



PLANNING COMMISSION AGENDA REPORT

VII. 4

MEETING DATE: NOVEMBER 15, 2007

ITEM NUMBER:

SUBJECT: FINAL MASTER PLAN PA-07-20 / VESTING TENTATIVE TRACT MAP VT-16999 FOR THE WESTSIDE LOFTS MIXED-USE DEVELOPMENT AT 1640 MONROVIA AVENUE

DATE: NOVEMBER 1, 2007

FOR FURTHER INFORMATION CONTACT: CLAIRE L. FLYNN, AICP, PRINCIPAL PLANNER
(714) 754-5278

DESCRIPTION

The proposed Westside Lofts Mixed-Use Development involves the following:

- Initial Study/Mitigated Negative Declaration: This environmental document was prepared pursuant to State Law and provides mitigation measures to minimize any significant impact to below a level of significance.
- Final Master Plan PA-07-20: (a) 42,000 square foot commercial space in two- to four-story buildings; (b) 151 residential condominiums in a four-story building complex; (c) 5 custom live/work units in three-story buildings; (d) 4.5-level parking structure and surface parking areas (overall total of 475 parking spaces); (e) Subdivision of the property for condominium purposes at 1640 Monrovia Avenue in the MG zone and Mesa West Urban Plan/Mixed-Use Overlay zone.

Note: The Master Plan includes **minor deviations** from the minimum FAR standard for the nonresidential component (0.175 FAR required, 0.161 Far proposed) and height limit for the parking structure (4 stories/60 feet allowed, 4.5 levels/54 feet proposed).

- Vesting Tentative Tract Map VT-16999: for a subdivision for common-interest development purposes.

APPLICANT

Cindy Nelson of Nexus Development is the authorized agent for property owner, Grand Plan, LLC.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the Initial Study/Mitigated Negative Declaration and approve Final Master Plan PA-07-02 and Vesting Tentative Tract Map VT-16999, by adoption of the attached resolution:



CLAIRE L. FLYNN, AICP
Principal Planner



KIMBERLY BRANDT, AICP
Assistant Dev. Svs. Director

PLANNING APPLICATION SUMMARY

Location: 1640 Monrovia Avenue Application #: PA-07-20 / VT-16999
 Request: Westside Lofts Mixed-Use Development
SUBJECT PROPERTY: MG & Mixed-Use Overlay Zone **SURROUNDING PROPERTY:** North: Light Industrial (Pacific Truck Ctr, SCE Substation)
Light Industry South: Light Industrial Uses (Trico Realty Property)
Approx. 850.5 ft. x 229 ft. East: Multi-Tenant Industrial Uses
6.82 acres West: Multi-Tenant Industrial Uses (Playport Mobile Home Park to Northwest, Trico Realty Property)
296,993 sq.ft.
 Existing Development: Formerly Eaton Aerospace Industries (manufacturing)

DEVELOPMENT STANDARD COMPARISON

Development Standard	Zoning Code	Mesa West Bluffs Urban Plan ¹	Proposed Project
Zone – FAR	NA	1.0 FAR	.81 FAR
MG (General Industrial) Mixed-Use Overlay Zone			
Min. FAR for Nonresidential Component		0.175 FAR	0.161 FAR ²
Development Lot Size	10,000 sf	None	6.82 acres (296,993 sq.ft.)
Site Coverage – Overall Project:			
Maximum Lot Coverage Buildings	NA	90%	Not Applicable
Open Space	NA	10%	16' – 20' abutting Public ROW
Resid. Private Open Space	NA	Min. 200 sf per unit	Min. 200 sf per unit
Setbacks for Development Lot			
Front Build To Line along (Monrovia Avenue / Babcock Street)	NA	10'	15' / 11'
Side (North interior PL)	NA	0'	20'
Side (South interior PL)	NA	0'	12'5"
Rear (interior)	NA	0'	NA
Buffer Distance from J.C. Carter (671 W. 17 th) and CLA-VAL (17 th /Placentia)		50-foot buffer distance	2,039 foot buffer distance from J.C. Carter 527 foot buffer distance from CLA-VAL
Building Height	NA	4 stories / Max. 60 ft.	Offices: 2-4 stories / 60' Townhomes: 4 stories / 54' Live/work Units: 3 stories / 35' Parking Structure ³ : 4.5 levels / 54'
Parking			
42,000 sq.ft. Industrial Offices 4 spaces / 1,000 sqft	168 spaces	NA	173 spaces
151 Residential Units Studios: 1.0 tenant, .5 guest 1 bdrm: 1.5 tenant, .5 guest 2 bdrm: 2 tenant, .5 guest		199 tenant spaces 76 guest spaces 275 total spaces	282 spaces in residential parking structure
5 Live/Work Units 2.5 tenant, 1.5 guest		21 spaces	20 spaces ⁴
Overall Parking Total ⁵		464 spaces	475 spaces
Driveway Width:	16 ft.	NA	25 ft.

¹ 19 West Urban Plan development standards for mixed-use development are also applicable to the Mesa West Urban Plan.

² **Deviation** from Urban Plan required for minimum nonresidential FAR (0.175 FAR required, 0.161 FAR proposed).

³ **Deviation** from Urban Plan required for 4.5 level parking structure (4 levels allowed, 4.5 levels proposed).

⁴ Shared parking allowed between live/work units and nonresidential surface parking lot where 5 excess parking spaces are available.

⁵ Total parking supply may be adjusted accordingly with associated changes in proposed bedroom mix.

CEQA STATUS: Initial Study/Mitigated Negative Declaration

FINAL ACTION: Planning Commission

BACKGROUND

In April 2006, the City adopted the Westside Urban Plans as City-initiated development incentive programs to encourage new development and revitalization as part of an overall vision to allow mixed-use development and residential development in the Westside.

The Urban Plans include the following:

- Mesa West Bluffs Urban Plan – encourages live/work lofts or residential development;
- 19 West Urban Plan- encourages mixed-use development; and
- Mesa West Bluffs Residential Ownership Urban Plan – provides development incentives for high-density ownership housing.

The City Council also applied a Mixed-Use Overlay Zoning District to the Mesa West Bluffs Urban Plan area. The Zoning Code defers to the Mesa West Bluffs Urban Plan for development standards and other regulatory requirements.

The Mesa West Bluffs Urban Plan encourages live/work development or residential development within the Mesa West Bluffs Plan area. This is a 277-acre area generally bounded by West 19th Street to the north, the City's corporate limits to the south and west, and Superior Boulevard to the east. The Urban Plan provides guidance for significant redevelopment of industrially-zoned properties in the Westside.

The 19 West Urban Plan establishes additional development standards related to mixed-use development. Specifically, the parking requirements for residential units within mixed-use developments, combined with the development standards for live/work uses, provide guidance for the proposed Westside Lofts project.

ANALYSIS

Project Location

The 6.82-acre project site is located at 1640 Monrovia Avenue in the Westside. The property is designated as Light Industry in the City's General Plan and zoned as General Industrial (MG). It is also located within the Mesa West Bluffs Urban Plan / mixed-use development overlay zone (Attachment 1, Vicinity Map).

A multi-tenant industrial building and Von Hemert Interiors delivery borders the site to the south in the City of Newport Beach. Business operations within this building include publishing, landscaping, screen printing and embroidery. Pacific Track Center borders the site to the north, beyond which is the Southern California Edison LaFayette Substation, an automobile repair facility and other industrial properties.

McMahon Asphalt (1670/1664 Babcock Street) is located northeast of the project site. A multi-tenant industrial building and Playport Mobile Home Park are located to the west and light industrial buildings are located east of the site. MacGregor Yachts, which operate outdoor generators, is located east of the site. Other business operations east of the site include engineering, electric/plumbing, towing and woodworking. (Attachment 2, Site Photographs)

Proposed Project

The proposed project involves the following:

- Final Master Plan PA-07-20. The master plan provides specific details regarding the site plan, floor plans, elevations, parking supply, landscape plan, architecture, on-site amenities, and vehicle/pedestrian circulation. (Attachment 5, site plan/floor plan/elevations).

The project includes: (a) 42,000 sq.ft. commercial space in two- to four-story buildings; (b) 151 residential condominiums in a four-story building complex; (c) 5 custom live/work units in three-story buildings; and (d) 4.5-level parking structure and surface parking areas (overall total of 475 parking spaces). The project also includes minor deviations related to the nonresidential FAR and parking structure height.

