

**ATTACHMENT 8
MARCH 24, 2014 PLANNING
COMMISSION STAFF REPORT AND
ATTACHMENTS**



PLANNING COMMISSION AGENDA REPORT

MEETING DATE: MARCH 24, 2014

ITEM NUMBER: PH-3

SUBJECT: 125 EAST BAKER STREET APARTMENT PROJECT:
FINAL EIR (STATE CLEARINGHOUSE # 2013081051); GENERAL PLAN AMENDMENT
GP-13-02; REZONE R-13-02; ZONING CODE AMENDMENT CO-13-02; AND MASTER
PLAN PA-13-11
125 EAST BAKER STREET

FROM: PLANNING DIVISION/DEVELOPMENT SERVICES DEPARTMENT

PRESENTATION BY: MEL LEE, SENIOR PLANNER

DATE: MARCH 13, 2014

FOR FURTHER INFORMATION CONTACT: MEL LEE, AICP (714) 754-5611
mel.lee@costamesaca.gov

DESCRIPTION

The proposed project is a five-story, 240-unit apartment complex (63-foot maximum height proposed) at a density of 58 dwelling units (du's) per acre with a six-story parking structure (57-foot maximum height proposed) with 457 parking spaces and four outdoor on-grade parking spaces, along with the following specific entitlements:

1. **General Plan Amendment GP-13-02.** Change the land use designation of the 4.17-acre development site from Industrial Park to High Density Residential. In addition to the change in land use designation, the general plan amendment also involves text amendment(s) to the City's General Plan to reflect a site-specific density of 58 dwelling units per acre, and a site-specific height of six stories.
2. **Rezone R-13-02.** A rezone (or change) of the zoning classification of the 4.17-acre development site from Commercial Limited (CL) to Planned Development Residential – High Density (PDR-HD).
3. **Zoning Code Amendment CO-13-02.** A zoning ordinance to amend Costa Mesa Municipal Code Title 13 for a site-specific density of 58 dwelling units per acre. The site is proposed to be designated PDR-HD (Planned Development Residential-High Density) in the City's Zoning Code. The designation allows up to 20 dwelling units per acre, or 83 dwelling units maximum for the site. The proposed 240-unit project would require an amendment to Table 13-58 (Planned Development Standards) to allow a site-specific density of 58 dwelling units per acre for this project.
4. **Master Plan PA-13-11.** A Master Plan application for the proposed development of a five-story 240-unit residential apartment building (63 feet overall height) that wraps around a six-story parking structure (57 feet overall height) with 457 parking spaces in the structure and four outdoor on-grade parking spaces with a deviation from: on-site parking spaces (538 parking spaces required; 461 parking spaces proposed).
5. **Final Environmental Impact Report (State Clearinghouse #2013081051).** Certification of the Final Environmental Impact Report (EIR) for the project.

APPLICANT

Red Oak Investments is the authorized agent for Nader Properties, the property owner.

RECOMMENDATION

That the Planning Commission adopt the attached resolutions recommending that the City Council take the following actions:

1. Certify the Final Environmental Impact Report for the project.
2. Approve by adoption of resolution General Plan Amendment GP-13-02.
3. Give first reading to the ordinance approving Rezone R-13-02.
4. Give first reading to the ordinance approving Zoning Code Amendment CO-13-02.
5. Approve by adoption of resolution Master Plan PA-13-11, subject to conditions of approval and the EIR Mitigation Monitoring and Reporting Program for the project.

PLANNING APPLICATION SUMMARY

Location: 125 East Baker Street Applications: GP-13-02/R-13-02/ CO-13-02/PA-13-11

Request: See first page of staff report.

SUBJECT PROPERTY:

SURROUNDING PROPERTY:

Zone: <u>CL (Current); PDR-HD (Proposed)</u>	North: <u>(Across Baker) MP, church and industrial uses</u>
General Plan: <u>IP (Current); HDR (Proposed)</u>	South: <u>(Across Pullman) MP, industrial uses</u>
Lot Dimensions: <u>Irregular</u>	East: <u>(Across Pullman) MP, industrial uses</u>
Lot Area: <u>181,415 SF (4.17 AC)</u>	West: <u>CM (55) freeway off-ramp and drainage channel</u>
Existing Development: <u>Two-story office building (to be demolished)</u>	

DEVELOPMENT STANDARD COMPARISON (Based on Proposed PDR-HD Zoning)

<u>Development Standard</u>	<u>Required/Allowed</u>	<u>Proposed/Provided</u>
Lot Size:		
Lot Width	N/A	340 FT
Lot Area	43,560 SF (1 AC)	181,415 SF (4.17 AC)
Density (High Density Residential):		
Zone	20 du's/AC (83 Units Max.)	58 du's/AC (240 Units Prop.) (1)
General Plan	20 du's/AC (83 Units Max.)	58 du's/AC (240 Units Prop.) (1)
Maximum Site Coverage (Overall Project):		
Buildings	NA	NA
Perimeter Open Space	20 FT Abutting Public ROW	20 FT Abutting Public ROW
Open Space (Total Site Area)	42%	46.5%
Min. Private Open Space (Patio/Balcony)	Min. 5 FT Dimension/100 SF	Min. 5 FT Dimension/100 SF (2)
Building Height:	NA	5 Stories/63 FT (Apartments) (3) 6 Stories/57 FT (Parking Structure) (3)
Setbacks (Overall Project):		
Front (Baker Street)	NA	20 FT
Side (left-Pullman Street/right-55 FWY)	NA	20 FT/20 FT
Rear	NA	NA
On-Site Parking:	538 Spaces	457 Spaces (In Parking Structure) 4 Spaces (At Grade Open Parking) 461 Spaces Total (4)
Driveway Width	16 FT Min.	25 FT
NA = Not Applicable or No Requirement.		
(1) Site specific density requires General Plan Amendment and Zoning Code Amendment (see staff report discussion).		
(2) 100 SF requirement may be met through a combination of private balcony area and other deck areas in the common area, as long as the overall dimension of the balcony/deck is not less than 5 FT.		
(3) Site specific building height requires General Plan Amendment (see staff report discussion).		
(4) Reduction in number of on-site spaces requested (see staff report discussion).		
CEQA Status	Environmental Impact Report (EIR)	
Final Action	City Council	

BACKGROUND

Project Site/Environs

The project site is located at the southwest corner of Baker Street and Pullman Street. The site is approximately 4.17-acres in size (181,415 square feet), is roughly triangular-shaped, and is currently occupied by a 66,000-square-foot two-story office building constructed in 1974, a surface parking lot, signage, and landscaped areas within the parking area and around the perimeter of the site. The property is currently zoned CL (Commercial Limited) and has a General Plan Land Use Designation of Industrial Park (MP). The site is bounded to the north (across Baker Street) by buildings containing a church and various industrial uses zoned MP (Industrial Park), with a General Plan Land Use designation of Industrial Park; to the south and east (across Pullman Street) by various industrial buildings zoned MP (Industrial Park) with a General Plan Land Use designation of Industrial Park; and to the west by the off-ramp for the Costa Mesa Freeway (SR-55) and a drainage channel surrounded by chain link fencing. The site is also located approximately one-half mile to the west of John Wayne Airport (JWA).

