PLANNING COMMISSION AGENDA REPORT

MEETING DATE: April 13, 2015 **ITEM NUMBER: PH-1**

SUBJECT: **PLANNING APPLICATION PA-14-33: MASTER PLAN AMENDMENT FOR A 23-STORY, 100-UNIT HIGH-RISE RESIDENTIAL BUILDING AND A 6.5 LEVEL SHARED PARKING STRUCTURE AT 3350 AVENUE OF THE ARTS**

DATE: **MARCH 5, 2015**

FROM: **PLANNING DIVISION/DEVELOPMENT SERVICES DEPARTMENT**

PRESENTATION BY: **MINOO ASHABI, PRINCIPAL PLANNER**

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DESCRIPTION

The proposed project involves the following:

1) Addendum to the Final Program EIR No. 1054

2) Demolition of the existing three-story parking structure for Wyndham Hotel.

3) Master Plan Amendment for the Wyndham Boutique Hotel and High-Rise Residential Condominium Building. The proposed amendment involves the following revised components:

    a) Amend the proposed hotel room count from a 200-room to a 238-room hotel to reflect retention of all of the rooms of the existing Wyndham hotel.
    b) Reduce the originally approved density of the high-rise condominium building from 120 units (44 dwelling units per acre) to 100 dwelling units (34 dwelling units per acre).
    c) Variance from North Costa Mesa Specific Plan to allow overall mix of 238 hotel rooms and 100 residential units. Approval of the requested variance shall be subject to conformance with Specific Plan findings.
    d) Variance from open space perimeter setback requirement (20 feet originally approved, 6 feet proposed for outdoor seating and 4 feet for perimeter walls and pilasters). Note: The proposed building is located at a 26-foot setback.
    e) Variance from open space perimeter setback and encroachment into sidewalk and landscape easement for the northwest corner of proposed high-rise building (20 feet required; 5'-3" feet proposed); balconies located about 30 feet above grade level (20 feet required; 6'-3" encroachment over public sidewalk proposed).
    f) Variance from minimum private open space requirement for two, two-bedroom units on Level Two (minimum 100 sq. ft. required; no balconies proposed for these units).

APPLICANT

The applicant and agent of property owner (Rosanna, Inc.) is Mark Chan.

RECOMMENDATION

Adopt resolution to: (1) Approve the Addendum to the Wyndham Hotel/ High-Rise Residential Project Environmental Impact Report (EIR) No. 1054 and (2) Approve Planning Application PA-14-33 for a Master Plan amendment, subject to conditions of approval and mitigation measures of EIR.

PLANNING APPLICATION SUMMARY

Location: 3350 Avenue of The Arts Application: PA-14-33 Master Plan Amendment
Request: Development of a 23-story 100-unit condominium project with a 6.5 level parking structure at the site of Wyndham Hotel

SUBJECT PROPERTY:

Zone: PDR-HD
General Plan: Urban Center Commercial
Lot Dimensions: irregular
Lot Area: 3-acre
Existing Development: The site is developed 238-room hotel and a three-story parking structure

SURROUNDING PROPERTY:

North: 3400 Avenue of The Arts Apartments
South: The Lakes shopping center
East: Marriott Hotel
West: Plaza Tower and Performing Arts Center

DEVELOPMENT STANDARD COMPARISON

Development Standard	Zoning Code or NCMSP Requirement	Proposed/Provided
Density – Per NCMSP and PA-06-75	44 du/acre 120 units	34 du/acre 100 units [1]
Lot Size	12,000 SF	3 acres
Lot Width	100 ft.	Irregular
Site Coverage – overall project:		
Buildings	Not Applicable	Not Applicable
Perimeter Open Space*	20' abutting Public right-of-way	26 ft. for building 4 ft. proposed for perimeter walls/outdoor seating area [2]
Open Space	54,886 SF (42%)	Ground Level: 35,823 SF (27.5%) Amenity Deck: 17,847 SF (13.7% Balconies: 57,212 SF
Minimum private open space	100 SF	98 units include private balconies ranging from 330 to 480 SF Two units have no balconies (Level 2)
Setbacks for Development Lot		
Front (Avenue of the Arts) Landscape Setback	20 ft.	26 ft. to ground floor lobby and 20 feet to balconies except at NW corner building which is at 5'3" from public easement and balconies encroaching 6'3" over sidewalk due to roundabout [3]
Side (interior)	None required	27 ft. on 3400 Avenue of the Arts side
Rear	None required	20 ft. to play courts
Building Height	270 ft. AGL	23 stories – approximately 270 AGL
Parking		
Residential	234	234
Hotel	194	188 [4]
Total	428	422 [4]

NOTES:
[1] Density is lower than NCMSP standards, but the mix of units (238 hotel rooms and 100 units) is subject to approval of a variance
[2] Variance required. The applicant agreed to modify the landscape plans to meet the perimeter setback requirement.
[3] Subject to variance approval at the NW corner of the building
[4] Based on a parking demand analysis, the overall parking demand is 362 spaces.

CEQA Status	Addendum to Final Program EIR NO. 1054
Final Action	Planning Commission

BACKGROUND

March 23, 2015 Hearing

On March 23, 2015, the Planning Commission held a public hearing and continued the project to April 13, 2015 meeting (5-0 vote). Staff in agreement with the applicant requested a continuance to provide a comprehensive public notice related to all aspects of the project.

During the public hearing, one person spoke and expressed concerned with the number of proposed units and the increase in population and requested a commitment from the City that with new construction in North Costa Mesa, Fire Station No. 6 remain open and operating to provide for adequate emergency response for the residents in the area.

Project History

In 2007, Final EIR 1054 (SCH# 2007011125) was prepared to address the reuse of the project site as a mixed-use development with both hotel and residential uses. As part of the previously approved project, the existing Wyndham Hotel was proposed to be renovated to reduce the number of rooms from 238 to 200 and to add an approximate 4,735-square-foot (sf) spa on the hotel's first floor. The 2,775-sf hotel restaurant would also be remodeled as part of the previously approved project. These proposed modifications would not change the hotel's overall square footage.

Additionally, a 23-story, 120-unit high-rise residential tower was proposed to be constructed adjacent to the hotel, following demolition of the hotel's parking structure, and would include approximately 3,450 square feet of lounge/bar space and 1,740 square feet of ancillary retail space. A new 7-level, 480 space parking structure was also proposed to be constructed east of the proposed residential tower, which would serve both the residential tower and the hotel. Based on existing entitlements and according to the analysis presented in FEIR 1054, it was determined that the overall mix of hotel rooms and residential units may be modified, but could not exceed an overall total of 320 hotel rooms/dwelling units. The Costa Mesa City Council certified FEIR 1054 in November 2007.

The previously approved project also required amendments to the *City of Costa Mesa 2000 General Plan* and the *North Costa Mesa Specific Plan* to allow for a combination of a boutique hotel and high-rise residential development on the site at a site-specific density of 44 dwelling units per acre (du/ac) for the proposed residential uses. The Federal Aviation Administration is the sole authority in making determinations of no hazard to air navigation and issued a determination for this project.

Approved Final Master Plan for Wyndham High-Rise Building

Following are project milestones:

- *Original Project:* Final Master Plan PA-06-75 and Vesting Tentative Tract Map VT-17172 were approved by the City Council on November 20, 2007. The entitlement included demolition of Wyndham Hotel's three-level parking structure, remodeling of the hotel including a reduction in number of rooms from 238 units to 200 units,

construction of a new 7-level parking structure containing 480 parking stalls and a new 23-story residential tower with 120 condominium units.

- *Overrule of Airport Land Use Commission:* The City Council approval also included an overruling of Airport Land Use Commission (ALUC) decision that the project was inconsistent with the Airport Environs Land Use Plan. *Renovation and Four Diamond Rating*: Since approval of the project, the hotel has changed ownership and undergone major renovation including construction of a new outdoor seating and entrance to the existing restaurant from Avenue of the Arts (Silver Trumpet) and renovation of all hotel rooms upgrading the hotel's status to a four-diamond AAA rating.

- *Amendment to Master Plan*. The revised master plan is intended to work with the approved building envelope with a modification to the overall number of units (hotel rooms and condominium units) based on the current condition of the hotel.

Comparison of Original and Revised Master Plan

The Zoning Code requires approval of a "final master plan" prior to development of a Planned Development Zone. A "final" master plan provides specific details regarding the site plan, floor plans, elevations, landscaping, architecture, on-site amenities, parking supply, circulation plan, etc.

The final master plan review allows consideration of the structures' scale, site planning, landscaping and appearance, with the goal of promoting design excellence while giving consideration to the project's compatibility with existing uses and consistent with the North Costa Mesa Specific Plan. The Table below compares the currently proposed project to the previously approved entitlement.

Table 1 - Comparison
Original Project and New Proposal

	Wyndham Hotel /High-rise 11-20-2007 Approval	Wyndham Hotel/ High-rise 2015 Master Plan Amendment
Density Condominium units	44 du/acre 120 units	34 du/acre 100 units
Hotel Rooms	200	238
Maximum AM Peak Hour Trip Budget (condos)	61 trips	51 trips
Maximum PM Peak Hour Trip Budget (condos)	74 trips	62 trips
Net Change (project)		+18 trips (AM) -11 trips (PM)
Perimeter Open Space	20 ft.	4 ft. proposed; (10 ft. per condition of approval)
Open Space	Ground Level: 35,193 SF (26.9%) Amenity Deck: 17,847 SF (13.7%) Balconies: 57,212 SF	Ground Level: 35,823 SF (27.5%) Amenity Deck: 17,847 SF (13.7%) Balconies: 57,212 SF
Private Open Space	100 SF	2 units with no balconies -0- SF (Level 2) 98 units -

Front Setback (Avenue of Arts)	Minimum 20 ft. NW corner of building and balconies encroaching due to turnabout	20 ft. (upper levels and balconies) & 26 ft. ground level NW corner of building 5'3" to public easement and balconies encroaching due to roundabout
Side Setback	18 ft.	24 ft. to bldg.
Retail Space	1,740 SF	-0- SF (removed)
Lounge/bar	3,450 SF	-0- SF (removed)
Total parking provided	480 spaces	422 spaces
Building Height		
Stories	23 stories – 270 AGL	23 stories – 270 AGL

ANALYSIS

Master Plan Amendment PA-14-33

The project site at 3350 Avenue of the Arts is currently developed with a three-level parking structure with 280 stalls and a 238-room 6-story hotel (Wyndham Hotel). The site is to the north of a recently approved mid-rise residential project with 250 units at 580 Anton Boulevard (Lakes Pavilion commercial center) and south of 3400 Avenue of the Arts apartment complex. The site takes access from Avenue of the Arts, with a main access leading to the hotel's lobby and the parking structure to the north. There is a secondary access further to the north for the open employee parking at the rear. The proposal will remove the existing parking structure retaining the hotel and its lobby and replace it with a 6.5 level parking structure and a 23-story high-rise residential development.

Access and Circulation

Primary access to the site is be maintained at the current location to the hotel lobby as well as the parking structure and the lobby of the high-rise building. The area in front of the high-rise will be widened to allow a drive lane and a passenger drop off in addition to the valet area in front of the hotel.

The main access to the hotel parking is from the current location that will be mostly used by motel guests and visitors of the residential tower. The high-rise residents will have a secondary access to the north of the tower. This access will also maintain the driveway to the rear of the site and the open parking and loading areas at the rear for the hotel use.

Since the secondary access will be connected to the roundabout, a stop sign will be provided so that access to the roundabout be controlled and traffic will not have uninterrupted access to Avenue of the Arts.

Site Open Space

The project includes 35,823 square feet of open space on the ground floor (27.5 percent) and 17,847 square feet of open space on the amenity deck. North Costa Mesa Specific Plan allows inclusion of open space in upper levels in the overall calculations. In comparisons with the original approval, 630 square feet of additional open space will be

provided. The open space provided on the amenity deck and the overall areas of the private balconies stayed the same.

Floor Plans

The project includes 9 one-bedroom units, 55 two-bedroom units, 20 two-bedroom units with a den, 12 three-bedrooms, and 4 three-bedroom duplexes for an overall number of 100 units.

Eight different floor plans are proposed as follows:

- Two one-bedroom plans from 900 square feet to 1,185 square feet
- Five two-bedroom plans from 1,640 square feet to 2,650 square feet
- One penthouse three-bedroom plan, 2,650 square feet

JUSTIFICATIONS FOR APPROVAL

Pursuant to Title 13, Section 13-29(g), Findings, of the Costa Mesa Municipal Code, the Planning Commission shall find that the evidence presented in the administrative record substantially meets specified findings. Following are the required justifications for approval:

- *The amended Master Plan exhibits excellence in design, site planning, and integration of use and structure, and protection of the integrity of neighboring development.*

  The proposed architecture and site design is consistent with the original Final Master Plan. The 23-story residential tower is designed with aluminum cladding and curvilinear vertical projections complementing the Symphony Hall and the metal sculpture referred to as "connector" that stands 64 feet tall in the open space in front of the concert hall. The front lobby façade will be placed approximately 26 feet from the Avenue of the Arts right-of-way.

  The concrete parking structure will be mainly visible from the interior of the site and the adjacent apartment complex. The structure is separated from the building to the north with a 20-foot wide driveway and a 7-foot landscaped area adjacent to the parking structure, which will be enhanced with a green wall and landscaping to soften the appearance of the parking structure. The overall height of the structure has not changed from the last entitlement with 6 levels of parking above ground and a half-level subterranean parking.

- *The proposed parking plan features a higher parking rate compared to the original proposal, and the parking complies with applicable requirements of the North Costa Mesa Specific Plan and Zoning Code.*

  The project is subject to the parking requirements as set forth in the North Costa Mesa Specific Plan. Based on the parking demand analysis, the project will provide 60 additional parking spaces and the new project provides for a higher parking rate per residential unit in comparison with the original project.

Table 2 – Parking Comparison
Previously-Approved Project and New Proposal

	Approved in 2007	Proposed 2015
Number of Hotel rooms	200 rooms	238 rooms
Hotel parking **1 per 2 rooms**	**100 spaces**	**119 spaces**
Restaurant / bar (hotel lobby) 10/1000 – 1st 3000 SF 12/1000 – over 3000 SF	3,143 SF	3,143 SF
Restaurant Parking	32 spaces	32 spaces
Banquet Rooms 10/1000 – 1st 3000 SF 12/1000 – over 3000 SF	4,024 SF	4,024 SF
Required Parking	43 spaces	43 spaces
Total Hotel Parking Based on shared parking for multiple uses	168 spaces	187 spaces
Number of Residential Units	120 units	100 units
Residential Parking Tenant parking – 1.5 to 2.0 spaces per unit Guest parking – 0.5 per unit for 1st 50 and 0.25 per unit over 50	**223 spaces (min.)** Parking rate of 1.85 per unit	**234 spaces** Parking rate of 2.28 per unit
Restaurant / bar (tower lobby) 10/1000 – 1st 3000 SF 12/1000 – over 3000 SF	3,450 SF	-0-
Required Parking	36 spaces	-0-
Retail Space 4/1000 SF	1,740 SF	-0-
Required Parking	7 spaces	-0-
Required Parking Per North Costa Mesa Specific Plan	488 spaces	428 spaces
Required Parking per Parking Study	460 spaces	362 spaces
Total Provided parking	**480 spaces**	**422 spaces**

- *An interim parking plan during construction will allow limited operations of the Wyndham Hotel and minimize disruption to surrounding residential and commercial uses to the extent feasible.*

The 2007 project proposed closure of the Wyndham Hotel during construction. Since the hotel has been fully renovated and is now operating at four-diamond rating, the applicant is proposing to maintain the hotel operation at approximately 40 percent occupancy during construction of the parking structure. This would require an interim parking plan for the hotel and their guests as well as construction workers.