- Vesting Tentative Tract Map VT-16999. The vesting tentative tract map will facilitate the mixed-use development by allowing the individual units to be sold independent of one another. All of the proposed buildings, including the office uses, residential uses, and live/work units are proposed to be sold as ownership units. The map complies with City Code and the State Subdivision Map Act.

For the townhomes, the new residents would own the air spaces within the condominium units and balcony areas with access rights for common walkways or open space areas held in common by the homeowners association. Covenants, Conditions, and Restrictions (CC&Rs) are required to be recorded to ensure proper maintenance of the common areas.

Master Plan Review

The following analysis provides analysis of the Westside Lofts mixed-use development:

- Project is in conformance with General Plan, Zoning Code and Urban Plan. The MG zoning district is intended for a wide range of industrial-related activities, including light manufacturing, corporate headquarters of trade industries, and motor vehicle storage/repair. Since residential uses are prohibited in the MG zone, the City created a mixed-use overlay zone in April 2006 to allow mixed-use development in specified areas of the Westside. The development regulations of the base zoning district shall be superseded by those contained in the Mesa West Bluffs Urban Plan. Pursuant to an approved Master Plan, the Urban Plan allows mixed-use development, including live/work lofts. Therefore, the proposed project is considered consistent with these policy and planning documents.
- Building height and scale is appropriate for the Westside, as allowed in the Urban Plan. Since the Urban Plan area has been identified as a revitalization area, this new type of four-story, "urban village" concept is within the height limit allowed, and deemed compatible with, uses in the overlay zone. The four-story office building, townhouse complex, and 4.5 level parking structure is within the maximum 60-foot height limit established by the Urban Plan. Furthermore, an aesthetic analysis examining the interface/compatibility between the proposed project and Playport Mobile Home Park located to the northwest was completed. The aesthetic analysis concluded that the project was compatible with surrounding industrial and residential uses. The proposed project

would not result in significant adverse shade/shadow effects on the Playport mobile homes.

- Overall architectural design and building materials promotes design excellence. The contemporary-style building features a precast concrete panel system, painted aluminum frame windows, corrugated steel panels on the building facades, metal guardrails along the balconies, metal/glass canopies, and stone/tile veneer-clad columns. This type of architecture complements the industrial surroundings. As shown in the full-color architectural rendering, proposed building materials will include pre-cast concrete panels, custom etched glass, and variable stone surfaces.
- Requested deviations for parking structure height and nonresidential FAR considered minor. While the proposed master plan does not strictly conform to development standards related to the parking structure height (4 levels allowed, 4.5 levels proposed) and minimum nonresidential FAR standard (0.175 FAR required, 0.16 FAR proposed), minor deviations from these regulations allow for a development that better achieves the purposes and intent of the General Plan and Urban Plan. Deviation from development standards would still result in a well-designed urban housing project that is considered compatible with the Westside. The 0.161 FAR includes the office buildings and the work areas of the live/work unit, and this FAR is considered appropriate in size and scale for the 6.82-acre industrial site. The parking structure may exceed the story limit, but it is still within the height limit in terms of feet. The Urban Plan allows a 60-foot height limit, and the 4.5 level parking structure is proposed below that limit at 54 feet in height. Because the scale of the parking structure is still within the overall intent of the Urban Plan, staff considers it a minor deviation.
- On-site recreational amenities comply with Urban Plan standards. The proposed project complies with the Urban Plan to provide additional amenities or innovation in exchange for flexible development standards. The project includes “amenity-rich”, resident-serving facilities in the common and private open space areas, including two different outdoor amenity areas and indoor clubhouses. Each residential unit has a private balcony or patio area. Overall the proposed master plan represents a desirable product type in conformance with the City’s policy and regulatory documents.
- Proposed parking exceeds minimum Code requirements. The proposed parking exceeds the City’s minimum parking requirements by eleven spaces (464 spaces required, 475 spaces proposed), as summarized in the table below.

Table 1 - Parking Summary Table

	Sq. Footage	No.	Parking Rate		Parking Required	
			Tenant	Guest	Tenant	Guest
UNIT A (studio)	729 sq.ft.	43	1	0.5	43.0	21.5
UNIT B (1 bdrm)	787 sq.ft.	26	1.5	0.5	39.0	13.0
UNIT C (1 bdrm)	787 sq.ft.	42	1.5	0.5	63.0	21.0
UNIT D (2 bdrm)	1187 sq.ft.	40	2	0.5	80.0	20.0
	Subtotal	151			225	76
(Tenant Parking Credit for over 50 units)					-26	
	Subtotal				199	76
Subtotal Tenant Parking Spaces:		199 spaces				
Subtotal Guest Parking Spaces:		76 spaces				
Total Parking Required:		275 spaces				
Total Parking Provided in 4.5 level Structure:		282 spaces				
Nonresidential Spaces						
Industrial Offices	42,000 sq.ft.		4 spaces per 1,000 sq.ft.		168	
Total Commercial Parking Required:		168 spaces				
Total Commercial Parking Provided:		173 spaces				
Live/Work Units						
Live/work units	over 3,000 sq.ft.	5	2.5	1.5	12.5	7.5
	Subtotal				13	8
Total Live/Work Parking Required:		21 spaces				
Total Live/Work Parking Provided:		20 spaces				

Note: Live/work parking spaces including two tandem parking spaces. Shared parking allowed between live/work units and nonresidential surface parking lot where 5 excess parking spaces are available.

POLICY CONSIDERATIONS

The proposed project would introduce the first mixed-use development in the Westside and add new height and scale to the surrounding community. The policy considerations relate to the prominence of the project in terms of: (a) bulk/massing, (b) density and intensity, and (c) land use compatibility due to mix of uses.

Bulk and Massing of Three- and Four-Story Structures

The Urban Plan allows four-story structures, and the project is technically consistent with the urban plan with regard to architectural design excellence and variation in building heights and form. These multi-story structures as prominent buildings, the City has received comments from the public (see Responses to Comments document) regarding the compatibility of structures of this magnitude in the Westside.

Whether or not buildings of this scale are compatible with the surrounding industrial uses is a policy decision to be deliberated by the Planning Commission. The following issues may be taken into consideration:

- *Buildings will have a noticeable presence along Monrovia and Babcock.* The three and four-story buildings have a 15-foot setback from Monrovia and Babcock. Most notably, the massing of the building facades of both the 4-story office and residential buildings along Monrovia Avenue comprises 75% of the street frontage.

- Buildings will be the most prominent buildings in the Westside. The surrounding industrial offices buildings are primarily single-story buildings. The base MG zone allows a maximum height of 2 stories / 30 feet. In this case, the overlay zone supercedes this standard and allows a maximum height of 4 stories / 60 feet. These will be the tallest buildings in the Westside. The fourth floors of the buildings may have ocean views.

Traffic Study - Density and Intensity of Proposed Project

In mixed-use development, intensity is measured by floor-area-ratio (FAR), and not exclusively the number of dwelling units per acre. The traffic study indicated that the density/intensity of the project would not have a significant traffic impact, based on the following:

- Traffic capacity is available within the network for the proposed density/intensity. Eaton Industries was a 126,000 square foot industrial facility generating about 879 average daily trips. The proposed project is projected to generate approximately 1,532 daily trips, including 149 trips during the AM peak hour and 159 trips during the PM peak. While this is an increase of 57% in average daily trips, the traffic study indicates that the traffic analysis zone has available capacity for this increase. No mitigation measures are required.
- The project is not proposing a “trip budget transfer” of vehicle trips. There is no trip budget associated with the proposed project. The Traffic Study identifies that the nearby mini-storage facility owned by Nexus Development (1741 Whittier Avenue) is a “light traffic generator.” The mini-storage facility generates fewer trips under General Plan buildout conditions than what could potentially be allowed, if the use at 1741 Whittier Avenue were a moderate traffic generator. Whether or not this mini-storage facility is demolished in the future and replaced by an industrial use has no bearing on the traffic impacts of the Westside Lofts project. The project does not involve an exchange in vehicle trips or trip capacity from 1741 Whittier Avenue to the project site at 1640 Monrovia.
- Project will maintain acceptable levels of service at major intersections. The traffic study indicates that the proposed project will not result in adverse impacts to levels of service. Some of the study intersections are summarized in the table below.

