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## Urban Master Plan Screening Request

### The Boatyard

### 1672 Placentia Ave, Costa Mesa

The Boatyard – This Urban Master Plan Screening Request is for a 32 unit live/work development located at 6072 Placentia Avenue. The site is within the Mesa West Bluffs Urban Plan. The first step to activating the Overlay zoning is a Master Plan screening by City Council prior to submittal of a Master Plan for public hearing review. Please find the following description of the concept for review through this Master Plan Screening application request. The project is proposed by Melia Homes, a developer who has purchased, designed, entitled and developed and constructed multiple projects within the City of Costa Mesa in very recent years.

The development concept is for a 1.84 acre site zoned MG and has a General Plan designation of Light industrial. The proposal includes 32 detached live/work units on the boat storage yard known as The Boatyard at 1672 Placentia Ave. The site is comprised of one existing parcel approximately 300 feet south of 17<sup>th</sup> Street abutting recreational vehicle storage and office commercial use to the south and commercial condominium uses to the north. The site is currently operating as an outdoor boat storage yard with limited structures and operations consist of boat repairs and storage on the site.

The urban plan offers development flexibility and we are proposing a unique live/work design for this project site. The 32 unit live/ work development project proposal incorporates pragmatic viable units, on-site recreational facilities, open parking spaces directly open to the live/ work office spaces in each unit, compliant with the Urban Plan density between 15-20 du/ac (proposed at 17.4 du/ac), and is substantially below the FAR limitation for the urban plan overlay.

The proposed plan complies with all building line and setbacks for main buildings of the overlay plan. Ten (10') min is provided from Placentia Ave ultimate right of way, 25 feet from the eastern rear boundary property line, and over 5 feet from both the north and south property boundaries. A deviation for main building separation for the interior units (plan 1's) is proposed. Typically 10' is required, but we are requesting to deviate to 8'2" and 6'3" for articulated sections of the plans. This is off set by the alternating elevation frontages that creates separation of spaces and articulates the massing and vertical and horizontal building faces.

#### Compatibility

The live-work environment proposed with this site is ideal. The surrounding properties will not be negatively affected by the three-story proposed floor plans. The surrounding uses are very passive and

quiet uses and are not viewed to be incompatible. Nor are there any noxious or incompatible uses surrounding the proposed site that negatively affect this proposed project as a residential live/work development.

#### Floor Plans

Plan 2 is proposed as a 1,955 SF, 3 BR live/work units. It provides a live/work office space of 250 SF area net. Plan 1 is currently proposed as a 2,071 SF 2 or 3 bedroom live/work units. This plan provides a live/work office space area of 254 SF area net. The minor exceedance of SF proposed with our plan 1 units (14 of the 32 plans) exceed the overlay plan threshold of 2,000 sf that is utilized for parking calculation. The plan as proposed does not exceed FAR limits – which we are below the limit .97 FAR vs 1.0 max allowed (this is equivalent of one additional unit). The extra 71 square feet in the Plan 1 is a result of livability within a core living area on the second level. Adding 1 foot to the width of the 2nd level increased the width of the living room and master bedroom by 1 foot. It does not allow for any additional rooms as a result. As a builder who will be building, selling and providing warranty for 10 years with these homes, we desire to provide the best livable areas for a homebuyer first and foremost in the given market place. The reason for the larger square footage is simply better design w/ absolutely no relationship to parking. It does not affect bedroom count or the ability to create another "sleeping/habitable" area (i.e. Loft). We understand the idea of square footage generally having a nexus w/ parking but in this case there is absolutely no connection. You see in the plan as an Alt Plan 1 that we are considering a 2-bedroom (dual master) option. We request your guidance and general acceptance for this minimal SF limitation exceedance requested.

#### Parking

Tandem parking is NOT proposed. Code required off street Parking is provided with 3 spaces per unit, through 58 attached garage spaces, 20 attached carport spaces, and 18 open parking stalls. All parking spaces are in one and two car garages, open carports, or open parking. All plan 1 units proposed provide a covered carport directly adjacent to the live/work office space. The plan 2 provides an alternate plan dispersed within the project that provides a mix of a covered carport directly adjacent to the live/work office space with a 1-car garage, or a typical 2-car garage. In addition, open parking space adjacent units throughout the site. We have incorporated open carport parking next to the live-work office space for very pragmatic live/work parking accommodations. This design is unique and addresses previous concerns expressed too much of the parking being enclosed within other live/work developments and not distributed throughout projects. The carport spaces and open parking stalls distributed throughout and accommodate the expected live/work relationship.