During project construction, access to the parking garage would be restricted for an approximately 10 month period. Hotel and restaurant guests and employees would be required to park in one or a combination of multiple temporary parking areas. Based on an anticipated occupancy rate of 40 percent, or approximately 95 rooms per night, total parking demand during construction would be 43 parking spaces to accommodate both guest and employee parking, or a need for approximately 15,050 sf of parking area. Five possible off-site parking locations have been identified; three of the sites are within 0.2 mile of the hotel and the other two sites are within 1.2 miles of the hotel. With the exception of one site known as the Sakioka land, which is currently in agricultural production, all sites exist as parking areas and would not require modifications or upgrades to accommodate the temporary parking demand of the project. The Sakioka land would require construction of a paved surface lot, the development of which is not included as part of the proposed project and would require separate environmental review.

Access to and from the temporary parking area(s) would be provided via hotel shuttles, which would be available to transport up to 24 people at a time throughout the day.

- *Construction-related impacts shall be minimized by compliance with the Lakes Association Settlement Agreement.*

As part of an agreement between The Lakes - Costa Mesa Association and the adjacent property owners (Legacy, Marriott, and Wyndham), restrictions and requirements were set forth related to construction activities and are incorporated into the proposed project. Specifically, The Lakes - Costa Mesa Association Settlement Agreement requires the following:

a) Provision of reports related to geotechnical impacts related to construction on the project site;
b) Provision of the anticipated timing when common areas would be impacted by construction and therefore unavailable for use by Association parties;
c) Provision of decorative screening on the areas of construction that directly face adjacent properties;
d) Limiting hours of construction operation beyond the requirements set forth in the North Costa Mesa Specific Plan (refer to Section 4.13.2 for a table of noise restrictions);
e) Compliance with the Mitigation Agreement during construction activities related to restroom location, parking restrictions, lighting restrictions, construction-related trash bins, and notification of traffic alteration and a requirement to maintain access to adjacent properties.

- *The variance from the front building setback for the northwest corner of the building could be justified by the unique shape of the lot near the Avenue of the Arts Traffic Circle.*

  One unique aspect of the property is that the front property line is currently located within the street (i.e. the Traffic Circle at Avenue of the Arts). A public easement and adjustment of the property line will be required; therefore, Code requires that the building setbacks be measured from any required dedication or easement. This adjustment necessitates a variance from main building setbacks for the northwest corner of the building.

  The Planned Development Residential (PDR-HD) and North Costa Mesa Specific Plan establishes the development standards for this project. The project site is subject to a 20-foot minimum perimeter open space setback on Avenue of the Arts and a 20-foot building setback from the open space and sidewalk easement. The northwest corner of the site was affected by configuration of the roundabout in 2006. The landscape and sidewalk easement runs parallel to the property line and the building meets the minimum setback with the exception of the northwest corner, which is proposed at 5'3" to the building column and encroachment of approximately 6'3" of the upper level balconies into the public easement. The balconies are located on the third level and approximately 30 feet from the grade level.

  Other than the northwest corner of the property, the project exceeds the required main building setbacks. Additionally, the location of the balconies at the northwest corner of the building would not create any obstructions over the sidewalk or landscape area.

- *The applicant's concurrence with the removal of the proposed outdoor patio in front of the high-rise building will eliminate the need for a variance request.*

  A reduction of the existing Sidewalk and Landscape Easement to a 20-foot width was approved by the City Council. In the Theater Arts District, these landscape easements are intended to enhance the streetscape with vibrant landscaping. For example, the proposed 250-unit mid-rise building at 580 Anton Boulevard features a 20-foot deep landscape setback along Avenue of the Arts.

  The project initially included enclosing a portion of the 20-foot landscape setback for outdoor seating and a defined transitional entrance to the residential tower. Due to the limited frontage of the subject property and the requirement for a 20-foot wide landscape easement, the applicant has concurred with removing a planned outdoor seating area that would encroach into the landscape easement. Because of the irregular shape of the parcel at the northwest corner and the reduced landscape setback along the roundabout, the applicant agreed to remove the perimeter pilasters and outdoor seating area to keep the landscaping consistent with the properties to the south of the site. The applicant has agreed to modify the landscape plans to provide a minimum 20-foot setback at the ground floor with no defined outdoor seating areas. A condition of approval is included to ensure this requirement is met during review of the landscape plans. As conditioned, the perimeter setback is appropriate for the urban setting of the

project and in keep with the properties to the south while allowing the public sidewalk connection to the main lobby. The reduced building setback is applicable to approximately 20 feet (14% of the 138 overall frontage); the majority of the building frontage will maintain the 20-foot landscape setback. Any other minor encroachment of structures within the 20-foot sidewalk and landscape setback shall be subject to review/approval by the Development Services Director.

- *The variance from the North Costa Mesa Specific Plan requirement for the overall mix of hotel rooms and residential units is justified based on conformance with the broader goals of the Specific Plan.*

The project is located in Area 5 of the North Costa Mesa Specific Plan (NCMSP), which allows a site specific density of 44 dwelling per acre for this 3 acre site. The proposed development is proposing to lower the number of residential units to 100 units and retaining the existing number of hotel rooms that have been recently renovated. The overall unit mix is 18 units higher than the previous entitlement. However, the overall intensity is within the allowable 2.12 FAR.

The following table is a comparison of the trip generation from the original and proposed project. Even though the proposed development is projected to add 18 trips in the a.m. peak hour, there is a reduction of 11 trips in the p.m. peak hour and 99 trips during the day. The projected increase of 18 trips in the a.m. peak hour is considered nominal and will not have a significant impact on the adjacent circulation system as the surrounding intersections are currently operating at better than acceptable conditions.

TABLE 10
TRIP GENERATION AND TRIP RATE SUMMARY

Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Previously Approved Project								
Condo	120 du	12	49	**61**	49	26	**74**	806
Retail	1.74 TSF	1	1	**2**	3	4	**7**	75
Bar/Lounge	3.45 TSF	1	1	**2**	17	9	**26**	310
Hotel Room Removal	38 Rooms	-15	-11	**-26**	-13	-14	**-27**	-339
Internal Capture (10 percent)		-1	-5	**-6**	-5	-2	**-7**	-81
Total Trips – Previously Approved Project		-2	35	**33**	50	23	**73**	771
Proposed Project								
Condominiums	100 du	10	41	**51**	40	22	**62**	672
Net Change – Proposed vs. Approved		*12*	*6*	***18***	*-10*	*-1*	***-11***	*-99*
Trip Rates								
Condominium		0.10	0.41	**0.51**	0.40	0.22	**0.62**	6.72

ADT: average daily traffic; du: dwelling units; TSF: thousand square feet.

Numbers may not add due to rounding.

Source: Stantec 2014.

The Specific Plan allows development flexibility with regard to the overall mix of hotel and residential units if there is no increase to the total number of hotel rooms above 238 and the applicant can demonstrate traffic generation characteristics are comparable to an overall unit mix of 320.

Based on the submitted trip generation analysis, there is a slight increase in the AM peak hour trips (18 trips), which is considered insignificant and the overall project (as proposed) is not anticipated to have any significant impacts on nearby intersections. The project is subject to a traffic impact fee of $121,632.00. In addition, the building envelope has not changed from the 2007 approved project and the hotel building has remained the same with no intensification of the ancillary uses. Based on applicant's information, there are only several days in a year, that hotel operates at its maximum capacity. For land use comparison, the increase in the number of hotel rooms is not equivalent to an increase in condominium units based on transient nature of the hotel and the lower parking demand.

- *The variance from the private open space requirement is justified due to the size and location of the property for a mixed-use development.*

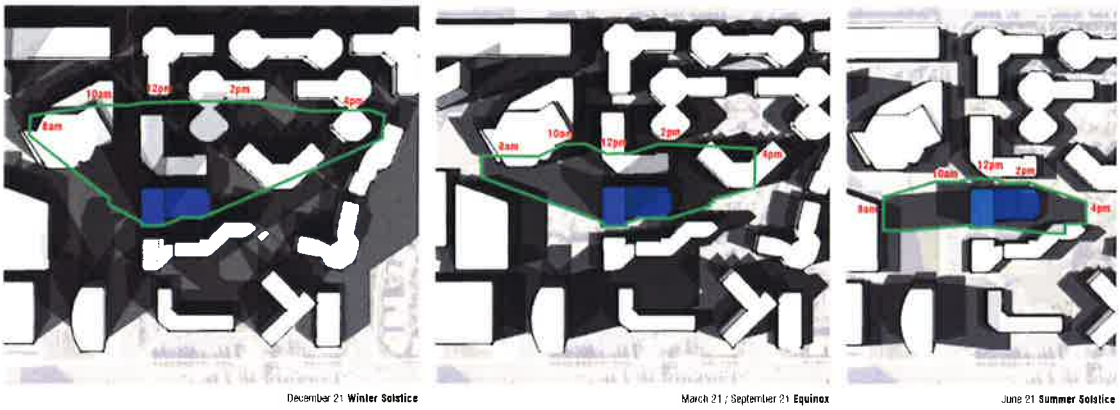
  This will be the first mixed-used development project featuring a 4-diamond hotel and high-rise condominium building on a 3-acre site in the Planned Development zone and Theater Arts District. The proposed high-rise building design creates a unique situation at Level 2 of residential tower with respect to height clearance at the opposite corners. The asymmetrical design of the balconies require an off-set at the northwest corner and the unit above the secondary entrance from the interior drive. These areas need the higher clearance from the ground floor that could be compromised with encroachment of the balconies.

  In addition, given the proximity to main entries, the balconies will be exposed with no privacy. The special circumstance only applies to two of the 100 units. The remainder of the units include large balconies that range in size from 330 to 480 square feet, exceeding the minimum requirement of 100 square feet in all cases. As a high-rise condominium project with a significant amount of open space amenities for the guests/residents, the strict application of the private open space requirement to this project is not necessary.

- *The Addendum to the EIR concludes that the shade/shadow effects are less than significant.*

  *As detailed in FEIR 1054, g*iven the urban nature of the North Costa Mesa Specific Plan area and its surrounding area, the eight approved high-rise residential towers in the Specific Plan area were not considered sensitive uses with the same expectations of shade/shadow limits as traditional single-family and low-rise multi-family residences. As such, the shade and shadow effects of existing and approved but not constructed buildings on the high-rise residential uses proposed as part of the previously approved project were not considered significant given the urban context. Similarly, the shade and shadow effects of the previously approved but not constructed high-rise residential towers would also not be considered a significant effect.

As discussed in FEIR 1054, during the summer months, the previously approved project would cast a shadow on properties located generally northwest, north, and northeast of the site, including a small portion of the Orange County Museum of Art site and 3400 Avenue of the Arts apartment community. While shadow would not cast over the entirety of 3400 Avenue of the Arts apartment community, residential units would experience some degree of shading for five hours (i.e., between the hours of 10:00 AM and 3:00 PM). Therefore, the established threshold of significance would be exceeded and FEIR 1054 concluded that this impact would be considered significant and unavoidable.



- *Proposed project is subject to park impact fees in the amount of $1.08 million dollars.*

  The original 120-unit project included a vesting tentative tract map and was subject to park impact fees. The revised project with 100 condominium units will be subject to the same park impact fees that were in effect in 2007, which is $10,829.00 per unit. The parkland impact fee will offset the cost of upgrading park facilities or parkland acquisition for these future residents.

- *The proposed Vesting Tentative Tract Map VT-17172 is in substantial compliance with the original map.*

  The 2007 project included a vesting map to facilitate individual sales of the high-rise residential condominium development. The map approval is still valid with the final master plan and there were minor changes to accommodate the new configuration of the hotel lobby that were considered in substantial compliance with the original map. All conditions of approval relative to the vesting map approval are still applicable, including a condition on the modification to the landscape easement on Avenue of the Arts and provisions of the CC&Rs and are included in the attached resolution.

CONSISTENCY WITH GENERAL PLAN, NCSMP AND ZONING CODE

General Plan Amendment GP-06-03 and Specific Plan Amendment 07-01 allowed 23-story high-rise residential development on this site. The proposed project conforms to the General Plan and Specific Plan as amended.

The proposed development is within the maximum allowed FAR intensity of 2.12 for Area 5 and 18 rooms over the allowed mixed number of 320 for maximum number of rooms and condominium units. The slight increase in the number of units could be approved per NCMSP if a finding can be made that the traffic increase is comparable to the approved project. In addition, the proposal complies with the specific General Plan objectives as follows:

- *Land Use Objective LU-1F.4*: Ensure that residential densities can be supported by the infrastructure and that high density residential areas are not permitted in areas, which cause incompatibility with existing single-family areas.
- *Land Use Objective LU1C.*3: Prohibit construction of buildings which would present a hazard to air navigation as determined by the FAA.
- *Land Use Objective LUA.1: Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segment of the community.*

The project would replace a three-level parking structure with a high-rise residential tower and a larger parking structure to accommodate both the hotel and condominium units. The project provides new housing opportunities at a level no greater than can be supported by the existing infrastructure. In addition, the proposal will provide most on-site parking spaces as required per North Costa Mesa Specific Plan (shortfall of 6 spaces) and 60 spaces exceeding the peak parking demand study.

Airport Land Use Commission and FAA No Hazard Determination

The ALUC's consistency determination on the high-rise development proposal was overruled by City Council in 2007. The Federal Aviation Administration (FAA) issued a Determination of No Hazard in 2007 for the original Wyndham high-rise project. The FAA No Hazard Determination established a maximum building height envelope of 270 feet above grade level. The proposed building is proposed at the same height and subject to FAA approval. A condition of approval requires that a valid FAA No Hazard Determination be submitted prior to issuance of building permits. The Airport Land Use Commission staff has indicated that a second review of these amendments to previously-approved master plans in the North Costa Mesa area is not required. Planning staff has forwarded a copy of this staff report to the ALUC staff.

ENVIRONMENTAL DETERMINATION

Final Program EIR No. 1054 was prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the City of Costa Mesa Environmental Guidelines. Council certified the Program EIR on November 20, 2007 by adoption of Resolution No. 07-89. Since the project's revision is within the scope of the projects reviewed by EIR No. 1054 and new environmental impacts are not identified with the project, an Addendum to the EIR (Attachment 5) was prepared by BonTerra/Psomas in March 2015 and available during the public notice requirement. The mitigation monitoring program provides the standard conditions of approval and mitigation measures (Exhibit B).