Intersection	Level of Service (AM peak hour / PM peak hour)		
	Year 2008 No Project	Short-Term (2008) With Project	Long-Term (2025) With Project*
Placentia & Victoria	B / B	B / B	C / C
Placentia & 19th	A / A	A / A	A / C
Placentia & 17 th	A / A	A / B	A / C
Superior & 17 th	B / D	B / D	C / B
Newport & 17th	C / D	D / D	D / D
Newport & Industrial	A / A	A / B	B / C

Note: Year 2025 values assume buildout of the City's General Plan circulation system.

Land Use Compatibility Study

Land use compatibility issues were examined in the mitigated negative declaration. Each of the potential land use compatibility issues are discussed below.

- Proposed project is considered compatible with existing industrial business activities. The project is located in mature industrial area, consisting of light industrial uses. These businesses generally operate between regular office hours of Monday through Friday, 7:00 a.m. to 6:00 p.m. Business operations within this industrial area may include light to moderate shipping/loading activities. The types of businesses likely to occupy the existing light industrial uses are unlikely to disturb residents during the evening or night hours. In addition, the proposed project's building orientation, setbacks, and perimeter walls will provide added security and compatibility with the surrounding industrial uses.
- Project is considered compatible with existing Playport Mobile Home Park. The Playport Mobile Home Park is located at the southwest corner of W. 17th Street and Monrovia Avenue. This property consists of 103 mobile homes. The aesthetics analysis indicated that the proposed four-story buildings would not result in shade/shadow impacts that would exceed the City's significance thresholds; therefore, no building modifications were required in this regard. The long-term operations of the proposed commercial buildings, residential condominiums, and live/work units are considered compatible with the mobile homes.
- Project is compatible with noise environment with mitigation incorporated. The primary existing noise sources in the project area are transportation facilities and the existing industrial developments. Potential long-term stationary noise impacts would also be associated with operations at the adjacent industrial uses. Traffic on Monrovia Avenue and Babcock Street is a steady source of ambient noise. Mobile and stationary noise generated within the existing industrial land uses, surrounding the project site, also contribute to the existing noise environment.

The proposed project will introduce a sensitive land use (residential) into a mature industrial area. Although the project has been analyzed with respect to the existing surrounding industrial uses there is a potential for the surrounding businesses to change ownership and business operations.

Therefore, future stationary noise impacts may increase or decrease accordingly. Typically, residential projects adjacent to nonresidential uses can be mitigated for noise impacts through techniques that include, but are not limited to, installation of windows with sound transmission class (STC) ratings of STC-34 or higher, increased setbacks, sound walls, and/or intervening topographic features such as landscaped berms. As a result, potential land use compatibility impacts related to noise have been mitigated to a level of insignificance.

- Residential uses are considered compatible with air quality environment in the Westside with mitigation incorporated. Some objectionable odors may emanate from the operation of diesel powered equipment and other sources within the existing industrial developments adjacent to the proposed project site. The closest odor source to the proposed project site is McMahon Asphalt located at 1664/1670 Babcock Street which operates outdoor asphalt melting facilities. This source is located approximately 250 feet northeast of the project boundary. Based on wind rose plots for Long Beach and El Toro the predominant wind pattern for the project area is wind blowing from the south and west. These wind patterns

would blow the odors from McMahon Asphalt away from the project site. Only when the wind is blowing from the northeast, such as during Santa Ana wind conditions, would the odors from the asphalt plant be noticeable on-site. Implementation a mitigation measure requiring that all residences shall be equipped with a ventilation system that will properly filter the indoor air would reduce any health risk or odor impact from this source to below a level of significance.

- Required environmental remediation will render the site compatible for residential development. The project site is located with a highly industrialized area in Westside Costa Mesa, including businesses that use or generate hazardous materials. The proposed residential use is considered a sensitive land use and may be impacted by any upset or accident involving the release of chemicals used by nearby businesses. The use of hazardous materials is controlled and permitted by the Costa Mesa Fire Department (CMFD), which conducts Uniform Fire Code inspections of these facilities, regulates these facilities, and otherwise ensures that risks associated with the use of hazardous materials in the community are minimized.

Furthermore, the project applicant has prepared a Draft Response Plan which provides procedures to ensure that all aspects of the remediation will not result in a health risk to the surrounding land uses. The State Department of Toxic Substances Control (DTSC) has indicated that it will be approving the remediation plan. As a result, hazardous materials impacts have been mitigated through project design features, standard conditions and mitigation measures to a level of less than significance.

Please refer to Attachment 5, Frequently Asked Questions about the Remediation Plan.

ENVIRONMENTAL DETERMINATION

The Westside Lofts Initial Study/Mitigated Negative Declaration was prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Costa Mesa Environmental Guidelines. The Final IS/MND may also be downloaded from the City's website at: www.ci.costa-mesa.ca.us. Following is a summary of the environmental impacts requiring mitigation.

Table 2 - Summary of Significant Environmental Impacts

Environmental Topic Requiring Mitigation	Level of Significance after Mitigation
Air Quality	Less than Significant
Noise	Less than Significant
Geology and Soils	Less than Significant
Hydrology and Water Quality	Less than Significant
Hazards & Hazardous Materials	Less than Significant

The IS/MND was available for public review and comment from September 5, 2007 to October 4, 2007. The Responses to Comments document provided responses to substantive comments received on the environmental document during the public review period, and is provided as Attachment 6.

LEGAL REVIEW

The City Attorney's office has approved the attached resolution as to form.

ALTERNATIVES CONSIDERED

Planning Commission may consider the following:

1. Approve Final Master Plan/Vesting Tentative Map. As recommended by staff, this action will allow the applicant to proceed with the first major mixed-use development in the Westside.
2. Deny Final Master Plan/Vesting Tentative Map. If the project were denied, the applicant could not submit a modified proposal for the Planning Commission's consideration for six months.

CONCLUSION

The proposed project would introduce the first mixed-use development in the Westside. When Council approved the Westside Urban Plans, Council stressed the importance of mixed-use development being within the development capacity of the General Plan. Council emphasized the necessity to comply with the General Plan's transportation/circulation objectives and therefore maintain the approved levels of services at major intersections.

The proposed project meets the technical requirements of the Urban Plan and would not result in adverse traffic impacts. The policy considerations relate to the bulk/massing, density/intensity, and the mix of land uses. While staff is recommending approval of the proposed project, it is a **policy decision** by the Planning Commission whether or not the scale of the project (i.e. prominent buildings, density/intensity, etc.) is consistent with the plan vision. A mixed-use development project would help stimulate revitalization in the Westside by offering a new type of urban housing, live/work units, and potential corporate headquarters for the surfing and apparel industry.

- Attachments:
1. Vicinity Map
 2. Site Photographs
 3. PC Resolutions
 4. FAQ on Site Remediation
 5. Site Plan/Floor Plan/Elevations
 6. Responses to Comments document (*separately bound document*)