Project Proposal

The proposed project involves replacing the existing office building and surface parking areas with an apartment building and parking structure as described above. The apartment units are comprised of studio, one-bedroom, two-bedroom, and three-bedroom units. A breakdown of the unit types are summarized in the table below:

Studio & Lofts	1 Bedroom & Lofts	2 Bedroom & Lofts	3 Bedroom	TOTAL
30 Units	107 Units	95 Units	8 Units	240 Units

The building design and roof elements are modern style, i.e., characterized by simplified square and rectangular building forms with a variety of flat planes, projections, and recesses. The exterior consists of alternating stucco, smooth fiber cement panels with exposed attachments, and wood siding finishes. Additional accents include wood balcony rails and trellises, welded wire mesh grid systems that support the growth of landscape vines, and "caged rock" planters.

The vehicular entrance to the parking structure is proposed to be provided from a single drive approach on Pullman Street. The project will include four outdoor on-grade parking spaces to serve the leasing office and 457 parking spaces provided within a six-level parking structure, which will also serve as a sound barrier to the adjacent freeway noise. Access to each residential level will be provided directly from each level of the parking structure and additionally by stairs and elevators throughout the development.

The site plan includes private open space and courtyard areas that allow for circulation through the project while still maintaining a sense of privacy for the residents. The project also contains resident amenities that include a pool, a spa, a state-of-the-art cardio gym, a dog park, a roof top deck, a business center, community gardens, and a clubhouse.

A detailed description of the project is provided in the Environmental Impact Report (EIR) prepared for the project, under separate cover.

Continued Public Hearing

The public hearing was continued from the February 24, 2014 meeting to March 24, 2014 to address minor changes to the design of the vehicle entries to the project from Pullman Street, which has been reviewed and approved by the Transportation Services Division and the Fire Department. The revisions do not change staff's recommendation for any of the proposed entitlements, or the conclusions or mitigation measures of the EIR prepared for the project.

ANALYSIS

General Plan Amendment GP-13-02

As noted earlier, a change in the land use designation of the 4.17-acre development site from Industrial Park to High Density Residential is proposed to accommodate the development. The proposed General Plan Amendment GP-13-02 would amend the following sections of the Land Use Element as *underlined and italicized below*:

LAND USE DESIGNATIONS

High-Density Residential

In 2014, General Plan Amendment GP-13-02 was approved; it consisted of a site-specific residential density increase for a 4.17-acre site at 125 East Baker Street. The maximum density allowed is 58 units/acre, which allows a maximum of 240 dwelling units.

Building Height

The Zoning Code does not specify a maximum building height for the PDR-HD zone; however, a maximum building height of four stories for buildings south of the San Diego (I-405) Freeway is established as an objective and a policy in the General Plan Land Use Element (Objective LU-1C and Policy LU-1C.2). Because the subject property for the proposed development is south of the I-405 Freeway, the four-story maximum height would apply to the project.

The proposed revision to the General Plan objective/policy language is *underlined and italicized below*:

Objective LU-1C Promote land use patterns and development, which contribute to community and neighborhood identity.

Policy LU-1C.2 Limit building height to four stories above grade south of the I-405 Freeway, except for special purpose housing, such as elderly, affordable, or student housing. An exception is for the Newport Plaza property at 1901 Newport Boulevard where a six-level parking structure is allowed, *and the property at 125 East Baker Street where a five-*

story, 240-unit apartment building and six-story parking structure are allowed (GP-13-02).

Rezone R-13-02

A rezone (or change) of the zoning classification of the 4.17-acre development site from Commercial Limited (CL) to Planned Development Residential – High Density (PDR-HD). The proposed rezone to PDR-HD would be consistent with the proposed High Density Residential General Plan designation for the project site.

Zoning Code Amendment CO-13-02

A zoning ordinance to amend Costa Mesa Municipal Code Title 13 for a site-specific density of 58 dwelling units per acre would be required. The proposed 240-unit project would require an amendment to Table 13-58 (Planned Development Standards) to allow a site-specific density of 58 dwelling units per acre for this project. The revised Table 13-58 is presented with changes as underlined and italicized below:

Revised 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. <u>Note: The maximum density for 125 East Baker Street is 58 dwelling units per acre (CO-13-02).</u>	35	20	Note: The maximum density for 1901 Newport Boulevard is 40 dwelling units per acre. See North Costa Mesa Specific Plan for exceptions.

Master Plan PA-13-11

As noted earlier, the Master Plan application is for the proposed development of a five-story 240-unit residential apartment building (63 feet overall height) that wraps around a six-story parking structure (57 feet overall height) with 457 parking spaces in the parking structure and four outdoor on-grade parking spaces with a deviation from the following zoning code development standards: on-site parking spaces (538 parking spaces required; 461 parking spaces proposed).

With regard to the master plan, staff notes the following:

- The project features quality construction and materials. As noted earlier, the building design and roof elements reflect a modern style, i.e., characterized by simplified square and rectangular building forms with a variety of flat planes, projections, and recesses. The exterior consists of alternating stucco, smooth fiber cement panels with exposed attachments, and wood siding finishes. Additional accents include wood balcony rails and trellises, welded wire mesh grid systems that support the

growth of landscape vines, and “caged rock” planters. The developer will also be required to contact the City’s Transportation Services Division and the California Department of Transportation (Caltrans) to replace the chain link fence between the westerly property line and the drainage channel v-ditch with a combination wrought iron fence with pilaster supports or other fence/barrier acceptable to both the City and Caltrans, and landscape the area between the westerly property line and the v-ditch consistent with the abutting on-site landscape.