LEGAL REVIEW

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

ALTERNATIVES

- *Approve the project with modifications*. The Planning Commission may suggest specific changes that are necessary to alleviate concerns. If any of the additional requested changes are substantial, the item should be continued to a future meeting to allow a redesign or additional analysis.

- *Deny the project*. If the Planning Commission believes that there are insufficient facts to support the findings for approval, Planning Commission may recommend denial of the application and provide facts in support of denial to be included in the attached draft resolution for denial. The original entitlement would remain in place for the 120-unit high-rise residential tower.

CONCLUSION

The proposed development provides an alternative site design within the same building envelope as approved in 2007. The high-rise project is the first of all six high-rise projects in North Costa Mesa Specific that has final architecture and design. The proposed design and building materials will be the first of its kind in North Orange County. The project will provide a high quality residential development within an office complex and walking distance to retail and job opportunities.

MINOO ASHABI
Principal Planner

CLAIRE FLYNN, AICP
Assistant Director of Development Services

Attachments:
1. Draft Planning Commission Resolution and Exhibits
2. Vicinity Map
3. Zoning Map
4. Submitted Plans
5. Addendum to EIR No. 1054

Distribution:
Director of Economic & Development Services/Deputy CEO
Assistant Development Services Director
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Senior Deputy City Attorney
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RESOLUTION NO. 15-_____

A RESOLUTION OF PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA, APPROVING THE ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT NO. 1054 AND MASTER PLAN AMENDMENT PA-14-33 FOR A 23-STORY HIGH-RISE RESIDENTIAL DEVELOPMENT WITH 100 CONDOMINIUM UNITS AND A 6.5 LEVEL SHARED PARKING STRUCTURE AT 3350 AVENUE OF THE ARTS.

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

WHEREAS, Final Environmental Impact Report (EIR) No. 1054 (State Clearinghouse Number 2007011125) was certified on November 20, 2007 for the Wyndham Boutique Hotel / High-Rise and Final Master Plan PA-06-75 for a boutique hotel with 200 rooms, meeting rooms, restaurant, spa and fitness facilities; a 23-story high-rise residential building with 120 for-sale condominium units, a 3,450 square foot lounge/bar, and 1,740 square foot of ancillary retail uses; and a seven-level, 480-space parking structure; (5) Vesting Tentative Tract Map No. 17172 for the subdivision of the property for condominium purposes;

WHEREAS, an Addendum to the FEIR No. 1054 was prepared for the revised project and Final Master Plan proposed by Rosanna Inc. at 3350 Avenue of the Arts, which consists of: (1) Addendum to Final EIR No. 1054; (2) Final Master Plan PA-14-33 for a 238-room hotel with meeting rooms, restaurant, spa and fitness facilities and a 23-story high-rise residential building with 100 for-sale condominium units;

WHEREAS, General Plan Amendment GP-06-03 and Specific Plan Amendment SP-07-01 were approved in 2007 to allow high-rise residential development in the Planned Development Residential (PDR-HD) zoning district. The proposed project conforms to the General Plan and Specific Plan Amendment SP-07-01, as amended in January 2007;

WHEREAS, Final Master Plan PA-06-75 and Vesting Tentative Tract Map No. 17172 were approved on November 20, 2007, to allow development of a 200-room boutique hotel and a 120-unit high-rise condominium project including a 3,450 square foot bar/lounge and 1,740 square foot retail space with a joint 480-space parking

structure at the Wyndham Hotel site located at 3350 Avenue of the Arts.

WHEREAS, a two-year time extension was granted on January 26, 2015 for the approval of Master Plan PA-06-75 and Vesting Tentative Tract Map No. 17207 that will expire on November 20, 2016 unless a time extension is granted;

WHEREAS, in accordance with Title 14 of the California Code of Regulations Section 15164, an Addendum to the certified Final Environmental Impact Report ("EIR") No. 1054 was prepared by BonTerra Psomas in March 2015;

WHEREAS, a duly noticed public hearing was held by the Planning Commission on March 23, 2015 and the project was continued to April 13, 2015 Planning Commission Meeting.

WHEREAS, a duly noticed public hearing was held on April 13, 2015 to allow for public comment on the proposed project and the Addendum to the Final Program EIR and with all persons having been given the opportunity to be heard both for and against the proposed project;

WHEREAS, the Planning Commission has reviewed all environmental documents comprising the Final Program EIR and has found that the Final Program EIR and the Addendum to the EIR considers all environmental impacts of the proposed project and a reasonable range of alternatives, and the Final Program EIR and Addendum to the EIR are complete, adequate and fully comply with all requirements of CEQA, the CEQA Guidelines, and the City of Costa Mesa Environmental Guidelines;

WHEREAS, the Addendum to the Final Program EIR No. 1054 constitutes project-specific environmental analysis for revised 23-story high-rise residential project, and no additional environmental review is required prior to construction of the proposed project;

WHEREAS, on August 16 and September 20, 2007, the Airport Land Use Commission (ALUC) considered the proposed Wyndham Boutique Hotel / High-Rise Residential Project at duly noticed public hearings, and found the proposed project inconsistent with the John Wayne AELUP on a 4-3 vote;

WHEREAS, at a duly-noticed public hearing on October 2, 2007, the Costa Mesa City Council took action by a 3-0 vote to notify the ALUC of the Council's intent to overrule the ALUC's Determination of Inconsistency for the proposed North Costa Mesa High-Rise Residential projects by adoption of Resolution No. 07-73;

WHEREAS, the proposed Final Master Plan PA-14-33 is consistent with the overall height of the original project approved under PA-06-75 as approved by City Council by Resolution No. 07-73;

WHEREAS, as condition of approval for the Project, the applicant is required to obtain, prior to the issuance of building permits. a new Determination of No Hazard from the Federal Aviation Administration ("FAA") to ensure the FAA has not adopted new or different standards since its issuance of its previous Determination of No Hazard on July 23, 2007, which established a maximum building height of 270 feet AGL/304 feet above mean sea level for the proposed high-rise residential tower at 3350 Avenue of the Arts.

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit A, and subject to the conditions of approval contained in Exhibit B and mitigation measures contained in Exhibit C, the Planning Commission hereby **APPROVES** the Addendum to Final Program EIR No. 1054 and Final Master Plan Amendment PA-14-33.

BE IT FURTHER RESOLVED that the Costa Mesa Planning Commission does hereby find and determine that adoption of this Resolution is expressly predicated upon the activity as described in the staff report for Planning Application PA-14-33 and upon the applicant's compliance with each and all of the conditions / mitigation measures in Exhibits "B" and "C" and compliance of all applicable federal, state, and local laws. Any approval granted by this resolution shall be subject to review, modification or revocation if there is a material change that occurs in the operation, or if the applicant fails to comply with any of the conditions of approval.

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

PASSED AND ADOPTED this 13th day of April, 2015.

Robert L. Dickson, Jr., Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
)ss
COUNTY OF ORANGE)

I, Claire Flynn, 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 April 13, 2015 by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

Claire Flynn, Secretary
Costa Mesa Planning Commission

EXHIBIT "A"

FINDINGS

A. The proposed project complies with Costa Mesa Municipal Code Section 13-29 (g) because:

Finding: The amended Master Plan exhibits excellence in design, site planning, and integration of use and structure, and protection of the integrity of neighboring development.

Facts in Support of Finding: The proposed architecture and site design is consistent with the original Final Master Plan. The residential tower is designed with aluminum cladding and curvilinear vertical projections complementing the Symphony Hall and the metal sculpture referred to as "connector" that stands 64 feet tall in the open space in front of the concert hall. The front lobby façade will be placed approximately 26 feet from the Avenue of the Arts right-of-way.

The concrete parking structure will be mainly visible from the interior of the site and the adjacent apartment complex. The structure is separated from the building to the north with a 20-foot wide driveway and a 7-foot landscaped area adjacent to the parking structure, which will be enhanced with a green wall and landscaping to soften the appearance of the parking structure. The overall height of the structure has not changed from the last entitlement with 6 levels of parking above ground and a half-level subterranean parking.

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

Facts in Support of Finding: Final Master Plan PA-14-33 meets the broader goals of the 2000 General Plan, as amended, North Costa Mesa Specific Plan, as amended, in that the proposed project would create a unique housing type within an urban area in South Coast Metro Center in Costa Mesa. The new buildings will feature world-class architecture and the residential structures will complement the cultural and entertainment arts center uses at South Coast Plaza Town Center. The proposed project would meet the housing needs of the professionals and high-income segments of the community at a level no greater than which can be supported by planned infrastructure improvements.

The proposed master plan and related improvements is consistent with the General Plan, as amended per GP-06-03, North Costa Mesa Specific Plan, as previously amended per SP-07-01.

The project is subject to the parking requirements as set forth in the North Costa Mesa Specific Plan. Based on the parking demand analysis, the project will provide 60 additional parking spaces and the new project provide a higher parking rate per residential unit in comparison with the original project.

	Approved in 2007	Proposed 2015
Number of Hotel rooms	200 rooms	238 rooms
Hotel parking **1 per 2 rooms**	**100 spaces**	**119 spaces**
Restaurant / bar (hotel lobby) 10/1000 – 1st 3000 SF 12/1000 – over 3000 SF	3,143 SF	3,143 SF
Restaurant Parking	32 spaces	32 spaces
Banquet Rooms 10/1000 – 1st 3000 SF 12/1000 – over 3000 SF	4,024 SF	4,024 SF
Required Parking	43 spaces	43 spaces
Total Hotel Parking Based on shared parking for multiple uses	168 spaces	187 spaces
Number of Residential Units	120 units	100 units
Residential Parking Tenant parking – 1.5 to 2.0 spaces per unit Guest parking – 0.5 per unit for 1st 50 and 0.25 per unit over 50	**223 spaces (min.)** Parking rate of 1.85 per unit	**234 spaces** Parking rate of 2.28 per unit
Restaurant / bar (tower lobby) 10/1000 – 1st 3000 SF 12/1000 – over 3000 SF	3,450 SF	-0-
Required Parking	36 spaces	-0-
Retail Space 4/1000 SF	1,740 SF	-0-
Required Parking	7 spaces	-0-
Required Parking Per North Costa Mesa Specific Plan	488 spaces	428 spaces
Required Parking per Parking Study	460 spaces	362 spaces
Total Provided parking	**480 spaces**	**422 spaces**

B. The proposed variance from North Costa Mesa Specific Plan to allow overall mix of 238 hotel rooms and 100 residential units can be supported because:

Findings: Due to special circumstances applicable to the property, the strict application of development standards deprives such property of privileges enjoyed by others in the vicinity under identical circumstances:

Facts in Support of Finding: The project is located in Area 5 of the North Costa Mesa Specific Plan (NCMSP), which allows a site specific density of 44 dwelling per acre for this 3 acre site. The proposed development is proposing to lower the number of residential units to 100 units and retaining the existing number of hotel rooms that have been recently renovated. The overall unit mix is 18 units higher than the previous entitlement. However, the overall intensity is within the allowable 2.12 FAR.

The Specific Plan allows development flexibility with regard to the overall mix of hotel and residential units if there is no increase to the total number of hotel rooms above 238 and the applicant can demonstrate traffic generation characteristics are comparable to an overall unit mix of 320.

Based on the submitted trip generation analysis, there is a slight increase in the AM peak hour trips (18 trips), which is considered insignificant and the overall project (as proposed) is not anticipated to have any significant impacts on nearby intersections. The project is subject to a traffic impact fee of $121,632.00. In addition, the building envelope has not changed from the 2007 approved project and the hotel building has remained the same with no intensification of the ancillary uses. Based on applicant's information, there are only several days in a year, that hotel operates at its maximum capacity. For land use comparison, the increase in the number of hotel rooms is not equivalent to an increase in condominium units based on transient nature of the hotel and the lower parking demand.

The following table is a comparison of the trip generation from the original and proposed project. Even though the proposed development is projected to add 18 trips in the a.m. peak hour, there is a reduction of 11 trips in the p.m. peak hour and 99 trips during the day. The projected increase of 18 trips in the a.m. peak hour is considered nominal and will not have a significant impact on the adjacent circulation system as the surrounding intersections are currently operating at better than acceptable conditions.

Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Previously Approved Project								
Condo	120 du	12	49	**61**	49	26	**74**	806
Retail	1.74 TSF	1	1	**2**	3	4	**7**	75
Bar/Lounge	3.45 TSF	1	1	**2**	17	9	**26**	310
Hotel Room Removal	38 Rooms	-15	-11	**-26**	-13	-14	**-27**	-339
Internal Capture (10 percent)		-1	-5	**-6**	-5	-2	**-7**	-81
Total Trips – Previously Approved Project		-2	35	**33**	50	23	**73**	771
Proposed Project								
Condominiums	100 du	10	41	**51**	40	22	**62**	672
Net Change – Proposed vs. Approved		*12*	*6*	***18***	*-10*	*-1*	***-11***	*-99*
Trip Rates								
Condominium		0.10	0.41	**0.51**	0.40	0.22	**0.62**	6.72

ADT: average daily traffic; du: dwelling units; TSF: thousand square feet.
Numbers may not add due to rounding.
Source: Stantec 2014.

C. The proposed variance from minimum private open space requirement for two of two-bedroom units on Level 2 (min. 100 sq. ft. required; no balconies proposed for two units) can be supported because;

Findings: Because of special circumstances applicable to the property, the strict application of development standards deprives such property of privileges enjoyed by others in the vicinity under identical circumstances:

Facts in Support of Finding: This will be the first mixed-used development project featuring a 4-diamond hotel and high-rise condominium building on a 3-acre site in the Planned Development zone and Theater Arts District. The proposed high-rise building design creates a unique situation at Level 2 of residential tower with respect to height clearance at the opposite corners. The asymmetrical design of the balconies require an off-set at the northwest corner and the unit above the secondary entrance from the interior drive. These areas need the higher clearance from the ground floor that could be compromised with encroachment of the balconies.

In addition, given the proximity to main entries, the balconies will be exposed with no privacy. The special circumstance only applies to two of the 100 units. The remainder of the units include large balconies that range in size

from 330 to 480 square feet, exceeding the minimum requirement of 100 square feet in call cases.

As the a high-rise condominium project with a significant amount of open space amenities for the guests/residents, the strict application of the private open space requirement to this project is not necessary.

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

Facts in Support of Finding: the proposed project includes more than 17,847 square feet of common area open space at amenity deck which is accessible to all residents. Given the unique location of these two two-bedroom units, a usable private balcony could not be provided. The other 98 units include very large balconies that range in size from 330 square feet to 480 square feet and the project in general provides 57,212 square feet of private balconies.

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

Facts in Support of Finding: The project includes 100 units in accordance with the density allowances of the NCMSP. Variance from the private open space requirement is only applicable to two of the 100 units due to unique building design. The variance does not allow an increase in the density or intensity of the development.

D. The proposed variance to allow a building setback of 5'-3" at the northwest corner and 6-'3" encroachment of the upper level balconies into the open space and sidewalk easement complies with Costa Mesa Municipal Code Section 13-61 (b) with respect to building encroachment into the perimeter open space because:

Required Finding: An adequate, well defined pedestrian circulation system is provided within the planned development.