Previously Approved by City Council

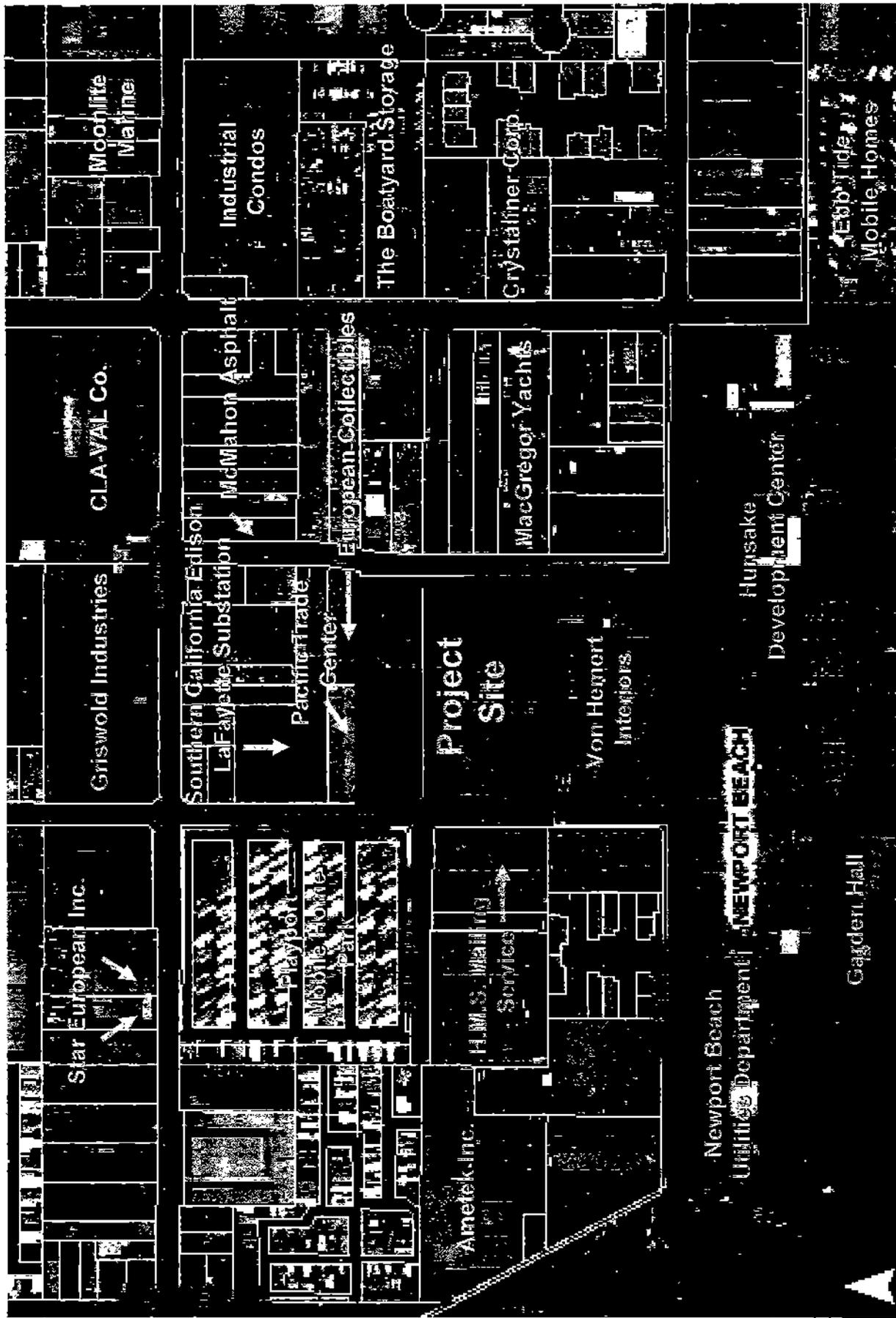
- Mesa West Bluffs Urban Plan, April, 2006
(Note: This document is available on the city's website at www.ci.costa-mesa.ca.us and are available upon request from the Planning Division at 714 754-5245.)

Distribution: Deputy City Attorney
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File: 111307PA0720VT16999	Date: 110107	Time: 2:00 p.m.
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Vicinity Map – 1640 Monrovia





1040 Monroe Ave - view of rear building



1040 Monroe Ave - view of rear building



1040 Monroe Ave - view of rear building



873 1/2 The St - Job o-Home Park

RESOLUTION NO. PC-07-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA, ADOPTING THE WESTSIDE LOFTS INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND APPROVING FINAL MASTER PLAN PA-07-20 AND VESTING TENTATIVE TRACT MAP VT-16999 FOR THE WESTSIDE LOFTS MIXED-USE DEVELOPMENT IN THE MG ZONE AND MESA WEST URBAN PLAN/MIXED-USE OVERLAY ZONE AT 1640 MONROVIA AVENUE.

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA DOES HEREBY RESOLVE AS FOLLOWS:

WHEREAS, the City Council enacted a Zoning Ordinance for a mixed-use overlay zone and adopted the Mesa West Urban Plan in April 2006 to allow mixed-use development, including live/work development, in specified areas of the Westside;

WHEREAS, an application was filed by Cindy Nelson of Nexus Development, authorized agent for the property owner, Grand Plan, LLC., for the Westside Lofts mixed-use development at 1640 Monrovia Avenue in the MG zone and Mesa West Urban Plan / mixed-use overlay zone;

WHEREAS, the proposed Westside Lofts mixed-use development consists of a Final Master Plan PA-07-20 for (a) 42,000 sq.ft. commercial space in two- to four-story buildings; (b) 151 residential condominiums in a four-story building complex; (c) 5 custom live/work units in three-story buildings; (d) 4.5-level parking structure and surface parking areas (overall total of 475 parking spaces);

WHEREAS, Final Master Plan PA-07-20 also includes minor deviations from the minimum FAR standard for the nonresidential component (0.175 FAR required, 0.161 FAR proposed) and maximum height limit for the parking structure (4 levels / 60 feet allowed, 4.5 levels / 54 feet proposed);

WHEREAS, the proposed project also includes a Vesting Tentative Tract Map VT-16999 for the subdivision of the property, including office uses, residential uses, and live/work units, for common-interest development purposes;

WHEREAS, the Initial Study/Mitigated Negative Declaration was prepared pursuant to CEQA, the CEQA Guidelines, and the City of Costa Mesa Environmental Guidelines. The environmental document considers all environmental impacts of the proposed project and identifies mitigation measures to reduce significant impacts to below a level of significance;

WHEREAS, the IS/MND was available for public review and comment from September 5, 2007 to October 4, 2007, and the Responses to Comments document provided responses to substantive comments received on the environmental document during the public review period;

WHEREAS, a duly noticed public hearing was held by the Planning Commission on November 13, 2007 with all persons having been given the opportunity to be heard both for and against the proposed project;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission considers that the granting of the minor deviations related to the nonresidential FAR and parking structure height would result in a mixed-use development that meets the overall intent and objectives of the Urban Plan;

BE IT FURTHER RESOLVED that based on the evidence in the record, the findings contained in Exhibit "A", and subject to conditions of approvals in Exhibit "B" and mitigation measures contained in Exhibit "C", the Planning Commission hereby **ADOPTS** the Westside Lofts IS/MND and **APPROVES** Final Master Plan PA-07-20 and VT-16999 with respect to the property described above. Should any material change occur in the operation, or should the applicant fail to comply with the conditions of approval, this Resolution, and any recommendation for approval herein contained, shall be deemed null and void.

PASSED AND ADOPTED this 13th day of November, 2007

DONN HALL
Chair, Planning Commission

STATE OF CALIFORNIA)
)ss
COUNTY OF ORANGE)

I, Kimberly Brandt, secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution was passed and adopted at a meeting of the City of Costa Mesa Planning Commission held on _____, 2007 by the following votes:

AYES: COMMISSIONERS:
NOES: COMMISSIONERS:
ABSENT: COMMISSIONERS:
ABSTAIN: COMMISSIONERS:

KIMBERLY BRANDT, AICP
Secretary, Costa Mesa Planning Commission

EXHIBIT "A"

FINDINGS

- A. Pursuant to Section 13-29(g)(5) of the Municipal Code, Final Master Plan PA-07-20 meets the broader goals of the 2000 General Plan and Mesa West Bluffs Urban Plan by exhibiting excellence in design, site planning, integration of uses and structures, and protection of the integrity of neighboring development.

The proposed mixed-use development will provide a new type of urban housing in the Westside, and this proposal complies with the important objectives of the Urban Plan: to promote Westside revitalization through homeownership, encourage owner-occupied housing, and apply flexible development standards to stimulate ownership housing. The project meets the purpose and intent of the mixed-use overlay district, and the stated policies of the Mesa West Bluffs Urban Plan. The new building will feature architecture that will complement the surrounding industrial uses. The proposed project would meet the industrial office and housing needs of a new community at a level no greater than which can be supported by planned infrastructure improvements. Planning Application PA-07-20 is consistent with the goals, policies, objectives, and/or regulations of the General Plan, Zoning Code, and Mesa West Bluffs Urban Plan.

The proposed residential use of the subdivision is compatible with the General Plan. The approval of the subdivision will allow home ownership opportunities without impacting rental housing. This is consistent with the goals, objectives, and policies of the General Plan Land Use and Housing Element.