#### Pedestrian Friendly

A pedestrian circulation system has been incorporated throughout the site. Inviting pedestrian access from Placentia Ave with a walkway that wraps the interior loop drive aisle throughout the project. It provides a central paseo with walk thru in the center of the project and continues to loop the project, with designated concrete walks connecting to each unit on the exterior of the loop across the drive aisle.

The walkway connects all units to the common recreational area proposed at the east end of the project layout and ADA accessible parking.

#### Recreational Facilities

The project proposes to provide on-site recreational facilities located at the east interior edge of the project. It will consist of turf-block green space for open recreation, and multiple BBQ patio areas for outdoor enjoyment. There is also a central paseo that will be provided with bike racks and landscaping and benches. The turf block allows full circulation, fire access, and utility services (solid waste) throughout the site while also providing green space for open play and recreation during non-business hours.

#### Trash Storage Services

Trash bin storage area for 2 bins is provided within trash storage areas within the interior garage spaces of each unit. In addition, for service days, all bins will be able to be accommodated through ample drive aisle width 26 feet internally on the u-shaped loop circulation system designed. Bins will align on the curb along the south and north outer limits of the drive aisle for right side service. Ample curb frontage on-site is provided in front of each of the Plan 2 units to accommodate their two bins and two bins from the Plan 1 unit across the aisle. Approximately 12 feet is required to accommodate 4 bins with 1 foot space in between and each curb frontage of the plan 2 units provide over 15 feet of curb space.

#### Utility Poles in Right of Way to Remain

As a part of this project, we anticipate removing and undergrounding the existing overhead utilities within the limits of the property. However, there is significant large existing overhead facilities fronting the parcel site that run north and south on Placentia Ave and heavy 12KV power and communication pole facilities that approach from the west to Placentia Ave. A portion of these overhead poles (and the system on the west side of Placentia) contain 2 circuits of large cable 12KV primary and large catv/telecommunication facilities (see attached photo). If the City as part the Conditions of Approval, were to require the developer of this project to convert all existing overhead facilities to underground facilities along Placentia Ave., full conversion would be very difficult, disruptive to traffic and surrounding businesses, and very costly conversion because the pole line on the project side of the street is providing extensive guying support for the heavily loaded pole line that continues on the West side of Placentia Avenue. *We ask for clarification and guidance regarding underground requirements relative to the poles in the right of way.*

In regards to the removal of poles from the site, they in fact support the existing heavy lines noted above and provide structural guy support for the large poles in the right of way. To remove onsite poles on the southern property boundary will involve significant costs and time. The onsite poles are not only providing overhead utility, but structurally support the large pole at Placentia ROW. In order to eliminate the onsite poles, which we are proposing to complete, significant costs will be incurred to employ a number of options that SCE may require - i.e. engineered steel poles, underground vaults and new easements. The benefit to future potential homeowners is important to us and we plan to remove

the on-site poles. However, together with the costs of a city required overhead conversion of the utilities in the right of way fronting the site bring into question the viability and feasibility of this project because the estimated costs are so high. Significant costs will be incurred to modify the structural aspects by changing out poles from wood to steel, as has been done at other locations on this same utility line west of the site. Our consultants estimate that generally the cost to remove the onsite poles and replace structural aspects required and remove some transformers to underground location will be approximately \$500,000 alone for what we want/willing/asking to do. If right of way conversion is required, the costs have been estimate to double to approximately \$1 million dollars. A full conversion will cause disruption to businesses in the area as a result of outages, open trenching and traffic control for extended periods of time.

#### Live Work Viability

- All live work spaces proposed meet the net area requirements of 250 SF in size.
- The proposed walkway and common recreation area create a community compatible with both small business uses and residential living.
- The proposed carports and folding door concepts shown within the floor plans provided, each live/work unit has great commercial visibility for customers and can showcase business activity.

This proposed project provides purchasing power to the community and support to existing businesses in the area, in addition to allowing new entrepreneurial businesses to grow and flourish in this new and rising vibrant area created by this zoning opportunity. We are excited to be a part of this community and ask for your support and guidance moving this project forward in the process.

Sincerely,



Chad Brown  
Development Manager,  
Melia Homes, Inc.

Cc: BJ Delzer - President



Google earth



Frontage Looking North at 1672 Placentia Ave