law shall control. Any ambiguities in this section shall be interpreted to be consistent with State Density Bonus Law.

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Chapter IX, Article 21 of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and <u>underline</u> text denotes text being added.

Chapter IX Special Land Use Regulations

Article 21 Location of Cannabis Distributing, Manufacturing, Research and Development, Testing Laboratories, Retail Storefront and Retail Nonstorefront Uses

§ 13-200.90. Purpose.

The purpose of this article is to regulate the location of and standards for cannabis distributing facilities, manufacturing sites, research and development laboratories, testing laboratories, retail storefront and retail non-storefront uses in order to promote the health, safety, morals and general welfare of the residents and the businesses within the city by maintaining local control over the ability to authorize and regulate the location of cannabis businesses.

(Ord. No. 16-15, § 5, 11-8-16; Ord. No. 18-04, § 4, 4-3-18; Ord. No. 21-08, § 1,6-15-21; Ord. No. 2024-03, 5/7/2024)

§ 13-200.91. Applicability.

(a) Nothing in this article is intended, nor shall it be construed, to burden any defense to criminal prosecution under the Compassionate Use Act of 1996.

(b) All the provisions of this article shall apply to all property, public and private, within the city.

(c) All the provisions of this article shall apply indoors and outdoors.

(d) Unless otherwise provided herein or in this title, the terms used in this article shall have the meaning ascribed to them in Title 9, Chapter VI of this Code.

(Ord. No. 16-15, § 5, 11-8-16; Ord. No. 18-04, § 4, 4-3-18; Ord. No. 21-08, § 1,6-15-21; Ord. No. 2024-03, 5/7/2024)

§ 13-200.92. Cannabis distributing facilities, manufacturing sites, research and development laboratories, and testing laboratories.

(a) Cannabis distribution, manufacturing, research and development and testing is prohibited in all zone districts within the city, except for those portions of the manufacturing park (MP) and planned development industrial (PDI) zones that are located both north of South Coast Drive and west of Harbor Boulevard, excluding any portion of the South Coast Collection (the "Green Zone").

(b) A conditional use permit shall be required and may be issued to allow the location of any business engaged in the distribution, manufacturing, researching and developing, or testing of cannabis in the MP or PDI zones pursuant to subsection (a) of this section, subject to the following conditions:

(1) The requirements of Chapter III of this title have been met;

(2) The findings for granting a conditional use permit in accordance with section 13-29(g) are met;

(3) The applicant obtains a cannabis business license pursuant to Chapter VI of Title 9 of this Code; and

(4) The use is conducted in compliance with all applicable state and local laws.

(c) No person shall engage in any use set forth in this article unless that use is specifically authorized by Chapter VI of Title 9 of this Code.

(Ord. No. 16-15, § 5, 11-8-16; Ord. No. 18-04, § 4, 4-3-18; Ord. No. 21-08, § 1,6-15-21; Ord. No. 2024-03, 5/7/2024)

§ 13-200.93. Cannabis retail storefront and non-storefront uses.

(a) Cannabis retail storefront uses are prohibited in all zone districts within the city, except for the commercial zone districts.

(b) Cannabis retail non-storefront uses are prohibited in all zone districts within the city, except for the commercial zone districts and within the Green Zone.

(c) The following planning application shall be required for cannabis retail uses:

(1) A conditional use permit shall be required for retail storefronts and non-storefronts; and

(2) An amendment to the approved conditional use permit shall be required for existing licensed cannabis distribution or manufacturing businesses to operate a retail non-storefront under the existing business and within the same licensed premise. The amendment shall be processed as a minor conditional use permit.

(d) A conditional use permit may be issued to allow the location of a retail cannabis use pursuant to subsections (a) and (b) of this section, subject to the following conditions:

(1) The requirements of Chapter III of this title have been met;

(2) The findings for granting conditional use permit pursuant to section 13-29(g) are met;

(3) The applicant obtains a cannabis business licensed for the location pursuant to Chapter VI of Title 9 of this Code; and

(4) The use is conducted in compliance with all applicable state and local laws, regulations, and all applicable conditional use permit conditions of approval.

(e) Cannabis retail storefront location.

(1) No cannabis retail storefront use shall be located within 1,000 feet from a K-12 school, playground, child daycare, homeless shelter, or youth center, that is in

operation at the time of submission of a completed cannabis business permit application, or within 250 feet from a property zoned for residential use;

a. For the purpose of identifying separations from cannabis storefronts and properties zoned for residential use, properties zoned for residential use are within the following zoning districts: R1 Single-Family Residential District, R2-MD Multiple-Family Residential District, Medium Density, R2-HD Multiple-Family Residential District, High Density, R3 Multiple-Family Residential District, TC Town Center District, PDR-LD Planned Density Residential—Low Density, PDR-MD Planned Development Residential—Medium Density, PDR-HD Planned Development Residential—High Density, and PDR-NCM Planned Development Residential—North Costa Mesa.

b. Where a non-residential property was developed for residential or mixed residential use in accordance with an overlay~~, urban plan,~~ or specific plan, and the residential development and use remains, the property would be considered residential when establishing a separation from cannabis storefronts.

c. Where an overlay~~, urban plan,~~ or specific plan allows residential development on a property zoned for residential use, but residential development has not been constructed, such property would not be considered a property zoned for residential use pursuant to this provision.

d. Where a legal nonconforming residential unit or units have been developed on a property zoned for non-residential use, the property would not be considered residential when establishing a separation from cannabis storefronts.

(2) All distances referenced in (e)(1) shall be measured in a straight line from the premises where the cannabis retail use is to be located to the closest property line of a K-12 school, playground, child daycare, homeless shelter, youth center or property zoned for residential use.

a. For purposes of this subsection, the property line of a playground shall be a 30 foot radius from the exterior physical boundaries of the playground equipment area;

(3) All distances shall be measured without regard to the boundaries of the city and and/or intervening structures or other barriers;

(4) At a property as for which the zoning administrator, director or planning commission determines, based on a preponderance of the evidence, that unpermitted and/or illegal cannabis activity involving sales, delivery and/or dispensing has taken place at any time in the 365 days preceding an application under this article. If an unpermitted and/or illegal cannabis activity has existed on a property no cannabis business may be permitted on that property unless 365 days has elapsed since that unpermitted and/or illegal cannabis activity has vacated the property, and the owner of that property has compensated the city for any and all expenditure of public funds and resources, including all costs,

expenses (including, but not limited to, the salaries of peace and/or code enforcement officers) and/or attorney's fees, incurred in investigating, abating or attempting to abate the unpermitted use or uses, whether or not any type of civil, criminal or administrative proceedings have been commenced against the property, provided however if the owner of the property is required to evict that use, the 365 days shall begin to run from the date of the filing of an unlawful detainer complaint, in which case a permit may be issued after the 365 days had elapsed and that use is no longer occupying the property.

(5) A determination and/or finding under subsection (e)(4) is subject to the appeal provisions of Chapter IX of Title 2 of this Code.

(6) The nonconforming provisions contained in Chapter X of this Code pertain to cannabis uses except as follows:

a. When an approved retail cannabis storefront conditional use permit location which lawfully met separation requirements at the time of the submission of a cannabis business permit application for the subject property does not conform to the separation and the permitted cannabis retail operation is discontinued or abandoned for more than 180 days, or when a permitted cannabis use is replaced in whole or part for any period of time by any other use, the conditional use permit shall be null and void after the permittee has had an opportunity for a hearing before the issuing officer as provided in Chapter II of Title 9.

(f) Retail storefront uses shall be subject to the following development standards in addition to those contained in Chapter VI of Title 9:

(1) Opaque window coverings unless required by the City for security purposes are prohibited;

(2) Permanent security or safety bars shall not be placed on any interior or exterior windows or door, unless required by the City for security purposes;

(3) Directional signage to the use including, but not limited to, A-frame signs, sandwich board signs, banners, or flags are prohibited;

(4) No use shall advertise by having a person holding a sign and advertising the business to passersby, whether such person is on the premises of the commercial cannabis business or elsewhere including, but not limited to, the public right-of-way;

(5) Uses shall comply with the landscaping requirements set forth in Chapter VII of this title including bringing the site landscaping into conformance when feasible as determined by the director;

(6) Parking requirements shall be subject to section 13-89;

(7) The hours of operation may be established as part of the planning application subject to the final review authority and may be more restrictive than those set forth in Chapter VI of Title 9. Modification of operation hours when

established as part of the planning application shall be subject to an amendment of the planning application;

(8) Drive-through services or walk-up window services are prohibited;

(9) Outdoor seating or patio areas are prohibited;

(10) Special events that include live entertainment, dancing, and/or amplified music, or that are otherwise visible and/or audible from the public right-of-way, are prohibited;

(11) All cannabis products shall be secured after business hours in a locked container under 24-hour video surveillance; and

(12) For uses within 200 feet of a residential zone, all exterior lighting shall be shielded and/or directed away from residential areas. In addition, trash facilities shall be screened from view and designed and located appropriately to minimize potential noise and odor impacts to adjacent residential areas.

(g) Non-storefront uses shall be subject to the following development standards in addition to those contained in Chapter VI of Title 9:

(1) Uses may operate independently from a retail storefront or as a part of, and in conjunction with, a permitted storefront, distribution, or manufacturing facility;

(2) Parking requirements shall be subject to section 13-89 and shall also include sufficient parking spaces for delivery vehicles;

(3) All deliveries to customers shall be completed by 10:00 p.m.; and

(4) The general public shall not be permitted to enter the premises of a non-storefront retail use.

(h) Except as specifically authorized in this article, all other cannabis retail uses such as, but not limited to, lounges and cafes are expressly prohibited in the city.

(i) No person shall engage in any use set forth in this article unless that use is specifically authorized by Chapter VI of Title 9 of this Code.

(j) Any cannabis use, including, but not limited to, those involving sale, delivery and/ or dispensing, that is not permitted, licensed and otherwise in full compliance with all applicable provisions of this Code and state and local law, shall not be considered a legally non-conforming use pursuant to, and notwithstanding any contrary provisions of, Chapter IX of this title.

(Ord. No. 21-08, § 1, 6-15-21; Ord. No. 2024-03, 5/7/2024)

§ 13-200.94. Declaration of public nuisance.

Any use, structure, or property that is altered, enlarged, erected, established, maintained, moved, or operated contrary to the provisions of this article, is hereby declared to be unlawful

and a public nuisance and may be abated by the city through civil and/or administrative proceedings by means of a restraining order, preliminary or permanent injunction, or in any other manner provided by law for the abatement of such nuisances.

(Ord. No. 16-15, § 5, 11-8-16; Ord. No. 18-04, § 4, 4-3-18; Ord. No. 21-08, § 1, 6-15-21; Ord. No. 2024-03, 5/7/2024)

§ 13-200.95. Violations.

Violations of this article shall be punishable pursuant to the provisions of section 13-16 in addition to any other remedy available at law or in equity.

(Ord. No. 16-15, § 5, 11-8-16; Ord. No. 18-04, § 4, 4-3-18; Ord. No. 21-08, § 1, 6-15-21; Ord. No. 2024-03, 5/7/2024)

City of Costa Mesa

Article 11. Mixed-Use Overlay District

Chapter V. Development Standards
Title 13. Planning, Zoning, and Development

PLANNING COMMISSION DRAFT

SEPTEMBER 8, 2026

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Table of Contents

SECTION PAGE NO.

Article 11. Mixed-Use Overlay District (MUOD) 4
13-83.11.0. Purpose. 4
13-83.11.1. Applicability. 4
(a) Applicable properties. 4
(b) Relationship to underlying base zoning districts. 5
(c) Relationship to other overlay zoning districts and specific plans. 5
(d) Relationship to the Housing Element. 5
(e) Relationship to State Density Bonus Law. 5
(f) Conflicts with applicable requirements. 5
13-83.11.2. Procedures for Inclusion in the MUOD. 5
13-83.11.3. Review and Approval of MUOD projects. 6
(a) Project Review 6
13-83.11.4. Fees and Off-Site Improvements for MUOD Projects. 6
(a) Special Fee Assessments. 6
(b) Off-Site Improvements. 6
13-83.11.5. Required Studies for MUOD Projects 6
(a) Phase 1 Environmental Assessment. 6
(b) Traffic Study. 6
(c) Noise Study. 6
13-83.11.6. Permitted Uses for MUOD Projects. 7
(a) Permitted Uses 7
13-83.11.7. Development Standards for MUOD Projects. 12
(a) Applicability. 12
(b) Exceptions and Additional Provisions. 16
13-83.11.8. Design Standards for MUOD Projects 16
(a) Objective Design Standards. 16
13-83.11.9. Performance Standards for MUOD Projects. 17
(a) CEQA Mitigation Measures. 17
(b) Other Performance Standards 17
13-83.11.10. Properties Identified in Housing Element 17
(a) Purpose. 17
(b) Applicability. 17
(c) Severability and State Law Consistency. 18
(d) Definitions. 18
(e) Supersession of Overlay. 19

(f) Review and Approvals Procedure. 19
(g) Permitted Uses 20
(h) Development Standards 20
(i) Design Standards. 20
(j) Replacement of Protected Units. 21

TABLE(S)

Table 13-83.11.6. Permitted Uses in the MUOD 7
Table 13-83.11.7. Development Standards for MUOD Projects 13

FIGURE(S)

Figure 13.83.11.7. MUOD Sub-Areas 22

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Chapter V, Article 11 of the Zoning Code shall be repealed and replaced by the text below.

Article 11. Mixed-Use Overlay District (MUOD)

13-83.11.0. Purpose.

This Article establishes the Mixed-Use Overlay District (MUOD) to regulate areas appropriate for mixed-use development that integrate residential uses with compatible non-residential uses. It is the purpose and intent of this Article:

(a) To meet General Plan goals to create new housing opportunities in predominately commercial and industrial areas by allowing mixed-use developments that exhibit excellence in design, site planning, integration of uses and structures, and protect the integrity of adjacent neighborhoods.

(b) To implement the Housing Element by establishing zoning provisions for sites identified in the City's currently adopted Housing Element Sites Inventory to accommodate the City's lower-, moderate-, and above-moderate-income Regional Housing Needs Allocation (RHNA).

(c) To satisfy the goals of the 2016 voter-approved Measure K to provide for future housing needs of workers, middle-class families, and seniors; maintain the character of Costa Mesa's single-family neighborhoods; protect the environment and open space; attract new businesses; and maintain local control.

(d) To encourage vertical and horizontal mixed-use development projects that combines residential and compatible non-residential uses, including office, retail, business services, personal services, public spaces and uses, and other community amenities.

(e) To encourage a variety of uses and development types, including reuse of existing structures, to create an active city life, enhance business vitality, and revitalize defined areas of the city.

(f) Encourage the adaptive reuse of existing industrial or commercial structures into mixed-use developments, which would result in rehabilitated buildings and improvements to the area.

(g) To satisfy the demand for a variety of housing types with a variety of amenities for a variety of demographics and needs, from the young to the elderly and singles to families.

(h) To allow for the design of buildings that adds to the eclecticism of the city, while being complimentary and compatible to the existing character of the area in which they are located.

(i) To allow residents of a live/work unit, including artists, designers, craftspeople, professionals and small-business entrepreneurs, to maintain a business and living space under common ownership.

13-83.11.1. Applicability.

(a) Applicable properties.

(1) The MUOD shall apply to the properties depicted on the City's Zoning Map.

(b) Relationship to underlying base zoning districts.

(1) The provisions of the underlying base zoning districts shall continue to apply to a property unless specifically superseded by a MUOD project when a property owner chooses to exercise provisions of this Article.

(c) Relationship to other overlay zoning districts and specific plans.

(1) If applicable, the provisions of other zoning provisions, such as ~~urban plans,~~ overlays, and specific plans, shall continue to apply to a property unless specifically superseded by a MUOD project when a property owner chooses to exercise provisions of this Article.

(d) Relationship to the Housing Element.

(1) The MUOD shall apply to properties identified in the City's currently adopted Housing Element Sites Inventory pursuant to Section 13-83.11.10 (Properties Identified in Housing Element) and shall be subject to the provisions of this Article, unless exceptions are otherwise indicated.

(e) Relationship to State Density Bonus Law.

(1) A MUOD project is eligible for a density bonus pursuant to CMMC Title 13, Article 4 (Density Bonuses and Other Incentives) of Chapter IX (Special Land Use Regulations).

(f) Conflicts with applicable requirements.

(1) Unless otherwise specified, where the provisions of this Article differ from those in CMMC Title 13 (Zoning Code) and other City regulations, including the citywide objective design standards and specific plans, the provisions of this Article shall control. Where this Article is silent on a subject, the requirements of the Zoning Code shall remain applicable. This Article is subject to the requirements of state law, including but not limited to the Housing Accountability Act. To the extent that the provisions of this Article conflict with applicable state law, state law shall control.

13-83.11.2. Procedures for Inclusion in the MUOD.

For properties for which the MUOD does not currently apply, the following provisions apply:

(a) **Process**. A request for inclusion in the MUOD and application of its provisions may be initiated by an application by a property owner made pursuant to CMMC Title 13, Chapter II (Zoning Districts Established).

(b) **Consistency**. Application of the MUOD shall be consistent with the provisions of this Article and the General Plan.

13-83.11.3. Review and Approval of MUOD projects.

(a) Project Review.

(1) All MUOD projects shall be subject to the applicable procedures pursuant to CMMC Title 13, Chapter III (Planning Applications).

(2) **Exceptions for Housing Element Sites.** MUOD projects on properties identified in the City's currently adopted Housing Element Sites Inventory shall be subject to the applicable provisions in Section 13-83.11.10.

13-83.11.4. Fees and Off-Site Improvements for MUOD Projects.

(a) Special Fee Assessments.

(1) Applicable MUOD projects shall be subject to the applicable special fee assessments pursuant to CMMC Title 13, Chapter XII (Special Fee Assessments).

(b) Off-Site Improvements.

(1) Applicable MUOD projects shall provide off-site improvements within the public right-of-way as required by the City Engineer pursuant to CMMC Title 13, Article 9 (General Site Improvement Standards) of Chapter V (Development Standards), which may include, but is not limited to, sidewalks, parkways, trees, landscaping, utilities, and street lighting.

13-83.11.5. Required Studies for MUOD Projects.

(a) Phase 1 Environmental Assessment.

(1) All MUOD projects shall be subject to a Phase 1 Environmental Assessment. The Phase 1 Environmental Assessment shall provide disclosure of and measures to remediate onsite hazardous conditions. If applicable, additional assessments may be required, in which case, the project shall comply with applicable remediation measures, if required. Where applicable, a letter of case closure shall be required from the County of Orange Health Care Agency for development sites.

(b) Traffic Study.

(1) Applicable MUOD projects shall be subject to the traffic study requirements pursuant to CMMC Title 13, Article 3 (Transportation System Management) of Chapter XII (Special Fee Assessments).

(c) Noise Study.

(1) Applicable MUOD projects shall be subject to a noise study prepared by a qualified acoustical consultant. Applicable MUOD projects include those abutting a freeway or within the Airport Planning Area, as defined by the Airport Environs Land Use Plan (AELUP) for John Wayne Airport. The noise study shall certify compliance with CMMC Title 13, Chapter XIII (Noise Control) and the AELUP.

13-83.11.6. Permitted Uses for MUOD Projects.

(a) Permitted Uses.

(1) **Permitted Uses.** Table 13-83.11.6. establishes the permitted uses and uses subject to a Conditional Use Permit (C), Minor Conditional Use Permit (MC), or Special Use Permit (S) in the MUOD.

(2) **Prohibited Uses.** Uses not listed in Table 13-83.11.6. are not permitted.

(3) **Definitions.** Definitions of uses are established in CMMC Title 13, Article 2 (Definitions) of Chapter I (In General).

(4) **Exceptions for Housing Element Sites.** MUOD projects on properties identified in the City's currently adopted Housing Element Sites Inventory shall be subject to the provisions in Section 13-83.11.10.

(5) **Exceptions for properties located within the Airport Planning Area.** MUOD projects on properties located within the Airport Planning Area, as defined by the Airport Environs Land Use Plan (AELUP) for John Wayne Airport, shall comply with applicable requirements of the AELUP, unless overruled pursuant to state law.

Table 13-83.11.6. Permitted Uses in the MUOD

Table 13-83.11.6. Permitted Uses in the MUOD		
LAND USE	PERMIT REQUIREMENT	ADDITIONAL PROVISIONS
RESIDENTIAL USES (STAND-ALONE AND/OR AS PART OF A VERTICAL OR HORIZONTAL MIXED-USE DEVELOPMENT)		
• Common interest developments, residential	P	
• Low barrier navigation center	~~P[13]~~ P[5]	
• Multi-family dwellings	P	
• Supportive housing	~~P[11]~~ P[3]	
• Transitional housing	~~P[11,12]~~ P[3,4]	
ACCESSORY USES (AS PART OF A VERTICAL OR HORIZONTAL MIXED-USE DEVELOPMENT)		
• Accessory dwelling unit (subject to the requirements of Chapter V, Section 13-35, Accessory Dwelling Units)	~~P[2]~~ P[1]	
• Day care facilities (15 children or more) (see also Nursery schools)	C	
• Electric Vehicle Charging Station, Accessory Use (subject to the requirements of Chapter IV, 13-30)	P[1]	

Table 13-83.11.6. Permitted Uses in the MUOD

Table 13-83.11.6. Permitted Uses in the MUOD		
LAND USE	PERMIT REQUIREMENT	ADDITIONAL PROVISIONS
• Family day care—Large (7 to 14 children) (subject to the requirements of Section 13-37, Large Family Day Care Homes)	~~P[2]~~P[1]	
• Family day care—Small (up to 8 children)	P	
• Home occupations (subject to the requirements of Chapter IX, Article 6, Home Occupations)	~~P[2,3]~~ P[1,2]	
• Junior accessory dwelling unit (subject to the requirements of Chapter V, Section 13-35, Accessory Dwelling Units)	~~P[2]~~P[1]	
• Temporary real estate and construction offices (subject to the requirements of Chapter IX, Article 10, Temporary Trailers)	~~P[2]~~P[1]	
NON-RESIDENTIAL USES (AS PART OF A LIVE/WORK UNIT)		
• Artisan Studio	P	
• Catering	P	
• Commercial art; graphic design	P	
• Computer and data processing	P	
• Offices: central administrative	P	
• Offices: engineering; architectural; and surveying services; management; consulting and public relations	P	
• Offices: general; individual counseling	P	
• Offices: medical and dental	MC	
• Offices: services to businesses such as bookkeeping and data processing	P	
• Personal Service	P	
• Personal Service with Group Instruction/Setting (see Chapter IX Article 24 Group Instruction/Setting including Studio and Fitness Uses	P[1]	
• Photocopying; blueprinting and related services	P	
• Printing and publishing	P	
• Retail: general— excluding antique malls, supermarkets, grocery stores, convenience stores; and liquor stores listed separately	C	
• Retail: nonstore	P	

Table 13-83.11.6. Permitted Uses in the MUOD

Table 13-83.11.6. Permitted Uses in the MUOD		
LAND USE	PERMIT REQUIREMENT	ADDITIONAL PROVISIONS
• Studio Fitness—Small and Fitness Studios etc. (See Chapter IX, Article 24, Group Instruction/Setting including Studio and Fitness Uses)	MC~~1~~	
INSTITUTIONAL AND RECREATIONAL USES (AS PART OF A VERTICAL AND/OR HORIZONTAL MIXED-USE DEVELOPMENT)		
• Churches and other places of religious assembly (Subject to the requirements of Article 4.5, Development Standards for Churches and Other Places of Religious Assembly)	~~P~~[2]P[1]	
• Civic and community clubs	P	
• Libraries, privately-operated	C	
• Nursery schools—See also Day care facilities for 15 or more children	C	
• Parks and playgrounds	P	
• Public offices and facilities, such as city halls, courthouses, police/ fire stations, etc.	C	
• Schools: primary, secondary and colleges	C	
• Schools: trade and vocational; group counseling	C	
• Senior congregate care facility	C	
COMMERCIAL AND INDUSTRIAL USES (AS PART OF A VERTICAL AND/OR HORIZONTAL MIXED-USE DEVELOPMENT)		
• Active Entertainment (subject to the requirements of Chapter IX, Article 5, Electronic Game Machines and Article 26, Active Entertainment)	MC	
• Acupressure; massage (subject to the requirements of Title 9, Chapter II, Article 22, Massage Establishments and Practitioners)	~~P~~[2]P[1]	
• Amusement centers (subject to the requirements of Chapter IX, Article 5, Electronic Game Machines)	~~C~~[2]C[1]	
• Animal shelters, pounds, kennels, training schools	C	

Table 13-83.11.6. Permitted Uses in the MUOD

Table 13-83.11.6. Permitted Uses in the MUOD		
LAND USE	PERMIT REQUIREMENT	ADDITIONAL PROVISIONS
• Antique malls	P	
• Artisan Studio	P	
• Auction houses	P	
• Banks; savings and loans; and other financial institutions	P	
• Billiards parlors	C	
• Bowling centers	C	
• Building supplies; hardware stores (retail)	P	
• Catering	P	
• Commercial art; graphic design	P	
• Computer and data processing	P	
• Convenience stores; mini-markets (subject to the requirements of Chapter IX, Article 16, Liquor Stores, Convenience Stores, and Mini-Markets)	~~C[2]~~C[1]	
• Department stores (retail)	P	
• Electric Vehicle Charging Station, Primary Use (subject to the requirements of Chapter IV, 13-30)	P[1]	
• Electronic game machines (four or more), incidental to the primary use, (subject to the requirements of Chapter IX, Article 5, Electronic Game Machines)— Excluding amusement centers listed separately	~~MC[2]~~MC[1]	
• Entertainment, live or public	SEE TITLE 9, ARTICLE 11, REGULATORY PERMITS FOR PUBLIC ENTERTAINMENT	
• Establishments where food or beverages are served	SEE CHAPTER V, ARTICLE 4, ESTABLISHMENTS WHERE FOOD OR BEVERAGES ARE SERVED	
• Flower stands—see also Carts	MC	
• Grocery stores—see also Supermarkets; excluding convenience stores; and liquor stores listed separately	P	
• Hotels— Excluding motels listed separately	C	
• Laundry, such as tailoring, laundromats, cleaning and garment services not inclusive of on-site plants	P	
• Liquor stores (subject to the requirements of Chapter IX, Article 16, Liquor Stores, Convenience Stores, and Mini-Markets)	~~C[2]~~C[1]	

Table 13-83.11.6. Permitted Uses in the MUOD

Table 13-83.11.6. Permitted Uses in the MUOD		
LAND USE	PERMIT REQUIREMENT	ADDITIONAL PROVISIONS
• Massage— See also Acupressure (subject to the requirements of Title 9, Chapter II, Article 22, Massage Establishments and Practitioners)	~~P[2]~~P[1]	
• Motels— (Subject to requirements of Chapter IX, Article 8, Motels) Excluding Hotels listed separately	~~C[2]~~C[1]	
• Motion picture theaters and other theaters not within 200 feet of residential zones	P	
• Motion picture theaters and other theaters within 200 feet of residential zones	C	
• Offices: central administrative	P	
• Offices: engineering; architectural; and surveying services; management; consulting and public relations	P	
• Offices: general; individual counseling	P	
• Offices: medical and dental	P	
• Offices: services to businesses such as bookkeeping and data processing	P	
• Off-street parking lots and structures including related maintenance buildings	C	
• Off-street parking lots and structures, incidental uses within	MC	
• Personal Service	P	
• Personal Service with Group Instruction/Setting (see Chapter IX, Article 24 Group Instruction/Setting including Studio and Fitness Uses)	P[1]	
• Photocopying; blueprinting and related services	P	
• Physical fitness facilities	C	
• Printing and publishing	P	
• Retail, incidental sales to the main use (subject to the requirements of section 13-54(a), incidental retail sales)	P[1]	
• Retail: general— excluding antique malls, supermarkets, grocery stores, convenience stores; and liquor stores listed separately	P	
• Retail: nonstore	P	
• Specialty stores	P	

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Table 13-83.11.6. Permitted Uses in the MUOD

Table 13-83.11.6. Permitted Uses in the MUOD		
LAND USE	PERMIT REQUIREMENT	ADDITIONAL PROVISIONS
• Studio Fitness—Small and Fitness Studios etc. (See Chapter IX, Article 24, Group Instruction/Setting including Studio and Fitness Uses)	P[1]	
• Supermarkets— see also Grocery stores	P	
• Tattoo parlors	C	

NOTES
1 This use is subject to the requirements of the referenced Municipal Code article or section.
2 If residential uses exist, accessory uses shall be permitted.
3 Supportive housing, as defined in Government Code Section 65650, shall be permitted by-right in all zones where multifamily and mixed uses are permitted by-right, provided it is consistent with Government Code Sections 65650 – 65656.
4 Pursuant to Government Code Section 65583(c)(3), transitional and supportive housing shall be considered a residential use of property and shall be subject only to those restrictions that apply to other residential dwellings of the same type in the same zoning district.
5 Low barrier navigation centers shall be permitted by-right provided they are consistent with the requirements in Government Code Sections 65660-65668.

13-83.11.7. Development Standards for MUOD Projects.

(a) Applicability.

(1) Table 13-83.11.7. establishes the development standards for all MUOD projects, unless alternative development standards have been established through a master plan in a Planned Development zone. The development standards in this Article shall supersede and prevail over any conflicting provisions of the underlying base zone and all other applicable zoning provisions, such as other ~~urban plans,~~ overlays, and specific plans, unless otherwise noted.

(2) **Exceptions for Housing Element Sites.** MUOD projects on properties identified in the City's currently adopted Housing Element Sites Inventory shall be subject to the requirements of Table 13-83.11.7, with the exceptions and additional standards in Section 13-83.11.10.

(3) **Exceptions for properties located within the Airport Planning Area.** MUOD projects on properties located within the Airport Planning Area, as defined by the Airport Environs Land Use Plan (AELUP) for John Wayne Airport, shall comply with applicable requirements of the AELUP, unless overruled pursuant to state law.

Table 13-83.11.7. Development Standards for MUOD Projects

Table 13-83.11.7. Development Standards for MUOD Projects			
DEVELOPMENT STANDARD			**ADDITIONAL PROVISIONS IF APPLICABLE**
RESIDENTIAL DENSITY STANDARDS[1,2]			
BY MUOD SUB-AREA	**MINIMUM RESIDENTIAL FLOOR AREA**	**MAXIMUM RESIDENTIAL DENSITY**	
Mesa West Bluffs	Minimum 50 percent of the total floor area of a MUOD project shall be residential use	20-30 du/ac	MUOD Sub-Areas and allowable maximum residential densities are depicted in Figure 13-83.11.7.
19 West		20-30 du/ac	
Newport Boulevard		30 du/ac	
Harbor Boulevard		30 du/ac	
SoBECA		40 du/ac	
North Costa Mesa		60 du/ac	
NON-RESIDENTIAL FLOOR AREA RATIO (FAR) STANDARDS			
Minimum FAR	None		
Maximum FAR	1.0 FAR		
BUILDING HEIGHT STANDARDS[1,2]			
BY MAXIMUM RESIDENTIAL DENSITY	**MAXIMUM BUILDING HEIGHT**		
	Residential-Only Building or Vertical Mixed-Use Building	Non-Residential Building	
20 du/ac	60 ft.	40 ft.	
30 du/ac			
40 du/ac			
60 du/ac	72 ft.		
90 du/ac	108 ft.		
SETBACK STANDARDS[3]			
BY ABUTTING CONDITION	**MINIMUM AND MAXIMUM SETBACK[4]**		
Front or side along a public street	Min. 10 ft. and max. 20 ft.		
Side or rear abutting alley	None~~0 ft.~~		
Side or rear abutting:			
-Commercial or mixed-use zone	Min. 5 ft.		
-Residential zone	Min. 10 ft.		
-Industrial zone	Min. 20 ft.		
Side or rear abutting bluff crest	Min. 10 ft.		CMMC Title 13, Section 13-34 (Bluff-Top Development) of Chapter V (Development Standards)

Table 13-83.11.7. Development Standards for MUOD Projects

Table 13-83.11.7. Development Standards for MUOD Projects		
DEVELOPMENT STANDARD		**ADDITIONAL PROVISIONS IF APPLICABLE**
LOT STANDARDS		
Minimum lot size	None	
OFF-STREET PARKING STANDARDS		
Minimum parking for dwelling units (inclusive of live/work units)	None	CMMC Title 13, Chapter VI (Off-Street Parking Standards)
Minimum parking for non-residential uses	Subject to Table 13-89 (Non-Residential Parking Standards)	
OPEN SPACE STANDARDS[5]		
Usable common residential open space[6]	Total area equivalent to min. 30% of lot	CMMC Title 13, Chapter VII (Landscaping Standards)
Usable private residential open space [7]	Min. 100 sq. ft./unit provided on the ground floor for dwelling units located on the ground floor, and min. 50 sq. ft./unit provided for dwelling units located above the ground floor.	
Publicly accessible open space	~~Total area equivalent to min. 5% of commercial gross floor area for developments with a commercial gross floor area greater than 100,000 sq. ft.~~ Total area equivalent to the following min. percentages of total commercial floor area: • For 20,000 sq. ft. to less than 30,000 sq. ft. of commercial floor area: 2% • For 30,000 sq. ft. to less than 40,000 sq. ft of commercial floor area: 3% • For 40,000 sq. ft. to less than 50,000 sq. ft. of commercial floor area: 4% • For more than 50,000 sq. ft. of commercial floor area: 5%	
STORAGE STANDARDS		
Each dwelling unit shall be provided with 200 cubic feet of fully enclosed, securable, personal storage area exterior to the unit. The storage area shall measure at least 7 feet in one horizontal direction. The storage area		

Table 13-83.11.7. Development Standards for MUOD Projects

Table 13-83.11.7. Development Standards for MUOD Projects		
DEVELOPMENT STANDARD		ADDITIONAL PROVISIONS IF APPLICABLE
may be provided in a garage, carport, or other exterior or covered common area, but shall be located so as not to obstruct the required clear dimensions.		
SIGN STANDARDS		
Signs for MUOD projects shall be subject to the commercial zone requirements of Table 13-115 (Sign Regulations Permanent Signs).		
PROJECTION STANDARDS		
Facade details, such as cornices, belt courses, sills, trims, or similar details	Max. 18 in. into any required setback	
Awnings, trellises, roof eaves, or other overhangs	Max. 5 ft. into required front or side setback abutting a public street, or max. 2 ft. 6 in. into required side or rear setback along interior property line	
Façade projections, such as bay windows, porticos, porches, and open, unenclosed stairways, such as stoops	Max. 2 ft. 6 in. into any required setback	
Rooftop architectural features, such as chimneys, parapets, cupolas, skylights, or similar elements	Max. 2 ft. above max. building height	
Fireplaces	Max. 2 ft. into any required setback	
POOL/SPA STANDARDS		
Pools and spas in MUOD projects shall be prohibited in the front or side setback abutting a public street		
GENERAL SITE IMPROVEMENT STANDARDS		
MUOD projects are subject to the applicable general site improvement standards in CMMC Title 13, Article 9 (General Site Improvement Standards) of Chapter V (Development Standards)		

NOTES FOR TABLE 13-83.11.7

1 Exceptions for maximum residential density and maximum building height for Housing Element Sites. MUOD projects on properties identified in the City's currently adopted Housing Element Sites Inventory shall be subject to the provisions in Section 13-83.11.10.
2 Or as provided in an applicable specific plan, whichever is higher.
3 A minimum 50 feet buffer, where dwelling units cannot be located, extends from the property lines of the Cla-Val properties defined as Accessor Parcel Numbers 424-071-04, 05, 06, and 07. The buffer does not prohibit landscaping, parking, and structures not containing dwelling units including recreational facilities and common meeting rooms, from being located within 50 feet of Cla-Val property lines.
4 Minimum setbacks shall apply to all portions of a building or structure. Maximum setbacks along public streets shall only apply to a building or structure's ground floor, with exceptions for driveways, walkways, and open space.

5 Or as provided in an applicable specific plan.
6 All or a portion of the required usable common residential open space may be substituted by publicly accessible open space.
7 All or a portion of the required usable private open space may be substituted by usable common residential and/or publicly accessible open space.

(b) Exceptions and Additional Provisions.

(1) **Parking Reduction in Proximity to Transit.** Pursuant to Government Code § 65863.2, the required off-street vehicular parking may be waived for certain projects within one-half mile distance of public transit, as applicable.

(2) **Unbundled Parking.** If off-street vehicular parking is provided for dwelling units in a MUOD project with 16 or more dwelling units, the parking shall be unbundled from the dwelling units, such that parking is leased or sold separately from the dwelling unit rental or purchase fee. Residential tenants, including new tenants, shall have the right of first refusal to parking provided in the property. This provision shall not apply to the following:

a. A dwelling unit with an individual garage that is functionally a part of the dwelling unit, including, but not limited to, townhouses and rowhouses.

b. A housing development of which 100 percent of its units, exclusive of any manager's unit or units, are restricted by deed, regulatory restriction contained in an agreement with a governmental agency, or other recorded document as affordable housing for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code.

c. A housing development that receives low-income housing tax credits pursuant to Section 42 of the Internal Revenue Code (26 U.S.C. Sec. 42).

d. A residential unit that is leased to a tenant who receives a federal housing assistance voucher issued under Section 8 of the United States Housing Act of 1937 (42 U.S.C. Sec. 1437f), including a federal Department of Housing and Urban Development Veterans Affairs Supportive Housing voucher.

(3) **Shared Parking.** A reduction in total required parking for mixed-use projects shall be determined as outlined the "City of Costa Mesa Procedure for Determining Shared Parking Requirements" pursuant to CMMC Title 13, Article 2 (Non-Residential Districts) in Chapter VI (Off-Street Parking Standards).

13-83.11.8. Design Standards for MUOD Projects.

(a) Objective Design Standards.

(1) All MUOD projects, inclusive of projects on properties identified in the City's currently adopted Housing Element Sites Inventory, shall be subject to the applicable City of Costa Mesa Multifamily Residential and Mixed-Use Objective Design Standards and shall serve as the sole design criteria for ministerial review for qualifying projects, consistent with Gov. Code §65583.2 and 65589.5.

unless alternative design standards have been established through a master plan in a Planned Development zone.

13-83.11.9. Performance Standards for MUOD Projects.

(a) CEQA Mitigation Measures.

(1) **Applicability.** Except as provided Subsection (a)(2), MUOD projects shall be subject to the applicable mitigation measures identified in the City's final and adopted Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation Final Environmental Impact Report (EIR) Mitigation Monitoring and Reporting Program (MMRP).

(2) **Ministerial Housing Projects Pursuant to State Law.** MUOD projects that qualify for ministerial approval pursuant to applicable state law, including, but not limited to, Government Code Section 65583.2(i) and 65913.4, and other provisions of state law requiring or authorizing ministerial approval of housing development projects, are ministerial actions and therefore are statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15268 of the CEQA Guidelines (Title 14, California Code of Regulations). Accordingly, Subsection (a)(1) shall not apply to such ministerial housing projects except to the extent compliance with requirements of CMMC Title 5 (Buildings and Structures) or other applicable state or federal law applicable independent of CEQA.

(b) Other Performance Standards

(1) MUOD projects with commercial uses shall be prohibited from operating outdoor activity between the hours of 10:00 p.m. and 7:00 a.m., inclusive of loading, unloading, and delivery of goods.

13-83.11.10. Properties Identified in Housing Element.

(a) Purpose.

(1) The purpose of this Section is to implement the City's currently adopted Housing Element by establishing zoning provisions for sites identified in the Housing Element Sites Inventory to accommodate the City's lower-, moderate-, and above-moderate-income Regional Housing Needs Allocation (RHNA) consistent with Government Code sections 65583 and 65583.2, Subsections (c), (h) and (i).

(b) Applicability.

(1) The provisions of this Section shall apply to all sites identified in the City's currently adopted Housing Element Sites Inventory to accommodate the City's RHNA.

(2) **Previously Identified Sites.** The provisions of this Section shall also apply to any non-vacant Housing Element Site that was identified in a prior Housing Element and any vacant Housing Element Site that was identified in two or more consecutive prior Housing Elements, consistent with Government Code Section 65583.2 Subsection (c). Such sites shall be subject to the

minimum density and by-right approval standards established in this Section. Such sites are identified in the City's currently adopted Housing Element Sites Inventory.

(3) **Exception.** The provisions of this Section shall not apply to residential projects, mixed-use projects, or other projects located within the boundaries of the Fairview Developmental Center Specific Plan.

(c) Severability and State Law Consistency.

(1) This Section is intended to be consistent with, and shall be interpreted and applied to comply with, all applicable requirements of State housing law, including Government Code Sections 65915(c)(3), 65583 and 65583.2 as those provisions may be amended from time to time, and any successor statutes. If any provision of this Section conflicts with State law, the applicable State law shall control.

(2) If any provision of this Section, or its application to any person or circumstance, is held invalid or unenforceable by a court of competent jurisdiction, such invalidity or unenforceability shall not affect other provisions or applications of this Section that can be given effect without the invalid provision or application. The city council declares that it would have adopted this Section and each provision, section, sentence, clause, and phrase thereof, irrespective of the fact that any one or more provisions may be declared invalid or unenforceable.

(d) Definitions.

(1) **"Housing Element Site"** means any site identified in the City's currently adopted Housing Element Sites Inventory to accommodate the City's (RHNA).

(2) **"Lower-income household"** has the same meaning as defined in Health and Safety Code Section 50079.5.

(3) **"Lower-Income Housing Element Site"** means any Housing Element Site identified in the City's currently adopted Housing Element Sites Inventory that accommodates any portion of the City's lower-income RHNA and subject to the requirements of Government Code Section 65583.2 (h) and (i).

(4) **"Use by Right"** has the same meaning as in Government Code Section 65583.2 Subsection (i) and requires ministerial approval for multifamily housing developments in which at least 20 percent of the total number of units are affordable to lower-income households. "Use by Right" means that the review of an owner-occupied or renter-occupied multifamily residential use may not require a conditional use permit, planned unit development permit, or other discretionary review or approval that would constitute a "project" for purposes of Division 13 (commencing with Section 21000) of the Public Resources Code.

(5) **"Prior Housing Element Site"** means any non-vacant Housing Element Site that was identified in the prior Housing Element and any vacant Housing Element Site that was identified in two or

more consecutive prior Housing Elements. Such sites are identified in the City's currently adopted Housing Element Sites Inventory.

(6) **"Protected Unit"** means any unit that, within the past five years, was occupied by a lower-income household regardless of whether the unit was deed-restricted or that was subject to an affordability covenant or rent control.

(e) Supersession of Overlay.

(1) For Lower-Income Housing Element Sites:

i. **Supersession of Other Zoning Provisions.** Projects on Lower-Income Housing Element Sites shall be governed by this Section, and the provisions in this 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 an applicable 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.

ii. **Ministerial Review and Approval.** Projects on Lower-Income Housing Element Sites shall be a Use by Right pursuant to Subsection (f)(1).

iii. **Minimum Residential Floor Area.** Projects on Lower-Income Housing Element Sites shall satisfy the minimum residential floor area requirements established in Subsection (g)(3).

iv. **Minimum Residential Site Capacity and Density.** Projects on Lower-Income Housing Element Sites shall satisfy the minimum residential capacity and density requirements established in Subsection (h)(2)(ii) and (h)(2)(iii).

(f) Review and Approvals Procedure.

(1) **Use by Right.** A project on a Lower-Income Housing Element Site that provides at least 20 percent of the total dwelling units affordable to lower-income households shall be processed as a Use by Right, consistent with Government Code Section 65583.2(h) and (i). Such projects shall be subject only to ministerial review to verify compliance with all applicable objective design and development standards in accordance with a Streamlined Development Review process per CMMC Title 13, Chapter III (Planning Applications). A project that does not qualify as a Use by Right shall be processed in accordance with a Development Review process per CMMC Title 13, Chapter III (Planning Applications).

(2) **Subdivision.** Any subdivision of a Lower Income Housing Element Site shall comply with all applicable provisions of CMMC Title 13, Chapter XI (Subdivisions) and the Subdivision Map Act.

(g) Permitted Uses.

(1) **Multi-Family Dwellings.** Multi-family dwellings shall be permitted on all Housing Element Sites subject to the requirements of this Section.

(2) **Non-Residential Uses.** Those non-residential uses permitted in Commercial Zones in accordance with CMMC Title 13, Chapter IV (Citywide Land Use Matrix) shall be permitted as part of mixed-use projects on all Housing Element Sites.

(3) **Mixed-Use on Lower-Income Housing Element Sites.** Mixed-use projects shall be permitted on Lower-Income Housing Element Sites so long as at least 50 percent of total floor area is provided as residential uses, consistent with Government Code Section 65583.2, Subsection (h)(1)(B).

(4) **Multi-Family Dwellings on Lower-Income Housing Element Sites.** Multi-family dwellings consisting of 100 percent residential uses shall be permitted on Lower-Income Housing Element Sites, consistent with Government Code Section 65583.2, Subsection (h)(1)(B).

(h) Development Standards.

(1) **Applicability.** MUOD projects on properties identified in the City's currently adopted Housing Element Sites Inventory shall be subject to the requirements of Table 13-83.11.7 with the exceptions and additional standards in Subsection (h).

(2) Density Standards

i. **Maximum Densities.** Maximum residential densities shall be permitted as specified in the Housing Element Sites Inventory.

ii. **Minimum Site Capacity for Lower-Income Housing Element Sites.** If the identified maximum density of a Lower-Income Housing Element Site does not allow at least 16 dwelling units on site, then the maximum density identified shall be waived, and the maximum number of dwelling units permitted shall be 16 dwelling units on site consistent with Government Code Section 65583.2 Subsection (h).

iii. **Minimum Densities for Lower-Income Housing Element Sites.** A project proposed on a Lower Income Housing Element Site shall meet a minimum density requirement of 20 units per acre, inclusive of Accessory Dwelling Units, consistent with Government Code Section 65583.2, Subsection (h).

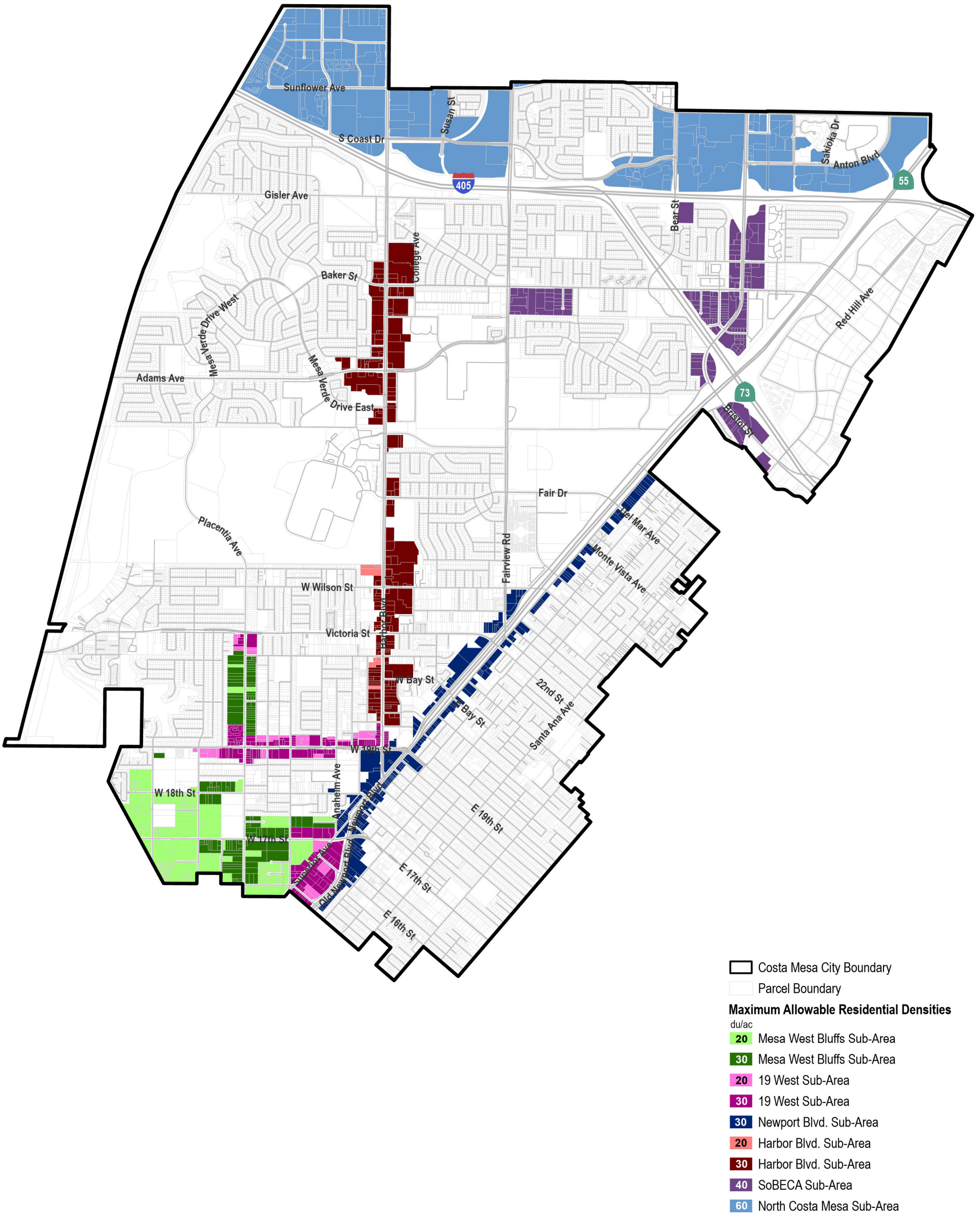
(i) Design Standards.

(1) All MUOD projects, inclusive of projects on properties identified in the City's currently adopted Housing Element Sites Inventory, shall be subject to the applicable City of Costa Mesa Multifamily Residential and Mixed-Use Objective Design Standards and shall serve as the sole design criteria for ministerial review, consistent with Gov. Code §65583.2 and 65589.5.

(j) Replacement of Protected Units.

(1) Demolition or Conversion of Protected Units. Any project that involves the demolition or conversion of Protected Units, or that is located on a site where Protected Units were demolished or converted within the previous five years, shall comply with all applicable replacement housing, tenant protection, and right-of-return requirements under State Density Bonus Law, including Government Code Section 65915, Subsection (c)(3), and any successor statutes.

DRAFT



SOURCE: City of Costa Mesa, Orange County Sanitation District, Open Street Map

Costa Mesa

0 0.25 0.5 Miles

FIGURE 13.83.11.7

MUOD Sub-Area Map

Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation

Chapter V, Article I of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and <u>underline</u> text denotes text being added.

Chapter V Development Standards

Article I Residential Districts

§ 13-31. Purpose.

The purpose of this article is to achieve the following:

(a) Ensure adequate light, air, privacy and open space for each dwelling unit.

(b) Minimize traffic congestion and avoid overloading of public services and utilities.

(c) Protect residential neighborhoods from excessive noise, illumination, unsightliness, odor, smoke and other objectionable influences.

(d) Locate development which retains the scale and character of existing residential neighborhoods and facilitates the upgrade of declining and mixed-density residential neighborhoods.

(e) Provide for the creation and ministerial consideration of accessory dwelling units in the R1 (Single-Family Residential District) and R2-MD (Multiple-Family Residential District, Medium Density) at the allowable general plan density for the lot.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 11-10, § 1, 9-20-11; Ord. No. 18-03, § 4,1-16-18)

§ 13-32. Development standards.

Table 13-32 identifies development standards in the residential zones, with the exception of development standards for common interest developments (see Article 2, residential common interest developments. See also Article 9, general site improvement standards of this chapter for additional requirements for all the residential zones

TABLE 13-32
RESIDENTIAL DEVELOPMENT STANDARDS

STANDARDS	R1	R2-MD	R2-HD	R3
Minimum Lot Area	6,000 square feet	12,000 square feet	12,000 square feet	12,000 square feet
Minimum Lot Area for newly subdivided lots	6,000 square feet	12,000 square feet	12,000 square feet	12,000 square feet
Minimum Lot Width for newly subdivided lots	Interior lot: 50 feet Corner lot: 60 feet Note: All newly subdivided lots shall have frontage on a dedicated street equal to, or in excess of, the required minimum lot width. An exception to this requirement is when the existing R-1 lot (that is proposed to be subdivided) has an average depth that equals to or exceeds 200 feet		Interior lot: 100 feet Corner lot: 100 feet Note: All newly subdivided lots shall have frontage on a dedicated street equal to, or in excess of, the required minimum lot width; with the exception of common interest developments.	
Maximum Number of Stories & Building Height	2 stories/27 feet for residential land uses. The maximum number of stories and building height for nonresidential land uses shall be determined in conjunction with the conditional use permit review process. Note: Lofts, as defined in section 13-6, without exterior access and having only clerestory windows will not be regarded as a story. See also Attic discussion below.			
Attics	Attics shall not be heated or cooled, nor contain any electrical outlets, or operable windows. Attics above second stories shall be an integral part of the second story roofline and not appear as a third story on any building elevation. Windows in any attic space above the second story shall be incidental and limited to a dormer style.			
Maximum Density (Based on gross acreage)	1 dwelling unit per 6,000 square feet (Note: Only 1 dwelling unit is permitted per lot.)	1 dwelling unit per 3,630 square feet 1 unit per 3,000 square feet for legal lots existing as of March 16, 1992, that are less than 7,260 square feet in area but not less than 6,000 square feet in area.	1 dwelling unit per 3,000 square feet	1 dwelling unit per 2,178 square feet
Minimum Open Space	40% of total lot area		40% of total lot area.	
Distance Between Buildings	10-foot minimum between main buildings 6-foot minimum between main buildings and accessory structures			
Driveway width	For all individual driveways: 10-foot minimum width For lots less than 50 feet wide: 26-foot maximum width[1] For lots greater than 50 feet wide: Driveway width shall be a maximum of 50 percent of the lot width, or a maximum 36-foot width, whichever is less. [1]		Same as R1, except 16-foot minimum driveway is required if the driveway serves tenants and/or guest parking for more than one dwelling unit	
Driveway length	Straight-in driveways to garages shall have a minimum length of 19 feet from the ultimate property line.			
Storage	Not applicable.	Each unit shall be provided with 200 cubic feet of securable storage exterior to the unit. If this storage is provided within the garage or carport it shall be located so as not to obstruct the required clear dimensions of the covered parking space (per the City of Costa Mesa Parking Design Standards) at any point less than 4 feet above the finished surface level of the parking stall.		

TABLE 13-32
RESIDENTIAL DEVELOPMENT STANDARDS

STANDARDS	R1	R2-MD	R2-HD	R3
Mechanical equipment, excluding antennas and flush-mounted solar panels on roofs	Roof-top location is prohibited on single-family dwelling units. All other locations: Screening required from public rights-of-way and adjacent properties. Antennas are subject to Chapter IX, Article 2, antennas.			
SETBACKS FOR MAIN BUILDINGS AND ACCESSORY BUILDINGS AND STRUCTURES (Minimum distances given, unless otherwise noted. All setbacks from streets are measured from the ultimate property line shown on the master plan of highways).				
Front	20 feet	20 feet	20 feet	20 feet
Side	Interior property line: 5 feet. Note: Accessory structures that do not exceed 6 1/2 feet in height in the R1 zone or 15 feet in height in the other residential zones may have a zero side setback. Property line abutting a public street: 10 feet. Note: Driveways providing straight-in access from a public street to a garage shall be at least 19 feet long, as measured from the property line. Property line abutting an alley: 5 feet			
Rear (not abutting a publicly dedicated alley)	20 feet for 2 story structures. 10 feet for 1 story structures (15 foot maximum height) provided that maximum rear yard coverage is not exceeded. Note: Accessory structures that do not exceed 6 1/2 feet in height in the R1 zone or 15 feet in height in the R2 zones may have a zero rear yard setback, except on corner lots in the R2 zones. Corner lots in the R2-MD, R2-HD & R3 zones: a. Where the rear property line of a corner lot adjoins the side property line of another lot, no detached accessory structure shall be allowed on the corner lot, except within the rear quarter of the corner lot farthest from the side street. b. Where the rear property line of a corner lot abuts a public or private street, accessory structures shall maintain setbacks for main structures.		15 feet for 2 story structures. 10 feet for 1 story structures (15-foot maximum height). Note: Accessory structures that do not exceed 15 feet in height may have a zero rear yard setback, except on corner lots (see R2-MD and R2-HD column for setbacks for corner lots).	
Rear yard coverage (maximum)	Rear (not abutting a publicly dedicated alley, street, or park): Main Buildings: 25% of rear yard area.* Accessory Buildings: 50% of rear yard area.* *Rear yard area equals lot width, measured from side property line to side property line, multiplied by 20 feet. Rear abutting a publicly dedicated alley, street, or park: Not applicable		Not applicable	
Rear abutting a publicly dedicated alley, street, or park	5 feet; however, garages may be required to setback further to ensure adequate back up distance. Rear Yard Coverage does not apply. Note: Accessory structures that do not exceed 6 1/2 feet in height in the R1 zone or 15 feet in height in the other residential zones may have a zero rear yard setback, except on corner lots in the R2 and R3 zones where accessory structures shall maintain setbacks for main structures.			
Bluff top setback	No building or structure closer than 10 feet from bluff crest (see section 13-34 BLUFF-TOP DEVELOPMENT).			
PROJECTIONS (Maximum depth of projections given)				

TABLE 13-32
RESIDENTIAL DEVELOPMENT STANDARDS

STANDARDS	R1	R2-MD	R2-HD	R3
Roof or eaves overhang; awning	2 feet 6 inches into required side setback or building separation area. 5 feet into required front or rear setback.			
Open, unenclosed stairways.	2 feet 6 inches into required setback or building separation area.			
Chimneys	2 feet above maximum building height.			
Fireplaces	2 feet into required setback or building separation area.			
PARKING STANDARDS (See Chapter VI).				
LANDSCAPING (See also Chapter VII).				
Landscaping Required.	All unpaved areas visible from the public right-of-way shall be landscaped and the landscaping shall be maintained in a healthy condition, free of dying, dead, diseased, decayed, discarded, and/or overgrown vegetation.		See Chapter VII, LANDSCAPING.	
SIGNS (See Chapter VIII).				
POOLS AND SPAS Above-ground pools and spas shall not be located in the required front yard setback from a public street and are subject to 5-foot side and 10-foot rear yard setbacks for main structures. Additional setbacks may be applicable pursuant to building code requirements.				
RAISED DECKS Any raised deck with a finished floor height of 18 inches or greater, as measured from finished grade, shall comply with the main building setback requirements for the underlying zone.				
FENCES AND WALLS Fences and walls placed between the property line and required setback line for main buildings shall conform [to] the city's walls, fences, and landscaping standards.				
See ARTICLE 9, GENERAL SITE IMPROVEMENT STANDARDS, of this chapter for further information.				
[1] The maximum driveway width standards are only applicable to the construction of new single-family residences.				

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 01-16, §§ 1f., g., 6-18-01; Ord. No. 02-4, § 1c, 3-18-02; Ord. No. 02-9, § 1a, 7-1-02; Ord. No. 03-8, § 4, 9-2-03; Ord. No. 05-3, § 1c.,2-7-05; Ord. No. 09-4, § 1b., 5-5-09; Ord. No. 21-20, § 1, 12-7-21; Ord. 2025-07, 10/21/2025)

§ 13-32.1. General group home standards.

The city council may adopt general standards that may be applied to group home applications on a case-by-case basis. The final review authority may use these standards to impose conditions upon discretionary approvals to achieve the purposes set forth in section 13-31 and to maintain neighborhood stability and cohesiveness by regulating transient residents.

(Ord. No. 00-5, § 1(c), 3-20-00)

§ 13-32.2. Referral facility.

The following standards are applicable to referral facilities:

(a) No referral facility may be located within 500 feet of property that is as zoned as R-1 or PDR-LD, or within 500 feet of a school, park, place of worship, or licensed day care facility.

(b) A referral facility must have a manager on site, 24 hours every day to ensure the orderly operation of the facility and its compliance with all applicable laws, regulations, and conditions.

(c) No referral facility shall admit a resident who has been convicted of any crime involving physical force against a person, illegal possession of a weapon, possession, or use of a weapon in the commission of a crime, or a felony involving a controlled substance.

(Ord. No. 00-5, § 1(d), 3-20-00)

§ 13-33. Accessory buildings and structures.

(a) Accessory buildings or structures constructed closer than 75 feet from the front property line or on the front one-half (½) of the lot, whichever is less, shall be reviewed by the planning division for adequate screening and compatibility with the main structure.

(b) Underground structures including fallout shelters shall be allowed to be constructed on any part of the lot provided they are built below grade level.

(c) Shipping containers are prohibited in residential zones.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 98-5, § 9, 3-2-98)

§ 13-34. Bluff-top development.

No building or structure shall be constructed closer than 10 feet from a bluff crest, unless permitted by a minor conditional use permit. Approval of the minor conditional use permit requires satisfaction that the building or structure will not:

(a) Endanger stability of the slope;

(b) Substantially interfere with access for fire protection; and

(c) Detract from the visual identity and integrity of the bluffs.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 98-5, § 10, 3-2-98)

§ 13-35. Accessory dwelling units.

(a) *Purpose, general plan consistency, definitions.*

(1) *Purpose and interpretation.* The intent of this section is to ensure that accessory dwelling units (ADUs) and Junior ADUs remain as an accessory uses in residential and mixed-use zones, that the structures on parcels are organized to accommodate an ADU and/or Junior ADU, and that such dwelling units do not adversely impact surrounding residents or the community. This section 13-35 is intended to retain the ability of the city to regulate ADUs in terms of design, aesthetics, massing and integration with existing structures and to comply with the requirements of state law. All references to the Government Code or other state codes in this section shall mean and include any successor and/or amended section thereto.

(2) *General plan consistency.* In adopting these standards, the city recognizes that the approval of dwelling units may, in some instances, result in dwelling densities exceeding the maximum densities prescribed by the general plan. The city finds that this occurrence is consistent with the general plan, as allowed under state planning and zoning law applicable to ADUs, and that the amendment furthers the goals, objectives, and policies of the general plan housing element.

(3) *Definitions.* For purpose of this section 13-35 only:

a. The terms "accessory dwelling unit" (ADU), "public transit," "passageway" and "tandem parking" all have the same meaning as that stated in the Government Code ~~section 66313 as that section may be amended from time to time~~.

b. "Junior ADU" shall have the same meaning as that stated in the Government Code ~~section 66313(d) as that section may be amended from time to time~~.

c. A structure is considered "existing" if a building permit was issued and finalized before an ADU or JADU application is submitted under this section.

d. The terms "single-family dwelling" and "multifamily dwelling" exclude all detached accessory structures.

e. The term "single-family dwelling" is a dwelling (excluding any ADU or Junior ADU) that is not attached to another dwelling. Single-family dwellings may include detached single-family homes where there is more than one primary dwelling on a lot.

f. A "multifamily dwelling" is a dwelling (excluding any ADU or Junior ADU) within a multifamily dwelling structure.

g. A "multifamily dwelling structure" is a structure which contains at least two lawful dwellings within the structure, excluding ADUs and Junior ADUs.

Storage rooms, boiler rooms, passageways, attics, basements, garages and other non-habitable spaces are considered within a "multifamily dwelling structure" if such non-habitable spaces are within the same structure as at least two other multifamily dwellings.

(b) *Accessory dwelling units.*

(1) *Residential and mixed use zones only.* ADUs are permitted in single-family, multifamily, mixed-use zones (i.e., zones where single-family and/or multifamily dwellings are allowed), and within approved master plan sites with residential uses in other zones, and only on a legal lot with proposed or existing residential dwelling(s) which will remain on site. By way of illustration only, the zones where accessory dwellings are allowed are shown on the Citywide Land Use Matrix at section 13-30. If there is any conflict between the requirement that ADUs be approved in (and only in) zones where single-family and multifamily dwellings are allowed and the Land Use Matrix, the former shall control.

(2) Reserved.

(3) *Ministerial.* Any application for an ADU that meets the requirements of this section shall be approved ministerially by the city by applying the standards herein and without a public hearing or notice of decision or zoning approval. ~~in compliance with~~ The City shall determine application completeness and approve or deny the application with the procedures set forth in Government Code section 66317, including providing written notice if the application is incomplete or denied. ~~.~~

(4) *Maximum number of dwelling units.* The following is the maximum number of ADUs and or Junior ADUs allowed on any lot. Nothing in this section shall be construed to limit or prohibit the approval of ADUs authorized pursuant to Government Code sections 66314 and 66323, including ADUs either attached to, located within, detached from the proposed or existing primary dwelling(s) or located within an accessory structure, provided such units comply with applicable State law.

a. *Single-family.* One detached, ~~new construction~~ ADU, one conversion ADU, and one junior ADU may be permitted on a lot with a proposed or existing single-family dwelling subject to the following:

1. Conversion within a single-family dwelling.

(i) An ADU and Junior ADU may be within the existing footprint of a lawful single-family dwelling. Alternatively, an ADU may be within a lawfully constructed existing detached accessory structure; in this case up to 150 square feet may be added beyond the physical dimensions of the existing accessory structure solely to accommodate ingress and egress to the ADU; and

(ii) ADUs and Junior ADUs must have independent exterior access from the single-family dwelling, and have side and rear setbacks sufficient for fire safety; ~~and~~

2. *New ADU/JADU ~~construction~~ (attached or detached).* One new ~~construction~~ ADU may be permitted on a lot with proposed or existing single-family dwelling. One ~~new construction~~ Junior ADU may be allowed on the lot if the Junior ADU is to be in a single-family dwelling that meets all applicable legal standards.

b. *Multifamily.* One ADU is allowed within new construction residences where, after construction, there will be at least two residences on the lot (e.g. detached residential structures, duplexes, apartments); up to two ADUs are allowed with such structures pursuant to subsection 2, below. For lots with an existing legal multifamily dwelling (e.g., a legal non-conforming multifamily dwelling), the applicant may have ADU(s) pursuant to the following:

3. *Maximum ADUs within existing multifamily dwelling structure.* No more than 25%, with any partial unit rounded down) of the number of existing multifamily dwelling units on the lot, but at least one unit, shall be permitted as ADU(s) constructed within the enclosed non-livable space (e.g., a space in a dwelling not intended for human habitation, including living, sleeping, eating, cooking, or sanitation)) of the existing multifamily dwelling structures; or

4. *Maximum detached ADUs.* No more than eight detached ADUs are permitted, provided that the number of accessory dwelling units allowable pursuant to this clause shall not exceed the number of existing units on the lot. The units shall be detached from every residence on site (but need not be detached from each other) with the exception of one ADU, which may be attached to the multifamily dwelling structure. This section shall apply to detached structures that are converted and new construction detached ADUs. Conversion detached ADUs are not subject to height, setbacks, and maximum square footage; or

(5) *Maximum size.*

a. *Single-family.*

1. Detached. For lots with a proposed or existing single-family dwelling, a detached ADU shall not have more than 1,200 square feet.

2. Attached. An ADU attached to a single-family dwelling shall be no more than the greater of 50% of the square footage of the existing single-family dwelling or 1,000 square feet.

b. *Multifamily, new construction.*

1. Detached. For lots with an existing legal multifamily dwelling structure the maximum square footage for a detached ADU is 850 square feet or 1,000 square feet for an ADU that provides more than one bedroom, except as allowed in Government Code section 66323; or

2. Attached. For lots with an existing legal multifamily dwelling structure, an attached ADU shall not exceed the greater of 1,000 square feet or 50% of the average floor area of the existing multiple family dwelling units.

(6) *Minimum size.*

a. *ADUs may be efficiency units.* Notwithstanding the general limitation on efficiency units being no smaller than 220 square feet, ADUs may also be less than 220 square feet, provided that they are no smaller than 150 square feet, and comply with all other legal requirements.

(7) *Conversions of dwelling units.*

a. *Total conversion of single-family dwelling.* An entire existing single-family dwelling may be converted to an ADU if the ADU complies with all applicable requirements of this section and a new single-family residence with a total gross floor area exceeding that of the ADU is constructed in full compliance with code requirements.

b. *Partial conversion/addition.* A portion of the existing single-family or multifamily dwelling may be converted to an ADU with new additional square footage, which additional square footage shall comply with all standards applicable to the underlying zone, and all converted square footage shall comply with standards applicable to conversions. The maximum square footage of the ADU shall be based upon the size of the existing dwelling before construction of the ADU addition.

(8) *Short-term rentals prohibited. An ADU shall not be rented for periods of less than 31 days.*

(c) *Junior ADUs.*

(1) *Rule.* Junior ADUs shall comply with the requirements of this subsection, in addition to the requirements of subsection (d) of this section 13-35.

(2) *Maximum size.* A Junior ADU shall not exceed 500 square feet in gross floor area.

(3) *Owner occupancy requirement.* If a ~~The owner of a parcel proposed for a Junior ADU shall occupy as a primary residence either the primary dwelling unit or the~~ Junior ADU has shared sanitation facilities with the existing dwelling, the owner of the parcel shall occupy as a primary resident either the primary dwelling unit or the Junior ADU. Owner-occupancy is not required if the owner is a governmental agency, land trust, or "housing organization" as that term is defined in Government Code section 65589.5(k)(2)~~, as that section may be amended from time to time.~~.

(4) *Short-term rentals prohibited.* A Junior ADU shall not be rented for periods of less than 31 days unless otherwise authorized by ~~the municipal~~ this code.

(5) *Location of Junior ADU.* A Junior ADU shall be entirely within an existing or proposed single-family dwelling, including an attached garage.

(6) *Kitchen requirements.* A Junior ADU shall include an efficiency kitchen, including a cooking facility with appliances, outlet for a small refrigerator, food preparation counter and storage cabinets that are of reasonable size in relation to the size of the Junior ADU.

(7) *Parking.* No additional parking is required beyond that already required for the primary dwelling.

(8) *Fire protection; utility service.* For the purposes of any fire or life protection ordinance or regulation or for the purposes of providing service for water, sewer, or power, a Junior ADU shall not be considered a separate or new unit, unless the Junior ADU was constructed in conjunction with a new single-family dwelling. No separate connection between the Junior ADU and the utility shall be required for units created within a single-family dwelling, unless the Junior ADU is being constructed in connection with a new single-family dwelling.

(9) *Exterior and interior access.* The Junior ADU shall include an exterior entrance separate from the main entrance to the single-family dwelling. If the Junior ADU shares bathroom facilities with the main dwelling, the Junior ADU shall also have interior entry to the main dwelling's living area.

(d) *Development standards and requirements.* The following development standards shall not apply to a unit built subject to Government Code section 66323(a), which includes: (1) all converted ADUs (converted accessory structures are eligible for a 150 square foot expansion for purposes of ingress and egress); (2) all converted Junior ADUs (JADUs); (3) maximum 800-square-foot, new-construction, detached ADUs with four-foot side and rear setbacks and height not exceeding 18 feet (two additional feet of height may be permitted to accommodate a roof pitch on the ADU that is aligned with the roof pitch of the primary unit), with single-family primary dwellings; and (4) detached units with multifamily primary dwelling structures with four-foot side and rear setbacks and height not exceeding 18 feet (two additional feet of height may be permitted to accommodate a roof pitch on the ADU that is aligned with the roof pitch of the primary units). Otherwise, all other ADUs must comply with the following requirements unless the below standards and requirements preclude the development of an 800 square foot ADU with four-foot side and rear setbacks:

(1) *Ministerial project.* Any application for an ADU or Junior ADU that meets the requirements of this section or as permissible in Government Code section 66332 shall be approved without a public hearing.

(2) *Application by owner.* An application for a building permit for an ADU or Junior ADU building permit shall be made by the owner of the parcel on which the primary unit sits and shall be filed with the city on a city-approved application form and subject to the established fee set by city council resolution as it may be amended from time to time.

(3) *Separate sale prohibited.* Except as otherwise provided by law, ADUs and Junior ADUs may not be sold or otherwise conveyed separate from the primary residence.

(4) *Utilities.*

a. All ADUs and Junior ADUs must be connected to public utilities (or their equivalent), including water, electric, and sewer services.

b. Except as provided in subsection c immediately below, the city may require the installation of a new or separate utility connection between the ADU and the utility. For Junior ADUs, see subsection (c)(8), above.

c. No separate connection between the ADU and the utility shall be required for units created within a single-family dwelling, unless the ADU is being constructed in connection with a new single-family dwelling.

d. Each ADU and Junior ADU shall have a separate mailing address as assigned by the city.

(5) *Recorded covenants.* Prior to final inspection and occupancy of JADUs, the owner shall file with the county recorder, in a form approved by the city attorney, a covenant which does all of the following:

a. Prohibit the sale of Junior ADU separate from the single-family residence; and

b. Unless subsequently prohibited by an amendment to state law, the JADU shall be considered legal only as long as either the primary residence or the JADU is occupied by the owner of record unless the owner is another governmental agency, land trust, or housing organization; and

c. Restrict the JADU to the maximum size allowed by Municipal Code section 13-35, as it may be amended from time to time; and

d. Confirm that the restrictions shall be binding upon any successor in ownership of the property, and lack of compliance shall result in legal action against the property owner for noncompliance.

(6) *Passageway.* No passageway shall be required in conjunction with the construction of an ADU.

(7) *Building permits required.* Applications for ADUs and Junior ADUs shall conform to the requirements for, and shall obtain, a building permit consistent with the requirements of Title 5 (Buildings and Structures). By way of reference only, current requirements generally require all dwellings to have no less than 220 square feet. Fire sprinklers shall not be required for ADUs or JADUs if they are not required for the primary residence. The construction of an ADU or JADU alone shall not trigger the requirement for sprinklers in the primary residence.

(8) Setbacks.

a. *None.* No setbacks are required for either: (1) those portions of ADUs that are created by converting existing living area or existing accessory structures to a new ADU; or (2) constructing new ADUs in the same location, while not exceeding the existing dimensions of an existing structure, including height. Notwithstanding the foregoing, ADUs shall, at minimum, comply with

setbacks that are sufficient for fire and life safety.

b. *Other setbacks.* For all other ADUs, there shall be a minimum of setbacks of four feet from side and rear property lines and full compliance with all applicable front yard setbacks for the underlying zone (except as required by ~~(Cal. Gov't.~~ Government Code, ~~§~~ sections 66321~~, subd.~~ (b)(3)). Second floor ADUs shall provide setbacks in conformance with the underlying zone. All mechanical equipment associated with the ADU shall maintain the minimum setbacks.

c. *Distance between structures.* The minimum required distance between a detached ADU and the primary dwelling unit, and all other structures on the property, including garages, shall be six feet unless otherwise established by the California Building Code.

(9) *Height.* Except as authorized in subsection b, below, in no event may any portion of a new construction ADU exceed 27 feet or two stories. Furthermore, except as authorized in subsection a and b, below, an ADU shall be entirely only on the first floor.

a. *Second floor or two-stories.* An ADU on a lot which has an existing lawfully constructed dwelling, may be in whole or in part on a second floor, or be a two-story ADU, if all five of the following occur:

1. All portions of the ADU structure on a second floor are at least 25 feet from the front property line; and

2. Each stairwell for the ADU is interior or complies with subsection (10), below; and

3. The second floor of any portion of the ADU, if built above a detached garage, does not exceed the footprint of the garage; and

4. No windows are installed on the second floor on side elevations if such windows are within 25 feet of a neighboring dwelling and face the neighboring property unless such windows have a minimum sill height of at least five feet; and

5. The second floor (or the entire two story ADU as applicable) meets the setbacks applicable to additions for the underlying zone.

b. Within structure. The ADU is built entirely within either:

1. A proposed or existing lawfully constructed single-family dwelling, except that an external stairwell to the ADU which meets all requirements of this Code, including the requirements of subsection (10), below, may be constructed to allow access to the ADU; or

2. The non-habitable space of an existing multifamily structure or within an accessory structure on a lot with a multifamily structure.

(10) *Exterior stairways, balconies.*

a. *Exterior stairways.* A new exterior stairway to a second-floor ADU shall not be

located on a front facade within 20 feet of a property line abutting a public right of way. Second floor landings using an exterior stairway shall be kept to the minimum size required to comply with applicable codes. Stairways and landings shall incorporate screening materials ~~designed to eliminate views into abutting properties~~. Stairways and landings, which exceed building code minimum sizes, are prohibited. Stairways and landings shall not be counted toward residential open space requirements.

b. *Balconies.* New balconies which face the street and are located at the front of the main residential structure are permitted provided that the balcony be set back a minimum of 20 feet from the front property line. On corner properties, balconies may face the side street provided that they maintain the setback for the underlying zone. Balconies within 25 feet of a neighboring residence shall incorporate screening to ensure there are no direct views into the abutting property. New construction balconies that are not facing the front of the property or a side street, are prohibited.

c. *Roof decks.* No new roof decks are allowed for ADUs.

(11) *Architectural standards.*

a. Attached and detached ADUs. Attached and detached ADUs shall have the same materials, finishes, and colors as the primary dwelling.

b. New construction Junior ADUs. New construction Junior ADUs shall match exterior appearance with the primary unit in terms of materials, finishes, and colors within the same property on which it is proposed to be constructed.

(12) *Recommended garage conversion design considerations.*

a. *Blank facade.* When a garage is converted to an ADU, if the facade of the converted garage is visible from a public right-of-way, the following design considerations are recommended:

1. Be covered with landscaping that covers at least 50% of the wall, or

2. Include openings of at least 10% of the facade with at least one door that complies with section (13) below or one window which matches the material and design of the existing windows on the residence.

(13) *Driveway removal.* If a driveway leading to a garage being converted to an ADU is removed, it must be replaced with landscaping or open space, and the curb cut and driveway apron must be removed and replaced with a curb and gutter and parkway which meets city standards. If a driveway is partially removed, the remaining driveway must provide the minimum parking dimensions per subsection (15) below.

(14) *Entry.* The entrance to an ADU or Junior ADU shall match the materials and color of the primary residence(s), not be located on the same building elevation as the main entrance of the primary residence(s) and shall be located along the building side, rear, or within the interior of the property, unless the ~~economic and development services~~ Community Development ~~d~~Director approves an alternative configuration due to unique development

circumstances.

(15) *Parking.*

a. The owner may provide parking that is at least eight and a half (8.5) feet wide and 18 feet long and may be provided as:

1. Tandem parking on an existing driveway in a manner that does not encroach onto a public sidewalk; or

2. Within a setback area or in locations determined feasible by the city. Locations will be determined infeasible based upon specific site or regional topographical or fire and life safety conditions, or that such parking is not permitted anywhere else in the city.

b. When any parking space or parking structure is converted or demolished in conjunction with the construction of an ADU or converted to an ADU, the off-street parking spaces do not have to be replaced, notwithstanding any other provision of this code to the contrary (e.g., the definition of "driveway" in section 13-6, Table 20-8(c) a driveway does not lose its status as a lawful "driveway" if it leads to a structure that was either converted from a garage into either an ADU or Junior ADU or demolished in conjunction with the construction of an ADU or Junior ADU. In no event shall the demolition of a parking space or parking structure be considered "in conjunction with" the construction of an ADU if the ADU will not be constructed within any portion of the footprint of the demolished garage.

(16) *Non-conforming.* The city shall not require, as a condition of a permit for an ADU or Junior ADU the correction of nonconforming development standards.

(17) *Open space and landscaping.* ADUs which exceed 800 square feet in gross floor area shall meet the open space requirements of section 13-32 and shall be subject to provide landscaping as required in section 13-106.

(Ord. No. 11-10, § 1, 9-20-11; Ord. No. 18-03, § 5, 1-16-18; Ord. No. 21-03, § 3,3-2-21; Ord. No. 23-03, § 2, 2-21-23; Ord. 2025-02, 4/1/2025; Ord. 2025-07, 10/21/2025)

§ 13-36. Two-unit housing development.

(a) For purposes of this section, the following definition shall apply:

(1) "Housing development" shall mean no more than two primary residential units within a single-family zone that meets the requirements of this section. The total number of units, including ADUs and JADUs, shall not exceed four.

(b) The city shall ministerially approve a housing development containing no more than two residential units if it meets the following requirements:

(1) The parcel is located within a single-family residential zone.

(2) The parcel is located at least partially in an urbanized area or urban

cluster as designated by the United States Census Bureau.

(3) The parcel is not located in any of the following areas and does not fall within any of the following categories:

a. A historic district or property included on the State Historic Resources Inventory, as defined in section 5020.1 of the Public Resources Code, or within a site that is designated or listed as a city landmark or historic property or district pursuant to a city ordinance.

b. Prime farmland or farmland of statewide importance as further defined in Government Code section 65913.4(a)(6)(B).

c. Wetlands as defined in the Unites States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

d. A hazardous waste site that is listed pursuant to section 65962.5 or a hazardous waste site designated by the Department of Toxic Substances Control pursuant to section 25356 of the Health and Safety Code, unless the State Department of Public Health, State Water Resources Control Board, or Department of Toxic Substances Control has cleared the site for residential use or residential mixed uses.

e. A delineated earthquake fault zone as determined by the State Geologist in any official maps published by the State Geologist, unless the development complies with applicable seismic protection building code standards adopted by the California Building Standards Commission under the California Building Standards Law and by the city's building department.

f. A special flood hazard area subject to inundation by the one percent annual chance flood (100-year flood) as determined by the Federal Emergency Management Agency (FEMA) in any official maps published by FEMA. If an applicant is able to satisfy all applicable federal qualifying criteria in order to provide that the site satisfies this subparagraph and is otherwise eligible for streamlined approval under this section, the city shall not deny the application on the basis that the applicant did not comply with any additional permit requirement, standard, or action adopted by the city that is applicable to that site. A development may be located on a site described in this subparagraph if either of the following are met:

1. The site has been subject to a Letter of Map Revision prepared by FEMA and issued to the city; or

2. The site meets FEMA requirements necessary to meet minimum flood plain management criteria of the Nation Flood Insurance Program as further spelled out in Government Code section 65913.4(a)(6)(G)(ii);

g. A regulatory floodway as determined by FEMA in any of its official maps, published by FEMA unless the development has received a no-rise certification in accordance with 44 C.F.R. § 60.3(d)(3). If an applicant is

able to satisfy all applicable federal qualifying criteria in order to provide that the site satisfies this subparagraph and is otherwise eligible for streamlined approval under this section, the city shall not deny the application on the basis that the applicant did not comply with any additional permit requirement, standard, or action adopted by the city that is applicable to that site.

h. Lands identified for conservation in an adopted natural community conservation plan, habitat conservation plan, or other adopted natural resource protection plan as further spelled out in Government Code section 65913.4(a)(6)(I).

i. Habitat for protected species identified as candidate, sensitive, or species of special status by state or federal agencies, fully protected species, or species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with section 1900) of Division 2 of the Fish and Game Code).

j. Lands under a conservation easement.

(4) The proposed housing development would not require demolition or alteration of any of the following types of housing:

a. Housing that is subject to a recorded covenant, ordinance or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income;

b. Housing that is subject to any form of rent or price control by the city;

c. A parcel or parcels on which an owner of residential real property exercised rights under Government Code section 7060 et seq. to withdraw accommodations from rent or lease within 15 years before the date of the application; or

d. Housing that has been occupied by a tenant in the last three years.

(5) Demolition of an existing unit shall not exceed more than 25% of the existing exterior structural walls unless the site has not been occupied by a tenant in the last three years.

(c) *Standards and requirements.* Except where superseded by the following provisions, two-unit housing development pursuant to Government Code section 65852.21 shall comply with development standards applicable to the R1 Single-Family Residential District including, but not limited to, Section 13-32 of this code:

(1) No setback shall be required for an existing structure or a structure constructed in the same location and to the same dimensions as an existing structure.

(2) Except for those circumstances described in subsection (c)(1) above, the setback for side and rear lot lines shall be four feet. The front setback shall be as set forth in the R-1 Single-Family Residential District standards.

(3) The applicant shall provide easements for the provision of public services and facilities as required.

(4) All lots shall have a minimum street frontage of 10 feet to provide for vehicular access, or 16-foot if the driveway serves two units. For a lot without physical street frontage, access to street frontage shall be provided by the granting of a duly recorded permanent easement for ingress and egress purposes in favor of the lot without physical street frontage.

(5) In order to preserve the city's inventory of on-street parking, existing and proposed development pursuant to Government Code section 65852.21 shall be limited to one driveway ingress/egress per resultant lot.

(6) Required off-street parking shall consist of at least one garage space per unit and the location and configuration of such parking shall be in compliance with the provisions of this code, except that no parking requirements shall be imposed in either of the following circumstances:

a. The parcel is located within one-half mile walking distance of either a high-quality transit corridor as defined by Public Resources Code section 21155(b) or a major transit stop as defined in Public Resources Code section 21064.3; or

b. There is a car share vehicle located within one block of the parcel.

(d) The city shall not require or deny an application based on any of the following:

(1) The city shall not impose any objective zoning, subdivision, or design review standards that would have the effect of physically precluding the construction of two units on either of the resulting parcels or that would result in a unit size of less than 800 square feet. If the city determines that the strict application of objective zoning, subdivisions or design standards would physically preclude the development of two units on a lot each with a minimum unit size of 800 square feet, the city may ministerially allow deviations from development standards generally applicable to the R-1 zoning district pursuant to city policies and/or regulations implementing this section if such deviation is in compliance with applicable building and fire code standards and regulations and if there are no other feasible means of complying with state law.

(2) The city shall not deny an application solely because it proposes adjacent or connected structure provided that that all building code safety standards are met and they are sufficient to allow a separate conveyance.

(e) An applicant shall be required to sign an affidavit in a form approved by the city attorney to be recorded against the property stating the following:

(1) That the uses shall be limited to residential uses.

(2) That the rental of any unit created pursuant to this section shall be for a minimum of 31 days.

(3) That the maximum number of units to be allowed on the parcels is two, including, but not limited to, units otherwise allowed pursuant to density bonus provisions, accessory dwelling units, junior accessory dwelling units, or units allowed pursuant to section 13-35.

(f) The city may deny the housing development if the building official makes a written finding, based upon a preponderance of the evidence, that the proposed housing development project would have a specific, adverse impact, as defined and determined in Government Code section 65589.5(d)(2), upon the public health and safety or the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.

(g) The provisions of this section supersede any contrary provisions contained elsewhere in this code.

(Ord. No. 21-20, § 1, 12-7-21; Ord. 2025-07, 10/21/2025)

§ 13-37. Large family day care homes.

Applications for large family day care homes shall be submitted to the planning division for development review per Chapter III, Planning Applications, prior to the commencement of the use. A large family day care home may only be permitted in a single-family dwelling and shall not be located within 700 feet of an existing large family day care home on the same street or block, unless the applicant applies for and obtains approval of a minor conditional use permit. Pursuant to section 1597.46 of the State Health and Safety Code, a large family day care home shall not be subject to provisions of the California Environmental Quality Act.

The city council may adopt general standards that may be applied to large family day care home applications on a case-by-case basis. The final review authority may use these standards to impose conditions upon the approval to achieve the purposes set forth in section 13-31 and to maintain neighborhood stability and cohesiveness.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 02-5, § 1a, 3-18-02)

§ 13-38. Additional property development standards for ~~the multiple-family~~ residential districts.

(a) With the exception of projects in the R-1 Single-Family Residential District, i~~I~~f the proposed residential project is to be located in proximity to a freeway, major arterial, airport or any other source of significant noise, an acoustical evaluation of the working drawings may be required to be submitted by an acoustical engineer for approval by the city. The noise levels shall certify that the construction will reduce interior noise levels to 45 CNEL and exterior noise levels to 65 CNEL.

(b) Windows above the first floor shall not directly align with windows of dwelling units on an abutting lot. Windows located within 20 feet of an adjacent dwelling unit shall be horizontally offset by a minimum of 12 inches (measured from the interior edge of the window) so as not to produce a direct line-of-sight into adjacent dwelling units unless use of privacy glass, clerestory windows with a minimum sill height of 5 feet, or glass block, ~~or permanent landscaping~~ is employed to block views.

~~(a) (Reserved)~~

(c) Additional conditions or special requirements may be reasonably applied by other city departments (e.g., fire department) to ensure that the proposed residential development is compatible and harmonious with existing developments in the vicinity, and to protect the public health, safety and general welfare. If such conditions are applied, the conditions must be fulfilled or a security posted to ensure completion of the conditions to the satisfaction of the appropriate department prior to final occupancy.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 01-16, § 1h., 6-18-01; Ord. No. 02-9, § 1b,7-1-02)

§ 13-38.1. Affordable housing requirements for new residential developments.

For any proposed residential or mixed-use project with 50 or more dwelling units, the affordable housing requirements set forth in Chapter XVII (Affordable Housing Ordinance) shall apply unless otherwise exempted.

(Ord. No. 2024-02, 8/6/2024)

Chapter V, Article 2 of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and underline text denotes text being added.

Chapter V Development Standards

Article 2 Residential Common Interest Developments

§ 13-~~39~~41.1. Purpose.

The purpose of this article is to regulate the placement of residential common interest development projects and the conversion of existing apartments to common interest developments consistent with the type of ownership and occupancy of such projects pursuant to applicable laws for the general health, safety and welfare of the public.

(Ord. No. 07-17, § 1e., 10-2-07)

§ 13-~~40~~41.2. Planning applications required.

(a) Residential common interest development projects are permitted in appropriate residential or planned development zones or the mixed-use overlay district, subject to the approval of the following planning application, as applicable. This requirement is in addition to other permits or certificates required by law.

(1) All new residential common interest development projects shall be processed according to the ~~design review~~ procedures contained in Chapter III Planning Applications.

(2) Conversion of occupied or previously occupied apartment complexes to residential common interest development projects shall be subject to sections 13-41, residential common interest development standards and requirements and 13-42, residential common interest development conversions and shall be processed according to the residential common interest development conversion procedures contained in Chapter III Planning Applications.

(3) (Reserved)

(4) All residential common interest development projects require the approval of tentative or final tract or parcel maps as required by law. A tentative tract map or parcel map shall not be required until either ~~a design review or~~the residential common interest development ~~conversion~~ has been approved; however, the map may be processed concurrently.

(b) No person shall construct, sell, lease, convey, maintain or use a new or newly converted residential common interest development project within the city without first complying with the provisions of this article.

(Ord. No. 07-17, § 1e., 10-2-07)

§ 13-~~41~~41.3. Residential common interest development standards and requirements.

(a) ***Applicability***. The provisions of this section shall apply to all proposed new residential common interest development projects and the conversion of existing apartments to residential common interest developments.

(b) ***Development standards.*** Table 13-41(b) identifies the development standards for residential common interest developments. Projects shall also comply with the applicable site, landscaping, parking, and subdivision requirements of this Zoning Code, including, but not limited to, Chapter V Development Standards, Chapter VI Off-Street Parking Standards, Chapter VII Landscaping Standards, and Chapter XI Subdivisions, as well as the Citywide Multifamily Residential and Mixed-Use Objective Design Standards. ~~See also Article 9 General Site Improvement Standards of this chapter for additional requirements.~~ Projects shall comply with all applicable standard plans and specifications and adopted city and state codes, as well as the following provisions:

~~(1)~~(c) The location and orientation of all buildings shall be designed and arranged to preserve natural features by minimizing the disturbance to the natural environment. Natural features such as trees, groves, waterways, scenic points, historic spots or landmarks, bluffs or slopes shall be delineated on the site plan and considered when planning the location and orientation of buildings, open spaces, underground services, walks, paved areas, playgrounds, parking areas and finished grade elevations.

~~(2) All structures proposed to be constructed within a project shall conform to the following requirements:~~

~~a. Structures having dwelling units attached side by side shall avoid the long-row effect by being composed of no more than six dwelling units. Alternative designs which accomplish the same purpose may be approved by the final review authority.~~

~~b. Structures having dwelling units attached side by side shall avoid the long-row effect with a break in the facade by having an offset in the front building line of at least four feet for every two dwelling units within such structure. Alternate designs which accomplish the same purpose may be approved by the final review authority.~~

~~c. Consideration shall be given to the effect of proposed development on the light, air and privacy of adjacent properties.~~

~~(3)~~(d) Outside uncovered and unenclosed storage of boats, trailers, recreational vehicles and other similar vehicles shall be prohibited unless specifically designated areas for the exclusive storage of such vehicles are set aside on the final master plan and provided for in the association's covenants, conditions, and restrictions. Where such areas are provided, they shall be enclosed and screened from view on a horizontal plane from adjacent areas by a combination of six-foot high opaque fences and permanently maintained landscaping.

~~(4) For high-rise residential projects, see the North Costa Mesa Specific Plan for additional development standards.~~

~~(5) The developer shall install an on-site lighting system in all parking areas, vehicular access ways, and along major walkways. The lighting shall be directed onto driveways~~

~~and walkways within the project and away from dwelling units and adjacent properties, and shall be of a type approved by the development service department.~~

~~(c)~~(e) The development shall comply with the provisions of Chapter XI. Subdivisions, which may include, but are not limited to, land dedication and improvements, such as drainage improvements and payment of fees.

TABLE 13-41(b)

RESIDENTIAL COMMON INTEREST DEVELOPMENT STANDARDS

STANDARDS	SINGLE-FAMILY UNITS (located on individual dwelling unit lots and excluding townhouses)	OTHER UNITS
Individual Dwelling Unit Minimum Lot Area	All zones: 3,000 square feet with an overall average of 3,500 square feet. The required common lot shall not be included in the calculation of lot area. Note: Lot sizes may be reduced proportionately if other useable open space is provided within the overall development.	No minimum requirement.
Common Lot Required	All projects shall be designed with a minimum of one lot to be held in common ownership and maintained by a homeowners association. This lot shall be used for common driveways, parking areas, and at least 10 feet of street setback landscaped areas.	
Maximum Number of Stories & Building Height	2 stories/27 feet, except as allowed in the Planned Development or Town Center zoning districts. Note: Lofts, as defined in section **13-6**, without exterior access and having only clerestory windows will not be regarded as a story. See also Attic discussion below.	
Attics	Attics shall not be heated or cooled, nor contain any electrical outlets or operable windows. In zoning districts where the maximum number of stories is two stories, attics above second stories shall be an integral part of the second story roofline and not appear as a 3rd story on any building elevation. Windows in any attic space above the second story shall be incidental and limited to a dormer style.	
Maximum Density (based on gross acreage)	Same as underlying zoning district or as specified in an applicable specific plan.	
Minimum Open Space Development Lot	40% of total lot area~~. *Exception:* For high-rise residential projects, see the North Costa Mesa Specific Plan.~~, or as required in an applicable Specific Plan.	
Individual Dwelling Unit Lot	40% overall, with a minimum 400 square-foot area with no dimension less than 15 feet.	Not applicable.

TABLE 13-41(b) **RESIDENTIAL COMMON INTEREST DEVELOPMENT STANDARDS**		
STANDARDS	**SINGLE-FAMILY UNITS (located on individual dwelling unit lots and excluding townhouses)**	**OTHER UNITS**
Private Open Space	Same as individual dwelling unit lot above.	An adjoining patio required with no dimension less than 10 feet. *Exception:* Not applicable to high-rise residential projects in the North Costa Mesa Specific Plan.
Common Open Space	Common open space areas shall be designed and located within the development to allow maximum use by all residents. Enclosed buildings used for recreation or leisure facilities should not be used to satisfy more than 15 percent of required open space.	
Distance Between Buildings	10-foot minimum between main buildings 6-foot minimum between main buildings and accessory structures	
Driveway Width	10-foot minimum, except 16-foot minimum driveway is required if the driveway serves tenants and/or guest parking for more than one dwelling unit.	
Driveway Length	Straight-in driveways to garages shall have a minimum length of 19-feet from the ultimate property line.	
Storage	Not applicable.	Each unit shall be provided with 200 cubic feet of securable storage exterior to the unit. If this storage is provided within the garage or carport it shall be located at the front of the parking area so as not to obstruct the required clear dimensions of the covered parking space (per the City of Costa Mesa Parking Design Standards) at any point less than 4 feet above the finished surface level of the parking stall. *Exception:* Not applicable to high-rise residential projects in the North Costa Mesa Specific Plan.
Mechanical equipment, excluding antennas and flush-mounted solar panels on roofs	Roof-top location is prohibited.	Screening required from public rights-of-way and adjacent properties.
SETBACKS FOR MAIN BUILDINGS AND ACCESSORY BUILDINGS AND STRUCTURES (Minimum distances given, unless otherwise noted. All setbacks from streets to development lots are measured from the ultimate property line shown on the Master Plan of Highways.)		

TABLE 13-41(b) **RESIDENTIAL COMMON INTEREST DEVELOPMENT STANDARDS**		
STANDARDS	**SINGLE-FAMILY UNITS (located on individual dwelling unit lots and excluding townhouses)**	**OTHER UNITS**
Front Development Lot	20 feet	20 feet
Individual Dwelling Unit Lot	None	Not applicable
Side (interior) Development Lot	5 feet	
Side (street side, if applicable) Development Lot	10 feet Note: Driveways providing straight-in access from a public street to a garage shall be at least 19 feet long, as measured from the property line.	
Rear (not abutting a publicly dedicated alley) Development Lot	20 feet for 2 story structures in R2-MD and R2-HD zones; 15 feet for 2 story structures in the R-3 zone. 10 feet for 1 story structures (15-foot maximum height) provided that maximum rear yard coverage is not exceeded. *Exception:* Rear yard coverage does not apply to the R-3 zone. *Note:* Accessory structures that do not exceed 15 feet in height may have a zero rear yard setback, except on corner lots. Corner lots in the R2-MD, R2-HD & R3 zones: a. Where the rear property line of a corner lot adjoins the side property line of another lot, no detached accessory structure shall be allowed on the corner lot, except within the rear quarter of the corner lot farthest from the side street. b. Where the rear property line of a corner lot abuts a public or private street, accessory structures shall maintain setbacks for main structures.	
Rear Yard Coverage (maximum) in the R2-MD and R2-HD zones	Main Buildings: 25% of rear yard area.* Accessory Buildings: 50% of rear yard area.* * Rear yard area equals lot width, measured from side property line to side property line, multiplied by 20 feet.	
Rear Abutting a Publicly Dedicated Alley	5 feet; however, garages may be required to set back further to ensure adequate back up distance. Rear Yard Coverage does not apply. Note: Accessory structures that do not exceed 15 feet in height may have a zero rear yard setback, except on corner lots where accessory structures shall maintain setbacks for main structures.	
Bluff Top Setback	No building or structure closer than 10 feet from bluff crest (see section **13-34** BLUFF-TOP DEVELOPMENT).	
PROJECTIONS (maximum depth of projections given)		
Roof or Eaves Overhang; Awning	2 feet 6 inches into required side setback or building separation area. 5 feet into required front or rear setback.	

TABLE 13-41(b) **RESIDENTIAL COMMON INTEREST DEVELOPMENT STANDARDS**		
STANDARDS	**SINGLE-FAMILY UNITS (located on individual dwelling unit lots and excluding townhouses)**	**OTHER UNITS**
Open, unenclosed stairways	2 feet 6 inches into required setback or building separation area.	
Chimneys	2 feet above maximum building height.	
Fireplaces	2 feet into required setback or building separation area.	
PARKING (See CHAPTER VI)		
2-car garage required	Yes	Not required.
Automatic roll-up garage door with remote controlled door opener required	Yes	Yes, if garages are provided.
~~Location of Covered Parking~~	~~Required covered tenant parking shall be located within a reasonable distance of the unit it serves. Detached garages that are not located within a reasonable distance to the units they are intended to serve are prohibited.~~	
LANDSCAPING		
A detailed landscape plan prepared pursuant to CHAPTER VII LANDSCAPING STANDARDS shall be approved by the Planning Division prior to issuance of any building permits.		
Landscape parkways with a combined width of 10 feet, but not less than 3 feet on one side, shall be provided along the sides of interior private streets and/or common driveways. The parkway on the house side of private streets or common driveways shall be a minimum of 5 feet in width.		
SIGNS (See CHAPTER VIII)		
POOLS AND SPAS		
Above-ground pools and spas shall not be located in the required front yard setback from a public street and are subject to 5-foot side and 10-foot rear yard setbacks for main structures. Additional setbacks may be applicable pursuant to building code requirements.		
FENCES AND WALLS		
Fences and walls placed between the property line and required setback line for main buildings shall conform to the City's walls, fences, and landscaping standards. See ARTICLE 9 GENERAL SITE IMPROVEMENT STANDARDS of this chapter for further information.		
MULTIFAMILY RESIDENTIAL AND MIXED-USE OBJECTIVE DESIGN STANDARDS Multifamily units (including townhouses) shall comply with the applicable requirements of the Citywide Multifamily Residential and Mixed-Use Objective Design Standards.		

~~(d)~~(f) ***Documents required.***

(1) A project may be approved subject to submission of all organizational documents setting forth a plan or manner of permanent care and maintenance of open spaces, recreational areas, and common facilities pursuant to state law (Cal. Civ. Code §§ 1350-1359). No such documents shall be acceptable until approved by the city attorney as to legal form and effect, and by the planning division as to suitability for the proposed use of the open areas.

(2) The developer shall file a declaration of covenants to be submitted with the application for approval, which will govern the association. The provisions shall include, but not be limited to, the following:

a. The homeowners' association shall be established prior to the sale of any unit(s).

b. Membership shall be mandatory for each owner and any successive owner.

c. Provisions to restrict parking upon other than approved and developed parking spaces and to require that garages be kept available for tenant parking shall be written into the covenants, conditions and restrictions for each project.

d. If the development is constructed in increments or phases which require one or more final maps, reciprocal covenants, conditions, and restrictions and reciprocal management and maintenance agreements shall be established which will cause a merging of increments as they are completed, and embody one homeowners' association with common areas for the total development.

e. The declaration of covenants shall contain language or provisions substantially as follows:

i. The covenants, conditions and restrictions of this declaration shall run to the City of Costa Mesa insofar as they shall apply to the maintenance of the "common areas" as herein defined.

ii. In the event the association or other legally responsible person(s) fail to maintain the common area in such manner as to cause same to constitute a public nuisance, the city may, upon proper notice and hearing, institute summary abatement procedures and impose a lien for the costs of such abatement upon the common area, individual units or the whole thereof as provided by law.

(Ord. No. 07-17, § 1e., 10-2-07; Ord. 2025-07, 10/21/2025)

§ 13-~~42~~41.4. Residential common interest development conversions – Additional standards.

(a) ***Applicability.*** The provisions of this section shall apply to all conversions of occupied or previously occupied apartments to residential common interest developments proposed on a real property within the appropriately zoned districts. These provisions are in addition to those set forth in section 13-41, residential common interest developments standards and requirements. To request a conversion, the applicant must provide evidence that the proposed project complies with the following requirement:

(1) If new or recent construction, the apartment complex has received final building permit approvals from the city.

(b) ***City council findings.***

(1) The city council finds and declares that that the conversion of existing apartment buildings into common interest development projects may diminish the supply of rental housing and displace residents unreasonably.

(2) The city council further finds to avoid the foregoing problems and to reduce the displacement of long-term residents, particularly senior citizens and low-and moderate-income families and families with school-age children, the city council finds and declares it necessary and proper to regulate such conversions by the provisions herein for the health, safety, and welfare of the general public.

(3) The city council further finds it is the intent of these regulations to protect the interests of the community and prospective purchasers by requiring the applicant to provide certain information regarding the condition of the structure and to require reasonable improvements to ensure quality and to protect the health, safety, and general welfare of the public.

(4) The city council further finds that conversion of occupied or previously occupied residential apartments to condominiums (residential common interest developments) shall be prohibited from and after December 31, 2011, for any project which does not meet each and every development standard for common interest developments in place at the time of the proposed conversion, including by [but] specifically not limited to, number of parking spaces, on-site open space, landscaping and setbacks.

(c) **(Reserved)**

(d) ***Inspection fee.*** The applicant shall pay an inspection fee, established by the city council, to determine compliance of the existing units with all appropriate building codes as noted in section 13-42(f)(2).

(e) ***Documents required.*** The applicant shall submit the following documents in addition to those set forth in section 13-41(c) residential common interest developments. To the extent applicable, the following report requirements may be satisfied by submission of copies of similar reports filed with state agencies. The reports shall include information on what improvements, if any, shall be accomplished by the applicant and when such improvements shall be completed.

All improvements cited in the reports, whether required or voluntary, shall be placed as conditions of approval in conjunction with the approval of the request to convert apartments to a common interest development and shall be completed prior to recordation of the subdivision map.

(1) *Tenant rights.* Written proof of compliance with the requirements of applicable state statutes regarding the rights of existing tenants of the project.

(2) *Structural report.* A detailed structural report by a California-registered structural or civil engineer identifying the following information:

a. Date of original construction of all structures.

b. Any evidence of soils problems.

c. The condition of the building foundations, walls, ceilings, windows, doors, recreational facilities, parking facilities, and drainage facilities.

d. The condition of refuse disposal facilities; swimming pools, saunas/spas, fountains; fireplaces; and exterior lighting.

e. Compliance of all bedroom windows with the current California Building Code dimensions for emergency egress. Non-compliant windows shall be identified for replacement or other appropriate remediation.

f. Certification that all walls and floor/ceiling assemblies comply with current code requirements for sound transmission. Non-compliant walls and floor/ceiling assemblies shall be identified for replacement or other appropriate remediation.

g. Certification that the building's wood frames, sill plates, anchor bolts, connections, and foundation have been inspected and have a minimum life of 25 years and that all substandard elements have been identified for replacement or other appropriate remediation.

(3) *Pest report.* A report by a California-licensed structural termite and pest control specialist certifying whether or not all attached or detached structures are free of infestation and structural damage caused by pests and/or dry rot. The report shall describe what procedures are necessary to eliminate infestation or damage, if present.

(4) *Paint report.* A report by a California-licensed painting contractor verifying the condition of the paint on all building interior and exterior surfaces. A statement that new paint will be applied on all building interior and exterior surfaces may take place of the paint report. The statement shall include the brand name of the paint and the exterior colors to be used. For exterior surfaces, a minimum of three colors should be applied.

(5) *Mold report.* A report by a California-licensed mold specialist certifying whether or not all attached or detached structures are free of mold. The report shall describe what procedures are necessary to eliminate mold, if present.

(6) *Mechanical equipment report.* A report by a California-registered mechanical engineer certifying that all appliances and mechanical equipment for heating and cooling comply with the current California Mechanical Code. The proper measures to remediate any noncompliant appliances and mechanical equipment shall be identified.

(7) *Electrical report.* A report by a California-registered electrical engineer certifying that all electrical systems comply with the California Electrical Code. The proper measures to remediate the noncompliant system components shall be identified.

(8) *Plumbing report.* A report by a California-licensed plumbing contractor certifying that all plumbing systems comply with the current California Plumbing Code. All above ground plumbing that does not comply with the current code shall be identified for replacement. Included in this report shall be plumbing systems associated with any swimming pool, sauna, spa, and/or fountain. A camera test of the sewer lateral shall also be conducted under the direction of the applicable sanitary district, and any substandard sewer laterals shall be identified for replacement by the sanitary district. Onsite sewer clean-outs shall be indicated for installation pursuant to the direction of the applicable sanitary district.

(9) *Roof report.* A report by a California-licensed roofing contractor verifying that the roofs of all structures have an estimated remaining physical life of at least 25 years. A statement that new roof material will be applied may take place of the roof report. The statement shall include the specifications of the proposed roofing material.

(10) *Asbestos report.* A report by a California-licensed asbestos specialist indicating that the property does not pose any health hazards related to asbestos. The proper measures to remediate asbestos shall be identified, if necessary. This report is only required for buildings that were constructed prior to 1980.

(f) ***Review procedures.*** The following are processing requirements in addition to those set forth in Chapter III Planning Applications.

(1) Upon receipt of the application and all required documents, the planning division shall submit copies of applicable reports or documents to the fire department, building safety division and other appropriate departments.

(2) The ~~development services~~ Community Development ~~d~~Director shall require an inspection of all buildings and structures in the existing development. An inspection report shall be prepared at or under his/her direction identifying all items found to be in violation of current code requirements for such buildings or structures, or found to be hazardous.

(3) The fire marshal may inspect the project to determine the sufficiency of fire protection systems serving the project and report on any deficiencies.

(4) The planning division may submit copies of such documents required in subsection (e) to other departments for their review and requirements.

(5) The planning division shall review the property report submitted by the applicant and may require its revision and resubmission if found inadequate in providing the required information.

(6) The planning division shall keep and maintain the copies of all required reports, as public records, for no less than five years, and shall send copies to the California Real Estate Commissioner as may be required by law.

(7) A final inspection report shall be made by the building official, upon request of the applicant, indicating the compliance with all the imposed requirements.

(g) ***Approval criteria.***

(1) The final review authority shall utilize the development standards and requirements of this article as criteria in the approval of the conversion as herein provided.

(2) No residential common interest development conversion shall be approved until all required documents have been submitted, reviewed and found to comply with the provisions of applicable state law and this zoning code.

(3) All dwelling units shall be required to comply with current requirements for energy insulation, sound transmission control, and fire detection systems.

(4) The city council may adopt general standards that may be applied to residential common interest development conversion applications on a case-by-case basis. The final review authority may use these standards to impose conditions of approval on residential common interest development conversion applications to achieve the purpose of this article.

(h) ***Conversion standards.*** The project shall be brought into compliance with the following minimum construction standards, unless the building official approves an alternate method of construction. Prior to recordation of the subdivision map, applicable building permits shall be obtained, and all improvements shall be constructed, inspected, and receive final city approval for the required improvements in this section and for any health and safety code violations.

(1) ***Life safety standards.*** The following improvements shall be provided in accordance with the provisions of the California Building Code or any successor statute or regulation, unless otherwise noted.

a. Draft stops shall be installed in conformance with the current California Building Code.

b. Each unit shall have access to the electrical branch circuits that serve the unit, and each unit shall have a minimum 100-amp service.

c. Smoke detectors shall be installed and operating. All existing hard-wired units shall be in working order and any additional smoke detectors that are required by code shall be installed.

d. Ground fault circuit interrupter protection shall be provided where required by the currently adopted electrical code.

e. Buildings that contain three or more stories or 16 or more dwelling units shall be provided with both a manual and an automatic fire alarm system in public areas.

f. Doors opening into public corridors shall conform to code requirements, including being self-closing and latching.

g. Interior doors opening into enclosed stairways shall be fire rated and self-closing and latching.

h. All public corridors shall have illuminated exit signs indicating the path of travel along the exit system and emergency backup power shall be provided for the exit signs.

i. Emergency backup power shall be provided for egress lighting in all public areas, including corridors, stairways, lobbies, attached parking garages and elevator cabs and shall provide a minimum illumination of one foot-candle at the floor level.

j. When applicable, a means of two-way communication shall be provided between all elevator cabs and the outside of the elevator.

k. Portable fire extinguishers shall be provided in accordance with the California Fire Code or any successor statute or regulation.