- The proposal provides on-site amenities comparable with quality residential projects of this size and density. The proposed resident amenities include a 5,400 square-foot clubhouse, business center, and state-of-the-art cardio gym. Beyond the Clubhouse is over 12,223 square feet of landscaped courtyard with a pool, spa and related recreation areas. A separate more passive courtyard encompasses 5,385 square feet of additional common open space. Stretching along the western edge of the property is the 13,797 square foot “resident back yard”, including a dog park, basketball courts, landscaped walkways and community gardens.
- The parking study prepared for the project, rather than strict application of the parking requirements in the Zoning Code, appropriately identifies the parking demand for this project. A shared parking analysis was prepared for this project as a tool to identify peak parking demand. The parking study was prepared by Linscott, Law and Greenspan Engineers (LLG) and is included in the Transportation/Traffic section of the EIR. The study concludes that the parking will be sufficient to accommodate the proposed mix of units within this project based on the following.

The project was compared with nine comparable sites in Costa Mesa, Irvine, Orange, Fullerton, Santa Ana, Monrovia, and Pasadena. This array of peak parking rates yields an average ratio of 1.33 spaces per unit, an 85th percentile ratio of 1.47 spaces per unit, and a maximum ratio of 1.75 spaces per unit (based on The Legacy multifamily residential project approved at 580 Anton Boulevard).

The study estimates the project’s parking needs based on the application of the average, 85th percentile, and maximum parking rates from the comparable sites mentioned above. For the 240 units proposed, it is estimated that the average parking demand would be 319 spaces, the 85th percentile demand would be 353 spaces, and the maximum demand would be 420 spaces. Comparing the maximum demand of 420 spaces against the proposed supply of 457 spaces in the structure yields a surplus of 37 spaces.

The parking study has been reviewed by the City’s Transportation Services Division, and they concur with the study methodology, suggested parking rates, and the consultant’s conclusions regarding adequate parking.

Staff is also recommending the following as a condition of approval:

- *A parking management plan shall be submitted to the Development Services Director and the Transportation Services Manager prior to final occupancy of the building. The parking management plan shall denote the following:*
 - *Method of allocation of assigned parking.*

- *Location of visitor parking, including appropriate signage.*
 - *Location of security gates, if any, and how gates will be operated.*
 - *Location of employee parking.*
 - *Provide proof of a contract with a towing service to enforce the parking regulations if parking problems arise.*
- *The project has been designed to be compatible with the surrounding uses in the area and future apartment tenants will be notified of the existing uses in the vicinity of this project.* The project has been designed as a self-contained residential community with on-site amenities as discussed above. The architectural style of the building, with its clean modern lines, glass, wood and metal accents, is visually compatible with the architecture of the surrounding industrial area. A condition of approval has been incorporated requiring future tenants to be notified that there are surrounding industrial uses in the area, including but not limited to, operational characteristics such as hours of operation, delivery schedules, outdoor activities, noise, and odor generation. Additionally, future tenants will be notified of the existing airport in the vicinity of the project and the units will be designed with sound attenuation measures to mitigate any noise impacts.

Number of Construction Jobs

According to the applicant, the project will generate the following jobs:

During Planning and Construction:

- 100 temporary construction jobs over two years.
- 15 temporary design professional jobs.

Post Construction:

- 7 permanent on site jobs, plus ancillary service jobs.

John Wayne Airport (JWA)

As noted earlier, the project site is located approximately one-half mile to the west of John Wayne Airport (JWA). The Federal Aviation Administration (FAA) issued a Determination of No Hazard To Air Navigation on May 16, 2013, which established a maximum building height of 111 feet above mean sea level (approximately 65 feet above ground level) for the proposed project.

The Airport Land Use Commission for Orange County (ALUC), at their meeting of January 16, 2014, determined, on a 6-1 vote, that the proposed project was consistent with the Commission's Airport Environs Land Use Plan (AELUP) for John Wayne Airport (JWA) and the AELUP for Heliports, and recommended the following condition of approval, which has been incorporated into the draft resolution for PA-13-11:

- *Outdoor signage shall be provided informing the public of the presence of an operating airport for all designated outdoor common or recreational areas. If the*

proposed project should change significantly after the ALUC review, the proposed project must return to ALUC for another consistency determination.

ENVIRONMENTAL DETERMINATION

An Environmental Impact Report (EIR) has been prepared for the project in accordance with the California Environmental Quality Act (CEQA). In accordance with CEQA Guidelines Section 15087, the Draft Environmental Impact Report was made available for a 45-day public review and comment period beginning on November 6, 2013, and remained available for comment until December 20, 2013. The Final EIR document can be found on the City's website at the below link:

<http://www.costamesaca.gov/index.aspx?page=151>

Electronic copies can also be obtained on CD's from the Planning Division at no charge. Hardcopies are also available for review at the following locations:

City of Costa Mesa
Planning Division/Development Services Department
77 Fair Drive
Costa Mesa, CA 92628

The Costa Mesa/Donald Dungan Library
1855 Park Avenue
Costa Mesa, CA 92627

Mesa Verde Library
2969 Mesa Verde Drive East
Costa Mesa, CA 92626

Response to Comments

In total, twelve comment letters regarding the Draft EIR were received during the public review and comment period from five public agencies, one organization, and six individuals. Additionally, the Draft EIR was presented to the Planning Commission during their regularly scheduled meeting on December 9, 2013, and five speakers provided comments on the proposed project during the Planning Commission Meeting. The comments have been incorporated, where appropriate, in the Final EIR document.

Brief Summary of Significant Environmental Impacts and Mitigation Measures

Under CEQA, a "significant impact" represents a substantial or potentially substantial adverse physical change to the environment. In evaluating specific effects of the project on the environment, the EIR identifies thresholds of significance for each effect, evaluates the potential environmental change associated with each effect, and then characterizes the effects as impacts. With the implementation of the mitigation measures identified in the EIR for the proposed project, all potentially significant impacts have been reduced to less than significant levels, as briefly summarized in the table below:

Summary of Significant Environmental Impacts		
Potentially Significant Environmental Effects	Mitigation Measure Summary (1)	Level of Significance After Mitigation
Air Quality	<ul style="list-style-type: none"> • Maintain equipment during construction • Minimize dust during construction • Paint and building coatings to comply with air quality standards • Provide a sealed HVAC system for all units 	Less than significant
Hydrology/Water Quality	<ul style="list-style-type: none"> • Provide a Water Quality Management Plan (WQMP) 	Less than significant
Land Use/Planning	<ul style="list-style-type: none"> • Notification to future residents of airport in the vicinity of the project 	Less than significant
Noise	<ul style="list-style-type: none"> • Comply with applicable noise attenuation standards • Minimize noise impacts during construction 	Less than significant
Transportation/Traffic	<ul style="list-style-type: none"> • Provide a traffic signal at Baker/Pullman intersection • Provide street improvements at Red Hill/Baker intersection • Payment of traffic impact fees • Provide adequate sight distance for vehicles at all project drive approaches 	Less than significant

(1) Refer to the Final EIR document for detailed descriptions of each mitigation measure.