Facts in Support of Finding: The requested encroachment into perimeter setback on the ground level is applicable to the building column and storefront at northwest corner of the building due to configuration of the roundabout. This reduced setback is affecting 14% of the building frontage on Avenue of the Arts. The majority of the building is setback at 26 feet from the public side walk and open space easement.

Required Finding: Pedestrian oriented landscape and/or public use areas (plazas, patios, etc.) are provided within the planned development.

Facts in Support of Finding: The reduced perimeter setback at the corner is appropriate for the urban setting of the project. The open space and sidewalk easement was modified in 2006 due to configuration of the roundabout installed to the north of the site. The continuity of open space and easement on Avenue of the Arts is maintained on the frontage with the exception of the northwest corner.

Required Finding: The reduced open space area will not be detrimental to development on contiguous properties.

Facts in Support of Finding: The reduced building setback is applicable only to the northwest corner column and upper levels balconies of the buildings, where there will be more than 30 feet of height clearance from the sidewalk level. The proposed building contain will provide a 26-foot setback at the ground floor for over 100-foot of the 138-foot frontage on Avenue of the Arts.

Required Finding: The reduced building setback will not deprive the street nor other properties of necessary light and air.

Facts in Support of Finding: The reduced building setback is applicable to the northwest corner and the upper levels balconies of the buildings, where there will be more than 30 feet of height clearance from the sidewalk level.

Required Finding: These additional features enhance the overall urban design concept of the Planned Development and promote the goals of City's General Plan and North Costa Mesa Specific Plan.

Facts in Support of Finding: This encroachment is applicable to the northwest corner of the building and upper levels balconies at 30 feet above the grade level; the majority of the building frontage at ground floor is not encroaching into the perimeter setback and the entrance to the building is enhanced with pedestrian walkways and landscaping connecting the building lobby to the public street.

Finding: The proposed features provide usable, visually interesting amenities and facilitate pedestrian circulation.

Facts in Support of Finding: Planned Development Residential (PDR-HD) and North Costa Mesa Specific Plan establishes the development standards for this project. The project site is subject to a 20-foot minimum perimeter open space setback on Avenue of the Arts. No setback is required from the interior driveways.

The purpose of the variance request is to allow encroachment of the northwest corner of the building and upper level balconies into the 20-foot open space and sidewalk easement. The proposed plan show approximately 4 feet to the edge of the perimeter wall. This area was not adequate to allow significant landscaping along the public right-of-way. The applicant has agreed to modify the landscape plans to provide a minimum 20-foot setback to any walls, or seating area. A condition of approval is included to ensure this requirement is met during review of the landscape plans.

As conditioned, the reduced perimeter setback at the northwest corner is appropriate for the urban setting of the project and allows the public sidewalk connection to the main lobby through an enhanced landscape and seating area. The reduced building setback is applicable only to approximately 15 percent of the building frontage; the area in front of the main driveway entrance will maintain the same existing setback.

Required Finding: The additional features enhance the overall urban design concept of the Planned Development and promote the goals of General Plan, applicable specific plan, and /or Redevelopment Plan.

Facts in Support of Finding: As conditioned, the proposed hardscape and landscape improvements will provide a pedestrian friendly edge along the project and Avenue of the Arts. This pedestrian walkways also connect to hotel lobby and complements the existing contemporary landscaping along Silver Trumpet Restaurant. The project also includes significant improvements to the public right-of-way in terms of trees and landscaping.

Required Finding: Adequate landscaping is retained to shade the outdoor use areas and to complement the architecture and the design of buildings and pedestrian areas.

Facts in Support of Finding: The proposed landscaping along the street frontage include walls, pilasters, tree wells and furniture that will provide shade, encourage use of the open space and provide an amenity along the public sidewalk that could be used by hotel guests, residents and the pedestrians on Avenue of the Arts. This is also in keeping with the concept of side entrance to Silver Trumpet restaurant that was installed in 2010 to encourage pedestrian traffic in the area.

Required Finding: The design of the perimeter setback area will be compatible with contiguous development.

Facts in Support of Finding: The building site has more than 360 feet of frontage on Avenue of the Arts that will be enhanced and developed with

the high-rise development. The improvement will replace an inactive portion of the site that is currently separating the parking structure from the public sidewalk with a well-designed outdoor area enhanced with landscaping, benches and water features.

E. The proposed project is consistent with the General Plan, NCMSP and the Zoning Code with regard to use, density and intensity.

F. The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City's environmental procedures. Final Program Environmental Impact Report (EIR) #1054 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.

H. Mitigation Measures from Final Program EIR #1054 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.

I. The findings with respect to the environmental effects of the project are in the document, "CEQA Statements of Findings, Facts and Overriding Consideration for the North Costa Mesa High Rise Residential Projects", attached to the City Council resolution for the General Plan Amendment GP-06-03.

J. The evidence presented in the record as a whole indicates that the project will not individually or cumulatively have an adverse effect 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 development projects' traffic impacts will be mitigated at all affected intersections.

L. The proposed midrise building as conditioned shall include the City of Costa Mesa's building and fire safety standards for this type of residential development.

M. The project shall be constructed in accordance with the FAA Determination of No Hazard issued on July 23, 2007, or most current FAA Determination of No Hazard, or in accordance with a similar finding in an independent study by a qualified private consultant that has been certified by the FAA stating that the project presents no hazard to flight operations at John Wayne Airport. The FAA Determination of No Hazard issued on July 23, 2007 established a maximum

building height of 270 feet AGL/ 304 feet above mean sea level for the proposed high-rise residential tower at 3350 Avenue of the Arts.

EXHIBIT "B"

CONDITIONS OF APPROVAL

Plng.

1. Final Master Plan PA-14-33 shall comply with the conditions of approval, code requirements, and mitigation measures of Final EIR No. 1054 for this project 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.
2. Mitigation Measures from Final EIR #1054 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.
3. The conditions of approval and code requirements for PA-14-33 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) 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.
5. 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.

6. Dependent on the final mix of bedroom types for the dwelling units and total square footage of nonresidential areas (i.e. restaurant, meeting rooms, terraces, club/lounge, and ancillary retail uses), the number of parking stalls and parking design configuration may be adjusted. A final shared parking study shall be reviewed/approved by the Development Services Director prior to issuance of a building permit. The shared parking study shall demonstrate the following:

    a) Tenant parking is within the range of 1.5 to 2.0 spaces per unit, and guest parking is provided at a minimum of 0.5 parking spaces per unit for the first 50 units and 0.25 parking spaces for each unit above 50, as stipulated in the North Costa Mesa Specific Plan.

    b) Nonresidential parking, including shared parking within the residential guest parking areas, complies with Code requirements.

    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.

7. The FAA No Hazard Determination shall be current and valid at the time of issuance of a building permit. Any required modifications to the building, including but not limited to, the building height or appurtenances, required by the No Hazard Determination shall be reflected in the building plans prior to building permit issuance.
8. If approved, the final map submitted to City Council shall be revised to show a reduction of the landscape easement along the east side of Avenue of the Arts within the project limits from 25 feet to 20 feet.
9. Prior to approval of the final map, developer shall submit a site plan showing the location of an 8-foot wide sidewalk/bike trail, where possible, along the east side of Avenue of the Arts for the approval of the Development Services Director and Transportation Services Manager. Minor structures and street furniture may be located within the landscape easement subject to the approval of the Transportation Services Manager and Development Services Director: concrete walkways and steps, water features, landscape/area lighting, 18" to 24" raised planters, site furnishings (tables and chairs), tree wells with metal grates, and any other similar minor structures.
10. As shown in the approved site plan, the balconies for the residential building shall be located outside of the 20-foot perimeter open space setback, unless a minor modification is approved 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 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 a signed and completed Maintenance Agreement to the satisfaction of the Development Services Director and City Attorney's office requiring the developer to be 100% responsible for maintenance of the landscape easement and parkway area along Avenue of the Arts within the project boundaries.
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. 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.
16. 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.
17. 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 feet 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.
18. The final landscape plans shall be approved prior to the issuance of building permits. The landscape plan shall specify that no structures be located within the 20-foot wide landscaped area as measured from the

property line. This minimum 20-foot wide landscaped area shall strictly contain plants, decorative lighting, and related landscape materials to the satisfaction of the Development Services Director. Any encroachment of structures, including but not limited to walls, street furniture, seating areas, or patio area (with the exception of the northwest corner of the building approved by a variance), within the overall 20-foot wide landscaped setback shall be subject to review/approval by the Development Services Director, contingent upon a finding of consistency with the requirements of the 20-foot wide Sidewalk and Landscape Easement along Avenue of the Arts.

19. 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.
20. Prior to submission of a final landscape plan, developer shall ensure that the landscape palette is coordinated with the proposed landscaping for the Avenue of the Arts traffic circle.
21. There shall be no signage on the high-rise residential towers located above the second floor of the buildings. Building wall signage shall be limited to identification of the residential development.
22. 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.
23. 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.
24. Nighttime lighting shall be minimized to provide adequate security and creative illumination of building, sculptures, fountains, artworks, and light boxes/monument display cases 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 residences.
25. High-rise residential structures shall use low reflective glass and building materials to minimize daytime glare to the fullest extent possible.
26. Developer shall submit any minor amendments to the Final Master Plan to the Development Services Director for review and approval prior to submission of working plans/drawings for plan check. In addition to the minor amendments described in Section 13-28 (g) (3) of the Municipal Code, architectural design revisions are considered minor amendments.

Developer shall submit complete plans for different floor plan models.

27. 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.

Eng. 28. 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.

29. Developer shall comply with any conditions of approval as indicated in the City Engineer's letter, dated September 7, 2007(attached).

Trans. 30. Developer shall construct wide flare or radius curb drive approaches at locations identified on site plan. Developer shall comply with minimum clearance requirements from property lines and any vertical obstructions.

31. Developer shall relocate/remove affected utilities and parkway trees on Anton Boulevard and Avenue of the Arts to accommodate new driveway approach.

32. 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; (4) Location of employee parking.

33. Developer shall relocate/remove affected utilities and parkway trees on Avenue of the Arts to accommodate the modification of existing driveway approaches.

34. Parking Structure Conditions:

- Residential parking spaces shall be at least 8.5 feet wide. Commercial/visitor parking spaces shall be at least 9 feet wide. Parking spaces shall be 18 feet in length.
- All columns shall be recessed at least 4 feet from edge of parking aisle.
  Increase width of parking spaces adjacent to columns or vertical obstructions by one foot.
- Minimum parking aisle width shall be 25 feet.
- All slopes of parking structure shall adhere to City of Costa Mesa Ramp Slope Standards.
- Provide minimum turnaround area of 35 feet by 10 feet at end of all dead-end parking aisles.

35. Developer shall construct a lighted/flashing crosswalk at the pedestrian crossing point on Avenue of the Arts.

36. Developer shall comply with Master Plan of Bikeways by construction of joint use 8-foot sidewalk/bike trail on Avenue of the Arts. The sidewalk/bike trail shall be located away from the curb to overlap within

the parkway and landscape and pedestrian easement area, or as otherwise deemed acceptable by the Transportation Services Manager.

37. Developer shall comply with Master Plan of Bikeways by construction of joint use 13' sidewalk/bike trail on Avenue of the Arts. The sidewalk/bike trail shall be located away from the curb to overlap within the parkway and landscape and pedestrian easement area, or as otherwise deemed acceptable by the Transportation Services Manager.

38. Provide a traffic operation plan for construction related activities and parking management plan during the construction of the parking structure to the Transportation Division to review prior to building permit application.

Fire 39. Developer shall comply with the City of Costa Mesa's Building and Fire Safety Standards for High-Rise Residential Development to the satisfaction of the Building Official and Fire Chief. These standards are contained in a publication issued by the City, previously provided to the developer. Additional fire hydrants may be required. Contact the Planning Division at (714-754-5278) for additional copies of this publication. Developer shall meet with the Fire Department for guidance with regard to meeting Costa Mesa Fire Department requirements.

Police 40. Developer shall work with the Police Department in implementing security recommendations to the maximum extent feasible. For example, developer shall provide 24-hour on-site private security for the proposed project, install an on-site video surveillance system that will be monitored by on-site security personnel, and install a controlled access system for all pedestrian and automobile access. A list of security recommendations (dated August 27, 2007) is provided to the developer.

Plng. 41. The applicant shall record a Land Use Restriction indicating the following:

- The parcels identified in Vesting Tentative Tract Map VT-17172 shall be considered collectively (and not evaluated as individual parcels) with regard to the maximum allowable residential density, nonresidential square footage, and required parking.
- Redevelopment of Lot 1 and/or demolition of the existing parking structure shall be strictly prohibited unless a Master Plan is approved by the City of Costa Mesa.
- There is a recorded easement(s) shown on the final map for shared ingress, egress, parking, and cross lot drainage across all parcels.

The Development Services Director and City Attorney's office shall approve the form and content of the LUR prior to recordation. The required easements shall be shown on the final map prior to recordation.

CODE REQUIREMENTS

The following list of federal, state and local laws applicable to the project has been compiled by staff for the applicant's reference. All applicable federal, state, and local laws which are applicable to the project shall be complied with, regardless of whether they are identified herein. Any reference to "City" pertains to the City of Costa Mesa.

Plng.

1. Approval of the final master plan and vesting tentative tract shall be for a period of two years. Within this time period, the final map shall be recorded unless applicant applies for and is granted an extension of time for the final master plan and vesting tentative tract map by the Planning Commission. The final master plan shall expire within one year of the final map recordation, unless the applicant applies for and is granted an extension of time for the final master plan.
2. Proof of recordation of the final tract map shall be submitted prior to issuance of building permits.
3. Developer shall remit park fees in the amount of **$10,829.00** per multi-family unit prior to issuance of building permits.
4. Driveway ramp slopes shall comply with the standards contained in the City's parking ordinance.
5. Any mechanical equipment such as air-conditioning equipment and duct work shall be screened from view in a manner approved by the Planning Division. (Roof-mounted equipment enclosed in the mechanical penthouse is permitted as part of the approval of the final master plan.)
6. Trash enclosure(s) or other acceptable means of trash disposal shall be provided. Design of trash enclosure(s) shall conform with City standards. Standard drawings are available from the Planning Division.
7. Included in the required CC&Rs shall be a provision that will permit the installation of solar heating systems, subject to applicable zoning district requirements, the Uniform Building Code, and associated ordinances, and reasonable architectural review by the homeowner's association.
8. The CC&Rs shall include a provision as to use and maintenance of all guest parking spaces, driveways, landscape easements, and common open space areas.
9. CC&Rs and articles of incorporation and bylaws for the homeowners' association shall be reviewed and approved by both the Planning Division and Department of Real Estate prior to recordation. CC&Rs shall include provisions as required in Municipal Code Section 13-41, as well as applicable conditions of approval and code requirements. The developer shall provide the Planning Division with proof of review and approval of the CC&Rs by the DRE prior to recordation. A copy of the recorded CC&Rs shall be submitted to the Planning Division prior to the release of utilities for the units.