(2) ***Plumbing requirements.*** The following improvements shall be provided in accordance with the provisions of the California Plumbing Code or any successor statute or regulation.

a. A temperature and pressure relief valve shall be provided for all water heaters.

b. Water heaters shall be seismically braced with a minimum of two straps.

c. Water heaters shall be properly vented to the outside and shall be provided with sufficient combustion air.

d. Potable water shall have a backflow protection where necessary to prevent potential cross connection.

e. Dishwashers shall be connected to the drainage system through an approved air gap fitting.

(3) ***Security requirements.*** The following improvements shall be provided in accordance with the provisions of the California Building Code or any successor statute or regulation.

a. Openings into individual dwelling units shall comply with the security provisions.

b. Doors will be equipped with appropriate deadbolt locks.

c. Required egress windows in sleeping rooms shall not be blocked by a security grill or grate, unless it has an approved release device.

(4) ***Compliance with zoning code provisions.*** With the exception of density standards, the project shall comply with all requirements of this zoning code, including but not limited to building setbacks, distance between buildings, parking, open space, and landscaping requirements, unless any zoning code requirement is superseded by an adopted specific plan or ~~urban plan~~overlay. The final review authority may approve a deviation from a zoning code standard in conjunction with the review of the conversion request, in conformance with the findings in section 13-29(g)(10) and provided that the following minimum standards are met.

a. If existing onsite parking does not conform to current requirements, at a minimum two and one-half (2.5) parking spaces for every two- to three-bedroom units, and 1.5 parking spaces for every studio and/or one-bedroom unit shall be provided. Additionally, one covered space shall be assigned to each unit. In no circumstance shall approval of a conversion application result in fewer onsite parking spaces than the number of spaces that existed onsite prior to the application submittal.

b. If existing onsite open space does not conform to current requirements for the development lot, at a minimum 30% of the total lot area shall qualify as open space.

(5) ***Refurbishing and restorations.*** All main buildings, structures, walls, fences, patio enclosures, carports, accessory buildings, sidewalks, driveways, landscaped areas, and additional elements as required by the final review authority shall be refurbished and restored as appropriate for a high standard of appearance, quality, and safety. Specific improvements include:

a. Installation of all remedial improvements identified in the reports submitted pursuant to by section 13-42(e), documents required.

b. Installation of appropriate improvements that ensure acceptable sound transmission levels between units in each building and between units and parking facilities in conformance with the current California Building Code.

c. Installation of insulation in all walls and ceilings that has a minimum value of R-13 for walls and R-30 for ceilings.

d. Replacement of all gas lines (both interior and exterior) that do not comply with current code and conduct appropriate pressure test.

e. Provision of individual washer/dryer hook-ups for each unit.

f. Installation of double-glazed, low-E windows and exterior doors.

g. Installation of new sinks, faucets, toilets, and tubs/showers. Low water flow plumbing fixtures are recommended.

h. Installation of new appliances. Energy-efficient appliances are recommended.

i. Install new stucco, paint, and flooring as needed.

j. Waterproofing all exterior landings, staircases, and balconies.

k. Installation of roof-top solar energy panels is encouraged.

(6) ***Condition of equipment and appliances.*** The developer shall provide a one-year warranty to the buyer of each unit at the close of escrow on any appliance included in the unit as a condition of sale, including, but not limited to, dishwasher, garbage disposal, stove, oven, refrigerator, hot water tank, forced air unit, and air conditioner. At such time as the homeowners' association takes over management of the project, the developer shall provide written certification to the association that any improvements that are to be owned in common by the association, such as pools, spas, pool/spa equipment and any other appliances and mechanical equipment are in operable working condition. The developer shall also provide a one-year warranty on these appliances and mechanical equipment.

(7) ***Public report.*** Prior to the submittal of the recorded subdivision map with the state department of real estate, the developer shall submit to the planning division a copy of the preliminary public report, which shall list all structural and site improvements that were made to the conversion project.

(8) ***Onsite utilities.*** The developer shall underground all onsite utilities. In addition, all onsite utilities, such as gas, electricity, and water, shall be separately metered for each unit. Common areas may also require separate utility meters pursuant to the utility agency requirements.

(Ord. No. 07-17, § 1e., 10-2-07)

§ 13-41.5. Mesa West Residential Ownership Incentive Program.

(a) ***Purpose.*** The purpose of this section is to guide and incentivize the development of new common interest developments or conversion of existing multi-family residential properties into common interest developments located within the area defined for the purposes of applicability of the Mesa West Residential Ownership program ensuring such projects meet applicable standards that protect public health, safety, and welfare.

(b) ***Applicability***.

(1) The provisions of this section shall apply to common interest development projects, including new construction and conversions of existing multi-family

residential developments to a common interest development, located within applicable area, as shown on Figure 13.41.5.

(2) Except as otherwise provided in this section, all provisions of this article shall apply. In the event of a conflict, the provisions of this section shall prevail.

(3) Where the provisions of this section conflict with the development standards of the applicable base zone, the provisions of this section shall prevail.

(c) ***Program eligibility.*** Applicants proposing ownership housing on parcels within Figure 13.41.5 boundaries may request an increase in permitted density, subject to the requirements and development standards contained in this subsection:

(1) *Minimum lot size.* Properties with a zone of R2-MD, R2-HD, or R-3 with a minimum lot size of one (1) acre may increase residential densities up to twenty (20) dwelling units per acre, unless superseded by State law. Lot consolidation may be utilized to achieve the one-acre minimum lot size.

(d) ***Review process***.

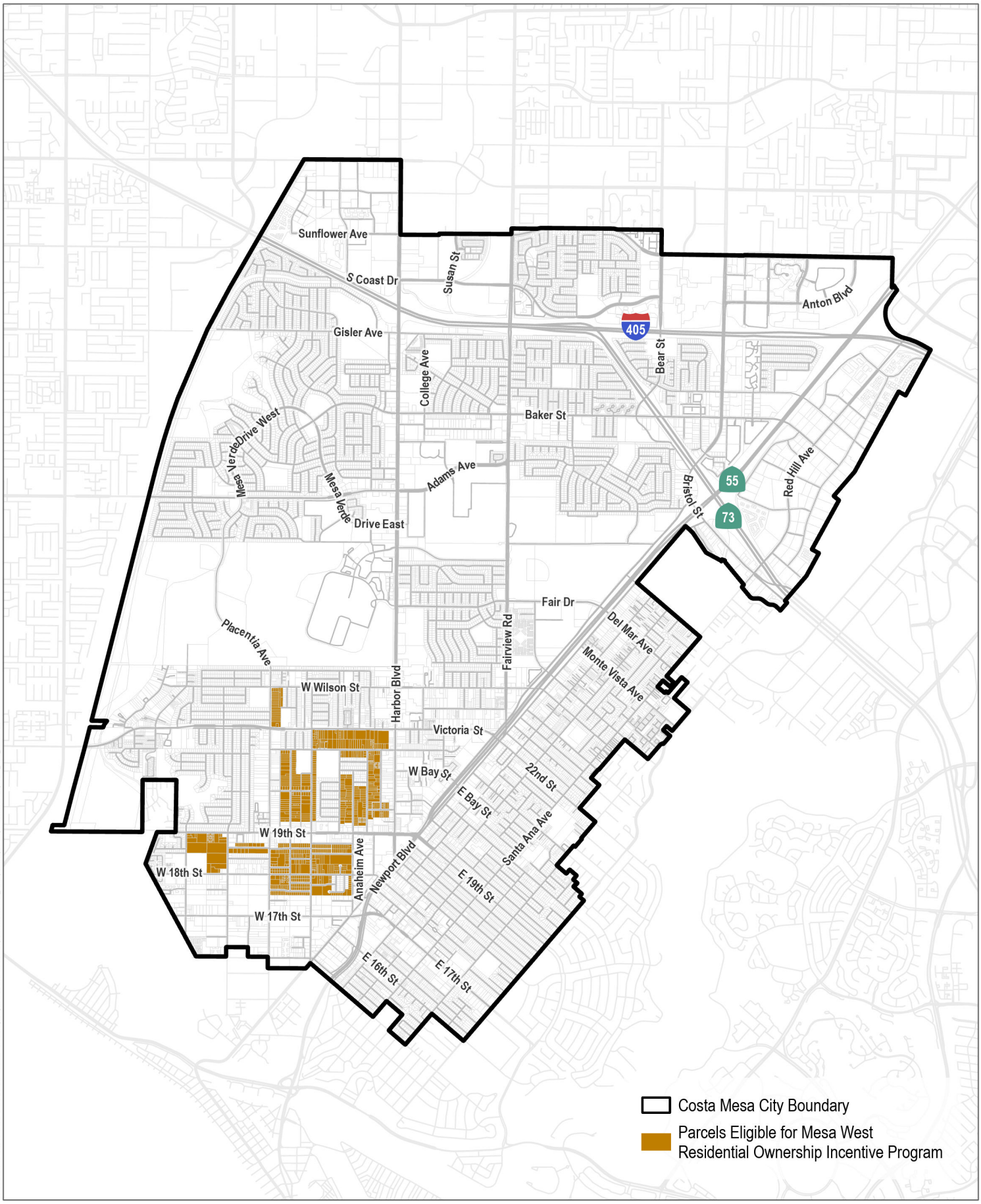
(1) *Planning application requirements*. All proposed development projects utilizing this incentive program shall comply with and be processed according to the procedures contained in §13-41.2 (Planning Application Required).

(2) *Disclosure requirements.* As part of the application approval process, the City may apply conditions of approval requiring that Covenants, Conditions, and Restrictions (CC&R) disclose the existing noise environment and any odor-generating uses within and surrounding the development.

a. The CC&Rs disclosures shall be reviewed and approved by the City Attorney prior to recording. Any subsequent amendments related to these disclosures shall also require City Attorney approval.

b. A condition of approval may be included which would require that written notice of the existing noise or odor use within the development and a radius to be determined by the Community Development Director or their designee be distributed to prospective purchasers or tenants. Written notice shall be provided at least fifteen (15) days prior to the close of escrow or within three (3) days of executing a rental or lease agreement for tenants, whichever is longer.

c. The City Attorney's office shall determine the appropriate method for providing required disclosures, which may include a separate recorded document, CC&R provisions, or other legally binding mechanism. If disclosures are required through a recorded instrument, they need not be repeated within the CC&Rs.



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

FIGURE 13.41.5

DRAFT Mesa West Residential Ownership Incentive Program

Costa Mesa

0 2,000 4,000

City of Costa Mesa

Chapter V, Article 2.5 of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and underline text denotes text being added.

Chapter V Development Standards

Article 2.5 Residential Small Lot Subdivisions

§ 13-42.1. Purpose.

The purpose of this article is to regulate development and subdivision of small lots within residential zoning districts and overlay districts where residential and live/work projects are permitted. The ownership and occupancy of these developments shall be subject to applicable laws for the general health, safety and welfare of the public. This type of subdivision is intended to provide flexible development standards and to promote a wider range of homeownership of individual lots in multiple-family residential districts.

(Ord. No. 14-04, § 2B, 4-1-14; Ord. No. 18-10, § 2, 9-18-18)

§ 13-42.2. Planning application required.

(a) Small lot subdivisions are permitted in appropriate residential districts and not in combination with other development standards in the overlays zones, subject to approval of the following planning application as may be applicable. This requirement is in addition to other permits or certificates required by law. All new small lot development projects shall be processed according to the ~~design review~~ procedures contained in ~~section 13-29~~Chapter III (Planning Applications).

1. All new small lot development projects for three or more main dwelling units shall be processed according to the ~~design review~~ procedures contained in ~~section 13-29~~Chapter III (Planning Applications). Projects with two main dwelling units being proposed or converted shall be processed ministerially subject to the development standards within this chapter and ~~the residential design guidelines as contained in~~ the Two Unit Small Lot Ordinance Checklist.

2. All small lot development projects for three or more main dwelling units require approval of a tentative tract or parcel map as required by law. A tentative tract map or parcel map shall not be required until ~~a design~~the applicable review according to Chapter III (Planning Applications) ~~review~~ has been approved; however, the map may be processed concurrently. Small lot development projects consisting of two main dwelling units shall be processed ministerially

(b) No person shall construct, sell, lease, convey, maintain or use a lot in a small lot subdivision project within the city without first complying with the provisions of this article.

(Ord. No. 14-04, § 2B, 4-1-14; Ord. No. 18-10, § 2, 9-18-18)

§ 13-42.3. Development standards and requirements.

(a) Applicability. The provisions of this section shall apply to all new residential small lot subdivisions of 15 lots or less in multi-family zones and not in combination with other development standards in the overlays zones except as allowed in Table 13-42 below.

(b) Development standards. Table 13-42 identifies the development standards for small lot subdivision developments. See also Article 9 general site improvement standards of this chapter for additional requirements. Projects shall comply with all applicable standard plans and specifications and adopted city and state codes, as well as the following provisions:

(1) The location and orientation of all buildings shall be designed and arranged to preserve natural features by minimizing the disturbance to the natural environment. Natural features such as trees, groves, waterways, scenic points, historic spots or landmarks, bluffs or slopes shall be delineated on the site plan and considered when planning the location and orientation of buildings, open spaces, underground services, walks, paved areas, playgrounds, parking areas and finished grade elevations. Pre-existing development should guide the building setbacks and new development should preserve the existing character of the neighborhood.

(2) The site design must consider both the design elements of each unit and how these designs will enhance the overall neighborhood character and vitality of the street and sidewalk. Building setbacks and site planning must relate to surrounding built form, respecting the overall neighborhood character and existing topography. Additionally, each unit must exhibit a high level of design quality with well-articulated entries and façades, proportionate windows, quality building materials and contextual landscaping.

(3) All structures proposed to be constructed within a project shall conform to the following requirements:

a. Each unit shall be provided with direct pedestrian and vehicular access to a public street, or an alley or a common drive connecting to a public street/alley.

b. Structure shall be constructed to minimize impact of the proposed development on the light, air and privacy of adjacent properties.

(4) On-site lighting shall be provided in all parking areas, vehicular access ways, and along major walkways. The lighting shall be directed onto driveways and walkways within the project and away from dwelling units and adjacent properties, and shall be of a type approved by the development services department.

(5) The development shall comply with the provisions of Chapter XI, subdivisions, which may include, but are not limited to, land dedication and improvements, such as drainage improvements and payment of fees.

(6) Outside uncovered and unenclosed storage of boats, trailers, recreational vehicles and other similar vehicles shall be prohibited unless specifically designated areas for the exclusive storage of such vehicles are set aside on

the final master plan and provided for in the covenants, conditions, and restrictions. Where such areas are provided, they shall be enclosed and screened from view on a horizontal plane from adjacent areas by a combination of six-foot high opaque fences and permanently maintained landscaping.

Table 13-42
SMALL LOT SUBDIVISION STANDARDS

STANDARDS	SINGLE-FAMILY UNITS (located on individual dwelling unit lots and excluding townhouses)
Maximum Number of Stories & Building Height	2 stories/27 feet, except as allowed in the Westside Overlay Districts. Note: Lofts, as defined in section 13-6, without exterior access and having only clerestory windows will not be regarded as a story. See also Attic discussion below.
Attics	Attics shall not be heated or cooled, nor contain any electrical outlets or operable windows. In zoning districts where the maximum number of stories is two stories, attics above second stories shall be an integral part of the second story roofline and not appear as a 3rd story on any building elevation. Windows in any attic space above the second story shall be incidental and limited to a dormer style.
Maximum Density (based on gross acreage)	Same as underlying zoning district or as specified in an applicable specific plan.
Minimum Open Space (development lot)	35% of total lot area. No asphalt shall be permitted for paved areas. Parking and driveways shall consist of decorative concrete, pavers or other materials as deemed appropriate by the Community Development ~~Services~~ Director. This requirement may be decreased to a minimum of up to 30%, if the difference in the area is provided as additional open guest parking, located in a common area, and not exclusive for any specific unit.
Minimum Open Space (individual unit)	200 square feet with no dimension less than 10 feet.
Development Lot	Separately owned private property interests or any portion thereof, necessary or desirable for common use, are subject to recordation of an easement for reciprocal access and maintenance. All areas of a development with 5 or more parcels, subject to a reciprocal access and/or maintenance easement shall be maintained by an association that may be incorporated or unincorporated. The association may be referred to as a maintenance association.
Parking	• Three-bedroom or more units (including a den or home office) – 2 garage spaces and 2 open parking spaces. • Two-bedroom or less units (including a den) – 2 garage spaces and one open parking.

Table 13-42 SMALL LOT SUBDIVISION STANDARDS	
STANDARDS	**SINGLE-FAMILY UNITS (located on individual dwelling unit lots and excluding townhouses)**
	• No tandem parking is permitted for open or guest parking spaces. For developments with 5 or more units (up to 10 units) where open/guest parking spaces are provided in driveways in front of garages for exclusive use of that unit, one additional on-site guest parking shall be provided. Two additional open guest-parking shall be provided for developments with more than 10 units. • For all small lot developments subject to the provisions of this article, all open parking not located within an individual driveway shall be unassigned and nonexclusive.
Distance Between Buildings (development lot)	6 feet minimum
Driveway Width (development lot)	10-foot minimum, except 16-foot minimum driveway is required if the driveway serves tenants and/or guest parking for more than one dwelling unit. Driveway width shall be a maximum of 26 feet for lots less than 50 feet wide and a maximum of 50% for lots greater than 50 feet wide.
Driveway Length	Straight-in driveways to garages shall have a minimum length of 19 feet from the ultimate public or private right-of-way. No driveways shall be more than 5 feet in length if parking is not provided in front of garage. Driveways accessing rear parcels shall be in compliance with the requirements of the Parking Design Standards, minimum separation between driveways and maximum 50% hardscape requirement.
Mechanical Equipment (excluding antennas and flush-mounted solar panels on roofs)	Roof-top location is prohibited unless completely screened from public rights-of-way and adjacent properties.
Development Lot Front Setback	20 feet
Development Lot Side yard Setback (interior)	5 feet
Development Lot Side Setback (street side, if applicable)	10 feet Note: Driveways providing straight-in access from a public street to a garage shall be at least 19 feet long, as measured from the ultimate public or private right-of-way.
Development Lot Rear yard Setback (interior)	15 feet

Table 13-42 SMALL LOT SUBDIVISION STANDARDS	
STANDARDS	**SINGLE-FAMILY UNITS (located on individual dwelling unit lots and excluding townhouses)**
Development Lot Rear Setback Abutting a Publicly Dedicated Alley	5 feet; however, garages may be required to be set back further to ensure adequate back up distance. Rear Yard Coverage does not apply.
Flag Lots and Alley Fronting Lots	Flag lots are required to be accessed with a minimum 16-foot wide driveway unless serving one unit in which case a minimum of driveway width of 10-feet shall be provided. Parcels with alley frontage should include a minimum 8-foot wide pedestrian access to the public street in the front. Parcels with frontage only on public alleys are prohibited.
Bluff Top Setback	No building or structure closer than 10 feet from bluff crest (see section 13-34 Bluff-top development).
Roof or Eaves Overhang; Awning	2 feet 6 inches into required side setback or building separation area. 5 feet into required front or rear setback.
Open, Unenclosed Stairways	Not permitted
Chimneys	May extend 2 feet above maximum building height.
Fireplaces	2 feet into required setback of building separation area
Automatic Roll-Up Garage Doors	Required
Location of Open Parking	Guest parking shall be located within a reasonable distance of the unit it serves. Detached garages that are not located within a reasonable distance to the units they are intended to serve are prohibited.
Trash Storage	All units shall be provided with a small alcove inside or outside the unit to allow storage of at least three trash carts without encroaching into the garage space. All efforts shall be made to provide on-site trash service. Trash carts shall be stored on-site for trash pick up to the greatest extent possible.
Above-Ground Pools and Spas	Prohibited in front yards and subject to 5-foot side and rear setback from the main structures.
LANDSCAPING	
A detailed landscape plan prepared pursuant to Chapter VII Landscaping Standards shall be approved by the Planning Division prior to issuance of any building permits.	
SIGNS (See Chapter VIII).	
FENCES AND WALLS	

Table 13-42 SMALL LOT SUBDIVISION STANDARDS	
STANDARDS	**SINGLE-FAMILY UNITS (located on individual dwelling unit lots and excluding townhouses)**
Fences and walls placed between the property line and required setback line for main buildings shall conform to the city's walls, fences, and landscaping standards. See Article 9 General Site Improvement Standards of this chapter for further information.	
PREEXISTING DEVELOPMENT	
Small lot subdivisions and structures constructed, permitted or approved under the small lot ordinance prior to October 18, 2018, shall be considered conforming with regard to the above provisions.	
TWO UNIT CONVERSIONS	
Projects proposing to subdivide a property with two existing units shall comply with all development standards within this table.	

(c) Documents required.

(1) Project approval is subject to submission of complete organizational documents setting forth a plan or manner of permanent care and maintenance of any open spaces, recreational areas and commonly used areas/facilities. No such documents shall be acceptable until approved by the city attorney as to legal form and effect, and by the planning division as to suitability for the proposed use of the open areas.

(2) Prior to entering into a sales agreement for any property within a small lot subdivision, the developer shall disclose general information regarding the property to the future homebuyers, including, but not limited to, the following:

a. The type, thickness, and R-value of the insulation that has been installed in the home.

b. Any exposed hazards during and after construction (lead-based paint, asbestos, etc.).

c. Uses other than residential in proximity to the project.

d. Unusual adjacent zoning.

e. Distance to airport if within two miles.

f. Where soils, filled ground and geologic information is available.

g. Any special costs that will be incurred by the lot buyer as a result of the installation of a building foundation or any other construction due to unusual soil/geological conditions.

h. If there is fill in excess of two feet.

i. Schools servicing subdivision and any special conditions.

j. Any unusual flooding conditions.

k. Conditions of approval by the city and any resale restrictions.

l. Dedications and easements.

m. Project phasing plan.

n. CC&Rs.

(3) All small lot subdivisions shall file a declaration of covenants to be submitted with the application for approval. The declaration of covenants shall include, but not be limited to, the following provisions.

a. The homeowners' association or a maintenance association (as applicable) shall be established prior to the sale of any unit(s).

b. Membership in the homeowners or maintenance association shall be mandatory for each owner and any successive owner.

c. Provisions to restrict parking upon other than approved and developed parking spaces and to require that garages be kept available for resident parking shall be written into the covenants, conditions and restrictions for each project.

d. If the development is constructed in increments or phases which require one or more final maps, reciprocal covenants, conditions, and restrictions and reciprocal management and maintenance agreements shall be established which will cause a merging of increments as they are completed, and embody one homeowners' association with common areas for the total development.

e. The declaration of covenants shall contain language or provisions substantially as follows:

i. "The covenants, conditions and restrictions of this declaration shall run to the City of Costa Mesa insofar as they shall apply to the maintenance of the "common areas" as herein defined."

ii. "In the event the association or other legally responsible person(s) fail to maintain the common area in such manner as to cause same to constitute a public nuisance, the city may, upon proper notice and hearing, institute summary abatement procedures and impose a lien for the costs of such abatement upon the common area, individual units or the whole thereof as provided by law."

(Ord. No. 14-04, § 2B., 4-1-14; Ord. No. 15-03, § 2, 4-21-15; Ord. No. 18-10, § 2, 9-18-18; Ord. No. 21-20, § 1, 12-7-21; Ord. 2025-07, 10/21/2025)

Chapter V, Article 5.5 of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and underline text denotes text being added.

Chapter V Development Standards

Article 5.5 Non-Residential Common Interest Developments

§ 13-54.50. Purpose.

The purpose of this article is to regulate the placement of non-residential common interest development projects and the conversion of existing non-residential developments to common interest developments consistent with the form of ownership and occupancy of such projects pursuant to applicable laws for the general health, safety, and welfare of the public.

(Ord. No. 07-17, § 1f., 10-2-07)

§ 13-54.51. Planning application required.

(a) Non-residential common interest development projects are permitted in appropriate commercial, industrial, or planned development zones, subject to the approval of the following planning application, as applicable. This requirement is in addition to other permits or certificates required by law.

(1) All new non-residential common interest development projects shall be processed according to the ~~design review~~ procedures contained in Chapter III Planning Applications.

(2) Conversion of occupied or previously occupied non-residential developments to common interest development projects shall be subject to sections 13-54.52 non-residential common interest development standards and requirements and 13-54-53 non-residential common interest development conversions—additional standards and shall be processed according to the non-residential common interest development conversion procedures contained in Chapter III Planning Applications.

(3) All non-residential common interest development projects require the approval of tentative or final tract or parcel maps as required by law. A tentative tract map or parcel map shall not be required until ~~either a design review or non-residential common interest development conversion~~the applicable procedures contained in Chapter III Planning Applications has been approved; however, the map may be processed concurrently.

(b) No person shall construct, sell, lease, convey, maintain or use a non-residential common interest development project within the city without first complying with the provisions of this article.

(Ord. No. 07-17, § 1f., 10-2-07)

§ 13-54.52. Non-residential common interest development standards and requirements.

(a) *Applicability.* The provisions of this section shall apply to all proposed new non-residential common interest development projects and the conversion of existing non-residential to common interest developments.

(b) *City council finding.* The city council finds and declares it is the intent of these regulations to protect the interests of the community and prospective purchasers by requiring the applicant to provide certain information regarding the condition of the structure and to require reasonable improvements to ensure quality and to protect the health, safety, and general welfare of the public.

(c) *Development standards.* The development standards of the applicable zoning district shall be applied to the common interest development, including the conversion of occupied or previously occupied projects (see section 13-54.53(h)(3)). Exception: Newly created individual unit lots shall be exempt from the development standard for minimum lot area for newly subdivided lots. See also Article 9 General Site Improvement Standards of this chapter for additional requirements. Projects shall comply with all applicable standard plans and specifications and adopted city and state codes, as well as the following provisions:

(1) All projects shall be designed with a minimum of one lot to be held in common ownership and maintained by a property owners association. This lot shall be used for common driveways, parking areas, and street setback landscaped areas.

(2) A detailed landscape plan prepared pursuant to Chapter VII Landscaping Standards shall be approved by the planning division prior to issuance of any building permits.

(3) Parking shall conform to Chapter VI Off-Street Parking Standards, a parking space allocation plan shall be submitted to the planning division in conjunction with application for a non-residential common interest development.

(4) The development shall comply with the provisions of Chapter XI. Subdivisions, which may include, but are not limited to, land dedication and improvements, such as drainage improvements, and payment of fees.

(d) Documents required.

(1) A project may be approved subject to submission of all organizational documents setting forth a plan or manner of permanent care and maintenance of open spaces, parking areas and common facilities pursuant to state law. No such documents shall be acceptable until approved by the city attorney as to legal form and effect, and by the planning division as to suitability for the proposed use of the open areas.

(2) The developer shall file a declaration of covenants to be submitted with the application for approval, which will govern the association. The provisions shall include, but not be limited to, the following:

a. The property owner's association shall be established prior to the sale of any unit(s).

b. Membership shall be mandatory for each owner and any successive owner.

c. Provisions to restrict parking upon other than approved as parking spaces shall be written into the covenants, conditions and restrictions for each project. Additionally, a clear designation of parking and signage rights shall be included and a method to resolving disagreements. The provisions shall include the following:

d. "The City of Costa Mesa Zoning Code regulates the uses of property, allowable signage, and required parking. The City shall not issue a building permit or a sign permit unless it is first authorized by the property owner's association. This authorization shall be submitted with any application to the City. This provision may not be modified without the written consent of the City."

e. If the development is constructed in increments or phases which require one or more final maps, reciprocal covenants, conditions, and restrictions and reciprocal management and maintenance agreements shall be established which will cause a merging of increments as they are completed, and embody one property owners' association with common areas for the total development.

f. The declaration of covenants shall contain language or provisions substantially as follows:

    i. "The covenants, conditions and restrictions of this declaration shall run to the City of Costa Mesa insofar as they shall apply to the maintenance of the "common areas" as herein defined."

    ii. "In the event the association or other legally responsible person(s) fail to maintain the common area in such manner as to cause same to constitute a public nuisance, the City may, upon proper notice and hearing, institute summary abatement procedures and impose a lien for the costs of such abatement upon the common area, individual units or the whole thereof as provided by law."

(Ord. No. 07-17, § 1f., 10-2-07)

§ 13-54.53. Non-residential common interest development conversions—Additional standards.

(a) *Applicability.* The provisions of this section shall apply to all conversions of occupied or previously occupied non-residential developments to common interest developments proposed on a real property within the appropriately zoned districts. These provisions are in addition to those set forth in section 13-54.52, non-residential common interest developments.

(b) *Restrictions in ~~urban plan areas~~the Mixed-Use Overlay District*. Conversions of occupied or previously occupied non-residential developments to common interest developments shall only be permitted in ~~an urban plan area~~the mixed-use overlay district if the final review authority finds and determines that the proposed conversion is consistent with the applicable mixed-use overlay ~~zoning~~ district regulations. ~~Specifically, the proposed conversion supports a mixed-use development or a similar land use that is not allowed in the base zoning district, or the proposed conversion project is a residential common interest development that is permitted by either the base or overlay zoning district.~~

(c) *Inspection fee.* The applicant shall pay an inspection fee, established by the city council, to determine compliance of the existing units with all appropriate building codes, as noted in subsection (f)(2).

(d) *Documents required.* The applicant shall submit the following documents in addition to those set forth in section 13-54.52(c), non-residential common interest developments. To the extent applicable, the following report requirements may be satisfied by submission of copies of similar reports filed with state agencies. The reports shall include information on what improvements, if any, shall be accomplished by the applicant and when such improvements shall be completed. All improvements cited in the reports, whether required or voluntary, shall be placed as conditions of approval in conjunction with the approval of the request to convert to a common interest development, and the improvements shall be completed prior to recordation of the subdivision map.

(1) *Structural report.* A detailed structural report by a California-registered structural or civil engineer identifying the following information:

a. Date of original construction of all structures.

b. Any evidence of soils problems.

c. The condition of the building foundations, walls, ceilings, windows, doors, parking facilities, drainage facilities, refuse disposal facilities; and exterior lighting.

d. Certification that all walls and floor/ceiling assemblies comply with current code requirements for sound transmission. Non-compliant walls and floor/ceiling assemblies shall be identified for replacement or other appropriate remediation.

e. Certification that the building's wood frames, sill plates, anchor bolts, connections, and foundation have been inspected and have a minimum life of 25 years and that all substandard elements have been identified for replacement or other appropriate remediation.

(2) *Pest report.* A report by a California-licensed structural termite and pest control specialist certifying whether or not all attached or detached structures are free of infestation and structural damage caused by pests and/or dry rot. The report shall describe what procedures would be necessary to eliminate infestation or damage, if present.

(3) *Paint report.* A report by a California-licensed painting contractor verifying the condition of the paint on all building interior and exterior surfaces and an estimate of the remaining physical life of the paint. A statement that new paint will be applied on all building interior and exterior surfaces may take place of the paint report. The statement shall include the brand name of the paint and the exterior colors to be used. For exterior surface, a minimum of three colors should be applied.

(4) *Mold report.* A report by a California-licensed mold specialist certifying whether or not all attached or detached structures are free of mold. The report shall describe what procedures would be necessary to eliminate mold, if present.

(5) *Mechanical equipment report.* A report by a California-registered mechanical engineer certifying that all appliance and mechanical equipment for heating and cooling comply with the current California Mechanical Code. The proper measures to remediate any noncompliant appliances and mechanical equipment shall be identified.

(6) *Electrical report.* A report by a California-registered electrical engineer certifying that all electrical systems comply with the California Electrical Code. The proper measures to remediate the noncompliant system components shall be identified.

(7) *Plumbing report.* A report by a California-licensed plumbing contractor certifying that all plumbing systems comply with the current California Plumbing Code. All above ground plumbing that does not comply with the current code shall be identified for replacement. A camera test of the sewer lateral shall also be conducted under the direction of the applicable sanitary district, and any substandard sewer laterals shall be identified for replacement by the sanitary district. Onsite sewer clean-outs shall be indicated for installation pursuant to the direction of the applicable sanitary district.

(8) *Roof report.* A report by a California-licensed roofing contractor verifying that the roofs of all structures have an estimated remaining physical life of at least 25 years. A statement that new roof material will be applied may take place of the roof report. The statement shall include the specifications of the proposed roofing material.

(9) *Asbestos report.* A report by a California-licensed asbestos specialist indicating that the property does not pose any health hazards related to asbestos. The proper measures to remediate asbestos shall be identified, if necessary. This re

(e) *Review procedures.* The following are processing requirements in addition to those set forth in Chapter III Planning Applications.

(1) Upon receipt of the application and all required documents, the planning division shall submit copies of applicable reports or documents to the fire department, building safety division and other appropriate departments.

(2) The ~~d~~Community Development ~~services d~~Director shall require an inspection of all buildings and structures in the existing development. An inspection report shall be prepared at or under his/her direction identifying all items found to be in

violation of current code requirements for such buildings or structures, or found to be hazardous.

(3) The fire marshal may inspect the project to determine the sufficiency of fire protection systems serving the project and report on any deficiencies.

(4) The planning division may submit copies of such documents required in subsection (d) to other departments for their review and requirements.

(5) The planning division shall review the property report submitted by the applicant and may require its revision and resubmission if found inadequate in providing the required information.

(6) The planning division shall keep and maintain the copies of all required reports, as public records, for no less than five years, and shall send copies to the California Real Estate Commissioner as may be required by law.

(7) A final inspection report shall be made by the building official, upon request of the applicant, indicating the compliance with all the imposed requirements.

(f) *Approval criteria.*

(1) The final review authority shall utilize the development standards and requirements of this article as criteria in the approval of the conversion as herein provided.

(2) No non-residential common interest development conversion shall be approved until all required documents have been submitted, reviewed and found to comply with the provisions of applicable state law and this Zoning Code.

(3) All units shall be required to comply with current requirements for vibration transmission, energy insulation, sound transmission control (both interior and exterior), and fire detection systems.

(4) Each unit shall be separately metered for gas, electricity, and water, unless the declaration of covenants provides for the association to take responsibility of the utilities.

(5) The city council may adopt general standards that may be applied to non-residential common interest development conversion applications on a case-by-case basis. The final review authority may use these standards to impose conditions of approval on non-residential common interest development conversion applications to achieve the purpose of this article.

(g) *Conversion standards*. The project shall be brought into compliance with the following minimum construction standards, unless the building official approves an alternate method of construction. Prior to recordation of the subdivision map, applicable building permits shall be obtained, and all improvements shall be constructed, inspected, and receive final city approval for the required improvements in this section and for any health and safety code violations.

(1) *Life safety standards.* The following improvements shall be provided in accordance with the provisions of the California Building Code or any successor statute or regulation, unless otherwise noted.

a. Each unit shall have access to the electrical branch circuits that serve the unit.

b. Smoke detectors shall be installed and operating. All existing hard-wired units shall be in working order and any additional smoke detectors that are required by code shall be located and installed.

c. Ground fault circuit interrupter protection shall be provided where required by the currently adopted electrical code.

d. Portable fire extinguishers shall be provided in accordance with the California Fire Code or any successor statute or regulation.

(2) *Plumbing requirements.* The following improvements shall be provided in accordance with the provisions of the California Plumbing Code or any successor statute or regulation.

a. A temperature and pressure relief valve shall be provided for all water heaters.

b. Water heaters shall be seismically braced with a minimum of two straps.

c. Water heaters shall be properly vented to the outside and shall be provided with sufficient combustion air.

d. Potable water shall have a backflow protection where necessary to prevent potential cross connection.

(3) *Compliance with Zoning Code provisions.* With the exception of building intensity (floor area ratio) standards, the project shall comply with all requirements of this Zoning Code, including but not limited to building setbacks, distance between buildings, parking, open space, and landscaping requirements, unless any Zoning Code requirement is superseded by an adopted specific plan or ~~urban plan~~overlay. The final review authority may approve a deviation from a Zoning Code standard in conjunction with the review of the conversion request, in conformance with the findings in section 13-29(g)(10).

(4) *Refurbishing and restorations.* All main buildings, structures, walls, fences, carports, accessory buildings, sidewalks, driveways, landscaped areas, and additional elements as required by the final review authority shall be refurbished and restored as appropriate for a high standard of appearance, quality, and safety. Specific improvements include:

a. Installation of all remedial improvements identified in the reports submitted pursuant to by section 13-54.53(d), documents required.

b. Installation of appropriate improvements that ensure acceptable sound transmission levels between units in each building in conformance with the current California Building Code.

c. Replacement of all gas lines (both interior and exterior) that do not comply with current code and conduct appropriate pressure test.

d. Installation of double-glazed, low-E windows and exterior doors.

e. Installation of new sinks, faucets, toilets. Low water flow plumbing fixtures are recommended.

f. Waterproof all exterior landings and staircases.

(Ord. No. 07-17, § 1f., 10-2-07)

Chapter V, Article 6 of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and <u>underline</u> text denotes text being added.

Chapter V Development Standards

Article 6 Planned Development

§ 13-55. Purpose.

It is the purpose and intent of this article to:

(a) Provide a method by which appropriately located areas of the city can be developed utilizing more imaginative and innovative planning concepts than would be possible through strict application of existing zoning and subdivision regulations. It is intended that these developments will meet the broader goals of the general plan and Zoning Code by exhibiting excellence in design, site planning, integration of uses and structures, and protection of the integrity of neighboring development.

(b) Furthermore, it is the intention of the city to provide a more efficient use of land, additional alternative environments and the allocation and maintenance of more privately controlled and usable open space.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-56. Master plan required.

All development proposed in the planned development districts require approval of a master plan pursuant to Chapter III, Planning Applications. The final review authority for the master plan shall be the planning commission.

(a) *Preliminary master plan.* At the applicant's option, a preliminary master plan may be processed in advance of the master plan pursuant to Chapter III, Planning Applications. The purpose of the preliminary master plan shall be to determine the general location, type, and intensities of uses proposed in large scale planned developments prior to the preparation and submittal of more detailed development plans. Preliminary master plans may also be used as the conceptual plan for long-term or phased planned developments.

Upon approval of the preliminary master plan, development plans for individual components or phases of the planned development shall be required and shall be processed according to the provisions for master plans in Chapter III, Planning Applications. The subsequent plans shall be consistent with the parameters and general allocation and intensity of uses of the approved preliminary master plan. At the time of approval of the preliminary master plan, the planning commission may determine that subsequent development plans may be approved by the zoning administrator. In such cases, development plans will be forwarded by the zoning administrator, upon an appeal filed pursuant to Title 2, Chapter IX, Appeal, Rehearing and Review Procedure, or upon motion by the planning commission or city council.

(b) *Amendments to the master plan.*

(1) *Minor changes:* Minor changes in the location, siting or character of buildings and structures may be authorized by the planning division if required by engineering specifications or other circumstances not foreseen at the time the master plan was approved. No change authorized under this section may cause any of the following:

a. A change in the use of character of the development;

b. An increase in the overall density of the development;

c. An increase in overall coverage of structures;

d. A reduction or change in character of approved open space;

e. A reduction of required off-street parking;

f. A detrimental alteration to the pedestrian, vehicular and bicycle circulation and utility networks; or

g. A reduction in required street pavement widths.

(2) *Major amendments.* Substantial amendments to the master plan encompassing one or more of the minor changes listed in subparagraphs (1)a. through (1)g., or any other proposed change determined by the development services director as a major amendment, shall be subject to review and approval by the zoning administrator. Furthermore, if the major amendment results in an overall building square footage that exceeds the maximum density or building square footage allowed by the approved master plan, the zoning administrator must find that the major amendment is consistent with the density, floor area ratio, and trip budget standards established by the general plan, as applicable.

(c) *Minor additions to an existing planned development.*

(1) *Residential buildings—Single-story additions*. Minor single-story additions to existing residential buildings not meeting the criteria below may be approved by minor modification if the planning division finds that the proposed construction does not materially affect the required open space, site coverage, or parking of the planned development.

a. *Unenclosed patio covers.* Unenclosed patio covers in planned development residential zones, which meet the following setback criteria may be approved by the planning division:

1. Side setback—Five feet or equivalent to main structure, whichever is less.

2. Rear setback—Ten feet or five feet for small lot developments.

b. *Enclosed patios and room additions.* Enclosed patios and room additions may be permitted pursuant to the parameters for such additions established in the master plan. In cases where the master plan does not include criteria for future enclosed patios and/or room additions, the addition may be permitted if the required open space percentage is met on the affected lot and the addition meets the setbacks established for patio covers with the exception of small lot developments for which the setback standards established in Table 13-58 shall be applied.

(2) *Residential buildings—Second story additions.* In cases where the master plan does not include criteria for future second-story additions, the planning division may approve any proposed second-story addition that meets the setback standards established in subsection (1) and all of the following criteria. Any second-story addition that does not meet all of the following criteria will be subject to ~~minor design review~~the applicable procedures of Chapter III Planning Applications.

~~a. Complies with residential design guidelines adopted by the city council; and~~

~~b.~~a. Does not materially affect the required open space, site coverage, or parking of the planned development.

(3) *Nonresidential buildings.* Minor additions to existing nonresidential buildings may be approved by development review if the planning division finds that the proposed construction does not materially affect required open space, floor area ratio, and parking requirements specified in the approved master plan. Furthermore, if the minor addition results in an overall building square footage that exceeds the maximum building square footage allowed by the approved master plan, the planning division must find that the minor addition is consistent with the floor area ratio and trip budget standards established by the general plan, as applicable.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 01-10, § 1c., 3-5-01; Ord. No. 03-8, § 8, 9-2-03; Ord. No. 05-2, § 1h., i., 2-22-05; Ord. No. 05-14, § 1a., 11-1-05; Ord. No. 06-22, § 1,11-14-06)

§ 13-57. Site design concept.

A variety of building products are encouraged in the design of projects in the planned development zones, thereby maximizing project excellence. Complementary uses, as appropriate, are also encouraged.

(a) *Planned development residential.*

(1) Within the low density zone: Small-lot, single-family detached residential developments including clustered development, zero lot line development and conventional development are appropriate.

(2) Within the medium density, high density, and north Costa Mesa zones: Single- and multiple-family residential developments containing any type or mixture of

housing units, either attached or detached, including but not limited to, clustered development, townhouses, patio homes, detached houses, duplexes, garden apartments, and high rise apartments or common interest developments are appropriate.

(3) As a complementary use, nonresidential use of a religious, educational, or recreational nature may be allowed if the planning commission finds the use to be compatible with the planned development residential project.

(4) As a complementary use in the PDR-MD, PDR-HD and PDR-NCM zones, nonresidential uses of a commercial nature may be allowed if the planning commission finds the uses to be compatible with the planned development residential project and if the FAR does not exceed that established for the Neighborhood Commercial general plan land use designation.

(b) *Planned development commercial.*

(1) Retail shops, offices and service establishments, including but not limited to, hotels, restaurants, theaters, museums, financial institutions and health clubs are appropriate. These uses are intended to serve adjacent residential areas, as well as the entire community and region.

(2) As complementary uses, residential (density maximum of 20 dwelling units per acre, unless otherwise noted in the general plan and/or specific plan) and industrial uses as well as other commercial and noncommercial uses of a similar or supportive nature to the uses noted in this subsection may be allowed if the planning commission approves the uses as compatible with the planned development commercial project based on compatible uses listed in the general plan for the applicable land use designation subject to FAR limits. For the 1901 Newport Plaza property, a site-specific FAR of 0.70 for the commercial component and site-specific density of 40 dwelling units per acre for the residential component were established for 1901 Newport Boulevard pursuant to general plan amendment GP-02-04.

(c) *Planned development industrial.*

(1) Large industrial developments with ample open space and landscaping typifies projects in this district.

(2) As complementary uses, nonindustrial uses of a commercial nature or residential nature (density maximum of 20 dwelling units per acre) may be allowed if the planning commission finds the uses to be compatible with the planned development Industrial project based on compatible uses listed in the general plan for the applicable land use designation subject to FAR limits.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 03-3, § 1, 4-21-03; Ord. No. 04-2, § 1, 2-2-04; Ord. No. 05-14, § 1b.—d., 11-1-05; Ord. No. 07-2, § 1g., 2-6-07)

§ 13-58. Development standards.

Table 13-58 identifies development standards in the planned development zones. See also Article 9, General Site Improvement Standards, of this chapter for additional requirements.

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TABLE 13-58
PLANNED DEVELOPMENT STANDARDS

DEVELOPMENT STANDARD	PDR-LD	PDR-MD	PDR-HD	PDR-NCM	PDC	PDI
Maximum Density per section 13-59 MAXIMUM DENSITY CRITERIA. (dwelling units per acre)	8	12	20 Note: See North Costa Mesa Specific Plan for exceptions. Note: The maximum density for 125 East Baker Street is 58 dwelling units per acre (C0-13-02). Note: The maximum density for 2277 Harbor Boulevard is 54 dwelling units per acre (C0-14-02). Note: The maximum density for 1683 Sunflower Avenue is 80 dwelling units per acre (R-20-01) and maximum 1,057	35	20 Note: The maximum density for 1901 Newport Boulevard is 40 dwelling units per acre. See North Costa Mesa Specific Plan for exceptions. Note: No residential development is permitted within the 23.4-acre project site generally addressed as 1375 Sunflower Ave. and 3370 Harbor Blvd.	
Density in Mixed Use Projects	The density of the residential component of a mixed use Planned Development shall be calculated by dividing the total number of dwelling units proposed by that portion of the total site area 1 devoted to residential uses, including required parking, landscaping, open space, and driveways to serve the residential component. The density permitted within the residential component shall be determined by the criteria established in section 13-59 MAXIMUM DENSITY CRITERIA.					
Maximum Site Coverage[2] NOTE: Site coverage of multi-story projects with integrated parking structures shall be based upon the usable floor area at the street or grade level, exclusive of parking areas, driveways, plazas, courtyards or pedestrian walkways.	Not applicable				30% outside the Downtown Redevelopment Project Area 35% within the Downtown Redevelopment Project Area	50%
Perimeter Open Space per section 13-61 PERIMETER OPEN SPACE CRITERIA.	20 feet abutting all public rights-of-way, excluding alleys (may be reduced in the PDC and PDR-NCM zones pursuant to section 13-61 PERIMETER OPEN SPACE CRITERIA).					
Open Space	45% of total site area[1], inclusive of Perimeter Open Space. See section 13-60 REQUIRED OPEN SPACE CRITERIA FOR PLANNED DEVELOPMENT		42% of total site area[1], inclusive of Perimeter Open Space. See section 13-60 REQUIRED OPEN SPACE CRITERIA FOR PLANNED DEVELOPMENT RESIDENTIAL. See North		See Perimeter Open Space and CHAPTER VI PARKING.	

TABLE 13-58
PLANNED DEVELOPMENT STANDARDS

DEVELOPMENT STANDARD	PDR-LD	PDR-MD	PDR-HD	PDR-NCM	PDC	PDI
	RESIDENTIAL.		Costa Mesa Specific Plan for exceptions.			
Bluff-top Setback.	No building or structure closer than 10 feet from bluff crest (see section 13-62(h) ADDITIONAL DEVELOPMENT STANDARDS).					
Maximum Floor Area Ratio	Refer to CHAPTER V, ARTICLE 8 FLOOR AREA RATIOS.					
Minimum Development Lot Area required for a rezone	1 acre					
PARKING (See Chapter VI).						
LANDSCAPING (See Chapter VII).						
SIGNS (See Chapter VIII).						
PROJECTIONS (Maximum depth of projections given)						
Roof or Eaves Overhang; Awning	2 feet 6 inches into required side setback or building separation area. 5 feet into required front or rear setback.					
Open, unenclosed stairways.	2 feet 6 inches into required setback area.					
Chimneys	2 feet above maximum building height.					
Fireplaces	2 feet into required setback or building separation area					
Uses Underroof	All nonresidential uses shall be conducted underroof except as allowed by a minor conditional use permit or as permitted elsewhere in this Zoning Code. Exceptions include sidewalk sales and parking lot sales which are allowed on the basis of a maximum of 4 sales per fiscal year with a maximum length of 3 days per sale and subject to obtaining a business permit.					
Outdoor Storage (incidental to main use)	Permitted in nonresidential areas of a planned development when: Storage does not interfere with required parking or vehicular access; storage is not in required setback area abutting a public right-of-way; storage does not decrease required landscaping; storage is completely screened from view from street or adjacent properties; and storage complies with all applicable codes and regulations including, but not limited to, the Uniform Fire Code. Shipping containers shall also comply with setback requirements for structures, floor area ratio standards, and parking requirements. A permanent foundation shall be required for shipping containers. Storage not meeting these criteria requires approval of a minor conditional use permit.					
Master Plan Required	Yes. Preliminary master plan is optional pursuant to section 13-56(a).					
Common Interest Developments	Permitted. Refer to Chapter V, Article 2, common interest developments. In any instance where the development standards in Chapter V, Article 2 conflict with the development standards in this article, the development standards in this article shall take precedence.					
SMALL LOT RESIDENTIAL PROJECTS						
Minimum Lot Size	5,000 square feet with an overall average of 5,500 square feet. The required perimeter open space and any common lot shall not be included in the calculation of lot size. Note: Lot sizes may be reduced proportionately if other useable open space is provided within the overall development.		3,000 square feet with an overall average of 3,500 square feet. The required perimeter open space and any common lot shall not be included in the calculation of lot size. Note: Lot sizes may be reduced proportionately if other useable open space is provided within the overall development.		Not applicable.	
Minimum Lot Width	40 feet					

TABLE 13-58
PLANNED DEVELOPMENT STANDARDS

DEVELOPMENT STANDARD	PDR-LD	PDR-MD	PDR-HD	PDR-NCM	PDC	PDI
Maximum Number of Stories & Building Height	2 stories/27 feet Note: Lofts, as defined in section 13-6, without exterior access and having only clerestory windows will not be regarded as a story. See also Attic discussion below.					
Attics	Attics shall not be heated or cooled, nor contain any electrical outlets or operable windows. Attics above second stories shall be an integral part of the second story roofline and not appear as a 3rd story on any building elevation. Windows in any attic space above the second story shall be incidental and limited to a dormer style.					
Private Open Space for Individual Dwelling Unit Lots	40% overall, with a minimum 400 square-foot area with no dimension less than 15 feet.					
Mechanical equipment, excluding antennas and flush-mounted solar panels on roofs	Roof-top location is prohibited.					
Minimum Front Setback for Individual Dwelling Unit Lots	5 feet *Exception:* If a sidewalk is provided along the front of the lot, the garage shall be set back less than 9 feet or more than 23 feet from the face of the street curb. If a sidewalk is not provided along the front of the lot, the garage shall be either setback 5 feet or more than 19 feet from the face of the street curb.					
Minimum Side Setback for Individual Dwelling Unit Lots	0 feet on one side; 10 feet combination of both sides.					
Minimum Rear Setback for Individual Dwelling Unit Lots	5 feet					
2-car garage required	Yes					

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TABLE 13-58
PLANNED DEVELOPMENT STANDARDS

DEVELOPMENT STANDARD	PDR-LD	PDR-MD	PDR-HD	PDR-NCM	PDC	PDI
Automatic Garage Door Opener	Required - if garage is set back less than 9 feet from the face of the street curb.					
Pools and Spas	Above-ground pools and spas shall not be located in the required front yard setback from a public street and are subject to 5-foot side and rear yard setbacks for main structures. Additional setbacks may be applicable pursuant to building code requirements.					

Notes:

[1]	Site area is defined as the area equal to the original lot size, less the area occupied by adjacent dedicated streets.
[2]	Site coverage is defined as that portion of the site area within planned development commercial and industrial projects occupied by buildings. Site coverage shall not include parking structures, surface parking lots, driveways, plazas, courtyards or sidewalks.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 98-5, § 14, 3-2-98; Ord. No. 01-16, § 1m., 6-18-01; Ord. No. 02-9, § 1f, 7-1-02; Ord. No. 04-4, § 3, 4-5-04; Ord. No. 05-3, § 1f., 2-7-05; Ord. No. 07-2, § 1h., 2-6-07; Ord. No. 14-06, § 1, 5-20-14; Ord. No. 16-13, § 3, 11-15-16; Ord. No. 2024-06, 6/18/2024)

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§ 13-59. Maximum density criteria.

(a) The provision of affordable housing shall be necessary to reach the maximum density for the North Costa Mesa residential district.

(b) Density increments up to the maximum shown in Table 13-58 may be approved in order to provide an incentive for design excellence. Criteria for density increments include, but shall not be limited to, the following (except that criteria (6) through (10) shall not apply to small-lot, single-family development):

(1) Preservation of natural features that enhance the development and will benefit the community (including trees, scenic points, view corridors, historic buildings or locations, unique geological formations and other community assets).

(2) Provision of distinctive design, including site planning, structural design, architectural treatments, landscaping and integration into the community.

(3) Provision of usable open space in excess of the required amount.

(4) Enlargement of the required perimeter open space.

(5) Utilization of non-depletable energy sources for water heating and/or space heating.

(6) Provision of low and moderate income housing as a portion of the total development.

(7) Provision of all or part of the required parking within the principal structure(s) (i.e., subterranean, tuck under, etc.).

(8) Provision of facilities for the storage of recreational vehicles.

(9) Provision in the project's circulation system for the separation of pedestrian, vehicular and bicycle traffic through the inclusion of bicycle and pedestrian trails that link with citywide networks.

(10) Project location is adjacent to or within ¼ mile of a public transit facility or route.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 01-16, § 1n., 6-18-01)

§ 13-60. Required open space criteria for planned development residential.

(a) The required open space shall be land areas that are not occupied by buildings, structures, parking areas, driveways, streets or alleys. Front entries or porches of less than 50 square feet, landscaped roof areas or roof decks may not be calculated as part of the required open space, except as allowed in the North Costa Mesa Specific Plan or as otherwise approved under subsection (e). The open space shall be devoted to landscaping, preservation of natural features, patios and recreational areas and facilities and not used for circulation purposes.

(b) At least 50% of the required open space shall be designed for the common use of the residents of the planned development, except for small-lot, single-family development. In projects consisting of small-lot single-family common interest developments resulting in fewer than 12 units, the required perimeter landscape buffer required in Table 13-58 shall be the only open space required to be designed for common use. Additional common open space may be provided in the interior of such projects if such open space enhances the overall project design. The remaining required open space shall be equally provided to each dwelling unit.

(c) In projects consisting of small-lot, single-family subdivisions resulting in 12 or more units, the required open space shall consist of the perimeter landscape buffer required in Table 13-58 and a common recreational open space area in the interior of the project to provide recreational facilities for children.

(d) Common open space may be distributed throughout the planned development and need not be in a single large area.

(e) With the exception of required perimeter open space, all or parts of the required common open space for multiple-story apartments or common interest developments may be provided on upper levels, where dwelling units have no ground floor access, or where for other reasons the planning commission finds that the provision of all or part of the required private open space in the aforementioned manner is impractical or undesirable. In all cases, each dwelling unit above the first floor shall be provided with a roof deck area or balcony of not less than 100 square feet. The required area may be provided in one or more roof decks or balconies. In all cases, each dwelling unit shall be provided with a private roof deck or balcony with no dimension less than five feet.

(f) Landscape parkways with a combined width of 10 feet, but not less than three feet on one side, shall be provided along the sides of interior private streets and/or common driveways. The parkway on the house side of private streets or common driveways shall be a minimum of five feet in width.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 01-16, §§ 1.o., 1.p., 6-18-01; Ord. No. 05-14, § 1e., 11-1-05; Ord. No. 07-2, § 1i., 2-6-07; Ord. No. 21-20, § 1, 12-7-21)

§ 13-61. Perimeter open space criteria.

This area shall be kept free of buildings and structures and permanently maintained in landscaping. If the design of this buffer area enhances the overall development plan and is readily accessible to the residents of the planned development, it may be included as partial fulfillment of the common open space requirements listed in section 13-60 required open space criteria for planned development residential.

Exceptions:

(a) In planned development commercial and planned development residential—North Costa Mesa districts, the required perimeter open space may include, in addition to landscaping, architectural features (such as arcades, awnings, and canopies) and hardscape features (such as paving, patios, planters, and street furniture) if the planning commission determines that:

(1) These other features provide usable, visually interesting pedestrian amenities and facilitate pedestrian circulation;

(2) These additional features enhance the overall urban design concept of the planned development and promote the goals of the general plan, applicable specific plan, and/or redevelopment plan;

(3) Adequate landscaping is retained to shade the outdoor use areas and to complement the architecture and the design of buildings and pedestrian areas; and

(4) The design of the perimeter setback area will be compatible with contiguous development.

(b) In planned development commercial and planned development residential—North Costa Mesa districts, buildings may encroach into the required perimeter open space if the planning commission determines that:

(1) An adequate, well defined pedestrian circulation system is provided within the planned development;

(2) Pedestrian oriented landscaped and/or public use areas (plazas, patios, etc.) are provided within the planned development;

(3) The reduced open space area will not be detrimental to developments on contiguous properties;

(4) The reduced building setback will not deprive the street nor other properties of necessary light and air; and

(5) These additional features enhance the overall urban design concept of the planned development and promote the goals of the city's general plan, applicable specific plan and/or redevelopment plan.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 05-14, § 1f., 1g., 11-1-05)

§ 13-62. Additional development standards.

(a) *Maintenance of common facilities.*

(1) A planned development shall be approved subject to the submission of legal instruments setting forth a plan or manner of permanent care and maintenance of all common open space, recreational vehicle storage areas, and other facilities provided in the final development plan. No such instrument shall be acceptable until approved by the city attorney as to legal form and effect, and the planning division as to suitability for the proposed use of the common space and subject facilities.

The declaration of covenants shall contain language or provisions substantially as follows:

a. "The covenants, conditions and restrictions of this declaration shall run to the City of Costa Mesa insofar as they shall apply to the maintenance of the "common areas" as herein defined."

b. "In the event the association or other legally responsible person(s) fail to maintain the common area in such manner as to cause same to constitute a public nuisance, the city may, upon proper notice and hearing, institute summary abatement procedures and impose a lien for the costs of such abatement upon the common area, individual units or the whole thereof as provided by law."

(2) The common open space, recreational vehicle storage areas and other facilities provided may be conveyed to a public agency or private association. If the common open space, recreational vehicle storage areas or recreational facilities are conveyed to a private association, the developer shall file as part of the aforementioned instruments a declaration of covenants and restrictions that will govern the association. The provisions shall include, but not be limited to the following:

a. The private association must be established prior to sale of any unit(s).

b. Membership must be mandatory for the original buyer and any successive buyer.

c. The private association must be responsible for liability insurance, local taxes (if any) and the maintenance of common open space, recreational vehicle storage areas and other facilities.

d. Each member of the association shall be assessed a pro rata share of the costs incurred by the association.

e. The private association must be able to adjust any assessments to meet changed needs.

(3) The planning commission may also require dedication of development rights or scenic easements to assure that common open space shall be maintained.

(b) *Traffic circulation.*

(1) Primary vehicular access points to the planned development shall be designed to provide smooth traffic flow with controlled turning movements and minimum hazards to vehicular, pedestrian and bicycle traffic. Minor streets within the planned development shall not be connected to streets outside the development in such a manner as to encourage their use by through traffic.

(2) Where appropriate, the internal circulation system shall provide pedestrian and bicycle paths that are physically separated from vehicular traffic to serve residential, nonresidential and recreational facilities provided in or adjacent to the planned development. Where designated bicycle paths or trails exist adjacent to the planned development, safe, convenient access shall be provided. The planning commission may require, when necessary, pedestrian and/or bicycle

overpasses, underpasses or traffic signalization in the vicinity of schools, playgrounds, parks, shopping areas or other uses that may generate considerable pedestrian and/or bicycle traffic.

(c) *Streets.*

(1) The design of public and private streets within a planned development shall reflect the nature and function of the street. Existing city standards of design and construction may be modified only as is deemed appropriate by the planning commission after recommendation by the city engineer, planning division, fire chief and police chief. Right-of-way, pavement and street widths may only be reduced by the planning commission where it is found that the final master plan for the planned development provides for the separation of vehicular and pedestrian traffic; that access for public safety and service vehicles is not impaired; and that adequate off-street parking has been provided.

(2) All private streets within a planned development shall be dedicated to the city as utility easements where the easements are necessary.

(3) All private streets shall be conveyed to a private association where one exists as established by subsection (a).

(4) If the private association or person(s) owning the private streets in a planned development should in the future request that any private streets be changed to public streets, the private association or owner(s) shall agree that before consideration for acceptance by the city the private association or owner(s) will bear the full costs of reconstruction of any other action necessary to make the streets conform to the applicable standards for public streets. The private association or owner(s) shall also agree that these streets shall be made to conform and be dedicated to public use without compensation to the private association or owner(s).

(d) *Parking.*

(1) Parking shall be provided per Chapter VI Off-Street Parking Standards. In addition, the planning commission may determine that storage areas for boats, trailers, campers and other recreational vehicles shall be required, where the necessity for such facilities has been demonstrated and where such facilities will preserve the required off-street parking for the use of automobiles.

(2) Parking areas, covered or open, in any planned development shall be screened from view from any public right-of-way. (Exception: single-family, small lot subdivisions.)

(e) *Development standards for mixed use planned developments.*

(1) Nonresidential development in planned development residential districts shall comply with the following criteria:

a. Commercial components of planned development residential projects shall comply with the permitted uses, site coverage and parking requirements of the planned development commercial district.

b. Commercial development within a planned development shall be located so as to be accessible in a manner that does not create traffic congestion or hazards to any street. Location, off-street parking and loading requirements shall be determined as appropriate to the particular planned development. Consideration shall be given to anticipated pedestrian, bicycle, and vehicular traffic, adjacent development that may provide multiple use of off-street parking facilities and the types of commercial use provided.

c. Parking areas, service areas, buffers, entrances, exits, yards, courts, landscaping, graphics and lighting shall be designed as integrated portions of the total planned development and shall protect the residential character.

(2) Complementary residential and industrial uses within the planned development commercial district shall comply with the permitted uses, density or site coverage, and parking requirements of the planned development residential and planned development industrial districts or any applicable specific plan.

(3) Complementary commercial and residential uses within the planned development industrial district shall comply with the permitted uses, site coverage or density, and parking requirements of the planned development commercial and the planned development residential districts.

(f) *Building spacing, setback, yard and building height requirements.*

(1) Each planned development shall provide reasonable visual and acoustical privacy for dwelling units. Fences, insulation, walls, barriers, landscaping and sound reducing construction techniques shall be used as appropriate for the aesthetic enhancement of property and the privacy of its occupants, the screening of objectionable views or uses, and the reduction of noise.

(2) Unless otherwise noted in this article, no specific yard, setbacks or building height requirements shall be imposed in the planned development district, except as provided in the master plan; provided, that the spirit and intent of this section and the planned development ordinance are met.

(g) *Noise attenuation.* When, in the opinion of the planning division, a proposed planned development may be situated in a noise environment, which will adversely affect future residents, an acoustical analysis shall be required. An acoustical evaluation of the working drawings of the proposed residential project shall be submitted to the planning division by a licensed acoustical engineer prior to the issuance of building permits. The engineer shall certify that the construction will reduce residential interior noise levels to 45 CNEL or less and residential exterior noise levels in common and private open space areas to 65 CNEL or less. An exception to the 65 CNEL exterior noise standard is for high-rise residential developments in the North Costa Mesa Specific Plan area. See Chapter XIII. Noise Control for additional information. Building occupancy will be granted

upon submittal of a field test report from a licensed acoustical engineer certifying that the above standards have been met. The method of field testing shall be approved by the planning division.

(h) *Bluff-top setback.* No building or structure shall be constructed closer than 10 feet from a bluff crest, unless it is determined that the building or structure will not:

(1) Endanger stability of the slope;

(2) Substantially interfere with access for fire protection; and

(3) Detract from the visual identity and integrity of the bluffs.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 98-5, § 15, 3-2-98; Ord. No. 01-16, § 1q., 6-18-01; Ord. No. 05-14, § 1h.—j., 11-1-05; Ord. No. 07-2, § 1i., j., 2-6-07)

§ 13-63. Phased planned developments.

If the sequence of construction of various portions of the master plan is to occur in stages, then the open space and/or recreational facilities shall be developed in proportion to the number of dwelling units intended to be developed during any given stage of construction.

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Chapter V, Article 9 of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and <u>underline</u> text denotes text being added.

Chapter V Development Standards

Article 9 General Site Improvement Standards

§ 13-70. Purpose.

The purpose of this article is to identify additional development standards for all zoning districts. The following standards shall apply to new developments and to major alterations, additions or improvements to existing developments that exceed 50% of the gross floor area of the existing improvements on the same site (an "existing development").

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 01-19, § 1, 8-20-01)

§ 13-70.1. Definitions.

For purposes of this article, the following definitions shall apply:

Improvements. Any major alteration, addition or improvement to an existing development in an R1 zone that exceeds 50% of the gross floor area of the existing improvements on the same site.

Program. That particular portion(s) of the citywide missing sidewalk program adopted by the city council that specifically address missing sidewalks in R1 zones as such is incorporated in the city's annual parkway maintenance projects.

Sidewalk. A concrete walkway adjacent to the street and within the public right-of-way, used primarily for pedestrian traffic that is constructed pursuant to city's standard No. 411. The term "sidewalk" does not include a driveway approach, curb or gutter.

Street segment. That portion of a street lying between one street intersection and the next closest intersection.

(Ord. No. 01-19, § 1, 8-20-01)

§ 13-71. Utility requirements.

(a) No utility equipment or facility such as gas meters, electrical meters, telephone pedestal mounted terminal boxes, surface mounted electrical transformers, fire hydrants or any other potential obstruction shall be located within the approved parking and/or turn radius area unless installed underground in a vault having an approved traffic lid. All such equipment or facilities located aboveground shall comply with the requirements and meet with the approval of the planning division and serving utility.

(b) Installation or relocation of all utility equipment or facilities shall be performed in a manner so as to obscure the installation of said equipment or facility from view from any place on or off the property. The installation or relocation of the equipment or facility shall comply with the requirements and meet with the approval of the public utility and planning division.

(c) Sewer and water system improvements shall comply with the requirements and meet with the approval of the serving utility.

(d) As an additional requirement only for new developments, new construction or as a condition of approval of a new tract, a revised or reactivated tract or any parcel map, all utilities shall be installed underground on the building site in accordance with the serving utilities' rules, regulations and tariffs on file with the state public utilities commission. The Community ~~d~~Development ~~services~~ ~~d~~Director may waive the required undergrounding whenever it is found and determined that such installation is not practically feasible due to economic or technological factors found to exist at the site. Provided, however, that all required termination facilities on the structure and conduit, at least to the outer wall, at a point designated by the serving utility, shall be furnished and installed to facilitate future connection to an underground system.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 01-19, § 1, 8-20-01)

§ 13-72. Off-site improvement requirements.

(a) All abutting public rights-of-way shall be fully improved to the ultimate right-of-way as required by the master plan of highways, adopted specific plans, or applicable standards and codes under the direction of the public services department except for the installation of sidewalks for existing single family residences in an R1 zone subject to section 13-72.1.

(b) Portland cement concrete driveway approaches shall be installed per City of Costa Mesa Standard Plans. The size, type and location shall be approved by the transportation services engineer.

(c) In cases where existing curb cuts will not be used, they shall be replaced with standard curb and gutter under the direction of the public services department.

(d) Portland cement concrete sidewalks shall be installed per City of Costa Mesa Standard Plans under the direction of the public services department except for the installation of sidewalks for existing single-family residences in an R1 zone subject to section 13-72.1.

(e) Prior to the issuance of a building permit, the developer shall obtain necessary street work permits authorizing construction as indicated in subsections (a), (b), (c), and (d).

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 01-19, § 1, 8-20-01)

§ 13-72.1. R1 sidewalk construction.

(a) This section applies to existing single-family residences in R1 zones only. The purpose of this section is to provide alternatives to the requirement that owners of existing developments in an R1 zone install a sidewalk when they undergo major alterations, additions or improvements that would otherwise require installation of a sidewalk pursuant to section 13-72.

(b) Nothing in this section shall prevent the city from using its own funds to install sidewalks on any street otherwise subject to this article.

(c) An owner of a single-family residence in an R1 zone shall either:

(1) Construct a sidewalk as required by section 13-72; or

(2) Pay to the city, an amount equal to the cost of sidewalk construction, in lieu of actual construction, as calculated by the city engineer. Said payment will be based on the average bid unit price accepted by the city for its annual parkway maintenance project and the actual linear feet of the property owner's front property line; or

(3) Satisfy the requirements of subdivision (d) hereinbelow.

(d) Notwithstanding the city's goal of installing sidewalks in all R1 zones throughout the city, it is recognized that there may be neighborhoods in the city that desire to retain a more rural appearance.

(1) Therefore, if an owner of a single-family residence in an R1 zone meets all of the following criteria at the time of application for a permit for construction of the improvement, the owner may "opt out" and will not be required to comply with the provisions of section 13-72.1(c)(1) or (2).

a. The property owner must submit a notarized written statement to the city clerk that includes signatures from at least 2/3 of the other property owners on his/her side of a street segment. The notarized statement shall be on a form provided by the city and shall acknowledge that the person signing the statement is the property owner, identified as the owner of record of said property as reflected in the most recent county assessor's parcel roll and that said property owner does not want sidewalks installed on their side of their street segment; and

b. There can be no more than 10% of the frontage of the side of the street segment in question improved with existing sidewalk within the public right-of-way.

(2) The city engineer or his designee shall establish a procedure to verify the information required by section 13-72.1(d) and monitor the properties that have qualified under the opt out provision of this chapter.

(3) No property owner on a side of street segment that has opted out pursuant to this section may obtain a permit for, or later decide to install a sidewalk on a property that has opted out, regardless of whether that property owner actually provided a signed statement unless that property owner has complied with subsection 13-72.1(d)(4) below.

(4) A property owner, may cancel his/her street segment's "opting out" of the sidewalk construction program and install a sidewalk adjacent to their property by obtaining notarized signatures from at least 2/3 of the property owners on their side of their street segment.

(e) Any payment received by a property owner in lieu of actual construction pursuant to section 13-72.1(c)2 shall be placed in a separate account and, along with any interest

earnings on said account, be used solely to pay for the city's future construction of new sidewalks in R1 zones constructed pursuant to the city's program.

(Ord. No. 01-19, § 1, 8-20-01)

§ 13-73. Trash enclosures.

(a) In nonresidential zones, trash enclosures shall be provided under the direction of the planning division. In residential zones, trash enclosures shall be required for residential projects of five or more dwelling units. Exceptions to the required trash enclosure in residential projects may be granted by the final review authority, and are subject to the following provisions:

(1) A written determination by the Costa Mesa Sanitary District and/or any contract trash collection service that on-site trash collection service can be provided to each individual dwelling unit;

(2) A recorded land use restriction prohibiting trash collection in the public right-of-way;

(3) Provision of an adequate on-site storage area for trash containers that is screened from on- and off-site views; garage storage of trash containers shall only be permitted if the storage does not affect the required vehicle storage area; and

(4) A limitation of no more than two trash containers per dwelling unit.

(b) The design of trash enclosure(s) shall conform to city standards on file in the planning division.

(c) Temporary receptacles, as approved by the public services department for the purposes of public participation in the collection of recyclable products, shall not be considered a trash bin, container or receptacle subject to the requirements of this section. For the purposes of this section, temporary shall mean a period, or periods, of time not exceeding 90 days during any twelve-month period.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 02-4, § 1h, 3-18-02; Ord. No. 03-5, § 1, 6-2-03)

§ 13-74. Elevation and screening requirements.

(a) The finished elevations of all buildings, structures, walls and fences shall be approved by the planning division.

(b) All trash containers and mechanical equipment, such as air conditioning compressors, duct work, and vents shall be screened from public rights-of-way and adjacent properties.

(c) Temporary receptacles, as approved by the public services department for the purposes of public participation in the collection of recyclable products, shall not be considered a trash bin, container or receptacle subject to the requirements of this section. For the purposes of this section, temporary shall mean a period, or periods, of time not exceeding 90 days during any twelve-month period.

(d) Pipes and conduits including, but not limited to, plumbing pipes, vents, ducting, fire sprinkler systems and electrical conduits shall not be mounted on exterior walls and roofs.

(1) For existing pipes and conduits, painting to match the surrounding façade shall satisfy this requirement.

(2) If the wall, roof or other element(s) on which the pipe or conduit is located is structurally modified or demolished, the element(s) shall be relocated to conform with this standard.

(e) In residential zones, or in any zone adjacent to a residential development, ground mounted mechanical or electrical equipment proposed within eight feet of a neighboring property's windows or doors must comply with one of the mitigation methods listed below (subsections (e)(1) through (e)(3)):

(1) A minimum six foot-high block wall separates the equipment from the abutting property's window(s) and/or door(s) with a minimum separation of four feet between equipment and neighboring window(s) and/or door(s).

(2) The equipment does not generate more than 50 decibels (based on manufacturer specifications), is not greater than the minimum distance required by the building code and is setback at least five feet from between the equipment and neighboring window(s) and/or door(s).

(3) The equipment maintains the same setbacks and separations required for main structures.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 03-5, § 2, 6-2-03; Ord. 2025-07, 10/21/2025)

§ 13-75. Fences and walls.

(a) In residential zones, including planned development, except R-1:

(1) All interior property lines of the master development lot shall have six-foot high solid opaque walls or fences that conform to the city's walls, fences and landscaping standards.

(2) All exterior property lines of the master development lot shall have solid masonry walls that conform to the city's walls, fences and landscaping standards in respect to height and location as well as the following standards. The final review authority shall approve the wall location, height, masonry materials, and finish.

a. Only one type of wall design with the appropriate mix of masonry materials and finishes shall be permitted for the development lot.

b. Wall materials such as uncolored cinder block shall be treated with a decorative finish that complements and enhances the project and surrounding neighborhood.

c. Exceptions to the requirements stated in subsections (a)(2)a through (a)(2)b may be approved by the final review authority. These exceptions may include, but are not limited to, combination masonry walls with vinyl fencing, stained/treated wood, wrought iron fencing, green wall, and green sustainable composite materials.

d. The Community ~~d~~Development ~~services d~~Director shall review and approve any future additions to the exterior walls, after project completion, which shall be constructed of materials which are either identical and/or compatible with the original wall.

(b) In all residential zones, fences, walls and landscaping shall comply with the standards outlined in Figure 13-75(a).

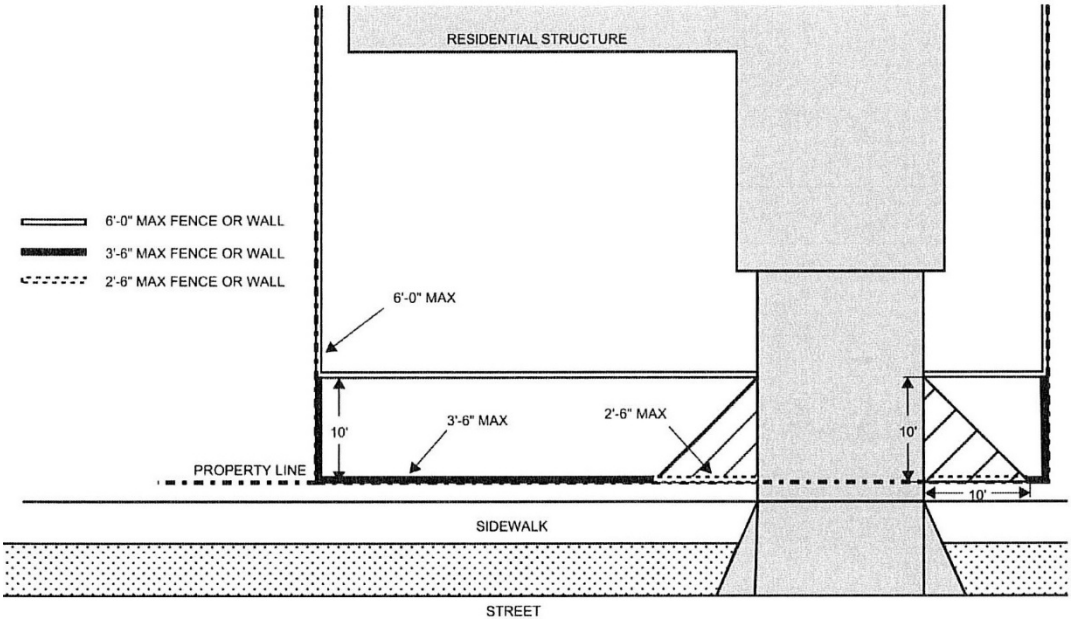


Figure 13-75(a)

(c) On corner lots, wall and fences in excess of three and a half feet in height shall be set back five feet from the street side property line.

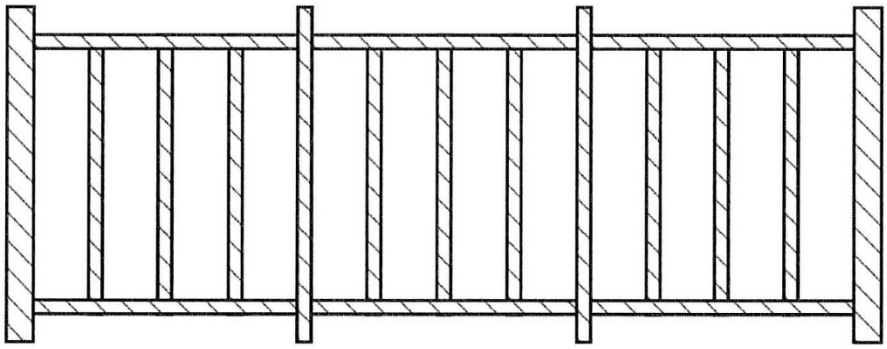
(d) In commercial zones, including planned development: All interior property lines abutting residentially zoned property shall have solid masonry walls, at least six feet but no more than eight feet in height, unless an environmental study requires additional height.

(e) In industrial zones, including planned development: A solid masonry wall, at least six feet in height shall be constructed along all property lines which abut a residential or commercial zone. The maximum wall height shall not exceed eight feet, unless an environmental study requires additional height.

(f) Decorative details and lights such as finials, light fixtures, pilaster caps, pots and similar decorative items may extend no more than 12 inches above the maximum height limit.

Decorative items shall be limited to no more than one item for every six lineal feet of fence or wall. Decorative details are prohibited within visibility triangles.

(g) In nonresidential zones, walls and fences within a landscape setback shall be a maximum of 40% solid. This shall be measured as illustrated in Figure 13-75(b).



Hatched elements shall be counted towards solid area

Figure 13-75(b)

(h) If a fence or wall is constructed adjacent to a public street, the fence or wall shall be approved by the planning division in terms of its compatibility and harmony with the proposed building and site development and buildings and site developments existing or approved for the general neighborhood. For arterial streets that are adjacent to residential developments, new arterial walls shall comply with the city's streetscape and median development standards. No fence or wall located in any street setback shall obscure the required street setback landscaping in the commercial and industrial zones.

(i) Fences, walls and landscaping located within a visibility triangle shall be limited to two and a half feet in height, as illustrated in Figure 13-75(c).

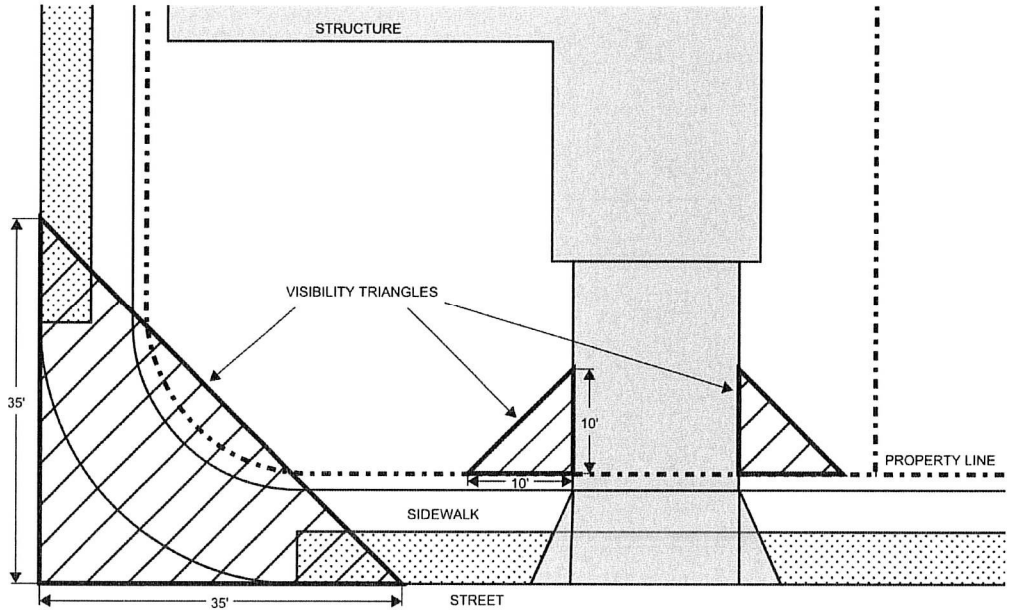


Figure 13-75(c)

(j) In all zones, retaining walls shall comply with the standards outlined in figure 13-75(d).

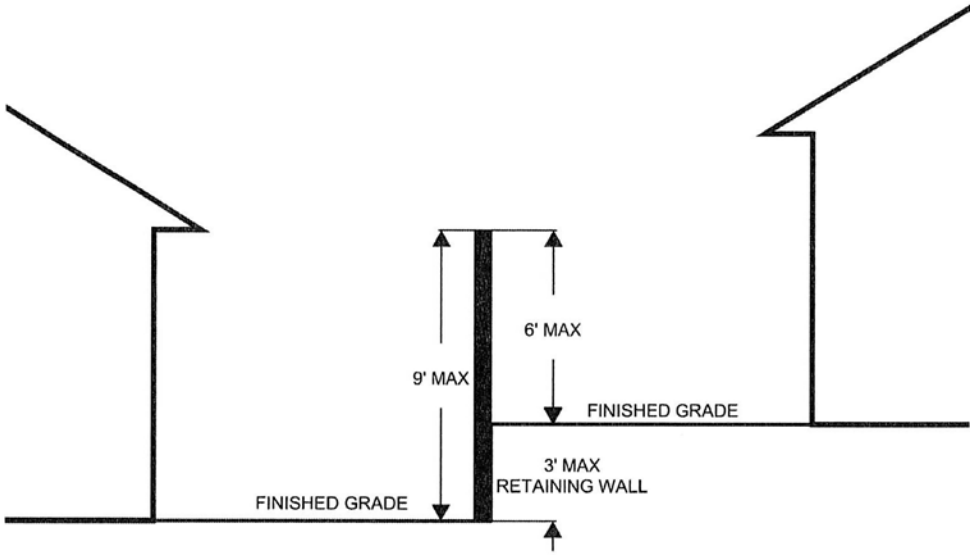


Figure 13-75(d)

(k) Wall and fence heights shall be measured from the highest finished grade at the base of the wall or fence.

(l) It is unlawful to construct, install, maintain or allow to exist any barbed wire, razor wire, concertina ribbon or similar item in any required setback abutting a public right-of-way, a required setback adjacent to a residential development or on a property with residential development. In all other locations, barbed wire, razor wire, concertina ribbon and similar items shall maintain a minimum vertical clearance of six feet eight inches from grade.

(m) It is unlawful to install, maintain or allow to exist any electrified fence or any glass, nails or similar items embedded in walls or fences at any location.

(n) *Chain link fences.* In all nonresidential zones, chain link fencing is prohibited in any required setback abutting a public right-of-way. In all residential zones, including planned developments, chain link fencing is prohibited in any area visible from a public street or alley.

Chain link fence removal. A property owner of any residential or planned development property that has an existing chain link fence visible from a public street or alley, shall remove the chain link fence at such time the property owner obtains a building permit, or cumulative building permits over a consecutive twelve-month period, for property improvements valued at $30,000 or more. The chain link fence shall be completely removed prior to the finalization of the last building permit(s) that exceeds the $30,000.00 valuation.

(o) Security gates, in all zones, are subject to review and approval by the planning division in conjunction with the fire department and transportation division.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 01-16, § 1r., 6-18-01; Ord. No. 02-14, § 1a, 4-5-02; Ord. No. 05-3, § 1g., 2-7-05; Ord. No. 10-21, § 1, 1-4-11; Ord. 2025-07, 10/21/2025)

13-76. Right-of-way dedications.

(a) Wherever acquisition of private property is deemed necessary for right-of-way improvement purposes pursuant to the master plan of highways or adopted standards and codes maintained by the public services department, the owner of the property shall be required to dedicate or make an irrevocable offer to dedicate the needed right-of-way in accordance with subsection (b) as a condition of issuance of a building permit or other permit authorizing expansion of the property's usage, or of approval for recordation of a subdivision map. For the purposes of this section, "expansion of property usage" means physical increase in structural area, or increase in land use intensity, likely to result in increased traffic generation. The amount of land to be dedicated shall be that existing between the centerline of the street or other right-of-way and the ultimate right-of-way established in the master plan of highways, the master plan of bikeways, an adopted specific or precise plan or an adopted street alignment plan.

(b) Dedication shall be required for any project that will significantly increase the projected number of vehicle trip-ends per day. Allocation of trip-ends shall be based on a schedule of trip generation factors developed and maintained by the public services department. A significant increase in the projected number of vehicle trip ends per day shall be deemed to occur and dedication shall be required when any of the following circumstances exist:

(1) Where dedication may be required pursuant to provisions of the State Subdivision Map Act.

(2) Where the site is presently unimproved, vacant or not occupied and the project is likely to result in at least 200 trip-ends per day.

(3) Where the existing use(s) on the site generates fewer than 5,000 vehicle trip-ends per day (24-hour period) and the project is likely to result in an increase of 30% or more, provided the increase is at least 200 trip-ends per day.

(4) Where the existing use(s) on the site generates between 5,000 and 15,000 vehicle trip-ends per day (twenty-four-hour period) and the project is likely to result in an increase of 20% or more in the number of vehicle trip-ends per day.

(5) Where the current use(s) on the site generates more than 15,000 vehicle trip-ends per day (twenty-four-hour period) and the project is likely to result in an increase of 10% or more in the number of vehicle trip-ends per day.

(6) Where the above criteria are not met but the public services director and the planning commission or the city council determines that the project will have a detrimental impact on pedestrian or vehicular traffic circulation, because of the nature of the proposed use, its location, or other circumstances applicable to the project site.

(c) *Relief.* Whole or partial relief from the dedication requirements of this section may be granted by the planning commission or city council in conjunction with the review of any application which is subject to dedication. Relief may be granted only in the following circumstances:

(1) When the amount of land needed for right-of-way improvement exceeds 15% of the existing gross lot area, relief may be granted for that portion in excess of 15%.

(2) When the decision-making body determines that the dedication requirement is not reasonably related to the project, dedication may be waived entirely or in part.

(3) When the dedication requirement is based on the projected number of trip-ends per day for a use not listed on the schedule of trip generation factors developed and maintained by the public services department, dedication may be waived if an independent traffic study, paid for by the applicant and prepared pursuant to procedures established by the public services department, states that the use will generate less traffic than the threshold needed to require dedication pursuant to subsection (b).

(Ord. No. 97-11, § 2, 5-5-97)

13-76.1. Objective Design Standards for Multifamily Residential and Mixed-Use Developments.

(a) Multifamily residential and mixed-use development projects shall be subject to the additional applicable standards in the City of Costa Mesa Multifamily Residential and Mixed-Use Objective Design Standards. In the event of a conflict between this chapter and the Objective Design Standards, the more restrictive regulation shall prevail.

Chapter VI, Article 2 of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and <u>underline</u> text denotes text being added.

Chapter VI Off-Street Parking Standards

Article 2 Non-Residential Districts

§ 13-88. Purpose.

The purpose of this article is to establish parking requirements for all nonresidential zones, nonresidential components of the planned development residential zones and to mixed-use developments in all zones.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-89. Parking required.

The minimum amount of off-street parking as established in Table 13-89 shall be provided at the time:

(a) Any building and/or structure is constructed;

(b) Any building or structure is enlarged or increased in capacity by adding gross floor area, gross leasable area or seats;

(c) A specific use is proposed for a building site; or

(d) An existing use is changed to one which requires additional parking.

(e) At all times, with the exception of the provisions of section 13-98, Declaration of land use restriction, parking shall be provided according to the requirements of Table 13-89.

TABLE 13-89
NON-RESIDENTIAL PARKING STANDARDS

USE	PARKING RATIO PER GROSS FLOOR AREA (except as noted otherwise)
Retail; offices; central administrative offices; individual counseling; group counseling; artisan studio and retail commercial; small fitness studios; establishments where food or beverages are served with a maximum of 300 square feet of public area[1]	4 spaces per 1,000 square feet [2]
Office buildings exceeding 2 stories in height and 100,000 square feet in area	3 spaces per 1,000 square feet
Banks; savings and loans; credit unions	5 spaces per 1,000 square feet with a minimum of 6 spaces
Medical and dental offices; acupressure; massage; personal services (non-group instruction/setting)	6 spaces per 1,000 square feet

TABLE 13-89 NON-RESIDENTIAL PARKING STANDARDS	
USE	**PARKING RATIO PER GROSS FLOOR AREA (except as noted otherwise)**
Furniture and appliance stores with floor area greater than 5,000 square feet	2 spaces per 1,000 square feet with a minimum of 20 spaces
Churches; theaters; mortuaries; auditoriums; services and fraternal clubs and lodges; amphitheaters, event center, event venue, banquet facilities, assembly halls, and E-sports arena, and other similar places of assembly	Within the main auditorium or assembly area: 1 space for each 3 fixed seats or 1 space for every 35 square feet of seating area if there are no fixed seats. 18 lineal inches of bench shall be considered equal to 1 fixed seat.
Racquetball and tennis facilities	3 spaces per court plus parking required for incidental uses such as restaurants which shall be calculated as noted below
Establishments where food or beverages are served with more than 300 square feet of public area[1,4]	10 spaces per 1,000 square feet for the first 3,000 square feet;[2] 12 spaces per 1,000 square feet for each additional 1,000 square feet above the first 3,000 square feet.[2]
Health clubs; fitness studios and physical fitness facilities; skating rinks; active entertainment	Parking requirement is 10 spaces per 1,000 square feet (unless otherwise listed in this table). Accessory food or beverage service parking requirements shall be 4 spaces per 1,000 square feet: Total parking requirement shall be the sum of all uses combined, but the provisions of section 13-89.5 may be applied.
Bowling alleys	3 spaces per lane plus parking required for incidental uses such as restaurants which shall be calculated as noted under "Establishments where food or beverages are served"
Trade schools; business colleges; dancing and music academies	10 spaces per 1,000 square feet
Motels	1 space for each rentable unit without cooking facilities. Each rentable unit with cooking facilities shall be governed by residential parking standards
Hotels	1 space for each 2 rentable units plus 10 spaces per 1,000 square feet for the first 3,000 square feet, and 20 spaces per 1,000 square feet for each additional 1,000 square feet above the first 3,000 square feet for restaurant, banquet, meeting room and kitchen spaces
Establishments with live entertainment; i.e., go-go dancers, topless dancers, bikini dancers	1 parking space for each person for the first 100 persons as authorized by capacity signs posted by the fire department; 1 parking space for each 2 persons for every 101 to 300 persons as authorized by capacity signs posted; 1 parking space for each 3 persons for every 301 plus persons as authorized by capacity signs posted by the fire department.
Personal Service Group Instruction/Setting; Studios	Parking requirement is 10 spaces per 1,000 square feet
Commercial Kitchens	3 spaces per 1,000 square feet of gross leasable area
Ghost Kitchens	6 spaces per 1,000 square feet of gross leasable area

TABLE 13-89 NON-RESIDENTIAL PARKING STANDARDS	
USE	**PARKING RATIO PER GROSS FLOOR AREA (except as noted otherwise)**
Shopping centers with a minimum of 600,000 square feet of contiguous gross leasable area:	
Main structure or group of abutting structures	
Retail	5 spaces per 1,000 square feet of gross leasable area
Establishments where food or beverages are served occupying 5% or less of the total contiguous gross leasable area	1 space per 1,000 square feet of gross leasable area
Establishments where food or beverages or served in excess of 5% of the total contiguous gross leasable area	5 spaces per 1,000 square feet of gross leasable area
Office Space occupying 10% or less of the total contiguous gross leasable area	None
Office Space in excess of 10% of the total contiguous gross leasable area	4 spaces per 1,000 square feet of gross leasable area
Theaters (cumulative)	
750 seats and less	5 spaces per 1,000 square feet of gross leasable area
More than 750 seats	5 spaces per 1,000 square feet of gross leasable area plus 3 spaces for each additional 100 seats
Uses within freestanding structures	
Establishments where food or beverages are served	10 spaces per 1,000 square feet of gross leasable area
All others	Pursuant to this table
Mixed use developments	When there are mixed uses within a single development which share the same parking facilities, the total requirement for parking should be determined as outlined in "City of Costa Mesa Procedure for Determining Shared Parking Requirements" which are included herein by this reference and which may be amended from time to time by resolution of the city council. A greater reduction in parking than would be allowed under this procedure may be approved by minor conditional use permit where it can be demonstrated that less parking is needed due to the hours of operation or other unusual features of the users involved. For mixed-use developments located in the mixed-use overlay ~~zone~~district, refer to the applicable ~~urban plan for parking rates~~parking requirements in the mixed-use overlay district.
Industrial	3 parking spaces shall be provided per 1,000 square feet of gross floor area for the first 25,000 square feet of building; 2 parking spaces shall be provided per 1,000 square feet of gross floor area between 25,000 and 50,000 square feet of building; and one and one-half parking spaces shall be provided per 1,000 square feet of gross floor area over 50,001 square feet of building.
Garden centers; plant nurseries	4 spaces per 1,000 square feet of gross floor area; and 2 spaces per 1,000 square feet of outdoor display area.
Smoking lounges	17 spaces per 1,000 square feet

Notes:

1 Establishments limited to seating for 12 or fewer persons prior to June 4, 1997, shall remain at that seating limit unless additional parking is provided pursuant to this Zoning Code.

2 The outdoor patio seating area(s) shall not be included in the floor area calculations for purposes of determining the required parking.

3 The final review authority may apply a maximum credit of one parking space due to the provision of bicycle racks. This credit shall only apply to the overall parking supply and not to multiple uses.

4 When the approval of a use permit is required, the final review authority may require additional parking spaces at a ratio not to exceed 30 spaces per 1,000 square feet of floor area of the entire building. Factors that may warrant additional parking include, but are not limited to, the provision of entertainment and/or dancing, or substantial ratio of floor area devoted to bar as compared to restaurant use. The maximum parking rate shall be applicable to uses that have substantially maximized the building's occupancy due to design and provision of concentrated uses.

5 The square footage of electrical and mechanical equipment and the surrounding three feet for clearance shall be excluded from the calculation of gross floor area for the purpose of determining parking requirements

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 98-5, § 16, 3-2-98; Ord. No. 02-4, § 1j, 3-18-02; Ord. No. 06-9, § 1g., 4-18-06; Ord. No. 12-4, § 1, 5-15-12; Ord. No. 15-10, § 2C, 9-15-15; Ord. No. 21-20, § 1, 12-7-21; Ord. No. 2024-01, 1/16/2024; Ord. 2025-07, 10/21/2025)

§ 13-89.5. Reduction in parking requirements.

Where it can be shown that the required parking for a nonresidential land use will substantially exceed the demand of the actual use, the zoning administrator may, by minor conditional use permit, allow a reduction in the amount of required parking. The zoning administrator may place the following conditions on the approval of the minor conditional use permit:

(a) Allow such excess parking to be provided as landscaping, plazas, courtyards, or similar open space feature.

(b) Require recordation of a land use restriction that restricts the future use of the property to ensure adequate parking availability.

(Ord. No. 99-15, § 2, 11-16-99)

§ 13-90. Parking for uses not specified.

The parking requirements for the uses not specified in Table 13-89 shall be determined by the planning division. The determination shall be based upon the requirements for the most comparable use specified in this chapter or other appropriate sources including but not limited to a parking study.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-91. General development standards.

General development standards for parking areas applicable to the nonresidential zones are contained in Article 3, Development Standards, of this chapter.

(Ord. No. 97-11, § 2, 5-5-97)

Chapter VI, Article 1 of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and underline text denotes text being added.

Chapter VI Off-Street Parking Standards

Article 1 Residential Districts

§ 13-84. Purpose.

The purpose of this article is to establish parking requirements for the residential zones. The provisions of this article shall apply to the R1, R2-MD, R2-HD and R3 zones, and to the residential portions of the planned development and Institutional and Recreational zones. Exception: These parking standards do not apply to high-rise residential developments in the North Costa Mesa Specific Plan; see the specific plan for applicable parking rates.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 07-2, § 1k., 2-6-07)

§ 13-85. Parking required.

In the residential districts, the following minimum off-street parking spaces shall be provided. The parking spaces shall provide safe and adequate ingress and egress and shall be maintained in connection with the building or structure and use of land.

(a) R1 zone and small-lot single-family common interest developments (excluding townhouses). Off-street parking in the form of a garage and open parking shall be provided as follows:

~~TABLE 13-85(A)~~
~~OFF-STREET PARKING STANDARDS FOR SINGLE-FAMILY DETACHED RESIDENCES IN R1 ZONE AND SMALL-LOT, DETACHED, RESIDENTIAL COMMON INTEREST DEVELOPMENTS~~

~~Single-Family Detached Residence with 4 Bedrooms or Fewer~~		
~~Garage Parking Spaces~~	**~~Open Parking Spaces[1]~~**	**~~Total Parking Spaces~~**
~~2~~	~~Lots without garage access from alley: 2~~	~~4~~
	~~Lots with garage access from alley: 1~~	~~3~~
~~Single-Family Detached Residence with 5 Bedrooms or More[2]~~		
~~New Construction~~		
~~Garage Parking Spaces[2]~~	**~~Open Parking Spaces[1,2]~~**	**~~Total Parking Spaces~~**
~~3~~	~~Lots without garage access from alley: 2~~	~~5~~
	~~Lots with garage access from alley: 1~~	~~4~~
~~Detached Common Interest Developments Up to 2 bedrooms~~		
~~2~~	~~1~~	~~3~~

~~Detached Common Interest Developments with 3 bedrooms or more~~		
~~2~~	~~2~~	~~4~~

TABLE 13-85(A)
OFF-STREET PARKING STANDARDS FOR SINGLE-FAMILY DETACHED RESIDENCES IN R1 ZONE AND SMALL-LOT, DETACHED, RESIDENTIAL COMMON INTEREST DEVELOPMENTS

	Garage Parking Spaces	Open Parking Spaces[1,2]	Total Parking Spaces
Single-Family Detached Residence with 4 Bedrooms or Fewer			
Lots without garage access from alley	2	2	4
Lots with garage access from alley	2	1	3
Single-Family Detached Residence with 5 Bedrooms or More			
Lots without garage access from alley	3	2	5
Lots with garage access from alley	3	1	4
Detached Common Interest Developments Up to 2 Bedrooms	2	1	3
Detached Common Interest Developments with 3 Bedrooms or More	2	2	4
Bedroom Additions for Single-Family Detached Residence	None Required		

1. In R1 zones, required open parking may be provided in a garage or on a minimum 19-foot long, individual driveway leading to a garage. In common interest developments, required open parking may be provided on an individual unit's driveway or within the common area. Open parking provided as tandem spaces is subject to approval of a minor conditional use permit.

2. For single-family detached residences with five bedrooms or more, tandem parking of up to two standard vehicles is permitted in the garage as it relates to new construction. Tandem garage parking for single-family detached residences shall exclusively consist of two standard parking spaces.

    (1) *Required garage dimensions.* Each garage space shall have interior dimensions that are a minimum 10 feet wide by 20 feet long, unobstructed inside measurements. Each residence shall have no more than 700 square feet of garage area unless authorized by a minor conditional use permit.

    (2) With approval of a minor modification, the planning division may allow the retention of an existing driveway access from a street to satisfy open parking requirements, at such time that garage access is proposed from an abutting alley.

(b) *R2-MD, R2-HD, R3, PDR-LD, PDR-MD, PDR-HD, PDR-NCM and residential components of developments in the PDC and PDI zones*. At the time of the construction of any building and/or when a structure is enlarged or increased by adding a bedroom(s), required parking shall be provided per Table 13-85. Exceptions:

    (1) For lots that are zoned multiple-family residential and contain only one single-family detached residence, the parking requirements in Table 13-85(a) shall be applied.

(2) For individual lots in common-interest developments that contain only one single-family detached residence (excluding townhouses), the parking requirements in Table 13-85(a) shall be applied.

(c) *Reduction of required parking prohibited.* A property owner or property manager shall make available to tenants and guests the parking required by this subsection. No property owner or property manager shall lease, rent, sell, or otherwise make unavailable to residents and guests required parking. Furthermore, the rental of a dwelling unit shall be deemed to include the exclusive use of at least one covered parking space and equal access to the required open spaces reserved for residents.

(d) Parking for accessory dwelling units and junior accessory dwelling units shall be provided per the requirements of section 13-35.

TABLE 13-85 RESIDENTIAL PARKING STANDARDS

UNIT SIZE	MINIMUM OFF-STREET PARKING REQUIREMENT [1,2,3,4,5]	MINIMUM OFF-STREET GUEST PARKING REQUIREMENT [~~5~~,6,7]
STUDIO OR 1 BEDROOM	1	0.25
2 BEDROOMS OR MORE	2	0.25

1. If covered parking for apartments is provided in a parking structure and there is more than one parking space in any parking structure, then there shall be no solid walls constructed to separate individual parking spaces.

2. If open tenant parking spaces are provided in a project, spaces shall be distributed throughout the project at convenient locations and shall be screened from view from any public right-of-way.

3. For projects with individual driveways that are at least 19 feet long and lead to a garage space(s) or a carport space(s), the driveway area may be used for satisfying tenant parking requirements.

4. Parking can be reduced by 0.25 space per unit for two bedroom and larger units if parking is provided within either a carport or a parking structure. For purposes of this section, a parking structure shall be defined as: a structure designed and constructed to provide covered automobile parking where parking spaces are located in a common area with no walls or other physical separations between spaces. Open parking requirements may be met by excess covered parking.

5. For residences requiring 2 or more parking spaces, parking may be provided in tandem for each unit. Guest parking shall not be provided in tandem.

~~5.~~6. Guest parking shall be clearly marked and permanently maintained for individuals visiting within the development. Guest parking spaces shall not be allowed on individual driveways except for single family detached, townhomes, or duplexes, where the driveway is leading to a two-car garage.

~~6.~~7. Fractions equal to or above one-quarter (0.25) shall be rounded up.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 01-16, §§ 1s.—1u., 6-18-01; Ord. No. 02-4, § 1i, 3-18-02; Ord. No. 03-8, §§ 5—7, 9-2-03; Ord. No. 09-3, § 1c., 5-19-09; Ord. No. 11-10, § 1, 9-20-11; Ord. No. 18-03, § 6, 1-16-18; Ord. No. 21-03, § 5, 3-2-21; Ord. No. 21-20, § 1, 12-7-21)

~~**§ 13-86. Parking required in mixed-use overlay zone.**~~

~~In the mixed-use overlay zone, residential parking rates are provided in the applicable urban plan.~~

~~(Ord. No. 06-9, § 1f., 4-18-06)~~

§ 13-86~~7~~. General development standards.

General development standards for parking areas applicable to the residential zones are contained in Article 3, Development Standards, of this chapter.

§ 13-87. Objective Design Standards for Multifamily Residential and Mixed-Use Developments.

Multifamily residential and mixed-use development projects shall be subject to the additional applicable standards in the City of Costa Mesa Multifamily Residential and Mixed-Use Objective Design Standards. In the event of a conflict between this chapter and the Objective Design Standards, the more restrictive regulation shall prevail.

(Ord. No. 97-11, § 2, 5-5-97)

Chapter VII of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and underline text denotes text being added.

Chapter VII Landscaping Standards

§ 13-101. Purpose.

It is the purpose of this chapter to establish reasonable requirements and standards for the design, installation, water conservation, and maintenance of landscape and irrigation to:

(1) Enhance the aesthetic appearance of the city by providing standards relating to quality, quantity, and functional aspects of landscaping for developments in all areas of the city.

(2) Address water conservation measures through the landscape and irrigation design.

(3) Encourage sustainable landscapes through landscape techniques that conserve, recycle, and reuse the resources that are invested in landscapes.

(4) Encourage landscape design that protects public health, safety, and welfare by minimizing the impact of all forms of physical and visual pollution, erosion, and unsightly conditions. This includes promoting the use of canopy trees in parking lots, and limiting the overall use of palm trees.

(5) Deter graffiti on walls, break up continuous asphalt and/or concrete surfaces on existing properties, screen incompatible land uses, cool and shade vehicles and hardscape areas, preserve the integrity of neighborhoods, and enhance pedestrian and vehicular corridors.

(6) Encourage applicants to take full advantage of the wide range of drought tolerant landscape materials and low water flow irrigation systems available within the framework established by this chapter.

(7) Establish water efficient landscape regulations, pursuant to State Assembly Bill 1881 and as effective as the State Model Water Efficient Landscape Ordinance.

(8) Promote the design, installation, and maintenance of landscaping in a manner that conserves regional water resources by ensuring that landscaping projects are not unduly water-needy and that irrigation systems are appropriately implemented to minimize water waste.

(9) Refer to the "Water Efficient Landscape Guidelines" adopted by city council resolution to provide procedural and design guidance for project applicants for specified landscape installation or rehabilitation projects except for the R-1 (single-family residential) district.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 99-13, § 2, 9-20-99; Ord. No. 10-2, § 3a.,2-2-10)

§ 13-101.1. Applicability.

(a) The provisions of this chapter apply to all zoning districts in the city, except in R-1 zones; however, landscaping in the R-1 zone is required to provide a combination of shrubs, ground cover and or trees in all visible landscape setbacks visible from public right-of-

way. Landscaping in the R-1 zone is exempt from the provisions of sections 13-106(a)(1) through 13-106(a)(4).

(b) Landscaping and irrigation which is a part of a registered historical site, public park, or golf course facility, or new or rehabilitated cemeteries may be exempted from the provisions of this chapter when deemed necessary and appropriate by the planning division and consistent with the state's requirements.

(c) The water efficient landscape guidelines shall apply to projects that meet the following criteria unless exempted pursuant to the water efficiency landscape guidelines:

(1) New landscape projects with an aggregate landscape area equal to or greater than 500 square feet, requiring a building permit~~,~~ or plan check ~~or design review~~.

(2) Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet, requiring a building or landscape permit~~,~~ or plan check ~~or design review~~.

(3) New or rehabilitated landscape projects with an aggregate landscape area of 2,500 square feet or less may comply with the performance requirements of this ordinance or conform to the prescriptive measures contained in appendix A of the guidelines.

(4) New or rehabilitated projects using treated or untreated graywater or rainwater capture on site, any lot or parcels within the project that has less than 2,500 square feet of landscape area and meets the lot or parcel's landscape water requirement (estimated total water use) entirely with the treated or untreated graywater or though stored rainwater capture on site is subject only to appendix A of the guidelines.

(d) This water efficient landscape ordinance does not apply to:

(1) Registered local or state historical sites; or

(2) Ecological restoration projects that do not require a permanent irrigation system.

(Ord. No. 99-13, § 2, 9-20-99; Ord. No. 10-2, § 3a., 2-2-10; Ord. No. 16-03, § 1, 3-1-16; Ord. No. 21-20, § 1, 12-7-21)

§ 13-102. Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Canopy trees. Deciduous and evergreen trees that have spreading branches, creating rounded or flattened-shaped crowns, and which provide shade from the sun. Canopy trees provide a better shade coverage than columnar-shaped trees or palms.

Compost. Biologically decomposed organic material which includes grass clippings, leaves and other garden debris and which may also contain vegetable and fruit refuse.

Deciduous. Any plant that sheds all of its leaves at one time each year (usually fall) is deciduous.

Drip line. The circle that could be drawn on the soil around a tree directly under the tips of its outermost branches.

Drought-tolerant plant material. Those plants that tolerate heavy clay to sandy soils with use of limited supplemental water. The plants are able to thrive with deep, infrequent watering once their root systems are established (three to 12 -month average time period). Plants include those that naturally grow in areas of limited natural water supply (native and non-native plant species) and are adaptable to weather and soil conditions prevalent in Costa Mesa.

Dry landscape materials. Substances originating from a living organism, such as mulch and ground bark, and natural landscape design elements, such as boulders and dry bed streams.

Espalier. A tree or shrub trained so that its branches grow in a flat pattern against a wall or fence, on a trellis, or along horizontal wires.

Evergreen. An evergreen plant never loses all its leaves at one time.

Hydroseeding. A commercial method of turf or groundcover seed application which is sprayed onto soil prepared for planting. Hydroseeding is a slurry of seeds, soil amendments, and fertilizer, and is usually used on large, open areas.

Invasive plants. Plants that have aggressive growing and/or rooting characteristics which allow the plants or their roots to penetrate into other planting areas, such as turf, and groundcover, or into hardscape areas, such as sidewalks, curbs, and streets (usually to compete for water).

Low water flow irrigation. A system of watering plant material using drip/trickle, reduced water emitting devices, low precipitation heads, soaker lines, or other similar mechanisms, which restricts the amount of water in gallons per minute to allow for deep percolation into the soil. The low water flow irrigation system, combined with watering practices outlined in this chapter, will reduce water loss through evaporation, wind drift and overwatering.

Mulch. Shredded or chipped wood from tree branches and trunks and from uncontaminated wood products or lumber; this material is often mixed with leaves and grass clippings for optimal effect.