LEGAL REVIEW

The Final EIR and draft resolutions have been reviewed and approved as to form by the City Attorney's Office.

CONCLUSION

With implementation of the mitigation measures identified in the EIR for the proposed project, all potentially significant impacts have been reduced to less than significant levels. With the implementation of the recommended conditions of approval, the proposed project will be compatible and harmonious with uses that exist within the general neighborhood. The project features quality construction and materials. The proposal provides on-site amenities expected of quality residential developments of this type. The parking study prepared for the project identifies that the parking demand is adequate for this project. The Airport Land Use Commission for Orange County (ALUC) determined that the proposed project was consistent with the Commission's Airport Environs Land Use Plan (AELUP) for John Wayne Airport (JWA). Therefore, staff recommends that the Planning Commission approve a resolution recommending that the City Council certify the Final EIR prepared for the project and approval of the project subject to Conditions of Approval and the Mitigation Monitoring and Reporting Program.

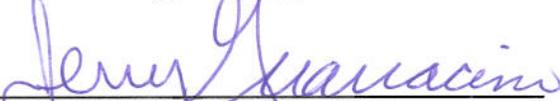
ALTERNATIVES

The Planning Commission has the following alternatives:

1. Continue the item to allow additional time for further analysis or revisions to the project.
2. Recommend City Council deny the project. If the City Council denies the project, the applicant could not submit substantially the same type of application for six months.



MEL LEE, AICP
Senior Planner



JERRY GUARRACINO, AICP
Interim Assistant Director of Development
Services

Attachments:

1. Applicant's Project Description
2. Additional Correspondence from Public
3. Final EIR Mitigation Monitoring and Reporting Program
4. Draft Planning Commission Resolution for Final EIR Certification
5. Draft Planning Commission Resolution for General Plan Amendment
6. Draft Planning Commission Resolution for Rezone
7. Draft Planning Commission Resolution for Zoning Code Amendment
8. Draft Planning Commission Resolution for Master Plan
9. Maps and Plans
10. Final Environmental Impact Report (Under Separate Cover)
Also Available on the City Website at
<http://www.costamesaca.gov/index.aspx?page=151>

cc:

Director of Economic & Development / Deputy CEO
Sr. Deputy City Attorney
Public Services Director
City Engineer
Transportation Services Manager
Fire Protection Analyst
Staff (4)
File (2)

Distribution List – Agencies and Persons Who Provided Comment
on the Project EIR

Red Oak Investments
Attn: Joe Flanagan
2101 Business Center Drive, #230
Irvine, CA 92612

Nader Properties

3 Harbor Light
Newport Beach, CA 92657

Atkins
Attn: Trina S. Abbott
3570 Carmel Mountain Road, Suite 300
San Diego, CA, 92130

InFocus Consultants
Attn: Peter Naghavi
418 Avenida Salvador
San Clemente, CA 92672

**ATTACHMENT 1
APPLICANT'S PROJECT DESCRIPTION**

125 Baker
PROJECT DESCRIPTION

The Project Applicant, Red Oak Investments LLC, proposes to construct 240 residential dwelling units within a five-story structure on the property known as 125 East Baker. The properties are approximately 4.2 acres in size and is currently developed with a 60,000 square foot office building developed in 1974. The site is bounded by Pullman St. to the east, Baker St, to the North and the 55 Fwy access road to the west.

The Applicant proposes to develop the 240 units in a combination of studio, one, two and three bedroom units. The site plan includes private open space and courtyard areas that allow for circulation through the Project while still maintaining a sense of privacy for the residents. The project also contains resident amenities that include a pool, a spa, a state-of-the-art cardio gym, a dog park, a roof top deck, a business center community gardens and a clubhouse.

The Project will include 469 parking spaces provided within five levels in an above-grade covered parking structure, which will also serve as a sound barrier to the adjacent freeway noise. Access to each residential level will be provided directly from each level of the parking structure and additionally by stairs and elevators throughout the development.

The Project would be accessible from two driveways located directly on Pullman.

**ATTACHMENT 2
ADDITIONAL CORRESPONDENCE FROM
PUBLIC**

labholdingllc



January 14, 2014

Honorable Mayor James Righeimer
Honorable Mayor Pro Tem Stephen Mensinger
Honorable City Council Members
Planning Commissioners and City Planning Staff
CITY OF COSTA MESA
77 Fair Drive
Costa Mesa CA 92626

Re: Multi Family Rezone 125 Baker

Honorable Mayor,

Trust all is well. I wanted to drop you a note and let you know that I had an opportunity to review the plans for Mr. Flanagan and Mr. Wong for their residential project. We are in support of adding residential units in the sobeca/airport area. I think it will create community and bring families to the neighborhood. I hope that their project gets approved.

Thank you for your continued dedication to our city.

Sincerely

A handwritten signature in black ink, appearing to read 'Shaheen Sadeghi', is written over the word 'Sincerely'.

Shaheen Sadeghi

T 714 956 5661 709 Randolph Avenue
F 714 956 1177 Costa Mesa, CA 92626

January 21, 2014

Honorable Mayor James Righeimer
Honorable Mayor Pro Tem Stephen Mensinger
Honorable City Council Members
Planning Commissioners and City Planning Staff
CITY OF COSTA MESA
77 Fair Drive
Costa Mesa CA 92626

Re: Multi Family Rezone – 125 Baker Street

Dear Honorable Mayor, City Council and Planning Commission:

Burke Real Estate Group developed the North West corner of Baker Street and Redhill Avenue. This project was a conversion of one large industrial building (former Briggs Cunningham Auto Museum) into a 3 building modern office complex. Burke Real Estate Group also occupies this location with our Corporate Office. As a Business and property owner in close proximity to the proposed property, I am in support of the proposed housing project at 125 Baker. This neighborhood while once a heavy manufacturing zone has been transitioning for decades away from strictly industrial uses. Today you will find a mix of uses. Office buildings continue to be developed in what were once industrial buildings, Churches coexist with schools and light industrial. Adding residential on the periphery seems to be a natural progression and should help alleviate business commute traffic.