10. All contractors and subcontractors must have valid business licenses to do business in the City of Costa Mesa. Final inspections, final occupancy and final releases will not be granted until all such licenses have been obtained.
11. Development shall comply with all requirements of the North Costa Mesa Specific Plan relating to development standards, maximum building square footage, height, etc. for residential high-rise projects.
12. All on-site utility services shall be installed underground.
13. Installation of all utility meters shall be performed in a manner so as to obscure the installation from view from any place on or off the property. The installation vault, wall cabinet, or wall box under the direction of the Planning Division.
14. Prior to the issuance of grading permits, the developer shall submit a Lighting Plan for the approval of the City's Development Services Department. The Lighting Plan shall demonstrate compliance with the following:
    - The mounting height of lights shall not exceed 3 feet in any location on the project site;
    - All site lighting fixtures shall be provided with a flat glass lens. Photometric calculations shall indicate the effect of the flat glass lens fixture efficiency;
    - Lighting design and layout shall limit spill light to no more than 0.5 foot-candle at the curb line of the surrounding neighbors, consistent with the level of lighting that is determined necessary for safety and security purposes on site.
15. Five (5) sets of detailed landscape and irrigation plans shall be required as part of the project plan check review and approval process. Three (3) sets shall be provided to the representative water agency and two (2) set shall be submitted to the Planning Division for review. Plans shall be approved by the water agency with two (2) approved sets forwarded by the applicant to the Planning Division for final approval prior to issuance of building permits.
16. Two (2) sets of landscape and irrigation plans, approved by both the water agency and the Planning Division, shall be attached to two of the final building plan sets.
17. Landscape and irrigation plans shall meet the requirements set forth in Costa Mesa Municipal Code Sections 13-103 through 13-108 as well as irrigation requirements set forth by the water agency. Consult with the representative water agency. Mesa Consolidated Water District, Ray Barela (949) 631-1291.
18. Landscaping and irrigation shall be installed in accordance with the approved plans prior to final inspection or occupancy clearance.
19. Construction equipment, vehicles, or work between the hours of 7:00 a.m. and 8:00 p.m., provided that all required permits for such construction, repair, or remodeling have been obtained from the appropriate City Departments.

Bldg.

20. Comply with the requirements of the California Code of Regulations, Title 24, also known as the California Building Standards Code, as amended by the City of Costa Mesa.

21. Prior to issuance of grading permit, developer shall submit soils report, grading, and drainage plans, and final Water Quality Management Plan for this project.

22. Demolition permits for existing structures shall be obtained and all work and inspections completed prior to final building inspections. Applicant is notified that written notice to the Air Quality Management District may be required ten (10) days prior to demolition.

23. The project applicant shall require the contractor to comply with the SCAQMD's regulations during construction, including Rule 402 which specifies that there be no dust impacts offsite sufficient to cause a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction. Specific measures to reduce fugitive dust shall include the following:

    a. Moisten soil prior to grading.
    b. Water exposed surfaces at least twice a day under calm conditions and as often as needed on windy days when winds are less than 25 miles per day or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site.
    c. Treat any area that will be exposed for extended periods with a soil conditioner to stabilize soil or temporarily plant with vegetation.
    d. Wash mud-covered tires and under-carriages of trucks leaving construction sites.
    e. Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud which would otherwise be carried off by trucks departing project sites.
    f. Securely cover loads of dirt with a tight fitting tarp on any truck leaving the construction sites to dispose of excavated soil.
    g. Cease grading during periods when winds exceed 25 miles per hour.
    h. Provide for permanent sealing of all graded areas, as applicable, at the earliest practicable time after soil disturbance. A screen shall be provided at a reasonable height to ensure construction dust and debris are contained as much as possible to prevent impacts from construction on neighboring properties.

24. The proposed project shall comply with Title 24 of the California Code of Regulations established by the Energy Commission regarding energy conservation standards. The project applicant shall incorporate the following in building plans:
    - Solar or low emission water heaters shall be used with combined space/water heater units.
    - Double paned glass or window treatment for energy conservation shall be used in all exterior windows.

Eng. 25. Comply with the requirements contained within the letter prepared by the City Engineer. (Copy attached.)

Trans. 26. Prior to issuance of building permits, developer shall remit required San Joaquin Hills Transportation Corridor Fee currently estimated at **$227,500.00** The amount of this fee is not subject to vesting and shall be subject to revision and possible increase effective July 1st of each year.

27. Prior to issuance of building permit, developer shall remit traffic impact fee pursuant to the prevailing schedule of charges adopted by City Council at the time the vesting tentative tract map was deemed complete. The Traffic Impact fee is currently estimated at **$121,632.00** as determined by the date the vesting tentative tract map was deemed complete. Developer shall contact the Transportation Services Division for a final estimate prior to issuance of building permits. Developer shall remit the traffic impact fee to the Planning Division.

28. Developer shall provide a 25-foot minimum distance from the far side of the proposed drive aisle for all parking spaces to provide adequate space for turning movements. Developer shall comply with the City's Parking Design Standards.

29. Developer shall comply with Master Plan of Bikeways by construction of joint use sidewalk/bike trail on Avenue of the Arts. The sidewalk/bike trail shall be located away from the curb to overlap within the parkway and landscape and pedestrian easement area, or as otherwise deemed acceptable by the Transportation Services Manager.

30. Developer shall show all designated visitor parking spaces on parking plan. A 35' by 10' turnaround area shall be provided within the visitor parking area to allow forward motion of vehicles to exit when parking area is fully occupied.

Fire 31. Water mains shall be of adequate size to deliver 1,000 gallons per minute simultaneously from the closest hydrant(s) to any and all points of the development with a minimum residual pressure of 20 psi.

32. Access consisting of a minimum 20-foot wide roadway capable of supporting fire apparatus shall be maintained to all fire hydrants from the time that the hydrants are placed into service. Special consideration shall be given to maintaining the integrity of such

roadways during periods of inclement weather.

33. Developer shall install approved smoke detectors and fire sprinkler systems in each residence in accordance with the Uniform Fire Code. Developer shall provide an automatic fire sprinkler system according to NFPA 13.

34. Provide "blue dot" reflective markers on all on-site fire hydrants.

SPECIAL DISTRICT REQUIREMENTS

The requirements of the following special districts are hereby forwarded to the applicant:

Sani 1. Developer shall contact the Costa Mesa Sanitary District at (949) 645-8400 for current district requirements.

AQMD 2. Applicant shall contact the Air Quality Management District (800) 288-7664 for potential additional conditions of development or for additional permits required by the district.

School 3. Pay applicable Newport Mesa Unified School District fees to the Building Division prior to issuance of building permits.

State 4. Comply with the requirements of the California Department of Food and Agriculture (CDFA) to determine if red imported fire ants (RIFA) exist on the property prior to any soil movement or excavation. Call CDFA at (714) 708-1910 for information.

CITY OF COSTA MESA

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

FROM THE DEPARTMENT OF PUBLIC SERVICES/ENGINEERING DIVISION

March 23, 2015

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

SUBJECT: **Vesting Tentative Tract No. 17172**
LOCATION: **3350 Avenue of the Arts**

Dear Commissioners:

Vesting Tentative Tract Map No. 17172 as furnished by the Planning Division for review by the Public Services Department, consisting of two numbered lots and one lettered lot subdivision for condominium purposes. Vesting Tentative Tract Map No. 17172 meets 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, and section 6649 (a) of the Subdivision Map Act.

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. In accordance with C.C.M.M.C. Section 13-230, the Subdivider shall submit street improvement plans and/or off-site plans at the time of first submittal of the Final Tract Map. Plan check fee shall be paid per C.C.M.M.C. Section 13-231.

5. The Final Tract Map and all off-site improvements required to be made, or installed by the Subdivider, shall meet the approval of the City Engineer. Prior to any on-site/off-site construction, permits shall be obtained from the City of Costa Mesa Engineering Division.

6. A current copy of the title search shall be submitted to the Engineering Division with the first submittal of the Final Tract Map.

7. Vehicular and pedestrian access rights to Avenue of the Arts shall be released and relinquished to the City of Costa Mesa except at approved access locations.

PHONE: (714) 754-5335 FAX: (714) 754-5028 TDD: (714) 754-5244
www.costamesaca.gov

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. The Subdivider shall submit a cash deposit of $500 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.

10. 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.

11. The Subdivider's engineers shall furnish the Engineering Division a storm runoff study analyzing existing and proposed facilities and the method of draining the subject area and tributary areas. The proposed facilities shall consist of the installation and/or upgrade of storm drain improvements per the Master Drainage Plan. This study shall be furnished with the first submittal of the Final Tract Map. Cross lot drainage shall not occur. Comply with City of Costa Mesa Drainage Ordinance No. 06-19 (sec. 15-67. Required construction) prior to Approval of Final Map.

12. Ownership and maintenance of the private 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 (e) and said association shall indemnify and hold harmless the City for any liability arising out of or in any way associated with the connection of the private drainage system with the City's drainage system and shall execute and deliver to the City the standard (indemnity) Hold Harmless Agreement required for such conditions prior to issuance of permits.

13. Fulfill the drainage fee ordinance requirements prior to the approval of the Tract Map.

14. Obtain a permit from the City of Costa Mesa, Engineering Division, at the time of development and then reconstruct existing P.C.C. driveway approach per City of Costa Mesa Standards as shown on the Offsite Plan. Location and dimensions are subject to the approval of the Transportation Services Manager.

15. Street lighting shall be provided as required by the Public Services Department, Transportation Services Division.

16. Sewer improvements shall meet the approval of the Costa Mesa Sanitary District; call (949) 631-1731 for information.

17. Water system improvements shall meet the approval of Mesa Consolidated Water District; call (949) 631-1200 for information.

18. Coordinate and process the vacation of existing easements and dedicate new easements as needed.

19. 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 Sub article 12, Section 7-9-337 of the Orange County Subdivision Code.

20. 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 Sub article 12, Section 7-9-337 of the Orange County Subdivision Code.

21. Survey monuments shall be preserved and referenced before construction and replaced after construction, pursuant to Section 8771 of the Business and Profession Code.

22. The elevations shown on all plans shall be on Orange County benchmark datum.

23. 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.

24. Prior to occupancy on the Tract, the surveyor/engineer shall submit to the City Engineer a Digital Graphic File of the recorded Tract Map & As-Built of the off-site plans, reproducible mylar of the recorded Tract Map and seven copies of the recorded Tract Map.

Sincerely,

Fariba Fazeli, P. E.
City Engineer

EXHIBIT "C"

Mitigation Monitoring Program

Exhibit C

Mitigation Monitoring and Reporting Program
Wyndham Boutique Hotel/High-Rise Residential Project

The approximately three-acre Wyndham Boutique Hotel/High-Rise Residential Project site is located at 3350 Avenue of the Arts within the North Costa Mesa Specific Plan area of the City of Costa Mesa in Orange County, California. The project site is generally bound by Avenue of the Arts to the west; 3400 Avenue of the Arts apartment community to the north and northeast; and The Lakes Pavilions retail center to the south and southeast.

The proposed project involves the reuse of the project site as a mixed-use development with both hotel and residential uses. The parking structure associated with the Wyndham Hotel would be demolished and a 23-story high-rise residential tower would be constructed; and a new six-and-a-half-level parking structure serving both the hotel and the residential tower would be constructed east of the hotel. The residential tower is proposed at a height of 270 feet above grade level.

The California Environmental Quality Act (CEQA) requires that all public agencies establish monitoring and/or reporting procedures for mitigation measures (MMs) adopted as conditions of approval in order to mitigate or avoid significant project impacts. Specifically, §21081.6(a)(1) states:

> The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.

CEQA Guidelines §15097 provides clarification of mitigation monitoring and reporting requirements and guidance to local lead agencies on implementing strategies. The reporting or monitoring program must be designed to ensure compliance during project implementation.

Mitigation measures have been drafted to meet the requirements of *Public Resources Code* §21081.6 as fully enforceable monitoring programs. The MMRP defines the following for each mitigation measure:

1. ***Timeframe.*** In each case, a time for performance of the mitigation measure, or review of evidence that mitigation has taken place, is provided. The performance points selected are designed to ensure that impact-related components of project implementation do not proceed without establishing that the mitigation is implemented or assured.

2. ***Responsible Party.*** In each case, unless where otherwise indicated, the Applicant/Developer is the Responsible Party for implementing the mitigation. The City will monitor the performance and implementation of the mitigation measures. To guarantee that the mitigation measure will not be inadvertently overlooked, the supervising public official is the official who grants the permit or authorization called for in the performance.

3. ***Definition of Mitigation.*** In each case (except where a mitigation measure, such as a geotechnical report, is a well-known procedure or term of art), the mitigation measure contains the criteria for mitigation, either in the form of adherence to certain adopted regulations or identification of the steps to be taken in mitigation.

Matrix Orientation

The following matrix lists all mitigation measures, standard conditions of approval, and project design features from the Addendum to Final EIR 1054 referenced above. The matrix also identifies the applicable permit, the required timing, and responsible parties for both implementation and monitoring of standard conditions and mitigation measures.