Pruning. Skilled cuts, as defined by International Society of Arborists (ISA) standards, on established plants for purposes of maintaining plant health (removal of dead, diseased, or injured wood); controlling or directing growth; increasing quality or yield of flowers or fruit; or training young plants to position their main branches or to ensure strong structure. Pruning involves minor cutting to minimize plant decay, and to retain the natural shape of the plant, except as applied to formal hedges, espalier, and topiary.

Thinning. A form of pruning involving the removal of lateral branches at their point of origin or the shortening of a branch to a smaller later branch, in order to open the plant (usually a tree) to sunlight while accentuating its natural form.

Topiary. A technique of pruning and training shrubs and trees into formalized shapes resembling such things as animals and geometric figures.

Topping or heading back. A severe form of pruning, involving the cutting of current or one-year-old growth to a bud, or cutting older branches back to a stub or a tiny twig.

Turf (also known as lawn). A thick-matted groundcover material consisting of one or several types of grasses, which is grown on open space areas (for active or passive use) or as a groundcover. To look its best, and because most grasses withstand heavy foot-traffic, turf is usually kept mowed.

Uncontaminated wood products. Materials made from untainted or non-chemically treated wood or lumber that have been chipped or shredded into mulch or bark.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 99-13, § 2, 9-20-99)

§ 13-103. General provisions and submittal requirements.

(a) Requirements: Landscape and irrigation plans shall be required for all development projects requiring discretionary land use approval and for all city-initiated projects. For landscape projects subject to the water efficiency landscape guidelines, landscape plans shall be prepared and certified by a California licensed landscape architect.

(b) Process:

(1) The plans shall be submitted to and approved by the planning division prior to issuance of any building permits, and shall be prepared in accordance with requirements listed in this chapter, water efficiency landscape guidelines (as applicable), and the city's streetscape and median development standards, which are incorporated herein by this reference, and which may be amended from time to time by resolution of the city council. All unpaved areas shall be planted with an effective combination of trees, groundcover, turf, shrubbery and/or approved dry landscape materials.

(2) Landscape and irrigation plans shall be fully dimensioned and shall include, but shall not be limited to, the following:

a. List of plants (common and Latin names).

b. Plant size.

c. Location.

d. Irrigation plan.

e. Hardscape (sidewalks, driveways, six-inch continuous concrete curbing).

f. Water elements.

g. Decorative features (boulders, sculptures, arbors, etc.).

h. Planting and irrigation details.

i. Maintenance information.

j. Any other information deemed necessary by the planning division.

(3) Modifications: Any modification to an approved landscape or irrigation plan must be approved by the planning division prior to installation of the landscaping or irrigation system.

(4) Approval: All plan approvals by the planning division are subject to and dependent upon the applicant complying with all applicable ordinances, codes, regulations, and adopted policies. All landscape plans for projects subject to the water efficiency landscape guidelines shall be prepared under the direction of a California licensed landscape architect.

(5) All landscaping and irrigation materials shall be properly installed, inspected, and maintained in a healthy condition, prior to release of building utilities or the issuance of a certificate of occupancy, whichever is applicable or occurs first. Final inspection approvals or occupancy clearance shall not be granted until all of the landscaping and irrigation are installed in accordance with the approved plans.

(6) Conflicting code sections: When the provisions of this chapter conflict with other sections of the Municipal Code, the more stringent shall apply.

(Ord. No. 99-13, § 2, 9-20-99; Ord. No. 10-2, § 3c., 2-2-10)

§ 13-104. Landscape plan objectives.

(a) Each landscape plan shall be compatible with the shape and topography of the site and architectural characteristics of structure(s) on the site. Each landscape plan shall be compatible with the character of adjacent landscaping, provided the quality of the adjacent landscaping meets the standard of these guidelines. However, it is not the intent of this section to require the use of identical plant materials or landscape designs. Where existing mature landscaping is in good, healthy condition, every effort shall be made to retain trees and mature landscaping.

(b) Each landscape plan shall illustrate a concern for design elements such as balance, scale, texture, form, water conservation, and unity.

(c) Each landscape plan shall address the functional aspects of landscaping such as grading, drainage, minimal runoff, erosion prevention, wind barriers, provisions for shade and reduction of glare, and water conservation. Each landscape plan shall demonstrate a concern for solar access, including exposure and shading of window areas.

(d) Landscaping shall be used to relieve solid, unbroken elevations, soften continuous wall expanses and deter graffiti.

(e) Landscaping shall be required to screen storage areas, trash enclosures, parking areas, public utilities, freeways, highways, and other similar land uses or elements which do not contribute to the enhancement of the surrounding area. Where possible, planting islands and perimeter landscaping shall be designed as concave-shaped swales instead of convex-shaped berms in order to capture runoff and reduce dependence on water. If mounding or berms are required as part of a project, the slopes shall not exceed a 3:1 (horizontal:vertical) ratio, nor shall they exceed three feet in height. Where plants are

required for screening, such screening shall consist of the use of evergreen shrubs (minimum five gallons), vines and/or evergreen trees closely spaced.

(f) Water elements (pools, ponds, fountains, and other similar ornamental water features) incorporated into the project shall be of a design, shape, and size that minimizes water loss through evaporation. Recirculating water shall be used for decorative water features.

(g) Landscape and irrigation plans shall be designed and implemented to meet the water conservation measures described in the water efficient landscape guidelines as applicable.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 99-13, § 2, 9-20-99; Ord. No. 10-2, § 3d., 2-2-10)

§ 13-105. Landscaping requirements.

(a) All required setbacks abutting a public right-of-way shall be landscaped (except for walks and driveways which provide access from a public right-of-way).

(b) Except in residential, and institutional and recreational zones, parking areas shall be landscaped pursuant to the following standards:

(1) Commercial zones, including planned development commercial and commercial uses in the mixed-use overlay district. Twenty-five square feet of irrigated landscaping shall be provided for each parking space provided other than spaces within a parking structure.

Exception: In the TC (Town Center) district, all parking areas not within parking structures shall be provided with irrigated landscaping at the rate of 15 square feet per parking space. Included in the required landscaping shall be one tree for every eight surface parking spaces.

(2) Industrial zones, including planned development industrial. Fifteen square feet of irrigated landscaping shall be provided for each parking space provided other than spaces within a parking structure.

~~(2A) Mixed-use overlay zone. Landscaping should predominately consist of California native plants and should be provided as described in the appropriate urban plan document.~~

(3) All zones. Landscaping shall be distributed throughout the parking area and shall be in addition to the required street setback landscaping.

(4) Parking structure landscape requirements. In lieu of the required square footage of landscaping per space, parking structures shall be developed with perimeter landscaping under the direction of the planning division. The landscaping shall consist of tall-growing canopy trees, with a tree size mix as follows: One tree for every 100 sq. ft. of perimeter landscape area: 30%, 15 gallon trees; 50%, 24-inch box trees; and 20%, 36-inch or greater box trees. In addition, landscaping shall be provided on the upper levels of parking structures with more than two parking levels, when these structures are visible from public streets. Perimeter planter boxes, with provisions for drainage, shall be permanently mounted or designed

into the structure, incorporating cascading plants. A drip irrigation system, on an automatic timer shall be used to irrigate the plant material.

(c) Perimeter landscaping adjacent to property lines is encouraged in parking areas. Planter area curbs are encouraged to be used in place of wheel stops.

(d) All landscaping shall be separated from parking and vehicular circulation areas by a raised, continuous six-inch Portland cement concrete curb. Alternative designs which accomplish the same purpose may be approved by the planning division.

(e) The planning division may require landscaping in excess of the minimum area specified for a proposed development, provided the additional landscaping is necessary to:

(1) Screen adjacent uses from parking areas, activities, storage or structures that could cause a negative impact on adjacent uses based on aesthetics, noise, odors, etc.; or

(2) Provide landscaping that is compatible with neighboring uses; or

(3) Provide landscaping (shrub or vine) to deter placement of graffiti on walls.

(f) Landscaping located in proximity to street intersections, or where a driveway intersects a sidewalk, shall conform to the walls, fences, and landscaping standards which are established by resolution of the city council.

(g) It is unlawful to plant, maintain, or allow to exist any thorn-bearing plant material contiguous to any public right-of-way.

(h) In all residential zones, except R-1, landscape parkways with a combined width of 10 feet, but not less than three feet on one side, shall be provided along the sides of interior private streets and/or common driveways. The parkway on the house side of private streets or common driveways shall be a minimum of five feet in width.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 99-13, § 2, 9-20-99; Ord. No. 01-16, § 1v., 6-18-01; Ord. No. 06-9, § 1h., 4-18-06; Ord. No. 21-20, § 1, 12-7-21)

§ 13-106. Required landscaping materials.

(a) All required landscaped areas, including landscape areas within parking lots, shall consist of drought tolerant plan material and shall meet the following minimum requirements:

(1) Tree count. One tree (15 gallon or larger) shall be provided for every 200 square feet of landscaped area. Fifty percent of all trees shall be evergreen. Twenty-five percent of the required trees shall be 24 inch box or larger. Canopy trees for parking lot areas shall be included in the tree calculation. Canopy trees shall be installed throughout parking lot areas at the ratio of one tree per six parking spaces, with an average of 36 square feet of planter area provided per tree. Upon written request, the number of required trees may be reduced by the planning division when it is determined that an alternative design will meet the intent of section 13-104, landscape plan objectives.

Tree count exception: One tree (minimum 24 inch box or larger) shall be provided for every 300 square feet of landscaped area for automobile dealerships.

(2) Tree selection. Trees shall be selected based on their suitability and sustainability in tree wells, narrow planters, and medians. Trees shall also be selected on the basis of quality and diversity as indicated below:

a. Twenty-four inch box trees shall be a minimum eight feet in height as measured from top of soil line in the box, and shall have a caliper of approximately three inches in diameter, 18 inches above the top of the root ball, or meeting with approval by the planning division. Selected trees shall be healthy, vigorous, and free from plant disease and insect pests. Selected trees shall be symmetrical and typical for variety and species. All trees shall have a normal and healthy root system free from being root bound. Fifteen gallon trees recently transplanted into 24 inch box, and 24 inch box recently transplanted into 36 inch box, and so forth, shall not be substituted for the required tree size.

b. Trees shall be selected from either the city's recommended street tree palette (appendix B) or private property tree palette (appendix D), included in the streetscape and median development standards. Trees not selected from these sources shall be approved or disapproved by the planning division based on the objectives in this chapter.

c. All trees shall be staked in accordance with standards contained in the streetscape and median development standards.

d. At least two different tree species shall be identified on plans and installed as part of the project landscaping.

e. Palm trees shall not be used in the landscaped street setback, except as an accent plant to highlight main driveway entrances, to accessorize the front of a building, or for unique or theme uses. Two palms shall constitute one tree in the ratio of required trees for required landscape areas. Palm trees shall not be used as a parking lot tree.

(3) Shrub count. One shrub shall be provided for every 25 square feet of open space. Sixty percent of the required shrubs shall be a minimum of five gallons. Upon written request, the number of required shrubs may be reduced by the planning division when it is determined that an alternative design will meet the objectives in this chapter.

(4) Groundcover. At least 70% of all landscaped areas containing trees and shrubs shall be underplanted with groundcover, with the remaining areas to incorporate a layer of uncontaminated compost or mulch as required per water efficient landscape guidelines. Decorative (commercial) bark is not acceptable. Groundcover shall be planted in a triangular-spaced pattern to ensure 100% coverage within one year of planting. A minimum two foot diameter clearance,

measured from each tree trunk, shall be maintained free of groundcover or turf. Uncontaminated shredded mulch or compost shall be applied and maintained in these areas.

(5) Turf. Turf incorporated into the landscape design shall not exceed thresholds established by the guidelines, except for active play areas such as parks, sports fields and golf courses. All turf shall be of a drought tolerant variety. Redwood headerboard, or other material acceptable by the planning division, shall be installed to separate turf from planter and groundcover areas.

(6) Water conservation. For projects that are subject to water efficient landscape guidelines, landscape and irrigation plans shall meet all the specified requirements.

(b) Street trees located within the public parkway, or any public right-of-way, shall be approved by the public services department.

(c) The plant material selected shall be suitable for the given soil and climate conditions. Plant selection shall take into consideration water conservation through appropriate use, and groupings of plants that are well adapted to particular sites and to particular watering needs, climatic, geological or topographical conditions.

(d) Materials such as crushed rock, redwood chips, pebbles and stone are not satisfactory substitutes for live plant materials although their limited use may be approved by the planning division. Uncontaminated mulch, shredded bark, decomposed granite, or compost may be used to fulfill part of the groundcover requirement as noted in section 13-106(a). Uncontaminated mulch, shredded bark, and/or compost used as a groundcover shall maintain a consistent two inch minimum layer and provide complete coverage under shrubs and trees.

(e) Artificial plants are prohibited, but artificial turf may be installed in up to 50% of the yard area visible from the public right-of-way subject to approval of the Planning Division.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 99-13, § 2, 9-20-99; Ord. No. 10-2, § 3e., 2-2-10; Ord. No. 16-03, § 2, 3-1-16; Ord. No. 21-20, § 1, 12-7-21)

§ 13-107. Irrigation requirements.

(a) Irrigation and drip systems shall be provided in accordance with section 2.5 of the water efficient landscape guidelines. All landscaped areas as specified in the guidelines shall be provided with an approved irrigation system landscaped areas with an automatically time-controlled sprinkler system when the site is zoned commercial or industrial, or when the site is zoned residential and permits more than two dwelling units.

(b) Irrigation system: The irrigation and/or drip system shall consist of underground piped water lines with low water flow sprinklers and/or a drip or trickle irrigation system as specified in the guidelines. The system chosen shall be designed to provide adequate coverage to all plant material, existing and proposed. Water meter and line sizes shall be calculated from total water demand, which should be, at least, the sum of the maximum irrigation demand and all building demand. Due to varying irrigation requirements, separate control valves and/or sprinkler/emitter heads shall be used when shrubs and turf all appear on the same landscape plan. The irrigation system shall be designed so

that overspray, runoff, and low-head drainage onto streets, sidewalks, windows, walls, and fences are minimized. Automatic systems for watering cycles shall be scheduled to maximize ground infiltration rates and further minimize runoff.

(c) Acceptable watering time: Landscaped areas should be watered consistent with the requirements of the applicable water district to provide maximum benefit to the plant material and to reduce unnecessary water loss through drift and evaporation.

(d) Reclaimed water systems: Irrigation systems for projects one acre or more in area shall use reclaimed water whenever such water is available to the site. The systems shall be subject to appropriate health standards and review by the applicable water agency.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 99-13, § 2, 9-20-99; Ord. No. 10-2, § 3f., 2-2-10; Ord. No. 16-03, § 3, 3-1-16)

§ 13-108. Landscape maintenance.

(a) Responsibility of the property owner: The property owner is responsible for the maintenance of the landscaping on their property. Any dead, dying, or diseased trees, shrubbery, vines, groundcover, or turf, must be replaced within 60 days of written notice from the development services or public services departments. Tree stakes shall be removed when no longer needed to support the tree. Landscaping shall be maintained in an orderly and healthy condition. This shall include proper pruning according to International Society of Arborists (ISA) standards, mowing of lawns, weeding, removal of litter, fertilizing, replacement of plants when necessary, and application of appropriate quantities of water to all landscaped areas. Compost and/or mulch used as a groundcover shall maintain a consistent two-inch minimum layer over soil.

(b) Tree pruning: Topping or heading back of trees are unacceptable pruning methods because the severity of this type of pruning will ruin the natural shape of ornamental trees, and will generate weak new growth which is prone to breaking. The damage created by topping or heading back is difficult to correct. Topping or heading back shall not be used in-lieu of pruning or thinning.

(c) Tree removal: Trees shall not be destroyed or removed without prior city approval. Site plans which identify existing and replacement trees shall be submitted to the planning division for review, along with written request and justification for the removal. Additionally, the planning division may require a report prepared by a California licensed arborist. Where possible, and under the direction of the planning division, replacement trees shall be of a size consistent with that to be removed. Trees may be replaced upon approval of plans by the planning division.

(d) Water conservation required: Landscape maintenance practices shall be employed which foster long term landscape water. The practices may include, but not be limited to, performing routine irrigation system repair and adjustments, scheduling irrigation based on the California Irrigation Management Information System, use of moisture-sensing or rain shut-off devices, conducting water audits and prescribing the amount of water applied per landscaped acre.

(e) Violation of subsections (a) through (d) of this section shall be enforceable under section 1-33 of this Code, irrespective of the negligence or intent of the violator to cause, allow,

or facilitate the destruction, improper maintenance, or removal of any trees, landscaping or irrigation.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 99-13, § 2, 9-20-99)

§ 13-108.1. Objective Design Standards for Multifamily Residential and Mixed-Use Developments.

(a) Multifamily residential and mixed-use development projects shall be subject to the additional applicable standards in the City of Costa Mesa Multifamily Residential and Mixed-Use Objective Design. In the event of a conflict between this chapter and the Objective Design Standards, the more restrictive regulation shall prevail.

Chapter VIII, Article 3 of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and <u>underline</u> text denotes text being added.

Chapter VIII Signs

Article 3 Sign Regulations

§ 13-113. General requirements.

Unless otherwise provided in this chapter, erection, relocation or modification of all signs shall be in accordance with the requirements of this article, including the specific regulations listed in Table 13-115.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-114. Permits required.

Where indicated in Table 13-115 and section 13-118 the erection, relocation, or modification of signs shall require permits and payment of fees as described in Article 7, Administration and Enforcement, of this chapter. No permit shall be required under this chapter for maintenance of a sign or for change of copy on a changeable copy sign. The requirements of this chapter are in addition to the requirements of the Uniform Building Code, National Electrical Code and other applicable codes.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 99-10, § 3, 7-19-99)

§ 13-115. Signs regulations and design standards.

Table 13-115 indicates the maximum allowed area, height, number, and other design restrictions for both permanent and temporary signs.

TABLE 13-115
SIGN REGULATIONS PERMANENT SIGNS

	RESIDENTIAL ZONES	COMMERCIAL ZONES	INDUSTRIAL ZONES	INSTITUTIONAL ZONES
TOTAL SIGN AREA PER STREET FRONTAGE	Residential uses: 1.0 sq. ft per unit, not to exceed 90 sq. ft. (25 sq. ft. minimum for sites with 4 or more units). Permitted non-residential uses: 30 sq. ft. for sites less than 1 acre. 45 sq. ft. for sites of 1 acre or more. Total area of all permanent sigs (freestanding signs and building signs) may not exceed TOTAL SIGN AREA PER STREET FRONTAGE. TOTAL SIGN AREA PER STREET FRONTAGE See section 13-116 for commercial or industrial signs located within 200 ft. of residentially-zoned property.	1.0 sq. ft. per ft. of lot width + 0.5 sq. ft. per ft. of lot depth		30 sq. ft. for sites less than 1 acre. 45 sq. ft. for sites of 1 acre or more.
FREESTANDING SIGNS PERMIT REQUIRED	Yes			
DEVELOPMENT STANDARDS	1. Must be located in landscaped planter equal to twice the sign area. 2. May not obstruct visibility for motorists or pedestrians at driveways or intersections. 3. May not obstruct visibility of legal signs on adjacent site(s). 4. May not consist of a pole sign with a visible cylindrical pole structure(s). 5. Planning Division may require freestanding signs to incorporate street address if address on building is not visible from public streets: 4 inches high minimum in residential zones; 8 inches high minimum in nonresidential zones. The address area, up to 6 sq. ft., is not counted against allowable sign area. Address must be integrated into the design of the sign and placed at such an elevation so as not to be obstructed by landscaping. 6. See section 13-116 if located within 200 ft. of residentially-zoned property.			
MAXIMUM AREA (not including street address)	30 sq. ft. (Includes both on-site and neighborhood identification signs.)	Total area of all freestanding signs may not exceed 50% of total allowed sign area per street frontage.		15 sq. ft.
MAXIMUM HEIGHT	7 ft.	12 ft.	7 ft.	
NUMBER & SEPARATION	300 ft. separation between freestanding signs on same site.			
ILLUMINATION	Exterior, or interior with opaque background. No flashing or blinking allowed.	No flashing or blinking allowed.		Exterior, or interior with opaque background. No flashing or blinking allowed.

TABLE 13-115 SIGN REGULATIONS PERMANENT SIGNS				
	RESIDENTIAL ZONES	**COMMERCIAL ZONES**	**INDUSTRIAL ZONES**	**INSTITUTIONAL ZONES**
VERTICAL CLEARANCE	8 ft. minimum clearance over pedestrian circulation areas. 16 ft. minimum clearance over parking and vehicular circulation areas.			
FREEWAY-ORIENTED FREESTANDING SIGNS PERMIT REQUIRED	Prohibited	Yes	Prohibited	
MAXIMUM AREA AND HEIGHT	N/A	For commercial properties of one acre or more, within 300 feet of a freeway exit: One freeway-oriented sign may be allowed, not to exceed 230 sq. ft. and 32 ft. high.	N/A	
ILLUMINATION	N/A	No flashing or blinking	N/A	
VERTICAL CLEARANCE	N/A	8 ft. minimum clearance over pedestrian circulation areas. 16 ft. minimum clearance over parking and vehicular circulation areas.	N/A	
BUILDING WALL SIGNS PERMIT REQUIRED	Yes			
MAXIMUM AREA	Total area of all permanent building wall signage may not exceed TOTAL SIGN AREA PER STREET FRONTAGE	Each single tenant may be allowed a maximum of 1.5 sq. ft. of building wall signage per lineal foot of building frontage of the business. If the building frontage of any such use is less than 25 lineal feet, only one sign, having a maximum area of 25 square feet, may be permitted.		
ILLUMINATION	Exterior, or interior with opaque background. No flashing or blinking allowed.	No flashing or blinking allowed.		Exterior, or interior with opaque background. No flashing or blinking allowed.
NUMBER	N/A	Single tenant buildings: A maximum of three wall signs per street frontage. Multi-tenant buildings: One wall sign per business on each street frontage.		N/A

TABLE 13-115 SIGN REGULATIONS PERMANENT SIGNS				
	RESIDENTIAL ZONES	**COMMERCIAL ZONES**	**INDUSTRIAL ZONES**	**INSTITUTIONAL ZONES**
		Exception: A tenant with more than 10,000 square feet of floor area in a multi-tenant building shall be permitted a maximum of three wall signs per business/street frontage. Buildings with more than 2 stories and 30 feet in height: No sign is permitted above the first floor of any building except for a single sign per street frontage on the uppermost portion of the building fascia identifying either the street address, name of the building, major tenant and/or logo. Street address up to 6 square feet per story shall not be counted toward allowable sign area.		
LOCATION	Signs may only be attached to a building wall abutting a public street or on-site parking area serving the subject building, unless otherwise approved by the Planning Division.			
VERTICAL CLEARANCE	Awning, canopy and projecting signs: 8 ft. minimum clearance over pedestrian circulation areas. 16 ft. minimum clearance over parking and vehicular circulation areas.			
MURALS AND SUPER GRAPHICS PERMIT REQUIRED	Yes			
DEVELOPMENT STANDARDS	Subject to approval by the Planning Division. The purpose of the Planning Division approval is to verify that it is not a sign.			
PAINTED WALL SIGNS PERMIT REQUIRED	Yes			
MAXIMUM AREA	Total area of painted wall signs may not exceed 10% of total allowed sign area per street frontage.			
PERMANENT WINDOW SIGNS PERMIT REQUIRED	Yes			
MAXIMUM AREA	1. 20% of contiguous window area maximum. 2. Window sign area in excess of the above maximum may be permitted if it can be shown that the merchandise offered for sale cannot be adequately displayed and, therefore, justifies substitution of additional window signage for merchandise display, subject to written approval by the Planning Division or Zoning Administrator. Total of permanent and temporary window sign area shall not exceed 50% of contiguous window area.			
CONVENIENCE SIGNS PERMIT REQUIRED	Yes			
DEVELOPMENT STANDARDS	1. 9 sq. ft. maximum per sign. 2. Not counted against allowable sign area. 3. Placement and height subject to approval of Planning Division.			
CONSTRUCTION SIGNS PERMIT REQUIRED	Yes			

TABLE 13-115 SIGN REGULATIONS PERMANENT SIGNS				
	RESIDENTIAL ZONES	**COMMERCIAL ZONES**	**INDUSTRIAL ZONES**	**INSTITUTIONAL ZONES**
DEVELOPMENT STANDARDS	1. One per street frontage. 2. 64 sq. ft. maximum. 3. 16 ft. high maximum. 4. Must be removed within 1 year after installation, or within 30 days of final inspection, whichever occurs first. Construction signs in R-1 zoning districts shall be consistent with allowable real estate signs (One per street frontage, 5 sq. ft. maximum, and 6 ft. high maximum).			
REAL ESTATE SIGNS (No permits are required.)				
FOR SALE SIGNS	1. One per street frontage. 2. 5 sq. ft. maximum. 3. 6 ft. high maximum.	1. One per street frontage. 2. 32 sq. ft. maximum. 3. 12 ft. high maximum.		
OPEN HOUSE SIGNS	1. One per street frontage. 2. 3 sq. ft. maximum. 3. 5 ft. high maximum.	Prohibited in commercial, industrial, and institutional zones. Permitted in the mixed-use overlay district.		
NON-COMMERCIAL PORTABLE SIGNS ON PRIVATE PROPERTY	5 sq. ft. maximum per sign with a maximum 6-ft. height above grade for signs affixed in the ground.	5 sq. ft. maximum per sign with a maximum 6-ft. height above grade for signs affixed in the ground subject to the time periods set forth in section 13-123(a)(5).		
COMMERCIAL PORTABLE SIGNS WITHIN THE PUBLIC RIGHT-OF-WAY	Subject to section 13-123.5.			
TEMPORARY WINDOW SIGNS (No permits are required.)	Prohibited	1. 20% of window area. 2. Window sign area in excess of the above maximum may be permitted if it can be shown that the merchandise offered for sale cannot be adequately displayed and, therefore, justifies substitution of additional window signage for merchandise display, subject to written approval by the Planning Division or Zoning Administrator. Total of permanent and temporary window sign area shall not exceed 50% of contiguous window area. 3. Time limit shall not exceed 60 days. ~~3.~~4. Prohibited for residential uses in the mixed-use overlay district.		Prohibited
APARTMENT FLAGS (No permits are required.)	1. 1 per 60 ft. of lot frontage (minimum of 2). 2. 15 sq. ft. maximum. 3. 18 ft. high maximum. 4. Must be maintained in good condition; removed or replaced if torn, faded or dirty.	Prohibited		

TABLE 13-115 SIGN REGULATIONS PERMANENT SIGNS				
	RESIDENTIAL ZONES	**COMMERCIAL ZONES**	**INDUSTRIAL ZONES**	**INSTITUTIONAL ZONES**
OTHER FLAGS AND PENNANTS	Flags of a nation or the state shall be displayed in an appropriate manner consistent with state and federal law. Flags displaying products, logos and/or business names are prohibited. Pennants are prohibited.			
BALLOON SIGNS (less than 24 inches) (No permits are required)	Prohibited	Allowed, subject to the following: 1. May not extend beyond any property line or over any public-right-of-way, regardless of wind conditions. 2. Must be securely anchored. 3. May not be released into the air. 4. Metallic balloons are prohibited. 4.5. Prohibited for residential uses in the mixed-use overlay district.		Prohibited
INFLATABLE SIGNS (over 24 inches)	Prohibited			
BANNERS ON PRIVATE PROPERTY (Permit required) MAXIMUM AREA	0.5 ft. per unit. Maximum area: 100 sq. ft. per site.	0.5 sq. ft. per lineal foot of building frontage facing the street. Minimum entitlement: 25 sq. ft. per tenant. Maximum area: 75 sq. ft. per tenant.		
TIME LIMITS	A maximum display time of 60 days per calendar year. Exception: For residential developments of 100 units or more, a maximum display time of 120 days per calendar year.			
DEVELOPMENT STANDARDS	1. The entire surface of the banner must be securely affixed to either a building wall of the business being advertised (the building wall must abut a public street or on-site parking area serving the business being advertised), or to the sign face of a freestanding sign. 2. May not be attached to any staff, pole, line, framing, vehicle, or similar support. 3. May not project above roof. 4. Must be maintained in good condition; removed or replaced if torn, faded, or dirty. 5. Limit 1 banner per tenant or building occupant on each street frontage maximum. 6. Banners are permitted only as a means of temporary advertisement, such as for new businesses, grand openings, or similar special events, and may not be used as permanent signs. 7. Prior to the installation of a banner, a permit shall be obtained from the Planning Division. A city-issued decal shall be attached to face of the banner in the lower right-hand corner. The banner and any support elements shall be promptly removed at the expiration of the banner permit.			
BANNERS WITHIN THE PUBLIC RIGHT-OF-WAY	See section 13-118, street banners.			
TEMPORARY SIGNS ON PUBLIC PROPERTY PERMIT REQUIRED	Subject to section 13-118.1			
BANNERS ON PUBLIC BASEBALL AND/OR SOFTBALL FIELDS PERMIT REQUIRED	Subject to section 13-118.2			

TABLE 13-115
SIGN REGULATIONS PERMANENT SIGNS

	RESIDENTIAL ZONES	COMMERCIAL ZONES	INDUSTRIAL ZONES	INSTITUTIONAL ZONES
NON-COMMERCIAL BANNERS ON PRIVATE PROPERTY (Permit required)				
MAXIMUM AREA	The greater of 0.5 sq. ft. per dwelling unit or 20 sq. ft. Maximum area: 100 sq. ft. per site.	0.5 sq. ft. per lineal foot of building frontage facing the street. Minimum entitlement: 25 sq. ft. per tenant. Maximum area: 75 sq. ft. per tenant.		
TIME LIMITS	A maximum display time of 60 days per calendar year. Exception: For residential developments of 100 units or more, a maximum display time of 120 days per calendar year.			
DEVELOPMENT STANDARDS	1. The entire surface of the banner must be securely affixed to either a building wall of the residence or business (the building wall must abut a public street or on-site parking area serving the residence or business), or to the sign face of a freestanding sign. 2. May not be attached to any staff, pole, line, framing, vehicle, or similar support. 3. May not project above roof. 4. Must be maintained in good condition; removed or replaced if torn, faded, or dirty. 5. Limit 1 banner per tenant or building occupant on each street frontage maximum. 6. A permit is required.			
~~SIGNAGE IN MIXED-USE OVERLAY DISTRICT~~	~~Refer to the appropriate urban plan for signage regulations in the mixed-use overlay district.~~			

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 98-5, §§ 20—22, 3-2-98; Ord. No. 99-10, § 4, 7-19-99; Ord. No. 02-8, § 1c, 4-15-02; Ord. No. 04-11, § 3,10-18-04; Ord. No. 06-9, § 1i., 4-18-06; Ord. No. 10-20, § 1(Exh. A), 1-4-11; Ord. No. 11-11, § 1, 9-20-11; Ord. No. 16-04, § 3, 8-2-16; Ord. No.18-02, § 3, 1-16-18; Ord. No. 19-08, § 2, 4-2-19; Ord. No. 21-20, § 1, 12-7-21)

§ 13-116. Signs adjacent to residential zones.

In commercial and industrial zones, all signs located within 200 feet of residentially-zoned property shall conform to the following restrictions:

(a) Freestanding signs shall be limited to seven feet in height unless non-illuminated or placed in such a location that visibility from residentially-zoned property within 200 feet is completely obscured by permanent structures on the commercially- or industrially-zoned property.

(b) Building signs shall be placed no higher than the first story level unless non-illuminated or located so as not to be visible from residentially-zoned property within 200 feet.

(c) Signs that do not comply with the requirements of subsections (a) and (b) of this section may be authorized as part of a planned signing program, if the zoning administrator finds that the proposed sign(s) will not have adverse visual impacts on residentially-zoned property within 200 feet.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-117. Maintenance of permanent signs.

All signs shall be maintained in a safe, structurally sound condition and in good repair at all times. Exposed surfaces shall be clean and painted if paint is required. Defective parts shall be replaced. Defective, damaged or substantially deteriorated signs may be ordered to be repaired or abated as provided for in applicable codes and ordinances.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-118. Street banners.

Special event banners and holiday banners may be placed in the public right-of-way after obtaining the necessary approval as required by the applicable city council policy.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-118.1. Temporary signs on public property.

(a) *Applicability*. The placement of temporary signs on public property shall be limited to only those signs that advertise city-sponsored or city-permitted events or activities. As used in this section, these include, but are not limited to, events or activities of Youth Program User Groups 1 and 3, as defined in the athletic field/ facility use and allocation policy.

(b) *Permit required.* Temporary signs for city-sponsored events may be placed on public property after obtaining the necessary permit from the recreation manager.

(c) *Standards.*

(1) Acceptable temporary sign location: Signs may be placed only on a building wall or perimeter wall or fence of the public property. The sign shall not project above the building parapet or the highest point of the roof or above the perimeter wall

and/or fence. The sign shall not be attached to any staff, pole, line, framing, vehicle or similar support.

(2) Illumination: The sign shall not be illuminated.

(3) Maximum size: The total signage shall not exceed 80 square feet and individual signs shall not exceed 40 square feet.

(4) Number of signs: Limit one temporary sign per user group per street frontage at any given time.

(5) Installation: The entire surface of the sign must be securely fastened to the building or perimeter wall and/or fence.

(6) Maintenance required: The applicant shall maintain all signs in good condition, and the applicant shall remove or replace any sign that is torn, faded, dirty, or defaced, including by graffiti.

(7) Installation period: Temporary signs may be displayed a maximum of 30 days. Specific dates and time for the signs' installation and removal may be subject to change by the city in order to minimize impacts to the public.

(8) Sign removal: All signs that are not removed by the applicant by the approved removal date shall constitute a public nuisance subject to summary removal by the city.

(Ord. No. 04-11, § 4, 10-18-04; Ord. No. 09-14, § 1, 12-1-09)

§ 13-118.2. Banners on public baseball and softball fields.

(a) *Applicability*. Only a youth program user groups 1 and 3 shall be able to request approval to install banners on a public baseball or softball field that has been permitted for their use by the city. Youth program user groups 1 and 3 are defined in the City of Costa Mesa Athletic Field/Facility Use and Allocation Policy.

(b) *Permit required.* Banners may be placed on public baseball and/or softball fields after obtaining the necessary permit from the recreation manager.

(c) *Standards.*

(1) Acceptable banner location: Banners shall only be displayed on the field's outfield fence and shall only face the field's interior.

(2) Banner composition: Banner copy and/or logos shall be limited to one side of the banner, and the banner shall be made of durable cloth, bunting, plastic, or similar material.

(3) Maximum size: Individual banners shall not exceed 40 square feet.

(4) Installation: The banner's surface must be tautly and securely fastened to the outfield fence of the field by a minimum of four contact points.

(5) Maintenance required: The applicant shall maintain all banners in good condition, and the applicant shall remove or replace any banner that is torn, faded, dirty, or defaced, including by graffiti.

(6) Installation period: Banners shall be installed no sooner than seven days prior to the baseball and/or softball season's commencement and shall be removed within seven days of the season's close. Specific dates and time for the banners' installation and removal may be subject to change by the city in order to minimize impacts to the public.

(7) Banner removal: All banners that are not removed by the applicant by the approved removal date shall constitute a public nuisance subject to summary removal by the city.

(Ord. No. 04-11, § 5, 10-18-04; Ord. No. 09-14, § 1, 12-1-09)

§ 13-119. Billboards.

The area of any billboard that was legally erected before October 6, 1984, shall not be included in the calculation of sign area for the site on which it is located until any new building is placed or constructed on that site, after which the calculation of sign area shall include the area of all billboards on the site, regardless of time of construction.

(Ord. No. 97-11, § 2, 5-5-97)

Chapter XII, Article 4 of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and underline text denotes text being added.

Chapter XII Special Fee Assessments

Article 4 Park and Recreation Impact Fees

§ 13-276.1. Purpose.

The purpose of this article is to establish the procedures for the payment of parks and recreation impact fees in conjunction with the establishment of new residential units.

(Ord. No. 15-09, § 1, 9-2-15)

§ 13-276.2. Requirement.

(a) Any party that creates a multi-family residential development (e.g., apartment, duplex, triplex, multiplex) for renter households (collectively, "apartments") and any party who creates any accessory dwelling unit (ADU) or junior accessory dwelling unit (JADU), shall remit park fees as established in this article to provide park and recreational facilities to serve the future residents of such units.

(b) The requirements of this article are in addition to any other applicable requirements of the municipal code, including Article 5 of Ch. XI, which sections relate to park/dedication fee requirements applicable to subdivisions.

(Ord. No. 15-09, § 1, 9-2-15; Ord. No. 21-03, § 6, 3-2-21)

§ 13-276.3. Relation of land required to population density.

Consistent with the general plan, it is hereby found and determined that the public interest, convenience, health, welfare and safety require that 4.26 acres of property for each 1,000 persons residing within the city be devoted to public park and recreational purposes.

(Ord. No. 15-09, § 1, 9-2-15; Ord. No. 21-03, § 6, 3-2-21)

§ 13-276.4. Population density.

For the purposes of this article, population density shall be established by resolution of the city council, utilizing the following classifications:

(a) Apartments. Any building (or portion thereof) or collection of buildings which provide two or more self-contained dwelling units not designated for separate ownership (i.e., the units not legally subdivided for homeownership). Notwithstanding the foregoing, for purposes of this article, ADUs and JADUs are not considered "apartments."

(b) Determination of the number of dwelling units. The total number of dwelling units shall be determined by the number of units proposed for construction. When the actual

number of units is unknown, the number of the units shall be based on the maximum number of units which are permitted by the general plan for the property at the time the tentative or parcel map is filed with the city.

(Ord. No. 15-09, § 1, 9-2-15; Ord. No. 21-03, § 6, 3-2-21)

§ 13-276.5Park fee formula for apartments.

The amount of park fee for apartments required pursuant to this section shall be based on the following formula:

FEE = 4.26 (A.D.F. x D.U. x P.C.)/1,000

Definition of terms:

FEE The maximum cost to be appraised for fee payment.

4.26 Number of acres per 1,000 persons.

A.D.F. Apartment density factor obtained from section 13-276.4 population density as applicable to the proposed development.

D.U. Number of dwelling units.

P.C. Proportionate cost is the sum of the weighted cost of park land acquisition per acre of land and cost of construction per acre of land.

(Ord. No. 15-09, § 1, 9-2-15; Ord. No. 21-03, § 6, 3-2-21)

§ 13-276.6.6. Amount of park fee for "apartments" and accessory dwelling units and junior accessory dwelling units.

(a) .

1) Fee resolutions. The fees authorized via this article shall be periodically established and/or adjusted via a resolution of the city council. Such fees shall comply with Government Code section 66000 et seq., and shall not exceed the amounts authorized by Government Code section 66000 et seq.

2) *ADU and JADU fees.* The fees for ADUs and JADUs shall take into consideration the fees charged for apartments, and shall not violate Government Code sections 66310-66342, as may be amended from time to time.

(b) Nothing in this section shall prohibit the dedication and acceptance of land for park and recreation purposes where the developer proposes the dedication voluntarily and the land is accepted by the city council at its discretion. When land dedication is provided, it shall be accomplished consistent with applicable local ordinances, including any applicable requirements of the Subdivision Map Act.

(c) If the developer objects to the amount of the fee pursuant to this article, an appeal may be made to the city council by filing an application of appeal with the city clerk and payment of an appeal processing fee as determined by the city council. A notice of appeal shall be filed with the city clerk within seven days of payment of the fee. The

developer shall have the burden of proof in contesting the amount of the fee. Within 30 days of receipt of the notice of appeal, a public hearing on the appeal shall be held by the city council, and the decision shall be final and conclusive in determining the amount of the fee.

(d) The fee shall be paid to the Community Development Department and shall be deposited and held in appropriate trust accounts and may be expended therefrom only for the purpose of developing new or rehabilitating existing neighborhood or community park or recreation facilities to serve the development on which the fee is charged. Upon receipt of the fee, the Community Development Department shall issue a receipt, and the receipt shall be presented as proof of payment of the fee prior to the issuance of any permit for buildings and structures pursuant to this Zoning Code.

(e) In order that the fees levied pursuant to subsection (a) keep pace with the cost of land, the fee schedule described in subsection (a) shall be periodically adjusted on a biennial basis, or as specified by city council by resolution. The fee schedule shall be adjusted consistent with applicable law.

(f) Upon application to the Community Development Department, the payment of the fee may be deferred where the department makes the following findings:

1) The developer has entered into a fee agreement with written evidence of adequate security to assure payment of the fee at a date prior to the issuance of a certificate of occupancy, and in a form approved by the city attorney; and

2) The deferral of the fee shall not adversely impact the development of new or the rehabilitation of existing neighborhood or community park or recreational facilities to serve the development.

(Ord. No. 15-09, § 1, 9-2-15; Ord. No. 21-03, § 6, 3-2-21)\

§ 13-276.7. Procedure, credit.

(a) Procedure. When fees are required, the same shall be deposited with the Community Development Department prior to issuance of building permits.

(b) Credit. Credit shall be granted for dwelling units demolished as a part of the development. This credit shall be limited to the number of units existing at the time of the approval of the project and shall not be transferred to other developments.

(Ord. No. 15-09, § 1, 9-2-15; Ord. No. 21-03, § 6, 3-2-21)

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Chapter XIII of the Zoning Code shall be amended where ~~strikethrough~~ text denotes text being removed, and underline text denotes text being added.

Chapter XIII Noise Control

§ 13-277. Purpose.

It is the city's purpose to prohibit unnecessary, excessive and annoying noises from all sources subject to its police power. At certain levels noises are detrimental to the health, comfort, safety, peace and enjoyment and welfare of the citizenry, and in the public interest shall be regulated and systematically proscribed.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-278. Definitions.

The following words, phrases and terms as used in this chapter shall have the meaning indicated below:

Cumulative period. An additive period of time composed of individual time segments which may be continuous or interrupted.

Decibel (dB). A unit which denotes the ratio between two quantities which are proportional to power: The number of decibels corresponding to the ratio of two amounts of power is 10 times the logarithm to the base 10 of this ratio.

Emergency machinery, vehicle or work. Any machinery, vehicle or work used, employed or performed in an effort to protect, provide or restore safe conditions in the community or for the citizenry, or work by private or public utilities when restoring utility service.

Exterior residential noise environment. The exterior environs of a residential development which include private yard of single-family residence, multi-family private patio or balcony which is served by means of exit from inside the dwelling, private balconies greater than six feet in depth, and common open space areas containing resident-serving amenities (i.e. pool, spa, tennis courts). Exception: For multi-family residential development or live/work units ~~approved pursuant to a master plan~~ in a mixed-use overlay district ~~where the base zoning district is nonresidential~~, the exterior residential noise environment does not include the following areas: Private balconies or patios regardless of size, private or community roof decks/roof terraces, internal courtyards and landscaped walkways that do not include resident-serving, active recreational uses such as community pool, spa, tennis courts, barbeque, and picnic areas.

Fixed noise source. A stationary device which creates sounds while fixed or motionless, including but not limited to industrial and commercial machinery and equipment, pumps, fans, compressors, generators, air conditioners and refrigeration equipment.

Grading. Any excavating or filling of earth material, or any combination thereof, conducted at a site to prepare the site for construction or other improvements.

Impact noise. The noise produced by the collision of one mass in motion with a second mass which may be either in motion or at rest.

Interior residential noise environment. The interior environs of a residential dwelling unit or live/work unit which includes all interior spaces such as, but not limited to, bathrooms, closets, corridors, kitchen, living room/family room, bedrooms, playroom, and office.

Mobile noise source. Any noise source other than a fixed noise source.

Noise level. The "A" weighted sound pressure level in decibels obtained by using a sound level meter at slow response with a reference pressure of 20 micronewtons per square meter. The unit of measurement shall be designated as dB(A).

Person. A person, firm, association, copartnership, joint venture, corporation or any entity, public or private in nature.

Residential property. A lot of real property which is developed and used either in part or in whole for residential purposes, other than transient uses such as hotels and motels.

Simple tone noise. A noise characterized by a predominant frequency or frequencies so that other frequencies cannot be readily distinguished.

Sound pressure level of a sound, in decibels. Twenty times the logarithm to the base 10 of the ratio of the pressure of the sound to a reference pressure, which reference pressure shall be explicitly stated.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 06-9, § 1j., 4-18-06)

§ 13-279. Exceptions for construction.

The provisions of this chapter shall not apply to the following:

(a) Emergency machinery, vehicles, or work; or

(b) Construction equipment, vehicles, or work between the ~~following~~ approved hours shown in Table 13-279, provided that all required permits for such construction, repair, or remodeling have been obtained from the appropriate city departments.

TABLE 13-279	
HOURS FOR CONSTRUCTION ACTIVITIES	
7:00 a.m. through 7:00 p.m.	Mondays through Fridays
9:00 a.m. through 6:00 p.m.	Saturdays
Prohibited all hours	Sundays and the following specified federal holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day

(c) Waiver procedure. An applicant may request approval of a minor modification for a temporary waiver for construction equipment, vehicles, or work outside these permitted hours. The minor modification may be granted by the Community ~~d~~Development ~~services d~~Director or his/her designee. Any temporary waiver shall take into consideration the unusual circumstances requiring construction activity outside the permitted hours and the short-term impacts upon nearby residential and business communities.

Minor modification findings shall indicate whether or not the extended construction hours will be materially detrimental to the health, safety, and general welfare of persons residing or working within the immediate vicinity of the construction site.

Unless a temporary waiver is approved, construction activity outside the permitted hours shall still be subject to the city's noise regulations.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 10-3, § 1a., 2-16-10)

§ 13-280. Exterior noise standards.

(a) The ~~following~~ noise standards in Table 13-280, unless otherwise specifically indicated, shall apply to all residential property within the city:

TABLE 13-280

RESIDENTIAL EXTERIOR NOISE STANDARDS

Noise Level	Time Period
55 dB(A)	7:00 a.m.—11:00 p.m.
50 dB(A)	11:00 p.m.—7:00 a.m.

In the event the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five dB(A).

(b) It is unlawful for any person at any location within the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential property, either within or outside the city, to exceed:

(1) The noise standard for a cumulative period of more than 30 minutes in any hour;

(2) The noise standard plus five dB(A) for a cumulative period of more than 15 minutes in any hour;

(3) The noise standard plus 10 dB(A) for a cumulative period of more than five minutes in any hour;

(4) The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour; or

(5) The noise standard plus 20 dB(A) for any period of time.

(c) In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

(d) The exterior noise standards shown in subsection (a) shall not apply to the following exterior areas of multi-family residential development or live/work units located within a mixed-use overlay district ~~where the base zoning district is nonresidential, approved pursuant to a master plan, and subject to the land use regulations of an urban plan~~:

(1) Private balconies or patios regardless of size;

(2) Private or community roof decks/roof terraces;

(3) Internal courtyards and landscaped walkways that do not include resident-serving, active recreational uses such as community pool, spa, tennis courts, barbeque, and picnic areas.

(4) In high-rise residential developments in the North Costa Mesa Specific Plan, the exterior noise standards shown in 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 and private balconies and patios shall be exempt from this standard.

(Ord. No. 97-11, § 2, 5-5-97; Ord. No. 06-9, § 1k., 4-18-06; Ord. No. 07-2, § 1m., 2-6-07)

§ 13-281. Interior noise standards.

(a) The ~~following~~ interior noise standards in Table 13-281, unless otherwise specifically indicated, shall apply to all residential property within the city:

TABLE 13-281
RESIDENTIAL INTERIOR NOISE STANDARDS

Noise Level	Time Period
55 dB(A)	7:00 a.m.—11:00 p.m.
45 dB(A)	11:00 p.m.—7:00 a.m.

In the event the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five dB(A).

(b) It is unlawful for any person at any location within the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level when measured within any other dwelling unit on any residential property, either within or outside the city, to exceed:

(1) The interior noise standard for a cumulative period of more than five minutes in any hour;

(2) The interior noise standard plus five dB(A) for a cumulative period of more than one minute in any hour; or

(3) The interior noise standard plus 10 dB(A) for any period of time.

(c) In the event the ambient noise level exceeds either of the first two noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the third noise limit category the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-282. Noise near schools, hospitals, churches.

It is unlawful for any person to create, maintain or cause to be created or maintained any noise or sound which:

(a) Exceeds the noise standards specified in section 13-280, Exterior noise standards, near any school, hospital or church while it is in use, regardless of the zone within which it is located; or

(b) The noise level unreasonably interferes with the working of such installations or which disturbs or unduly annoys patients in a hospital, provided conspicuous signs are displayed in three separate locations within one-tenth of a mile indicating the presence of a school, church or hospital.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-283. Loud, unnecessary noise.

It is unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area, regardless of whether the noise level exceeds the standards specified in section 13-280, Exterior noise standards, and section 13-281, Interior noise standards. The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following:

(a) The level of noise;

(b) Whether the nature of the noise is usual or unusual;

(c) Whether the origin of the noise is natural or unnatural;

(d) The level and intensity of the background noise, if any;

(e) The proximity of the noise to residential sleeping facilities;

(f) The nature and zoning of the area within which the noise emanates;

(g) The density of the inhabitation of the area within which the noise emanates;

(h) The time of the day and night the noise occurs;

(i) The duration of the noise;

(j) Whether the noise is recurrent, intermittent or constant;

(k) Whether the noise is produced by a commercial or noncommercial activity; and

(l) The density of the inhabitation of the area affected.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-284. Noise level measurement.

(a) Any noise level measurement shall be performed using a sound level meter meeting American National Standard Institute's Standard S1.4-1971 for Type 1 or Type 2 sound level meters or an instrument and the associated recording and analyzing equipment which will provide equivalent data.

(b) Exterior measurements: The location selected for measuring exterior noise levels shall be at any point on the affected property.

(c) Interior measurements: Interior noise measurements shall be made within the affected dwelling unit. The measurement shall be made at a point at least four feet from the wall, ceiling, or floor nearest the alleged offensive noise source and may be made with the windows of the affected unit open.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-285. Variance procedure.

(a) The owner or operator of a noise source which violates any provision of this chapter may file an application with the Community ~~d~~Development ~~services d~~Director for a variance from the provisions of this chapter. Variance applications shall be processed according to procedures set forth in Chapter III, Planning Applications. The application shall set forth all actions taken to comply with this chapter, the reasons immediate compliance cannot be achieved, a proposed method and time schedule for achieving compliance, and any other information requested by the director.

(b) An applicant shall remain subject to prosecution under the terms of this chapter until a variance is granted.

(c) All applications shall be evaluated with respect to time for compliance, subject to any conditions deemed reasonable to achieve maximum compliance with this chapter. Each variance granted shall set forth the approved method and time schedule for achieving compliance. Evaluation of the variance request shall include consideration of the magnitude of the noise nuisance; the uses of property affected by the noise; the time factors related to study, design, financing, and construction of remedial work; the economic factors related to age and useful life of equipment; and the general public interest and welfare.

(Ord. No. 97-11, § 2, 5-5-97)

§ 13-286. Violations.

(a) Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in an amount not exceeding $1,000 and/or be imprisoned in the county jail for a period not exceeding six months. Each violation may instead be charged as an infraction.

(b) Each time an offensive noise exceeds any one of the standards set forth in this chapter shall constitute a separate offense and be punishable as such.

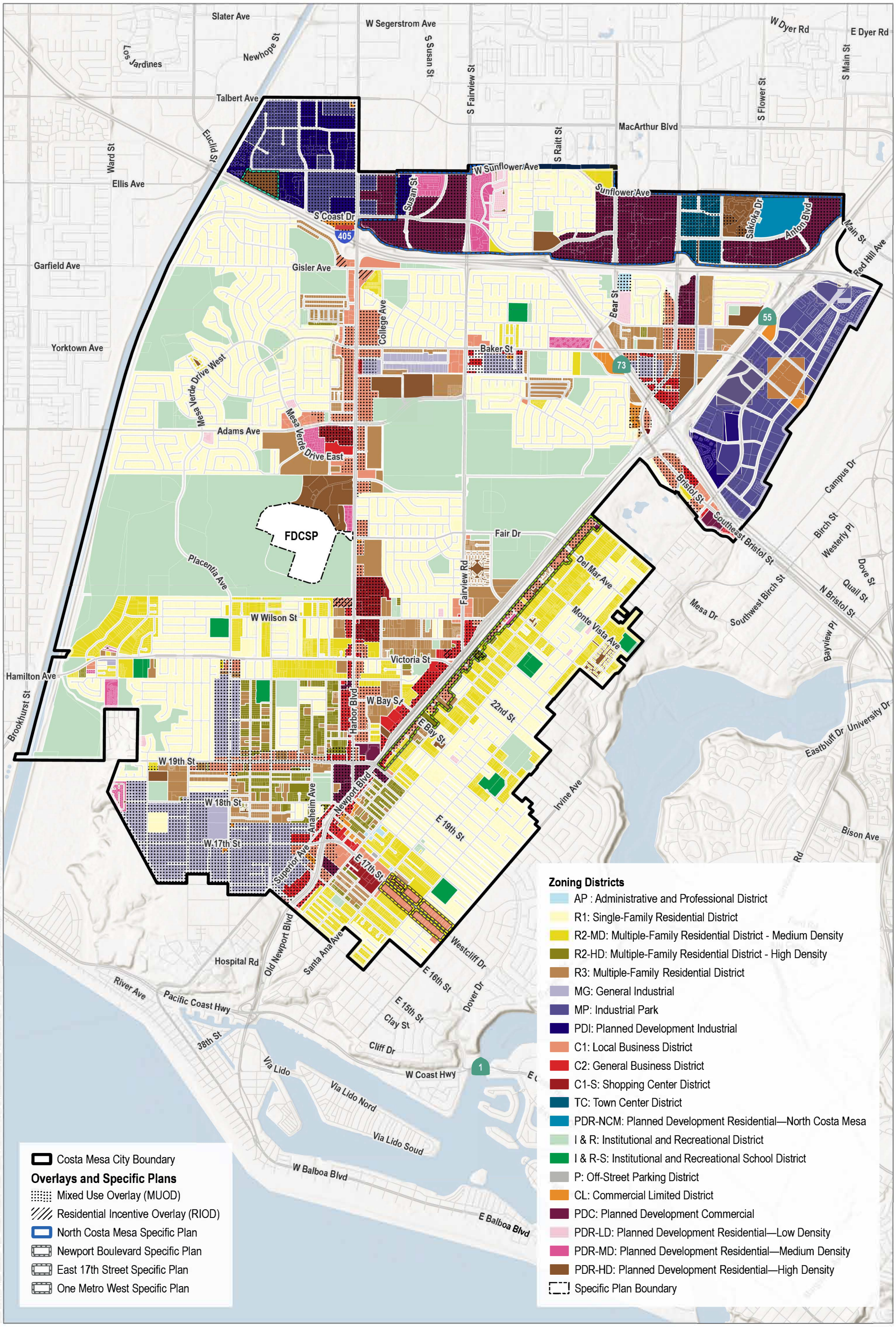
(Ord. No. 97-11, § 2, 5-5-97)

§ 13-287. Nuisance declared.

It is determined that certain noise levels are detrimental to the public health, welfare and safety and contrary to public interest, and therefore the city council does ordain and declare that the creating or maintaining or causing or allowing to be created or maintained any noise in a manner prohibited by or not in conformity with the terms of this chapter is a public nuisance and shall be punishable as such and may be subject to abatement pursuant to Chapter I, General, Article 4, Enforcement.

(Ord. No. 97-11, § 2, 5-5-97)

Exhibit C



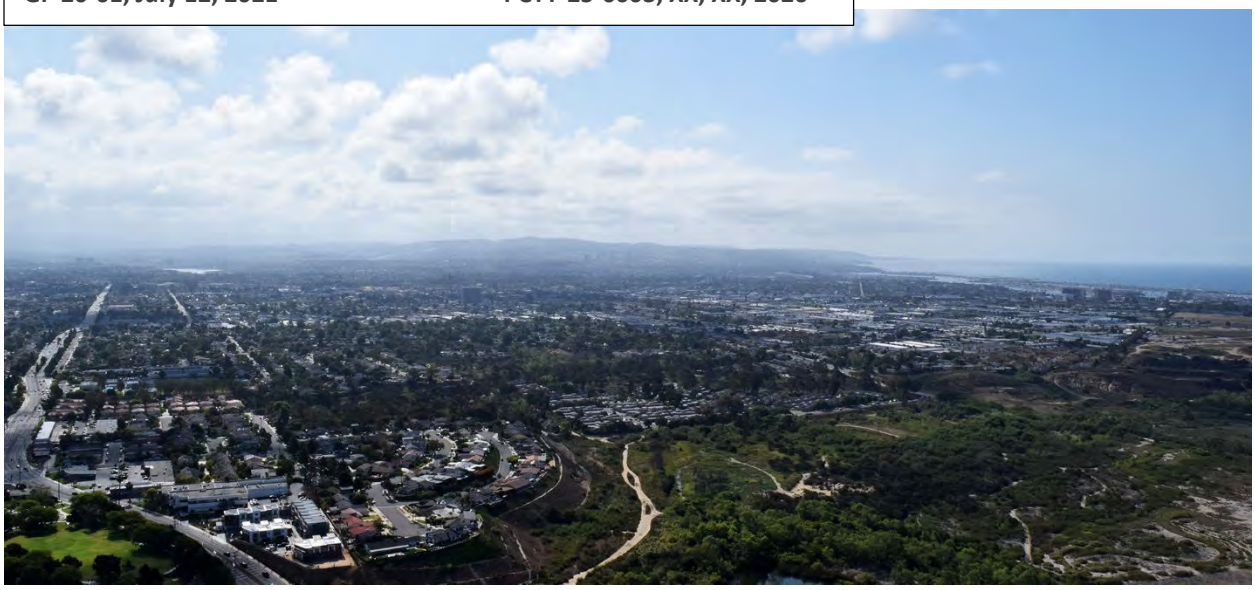
SOURCE: City of Costa Mesa 2025, Open Street Map 2019

Costa Mesa

0 0.25 0.5 Miles

Zoning Map

Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation



Looking southeast over Costa Mesa's Westside District.

Chapter 2
Land Use Element

Introduction

The Land Use Element is the keystone element of the Costa Mesa General Plan. This Element unifies the other elements by providing an overall policy context for future physical change. Goals and policies define the community's desired balance among social, environmental, and economic considerations, while maintaining those characteristics of the community that reinforce quality neighborhoods and viable business districts.

As Costa Mesa implements this General Plan, the City aspires to keep Costa Mesa an eclectic community with welcoming public spaces; attractive, walkable residential neighborhoods; exceptional parks and community services; and, a diverse economy that meets the needs of local residents while also attracting investment from regional and international markets.

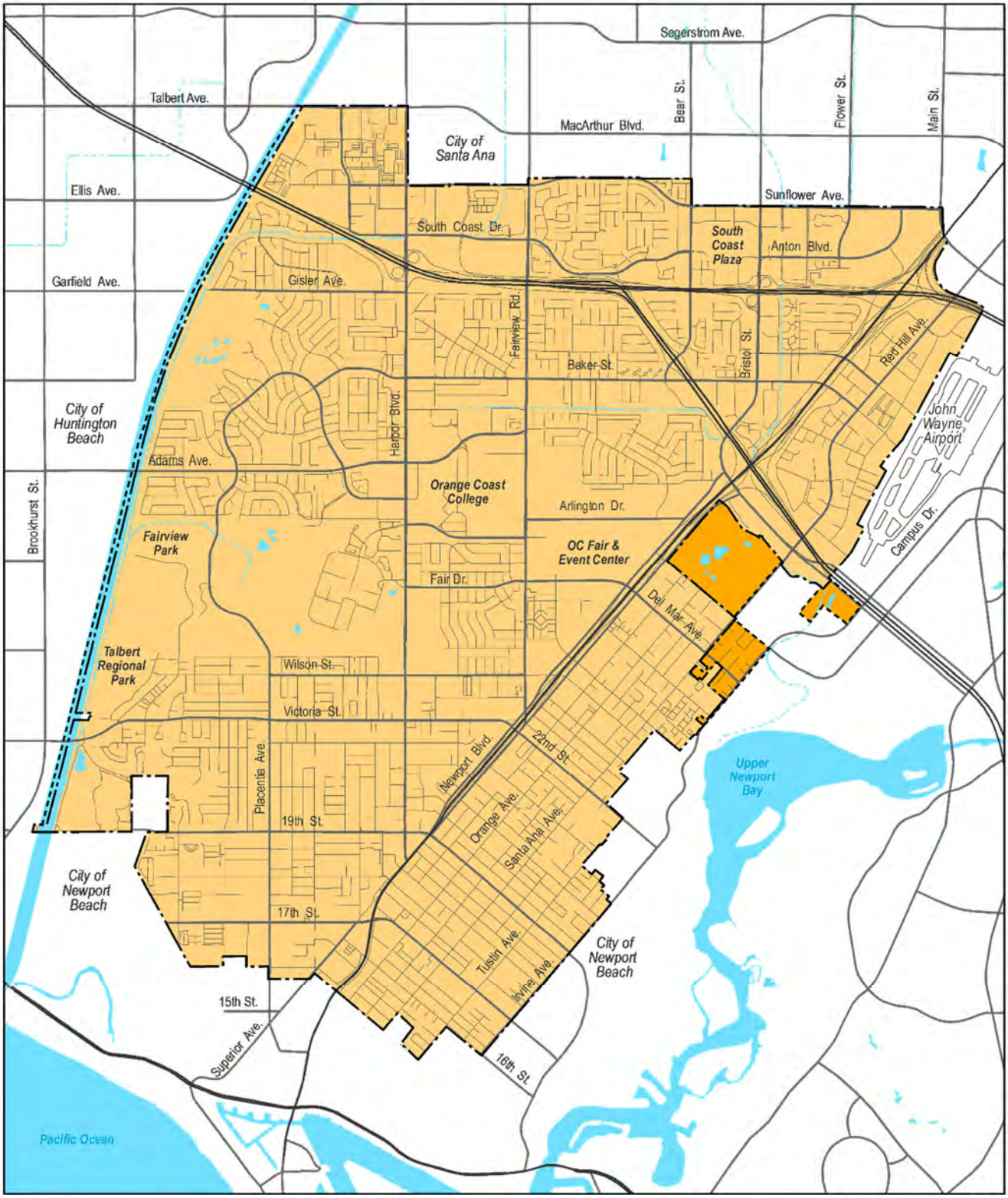
Purpose

The Land Use Element shapes new physical development in the City and its sphere of influence and provides strategies to preserve, protect, and enhance established neighborhoods and districts consistent with the community's vision. Through implementation of the Land Use Element, the City seeks to accomplish the following:

- Target new development opportunities at key locations while ensuring compatibility with established neighborhoods
- Increase homeownership opportunities in the City
- Establish and maintain an orderly pattern of development in the City
- Establish a land use classification system that implements land use policies
- Identify acceptable land uses and their general locations
- Promote consistency with standards for residential density and non-residential building intensity for existing and future development
- Accommodate a diversity of businesses to provide a solid tax base and ample employment opportunities, to attract visitor/tourist spending, and to hedge against periodic downturns in business sectors
- Provide open space, park areas, and public spaces where residents can enjoy passive and active recreational pursuits
- Ensure that new development is economically and environmentally sustainable

The Land Use Element serves as the long-range planning guide for development in the City by indicating the location and extent of development to be allowed, in conjunction with any future housing opportunities identified within a sites inventory of the Housing Element. More than any other element, the Land Use Element will have a major impact on the form and character of Costa Mesa over the next 20 years. The Land Use Element applies to all properties within the corporate City limits, as well as properties within Costa Mesa's sphere of influence, as established by the Orange County Local Agency Formation Commission (LAFCO). Together, these areas comprise the "planning area." Figure LU-1: Planning Area illustrates the planning area boundaries in Chapter 1, Introduction.

Figure LU-1: Planning Area



Land Use Context-2015

The City has implemented strategic efforts over the years to provide a sustainable balance of residential, commercial, industrial, and public and institutional uses. Land use planning ensures that compatible and complementary uses are arranged in patterns that achieve efficiencies for projected growth, mobility, and commerce. This Land Use section describes the general location, type, and intensity of development throughout Costa Mesa in baseline year 2015.

Planning Context

Development History

Costa Mesa's incorporated city limits encompass approximately 10,143 acres, or approximately 15.8 square miles. The City lies on an elevated mesa landform less than one mile from the Pacific Ocean. The Spanish name *Costa Mesa* means coastal tableland. Like throughout much of Southern California, the earliest settlers were Native Americans who fished and farmed. Spanish land grants in the 1800s brought Europeans into the area, with additional growth facilitated by extension of the railroad and, later, discovery of oil. Until the 1950s, agriculture remained the most important economic component of Orange County, and Costa Mesa was home to thousands of acres of sweet potato, corn, tomato, and strawberry crops. Remnants of this agricultural heritage remains through 2015 on properties north of Interstate 405, amid the urban development of South Coast Plaza and the Segerstrom Center for the Arts.

During World War II, the U.S. military established a number of bases in Orange County, including the Santa Ana Army Air Base in Costa Mesa (now the Orange County Fairgrounds). In the years following World War II, the surge in population and demand for affordable housing soared as returning veterans with new families looked to buy homes. The accelerated demand for suburban homes resulted in the conversion of thousands of agricultural land to large single-family housing tracts. Today, single family homes remain the predominant use in Costa Mesa.

From the 1970s through 1990s, Costa Mesa experienced significant growth in retail and office development, with development of regional shopping malls and high-rise office buildings north of I-405. Investment in the industrial district south of West 19th Street included a substantial presence of surfing and similar action sports businesses, several of which have grown to be multi-million dollar international brands.

Established Land Uses (2015)

Costa Mesa is 99 percent built out, with the largest vacant parcels located in the North Costa Mesa area. The two largest available properties are; the 31-acre Segerstrom Home Ranch and the 33-acre Sakioka Lot 2 site: both are currently in agriculture production, as of 2015, and lie north of I-405. The *North Costa Mesa Specific Plan* regulates land uses on these properties.

Residential

As of 2015, approximately 46.2 percent of land in the planning area consisted of residential neighborhoods. Single-family neighborhoods cover approximately 30 percent of the land in the City. There are a greater number of multi-family units (28,413 units) than single-family units (14,210 units). Costa Mesa contains a number of distinct residential neighborhoods, including:

1) Eastside
2) Westside
3) Mesa Verde
4) College Park
5) North Costa Mesa/Mesa Del Mar/Halecrest Hall of Fame
6) Bristol/Paularino
7) South Coast/Wimbledon Village



Mesa Verde *residential neighborhood with a mixture of single-family and multi-family units, as well as parks and schools.*

Opportunity for new large-scale, single-family development is limited due to the built-out nature of the City's residential areas and limited acreage of vacant land. The accelerated demand for suburban homes experienced in the mid-1950s and 1960s resulted in the conversion of thousands of agricultural acres to large single-family housing tracts. Single-family residential construction primarily consists of infill development, particularly in Eastside and Westside Costa Mesa. From 2012 to 2016, new small lot subdivisions have been approved in multi-family zones in Eastside Costa Mesa. Medium- and High-Density Residential land uses account for 17 percent of the net acreage. Medium-Density Residential areas are distributed throughout the City. High-Density neighborhoods are clustered around Orange Coast College, along Mesa Verde Drive East, along Adams Avenue, around Vanguard University, in the northeast portion of the South Coast Metro area, in Downtown, and in the southeast portion of the City. In addition, the Housing Element identifies where future housing opportunities are appropriate throughout the City. These sites are identified in the sites inventory of the Housing Element.

Because many residential units were constructed prior to City incorporation, particularly on the Eastside, existing residential densities in the Medium- and High-Density land use designations may exceed the currently allowed number of dwelling units per acre.

Commercial Uses

Costa Mesa contains seven commercial corridors: 1) South Coast Corridor 2) Bristol Street Corridor, 3) Harbor Boulevard Corridor, 4) East 17th Street Corridor, 5) North Newport Boulevard Corridor, 6) South Newport Boulevard Corridor, and 7) West 19th Street Corridor. Established commercial land uses encompass 9.6 percent of the land area, or 770 acres.



Costa Mesa Downtown and The Triangle *consists of a mixture of neighborhood and community-serving commercial uses.*

South Coast Plaza, located along the Bristol Street Corridor, contains the largest single concentration of retail uses in the City and accounts for 30 percent of the commercial square footage; the adjacent Town Center area accounts for nearly 20 percent of the area planned for office space throughout the City.

The Harbor Boulevard commercial corridor accounts for almost one-third of the City's commercial land. Businesses along the boulevard account for 40 percent of the City's total retail sales, indicating that Harbor Boulevard's trade area is of a regional scale. The major factor for this is the concentration of auto dealerships on Harbor Boulevard.

The 92-acre East 17th Street commercial corridor contains a variety of commercial uses, including retail, service, and office. The area generally serves local residences and businesses.

Major retail centers other than South Coast Plaza include the CAMP, the LAB Anti-Mall, South Coast Collection (SOCO), Metro Pointe, and The Triangle. Each offers its own unique mix of shopping and dining experiences, as well as entertainment for the residents of Costa Mesa and Orange County at large.

Industrial Uses

Established industrial land uses encompass approximately 10.5 percent of land and are primarily concentrated in three major districts: The Westside District, the Airport Industrial/Business Park District, and the Harbor Gateway District.

The Westside District is the City's oldest industrial area; it covers approximately 312 acres and represents 82.5 percent of land area designated for Light Industrial. The remaining 17.5 percent of Light Industrial uses are located in areas along Baker Street. Light Industrial uses consist of small manufacturing and service industries, as well as larger industrial operations.

The Westside District contains several large manufacturing firms and a high percentage of smaller industrial operations, frequently in multi-tenant structures. The Southwest District is one of Costa Mesa's major employment centers, providing about one-fourth of all local manufacturing-related jobs.

The 390-acre Airport Industrial Area is a component of the much larger Irvine Business and Industrial Complex, which extends into the cities of Irvine and Tustin. This area is characterized by large parcels and wide landscaped building setbacks. Several firms have located their main or regional headquarters in the area and are often the single tenants in large structures.



The Airport Industrial/ Business Park District *includes a concentration of industrial, office, and commercial uses.*

Industrial space directly adjacent to John Wayne Airport provides opportunities to airport-related industries. Some of these properties include hangars with access to the runway.

The 323-acre Harbor Gateway District is an Industrial/Business Park located within the north part of Costa Mesa, northeast of I-405 and the Santa Ana River. This district is a part of a larger industrial area extending northward into the city of Santa Ana. The primary users of this industrial area are large single-tenant manufacturing firms and corporate offices. Included within this district is a 14.5-acre portion of the Home Ranch area property and the unique "lifestyle" South Coast Collection (SOCO) shopping center. SOCO includes over 300,000 square feet of design showrooms, creative studios, specialty retail and food stores,

a weekly farmers' market, and outdoor gathering spaces. The OC Mix, located in SOCO, is a marketplace for gourmet foods, coffee, wine, and over 30 owner-operated retail and specialty shops under one roof.

Public/Institutional, Golf Course, and Fairground Uses

The Public/Institutional designation applies to publicly and privately owned properties that provide recreation, open space, health, and educational opportunities, as well as uses that provide a service to the public.

A major land acquisition by the State in 1950 was responsible for the public ownership of the Costa Mesa Golf Course and Country Club and Fairview Park. In 1950, 750 acres were acquired for a State institution. In 2015, the Fairview Developmental Center occupied 114 acres of the original 750-acre site. Acquisitions by the City and County have expanded this area to include the County's Talbert Regional Park adjacent to the Santa Ana River and the City's adjoining Canyon Park. See Table LU-1: *Public and Institutional Land Acquisitions*, for various public and institution uses government land acquisitions.

A total of 1,263.4 acres are designated Public/Institutional. When combined with the Costa Mesa Golf Course and Orange County Fair & Event Center, these uses constitute 25 percent of the planning area. This high percentage of land area designated for public and institutional use primarily reflects past and current use by various governmental agencies: The Santa Ana Army Air Base during World War II, the original 750-acre land acquisition by the State of California, and land acquisitions by the City and Orange County.



Orange Coast College, *founded in 1947, includes over 80 academic program areas and over 50 career and technical programs.*

The golf course designation includes the Mesa Verde and Santa Ana Country Clubs (both private) and the City-owned Costa Mesa Golf Course and Country Club. The Fairgrounds property includes the 150-acre Orange County Fair & Event Center, which is owned by the 32nd District Agricultural Association, a State special-purpose district in the Division of Fairs and Expositions of the California Department of Food and Agriculture formed in 1949. Its board is appointed by the Governor of California.

Table LU-1: Public and Institutional Land Acquisitions

Government Land Acquisition	Public and Institutional Uses
Santa Ana Army Air Base	Orange Coast College, Costa Mesa High School, Davis Middle School, Presidio Elementary School, TeWinkle Park, the National Guard Armory, Orange County Fairgrounds, Jack R. Hammett Sports Complex, Civic Center Park, City Hall, and Vanguard University
750-acre land (1950)	Costa Mesa Golf Course and Country Club and Fairview Park, Fairview Developmental Center
City and County expansion	Talbert Regional Park and Canyon Park

Table LU-2: *Established Land Uses (2015),* summarizes the existing land uses in Costa Mesa that were surveyed in 2015, including number of acres, residential units, building square feet, hotel and motel rooms, and estimated employees.

Orange Coast College Vision 2020 Facilities Master Plan

Costa Mesa is home to Orange Coast College, which is one of three colleges in the Coast Community College District. Orange Coast College is located at 2701 Fairview Road in the central portion of Costa Mesa. The District has been involved in preparing the Orange Coast College Vision 2020 Facilities Master Plan, which involves construction of new academic, administrative, residential, and parking facilities on the campus. In November 2015, the Coast Community College District Board of Trustees approved the Final Orange Coast College Vision 2020 Facilities Master Plan Program EIR.

The proposed Master Plan involves following improvements:

- Renovation of two existing buildings, totaling approximately 54,000 assignable square feet (ASF) and demolition of approximately 200,900 ASF.
- A new planetarium and an 818-bed student housing project would be added to the campus; the proposed project would also involve improvements to the pedestrian circulation network in and around campus, and the enhancement of open-space areas through landscape and pedestrian plaza improvements.
- Reconfiguration of existing parking lots and vehicular entryways, and the addition of a parking structure in the Adams Avenue parking lot on campus.

Table LU-2: Established Land Uses (2015)

Land Use	Net Acres[1]	% of Acres	Residential Units	Population	Building Square Feet	Lodging Rooms	Employees
Single-Family	2,314	28.8	14,210	39,508	--	--	--
Multi-Family	1,402	17.4	28,413	71,032	--	--	100
Office	332	4.1	--		7,224,000	--	24,000
Commercial	770	9.6	--		11,403,000	--	23,400
Lodging: Motel/Hotel	60	0.8	--		--	Motel: 2,272 Hotel: 1,877	1,400
Industrial	841	10.5	--		13,087,000	--	27,300
Public Facilities/ Institutional	491	6.1	--		--	--	6,200
Schools/Colleges	525	6.5	--		--	--	4,300
Golf	553	6.9	--		--	--	100
Parks/Recreation	592	7.4	--		--	--	--[2]
Agriculture	72	0.9	--		--	--	200
Other[4]	70	0.9	--		555,000	--	300
Vacant Lands	20	0.3	--		--	--	--
Total	**8,042**	**100.0%**	**42,623**	**110,540**	**32,269,000**	**4,149**	**87,300[3]**

Sources: City of Costa Mesa, Stantec, and MIG, 2015.

Note:

1. *Net acres includes all private property land areas for the entire Planning Area, excluding all public right-of-way.*
2. *Park employment is counted under Public Facilities*
3. *Employees is calculated using building square footage and employment generation rates by land use category. Center for Demographic Research, California State University, Fullerton identifies 87,097 jobs for 2015 based on 2014 projections.*
4. *Other land uses refers to religious institutions, utilities, railroad properties, and other classifications that are not classified under the existing land use categories.*

PGPA-24-02, Adopted August 5, 2025

Table LU-3: Land Use Designations (2015)

Land Use Designations	Residential Density	Floor-Area Ratio	Acres Developed	Acres Undeveloped	Net Acres	% of Acres
Residential*						
Low-Density Residential	≤8 du/ac	N/A	2,087.4	0.8	2,088.2	25.9%
Medium-Density Residential	≤12 du/ac		858.1	1.1	859.1	10.7%
High-Density Residential[1,2]	≤20 du/ac		866.12	2.912	869.03	10.8%
Non-Residential*						
Commercial-Residential	≤17.4 du/ac	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic	47.9	0.0	47.9	0.6%
Neighborhood Commercial	≤20 du/ac	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic	40.3	0.2	40.5	0.5%
General Commercial	≤20 du/ac	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic 0.75/Very Low Traffic	599.82	8.5	608.32	7.5%
Commercial Center[3,]	≤20 du/ac	0.25/High Traffic 0.35/Moderate Traffic 0.45/Low Traffic 0.75/Very Low Traffic	117.18	0.3	117.48	1.5%
Urban Center Commercial[3]	20 to 80 du/ac	N/A[5]	59.74	66.6	126.34	1.6%
Cultural Arts Center[4]	Varies[4]	1.77[4]	57.3	0.0	57.3	0.7%
Regional Commercial	≤20 du/ac	0.652/0.89[4]	147.9	0.0	147.9	1.8%
Industrial Park	≤20 du/ac	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic 0.75/Very Low Traffic	630.13	2.4	632.53	7,9%
Light Industrial[6]	≤20 du/ac	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic	374.2	4.0	378.1	4.7%
Public and Institutional	--	0.25	1,263.2	0.3	1,263.4	15.7
Golf Course	--	≤0.01	553.7	0.0	553.7	6.9%
Fairgrounds	--	≤0.10	150.0	0.0	150.0	1.9%
Multi-Use Center	15 to 25 du/ac	0.25	102.6	0.0	102.6	1.3%
Totals			**7,955.6**	**87.1**	**8,042.4**	**100%**

*Notes: * Residential density may exceed those identified within Table LU-3 to accommodate the density of sites identified as housing opportunity sites within the sites inventory of the Housing Element.*

1. *Within the Medium and High Density Residential designation, existing residential units legally built in excess of the dwelling units per acre standard may be rebuilt at the same higher density subject to other zoning code standards. The allowable density or number of units to be redeveloped would be limited to the 1990 General Plan density with a 25% incentive bonus for Medium-Density or a 50% incentive bonus for High Density or the existing number of units, whichever is less.*
2. *See High Density Residential text regarding areas in North Costa Mesa where the density allowance exceeds 20 units per acre. Site Specific Density of 20.4 du/acre approved for 1.86-acre 38 unit project at 1957 Newport Blvd. and 390 Ford Road.*
3. *See Commercial Center, Regional Commercial, and Urban Center Commercial text for site specific density and FAR.*
4. *See text for Mixed-Use Development and Cultural Arts Center provisions for additional discussion.*
5. *Varies, depends on development agreement for site.*

Jobs/Housing Relationship

The variety and distribution of land uses in Costa Mesa enable people to live near their jobs, to shop within a reasonable distance from their homes or work, to use the City's parks and recreational facilities, and to carry out other daily activities conveniently. Information from the 2010 Census indicates that 32 percent of residents work in the City. Fifty-one percent work within 20 minutes of their homes. The City recognizes the importance of providing both job and housing opportunities to reduce vehicle trips and overall, create a higher quality of life.

Table LU-4: *Housing, Population, and Employment*, presents historical data for Costa Mesa's population, number of housing units, and employment opportunities, and includes projections to the year 2040. The table is based upon OCP-2015 Projections and data from the U.S Census.

Table LU-4: Housing, Population, and Employment

Year	2000[1]	2010[2]	2015[3]	2020[3]	2040[4]
Housing	40,406	40,104	42,496	43,484	54,503
Population	108,724	109,960	111,276	113,900	116,400
Employment	88,294	88,416	87,097	89,600	93,200

Sources: 1. 2000 U.S. Census; 2. 2010 U.S. Census and SCAG 2016-2040 Regional Growth Forecast by Jurisdiction Report.; 3. Center for Demographic Research, California State University, Fullerton, 2014 and SCAG 2016-2040 Regional Growth Forecast by Jurisdiction Report.; 4. Center for Demographic Research, California State University, Fullerton, 2022 and SCAG 2016-2040 Regional Growth Forecast by Jurisdiction Report.

Key Land Use Issues

Residential Neighborhood Compatibility

Early subdivisions in Costa Mesa established patterns that markedly affect the design of current developments. Prior to the City's incorporation, residential development—particularly in the Eastside and Westside neighborhoods—consisted of subdivisions with long, narrow lots. As residential development occurred, construction on these narrow, deep lots often took the form of subdivisions usually consisting of a row of detached or attached residential units on one side of the parcel and the driveway access for the residential units on the opposite side.

In 2013, the Small Lot Ordinance was adopted to promote affordable ownership housing by providing more flexible development standards and maintenance mechanisms for underutilized multi-family residential lots within the densities allowed by the General Plan. The Small Lot Ordinance allowed new homeownership opportunities in the form of detached single-family residential development on small lots with a maximum of 15 dwelling units.

Promotion of Home Ownership

According to the 2010 Census data, Costa Mesa's renter-occupied units consisted of 58 percent of the total occupied units, whereas owner-occupied units consisted of 42 percent of the total occupied units, a difference of nearly 16 percent. Most owner-occupied units consist of single-family homes and condominiums, and the majority of renter-occupied residences consist of apartments. The City strives to improve the balance of owner-occupied and renter-occupied units to create more stability in terms of property maintenance and residents' social investment in their neighborhoods and the community.

Revitalization of Commercial Districts

Although most of the issues experienced with small parcels and narrow, deep parcels are related to residential development, several commercial districts face similar constraints. While large retail developments like the Triangle have resulted from lot consolidation, smaller commercial lots along Newport Boulevard and 19th Street, for example, pose challenges for new businesses due to substandard parking facilities. Along the east side of Newport Boulevard, many small parcels retain the original residential structures that have been converted to commercial use. Additionally, along Newport Boulevard, north of 19th Street, commercial uses have more limited exposure and visibility due to the one-way traffic flow and wide separation from land uses to the west. Newport Boulevard's one-way traffic flow, diversity of ownership patterns, and eclectic mix of uses contribute to its lack of unity and identity, which in turn makes it difficult to attract new development proposals and/or businesses. The City will need to continue to monitor activity on Newport Boulevard, Harbor Boulevard, and other commercial districts with similar challenging circumstances to determine if additional adjustments to land use policy and zoning regulations are needed to incentivize reinvestment.

Resolution No. PC-2026-27 Page 231 of 751

Colocation of Residential and Employment Uses

The Westside has long supported an intertwined mix of industrial, commercial, and residential uses. Industrial uses have predominated in this southwest corner of the City, including many that once supported the marine industry. The City's Mixed-Use Overlay creates opportunities to accommodate residential uses in mixed-use settings to improve the jobs-housing balance across other parts of the city.

Allowing a mix of uses can attract reinvestment in existing non-residential structures and investment in new developments. Well-designed projects can allow a range of uses, including residential uses, in a primarily commercial or industrial area. Furthermore, facilitating mixed-use development can help meet growing demand for a variety of new housing opportunities, including types beyond single-family detached units and small lot subdivisions.

Costa Mesa values the opportunities to support the colocation of residential and employment uses, enterprising industry and entrepreneurs, and balanced and complete neighborhoods through a mix of uses. Land use regulations need to be crafted in a way that furthers economic development and business support while allowing residential development in the right locations.

Mixed-Use Overlay

The Mixed-Use Overlay land use designation creates options for housing on select commercial and industrial sites, while preserving existing neighborhoods. The sub-areas within the Mixed-Use Overlay have varying characteristics and are regulated by the zoning provisions of the Mixed-Use Overlay District (MUOD). The MUOD provisions for each MUOD sub-area aims to facilitate development that is representative of the individuality of each identified sub-area. Through the Mixed-Use Overlay, the City encourages mixed-use urban environments that include purposeful combinations of entertainment, retail, office, hospitality, and residential uses. Mixed-use development creates a productive use of space that adds vitality to urban areas and conserves land resources by allowing for shared parking and public spaces.

Airport Considerations

Both the Federal Aviation Administration (FAA) and the Airport Land Use Commission for Orange County have concern for the safety of air navigation around John Wayne Airport. Under Part 77 of the Federal Aviation Regulations (FAR), the FAA requires notice of proposed construction in excess of certain heights which may affect the safety of aircraft operations. The authority of the FAA in these matters extends only as far as issuing a notice of hazard to air navigation; the FAA does not have jurisdiction to prohibit construction. The issuance of a hazard notice, however, may adversely affect the ability of a developer to obtain financing and insurance. The FAA standard that is of most concern in Costa Mesa is the horizontal surface around John Wayne Airport. This surface is 206 feet above mean sea level and extends nearly two miles from the airport.

The South Coast Plaza Town Center Master Plan (the area east of Bristol Street and north of the I-405) was approved subject to the condition that building height be limited to that specified by FAR Part 77 unless evidence is presented that the structure will not pose a hazard to air navigation nor interfere with instrument guidance systems. Evidence may be in the form of an FAA determination of no hazard. A number of Town Center structures and proposed mid-rise and high-rise residential buildings have received City approval although they encroach beyond the established horizontal surface elevation. In all cases obstruction lighting was required and, in some cases, minor adjustments to seldom-used flight patterns were necessitated, but the safety of aircraft operations in the airport vicinity has not been compromised.

The horizontal surface established by the FAA places restrictions on future development proposals similar in scale to the Town Center buildings. These developments will also be required to provide mitigation for potential hazards to air safety. The California Public Utilities Code provides for creation of countywide commissions to work towards achieving compatible land uses in the vicinity of airports. Commissions are required to formulate comprehensive land use plans which may include acceptable uses, height restrictions, and other building standards, such as noise insulation. The Airport Land Use Commission for Orange County (ALUC) has established a planning area surrounding John Wayne Airport which sets forth standards for acceptable land uses and provides for review of development plans for properties within its planning area. The Airport Environs Land Use Plan (AELUP), adopted by the Airport Land Use Commission, specifies acceptable uses proximate to the airport. These are defined as uses that will not subject people to adverse noise impacts, will not concentrate people in areas with high potential for aircraft accidents, and will not adversely affect navigable airspace or aircraft operations.

The AELUP for Heliports establishes regulations and restrictions for the siting of heliports and helipads/helistops. The purpose of the AELUP for Heliports is to protect the public from the adverse effects of aircraft noise by ensuring that heliports/helipads are sited in areas of compatible land use. A heliport is a small airport suitable only for use by helicopters, typically containing one or more helipads. A helipad or helistop is a designated area, including any buildings or facilities, intended to be used for the landing and takeoff of helicopters. Helipads/helistops may or may not be located within heliports. Refueling and overnight maintenance of helicopters are permitted on heliports but prohibited on helipads/helistops.

The City will ensure that each applicant seeking a conditional use permit or similar approval for the construction or operation of a heliport or helistop complies fully with the State permit procedure provided by law and with all conditions of approval imposed or recommended by the FAA, by the Airport Land Use Commission for Orange County (ALUC), and by Caltrans/Division of Aeronautics. This requirement shall be in addition to all other City development requirements.

The City will also ensure that development proposals including the construction or alteration of a structure more than 200 feet above ground level, reference North American Vertical Datum 1988 (NAV88), must fully comply with procedures provided by Federal and State law, including with the referral requirements

of the ALUC, and filing a Notice of Construction and Alteration (Form7460-I). This requirement shall be in addition to all other City development requirements.

Land Availability

As of 2015, of the 8,042 net acres in the City of Costa Mesa, only 87.1 acres—or 1.1 percent—were either vacant or support agricultural production. The agricultural uses are temporary, as the lands are entitled for development by the *North Costa Mesa Specific Plan*. Thus, new development will take the form of infill development, particularly on underutilized sites. The primary challenge for land use planning will be to determine the best use and development approach for remaining infill properties. A second challenge will be to guide re-use of aging commercial properties for long-term community and property owner benefit.

Sustainable Development Practices

Costa Mesa residents recognize the relationship between the use of resources to fuel a vibrant community (energy, water, air, and land) and unsustainable energy consumption can have long-term environmental consequences. Both the federal and State governments have established laws aimed at environmental protection and enhancement, and many of these regulations are being implemented through development practices that are far more sustainable than practices of a generation ago. The Orange County region historically has had an imbalance of land uses (availability of high paying jobs, but shortfall of affordable housing[1]) and roadway infrastructure primarily dedicated to the automobile.

These historical development patterns and practices have adversely affected Costa Mesa in terms of traffic congestion, high housing costs, increased air pollution, and disproportional impacts on the young, elderly, and disabled. While many laws require the City to adopt new ways of planning and conducting day-to-day operations—such as the Global Warming Solutions Act of 2006 (AB 32) and Executive Order S-3-05[2]—the City has broad latitude to establish local procedures and practices for addressing sustainability.

[1] *The New Economy and Jobs/Housing Balance in Southern California. Southern California Association of Governments, April 2001.*

[2] The Global Warming Solutions Act of 2006 (AB 32) and Executive Order S-3-05 set a target to reduce California's greenhouse gas emissions to 1990 levels by year 2020 and by 80 percent below the 1990 levels by year 2050.

Land Use Plan

The Land Use Policy Map (Figure LU-3) presents a pictorial representation of the land use and development policies set forth in this element. The colored land use designations indicate the type and nature of development allowed on all properties within the City of Costa Mesa and its sphere of influence. The map shows 15 land use designations, specific plans, and two overlays that largely reflect long-established land use patterns and development intensities, with the overlays indicating where targeted efforts are planned to encourage reuse and revitalization. The City will use the land use designation descriptions and the trip budget limitations described below—together with the Land Use Element Goals, Objectives, and Policies—to evaluate proposed development and land use projects. General Plan users are advised to refer to all components when evaluating proposed development and improvement projects.

Density/Intensity and Trip Budgets

Density and intensity are quantitative measures used to describe how much development may occur on a property. The City will use both density/intensity and the trip budget metric to determine the carrying capacity of each individual property or group of properties.

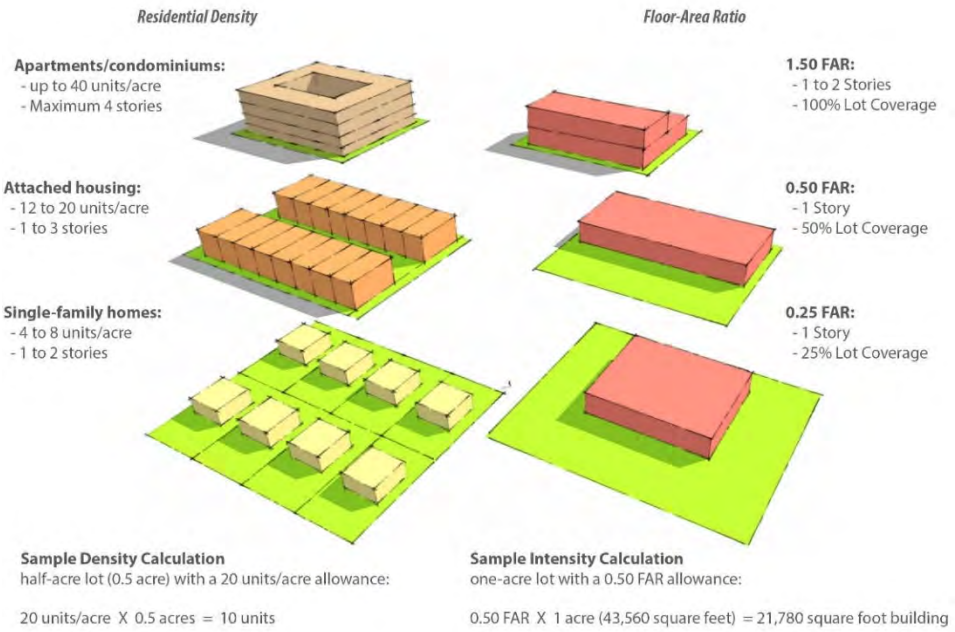
Density

The term *density* applies to residential uses and refers to the development and population capacity of residential land. Density is described in terms of dwelling units per acre of land (du/ac).

Floor-area Ratio

For nonresidential land use categories, the term *intensity* is used. Development intensity refers to the amount of development on a parcel of land or lot based on building characteristics such as building height, bulk, floor-area ratio, and/or percent of lot coverage. The development intensity standard used for most non-residential development is floor-area ratio (FAR), which is the ratio of the total gross floor area of all buildings on a lot to the total area of the lot. For example, a 21,780-square-foot building on a 43,560-square-foot lot (one acre) yields an FAR of 0.50. A 0.50 FAR allows a single-story building, which covers half the lot, or a two-story building with reduced lot coverage. Figure LU-2 illustrates an example of density and FAR.

Figure LU-2: Density and Floor-area Ratio



The determination of development density or intensity at which a proposed project can occur is a function of: 1) General Plan policies intended to maximize public safety, achieve high-quality site planning and design, retain significant natural resources, and ensure compatibility between uses; and 2) development standards contained in the Zoning Code, public works standards, and other regulations.

Trip Budgets

Building intensity can also be measured by the traffic impacts generated by a particular development. Because of the potential for significant traffic generation from major site developments, trip budgets are established to regulate development in terms of both building intensities and trip generation. Proposed development intensity with traffic generation allows the allocation of development based on current and planned roadway improvements and capacity.

The trip budget is expressed in terms of morning (A.M.) and afternoon (P.M.) peak-hour traffic volumes. The trip budget for each of the major land use designations is based upon the land use trip rates and FAR standard used in the Costa Mesa Traffic Model.

The allowable FAR and trip budget are applied on a project-planning rather than parcel-specific basis. This approach allows for consideration of multi-phased or multi-lot projects as a whole development rather than individual pieces of the whole. Graduated FAR standards divide nonresidential uses into four broad

categories based upon traffic generation characteristics, as shown in Table LU-5: *Nonresidential Maximum Floor-area Ratios*.

Trip Budget Transfers

The trip budgets established at the Traffic Analysis Zone (TAZ)[3] level in the Costa Mesa Traffic Model can be combined or transferred between TAZs in a specified area of the City and under certain conditions to account for large planned developments which contain multiple TAZs. Likewise, trips can be combined or transferred between individual parcels within single TAZs. Combinations and/or transfers shall only be allowed for projects which meet the following conditions:

- The combination and/or transfer of trips shall only be allowed in the area of the City that is north of I-405 and east of Harbor Boulevard, and shall be limited to parcels within a one-mile radius of each other.
- Trip budget transfers shall be evaluated in the review and approval of a planned development or master plan projects. Sufficient conditions of approval shall be applied to the master plan or development plan to ensure long-range control over subsequent phases of development.
- The combination and/or transfer of trips shall not result in any greater impacts on the surrounding circulation system than would occur if each Traffic Analysis Zone was developed independently.
- 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 floor-area ratio and trip generation rates provided herein.
- 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.
- Approval of the master plan or development plan shall be conditioned to ensure compliance with the above criteria and to preclude future over-development on portions of the project or properties from which trips were transferred.
- Trip budget transfers shall be recorded against the properties.

[3] Traffic analysis zones (TAZs) are the basic geographic unit for inventorying demographic data and land use within a study area.

Table LU-5: Nonresidential Maximum Floor-Area Ratios

Land Use	Traffic Generation Characteristics			
	Very Low[4]	Low[3]	Moderate[2]	High[1]
Commercial Residential	NA	0.40	0.30	0.20
Neighborhood Commercial	0.75	0.35	0.25	0.15
General Commercial	0.75	0.40	0.30	0.20
Commercial Center	0.75	0.45	0.35	0.25
Regional Commercial[5]	--	--	0.652/0.89	--
Urban Center Commercial[5]	--	0.60	0.50	--
Light Industry	0.75	0.35	0.25	0.15
Industrial Park	0.75	0.40	0.30	0.20
Public/Semi-Public	0.25 and 0.01 for golf courses			
Fairgrounds	0.10			

Notes:

1. *For commercial designations, high traffic uses generate more than 75 daily trip ends per 1,000 square feet of gross floor area. For industrial designations, high traffic uses generate more than 15 daily trip ends per 1,000 square feet of gross floor area.*
2. *For commercial designations, moderate traffic uses generate between 20 and 75 daily trip ends per 1,000 square feet of gross floor area. For industrial designations, moderate traffic uses generate between 8 and 15 daily trip ends per 1,000 square feet of gross floor area.*
3. *For commercial designations, low traffic uses generate between three and 20 daily trip ends per 1,000 square feet of gross floor area. For industrial designations, low traffic uses generate between three and eight daily trip ends per 1,000 square feet of gross floor area.*
4. *For commercial and industrial designations, very low traffic uses generate less than three daily trip ends per 1,000 square feet of gross floor area.*
5. *Maximum FAR standards in the Regional Commercial and Urban Center Commercial designations shall be further limited by the maximum A.M. peak hour and P.M. peak hour trip budget as established in the General Plan, North Costa Mesa Specific Plan and One Metro West Specific Plan, as applicable.*
6. *Site-specific FAR standards are separately established for the Home Ranch site, LA Times site and One Metro West Specific Plan.*
7. *This table does not specify FAR standards as allowed in the Mixed-Use Overlay or Housing Element Sites Inventory.*

Land Use Designations

The Land Use Policy Map (Figure LU-3) graphically represents General Plan goals and policies. The following land use designations correspond to the categories shown on the Land Use Policy Map. See Table LU-6: *Land Use Density and Intensity Summary*, for a summary of the land use residential densities and commercial intensities. The Land Use Element contains 15 land use designations, specific plans, and two overlays as follows.

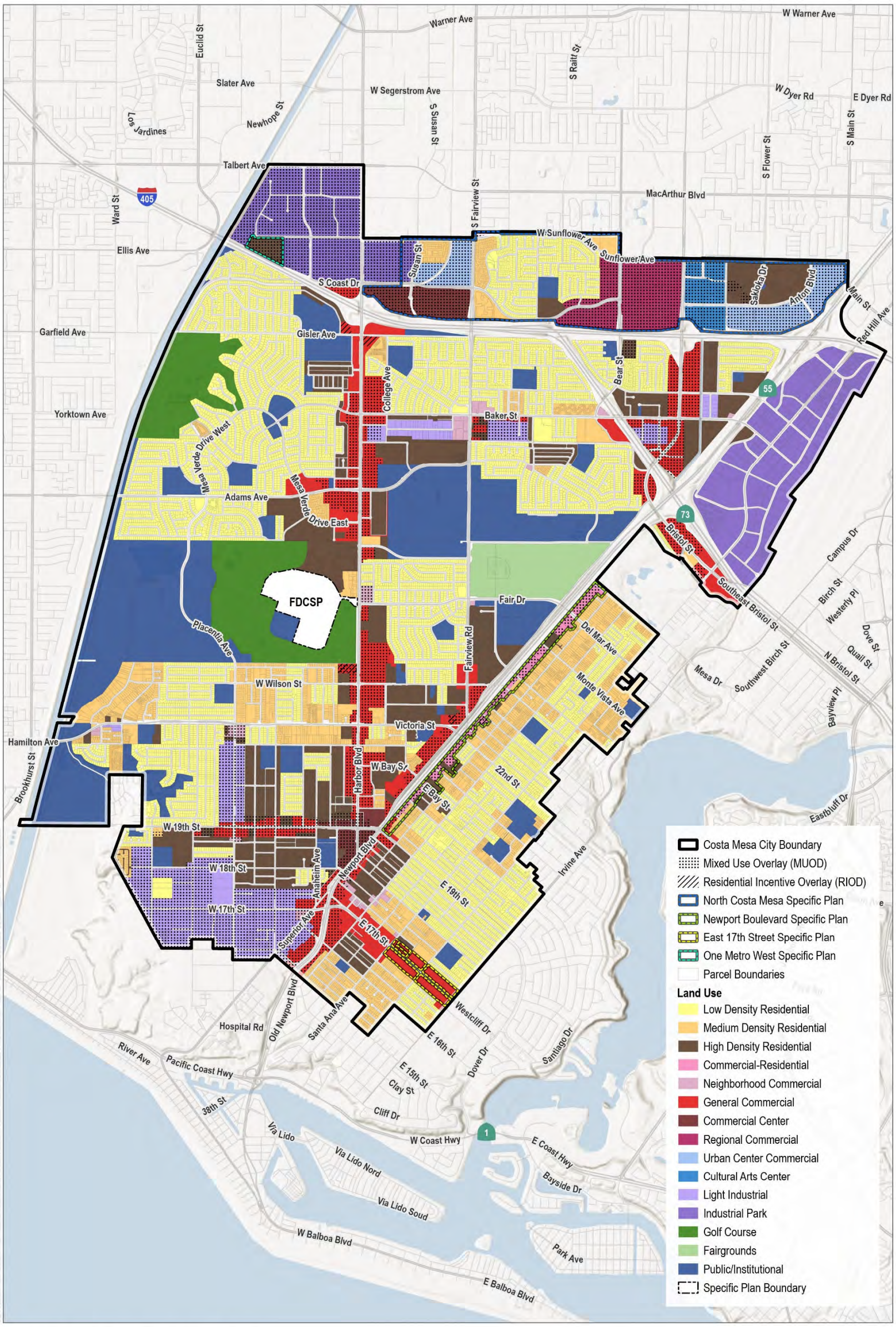
Residential Designations

Costa Mesa's residential designations are divided into Low-Density, Medium-Density, and High-Density Residential.

Low-Density Residential

Low-Density Residential areas are intended to accommodate detached single-family residences. Other housing types include attached housing that provide a greater portion of recreation or open space than typically found in multi-family developments and clustered housing which affords the retention of significant open space. Low-Density Residential areas are intended to accommodate outdoor living activities (front yards and backyards) in open space adjacent to dwellings. To avoid land use conflicts, these areas should be located away from or protected from the more intense nonresidential areas and major travel corridors.

Figure LU-3: Land Use Policy Map



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

Costa Mesa

0 0.25 0.5 Miles

FIGURE LU-3

Citywide General Plan Land Use Map

Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation

General Plan Amendments:
GP 18-02, Adopted Oct. 2, 2018
GP 18-03, Adopted Nov. 13, 2018
GP 20-01, Adopted Jul. 20, 2021
PGPA-24-01, Adopted July 15, 2025
PGPA-24-02, Adopted August 5, 2025
GP-XX-XX, Adopted XX, XX, 2026

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Table LU-6: Land Use Density and Intensity Summary

Land Use Designations	Maximum Density			Maximum Intensity	
	Maximum Units	Dwelling Units per Acre (du/ac)	Persons per Acre (p/ac)	Floor-Area Ratio (FAR)	Employees per Acre (e/ac)
Residential*					
Low-Density Residential	--	8 du/ac	26 p/ac	--	--
Medium-Density Residential	--	12 du/ac	38 p/ac	--	--
High-Density Residential[8,9]	--	20 du/ac	50 p/ac	--	--
Non-Residential or Multi-Use*					
Commercial-Residential	--	12 to 17.4 du/ac	40 p/ac	0.20 to 0.40 FAR	27 e/ac
Neighborhood Commercial	--	--	50 p/ac	0.15 to 0.75 FAR	27 e/ac
General Commercial	--	--	50 p/ac	0.20 to 0.75 FAR	27 e/ac
Commercial Center[3,4]	--	--	50 p/ac	0.25 to 0.75 FAR	27 e/ac
Urban Center Commercial[2]	660	20 du/ac 80 du/ac	50 to 210 p/ac	0.48 to 0.79 FAR	27 e/ac
Cultural Arts Center[2]	535	--	25 p/ac	1.77 FAR	275 e/ac
Regional Commercial[5,6]		--	50 p/ac	0.652 to 0.89 FAR	53 p/ac
Industrial Park	--	--	50 p/ac	0.20 to 0.75 FAR	58 e/ac
Light Industrial	--	--	50 p/ac	0.15 to 0.75 FAR	58 e/ac
Public and Institutional	--	--	--	0.25 FAR	44 e/ac
Golf Course	--	--	--	0.01 FAR	--
Fairgrounds	--	--	--	0.10 FAR	14 e/ac
Fairview Developmental Center Specific Plan	4,000	30 to 65 du/ac	105 p/ac	0.40 FAR	0.77 e/ac
Overlays					
Residential Incentive Overlay	--	30 du/acre	82 p/acre	N/A	N/A
Mixed-Use Overlay		90 du/acre		1.00/1.25 FAR[1]	

*Notes: * The maximum density may exceed those identified within Table LU-6 to accommodate the density of sites identified within the sites inventory of the Housing Element. FAR may also be modified to realize the site capacity identified within the sites inventory.*

1. *Increase in FAR from 1.00 to 1.25 may be allowed in the Mixed-Use Overlay, as applicable.*
2. *Refer to the North Costa Mesa Specific Plan for detailed density/intensity and trip budgets for specific sites.*
3. *The Home Ranch site has a site-specific FAR of 0.64 for office development; residential development is not permitted due to the site-specific FAR.*
4. *For the LA Times site, 0.54 FAR applies to commercial development and 0.64 applies to office development.*
5. *Residential development is not permitted due to the site-specific FARs.*
6. *South Coast Plaza, west of Bear Street has a 0.89 FAR and east of Bear Street has a 0.652 FAR.*
7. *The 38-unit residential project at 1957 Newport Blvd. and 390 Ford Road has a Site Specific Density of 20.4 du/acre.*
8. *The One Metro West Specific Plan has a site-specific FAR of 2.22 and density of 80 dwelling units per acre. Refer to Specific Plan text for further information.*

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Costa Mesa contains seven distinct residential neighborhoods: 1) Eastside, 2) Westside, 3) Mesa Verde, 4) College Park, 5) North Costa Mesa/Mesa Del Mar/Halecrest Hall of Fame, 6) Bristol/Paularino, and 7) South Coast/Wimbledon Village. These existing, stable single-family neighborhoods should be preserved and maintained. The establishment of attached or clustered housing through the planned development concept can be allowed in appropriate Low-Density Residential areas as a means to encourage the consolidation of parcels or to make more efficient use of larger parcels.

Nonresidential uses that complement and serve the surrounding residential neighborhood are also appropriate within this designation. These uses typically include schools, parks, religious institutions, libraries, and other public facilities.

Medium-Density Residential

The Medium-Density Residential designation is intended to support single-and multi-family developments with a density of up to 12 units to the acre. The 12 units to the acre standard can be exceeded for legal, nonconforming Medium-Density Residential lots between 6,000 and 7,260 square feet in size that existed as of March 16, 1992, or any sites identified as a housing opportunity site in the sites inventory of the Housing Element.

The 12 dwelling units per acre standard is exceeded by approximately 53 percent of the existing Medium-Density development. Existing nonconforming units that are voluntarily demolished may be rebuilt to the same existing density, subject to other standards of the zoning code and the following: The allowable density or number of units to be redeveloped is limited to the General Plan density plus a 25 percent density incentive bonus or the existing number of units, whichever is less. Because of the location and intensity of development, Medium-Density Residential areas are also appropriate for quasi-residential uses such as convalescent hospitals and private residential care. Schools, religious institutions, parks, libraries, and related public facilities are also appropriate.

Complementary commercial uses within this designation may be allowed in planned development projects, provided the commercial uses will have FARs that are the same as the Neighborhood Commercial land use designation.

High-Density Residential

Areas designated as High-Density Residential are intended for residential development with a density of up to 20 units to the acre with some exceptions, as described in this section, or any sites identified as a housing opportunity site in the sites inventory of the Housing Element. Density bonuses shall be granted by the City when a project is designed to provide housing for individuals and families with specialized requirements (e.g., senior citizens, disabled, very-low, low-income, and moderate income households with needs not sufficiently accommodated by conventional housing) or provide other facilities or land as required by State law. The City may also grant additional incentives or concessions pursuant to State law.

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Sakioka Lot 2, a 41-acre parcel located in the Town Center area of the City adjacent to Anton Boulevard (Area 8 of the North Costa Mesa Specific Plan), is an identified opportunity site within the sites inventory of the Housing Element and is within the Mixed-Use Overlay.

The two-acre property at 580 Anton Boulevard in the Lakes Area (Area 5 of the North Costa Mesa Specific Plan) has a site-specific density of 125 units/acre. This equates to a maximum of 250 units on the site, with an approximate building height of 26 stories. Additionally, a resident-serving commercial/retail use component is permitted, provided that minimal traffic-generation characteristics of this retail component can be demonstrated in review and approval of a master plan. Additional development standards for this planned development are contained in the North Costa Mesa Specific Plan and the Mixed-Use Overlay.

A three-acre property at 3350 Avenue of the Arts is located north of Anton Boulevard along the east side of Avenue of the Arts in The Lakes area (Area 5 of the North Costa Mesa Specific Plan). The following standards have been established: (1) A site-specific density of a maximum 44 units/acre for a mixed-use development comprised of a boutique hotel and high-rise residential building and (2) a maximum nonresidential mixed-use FAR of 2.12, which includes the hotel use and ancillary commercial uses. However, subject to comparable traffic generation characteristics, the North Costa Mesa Specific Plan contains provisions allowing development flexibility related to the maximum overall development of dwelling units, hotel rooms, and resident-serving retail/commercial uses. Additional development standards for this planned development, including maximum allowable building height and mix of dwelling units and hotel rooms, are contained in the North Costa Mesa Specific Plan.

In 2014, a site-specific density of 58 units/acre and site-specific building height of five and six stories were established for a 4.17-acre site at 125 East Baker Street. The project featured a five-story, 240-unit apartment building and six-story parking structure.

In 2015, a 224-unit apartment building on a 4.15-acre property at 2277 Harbor Boulevard was approved. The approved project involved: (1) Change of the land use designation from General Commercial to High Density Residential; (2) site-specific base density of 40 du/acre with a development incentive for an additional 58 dwelling units, for an overall site-specific density of 54 du/acre; (3) site-specific building height for a five-level parking structure. Rezone R-14-04 from C1 (Local Business District) to PDR-HD (Planned Development Residential – High Density) was also approved. Based on a Settlement Agreement executed on June 21, 2018, the project was modified to maximum 200 units including nine very low-income units subject to a fifty-five year restrictive covenant.