Sincerely,



Brian R. Burke

Checked + MR
FEB 7 '14 AM 10:05



Watermark OC Church
3186 Pullman St.,
Costa Mesa, CA, 92626
P: 714.597.6000 F:714.597.6009

January 29, 2014

Honorable Mayor James Righeimer
Honorable Mayor Pro Tem Stephen Mensinger
Honorable City Council Members
Planning Commissioners and City Planning Staff
City of Costa Mesa

77 Fair Drive
Costa Mesa CA 92626

Sent via USPS

Re: Multi Family Rezone - 125 Baker Street

Dear Council and Commission:

Watermark OC Church has the privilege of serving local schools, business, neighborhoods, and families within the 92626 and neighboring zip codes. Our church currently consists of around three hundred families and adults. We place a high value on our local community, both in partnering and serving our local community.

We believe the Red Oak Housing proposal is a great way to add another unique aspect to the Redhill Zone, which already consists of businesses, schools, and churches.

Watermark OC Church supports the rezone of this area and the development of this upscale housing project.

Sincerely,

A handwritten signature in black ink that reads "Bucky" followed by a long horizontal line.

Pastor Bucky Dennis
Lead Pastor of Watermark OC Church



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.5178

January 29, 2014

Mel Lee, AICP
Senior Planner
City of Costa Mesa
77 Fair Drive
P.O. Box 1200
Costa Mesa, CA 92628

Subject: City of Costa Mesa Baker Street Apartments Project (125 East Baker Street)

Dear Mr. Lee:

During the meeting held on January 16, 2014 the Airport Land Use Commission (ALUC) for Orange County considered the subject project. The matter was duly discussed, moved, seconded and carried by a 6 to 1 vote by the Commission to find the City of Costa Mesa's proposed Baker Street Apartments Project to be Consistent with the Commission's *Airport Environs Land Use Plan (AELUP) for John Wayne Airport (JWA)* and with the *AELUP for Heliports*. The Consistency finding was as follows:

The Commission found the proposed Baker Street Apartments Project consistent with the *AELUP for JWA* and the *AELUP for Heliports* as recommended by ALUC staff with the added condition that the City of Costa Mesa require outdoor signage informing the public of the presence of an operating airport for all designated outdoor common or recreational areas. If the proposed project should change significantly after this ALUC review, the proposed project must return to ALUC for another Consistency determination.

Please contact ALUC staff at (949) 252-5123 or via email at lchoum@ocair.com if you require additional information or have questions regarding this proceeding.

Sincerely,

Kari A. Rigoni
Executive Officer

REC'D FEB 05 2014

February 3, 2014

Sent via USPS

Honorable Mayor James Righeimer
Honorable Mayor Pro Tem Stephen Mensinger
Honorable City Council Members
Planning Commissioners and City Planning Staff
CITY OF COSTA MESA
77 Fair Drive
Costa Mesa CA 92626

RE: POTENTIAL MULTI FAMILY REZONE – SEC BAKER STREET/ NEWPORT (55) FWY

Dear Sirs:

I wanted to send this letter indicating my strong support for the referenced project. As a business owner in Costa Mesa, located near the subject property, I believe this development will provide much needed employee housing in our area. Our firm employs both senior level managers as well as administrative, accounting and support staff in our corporate facility located about a mile from the proposed project. We believe that this project will provide much needed attractive housing for our professional and administrative staff, particularly in the 20 to 40 year old age demographic that provides future business managers and leaders in Costa Mesa. As you know, the west airport area of Costa Mesa has experienced a dramatic conversion to higher skilled office workers, many of whom are in need of quality, affordable housing in a cutting edge, state-of-the-art architectural environment. Businesses such as mine need these discriminating younger emerging managers to fill our demand for higher skilled workers. New high-quality housing, particularly in Orange County, is a critical component to attracting and retaining these employees who will make current and future significant contributions to Costa Mesa.

As importantly, as a real estate owner in this area, I truly believe that the conversion from the current use to the proposed use will be a net positive for property values in our area by both enhancing the surrounding architecture as well as providing much needed rental housing stock.

As both a property owner and business owner in the immediate area of the proposed project, we strongly support the proposed project and look forward to the opportunity to speak at both Planning Commission and City Council to further express the importance of this type of redevelopment for both our direct mixed use community as well as the greater City of Costa Mesa.

Yours truly,
NEWPORT REAL ESTATE SERVICES, INC.



Glen Allen
President

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PIONEER PACKING INC.

2430 SOUTH GRAND AVENUE ★ SANTA ANA, CA 92705 ★ (714) 540-9751 ★ (800) 628-6567
FAX (714) 428-0291

February 27, 2014

Honorable Mayor James Righeimer
Honorable Mayor Pro Tem Stephen Mensinger
Honorable City Council Members
Planning Commissioners and City Planning Staff
CITY OF COSTA MESA
77 Fair Drive
Costa Mesa CA 92626

Re: 125 Baker Street

Dear Council and Commission:

I have owned the building at 3030 Pullman, Pullman since 1978 I have been patiently watching the neighborhood transition through the years. We have seen industrial buildings shift to office buildings, schools and churches. These uses by all appearances coexist quite well. The proposed addition of the residential project at 125 Baker would complement most of the current uses in the area.

The addition of residential is working well on the other side of the airport in Irvine so I see no reason that it can't be successful on "our side" of the airport as well.

Sincerely,



EST. '76

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March 12, 2014

Honorable Mayor James Righeimer
Honorable Mayor Pro Tem Stephen Mensinger
Honorable City Council Members
Planning Commissioners and City Planning Staff
CITY OF COSTA MESA
77 Fair Drive
Costa Mesa CA 92626

Re: Multi Family Rezone – 125 Baker Street

Dear Honorable Mayor, City Council and Planning Commission:

RH Matthews, LLC purchased 3128 Red Hill and 325 Baker in 2010 and we have invested heavily in both properties. After extensive renovation of these properties we moved our aerospace lighting business (Wamco) into 3128 Red Hill and leased 325 Baker to Fox Rent A Car. As a Business and property owner in close proximity to the proposed property, I am in support of the housing project at 125 Baker. This project is a good addition to the neighborhood and should help create jobs, boost the property tax rolls and boost the property values of the entire neighborhood. Some of my own employees are excited at the possibility of housing within walking distance from work.

As a live long resident of Costa mesa/Newport Beach I have seen a lot change over the years. This area was once all industrial and now with churches and schools have moved in. We now have more of a community feel to the neighborhood and I believe this housing project will be a good addition to the area.