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
Aesthetics				
Standard Conditions of Approval				
SC 3.8-1	Prior to issuance of building permits, the Applicant shall submit an Electrical Engineer's photometric survey to be approved by the Planning Division in order to assure that minimum security lighting requirements are met and to minimize light and glare to residents.	Prior to issuance of building permits	Applicant; Planning Division	
SC 3.8-2	All exterior light standards and fixtures will be shielded to prevent light spill to further reduce potential impacts.	Prior to issuance of Certificate of Occupancy	Applicant; Planning Division	
SC 3.8-3	The intensity and location of lights on buildings shall be limited to minimize nighttime light and glare to residents and shall be subject to the Development Services Director's approval.	Prior to issuance of Certificate of Occupancy	Applicant; Development Services Director	
SC 3.8-4	The Lighting Plan shall demonstrate compliance with the following: (1) All site lighting fixtures shall be provided with a flat glass lens; (2) Photometric calculations shall indicate the effect of the flat glass lens fixture efficiency; (3) Lighting design and layout shall limit spill light to no more than 0.5 foot-candle at the property line of the surrounding neighbors, consistent with the level of lighting that is determined necessary for safety and security purposes on site.	Prior to issuance of building permits	Applicant; Planning Division	
SC 3.8-5	Architectural features and roofs shall be appropriately finished with non-reflective materials in order to reduce glare and reflection. Structures shall use low reflective glass and building materials to minimize daytime glare to the fullest extent possible.	Prior to issuance of building permits	Applicant; Planning Division	
SC 3.8-6	Prior to issuance of building permits, the Applicant shall submit building plans for the proposed project, to be approved by the Planning Division, which incorporate the use of non-reflective building materials to minimize light and glare impacts.	Prior to issuance of building permits	Applicant; Planning Division	
SC 3.8-7	Prior to the issuance of building permits, the Applicant shall submit a Final Landscape Plan, consistent with the landscape standards, for each development component to be approved by the Planning Division.	Prior to issuance of building permits	Applicant; Planning Division	
Air Quality				
Standard Conditions of Approval				
SC 3.6-1	During construction of the proposed project, the Property Owner/Developer and its Contractors shall be required to comply with SCAQMD Rules 402 and 403, which shall assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off site. SCAQMD	During all construction phases	Applicant ; Planning Division	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
	Rule 403 (Tables 1, 2, and 3 of Rule 403) requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. This requirement shall be included as notes on the Contractor Specifications.			
Mitigation Measures				
MM 3.6-1	During construction and grading activities, the Applicant shall comply with measures set forth in the Storm Water Pollution Prevention Plan (SWPPP) to ensure that airborne dust is kept to a minimum.	During all construction phases	Applicant; Planning Division	
MM 3.6-2	Prior to commencement of construction activities, the Applicant shall identify to the Development Services Department, a Construction-Relations Officer to act as a community liaison concerning on-site activity, including resolution of issues related to dust generation from grading/paving activities.	Prior to commencement of construction	Applicant; Development Services Department	
MM 3.6-3	Prior to approval of grading plans, the Applicant shall include the following notes on the Contractor Specifications submitted for review and approval by the Development Services Department: "To reduce construction equipment emissions, the following measures shall be implemented when feasible: • Use low-emission mobile construction equipment. The Property Owner/Developer shall comply with California Air Resources Board (CARB) requirements for heavy construction equipment. • Maintain construction equipment engines by keeping them tuned. • Use low sulfur fuel for stationary construction equipment. This is required by South Coast Air Quality Management District (SCAQMD) Rules 431.1 and 431.2. • Use existing power sources (i.e., power poles) when available. This measure would minimize the use of higher polluting gas or diesel generators. • Configure construction parking to minimize traffic interference. • Minimize obstruction of through-traffic lanes. Construction should be planned so that lane closures on existing streets are kept to a minimum. • Schedule construction operations affecting traffic for off-peak hours to the greatest extent practicable.	Prior to approval of grading plans	Applicant; Development Services Department	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
	• Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service).			
MM 3.6-4	Reduce reactive organic gas (ROG) emissions from painting activities. The following measures should be implemented when feasible. Prior to issuance of the first building permit, the Applicant shall provide evidence to the Development Services Development that the following measures shall be incorporated into project construction to the greatest extent feasible and the following measures should be provided as notes on the Contractor Specifications: • The project shall comply with SCAQMD Rule 1113, which limits the ROG content of architectural coatings used in the South Coast Air Basin or shall allow the averaging of such coatings, as specified, so that actual emissions do not exceed the allowable emissions if all the averaged coatings had complied with the specified limits. • Use high transfer efficiency painting methods such as HVLP (High Volume Low Pressure) sprayers and brushes/rollers where possible.	Prior to issuance of first building permit	Applicant; Development Services Department	
Aviation Safety				
<u>Project Design Features</u> PDF 3.10-1	The proposed high-rise residential tower has been designed to not exceed the established circling minimums floor for John Wayne Airport (JWA) of 304 feet above mean sea level (msl).	Prior to issuance of first building permit	Applicant; Planning Division	
<u>Standard Conditions of Approval</u> SC 3.10-1	Prior to final master plan approval, the Applicant shall submit to the City of Costa Mesa, a Federal Aviation Administration (FAA) Determination of No Hazard to air navigation. If the FAA requires conditions for the finding of no hazard to air navigation, such as installation of roof-top obstruction lighting, said conditions shall be placed as conditions of approval on the final master plan.	Prior to final master plan approval	Applicant; Planning Division	
SC 3.10-2	In the event a proposed high-rise building is determined to be a hazard to air navigation by the FAA, the building design shall be appropriately modified prior to issuance of building permits so that an FAA Determination of No Hazard to air navigation can be obtained.	Prior to final master plan approval	Applicant; Planning Division	
SC 3.10-3	The FAA No Hazard Determination shall be valid at the time of building permit issuance for the high-rise structure. The City shall expressly prohibit issuance	Prior to the issuance of building permits	Applicant; Planning Division	

	Project Design Features/Conditions of Approval/Mitigation Measures	Timing	Responsible Parties	Date Completed
	of any building permit for a structure in the absence of a current and valid FAA No Hazard Determination.			
SC 3.10-4	The Applicant shall comply with the final FAA No Hazard Determination issued on July 23, 2007, which established a maximum building height of 304 feet above msl for the proposed high-rise residential tower at 3350 Avenue of the Arts. Amendments to the *Costa Mesa 2000 General Plan* and N*orth Costa Mesa Specific Plan* are not necessary to accommodate additional building height of up to 280 feet above ground level as specified in the *North Costa Mesa Specific Plan.* In addition, this EIR has examined the maximum building heights as defined in the *North Costa Mesa Specific Plan* and concluded that no significant impacts will occur.	Prior to final master plan approval	Applicant; Planning Division	
SC 3.10-5	The Applicant shall work with JWA and City staff on a "Grant of Navigation Easement" for a specified area of the subject property that penetrates the imaginary horizontal surface of JWA above elevation 206 feet above msl (NAVD 88). The Applicant shall grant this Navigation Easement to the County of Orange/JWA to permit the unencumbered and unrestricted flight of aircraft to or from JWA. Recordation of the Navigation Easement shall occur prior to issuance of any building permit that penetrates the imaginary horizontal surface of JWA.	Prior to the issuance of building permits for any structures that penetrates the imaginary horizontal surface of JWA.	Applicant; Planning Division; JWA/County of Orange	
SC 3.10-6	Due to the project's proximity to JWA, the Applicant shall ensure that any prospective resident be notified of the presence of aircraft overflight in the form of a buyer's notice, as follows: "Notice of Airport in Vicinity". The Development Services Director shall review/approve the buyer's notice for form and substance prior to issuance of a building permit. 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 sensitive to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you." This notice shall be prominently displayed in the sales office for the condominium development, and a copy shall be provided to all buyers.	Prior to issuance of building permits	Applicant; Development Services Director	
Cultural Resources				
Standard Conditions of Approval SC Cultural 1	Site excavation and grading shall be monitored by a qualified archaeologist and Native American monitor. If archaeological materials are identified during	During grading and excavation activities.	Applicant; Planning Division; qualified	

Project Design Features/Conditions of Approval/Mitigation Measures	Timing	Responsible Parties	Date Completed
grading and construction, all construction activities shall be temporarily halted or redirected to permit the sampling, identification, and evaluation of archaeological materials as determined by the City, who shall establish, in cooperation with the project proponent, certified archaeologist, and Native American representative, the appropriate procedures for exploration and/or salvage of the artifacts. Monitoring is only required where grading and excavation activities would disturb soils at a depth of 5 feet or more. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.	Monitoring at depths 5 feet or greater.	archaeologist; Native American monitor	
Geology and Soils			
Standard Conditions of Approval SC 3.3-1 Where studies indicate that buildings may be subject to substantial damage during earthquakes, the structure shall be designed and/or retrofitted for seismic resistance in compliance with all relevant recommendations for seismic design and seismic safety in the most recent editions of the *Uniform Building Code* and the *California Building Code*.	During building plan preparation	Applicant; Development Services Department	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
Mitigation Measures				
MM 3.3-1	Prior to the issuance of a grading permit, the Applicant shall prepare a site-specific final geotechnical investigation, including an evaluation, analysis, and mitigation recommendations for the issues identified in the Zeiser Kling Consultants' *Geotechnical Evaluation* (March 2007), including appropriate dust control measures and waterproof building designs with hydrostatic pressure resistive properties and a site specific probabilistic seismic hazard analysis for ground motion. All recommendations shall be incorporated into the final grading plan for the project. The project shall incorporate all recommendations of the detailed Geotechnical Report into the plans and specifications as required by the City Engineer.	Prior to issuance of grading permits	Applicant; Development Services Department	
MM 3.3-2	During grading operations, special handling of on-site soils shall be required due to high moisture content of the soils. The City shall monitor the Grading Contractor to ensure stabilization of the soils during grading and excavation activities, as recommended by the Zeiser Kling Consultants' Geotechnical Evaluation (March 2007).	During grading activities	Applicant; Development Services Department	
MM 3.3-3	Prior to the issuance of the first demolition and/or grading permit, the Applicant shall ensure that pile foundations or other appropriate design be incorporated into the project design to mitigate potential settlement hazards and liquefaction beneath the proposed structures.	Prior to issuance of first demolition and/or grading permit	Applicant; Development Services Department	
MM 3.3-4	Prior to the issuance of building permits, the Applicant shall submit a project design to ensure that any proposed subterranean portion of the structures are waterproofed and designed and installed to resist hydrostatic pressures associated with the shallow groundwater table in the area.	Prior to the issuance of building permits	Applicant; Development Services Department	
Hazards and Hazardous Materials				
Mitigation Measures				
MM 3.9-1	All asbestos-related work, including demolition and renovation, shall be performed by a licensed Asbestos-abatement Contractor under the supervision of a certified Asbestos Consultant. Asbestos shall be removed and disposed of in compliance with notification and asbestos-removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos-related health risks.	During any construction phases involving asbestos-containing materials	Applicant; Development Services Department	
Hydrology and Water Quality				
Project Design Features				
PDF 3.4-1	The Water Quality Management Plan (WQMP) prepared for the proposed project includes the following project-specific water quality Best Management Practices (BMPs) which shall be implemented as part of the project:	Prior to approval of first mass grading plan.	Applicant; Public Services Department	

	Project Design Features/Conditions of Approval/Mitigation Measures	Timing	Responsible Parties	Date Completed
	Site Design BMPs • Permeable surface area has been kept the same as the existing condition. • Drive aisle has been minimized to least acceptable dimension for Fire Access and access to the proposed truck dock. • All areas available for landscaping have been utilized. Planter boxes will also be included on the design of the top story of the parking structure to help minimize impervious surfaces. • All parking is within a structure and covered. Non-structural Source Control BMPs • Homeowner-Tenant education, activity restriction, common area landscape management, BMP maintenance, Title 22 CCR Compliance, local water quality permit compliance, uniform fire code implementation, common area litter control, employee training, housekeeping of loading docks, catch basin inspection, street sweeping of private streets and parking lots. Routine Structural BMPs • Storm drain stenciling and signage, proper trash storage and loading dock design, efficient irrigation, and landscape design. Treatment Control BMPs • CONTECH StormFilter will be used in the three on-site manhole installations. • Media filters will be used in the CONTECH Storm Filters.			
PDF 3.4-2	Prior to approval of the first mass grading plan, the Applicant shall submit a Proposed Storm Drain Improvement Plan to the Public Services Department for review and approval. The plan shall demonstrate substantial conformance with the Orange County Hydrology Manual for design of lateral storm drains and catch basins. Proposed storm drain improvements include: • Line "A" – One new catch basin is proposed and the relocation of an existing catch basin to accommodate widening and re-alignment of the on-site drive aisle. • Line "B" – No new facilities are proposed. The Line B system will drain to an existing lateral located on the northern side of the property or directly to an Avenue of the Arts lateral. The tie-in location will be decided as building plans progress. • Line "C" – One new Avenue of the Arts storm drain connection is proposed to drain the southern portion of the site. The new line will include two on-site inlets.	Prior to approval of first mass grading plan.	Applicant; Public Services Department	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
Mitigation Measures				
MM 3.4-1	Prior to the issuance of grading permits, the Applicant shall verify that structural BMPs have been permanently incorporated into the project plans. Such BMPs shall ensure that pollutants from project-related storm water runoff are mitigated consistent with applicable State and local standards.	Prior to issuance of grading permits	Applicant; Public Services Department	
MM 3.4-2	The Applicant shall assume all BMP inspection and maintenance responsibilities for the project. The Property-owners Association (POA) fees will provide the funding mechanism for long-term BMP maintenance.	For the life of the project	Applicant; Development Services Department	
MM 3.4-3	Prior to the issuance of any grading permits, the Applicant shall submit to the Development Services Department for review and approval a WQMP that: • Addresses site design BMPs such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas; • Incorporates the applicable Routine Source Control BMPs as defined in the Drainage Area Management Plan (DAMP); • Incorporates Treatment Control BMPs as defined in the DAMP; • Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs • Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs; and • Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.	Prior to issuance of grading permits	Applicant; Development Services Department	
MM 3.4-4	Prior to the issuance of grading permits, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board (SRWCB) and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and be available for review on request.	Prior to issuance of grading permits	Applicant; Public Services Department	
MM 3.4-5	Prior to issuance of building permits, the Applicant shall provide proof of a National Pollutant Discharge Elimination System (NPDES) permit from the RWQCB—consistent with Order No. R8-2010-0062 and NPDES No. CAS618030—to the City of Costa Mesa for dewatering activities.	Prior to issuance of building permits	Applicant; Public Services Department	
MM 3.4-6	Prior to the issuance of grading permits, the Applicant shall prepare drainage plans for the Public Services Department's review and approval. The Drainage	Prior to issuance of grading permits	Applicant; Public Services Department	

MITIGATION MONITORING PROGRAM

<table>
<tr><th colspan="2">Project Design Features/Conditions of Approval/Mitigation Measures</th><th>Timing</th><th>Responsible Parties</th><th>Date Completed</th></tr>
<tr><td></td><td>Plan shall define the exact size and location of drainage facilities, and shall address standing water on the project site during project grading.</td><td></td><td></td><td></td></tr>
<tr><td>MM 3.4-7</td><td>Prior to the issuance of grading permits, the Applicant shall pay drainage impact fees. The Project Developer shall be responsible for the drainage impact fees that are in place at the time grading permits are issued.</td><td>Prior to issuance of grading permits</td><td>Applicant; Public Services Department</td><td></td></tr>
<tr><td colspan="5">Land Use and Planning</td></tr>
<tr><td colspan="2">Standard Conditions of Approval</td><td>Prior to Master Plan approval</td><td>Planning Division</td><td></td></tr>
<tr><td>SC 3.1-1</td><td>Prior to site plan approval, the Applicant shall submit to the Planning Division, for review and approval, project plans that comply with the Development Standards as set forth in the North Costa Mesa Specific Plan and Zoning Code. In addition, all site development shall be subject to all standard conditions of approval imposed by the City.</td><td>Prior to site plan approval</td><td>Applicant; Planning Division</td><td></td></tr>
<tr><td colspan="5">Noise</td></tr>
<tr><td colspan="2">Standard Conditions of Approval
SC 3.7-1 Construction activities shall be limited to the following hours and activities with exception of federal holidays:
HOURS FOR CONSTRUCTION ACTIVITIES
<table>
<tr><td>Monday through Friday</td><td>7:00 a.m. through 8:00 a.m.</td><td>Construction activities limited to mobilization only</td></tr>
<tr><td></td><td>8:00 a.m. to 7:00 p.m.</td><td>All construction activities permitted</td></tr>
<tr><td>Saturdays</td><td>8:00 a.m. to 9:00 a.m.</td><td>Construction activities limited to mobilization only</td></tr>
<tr><td></td><td>9:00 a.m. to 3:00 p.m.</td><td>All construction activities permitted</td></tr>
<tr><td></td><td>3:00 p.m. to 4:00 p.m.</td><td>Construction activities limited to demobilization only</td></tr>
</table>
Construction activities are prohibited on Sunday and federal holidays. All noise generating activities should be limited these hours.</td><td>During all construction phases</td><td>Applicant; Development Services Department</td><td></td></tr>
<tr><td>SC 3.7-2</td><td>The Applicant shall prepare a truck route plan for review and approval by the City of Costa Mesa Transportation Services Division prior to the approval of the construction access permit. The truck route plan shall preclude truck routes</td><td>Prior to approval of the construction access permit</td><td>Applicant; Transportation Services Division</td><td></td></tr>
</table>