In 2021, the City Council approved the One Metro West project which is a mixed-use development on a 15.23-acre property located at 1683 Sunflower Avenue. The approval included the following entitlements: general plan amendment (GP-20-01), rezone (R-20-01), specific plan (SP-20-01), master plan (PA-19-19), and Tentative Tract Map No. 19015 (T-19-01). The land use plan for One Metro West depicts the following: three multi-family residential structures with 1,057 multi-family residential units and associated amenities

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including parking structures within a base building height of seven stories; one 25,000 square foot creative office building; 6,000 square feet of supporting special retail uses; a 1.5 acre open space; two off-site improvements that relate to the trail connection to the Santa Ana River Trail and improvements to the south side of Sunflower Avenue north of the South Coast Collection retail center.

In the High-Density Residential designation, existing non-conforming developments that are voluntarily destroyed may be rebuilt to the original density subject to other standards of the zoning code and any applicable state law.

High-density areas should be located in proximity to transportation routes, especially those served by public transit, and also within convenient distances to shopping and employment centers. Although proximity to the above uses and transportation routes often results in a residential development being subject to adverse impacts, High-Density Residential development can be less susceptible to impacts than lower densities if visual and acoustical shielding techniques are incorporated into the project.

In addition to the above locational preferences, viable high-density development is also dependent upon site characteristics. A site should be of appropriate size and dimension before the higher densities within this designation are allowed.

Because of their location and intensity of development, High-Density Residential areas are also appropriate for quasi-residential uses (e.g., convalescent hospitals). Schools, religious institutions, parks, libraries, and related public facilities are also appropriate.

Complementary commercial uses within this designation may be allowed in planned development projects, provided that the commercial uses will have FARs that are the same as the Neighborhood Commercial land use designation.

Mixed-use development projects are intended to provide additional housing opportunities in the City by combining residential and nonresidential uses in an integrated development. Additionally, this type of development is intended to revitalize areas of the City (such as the Westside).. The mix of uses can occur in either a vertical or horizontal design. Product types may include live/work units and commercial/residential units where the residential uses are located above or adjacent to the nonresidential component. Nonresidential uses may include office, retail, business services, personal service, public spaces and uses, and other community amenities.

Major high-density neighborhoods are clustered around Orange Coast College, along Mesa Verde Drive East, between Adams and Harbor, around Vanguard University, in the northeast portion of the South Coast Metro area, in the Downtown Redevelopment area, and in the southeast portion of the City.

Commercial Designations

Seven commercial land use designations are established. These designations vary in location and intensity to accommodate the full range of commercial activity present and desired in Costa Mesa. Development

intensity potential is measured using FAR in relation to the amount of traffic expected (see Table LU-7, *Commercial Floor-Area Ratio*). The density, FAR, height, and trip generation standards apply for commercial development projects but these standards may be modified to realize the residential site capacity, or density, for a residential development on a housing opportunity site identified within the sites inventory of the Housing Element.

Commercial-Residential

The Commercial-Residential designation is intended to be applied to a limited area on the eastside of Newport Boulevard between East 19th Street and Mesa Drive. It is the intent of this land use designation to allow a complementary mix of commercial and residential uses along Newport Boulevard. It is anticipated that individual parcels will be developed as either a commercial or residential use. A mix of both commercial and residential uses may also be allowed for qualifying sites under the Mixed Use Overlay.

Residential development is encouraged, although it will be necessary to ensure adequate comptaibility between the residential and non-residential uses.

Institutional uses are also appropriate in this designation, provided that land use compatibility and traffic issues have been addressed. Institutional uses would require discretionary approval.

Table LU-7: Commercial Floor-Area Ratio

Land Use	Traffic FAR			
	Very Low	Low	Moderate	High
Commercial-Residential	--	0.40	0.30	0.20
Neighborhood Commercial [2]	0.75	0.35	0.25	0.15
General Commercial [2]	0.75	0.40	0.30	0.20
Commercial Center [1,2,3]	0.75	0.45	0.35	0.30
Regional Commercial	0.652/0.890 FAR Refer to Regional Commercial discussion			
Urban Center Commercial	0.50 FAR for Retail, 0.60 FAR for Office, 0.79 FAR for S.C. Metro Center. Refer to Urban Center Commercial discussion and the North Costa Mesa Specific Plan for additional discussion.			
Cultural Arts Center	1.77 FAR. Refer to Cultural Arts Center discussion and the North Costa Mesa Specific Plan for additional discussion.			

Notes:

1. *Refer to Commercial Center discussion for site-specific FARs on certain properties.*
2. *With application of the Mixed-Use Overlay , the FAR may range from 1.0 to 1.25. Refer to appropriate MUOD provisions in the Zoning Code.*
3. *Los Angeles Times Site has a 0.54 (commercial) to 0.64 (office) FAR.*

Neighborhood Commercial

The Neighborhood Commercial designation is intended to serve convenience shopping and service needs of local residents. Appropriate uses include markets, drug stores, retail shops, financial institutions, service establishments, and support office uses. Restaurants, hotels, and motels may be appropriate if properly located, designed, and operated to avoid adverse impacts to surrounding uses. Since Neighborhood Commercial uses are intended to serve nearby residential neighborhoods, the uses permitted should be among the least intense of the commercial uses.

General Commercial

The General Commercial designation is intended to permit a wide range of commercial uses that serve both local and regional needs. These areas should have exposure and access to major transportation routes since significant traffic can be generated. General Commercial areas should be insulated from the most sensitive land uses either through buffers of less-sensitive uses or on-site design features. The most intense commercial uses should be encouraged to locate on sites of adequate size to avoid compatibility issues with surrounding uses. Appropriate uses include those found in the Neighborhood Commercial designation, plus smaller retail stores, theaters, restaurants, hotels and motels, and automobile sales and service establishments.

Institutional uses are also appropriate in the General Commercial designation, provided that land use compatibility and traffic issues have been addressed.

Commercial Center

The Commercial Center designation is intended for large areas with a concentration of diverse or intense commercial uses serving local and regional needs. Appropriate uses include a wide variety and scale of retail stores, professional offices, restaurants, hotels, and theaters. Intense service uses, such as automobile repair and service, should be discouraged.

Development within this designation is intended for a variety of intensities. Because of the large service area, direct access to major transportation corridors is essential.

Mixed-use development projects are intended to provide additional housing opportunities in the City (such as the Westside) by combining residential and nonresidential uses in an integrated development. Additionally, this type of development is intended to revitalize areas of the City without exceeding the capacity of the General Plan transportation system. Product types for mixed-use developments may include live/work units and commercial/residential units where the residential uses are located above or adjacent to the nonresidential component. Nonresidential uses may include office, retail, business services, personal service, public spaces and uses, and other community amenities.

Institutional uses are also appropriate in this commercial designation, provided that land use compatibility and traffic issues have been addressed.

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A site-specific FAR of 0.70 and a site-specific density of 40 units/acre was established for the property located at 1901 Newport Boulevard, a 7.79-acre site located on the northwest corner of West 19th Street and Newport Boulevard. The General Plan amendment recognized the existing development intensity of the 1901 Newport Plaza commercial building (127,500 square feet) and allowed additional development of 145 multi-family units with a site-specific building height allowed for a five-level parking structure. Additional opportunities may be achieved through the Mixed-Use Overlay.

Segerstrom Home Ranch

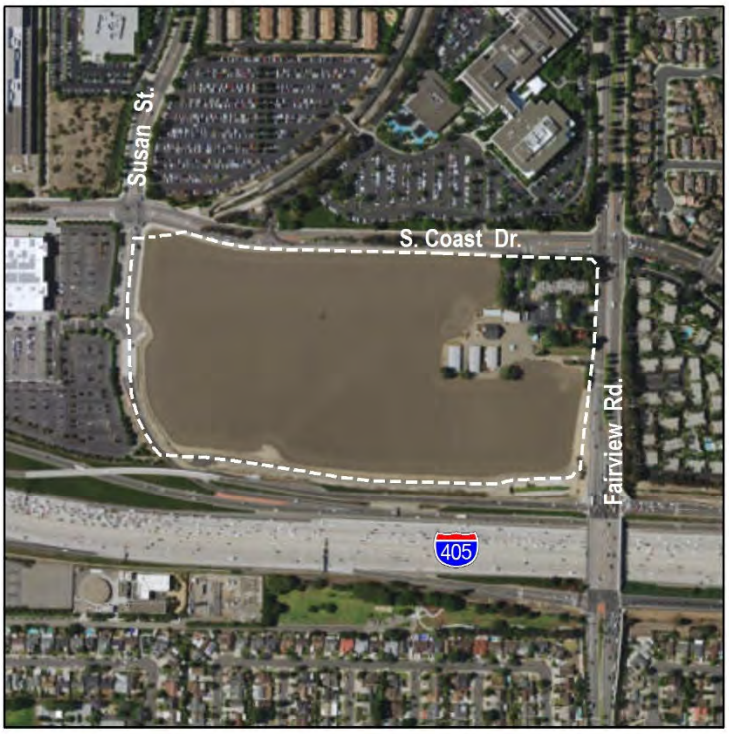
The Segerstrom Home Ranch is a 93.34-acre located at 3315 Fairview Road. It has a base land use designation of Commercial Center, is a part of the North Costa Mesa Specific Plan, and is within the Mixed-Use Overlay. In conjunction with approval of Home Ranch Alternative A, a site-specific FAR of 0.41 was established for the 17.2-acre IKEA site. (IKEA is a large retail/warehouse use.) This property is located at the southeast corner of South Coast Drive and Harbor Boulevard. A maximum allowable FAR of 0.40 for office uses was established for the 14.5-acre Industrial Park parcel located to the north of South Coast Drive.

In 2016, a specific-site FAR allowed a maximum of 0.64 FAR on the 44-acre subarea of Segerstrom Home Ranch located south of South Coast Drive. Maximum building height varies from two stories to five stories/75 feet within this subarea. The Planned Development Commercial zoning may allow mixed-use development (i.e., housing as a complementary use). The established trip budgets for this subarea of Home Ranch is 1,860 A.M. and 1,788 P.M. See Table LU-8 and Figure LU-4: Segerstrom Home Ranch.

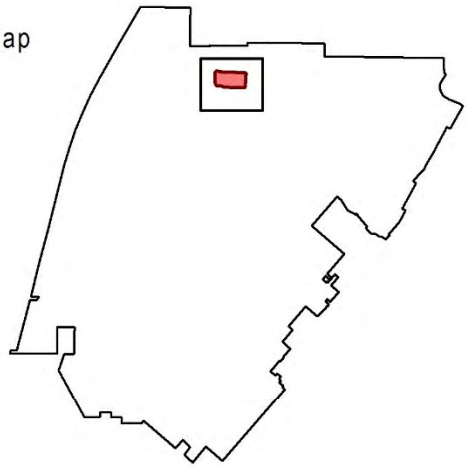
The North Costa Mesa Specific Plan provides additional FAR, building height, and trip budget information for Segerstrom Home Ranch (Area 1). Additional residential or mixed-use development potential can be achieved through the Mixed-Use Overlay.

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Aerial



Key Map



General Plan Designations

- Low Density Residential (8 du/ac)
- Medium Density Residential (12 du/ac)
- High Density Residential (20 du/ac)
- General Commercial
- Commercial Center
- Urban Center Commercial
- Industrial Park
- Public/Institutional

General Plan



Baseline (2015)

Square Feet.....0

Total Area.....43.6 acres

Land Use Plan

Office Square feet.....1,200,000

FAR.....0.64 FAR*

* Building intensity shall not exceed maximum allowable development set forth by the trip budget in the North Costa Mesa Specific Plan.

Figure LU-4: Segerstrom Home Ranch

Table LU-8: Segerstrom Home Ranch

Categories	Baseline (2015)	Segerstrom Home Ranch
Floor-Area Ratio (FAR)	N/A	0.64 Maximum trip budget for this subarea of Segerstrom Home Ranch is 1,860 A.M. and 1,788 P.M. Building intensity shall not exceed maximum allowable development set forth by the trip budget in the North Costa Mesa Specific Plan, except as allowed for development applications utilizing the Mixed-Use Overlay.
Building Square Feet	N/A	1,200,000

Los Angeles Times Site

The Los Angeles Times Site is a 24-acre site located at 1375 West Sunflower Avenue, near the intersection of Harbor Boulevard and South Coast Drive. The intent is to create opportunities for either office or commercial retail development at a strategic location. Office development is allowed at a maximum 0.64 FAR (up to 655,000 square feet office). Commercial/retail development is allowed at a maximum FAR of 0.54 (up to 553,000 square feet). Maximum allowable building height is five stories/75 feet. The Planned Development Commercial zoning may allow mixed-use development (i.e., housing as a complementary use). The maximum trip budget established for the Los Angeles Times site is 1,015 A.M. and 976 P.M. peak hour trips. See Table LU-9 and Figure LU-5: Los Angeles Times Site. Additional mixed-use or residential development opportunity can be achieved on this site through the Mixed-Use Overlay.

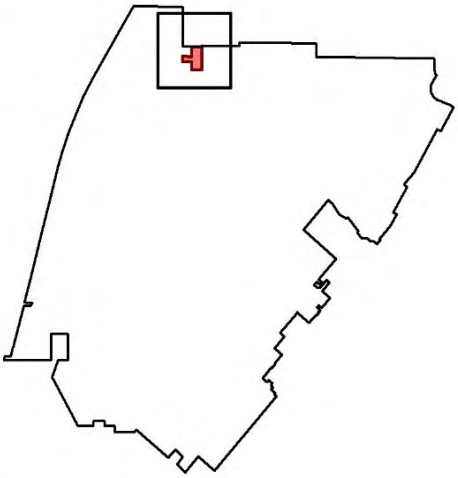
Table LU-9: Los Angeles Times Site

Categories	Baseline (2015)	Los Angeles Times Site
Floor-Area Ratio (FAR)	N/A	0.64 FAR for office development 0.54 FAR for commercial/retail Maximum trip budget is 1,015 A.M. and 976 P.M. Building intensity shall not exceed maximum allowable development set forth by the trip budget, unless otherwise permitted by the Mixed-Use Overlay.
Building Square Feet	374,000	655,000 sf for office development 553,000 sf for commercial/retail

Aerial



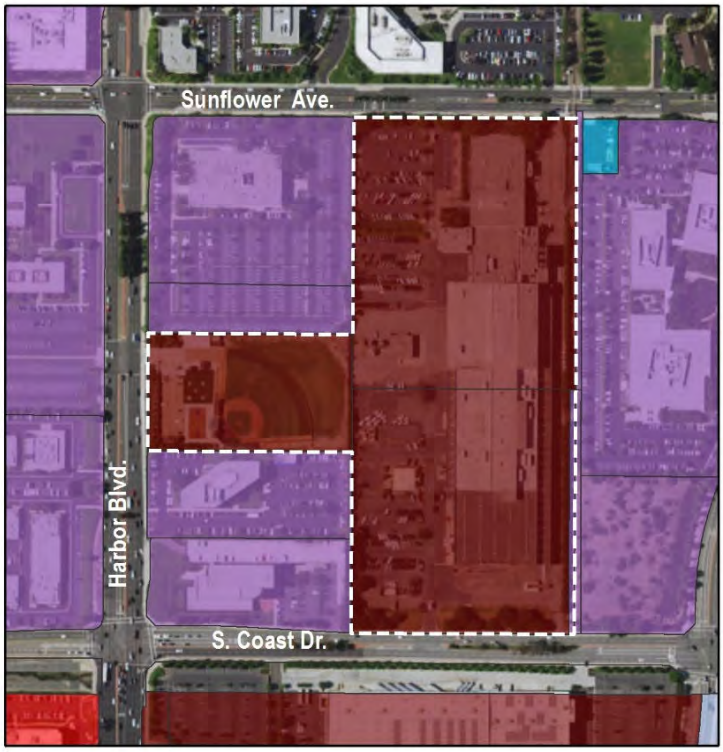
Key Map



General Plan Designations

- Industrial Park
- General Commercial
- Commercial Center

General Plan



Baseline (2015)

Land Use .....Manufacturing, Private Open Space
Square Feet.....374,000 sq. ft.
Total Area.....23.5 acres

Land Use Recommendation

Land Use.....Office or Retail
FAR.....0.64 FAR for Office
FAR.....0.54 FAR for Retail
Square Feet.....553,000 to 655,000

Figure LU-5:
Los Angeles Times Site

Regional Commercial

The Regional Commercial designation is intended to apply to large concentrated shopping centers of regional scale and importance. The intended uses within this designation include major department stores, specialty retail outlets, restaurants, offices, hotels, and other complementary uses.

Application of the Regional Commercial designation is limited to the existing South Coast Plaza sites. This includes the original 97-acre site between Bristol and Bear Street and the additional 18-acre site located west of Bear Street. This designation and locational criteria recognizes the evolution of South Coast Plaza as a regionally significant retail trade center served by major regional transportation facilities and services.

The Costa Mesa General Plan assigns a trip budget for the original South Coast Plaza site of 1,166 A.M. peak hour trips and 5,036 P.M. peak hour trips. The trip budget for the site west of Bear Street is 293 A.M. peak hour trips and 1,264 P.M. peak hour trips.

Table LU-10: Trip Budget for Regional Commercial

Area	Maximum Square Footage	Floor Area Ratio	A.M. Peak Hour Trip Budget	P.M. Peak Hour Trip Budget
South Coast Plaza West of Bear Street	690,350	0.890	293	1,264
South Coast Plaza East of Bear Street	2,750,000	0.652	1,166	5,036
Metro Pointe	592,287	0.48	729	965

Urban Center Commercial

The Urban Center Commercial designation is intended to allow high-intensity mixed-use commercial development within a limited area. Developments within this designation may range from one- and two-story office and retail buildings to mid- and high-rise buildings. of four to approximately 25 stories, or as otherwise allowed in the North Costa Mesa Specific Plan or Mixed-Use Overlay. Appropriate uses include offices, retail shops, restaurants, residential, and hotels. Additional opportunities for mixed-use and residential development may be provided through the Mixed-Use Overlay.

For mixed-use projects that include separate or distinct components, the nonresidential FAR standard and the residential density standard shall apply to each of the respective components, not the entire project site. For mixed-use projects that do not include distinct elements or include mixed-use buildings, the overall level of intensity shall be governed by the allowable nonresidential FAR and the maximum number of residential units identified in this designation for a specific project site. Developments shall also comply with the established trip budget standards and comply with the most restrictive standard.

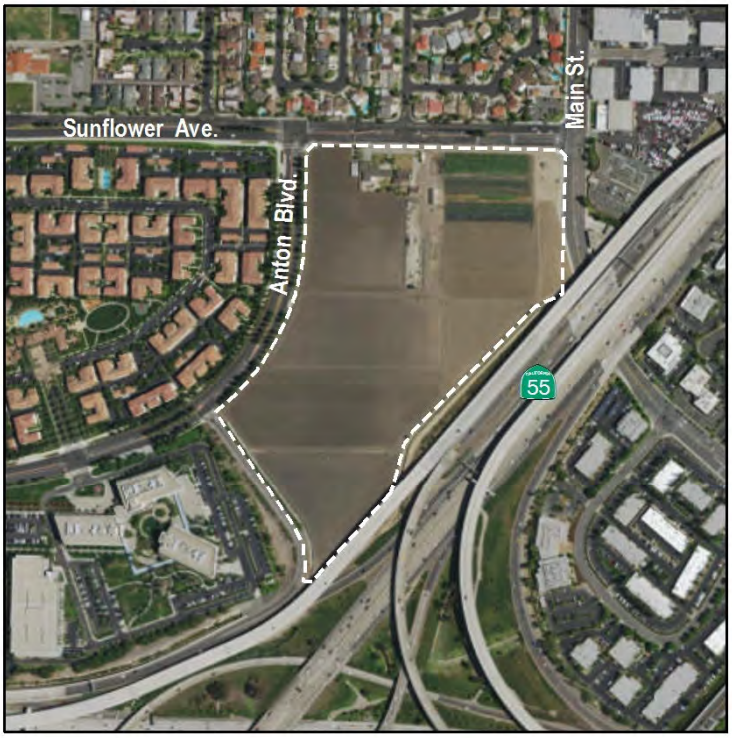
The Urban Center Commercial designation includes the following major developments:

- Automobile Club of Southern California
- Metro Pointe
- South Coast Metro Center/Experian
- Sakioka Lot 2 (as of 2015, unbuilt)

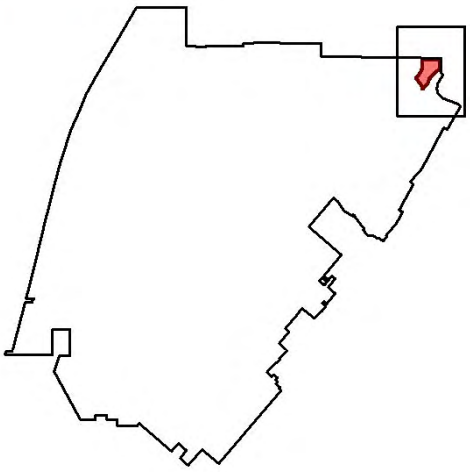
All of these four properties had development agreements with the City of Costa Mesa that vested maximum development square footages, floor area ratios, trip budgets, and allowed uses. A summary of their vested development potential is provided below. Additionally, these properties are also within the Mixed-Use Overlay and could be developed according to the potential vested in development agreements/North Costa Mesa Specific Plan or through the Mixed-Use Overlay.

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Aerial



Key Map

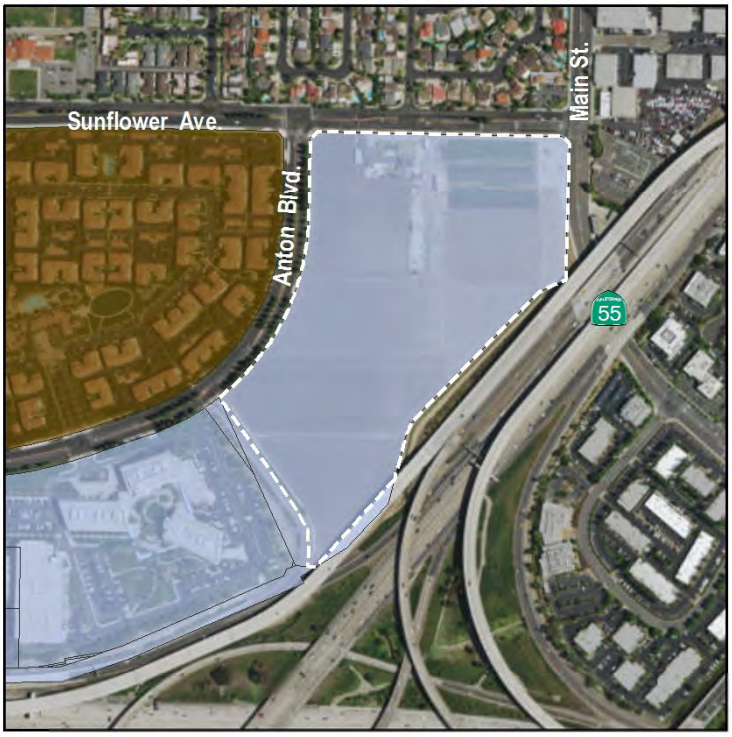


General Plan Designations

High Density Residential (20 du/ac)

Urban Center Commercial

General Plan



Baseline (2015)

Square Feet.....0.0

Total Area.....33 acres

Land Use Plan

Residential Units..... 660 minimum

Density..... 28 or 90 DU/AC

FAR.....1.00 FAR*

Maximum Building Height.....8 stories

* Building intensity shall not exceed maximum allowable development set forth by the trip budget in the North Costa Mesa Specific Plan, unless modifications are needed to accommodate the site capacity identified within the sites inventory of the Housing Element.

Figure LU-6: Sakioka Lot 2

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Automobile Club of Southern California Processing Center

This 39.2-acre site consists of two parcels and is located on the southwest corner of Sunflower Avenue and Fairview Road. The primary site contains 29.5 acres and is located west of Fairview Road, between South Coast Drive and Sunflower Avenue. The second parcel contains approximately 9.7 acres and is located across the adjacent flood control channel to the west, just north of South Coast Drive. As of 2000, the site was developed with 717,000 square feet of office and support service uses. An additional 250,000 square feet of development is allowed pursuant to a development agreement for a total of 967,000 square feet; the resultant maximum FAR is 0.56. Future construction will be developed in phases during the 30-year term of the agreement. The sites are also within the Mixed-Use Overlay, which provides additional opportunities for mixed-use or residential development.

Metro Pointe

Metro Pointe includes two office building sites located north of South Coast Drive at its intersection with Greenbrook Drive and approximately 28.5 acres of land located south of South Coast Drive along the San Diego Freeway. A development agreement approved in 1994 addresses the site south of South Coast Drive. The development agreement vests the property owner with the ability to construct 592,287 square feet of office and commercial uses with a resultant floor area ratio of 0.48. This property is also located in the North Costa Mesa Specific Plan area and within the Mixed-Use Overlay. Additional residential and mixed-use development potential is provided in the Mixed-Use Overlay.

South Coast Metro Center/Experian

The 44.72-acre South Coast Metro Center/Experian sites are located south of Anton Boulevard and east of Avenue of the Arts. Upon completion, the site will include nearly 1,546,180 square feet of office and commercial development. A site-specific FAR of 0.79 was established for the combined South Coast Metro Center and Experian sites.

In 2006, a site-specific residential density increase for a 4.86-acre site portion of this development was approved as an optional development scenario for this property. The maximum density allowed is 100 units/acre with integrated ancillary retail uses. This equates to a maximum density of 100 units/acre, or a total of 484 high-rise units. The residential development option results in a corresponding decrease in the maximum allowable FAR and building square footages for non-residential buildings in order to be similar to the A.M. and P.M. trip budgets established for the South Coast Metro Center/Experian sites with strictly nonresidential development. In 2014, an alternative development option for 393 apartment units was approved. This scenario also results in decrease in trip budget. The North Costa Mesa Specific Plan provides further detail for these properties. Certain parcels within the South Coast Metro Center/Experian plan area include sites identified as a housing opportunity site within the sites inventory of the Housing Element. For these sites, the FAR, residential units, trip generation, and heights may be modified to realize the residential site capacity, or density, identified within the sites inventory of the Housing Element. Additional residential and mixed-use development potential is provided through the Mixed-Use Overlay.

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Sakioka Lot 2

The 33-acre Sakioka Lot 2 is located south and east of Anton Boulevard. This site is undeveloped except for farmhouses and farm operation facilities. Pursuant to a development agreement, the maximum allowable building square footage is of 863,000 square feet. A maximum 1.0 FAR shall be applied for nonresidential development. See Figure LU-6: Sakioka Lot 2.

The maximum residential density shall be 28 dwelling units per acre for the residential component of a mixed-use development (see "Mixed-Use" discussion in the Specific Plan) or a maximum of 80 dwelling units per acre if an independent parcel is developed as residential community including affordable housing (see "Affordable Housing/Density Bonus discussion in the Specific Plan).

Future development on Sakioka Lot 2 is subject to the trip budget limitation, applicable development standards of the PDC zone, and consistency with the both the North Costa Mesa Specific Plan and the General Plan. However, this site is identified as a housing opportunity site in the sites inventory of the Housing Element and the density, FAR, heights and trip budgets may be modified accordingly to achieve the site capacity identified within the sites inventory. Additional residential and mixed-use development potential is provided in the Mixed-Use Overlay.

Cultural Arts Center

The Cultural Arts Center designation is applied to the 57.3 acres, including private streets, that comprise South Coast Plaza Town Center. This area is generally bounded by Sunflower Avenue to the north, Bristol Street to the west, Avenue of the Arts to the east, and the San Diego Freeway to the south. This designation is limited to this geographical area, and it is not intended to be applied to other locations in the City.

The Cultural Arts Center designation allows intensely developed mixed commercial and cultural uses within a limited area. The intended uses within this designation include mid- to high-rise offices, hotels, restaurants, retail, and cultural uses (theater, art museum or academy, etc.), as well as mid- to high-rise residential units in limited areas that are defined in the North Costa Mesa Specific Plan. Additional residential and mixed-use development opportunities are established in the Mixed-Use Overlay. This area serves as the cultural center of the community and provides a focus to the arts-related uses, with the complement of nearby employment and shopping opportunities.

The overall allowable FAR standard for this designation is 1.77. Included in this FAR calculation is the land dedicated or reserved in 2000 for the Avenue of the Arts off-ramp and associated flood control channel improvements. The 1.77 FAR may be exceeded on individual parcels within South Coast Plaza Town Center, provided that over the entire 54-acre site the 1.77 FAR is not exceeded. Further delineation of the allocation within South Coast Plaza Town Center of the FAR and trip budget is provided in the North Costa Mesa Specific Plan. FAR for Mixed-Use Overlay projects is regulated by the applicable Mixed-Use Overlay District.

In 2006, a high-rise residential development option for each of the three sub-areas in South Coast Plaza Town Center was approved.

Industrial Designations

Two industrial land use designations apply to over 1,000 acres. These designations accommodate a variety of industrial and compatible office uses, as well as limited and supportive commercial uses. Development intensity potential is measured using FAR in relation to the amount of traffic expected, as shown in Table LU-11: *Industrial Floor-Area Ratio*.

Table LU-11: Industrial Floor-Area Ratio

Industrial Use[1]	Traffic FAR			
	Very Low	Low	Moderate	High
Light Industry	0.75	0.35	0.25	0.15
Industrial Park	0.75	0.40	0.30	0.20

Note:
1. With an application of the Mixed-Use Overlay District, the FAR may range from 1.0 to 1.25..

Light Industry

The Light Industry designation applies to areas intended for a variety of light and general industrial uses. Uses are limited to small manufacturing and service industries, as well as larger industrial operations that can demonstrate design features or restricted operations that limit disruptions to surrounding uses. Although the uses within Light Industry areas are intended to be less intense than those allowed in Industrial Parks, the frequent lack of a physical separation between Light Industry areas and residential development necessitates design features that limit disturbances between uses. Access to industrial areas should be provided in a manner that directs industrial traffic away from more sensitive uses.

Development within this designation may be characterized by a combination of one- and two-story buildings. Because of the location of Light Industry areas and their proximity to residential uses, taller buildings should be restricted to areas that will not disrupt the surrounding residential uses.

Certain commercial uses may be allowed, provided that the commercial use is determined to be complementary to the industrial area. Commercial recreational uses may also be appropriate under the same condition.

Institutional uses may also be appropriate, provided that land use compatibility and traffic issues have been addressed. Institutional uses would require discretionary review.

Combinations of residential, institutional, and commercial uses may also be allowed.

Mixed-use development projects in overlay zones are intended to provide additional housing opportunities in the City (such as the Westside) by combining residential and nonresidential uses in an

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integrated development. Additionally, this type of development is intended to revitalize areas of the City without exceeding the capacity of the General Plan transportation system.

Industrial Park

The Industrial Park designation is intended to apply to large districts that contain a variety of industrial and compatible office and support commercial uses. Industrial parks are characterized by large parcels and landscaped setbacks that create a campus-like environment. Industrial parks must have proximity to freeways and other major transportation routes to provide the accessibility they require. An internal circulation system consisting of lesser highways is also necessary to accommodate the vehicle demands created.

Industrial parks have major physical separations from areas designated for other uses to maintain their distinctiveness and avoid potential land use incompatibilities.

Commercial uses may be allowed, provided that the use is determined to be complementary to the industrial area. Institutional uses may also be appropriate, provided that land use compatibility and traffic issues have been addressed.

Proposed industrial development must be analyzed for potential significant impacts to air quality, aesthetics, land use, and other environmental issues.

Combinations of residential, institutional, and commercial uses may also be allowed.

Institutional and Open Space

Costa Mesa has thousands of acres of land set aside for public, semi-public, and open space type uses, all identified by one of these three land use designations: Public/Institutional, Golf Course, and Fairgrounds.

Public/Institutional

The Public/Institutional designation applies to both publicly and privately owned land that provides recreation, open space, health, and educational opportunities, as well as uses that provide a service to the public. Since this designation includes many different types of land uses, the Land Use Plan is labeled to identify the individual uses.

Areas included in this designation are park sites, health care facilities, educational institutions, religious facilities, fairgrounds, State Regional Emergency Operations Center, and public facilities. Since many of the uses are recreational and open space in nature, levels of building intensity are minimal.

Golf Course

Three golf courses are located within the City's planning area. Two of these, the Costa Mesa Golf Course and Mesa Verde Country Club, lie within City limits. Santa Ana Country Club is in the unincorporated area east of Newport Boulevard. Because of the large area devoted to open space, the building intensity for this designation is 0.01 FAR.

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Fairgrounds

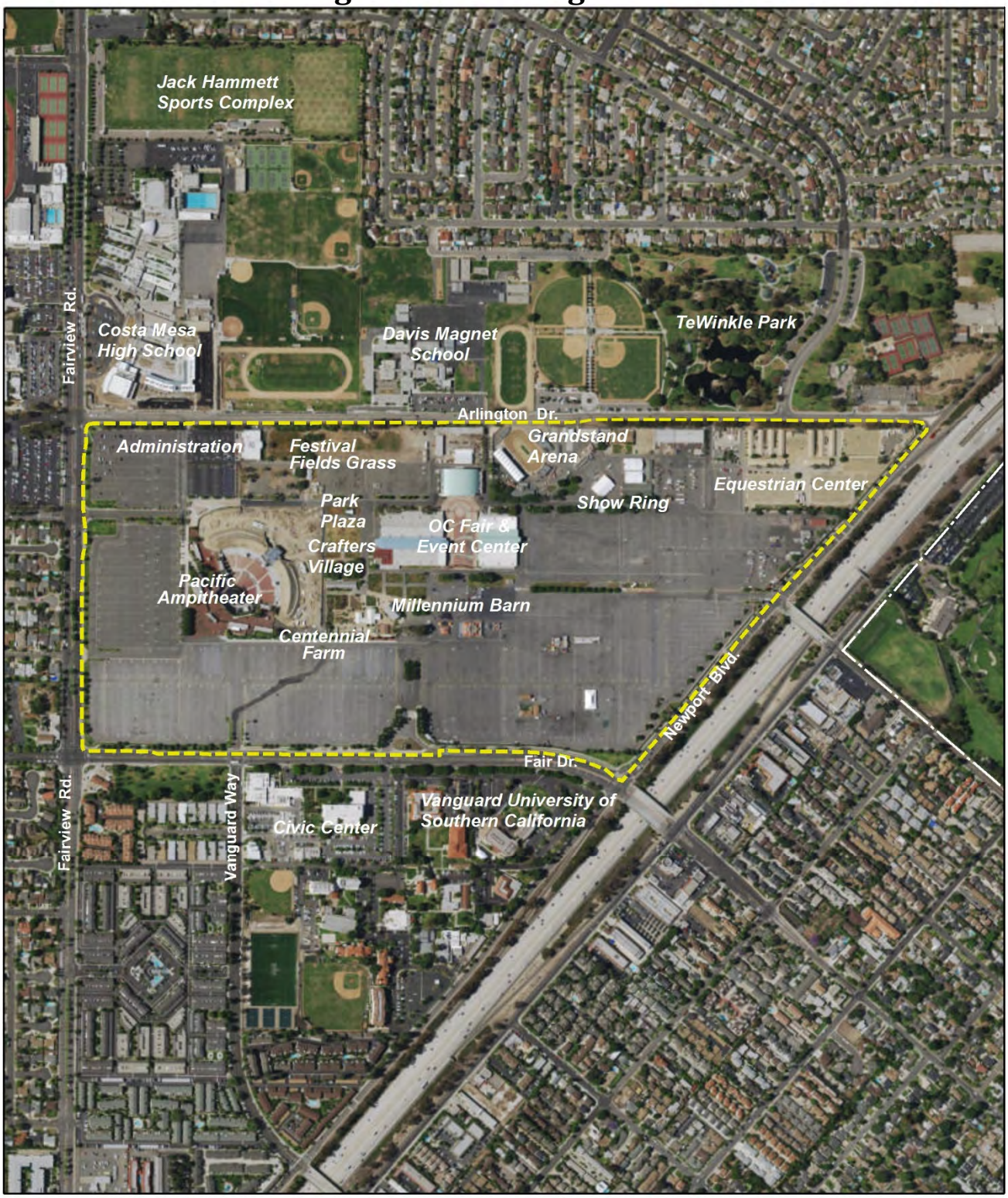
The Fairgrounds land use designation is applicable to only one property known as the Orange County Fair & Event Center (OCFEC) in the City of Costa Mesa. The Fairgrounds is a 150-acre site located at 88 Fair Drive. This designation is intended to:

- Ensure continued development of the property as an integrated complex that is composed of recreational, agriculture-related educational institutions, open space, farmland, equestrian, and commercial uses; and
- Promote the continued and sustained use of the property for the annual Orange County Fair in recognition of its value as a regionally significant resource in the City of Costa Mesa.

Home to the annual Orange County Fair since 1949, the site is bounded by Arlington Drive (north boundary), Fair Drive (south), Fairview Road (west), and Newport Boulevard (east). Regional access is primarily provided to the site by State Route 55 at the interchanges of Fair Drive/Del Mar Avenue and 22nd Street/Victoria Street. Access from Interstate 405, which is approximately one-mile north of the Fairgrounds, is provided via interchanges at Bristol Street, Fairview Road, and Harbor Boulevard. See Figure LU-7.

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Figure LU-7: Fairgrounds



The site was formerly a portion of the Santa Ana Army Air Base, and in 1949 the California 32nd District Agricultural Association (DAA) acquired the property from the federal government. Since that time, the annual Orange County Fair has occurred at this location. Through the years the 32nd DAA has expanded the use of the property into a year-round exhibition, conference, equestrian, activity, and event center; these uses collectively the OCFEC.

The 32nd DAA Fair Board adopted the current OCFEC Master Plan in 2003. Given that the 32nd DAA is a State entity for administration of the Orange County Fair, Costa Mesa has limited land use and permitting authority over the property while it is controlled by the State.

In the future, if the State no longer controls the property, any proposed new development or change of use shall be subject to review for consistency with the City's General Plan and zoning regulations. The new property owner/operator may continue to operate the Fairgrounds as it existed at the time of sale as a legal nonconforming use and development. The property's legal nonconforming status will remain in effect until such time as the property owner submits and receives approval of a master plan by Costa Mesa.

The Fairgrounds site contains approximately 400,000 square feet of buildings, including:

- Pacific Amphitheater
- Arlington Theater
- Grandstand Arena
- Equestrian center
- Exhibit and administration buildings
- Concession and restaurant buildings
- Memorial Gardens
- Centennial Farms
- Livestock barns

The Fairgrounds designation recognizes the existing fairground and event center uses associated with this site. The General Plan traffic model does not take into account the trip generation from the annual OC Fair or weeknight/weekend special event uses (i.e., Orange County Marketplace) because peak vehicle trips to the site occur outside normal business timeframes. However, further development of the Fairgrounds will need to be balanced with the development capacity of the City's transportation system and with the protection of surrounding neighborhoods.

Permitted uses include ancillary office uses, exposition/conference uses, equestrian uses, agricultural/livestock activities, restaurants, temporary specialty retail sales (including vehicle sales), outdoor marketplace, emergency operational uses, and concerts/live entertainment uses. Complementary uses to the fairground and event center uses may include botanical gardens, animal

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exhibits, museum, art/historical artifacts gallery, and performance art theaters that are supportive of the fairground uses.

Uses that are not supportive of fairground and event center uses are expressly prohibited. Prohibited uses include, but are not limited to, casinos/gambling venues, shopping centers, hotel/motels, residential uses, self-storage facilities, hospitals, and medical uses. In addition, exclusive use or dedicated athletic sports facilities and educational uses that are unrelated to the OCFEC are prohibited.

As a State-owned property, the Fairgrounds is not normally subject to the City's Noise Ordinance. However, pursuant to a 1990 Court Order (Case Nos. 42 07 28 and 55 65 08), exterior noise standards comparable to the City's noise regulations have been applied to the property. Noise sensitive uses include neighboring residences, Davis Intermediate School, and Costa Mesa High School. The court-ordered noise restrictions apply to the operation of the Pacific Amphitheater. Development within the Fairgrounds designation is intended for buildings ranging from one- to four-story structures. The maximum allowable FAR for this designation shall be 0.10.

Land Use Overlays

The City has adopted land use overlays that are intended to encourage reuse and revitalization of underutilized properties. The incentives provided expand land uses, provide development flexibility, stimulate economic growth, and create integrated areas complementary to the surrounding environs. Refer to Figure LU-3 for the location of the Overlay .

Mixed-Use Overlay

The Mixed-Use Overlay is intended to provide additional housing opportunities in a mixed-use setting, blending residential uses into areas of the City that are served by various shopping, convenience, employment, and community-serving uses; while preserving established residential neighborhoods. The sub-areas within the Mixed-Use Overlay have varying characteristics and are regulated by the zoning provisions of the Mixed-Use Overlay District (MUOD). The MUOD provisions for each MUOD sub-area aims to facilitate development that is representative of the individuality of each identified sub-area.

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Residential Incentive Overlay

The Residential Incentive Overlay allows the maximum 30 du/acre unit residential density option at strategic locations along Harbor Boulevard and Newport Boulevard. The Residential Incentive Overlay expands development opportunities on commercial properties not developed to their full potential or supporting outdated buildings and underperforming uses.

Maximum building height is three stories, provided privacy concerns of adjacent established residential neighborhoods are adequately addressed through the setback of upper stories or other design approaches. Housing within the Residential Incentive Overlay is limited to a maximum density of 30 units per acre. See Table LU-12*: Residential Incentive Overlay* and Figures LU-8 and LU-9.

Table LU-12: Residential Incentive Overlay

Categories		Baseline (2015)	Residential Incentive Overlay
Density (DU/AC)		N/A	30
Units	Harbor Boulevard	84	361
	Newport Boulevard	237	117
	Total Units	**321**	**478**

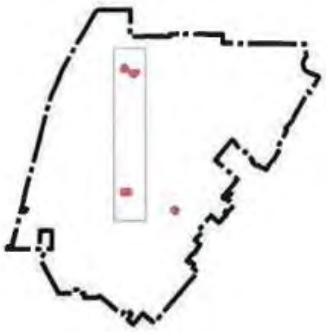
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General Plan: Overlay





Land Use Designations

- Low Density Residential (8 du/ac)
- Medium Density Residential (12 du/ac)
- High Density Residential (20 du/ac)
- Neighborhood Commercial
- General Commercial
- Light Industrial
- Golf Course
- Public/Institutional

Baseline (2015)

Total Area.....9.45 acres
Residential Units.....0
Commercial Square Feet.....149,976

Land Use Plan

Density.....30 du/ac
Residential Units.....361 Max
Commercial Square Feet.....149,976 Max

✦ Per settlement agreement executed on June 21, 2018, the project at 2277 Harbor Blvd. (APN. 422-163-31) shall not exceed 200 units including nine (9) very low-income units subject to a fifty-five (55)-year restrictive covenant.

REVISED Nov. 13, 2018:
General Plan Amendments:
* GP 18-03, Adopted Nov. 13, 2018

Figure LU-:

Residential Incentive Overlay: Harbor Boulevard

Aerial



General Plan: Overlay





Land Use Designations

- Low Density Residential (8 du/ac)
- Medium Density Residential (12 du/ac)
- High Density Residential (20 du/ac)
- Commercial-Residential (17.4 du/ac)
- Neighborhood Commercial
- General Commercial
- Light Industrial
- Golf Course
- Fairgounds
- Public/Institutional

General Plan Amendments:
* GP 18-03, Adopted Nov. 13, 2018
* PGPA-24-01, Adopted July 15, 2025

Baseline (2015)

Total Area.....9.45 arces
Residential Units.....0
Commercial Square Feet.....43,208

Land Use Plan

Density	30 du/acre
Residential Units	117

Figure LU-9

Residential Incentive Overlay: Newport Boulevard

Specific Plans

While the General Plan establishes broad parameters of development on a long-term horizon, a specific plan is designed to identify particular land uses and development standards relating to a specific area, site or development proposal. California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 allows cities and counties to prepare specific plans to develop policies, programs, regulations, and guidelines to implement the jurisdiction's adopted general plan. As prescribed by law, specific plans include text and diagrams that generally describe the following:

- The distribution, location, and extent of all land uses;
- The standards and criteria by which new development will proceed;
- The proposed distribution, location, extend, and intensity of major components of public infrastructure, such as transportation and utility systems; and
- A program of implementation measures, such as financing options, policies, regulations, and public works projects.

The City's adopted specific plans – East 17th Street Specific Plan, Newport Boulevard Specific Plan, North Costa Mesa Specific Plan, and One Metro West Specific Plan – will serve the best interests of the City by establishing detailed controls on the nature of future development and facilitate the processing of subsequent development plans within the area governed by the Specific Plan. In some cases, City adopted specific plans may utilize the land use designations of this Element and specific details relating to the land use designations can be found in the applicable adopted document.

Fairview Developmental Center Specific Plan

On January 5, 1959, the Fairview Developmental Center opened as a State hospital originally occupying 750 acres. Fairview Developmental Center had an initial bed capacity of 2,622 and was intended to house some 4,125 residents. The population at the facilities peaked in 1967 and has been declining since. In 2015, the current population was 275 persons, and the downward trend is expected to continue due to the restructuring of the State of California's approach to providing institutionalized care for the developmentally disabled. The State has been focusing on residential care options (as opposed to institutional care) for these disabled individuals.

A large portion of the original land was transferred in 1979 to the City of Costa Mesa and now encompasses Fairview Park and the golf course. In 1985, the City granted a General Plan amendment and rezone of 54 acres of surplus land immediately to the north of the hospital facilities for high-density residential uses. In 1987 and 2005, other parcels were converted to residential uses. These areas are planned developments with one-story, single-family residences, a two-story, small-lot residential subdivision, and two-story apartment buildings (Harbor Village Apartments).

In February 2016, the State of California Department of Development Services initiated the process for closure of Fairview Developmental Center. In June 2022, the State Legislature through Senate Bill (SB) 188

Resolution No. PC-2026-27 Page 267 of 751

approved Government Code Section 14670.31, which provides a framework for the reuse of the FDC property. The legislation codifies a partnership between the Department of General Services (DGS), the Department of Developmental Services (DDS), and the City of Costa Mesa, with defined roles for each entity. The City's role was to develop a Specific Plan, conduct necessary studies, and manage a community-based planning process. The Legislature's intent for the redevelopment of the FDC site is to prioritize affordable housing to the greatest extent feasible, including a minimum of 200 units of permanent supportive housing, open space, and housing for individuals with developmental disabilities, and a City created Specific Plan for the FDC site that implements the provisions of Government Code Section 14670.31.

The Fairview Developmental Center Specific Plan consists of 95 acres of the prior Fairview Developmental Center state hospital site and was prepared in conformance with State requirements outlined in Government Code Section 65450 et seq. The Fairview Developmental Center Specific Plan was adopted on XXXX through City Council Ordinance No. XX-XX and establishes land use designations, site specific zoning regulations, permitted uses, development and design standards, and mobility and infrastructure improvements. Future redevelopment proposed within the Fairview Developmental Center Specific Plan must be consistent with the plan, and it provides a future developer, City staff, the public and decision makers with information on the overall intent for the area, design standards to facilitate implementation, and future changes thereto. Figure LU-3 identifies the specific plan area, whereas Table LU-6 identifies the specific plans residential and non-residential development intensities.

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General Plan and Zoning Ordinance Consistency

The relationship between the General Plan land use designations and zoning districts is shown in Table LU-13: *General Plan and Zoning Consistency*. This table indicates how properties will be zoned to be consistent with the General Plan Land Use Plan. The Zoning Ordinance has the following Zoning Districts:

- Single-Family Residential (R1)
- Multiple-Family Residential, Medium Density (R2-MD)
- Multiple-Family Residential, High Density (R2-HD)
- Multiple-Family Residential (R3)
- Administrative and Professional (AP)
- Commercial Limited (CL)
- Local Business (C1)
- General Business (C2)
- Shopping Center (C1-S1)
- Town Center (TC)
- Off-Street Parking (P)
- Institutional and Recreational (I & R)
- Institutional and Recreational - School (I & R-S1)
- General Industrial (MG)
- Industrial Park (MP)
- Planned Development Residential (PDR)
- Planned Development Commercial (PDC)
- Planned Development Industrial (PDI)
- Mixed-Use Overlay District (MUOD)
- Residential Incentive Overlay District (RI)

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Table LU-13: General Plan and Zoning Consistency

Land Use Plan Designations	Consistent Zoning Classification
Low Density	R1, PDR-LD, I&R, I&R-S
Medium Density	R1, R2-MD, PDR-MD, I&R, I&R-S,
High Density	R2-MD, R2-HD, R3, PDR-HD, PDR-NCM, I&R, I&R-S, RI
Commercial-Residential	AP, CL, C1, PDC, R2-MD, R2-HD, PDR-MD, PDR-HD, RI
Neighborhood Commercial	CL, C1, AP
General Commercial	CL, C1, C2, C1-S, PDC, AP, RI
Commercial Center	C1, C2, C1-S, PDC, AP
Regional Commercial	PDC
Urban Center Commercial	PDC
Cultural Arts Center	TC
Industrial Park	MG, PDI, CL
Light Industrial	MP, PDI, CL
Public and Institutional	I&R, I&R-S
Golf Course	I&R
Fairgrounds	I&R
Fairview	R2-MD, R2-HD, R3, I&R
Mixed-Use Overlay	MUOD • Mesa West Bluffs Sub-Area • 19 West Sub-Area • Newport Boulevard Sub-Area • Harbor Boulevard Sub-Area • SoBECA Sub-Area • North Costa Mesa Sub-Area

Off-Street Parking (P) zoning classification is consistent with any land use plan designation, with the exception of Low Density.

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Housing and Employment Projections

Providing a land use arrangement that encourages a correlation of employment and housing opportunities is a local and regional responsibility. Providing sufficient commercial land to support residential development is primarily a local responsibility, although commercial uses serving regional needs are provided as well. Sufficient land must also be established to meet the recreational needs of the local community, although regional needs are often accommodated by land within individual cities. Table LU-14: *General Plan Land Use 2035*, identifies the projected future growth and implications of the Land Use Plan.

Table LU-14: General Plan Land Use 2035

Land Use Designations	Net Acres	Residential Dwelling Units		Non-Residential Square Feet	
		2015 Existing	2035 Future*	2015 Existing	2035 Future
Residential					
Single-Family[1]	2,088.2	14,210	14,811	--	--
Multi-Family[2]	1,720.2	28,413	37,291	--	--
Non-Residential					
Commercial-Residential	47.9	--	--	543,000	455,200
Neighborhood Commercial	40.5	--	--	338,000	472,100
General Commercial	616.3	--	2,254	7,065,300	8,556,100
Commercial Center	117.5	--	2,215	733,000	1,075,800
Urban Center Commercial	126.3	--	1,735	4,550,700	5,581,200
Cultural Arts Center	57.3	--	851	2,673,300	4,869,800
Regional Commercial	147.9	--	1,959	2,723,700	3,260,800
Industrial Park	632.6	--	3,626	8,684,500	9,895,000
Light Industrial	378.1	--	1,668	4,402,500	2,838,000
Public and Institutional	1,278.4	--	--	1,989,000	3,970,700
Golf Course	553.7	--	--	84,200	84,200
Fairgrounds	150.0	--	--	454,450	1,020,400
Fairview Developmental Center Specific Plan[3]	95	--	4,000	--	35,000
Totals	**8,044.5**	**42,623**	**68,690**	**33,916,000**	**42,553,000**

*Notes: * The residential dwelling units added to the Land Use Designations for 2035 reflect the site capacity identified within the sites inventory of the Housing Element. The total unit counts are not intended to reflect a maximum build-out scenario.*

1. *Includes Low-Density Residential General Plan land use designation.*
2. *Includes Medium-Density, High-Density, and Commercial-Residential, Overlays General Plan land use designations.*
3. *The Fairview Developmental Center Specific Plan has a buildout horizon of 15-20 years from adoption.*

General Plan Amendment: PGPA-24-02, Adopted August 5, 2025

Goals, Objectives, and Policies

Maintaining and enhancing the great quality of life in Costa Mesa is the foundation of this General Plan. The City will look towards focusing future change within targeted growth areas. Some of these areas already have a mix of commercial, office, hotel, and residential uses, and are located along roadways that will be enhanced with "Complete Streets" features (see Circulation Element), improved landscaping, and expanded public spaces (such as parks and plazas). In turn, the City will also protect and enhance neighborhoods throughout Costa Mesa to ensure these largely residential areas continue to provide value to residents and the community as whole.

Foremost, attention will be given to protecting the character and quality of residential neighborhoods, including those features that distinguish an area, such as building scale, historical structures, well-maintained rental housing, mature vegetation, and attractive streetscapes.

Goal LU-1: A Balanced Community with a Mix of Land Uses to Meet Resident and Business Needs

Objective LU-1A. ***Establish and maintain a balance of land uses throughout the community to preserve the residential character of the City at a level no greater than can be supported by the infrastructure.***

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-1.2 Balance economic gains from new development while preserving the character and densities of residential neighborhoods.

Policy LU-1.3 Strongly encourage the development of residential uses and owner-occupied housing (single-family detached residences, condominiums, townhouses) where feasible to improve the balance between rental and ownership housing opportunities.

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

Policy LU-1.5 Maintain a land use structure that strives to balance jobs and housing with available infrastructure and public and human services.

Policy LU-1.6 Promote sustainable development patterns that consider negative economic and health impacts on existing residents and businesses.

Policy LU-1.7 Balance housing, retail and employment opportunities by facilitating the development of residential and mixed-uses within the Mixed-Use Overlay.

Resolution No. PC-2026-27 Page 272 of 751

Goal LU-2: Preserve and Protect Residential Neighborhoods

Objective LU-2A. ***Promote land use patterns and development that contribute to community and neighborhood identity.***

Policy 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.

Policy LU-2.2 Pursue maximum use of utility company funds and resources in undergrounding existing overhead lines, and encourage undergrounding of utilities in the public right-of-way for residential development consisting of five units or more, to the extent feasible and practical.

Policy LU-2.3 Develop standards, policies, and other methods to encourage the grouping of individual parcels to eliminate obsolete subdivision patterns and to provide improved living environments while being consistent with the neighborhood character of the surrounding community.

Policy LU-2.4 Do not allow "rounding up" when calculating the number of permitted residential units, except for lots existing as of March 16, 1992, zoned R2-MD that have less than 7,260 square feet in area, and no less than 6,000 square feet, where density calculation fractions of 1.65 or greater may be rounded up to two units.

Policy LU-2.5 Allow creation of parcels without street frontage if sufficient easements are provided for planned developments or common-interest developments consistent with the neighborhood character. This policy does not apply to small lot subdivisions.



Policy LU-2.6 Encourage increased private market investment in declining or deteriorating neighborhoods, prioritizing neighborhoods located within designated environmental justice area boundaries.

Policy 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.

Policy LU-2.8 Limit building height to four stories above grade south of the I-405 Freeway, except for residential and mixed-use development in the Mixed-Use Overlay and special purpose housing such as elderly, affordable, or student housing, unless otherwise approved by a General Plan amendment. (A four-story/five-level parking structure with roof deck parking on the fifth level is considered a four-

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story structure.) The height limitation may be increased further to realize the residential site capacity, or density, of housing opportunity sites identified within the sites inventory of the Housing Element.

Policy LU-2.9 Require appropriate building setbacks, structure orientation, and placement windows to consider the privacy of adjacent residential structures within the same project and on adjacent properties.

Policy LU-2.10 Promote lot consolidation of residential properties to the extent feasible and practical, including the creation of larger single-family residential lots that exceed the minimum 6,000-square-foot requirement in neighborhoods where the prevailing residential subdivision pattern features larger-sized residential lots.

Policy LU-2.11 Ensure adequate noise attenuation in urban design, such as walls for sound attenuation, development of landscaped greenbelts, provision of landscape berms, etc.

Policy LU-2.12 Concentrate new housing in the Mixed-Use Overlay where infrastructure and services can support higher densities.

Goal LU-3: Development that Maintains Neighborhood Integrity and Character



Objective LU-3A. ***Establish policies, standards, and procedures to minimize blighting influences, and maintain the integrity of stable neighborhoods.***



Policy LU-3.1 Protect existing stabilized residential neighborhoods, including mobile home parks (and manufactured housing parks), from the encroachment of incompatible or potentially disruptive land uses and/or activities.



Policy LU-3.2 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings, and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a health, safety, or fire hazard.



Policy LU-3.3 Continue code enforcement as a high priority with regard to the regulation of property maintenance standards citywide.

Policy LU-3.4 Ensure that residential densities can be supported by the infrastructure and are compatible with existing residential neighborhoods in the surrounding area.

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.

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Policy LU-3.6 Facilitate revitalization of aging commercial centers by working with property owners, developers, local businesses, and other community organizations to coordinate efforts.



Policy LU-3.7 Promote development/design flexibility that encourages older or poorly maintained high-density residential uses to be rehabilitated.

Policy LU-3.8 Ensure that new development reflects existing design standards, qualities, and features that are in context with nearby development and surrounding residential neighborhoods.

Policy 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.

Policy LU-3.10 Minimize effects of new development on the privacy and character of surrounding neighborhoods.

Policy LU-3.11 Promote small-lot residential development on long, narrow, single parcels or combined residential lots.

Policy LU-3.12 Ensure that new development reflects existing design standards, qualities, and features that are in context with nearby development.

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

Policy LU-3.14 Certain development proposals which may include the construction or alteration of structures more than 200 feet above ground level may require filing with the Federal Aviation Administration (FAA) and Airport Land Use Commission (ALUC) pursuant to federal and State law. If a filing requirement is determined to be necessary in accordance with the procedures provided by State/federal agencies, the filing of a Notice of Proposed Construction or Alteration (FAA Form 7460-1) shall be required prior to review and consideration of the proposed development." Land Use Element (page LU-18) refers to the threshold stated above. It shall be amended to refer to Filing FAA Form 7460-1 Notice of Construction and Alteration, and not to Form 7480-1.

Policy LU-3.15 The City will ensure that development proposals, including the construction or operation of a heliport or helistop comply fully with permit procedures under State law, including referral of the project to the ALUC by the applicant, and with all conditions of approval imposed or recommended by the Federal Aviation Administration, ALUC, and Caltrans, including the filing of Form 7480-1 (Notice of Landing Area Proposed) with the FAA. This requirement shall be in addition to all other City development requirements.

Policy LU-3.16 The City shall refer certain projects to the Airport Land Use Commission for Orange County, as required by Section 21676 of the California Public Utilities

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Code to determine consistency of the project(s) with the Airport Environs Land Use Plan for John Wayne Airport.

Policy LU 3.17 New residential developments within the 60 dB CNEL noise contour of the airport shall provide designated outdoor signage informing the public of the presence of operating aircraft.

Goal LU-4: New Development that Is Sensitive to Costa Mesa's Environmental Resources

Objective LU-4A. ***Encourage new development and redevelopment that protects and improves the quality of Costa Mesa's natural environment and resources.***

Policy LU-4.1 Ensure that appropriate watershed protection activities are applied to all new development and significant redevelopment projects that are subject to the National Pollutant Discharge Elimination System Stormwater Permit during the planning, project review, and permitting processes.

Policy LU-4.2 Avoid conversion of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and/or establish development guidelines that identifies these areas and protects them from erosion and sediment loss.

Policy LU-4.3 Preserve or restore areas that provide water quality benefits and/or are necessary to maintain riparian and aquatic biota.

Policy LU-4.4 Promote site development that limits impact on and protects the natural integrity of topography, drainage systems, and water bodies, and protect the integrity of the bluff crest.

Policy LU-4.5 Promote integration of stormwater quality protection into construction and post-construction activities, as required by the NPDES Stormwater Permit and the City's Local Implementation Plan.

Policy LU-4.6 Incorporate the principles of sustainability into land use planning, infrastructure, and development processes to reduce greenhouse gas emissions consistent with State goals.

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Goal LU-5: Adequate Community Services, Transportation System, and Infrastructure to Meet Growth

Objective LU-5A. ***Ensure availability of adequate community facilities and provision of the highest level of public services possible, taking into consideration budgetary constraints and effects on the surrounding area.***

Policy LU-5.1 Pursue annexation of certain areas within the City's Sphere of Influence to provide land use regulation and city services within its jurisdiction.

Policy LU-5.2 Strongly encourage protection and preservation of existing but underutilized school sites for future recreational, social, or educational uses.

Policy LU-5.3 As appropriate and timely, consider the establishment of development impact fee program(s) to fund additional fire and police personnel, library facilities, and related equipment to meet the demands of additional growth in the City.

Policy LU-5.4 Require appropriate site and environmental analysis for future fire and police station site locations or for the relocation or closure of existing fire and police facilities.

Policy LU.5.5 Ensure that new development pays its fair share of impact fees such as park fees and traffic impact fees. This can also include impact fees related to community services (police protection services and fire emergency response services) or library facilities, once adopted and applicable.

Policy LU-5.6 Promote development of revenue-generating land uses to help defray the costs of high quality public services.

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-5.8 Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications.

Policy LU-5.9 Phase or restrict future development in the City to that which can be accommodated by infrastructure at the time of completion of each phase of a multi-phased project.

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. Building intensities for proposed new development projects shall not exceed the applicable floor area standards, except for the following conditions:

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(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.

(e) The General Plan does not specify trip generation standards as allowed in the Mixed-Use Overlay.

Policy 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.

Policy 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.

Policy LU-5.13 The City shall continue its annual preparation of the Development Phasing and Performance Monitoring Program. The annual review will specifically address major intersection operations in any mixed-use overlay area.

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Goal LU-6: Economically Viable and Productive Land Uses that Increase the City's Tax Base

Objective LU-6A: ***Ensure the long-term productivity and viability of the community's economic 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-6.3 Continue to prioritize commercial and industrial park use of properties within the Airport Industrial Area.

Policy LU-6.4 Support the continued presence of incubator businesses in the action sports industry and jobs-producing businesses in the Westside.

Policy LU-6.5 Encourage revitalization of existing, older commercial and industrial areas in the Westside with new mixed-use development consisting of ownership housing stock and live/work units.

Policy LU-6.6 Continue to encourage and retain land uses that generate sustainable sales and property tax revenues, including regional commercial destinations and automobile dealerships.

Policy LU-6.7 Encourage new and retain existing businesses that provide local shopping and services.

Policy LU-6.8 Provide efficient and timely review of development proposals while maintaining quality customer service standards for the business, development, and residential community.

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.

Objective LU-6B: ***Encourage and facilitate activities that expand the City's revenue base.***

Policy LU-6.10 Encourage a broad range of business uses that provide employment at all income levels and that make a positive contribution to the City's tax base.

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-6.12 Track retail trends and tailor regulations to respond to market changes, maximize revenue, and maintain the appropriate business mix.

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Policy LU-6.13 Encourage new development along major corridors that are pedestrian oriented and includes a mixture of retail/service, residential, and office uses.

Policy LU-6.14 Improve ease and accessibility to information to capture opportunities for businesses to establish in Costa Mesa and bring high-skill and professional jobs and new revenue sources into the community.

Policy LU-6.15 Promote unique and specialized commercial and industrial districts within the City which allow for incubation of new or growing businesses and industries.

Policy LU-6.16 Examine options for the development of new infrastructure for new technologies and businesses that use those technologies.

Objective LU-6C: ***Retain and expand the City's diverse employment base, including office, retail/service, restaurants, high-tech, action sports, boutique and prototype manufacturing, and industrial businesses.***

Policy LU-6.17 Engage in activities that promote Costa Mesa as a great place to live, work, and develop a business.

Policy LU-6.18 Continue to work with surrounding cities to strengthen regional economic development.

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-7.1 Endeavor to create mixture of employment opportunities for all economic levels of residents and businesses.

Policy LU-7.2 Support linkages between local educational institutions and local industries and businesses. Foster training, collaboration with employers, and new innovative programs that increase job opportunities for residents and students attending school locally.

Policy LU-7.3 Foster and provide useful and efficient partnerships to implement economic opportunities with private, non-profit, or other public agencies.

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.

Policy LU-7.5 Support and provide flexibility for development projects and businesses which produce, care, and maintain material goods or fixed assets meant to support the production of market goods, especially for niche industries within the City of Costa Mesa.

Policy LU-7.6 Seek out opportunities to attract primary businesses within stable industries and support industries that already exist within the City.

Policy LU-7.7 Explore economic and employment opportunities to retain and strengthen the unique industry niches along Bristol and Paularino, in the Westside, on East 17th Street, and throughout North Costa Mesa.

Policy LU-7.8 Support the development of pedestrian plazas and gathering places, and institutional spaces, as well as the more efficient use of existing spaces, to support economic growth and branding of existing industries within the City.

Goal LU-8: Promote a range of multiple uses at the Fairview Developmental Center site

Policy LU-8.1 In anticipation of the potential closure or repurposing of the Fairview Development Center site, the City will work with appropriate State agencies or private entity (if the property is sold) to plan for a complementary mix of residential, institutional, public facilities, open spaces, and recreational uses.

Goal LU-9: Ensure that Fairgrounds uses are consistent with the General Plan designation

Policy LU-9.1 Discourage changes in the allowable uses specified in the Fairgrounds General Plan land use designation for the Orange County Fair & Event Center property. Ensure that amendments to this General Plan designation are approved by the electorate.

Goal LU-10: Promote the growth of tourism

Objective LU-10A: ***Promote structural improvements of visitor-oriented land uses.***

Policy LU-10.1 Engage with property owners, developers, and business owners to encourage the revitalization of the hotel/motels.

Policy LU-10.2 Provide incentives to motel development projects seeking to improve existing motel facilities by increasing the hotel rating. These projects may include:

(a) Updating building mechanical, electrical, or plumbing to comply with current building standards

Resolution No. PC-2026-27 Page 281 of 751

DRAFT

(b) Updating physical improvements to the site

(c) Adding hotel amenities to the site

(d) Updating or improving the landscaping on the site

(e) Updating or improving the façade of the building(s)

Objective LU-10B: ***Promote growth of visitor-oriented land uses.***

Policy LU-10.3 Motel and hotel land uses should be encouraged to be located near major transportation corridors and close to key tourist/visitor draws, other recreation venues, the airport, regional, and general local shopping centers.

Policy LU-10.4 Consider the interest of quality of stay for visitors when evaluating projects near visitor-oriented land uses by requiring on-site amenities and upscale guest services.

Objective LU-10C: ***Promote uses and events that make visitor-oriented business more economically viable.***

Policy LU-10.5 Celebrate and promote the arts, culture, and industries of Costa Mesa through special events, civic gatherings, and City marketing and tourism promotion efforts.

Policy LU-10.6 Promote the development of small-scale manufacturing uses or other uses that generate multiple secondary and tertiary markets that support business travel tourism-related uses.

Policy LU-10.7 Maintain and enhance the City's status and image as a centrally located destination and cultural center in Orange County.

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GP-XX-XX, Adopted XX, XX, 2026
Updated March 4, 2025 – General Plan Amendments:
* PGPA-23-0001, March 7, 2024



Bicyclists traveling along 17th Street

Chapter 3: Circulation Element

Introduction

Costa Mesa's transportation system consists of a comprehensive network of sidewalks, bicycle routes, trails, bus transit facilities, local streets, major roadways, and freeways. This integrated system supports connectivity among the major activity areas and residential neighborhoods, and brings people to and through the City. Although the established street system moves many people every day to local and regional destinations, the system—not unlike most road systems in Southern California established long ago—has been designed primarily for automobiles. This Circulation Element changes the paradigm for transportation planning by giving equal attention to planning and building systems that accommodate all mobility means, including on foot, by bicycle, and via transit.

This element includes goals, objectives, and policies that the City will use to make decisions regarding transportation improvements that significantly

Resolution No. PC-2026-27 Page 283 of 751

expand bicycle and pedestrian travel capabilities, manage the established roadway system efficiently and effectively, enhance transit facilities, and implement "complete street" strategies that ensure all users and mobility options are addressed in future street improvements.

Purpose

Costa Mesa will pursue strategies and programs that not only address relieving vehicular congestion but also create local conditions that emphasize active transportation. With its mild climate and flat terrain, Costa Mesa should be a place where people can easily bike and walk. The transportation system described in this element is a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel. Those users include children, cyclists of all ages, pedestrians, persons with disabilities, motorists, movers of commercial goods, transit riders, and seniors. The City's aim is to balance the ability of this varied circulation network to accommodate planned growth in a manner that minimizes delay, creates efficiencies, and supports the community's environmental and economic goals.

The Circulation Element establishes policies governing the system of roadways, intersections, bike paths, pedestrian ways, and other components of the circulations system, which collectively provide for the movement of persons and goods throughout Costa Mesa. Most significantly, the element:

- Applies "Complete Streets" strategies for street improvements
- Defines active transportation improvements that will create improved conditions for walking and cycling
- Coordinates land use planning and transportation improvements to effectively manage and improve the established roadway system
- Identifies linkages and connectivity among all transportation modes.

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Baseline Conditions-2015

Established Roadways

Regional Transportation

Costa Mesa is centrally located in Orange County near the Pacific Coast and is well served by the regional freeway system consisting of:

- San Diego Freeway (I-405), which traverses east-west across the northern portion of the City
- Corona del Mar Freeway (SR-73), which begins at I-405 between Fairview Road and Bear Street and extends southeast, where it becomes the San Joaquin Hills Transportation Corridor
- Costa Mesa Freeway (SR-55), which enters at the northeast corner of the City and extends southwest, transitioning into Newport Boulevard south of 19th Street

These freeways provide regional access throughout Orange County and points beyond, which is convenient but also can be severely congested during weekday and weekend peak-hour periods, placing additional burden on parallel streets.

Street System

North/south arterial roadways serving the City include Harbor Boulevard, Fairview Road, Bear Street, and Bristol Street, all of which are six-lane facilities; and Placentia Avenue and Red Hill Avenue, both of which are four-lane facilities. East-west arterial roadways serving the City include Anton Boulevard and Adams Avenue, which are six-lane facilities; Sunflower Avenue, which is a six-lane facility east of Bear Street and a four-lane facility west of Bear Street; and South Coast Drive, Baker Street, Fair Drive, Victoria Street, West 19th Street, and East 17th Street, all four-lane facilities.

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Looking north on Bristol Street from the pedestrian bridge connecting South Coast Plaza and the Segerstrom Center for the Arts

East-west access to Costa Mesa is constrained by the Santa Ana River on the west and on the east by John Wayne Airport and Upper Newport Bay. The Santa Ana River runs along the entire western City boundary, with crossings only at Adams Avenue, Victoria Street, and MacArthur Boulevard. Besides I-405, these roadways represent the only locations where Costa Mesa residents can travel to Huntington Beach and Fountain Valley. Although a crossing had one time been planned via West 19th Street, the Orange County Transportation Authority (OCTA) amended its Master Plan of Arterial Highways[1] in 2014 to remove this connection. To the east, the airport and Upper Newport Bay entirely constrain surface street connections extending east, except via Pacific Coast Highway to the south, Bristol Street parallel to SR-73, and MacArthur Boulevard north of I-405.

The circulation system layout is notable for its two grid patterns. Streets east of and including Newport Boulevard were constructed at approximately 45 degree angles from the traditional north/south streets in north Orange County. This results in odd-angled intersections along Newport Boulevard; west of Newport Boulevard, the streets are generally in a more traditional grid pattern.

[1] Cities throughout Orange County must ensure that their own circulation master plans are consistent with OCTA's Master Plan of Arterial Highways to remain eligible for M2 funds, as described later in this element.

Resolution No. PC-2026-27 Page 286 of 751

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Long-Term Regional Transportation Projects

I-405 Improvement Project

In 2015, I-405 through Orange County carried as many as 370,000 vehicles per day, making it one of the busiest roadways in the nation. OCTA, in cooperation with the California Department of Transportation (Caltrans), plans to widen the 16-mile length of I-405 between I-605 and SR-73 to handle forecasted vehicle volumes and to address ongoing congestion challenges. Project improvements include widening the freeway to include a general purpose lane and an express lane, improved overcrossings at Fairview Road and Santa Ana River, and a new bridge that will connect I-405 and SR-73. Several freeway ramps will be reconstructed; adjacent roads will be configured to accommodate the widening; and new sound walls will be built where necessary.



The San Diego Freeway (I-405) in Orange County

State Route 55 (SR-55) Freeway Extension Alternatives

One of the keystone projects for alleviating congestion are the planned improvements for SR-55/Newport Boulevard. In 2015, close to 100,000 vehicles passed through the terminus of the Costa Mesa Freeway at 19th Street every day. OCTA has examined several alternatives of a freeway extension of SR-55 to address congestion resulting from the terminus of SR-55 at 19th Street in Costa Mesa. Alternatives include transportation systems management and traffic synchronization, construction of a single lane elevated structure at 17th Street, and a cut-and-cover tunnel that would run below SR-55/Newport Boulevard from 19th Street to Industrial Way. The cut-and-cover strategy offers the most benefits to Costa Mesa; in addition to

Resolution No. PC-2026-27 Page 287 of 751

completely removing freeway traffic from the local road network, it would allow the City to repurpose Newport Boulevard, including possibly using excess right-of-way for enhancing the downtown experience by adding landscaping and facilities that support other modes of transportation.

This General Plan assumes that the cut-and-cover approach, which the City supports, will not occur within the year 2035 planning horizon due to the significant costs and planning required.

Key Issues

Freeway Congestion

Interstate 405, between I-605 and SR-73, is one of the most congested freeways in Southern California during commute hours. In addition to particularly heavy traffic volumes, I-405 suffers from a lack of alternative routes plus closely spaced on- and off-ramps that interfere with smoothly flowing vehicle movements. The congestion impacts Costa Mesa by pushing non-local trips onto City streets and hindering easy access to commercial areas.

Traffic congestion at the terminus of SR-55 is caused by local and regional commuters. Through trips to Newport Beach and other coastal areas use capacity that would better serve local residents and businesses; these trips also clog intersections that affect east-west travel within the City.

Local Traffic Conditions

Residents cite congestion on local streets as a key concern. Due to the City's geographic location, accessibility from freeways, proximity to Orange County beaches, and popular attractions and destinations, many local streets experience frequent heavy traffic loads.

Need for a Comprehensive Bicycle System

While Costa Mesa has long had several Class I bicycle paths such as the Santa Ana River Trail, Banning Channel Trail, Victoria Street path, and the Joann Street Bike Trail, connectivity has been limited. Gaps in the bicycle network create challenges for cross-town travel and easy access to major activity areas and residential neighborhoods. While Costa Mesa's weather and terrain make for great biking, the lack of efficient and safe bike routes and supporting bike

infrastructure have made it difficult for bicycling to be a good alternative mode of travel.

Accommodating Pedestrians

Many residential neighborhoods in Costa Mesa are near shopping areas, schools, and parks. Pedestrian access improvements including attractive streetscape and landscape features, lighting, decorative crosswalks, enhanced traffic signal timing, and other amenities will attract higher use of pedestrian facilities.

Neighborhood Cut-Through Traffic

Three major freeways and several regional arterials provide access to the City and adjacent jurisdictions. As a result, some neighborhood streets are affected by cut-through traffic, resulting in higher than normal traffic volumes at higher speeds. Additionally, due to limited vehicle access routes over the Santa Ana River, a significant number of vehicles converge along Adams Avenue and Victoria Street to get to Huntington Beach. Many neighborhood streets in proximity to these streets are affected by cut-through traffic, especially by vehicles attempting quicker routes via Costa Mesa streets. Mobile technologies such as smart phone apps that alert motorists of congested streets and suggest alternative routes through residential neighborhoods compound the issue.

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Circulation Plan

Efficient movement within and through Costa Mesa and the region will be facilitated by developing and maintaining a well-designed and integrated multimodal transportation network for all users. Easy and convenient access to transit, pedestrian, and bicycle options within the City are essential to an efficient network.

Streets are the backbone of Costa Mesa's circulation system. They lend identity to our neighborhoods and have always served as a determining force in the shape, form, and function of the City. Streets should be considered as places with many functions beyond moving people and goods, such as connecting neighborhoods, providing social spaces, and serving as statements of civic pride.

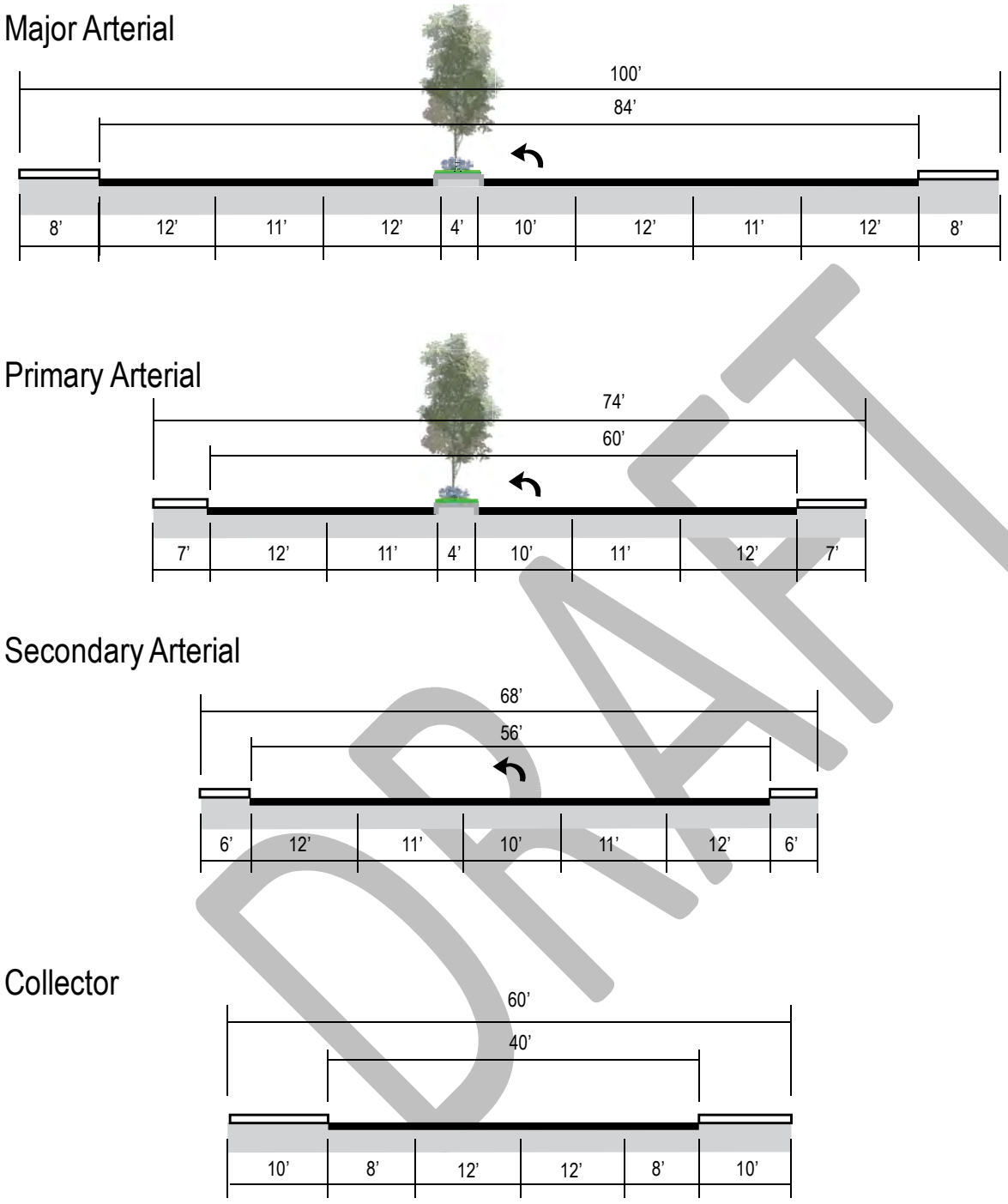
Master Plan of Streets and Highways (MPSH)

The City of Costa Mesa MPSH defines the existing and future roadway system in the City. One of the objectives of the MPSH is to maintain consistency with the Orange County Master Plan of Arterial Highways (MPAH). OCTA administers the MPAH, including the review and approval of amendments requested by local agencies. In order for Costa Mesa to receive funding from Orange County M2 funds for planned local road network improvements, the City's MPSH must be consistent with the County's MPAH.

Roadway Classifications

Roadway classifications are designated on the MPSH as a general guideline for arterial highway right-of-way requirements. Additional right-of-way beyond the typical sections may be required for any classification when an arterial highway coincides with an adopted route for an additional public facility (e.g., special transit facilities, bikeways, wider landscaped parkways, wider sidewalks, or riding and hiking trails), or a scenic highway. Figure C-1 shows typical cross-sections for the arterial roadway designations on the MPSH, and Table C-1 lists the daily number of vehicles that can be accommodated by each type of arterial roadway.

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Notes: 1. *Additional right-of-way may be required at intersections for accommodating turn lanes.*

2. *Additional right-of-way may be required along streets that are planned to included future bicycle facilities, consistent with the Conceptual Bicycle Master Plan (Figure C-3).*

Figure C-1: Roadway Typical Cross Sections

Table C-1: Master Plan of Streets and Highways

Arterials	Lanes	Typical Right-of-Way	Daily Vehicle Trips Accommodated
Major	Six-lane divided (median)	100 Feet	56,000-68,000
Primary	Four-lane divided (median)	74 Feet	38,000-45,000
Secondary	Four-lane undivided (no median)	68 Feet	25,000-30,000
Divided Collector	Two-lane divided (continuous two-way left-turn lane)	68 Feet	22,000
Collector	Two-lane undivided (no median)	60 Feet	12,500

Major Arterial

A Major Arterial highway is a six-lane divided (raised or painted median) roadway. A Major Arterial may be designed with emphasis for automobile, goods movement, and/or transit. Major Arterials carry a large volume of regional through traffic not handled by the freeway system.

Primary Arterial

A Primary Arterial highway is a four-lane divided (raised or painted median) roadway. A Primary Arterial may be designed with emphasis for automobile, goods movement, transit, and/or bicycle. A Primary Arterial's function is similar to that of a Major Arterial. The principal difference between the two classifications is capacity.

Secondary Arterial

A Secondary Arterial highway is a four-lane undivided (no median) roadway. A Secondary Arterial may be designed with emphasis for automobile and/or bicycle. A Secondary Arterial serves as a connector, distributing traffic between local streets and Major and Primary Arterials. Although some Secondary Arterials serve as through routes, most provide direct access to surrounding land uses.

Divided Collector Arterial

A Divided Collector Arterial is a modified Secondary Arterial with a reallocation of pavement width to emphasize bicycle and pedestrian use. It provides one bicycle lane per direction on bicycle corridors and one through vehicle lane per direction. The two directions of travel are divided by a continuous two-way left-turn lane.

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Collector Arterial

A Collector Arterial is a two-lane undivided (no median), unrestricted access roadway. Collector Arterials differ from local collector streets in their ability to handle through traffic movements between two arterials.

Roadway Plan

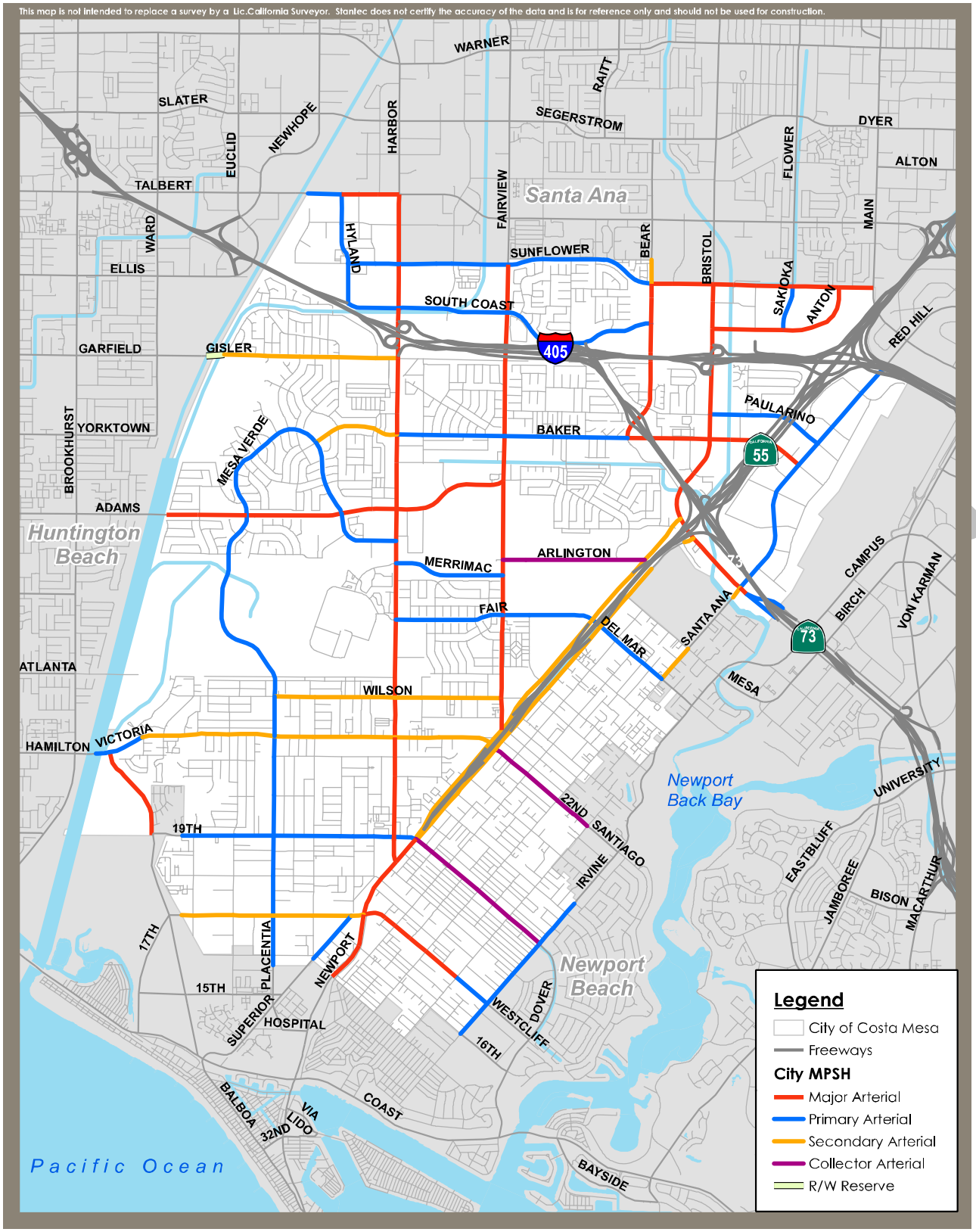
The Costa Mesa MPSH is shown in Figure C-2. Prior traffic studies and the General Plan analysis evaluated a number of potential modifications that are now either included in the MPSH or could be considered based on coordination with OCTA. Those modifications are discussed below.

Santa Ana River Crossings

A cooperative study was carried out by the cities of Costa Mesa, Newport Beach, Fountain Valley, and Huntington Beach and OCTA to support OCTA's amendment to the Orange County MPAH to downgrade the Gisler Avenue/Garfield Avenue crossing of the Santa Ana River to a "Right-of-Way Reserve" status and to delete the West 19th Street crossing of the Santa Ana River from the MPAH. To maintain consistency with the amended MPAH, the cities of Costa Mesa, Fountain Valley, and Huntington Beach have subsequently changed the designation of the Gisler Avenue/Garfield Avenue crossing to "Right-of-Way Reserve" status in their respective General Plan Circulation Element roadway systems, including the Costa Mesa MPSH presented here. The City of Huntington Beach has subsequently deleted the West 19th Street crossing from its General Plan circulation system. With this deletion, there is no possible connection for a vehicular bridge from Costa Mesa towards Huntington Beach. The Costa Mesa General Plan traffic study concluded that the future traffic demand in Costa Mesa can be adequately served without the West 19th Street crossing. Therefore, the West 19th Street crossing over the Santa Ana River has been deleted from the Costa Mesa MPSH.

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Map prepared by Stantec, Inc.



West 19th Street Downgrade

West 19th Street west of Placentia Avenue could be downgraded from a Primary Arterial to a Divided Collector Arterial on the MPSH, a downgrade that is supported by the results of the General Plan traffic study. This roadway is designated as a Primary Arterial on the Orange County MPAH. To maintain consistency with the MPAH, the City of Costa Mesa will initiate an MPAH amendment process with OCTA to downgrade this roadway to a Divided Collector Arterial.

West 17th Street Downgrade

West 17th Street west of Placentia Avenue could be downgraded from a Secondary Arterial to a Divided Collector Arterial on the MPSH, a downgrade that is supported by the results of the General Plan traffic study. This roadway is designated as a Secondary Arterial on the Orange County MPAH. To maintain consistency with the MPAH, the City of Costa Mesa will initiate an MPAH amendment process with OCTA to downgrade this roadway to a Divided Collector Arterial on the MPAH.

East 22nd Street Downgrade

East 22nd Street between northbound Newport Boulevard and Orange Avenue has been downgraded from a Secondary Arterial to a Collector Arterial on the MPSH. This downgrade is supported by earlier studies as well as the General Plan traffic study, and the Orange County MPAH has been amended by OCTA to incorporate this downgrade.

Baker Street Downgrade

Baker Street between Mesa Verde Drive East and Royal Palm Drive could be downgraded from a Secondary Arterial to a Collector Arterial on the MPSH, a downgrade that is supported by the results of the General Plan traffic study. This roadway is designated as a Secondary Arterial on the Orange County MPAH. To maintain consistency with the MPAH, Costa Mesa will initiate an MPAH amendment process with OCTA to downgrade this roadway to a Collector Arterial on the MPAH.

Bluff Road Deletion

The previous Costa Mesa MPSH included Bluff Road between Victoria Street and West 19th Street as a Major Arterial. The General Plan traffic study concluded that the future traffic demand in Costa Mesa can be adequately

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served without this roadway. Therefore, Bluff Road between Victoria Street and West 19th Street could be deleted from the MPSH. To maintain consistency with the MPAH, Costa Mesa will initiate an MPAH amendment process with OCTA to delete this roadway from the MPAH.

Balanced Approach to Complete Streets

The California Complete Streets Act (2008) places the planning, designing, and building of "Complete Streets" into the larger planning framework of the General Plan by requiring jurisdictions to plan for multimodal transportation networks. Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, the disabled, motorists, seniors, users of public transportation, and movers of commercial goods. These networks allow people to effectively travel to key destinations within their community and the larger region. In addition, all transportation projects should be evaluated as to their ability to improve safety, access, and mobility for all travelers and to recognize pedestrian, bicycle, and transit modes as integral elements of their transportation system.

Costa Mesa has already begun the work of reviewing the existing street network and looking for opportunities to improve alternative modes of transportation through the construction of bike paths, such as the Joann Street Bicycle Trail. The goals, objectives, and policies in this element continue the work of making enhancements to the transportation network to accommodate all modes of mobility.

Active Transportation

"Active transportation" refers to non-motorized travel modes such as walking, biking, or skateboarding. Because everyone uses a mode of active transportation at some point in a trip, such as walking to a bus stop or from a parking lot to work or school, active transportation is a critical component of a Complete Streets network. The Active Transportation Plan—divided in this element into a bicycle component and pedestrian component—responds to direct comments from residents for more active transportation facilities and increased connectivity throughout Costa Mesa and regional destinations.

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Bicycle Master Plan

A transportation system that incorporates a well-designed bicycle network results in fewer motorized vehicle trips and miles of vehicle travel (and related pollutant emissions) while providing an option for healthful physical activity. Costa Mesa is committed to improving the bicycle experience with implementation of the comprehensive Bicycle Master Plan. The Conceptual Bicycle Master Plan is shown in Figure C-3. Following a detailed analysis and public review of the proposed facilities, a final Bicycle Master Plan will be incorporated into the Circulation Element. New bicycle facilities and amenities will be added to complement the established bicycle network.

Costa Mesa follows Caltrans' standards and recognizes four classes of bicycle facilities: Class I – Bike Paths or Bike Trails, Class II - Bike Lanes, Class III - Bike Routes (On-Street), and Class IV - Protected Bike Lanes. Figures C-4 and C-5 illustrate typical cross sections for each bicycle classification.

Class I: Off-Street Paved Bike Paths

This class provides a pathway exclusive to bicycles and other active transportation modes, with no motor vehicle use of the roadway. Costa Mesa has extensive Class I bike routes within and adjacent to the City boundaries. Examples of Class I trails include Joann Street Bicycle Trail, Harbor Boulevard Bicycle Trail, Victoria Street Bicycle Trail, Fairview Channel Trail, Santa Ana River Trail, Greenville-Banning Channel Bikeway, and Back Bay Trail.

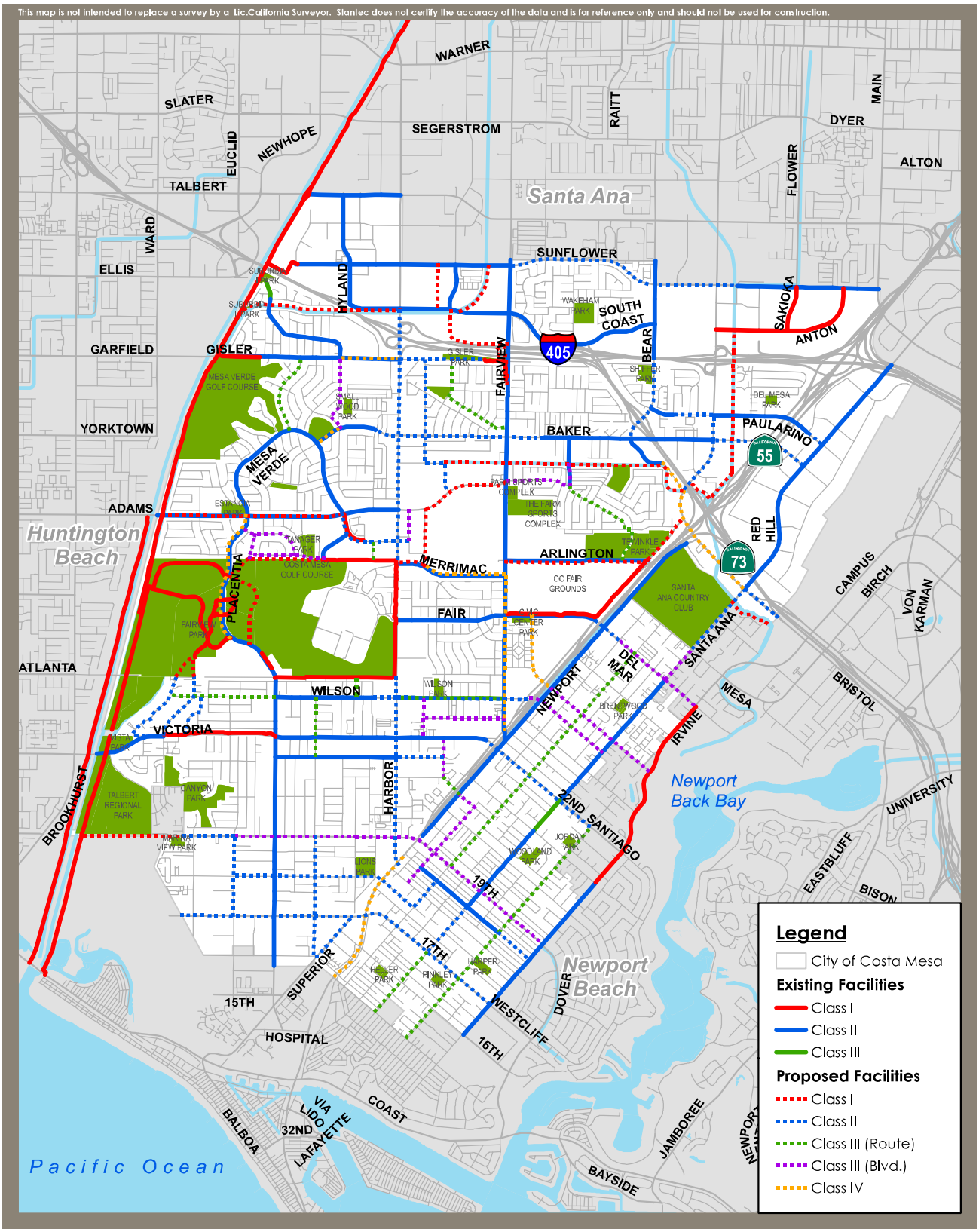
Class II: On-Street Striped and Signed Bicycle Lanes

Most of the functional bicycle trips in Costa Mesa are on Class II bicycle lanes on many of the arterial and collector streets in the City. The lanes are striped and signed for exclusive use of bicycles and are located adjacent to curb. The lanes use existing rights-of-way and share roadways with motor vehicles. Class II can be found along Placentia Avenue, Newport Boulevard, Santa Ana Avenue, Fairview Road, and South Coast Drive.

Class III: On-Street Shared-Lane Signed Bicycle Routes

Similar to Class II bicycle lanes, Class III routes are multimodal but generally are located on low-traffic residential streets; they are identified as bikeways through signage only. On these routes, several short-distance "Bicycle Boulevards" are planned to connect the eastside and westside Class II bike lanes.

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Map prepared by Stantec, Inc.

Figure C-3: Conceptual Bicycle Master Plan

Class I: Off-Street Paved Bike Paths



Class II: On-Street Striped and Signed Bicycle Lanes

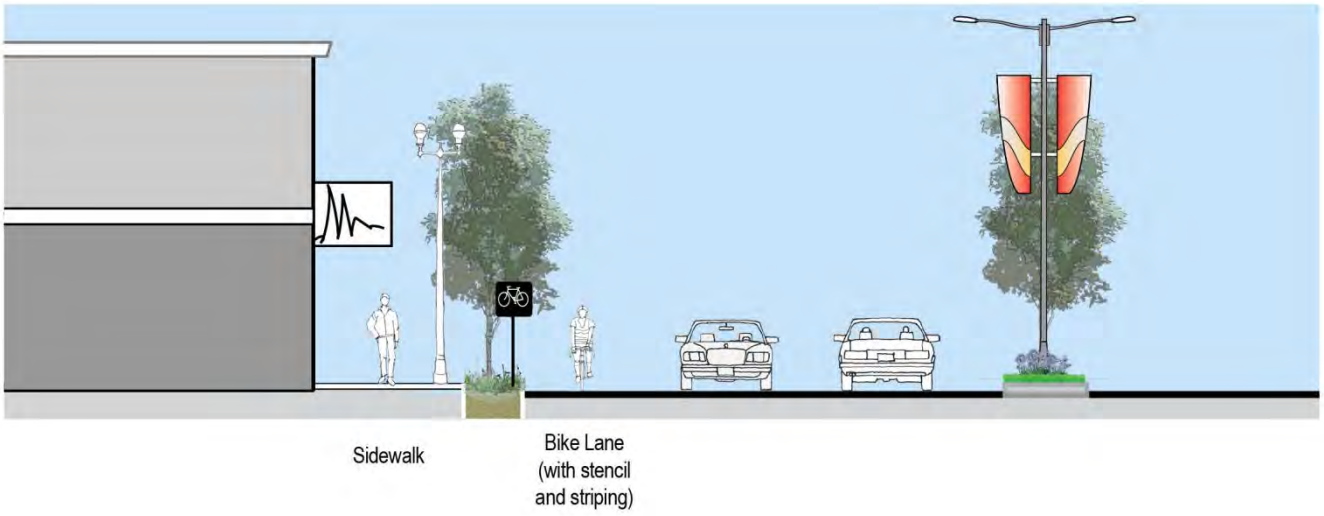
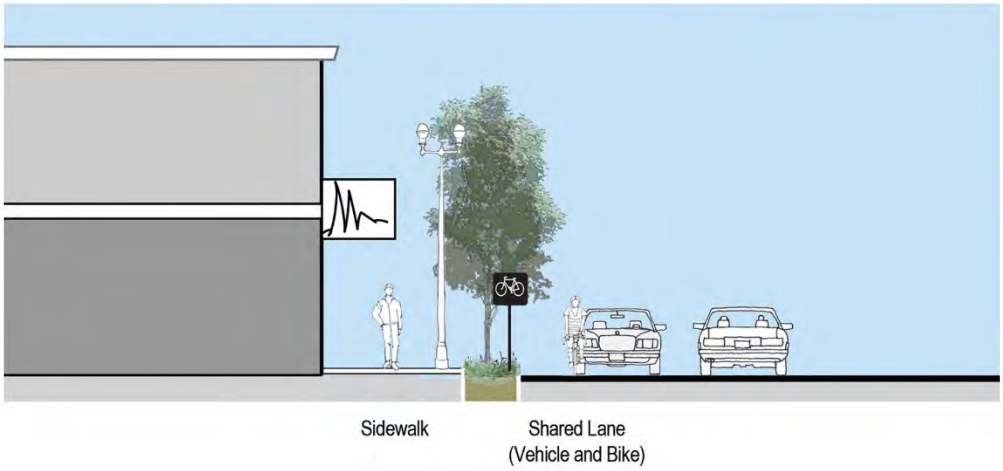


Figure C-4: Bike Cross Sections
Class I and Class II

Class III: On-Street Shared-Lane Signed Bicycle Routes



Class IV: Protected Bike Lanes (Cycle Tracks), an On-Street and Separated Bike Lane

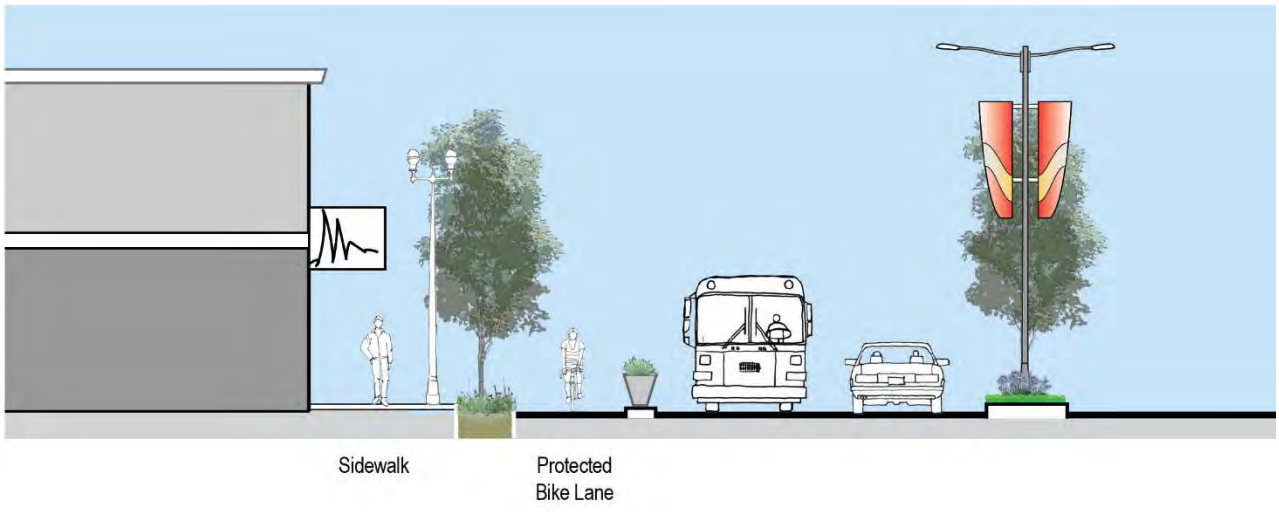


Figure C-5: Bike Cross Sections
Class III and Class IV

Bicycle Boulevards are achieved mostly through signage, pavement markings, landscaping, and other vehicular traffic-calming measures to optimize bicycle travel. They never require widening of streets or removal of curb parking. Santa Ana Avenue between 22nd Street and 21st Street is a Class III bicycle facility.

Class IV: Protected Bike Lanes (Cycle Tracks) - On-Street and Separated Bike Lanes

A cycle track is marked out by a separate bike lane, or multidirectional bike lane, that protects it from other traffic—vehicular, transit, and pedestrian—by a physical barrier such as a curb, planters, or parked cars. Cycle tracks can be configured either for one-way travel (with a lane on each side of the street) or for two-way travel (with each lane on one side of the street). The lane is for exclusive use by bicycles.

Physical separation can also be vertical, with the bike lane raised above ground (i.e., bicycle freeway). When cycle tracks are built, they tend to attract even more bicycle riders, as they are perceived to be safer. In this manner, cycle tracks can increase cycling as a share of the overall mode of travel and address roadway safety by minimizing collisions between vehicles and cyclists. No Class IV facilities are currently located in Costa Mesa.

Framework Bicycle Facilities

The Conceptual Bicycle Master Plan builds upon long-established bicycle assets in Costa Mesa, including the Santa Ana River Bicycle Trail, Greenville-Banning Channel Bikeway, Joann Street Bicycle Trail, and Victoria Street Bicycle Trail.

Santa Ana River Bicycle Trail and Banning Channel Bikeway

The Santa Ana River Trail is a dedicated bike path along the banks of the Santa Ana River. As a segment of the OC Loop, the Santa Ana River Trail provides bicycle access to Orange County beaches, as well as to Fairview Park, Talbert Nature Preserve, and Talbert Regional Park. A bridge over the Santa Ana River near Fairview Park and Talbert Nature Preserve provides pedestrian and bicycle access to both sides of the Santa Ana River Trail and the Banning Channel Bikeway.

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The Greenville-Banning Channel Bikeway is located on the eastern bank of the Santa Ana River and merges into the Santa Ana River Trail just south of Adams Avenue.

Joann Street Bike Trail

The Joann Street Bike Trail is a Class I bike path located along the southern edge of the Costa Mesa Golf Course and the western side of Harbor Boulevard. The trail connects Placentia Avenue and Tanager Drive.

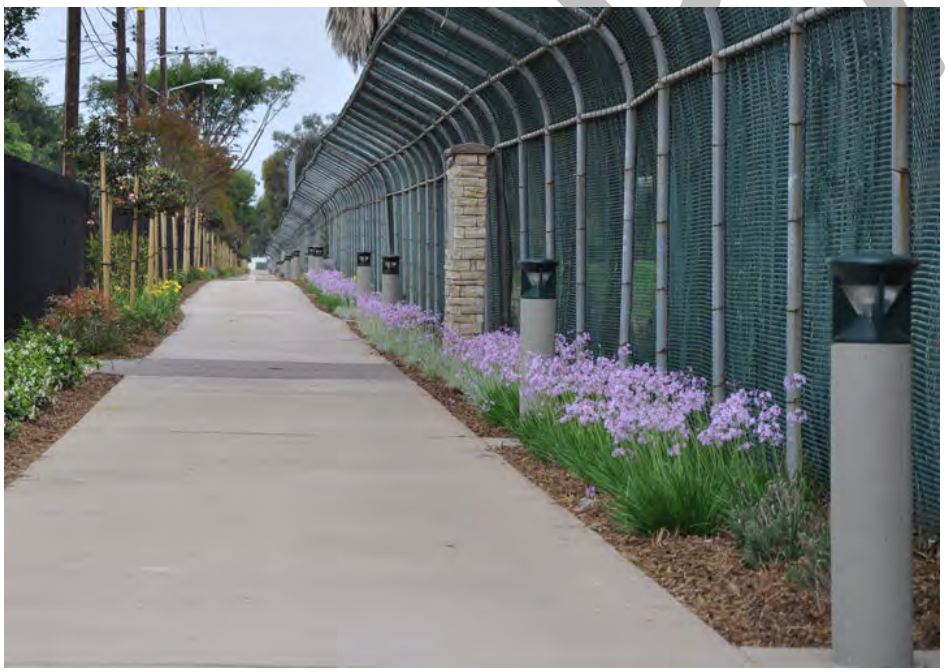
Victoria Street Bike Trail

The Victoria Street Bike Trail is a Class I bike path located along the northern side of Victoria Street, between Canyon Drive and Placentia Avenue.

Bicycle Infrastructure to Increase Bicycling

This Circulation Element recognizes that a complete bicycle network must include infrastructure improvements and amenities for bicyclists that add comfort and convenience for commuters and recreational bicyclists.

Recommendations to implement Safe Routes to School programs, provide bike lockers, require new developments to provide adequate bicycle parking, and implement a bicycle sharing system will all contribute to the infrastructure needed to complete Costa Mesa's planned comprehensive bicycle network.



The Joann Street Bicycle Trail along the southern boundary of the Costa Mesa Golf Course.

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Bike racks: from the simple to the artistic to the whimsical. They all serve the same intended purpose.

Bicycle Parking Facilities

Safe and convenient bike parking is an essential component of a comprehensive bicycle network. Bike racks are required to be provided in most new development projects. However, larger bicycle parking facilities should be located at schools and colleges, major activity centers and venues, parks and community centers, office complexes, and major shopping centers. Examples of bicycle parking facilities can include:

- **Bike racks, lockers, and shelters.** A bicycle rack is a device to which bicycles can be securely attached for parking purposes. A bike rack may be attached to the ground or some stationary object such as a building. A bicycle locker is a box in which a single bicycle can be placed and locked in. They are usually provided at places where numerous cyclists need bike parking for extended times, yet where the bikes might otherwise get damaged or stolen. Bicycle shelters typically include bike racks that are covered by a permanent structure to protect against the elements.
- **Secure bicycle parking areas**. Secure bicycle parking areas are enclosures for storing bicycles. They are commonly located in larger residential complexes or at colleges. They typically include 24-hour controlled access to limit bicycle theft and vandalism.
- **Attended bicycle stations.** Bike stations provide indoor bike parking served by an attendant. Stations can include various services, including valet parking, day-use lockers, self-repair stations, bike rentals, professional bike repair, classes, and events.

Bicycle Boulevards

Bicycle boulevards are low-traffic streets that have been optimized for use by cyclists. A variety of traffic-calming elements and signage are used to reduce car volumes and speeds, thus fostering a safe bicycling environment. Bicycle boulevards often include features that allow cyclists to travel farther without stop controls or intersection treatments that allow cyclists to continue through intersections, while cars are forced to turn. Bike boulevards often make use of "sharrows"— shared-lane markings—that communicate the presence of bicyclists to drivers.

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Colored Bicycle Lanes and Boxes

Bike boxes, painted at intersections, allow cyclists to move in front of the travel lane in order to be more visible to cars and avoid turning conflicts. Bicycle lanes are another technique to provide dedicated space in the street for cyclists and to increase driver awareness to the presence of cyclists. Increasingly, cities are using colored pavement treatments to designate bike lanes, either by coloring the beginning of the lane or the entire lane.