Sincerely,

Greg Matthews
Executive Vice President



December 3, 2013

City of Costa Mesa
 Honorable Mayor Jim Righeimer
 Honorable Mayor Pro Tem Stephen Mensinger
 Honorable City Council Members
 Planning Commissioners and City Planning Staff
 77 Fair Drive
 Costa Mesa, CA 92626

Subject: Baker Street Apartments- Red Oak Development

As President and Partner of Slater Builders Inc. located at 3100 Pullman Street, I feel it pertinent that I write to you regarding the above referenced development proposal. In the almost 20 years that our company has been located in the Redhill area we have seen the slow progression of new office conversion from the original light manufacturing that existed in the '60s and '70s. This transition has trended along with other areas of Costa Mesa i.e. the Westside area of 17th Street and Placentia. Our current building at 3100 Pullman was once light manufacturing and we converted it for Trico Realty to an office use. Along with this change has come the off business hour use of buildings for religious purposes. There are five religious organizations now occupying buildings in the Redhill zone.

The Red Oak proposal for upscale housing apartments will be a compatible fit for the area as it will compliment the existing office and religious uses. One does not have to venture far to find live/work uses in numerous parts of Orange County. The proposed project is on an isolated piece of property which is well suited for residential use. There are ample support services in the immediate neighborhood on Bristol and Baker as well as at Bristol and Redhill. Our Company has looked with numerous developers at adjacent properties for retail use which would support a residential project. The current office building is very out dated and not desirable in the current market as an office complex. The conversion of the use to residential would have a definite tax increase for the city and be a significant benefit to the Redhill area.

I fully support the change in use and the proposed development by Red Oak Investments.

Sincerely,

Bill Dunlap
 President

SLATER BUILDERS INC.



December 6, 2013

Mel Lee
City of Costa Mesa, Planning Division
77 Fair Drive
Costa Mesa, CA 92628

RE: 125 East Baker Street Apartments

Dear Mr. Lee,

Trico Realty, Inc. is in favor of the proposed High Density Residential Development at 125 East Baker Street Costa Mesa, CA 92626. We agree with the City of Costa Mesa's Environmental Impact Report stating that the proposed project will not have significant impacts on visual character, construction, or other aspects relating to the enjoyment of the immediate vicinity of the proposed project as a working environment.

With this being said, a traffic study has indicated that the proposed project will have a very significant impact on congestion on Pullman Street near and at its intersection with Baker Street. Trico Realty strongly endorses the installation of traffic signals at the intersection of Pullman and Baker. We believe that if the city intends to approve a high density residential project at an already congested intersection, it has an indisputable obligation to mitigate current and future congestion.

Sincerely,

Mike Harrison
Vice President and CFO

Alex Remo
Property Manager

Brokerage / Development / Management

3100-A Pullman Street, Costa Mesa, CA 92626 (714) 751-4420 Fax (714) 540-4579

www.tricorealty.com DRE I.D. 00342120



December 9, 2013

Honorable Mayor James Righeimer
Honorable Mayor Pro Tem Stephen Mensinger
Honorable City Council Members
Planning Commissioners and City Planning Staff
CITY OF COSTA MESA
77 Fair Drive
Costa Mesa CA 92626

Sent via USPS

Re: Potential Multi Family Rezone – SEC Baker Street/ Newport (55) Freeway

To Whom It May Concern:

My firm recently purchased and completely remodeled our building at 3199 E Airport Loop Drive; we relocated our office from Dove Street in Newport Beach. Our new building, previously consisting of warehouse and storefront, is now predominantly office. We believe that we have upgraded our offices significantly and have added value for our neighbors in Costa Mesa. The recent repaving of Redhill was another well needed improvement to the west-side of John Wayne Airport.

It has come to our attention that the 125 Baker Street building desires a rezone to multi-family residential units instead of office space. My firm and I applaud the concept and fully support the rezone. The current office building is functionally obsolete; in order to bring the building to current office leasing standards, the building would need to be demolished; current economics will not allow that, so the building will attract low, or no, rent paying tenants and will slowly depreciate into a bigger eyesore.

Irvine has integrated residential into the Business Complex frequently with success; retail uses have followed, making the community much more vibrant due its mixed use nature. Newport Beach has also allowed residential to be developed in Koll Center Newport. It makes total sense to have residential closer to the work place. Mariner's Church School, Rock Harbor Church, the trampoline center on Airway, the bike store on Airway, all uses that have made the West side of the Airport a more attractive and interesting environment. Multi-family residential will enhance the trend.

Sincerely,
REAL ESTATE & LOGISTICS TECHNOLOGY, INC.

A handwritten signature in black ink, appearing to read "Kim Josephson".

Kim Josephson

Kim Josephson kjosephson@real-techinc.com 657.210.5551
3199 Airport Loop Drive, Bldg E, Costa Mesa, CA 92626
DRE License No. 712155



Leading Edge Aviation Services
 3132 Airway Avenue
 Costa Mesa, California 92626
 P: 714.556.0576 F: 714.556.4023

December 12, 2013

Honorable Mayor James Righeimer
 Honorable Mayor Pro Tem Stephen Mensinger
 Honorable City Council Members
 Planning Commissioners and City Planning Staff
 CITY OF COSTA MESA

77 Fair Drive
 Costa Mesa CA 92626

Sent via USPS

Re: Multi Family Rezone – 125 Baker Street

Dear Council and Commission:

Leading Edge Aviation Services is headquartered in Costa Mesa and employs over 1000 employees locally and across the country. As a contractor to companies such as Boeing Company, United Airlines, American Airlines, et al the company has a vested interest in local development in Costa Mesa to support job growth, economic growth and improvements in infrastructure, particularly as it relates to roads, commercial and residential properties. In fact, Leading Edge has and continues to invest in Costa Mesa and last year completed its new corporate headquarters located on Airway Avenue just down the street from 125 Baker.

As a business owner, investor and resident of the area I have witnessed firsthand the evolution of the surrounding area from heavy manufacturing to lite manufacturing, retail, professional services as well as the schools and churches that have contributed to a diverse demographic blend. The area, while once an industrial area has slowly over time become an eclectic mix of uses. This progression in the local area lends itself to the addition of high-end apartment housing as a perfect complement to the current mix of businesses.

From Segerstrom Performing Arts Center, South Coast Plaza and Metro Pointe to Triangle Square and East 17th Street Promenade, the business-friendly Costa Mesa reflects this unique confluence of business/retail and residential. The Red Oak Housing proposal is a natural extension of the "Costa Mesa Advantage" in the Redhill Zone.

Leading Edge Aviation Services offers 100% support for the rezone of this area and the development of this upscale housing project.

Sincerely,


 W. Michael Manclark
 Chairman and Founder

Expert. Innovative. Consistent.