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
	through residential areas, including Avenue of the Arts north of the project site and Sunflower Avenue. The total truck trips to the site shall not exceed 200 trucks per day (i.e., 100 truck trips to the site plus 100 truck trips from the site).			
Mitigation Measures				
MM 3.7-1	The Applicant shall submit detailed plans for the parking structure prior to the issuance of a grading or building permit for the structure. Said plans shall be accompanied by an acoustical study prepared by a qualified Acoustical Consultant. The acoustical study shall demonstrate that all feasible sound attenuation in compliance with the Noise Ordinance has been incorporated into parking structure design, including but not limited to brushed driving surfaces (textured), limited openings oriented toward sensitive noise sources, etc.	Prior to issuance of a grading or building permit for the parking structure	Applicant; Development Services Department	
MM 3.7-2	Prior to issuance of the first building permit, a detailed acoustical study using architectural plans shall be prepared by a qualified Acoustical Consultant and shall be submitted to the Planning Division addressing delivery truck/loading dock operations adjacent to residences. The measures described in the report shall be incorporated into the architectural plans for the delivery/truck loading dock area to ensure compliance with the Noise Ordinance.	Prior to issuance of first building permit	Applicant; Development Services Department	
MM 3.7-3	Prior to issuance of the first building permit, a detailed acoustical study using architectural plans shall be prepared by a qualified Acoustical Consultant and shall be submitted to the Planning Division addressing mechanical equipment. This study shall address any mechanical equipment to be sited within 71 feet of off-site residences. The measures described in the report shall be incorporated into the architectural plans for mechanical equipment to ensure compliance with the Noise Ordinance.	Prior to issuance of first building permit	Applicant; Development Services Department	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
MM 3.7-4	Prior to issuance of the first building permit, a detailed acoustical study using architectural plans shall be prepared by a qualified Acoustical Consultant and shall be submitted to the City of Costa Mesa for all living units on the west side of the residential tower facing Avenue of the Arts. This report shall describe and quantify the noise sources impacting the building(s), the amount of outdoor-to-indoor noise reduction provided by the design in the architectural plans, and any upgrades required to meet the City's interior noise standards (45 CNEL for residences). Noise standards shall be met with all doors and windows closed. Alternatively, the Applicant can show that based on the building location relative to the roadway and any intervening topography and structures that it meets the appropriate interior noise standard with open windows. The measures described in the report shall be incorporated into the architectural plans for the buildings and implemented with building construction. The person preparing the report shall, under the direction of a person experienced in the field of acoustical engineering, perform an inspection of the project prior to or at the time of the framing inspection to certify that construction techniques comply with the recommendations within the acoustical analysis. Upon completion of the subject structures, field tests may be required by the Planning Division.	Prior to issuance of first building permit	Applicant; Development Services Department	
Population, Housing, and Employment				
No mitigation required.				
Public Services				
<u>Standard Conditions of Approval</u> SC 3.11-1	Prior to the issuance of building permits, the Applicant shall submit project designs and specifications for review and approval by the Fire Department with respect to compliance with all standard conditions for building design regarding public safety, including but not limited to, fire flow capacity, fire hydrant location, vehicular access, and sprinkler systems.	Prior to issuance of building permits	Applicant; Fire Department	
SC 3.11-2	Emergency vehicle parking areas shall be designated within proximity to buildings to the satisfaction of the Fire Marshal.	Prior to issuance of building permits	Applicant; Fire Department	
SC 3.11-3	Each project component shall provide sufficient capacity for fire flows required by the Fire Department.	Prior to issuance of building permits	Applicant; Fire Department	
SC 3.11-4	Vehicular access shall be provided and maintained as serviceable, throughout construction, to all required fire hydrants.	Prior to issuance of building permits	Applicant; Fire Department	
SC 3.11-5	All high-rise project developments shall be equipped with an automatic fire sprinkler system.	Prior to issuance of building permits	Applicant; Fire Department	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
SC 3.11-6	The Applicant shall comply with standard building and fire regulations for high-rise buildings to the satisfaction of the Fire Marshal and Building Official.	Prior to issuance of building permits	Applicant; Fire Marshal and Building Official	
SC 3.11-7	The Applicant shall comply with the Public Safety Radio System Coverage Ordinance (included in the standard building and fire regulations for high-rise buildings) to the satisfaction of the Police Chief.	Prior to issuance of building permits	Applicant; Police Chief	
SC 3.11-8	Prior to the issuance of building permits, the Applicant shall submit project designs and specifications for review and receive approval by the Police Department with respect to compliance with all standard conditions for building design regarding public safety, including but not limited to, lighting, address numbers, building standards, live media cameras with direct feed, landscaping, and emergency vehicle parking.	Prior to issuance of building permits	Applicant; Police Department	
SC 3.11-9	Required building address numbers shall be readily apparent from the street, and rooftop building identification shall be readily apparent from police helicopters for emergency response agencies.	Prior to issuance of Certificate of Occupancy	Applicant; Police Department	
SC 3.11-10	The Applicant shall pay school impact fees.	Prior to the issuance of the first building permit	Applicant; Planning Division	
SC 3.11-11	The Applicant shall pay park impact fees in the amount of $10,829.00 per multi-family unit prior to the approval of the final map by the City Council.	Prior to approval of final map	Applicant; Planning Division	
SC 3.11-12	Prior to issuance of building permits, the Applicant shall pay a library services impact fee for the development costs for expanded or new library facilities pursuant to the Library Services Impact Fee Program, if such a program is established.	Prior to issuance of building permits	Applicant; Planning Division	
Mitigation Measures				
MM 3.11-1	Prior to the issuance of building permits, the Applicant shall pay its pro rata share of a new, fully equipped paramedic engine, equal to $469.35 per unit to the Fire Department.	Prior to issuance of building permits	Applicant; Fire Department	
MM 3.11-2	Prior to the issuance of a grading permit, a construction security service shall be established at the construction site. Initially, the service shall ensure that no unauthorized entry is made into the construction area. For the duration of each phase of construction, the Applicant shall provide sufficient on-site security personnel on a 24-hour, 7-day-a-week basis to patrol all areas of construction and to prohibit unauthorized entry.	Prior to issuance of grading permits	Applicant; Police Department	
MM 3.11-3	During project construction and operation, the Applicant shall ensure that private on-site security is provided.	During project construction and operation	Applicant; Police Department	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
MM 3.11-4	Prior to issuance of building permits, the Applicant shall pay pro rata shares of fees to the Police Department for the increased service capacity necessary to accommodate the development site, if such a police impact fee program is established.	Prior to issuance of building permits	Applicant; Police Department	
MM 3.11-5	Prior to issuance of building permits, the Applicant shall comply with direct media feeding devices required by the Police Department for increased safety necessary to serve the development site, if such a police program is established.	Prior to issuance of building permits	Applicant; Police Department	
Transportation and Circulation				
Standard Conditions of Approval				
SC 3.5-1	The Applicant shall be responsible for the payment of fees in accordance with the Traffic Impact Fee program.	Prior to issuance of building permits	Applicant; Planning Division	
SC 3.5-2	The Applicant shall be responsible for the payment of fees in accordance with the San Joaquin Hills Transportation Corridor Fee Ordinance. Fees shall be paid to the Planning Division prior to the issuance of building permits.	Prior to issuance of building permits	Applicant; Planning Division	
SC 3.5-3	The Applicant shall be responsible for complying with the Transportation Demand Ordinance.	Prior to issuance of building permits	Applicant; Transportation Services Division	
Utilities				
Project Design Features				
PDF 3.12-1	The project assumes the implementation of the following energy conservation actions: • The use of drought tolerant planting • Reduced water consumption • Optimize energy performance beyond Title 24 • Compliance with ASHRAE 55-1992/2004 • Storage and collection of recyclables • Construction waste management to salvage and recycle • Use of recycled building materials • Use of low-emitting materials • Use of locally manufactured materials • Use of carbon dioxide monitoring • Use of indoor air quality management plan during (AQMP) construction • Minimum 50 percent drought tolerant planting to reduce water consumption • Low flow drip irrigation system to mitigate water runoff and water loss	Prior to Certificate of Occupancy	Applicant; Development Services Department	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures	Timing	Responsible Parties	Date Completed
• Smart irrigation controllers to alter irrigation timing and flow due to weather and wind patterns • Areas of pervious concrete to absorb storm and irrigation water runoff • Minimal use of turf – use turf block in turf areas to help with drainage • Rainwater collection system for irrigation reuse • Using bioswale planters on the pool deck to filter/store rain water • Salt water pool – minimal use of chemicals • Solar heating for swimming pools • Alternative Fueling Facilities – parking garage to have electric vehicle recharging stations • Green roof planting at top of residential tower between decks to collect storm water			
<u>Standard Conditions of Approval</u> SC 3.12-1 Prior to the issuance of a demolition/grading permit, the Applicant shall demonstrate to the Public Services Department that all construction waste generated on site would be recycled where feasible as the first choice of disposal method, leaving the option of landfill disposal as a last alternative.	Prior to issuance of demolition/grading permits	Applicant; Public Services Department	
SC 3.12-2 Prior to the issuance of a demolition/grading permit, the Applicant shall submit grading plans to the Development Services Department that reflect the undergrounding of utilities serving the proposed project site.	Prior to issuance of demolition/grading permits	Applicant; Development Services Department	
SC 3.12-3 Prior to the issuance of demolition/grading permits, the Applicant shall coordinate with Southern California Edison (SCE) to determine the exact location of all underground and overhead electrical facilities. All electrical facilities and associated structures that will remain on the project site shall be protected from damage by the Applicant.	Prior to issuance of demolition/grading permits	Applicant; SCE; Development Services Department	
SC 3.12-4 Prior to the issuance of a demolition/grading permit, the Applicant shall coordinate with the Southern California Gas Company (SCGC) to determine exact locations of all underground natural gas facilities. The Applicant shall ensure that all remaining gas pipelines and associated structures on the project site shall be protected from damage.	Prior to issuance of demolition/grading permits	Applicant; SCGC; Development Services Department	
SC 3-12-5 Prior to the issuance of a demolition/grading permit, the Applicant shall coordinate with Time Warner Cable to determine exact locations of all underground cable facilities. The Applicant shall ensure that all remaining cable lines and associated structures on the project site shall be protected from damage.	Prior to issuance of demolition/grading permits	Applicant; Time Warner Cable; Development Services Department	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures	Timing	Responsible Parties	Date Completed
SC 3.12-6 Prior to the issuance of a demolition/grading permit, the Applicant shall coordinate with AT&T California to determine exact locations of all underground telephone facilities. The Applicant shall ensure that all remaining telephone lines and associated structures on the project site shall be protected from damage.	Prior to issuance of demolition/grading permits	Applicant; AT&T; Development Services Department	
Mitigation Measures			
MM 3.12-1 Prior to the initiation of project grading, the Applicant shall ensure that all existing utilities shall be relocated, abandoned, and removed, rerouted, or protected in coordination with the Applicant and affected utility companies.	Prior to initiation of grading	Applicant; Development Services Department	

City of Costa Mesa

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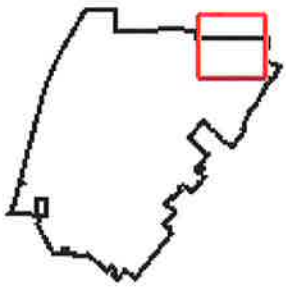
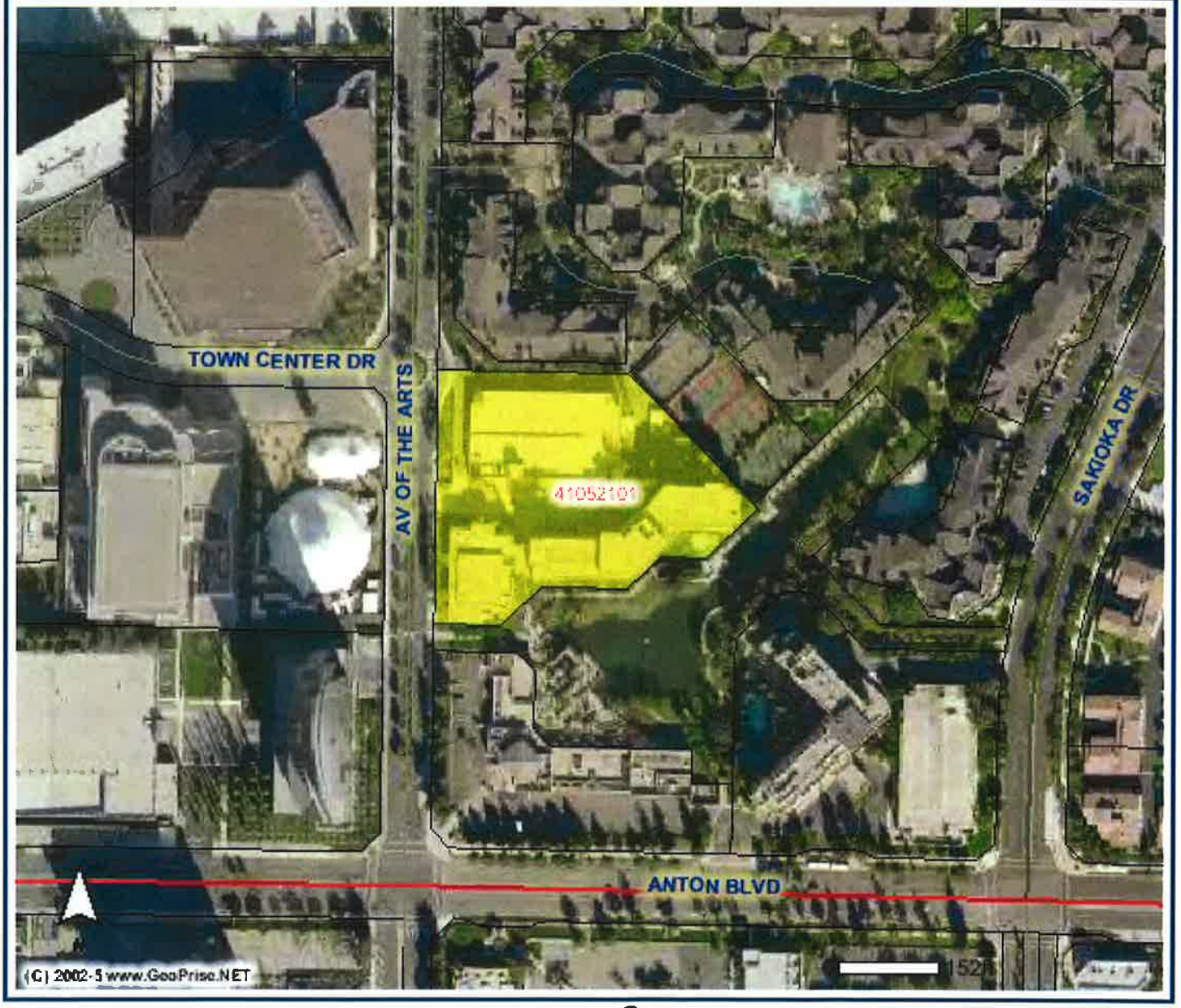
Overview Map