Example of a painted bicycle box at an intersection

Bicycle Programs

Developing a healthy bicycling environment and culture is an important part of supporting good bicycle access. Building a strong and lasting bicycling constituency requires a multifaceted approach that provides required infrastructure and makes cyclists feel they are part of a broad and growing community.

Safety Campaigns

Bicycle safety campaigns and programs are critical to creating a bicycle-friendly culture. Safe travels by bicyclists can be actively integrated into traffic safety programs such as training law enforcement officers on bicyclists' rights and responsibilities, promoting efficient reporting mechanisms for behaviors that endanger bicyclists, employing traffic safety officers to educate, and correcting bicyclists' traffic violations.

Celebrating Bicycling

Programs and activities can stimulate community spirit toward cycling, such as events that celebrate those who ride or allow families to ride safely together. Common events include organized and supported rides, where local streets

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are closed to cars and cyclists are free to ride; bike commute month (or week), where local companies can compete for the highest cycling rates; or events that showcase numerous types of cycling. All these events can help to build a cycling culture.



An example of a cyclovía in Southern California

Accommodating Pedestrians

Walkability, access, and connections are essential components of a circulation system that accommodates pedestrians. Walkability includes design features such as wide sidewalks, safe street crossings, treatments that encourage cautious driving, and comfortable and safe walking environments. Comfortable sidewalks, well-designed pedestrian crossings, pathways, and pedestrian shortcuts allow people to get from one destination point to another with ease.

The City supports the integration of pedestrian-oriented improvements and amenities within the circulation system to improve walkability. Figure C-6 identifies the primary pedestrian areas in Costa Mesa that will receive focused attention.

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Example of pedestrian-friendly streets with wide sidewalks, street furniture, and lighting that illuminates the sidewalk

Sidewalks and Sidewalk Zones

Sidewalks are not merely places for pedestrians to move about. As public spaces, sidewalks serve as the front steps to the City, activating streets socially and economically. Safe, accessible, and well-maintained sidewalks can enhance general public health and create vibrant social settings. In areas with heavy pedestrian activity, sidewalks should have several zones that accommodate pedestrians. The zones should include a frontage zone, pedestrian-through zone, street furniture zone, and enhancement/buffer zone. Figure C-7: *Sidewalk Zones*, provides an example.

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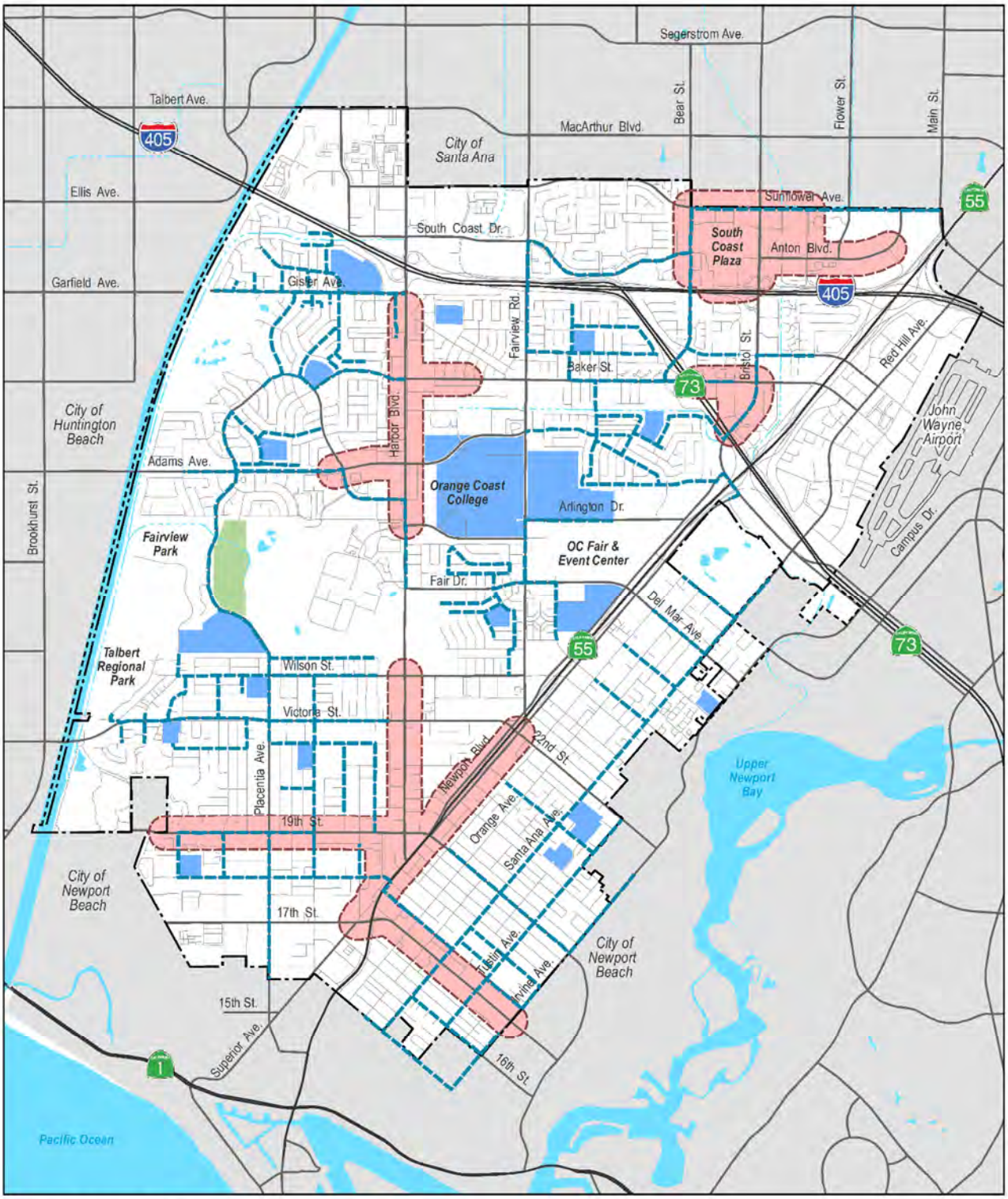
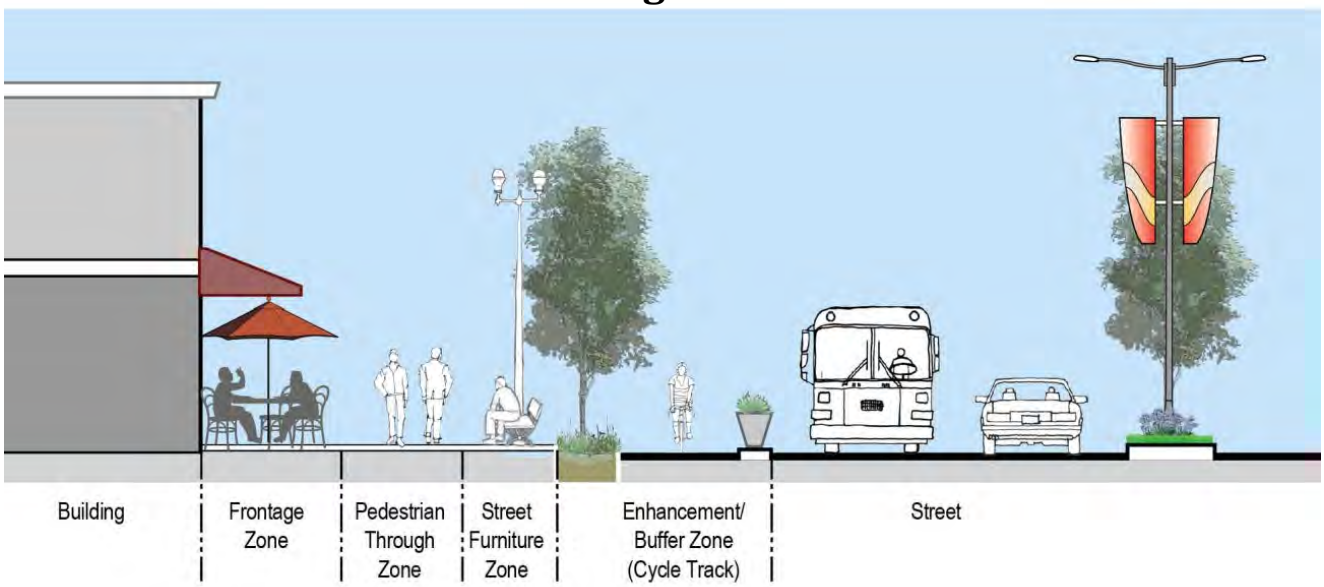


Figure C-6: Pedestrian Opportunity Zones

Figure C-7: Sidewalk Zones



Frontage Zone

The frontage zone is that section of the sidewalk that functions as an extension of the building, whether through entryways and doors or sidewalk cafes and sandwich boards. The frontage zone consists of both the structure and the façade of the building fronting the street, as well as the space immediately adjacent to the building.

Pedestrian through Zone

The pedestrian through zone is the primary accessible pathway that runs parallel to the street. The through zone ensures that pedestrians have a safe and adequate place to walk and should be five to seven feet wide in residential settings and eight to 12 feet wide in downtown or commercial areas.

Street Furniture Zone

The street furniture zone is defined as the section of the sidewalk between the curb and the pedestrian through zone in which street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree wells, and bicycle parking are provided.

Enhancement/Buffer Zone

The enhancement/buffer zone is the space immediately next to the sidewalk that may consist of a variety of different elements. These include curb extensions, parklets, stormwater management features (e.g, bioswales), parking, bike racks, bike share stations, and curbside bike lanes or cycle tracks.

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Crosswalks and Markings

Properly designed, marked, and signed crossings improve motorist courtesy toward pedestrians. The City supports the provision of marked crosswalks at protected (signalized or stop-controlled) intersections if their presence minimizes pedestrian-auto conflicts. The City has prioritized improving intersections near schools to create pedestrian-friendly environments under the suggested Safe Routes to School program. Figure C-6: *Pedestrian Opportunity Zones*, identifies areas where the City will pursue street enhancements to create pedestrian-friendly environments. Table C-2: *Street and Intersection for Pedestrian Safety*, outlines the types of design improvements that create safer streets and intersections for pedestrians.

Table C-2: Street and Intersection Improvements for Pedestrian Safety

Design Improvements	Supplemental Design Improvements
▪ Traffic Signal ▪ Stop Sign ▪ High-Visibility Crosswalks ▪ Mid-Block Crosswalks ▪ Pedestrian Refuge Islands	▪ Advance Stop and Yield Lines ▪ Flashing Lights and Beacons ▪ Special Intersection Paving ▪ Raised Crosswalk and Intersections ▪ RRFB and HAWKs

HAWK – High Intensity Activated Crosswalk is a pedestrian hybrid beacon that is used at busy crosswalks. The beacon is activated to solid red followed by flashing red when the pedestrian button is pushed.

RRFB – Rectangular Rapid Flash Beacons are used at mid-block pedestrian crossings to increase driver awareness of potential pedestrian conflicts. They use irregular flash patterns when activated by pedestrians to get driver attention.

Costa Mesa has approved several projects under its Capital Improvement Programs that invest in all neighborhoods with proven methods to enhance pedestrian safety, including:

- Implementation of traffic-calming devices
- Illuminated crosswalks
- New landscaped parkways and medians to both address pedestrian-orientation and provide effective visual cue to slow traffic
- Completion of sidewalks and curbs

Resolution No. PC-2026-27 Page 309 of 751

- Extensive traffic signal synchronization

Transit Services

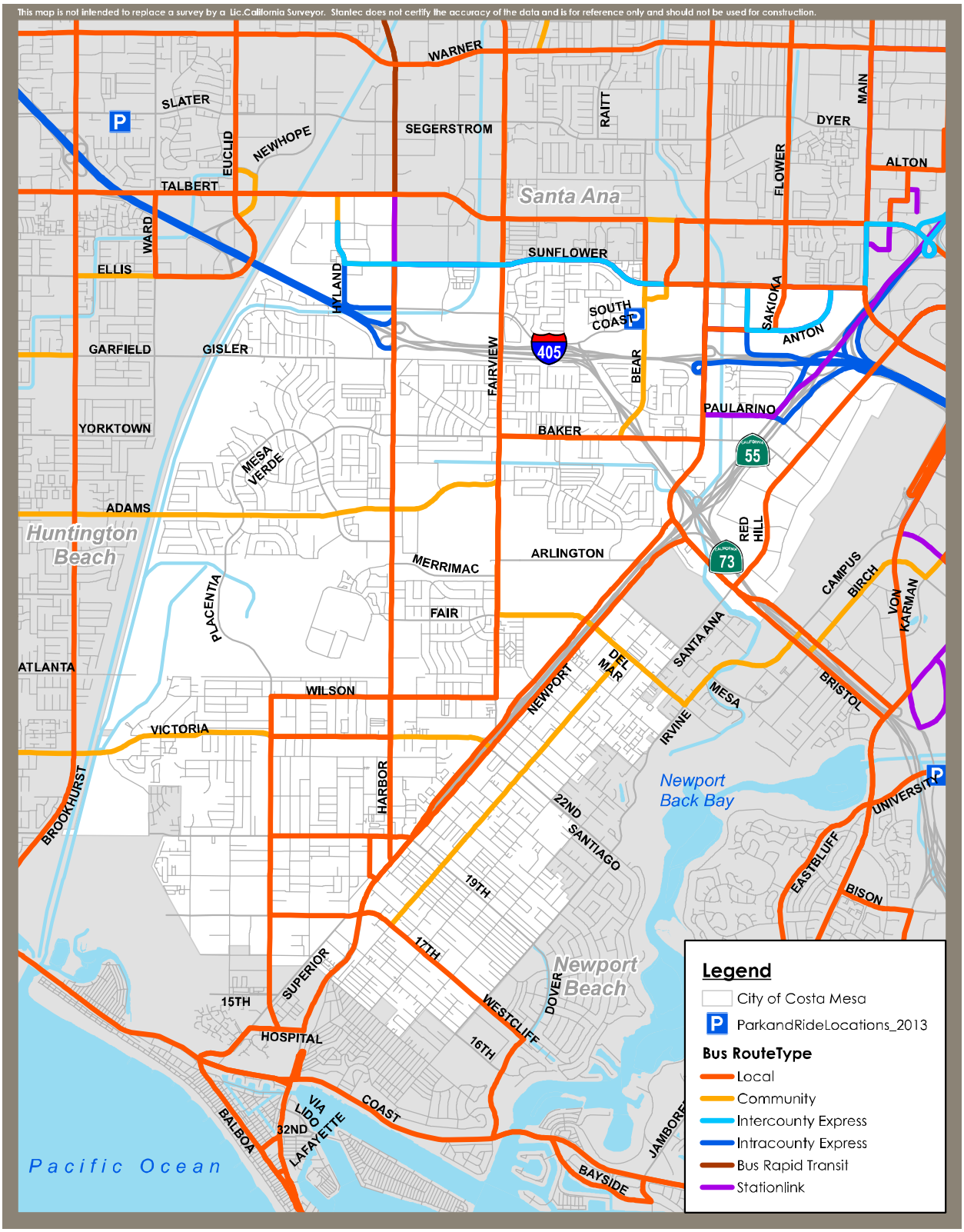
Transit services—which includes buses, trains, commuter shuttles, paratransit, and emerging forms of multi-passenger transport—offer a mobility alternative for residents, employees, students, and visitors who either do not have access to, or prefer not to use, a car. OCTA provides local bus and paratransit services within Orange County, with several routes in Costa Mesa.

One of the primary goals of this element is to make transit use a more viable option for both work and non-work trips. Accomplishing this goal will require an improved transit system capable of providing faster and more frequent trips while maintaining safe, clean, and dependable service. As OCTA and the City continue to enhance public transit, the City will also prioritize these activities, particularly when it comes to improvements and investments made in street design and land uses that take into account transit transportation. Figure C-8 identifies Transit Corridors in Costa Mesa that will receive focused transit improvement attention. Transit Corridors feature improvements such as enhanced signal coordination, transit amenities, bicycle accommodations, and an improved pedestrian experience.

Limited-Stop Bus Service: Bravo!

A limited-stop bus service route is a service that stops less frequently than local service. OCTA operates Bravo!, a limited-stop bus route (Route 543) along Harbor Boulevard, with buses making stops every 10 to 15 minutes. Bravo! extends from the Fullerton Transportation Center through Anaheim, Garden Grove and Santa Ana, ending at MacArthur Boulevard at the Costa Mesa city limit.

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Source: Stantec, Inc.

Figure C-8: Transit Corridors



Paratransit

Through OCTA's Senior Mobility Program and ACCESS, the City supports discounted bus fares to seniors and flexible paratransit shuttles. ACCESS is OCTA's shared-ride service for people who are unable to use the regular fixed-route bus service because of functional limitations caused by a disability. OCTA's Senior Mobility Program is designed to fill the gap between local fixed-route buses and ADA paratransit by providing local transportation services to seniors.

Improving Vehicular Travel

Traffic congestion impacts many of Costa Mesa's roadways. This results in driver frustration, added pollution from idling vehicles, and residents constrained as they try to get to work, school, and other local destinations. Costa Mesa is committed to improving local traffic conditions both to address the harmful effects of congestion and to support of the Orange County Congestion Management Plan (CMP) goals of:

1. Achieving regional mobility and air quality objectives
2. Providing a mechanism for coordinating land use and development decisions that support the regional economy
3. Determining gas tax fund eligibility

In 2013, Senate Bill 743, a law that introduced Vehicle Miles Traveled (VMT) as the replacement to Level of Service (LOS) as the primary metric of

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transportation system performance. The law requires that the new metric be used when analyzing the impacts of a project under the California Environmental Quality Act (CEQA) and will go into effect in 2017 when new CEQA guidelines are adopted.

While the law specifies that VMT will be the baseline metric for future CEQA analysis, it allows the local agencies to continue using LOS for purposes of long-term transportation planning. Consistent with current State law, Costa Mesa continues to use LOS as the performance metric for land use and circulation planning, although the City supports policies that would reduce VMTs primarily through the implementation of a transportation demand management and the active transportation and transit strategies. Overall, the City's goal is to prevent the deterioration of LOS at key intersections within the City. The City will pursue a broad array of projects that will help maintain and improve of LOS for vehicular travel.

Concurrent with the project-specific transportation system LOS improvements, the City will:

- Complete and annually maintain a needs assessment for traffic service levels and traffic safety
- Develop and annually update a priority list of improvement projects
- Regularly assess peak-hour traffic volumes at critical intersections
- Minimize circulation improvements that will necessitate the taking of developed private property
- Pursue programs that reduce vehicle speeds and cut-through traffic on local streets
- Develop a program to regularly evaluate traffic collision data

Transportation Demand Management

Transportation Demand Management, or TDM, is a general term for strategies that promote the efficient use of transportation systems without adding physical capacity (additional lanes or widening) on the roadway system. TDM strategies can help address a variety of traffic problems and provide secondary economic, social, and environmental benefits. When all are considered, TDM strategies are often the most cost-effective way to improve transportation. Examples of TDM include:

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- Telecommuting
- Bike/Transit Integration
- Carpool/Vanpool
- Pedestrian Facility Improvements
- Transit Improvements/Transit Pass Subsidy
- Encouraging Walking and Cycling
- Parking Management and Pricing
- Bicycle Parking/Facilities
- Alternative Work Schedules
- Flexible Work Hours

To implement these strategies and support regional air quality objectives, the City has adopted a Transportation Demand Management Ordinance. The City will continue to work with major employers to implement TDM strategies.

Neighborhood Traffic Management

Managing traffic in neighborhoods that are most affected by congestion and cars traveling at unsafe speeds requires the multiple-prong approach that Costa Mesa has practiced for many years, such as installing traffic-calming infrastructure, reclassifying minor streets, and deploying Intelligent Transportation Systems (ITS). The added strategy of implementing Complete Streets plans will augment past and ongoing efforts to protect residential neighborhoods from the ill effects of cut-through traffic.

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Goals, Objectives, and Policies

The following goals, objectives, and policies work in concert with those in the Land Use Element.

Goal C-1: Implement "Complete Streets" Policies on Roadways in Costa Mesa

Plan, develop, and implement a comprehensive transportation system that serves all users and modes of travel.



Objective C-1A: ***Create a transportation network that meets the mobility needs of all Costa Mesa residents, businesses, and visitors.***



Policy C-1.1: Update the City's engineering standards for public and private streets to provide for safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages, abilities, and modes of travel.



Policy C-1.2: Allow for flexible use of public rights-of-way to accommodate all users of the street system while maintaining safety standards.

Policy C-1.3: Complete and annually maintain a needs assessment for traffic safety and traffic service levels. Develop and annually update a priority list of improvement projects, with priorities based on: 1) correcting identified hazards; 2) accommodating multimodal trips; 3) improving and/or maintaining peak-hour traffic volumes at critical intersections; 4) improving efficiency of existing infrastructure utilization; and 5) intergovernmental coordination.

Policy C-1.4: Pursue downgrade of arterials that no longer have the demand requiring their buildout to planned capacity.



Policy C-1.5: Implement road diets on street segments with excess capacity to enhance bicycle and pedestrian facilities. For

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roadways with excess vehicle capacity, consider the reduction of travel lanes and use the reclaimed space for active modes of transportation including pedestrian and bicycle.

Policy C-1.6: Encourage the conversion of excess on-street parking spaces for expanded sidewalk gathering places or landscaping.


Policy C-1.7: Encourage community participation in City processes and programs focused on improving mobility and transportation facilities. Outreach should facilitate participation of underserved populations.

Policy C-1.8: Pursue downgrade of 17th Street from 6-lane Major Arterial to 4-lane Primary Arterial between Orange Ave and Tustin Avenue, through Master Plan of Arterial Highways (MPAH) Amendment process with the Orange County Transportation Authority.

Objective C-1B: ***Preserve the character of our residential neighborhoods.***


Policy C-1.9: Implement traffic calming measures that discourage speeding and cut-through traffic on residential streets. Identify opportunities to update signal timing and phases with high collision frequencies.


Policy C-1.10: Encourage non-motorized transportation in residential areas by providing sidewalks, implementing pedestrian and bicycle friendly design of local streets, and incorporating street trees in new projects wherever feasible. Provide additional consideration in implementing such enhancements within designated environmental justice area boundaries.

Policy C-1.11: Reduce or eliminate intrusion of traffic related to non-residential development on local streets in residential neighborhoods.

Policy C-1.12: With an emphasis on safety, prioritize intersection improvements which improve through traffic flow on Major, Primary, and Secondary Arterials, and reduce impacts on local neighborhood streets.

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Policy C-1.13: Promote engineering improvements such as physical measures constructed to improve safety, lower speeds, and otherwise reduce the impacts of motor vehicles.

Policy C-1.14: Design and Implement transportation projects to meet local and regional system capacity needs in accordance with the Master Plan of Streets and Highways.



Policy C-1.15: Implement neighborhood approved traffic-calming measures in residential neighborhoods and appropriate commercial areas, such as street narrowing, curb extensions, roundabouts, landscaped medians, and radar speed feedback signs. Additional consideration should be given to working with neighborhoods located within designated environmental justice area boundaries to identify and implement appropriate measures.

Policy C-1.16: Establish priority-ranking system to evaluate traffic-calming requests for implementation throughout the City.

Policy C-1.17: At regular intervals, conduct a study to re-evaluate speeds along the city's roadways, and pursue programs that reduce vehicle speeds and cut-through traffic on local streets in accordance with the most recent version of the California Manual on Uniform Traffic Control Devices (CA MUTCD).



Policy C-1.18: Leverage the tools discussed in the Pedestrian Master Plan Infrastructure Toolbox (e.g. sidewalk connectivity, curb ramps, and crosswalks) to continue to develop a pedestrian network that is safe and accessible by users of all ages and abilities.



Policy C-1.19: Develop a network of walking paths in different commercial areas and neighborhoods to encourage community members to walk. The walking paths could be artistic and each path could have its own wayfinding signs and stylistic flair to create a sense of place.

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Goal C-2: Effectively Manage and Improve the Roadway System

Develop and maintain a robust and efficient multimodal circulation network.



Objective C-2A: Implement policies that encourage and accommodate all users while maintaining the safety and efficiency of the circulation system.

Policy C-2.1: Establish a citywide crosswalk policy to address installation, maintenance, removal, and enhancements of crosswalks at intersections and mid-block locations. Crosswalk locations and treatment will be based on criteria including, but not limited to safety, traffic volume, and concentration of pedestrian activity. Potential enhancements may include leading pedestrian intervals at signalized intersections, bulb-outs, and median refuges to reduce crossing distances.

Policy C-2.2: Avoid creation of frequent driveways for new development access in active pedestrian areas that create conflict points between pedestrians and vehicles.

Policy C-2.3: Encourage commercial property owners to use shared driveway access and interconnected roads within blocks, where feasible. Require driveway access closures or consolidations, or both when a site is remodeled or redeveloped.

Policy C-2.4: Collaborate with law enforcement and public safety organizations to coordinate policies and programs that would reduce injuries and deaths on the roadways.

Policy C-2.5: Designate routes for truck traffic to minimize potential conflicts between trucks and cars, pedestrians, bicycles, transit, and vehicle access and circulation. Establish by ordinance a truck map that depicts allowable truck routes within the City.

Policy C-2.6: Periodically review and update traffic signal timing at all signalized intersections to improve safety, maintain traffic signal coordination and to accommodate bicycle and pedestrian needs.

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Policy C-2.7: Develop new traffic level of services criteria in accordance with SB 743 to meet the California Environmental Quality Act (CEQA).

Policy C-2.8: Continue the use of the Intersection Capacity Utilization (ICU) methodology to address local traffic level of service and impacts, with Level of Service "D" as the threshold for meeting the City's significance criteria.

Objective C-2B: ***Construct street improvements and apply congestion management tools to improve safety and obtain efficient performance of the transportation system.***

Policy C-2.9: Incorporate the street system improvements identified in the General Plan Environmental Impact Report (EIR) into the Capital Improvement Program.

Policy C-2.10: Continue to deploy intelligent transportation systems (ITS) strategies—such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, and real- time parking availability information—to enhance safety, reduce traffic delays, lower greenhouse gas emissions, improve travel times for pedestrians, cyclist, and motorists.

Policy C-2.11: Investigate all operational measures, including the use of one-way streets, to improve safety, improve traffic circulation, and to minimize congestion for all travel modes.

Policy C-2.12: Investigate and utilize state-of-the-art transportation system management technology and industry practices to address recurring and non-recurring traffic events (i.e., special events, incident/emergency management).

Policy C-2.13: Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, prohibited or regulated right-turn-on-red movements in pedestrian opportunity zones including safe routes to school and near transit stops, parking restrictions or setbacks; ADA Accessibility, etc.) to improve the safety and efficiency of intersections.

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Goal C-3: Enhance Regional Mobility and Coordination

Encourage development of a regional transportation network that addresses regional mobility needs for all modes of travel.

Objective C-3A: ***Promote development of transportation projects along regional corridors.***

Policy C-3.1: Maintain compliance with Orange County Congestion Management Plan (CMP) requirements, including consistency with CMP level of service standards, adoption of a seven-year capital improvement program, analysis of impacts of land use decisions on the CMP highway system, and adoption and implementation of deficiency plans when intersections do not meet adopted performance standards.

Policy C-3.2: Support the goals and objectives of the Orange County Long Range Transportation Plan, including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.

Policy C-3.3: Support the goals and objectives of the SCAG Regional *Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.

Policy C-3.4: Coordinate signal timing on all major arterials with a local signal synchronization program consistent with the Orange County Traffic Signal Synchronization Master Plan (TSSMP).

Policy C-3.5: Ensure Costa Mesa's input, participation, and discretionary review of applicable region-wide transportation system policies, programs, and construction.

Policy C-3.6: Develop short-term and long-term improvements to the SR-55 corridor in coordination with Caltrans and OCTA to address safety and regional mobility needs.

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Policy C-3.7: Promote the City's preferred alternative of undergrounding the SR-55 freeway south of 19th Street within the City limits.

Policy C-3.8: Collaborate with Caltrans, OCTA, and other local agencies to re-envision the future of Newport Boulevard in the area between and adjacent to 17th Street and 19th Street as a destination that improves safety and facilitates placemaking and pedestrian and bicycle activities by implementing enhanced pedestrian and bicycle infrastructure that provides for connectivity, especially in the east-west direction.

Objective C-3B: ***Coordinate and partner with local and regional agencies to promote projects and polices that improve safety and regional mobility.***

Policy C-3.9: Coordinate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard Level of Service no worse than "D" at all intersections under State or joint control. Intersection Level of Service analyses for General Plan conditions for locations under State or joint control will be updated periodically and presented to the City Council.

Policy C-3.10: Consult with Caltrans and OCTA regarding the I-405 widening project to minimize adverse impacts to Costa Mesa's neighborhoods, businesses, and streets.

Policy C-3.11: Coordinate with OCTA and other jurisdictions to remove Gisler Avenue Bridge over the Santa Ana River from the City's Master Plan of Streets and Highways and County's Master Plan of Arterial Highways.

Policy C-3.12: Collaborate with Caltrans and neighboring jurisdiction to improve signal timing and coordination along major arterials across jurisdictional boundaries.

Policy C-3.13: Work closely with the State of California and other government agencies to control traffic–related impacts of uses on State- or other agency-owned land (i.e., Orange County Fairgrounds, Orange Coast College, etc.).



Policy C-3.14: Coordinate with other responsible agencies the planning, funding, prioritization, and implementation of bicycle,

Resolution No. PC-2026-27 Page 321 of 751

pedestrian, and transit programs and supporting infrastructure.

Goal C-4: Promote Transportation Demand Management, Transit, and Efficiency

Utilize Transportation Demand Management strategies to manage demand and maximize available capacity.

Objective C-4A: ***Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.***

Policy C-4.1: Support South Coast Air Quality Management District (SCAQMD) trip reduction programs, including park and ride lots, transit subsidies, carpool and vanpool programs, flexible working hours, bicycle facilities, and other traffic reduction strategies.

Policy C-4.2: Support local and multi-jurisdictional car-sharing and bike-sharing programs.

Policy C-4.3: Consider implementing park-once approaches for multiuse areas and regional destinations areas.

Policy C-4.4: Embrace innovative parking solutions that reduce the required spaced needed for parking, such as automated parking lifts and elevators.

Policy C-4.5: Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles, and flex cars.

Policy C-4.6: Encourage and support programs that increase vehicle occupancy, including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods.

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Policy C-4.7: Promote the combination of TDM measures as much more effective than any single measure.

Policy C-4.8: Require discussion of transportation system management (TSM) and TDM measures in all EIRs prepared for major projects.

Policy C-4.9: Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

Policy C-4.10: Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips to achieve consistency with allocated trip budgets.



Objective C-4B: Promote regional and local transit services as an alternative to automobile travel.

Policy C-4.11: Ensure that roadways designated as transit routes can accommodate transit vehicle circulation and safe and convenient pedestrian access to and from transit stops.

Policy C-4.12: Review all capital improvement projects to ensure improvements located on existing and planned transit routes include modification of street, curb, and sidewalk configurations to allow for easier and more efficient transit operations and improved passenger safety and access.



Policy C-4.13: Provide transit stop amenities that facilitate access to and from transit stops and transfer locations. These may include pedestrian pathways approaching stops, high-quality benches and shelters, traveler information systems (real-time transit arrival information), and bike storage and bicycle connections. Bus stops should

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accommodate timed transfers between buses and other transit services where necessary.

Policy C-4.14: Encourage new development along major transit corridors to provide safe and efficient access to transit stops and public sidewalks.

Policy C-4.15: Support and participate with OCTA ACCESS Service in providing transportation assistance to senior citizens and the disabled.

Policy C-4.16: Consult with OCTA for transit services, such as changes to bus routes, bus stops, and hours of operation. Additionally, coordinate with OCTA for changes to transit services provided for seniors, the disabled, and transit dependent populations.

Policy C-4.17: Consult with the Newport-Mesa Unified School District to maintain school bus services provided for local schoolchildren.



Policy C-4.18: Coordinate with OCTA to improve transit services in the City, including strategies such as bus rapid transit, express services, community circulators, and other strategies.

Policy C-4.19: Encourage new local transit programs in coordination with OCTA, consisting of shuttle services to local and regional destinations.

Policy C-4.20: Coordinate with OCTA to construct bus turnouts at appropriate locations, with attractive shelters designed for safe and comfortable use.

Policy C-4.21: Require discussion of transit service needs and site design amenities for transit ridership in EIR for major projects.

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Goal C-5: Ensure Coordination between the Land Use and Circulation Systems

Facilitate close coordination between development of land use and circulation system.

Objective C-5A: ***Coordinate land use policies and development activities that support a sustainable transportation system.***

Policy C-5.1: Ensure that new development projects are consistent with the vehicular trip budgets, where adopted.

Policy C-5.2: Require that large developments and redevelopments provide short-term and long-term vehicular traffic impact studies.

Policy 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.

Policy C-5.4: 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.

Policy C-5.5: Promote development of mixed-use projects to reduce number of vehicle trips.

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

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

Policy C-5.8: Minimize circulation improvements that will necessitate the taking of private property on existing developed properties.

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Policy 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 measurable 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.

Policy 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.

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-5.12: Support consistency with the Orange County *Sustainable Communities Strategy* (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375.

Objective C-5B: ***Establish strategies and processes that allow large developments to analyze and mitigate traffic impacts and infrastructure needs.***

Policy C-5.13: Require that new development projects improve access to and accommodations for multimodal transportation, provide pedestrian access that serves the intensity of use and compliments the existing pedestrian network, and whenever feasible incorporate pedestrian improvements in to the public right-of-way as a part of conditions of approval.

Policy C-5.14: Require developers of new building and redevelopment/reuse projects as part of the project development review process that are located along bus

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routes to pay a designated fair share of the cost of providing improved bus stop facilities and related street furniture or, where appropriate, dedicate land for improved bus stop facilities.

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.

Goal C-6: Fund and Evaluate the City's Transportation Network

Explore opportunities to secure funding for enhancing the circulation system.



Objective C-6A: Pursue funding sources to maintain and enhance the transportation and infrastructure system.

Policy C-6.1: Evaluate traffic collision data regularly, and identify top collision locations for pedestrians, bicycles, transit, and automobiles in Costa Mesa. Develop appropriate countermeasures and pursue funding from all available sources to implement them.

Policy C-6.2: Continue to develop and maintain long-range capital improvement programs consistent with the General Plan and M2 eligibility requirements.



Policy C-6.3: Develop an annual list of Active Transportation projects to be proposed as part of the City's Capital Improvement Program (CIP), including identification and additional consideration of such projects within designated environmental justice area boundaries

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Policy C-6.4: Coordinate with OCTA to fund, develop, and maintain a Master Plan of Streets and Highways consistent with the Master Plan of Arterial Highways (MPAH).

Policy C-6.5: Require a locally collected and administered traffic mitigation fee program to guarantee that new development pays for its fair share toward improvements resulting in reductions in air pollutant and GHG emissions and traffic impacts generated by the development.

Policy C-6.6: Actively pursue local, State, and federal funding to implement, maintain, and evaluate the transportation and infrastructure system.

Policy C-6.7: Supplement funding from annual fees or assessments on existing and new development with grants and other nonlocal sources.

Policy C-6.8: Develop strategies to implement an infrastructure and transportation system to be consistent with State policies on resiliency and sustainability.

Policy C-6.9: Amend the General Plan, if necessary, to be responsive to evolving funding requirements and to comply with State and federal regulations affecting the goals and policies of the Circulation Element.

Policy C-6.10: Coordinate with OCTA and Caltrans to seek funding and implementation solutions to improve Newport Boulevard at the terminus of the State Route 55 freeway to increase safety and relieve congestion from regional traffic.

Policy C-6.11: Review the City's transportation impact fee program on a regular basis, and adjust fees as needed to ensure that funding is available for planned transportation improvements that will benefit all travel modes.

Policy C-6.12: Prioritize funding and timing for implementing transportation improvements. Consider prioritizing multimodal projects that provide the most benefit to all users.

Policy C-6.13: Require that every new development project pay its share of costs associated with the mitigation of project generated impacts.

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Policy C-6.14: Measure M2 sales tax revenues shall not be used to replace private developer funding which has been committed for any project.

Policy C-6.15: The City's seven-year capital improvement program shall be adopted and maintained in conformance with the provisions of Measure M2 for the purpose of maintaining the established level of service standard.

Policy C-6.16: Maintain a traffic impact fee for circulation system improvements to the Master Plan of Streets and Highways; review and update fees on a regular basis.

Objective C-6B: ***Evaluate the transportation system to ensure that it meets the City's circulation goals.***

Policy C-6.17: Provide an annual Capital Improvement Program General Plan consistency report.

Policy C-6.18: Provide annual public review of implementation status reports of goals, policies, and objectives stated in the Circulation Element.

Policy C-6.19: Adopt and seek out methods and processes that provide appropriate and accurate data for evaluating the performance of the transportation and infrastructure system.

Goal C-7: Promote a Friendly Active Transportation System in Costa Mesa

Create a bicycle and pedestrian friendly environment throughout Costa Mesa for all types of users and all trip purposes in accordance with the five "Es:" Education, Encouragement, Enforcement, Engineering, and Evaluation.

Objective C-7A: ***Expand, enhance, and protect the existing bicycle and pedestrian network to provide a comprehensive, system of Class I, Class II, Class III, and Class IV facilities to increase connectivity between homes, jobs, schools transit, and recreational resources in Costa Mesa.***

Resolution No. PC-2026-27 Page 329 of 751

Bikeways and Pedestrian Paths

Policy C-7.1: Develop an extensive bicycle and pedestrian backbone network through the use of standard and appropriate innovative treatments.

Policy C-7.2: Plan and install new bicycle lanes on Major Arterials, where feasible and appropriate.

Policy C-7.3: Plan and install shared lane markings ("sharrows") and signage on appropriate existing and planned bicycle routes where bicycle lane implementation is demonstrated to be infeasible.

Policy C-7.4: Where feasible, Class I shared-use paths should be a priority for future developments.

Policy C-7.5: Plan and install new shared-use paths in utility corridors and/or along flood control channels, and extend existing bicycle and shared-use paths.

Policy C-7.6: Plan and complete north/south multi-purpose and bicycle routes through the City to augment the east/west route.

Policy C-7.9: Encourage reallocation of roadway rights-of-way where appropriate to accommodate shared-use path and bicycle facilities, while preserving and respecting the character of each adjacent neighborhood.

Policy C-7.10: Support bicycle improvement projects that close gaps in the regional bicycle network either by implementing specific projects recommended in the Plan or through other treatments.

Policy C-7.11: Encourage bicycle projects that connect local facilities and neighborhoods to major bicycle corridors.

Policy C-7.12: Work cooperatively with adjoining jurisdictions and local/regional agencies to coordinate bicycle planning, and implementation activities. Where required, develop consistent active

DRAFT

transportation plans and policies with regional and adjacent agencies.

Policy C-7.13: Prioritize safe access to major regional trails such as the OC Loop/Santa Ana River Trail and the Newport Back Bay Trail System. Where feasible, plan and provide a continuous low-stress Class I and/or Class IV facility from east to west across the city between these facilities.

Policy C-7.14: Explore favorable opportunities to remove parking to accommodate bicycle lanes.

Policy C-7.15: Identify favorable opportunities to retain parallel parking adjacent to sidewalks to maintain pedestrian safety.

Policy C-7.16: Consider every street in Costa Mesa as a street that cyclists could use.

Policy C-7.17: Link on-road and off-road bicycle and pedestrian facilities within Costa Mesa to existing and planned facilities in adjacent and regional jurisdictions.

Policy C-7.18: Low-stress design techniques should be considered where necessary to attract a wide variety of users.

Policy C-7.19: Establish designated safe routes to schools for biking and walking.

Policy C-7.20: Designate walkable areas in the City.

Bike and Pedestrian Facilities

Objective C-7B: ***Provide end-of-trip facilities that support the bicycle network.***

Policy C-7.21: Provide bike parking and bike-related amenities at public facilities and along public rights-of-way.

Policy C-7.22: Pursue public-private partnerships to furnish local businesses with secure bike parking and other related amenities.

Policy C-7.23: Develop and adopt bicycle parking equipment standards for bicycle parking to be installed

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within the public right-of-way and post on the City website.

Policy C-7.24: Work with local schools and colleges to provide ample and secure bike parking and other related amenities for students and employees.

Policy C-7.25: Work with OCTA to maximize bicycle amenities, such as bus stop solar lighting and bicycle lockers, at high-volume transit stops.

Policy C-7.26: Prioritize the installation of bicycle-scale and/or pedestrian-scale lighting.

Policy C-7.27: Encourage and incentivize providing attended bicycle parking services, such as a bicycle valet, at major City events, OC Fair, Farmers' Markets, holiday festivals, and other community events.

Policy C-7.28: Prioritize schools with the highest auto traffic volume during peak hours and insufficient parking for staff and parents. Plan and install bicycle facilities adjacent those schools.

Policy C-7.29: Provide bike parking and bike-related amenities at public facilities and along public right-of-way.

"First and Last Mile" Programs



Objective C-7C: ***Encourage sustainable modes of transportation to fill gaps between the first and last miles of trips (walking, biking, ride sharing, transit, taxi and car-sharing).***

Policy C-7.30: Identify citywide infrastructure needed to create the interconnected multi-trail system.

Policy C-7.31: Improve the safety, quality, and aesthetics of high-use pedestrian corridors.

Policy C-7.32: Development and implement a bicycle sharing system.

Policy C-7.33: Proposed new mode split goals:

- 50 percent motor vehicles
- 10 percent transit
- 10 percent bicycles

DRAFT

- 20 percent walking
- 10 percent carpools, taxi, transportation network company services, and car sharing

Policy C-7.34: Establish a goal for all trips of less than three miles to be 30 percent by bicycle, and establish a goal of less than 1 mile to be 30 percent by walking.

Policy C-7.35: Consider implementing a small-scale transportation system to encourage mode shift to popular destinations as defined by users.

Goal C-8: Create a Safer Place to Walk and Ride a Bicycle

Provide a safe, convenient, and attractive bicycling and pedestrian environment. Apply design standards, enforcement of traffic laws, maintenance practices, and safety awareness campaigns to encourage and increate the use of bicycle and pedestrian facilities.

Design and Way-finding

Objective C-8A: ***Develop bicycle and pedestrian facilities with approved uniform design standards, and implementation of way-finding signage providing information on various destinations.***

Policy C-8.1: Require that all facilities be designed in accordance with the latest federal, state, and local standards.

Policy C-8.2: Provide and maintain bicycle and pedestrian signal detectors, informational signage, and lighting, along City bikeways.

Policy C-8.3: Develop, install and maintain a bicycle and pedestrian way-finding signage program to indicate route turns, the presence of intersecting bikeways, streets and distances to nearby local and major destinations.

Policy C-8.4: Develop a list of acceptable plant materials for shared use paths that will not damage, create

Resolution No. PC-2026-27 Page 333 of 751

hazards or security problems for bicyclists. Incorporate canopy trees and native, drought-tolerant landscaping as a standard Class I facility and shared use path feature. Address areas where the pedestrian infrastructure is disrupted by street trees, such as buckled sidewalk and sidewalk obstruction. Encourage the use of sustainable drainage designs, such as bio-swales.

Policy C-8.5: Utilize Complete Streets elements as demonstrated in most recent versions of National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Bikeway Design Guide.

Policy C-8.6: Crosswalks will include high visibility crossing treatments. Where feasible implement enhanced crossing treatments to reduce pedestrian-automobile collisions at multi-lane crossings including median refuge islands, and Rapid Rectangular Flashing Beacons.

Policy C-8.8: Paint direction arrows on all bike lanes and bike paths to reduce the risk of collisions.

Safety Enforcement and Reporting

Objective C-8B: ***Continue and expand enforcement activities that enhance safety of bicyclists on bike paths and roadways.***

Policy C-8.9: Enforce laws that reduce bicycle/pedestrian/motor vehicle incidents and conflicts.

Policy C-8.9: Train police officers on bicyclists' rights and responsibilities and bicycle/pedestrian/vehicle collision evaluation.

Policy C-8.11: Utilize the City's bicycle-mounted patrol officer program to educate and enforce pedestrian and bicycle user violations not necessarily to punish, but to correct.

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Policy C-8.12:	Promote efficient reporting mechanisms for behaviors that endanger cyclists and pedestrians.
Policy C-8.13:	Develop a partnership with the school community to establish and update suggested routes to schools for biking and walking and expand student and school participation in Walk and Bike to School Week events within Newport Mesa Unified School District.

Safe Roadway Conditions

Objective C-8C:	***Maintain bicycle and pedestrian facilities that are clear of debris and provide safe conditions for all users.***
Policy C-8.14:	Establish routine maintenance schedule/standards for bicycle and pedestrian facilities such as sweeping, litter removal, landscaping, repainting of striping, signage, and signal actuation devices.
Policy C-8.15:	Encourage and empower citizens to report maintenance issues that impact bicyclist and pedestrian safety including, but not limited to, potholes, sidewalk lifting, and overgrown vegetation.
Policy C-8.16:	Establish procedures for responding to citizen reports in a timely manner.
Policy C-8.17:	Where feasible, reduce or eliminate conflict points such as driveways that cross the sidewalk.
Policy C-8-.18	Study the potential to establish “transition zones” (an area which is communicated to motorists that the roadway environment is changing and their travel speeds or behavior should change as well) between major commercial and employment centers, and residential areas to better support pedestrian safety and access.
Policy C-8-19	Prohibit the addition of new channelized right turns and remove existing channelized right

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turn lanes where feasible, to improve safety for pedestrians, bicyclists, and motorists.

Safety Education

Objective C-8D: ***Increase education of bicycle and pedestrian safety through programs and training of school children and the public.***

Policy C-8.20: Create, fund, and implement bicycle-safety curricula and provide to the public, tourists, various ethnic groups, diverse ages and disadvantaged communities.

Policy C-8.21: Provide multilingual bicycle-safety maps and brochures (print and electronic versions) in languages that are widely used in Costa Mesa.

Policy C-8.22: Encourage schools to develop and provide bicycle-safety curricula for use in elementary, middle, and high schools, such as the Bicycle Rodeo events.

Policy C-8.23: Support marketing and public awareness campaigns aimed at improving bicycle and pedestrian safety.

Policy C-8.24: Provide a user education program developed and promoted to encourage proper trail use and etiquette.

Policy C-8.25: Work with local bicycle advocacy organizations to develop, promote and support a series of bicycle education classes. Include information on bicycle safety, maintenance, and security.

Policy C-8.26: Develop and distribute education material regarding bicycle and pedestrian responsibilities and laws.

Safety Data

Objective C-8E: ***Monitor and analyze bicycle and pedestrian safety.***

Policy C-8.27: Request bicycle and pedestrian collision reports from local law enforcement periodically and consider improvements to address problem areas.

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Policy C-8.28: Establish an expedited process to report maintenance and safety concerns, e.g. pavement markings (sharrows, missing bike lane lines), ramps, curb cut-outs, broken walk/bike signal buttons, signage, minor maintenance of bike lanes/paths (street/path sweeping, minor surface patching, inoperable traffic signal bicycle detection).

Policy C-8.29: Conduct Roadside Safety Audits (RSAs) on a regular basis to provide periodic snapshots of roadway safety, including bicycle, pedestrian, equestrian, skateboard, and other non-motorized modes of travel.

Goal C-9: Integrate Active Transportation Elements into Circulation System and Land Use Planning

Provide bikeway and walkway facilities that are integrated with other transportation systems and land use planning decisions.

Land Use Planning Decisions and Active Transportation

Objective C-9A: ***Consider bicycle and pedestrian facilities during land use planning process.***

Policy C-9.1: Incorporate the Costa Mesa Active Transportation and Pedestrian Master Plan into the City's General Plan.



Policy C-9.2: Ensure that all current and proposed land use planning is consistent with the Costa Mesa Active Transportation and Pedestrian Master Plan.

Policy C-9.3: Require new developments provide adequate bicycle parking and pedestrian access.

Policy C-9.4: Collaborate with property owners to increase bicycle parking over time.

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

 **Policy C-9.6:** Provide a fully integrated network of modern active transportation facilities to and from major activity centers and residential centers.

Policy C-9.7: Identify areas where an increase in the need for active transportation can reasonably be anticipated due to housing/business growth.

Policy C-9.8: Make commercial and recreational areas more enjoyable for pedestrians by implementing measures such as providing shade, planting trees, eliminating visible parking lots and vacant land minimizing long stretches of blank building façade, and orienting new development toward the street where feasible.

Policy C-9.9: Develop creative, artistic, and functional bicycle parking solutions, and install them throughout the City as a standard.

Policy C-9.9(a): Support the incorporation of bicycle and pedestrian facilities into capital improvement projects, where appropriate to maximize leveraging of funds.

Active Transportation in Developments

Objective C-9B: ***Integrate bicycle and pedestrian facility improvements during planning, design and implementation of transportation projects.***

Policy C-9.10: Promote the preservation of bicycle access within all roadway rights-of-way, as well as the development of innovative, safety-enhanced on-street facilities, such as bicycle boulevards and cycle tracks.

Policy C-9.11: Establish bike boulevards on streets with low traffic volumes and slow speeds to encourage bicycling.

Policy C-9.12: Proactively seek new opportunities for acquisition of abandoned rights-of-way and

DRAFT

other lands for the development of new multi-use pathways that integrate with the planned network.

Policy C-9.13: Improve the safety of all road users through the implementation of neighborhood traffic-calming treatments.

Policy C-9.14 Detours through or around construction zones should be designed for safety and convenience, and with adequate signage and minimum impacts for cyclists and pedestrians.

Policy C-9.15: Provide opportunity for public input prior to the removal of an existing bicycle or pedestrian facility or the approval of any development or street improvement that would preclude these planned facilities.

Policy C-9-16: Along commercial corridors, identify opportunities to reduce surface parking and driveways along the pedestrian infrastructure network. Whenever possible, have storefronts face the street to encourage pedestrian safety and access.

Goal C-10: Promote an Active Transportation Culture

Develop educational and promotional programs to increase bicycle and pedestrian usage that respects and accommodates all users to foster a more balanced transportation system.

An Active Transportation Culture



Objective C-10A: ***Encourage more people to walk and bicycle by supporting programs that foster community support for bicycling and walking, and raise public awareness about active transportation.***

Resolution No. PC-2026-27 Page 339 of 751

DRAFT

Policy C-10.1: Support marketing and public awareness campaigns through a variety of media aimed at promoting bicycling and walking as a safe, healthy, cost-effective, environmentally friendly transportation choice.

Policy C-10.2: Support programs aimed at increasing bicycle and walk trips by providing incentives, recognition, or services that make bicycling and walking a more convenient transportation mode.

Policy C-10.3: Build partnerships with local businesses and community groups to host regular bike and walk tours and other biking and walking-related activities that promote biking and walking.

Policy C-10.4: Promote bicycling and walking at City-sponsored and public events, such as Earth Day, Bike to Work Day/Month, farmers' markets, public health fairs, art walks, craft fairs, and civic events.

Policy C-10.5: Encourage and promote bicycle related businesses within Costa Mesa including, but not limited to, involvement of civic clubs and organizations.

Policy C-10.6: Promote active transportation events in Costa Mesa to raise awareness and encourage bicycling, including, but not limited to, bicycle and pedestrian safety education, Open Street events, bike to work/school, senior walks, historic walks.

Policy C-10.7: Encourage major employment centers and employers to promote commuting by bicycle including the use of flex-time work schedules to support non-rush bicycle commuting. Build a coalition with City, businesses, schools, and residents to promote active transportation.

Policy C-10.8: Encourage participation in bicycle and pedestrian promotion activities by education facilities, arts programs, active transportation clubs, and entertainment providers.

DRAFT

Policy C-10.9:	Plan and install tactical urbanism demonstrations and/or quick-build projects along corridors or at areas with high pedestrian and/or bicycle activity to showcase potential new traffic calming and pedestrian infrastructure treatments to improve safety and the pedestrian environment.
Policy C-10.10:	Achieve "Silver Level Bicycle Friendly Community" by League of American Bicyclists by 2028.
Policy C-10.10:	Achieve "Walk Friendly Community" status from WalkFriendly.org by 2028.
Policy C-10.11:	Achieve "HEAL City" designation by 2030.

Goal C-11: Promote the Positive Air Quality, Health, and Economic Benefits of Active Transportation

Encourage active transportation by promoting air quality, health, and economic benefits, and by pursuing multiple sources of funding for active transportation programs and facilities.

Improving the Environment with Active Transportation



Objective C-11A:	***Improve air quality and public health and reduce ambient noise by promoting Active Transportation programs.***
Policy C-11.1:	Determine baseline emissions levels, then track and communicate changes in emissions as modes of transportation trips shift to encourage more walking and biking.
Policy C-11.2:	Improve the quality of life in Costa Mesa by reducing neighborhood traffic and noise.
Policy C-11.3:	Increase pedestrian and bicycle trips, thereby reducing vehicle trips and vehicle miles Traveled.

DRAFT

Policy C-11.4: Coordinate with appropriate federal, state, and county health agencies on active transportation programs to achieve health benefits.

Economic and Other Incentives

Objective C-11B: ***Provide economic incentives for expanding and enhancing bicycle and pedestrian facilities.***

Policy C-11.5: Incentivize the business community to support pedestrians and bicycle users in tangible ways.

Policy C-11.6: Partner with the business and school communities to create a marketing strategy to encourage individual businesses to market Costa Mesa as a bicycle-friendly City.

Policy C-11.7: Encourage developers to include features, amenities and programs that are proven to increase walking and/or bicycling.

Policy C-11.8: Offer incentives for businesses whose employees walk or bike to work.

Policy C-11.9: Encourage the Chamber of Commerce and the business community to promote active transportation in commercial areas to stimulate economic vitality.

Goal C-12: Monitor, Evaluate, and Pursue Funding for Implementation of the Bicycle and Pedestrian Master Plan

Objective 12A: ***Continuously monitor and evaluate Costa Mesa's implementation progress on the Bicycle and Pedestrian Master Plan policies, programs, and projects.***

Policy C-12.1: Establish a monitoring program to measure the effectiveness and benefits of the Costa Mesa Bicycle and Pedestrian Master Plan.

Policy C-12.2: Track citywide trends in active transportation through the use of Census data, bicycle and pedestrian counts, travel surveys, and online

surveys as part of annual reviews of the General Plan.



Policy C-12.3: Ensure that Bicycle and Pedestrian Master Plan programs and projects are implemented in an equitable manner geographically, socioeconomically, and serving disadvantaged communities, with additional consideration on implementation of such programs and projects within designated environmental justice areas boundaries.

Fund the Plans

Objective C-12B: ***Pursue grants and other sources of funding for bicycle and pedestrian projects.***

Policy C-12.4: Strategize use of resources on developing effective and efficient grant application and program administration.

Policy C-12.5: Pursue multiple sources of funding and support efforts to maintain or increase federal, state and local funding for the implementation of the Bicycle and Pedestrian Master Plan.

Policy C-12.6: Consider designating a portion of development traffic impact fees to fund bicycle and pedestrian facilities.

Policy C-12.7 Develop a program to regularly collect and share citywide pedestrian and bicycle count data, and add as a requirement for all traffic studies/impact analysis conducted within the City's jurisdiction.

DRAFT

GP-XX-XX, Adopted XX, XX, 2026



17th Street and Superior Avenue

Chapter 7: Noise Element

Introduction

Costa Mesa residents enjoy the diversity of their neighborhoods. With the pleasant, ocean-influenced climate, they find many reasons to spend time outdoors. While some level of noise is part of the urban environment—with noise conditions varying depending upon the type and density of development—residents desire to keep Costa Mesa a relatively quiet place. This Noise Element establishes goals focused on creating a local noise environment that contributes to positive community health and minimizes exposure of residents to adverse noise conditions.

Federal and State statutes define noise to be an environmental pollutant that can affect the quality of life and human health by causing annoyance and disrupting everyday activities. Many laws are in place to protect individuals from excessive noise at their workplaces and in their homes. In Costa Mesa, significant noise sources include I-405, SR-73 and SR-55, major arterials such as Harbor Boulevard and 17th Street, the Orange County Fairgrounds and

Pacific Amphitheater, John Wayne Airport, and the activities of local industrial businesses. While the City does not have jurisdiction to control how most of these noise sources affects the community, it can direct land use policy and work with responsible agencies to minimize noise impacts on residents.

Purpose

The purpose of the Noise Element is to identify noise sources in Costa Mesa and define strategies for reducing the negative impact of noise on the community. The Noise Element identifies baseline and projected noise levels so that this information can guide future land use decisions in a manner that limit noises and its effect on the community.

Legal Requirement

State Law (Section 65302[f] of the California Government Code) requires that general plans include a Noise Element that identifies and appraises noise problems in the community. The Noise Element follows the revised State guidelines in Section 46050.1 of the Health and Safety Code that require the Element analyze and quantify—to the extent practical—baseline and projected noise levels for the following sources:

- Highways and freeways
- Primary arterials and major local streets
- Passenger and freight on-line railroad operations and ground rapid transit systems
- Commercial, general aviation, heliport, helistop, military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation
- Local industrial plants, including, but not limited to, railroad classification yards
- Other ground stationary noise sources identified by local agencies as contributing to the community noise environment

State law is fairly specific as to how local noise conditions are presented. The 24-hour noise environment typically is expressed in terms of noise contour maps, which display average noise levels over a 24-hour period. They resemble topographic maps, which illustrate varying ground elevations. The

DRAFT

noise contour maps indicate an aggregation of noise from all sources, and state the noise levels in terms of Community Noise Equivalent Level (CNEL) or Day-Night Average Level (L_{dn}); these terms are described below. The noise contours establish a guide for establishing a pattern of land uses in the Land Use Element to minimize exposure of residents to excessive noise. State law specifies that the Noise Element is to include implementation measures to address existing and foreseeable noise problems and, importantly, to serve as a guideline for compliance with the State's noise insulation standards.

Noise Metrics

Noise—in its most simplistic terms—is defined as unwanted sound. While sound can be defined easily using scientific standards, noise has qualities that require more complex treatment. Sound is measured and expressed by decibels (dB), with an adjustment referred to as the A-weighted measure (dBA) to correct for the relative frequency response of the human ear. Decibels are measured on a logarithmic scale, representing points on a sharply rising curve. For example, a sound level of 10 decibels is 10 times more intense than one decibel, 20 decibels represent a noise 100 times more intense, and 30 decibels reflects a condition 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than a zero decibel level.

The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10-decibel increase is perceived by the human ear as only doubling of the loudness. Ambient sounds in the urban environment generally range from 30 dBA (very quiet) to 100 dBA (very loud), as indicated in Table N-1: *Typical Sound Levels*.

Because people generally are more sensitive to noise intrusions during the evening and night hours, State law requires, for planning purposes, use of such metrics as the CNEL or L_{dn}. These metrics add an artificial decibel increment to quiet time noise levels in a 24-hour noise descriptor to account for increased sensitivity during late hours. The CNEL descriptor requires that an artificial increment of five dBA be added to the actual noise level for the hours from 7:00 A.M. to 10:00 P.M., and 10 dBA for the 10:00 P.M.to 7:00 A.M.

DRAFT

period. The L_{dn} descriptor uses the same methodology, except that no artificial increment is added to the hours between 7:00 A.M. and 10:00 P.M.

Table N-1: Typical Sound Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Threshold of pain	140	
Near jet engine	130	
Jet fly-over at 1,000 feet	110	Rock band
Loud auto horn	100	
Gas lawnmower at 3 feet	90	
Diesel truck at 50 feet at 50 mph	80	Food blender at 3 feet
Noisy urban area during daytime	70	Vacuum cleaner at 10 feet
Heavy traffic at 300 feet	60	Normal speech at 3 feet
Quiet urban area during daytime	50	Large business office
Quiet urban area during nighttime	40	Theater, large conference room (background)
Quiet suburban area during nighttime	30	Library
Quiet rural area during nighttime	20	Bedroom at night, concert hall (background)
	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Both descriptors yield roughly the same 24-hour level, with the CNEL being only slightly more restrictive (that is, higher).

The discussion of noise requires the use of a number of technical terms. Some of the key noise-related terms used in this element include:

- **Decibel (dB).** A decibel is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic

DRAFT

basis. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities.

- **A-weighted sound level (dBA).** The A-weighted sound level is the most common method to characterize sound in California. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. All sound levels in this chapter are A-weighted, unless reported otherwise.
- **Community Noise Equivalent Level (CNEL).** CNEL is the energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring between 10:00 P.M. and 7:00 A.M. and five dB added to the A-weighted sound levels occurring between 7:00 P.M. and 10:00 P.M.
- **Energy-equivalent sound/noise level (L_{eq}).** L_{eq} describes the average level that has the same acoustical energy as the summation of all the time-varying events. This descriptor is useful because sound levels can vary markedly over a short period of time. The most common averaging period for L_{eq} is hourly, but it can be of any duration.
- **Day/night average sound level (L_{dn}).** Ldn is a measure over a 24-hour period at a given location, with a 10 dB added to the A-weighted sound levels occurring between 10:00 P.M. and 7:00 A.M.

Noise Standards

While primary responsibility for control of noise rests with State and local governments, the United States Noise Control Act of 1972 and the Quiet Community Act of 1978 recognized the role of the federal government in addressing major commercial noise sources to provide uniform treatment of such sources. The federal government specifically preempts local control of noise emissions from aircraft, railroad, and interstate highways.

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards apply to new construction for providing suitable interior noise environments. The regulations specify that acoustical studies must be prepared when noise-

DRAFT

sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that structures have been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Costa Mesa has a comprehensive Noise Ordinance within the Municipal Code (Chapter XIII-Noise Control) that sets standards for noise levels citywide and provides the means to enforce the reduction of offensive noises. The noise standards in Table N-2: *Residential Exterior and Interior Standards*, apply to both indoor and outdoor residential areas. Between the hours of 11:00 P.M. and 7:00 A.M., the noise standards are five dBA more stringent for exterior areas and 10 dBA more stringent for indoor areas.

Table N-2: Residential Exterior and Interior Standards

Exterior Noise Standards	Interior Noise Standards
55 dBA: 7:00 A.M. to 11:00 P.M.	55 dBA: 7:00 A.M. to 11:00 P.M.
50 dBA: 11:00 P.M.to 7:00 A.M.	45 dBA: 11:00 P.M. to 7:00 A.M.

Note: *These represent the basic standards applicable for time periods exceeding 15 minutes each hour. Higher levels may be generated for specified shorter time periods.*

Source: *Costa Mesa Zoning Code, Chapter XIII*

Noise Conditions and Compatibility Standards

Two types of noise sources are considered in the community noise inventory: mobile sources and stationary sources. Mobile noise sources refer to cars, trucks, motorcycles, buses, aircraft, and trains. Stationary sources include industrial and construction activities (including truck loading), playgrounds, outdoor sports facilities, landscape maintenance equipment, construction activities, and the typical sounds heard in a residential neighborhood (power tools, barking dogs, etc.).

DRAFT

Table N-3: *Noise and Land Use Compatibility Matrix* presents the guidelines promulgated by federal and State agencies, modified to meet local conditions and Costa Mesa's needs. This table represents the primary tool the City will use to ensure integrated planning compatibility between land uses and outdoor noise.

Costa Mesa's noise environment is dominated by vehicular traffic and aircraft operations at John Wayne Airport. To provide a description of the baseline 2015 noise environment in Costa Mesa, noise contours were obtained from the Orange County Airport Land Use Commission and quantified for highway and local street traffic.

Vehicular Noise

Traffic noise levels can be reliably predicted using formulas that take into account traffic volume, speed, and the percentage of trucks. Baseline 2015 noise contours were calculated for all the City's primary and major arterials, as well as the three freeways (I-405, SR-55, SR-73) that traverse the City. In addition, a number of secondary and commuter streets were modeled. Noise generation for each roadway segment was calculated, and the distance to the 60, 65, and 70 dBA CNEL contours was determined (A noise contour is a line behind which the noise level does not exceed a certain value. For instance, the 60 dBA CNEL contour indicates that the CNEL between the street and the contour line is equal to, or greater than 60 dB; the CNEL beyond the contour line—away from the street—is less than 60 dB).

DRAFT

Table N-3: Noise and Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure Ldn or CNEL, dBA			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential: Low-Density	50-60	60-70	70-75	≥75
Residential: Multiple Family	50-65	65-70	70-75	≥75
Mixed use	50-65	65-70	70-75	≥75
Transient Lodging-Motel, Hotels	50-65	65-70	70-80	≥80
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-65	65-80	≥80
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	≥80
Sports Arenas, Outdoor Spectator Sports	NA	50-75	NA	≥80
Playgrounds, Neighborhood Parks	50-67.5	NA	67.5-75	≥75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	NA	70-80	≥80
Office Buildings, Business Commercial and Professional	50-67.5	67.5-77.5	77.5-85	≥85 unless appropriately insulated
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-80	80-85	NA

Normally Acceptable. *Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.*

Conditionally Acceptable. *New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice.*

Normally Unacceptable. *New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*

Clearly Unacceptable. *New construction or development should generally not be undertaken.*

NA: *Not Applicable.*

Source: Modified from U.S. Department of Housing and Urban Development Guidelines and State of California Standards.

DRAFT

Aircraft Noise

The California Department of Transportation (Caltrans) has established guidelines in the California State Noise Standard to control residential area noise levels produced by aircraft operations that use the State's airports. Under these guidelines, residential noise sensitive areas exposed to an average CNEL of greater than the 65 dBA define the noise impact area.

John Wayne Airport

John Wayne Airport, operated by the County of Orange, abuts industrial and commercial properties at the northeast corner of Costa Mesa. A small portion of Costa Mesa lies within the 65 dBA CNEL contour of John Wayne Airport. The northeast corner of Costa Mesa is impacted by noise from the airport. However, the majority of this area is developed with industrial uses. Approximately 107 dwelling units within the City's sphere of influence lie within the 65 dBA CNEL noise impact area south of the runway.

Noise contours resulting from operations at John Wayne Airport, indicated on Figure N-1, *John Wayne Airport Noise Contours*, are those on file with the County of Orange Office of Noise Abatement and the Orange County Airport Land Use Commission (ALUC).

The 2008 *Airport Environs Land Use Plan* (AELUP) adopted by the Airport Land Use Commission specifies acceptable uses proximate to the airport. These are defined as uses that will not subject people to adverse noise impacts. John Wayne Airport, primarily through the General Aviation Noise Ordinance (GANO), has ongoing programs of noise reduction that include limits on the number of commercial airline flights, noise abatement arrival and departure procedures, admonishment of noisy operators (including private aircraft), curfew, and take-off weight limitations.

The Orange County Board of Supervisors approved a master plan for the airport in February, 1985. Settlement of lawsuits concerning airport expansion were reached in December 1985 between the County, City of Newport Beach, and two community organizations. In 2003, the settlement agreement was amended which extended the agreement until 2015, allowed an increase in passengers served from 8.4 million annual passengers to 10.8 million annual passengers, allowed an increase in regular Class A flights to 85 average daily departures, and allowed facility improvements.

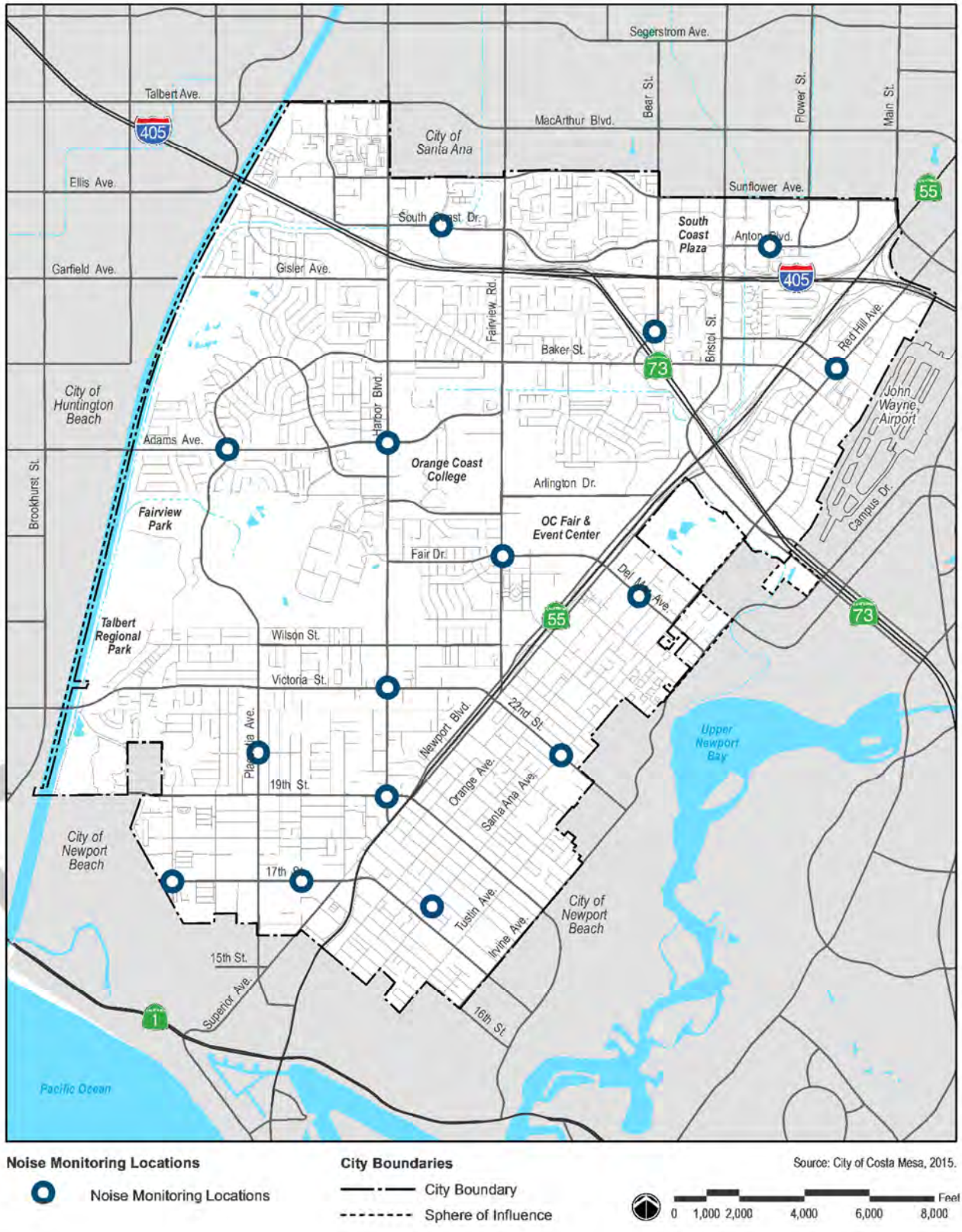


Figure N-1: Noise Monitoring Locations

In 2014, the Board of Supervisors authorized an increase in operational capacity and extended the terms of the settlement agreement through December 31, 2030, with no change to curfew until December 31, 2035.

Additionally, beginning on January 1, 2021, the approval allows a gradual increase in passenger count from 8.4 million average passengers to 11.8 million average passengers and 95 average daily departures. Further, on January 1, 2026, the number passengers would again be allowed to increase, up to 12.5 million average passengers, depending upon the actual service levels in the preceding five years.

Despite the increase in air traffic from John Wayne Airport, the ultimate CNEL noise contours are considerably less than the noise contour contained in the 2008 AELUP due to updated technology creating quieter fleets of commercial aircrafts.

Helicopter Services

The City of Costa Mesa contracts with Huntington Beach for police helicopter services on a case-by-case basis. Depending on altitude and speed, noise levels generated by the craft under normal conditions range from 61 to 65 dBA. As of 2015, four heliports were located in Costa Mesa at the following locations:

- Costa Mesa Police Department, 99 Fair Drive
- Former Los Angeles Times building, 1375 West Sunflower Avenue
- South Coast Metro Center, 555 Anton Boulevard
- Tridair Helicopter, 3000 Airway Avenue

The *AELUP for Heliports* establishes regulations and restrictions for the siting of heliports/helipads. The purpose of the *AELUP for Heliports* is to protect the public from the adverse effects of aircraft noise by ensuring that heliports/helipads are sited in areas of compatible land use. The City regulates the siting of helipads through a conditional use permit. The City requires an analysis to identify potential noise impacts and the City may regulate the hours of operation and arrival, departure/arrival routes, and type of helicopters which may use the heliport in order to minimize impacts to sensitive land uses. Heliports and helistops must comply with the all conditions of approval imposed or recommended by the Federal Aviation Administration, Orange County ALUC, and Caltrans/Division of Aeronautics.

DRAFT

OC Fair & Event Center

The OC Fair & Event Center (OCFEC) has existed at its location across from the Civic Center for over 65 years and has become a year-round exhibition, conference, and event center. The primary function of the OCFEC is to host the annual summer fair, which includes rides, exhibits, theater, the centennial farm area, equestrian center, and amphitheater for concerts. Over 1.3 million people attend the fair during its summer run.

Several noise sources exist within the fairgrounds property. A majority of the on-site stationary noise is due to the weekly Orange County Market Place, Farmers Market, Centennial Farm, and Food Truck Fare Wednesday, as well as annual events such as the OC Home and Garden Show, Orange County Fair, and concerts at the Pacific Amphitheater. Parking lot activity during various fairground events also generates noise.

In 1980, a stricter, modified Noise Ordinance for fairground operations was established in an agreement between the 32nd District Agricultural Association and the City of Costa Mesa ("1980 Settlement Agreement"). Table N-4, *Orange County Fairgrounds Modified Noise Ordinance*, applies to the activities within the Orange County Fairgrounds, with the exception of the events at the Pacific Amphitheater.

Table N-4: Orange County Fairgrounds Modified Noise Ordinance[1]

Land Use	Noise Level Not to Be Exceeded	Maximum Allowable Duration of Exceedance
Residential	50 dBA 55 dBA 60 dBA 65 dBA 70 dBA	30 min/hour 15 min/hour 5 min/hour 1 min/hour Not for any period of time
Noise Zone	**Noise Level (CNEL)**	**Time Period**
1 and 2 Family Residential	60 dBA 50 dBA	7:00 a.m. to 11:00 p.m. 11:00 p.m. to 7:00 a.m.
Multiple Dwelling Residential, Public Space, Commercial	60 dBA 55 dBA	7:00 a.m. to 11:00 p.m. 11:00 p.m. to 7:00 a.m.

DRAFT

Note: 1. Does not apply to events at Pacific Amphitheater

Source: City of Costa Mesa Inter Office Memorandum, August 24, 2010.

Orange County Fair

The Orange County Fair operates for four weeks annually during the summer months. Noise sources during the fair events include a public address system, carnival rides, and several sound reinforcement systems used for concerts and carnival rides. Noise levels in the activity areas of a typical fair are in the range of 65 to75 dBA.

Pacific Amphitheater

The 8,200-seat Pacific Amphitheater is owned and managed by the OC Fair & Event Center and provides year-round events. Prior to 1990, noise levels generated by concert events at Pacific Amphitheater exceeded the Costa Mesa Noise Ordinance, impacting surrounding residential neighborhoods. In 1990, a permanent injunction ("1990 Order") was entered against the former operators of the Amphitheater and the order set the current noise level established in Table N-5. The order specifically stated that the City's Noise Ordinance does not apply to the Pacific Amphitheatre. The amphitheater closed in 1997, but reopened in 2003 and remains subject to the noise restrictions of the 1990 Order outlined in Table N-5.

Table N-5: Pacific Amphitheater Court Order Current Noise Restriction (1990 Order)

Maximum Noise Level	Time Period	Days of the Week
55 dBA	7:00 A.M. - 10:30 P.M.	Sunday-Thursday
50 dBA	10:30 P.M.- 7:00 A.M.	Sunday-Thursday
55 dBA	7:00 A.M. - 11:00 P.M.	Friday-Saturday
50 dBA	11:00 P.M.- 7:00 A.M.	Friday-Saturday

Source: City of Costa Mesa Inter Office Memorandum, August 24, 2010.

Stationary Noise Sources

Stationary noise sources in Costa Mesa include restaurants, bars, entertainment establishments, mixed-use structures, mechanical equipment, outdoor industrial and commercial activities, and use of recreational facilities.

Resolution No. PC-2026-27 Page 356 of 751

Delivery trucks, air compressors, generators, outdoor loudspeakers, and gas venting cause the primary noise sources associated with these facilities. Other significant stationary noise sources include construction activity, street sweepers, and gas-powered leaf blowers. Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from stationary sources including commercial and industrial centers. These impacts are best controlled through effective land use planning and the application of the Noise Ordinance.

Ambient Noise

To describe the ambient or background noise level throughout the City, several noise measurement samples were taken in 2015. Noise sensitive land uses include schools, residences, churches, hospitals, and similar facilities. The locations included a mix of public schools, preschools (childcare centers), hospitals, convalescent homes and a senior housing development. The locations shown in Figure N-1: *Noise Monitoring Locations*, were distributed throughout the City to provide an overall understanding of the noise environment.

The noise measurement locations also functioned as noise-sensitive indicators. These noise-sensitive indicators are uses, such as schools and hospitals, that have a lower tolerance for noise than do industrial and commercial activities or normal residential uses. Noise levels measured at these locations are reported in Table N-6: *Field Noise Measurements*.

DRAFT

Table N-6: Field Noise Measurements – 2015 Ambient Noise Levels

Site	Time	L_{eq}	L_{max}	L_{min}	Location
1	7:12 A.M.	67.8	84.5	57.8	Northeast corner of Anton and Avenue of the Arts
2	7:45 A.M.	77.6	102.1	55.3	Southeast corner of Bear and Paularino
3	8:12 A.M.	71.5	88.5	57.6	Northeast corner of Harbor and Adams
4	8:37 A.M.	70.2	84.3	56.2	Northwest corner of Fairview and Fair
5	9:12 A.M.	66.2	82.3	55.1	Southwest corner of South Coast and Susan
6	11:07 P.M.	68.4	80.7	45.5	Northwest corner of Mesa Verde and Adams
7	11:35 P.M.	52.5	65.2	39.1	East corner of Santa Ana and 22nd
8	7:02 A.M.	67.8	84.9	46.4	North corner of Del Mar and Orange
9	7:33 A.M.	61.5	75.1	45.5	East corner of Santa Ana and Cabrillo
10	7:55 A.M.	73.1	86.9	57.1	Northeast corner of Harbor and 19th
11	8:21 A.M.	73.8	89.4	60.5	Northeast corner of Harbor and Victoria
12	8:47 A.M.	69.4	82.5	54.3	Northeast corner of 17th and Pomona
13	9:11 A.M.	63.1	82.0	42.3	Northeast corner of 17th and Whittier
14	9:43 A.M.	74.1	93.9	53.9	Northeast corner of Placentia & 20th
15	10:24 A.M.	69.3	85.5	56.2	South corner of Red Hill and Paularino

Note: This table displays the short-term noise measurements results that were conducted to identify the ambient noise in the City. An American National Standards Institute (ANSI Section SI4 1979, Type 1) Larson Davis model LxT sound level meter was used to monitor noise levels. The noise meter was programmed to record noise levels in A-weighted form. The microphone height was set at five feet. Fifteen 15-minute daytime noise measurements were taken on Tuesday August 4, 2015, through Thursday August 6, 2015.

Source: MIG, 2015.

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Citywide Noise Environment

Existing Noise Environment (2015)

Figure N-2: *Existing Noise Contours - 2015*, illustrates the existing (2015) CNEL noise contours along many of the City's major roadways in the City. CNEL contours are found by calculating distances to the 55, 60, 65, and 70 CNEL contours. Figure N-2 also depicts John Wayne Airport's CNEL noise contours prepared in 2013.

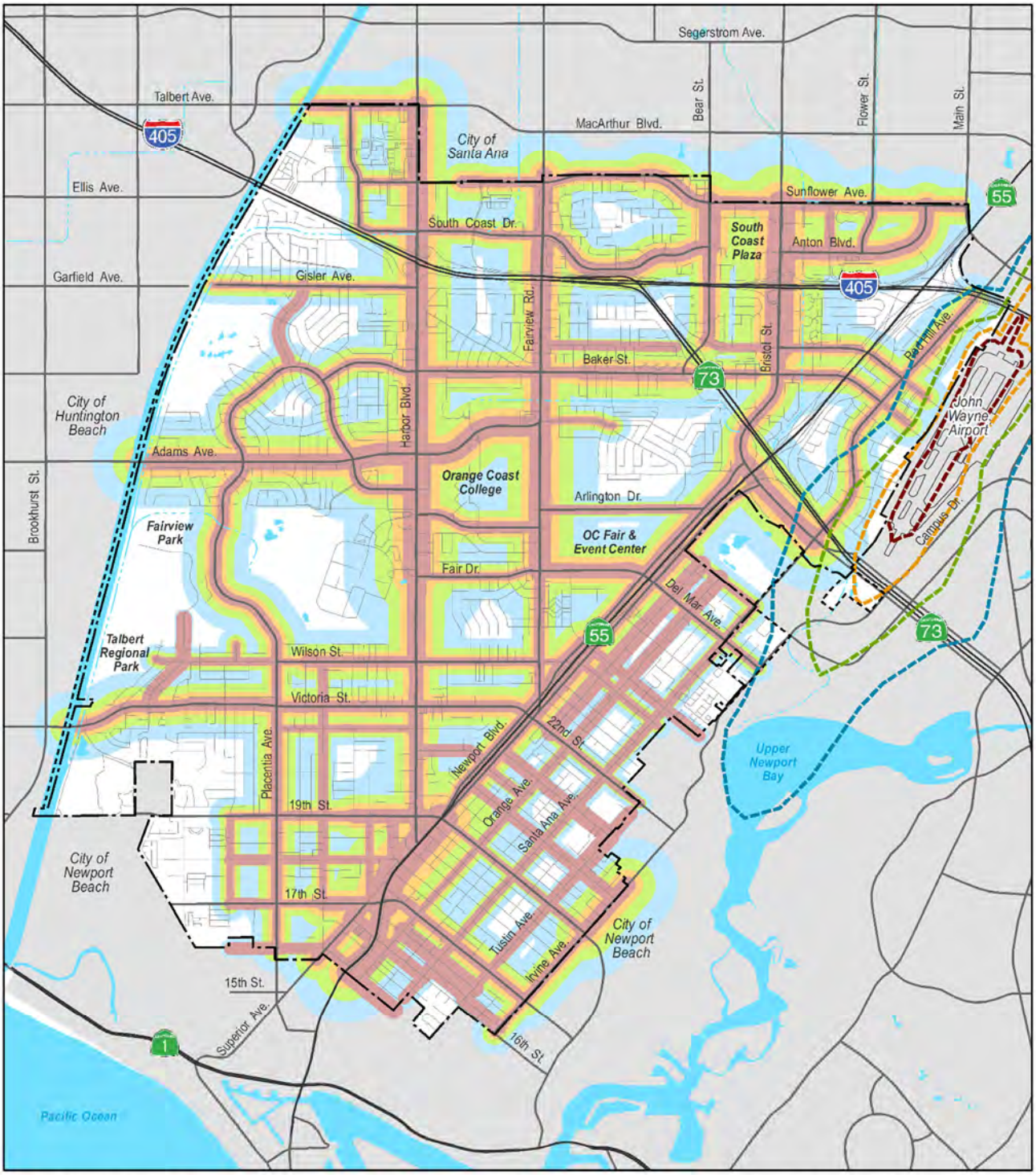
Future Noise Environment (2035)

The noise environment in Costa Mesa is not expected to change as a result of implementation of the General Plan. Vehicular traffic noise—the dominant source citywide—is not anticipated to change substantially along local streets or major through routes, including I-405, SR-73 and SR-55, major arterials. Aircraft noise from John Wayne Airport, noise from events at the OC Fairground & Event Center, and non-transportation noise similarly are not anticipated to increase in the community.

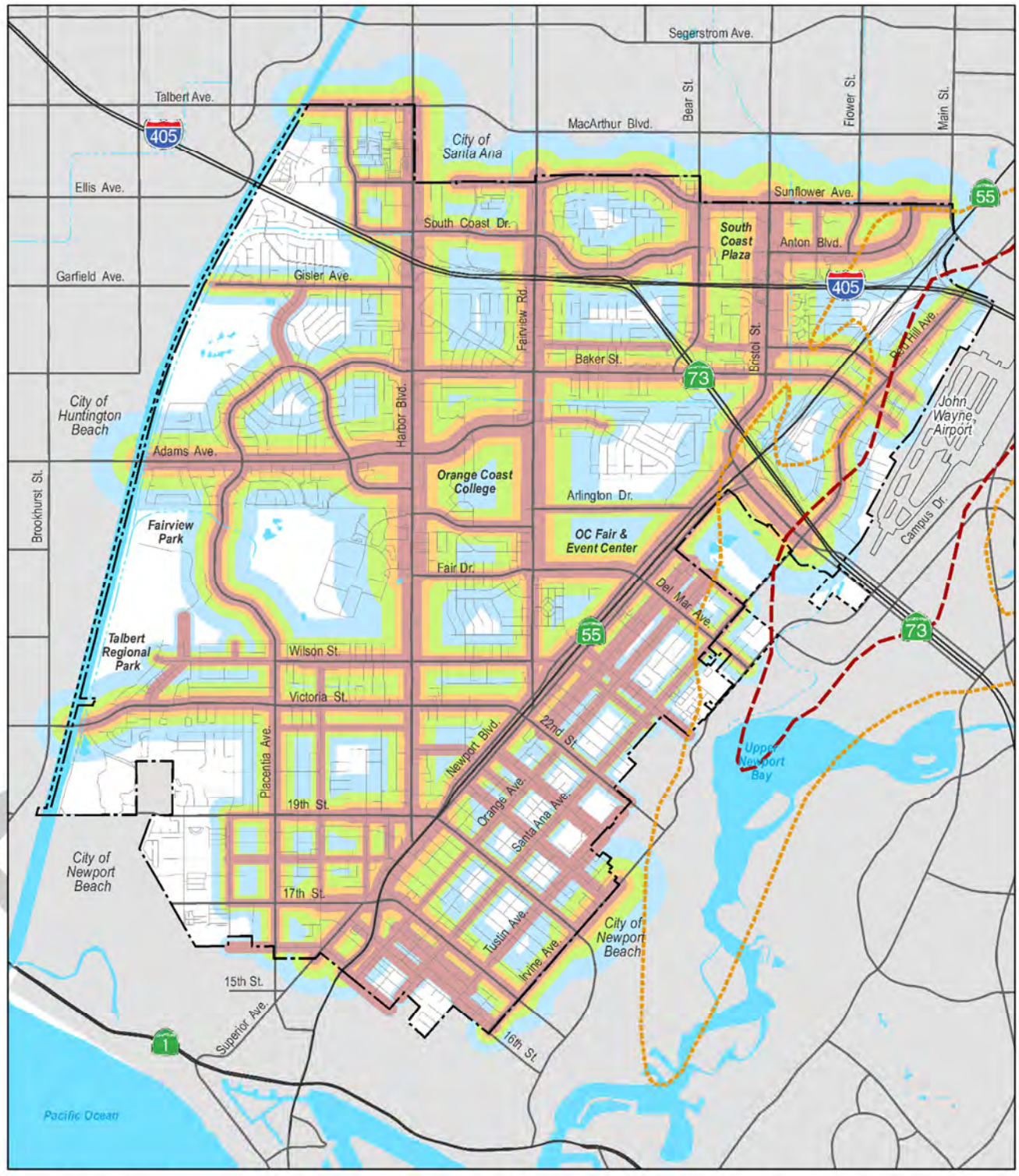
The projected noise exposure contours for year 2035 are indicated in Figure N-3: *Future Noise Contours - 2035*. The future noise contours should be considered as a guide to identifying potential land use/noise compatibility issues and will be used to determine the requirement for project specific noise studies and mitigation. Future noise CNEL for John Wayne Airport are also shown in Figure N-3, which reflect the airport's 1985 Master Plan future noise conditions.

In comparison to the 2015 noise contours presented in Figure N-2, future noise levels will increase only modestly.

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N-2: Existing Noise Contours - 2015



N-3: Future Noise Contours - 2035

Key Noise Issues

The key noise issues in Costa Mesa are:

John Wayne Airport

John Wayne Airport, a very busy airport, has some of the most restrictions related to noise in the United States. Noise from operations at John Wayne Airport affects primarily industrial and commercial properties in northeast Costa Mesa (Figures N-2 and N-3). Departures from the airport were amended in 2011 under STREL, which directed departure flights away from residences and over Newport Bay. STREL is the name provided by the Federal Aviation Administration (FAA) to describe the Area Navigation (RNAV) departure procedure implemented in 2011, and replaced the flight departure pattern called DUUKE ONE/TWO.

The County's General Aviation Noise Ordinance regulates the hours of operation and the maximum permitted noise levels associated with general aviation projects. General aviation flights are allowed, as long as aircraft comply with the General Aviation Noise Ordinance. The County has installed 10 noise-monitoring stations along the main designated departure and arrival flight routes; no noise monitoring station was located in Costa Mesa as of 2015.

The FAA, under *its Next Generation Air Transportation System* program, also known as Southern California Metroplex project, seeks to optimize flight patterns departing out of the airport; it may affect the flight paths over Costa Mesa over the long term.

Construction Noise

Construction noise could occur in almost any part of the City. However, Section 13-279 of the Costa Mesa Municipal Code limits construction activity as follows:

Allowable Hours	***Applicable Days***
7:00 A.M. to 7:00 P.M.	Mondays through Fridays
9:00 A.M. to 6:00 P.M.	Saturdays

Construction is prohibited all hours on Sundays and on the following specified federal holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Resolution No. PC-2026-27 Page 362 of 751

Helicopter Noise

Because of the nature of their operations, police helicopter noise may impact any location in the City at any time between 10:00 A.M. and 3:00 A.M. Overflights are usually brief, lasting only a few seconds. Noise exposure of several minutes may occur when circling a crime scene. Although helicopter noise levels are not extremely high in either case, they may be sufficient to cause sleep interruption during nighttime hours. The FAA does not have minimum altitude requirements for helicopters when weather, safety, and other air traffic permit.

Roadway Traffic Noise

Roadway traffic noise has the greatest impact on the noise environment of Costa Mesa's residential properties. Between 55 and 60 dBA CNEL contours are common along collector streets; freeways and major streets expose adjacent areas to levels of 65 dBA CNEL or greater.

Figures N-2 and N-3 show baseline 2015 and projected 2035 noise contours along many of the City's major and primary arterials and the three freeways that traverse the City. Noise contours for selected secondary and commuter streets are also included. The figures display the average daily traffic volume noise levels at 100 feet from the roadway centerline and the distance from the roadway centerline to the 70, 65 and 60 dBA CNEL contours. The improvements on the I-405, SR-55, and SR-73 would produce noise impacts on immediately adjacent Costa Mesa properties.

Noise/Land Use Compatibility Conflicts

A great proportion of mixed-use developments, typically multi-family residential or live/work units atop a leasable commercial space or loft studio, are located in the Westside. The Mixed-Use Overlay encompasses almost all of the Westside of Costa Mesa. In addition, the SoBECA Urban Plan allows for mixed-use development. Residents in Westside neighborhoods have expressed some concern regarding the operational ambient noise emanating from industrial activities from truck traffic, heavy machinery, materials processing, and general worker activity. In addition, the commercial spaces below the residential portions of buildings could also generate noise.

As new residential uses are introduced in a mixed-use setting, noise impacts should be considered.

Proper design should be implemented in combination with high quality building materials to attenuate the impact of noise. Noise-reduction building design approaches may include double-pane windows, wall and ceiling

insulation, and limitation on commercial operations to minimize interaction between noise-generating business activities such as deliveries and loading.

Noise Plan

Typical Noise Attenuation Techniques

Noise impacts can be mitigated in three ways: 1) by reducing the sound level of the noise generator, 2) by increasing the distance between the source and receiver, and 3) by insulating the receiver. Noise reduction can be accomplished by placement of walls, landscaped berms, or a combination of the two between the noise source and the receiver.

Generally, effective noise shielding requires a solid barrier with a mass of at least four pounds per square-foot of surface area, which is large enough to block the line of sight between source and receiver. Variations may be appropriate in individual cases based on distance, nature and orientation of buildings behind the barrier, and a number of other factors. Garages or other buildings may be used to shield dwelling units and outdoor living areas from traffic noise. In addition to site design techniques, noise insulation can be accomplished through proper design of buildings. Nearby noise generators should be recognized in determining the location of doors, windows and vent openings. Sound-rated windows (extra thick or multi-paned) and wall insulation are also effective.

However, none of these noise mitigation measures can realize their full potential unless care is taken in actual construction: doors and windows fitted properly, openings sealed, joints caulked, plumbing adequately insulated from structural members, and sound-rated doors and windows will have little effect if left open. This may require installation of air conditioning for adequate ventilation.

Noise impacts can be reduced by insulating noise-sensitive uses, such as residences, schools, libraries, hospitals, nursing homes, and some types of commercial activities. Perhaps a more efficient approach involves limiting the level of noise generation at the source. State and federal statutes have largely preempted local control over vehicular noise emissions, but commercial and

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industrial operations and certain residential activities provide opportunities for the City to assist in noise abatement.

Although vehicular noise emissions standards are established at the State and federal levels, Costa Mesa can play a significant part in reducing traffic noise by controlling traffic volume and congestion. Traffic noise is greatest at intersections due to acceleration, deceleration, and gear shifting. Measures such as signal synchronization can help to reduce this problem. Likewise, reduction of congestion aids in reduction of noise. This can be accomplished through the application of traffic engineering techniques such as channelization of turning movements, parking restrictions, separation of modes (bus, auto, bicycle, pedestrian), and restrictions on truck traffic. Noise reduction through reduction of traffic volumes can also be accomplished with incentive programs for use of public transit facilities and high-occupancy vehicles, staggering of work hours, and land use controls. Vehicle trips can be turned into pedestrian trips with integration of housing and employment into the same project or area, construction of high-density, affordable housing in proximity to employment, shopping, public transit facilities, and other techniques.

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Goals, Objectives, and Policies

Goal N-1: Noise Hazards and Conditions

The City of Costa Mesa aims to protect residents, local workers, and property from injury, damage, or destruction from noise hazards and to work toward improved noise abatement.

Objective N-1A: Control noise levels within the City for the protection of residential areas, park areas, and other sensitive land uses from excessive and unhealthful noise.

Policy N-1.1: Enforce the maximum acceptable exterior noise levels for residential areas at 65 CNEL.

Policy N-1.2: Give full consideration to the existing and projected noise environment when considering alterations to the City's circulation system and Master Plan of Highways.

Policy N-1.3: Encourage Caltrans to construct noise attenuation barriers along I-405, SR-55, and SR-73 where these freeways adjoin residential and other noise-sensitive areas.

Policy 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.

When necessary, require field testing at the time of project completion to demonstrate compliance.

Policy 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.

Policy N-1.6: Discourage sensitive land uses from locating within the 65 CNEL noise contour of John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed.

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Policy N-1.7: Support alternative methods for the reduction of noise impacts at John Wayne Airport while continuing to maintain safety and existing limitations on aircraft daily departures.

Policy N-1.8: Monitor the noise levels at OC Fair and Event Center and the Pacific Amphitheater, and continue to monitor the status of legally binding noise levels on the OC Fair and the Event Center and the Pacific Amphitheater.

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.



Objective N-2A: Plan for the reduction in noise impacts on sensitive receptors and land uses.

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-2.2: Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment.

Policy N-2.3: Consider alternative noise level standards for mixed-use projects that take into consideration the interaction of industrial operation noise impacts and planned mixed-use developments planned.



Policy N-2.4: Require that all proposed projects are compatible with adopted noise/land use compatibility criteria



Policy N-2.5: Enforce applicable interior and exterior noise standards.

Policy N-2.6: Allow a higher exterior noise level standard for infill projects in existing residential areas adjacent to major arterials if it can be shown that there are no feasible

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mechanisms to meet the exterior noise levels. The interior standard of 45 dBA CNEL shall be enforced for any new residential project.

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.

Policy N-2.9: Limit hours and/or require attenuation of commercial/entertainment operations adjacent to residential and other noise sensitive uses in order to minimize excessive noise to these receptors.

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GP-XX-XX, Adopted XX, XX, 2026



Outdoor areas at the South Coast Collection (SOCO) and the OC Mix

Chapter 9: Community Design Element

Introduction

Costa Mesa understands the value of promoting and creating a cohesive community and unique civic identity. Costa Mesa supports and nurtures smaller communities and areas within the City that seek to establish and retain their unique sense of place. This is accomplished by establishing a policy framework for design standards and guidelines the City will use to review development applications, as well as standards the City will set for the public realm. These policy directives will ensure that continued investment in our community will enhance vitality, context, form, and function.

In Costa Mesa, the public realm is characterized by streetscapes (trees, medians, parkways, benches, lights, signage, etc.). The private realm refers to building architecture, site planning, private landscaping, and business signage. The positive identity, functionality, and aesthetic of the City and its

constituent communities are elevated by interweaving the design of the public and private realms.

Purpose

The Community Design Element promotes quality design for every aspect of a community, such as buildings, structures, paths, corridors, areas, nodes, landmarks, natural features, and significant landscaping. It ensures each development in the private or public realm enhances the sense of place for the City, area, and the site itself. The goals, objectives, and policies in this element aim to express the City's parameters for quality design and development. While this element does not dictate specific design guidelines, it does provide policies to ensure projects meet the community's expectations for quality design and development.

Relationship to Other General Plan Elements

The policies of the Community Design Element relate primarily to the policies in the Land Use and Open Space and Recreation Elements. Foremost, this element establishes the three-dimensional built form projection of land use objectives.

Baseline Conditions-2015

The main elements of Costa Mesa's physical environment include major paths and corridors; areas; entries, internal, and activity nodes; destination and landmarks; and edges. These elements contribute to the urban form and character of the City. They identify how visitors observe information about the City and understand their physical surroundings.

Paths and Corridors

Paths are passages (streets and sidewalks) that people use to get from one place to another. A path provides for vehicular and pedestrian movement within the community. Costa Mesa has three major types of paths: Primary Paths, Secondary Paths, and Corridors. Primary Paths are the circulation

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passages that carry large volumes of traffic and typically cross community boundaries. Secondary Paths carry reduced traffic volumes and often originate or terminate within the City limits. Corridors are paths or sections of paths that have a concentration of a special use or activity. Figure CD-1 identifies the location of Primary and Secondary Paths. The specific corridors are discussed below and presented in Figure CD-2.

Harbor Boulevard Corridor

Harbor Boulevard, which extends from Costa Mesa to the City of Anaheim, serves as a primary commercial corridor, with a mix of vehicle-oriented uses, auto dealerships, neighborhood commercial centers, entertainment uses, and residences. The Land Use Element provides for the south end of the Harbor Boulevard corridor to transition to a mix of uses.

East 17th Street Corridor

The East 17th Street corridor, while auto oriented, has a distinctive neighborhood feel. This corridor is characterized by small businesses and multi-tenant retail centers, restaurants, and offices that largely serve local residents.

North Newport Boulevard Corridor

This section of Newport Boulevard parallels SR-55 from I-405 south to where SR-55 ends at 19th Street. Prior to construction of SR-55, Newport Boulevard was the primary corridor leading through Costa Mesa into Newport Beach, and its historic character as a tourist-oriented travel route is evident in the motels and auto-oriented uses lining the corridor. While residential uses have been developed as infill with extension of SR-55, the predominant character is that of a commercial corridor.

South Newport Boulevard Corridor

Newport Boulevard continues south from 19th Street to 15th Street into Newport Beach. This section of Newport Boulevard has a strong pedestrian scale and commercial character, with retail frontage on the east side of Newport Boulevard directly abutting the sidewalk and the larger shopping centers on the west side of Newport Boulevard providing extensive infrastructure for the accommodation and movement of pedestrians on and off, and through the sites. Despite the breadth of Newport Boulevard and the volume this arterial supports, the collection of businesses creates a strong concentration of active uses.

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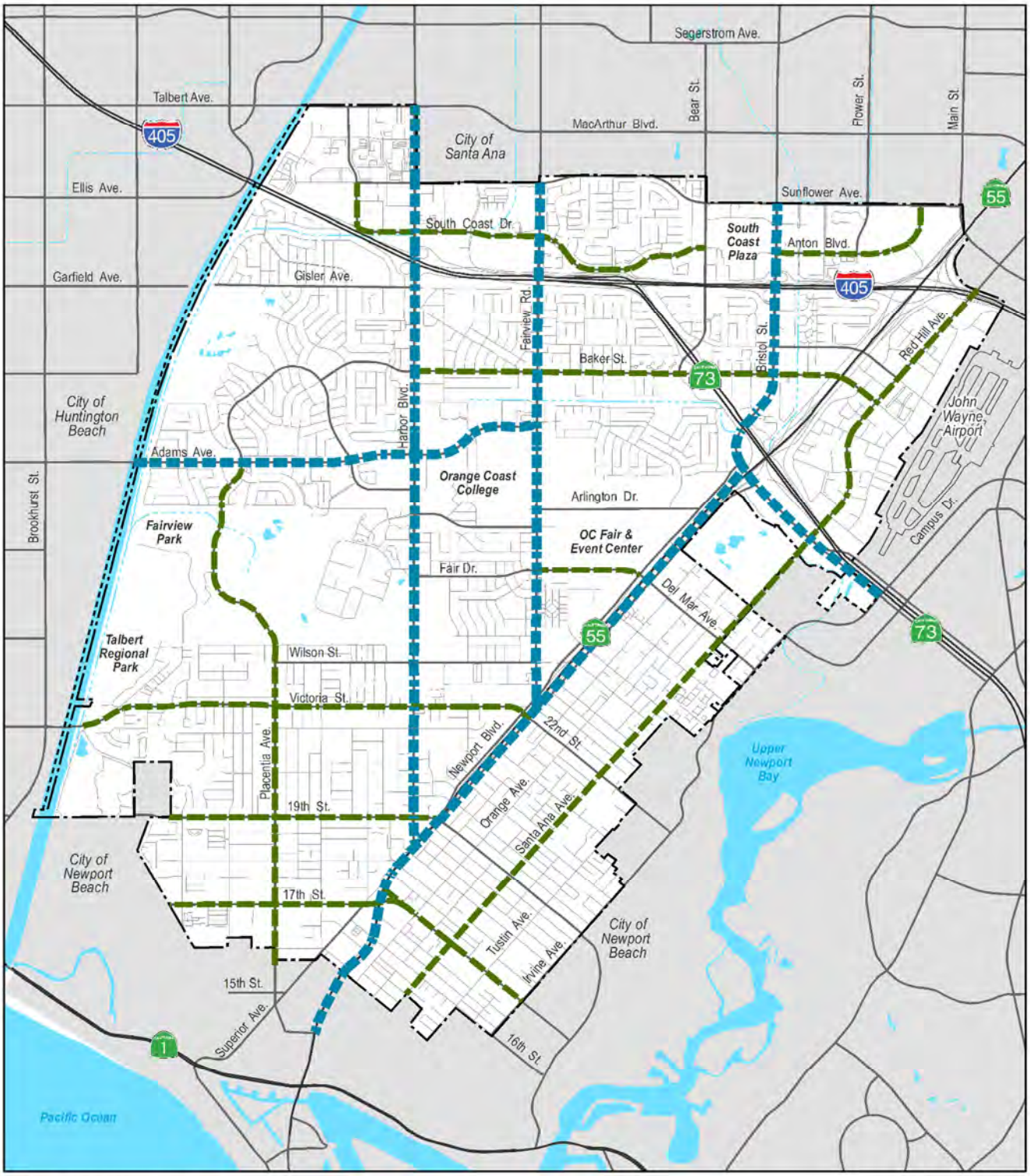


Figure CD-1: Paths

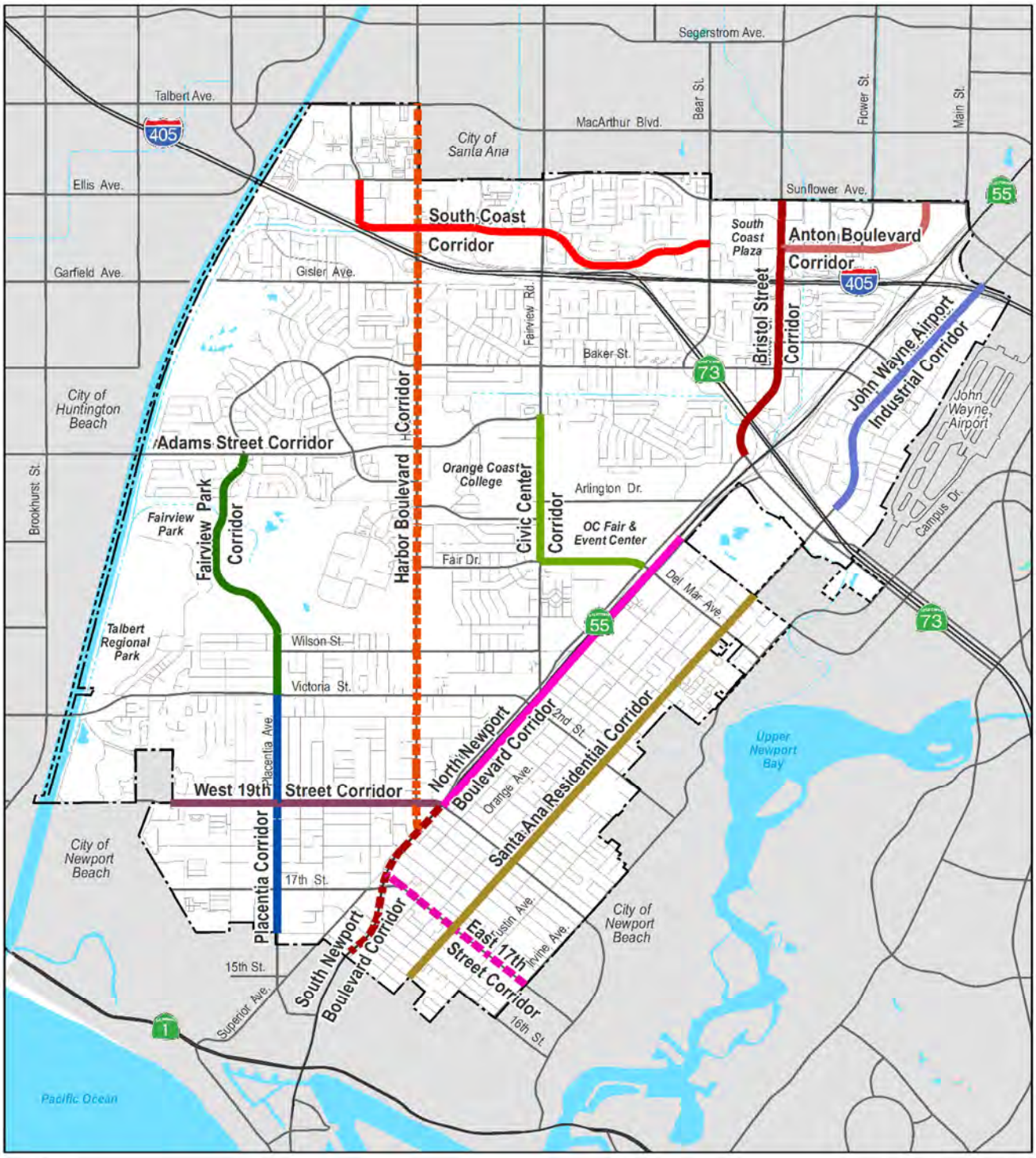


Figure CD-2: Corridors

Bristol Street Corridor

Bristol Street stretches between the Sunflower Avenue and SR-55. Located in this corridor are two unique shopping and entertainment centers: The CAMP and the LAB, which the developer/operator has defined as "anti-mall" venues. These unique centers provide small retail and restaurant spaces for start-up and edgy businesses, together with indoor-outdoor social areas. The CAMP has a central green gathering area surrounded by shopping, dining, and styling businesses. The operators regularly host art, film, and music events.

Anton Boulevard Corridor

Anton Boulevard extends from Sunflower Avenue to Bristol Street, with an entrance to South Coast Plaza. This corridor is a fusion of luxury apartments and hotels, combined with professional headquarters and multi-tenant office spaces in mid-rise settings. This includes the Experian Headquarters, Metro Center at South Coast Office complex, Plaza Tower, the Enclave Apartments, the Westin South Coast Plaza, and Costa Mesa Marriott Hotel. To the north of this corridor, the 3400 Avenue of the Arts apartment complex and Wyndham Hotel are within walking distance to these major regional shopping and business destinations. The Noguchi Garden (a 1.6-acre public art project) sits to the south of the corridor. A new, 250-unit luxury apartment complex is under construction within this corridor that will provide additional housing.

John Wayne Airport Industrial Corridor

This corridor runs through the industrial area that abuts John Wayne Airport. While this area contains multiple secondary businesses that support the airport, the center of this corridor supports a much wider collection of industrial and offices uses. The scale is predominantly vehicular. Major uses include educational and religious institutions, wholesale and specialty service for automobiles, small, light industrial spaces for startup businesses, boutique manufacturing, and supporting services.

Placentia Industrial Corridor

This is the major industrial corridor within the Westside area of the City, which encompasses Placentia Avenue south of Victoria Street and north of West 16th Street. This corridor historically was an enclave for yacht manufacturing. While this industry and automobile service still have a presence, new tenants along the corridor are that of action sports development and manufacturing. Development of live/work units for the

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creatives who find this edgy environment and its proximity to industry suitable for their business and lifestyles has added new vibrancy. While this location will remain an industrial center, the boutique manufacturing, entrepreneurial environment, and action sports industry niches make it a unique corridor.

Fairview Park Corridor

As Placentia Avenue continues north of Victoria Street, this industrial corridor transitions into a residential one. The corridor provides access to several residential communities, as well as access to Estancia High School, Fairview Park, and Estancia Park, which is home of the oldest building in Costa Mesa, the Diego Sepulveda Adobe. Along this stretch of Placentia Avenue, residential and institutional uses represent the only development types from Victoria Street to Adams Avenue.