February 28, 2014

Honorable Mayor James Righeimer
Honorable Mayor Pro Tem Stephen Mensinger
Honorable City Council Members
Planning Commissioners and City Planning Staff
CITY OF COSTA MESA
77 Fair Drive
Costa Mesa CA 92626

Re: Red Oak Project at 125 Baker

Dear City leaders:

As a significant property owner and operator in the area, I support the idea of adding residential uses in and around the airport. My family business has been located in this area for over 30 years and we have witnessed the neighborhood transformation first hand. Residential uses are already prominent in the vicinity and should be encouraged. The location lends itself to a multifamily development as it is close to jobs, amenities and transportation. The immediate neighborhood is already a mix of eclectic uses and this development will only add to a vibrant district. In addition, I believe it will add to my land value and that of the surrounding property owners.

Southern California has been successfully integrating residential uses in and around commercial/industrial uses for decades and it is great to see Costa Mesa adapting to a regional trend.

Joe Flanagan of Red Oak Investments took an hour at my office to personally walk me through his proposed development and answer my questions. So, I have reviewed the concept with the developer and have every confidence that this will be an extremely successful deal giving the consumer an opportunity to live a lifestyle that is not widely available today.

Sincerely,



Jim Warmington, Jr. | President & CEO
The Warmington group

3090 Pullman Street | Costa Mesa, CA 92626

March 19, 2014

Mayor and City Council Members
Planning Commissioners
Planning Department – Attention Mel Lee
CITY OF COSTA MESA
77 Fair Drive
Costa Mesa CA 92626

RE: The Baker Street Project by Red Oak Investments

Dear Honorable Mayor, City Council, Planning Commission and Mel Lee:

Eurocar operates its luxury car business in the City of Costa Mesa, several blocks away from the 240-unit luxury residential project proposed by Red Oak Investments on Baker Street. I support the project. The project looks great and the millions that will be invested there will make the area even better. The area already has a mixture of uses. The project will add to the mix in a good way. It is a good complement to Rock Harbor Church, Watermark Church, Lyon Museum, Mariners School, Eurocar and all the office buildings around.

Sincerely,



Chris Anderson

2920 RED HILL AVE. COSTA MESA, CA 92626

Q: 949.722.7121 F: 949.722.7141 EUROCAROC.COM

**ATTACHMENT 3
FINAL EIR MITIGATION MONITORING
AND REPORTING PROGRAM**

Table 11-1 Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Action Required	Monitoring Phase	Responsible Agency/ Party	Compliance Verification		
				Initial	Date	Comments
AIR QUALITY						
MM4.2-1 The Applicant shall require by contract specifications that construction equipment engines be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Costa Mesa prior to issuance of a grading permit.	Construction document specifications	Prior to issuance of building permit; during construction	City Planning; SCAQMD			
MM4.2-2 The Applicant shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Costa Mesa prior to issuance of a grading permit.	Construction document specifications	Prior to issuance of building permit; during construction	City Planning; SCAQMD			
MM4.2-3 As required by South Coast Air Quality Management District Rule 403—Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. These measures include the following: <ul style="list-style-type: none"> ■ Application of soil stabilizers to inactive construction areas ■ Quick replacement of ground cover in disturbed areas. If disturbed graded areas remain inactive for greater than 4 days, nontoxic soil stabilizers shall be applied. ■ Watering of exposed surfaces two times daily ■ Watering of all unpaved haul roads two times daily ■ Covering all stock piles with tarp ■ Reduction of vehicle speed on unpaved roads ■ Post signs on site limiting traffic to 15 miles per hour or less ■ Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads ■ Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas ■ Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site each trip 	Construction document specifications	Prior to issuance of building permit; during construction	City Planning; SCAQMD			

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Table 11-1 Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Action Required	Monitoring Phase	Responsible Agency/ Party	Compliance Verification		
				Initial	Date	Comments
MM4.2-4 The Applicant shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than 5 minutes. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Costa Mesa.	Construction document specifications	Prior to issuance of building permit; during construction	City Planning; SCAQMD			
MM4.2-5 The Applicant shall require by contract specifications that the architectural coating (paint and primer) products used have a VOC rating of 190 grams per liter or less, for all exterior and interior nonresidential land use architectural coating. As per SCAQMD regulations, architectural coating for residential land-uses shall not exceed 50 g/liter interior or 100 g/liter exterior. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Costa Mesa.	Construction document specifications	Prior to issuance of building permit; during construction	City Planning; SCAQMD			
MM4.2-6 Install a sealed HVAC system in conjunction with MERVE 13 or higher rated filters for all residential development within the project site. The sealed air system will be designed so that all ambient air introduced into the interior living space would be filtered through MERVE 13 or higher rated filters to remove DPM and other particulate matter. The MERVE 13 or higher rated filter is designed to remove approximately 74 percent of particulates of 3 microns or larger in size from the ambient air that is introduced to the system (NAFA 1999). As a conservative estimate of reductions, it is assumed that the residents are indoors up to 78 percent of the time (USDOL 2010). Therefore, a reduction of 58.75 percent of particulate matter is anticipated with respect to this measure.	Installation of a sealed HVAC system in conjunction with MERVE 13 or higher rated filters for all residential development within the project site	Prior to issuance of building permit; during construction	City Planning; SCAQMD			
MM4.2-7 Install all HVAC system air intakes as far from SR 55 as possible. This will further reduce risk for all interior spaces to the risk where the HVAC air intake is placed.	Installation of HVAC systems as from SR 55 as possible	Prior to issuance of building permit; during construction	City Planning; SCAQMD			