- B. The proposed project complies with Title 13, Section 13-83.52(c), Mixed-Use Overlay District, of the Municipal Code because the Master Plan is found to exhibit excellence in design, site planning, integration of uses and structures and protection of the integrity of neighboring development. The proposed project complies with the Urban Plan to provide additional amenities or innovation in exchange for flexible development standards. The project includes adequate resident-serving amenities in the common and private open space areas including two different outdoor amenity areas and indoor clubhouses. Overall the proposed master plan represents a desirable product type in conformance with the City's policy and regulatory documents.
- C. The proposed project complies with Title 13, Section 13-83.52(d), Mixed-Use Overlay District, of the Municipal Code because:
- a) The strict interpretation and application of the Zoning Code's development standards would result in practical difficulty inconsistent with the purpose and intent of the General Plan and Mesa West Bluffs Urban Plan. While the proposed master plan does not strictly conform to development standards related to the parking structure height (4 levels allowed, 4.5 levels proposed) and minimum nonresidential FAR standard (0.175 FAR required, 0.16 FAR proposed), minor deviations from these regulations allow for a development that better achieves the purposes and intent of the General Plan and the Mesa West Bluffs Urban Plan. Deviation from development standards would still result in a well-designed urban housing project that is considered compatible with the

Westside. The 42,000 square foot office buildings and the work areas of the live/work unit are considered appropriate in size and scale for the 6.82-acre industrial site. The parking structure may exceed the story limit, but it is still within the height limit in terms of feet. The Urban Plan allows a 60-foot height limit, and the 4.5 level parking structure is proposed at 54 feet in height. Because the scale of the parking structure is still within the overall intent of the Urban Plan, this is considered a minor deviation.

- b) The granting of the deviation results in a mixed-use development which exhibits excellence in design, site planning, integration of uses and structures, and compatibility standards for this type of development in the Westside;
- c) The granting of a deviation will not be detrimental to the public health, safety, or welfare, or be materially injurious to properties or improvements in the vicinity. No adverse impacts from implementation of the proposed project are identified.
- d) The long-term vision of the Mesa West Bluffs Urban Plan is to encourage marginal industrial properties to be redeveloped into mixed-use development, live/work units, and residential development. The strict application of code requirements for residential development standards would discourage redevelopment of this new type of urban housing and thereby deprive the property owner of special privileges afforded in the Urban Plan area. The requests for specified deviations are considered reasonable and would result in implementation of a mixed-use development and residential ownership project supportive of the Urban Plan vision.

D. The proposed project complies with Title 13, Section 13-29(e), of the Municipal Code because:

- a) The proposed development and use is compatible and harmonious with uses both onsite as well as those on surrounding properties. Specifically, interior and exterior noise attenuation for the residential units is required. On-site hazardous materials remediation is also required prior to issuance of building permits.
- b) Safety and compatibility of the design of the buildings, parking areas, landscaping, luminaries, and other site features including functional aspects of the site development such as automobile and pedestrian circulation have been considered. The project shall provide a standard commercial drive approach from Babcock Street and Monrovia Avenue. Live/work units shall be constructed under commercial occupancy standards and fully-sprinklered. The lighting plan shall minimize light/glare to the surrounding neighbors and new residences to the fullest extent possible.
- c) The planning application is for a project-specific case and does not establish a precedent for future development in the overlay zone.
- d) The cumulative effects of Planning Application PA-07-20, including approval of requested deviations, have been considered.

- E. 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 Government Code Section 66473.1.
- F. The subdivision and development of the property 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.
- G. The discharge of sewage from this subdivision into the public sewer system will not violate the requirements of the California Regional Water Quality Control Board pursuant to Division 7 (commencing with Section 13000 of the Water Code).
- H. The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City's environmental procedures. The Westside Lofts Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the final master plan, pursuant to the California Environmental Quality Act. Although the proposed project could have a significant effect on the environment, mitigation measures have been included as conditions of approval that reduce impacts to the fullest extent reasonable and practicable. All significant impacts are reduced to a below a level of significance with implementation of conditions and mitigation measures.
- I. Mitigation Measures from the Westside Lofts IS/MND have been included as conditions of approval. If any of these conditions are removed, the City Council must make a finding that the project will not result in significant environmental impacts, that the condition(s) are within the responsibility and jurisdiction of another public agency, or that specific economic, social, or other considerations make the mitigation measures infeasible.
- J. The evidence presented in the record as a whole indicates that the project will not individually or cumulatively have an adverse affect on wildlife resources or habitat. The project site consists of ornamental, non-native vegetation and does not contain, nor is it in proximity to, any sensitive habitat areas.
- K. The project, as conditioned, is consistent with Chapter XII, Article 3, Transportation System Management of Title 13 of the Municipal Code in that the project's traffic impacts will be mitigated at all affected intersections.
- L. The project has been reviewed for conformity with the Orange County Congestion Management Program (CMP) requirements and the additional traffic generated by the project does not cause the CMP highway system to exceed LOS "E".
- M. Pursuant to Section 13-29(g)(13) of the Municipal Code, the subject property is physically suitable to accommodate Vesting Tentative Tract Map VT-16999 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 City's Zoning Code and General Plan.

- N. The site-specific 0.81 FAR for the Westside Lofts mixed-use development includes the building square footage of the commercial buildings, residential units, and live/work units. The floor area excludes the square footage of the parking structure, vertical shafts, and stairwell areas. The proposed scale, density, and intensity are considered suitable for the project site because the project is below the 1.0 FAR standard established in the Mesa West Bluffs Urban Plan, and the overall project is within the development capacity of the General Plan.

- O. The project meets the purpose and intent of the Mesa West Bluffs Urban Plan related to an aesthetic analysis. An aesthetic analysis of the interface and compatibility between the proposed project and Playport Mobile Home Park located to the northwest was completed. The analysis related to shade/shadow impacts, neighborhood character, and privacy, and it concluded that the project was found to be compatible with surrounding residential uses. The proposed project would not result in significant adverse shade/shadow effects on the mobile homes. Furthermore, since the Urban Plan area has been identified as a revitalization area, this new type of four-story, "urban village" concept is within the height limit allowed, and deemed compatible with, uses in the overlay zone.

- P. The proposed buildings are an excessive distance from the street necessitating fire apparatus access and provisions of an on-site fire hydrant(s) as required by the Costa Mesa Fire Department. The City's Fire Department has required the installation of an automatic fire sprinkler system pursuant to NFPA 13 requirements.

- Q. The creation of the subdivision and related improvements is consistent with the General Plan and Mesa West Bluffs Urban Plan.

EXHIBIT "B"

CONDITIONS OF APPROVAL

- Plng. 1. Mitigation Measures from the Westside Lofts IS/MND have been included as conditions of approval. If any of these conditions are removed, the Planning Commission must make a finding that the project will not result in significant environmental impacts, that the condition(s) are within the responsibility and jurisdiction of another public agency, or that specific economic, social, or other considerations make the mitigation measures infeasible.
2. Final Master Plan PA-07-20/VT-16999 shall comply with the conditions of approval, code requirements, and mitigation measures of the Westside Lofts IS/MND and as listed in the attached Mitigation Monitoring Program (Exhibit "C"). Additional conditions of approval are also included as part of the Mitigation Monitoring Program.
3. The conditions of approval and code requirements for PA-07-20/VT-16999 shall be blueprinted on the page following or containing the site plan.
4. Prior to issuance of building permits, the developer shall provide the Conditions, Covenants, and Restrictions (CC&Rs) to the Development Services Director and City Attorney's office for review. The CC&Rs must be in a form and substance acceptable to, and shall be approved by the Development Services Director and City Attorney's office. The CC&Rs shall contain provisions that effectively implement the following requirements: (1) require that the homeowner's association (HOA) effectively manage tenant and guest parking onsite and employ necessary measures (e.g. valet parking, mechanical lift parking, tandem parking, etc.) as needed. If onsite parking is not appropriately managed by the HOA, the Development Services Director shall require implementation of corrective measure(s) to address onsite parking problems in the future; (2) require that the HOA contract with a towing service to enforce the parking regulations; (3) require that the HOA prohibit any clothing, beach towels, banners, textiles, or any other items deemed as visual clutter to be hung from private balconies; (4) As applicable to the garages of the live/work units, the CC&Rs shall contain provisions requiring that the homeowner's association (HOA) require homeowners to maintain a 20' x 20' unobstructed area in their enclosed garages to allow parking of two vehicles instead of any other purpose (e.g. storage); and (5) Any subsequent revisions to the CC&Rs related to these provisions must be reviewed and approved by the City Attorney's office and the Development Services Director before they become effective. These requirements apply to the residential component and the live/work units.
5. Garages for individual units shall be equipped with automatic garage door openers and roll-up garage doors.
6. Applicant shall provide proof of establishment of a homeowner's association prior to release of any utilities.