West 19th Street Corridor

This corridor supports a diverse mix of uses that include destination locations (public parks, amenities, and the Senior Center) and an array of local services to meet the needs of residential communities around this corridor. West 19th Street includes an eclectic collection of commercial uses which predominantly address the corridor at a pedestrian scale. Mixed-use development would continue the character and vision of this central commercial corridor, which will continue to transition.

Civic Center Corridor

Fair Drive from Newport Boulevard to Fairview Road and Fairview Road from Fair Drive to Adams Avenue accommodate one of the densest collections of civic, institutional, and educational uses in Orange County. Within a mere 1.5 miles, you find Orange Coast Community College, Costa Mesa High School, the Orange County Fair & Event Center, Vanguard University, Civic Center Park, the Jack R. Hammett Sports Complex, and the Civic Center. This corridor provides a collection of uses of great civic pride that benefit students who attend one of the many educational facilities along the corridor.

South Coast Corridor

This corridor spans from the South Coast Plaza on the east to the South Coast Collection on the west. It links two major commercial destinations and provides access to Metro Pointe at South Coast Plaza. This location has

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opportunity for further growth and development, as it abuts several of the few remaining large, vacant lots in Costa Mesa.

Santa Ana Residential Corridor

Santa Ana Avenue is a residential corridor that runs through the Eastside Area; development along this corridor consists largely of low- and medium-density housing, with a few traditional single-family subdivisions taking direct access. The grid-like and elongated spatial layout of the Eastside Area makes Santa Ana Avenue a major path of travel for various modes of transportation heading north or south. This residential corridor remains residential all the way into Newport Beach.

Areas

Areas are those areas of Costa Mesa that have an identifiable character due to building architecture, neighborhood design, streetscape, and land use. An area is an integral part of a larger urban area, with common characteristics that make it unique from other areas of the community. Distinguishing features may include building type, use, activity, and/or topography. Figure CD-3: *Areas* illustrates these areas' fuzzy boundaries. Specific descriptions of these areas are provided below.

Eastside

The area contains a mix of single-family and multifamily homes on large lots. Many neighborhoods have experienced substantial private redevelopment, with the original homes replaced by larger homes. In other areas, developers have purchased properties, torn down the original residence(s), and built townhomes or small-lot developments. The Land Use Element discusses issues associated with this area related to the typical narrow, deep lots and lot consolidation.

Westside

This area is characterized by a mix of residential, commercial, and industrial uses. The Westside Area is also the origin and home for the action sports industry which incubated and matured within Costa Mesa. This area includes a variety of traditional housing, as well as non-traditional live/work developments that support the edgy creatives who desire to live in this confluence of production, design, and manufacturing uses.

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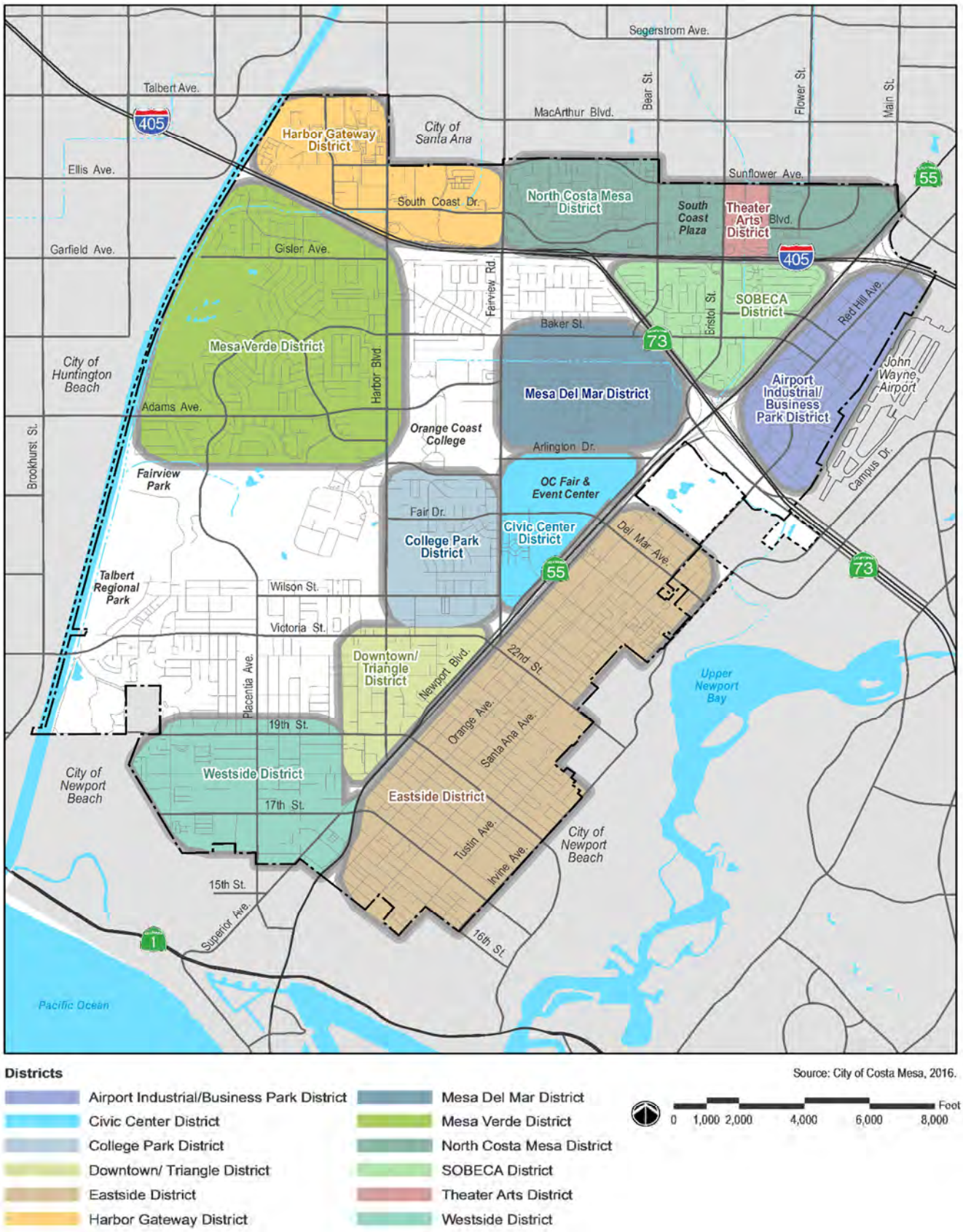


Figure CD-3: Districts

Mesa Verde

Mesa Verde has an eclectic mix of residential densities and housing types. Homes closer to the Mesa Verde Golf Course are much larger and at lower residential densities than those closer to Harbor Boulevard and I-405. The commercial uses along Adams Avenue and Harbor Boulevard provide the personal service uses and retail and food spaces for residents living in this area.

College Park

The homes within this area are a mix of residential densities and architectural types. The majority of the units are higher residential density complexes located along Newport Boulevard, Wilson Street, and Victoria Street. This area also includes College Park, an older single-family residential tract.

Mesa del Mar

This area contains mostly single-family residential tracts, with higher residential densities near arterial roadways. Pockets of commercial uses have been developed along Baker Street.

SoBECA

This area consists of programmatic spaces that allow for experiential shopping and dining activities at the LAB and the CAMP. It is a unique area in transition, with a variety of residential housing options encircling multiple destination locations, including microbreweries, nightclubs, "anti-malls", hotels, and artisanal restaurants.

North Costa Mesa

This area is the major economic heart of the City. South Coast Plaza and other commercial and office establishments provide shopping, entertainment, hospitality, and high-rise office space that serve local, regional, national, and international markets. Key developments include Plaza Tower, Center Tower, South Coast Metro Center, South Coast Metro Pointe, South Coast Repertory, and the Segerstrom Center for the Arts. This area is Costa Mesa's primary commercial and cultural center. The residential areas in this area include mostly single-family residential neighborhoods, with some multi-family developments as well.

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Theatre Arts Area

This well-defined area exhibits a collection of the finest theatrical venues in Orange County. This rare clustering of art venues consists of the South Coast Repertory Theater, as well as the Segerstrom Center for the Arts, which consist of five venues: Renee and Henry Segerstrom Concert Hall, Samueli Theater, Segerstrom Hall, Judy Morr Theater, and the Arts Plaza. The Theater Arts Area provides access to art with art installations throughout the area, including the Noguchi Garden and the Orange County Museum of Art. Supporting uses include several professional office towers such as the Center Tower and Plaza Tower, the two tallest buildings in Costa Mesa.



***South Coast Plaza** is located in the North Costa Mesa district.*

Downtown/Triangle

The Triangle is located at one of the busiest intersections in Costa Mesa, where Newport Boulevard and Harbor Boulevard intersect. The Triangle is an activity hub intended to draw both local and regional visitors. It sits in the heart of Costa Mesa's downtown, which runs along Newport Boulevard and 19th Street. This area includes a variety of pedestrian scale retail spaces, fine restaurants, a movie theatre, and nightclubs.

Harbor Gateway

This area is characterized by large-sized industrial and office buildings, including the Automobile Club and Whittier Law School. It is vehicular in scale and has an office park character, with ample landscaping and large multi-story building complexes. In 2015, Vans acquired an office building in this area to become the corporate headquarters of one of the nation's top lifestyle retailers.

Resolution No. PC-2026-27 Page 380 of 751



Whittier Law School *is located in the North Industrial/Business Park district at the southwest corner of Sunflower Avenue and Harbor Boulevard.*

Airport Industrial/Business Park

John Wayne Airport is located in unincorporated Orange County, just east of Costa Mesa. Given the presence of the airport and abutting freeways, this location provides industrial and office space with excellent access and circulation. Land uses within this area are industrial, office, and commercial in nature, housed in low-scale buildings due to the presence of the airport.

Civic Center Area

This area is the primary cultural, educational, and civic center area of Costa Mesa. The OC Fair & Event Center, which includes the OC Fairgrounds, Pacific Amphitheatre, OC Marketplace, and Centennial Farm in addition to the Civic Center and Orange Coast College, represents major institutional uses that encompass significant open spaces and active recreation area. Vanguard University, adjacent to the Civic Center, includes private open spaces on the campus.

Nodes

A "node" is an important point where people gather and/or where paths converge, thus providing higher-than-typical levels of activity. Costa Mesa has three classifications of nodes:

1) Entry nodes, which function as focal points of identity between Costa Mesa and adjacent cities

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2) Internal nodes, which identify locations of two major converging paths and destinations

3) Activity nodes, which are focal points of highest activity, provide immediate access to destination locations, and/or have a concentration of specialty uses

All of these nodes are identified and displayed on Figure CD-4: *Nodes.*

Destinations and Landmarks

A "destination" is a particular use which generates special purpose trips and increases regional attraction. A destination can be a successful retail cluster or rare specialty use. Destination locations are shown on Figure CD-5: *Destinations and Landmarks*.

A "landmark" is a physical element that provides a point of reference or serves as a community identity marker. A landmark can be a structure, space, or natural feature that helps identify a particular area in the City. Most landmarks are also main destination locations within the City as well.

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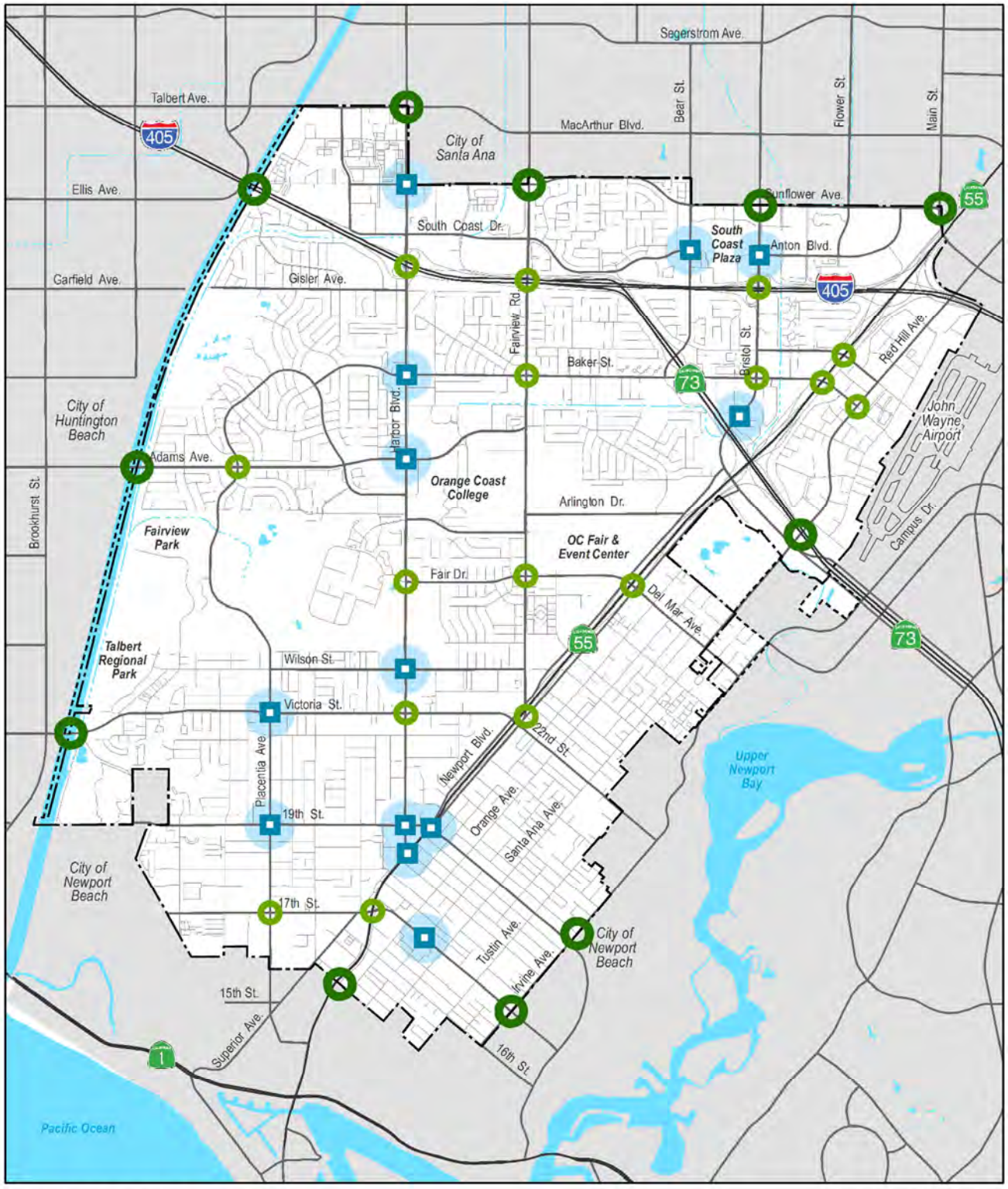


Figure CD-4: Nodes

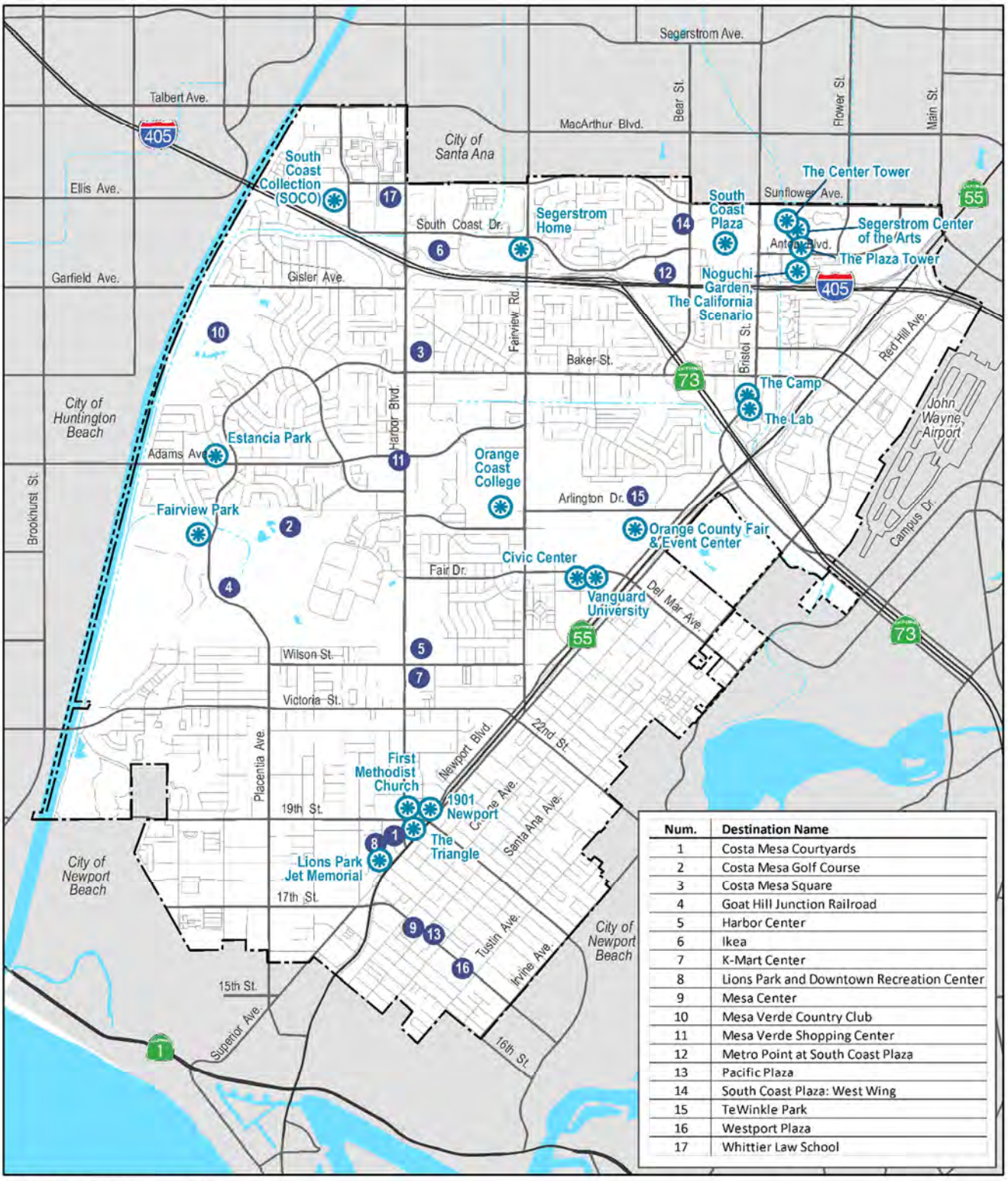


Figure CD-5: Destinations and Landmarks

Almost all important landmarks in Costa Mesa are also destination locations (see Table CD-1: *Landmarks*).

Table CD-1: Landmarks

Landmark	Name
Sign, Covered Pedestrian Bridge, Carousel	South Coast Plaza
Unique and Identifiable Architecture	Segerstrom Center for the Arts: Segerstrom Hall, Renée and Henry Segerstrom Concert Hall, Samueli Theater, Judy Morr Theater, Arts Plaza
Unique and Identifiable Architecture	South Coast Repertory
Tallest Building in Costa Mesa	The Center Tower
Unique and Identifiable Architecture	The Plaza Tower
Artistic Common Space	Noguchi Garden
The Sign and Mall Design	The LAB and The CAMP
The Freeway Sign and Mall Design	South Coast Collection (SOCO)
Diego Sepulveda Adobe	Estancia Park
Clock Tower, Logo	Orange Coast College
Ferris Wheel, Centennial Farms, Sign	OC Fair and Event Center
Tower	Vanguard University
City Hall	Civic Center
The Dome and Spire	The Triangle
Natural Wetlands, Pedestrian Bridge, Goat Hill Train Station	Fairview Park

Edges

Edges are linear elements that serve as a visual or physical boundary, barrier, or transition between areas and that define the boundaries of a place. Elements such as freeways, flood channels, natural features and landforms may be considered edges (See Figure CD-6: *Edges)*. Edges within or abutting Costa Mesa include:

- Santa Ana River
- San Diego Freeway (I-405)

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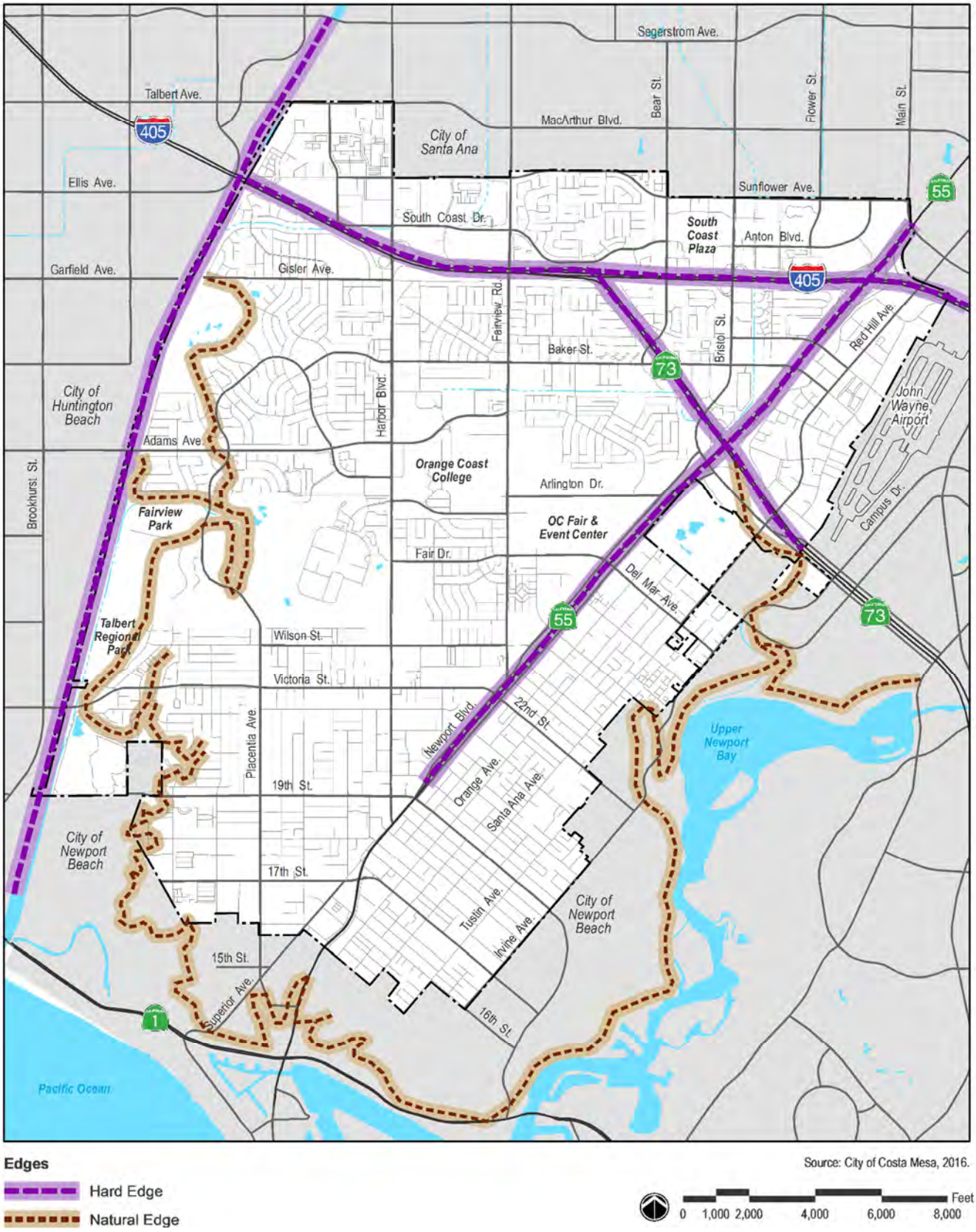


Figure CD-6: Edges

- Corona Del Mar Freeway (SR-73)
- Costa Mesa Freeway (SR-55)
- John Wayne Airport (Unincorporated Orange County)
- Mesa Landforms (Costa Mesa and Newport Beach)

Public Realm Focus

The public realm focuses on the physical features and design that occurs on public rights-of-way, including public streets, sidewalks, medians, parks, and other public spaces. These spaces provide efficient and aesthetically pleasing paths and corridors, create context for existing areas, soften existing edges, provide access to destinations and landmarks, and enrich all nodes throughout the City. The City has adopted streetscape and median development standards designed to build a public realm that is aesthetically pleasing and creates efficient paths throughout the City. This also includes the development and maintenance of welcoming signs at entry nodes and way-finding signs at internal and activity nodes.



***Monument sign** on Newport Blvd at 19th Street greets residents and visitors to Costa Mesa.*

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Design Strengths and Opportunities

Design Strengths

- Along the City's western boundary and looking south toward the Pacific Ocean, the coastline creates a distinctive visual background. Views of the Pacific coast enhance the visual quality of areas within the viewshed.
- Talbert Regional Park and its extensive natural areas provide an important visual reminder of the local landscape prior to urbanization and create a soft western edge of the City.
- Fairview Park works together with Talbert Regional Park to soften the urban landscape. The park's trails and recreational facilities are a community strength.

***Fairview Park** includes expansive open spaces accessible by trails.*



- Neighborhood parks and the golf courses provide open spaces and recreational opportunities.
- South Coast Plaza, The Triangle, and the OC Fair & Event Center are major visual landmarks.
- The Segerstrom Center for the Arts and South Coast Repertory provide focal points for the local performing arts community and serve as a major culture and arts hub for all of Orange County.
- The Santa Ana River's strength is a potential enhanced water resource. It offers recreation along the multiuse trail that extends along the western edge of the City.

Resolution No. PC-2026-27 Page 388 of 751



South Coast Metro *includes a collection of high-rise office towers and the Segerstrom Center for the Arts venues.*

Design Opportunities

- Streetscape enhancements in the public realm can contribute significantly to improving and maintaining the visual quality of major arterial and secondary arterial streets through implementation of the City's Streetscape and Median Development Guidelines. The Guidelines include a comprehensive street tree palette and development standards.
- Improve the design of signs along major corridors and the public realm by adopting sign design guidelines and putting in place incentives for the removal of nonconforming signs.
- Continue to add new gateway treatments at City entry nodes.
- Continue to implement adopted specific plans, urban plans, design guidelines, and other policy documents that contribute to the design quality of new development.
- Consider preparation of design guidelines for new developments along major corridors and the public realm to ensure that such development contribute to the overall enhancement of Costa Mesa's image.

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Key Issues

Lack of Visual Interest

Overall, Costa Mesa lacks a strong visual image in terms of definition as a distinct place. Some of the areas lack a clear identity that distinguishes them from other areas in the City. Areas should be unified through design approaches. Paths are challenged by sign clutter, blank walls, and absence of streetscape amenities. Commercial paths should have a unified identity that promotes a positive image of the City. More emphasis should be given to enhancing the image of neighborhoods that lack sufficient visual interest in building elevations, massing, landscaping, and lighting. Natural viewsheds are not optimized.

Residential Transition and Neighborhood Character

Within the Eastside Residential Area, the transition of properties from single-story homes on large lots (with architectural styles dating to the 1950s and '60s) to two-story houses, as well as townhome developments, has changed the character of many neighborhoods. Some long-time residents have remarked that residential densities, building architecture, and massing that define the overall character of the area should be preserved.

Lack of Corridor Continuity

Harbor Boulevard lacks continuity of visual quality and has multiple identities. The commercial path is fragmented and contains a mix of land uses with no identifiable character. Even though new landscape medians have been installed, in several areas in the City, landscaping remains substandard along many stretches. Along many of the City's commercial corridors, inconsistent sign styles, colors, and sizes create visual obstructions and clutter.

Entry Nodes

The multiple entry nodes to Costa Mesa do not effectively announce arrival into Costa Mesa. The City's signage needs a conceptual redesign and evaluation of the most effective approach to entrance signage into the City. Entry nodes in need of signage enhancement include Newport Boulevard/15th Street, Bristol Street/Sunflower Avenue, and East 17th Street/Irvine Avenue.

Industrial Properties

Industrial uses, particularly on the west side of the City, occupy prominent locations with proximity to the coast. Some industrial uses are adequately

Resolution No. PC-2026-27 Page 390 of 751

maintained or participate in valued industrial niches like the Westside's action sports industry. These businesses require this proximity to effectively conduct business. Screening and rehabilitation should be implemented in a strategic manor so as to not negatively impact this area's successful industrial niches and continue to support the maturing trend of creative enhancement to industrial areas.

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Goals, Objectives, and Policies

Physical elements such as landscaping, architecture, signs, streets, and open spaces collectively form Costa Mesa's visual environment and character. Through the implementation of these goals, objectives, and policies, the City aims to gradually improve the visual environment and character of Costa Mesa to achieve the high level of quality desired.

Goal CD-1: Vehicular and Pedestrian Corridors

Strengthen the image of the City as experienced from sidewalks and roadways.

Objective CD-1A	***Contribute to City beautification by enhancing the visual environment of Costa Mesa's vehicular and pedestrian paths and corridors.***
Policy CD-1.1	Implement the City of Costa Mesa Streetscape and Median Development Guidelines in all new streetscape corridor and parkway projects. Coordinate with new development adjacent to public rights-of-ways to integrate landscape features and design elements consistent with the streetscape standards and recommendations.
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-1.3	Promote treatments for walls and fences and utility cabinets along public rights-of-way that contribute to an attractive street and sidewalk environment. Require that new walls and fences complement the style and character of the local area and adjacent buildings. Newly constructed or reconstructed walls and fences adjacent to sidewalks and roadways

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should incorporate architectural treatments such as pilasters, masonry, or wrought iron, and should integrate tiered plantings to soften their appearance.

Policy CD-1.4 Promote a consistent landscape character along City streets to reinforce the unique qualities of each corridor and area, including the development of landscaped medians. Support implementation of the recommended street tree palette for each City street, as identified in the City of Costa Mesa Streetscape and Median Development Guidelines.

Policy CD-1.5 Encourage electric and communication lines to be placed underground and electrical substations and telephone facilities to be screened to minimize visual impacts from sidewalks, streets, and adjacent properties. Support utility undergrounding through conditions of project approval, preparation of undergrounding plans, and the formation of assessment districts.



Objective CD-1B. ***Encourage clear connections between areas within the City.***



Policy CD-1.6 Promote linkages between separate areas using bike trails, pedestrian paths, common medians or parkway landscaping, and other location-appropriate physical improvements. Through conditions of approval, public improvement projects, and other measures, support development of new connections and the enhancement of existing connections between areas.

Goal CD-2: Cohesive and Identifiable Areas

Enhance the existing character and strengthen the identity of Costa Mesa's areas.

Objective CD-2A ***Encourage future development and redevelopment to reinforce area scale, identity, and urban form.***

Policy CD-2.1 Consider urban design guidelines for each identified area in Costa Mesa that recognizes, maintains, and

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enhances the character and identity of each area; integrate existing specific plans' policies and design guidelines as applicable.

Policy CD-2.2 Support and seek land uses and development that correspond or enrich our existing areas.

Districts should include identifiable and consistent design themes through architecture, landscaping, and signage.



Goal CD-3: High Quality and Visually Interesting Nodes

Heighten the design quality and visual interest of nodes within Costa Mesa.

Objective CD-3A. ***Create a sense of arrival to Costa Mesa, and develop prominent community focal points at key nodes within the City.***

Policy CD-3.1 Introduce entry monument signs at key gateway locations, as identified in Figure CD-4. Utilize the standard design specifications for entry signs included 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 nodes. Undertake a visioning process to develop specific design guidelines that articulate the desired character for each node within Costa Mesa.

Policy CD-3.3 Design and development of entry and internal wayfinding signage to be located throughout the City in areas that correspond to the existing nodes and areas.

Goal CD-4: Identifiable and Protected City Landmarks.

Objective CD-4A. ***Promote the maintenance, use, and improvement of landmarks to enhance the visual image and identity of Costa Mesa.***

Policy CD-4.1 Support efforts to introduce new monuments and landmarks, and preserve, maintain, and improve the condition of Costa Mesa landmarks.

Goal CD-5: Edges

Utilize Costa Mesa's edges as opportunities to enhance the City's image along its boundaries.

Objective CD-5A. ***Develop and implement programs that preserve and enhance City edges.***

Policy CD-5.1 Preserve and optimize natural views and open spaces in Costa Mesa.

Policy CD-5.2 Control the visual impacts of new development on natural views of the coast and the wetlands.

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Policy CD-5.3 Develop open space corridors and trails along the edges of Costa Mesa where feasible and connect these trails to existing and potential future trails throughout the City.

Policy CD-5.4 Continue to preserve natural open space, including restoration of the natural areas of Talbert Regional Park.

Policy CD-5.5 Continue protection of Fairview Park as an open space and recreation area.

Policy CD-5.6 Continue to work with Caltrans to improve the design quality of freeway edges.

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 area image.

Objective CD-6A. ***Establish development policies and design guidelines that create an aesthetically pleasing and functional environment.***

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.



Policy CD-6.3 Continue to work with Code Enforcement to ensure continued maintenance of properties and compliance with adopted development standards.



Policy CD-6.4 **Promote urban greening and expansion of the tree canopy throughout the City to create more physical comfort and encourage walking, with consideration on greening within designated environmental justice areas boundaries.**

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Goal CD-7: Quality Residential

Promote and protect the unique identity of Costa Mesa's residential neighborhoods.

Objective CD-7A	***Encourage excellence in architectural design.***
Policy CD-7.1	Ensure that new and remodeled structures are designed in architectural styles that reflect the City's eclectic quality, yet are compatible in scale and character with existing buildings and the natural surroundings within residential neighborhoods. Continue to update and maintain the Costa Mesa Residential Guidelines.
Policy CD-7.2	Preserve the character and scale of Costa Mesa's established residential neighborhoods where possible; when new residential development is proposed, encourage that the new structures are consistent with the prevailing character of existing development in the immediate vicinity, and that new development does not have a substantial adverse impact on adjacent areas.
Objective CD-7B.	***Encourage the use of native plant palettes in the creation of landscaping plans used to establish a sense of place in neighborhood identification efforts.***
Policy CD-7.3	Ensure that California native plants are used to support the local ecology and save water. Develop landscaping guidelines that reflect the local community.

Goal CD-8: Quality Commercial Development

Achieve a high level of design quality for commercial development.

Objective CD-8A.	***Encourage a high level of architectural and site design quality.***
Policy CD-8.1	Require that new and remodeled commercial development be designed to reflect architectural diversity, yet be compatible with the scale and character of the area.

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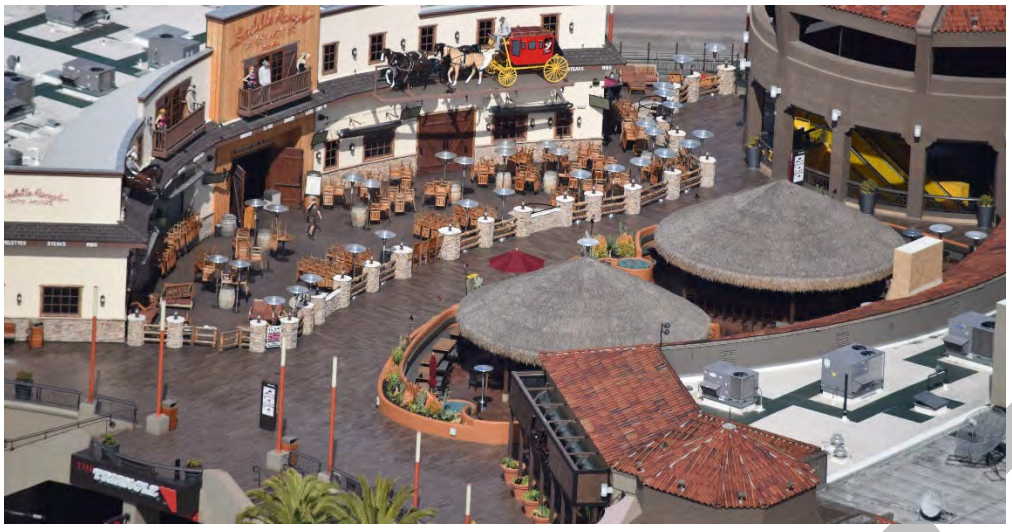
Policy CD-8.2 Use distinctive commercial architectural styles to reinforce a positive sense of place. Commercial architectural design elements and materials must be of high quality and style as well as suitable for long-term maintenance. Consistent architectural design should be considered in choosing materials, finishes, decorative details, color, accent features and include the following elements and materials appropriate for their context (see Table CD-3: *Elements and Materials*):

Table CD-3: Elements and Materials

Design Elements	Design Materials
▪ Simple, multi-planed pitched roofs ▪ Open rafters/tails with large overhangs ▪ Appearance of "thick" walls ▪ Courtyards, arcades, and intimate spaces ▪ Tile details ▪ Deep-set window and door openings ▪ Offset wall planes ▪ Fountains and other unique details ▪ Building masses with the incorporation of one and two story architecture ▪ Sequencing of enclosed space/arches	▪ Stucco, smooth, sand or light lace finish ▪ Wood, as an exposed structural material ▪ Clay or concrete roof tiles ▪ Native fieldstone ▪ Wood window casements ▪ Wood, as an accent material ▪ Brick, as an accent material ▪ Wrought iron (rust proof; anodized aluminum) ▪ Tile, as an accent material ▪ Slumpstone garden walls

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spaces should ian amenities, dining areas.



Policy CD-8.3 Encourage the use of entrance patios, courtyards, plazas, arcades, fountains, porches, tower elements, covered walks, and other features in commercial areas. Promote pedestrian amenities.

Policy CD-8.4 Ensure that common areas, walkways, driveways, and parking spaces be landscaped consistent with landscaping standards contained in the Planning, Zoning, and Development Code. Utilize landscaping to provide project amenities for new and remodeled commercial uses, and to screen parking and equipment areas. Landscaped areas generally should incorporate planting utilizing a three-tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees.

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.

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Policy CD-8.6 Require that areas for outside equipment, trash receptacles, storage, and loading areas be located in the least conspicuous part of the site. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, and junction boxes) should be concealed from view from public streets, neighboring properties, and nearby higher buildings. Trash enclosures should be architecturally compatible with the project. Landscaping should be incorporated into the design of trash enclosures to deter graffiti.

Policy CD-8.7 Encourage decorative paving treatments to be incorporated throughout commercial developments, including driveway entries, pedestrian walkways, plazas, and other areas. The design, materials, and colors of decorative paving treatments (e.g., stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete) should complement the architectural style of the primary buildings and make a positive contribution to the aesthetic and function of the site.

Policy CD-8.8 Require that exterior lighting on commercial properties be consistent with the architectural style of the commercial building. On each commercial site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light. Lighting sources should be shielded, diffused or indirect to avoid spillover on adjacent properties, nighttime sky light pollution, and glare to pedestrians and motorists. To minimize the total number of freestanding light standards, wall-mounted and pathway lights should be utilized to the greatest extent possible.

Objective CD-8B ***Preserve the scale and character of established neighborhoods near commercial uses.***

Policy CD-8.9 Ensure that new commercial development utilize site planning and design features that optimize compatibility with adjacent residential neighborhoods. The following guidance should be considered:

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- When adjacent residential and nonresidential uses can mutually benefit from connection, appropriate linkages (e.g., walkways, common landscape areas, and building orientation) are encouraged. Successful interaction between commercial and residential uses may be achieved through adequate setbacks, landscape buffers, screening, decorative masonry walls, berms, building orientation, and limitations of commercial activities.
- Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should be located as far as possible from adjacent residences.
- Building orientation and landscaping of commercial buildings should minimize direct lines of sight into adjacent residential private open space.

Goal CD-9: Mixed Use

Promote development of mixed-use projects that seamlessly integrate multiple uses both functionally and aesthetically.

Objective CD-9A	***Design mixed use development projects to achieve a high quality character.***
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).
Objective CD-9B	***Provide for the development of projects that integrate housing with commercial uses and other compatible uses.***
Policy CD-9.3	Encourage mixed-use development along the east side of Newport Boulevard between Mesa Drive and

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Walnut Street. Establish incentives for the development of projects in planned development zones that integrate housing with retail and office uses.

Policy CD-9.4 Encourage the development of mixed-use urban villages along specified areas of West 17th Street, West 19th Street, and Superior Avenue that integrates residential with office, retail, business services, personal services, public spaces and uses, and other community amenities in a single building (vertical mixed-use development) or in proximity on the same site (horizontal mixed-use development).

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.

Policy CD-9.6 Support efforts to mix compatible uses and activities. Encourage the siting of community-oriented services, businesses, and amenities in and near mixed-use neighborhoods, including schools, libraries, open space, and parks.

Goal CD-10: Industrial and Business Parks

Promote quality design approaches for the redevelopment of existing industrial buildings, encourage the design to incorporate or provide flexibility for the needs of emerging types of industrial uses, and strive to match design with overall character of nodes, corridors, or areas if applicable.

Objective CD-10A ***Require that industrial and business park projects meet high-quality design standards.***

Policy CD-10.1 Require that industrial projects be designed to convey visual interest and a positive image. Architectural qualities and design elements encouraged for industrial uses are:

- Building modulation indentations and architectural details
- Building entry accentuation
- Screening of equipment and storage areas

Resolution No. PC-2026-27 Page 402 of 751

DRAFT

- Landscaping to soften building exteriors and to serve as a buffer between uses

Policy CD-10.2 Encourage that the design of industrial buildings considers the visual and physical relationship to adjacent uses. An industrial structure which dominates its surrounding environment by its relative size shall generally be discouraged.

Policy CD-10.3 Encourage adaptive reuse of existing industrial structures which results in rehabilitated buildings with distinctive and attractive architecture.

Policy CD-10.4 Promote the use of materials and colors that produce diversity and visual interest in industrial buildings. The use of various siding materials (i.e., masonry, concrete texturing, cement, or plaster) can produce effects of texture and relief that provide architectural interest.



Policy CD-10.5 Require that landscaping be used to define areas such as entrances to industrial buildings and parking lots; define the edges of developments; provide transition between neighboring properties; and provide screening for outdoor storage, loading, and equipment areas. Landscaping should be in scale with adjacent buildings and be of an appropriate size at maturity to accomplish its intended purpose.

Policy CD-10.6 Require that the design of lighting fixtures and their structural support be of a scale and architectural design compatible with on-site industrial buildings. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects.



Objective CD-10B ***Ensure that the development of industrial projects are positive additions to the City's community setting and do not result in adverse impacts with adjacent uses.***



Policy CD-10.7 Require industrial projects to incorporate landscape setbacks, screening walls, and/or other elements that mitigate negative impacts with adjacent uses.

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Policy CD-10.8 Protect transitional areas between industrial and other uses.

Policy CD-10.9 Storage yards, parking areas, and service areas should be screened from public view.

Goal CD-11: Attractive Signs that Reflect Costa Mesa

Ensure that signs contribute positively to Costa Mesa's image and overall economic development.

Objective CD-11A ***Facilitate the installation of signs that contribute to a positive image of the public realm.***

Policy CD-11.1 Encourage homeowners' associations and neighborhoods to maintain housing tract entrance signs in an attractive condition, and encourage the placement of such signs at the entrance of major developments which do not have such identification.

Policy CD-11.2 Encourage the use of common design elements in signs for commercial and industrial centers through the development of planned sign programs to improve center identity by publicizing the benefits of such programs to developers and local business operators.

Policy CD-11.3 Encourage citywide sign design guidelines that promote creativity and flexibility while upholding design quality. Design guidelines could include the design and placement of business signs, public street graphics, street signs, locational and directional signs, traffic signs, etc.

Policy CD-11.4 Introduce distinctive entry signage within the Costa Mesa Streetscape and Median Development Guidelines which effectively announces arrival to unique areas and neighborhoods.

Policy CD-11.5 Develop and design signage that helps with way-finding throughout the City so visitors and residents

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can easily access destination locations and identify landmarks.

Goal CD-12: Public Safety through Design

Use design approaches to enhance public safety.

Objective CD-12A	***Incorporate public safety considerations into community design.***
Policy CD-12.1	Decrease the opportunity for criminal activity by addressing high-risk circumstances (e.g., dark alleys, enclosed stairwells, and dark entrances). Involve the Police and Fire Departments in reviewing and making design recommendations during the project review process.
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.
Policy CD-12.3	Continue to provide CPTED training to City staff and local planning and design professionals to optimize public safety through community design.

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TeWinkle Park

Chapter 10: Open Space and Recreation Element

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Introduction

Open spaces, recreation programs, and cultural arts contribute significantly to the quality of life in Costa Mesa. With its high-quality park facilities and comprehensive community service programs, Costa Mesa offers many opportunities for residents and visitors to practice healthy living and engage in community-building activities.

Parks and community-serving facilities enhance the quality of life for residents and are important components of complete and sustainable neighborhoods. Accessible parks provide places to play, exercise, spend time with friends and neighbors, or just relax and reflect. This Open Space and Recreation Element provides the policy framework to ensure that open space and recreation

resources in the City are preserved and maintained. Open space in Costa Mesa includes neighborhood and community parks, County-owned regional recreation facilities, institutional land uses, and golf courses.

Purpose

The purpose of the Open Space and Recreation Element is to sustain the network of open space and recreation resources for today's residents and future generations. The goals, policies, and objectives contained in this element aim to protect, maintain, and enhance open spaces for all purposes and to meet recreation needs. This also describes how Costa Mesa can promote the City's identity as a "City of the Arts".

Recreational Sites and Facilities

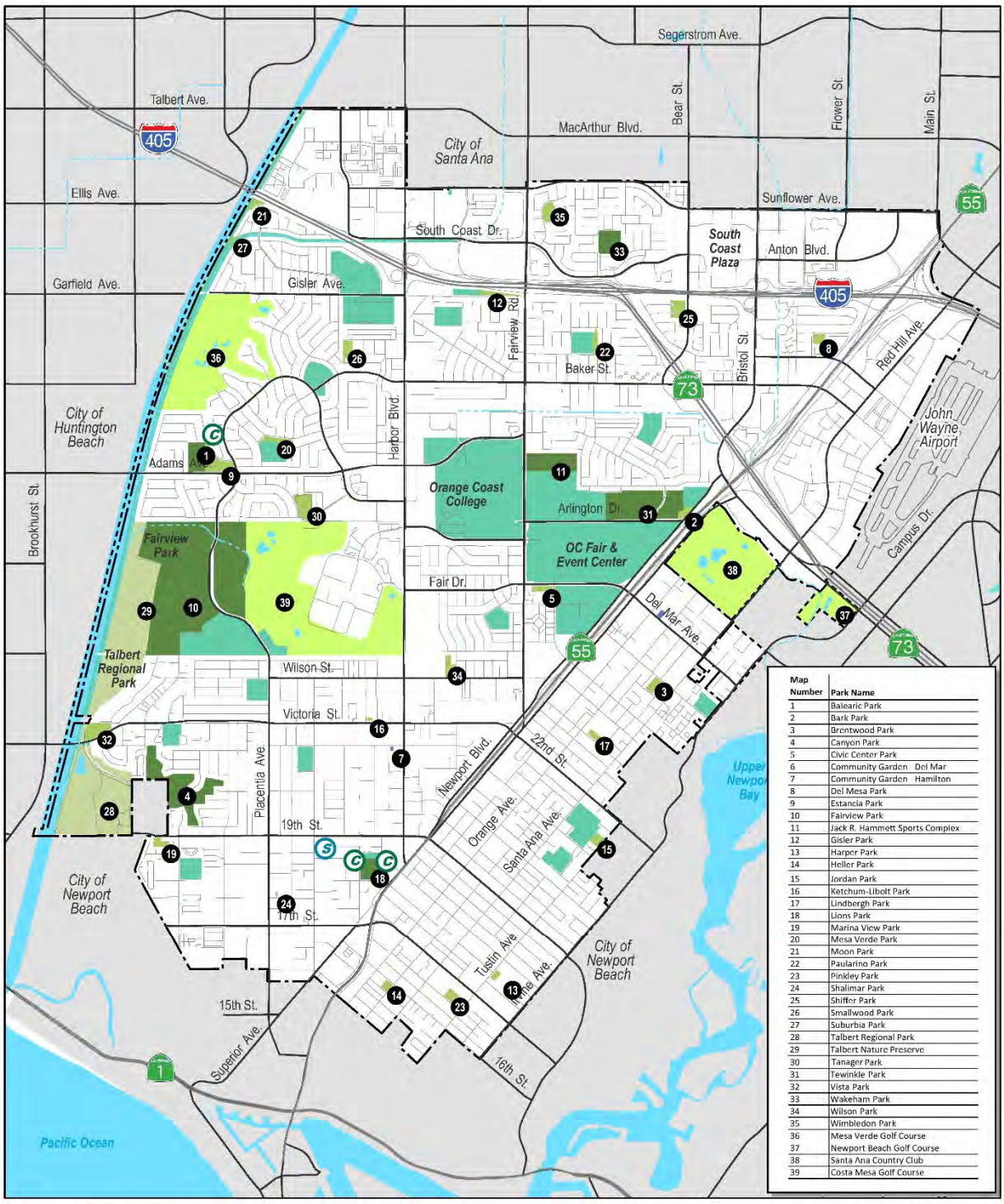
Costa Mesa's inventory of open space and recreation resources includes a diversity of facilities, ranging from highly developed, active recreation sites to low-activity, passive open spaces. The existing network of open space and recreation facilities is illustrated in Figure OSR-1, *Recreational Sites and Facilities*, and inventoried in Table OSR-1, *Parks and Open Space Inventory*.

Table OSR-1: Parks and Open Space Inventory

Facility Name	Acreage
Neighborhood and Community Parks	415.19
Regional Nature Preserve (Talbert Regional Park)	244
Institutional Uses [1]	871.94
OC Fair & Event Center	150.04
Open Space Easements	6.19
Golf Courses[2]	379.70
Total	**2,067.06**

Notes: 1) Includes schools, colleges, public facilities, Civic Center, Santa Ana River right-of-way, Fairview Developmental Center, and other public and institutional uses.

2) Includes acres of golf courses within the City of Costa Mesa only. Acreages do not include Santa Ana Country Club and Newport Beach Golf Course.



Map Number	Park Name
1	Balearic Park
2	Bark Park
3	Brentwood Park
4	Canyon Park
5	Civic Center Park
6	Community Garden - Del Mar
7	Community Garden - Hamilton
8	Del Mesa Park
9	Estancia Park
10	Fairview Park
11	Jack R. Hammett Sports Complex
12	Gisler Park
13	Harper Park
14	Heller Park
15	Jordan Park
16	Ketchum-Libolt Park
17	Lindbergh Park
18	Lions Park
19	Marina View Park
20	Mesa Verde Park
21	Moon Park
22	Paularino Park
23	Pinkley Park
24	Shalimar Park
25	Shiffer Park
26	Smallwood Park
27	Suburbia Park
28	Talbert Regional Park
29	Talbert Nature Preserve
30	Tanager Park
31	Tewinkle Park
32	Vista Park
33	Wakeham Park
34	Wilson Park
35	Wimbledon Park
36	Mesa Verde Golf Course
37	Newport Beach Golf Course
38	Santa Ana Country Club
39	Costa Mesa Golf Course

Parks and Open Space Inventory

- Neighborhood Parks
- Community Parks
- Orange County Parks
- Golf Courses
- Community Gardens
- Public Facilities and Institutional Uses

Community Centers

- Senior Center
- Community and Recreation Centers

City Boundaries

- City Boundary
- Sphere of Influence

Source: City of Costa Mesa, 2015.

0 1,000 2,000 4,000 6,000 8,000 Feet

Neighborhood and Community Parks

The neighborhood and community park system represents the foundation of Costa Mesa's open space and recreation network. Approximately 415 acres of developed neighborhood and community parks provide places for residents and visitors to enjoy themselves. As shown in Table OSR-2, *Neighborhood and Community Parks Inventory,* Costa Mesa has 25 neighborhood parks and seven community parks. These parks are shown on Figure OSR-1. The largest City-owned park is Fairview Park, encompassing approximately 210 acres. The smallest park is 0.18-acre Shalimar Park. Parks within the City are classified based on size. The classification system is as follows.

- **Neighborhood Parks.** Neighborhood parks are 10 acres or smaller in size and are intended to serve the daily recreational needs of residents in the immediate park vicinity. Primary uses include passive and active open space, tot lots, and picnic facilities. Community gardens are also included under this classification.
- **Community Parks.** Community parks are 10 acres or larger in size and are intended to provide a wide variety of recreation amenities, including lighted athletic fields and courts and other wide-serving recreational uses.

Fairview Park

Fairview Park is the largest park in the City encompassing approximately 210 acres. This passive open space consists of bluffs, vernal pools, trails, native plant communities, and wildlife. Park visitors can also enjoy special events that occur at the park, as well as take a train ride on the Goat Hill Junction Model Railroad.

In 1998, the City Council approved the Fairview Park Master Plan. Pursuant to the Master Plan, a series of improvements to wetland and riparian habitats were accomplished consisting of enhancement of 17 acres of riparian habitat, rehabilitation of ponds and streams, and installation of a new irrigation system. In 2013, the City restored six acres of wetland ponds, five acres of native grasslands, three acres of native oak trees, and nine acres of coastal sage scrub habitat.

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***Fairview Park** encompasses over 200 acres of open space and passive park areas consisting of bluffs, vernal pools, trails, native plant communities, and wildlife. Park visitors also can enjoy community events, fly model aircrafts, or take a train ride at Goat Hill Junction Railroad Station.*

In April 2013, the Costa Mesa City Council voted to reconvene the Fairview Park Citizens Advisory Committee (FPAC) to examine several issues regarding the park, and to evaluate the Fairview Park Master Plan relative to the City's needs. Based on those needs, the FPAC will recommend the addition, reduction, elimination, and modification of park uses and master-planned elements. As part of the citywide Open Space Master Plan of Parks and Recreation initiated in 2015, the community will be engaged in further discussion of improvement plans for Fairview Park.

Costa Mesa Community Gardens

Community gardens provide opportunities for Costa Mesa residents to nurture their physical and social health. As of 2015, the City managed two community gardens. The Del Mar Community Garden has 60 plots, each measuring 15 feet by 15 feet. Hamilton Community Garden has 42 plots with the same dimensions. The City rents garden plots to residents to grow vegetables, flowers, fruits, and plants for personal consumption. Both community gardens are immensely popular and have long waiting lists for new urban farmers to participate.

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Table OSR-2: Neighborhood and Community Parks Inventory

Name	Acres	Baseball	Softball	Soccer Field	Utility Field	Basketball	Playground	Tennis Courts	Handball	Volleyball	Par Course
Neighborhood Parks											
Brentwood Park	2.60						1			1	
Civic Center Park	2.50										
Del Mar Com. Garden	0.77										
Hamilton Com. Garden	0.45										
Del Mesa Park	2.47				1	1	1			1	
Estancia Park	9.03										
Gisler Park	4.59						1			1	
Harper Park	1.06						1				
Heller Park	2.61				1		1				
Jordan Park	2.48				1						
Ketchum-Libolt Park	0.34										
Lindbergh Park	2.00						1				
Marina View Park	2.29				1		1				
Mesa Verde Park	2.73						1				
Moon Park	1.67						1				
Paularino Park	2.23						1			1	
Pinkley Park	2.57				1		1				
Shalimar Park	0.18						1				
Shiffer Park	7.09				1	1	2		2	2	1
Smallwood Park	3.39		1			1	1			1	
Suburbia Park	0.53										
Tanager Park	7.41				1	1	1			2	1
Vista Park	5.92				1		1				
Wilson Park	3.61						1			1	
Wimbledon Park	3.29				1	1	1				1

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Table OSR-2: Neighborhood and Community Parks Inventory

Name	Acres	Baseball	Softball	Soccer Field	Utility Field	Basketball	Playground	Tennis Courts	Handball	Volleyball	Par Course
Neighborhood Park	***73.81***	***0***	***1***	***0***	***9***	***5***	***19***	***0***	***2***	***10***	***3***
Community Parks											
Balearic Park	10.06			2	1	2	2		2		
Canyon Park	35.96						1				
Jack R. Hammett Sports Complex	18.50			6							
Fairview Park	210.04				1						
Lions Park	12.82						1		6		
TeWinkle Park	43.67	1	2		1		1	12		1	1
Wakeham Park	10.33			1	1	1	1			1	1
Community Park	***341.38***	***1***	***2***	***9***	***4***	***3***	***6***	***12***	***8***	***2***	***2***
Grand Total	**415.19**	**1**	**3**	**9**	**13**	**8**	**25**	**12**	**10**	**12**	**5**

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Parks and Recreation Commission

The Parks and Recreation Commission acts in an advisory capacity to the City Council with respect to:

- Park and recreation facility locations
- Park site planning and facility design
- Development, operation, maintenance, and redevelopment of facilities
- Fiscal policy recommendations regarding development priorities, grants, and fees

The Parks and Recreation Commission also advises the City Council on matters pertaining to the provision of quality recreational services and activities

programs, as well as park and recreation matters referred to the Commission by the City Council or brought to the Commission's attention by stakeholders.

Other Recreational Facilities

Institutional Uses

Costa Mesa is home to many public schools, a community college, and a private university—as well as the OC Fair & Event Center—that have open space and recreational facilities. While not all facilities are available for public recreational use, the inventory of institutional uses is considerable. These facilities contribute substantially to the citywide open space and recreation inventory, and can augment open space provided by the neighborhood and community park system. Although not a party to the use-agreements between schools and sports leagues, the City does provide support to community organizations seeking joint-use agreements and improvements to school sites. Table OSR-3, *School Recreational Facilities*, identifies institutional facilities located within the City, operated by the Newport-Mesa Unified School District (NMUSD).

As of 2015, the Newport-Mesa Unified School District facilities included 32 utility fields and 18 baseball/softball diamonds. The City utilizes NMUSD elementary and middle school facilities for after-school programs, and all elementary, middle, and high school athletic fields, with the exception of Jim Scott Stadium, for youth and adult sports programming.



Youth Sports. *Children participating in a Pop Warner Football game.*

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Table OSR-3: School Recreational Facilities

School Name	Acres	Baseball	Softball	Soccer	Turf Area	Basketball	Multi-Use Courts	Track	Play Equipment	Handball	Volleyball	Tennis	Swimming Pool
Adams Elementary School	10.36			■		■							
Back Bay High School	6.25		■	■	■	■							
California Elementary School	9.81		■	2	■	■	■		■	■			
College Park Elementary School	7.98		■	■	■	■	■		■	2			
Costa Mesa High School	67.30	4	■	3	■	■	■	■			■	8	■
Davis School	16.64				■	■		■					
Early College High School	10.00												
Estancia High School	39.98	2	■	■	■	■	■	■		■		8	■
Harper Preschool	2.00			2	■	■	■				■		
Kaiser Elementary School	17.76	2		3	■	■	■	■					
Killybrooke School	10.01			■	■	■				■			
Paularino Elementary School	9.07				■	■	■			■			
Pomona Elementary School	7.52			■	■	■	■						
Everett Rea Elementary	13.91												
Sonora Elementary School	10.56				■	■	■			■			
TeWinkle Intermediate School	20.00	3	2	3	■	4		■			■		
Victoria Elementary School	7.37			■	■	■	■						
Waldorf School of Orange County	10.15			■	■	■	■		■		■		
Whittier Elementary School	9.11		■		■		■		■	■			
Wilson Elementary School:	8.93				■		■						
Woodland Elementary School	8.88	■		■		■			■	■			
Total	303.59												

Source: City of Costa Mesa and Newport-Mesa Unified School District

Note: 1) All schools identified in this table are included in the Joint Use Agreement (JUA) between Newport-Mesa Unified School District (UNMD) and the City of Costa Mesa. The JUA pertains to athletic facility use, maintenance, and program oversight, and is updated periodically. Some schools are subject to third-party agreements.

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Surplus School Sites

Student enrollment throughout the Newport-Mesa Unified School District fluctuates over time, and NMUSD makes long-range projections for facility needs. In the past, NMUSD has closed elementary schools due to low enrollment, with the facilities available for many uses.

OC Fair & Event Center

In the late 1940s, the State of California obtained the current fairgrounds property, formerly occupied by the Santa Ana Army Air Base, and used the fairgrounds for over 60 years. In 2010, the County of Orange acquired the site from the State, with the core objective to preserve and promote the fairground and event uses. The OC Fair & Event Center is a major entertainment, recreational, cultural, and educational asset to Orange County. In addition to the OC Fair, which occurs every summer, over 100 events occur every year supporting cultural and nonprofit organizations, and attracting over 4.1 million visitors annually.



***Centennial Farm** is a three-acre working farm at the OC Fair & Event Center created to educate youth about agriculture and its importance to daily life.*

The 150-acre property includes these components:

- **Centennial Farm.** An approximately 3.5-acre outdoor agricultural and livestock area on the southwest corner of the property. This working farm includes livestock barns and fruit and vegetable gardens, and showcases educational programs for school-aged children.

- **Equestrian Center.** Approximately 14.5 acres, the equestrian center facility provides year-round, privately operated horse boarding and training. The area includes riding arenas, hot walkers, turnout pens, storage lockers, and ample parking.
- **Grandstand Arena.** The Grandstand, per the Master Plan, is anticipated to expand to hold 10,000 seats. The area is used for rodeos, circuses, motorcycles races, and other outdoor events.
- **Orange County Market Place.** A weekly outdoor swap meet held on the property's southeast corner attracts people from throughout the region.
- **Pacific Amphitheatre.** An outdoor arena that seats up to 8,500 patrons, this venue hosts entertainers of local, national and international renown.
- **Showroom Buildings.** Buildings totaling 148,000 square feet are rented for various shows, with the possibility of expanding to 275,000 square feet per the Master Plan.
- **Festival Fields (Multipurpose Area).** The Festival Fields consist of an outdoor theater, camping, and Kid's Carnival.
- **Mall Areas.** Three areas adjacent to the outdoor area are used primarily as show areas for automobiles, outdoor social events, and other similar uses.

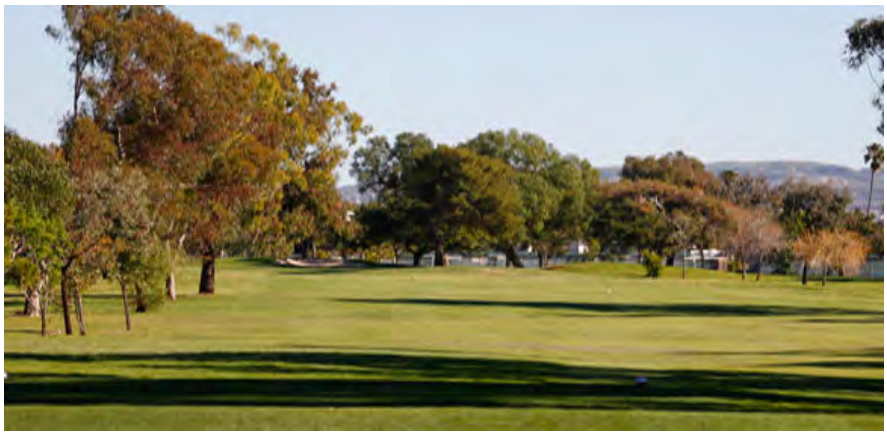
Golf Courses

Located adjacent to the Fairview Park is the Costa Mesa Country Club, a municipal golf course with two 18-hole golf courses, a pro shop, coffee shop, banquet facility, and driving range. The Mesa Verde Country Club golf course is a private facility that includes an 18-hole golf course, tennis and pool complex, and club house. Additionally, the private Santa Ana Country Club and Newport Beach Golf Course, both located outside City limits but within the City's sphere of influence, offer additional recreation opportunities.

Dog Park

Bark Park is a two-acre fenced off-leash dog park located at TeWinkle Park, adjacent to the Costa Mesa Tennis Center. The park has a separate area for small, elderly, and disabled dogs. Dog park amenities include trees, benches, water dispensers for dogs, dog waste bags, and a restroom. Bark Park is administered through the non-profit Costa Mesa Bark Park Foundation.

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Costa Mesa Country Club *is a public golf course with 36 holes of golf, a practice facility and driving range, and a banquet facility.*

Costa Mesa Tennis Center

The Costa Mesa Tennis Center is located in TeWinkle Park at 880 Junipero Drive. This special use facility includes twelve lighted courts, fifty-five parking spaces, landscaped walkways, and a pro-shop with professional tennis staff. The Costa Mesa Tennis Center offers lessons, tournaments, leagues, open play, and monthly classes and activities to participants of all ages.

Costa Mesa Skate Park

Built in 2005, the Costa Mesa Skate Park is open daily to skate boarders and inline skaters of all ages. The 15,000 square foot facility is free to the public, although all participants are required to wear their own helmet and pads. This specialty facility is located inside of TeWinkle Park. It features street elements, a kidney-shaped pool, and a bowl. Finally, the facility also hosts the City's Parks and Community Services Department skateboarding classes.

Park Level of Service

Level of Service is a method used to calculate the level of service standards for parks and recreation to determine if it meets the City's needs and expectations.

With a changing population, the City must continually assess how park facilities satisfy the needs of a changing demographic. Park standards determine how many parkland acres the City should develop based on population levels, locations of parks, and existing parks. The City's goal is to attain and maintain a park standard of 4.26 acres of parkland for every 1,000

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residents. Pursuant to State law (State Government Code Section 66477), the City may collect up to 3.0 acres of parkland or in-lieu fees from new residential subdivisions for every 1,000 residents. Accordingly, the City adopted a Local Park Ordinance to implement its park and recreational land dedication requirements (Title 13, Chapter XI, Article 5 – Park and Recreation Dedications). However, to reach the goal of 4.26 acres per 1,000 residents, the City must pursue alternative funding sources for the additional park acreage and/or park improvements that exceed the State standard. Alternative funding sources include general fund revenues, development impact fees, federal and State grants, user group contributions, and school district joint-use contributions. Other methods for supplementing the City's park system include encouraging the development of private open space and recreational amenities (beyond public park requirements) within large residential projects, and pursuing the joint use (or ultimate use) of utility district lands, such as those owned by County of Orange Flood Control District, for parks and open space.

As of 2015, the City had an estimated population of 111,276 residents. Based on the City's park standard goal of 4.26 acres for every 1,000 persons, approximately 474 acres of parkland are required to meet the City's goal. Assuming a build-out population of 134,984 residents, 575 acres would be required to achieve the goal.

This total does not include private open space and recreation facilities, golf courses, the OC Fair & Event Center, or joint use of facilities at school sites. The City's policies and implementation actions emphasize the need to pursue all means to expand and maximize benefits of the parks and recreation system.

Neighborhood and Community Park Accessibility

Figure OSR-2, *Park Access,* utilizes the street network system to identify areas within a one-quarter-mile and one-half-mile walking distance to park pedestrian-access points (service area). The figure identifies areas within neighborhoods that do not have ready access to City parks and thus helps assist in the strategic approach to identify and prioritize locations for parkland to meet the community goals and objectives.

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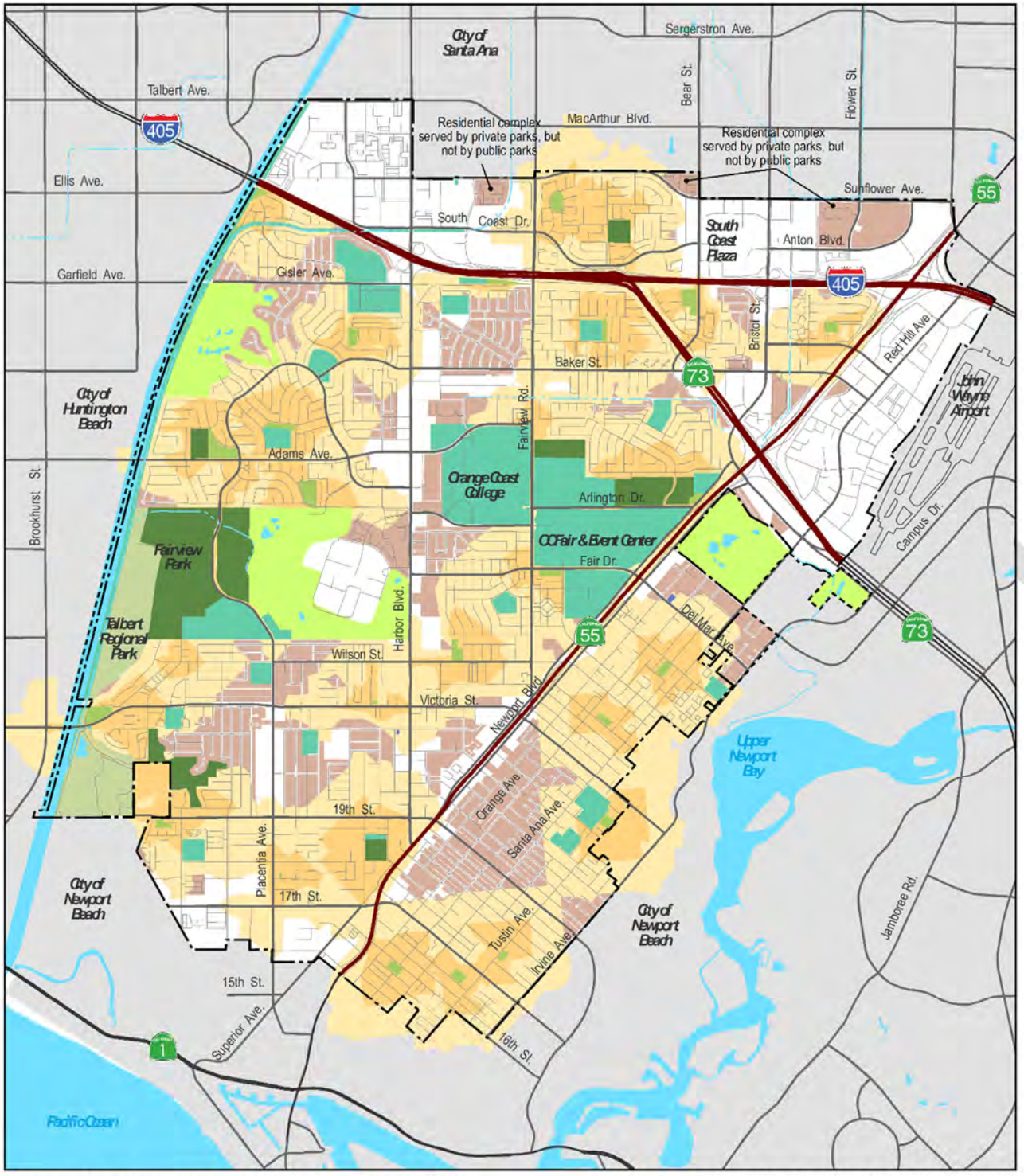


Figure OSR-2: Park Access

Park Level of Service and Accessibility by Planning Area

An estimate of population to park ratios has been conducted by "Planning Areas" to evaluate deficiencies in the City's allocation of parkland. Table OSR-4, 2015 *Park /Population Ratios*, indicates these estimated ratios. Planning Area 2 exceeds the park-to-population standard of parkland, but includes some areas that lacks park accessibility. Planning Area 3 is the area with the most deficient neighborhood parkland with a ratio of 0.62 acres of parkland, for every 1,000 persons. Figure OSR-3 identifies the Planning Areas.

Table OSR-4: 2015 Park /Population Ratios

Planning Area	Population[1]	Existing Park Land (2015)	Estimated Park/ Population Ratio
1	23,244	54.43	2.34/1,000
2	24,122	248.39	10.30/1,000
3	22,874	14.09	0.62/1,000
4	26,574	75.10	2.83/1,000
5	8,176	13.62	1.67/1,000
6	5,534	9.56	1.73/1,000
Total	**110,524**	**415.19**	**3.76/1,000**

Notes: 1) Population based on U.S. Census Bureau, American Community Survey, 5-Year Estimates for 2014 by Census Tract and by Table LU-2: Established Land Uses (2015).

Planning Area 1

Planning Area 1 is unique in a number of ways. First, it is the location of major public open space features, including Canyon Community Park and the Talbert Regional Park and it is in close proximity to Fairview Community Park. However, these facilities are located along the easternmost boundary of the planning area, creating an uneven distribution of neighborhood park service. Secondly, the area is the most densely populated and highly developed in the City, leaving very limited opportunities for sites to fulfill this service deficiency. There are several park priority areas within the Westside neighborhood, just south of Victoria Street.

Resolution No. PC-2026-27 Page 420 of 751

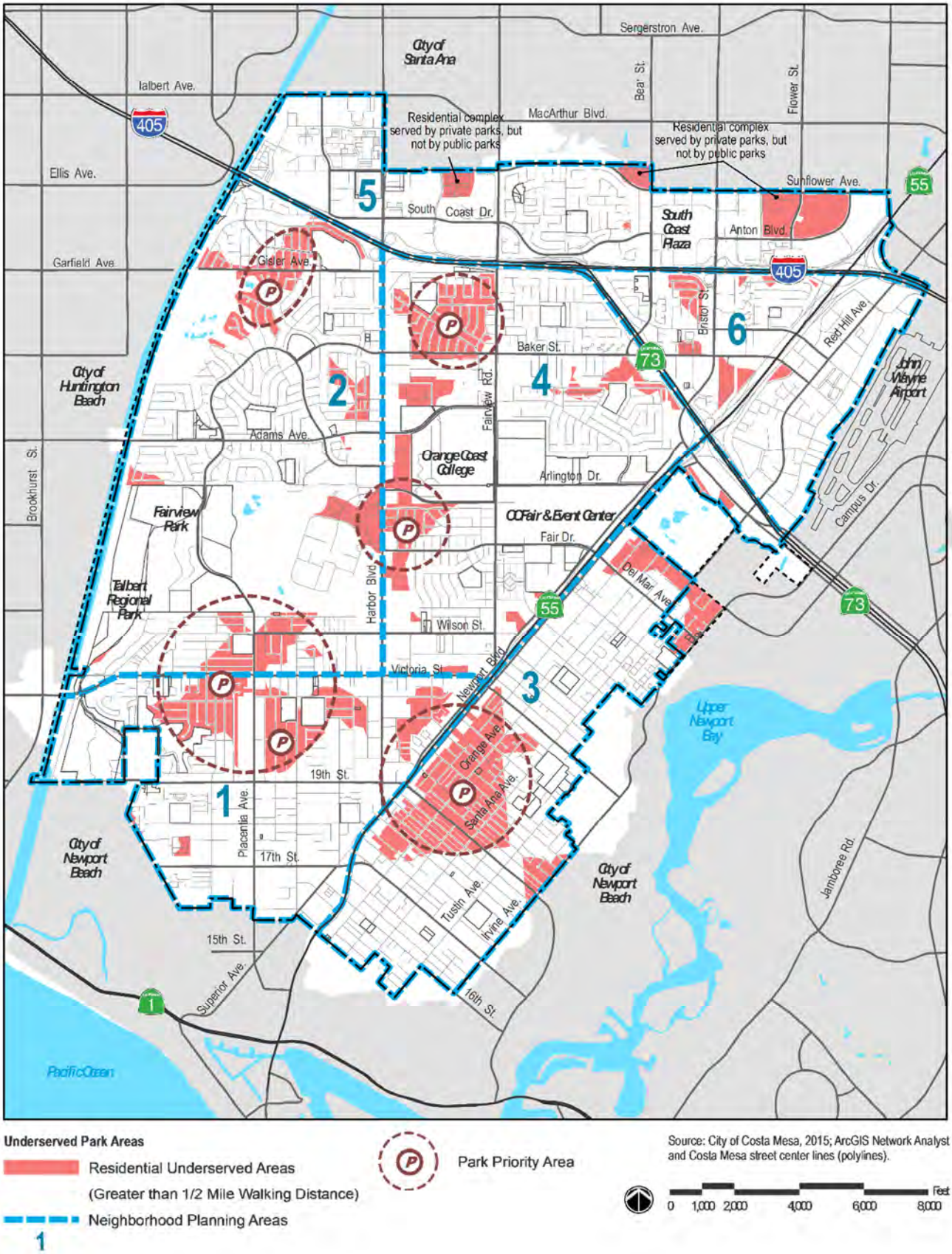


Figure OSR-3: Planning Areas and Underserved Park Areas

Planning Area 2

Planning Area 2 is well served and exceeds the park-to-population standard for neighborhood and community. Nearly 250 acres of parkland are provided in this Planning Area. However, the Mesa Verde neighborhood around Gisler Avenue still lacks park accessibility as it is located more than a one-half mile from a park. The Westside neighborhood north of Victoria Street is also identified as being farther than one-half mile walking distance from a park.

Planning Area 3

Planning Area 3 is similar to Area 1 in that it is an older neighborhood which is nearly fully developed without an adequate neighborhood park system. One advantage that the Eastside neighborhood has is the availability of operating school sites and surplus school sites to augment the local park network. Regarding park access, the neighborhood area east of Downtown and along 19th Street is identified as being located beyond a one-half-mile walking distance from a park. This planning area is deficient by both park-to-population standards and accessibility standards.

Planning Area 4

Planning Area 4, although it does not meet the park-to-population standard for parks, it is generally well served by City parks. The acquisition of the Jack R. Hammett Sports Complex helped improve the park deficiency within the entire Planning Area. However, the Halecrest and College Park neighborhoods lie beyond the desired one-half mile.

Planning Area 5

Planning Area 5 is identified as park deficient. Several residential complexes are served by private on-site recreation facilities and open space easements. However, with the development of the Sakioka Farms residential site, this area is expected to have the potential for new residential development that could include new public (or private) park space.

Planning Area 6

Planning Area 6, which consists of the Bristol and Paularino neighborhoods, is identified as park deficient in terms of the park-to-population standard. Park accessibility is generally good to Shiffer Park and Del Mesa Park by surrounding residential neighborhoods. Large residential complexes that are not within a one-half-mile walking distance to a public park generally have

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private park facilities dedicated to their residents. New residential development associated with the Mixed-Use Overlay will also increase the current population in this Planning Area and the need for additional public parks.

Key Park System Issues

Limited Availability of Park Sites

Costa Mesa is a mature, well-developed city with very little land available for new parkland. Few vacant parcels exist, and those that do may not be useful in terms of size, location, or other factors. The few remaining large vacant lands are located north of I-405 and planned for urban-intensity development, as outlined in the *North Costa Mesa Specific Plan*. As part of any master planning process, the City has the ability to require provision of public open space for parks and similar purposes.

The other major potential site for parkland is the Fairview Development Center, which the State may choose to downsize or relocate, thus making these public lands possibly available for transfer to the City. Any new parks the City acquires within established neighborhoods will be small infill parks. Several contiguous sites will need to be acquired to provide an active sports park facility to meet the community's recreational needs.

Further, the demands on capital funds are highly competitive, potentially creating further limitations for acquisition of new City parkland.

Balance of Passive and Active Recreation

As the population in the City continues to changes, the demand for parks and open spaces will increase and change based on the population's composition. In response, the City may find it necessary to repurpose current parks and open spaces to accommodate residents' needs. As a result, preserving the established uses of parks and open spaces and balancing between passive and active recreation use may become a challenge. However, a balance between passive and active open space opportunities will continue to be a key consideration.

Demand for Sports Field

Organized sports programs have created a demand for more baseball, softball, and soccer fields. Many neighborhood parks provide space for organized sports but typically have insufficient parking, lighting, and facilities to meet this demand. Sports parks within neighborhoods require a balancing act for the City to meet the needs of private athletic organizations and neighborhood residents. Residents often express concerns regarding parking spillover into neighborhoods, lighting, noise, and the general unavailability of facilities to residents.

Adequate Space for Community Gardens

Costa Mesa owns and operates two community garden sites in the City. As of 2015, long waiting lists to lease garden parcels to community members prevented many residents from having garden plots. As the population and popularity of gardening continues to grow, the demand for community gardens will grow as well.

Park Level of Service

As of 2015, Costa Mesa had 3.66 acres of parkland per 1,000 persons (based on population of 111,276 and 415.19 park acres), well under the 4.26 acres per 1,000 persons this element identifies as the minimum parkland ratio. With the planned population growth identified in the Land Use Element, demand per the standard will increase to 575 park acres per 1,000 persons, again below the threshold identified in this element. The City of Costa Mesa will have to acquire additional park acres to meet the citywide goal of 4.26 acres per 1,000 persons.

Park Accessibility

Several residential neighborhoods in Costa Mesa are more than one-quarter and one-half-mile pedestrian walking distance to public neighborhood and community parks. These neighborhoods include the Westside residential area generally along Victoria Street and Placentia Avenue, the Eastside residential area along 19th and 20th Streets, the residential area northeast of the Mesa Verde Country Club, and the Halecrest residential neighborhood. The Halecrest area does include a private park, Halecrest Park, which requires a membership to access the recreation facilities. These areas should be considered priorities areas for future parks. Other small underserved areas

Resolution No. PC-2026-27 Page 424 of 751

should also be considered as well. Additionally, large apartment and condominium complexes provide private recreational facilities for their residents and are maintained under management groups or homeowner associations.

Recreational Facilities and Programs

Community Facilities

The City operates and maintains four community centers: Balearic Community Center, Downtown Recreation Center, Neighborhood Community Center, and Costa Mesa Senior Center. Each facility provides recreational activities and room rentals.

- **Balearic Community Center.** Located at 1975 Balearic Drive, the facility comprises two rental rooms that can accommodate up to 100 people. Year round, these rooms are used for the City's Day Camp Program, Recreation on Campus for Kids (ROCK) program, and Early Childhood Program. Adjacent to the center is Balearic Park, which features a fenced playground with play equipment, playground, basketball courts, and a large athletic field.
- **Downtown Recreation Center.** Located at 1860 Anaheim Avenue, this center includes an indoor gymnasium, gymnastics room, a 25-yard outdoor pool, and a designated room and office for the Childs-Pace day-care program. The facility offers a multipurpose room equipped with a kitchen, and provides open gym time for youth and adult basketball. During the summer, the multipurpose room is also used as a ROCKS program site.
- **Neighborhood Community Center.** Located at 1845 Park Avenue, this 24,000-square-foot facility consists of a large multipurpose hall, stage, dance floor, and full-service kitchen. Three smaller meeting and conference rooms are available for meetings and classes. In 2015, the City approved a $34.5 million plan to build a new library building to house the new Donald Dungan Library, renovate the existing Donald

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Dungan library to serve as the new Neighborhood Community Center (NCC), demolish the old NCC, and propose parking and landscape developments in several phases. A community-driven process has guided design and service plans.

- **Costa Mesa Senior Center.** Located at 695 West 19th Street, the senior center provides a day facility for Costa Mesa's older residents to gather and participate in social, recreational, and personal development programs. The facility also provides seniors access to free transportation for medical-related appointments and other transportation needs.

Community Services Programs

Community Services programs encompass the diverse recreational and social services activities provided by the City to residents. These programs can be classified in one of the following categories:

- Recreational and Physical Activities
- Action Sports
- Cultural and Performing Arts
- Youth Programs
- Human Services
- Older Adult Programs and Services

The City provides a diverse selection of recreational and sports activities, programs, and services that utilize the extensive network of parks and recreation facilities. A number of nonprofit organizations within the community also provide programs and services, including the Newport-Mesa Family YMCA, Costa Mesa United, and youth sports organizations such as AYSO, Little League Baseball, and Pop Warner Football. The City facilitates the use of its recreational facilities and outdoor school grounds by these groups.

Youth Programs

The City offers a variety of recreation programs for local youth, including gymnastics, basketball, soccer, tee-ball, skateboarding, martial arts, and horseback riding. The programs aim to provide children and teenagers with effective tools to learn and grow through well-planned curriculum, activities,

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field trips, and socialization. Youth and teen programs include the Costa Mesa Day Camp, Early Childhood Program, Recreation on Campus for Kids (R.O.C.K.S), Recreation Leadership Training Program, and Teen Camp.

Human Services

Human services programs provide social and financial aid to community members, and can enhance quality of life, promote civic involvement and volunteerism, foster partnerships with private organizations, and create a sense of belonging. The City coordinates with a variety of human services providers such as the Orange County Rescue Mission and the Orange County Interfaith Shelter to assist residents and their families.



Costa Mesa's Community Services Department *provides a wide range of programs and activities for youth and teens.*

Older Adult Programs and Services

Residents over age 50 represent a growing demographic in Costa Mesa. As a result, the City's services and programs need to address the growing demands of residents who are 50+ by providing social events, expressive arts, nutrition, fitness, and educational and recreational classes that focus on health and wellness. Older residents who face mobility, economic, and medical care challenges can find support and referrals through the programs, services, and classes held at the Costa Mesa Senior Center. The Costa Mesa Senior Center also organizes activities, trips, and special events throughout the year.

Key Recreational Facilities and Programs Issue

Adequate Community Services to Serve Changing Community

Historically, the City has provided high levels of recreation, community, youth and family, and older adult services that meet changing community needs. Maintaining and improving this level of service may be challenging given limited funding resources and demographic changes.

Open Space

Open space land, as defined by California Government Code Section 65560, is any parcel or area of land or water that is essentially unimproved and devoted to an open-space use, including open space for the:

- Preservation of natural resources
- Managed production of resources
- Outdoor recreation
- Public health and safety

Preservation of open space resources, including habitat areas, wildlife, and water resources are addressed in the Conservation Element.

Costa Mesa Open Spaces

Canyon Park

Canyon Park's name refers to its location within a canyon just north of 19th Street. This approximately 36-acre natural open space park includes meandering trails which connect to several surrounding neighborhoods, a small playground and picnic green-space, and Talbert Regional Park.

Talbert Regional Park

The County of Orange preserves and maintains the 211-acre Talbert Regional Park, which encompasses the Talbert Nature Preserve. This open space is located in the southwest portion of the City, north and south of Victoria Street

Resolution No. PC-2026-27 Page 428 of 751

along the Santa Ana River lowlands, and provides passive recreation opportunities, including walking, picnicking, and hiking. The trail system allows for observation of natural resources and links to other parks along the Santa Ana River. Group use within the habitat areas is permitted by guided walks, and individual use is facilitated by interpretive signage. When combined, Canyon Park, Fairview Park, and Talbert Regional Park provide almost 490 acres of restored and enhanced natural open space.

Santa Ana River

The Santa Ana River forms the western boundary of Costa Mesa. Although not included in the open space inventory, the Santa Ana River Trail provides a major recreation and circulation element that extends from the Pacific Ocean to the Inland Empire. The bikeway has been designated by Congress as a "National Recreational Trail." OC Parks owns and manages the nearly one mile of the mouth of the Santa Ana River, and the U.S. Army Corps of Engineers controls the river area above the mouth.



Santa Ana River Open Space *includes trails and access to Costa Mesa's Fairview Park and Talbert Regional Park.*

Open Spaces Adjacent to Costa Mesa

Newport Banning Ranch

Newport Banning Ranch is an approximately 401-acre site partially located in unincorporated Orange County and partially within the City of Newport

Beach, adjacent to Costa Mesa. Plans for the property include approximately 174 acres of permanent open space to be reserved and protected for lowland and upland habitat, a nature center, vernal pool interpretive area, and a diverse system of public interpretive trails connecting to the Talbert Nature Preserve and Santa Ana River Trail in Costa Mesa.

Upper Newport Bay

Upper Newport Bay is located just east of Costa Mesa in the City of Newport Beach. It is the largest of only a few remaining natural estuaries in Southern California. An estuary is a coastal wetland where saltwater from the ocean mixes with nutrient-rich fresh water from inland sources to provide a fertile feeding area for birds, fish, and other animals. The Upper Bay is a recreational and educational resource for the area, with a multipurpose trail and many wildlife viewing stations.

Open Space Conservation Efforts

Orange Coast River Park, Inc. is a 501(c)(3) nonprofit independent organization originally founded as a committee by the Friends of Harbors, Beaches, and Parks (FHBP). Orange Coast River Park's mission is to facilitate coordination among stakeholders, agencies, landowners, and the public to create a 1,000-acre Open Space Master Plan at the mouth of the Santa Ana River between the Mesa Verde residential community in Costa Mesa and the Pacific Ocean. The organization's major goals are to "restore the historic ecological staircase, extend a seamless passageway to the coast from inland, and create access for residents and visitors to an oasis of tranquility."

Key Open Space Issues

Open Space Preservation and Management

Open space lands within Fairview Park, Canyon Park, and Talbert Regional Park need to be managed to prevent impacts to sensitive habitat and wildlife. Wetlands, vernal pools, and other sensitive habitats need to be protected from human activity and accidental and intended damage. Invasive plant and wildlife species and hazardous material from pesticides, pollution, trash, and other toxic materials need to be controlled and/or restricted to prevent

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severe damage to these resources. Unauthorized trails by bicyclists and hikers can also damage sensitive habitat areas. Public agencies need to continue to provide and enforce management and educational strategies to protect, preserve, and steward these limited resources.

Open Space Acquisition

As a built-out community, Costa Mesa will face challenges acquiring new open space land due to high land costs and the limited availability of land.

Open Space Access

Open spaces in Costa Mesa are primarily located along the Santa Ana River. Adjoining residential neighborhoods can easily access the Santa Ana River Trail and Banning Channel Bikeway. Eastside Costa Mesa neighborhoods may encounter difficulties in accessing these open spaces through the City's established bikeway system. Talbert Regional Park is primarily accessed by surrounding residential neighborhoods; it can also be accessed through trail connections and access points. Careful consideration must be given to increase access to open spaces while protecting sensitive habitat.

Cultural Arts Resources

Costa Mesa's motto is "City of the Arts." Over the past decades, regionally and nationally recognized organizations have established the City as their home, and they continue to grow. The Segerstrom Center for the Arts, South Coast Repertory Theater, Arts Plaza, and Noguchi Sculpture Gardens are some of the significant cultural resources based in Costa Mesa. The Costa Mesa Playhouse also thrives in the City, along with a wide array of art galleries and a contemporary music scene.

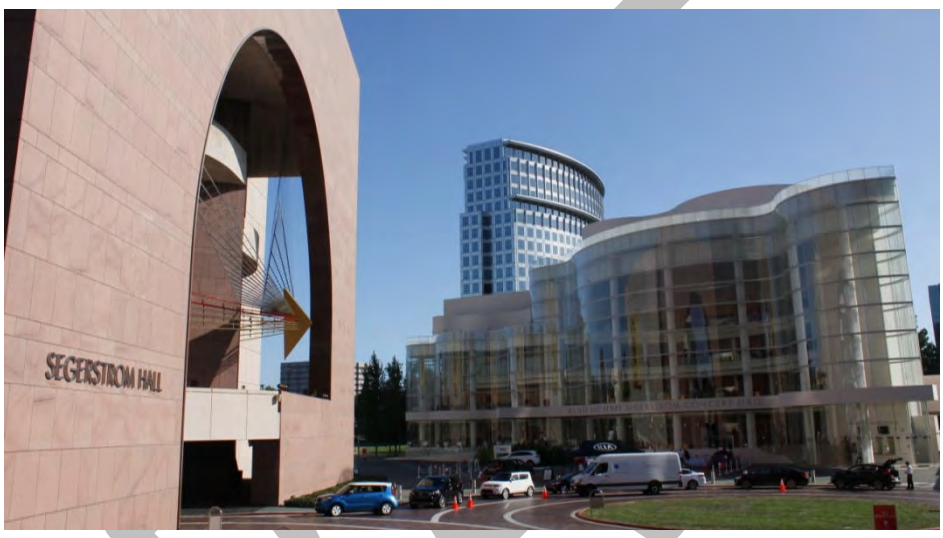
Costa Mesa Theater and Arts District Plan

The 57.3-acre Costa Mesa Theater and Arts District includes high-rise office buildings, internationally recognized cultural facilities, hotels, restaurants, and high-end commercial uses. Located along the Avenue of the Arts and with ready access to I-405, the district attracts visitors from throughout Southern California and beyond. To guide the coordinated development of the district, in 2004 the City the Costa Mesa Theater & Arts District Plan was established.

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Cultural Arts Committee

The Cultural Arts Committee coordinates with the City Council to support cultural arts programs and increase awareness of the arts to Costa Mesa residents. The Committee's overarching goal is to establish programs, organize events, and distribute information that promote arts and culture. Programs and events organized by the Committee include the Artist Showcase, Arts in the Park, Art Walk, and Youth Art Gallery.



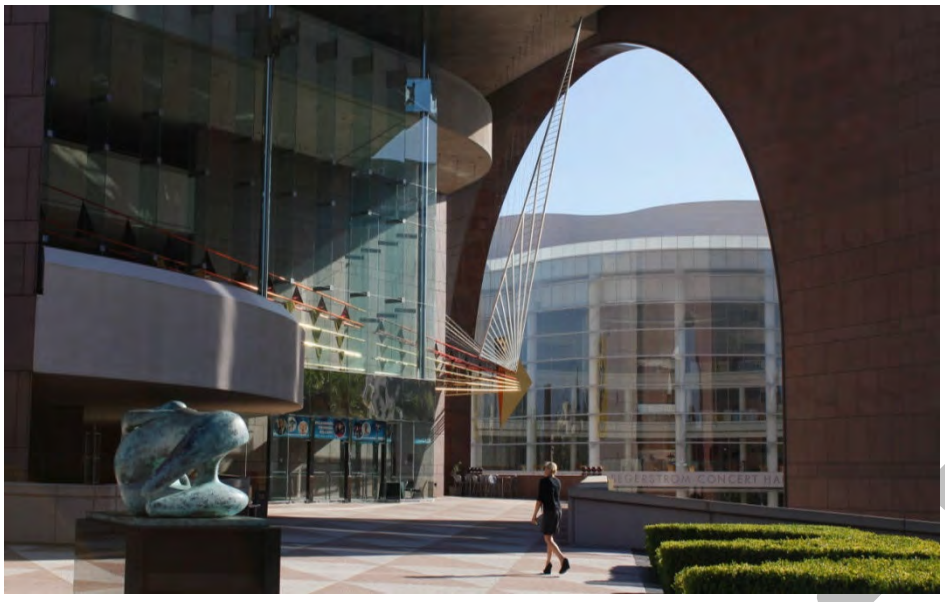
Segerstrom Hall and the Renee & Henry Segerstrom Concert Hall *located within the Segerstrom Center for the Arts.*

Key Cultural Arts Issue

Limited Public Access to to Public Art

Public art refers to works of art in any media located in a public setting, with the purpose of beautifying public spaces and buildings, drawing attention to the message the artwork may communicate, and educating the public. Public art can increase the intrinsic and monetary values of the places it graces; and it can express a civic and corporate pride. Many of Costa Mesa's public art pieces are located at the Segerstrom Center of the Arts, which has limited public access.

Resolution No. PC-2026-27 Page 432 of 751



Public art located at the main entrance of the Segerstrom Hall.

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Goals, Objectives, and Policies

These goals, objectives, and policies guide policy decisions regarding open space and recreation in Costa Mesa, and allow for the continued expansion, improvement, and maintenance of community facilities and services for the enjoyment of current and future residents. Additional opportunities include integrating public art throughout the community to highlight predominant themes in Costa Mesa's history.

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.

Objective OSR-1A: Maintain and preserve existing parks, and strive to provide additional parks, public spaces, and recreation facilities that meet the community's evolving needs.

Adequate Neighborhood and Community Park Recreational Facilities

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.

Acquisition of New Parkland

Policy 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.

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Policy OSR-1.4: Prioritize the acquisition of land for parks in underserved neighborhoods, with consideration placed on designated environmental justice communities.

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-1.6: Provide maximum visibility and accessibility for future public parks by locating facilities in close proximity to public streets.

Policy OSR-1.7: Adjust and update development fee programs to accumulate funds for the acquisition and improvement of parks and recreation facilities commensurate with identified need and population growth.

Balance of Passive and Active Recreation

Policy OSR-1.8: Require that parks and recreation facilities reflect new trends and population changes, and are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots, and picnic areas.

Policy OSR-1.9: Conduct a sports facility study to review current outdoor facility locations and resources and a demographic study for future facility requirements as they relate to planned growth within the City.

Policy OSR-1.10: Pursue urban agriculture opportunities in both private developments and public spaces, including urban farms and community gardens, and home gardens to meet demand and need by the community, and explore opportunities to promote and incentivize farmer's markets, especially those that are readily accessible to designated environmental justice communities

Policy OSR-1.11: Coordinate with local organizations to promote urban greening and urban gardening programs, including the planning, operations, and maintenance of community

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gardens, and to educate the public on the benefits of healthy foods.

Park Maintenance and Retrofit

Policy OSR-1.12: Perform regular maintenance of facilities to ensure proper working order of all recreation facilities and equipment.

Policy OSR-1.13: Retrofit parks and recreation facilities to provide disability access as required by law.



Policy OSR-1.14: Design and reform parks to reflect the latest recreational features that respond to demographic changes and community needs.

Policy OSR-1.15: 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.

Long-Term Planning of Institutional Uses

Policy OSR-1.16: Continue to pursue opportunities to create joint-use community space at facilities owned by private organizations such as private schools, faith-based groups, service clubs, and hospitals.

Policy OSR-1.17: Continue to coordinate with the Newport-Mesa Unified School District to supplement City park facilities through joint-use agreements.

Policy OSR-1.18: Consult with Orange County Fairgrounds in implementing OC Fair & Event Center Master Plan.

Level of Service and Access

Policy OSR-1.19: Provide a minimum of 4.26 acres of parkland per 1,000 residents.

Policy OSR-1.20: Update the Parks, Recreation and Open Space Master Plan every 10 years, as feasible.



Policy OSR-1.21: Enhance pedestrian, bicycle, and transit linkages to meet the needs of residents and to provide better access to parks, recreation, and public spaces.

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Policy OSR-1.22: Provide opportunities for public access to all open space areas, except where sensitive resources may be threatened or damaged, public health and safety may be compromised, or access would interfere with the managed production of resources.

GOAL OSR-2: Community Services Programs Meeting Community Needs

Enhancing the community through the delivery of innovative recreational programs, quality parks and facilities and services that promote social, physical, and emotional well-being. High-quality community services programs demonstrate the City's commitment to providing opportunities for recreational, physical, and educational activities for residents of all ages.

Objective OSR-2A: ***Provide activities, classes, and a variety of programs to meet the year-round recreational needs of all residents: children, adult, seniors, and persons with special needs.***

High-quality Community Services

Policy OSR-2.1: Provide high-quality community services programs that are flexible and responsive to the community's changing needs.

Policy OSR-2.2: Plan and conduct citywide special events that bring residents together to create an enhanced quality of life and promote economic development.

Policy OSR-2.3: Continue to consult with nonprofit sports organizations and recreational groups to support their offering of diverse recreational programs that complement and supplement those offered by the City.

Policy OSR-2.4: Update existing facilities for senior citizens, youth, adults, and overall community use, with consideration given to areas that are underserved and/or within designated environmental justice area boundaries.

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Policy OSR-2.5: Encourage recreational, cultural, and community services programs and activities that are of local interest and inclusive and affordable to all residents.

Policy OSR-2.6: Support efforts to connect residents to local and regional cultural, recreational, and educational assets.

Community Services to Support Community Needs

Policy OSR-2.7: Monitor and research the ever-changing community services needs of the community, and develop action plans to address those needs through partnerships with service agencies.

Policy OSR-2.8: Continue to provide rental opportunities at community facilities and parks for residents, nonprofit groups, and businesses to meet their recreational and professional needs.

Policy OSR-2.9: Continue broad-based public outreach activities that inform residents of all available community services programs, and obtain input from the community regarding program and service needs.

Policy OSR-2.10: Encourage resident input and utilize demographic data, partnerships, volunteers, and existing resources to identify the needs of community.

Policy OSR-2.11: Identify innovative funding and development opportunities to support and sustain a responsive community services network.

Policy OSR-2.12: Continue and expand the development of community partnerships to offer both standard and innovative services to meet residents' needs.

Policy OSR-2.13: Develop and implement community services programs and activities that meet the needs of specialized populations through the development of community partnerships.

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Policy OSR-2.14: Provide support for volunteer groups that conduct special activities open to the entire community.

GOAL OSR-3: Conserved Open Space

Costa Mesa is committed to open space conservation to ensure that the network of parklands, trails, hillsides, and undeveloped natural areas remain viable for supporting biological communities and providing sanctuary for future generations. This commitment includes expanding public access to open space, where appropriate, and acquiring additional lands where feasible.



Objective OSR-3A: Preserve the City's open space lands and provide additional community and neighborhood parkland in underserved areas.

Open Space Preservation and Stewardship

Policy OSR-3.1: Preserve open space areas along The Santa Ana River, large open space parks, and along the mesa formations to protect natural habitat and to maintain the integrity of the natural environment.

Policy OSR-3.2: Encourage the preservation of coastal views from City and County parkland and public streets within Costa Mesa.

Policy OSR-3.3: Identify current open space areas for protection, management, and potential enhancement to maintain and, if possible, increase its value as wildlife habitat.

Management and Maintenance of Open Space

Policy 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.

Policy OSR-3.5: Encourage the greening and beautifying of the Santa Ana River.

Policy OSR-3.6: Encourage opportunities for recreation, history, education, interpretive materials, and art associated with the Santa Ana River open spaces.

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Policy OSR-3.7: Promote water quality strategies to improve water quality along the Santa Ana River.

Coordination and Organization Development

Policy OSR-3.8: Consult with State and regional agencies and the California Native American Heritage Commission (NAHC), regarding open space planning efforts.

Policy OSR-3.9: Consult with the Orange Coast River Park, Inc. and surrounding cities and other government agencies in maintaining and rehabilitating open space lands along the Santa Ana River.

Policy OSR-3.10: Consult with OC Parks over the enhancements and management of Talbert Regional Park without adversely impacting surrounding residential neighborhoods.

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.

Objective OSR-4A: ***Support performing and visual arts programs, facilities, and activities that stimulate the minds and intellectual thinking of community members to increase awareness of the City's motto, "The City of the Arts."***

Cultural Arts Venues

Policy OSR-4.1: Continue to support the mission of the Segerstrom Center for the Arts and associate venues and facilities.

Policy OSR-4.2: Support the development and operations of an arts museum at the Segerstrom Center for the Arts.

Policy OSR-4.3: Encourage additional indoor and outdoor facility spaces citywide to display public art and host arts and culture special events.

Leader in the Arts

Policy OSR-4.4: Expand the City's role as a supporter of the arts.

Resolution No. PC-2026-27 Page 440 of 751

Policy OSR-4.5: Encourage financial support of the arts by supporting non-profit groups and foundations.

Policy OSR-4.6: Consider preparation of an arts and culture master plan for the City.

Policy OSR-4.7: Consult with local agencies and surrounding cities to address the creation and implementation of arts-friendly policies.

Policy OSR-4.8: Enhance Costa Mesa's position as a leader in the arts in Southern California and its recognition nationally as a city devoted to arts institutions of superior quality.

Policy OSR-4.9: Engage community members in arts activities, and utilize the arts to provide educational and cultural awareness opportunities.

Policy OSR-4.10: Continue the City's commitment to its arts in cooperation with the private sector.

Policy OSR-4.11: Provide opportunities for local artists to create and display their work.

Arts Programs and Events

Policy OSR-4.12: Support arts activities, programs, events, and facilities for patrons to enjoy and share experiences, and that enhance the City's economic vitality.

Policy OSR-4.13: Designate Community Services Department staff with the responsibility for expanding and implementing activities related to recreational arts programming.

Policy OSR-4.14: Pursue cooperative educational cultural programs enlisting the aid of public and private institutions.

Arts in Public Places and in Private Development

Policy OSR-4.15: Continue to review adopting an Arts in Public Places Program.

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.

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Exhibit E

NEWPORT BOULEVARD SPECIFIC PLAN
SP-96-01

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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.

DRAFT

TABLE OF CONTENTS

1.0 INTRODUCTION 1
Authority and Scope 1
Purpose 1
2.0 DEVELOPMENT SETTING 2
Location 2
Existing General Plan and Zoning Designations 5
Circulation System 11
3.0 ISSUE IDENTIFICATION 13
Newport Boulevard's Identity 13
Changing Land Use Patterns 13
Motels 14
Social/Crime 15
Economics 16
Signage 16
Lighting 19
Access 19
4.0 LAND USE OPTIONS 20
General Overview 20
Mixed Use Overlay 21
Adopted Specific Plan Development Standards 22
Mixed Use Overlay District and Housing Element Sites 21
Other Land Use Recommendation 23
5.0 CIRCULATION OPTIONS 23
6.0 DEVELOPMENT STANDARDS 26
7.0 IMPLEMENTATION PROGRAMS 32

DRAFT

LIST OF FIGURES

Figure 1- PLAN AREA 3
Figure 2- SUBAREAS 4
Figure 3- GENERAL PLAN LAND USE DESIGNATIONS 6
Figure 4- ZONING 7
Figure 5- FREEWAY CROSS SECTIONS 18
Figure 10- WALNUT STREET CUL-DE-SAC PROPOSAL 24
Figure 11- ALBERT PLACE AND CECIL PLACE CUL-DE-SAC PROPOSAL 25
Figure 12- ALLEY ABANDONMENT PROPOSAL 26
Figure 13- MASTER PLAN OF BIKEWAYS 26

LIST OF TABLES

Table 1- 1990 GENERAL PLAN DESIGNATIONS 8
Table 2- BLOCK PROFILE 9
Table 3- NEWPORT BLVD. TRAFFIC COMPARISONS 11
Table 4- COMMERCIAL USES 28
Table 5- RESIDENTIAL DENSITY GUIDELINES 30

DRAFT

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

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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

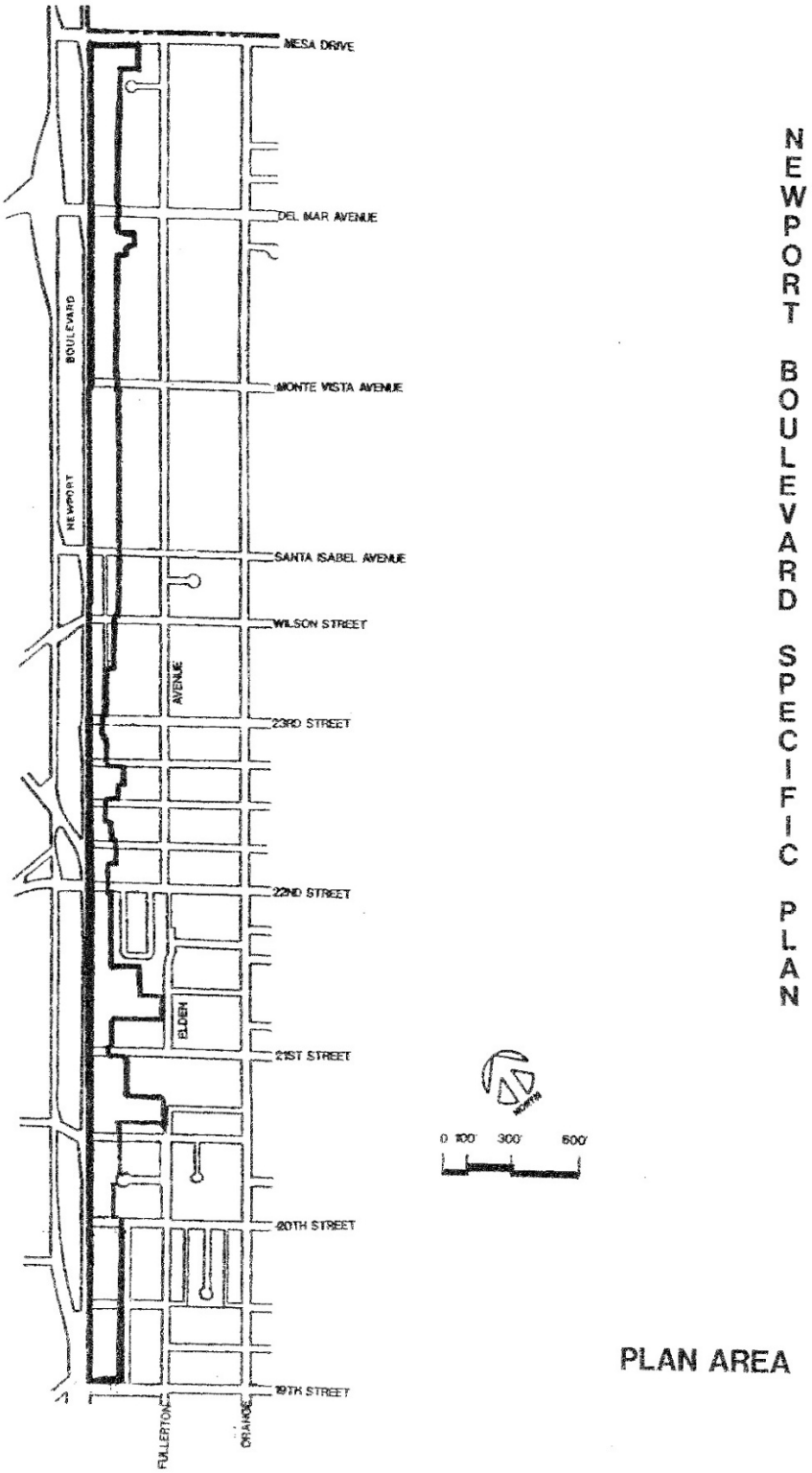
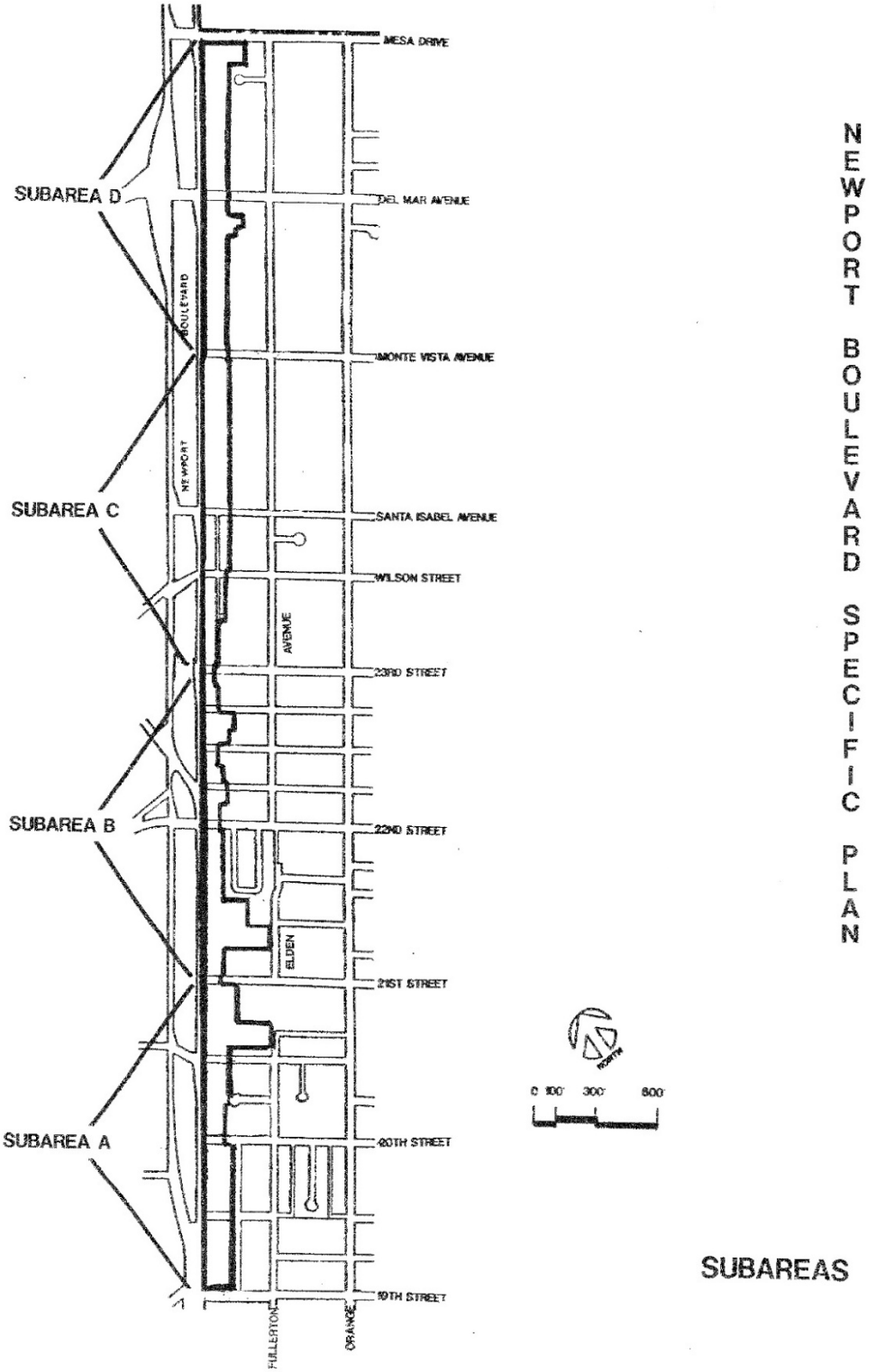


Figure 2- SUBAREAS



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.