HYDROLOGY/WATER QUALITY

MM 4.4-1 The project applicant shall finalize the drainage plan and prepare a project Water Quality Management Plan (WQMP) conforming to Orange County DAMP requirements. The plans shall be prepared by a Licensed Civil Engineer or Environmental Engineer and shall be submitted to the City of Costa Mesa Department of Public Works for review and approval. The City shall not issue a grading permit for the project until it has reviewed and approved the final drainage plan and WQMP. Prior to issuance of building permits, the City shall ensure the components of the drainage plan and WQMP BMPs have been installed.	Finalize drainage plan, Prepare a project WQMP conforming to Orange County DAMP requirements	Prior to issuance of building permit; during construction	County of Orange, City of Costa Mesa Department of Public Works			
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Table 11-1 Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Action Required	Monitoring Phase	Responsible Agency/ Party	Compliance Verification		
				Initial	Date	Comments
LAND USE/PLANNING						
<p>MM4.5-1 The applicant for the proposed project shall provide a written statement to each residential unit and resident, notifying them of potential annoyances associated with aircraft overflight and proximity to airport operations, including the following, with final form and content to be reviewed and approved by the Economic and Development Services Director and City Attorney:</p> <p>“NOTICE OF AIRPORT IN VICINITY:</p> <p>This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances, if any, are associated with the property before your purchase and determine whether they are acceptable to you.</p> <p>POSTING OF NOTICE OF DISCLOSURE IN EACH RESIDENTIAL UNIT</p> <p>Prior to offering the first residential unit for purchase, lease, or rent, the property owner or developer shall post a copy of the Notice of Disclosure in every unit in a conspicuous location. Also, a copy of the Notice of Disclosure shall be included in all materials distributed for the project, including but not limited to: the prospectus, informational literature, and residential lease and rental agreements.”</p>	Post Notice of Airport in Vicinity within residential development area	Prior to issuance of occupancy permit	City of Costa Mesa Planning Department			
NOISE						
<p>MM4.6-1 Prior to issuance of a certificate of occupancy, the applicant shall prepare an acoustical analysis ensuring that interior noise levels due to exterior noise sources will be at or below 45 dBA CNEL in all units. One or a combination of the following measures will be incorporated as necessary to ensure interior noise will be at or below 45 dBA CNEL:</p> <ol style="list-style-type: none"> Limit opening and penetrations on portions of buildings impacted by noise. Apply noise insulation to walls, roofs, doors, windows, and other penetrations. Install dual-paned windows. For some units, it may be necessary for the windows to be able to remain closed to ensure that interior noise levels meet the interior standard of 45 dBA CNEL. Consequently, a ventilation or air conditioning system would be required for these units to provide a habitable interior environment with the windows closed. 	Prepare acoustical analysis	Prior to issuance of building permit	City of Costa Mesa Planning Department			

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Table 11-1 Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Action Required	Monitoring Phase	Responsible Agency/ Party	Compliance Verification		
				Initial	Date	Comments
<p>MM4.6-2 For construction activities within 200 feet of existing commercial or industrial businesses, the construction contractor shall implement the following measures during construction:</p> <p>a. The construction contractor shall provide written notification to all commercial and industrial tenants at least three weeks prior to the start of construction activities within 200 feet of the receptor informing them of the estimated start date and duration of daytime vibration-generating construction activities.</p> <p>b. Stationary sources, such as temporary generators, shall be located as far from off-site receptors as possible.</p> <p>c. Trucks shall be prohibited from idling along streets serving the construction site.</p>	Construction document specifications	Prior to issuance of building permit	City of Costa Mesa Planning Department			
TRANSPORTATION/TRAFFIC						
<p>MM4.9-1 Pullman Street/Baker Street Intersection. Prior to issuance of a certificate of occupancy for the proposed project, the project applicant shall install a traffic signal and associated signing modifications and pavement legends at the Pullman Street/Baker Street intersection. Intersection design will incorporate the existing driveway that provides access to the 150 Baker Street property per the City of Costa Mesa Design Guidelines and California Manual on Uniform Traffic Control Devices. The applicant will install signal interconnect between Pullman Street/Baker Street traffic signal and existing traffic signals at the Baker Street/Red Hill Avenue and Baker Street/SR 55 NB Ramps intersections. In conjunction with signalization, the project applicant will restripe Baker Street to provide a dedicated eastbound and westbound left-turn lane, and a dedicated eastbound right-turn lane. Crosswalks and ADA compliant ramps will be installed as required by the City.</p>	Install traffic signal and associated signing modifications and pavement legends at the Pullman Street/Baker Street intersection	Prior to issuance of occupancy permit	City of Costa Mesa Public Works Department			
<p>MM4.9-2 Red Hill Avenue/Baker Street Intersection. Prior to issuance of a certificate of occupancy for the proposed project, the project applicant will implement the planned improvements at this intersection as identified in the current City of Costa Mesa General Plan, except the project applicant will provide a dedicated southbound right-turn lane, with overlap phasing, in lieu of the planned third southbound shared through/right-turn lane. The applicant will modify the existing traffic signal accordingly to current City of Costa Mesa Standards and Design Guidelines.</p>	Implement planned improvements at intersection as identified in the current City of Costa Mesa General Plan, except the project applicant will provide a dedicated southbound right-turn lane, with overlap phasing, in lieu of the planned third southbound shared through/right-turn lane	Prior to issuance of occupancy permit	City of Costa Mesa Public Works Department			

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Table 11-1 Mitigation Monitoring and Reporting Program Matrix

<i>Mitigation Measure</i>	<i>Action Required</i>	<i>Monitoring Phase</i>	<i>Responsible Agency/ Party</i>	<i>Compliance Verification</i>		
				<i>Initial</i>	<i>Date</i>	<i>Comments</i>
<p>MM4.9-3 Traffic Impact Fees. Prior to issuance of a certificate of occupancy for the proposed project, the project applicant will pay the City's required traffic impact fee, based on the project's net increase in trips. The precise fee required will be determined upon issuance of project building permits.</p>	<p>Project applicant will pay the City's required traffic impact fee, based on the project's net increase in trips</p>	<p>Prior to issuance of occupancy permit</p>	<p>City of Costa Mesa Planning Department</p>			
<p>MM4.9-4 To ensure adequate sight distance is provided at the project driveways, the project driveways and landscaping and/or hardscape on north side of these driveways will be designed such that a driver's clear line of sight is not obstructed and does not threaten vehicular or pedestrian safety, as determined by the City Traffic Engineer. The minimum stopping sight distance will be 300 feet. The following design recommendations will be implemented:</p> <ul style="list-style-type: none"> ■ Install stop signs and stop bars at the proposed project driveways on Pullman Street. Install all appropriate striping, signage and/or pavement legends per City of Costa Mesa standards/requirements. ■ All plants and shrubs within the limited use area (see Figure 4.9-3 [Line of Sight Analysis]) will be of the type that will grow no higher than 30 inches above the curb or have a canopy no lower than 72 inches above curb. ■ The maximum tree size and minimum tree spacing in the limited use area will be limited to 24-inch caliper tree trunks (maximum size at maturity) spaced at 40 feet on center. ■ Subject to review and approval by the City Traffic Engineer, prohibit on-street parking on Pullman Street between project driveways and on the north side of the primary project driveway, and restripe Pullman Street to include a dedicated southbound right-turn lane at the primary project driveway with minimum storage of 100 feet be provided. Curbside parking will be restricted for a minimum of 200 feet north of the primary driveway. Parking will be restricted via installation of red curb and appropriate parking restriction signs. 	<p>Project driveways and landscaping and/or hardscape on north side of these driveways will be designed such that a driver's clear line of sight is not obstructed and does not threaten vehicular or pedestrian safety, as determined by the City Traffic Engineer</p>	<p>Prior to issuance of occupancy permit</p>	<p>City of Costa Mesa Public Works Department</p>			

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