7. The parking management plan shall be approved by the Development Services Director and Transportation Manager prior to issuance of building permits. The Parking Management Plan shall denote the following: (1) Method of allocation of assigned parking; (2) Location of visitor parking including appropriate signage; (3) Location of security gates if any, and how gates will be operated; (4) Location of employee parking.
8. Dependent on the final mix of bedroom types for the dwelling units and total square footage of nonresidential areas, the number of parking stalls and parking design configuration may be adjusted. If this mix is modified, a final parking study shall be reviewed/approved by the Development Services Director prior to issuance of a building permit. The parking study shall demonstrate the following:
 - a) Residential parking complies with the parking requirements of the Mesa West Bluffs Urban Plan.
 - b) Nonresidential parking, including shared parking within the residential guest parking areas, complies with parking rate for ancillary retail uses as deemed appropriate by the Development Services Director.

Final parking supply of any revised development scenario (i.e. revision in unit mix and square footage of nonresidential areas) shall conform to a shared parking study completed for the project and approved by the Development Services Director.

9. The approximately 1,750 square foot ancillary retail building shall consist of retail businesses with the primary purpose of supporting pedestrians and the on-site residential community rather than drive-by customers. Permitted "walk-up" type of retail uses include, but are not limited to, small restaurant, cafe, sandwich shop, juice bar, wireless internet cafe, neighborhood drycleaner, or other similar uses as deemed appropriate by the Development Services Director. Prior to issuance of a certificate of occupancy, developer shall provide a matrix of permitted walk-up retail uses to be approved by the Development Services Director.
10. The permitted and conditionally permitted uses for the five live/work units shall be as specified in the live/work matrix in the Mesa West Bluffs Urban Plan. All other uses not specifically described in the live/work matrix and which may involve higher traffic generating uses shall be considered as conditional uses or prohibited uses, as deemed by the Development Services Director.
11. Prior to issuance of grading permits, developer shall submit for review and approval a Construction Management Plan. This plan features methods to minimize disruption to the Playport Mobile Home Park and Westside residential communities through specified measures, such as construction parking and vehicle access and specifying staging areas and delivery and hauling truck routes.
12. Developer shall submit for review a Land Use Restriction requiring that the business owner(s) and resident(s) of a live/work unit be one in the same. In other words, the work space of the live/work unit shall not be subleased to

person(s) not residing in the living quarters. The Land Use Restriction shall be approved by the Development Services Director and recorded by the Developer at the County of Orange prior to issuance of building permits.

13. The final map shall show easements or other provisions for the placement of centralized mail delivery units, if applicable. Specific locations for such units shall be to the satisfaction of the Planning Division, Engineering Division, and the US Postal Service.
14. Prior to issuance of building permits, developer shall contact the U.S. Postal Service with regard to location and design of mail delivery facilities. Such facilities shall be shown on the site plan, landscape plan, and/or floor plan.
15. For the residential component, the range of primary street addresses shall be displayed on a complex identification sign visible from the street. Street address numerals shall be a minimum 12 inches in height with not less than 3/4-inch stroke and shall contrast sharply with the background.
16. Address assignment shall be requested from the Planning Division prior to submittal of working drawings for plan check. The approved address of individual units, suites, buildings, etc, shall be blueprinted on the site plan and on all floor plans in the working drawings.
17. All residential units and live/work units shall be "for sale" units. The site shall not be developed for apartments or other non owner-occupied units. Prior to issuance of building plans for plancheck, applicant must submit a subdivision application for processing. The subdivision map must be final and recorded prior to issuance of building permits.
18. The site plan submitted with initial working drawings shall contain a notation specifying that the project is a "common interest development" and shall specify the ultimate interior property lines.
19. To avoid an alley-like appearance, the private street shall not be entirely paved with asphalt nor be developed with a center concrete swale. The entry/exit drive of the private street shall be made of stamped concrete or pervious pavers. The final landscape concept plan shall indicate the landscape palette and the design/material of paved areas, and the landscape/hardscape plan shall be approved by the Planning Division prior to issuance of building permits.
20. The subject property's ultimate finished grade level may not be filled/raised in excess of 30" above the finished grade of any abutting property. If additional fill dirt is needed to provide acceptable onsite storm water flow to a public street, an alternative means of accommodating that drainage shall be approved by the City's Building Official and City Engineer prior to issuance of any grading or building permits. Such alternatives may include subsurface tie-in to public storm water facilities, subsurface drainage collection systems and/or sumps with mechanical pump discharge in-lieu of gravity flow. If mechanical pump method is determined appropriate, said mechanical pump(s) shall continuously be maintained in working order. In any case, development of the subject property shall preserve or improve the existing pattern of drainage on abutting properties.

21. Street trees in the landscape parkway shall be selected from Appendix D of the Streetscape and Median Development Standards and appropriately sized and spaced (e.g. 15-gallon size planted at 30' on centers), or as determined by the Development Services Director once the determination of parkway size is made. The final landscape concept plan shall indicate the design and material of these areas, and the landscape/hardscape plan shall be approved by the Planning Division prior to issuance of building permits.
22. The landscape plan shall feature 24-inch box trees and 5-gallon shrubs that exceed the minimum size requirements of trees and shrubs as described in the City's landscaping standards to the satisfaction of the Development Services Director. Specifically, the 10-foot street setback areas along Monrovia Avenue and Babcock Street shall be landscaped with trees and vegetation to the fullest extent possible. The landscape plan shall be approved prior to issuance of building permits. The landscape palette shall incorporate native California plants and/or drought tolerant plant species.
23. The interior landscaped areas (approximately 30' x 30' areas) along the clubhouse and along the north elevation of the parking structure shall be considered as passive recreational areas. Street furniture and lighting shall be installed in these areas to encourage passive use by the residents (i.e. reading, visiting with guests, etc.).
24. Prior to submission of a final landscape plan, developer shall seek approval from the Parks and Recreation Commission for the removal of any trees within the public right-of-way. Commission will require that the City be compensated for the loss of street trees in the public right-of-way pursuant to a 3-to-1 tree replacement ratio. Any conditions imposed by the Parks and Recreation Commission shall be identified on the final landscape plan. The developer is advised that the approval process may take up to three months; therefore, it is advised to identify any affected trees and make a timely application to the Parks and Recreation Commission to avoid possible delays.
25. The project site shall be graded in a manner to eliminate the necessity of retaining walls within the project site to the maximum extent feasible. This condition excludes the proposed perimeter retaining walls along the development lot lines.
26. There shall be no signage above the second floor of the commercial buildings unless as otherwise permitted pursuant to a Planned Signing Program. There shall be no signage above the first floor of the live/work units. Building wall signage for the residential component shall be limited to the identification of the residential development in the form of a monument sign, entry sign, and directional signage.
27. No modification(s) of the approved building elevations including, but not limited to, changes that increase the building height, removal of building articulation, or a change of the finish material(s), shall be made during construction without prior Planning Division written approval. Failure to obtain prior Planning Division approval of the modification could result in the requirement of the applicant to (re)process the modification through a discretionary review process such as an

amendment to the Master Plan, or in the requirement to modify the construction to reflect the approved plans. Applicant shall contact the Planning Division at 714-754-5245 to obtain authorization for any revisions.