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Figure 3- GENERAL PLAN LAND USE DESIGNATIONS

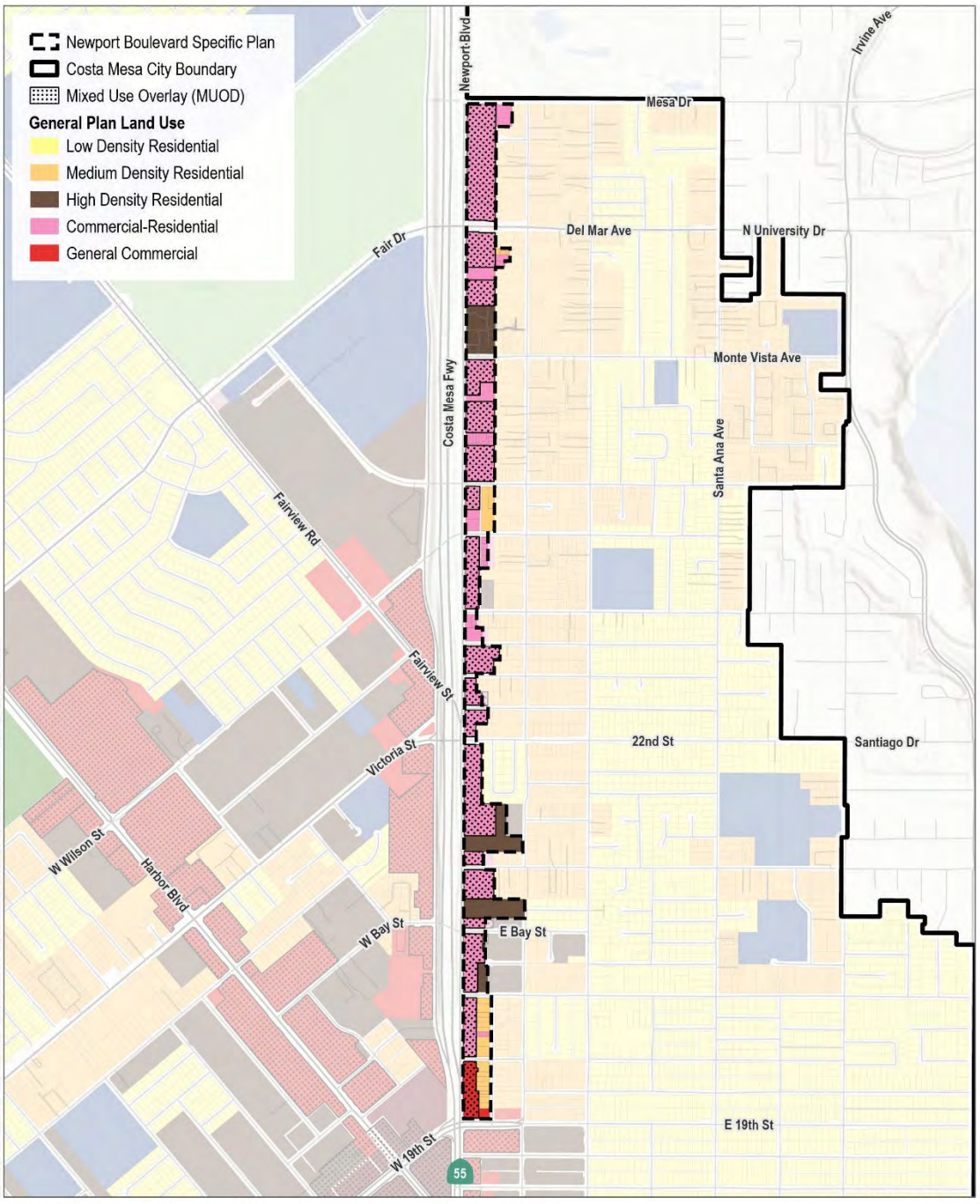
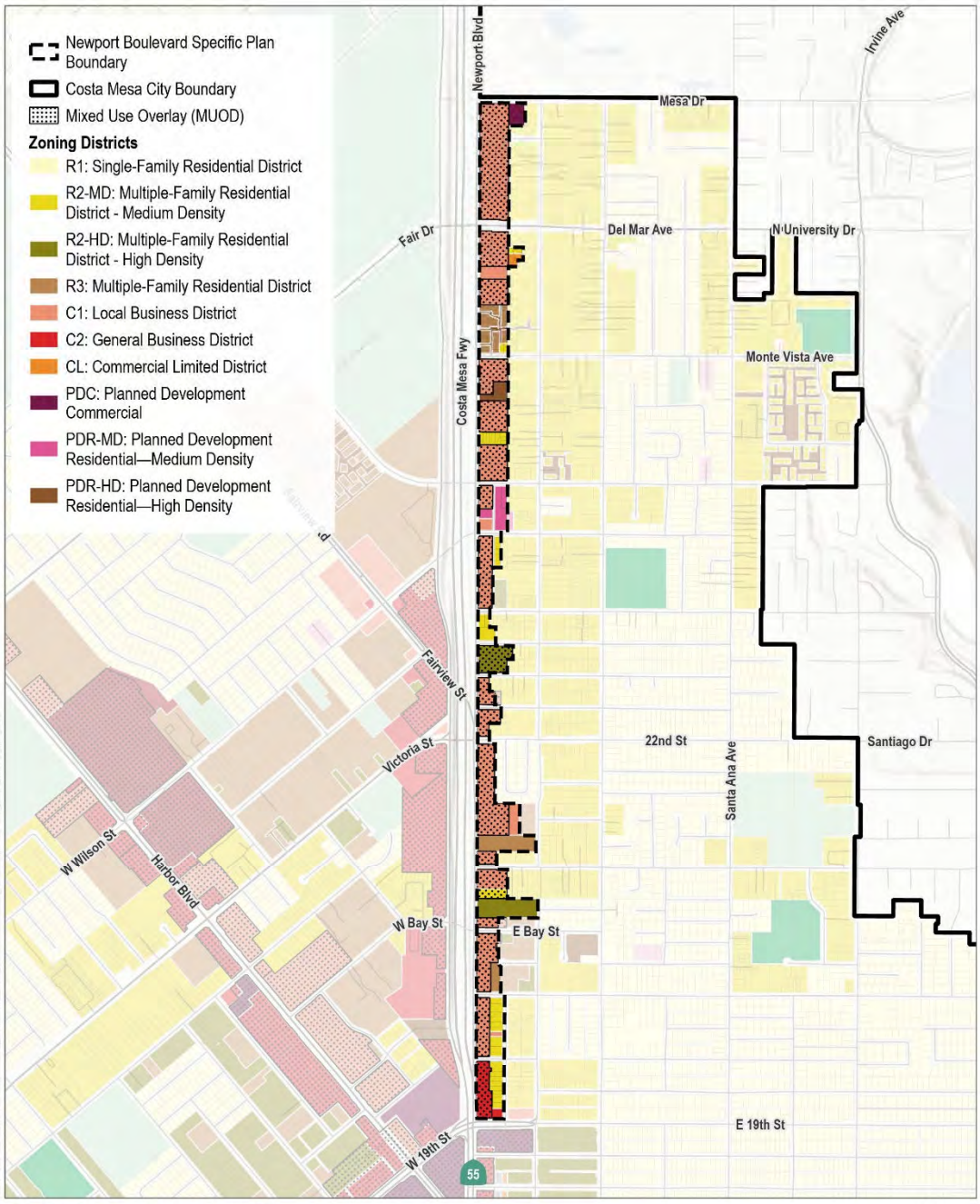


Figure 4- ZONING



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

Costa Mesa

0 650 1,300 Feet

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.

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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.

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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.

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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%

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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.

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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.

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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

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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.

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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

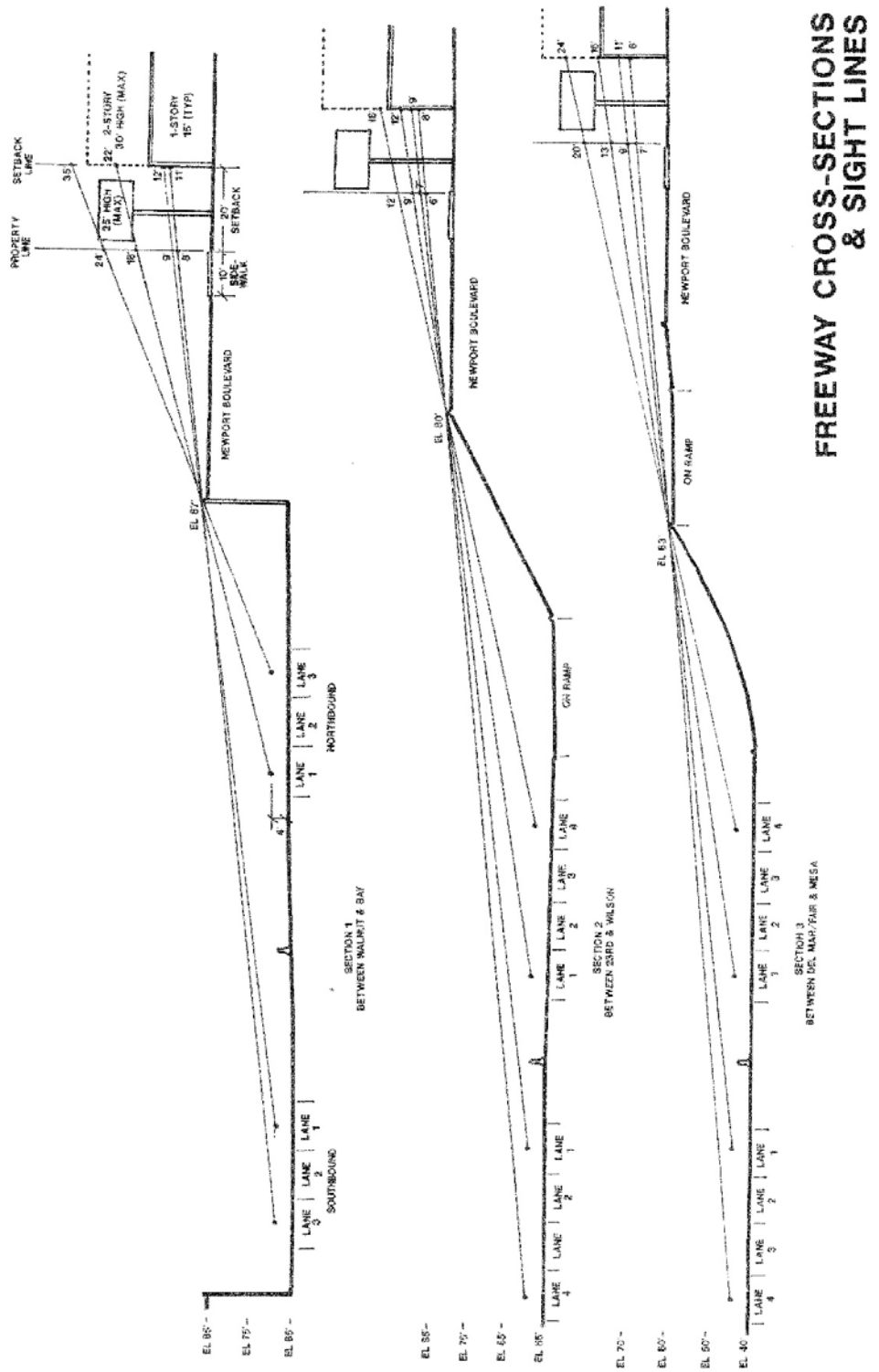
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limit the amount of front setback landscaping. Limited landscaping restricts the business owner's ability to install larger pole signs, since freestanding signs must be located in a landscaped planter twice the size of the sign face. For example, a 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.

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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.

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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.

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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.

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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.

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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.

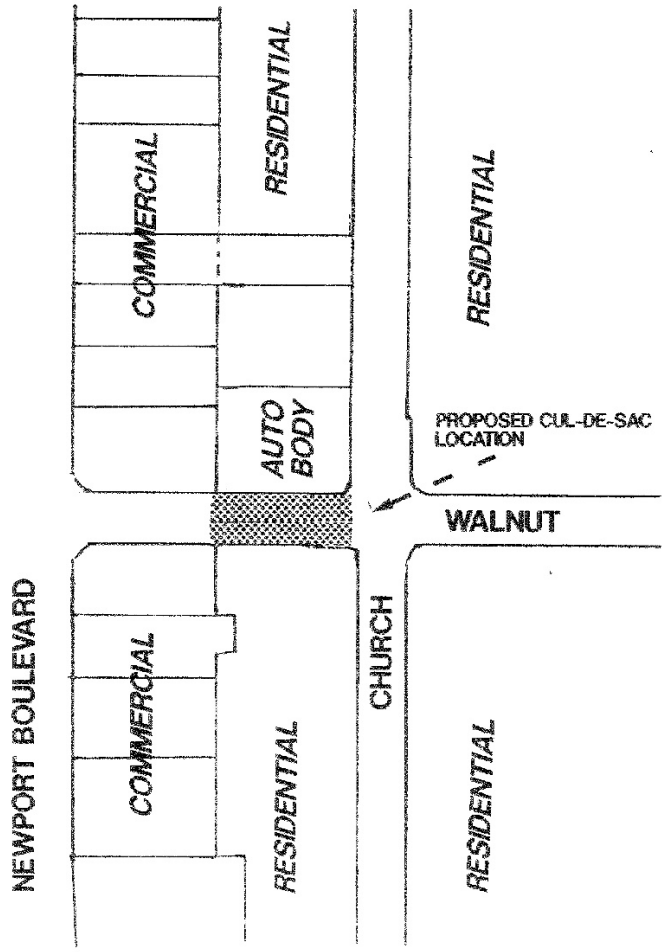
5.0 CIRCULATION OPTIONS

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.

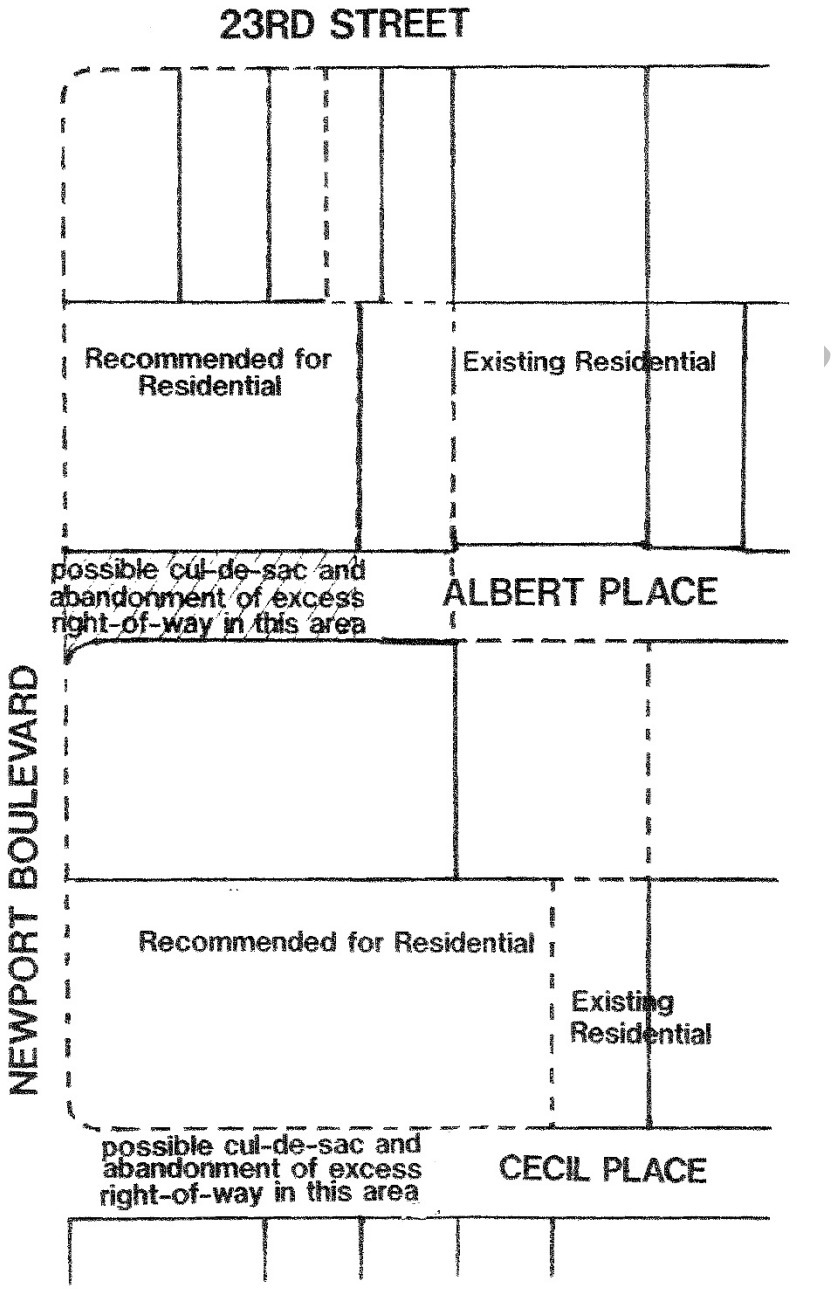
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Figure 10- WALNUT STREET CUL-DE-SAC PROPOSAL



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.

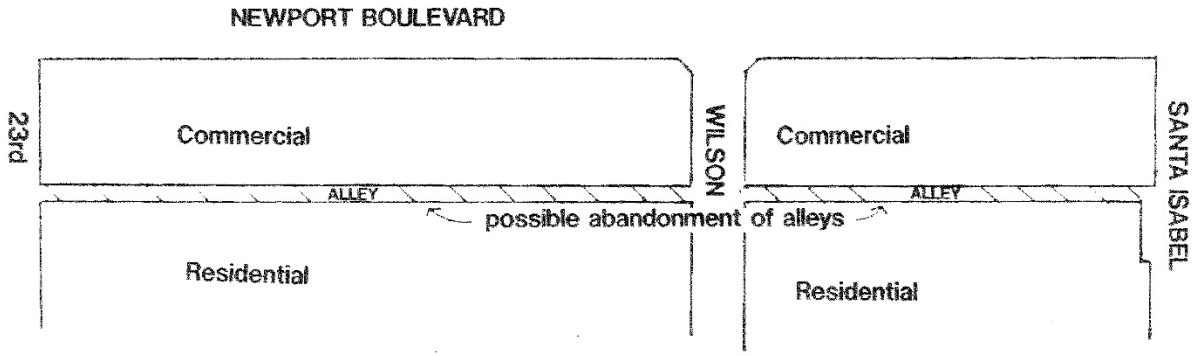
Figure 11- ALBERT PLACE AND CECIL PLACE CUL-DE-SAC PROPOSAL



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:

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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.

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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.

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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.

DRAFT

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.

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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

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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.

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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

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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

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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

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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

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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

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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,

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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.

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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

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NORTH COSTA MESA SPECIFIC PLAN

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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.

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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.

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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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TABLE OF CONTENTS

1.0 INTRODUCTION 6
Authority and Scope 6
Specific Plan Contents 6

2.0 DEVELOPMENT SETTING 7
Location 7
Existing General Plan and Zoning Designations 10
Application of Mixed-Use Overlay District and Select Properties identified in the Housing Element 11
Land Use Compatibility/ Integration 16
Circulation 22
Nonconformity 30
Parks and Recreation 32
Fire Protection Services 34

3.0 SUBAREA ANALYSIS 35
AREA 1 - HOME RANCH 35
AREA 2 - METRO POINTE 42
AREA 3 - SOUTH COAST PLAZA 44
AREA 4 - SOUTH COAST PLAZA TOWN CENTER 46
AREA 5 - THE LAKES 56
AREA 6 - SOUTH COAST METRO CENTER 61
AREA 7 - SAKIOKA LOT 1 68
AREA 8 - SAKIOKA LOT 2 74

4.0 DEVELOPMENT STANDARDS 80
All Properties 80
Area 1- Home Ranch 82
Area 2-Metro Pointe 83
Area 3-South Coast Plaza and Crystal Court 83
Area 4-South Coast Plaza Town Center 84
Area 5-The Lakes 85
Area 6-South Coast Metro Center 85
Area 7-Sakioka Lot 1 86
Area 8-Sakioka Lot 2 87

5.0 IMPLEMENTATION 88

APPENDIX A 92

APPENDIX B 94

APPENDIX C 97

APPENDIX D- Theater and Arts District Plan (bound separately)

DRAFT

LIST OF FIGURES

Figure 1- Location 8
Figure 2- Existing Land Uses. 9
Figure 3- General Plan Land Use Designations 12
Figure 4- Zoning 13
Figure 5- Land Use Integration 18
Figure 6- Imaginary Surfaces for JWA 20
Figure 7- Master Plan of Highways 24
Figure 8- Bikeways 27
Figure 9- Urban Rail Alternatives 29
Figure 10- Parks 33
Figure 11- Area 1 38
Figure 11a- Historical Preservation Area 39
Figure 11b- Home Ranch Building Heights 40
Figure 12- Area 2 42
Figure 13- Area 3 46
Figure 14- Area 4 51
Figure 14A- SCPTC Conceptual Location of Future Projects 52
Figure 14B - Aerial Map of Location of Future Projects 53
Figure 15- Area 5 58
Figure 16A- Area 6 67
Figure 16B- Area 6 Sub-Areas 68
Figure 17- Area 7 70
Figure 18-Area 8 77
Figure 19- Development Standards Summary 80

LIST OF TABLES

Table 1- General Plan Designations 14
Table 2- Maximum Building Heights 21
Table 3- Master Plan of Highways Improvements 25
Table 4- Floor Area Ratio Nonconformities 30
Table 4a- Segerstrom Home Ranch Sub-Areas Statistical Summary 36
Table 5A- South Coast Plaza Town Center Subarea Statistics 48
Table 5B- Statistical Summary of Unbuilt SCPTC Components as of 2006 54
Table 6A- South Coast Metro Center Sub-Area Statistics 64
Table 6B-South Coast Metro Center Maximum Building Heights 66
Table 7- Sakioka Lot 1 Density Bonus Program 74
Table 8- Sakioka Farms Lot 2 Density Bonus Program 78
Table 9- Public Improvement Implementation Schedule. 91

DRAFT

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

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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.

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Location Map

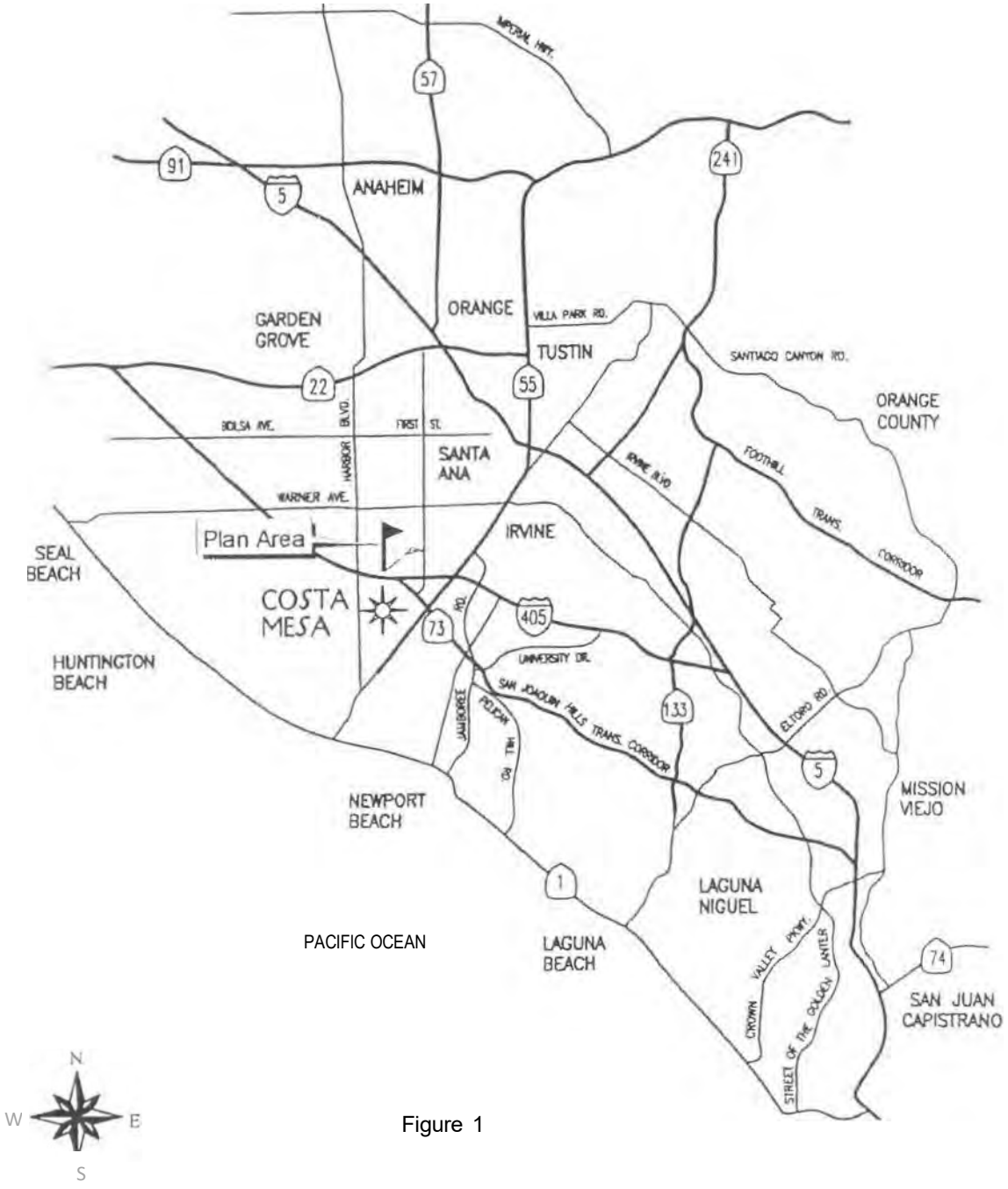
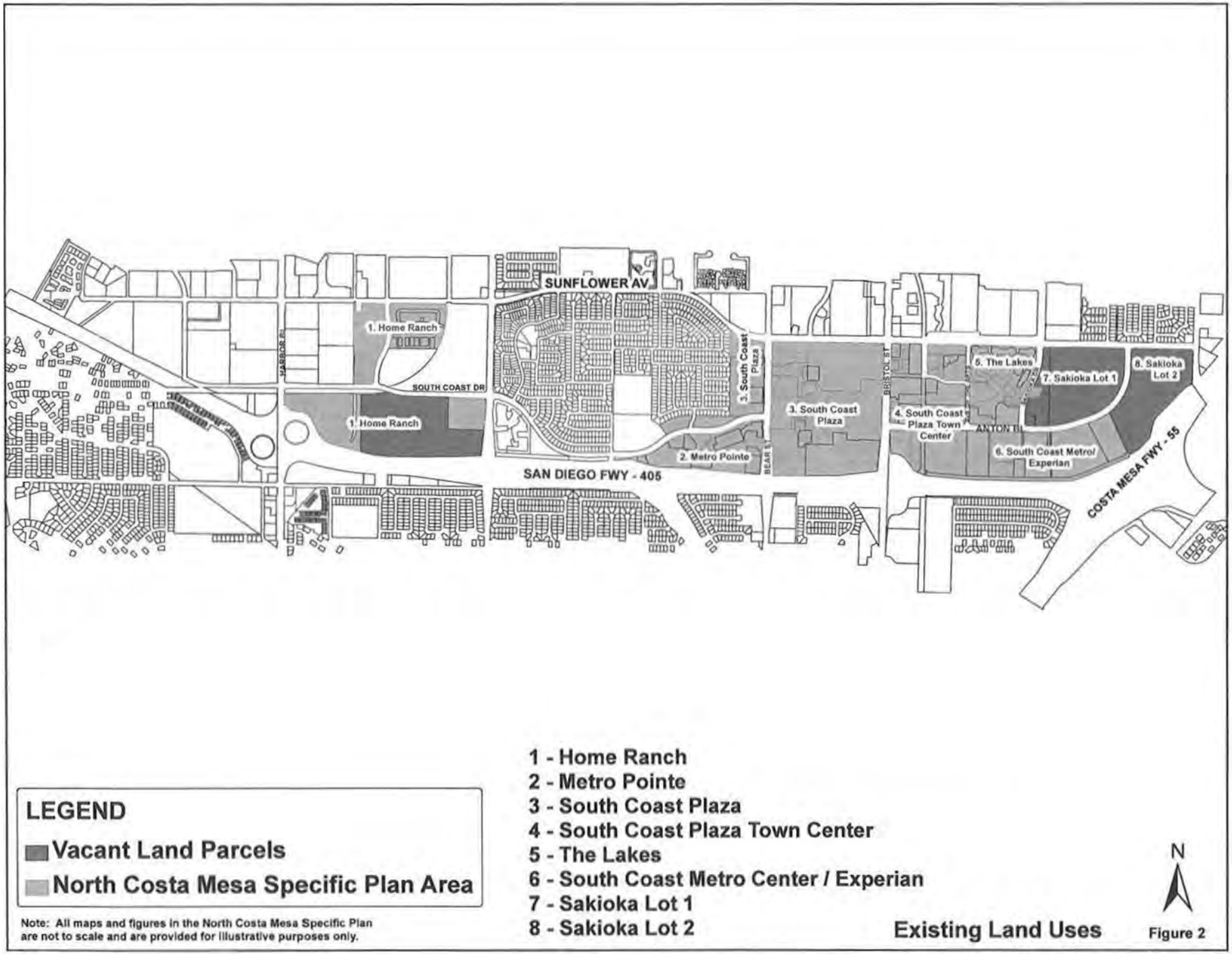


Figure 1

NORTH COSTA MESA SPECIFIC PLAN

Updated November 2001



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

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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.

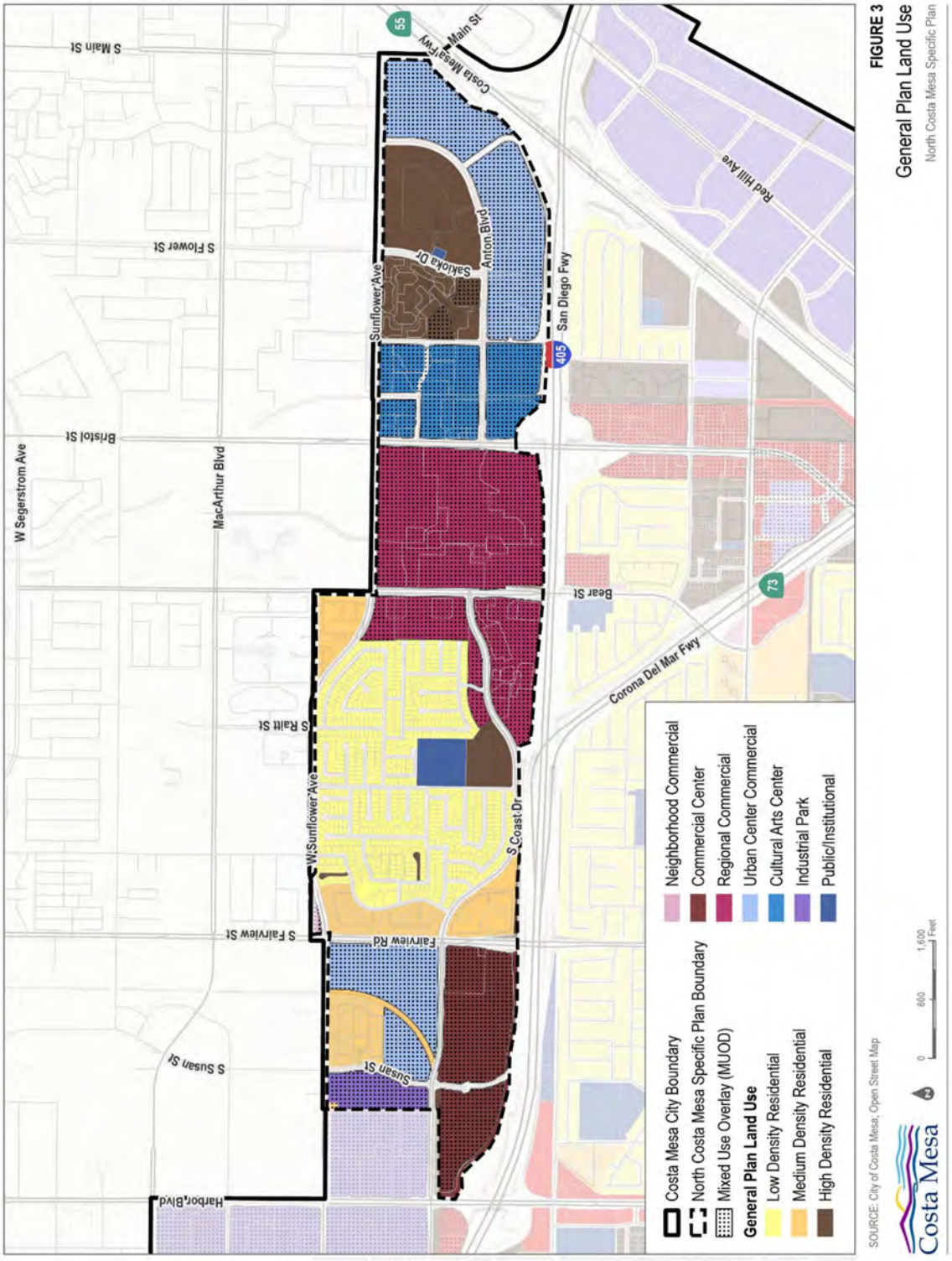
It should be noted that all the Planned Development (PD), Town Center (TC), and Shopping Center (C1-S) zones require Planning Commission review and approval of the land use mix and building location.

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

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Updated March 2026; Month 2026



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

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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

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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

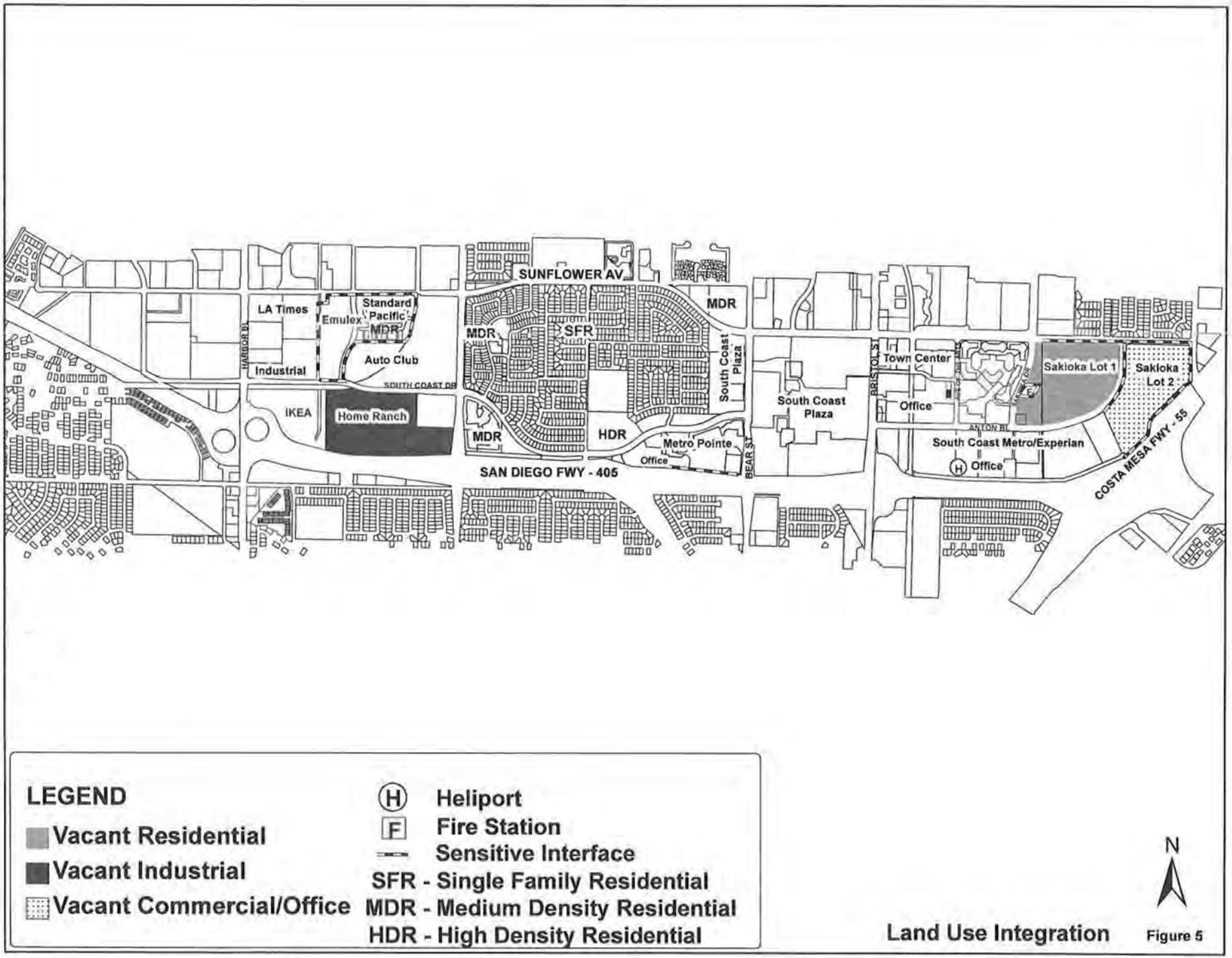
[1] See Policies LU-1A.1, LU-1F.5, and CIR 1A.9 in Appendix C.

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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.

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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.

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IMAGINARY SURFACES FOR JWA
NORTH COSTA MESA SPECIFIC PLAN
FIGURE 6
ISOMETRIC VIEW OF IMAGINARY SURFACE CROSS SECTIONS
PLAN AREA
203.68
403.68
1090
1270
550
LEGEND
APPROACH SURFACES
SLOPE
50:1
40:1
TRANSITIONAL SURFACE
7:1
HORIZONTAL SURFACE
CONICAL SURFACE
20:1
HELIPORTS
SAMPLE ALTITUDES
550
AIRPORT GROUND ELEVATION REFERENCE
53.68
POINT
SPECIFIC PLAN STUDY AREA
ALL REFERENCE MARKS ARE RELATIVE TO SEA LEVEL
SOURCES: FEDERAL AVIATION ADMINISTRATION

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	North of collector street- 60 feet (approx.4 stories) South of collector street- 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. Two new streets are 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), and the unnamed street from Anton Boulevard will provide a connection to Main Street within the Sakioka Farms Lot 2 (Area 8). 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.

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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.

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Master Plan of Highways Figure 7

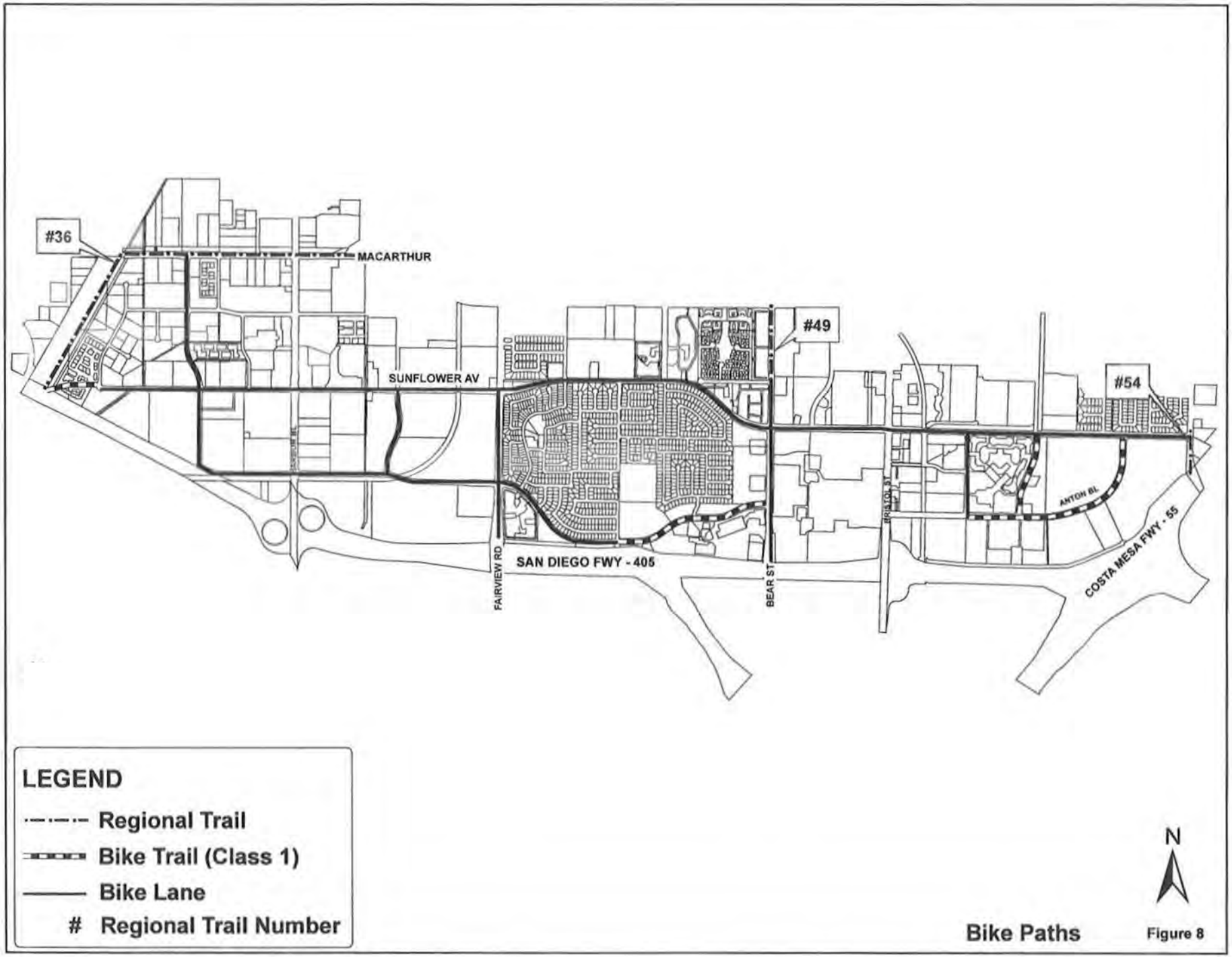
Table 3- Master Plan of Highways Improvements
North Costa Mesa Specific Plan

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

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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.

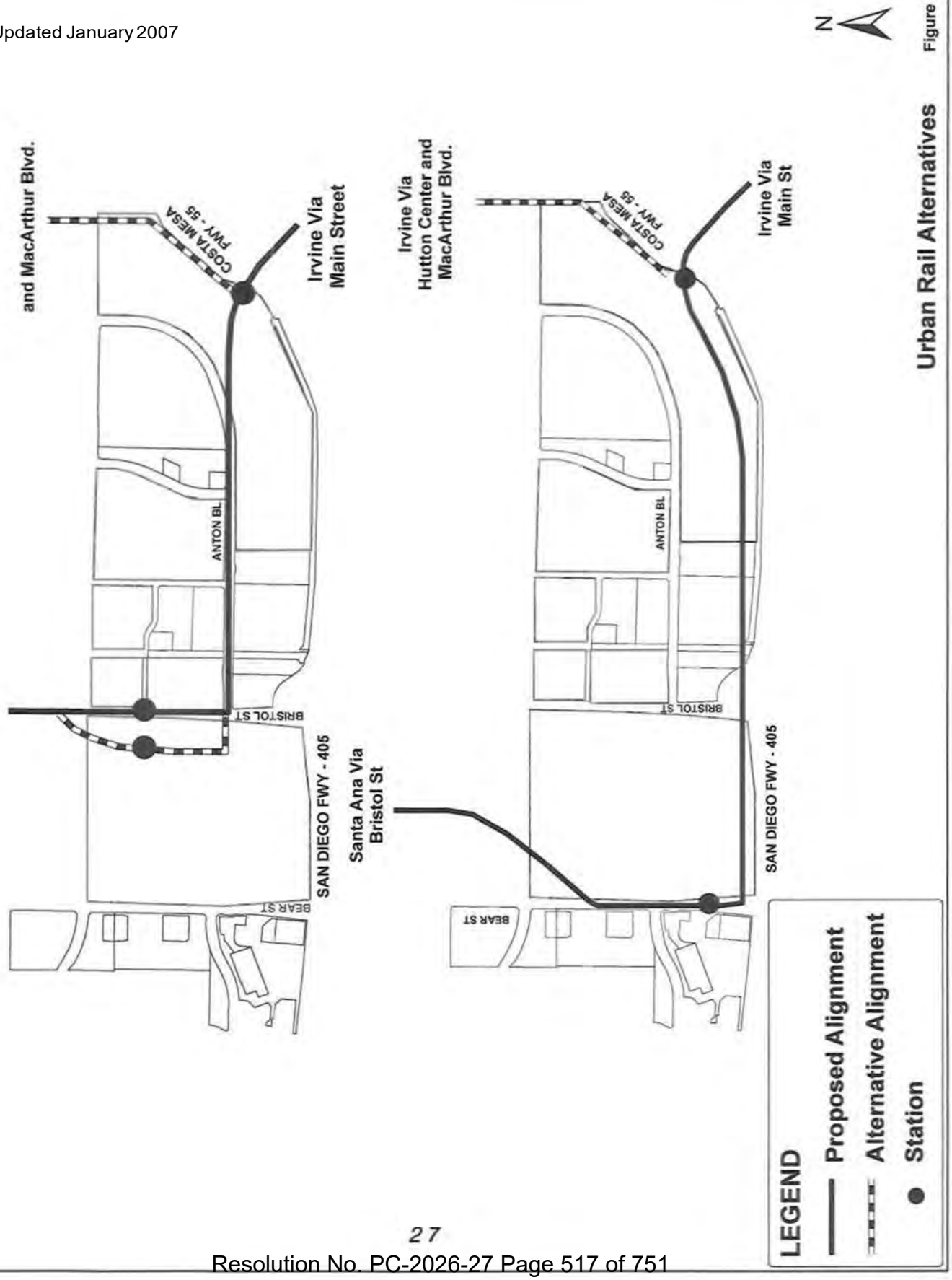
The obvious benefit of urban rail transit is the enhancement of the overall transportation system by providing alternative means for employees, shoppers and visitors to access this portion of the community. However, issues regarding route alignment and station locations have significant urban design 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.

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Updated January 2007



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.

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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.

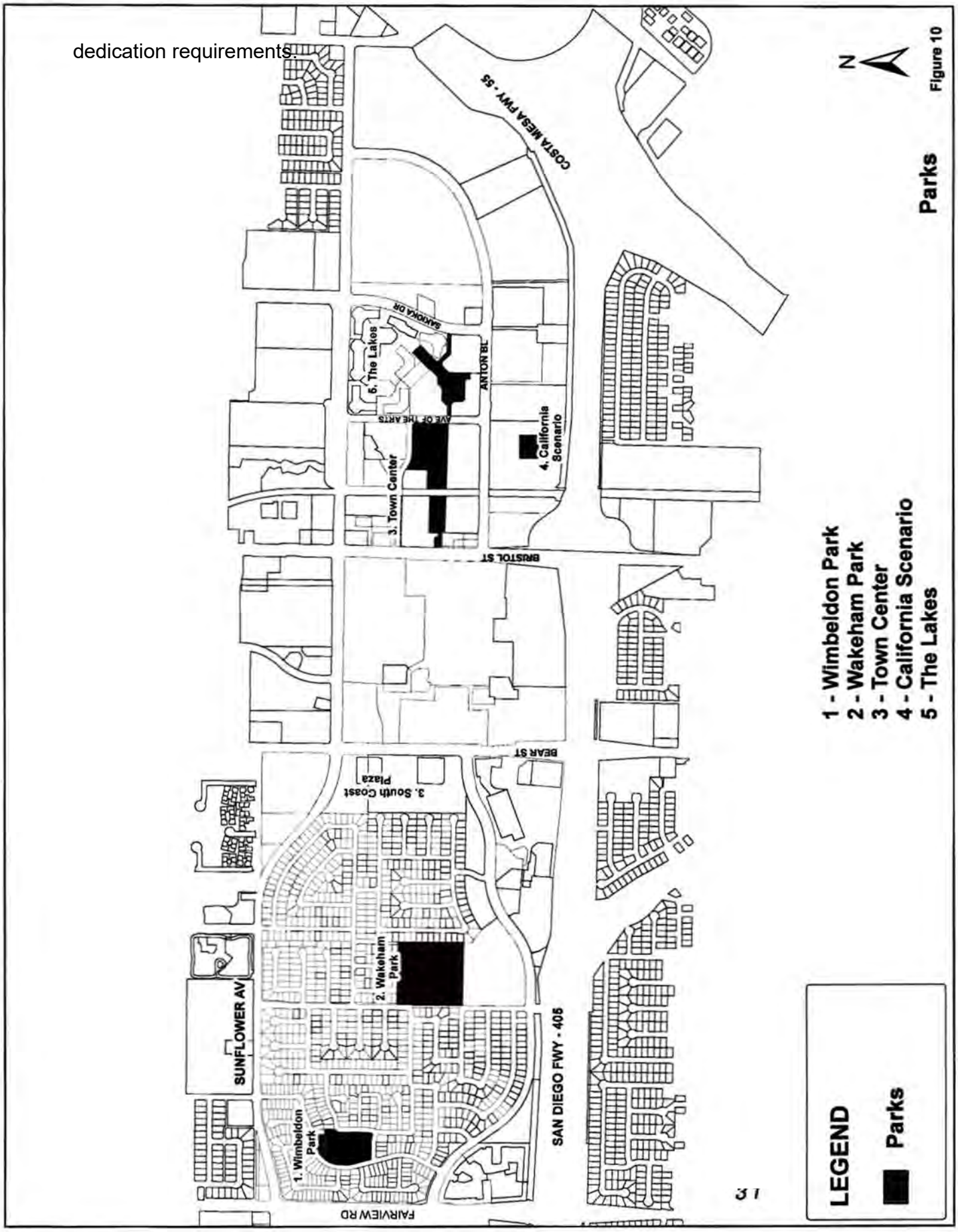
Planning Area 5, as defined in the City's Parks, Recreation and Open Space Master Plan (January 1996), is the entire area of the City that is located north of the I-405. Although the boundaries of the plan area do not coincide directly with Planning Area 5, information is provided regarding Sakioka Farms 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

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dedication requirements.



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.

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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.

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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.

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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.

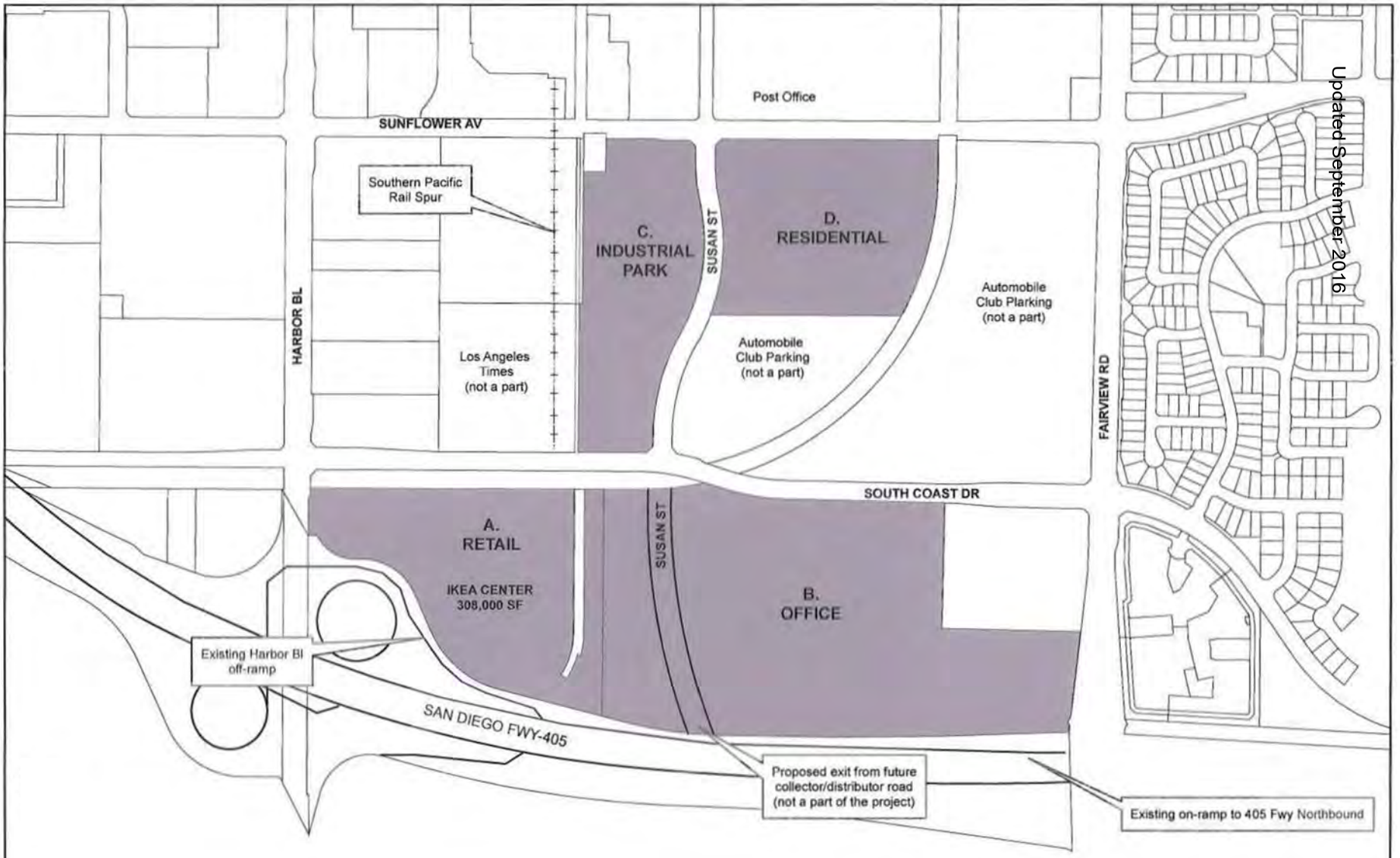
Preservation of these structures in their current location has been accomplished by land use recorded restrictions which include provisions for the long-term preservation of these buildings as historical resources. The property covered by the recorded restrictions is a 1.5-acre site shown in Exhibit 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.

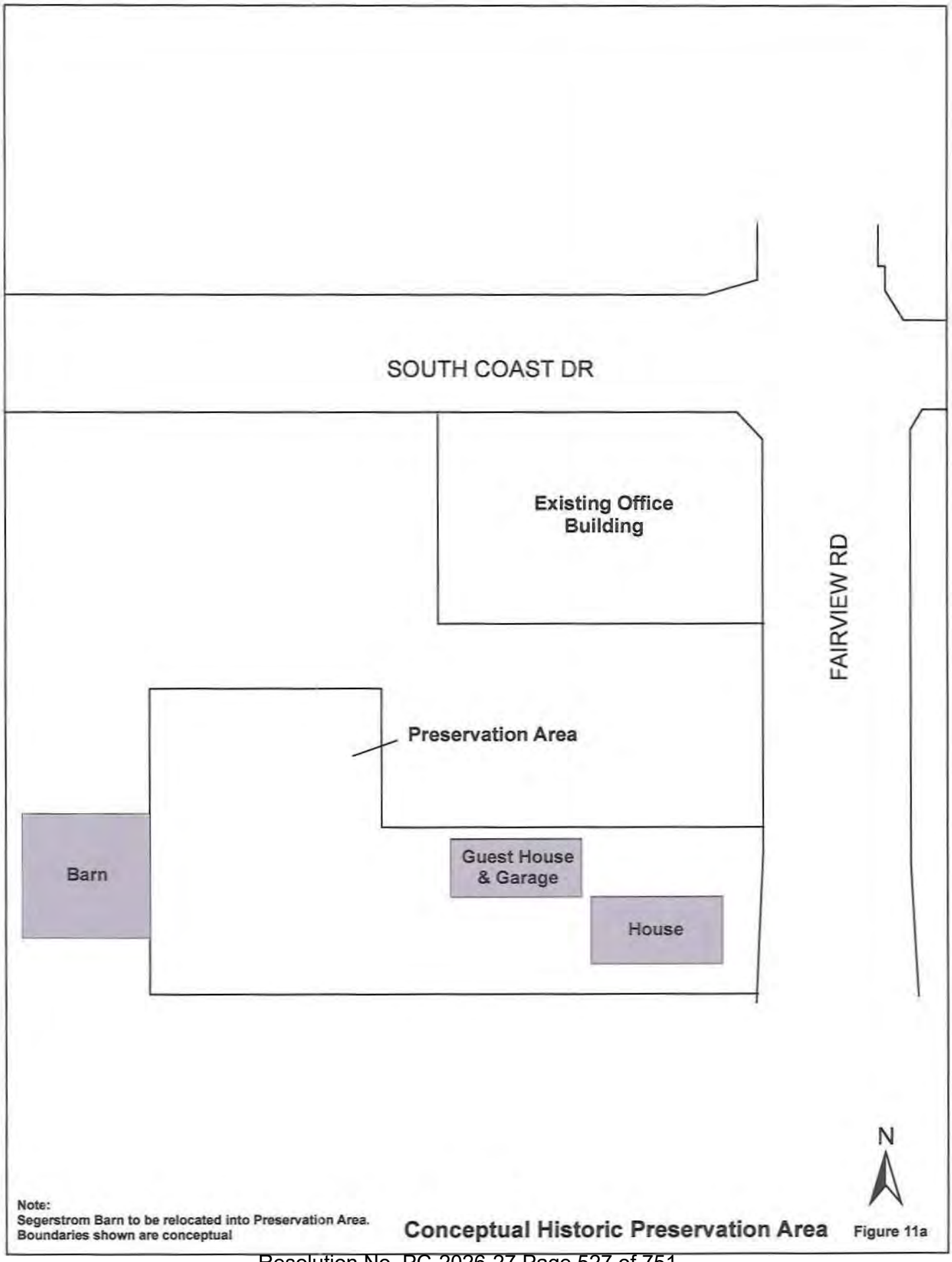
Building Heights
The General Plan specifically limits building heights to a maximum of five stories (and only in the project's center) for this site. Five stories approximate a 75-foot height limitation. Exhibit 11b indicates the various height limits for Home Ranch. The actual siting of future buildings 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.



See Table 4A for development summary

Area 1 - Segerstrom Home Ranch

Figure 11



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

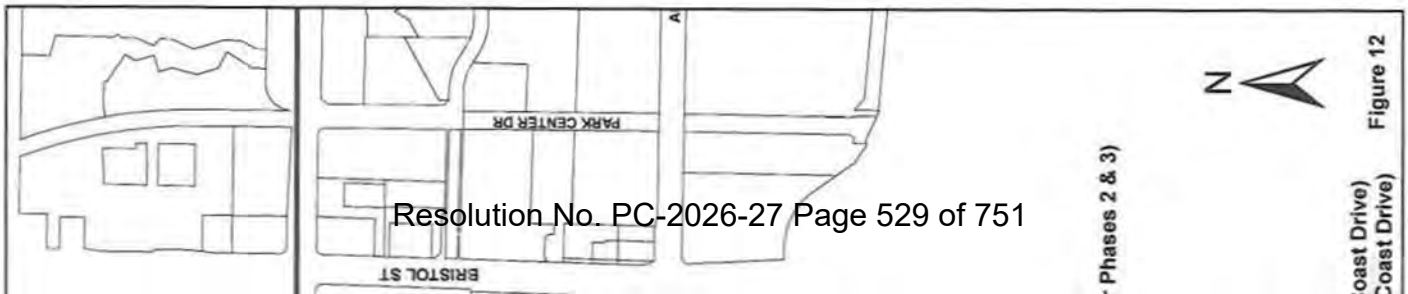
The Segerstrom family house and barn may also be considered as meeting a portion of the future park needs for any future residential development north of South Coast Drive. It would not meet any active recreational needs, but serve rather as a cultural/historical center.

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.



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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

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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.

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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.

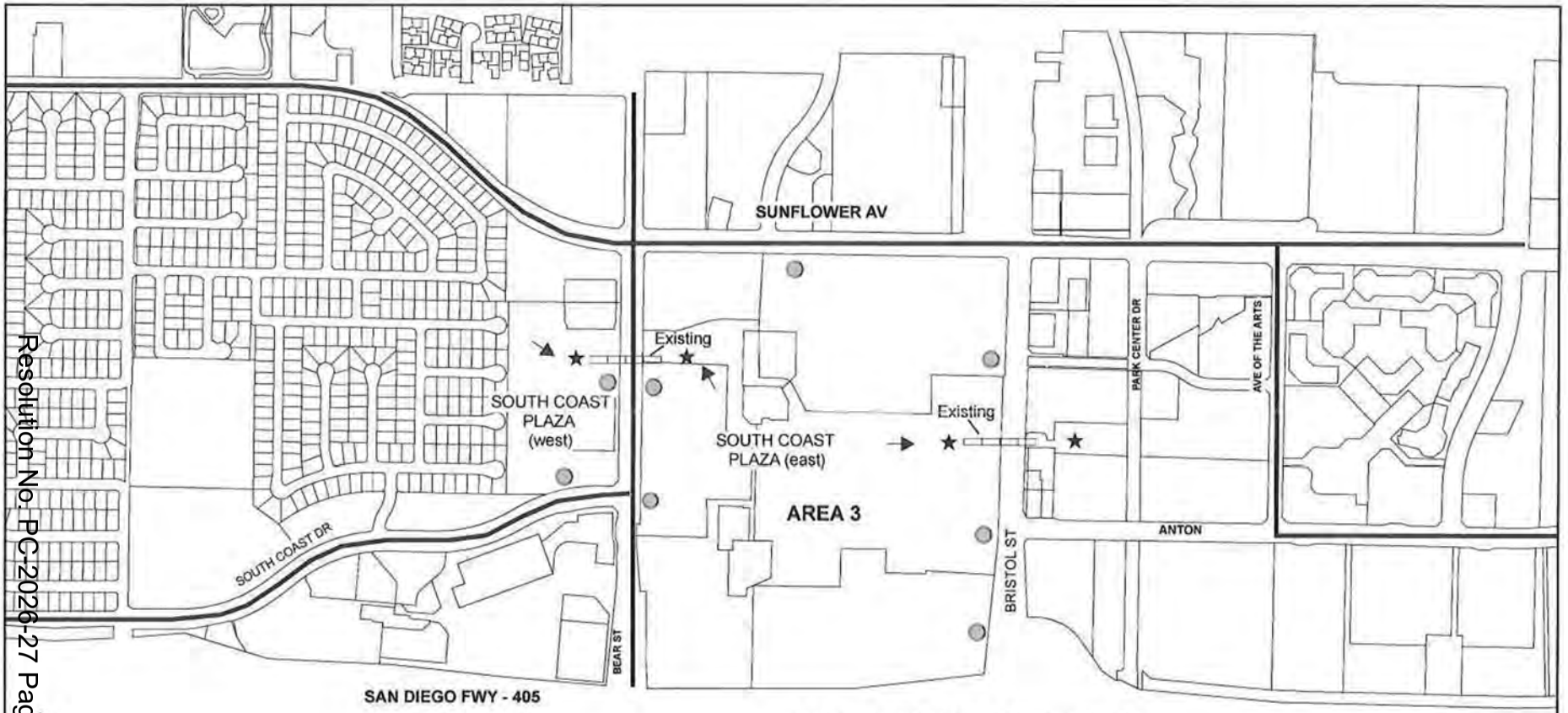
Land Use Compatibility/Zoning
Any future expansion of South Coast Plaza should be of a scale and character that is similar to what currently exists and should be physically linked to the shopping mall.

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.

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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.

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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.

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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.

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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.

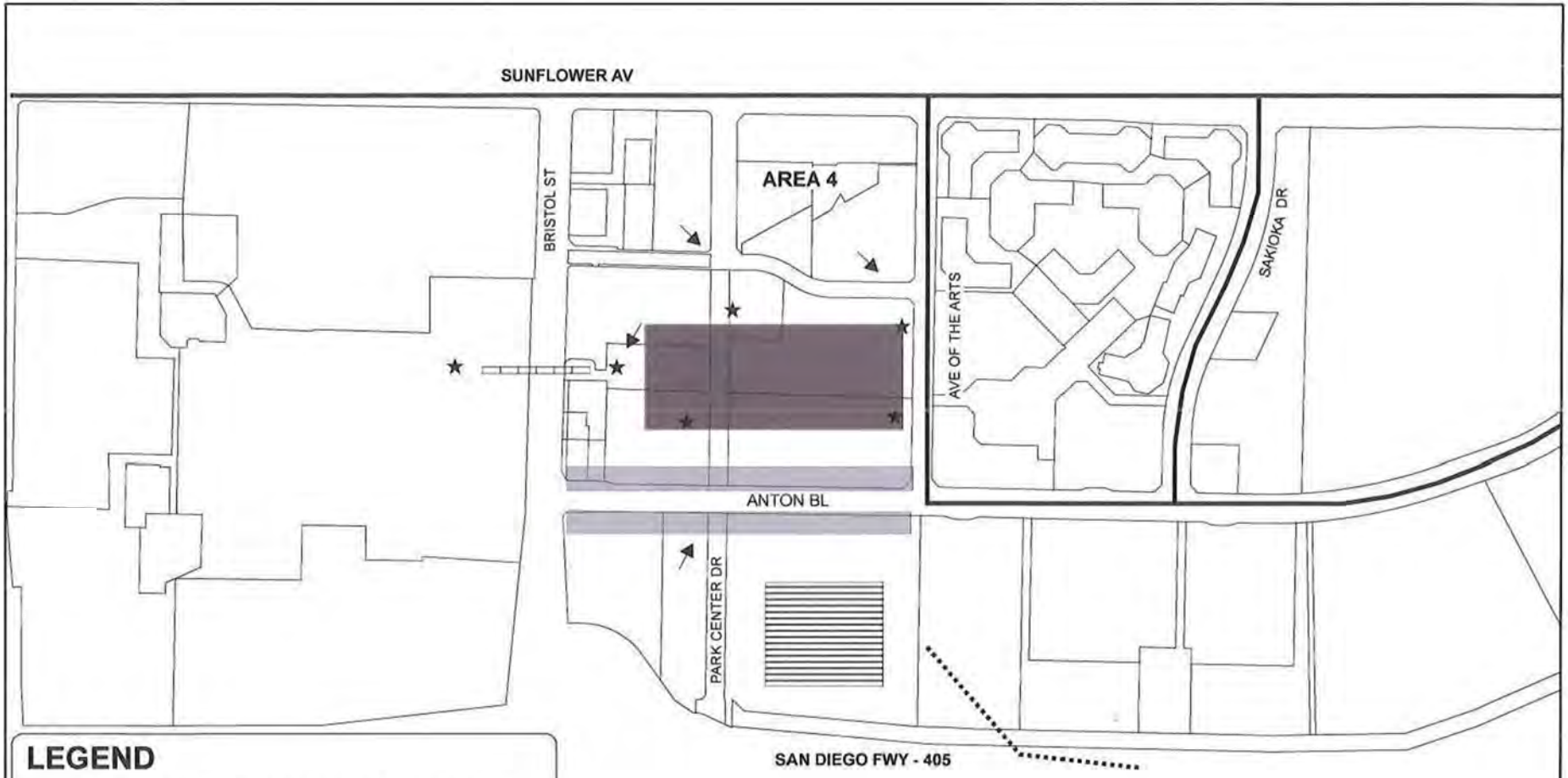
Pedestrian-oriented directional signage should be added within the existing 3-acre open space easement in Town Center. Signage should be placed at key entry points, particularly adjacent to the hotel, to guide pedestrians to the various attractions.

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.

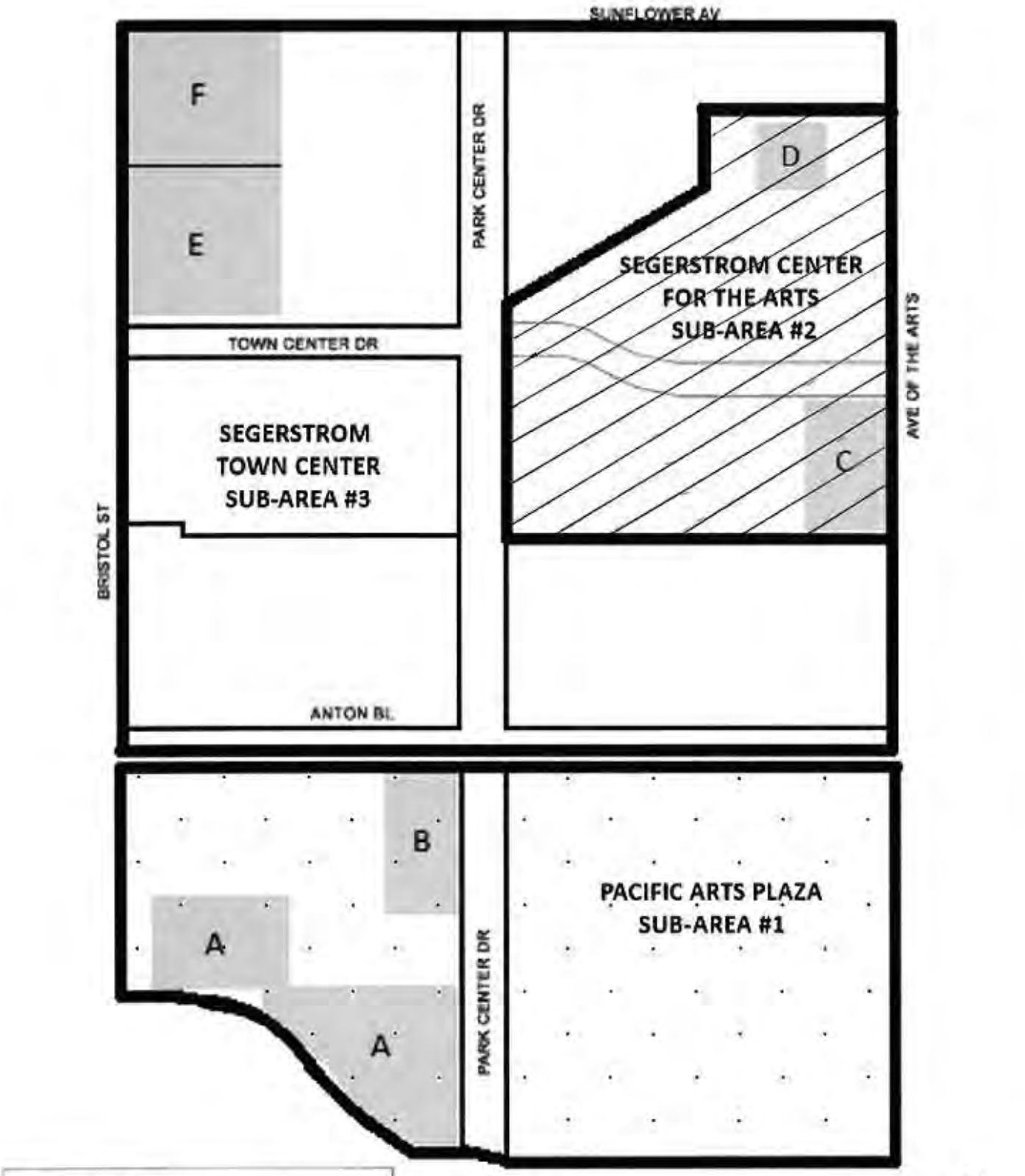
Updated July 2000; July 2002; January 2007, September 2011, October 2015

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Note: See Figure 9 for Urban Rail information.

Figure 14



Note: See Table 5B for project information.

South Coast Plaza Town Center
Conceptual Location of Future Projects

Figure 14A



51

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).				

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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

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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.

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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.

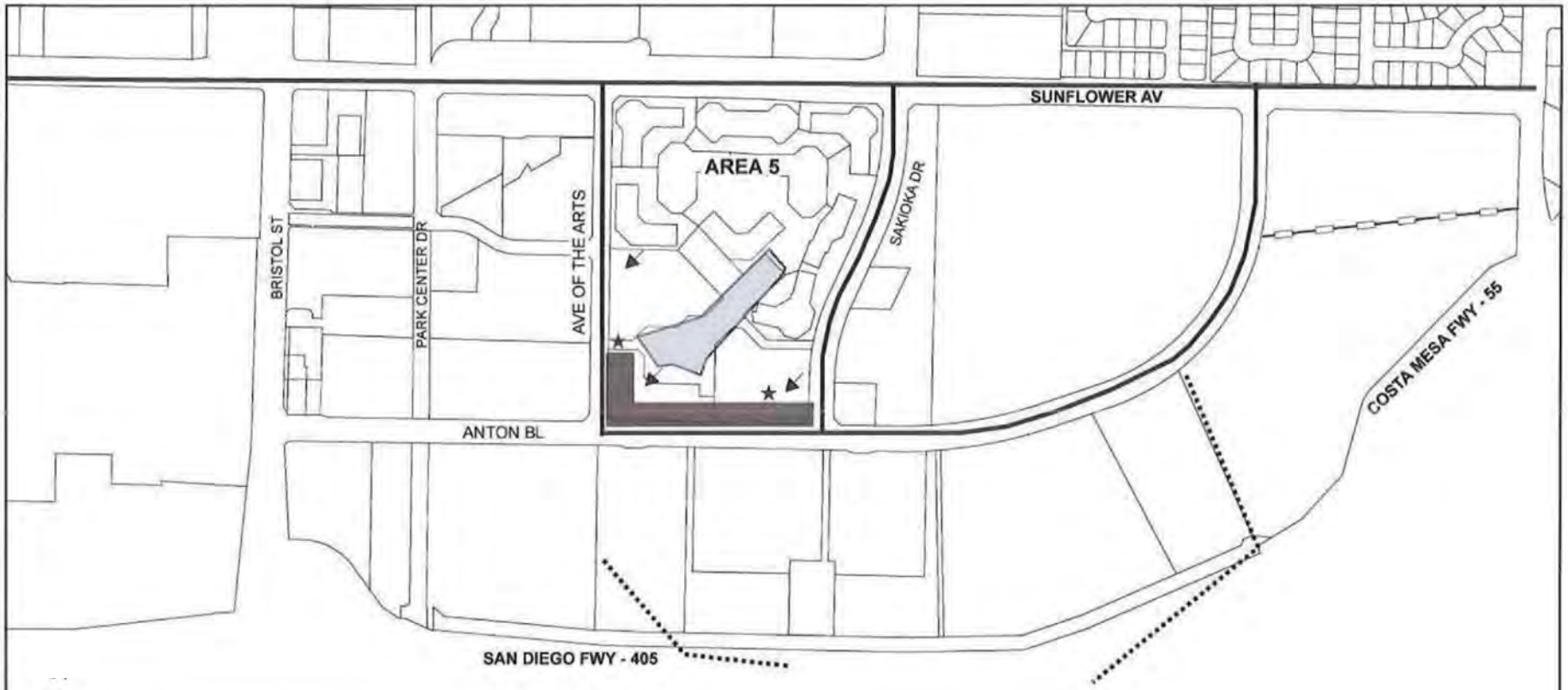
- ***Wyndham Hotel site at 3350 Avenue of the Arts:*** In 2007, General Plan Amendment (GP-06-03) was approved for a 3-acre site located at 3350 Avenue of the Arts. This approval consisted of a site-specific density of a maximum of 44 units/acre for a mixed-use development comprised of a boutique hotel 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).

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

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LEGEND

- Lake
- Pedestrian Zone
- Project Entry
- Pedestrian Directional Signage
- Pedestrian Linkage
- Freeway Ramp
- Bikeway
- Future Collector Street

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.

AREA 5 - THE LAKES
Development Summary

Total Area: 27 Acres
General Plan: High Density Residential
Zoning: PDR-HD

Maximum Intensity: see text

Maximum Building Height: see text

N

Figure 15

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.

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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.

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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.

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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

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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. <u>The MUOD also establishes densities on sites where the MUOD applies.</u>

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.

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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.

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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

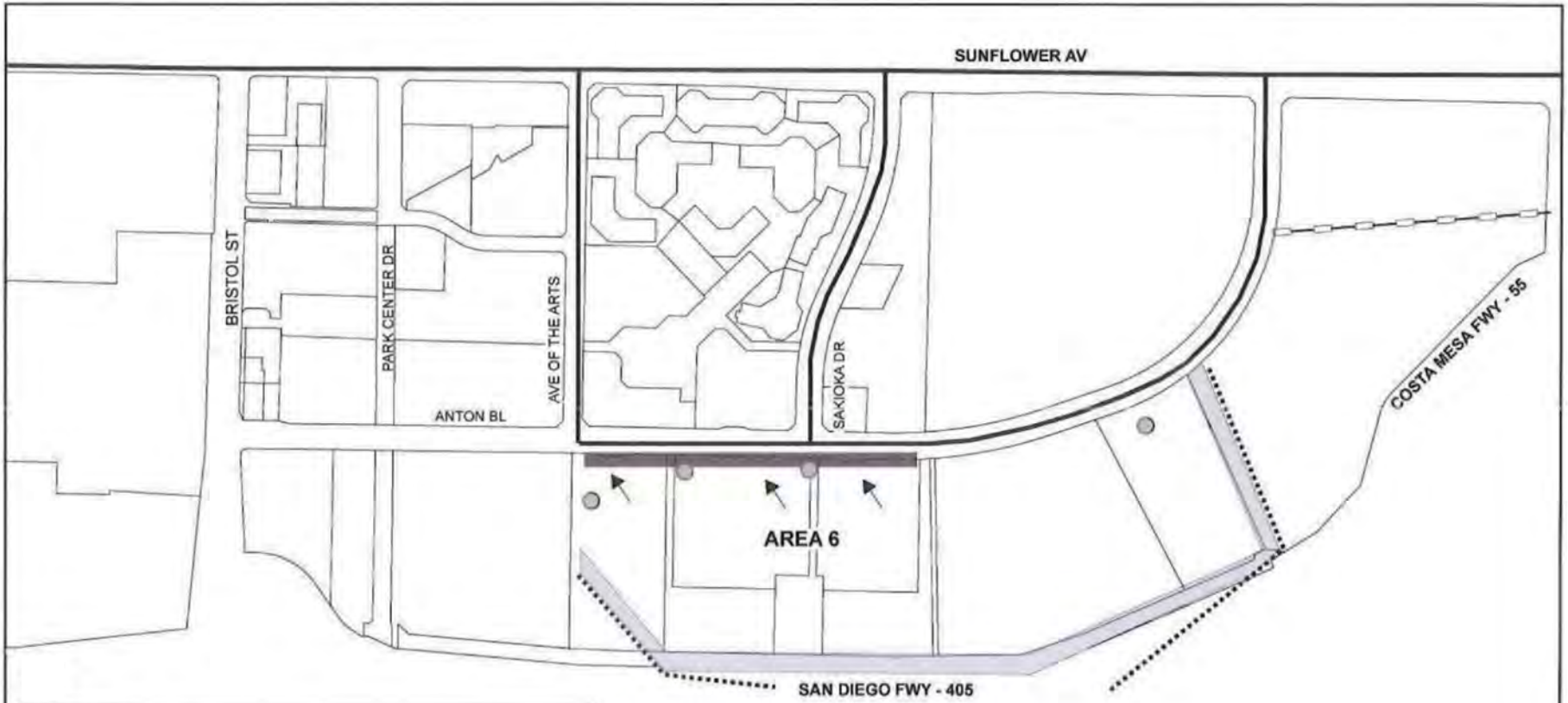
Guests: 0.5 parking spaces per unit for the first 50 units and
0.25 parking spaces for each unit above 50.

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.

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LEGEND

- Pedestrian Zone
- Buffer Area
- Project Entry
- Pedestrian Directional Signage
- Pedestrian Linkage
- Freeway Ramp
- Bikeway
- Future Collector Street

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.

AREA 6 - SOUTH COAST METRO CENTER/ EXPERIAN INFORMATION SOLUTIONS
Development Summary

Total Area: 44.97 acres (net)
General Plan: Urban Center Commercial
Zoning: PDC

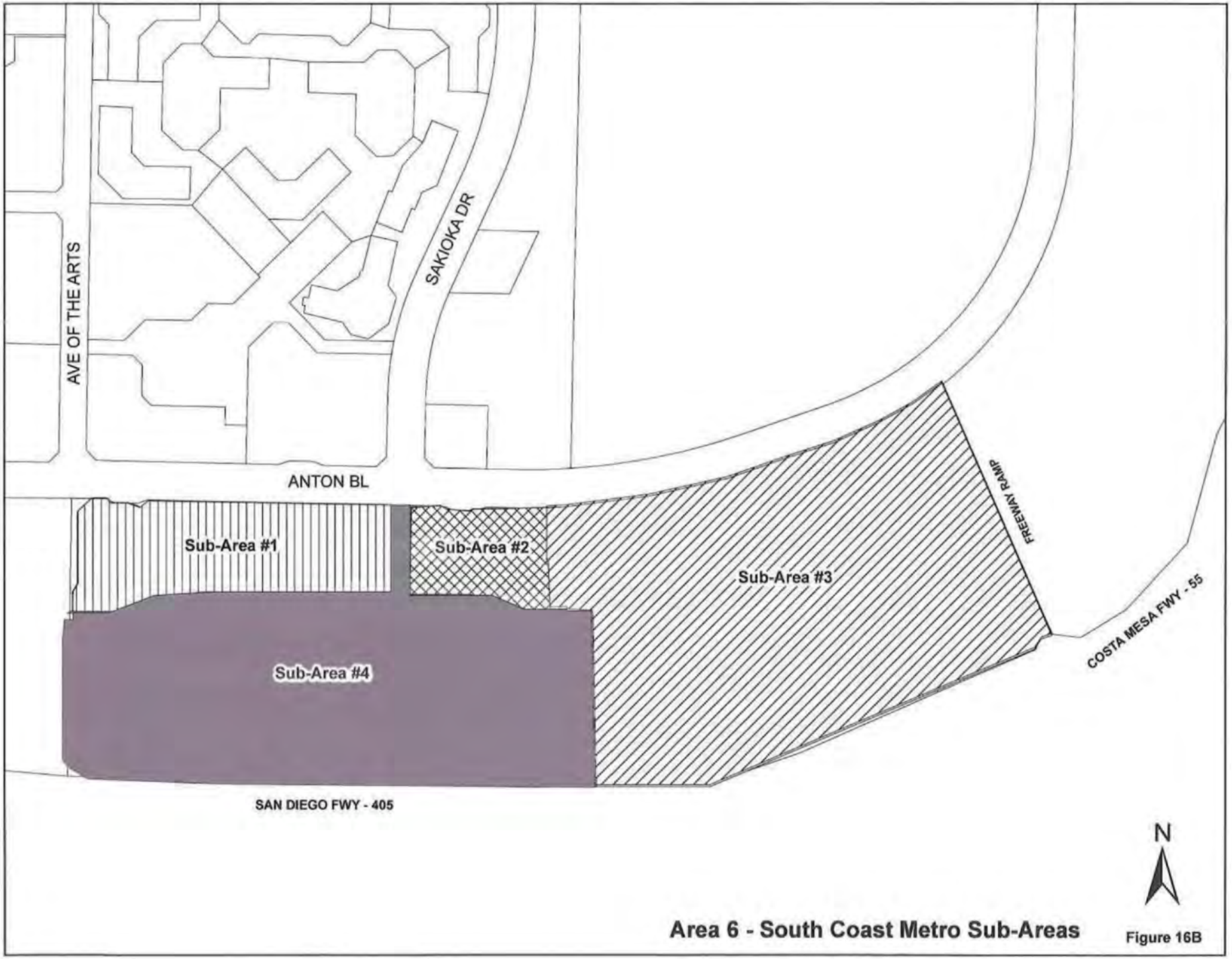
Maximum Intensity: see text

Maximum Square Footage: see text

Maximum Building Height: see text

N

Figure 16A



Area 6 - South Coast Metro Sub-Areas

Figure 16B

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.

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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
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
Future Collector Street
Metro Fire Station
Retail Site
(Neighborhood Scale)
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.
N

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.

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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.

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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.

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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.

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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.

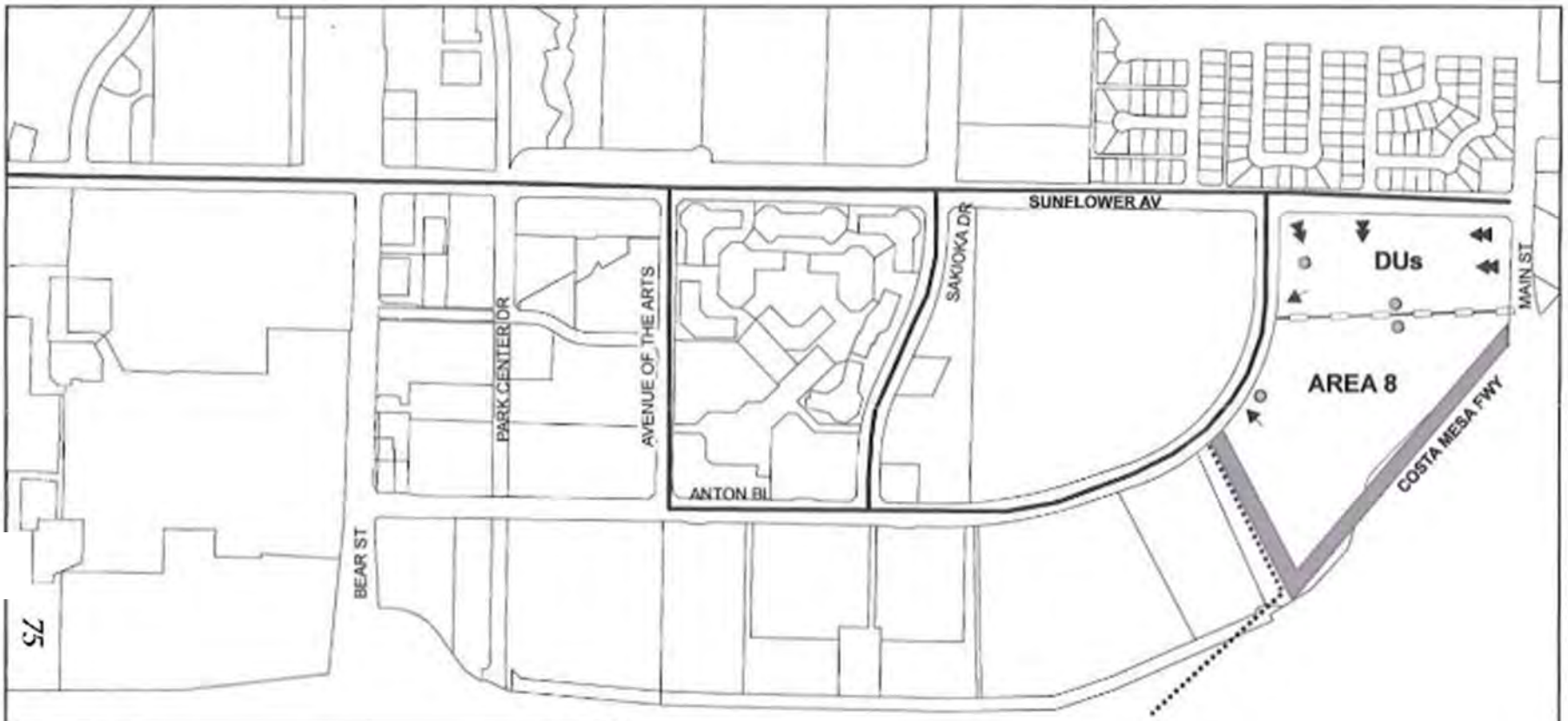
New commercial and office buildings are encouraged to be located along the Anton frontage. Encroachment into the building setback on Anton Boulevard for commercial or mixed-use developments can be considered based on how well the project design accommodates pedestrians and if the parking areas and/or 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.

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LEGEND

- Bikeway
- Freeway Ramp
- Future Collector Street
- 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.

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: 12 stories/180 feet (south of the collector street)
4 stories/60 feet (north of the collector street)
2 stories/30 feet - Commercial uses that are allowed to encroach into the setback for Anton Blvd.

N

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.

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Building Heights

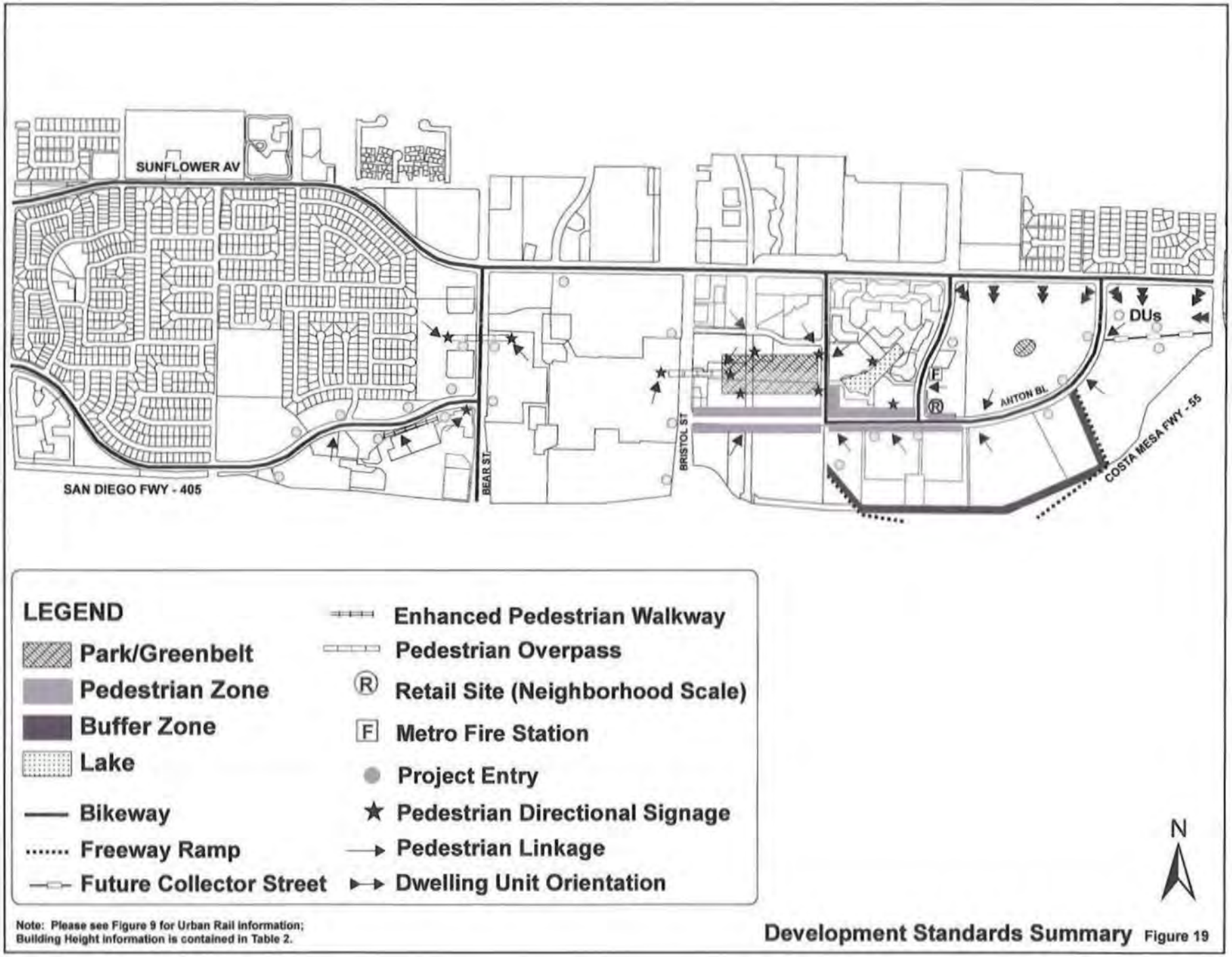
The maximum building height is 120 feet (approximately 8 stories) south of the new collector street and 60 feet (approximately 4 stories) north of the new collector street. Commercial or mixed use developments that are allowed to encroach into the street setback of Anton Boulevard shall be limited to 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 collector street that connects Main Street and Anton Boulevard through this site. 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, or the collector street.

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Note: Please see Figure 9 for Urban Rail information;
Building Height information is contained in Table 2.

Development Standards Summary Figure 19

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.

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(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.

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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.

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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

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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.

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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.

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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.

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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 the new collector and Sunflower Avenue; 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.

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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.

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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;

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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*

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APPENDIX A

NOISE ESTIMATES

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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

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APPENDIX B

PARKS AND RECREATION

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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.

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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.

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APPENDIX C

GENERAL PLAN POLICIES

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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.

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(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

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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

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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.

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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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TABLE OF CONTENTS

Section **Page**

0.0 EXECUTIVE SUMMARY 0

1.0 INTRODUCTION 1-1
1.1 LEGAL CONTEXT 1-1
1.2 PURPOSE AND ORGANIZATION OF THE SPECIFIC PLAN 1-1
1.3 SPECIFIC PLAN AREA 1-2
1.4 EXISTING SITE CONDITIONS 1-3
1.5 SPECIFIC PLAN VISION 1-8
1.6 RELATIONSHIP TO THE COSTA MESA GENERAL PLAN AND ZONING CODE 1-8
1.7 OTHER RELEVANT PLANS/MEASURES 1-11
1.8 COMMUNITY ENGAGEMENT 1-12
1.9 ENVIRONMENTAL IMPACT REPORT 1-12

2.0 DEVELOPMENT PROGRAM 2-1
2.1 LAND USE PLAN 2-1
2.2 PARKING 2-10
2.3 BUILDING HEIGHTS 2-14
2.4 COMMUNITY CONNECTIONS 2-15

3.0 DEVELOPMENT STANDARDS 3-1
3.1 APPLICABILITY 3-1
3.2 PERMITTED USES 3-3
3.3 DEVELOPMENT STANDARDS 3-5

4.0 DESIGN GUIDELINES 4-1
4.1 APPLICABILITY 4-1
4.2 DESIGN OBJECTIVES 4-1
4.3 DESIGN GUIDELINES 4-2

5.0 INFRASTRUCTURE PLAN 5-1
5.1 INTRODUCTION 5-1
5.2 PUBLIC/PRIVATE TRANSPORTATION FACILITIES 5-1
5.3 WATER INFRASTRUCTURE 5-5
5.4 WASTE DISPOSAL SYSTEM 5-8
5.5 DRY UTILITIES 5-14
5.6 OTHER ESSENTIAL FACILITIES 5-16

Section **Page**

6.0 ADMINISTRATION AND IMPLEMENTATION 6-1
6.1 DEVELOPMENT PROGRAM GOALS AND OBJECTIVES 6-1
6.2 ADMINISTRATION 6-3
6.3 SUBSEQUENT DECISIONS 6-4
6.4 IMPLEMENTATION 6-5
6.5 DEVELOPMENT FINANCING 6-6

7.0 DEFINITIONS AND ACRONYMS 7-1

A.0 APPENDIX A-1

LIST OF EXHIBITS

Section **Page**

1.0 INTRODUCTION 1-1
1-1 LOCATION MAP 1-4
1-2 VICINITY MAP 1-5
1-3 AERIAL VIEW OF PROJECT SITE 1-6
1-4 SURROUNDING LAND USES 1-7
1-5 GENERAL PLAN LAND USE / ZONING / MASTER PLAN 1-10

2.0 DEVELOPMENT PROGRAM 2-1
2-1 ONE METRO WEST SPECIFIC PLAN 2-2
2-2 LAND USE PLAN 2-3
2-3 LAND USE PLAN (OBLIQUE A) 2-4
2-4 LAND USE PLAN (OBLIQUE B) 2-5
2-5 LAND USE PLAN (OBLIQUE C) 2-6
2-6 TRAIL PLAN/CONNECTIONS TO SURROUNDING PROPERTIES 2-11
2-7 OPEN SPACE CONCEPTUAL LANDSCAPE PLAN 2-12
2-8 AREAS OF DISTURBANCE 2-13
2-9 VEHICULAR PATHS 2-17
2-10 CORRIDORS 2-18
2-11 DISTRICTS 2-19
2-12 NODES 2-20

3.0 LAND USE REGULATIONS 3-1
3-1 DEVELOPMENT STANDARDS MATRIX 3-6
3-2 SUNFLOWER AVENUE STREET SCENE 3-8
3-3 RESIDENTIAL FRONTAGE SECTION 3-9
3-4 COMMERCIAL FRONTAGE SECTION 3-10

4.0 DESIGN GUIDELINES 4-1
4-1 FENCES AND WALLS DESIGN EXAMPLES 4-4
4-2 OUTDOOR FURNITURE DESIGN EXAMPLES 4-6
4-3 PARKING STRUCTURE EXTERIOR LIGHTING DESIGN EXAMPLES 4-8
4-4 PARKING STRUCTURE INTERIOR LIGHTING DESIGN EXAMPLES 4-9
4-5 CONCEPTUAL EXTERIOR LIGHTING PLAN 4-12
4-6 BICYCLE RACKS AND STORAGE DESIGN EXAMPLES 4-14
4-7 SIGNAGE DESIGN EXAMPLES 4-17
4-8 BUILDING ARCHITECTURE CHARACTER 4-20

Section **Page**

4.0 DESIGN GUIDELINES (CONT.) 4-1
4-9 COMMERCIAL COMPONENT DESIGN EXAMPLES 4-25
4-10 OPEN SPACE CHARACTER 4-28
4-11 TREE PALETTE 4-29
4-12 POTENTIAL LOCATIONS FOR PUBLIC ART 4-33
4-13 WAYFINDING AND PLACEMAKING 4-34

5.0 INFRASTRUCTURE PLAN 5-1
5-1 PROPOSED SUNFLOWER AVENUE SECTION 5-3
5-2 TRANSIT ROUTES 5-4
5-3 INFRASTRUCTURE IMPROVEMENTS – DOMESTIC WATER 5-7
5-4 INFRASTRUCTURE IMPROVEMENTS – SANITARY SEWER 5-10
5-5 INFRASTRUCTURE IMPROVEMENTS – STORM DRAIN 5-12
5-6 INFRASTRUCTURE IMPROVEMENTS – DRY UTILITIES 5-15

LIST OF TABLES

Table		Page
2-1	DEVELOPMENT POTENTIAL	2-7
2-2	SUMMARY OF RESIDENTIAL UNIT TYPE	2-7
2-3	RESIDENTIAL AMENITIES	2-8
2-4	PARKING	2-14
2-5	MAXIMUM BUILDING HEIGHTS	2-14
3-1	PROVISIONS ADDRESSED BY THIS SPECIFIC PLAN	3-2
3-2	PERMITTED AND CONDITIONALLY PERMITTED USES	3-3
3-3	REQUIRED SETBACKS	3-7
3-4	PARKING STUDY REQUIREMENTS	3-11

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.

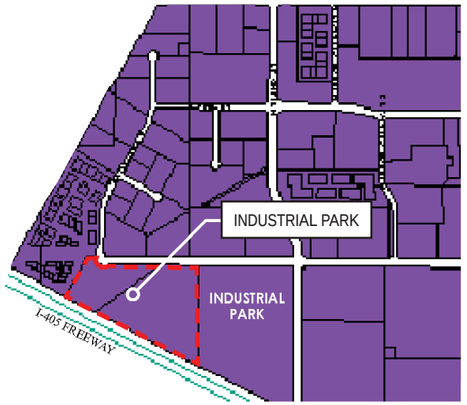
Concurrently with adoption of this Specific Plan, the City is also processing a General Plan Amendment and Zone Change for the site. The General Plan Amendment changes the existing “Industrial Park” General Plan land use designation to “High Density Residential” with site-specific base density of 80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

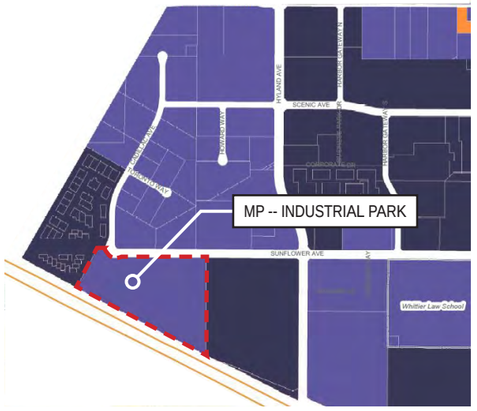
The 2015-2035 Costa Mesa General Plan as amended regulate land use within the Specific Plan area. The Specific Plan is consistent with the goals and policies of the Costa Mesa General Plan. The environmental documentation (Environmental Impact Report) that accompanies this Specific Plan includes a discussion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

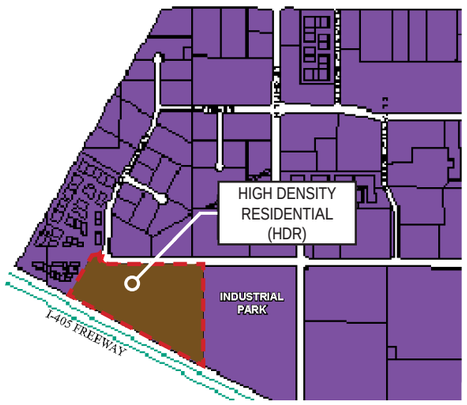
EXH 1-5
GENERAL PLAN LAND USE / ZONING / MASTER PLAN



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.

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

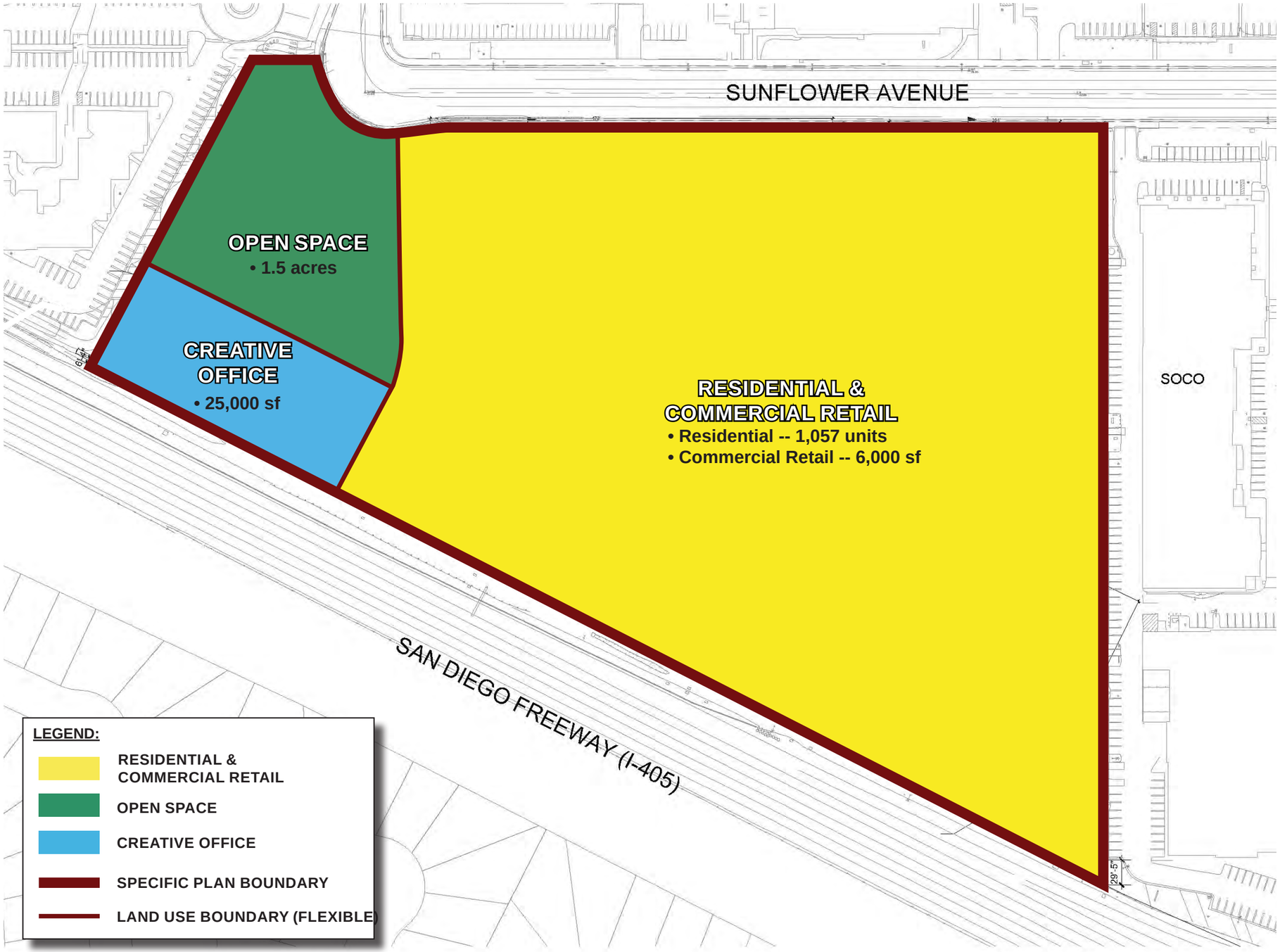
The Specific Plan area is intended for mixed-use development that consists of multi-family residential, neighborhood-serving specialty retail, creative office, and open space uses. The vision of the Plan is to create a mixed-use community to provide housing near jobs in a master planned setting with 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 roof-top 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.