28. The developer shall contact the current cable service provider prior to issuance of building permits to arrange for pre-wiring for future cable communication service.
29. The developer shall contact the Planning Division to arrange for an inspection of the site prior to the final inspections. This inspection is to confirm that the conditions of approval and code requirements have been satisfied.
30. Nighttime lighting shall be minimized to provide adequate security and creative illumination of building, sculptures, fountains, and artwork to the satisfaction of the Development Services Director. Any lighting under the control of the developer shall be directed in such a manner so as to not unreasonably interfere with the quiet enjoyment of nearby residential uses, including on-site residential uses.
31. The nonresidential buildings shall use low reflective glass and building materials to minimize daytime glare to the fullest extent possible.
32. Show method of screening for all ground-mounted equipment (backflow prevention devices, Fire Department connections, electrical transformers, etc.). With the exception of back-flow prevention devices, ground-mounted equipment shall not be located in any landscaped setback visible from the street and shall be screened from view, under the direction of Planning Staff.
33. If the project is constructed in phases, the decorative block wall, landscaping within the street setback areas, and irrigation shall be installed prior to the release of utilities for the first phase.
34. Prior to submittal of working plans for plan check, applicant shall submit a written determination from the Sanitary District and/or any private trash hauler that trash collection service can be provided to each individual dwelling unit. This letter shall be remitted to the Planning Division prior to issuance of building permits.
35. Construction, grading, materials delivery, equipment operation or other noise-generating activity shall be limited to between the hours of 7 a.m. and 8 p.m., Monday through Friday, and between the hours of 8 a.m. and 6 p.m. on Saturday. Construction is prohibited on Sundays and Federal holidays. Exceptions may be made for activities that will not generate noise audible from off-site, such as painting and other quiet interior work.
36. Energy efficient exterior doors and windows shall be installed on all building elevations.
37. Install appliances, water heaters, and light fixtures with Energy Star or better rated appliances and fixtures including a programmable heating system.

- Eng. 38. Developer shall maintain the public right-of-way in a "wet-down" condition to prevent excessive dust and promptly remove any spillage from the public right-of-way by sweeping or sprinkling.
39. Developer shall submit a hydrology/hydraulic study for review/approval by the City Engineer prior to issuance of grading permits.
40. Developer shall comply with any conditions of approval as indicated in the City Engineer's letter dated October 1, 2007 (attached).

Trans.

41. Developer shall remove "dead-end" driveway on Monrovia Avenue. If fire access is required, construct a half height curb for emergency access and paint red curb to restrict parking in this area.
42. Developer shall construct Type II drive approach at locations submitted on site plan. Developer shall comply with minimum clearance requirements from the property lines and any vertical obstructions.
43. Prior to issuance of building permits for the parking structure, developer shall submit a final parking management plan denoting (1) method of allocation of assigned parking; (2) location of visitor parking including appropriate signage; (3) location of security gates and how these gates will be operated;
44. Developer shall relocate powerpole, fire hydrant, and all of the utilities necessary to accommodate new driveway approaches.
45. Developer shall close unused drive approaches with full height curb and gutter.
46. Developer shall remove existing red curb along property frontage on Monrovia Avenue and Babcock Street to accommodate additional on-street parking.
47. Developer shall submit detailed plans for parking structure providing dimensions for all parking spaces and aisle widths per City standard.
48. Developer shall identify width of drive aisle and island approaching the gated residential entry. Provide a minimum of 40-foot total overall width at guest lane, including median and entry/exit driveway for turnaround.
49. Developer shall identify width of drive aisle adjacent to garages between main access drive and office parking lot.
50. Developer shall identify ramp slopes within the parking structure and comply with the City's ramp slope standards. Ramps with parking shall not exceed 5 percent slope.

Fire

51. Water mains and hydrants shall be installed to the standards of the Mesa Consolidated Water District and dedicated along with repair easements to that agency.
52. The on-site hydrant shall be attached to the underground mains of the fire sprinkler system or installed to the standards of the Mesa Consolidated Water District and be dedicated along with repair easements to that agency.
53. Developer shall show existing and proposed fire hydrants for the project on the site plan.
54. Developer shall provide a fire alarm system for the 4-story residential units.
55. Developer shall extend Drive F so that the Fire Department can ladder the building from the drive. However, the drive must be no longer than 150' or a turnaround will be required.

Police

56. Developer shall work with the Police Department in implementing security recommendations to the maximum extent feasible, as specified in correspondence from the Police Department, dated September 26, 2007.



CITY OF COSTA MESA

P.O. BOX 1200 • 77 FAIR DRIVE • CALIFORNIA 92628-1200

FROM THE DEPARTMENT OF PUBLIC SERVICES/ENGINEERING DIVISION

October 1, 2007

Costa Mesa Planning Commission
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

SUBJECT: Tract No. 16999 (PA-07-20)
LOCATION: 1640 Monrovia Avenue

Dear Commissioners:

Vesting Tentative Tract Map No. 16999 as furnished by the Planning Division for review by the Public Services Department, for the developer to facilitate a mixed-use development proposed under PA-07-20 consisting of Lot "1" for 151 condominium units, Lots "2" through "6" for 5 live/work units, Lots "7" through "12" for industrial offices, Lots "A" through "D" for four common lots, and Lot "E" to be dedicated as an easement for public street purposes. Lots "1" through "12" and Lots "A" through "D" are subdivided for condominium purposes. Vesting Tentative Tract Map No. 16999 meets with the approval of the Public Services Department, subject to the following conditions:

1. The Tract shall be developed in full compliance with the State Map Act and the City of Costa Mesa Municipal Code (C.C.M.M.C.), except as authorized by the Costa Mesa City Council and/or Planning Commission. The attention of the Subdivider and his engineer is directed to Section 13-208 through 13-261 inclusive, of the Municipal Code.
2. The Subdivider shall conduct soil investigations and provide the results to the City of Costa Mesa Engineering and Building Divisions pursuant to Ordinance 97-11.
3. Two copies of the Final Tract Map shall be submitted to the Engineering Division for checking. Map check fee shall be paid per C.C.M.M.C. Section 13-231.
4. The Subdivider shall submit an off-site plan to the Engineering Division and a precise grading plan to the Building Division at the time of submittal of the Final Vesting Tract Map. Off-site plan check fee shall be paid per C.C.M.M.C. Section 13-231.
5. Sidewalk shall be constructed under the direction of the City Engineer. There shall be four feet of clear sidewalk behind all immovable objects, i.e. light standards, mail boxes, power poles, telephone poles, fire hydrants, etc.
6. Off-site driveway approaches shall be installed and shall be constructed of P.C.C. per City of Costa Mesa, ADA and Title 24 Standards. All driveway locations and driveway design shall meet the approval of the City Engineer. Any existing drives or curb depressions that will not be used shall be removed and replaced with full height curb and sidewalk.

7. A current copy of the title search shall be submitted to the Engineering Division with the first submittal of the Final Tract Map.
8. Dedicate an ingress/egress easement to the City for emergency and public security vehicles purposes. Maintenance of easement shall be the sole responsibility of a Homeowners Association formed to conform to Section 13-41 (e) of the C.C.M.M.C.
9. Vehicular and pedestrian access rights to Monrovia Avenue and Babcock Avenue shall be released and relinquished to the City of Costa Mesa except at approved access locations.
10. The Subdivider shall submit a cash deposit of \$1,210 for street sweeping at time of issuance of a Construction Access permit. Full amount of deposit shall be maintained on a monthly basis prior to and during construction until completion of project.
11. A Subdivision Agreement and cash deposit or surety bond shall be submitted to the City Engineer to guarantee construction of off-site improvements. The amount shall be determined by the City Engineer.
12. The Subdivider's engineers shall furnish the Engineering Division a storm runoff study showing existing and proposed facilities and the method of draining this area and tributary areas without exceeding the capacity of any street or drainage facility on-site or off-site. This study to be furnished with the first submittal of the Final Tract Map. The on-site drainage facility shall be designed with a minimum capacity to detain for 24-hours the run-off from a 25-year storm event.
13. Emergency outlets shall be provided at all sump locations along the storm system. Emergency outlets shall be designed to convey the 100-year storm flow.
14. Fulfill the drainage fee ordinance requirements prior to the approval of the Vesting Tract Map.
15. Fulfill City of Costa Mesa Drainage Ordinance No. 06-19 requirements prior to Approval of Final Map.
16. Ownership of the on-site drainage facilities and parkway culverts and other common areas shall be transferred by the owner to the Homeowners Association to be formed pursuant to C.C.M.M.C. Section 13-41 (c).
17. Dedicate easements as needed for public utilities.
18. Submit plans and coordinate with utility company(s) to underground power poles and utility modifications
19. Street lighting shall be provided as required by the Public Services Department, Transportation Services Division.
20. Submit Traffic Mitigation fee as determined by the Transportation Service Manager.

21. Prior to recordation of a Final Tract Map, the surveyor/engineer preparing the map shall tie the boundary of the map into the Horizontal Control System established by the County Surveyor in a manner described in Subarticle 12, Section 7-9-337 of the Orange County Subdivision Code.
22. Prior to recordation of a Final Tract Map, the surveyor/engineer preparing the map shall submit to the County Surveyor a digital-graphics file of said map in a manner described in Subarticle 12, Section 7-9-337 of the Orange County Subdivision Code.
23. Survey monuments shall be preserved and referenced before construction and replaced after construction, pursuant to Section 8771 of the Business and Profession Code.
24. The elevations shown on all plans shall be on Orange County benchmark datum.
25. Prior to recordation of a Final Tract Map, submit required cash deposit or surety bond to guarantee monumentation. Deposit amount to be determined by the City Engineer.
26. Prior to occupancy on the Tract, the surveyor/engineer shall submit to the City Engineer a Digital Graphic File, reproducible mylar of the recorded Tract Map, and approved off-site plan and nine copies of the recorded Tract Map.
27. Applicant is informed Monrovia Avenue and W.17th Street is under a "NO OPEN CUT" moratorium until February 2009. Open cutting the street pavement during the moratorium period shall require special resurfacing requirements.

Sincerely,



Ernesto Munoz, P. E.
City Engineer

/ch (Engr. 2007/Planning Commission Tract 16999/PA-07-20)

COSTA MESA POLICE DEPARTMENT

MEMORANDUM

TO: Claire Flynn, Senior Planner
FROM: Sue Hupp
SUBJECT: Mesa West Bluffs Project/1640 Monrovia
DATE: September 28, 2007

The suggestions and comments listed below are preliminary only.

External

Access

Further discussion needs to take place with the developer regarding access to the property. The residential units should be enclosed separately from the commercial area. Access to the commercial area parking lot should be limited during the off hours.

If the homes off of Monrovia are going to use the patio area as access points (rather than private yard areas) **further discussion needs to take place regarding this.**

External Lighting

All exterior common pedestrian walkways and recreation areas shall be illuminated with a minimum maintained 0.25 foot-candle of light at ground level.

The lighting surrounding the buildings shall be vandal resistant light fixtures with no portion of the fixture placed less than 72 inches above the walking or driving surface.

Parking Garages

The parking structure shall be lighted to provide a minimum maintained 1.25 foot-candles of light on the parking surface at all hours of the day or night. The lights shall be installed to cover all parking stalls and driving area. White staining the concrete is a cost effective method of increasing general brightness and when applied to ceilings, walls and beam soffits will reflect light thereby increasing uniformity. All luminaries utilized throughout the entire project shall have vandal resistant light fixtures.

The ground floor shall be for guest parking (residential parking shall be on 2-4 floors). Access to the parking structure shall be controlled by an access control gate. To create good visibility and natural lighting a wall from ground level to four feet along with steel tubular (or similar) from four feet to the bottom of the next floor shall be installed. This will limit unwanted access to this area.

A Knox keyswitch and Click2Enter radio access control system is required for vehicle gates. Click2Enter radio receiver is to be installed near the gate operator, behind the gated area. The Knox keyswitch can be installed within a visitor call box or on a control pedestal as prescribed below:

A. Parking areas or structures controlled by unmanned mechanical parking type gates shall provide for police emergency access utilizing an approved keyswitch device and designed as follows:

1. A control pedestal consisting of a metal post/pipe shall be installed at a height of 42 inches and a minimum of 15 feet from the entry/exit gate. It shall be located on the driver's side of the road or driveway and accessible in such a manner as to not require any backup movements in order to enter/exit the gate.
2. A control housing consisting of a heavy gauge metal, vandal and weather resistant square or rectangular housing which shall be installed on the top of the control pedestal. The key switch is to be mounted on the side facing the roadway.

Pedestrian Gates/Doors – Electrically Operated

Pedestrian gates or doors that are electrically operated, usually as part of an access control system, are required to have a Knox keyswitch and Click2Enter radio access control system. The keyswitch can be installed within a visitor call box or adjacent to/within the access control card-reader or similar activation device. A Click2Enter radio receiver is to be installed behind the gated area. Pool gates that are electrically operated are not required to have keyswitch or Click2Enter if the gated area only serves the pool and not a recreation facility. However, all pool gates must have a Knox Box. A key to the gate/door is to be provided and stored within the box.

Pedestrian Gates/Doors – Mechanically Locked

Pedestrian gates or doors using only keys to lock them are to have a Knox Box, securely installed, four feet above grade and within two feet of the locking device, or two feet from the edge of the hinged side of the door for a pair of doors. A key to the gate/door is to be provided and stored within the box.

Vehicle/Pedestrian Gate Separating Residential and Guest Parking

This will be controlled as stated above by Click2Enter and Knox keyswitch (see above). The gates will need to be flush against the wall, with no "gaps" where someone can pass through.

Trash Enclosure

The doors to the trash enclosure in the parking garage shall be removed.

The trash compactor area (northeast side of property) shall be locked and secured.

The trash enclosures in the parking lot in the commercial area shall be centrally located.

External Stairwells

Doors that lead outside to walkways at street level shall have no exterior handles, knobs or levers.

Enclosed stairways with solid walls shall have shatter resistant mirrors or other equally reflective material at each level and landing and be designed or placed in such a manner as to provide visibility around corners.

Areas beneath stairways at or below ground level shall be fully enclosed or access to them restricted.

Stairways shall be illuminated at all times with a minimum maintained one foot-candle of light on all landings and stair treads.

Doors

Emergency exits not intended as a primary entrance shall have no exterior handles, knobs or levers.

Hinges shall be equipped with non-removable hinge pins or mechanical interlock to preclude removal of the door from the exterior by removing the hinge pins.

Pool

Emergency access to locked gates is to be provided through installation of a Knox box key vault which shall contain all keys required to enter the pool area at any time. The box is to be installed within six feet of the gate and placed between four and five feet above the ground.

Cameras

Security cameras shall be installed in areas deemed necessary by police and security staff (more details later). Important specifications (but not limited to):

- Cameras shall be in color

- The recording equipment shall be digital and shall have a minimum of 30 day storage.

- Monitoring shall be available at both security desks of all camera locations.

Addressing

Numerals shall be located where they are clearly visible from the street on which they are addressed. They shall be of a color contrasting to the background to which they are affixed. Numerals shall be 12" to 18" in height. Since the property can be accessed off of Babcock a complete address (on a marquee, "1640 Monrovia") at both entry points off of Babcock shall be installed.

Further discussion needs to take place on how street addressing and individual unit addressing will be done.

Rooftop addressing is highly recommended. The numerals shall be placed parallel to the addressed street, screened from public view and only visible from the air (possibly on Building #1). The numerals are to be white, block lettered, constructed of weather resistant material, and placed against a black background. Address numbers are to be a minimum of four feet in height and 18 inches wide.

Landscaping

Plant material utilized shall take into consideration the need for users of the space to easily view their surroundings as well as police patrols to monitor the area from walkways/adjacent streets.

Trees shall be positioned to avoid interfering with required lighting levels and take into consideration the height of canopies from ground level regarding surveillance opportunities by users of the space and police patrols.

Parking Structure Elevator

A Knox keyswitch is to be installed near the elevator call button on the main entry level floors and within the elevator cab by the floor buttons. The keyswitches are to be designed to call the elevator to the main floor level without stopping at any other floors, and then travel non-stop to the desired floor. Keyswitches are to be labeled "Emergency Use".

The elevator lobby doors shall be electronically/permanently propped open.

Internal Stairwells

Enclosed stairways with solid walls shall have shatter resistant mirrors or other equally reflective material at each level and landing and be designed or placed in such a manner as to provide visibility around corners.

Areas beneath stairways at or below ground level shall be fully enclosed or access to them restricted.

Stairways shall be illuminated at all times with a minimum maintained one foot-candles of light on all landings and stair treads.

Key Fob

All tenants will utilize a key fob/access control card to gain entry to the parking structure, recreation room, pool area, etc.

Tenant Parking Spaces

Tenant parking spaces shall be assigned to a specific tenant. The numbering shall not correspond with the tenant's unit number.

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Numbering of Units

A marquee showing the location and numbering of residential units and office buildings shall be placed at all entrance points and the parking structure.

SUE HUPP
Crime Prevention Specialist



CITY OF COSTA MESA

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DEVELOPMENT SERVICES DEPARTMENT

**FOR ATTACHMENTS NOT INCLUDED IN THIS REPORT,
PLEASE CONTACT THE PLANNING DIV. AT (714)754-5245.**