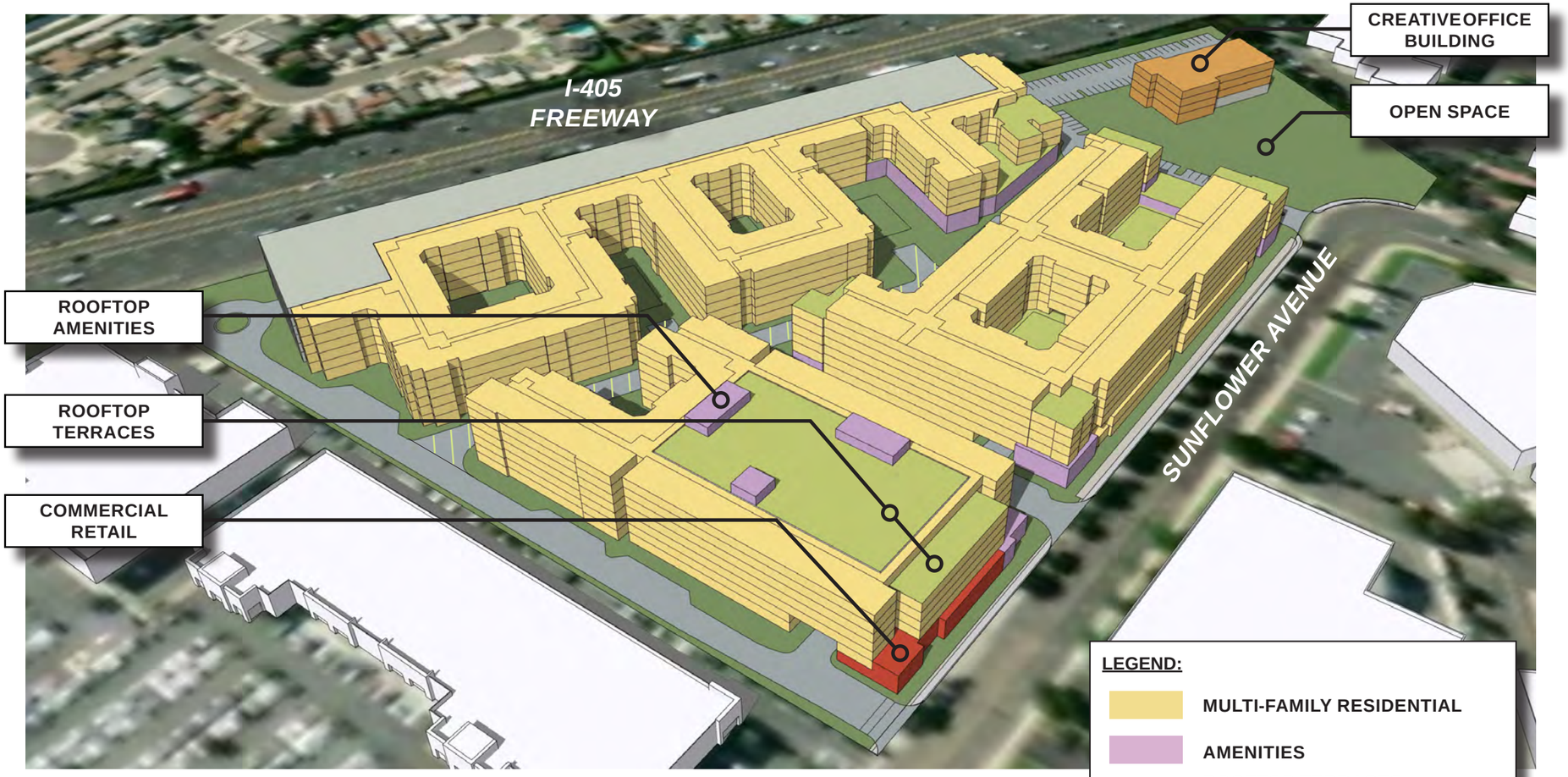
Open Space:
One Metro West will contain a 1.5-acre open space area that will be located in the extreme westerly portion of the Project site. The open space component of the Project will be privately owned and maintained. The open space will be available to the public through dedication of a public access 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:

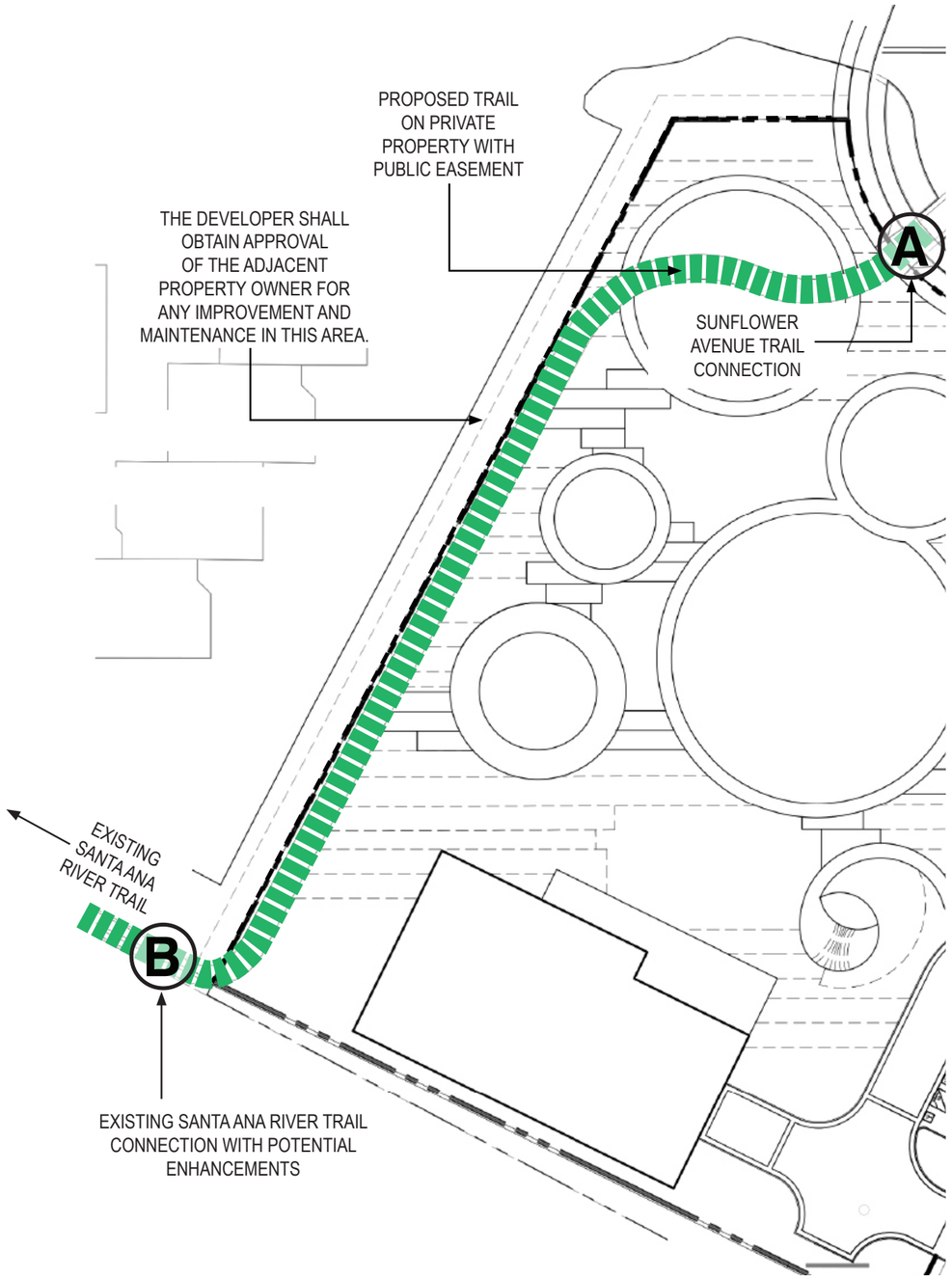
Phase 1 would include construction of Building A, which would start in July 2022 and will take approximately 30 months to build. The proposed open space would be constructed following construction of Building A.

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

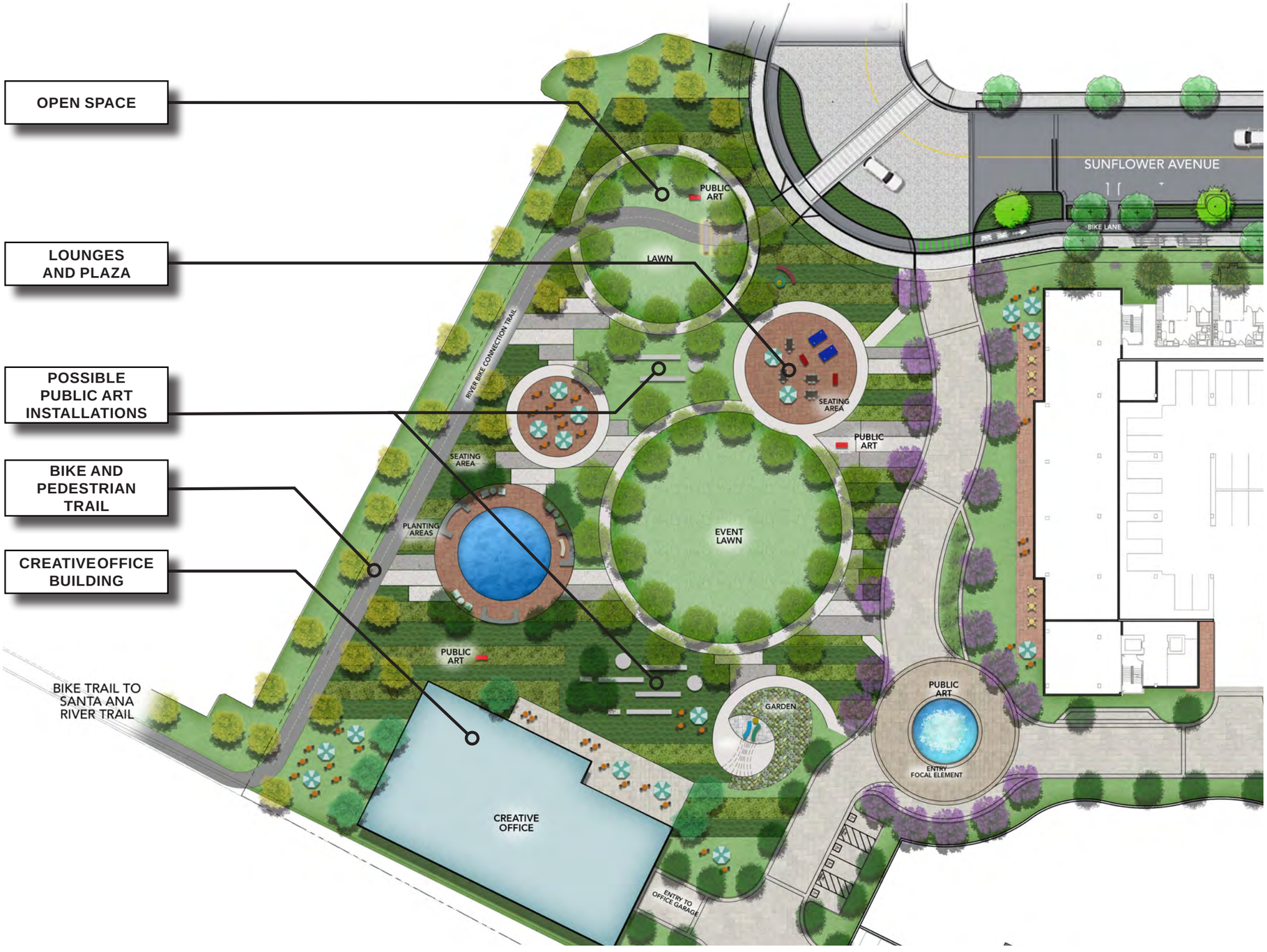
EXH 2-6
TRAIL PLAN / CONNECTIONS TO SURROUNDING PROPERTIES

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.

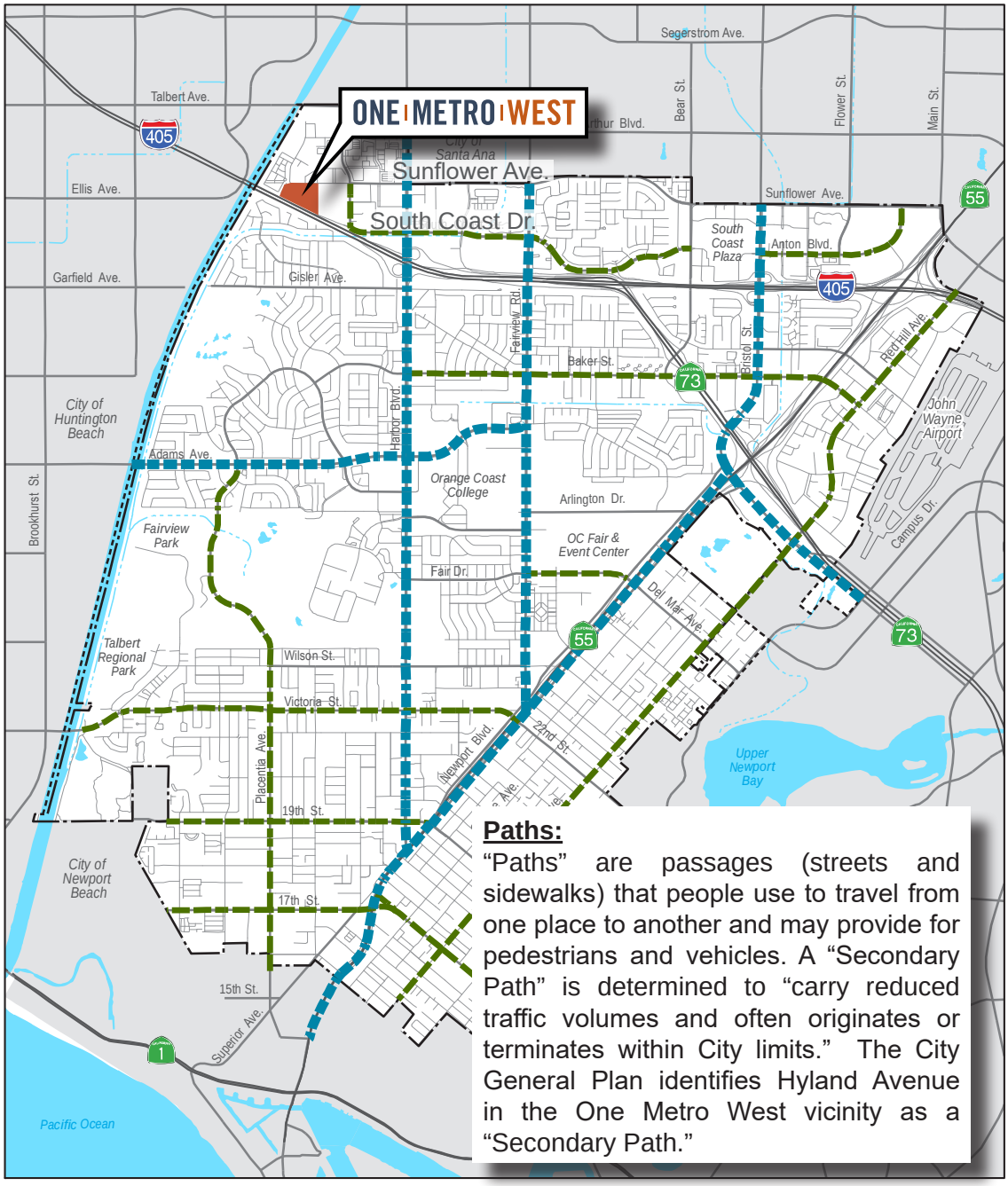
Nodes

"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:

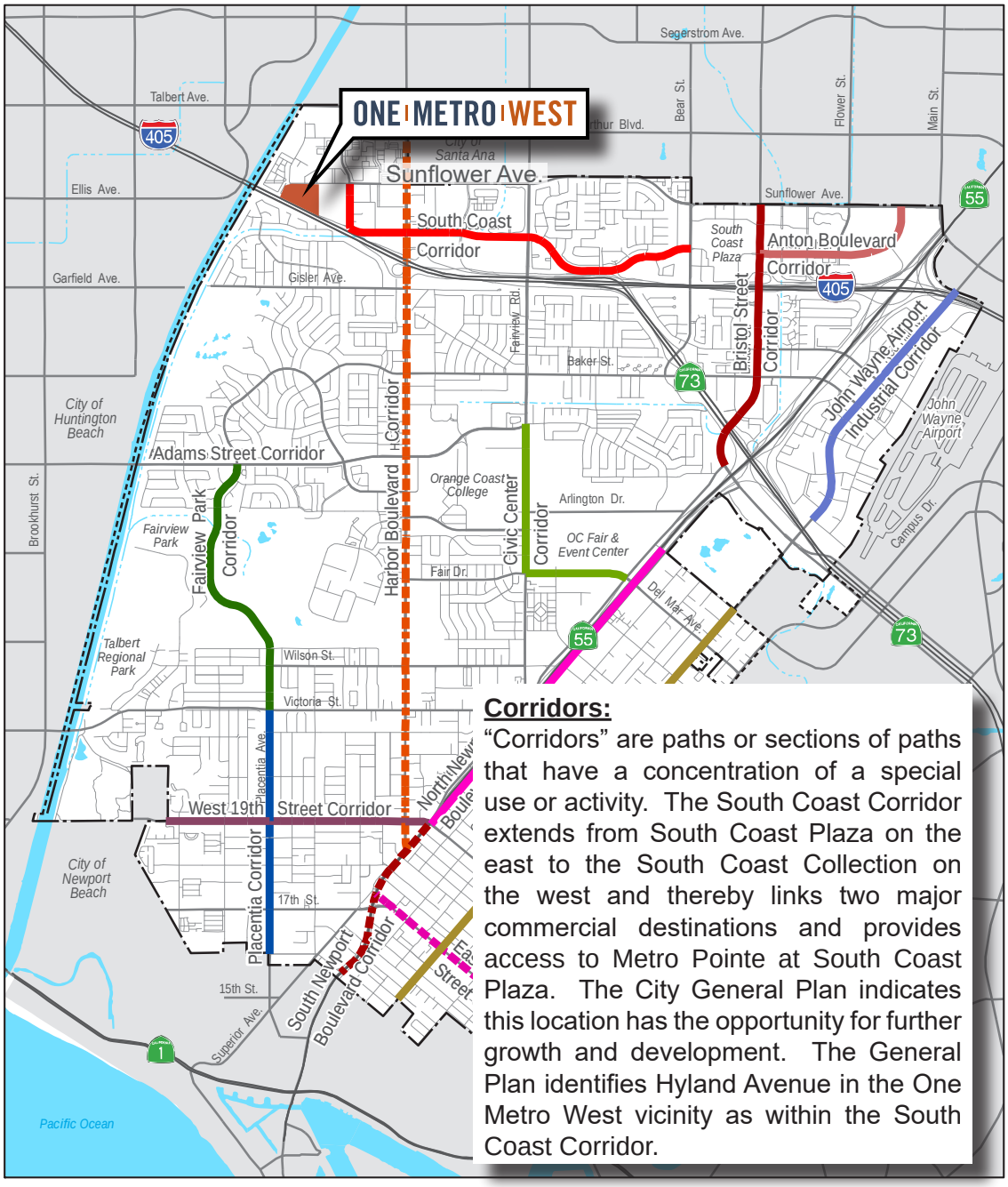
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Source: City of Costa Mesa, 2016.

Primary and Secondary Vehicular Paths

Primary Paths

Secondary Paths



Corridors:

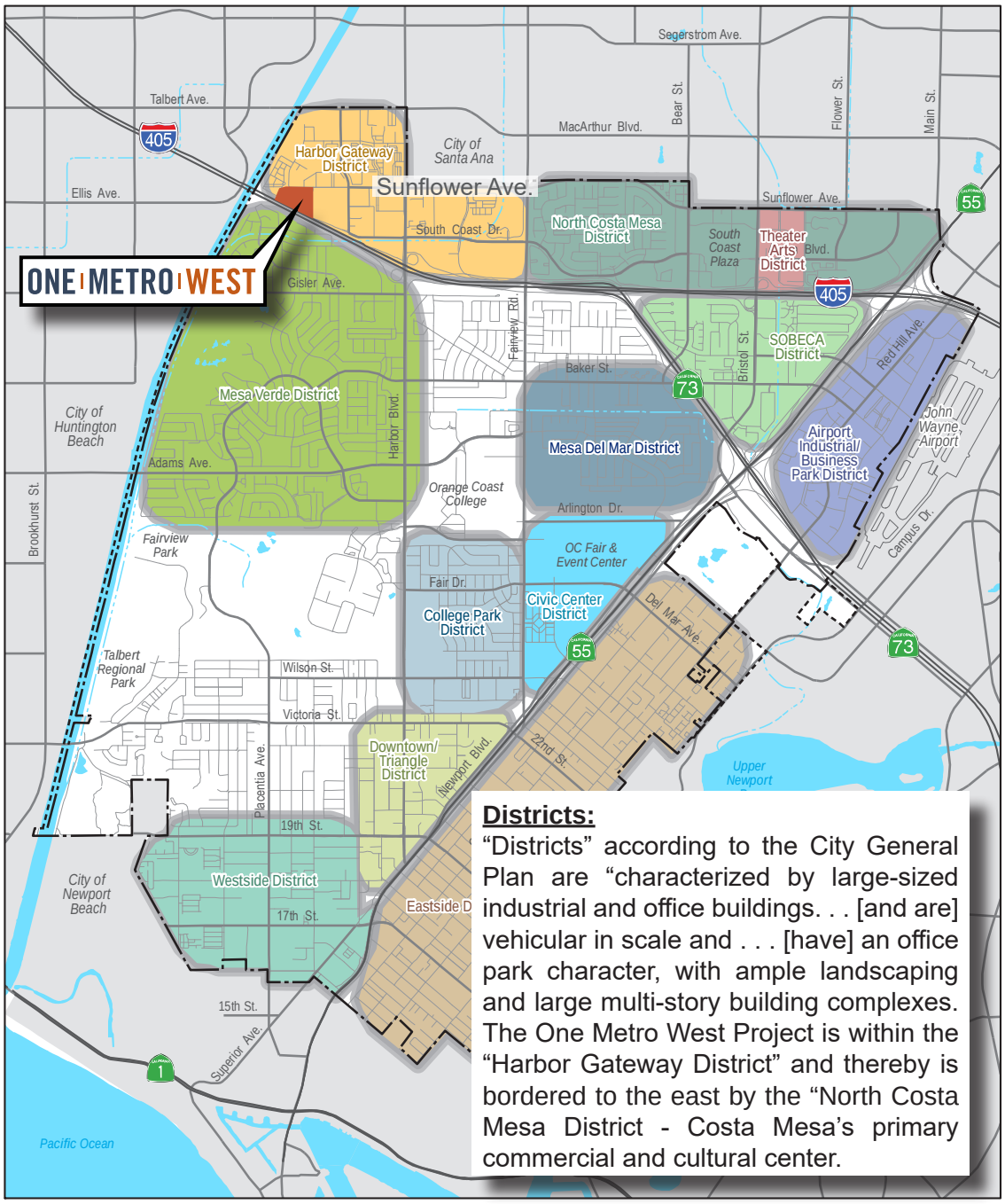
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Source: City of Costa Mesa, 2016.

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.

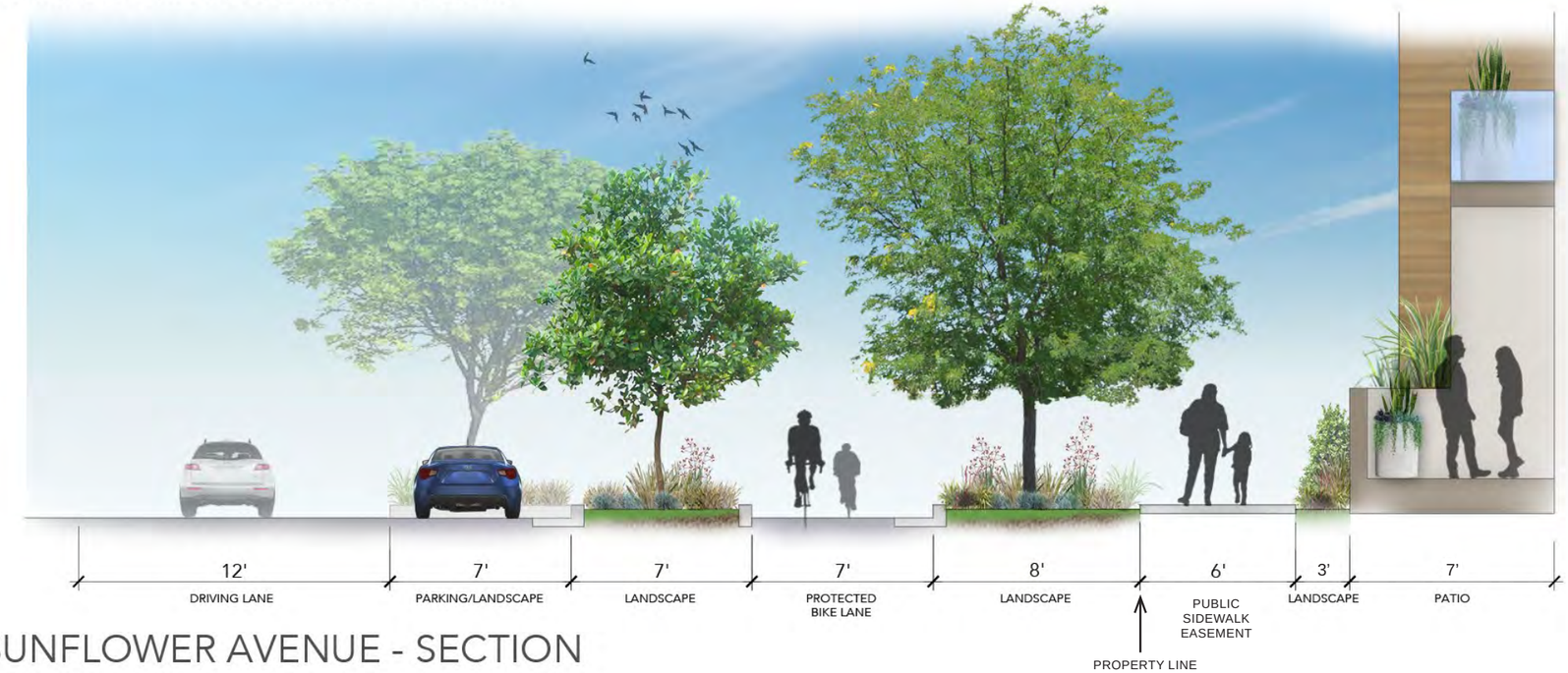
Table 3-3: Required Setbacks

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

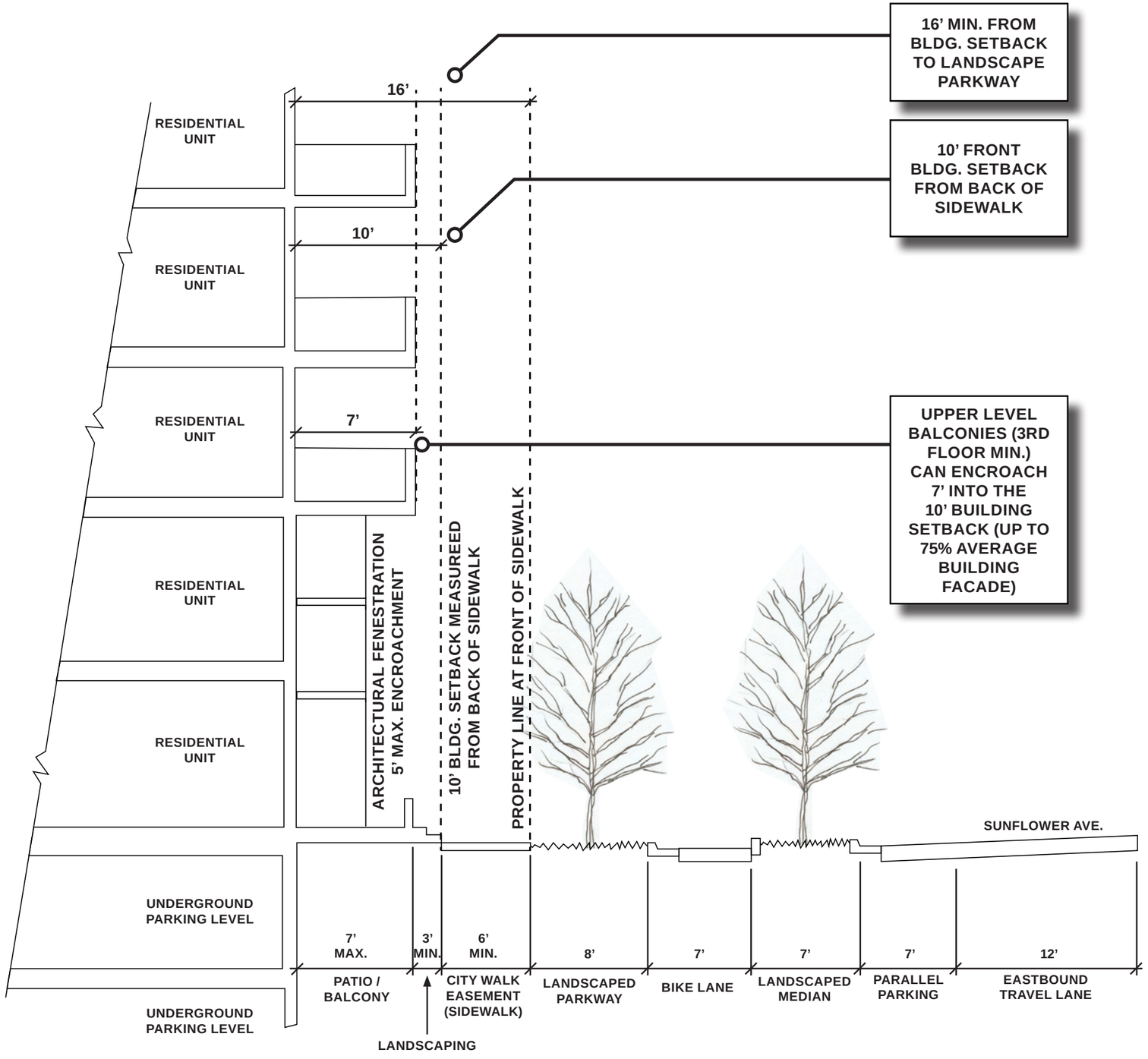


SUNFLOWER AVENUE - PLAN

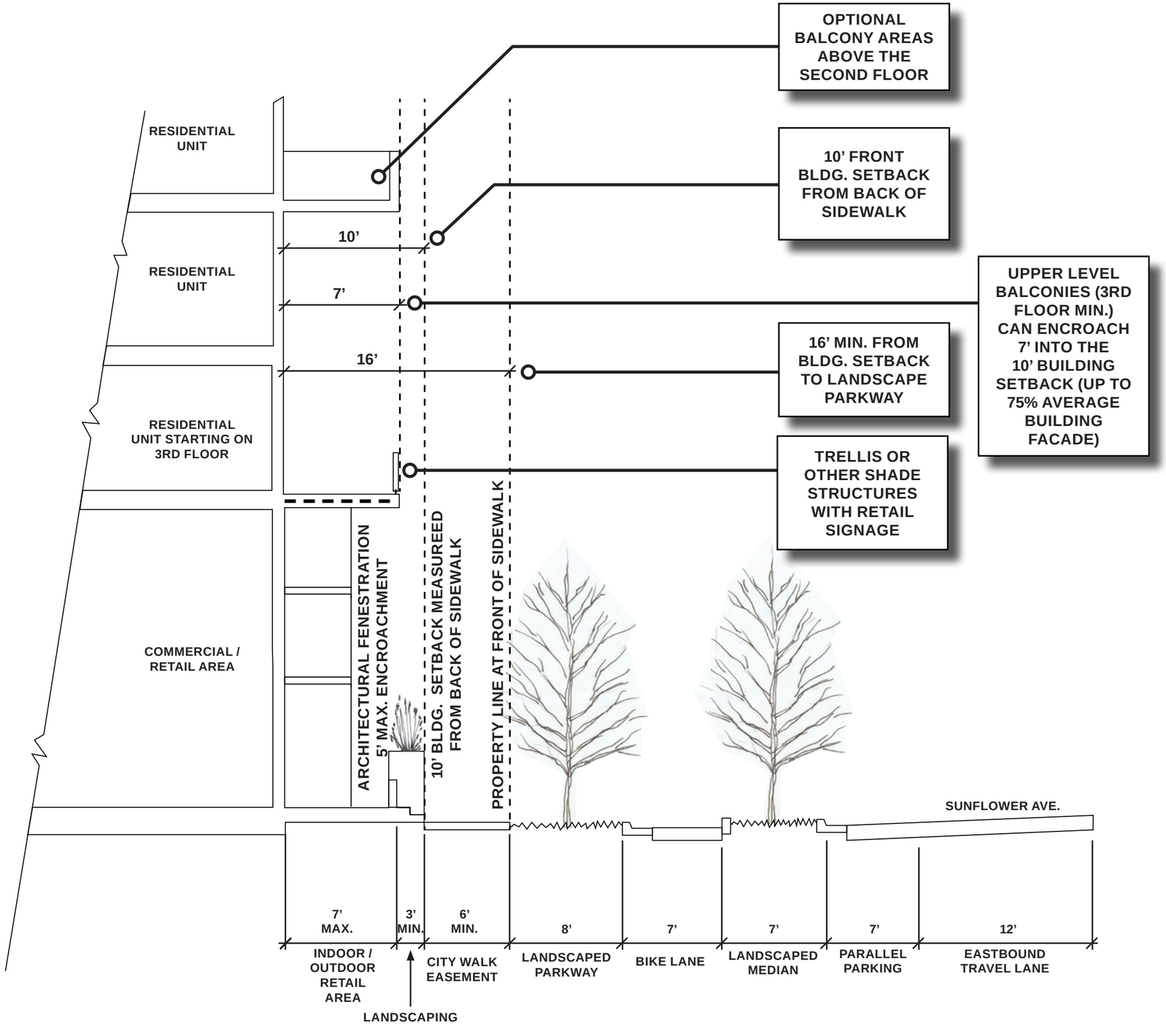


SUNFLOWER AVENUE - SECTION

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.

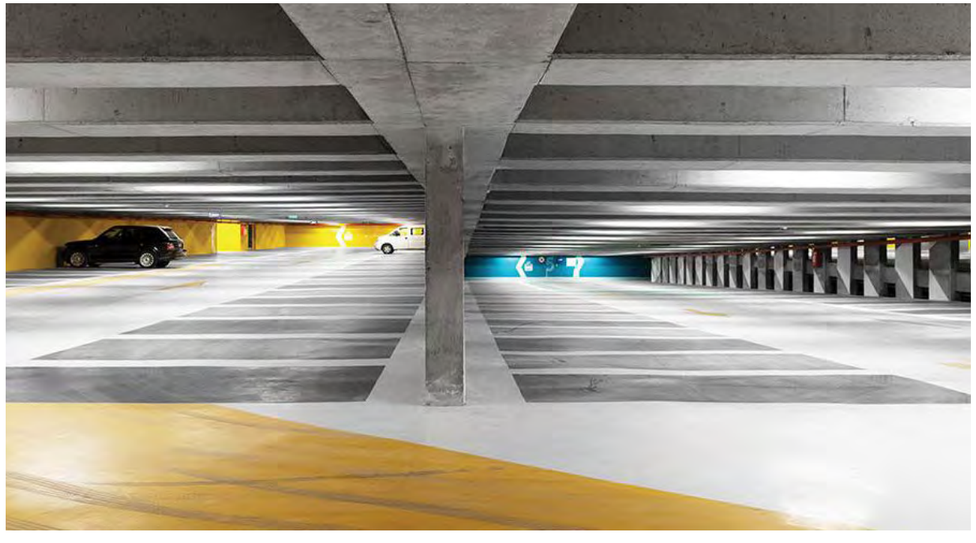
Exh 4-3
Parking Structure Exterior Lighting Design Examples



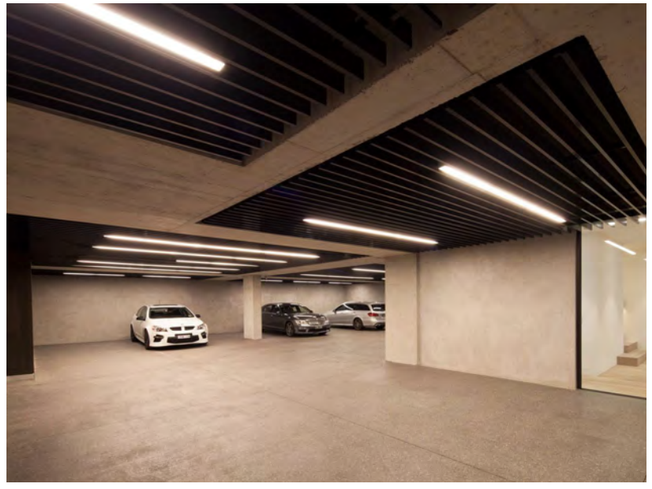




Exh 4-4
Parking Structure Interior Lighting Design Examples











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.

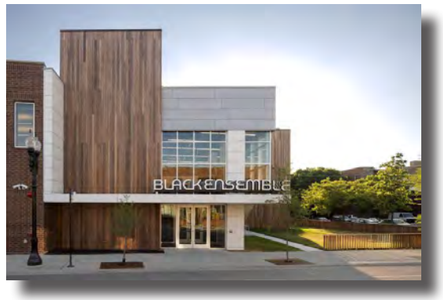
Location and size of signs on commercial or office buildings should be proportioned to the scale of the building and shall relate to the architecture of the particular structure.
Sign materials should be compatible with the building façade upon which they are placed. Sign colors should relate to and 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







PROJECTING





PROJECT ENTRY







DIRECTIONAL





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:

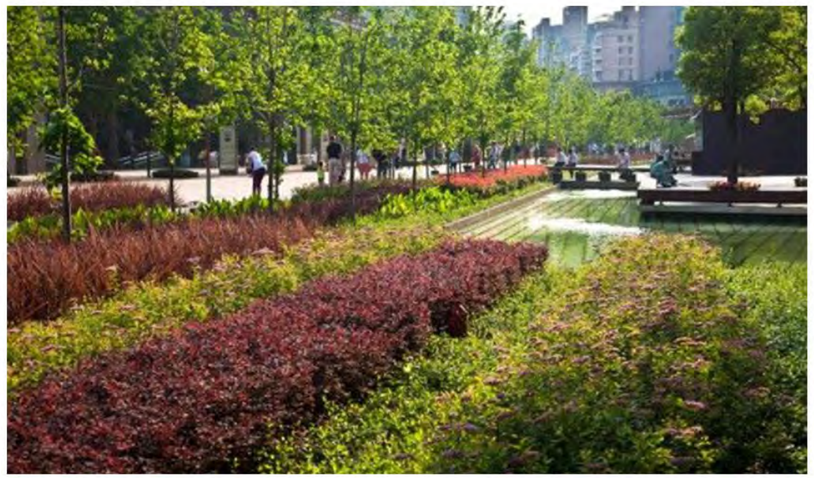
- A well landscaped space and an articulated edge to provide visual interest;
- Pedestrian amenities that may include seating, lighting, planters, drinking fountains, distinctive paving, art work, bicycle racks, and focal points;
- Softscape and hardscape elements incorporated into the overall design 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:

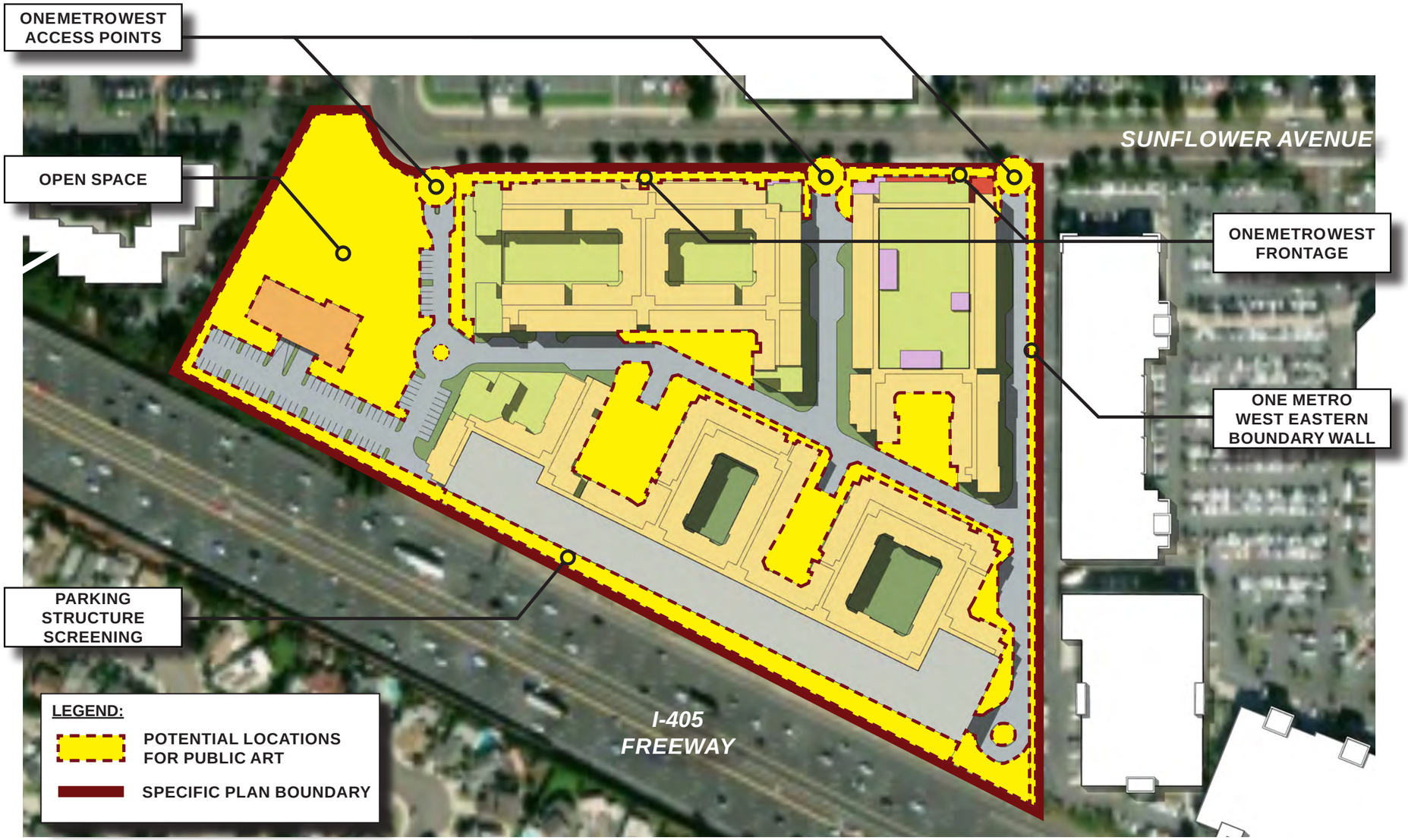
- Encourage energy conservation by installing solar panel connections on rooftops of the residential and office buildings;
- Promote use of recycled and reclaimed materials by using such materials for surface parking areas, sidewalks, unit paving, curbs and water retention tanks;
- Promote waste reduction 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).

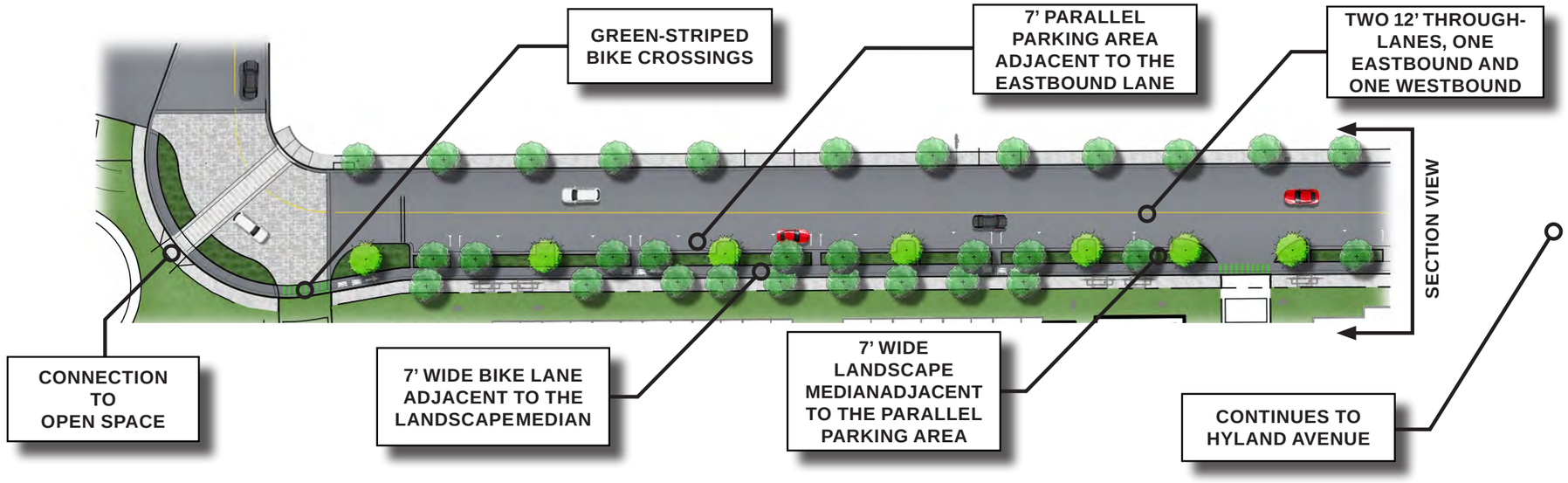
The planned Sunflower Avenue Section is included in Exhibit 5-1 "Proposed Sunflower Avenue Section"; the final details may be refined at the time of construction plan development subject to approval of the Public Services Director.

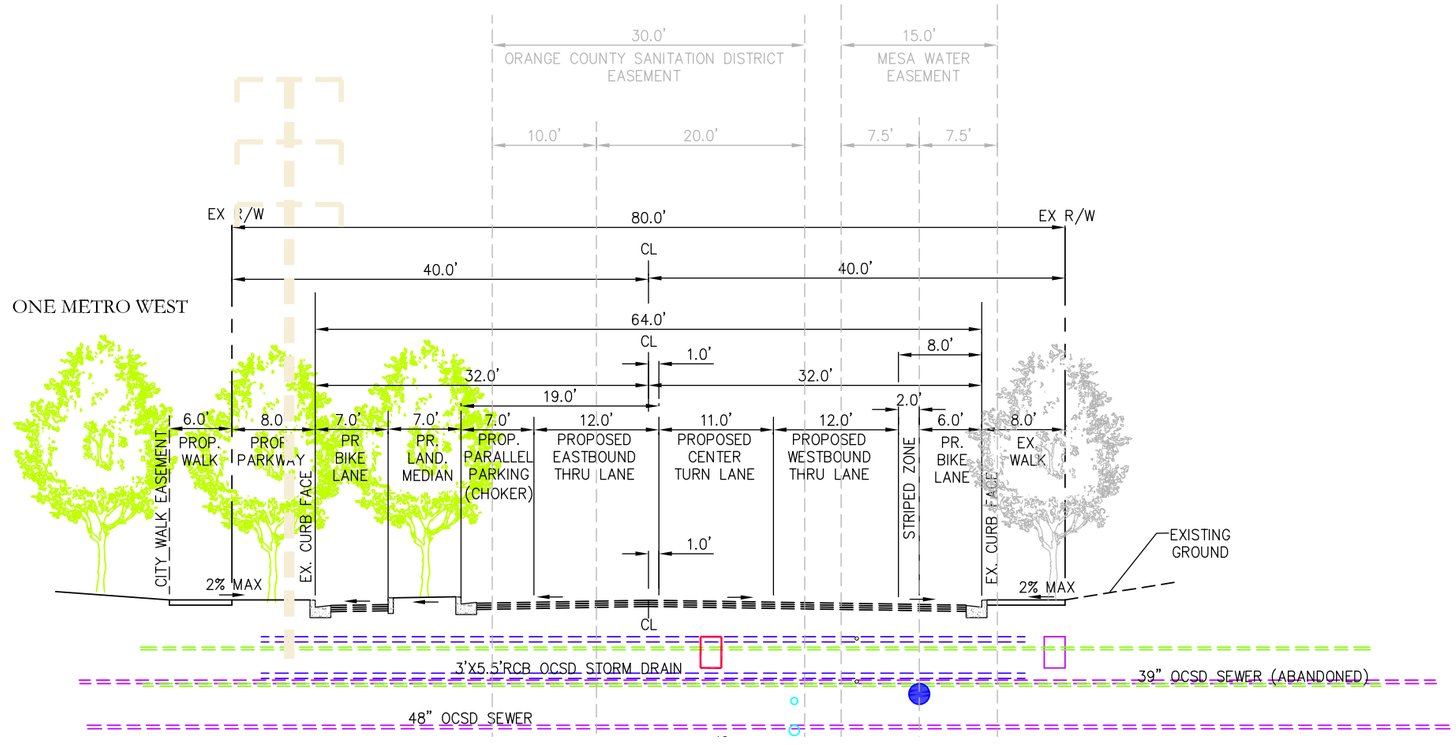
The proposed improvements would also connect the new complete street section along the southern side of Sunflower Avenue with a new landscaped bicycle trail proposed along the westerly side of the open space area. This off-site improvement would include trail construction and landscaping and would occur 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.

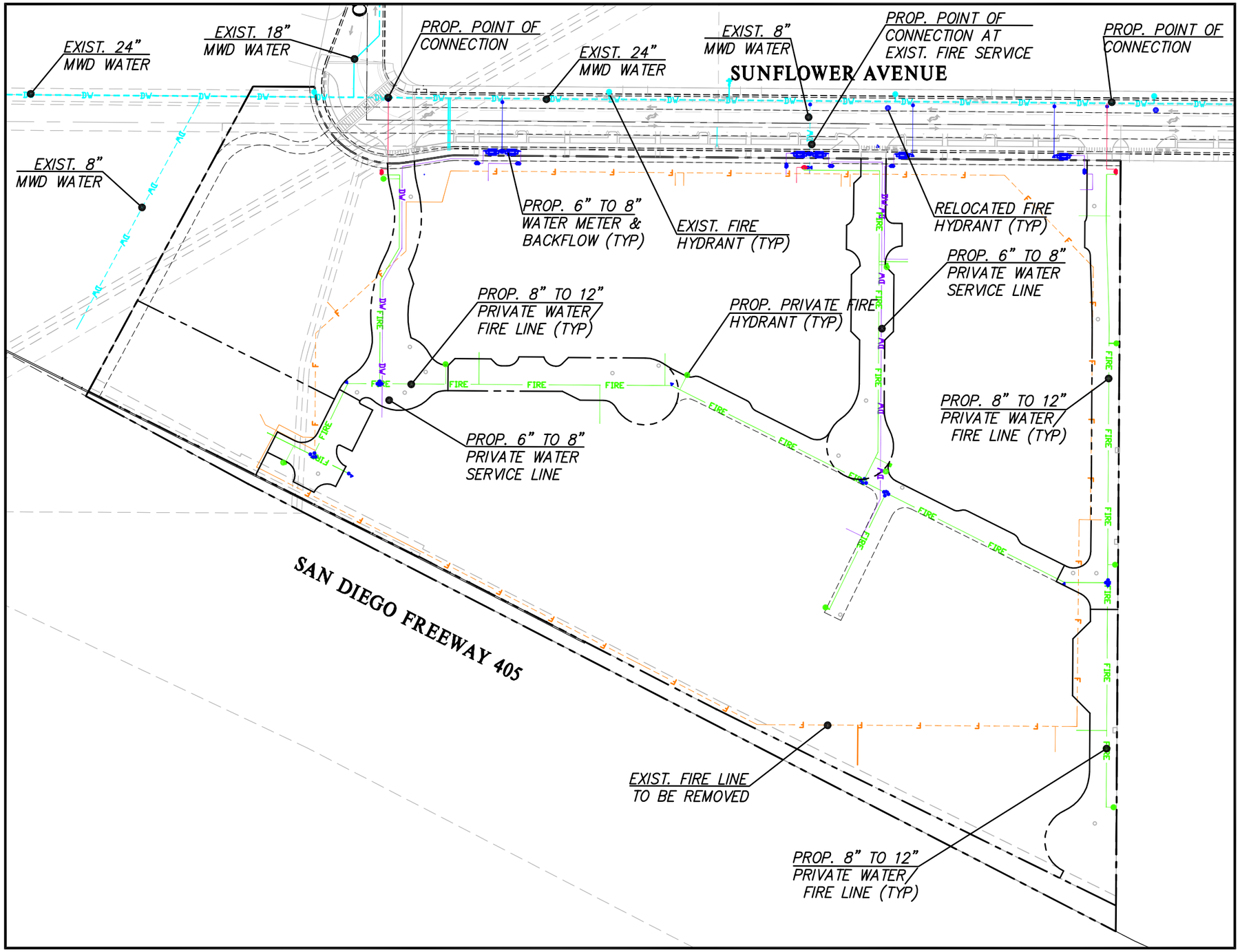
The following Exhibit 5-3 "Infrastructure Improvements – Domestic Water" illustrates the existing and planned domestic water systems for One Metro West.

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

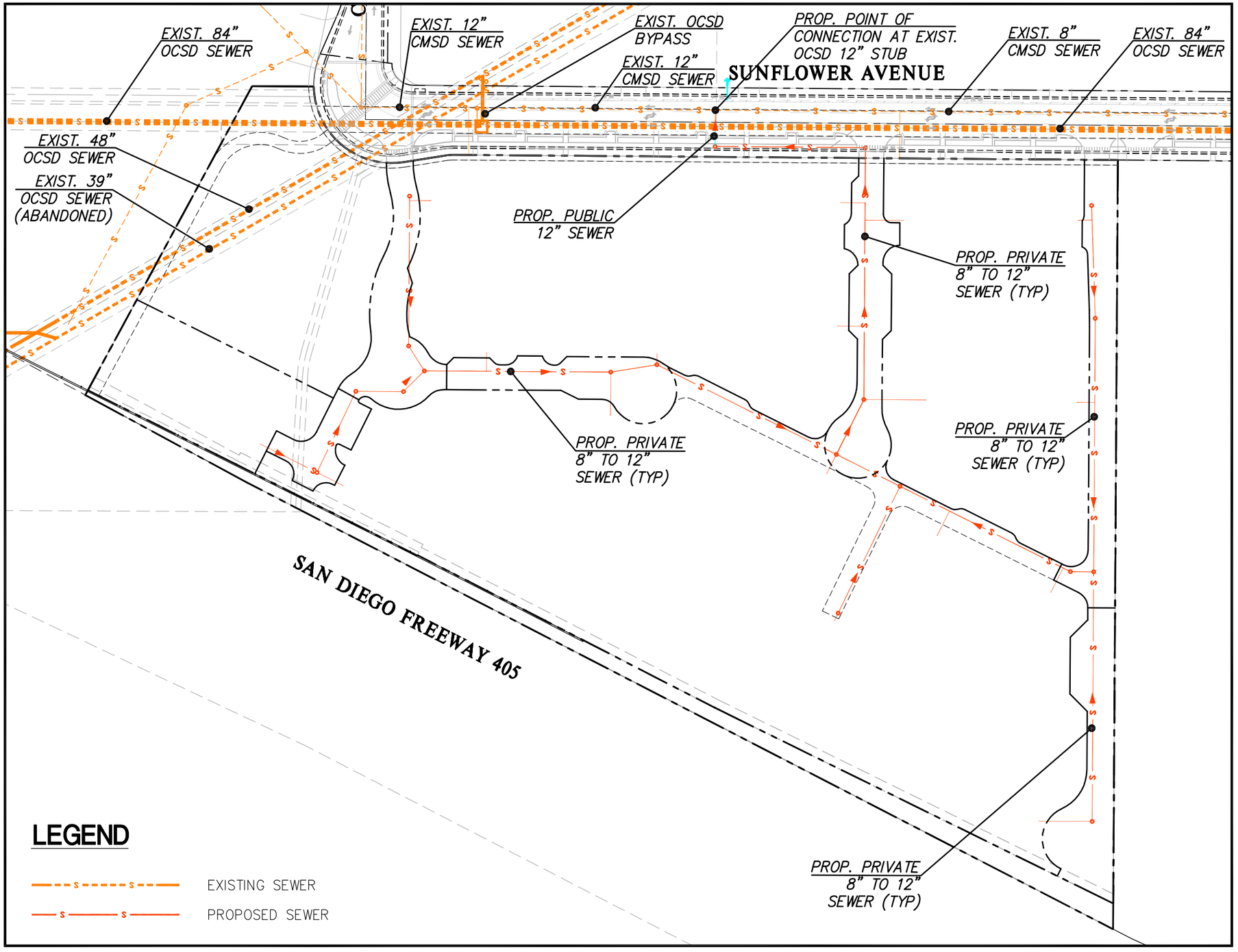
Sanitary Sewer

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.

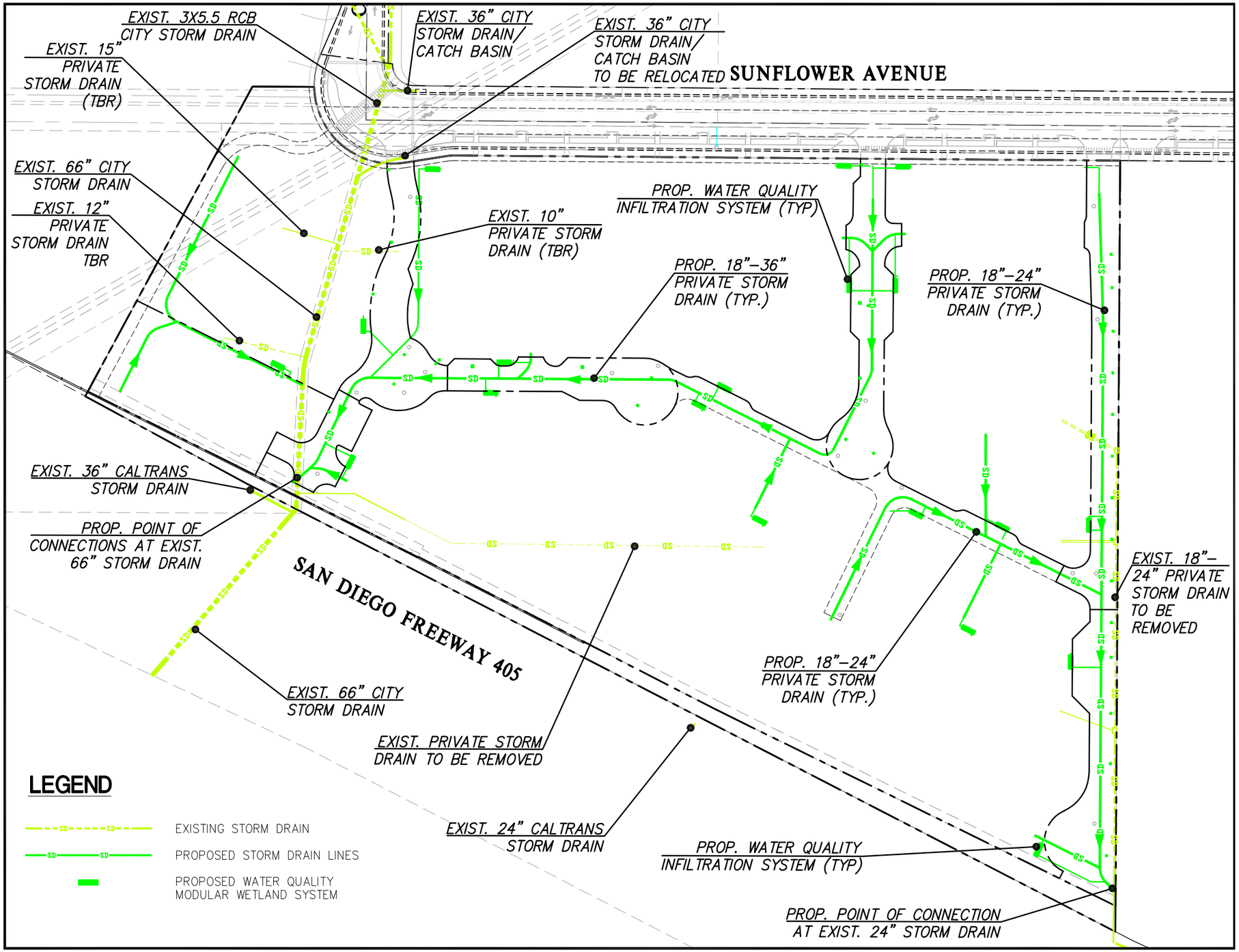
Storm Drain

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

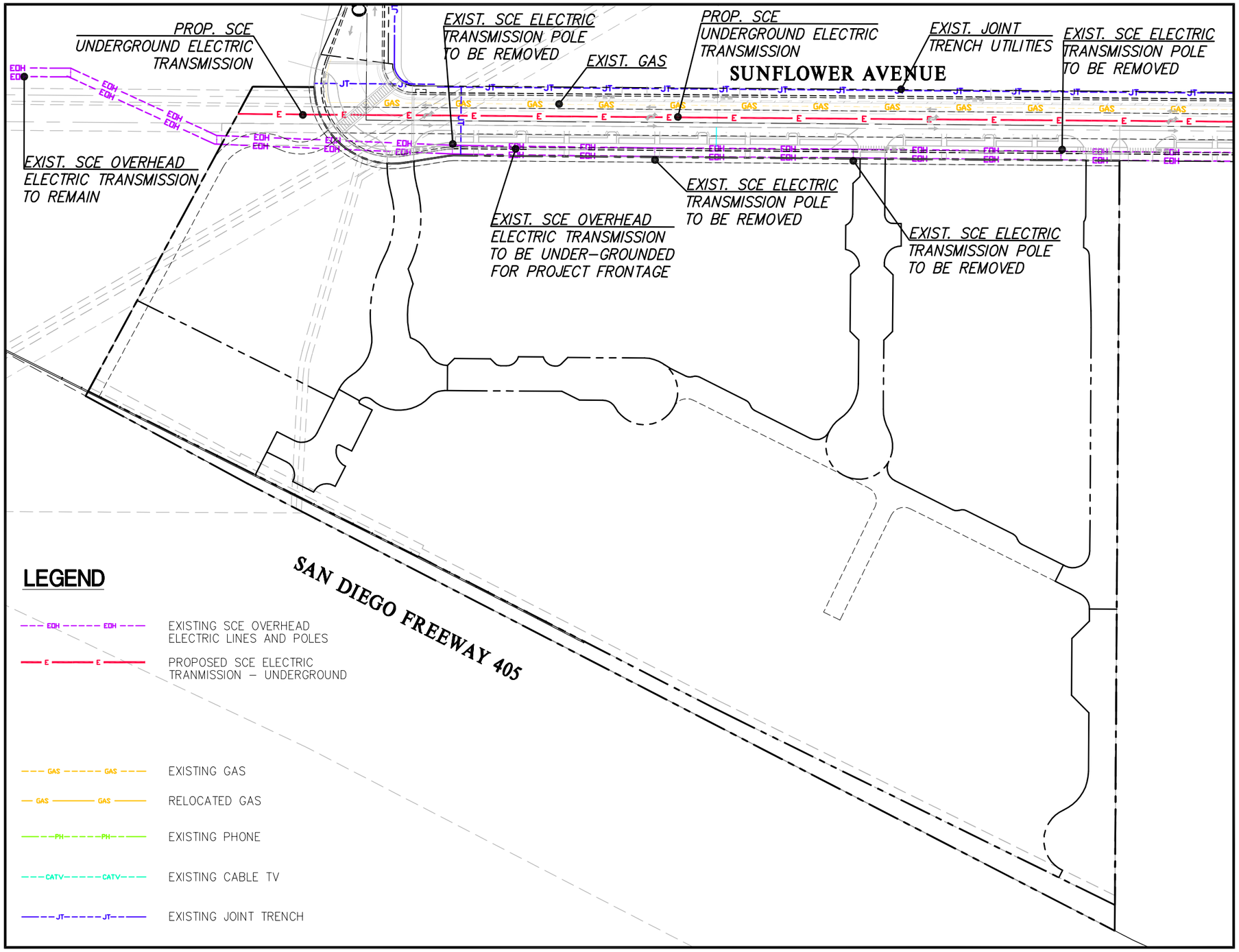
The site does not have any available stormwater quality features that would meet current water quality requirements of the County of Orange. Therefore, on-site private storm water quality control measures that meet requirements of the latest County of Orange Model Water Quality Management plan and Technical 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).

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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

Exhibit F

Citywide Multifamily Residential and Mixed-Use Objective Design Standards

PLANNING COMMISSION DRAFT

SEPTEMBER 8, 2026

CITY OF COSTA MESA
77 Fair Drive
Costa Mesa, CA 92626

ACKNOWLEDGEMENTS

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TABLE OF CONTENTS

SECTION

A. Introduction 1
1. Purpose 1
2. What are Objective Standards? 1
3. Applicability 1
4. Relationship to Other City Plans, Policies, and Codes 1
5. Administration 2
6. Use of Photos 2
B. Building Design Objective Design Standards 3
1. Building Mass and Form 3
2. Facade Design 3
3. Ground Floor Design 6
C. Site Design Objective Design Standards 9
1. Applicability of Other Related Standards 9
2. Access and Circulation 9
3. Open Space and Landscaping 12
4. Walls, Fences, and Hedges 14
5. Building Equipment and Utilities 14
6. Trash and Recycling Areas 16
7. Outdoor Lighting 17
8. Parking and Loading 17
D. Definitions 19

FIGURES

Figure 1: Upper Story Setbacks 3
Figure 2: Facade Break 3
Figure 3: Facade Modulation 4
Figure 4: Facade Hierarchy 4
Figure 5: Blank Walls 5
Figure 6: Window Alignment 5
Figure 7: Material and Color Transitions 6
Figure 8: Ground Floor Non-Residential Uses and Common Residential Spaces 7
Figure 9: Ground Floor Residential Units 7
Figure 10: Transitional Entry Space 8
Figure 11: Minimum Transparency 8
Figure 12: Development Projects on Sites Greater than 4 Acres 9
Figure 13: Continuous Pedestrian Connections 11
Figure 14: Location of Parking 18
Figure 15: Parking Structures 18



CITYWIDE MULTIFAMILY RESIDENTIAL AND MIXED-USE OBJECTIVE DESIGN STANDARDS

A. INTRODUCTION

1. PURPOSE

The purpose of these Citywide Multifamily Residential and Mixed-Use Objective Design Standards (Standards) is to promote design excellence in new residential and mixed-use development projects in the City of Costa Mesa (City) that are consistent with state law, City goals, and the community's vision, while at the same time allowing for a more efficient and predictable process for the review and approval of projects.

2. WHAT ARE OBJECTIVE STANDARDS?

Enabled by state legislation, including Senate Bill (SB) 330 (2017) and 330 (2019), the State of California defines objective standards as those "that involve no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal" (California Government Code Section 65913.4 and 66300(a)(7)).

3. APPLICABILITY

Pursuant to Title 13 of the Costa Mesa Municipal Code, these Standards shall apply to all new construction of multifamily residential and mixed-use buildings (consistent with California Government Code Section 65913.4) of three or more stories in height located in any zone, unless alternative design standards have been established through a master plan in a Planned Development zone.

4. RELATIONSHIP TO OTHER CITY PLANS, POLICIES, AND CODES

a) Costa Mesa General Plan

These Standards implement various policies of the City's General Plan, including the Land Use, Circulation, Noise, and Community Design Elements. Policies regarding building and site design enable the implementation of these Standards either in whole or in part, including, but not limited to, those regarding compatibility with adjacent existing neighborhoods; pedestrian safety, connectivity, and accessibility; and Costa Mesa's eclectic character.

b) Costa Mesa Municipal Code

These Standards regulate site and building design for multifamily residential and mixed-use development projects and are in addition to those regulations established in the City's Municipal Code, specifically Title 13 (Planning, Zoning, and Development, hereafter referred to as the "Zoning Code") and Title 5 (the Building and Structures Code). In the event of a conflict between these Standards and the Municipal Code, the more restrictive regulation shall prevail.

5. ADMINISTRATION

a) Adoption and Administration

These Standards shall be a stand-alone document adopted by reference in the Municipal Code. The Community Development Department shall be responsible for the administration of these Standards.

b) Procedures for Use, Review, and Approval

These Standards are intended for both development project applicants during the design of projects, as well as the City during the review of projects. Chapter III (Planning Applications) of Title 13 of the Municipal Code establishes the review and approval procedures of applicable projects subject to these Standards.

c) Deviations, Interpretations and Ambiguities

Allowability and procedures for the deviation from these Standards, if requested, shall be subject to the provisions of Chapter III (Planning Applications) of Title 13 of the Municipal Code. The Community Development Director shall have the responsibility and authority to interpret the meaning and applicability of these Standards.

d) Severability

These Standards are intended to be consistent with and shall be interpreted and applied to comply with all applicable state laws, as provisions may be amended from time to time and any successor statutes. If any provision of these Standards conflict with state law, the applicable state law shall prevail. If any provision of these Standards, or its application to any person or circumstance, is held invalid or unenforceable by a court of competent jurisdiction, such invalidity or unenforceability shall not affect other provisions or applications of these Standards that can be given effect without the invalid provision or application. The City Council declares that it would have adopted these Standards and each provision, section, sentence, clause, and phrase thereof, irrespective of the fact that any one or more provisions may be declared invalid or unenforceable.

6. USE OF PHOTOS

Photographs and captions are used alongside these Standards to provide examples of real-world built projects and how design features may comply or not comply with select Standards. The use of a photograph for a project does not mean that a similar project will meet the requirements of a Standard, nor does it mean that the project shown in the photograph is an exemplary project. Decision of compliance with a Standard shall be subject to the provisions of Chapter III (Planning Applications) of Title 13 of the Municipal Code.

B. BUILDING DESIGN OBJECTIVE DESIGN STANDARDS

1. BUILDING MASS AND FORM

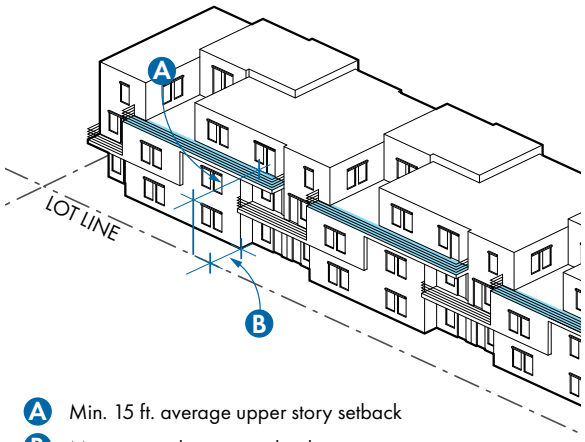
a) Intent

The intent of these Standards is to:

- Encourage compatibility in scale across adjacent buildings;
- Minimize the perceived height and mass of buildings; and
- Allow for space, light, air, and privacy in between buildings.

b) Residential Structures of Three or More Stories

1. **Upper Story Setbacks.** When abutting a property in the R1, R2, and R3 zones along an interior property line, the building elevation, inclusive of balconies, along the interior property line of the third story and above shall be set back a minimum average of 15 feet from the property line, as illustrated in Figure 1, and shall be no closer than the minimum required setback set forth by the underlying base zoning district or applicable overlay zoning district.



A Min. 15 ft. average upper story setback
B Min. required interior setback

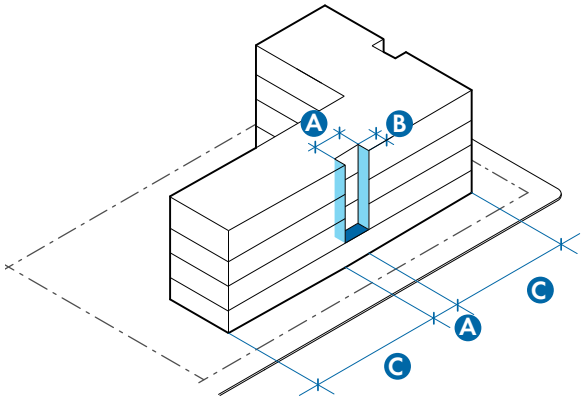
FIGURE 1: Upper Story Setbacks

2. FACADE DESIGN

a) Intent

The intent of these Standards is to:

- Discourage "blank walls;"
- Reflect the eclectic character of Costa Mesa's built environment; and
- Encourage a diversity of facade designs and styles that are visually interesting and engaging.



A Facade break length
B Facade break depth
C Maximum facade length before break

FIGURE 2: Facade Break

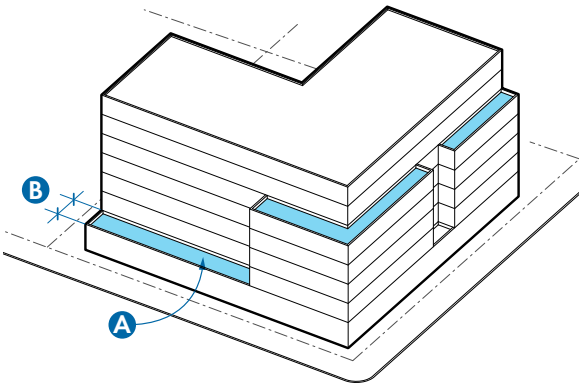
b) Facade Length

1. **Maximum Facade Length.** Street-facing facades shall provide at least one facade break such that no facade length, measured as the horizontal distance across a continuous building facade, exceeds 150 feet. A facade break, either as a projection or recess in the entirety of the facade, shall measure at least five feet deep perpendicular to the facade and at least 10 feet long parallel to the facade, as illustrated in Figure 2. Facade breaks are not required for townhouses/rowhouses and above-grade parking structures.

c) *Facade Modulation*

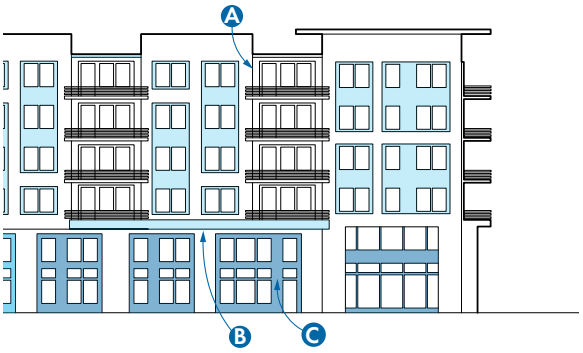
1. **Minimum Facade Modulation.** Public street-facing facades shall provide facade modulation, measured as projections or recesses of the facade by a minimum of two feet and a maximum of 12 feet in depth, for at least the following minimum percentages of the facade area, as illustrated in Figure 3. Facades separated by a required facade break in accordance with Subsection b) Facade Length shall be considered separate facades. Facade modulation is not required for ground floors and townhouse and rowhouse buildings, and is not required to be continuous across multiple stories or open to the sky.
   a. Multi-family residential buildings and mixed-use buildings: 25 percent.
   b. Non-residential buildings: 15 percent.
   c. Parking structures: None required

2. **Exceptions to Facade Modulation.** The following building elements shall not qualify as required facade modulation:
   a. Required facade breaks in accordance with Subsection b) Facade Length.
   b. Balconies and exterior stairs and elevators that are not integrated into the building facade by means of walls and roofs, or in other words "tacked onto" the facade.
   c. Elements used for screening building equipment.
   d. Mechanical, plumbing, or electrical equipment.



A Facade area projected or recessed
B Minimum 2 ft. to maximum 12 ft. depth

FIGURE 3: Facade Modulation



A Recess or projection
B Horizontal projection or band
C Change in facade material or color

FIGURE 4: Facade Hierarchy

d) *Facade Hierarchy*

1. **Facade Hierarchy.** With the exception of townhouses and rowhouses, buildings shall incorporate at least two of the following design features to distinctly articulate and differentiate the "base, middle, and top" of buildings as illustrated in Figure 4.
   a. A change in facade material or color between the ground floor and the upper floors, where the ground floor facade is distinguished through the application of brick, stone, concrete, wood, or similar siding materials and colors, and upper floors vary from the ground floor.
   b. Recess or projection of the upper floors for a minimum of two feet in depth measured perpendicular from the ground floor facade.
   c. Use of horizontal reveals, projections, bands (e.g., cornice, frieze, fascia, etc.), parapets, or similar treatments to distinguish the ground floor from the upper floors.



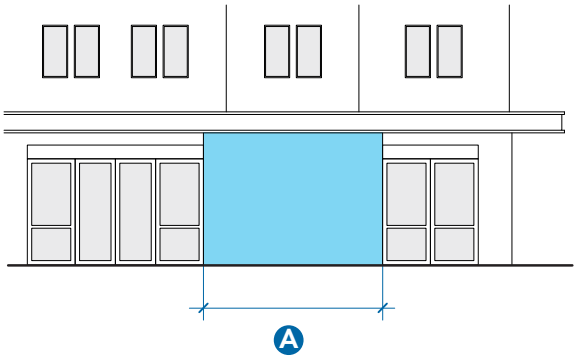
Change in facade material and color demonstrating facade hierarchy.

e) "Blank Walls"

1. **Maximum Length of Blank Walls.** Blank walls consisting of a portion of a building facade without a window, door, or other facade opening, shall not exceed 10 feet for residential uses and 20 feet for non-residential uses, measured in length horizontally along the facade at each story of the building, as illustrated in Figure 5.

2. **Exceptions to Blank Walls.** A blank wall may exceed the maximum length if it provides one or more of the following elements for more than 75 percent of the blank wall area:

   a. Green or living walls where walls attain at least 95 percent coverage within one year of installation, and where walls are maintained free of weeds and debris.
   b. Lattices, louvers, or similar decorative facade treatment.
   c. Public art/murals in compliance with CMMC Title 13, Chapter VIII (Signs) and reviewed by the Arts Commission.
   d. Signage in compliance with CMMC Title 13, Chapter VIII (Signs).

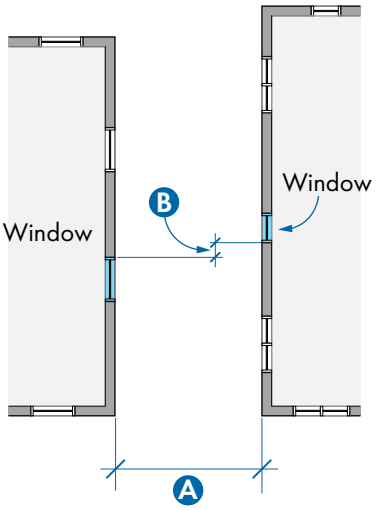


A Max. Length of Blank Wall

FIGURE 5: Blank Walls

f) Windows

1. **Window Alignment.** Windows shall not directly align with windows of dwelling units on an abutting lot. Windows located within 20 feet of an adjacent dwelling unit shall be horizontally offset by a minimum of 12 inches measured from the interior window edge so as not to produce a direct line-of-sight into adjacent dwelling units, as illustrated in Figure 6, unless use of privacy glass, clerestory windows with a minimum sill height of 5 feet, or glass block employed to block views.



A 20 ft. or less between dwellings
B 1 ft. min. horizontal offset

FIGURE 6: Window Alignment

2. **Window Detailing.** With the exception of non-residential uses and common residential spaces, windows shall either be recessed or projected a minimum depth of two inches as measured perpendicular from the building facade. At each window with frontage along a street a minimum of one of the following design features shall also be incorporated:

   a. Trim of at least four inches in width around the entire window opening.
   b. Sills, aprons, or lintels.
   c. Shutters, awnings, trellises, or brise-soleil systems.
   d. Juliet balconies on second floors and above.
   e. Window planter boxes with living plants.

g) Architectural Styles, Materials, and Colors

1. **Design Consistency.** Each building, inclusive of additions and renovations to the building, shall be consistent with a singular architectural style and the style's associated materials, finishes, and colors. Street facing facades of a building shall employ the same quality and style of architectural detailing and articulation.

2. **Material and Color Transitions.** When proposed, facade accent materials and colors shall wrap all exterior corners of a building by a minimum of two feet in length, as illustrated in Figure 7.



A Accent material wraps exterior corner

FIGURE 7: Material and Color Transitions

3. GROUND FLOOR DESIGN

a) Intent

The intent of these Standards is to:

- Encourage human-scaled design;
- Ensure that ground floor uses respond to and engage with streets and sidewalks;
- Ensure accessibility and visibility of ground floor commercial uses to support economic development;
- Ensure the livability, privacy, and security of ground floor residential units; and
- Foster "eyes on the street" to enhance visibility, safety, and comfort.



Material change between ground floor and upper floors.

b) Ground Floor Height

1. **Ground Floor Height.** The minimum floor-to-floor height of the ground floor shall be 12 feet. The height shall be measured from the finished floor of the ground floor to the finished floor of the second floor.

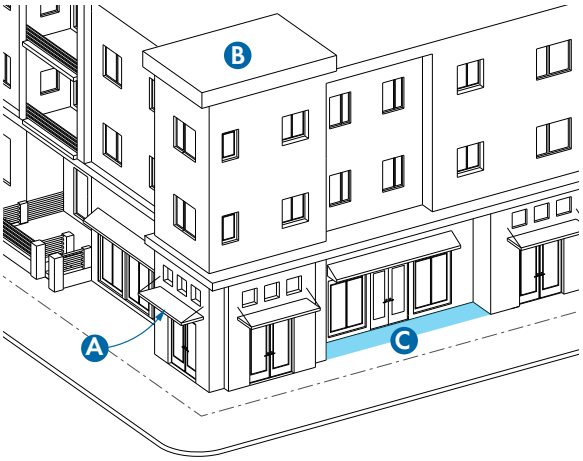
c) Ground Floor Elevation

1. **Ground Floor Elevation.** The finished elevation of the ground floor shall be provided as follows:
   a. Ground floor non-residential uses, including live/work units, and common residential spaces: Average finished floor elevations located along a public street shall be within 24 inches of the grade of the adjacent sidewalk, unless a greater elevation is required to satisfy applicable Building Code, flood protection, or drainage requirements.
   b. Ground floor residential units: With the exception of dwelling units required for accessibility pursuant to state law, finished floor elevations shall provide a grade separation of a minimum of two feet and a maximum of six feet above the elevation of the adjoining sidewalk at the primary building entry.

d) Ground Floor Entries

1. **Number of Entrances for Non-Residential Uses and Common Residential Spaces.** A minimum of one building entry shall be provided every 150 linear feet of street-facing ground floor building frontage. When adjacent to a street, the entry shall front/be oriented towards the street and provide a pedestrian walkway to the street.

2. **Ground Floor Non-Residential Uses and Common Residential Spaces.** With the exception of back-of-house entries, building entries for non-residential uses and common residential spaces shall incorporate at least two of the following design features, as illustrated in Figure 8:

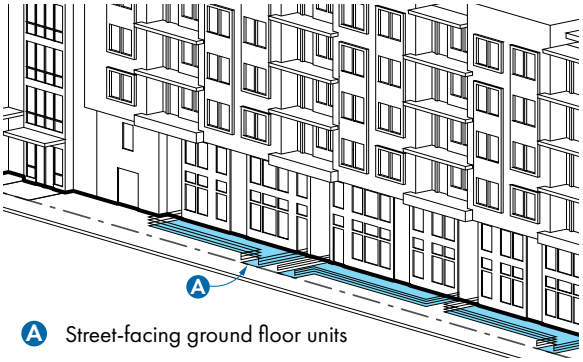


A Awning or canopy
B Increased height at entry
C Recessed area

FIGURE 8: Ground Floor Non-Residential Uses and Common Residential Spaces

   a. A roofed element over the entrance that protrudes at least two feet from the building facade, such as an awning, canopy, trellis, or overhang. Such an element shall not encroach into the public right-of-way.
   b. An increase in total height of the ground floor entry by no more than five feet in height to accommodate a protruding entry.
   c. A projected or recessed entry area of at least 50 square feet in floor area with a minimum dimension of 5 feet in any direction, such as a terrace, forecourt, gallery, arcade, or shopfront.

3. **Ground Floor Residential Units.** Each residential unit located on the ground floor shall provide a primary building entry directly to the exterior. For units with frontage along a public street, the entry shall front/be oriented towards the street and provide a pedestrian pathway to the street, as illustrated in Figure 9. For units located interior to a parcel with no frontage along a public street, the entry shall front/be oriented towards a private street or exterior common area, such as a courtyard, plaza, or paseo, and provide a pedestrian walkway to the private street or exterior common area.



A Street-facing ground floor units

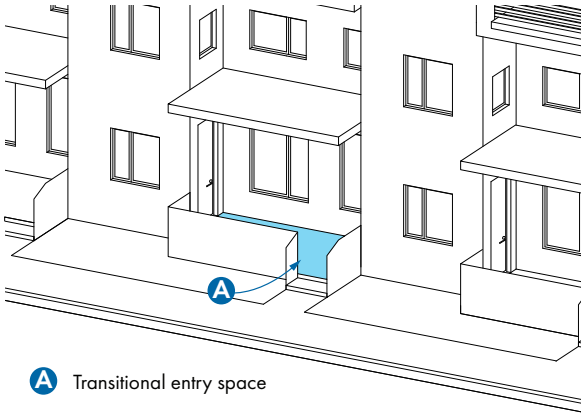
FIGURE 9: Ground Floor Residential Units



Ground floor residential units.

4. **Transitional Entry Space.** Ground floor residential units shall provide a transitional space between the entry into the unit and the street or common area. The transitional space shall be at least 50 square feet in floor area with a minimum dimension of 5 feet in any direction in the form of a porch, terrace, stoop, dooryard, or similar entry feature, as illustrated in Figure 10.

5. **Separate Entries.** Non-residential uses and residential uses in the same building shall not share common areas, such as lobbies, entrances, or hallways. These separations shall be permanently maintained.

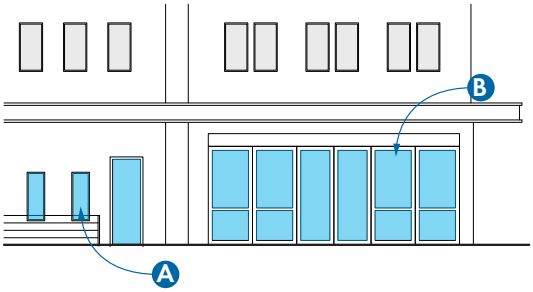


A Transitional entry space

FIGURE 10: Transitional Entry Space

e) *Ground Floor Transparency*

1. **Minimum Transparency.** Minimum ground floor transparency is measured as the percentage of facade area that consists of transparent openings relative to the total area of the ground floor facade. Street-facing ground floor facades shall provide transparent openings in the facade, such as windows, doors, and other facade openings, for at least the following minimum percentages, as illustrated in Figure 11.
   a. Ground Floor Residential Units: 30 percent
   b. Non-Residential Uses and Common Residential Spaces: 60 percent



A Min. 30% Transparency for Ground Floor Residential Units
B Min. 60% Transparency for Ground Floor Non-Residential Uses

FIGURE 11: Minimum Transparency

2. **Obscured Transparency.** The use of color-tinted, mirrored, or reflective glass shall be prohibited. The use of indoor security bars, grilles, and gates shall be concealed from street view during business hours using systems such as ceiling cavities, side pockets, or similar systems. The use of exterior security bars, grilles, and gates shall be prohibited. For non-residential uses, with the exception of medical uses, elements that obscure more than 25 percent of visibility into required transparent openings shall be prohibited, such as blinds, drapes, curtains, signs, merchandise, or similar elements.



Ground floor residential units with transitional entry spaces.



Ground floor residential units with direct access to the street.

C. SITE DESIGN OBJECTIVE DESIGN STANDARDS

1. APPLICABILITY OF OTHER RELATED STANDARDS

The applicable development standards set forth in the following sections of Title 13 of the CMMC shall apply, with the additions and exceptions established in these Standards. In the event of a conflict between these Standards and the Municipal Code, the more restrictive regulation shall prevail.

- Article 9 (General Site Improvement Standards) of Chapter V (Development Standards), specifically:
  - Section 13-73 (Trash enclosures).
  - Section 13-74 (Elevation and screening requirements).
  - Section 13-75 (Fences and walls).
- Chapter VI (Off-Street Parking Standards), specifically:
  - Article 3 (Development Standards)
- Chapter VII (Landscaping Standards)



Pedestrian walkway in between buildings.

2. ACCESS AND CIRCULATION

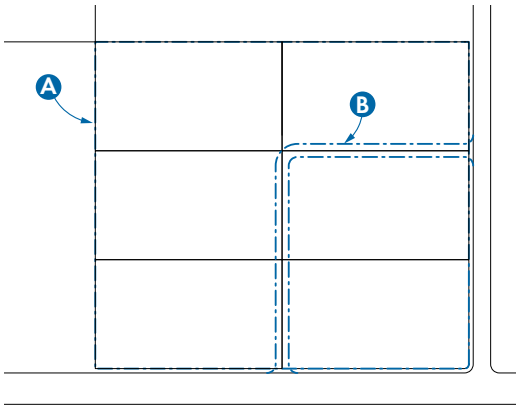
a) Intent

It is the intent of these Standards related to access and circulation design to:

- Augment the applicable standards set forth in CMMC Title 13, Chapter VI (Off-Street Parking Standards);
- Promote visual and physical connectivity between buildings, entries, common and public areas, amenities, destinations, and the adjoining neighborhoods through human-scaled design;
- Facilitate the "breaking down" or subdivision of large sites into walkable segments;
- Promote visibility, safety, comfort, and pedestrian activity along common areas.

b) Development Projects Sites Greater than 4 Acres

1. **Large Sites.** Development projects of four acres or more in the site area shall provide at least one private street or publicly-accessible pedestrian paseo, in accordance with Subsection c) as a means to "break down" or subdivide the larger site into smaller segments of approximately two acres each in site area, as illustrated in Figure 12.



Ⓐ Large development site
Ⓑ Private street

FIGURE 12: Development Projects on Sites Greater than 4 Acres

c) Pedestrian Access and Circulation



Pedestrian walkway in between buildings.

1. **Pedestrian Walkways and Paseos.** Pedestrian walkways and paseos shall be clearly differentiated from streets, driveways, drive aisles, parking aisles, and parking and loading areas through grade separation and/or the use of different paving material, including, but not limited to, concrete, scored/stamped or tinted concrete, exposed aggregate concrete, brick or concrete pavers, or similar material. The use of asphalt as well as loose or moveable materials, including, but not limited to, stepping stones, cobblestones, pebbles, river rocks, and gravel, shall be prohibited except if used as decorative landscaping elements outside of a walkway or paseo.
2. **Pedestrian Paseos.** When provided, pedestrian paseos shall comply with the following:
    a. Dimensions. Paseos shall provide a minimum width of 20 feet. Where a paseo serves as required fire apparatus access, a minimum unobstructed clear drivable width of 20 feet shall be maintained at all times and where fire apparatus access is required for buildings exceeding 30 feet in height, a minimum unobstructed clear width of 25 feet shall be maintained. Fire apparatus access shall otherwise comply with the Costa Mesa Fire Apparatus Access Design Standards and adopted codes at the time of construction.
    b. Access. Paseos shall provide direct access to a public sidewalk and shall be open and accessible to the general public at a minimum during business hours. The paseo may be enclosed by bollards, fences, and gates but shall be accessible, open, and unlocked during the time that it is open to the public. Vehicular access, with the exception of required emergency access, shall be prohibited.
    c. Elevation. Paseos shall match the elevation of the adjoining sidewalk and shall not exceed a grade of five percent.
    d. Landscape. A minimum of 25 percent of the paseo shall be planted or landscaped with a minimum dimension of 30 inches in any direction.
    e. Maintenance. Paseos shall be privately owned and maintained and require approval of a public access agreement, unless otherwise dedicated and/or agreed upon with the City in regulatory agreement.
    f. Frontage. Ground floor residential units, non-residential uses, and/or common residential spaces shall front the paseo and provide access to required primary building entries.

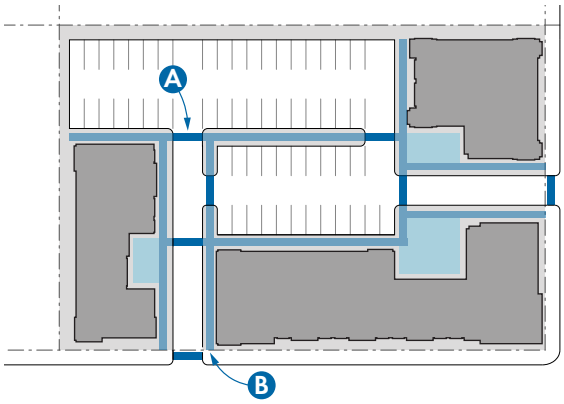


Marked pedestrian crossing and walkway across drive aisle.



Pedestrian paseo along active ground floor uses.

3. **Continuous Pedestrian Connections.** Pedestrian walkways shall connect in all primary building entries to on-site bicycle and vehicular parking areas, on-site common and publicly accessible open spaces, and other on-site amenities in a development project, as well as to the public sidewalk along each abutting public right-of way. Pedestrian walkways shall be continuous. Where an interruption occurs, such as at a street, driveway, drive aisle, parking aisle, or parking and loading areas, the pedestrian walkway shall maintain a direct accessible connection via a marked crosswalk, decorative paving, or similar crossing feature, as illustrated in Figure 13.



A Drive aisle pedestrian crossing
B Continuous pedestrian connections

FIGURE 13: Continuous Pedestrian Connections

d) Vehicular Access and Circulation

1. **Street Access.** In order of priority and as determined by the Community Development Director or their designee, vehicular access shall be provided from (a) an alley or rear street, if present, (b) a side street, (c) an existing or relocated curb cut on the primary street, and (d) a new curb cut on the primary street.

2. **Private Streets.** When provided, private streets, with the exception of parking aisles, shall be designed and constructed to the same structural, and drainage standards as dedicated local or collector City streets to the satisfaction of the City Engineer or their designee, and shall include required sidewalks, landscaped parkways with trees, and lighting on both sides of the street. Private streets shall connect to the public right-of-way and align with existing signalized intersections, where feasible. Private streets shall not exceed the minimum right-of-way width of a dedicated collector City street.



Continuous, grade separated walkway through parking area.



Private street with active ground floor uses through a development.



Private street through development site.

3. OPEN SPACE AND LANDSCAPING

a) Intent

The intent of these Standards is to:

- Augment the applicable standards set forth in CMMC Title 13, Chapter VII (Landscaping Standards);
- Encourage access to outdoor open-air spaces to improve health and wellness;
- Encourage public gathering and activity in visible, safe, and vibrant settings;
- Allow for a balance between built and natural spaces;
- Enhance the natural environment through the sustainable function of natural systems; and
- Provide a transition between public and private spaces, while ensuring the privacy of private spaces.

b) Minimum Area

1. Development projects shall provide the minimum required private, common, and/or publicly accessible open space set forth by the underlying base zoning district or applicable overlay zoning district.

c) Private Open Space

1. **Dimensions.** Required private open space shall maintain a minimum dimension of 5 feet in any direction.
2. **Location.** Required private open space may be provided at-grade, on upper levels, or on the roof, so long as the open space is contiguous to and directly accessible from the dwelling unit.
3. **Slope.** Required private open space shall not exceed a grade of 5 percent.
4. **Ground Floor Residential Units.** Required private open space when provided at grade for ground floor residential units, when the open space is street-facing, shall be enclosed by a fence, wall, and/or gate of a minimum height of 30 inches and a maximum height of 48 inches.



Barbeque area and seating open space amenities.

d) Common Open Space

1. **Dimensions.** Required common open space shall provide at least one contiguous area of a minimum of 400 square feet with a minimum dimension of 10 feet in any direction.
2. **Location.** Required common open space may be provided at-grade, on upper levels, or on the roof, so long as the open space is accessible to all residents of the dwelling units in a project.
3. **Slope.** Required common open space shall not exceed an average grade of 10 percent.
4. **Landscape.** A minimum of 25 percent of the required common residential open space shall be planted or landscaped area with a minimum dimension of 30 inches in any direction.



Swimming pool and common open space for residents.

5. **Water Features.** A maximum of five percent of the required common residential open space shall consist of decorative water features, which may include, but are not limited to, fountains, reflecting pools, or other similar decorative water features as determined by the Community Development Director or their designee. Swimming pools shall not be considered decorative water features.

6. **Recreational Amenities.** At least one active recreational amenity shall be provided for residential projects consisting of 12 or more units. Active recreational amenities may count towards required common open space and may include, but are not limited to, the following.

   a. Children's play area, with permanent playground equipment such as swings, climbing structures, slides, sandboxes or similar installations;
   b. Water amenity, such as a common swimming pool, spa, hot tub, or splash pad;
   c. Barbecue or picnic area with permanent cooking equipment and seating;
   d. Sports court such as an area designed for tennis, basketball, lawn bowling, racquetball, etc.
   e. Pet area, such as a fenced-in outdoor dog run with or without a pet washing station, subject to the provisions of CMMC Title 3, Chapter 1 (In General);
   f. Community garden;
   g. Other recreational amenity as determined by the Community Development Director or their designee.

e) Publicly Accessible Open Space

1. **Dimensions.** Required publicly accessible open space shall provide at least one contiguous area of a minimum of 400 square feet with a minimum dimension of 20 feet in any direction.

2. **Location.** Required publicly accessible open space shall be located outdoors and unenclosed with a minimum of 75 percent of the total area as open to the sky. At least 400 square feet of required publicly accessible open space shall be located on the ground floor at the elevation of the adjoining public sidewalk. Additional required publicly accessible open space may be located elsewhere in a development that is publicly accessible during business hours.

3. **Access.** Publicly accessible open space shall provide direct access to a public sidewalk, or directly accessible through the entry of the building and shall be open and accessible to the general public, at a minimum during business hours. The open space may be enclosed by bollards, fences, and gates but shall be accessible, open, and unlocked during the time that it is open to the public.





Trees, water feature, and seating with publicly accessible open space.

4. **Maintenance.** Publicly accessible open space shall be privately owned and maintained and require approval of a public access agreement, unless otherwise dedicated and/or agreed upon with the City in regulatory agreement.

5. **Landscape.** A minimum of 25 percent of the required publicly accessible open space shall be planted or landscaped area with a minimum dimension of 30 inches in any direction.

6. **Water Features.** A maximum of five percent of the required publicly accessible open space shall consist of decorative water features, which may include, but are not limited to, fountains, reflecting pools, or other decorate water features. Swimming pools shall not be considered decorative water features.

7. **Seating.** A minimum of one seat per 300 square feet of required publicly accessible open space shall be provided, where seating is calculated as 1 seat per 30 linear inches and may be permanent or movable and may be in the form of chairs, benches, ledges, low walls, seat walls, seating steps, or similar usable seating elements.

4. WALLS, FENCES, AND HEDGES

a) Intent

The intent of these Standards is to:

- Augment the applicable standards set forth in CMMC Title 13, Chapter V (Development Standards), Article 9 (General Site Improvement Standards);
- Ensure compatibility between residential and non-residential uses located adjacent to each other;
- Ensure connectivity and access between developments and public streets and sidewalks.
- Promote harmony in design between building and site elements within each development project; and
- Ensure the livability, privacy, and security of ground floor residential units.

b) General Requirements

1. **Along Street-Facing Frontage.** Walls, fences, or hedges along street-facing frontages shall be limited to 40 inches maximum in height, such that ground floor residential units, common residential spaces, and non-residential uses front/be oriented towards the street and provide a pedestrian walkway to the street.

2. **Gated Communities.** "Gated communities," characterized as developments with primarily residential uses that are designed or appear to function as entirely enclosed where private streets or private drive aisles are limited to private access by use of walls, fences, gates, hedges, guardhouses, or similar access-control features, shall be prohibited.



Ground floor residential unit with elevated walled porch.



Ground floor residential unit with walled porch.

5. BUILDING EQUIPMENT AND UTILITIES

a) Intent

The intent of these Standards is to:

- Augment the applicable standards set forth in CMMC Title 13, Chapter V (Development Standards), Article 9 (General Site Improvement Standards);
- Promote harmony in design between building and site elements within each development project; and
- Minimize visual clutter by screening building equipment and utilities from public view;

b) General Requirements

1. All ground-, wall-, and roof-mounted building equipment shall be located or incorporated within a building or structure whenever possible or screened so as not to be visible to the public from any street, common or public open space, and adjacent property according to these Standards. For purposes of these Standards, building equipment shall include all mechanical, plumbing, and electrical equipment, such as, but not limited to, antennas, heating and air conditioning units, utility meters, cable equipment, telephone entry boxes, backflow preventions, irrigation control valves, irrigation controllers, electrical transformers, pull boxes, exhaust fans and ventilators, vents, and ducting, and similar equipment.

c) Roof-Mounted Equipment

All exterior roof-mounted equipment shall be screened from public view including from on-site parking areas, adjacent public streets, and adjacent properties according to the following:

1. **For flat or partially flat roofs.** Equipment located on a roof shall be screened from public view by use of utility room enclosures, roof mansards, or parapets on all sides of the roof, or other screening devices as determined by the Community Development Director or their designee. Parapets shall have a minimum height of 6 inches greater than the roof-mounted equipment and shall match and/or complement the architectural style, color, material, or finish of the building and roof. Parapets shall be capped with metal or masonry coping, continuous banding, or projecting cornices, dentils, or similar edge treatment.

2. **For pitched roofs.** Heating and air conditioning units and related mechanical equipment shall not be permitted on any portion of a pitched roof that is visible to public view.

3. **Solar energy systems.** Roof-mounted solar energy systems are exempt from these Standards.

d) Ground- and Wall-Mounted Equipment and Utilities

1. **Ground- and wall-mounted equipment and utilities.** All exterior ground- or wall-mounted equipment and utilities shall be prohibited within street-facing setback areas, except when required by a public utility, City Engineer or their designee, and shall otherwise be screened from public view using solid walls, fences, or landscaping unless otherwise specified in these Standards. Walls and fences shall match and/or complement the architectural style, color, material, or finish of the development projects.



Roof-mounted mechanical equipment concealed behind screens.

6. TRASH AND RECYCLING AREAS

a) Intent

The intent of these Standards is to:

- Augment the applicable standards set forth in CMMC Title 13, Chapter V (Development Standards), Article 9 (General Site Improvement Standards);
- Promote harmony in design between building and site elements within each development project;
- Minimize potential environmental nuisances, such as visual, noise, and odor impacts; and
- Allow for adequate, accessible, and convenient areas for depositing, storing, and hauling trash, recycling, and organic materials.



Shared trash and recycling enclosure.

b) General Requirements

1. Trash and recycling areas shall not obstruct building entries, walkways, sidewalks, driveways, streets, alleys, and other required means of access and shall be prohibited within required parking areas, required landscaped areas, and required open space areas.
2. Where the development project abuts an alley, trash and recycling areas shall be directly accessible from the alley except when access is infeasible as determined by the Community Development Director or their designee.



Trash enclosure designed in the same style as primary building.

3. All applicable development projects shall provide either individual and/or shared trash and recycling areas that adequately accommodate required receptacles for trash, recycling, and organics.

c) Individual Trash and Recycling Areas

1. When located exterior to the building, trash and recycling areas individual to residential units shall be screened from view utilizing solid walls, fences, and/or landscaping.

d) Shared Trash and Recycling Areas

1. Shared trash and recycling areas shall be enclosed and screened from view, whether the areas are located interior to a building, such as a dedicated space within a garage, or exterior to the building on site.
2. Enclosures shall be constructed on all sides by solid walls of a minimum height of 6 feet with solid and latching gates or doors to prevent theft of materials. When located exterior to the building, enclosures shall provide a roof structure to protect against adverse environmental conditions, such as rain and wind.
3. Enclosures shall be located within 150 feet of the building's access point they serve, while maintaining required vehicular access for hauling.
4. Enclosures shall be constructed to match and/or complement the architectural style, color, material, or finish of the development project they serve.

7. OUTDOOR LIGHTING

a) Intent

The intent of these Standards is to:

- Augment the applicable standards set forth in CMMC Title 13, Chapter V (Development Standards), Article 9 (General Site Improvement Standards);
- Minimize potentially adverse impacts to adjacent residential uses; and
- Provide sufficient illumination for use, access, and security.

b) General Requirements

1. Outdoor lighting fixtures shall be installed and maintained to match and/or complement the architectural style, color, material, and finish of the development project.
2. Outdoor lighting shall not blink, flash, or oscillate.
3. Outdoor lighting shall be provided and maintained for all building entries, pedestrian pathways, off-street parking and loading areas, trash and storage areas, and other common and public areas.
4. Outdoor lighting shall be directed downward (i.e., not above the horizontal plane), recessed, and/or shielded to prevent light or glare beyond the required area and onto an abutting property, except within the public right-of-way.
5. Pedestrian scaled outdoor lighting, such as light poles, bollards, bistro/sting lights, shall be provided along required pedestrian pathways at least every 30 linear feet and shall not exceed 15 feet in height.



Pedestrian paseo with pedestrian-scaled lighting.



Outdoor lighting along pedestrian pathway.

8. PARKING AND LOADING

a) Intent

The intent of these Standards is to:

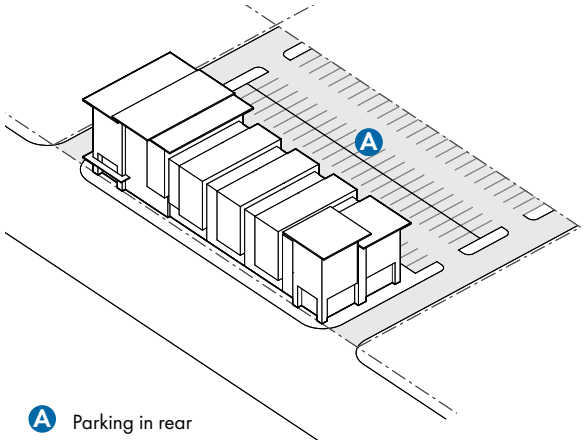
- Augment the applicable standards set forth in CMMC Title 13, Chapter VI (Off-Street Parking Standards);
- Minimize conflicts between pedestrians and vehicles;
- Minimize traffic in between properties;
- Encourage human-scaled design that is pedestrian-friendly; and
- Reduce the visual impacts of parking by screening parking facilities from public view.

b) General Requirements

1. **Location of Parking.** Parking and loading areas, with the exception of driveways and drive aisles, shall be prohibited along street-facing frontages, and shall instead be located on the interior side or rear side of the site where it is located behind a building or within a structure, as illustrated in Figure 14.

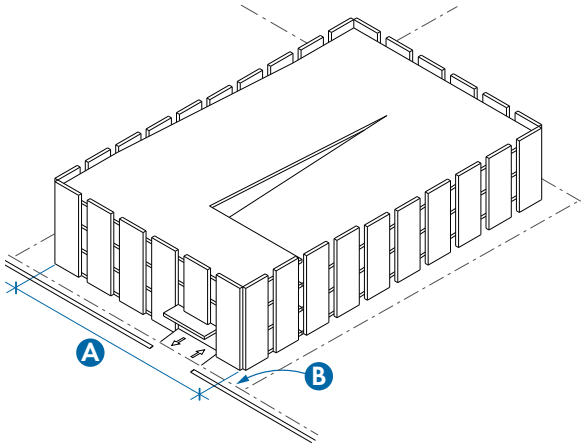
2. **Parking Structures.** Above-grade vehicular parking structures shall not exceed a length of 130 feet along street-facing lot lines, exclusive of alley-facing lot lines, as illustrated in Figure 15, unless if ground-floor residential or commercial uses are located in front of or "wrap" the parking structure, such that the parking structure is screened from public view.

3. **Screening Parking Structures.** Street-facing facades of the parking structure shall utilize screening treatments, including, but not limited to the following, such that the parking structure is screened from public view:
   a. Green or living walls where walls attain at least 95 percent coverage within one year of installation, and where walls are maintained free of weeds and debris.
   b. Lattices, louvers, or similar decorative facade treatment.
   c. Public art/murals in compliance with CMMC Title 13, Chapter VIII (Signs) and reviewed by the Arts Commission.
   d. Signage in compliance with CMMC Title 13, Chapter VIII (Signs).



A Parking in rear

FIGURE 14: Location of Parking



A Length less than 125 ft.
B Frontage on one public right-of-way

FIGURE 15: Parking Structures

4. **Abutting Residential Uses.** Where parking areas share a rear or interior side property line with a residential use, the following shall be maintained for privacy purposes along the abutting property lines, except within required streets, driveways, drive aisles, and walkways:
   a. A solid masonry wall of a minimum of 6 feet in height; and
   b. A minimum 5 feet wide landscaping edge, strip, or planter consisting of hedges and/or trees with a minimum mature height of 8 feet.

D. DEFINITIONS

B

BLANK WALL: A portion of a building facade without a window, door, or other facade opening. A blank wall is measured in length horizontally along the facade at each story of the building.

BUSINESS HOURS: The customary hours of operation for non-residential uses associated with a publicly accessible open space, but in no event for fewer than 12 hours per day between 8:00 a.m. and 8:00 p.m.

F

FACADE: The above-grade areas of the exterior of the building, also referred to as the building face or building elevation of a building, including all exterior walls and their openings and other architectural elements, such as balconies, windows, coverings, etc.

FACADE BREAK: A facade break is a projection (i.e., pushing out) or recess (i.e., pulling in) in the entirety of the facade for all upper-level floors not inclusive of the ground floor, where the depth of the facade break shall be measured perpendicular to the facade and the length of the facade break is measured parallel to the facade.

FACADE LENGTH: The horizontal distance across a continuous building facade, including covered but open areas along the building.

FACADE MODULATION: The variation of a building facade by projecting (i.e., pushing out) and/or recessing (i.e., pulling in) portions of the building facade. Facade modulation shall be measured as the percentage of facade area that is projected or recessed relative to the total area of that facade.

FRONTAGE: The portion or length of a property and building on a property that directly abuts a street.

G

GREEN OR LIVING WALL: A vertical planting system where vegetation is grown on or within a structure attached to a building wall, building facade, or freestanding structure, consistent with the specified requirements in these Standards.

GRADE: As defined in CMMC Title 13, Chapter I, Article 2 (Definitions).

GROUND FLOOR: The lowest story of a building having its floor surface closest to grade on the side of the building adjacent to a street, pedestrian walkway, paseo, or other exterior publicly accessible space.

M

MULTIFAMILY RESIDENTIAL BUILDING: A building that contains two or more residential units (consistent with California Government Code Section 65913.4).

O

OBJECTIVE DESIGN STANDARDS: As defined by the State of California, standards, requirements, or regulations pertaining to the design of developments "that involve no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal" (California Government Code Section 65913.4 and 66300(a)(7)).

OPEN SPACE, COMMON: As defined in CMMC Title 13, Chapter I, Article 2 (Definitions).

OPEN SPACE, PRIVATE: As defined in CMMC Title 13, Chapter I, Article 2 (Definitions).

OPEN SPACE, PUBLICLY ACCESSIBLE: As defined in Title 13, Chapter I, Article 2 (Definitions).

OPEN TO THE SKY: An area with no permanent overhead projection of the building or roof as to permit direct, vertical exposure to the sky above.

P

PEDESTRIAN PASEO: A privately owned and maintained outdoor space that is pedestrian-oriented, provides public access through or between developments, and which may be active (i.e., lined by storefronts) and/or passive (i.e., lined by residential uses), consistent with the specified requirements in these Standards.

PEDESTRIAN WALKWAY: A paved, unobstructed route for pedestrians providing access between buildings, sidewalks, the public right-of-way, parking areas, common areas, and other publicly accessible spaces.

PUBLIC RIGHT-OF-WAY: As defined in CMMC Title 13, Chapter I, Article 2 (Definitions).

S

STREET: As defined in CMMC Title 13, Chapter I, Article 2 (Definitions).

SITE: A parcel or aggregate of contiguous parcels that comprise a development.

T

TRANSPARENCY: Provision of transparent or clear glazing along a building facade, such as windows, doors, or other facade openings, that permit views into interior spaces.

TOWNHOUSE: As defined in CMMC Title 13, Chapter I, Article 2 (Definitions).

U

UPPER STORY SETBACK: The required distance that the upper stories of a building above the first story must be located from a property line or lot line. A setback is measured from the ultimate property line, as defined by CMMC Title 13, Chapter I, Article 2 (Definitions).

Costa Mesa