Legend

- Address Points
- Freeway
- Roads
- Collector
- Freeway (cont)
- Major
- Newport BLVD
- Primary (cont)
- SECONDARY
- Hydrology
- Channels

Map Display



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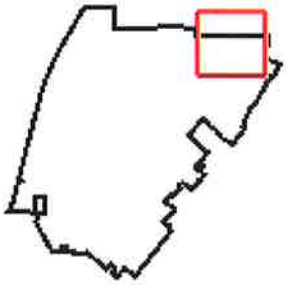
City of Costa Mesa

CITY OF COSTA MESA - [Created: 3/13/2015 1:55:15 PM] [Scale: 292.76] [Page: 8.5 x 11 / Portrait]

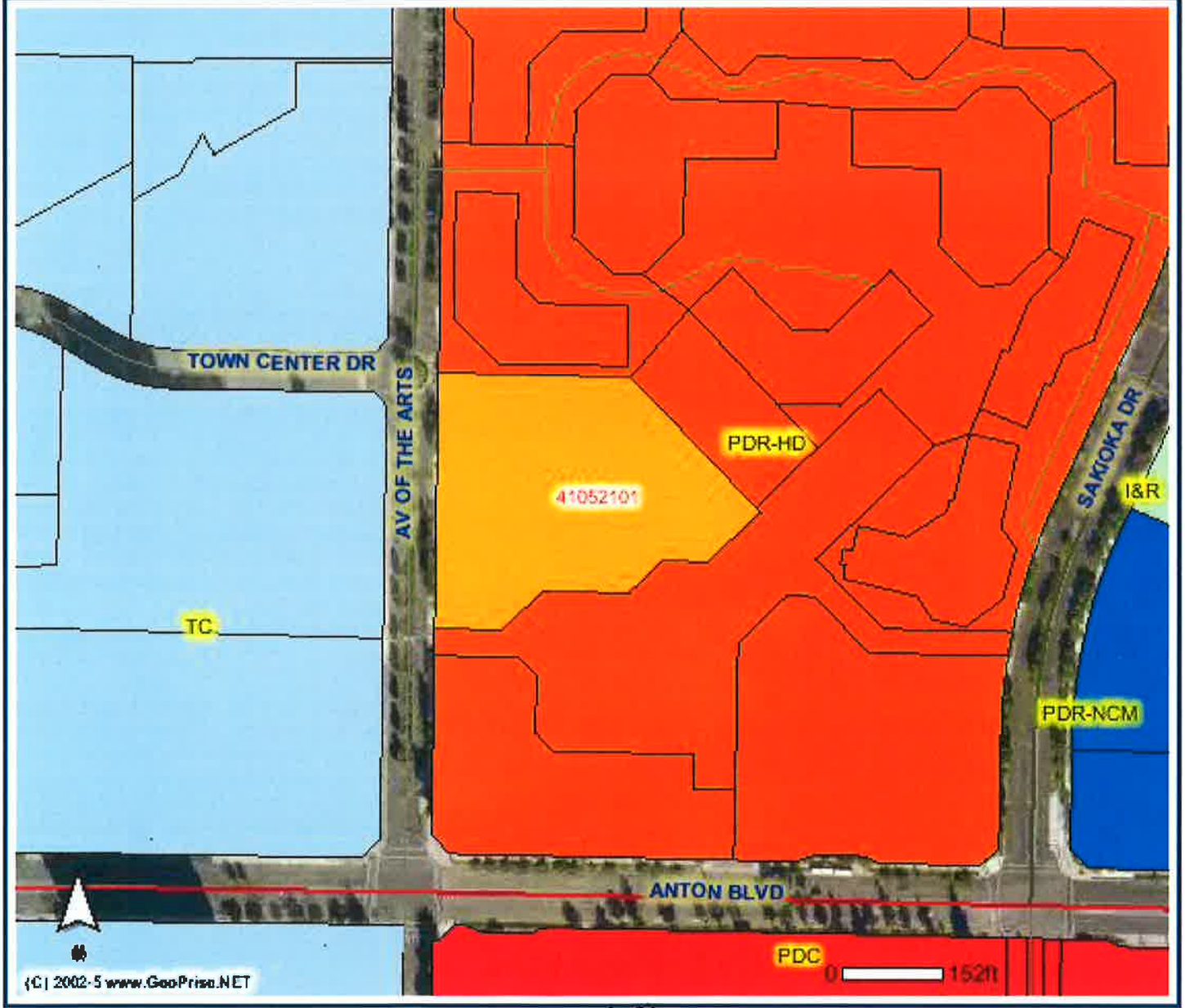
Overview Map



Legend

- Address Points
- Freeway
- Roads (cont)
- Collector
- Freeway
- Major
- Newport BLVD
- Primary (cont)
- SECONDARY
- Hydrology
- Channels
- Street Names
- Street Centerlines
- Parcel Lines
- City Boundary

Map Display



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ATTACHMENT 4

MASTER PLAN AMENDMENT APPLICATION

High-Rise Residential Project

NOVEMBER 21, 2014

3350 Avenue of the Arts

Costa Mesa, CA 92626

ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

FULL-SIZE PRINT 22”x34”
HALF-SIZE PRINT 11”x17”

PROJECT DIRECTORY

OWNER
ROSANNA INC.
3350 Avenue of the Arts
Costa Mesa, CA 92626
714-751-5100

ARCHITECT
ARQUITECTONICA
818 W 7th Street
Los Angeles, CA 90017
213-895-7800

PARKING CONSULTANT
LINSCOTT, LAW & GREENSPAN ENGINEERS
2 Executive Circle
Suite 250
Irvine, CA 92614

TRAFFIC CONSULTANT
STANTEC CONSULTING SERVICES INC.
38 Technology Drive
Suite 100
Irvine, CA 92618

CIVIL ENGINEER
FUSCOE ENGINEERING
16795 Von Karman
Suite 100
Irvine, CA 92606

LANDSCAPE DESIGNER
LAND CONCERN
1750 E. Deere Avenue
Santa Ana, CA 92705

PARKING DESIGNER
INTERNATIONAL PARKING DESIGN
14144 Ventura Blvd, Suite 100
Sherman Oaks, CA 91423

CONTRACTOR
SWINERTON BUILDERS
17731 Mitchell North, Suite 200
Irvine, CA 92614

SHEET INDEX

GENERAL
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G3 Traffic Study
G4.1 Parking Demand Study
G4.2 Parking Demand Study
G4.3 Parking Demand Study
G4.4 Parking Demand Study
G4.5 Access Study

CIVIL
C1 Title Sheet
C2 Technical Site Plan
C3 Constraints Map

ARCHITECTURE
A1.1 Vicinity / Roof Plan
A2.1 Level B1 Floor Plan
A2.2 Level 1 / P1 Floor Plan
A2.2b Level 1 Enlarged Hotel Entry / Pedestrian Circulation
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PARKING CALCULATIONS

Parking Garage Totals

Total Parking Required (Note 1):	**362**
Total Parking Provided (Note 2):	**422**
Accessible stalls (Note 3):	9
Percentage Accessible:	2.10%

Notes:

1 - Per Parking Demand Study 11/18/14
2 - Provided number of parking is 422 as proposed, although parking layouts may accommodate up to 425 spaces total.

3 - Accessible stalls

Parking Stalls per Use

Residential-Only Parking:

Parking Stall Width:	**8'-6"**
Number of Spaces:	200
Levels Located:	P3-P6

Hotel / Residential Guest Parking:

Typical Parking Stall Width:	9'-0"
Number of Spaces:	222
Levels Located:	B2-P3

PROJECT SUMMARY

General Development Information

Lot Area	130,682 SF (3 Acres)
Allowable Density	125 Units per Acre
Maximum Building Height	270'-0" from grade (304'-0" from AMSL)
Zoning	Planned Development Residential - High Density (PDR-HD)

Project Information

Number of Stories	23
Use	Multi-family Residential
Construction	Type I
Structural Frame	3 Hrs
Shaft Enclosure	2 Hrs
Floor	2 Hrs
Roof	2 Hrs
Unit Separation	2 Hrs
Exterior Bearing	4 Hrs, Less than 3' from Property Line
Non-Bearing	2 Hrs, Less than 20' from Property Line

Project Calculations

	Approved Totals (from 2007 Master Plan)		**Modifications Proposed** **Revisions shown shaded* **Proposed Totals**		
GENERAL INFORMATION					
Minimum Front Setback	*25'*		**20' (Title Report to confirm)**		
OPEN AREA CALCULATIONS	*SF*	*Percentage to total site*	SF	Percentage to total site	
Ground Floor (overall site)	*35,193*	*27%*	35,823	27%	(per ground level revisions)
Amenity deck (Level 6 podium)	*17,847*	*14%*	17,847	14%	
Private Balconies	*57,212*	*44%*	57,212	44%	
Total Open Space	*110,252*	*84%*	**110,882**	**85%**	
Driveway Area	*25,673*	*20%*	**22,900**	**18%**	
PARKING TOTALS			*See Parking Calc. & Parking / Traffic Studies		
Total Parking Demand	*480*		362		(per Parking Study 11/18/14)
Total Parking Provided	*480*		**422**		
RESIDENTIAL / HOTEL TOTALS			*See Residential Area Calcs.		
Total Residential Units	*120*		**10**		
Average Unit Size	*1,592*	*SF*	**1,994**	**SF**	
Total Gross Building Area	*292,172*	*SF*	**291,542**	**SF**	(per ground level revisions)
Total Hotel Units	*200*		**238**		(existing hotel to remain)
Lounge / Bar Area	*3,450*	*SF*	**0**	**SF**	(included in hotel upgrade)
Ancillary Retail	*1,740*	*SF*	**0**	**SF**	(included in hotel upgrade)

RESIDENTIAL AREA CALCULATIONS

Level	Use	Unit Type																								Unit Totals	Gross Floor Area (SF)
		1 Bd		2 Bd													2 Bd + D				3 Bd				3 Bd Duplex					
	Net Rentable Area (SF)	900	1,185	1,450	1,455	1,550	1,640	1,650	1,660	1,670	1,715	1,780	1,795	2,260	2,290		2,400	2,450	2,550	2,650	2,400	2,450	2,550	2,650	3,680	3,730	3,825	4,100		
	Average Size (SF)	1,043		1,743													2,513				2,513				3,834				**1,994**	
B1	Parking																											0	11,586
1	Parking / Lobby / Lounge / MEP																											0	10,893
1.5	Parking																											0	2,243
2	Parking / Residential	2			1	1	1			1																		6	10,893
3	Parking / Residential		2										1	1	1													5	10,893
4	Parking / Residential	2	1				1	1						1														6	10,893
5	Parking / Residential		2										1	1	1													5	10,893
6	Amenity																											0	15,576
7	Residential			1					2	1	1	1																6	12,216
8	Residential			1					2	1	1	1																6	12,216
9	Residential			1					2	1	1	1																6	12,216
10	Residential			1					2	1	1	1																6	12,216
11	Residential			1					2	1	1	1																6	12,216
12	Residential			1					2	1	1	1																6	12,216
13	Residential			1					2	1	1	1																6	12,216
14	Residential																1	1	1	1								4	12,216
15	Residential																1	1	1	1								4	12,216
16	Residential																1	1	1	1								4	12,216
17	Residential																1	1	1	1								4	12,216
18	Residential																1	1	1	1								4	12,216
19	Residential																				1	1	1	1				4	12,216
20	Residential																				1	1	1	1				4	12,216
21	Residential																				1	1	1	1				4	12,216
22	Residential																								1	1	1	1	4	12,216
23	Residential / MEP																											0	12,216
	Total Count per Area	4	5	7	1	1	2	1	14	8	7	7	2	3	2		5	5	5	5	3	3	3	3	1	1	1	1	**100**	**291,542**
	Total Net Rentable Area (SF)	3,600	5,925	10,150	1,455	1,550	3,280	1,650	23,240	13,360	12,005	12,460	3,590	6,780	4,580		12,000	12,250	12,750	13,250	7,200	7,350	7,650	7,950	3,680	3,730	3,825	4,100	**199,360**	
	Total Count per Type	9		55													20				12				4				100	
	Unit Type Percentage of Total	9%		55%													20%				12%				4%				**100%**	

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Stantec Consulting Services Inc.
38 Technology Drive Suite 100, Irvine CA 92618-5312

November 19, 2014
File: 2073008840

Attention: Alex Asli, AIA
Arquitectonica
818 W. 7th Street, Suite 800
Los Angeles, CA 90017

Dear Mr. Asli,

Reference: 3350 Avenue of the Arts/Wyndham Hotel and Condominium Project Trip Generation Analysis Summary

The Wyndham Hotel is located at 3350 Avenue of the Arts in the City of Costa Mesa. In 2007, the City of Costa Mesa approved a project to add 120 condominiums, 3,450 square feet of lounge/bar space, and 1,740 square feet of ancillary retail space to the existing hotel, and a remodeling of the hotel with a net reduction of 38 rooms (reduced from 238 rooms to 200 rooms). Currently the project applicant is proposing that the hotel remain at the existing 238 rooms, to reduce the condominium development to 100 units, and to not construct the bar/lounge and ancillary retail space.

An Environmental Impact Report (EIR) and Traffic Study were prepared for the approved project in 2007. The Traffic Study analyzed project impacts at 15 local intersections under short-range and long-range conditions, and found that the approved project had no significant impact on the surrounding circulation system. The approved and entitled development would generate a total of 771 daily trips. The currently proposed project would generate 672 daily trips, a reduction of 99 daily trips. During the peak hours, the proposed project would increase the AM peak hour trip generation by a small amount (i.e., 18 trips) and would reduce the PM peak hour trip generation. Table 1 (attached) summarizes the trip generation for the proposed project and compares it to the entitled project trip generation.

During the AM peak hour, the study intersections operate at LOS B or better under short-range conditions and LOS C or better under long-range conditions as shown in the approved 2007 EIR Traffic Study. Although the currently proposed project would generate 18 more AM peak hour trips than the approved project, the intersections operate at acceptable LOS C or better during the AM peak hour, and the currently proposed project would have no significant impact on the study intersections.

Driveway Analysis

The project would access Avenue of the Arts from an existing driveway located at the traffic circle approximately midway between Sunflower Avenue and Anton Boulevard. Access to Avenue of

Reference: 3350 Avenue of the Arts/Wyndham Hotel and Condominium Project Trip Generation Analysis Summary

the Arts would also be available from the Wyndham Hotel main driveway; however, since this driveway is right-turn only and vehicles would have to pass through the hotel lobby drop-off area, an insignificant amount of project trips are expected to use the hotel driveway. To assess impacts on the traffic circle for a worst case condition, all project trips have been assumed to use the traffic circle driveway for access.

The intersection at the traffic circle was analyzed to determine the project's impact. The diameter of the traffic circle on Avenue of the Arts is approximately 120 feet, which is less than the typical diameter of a 2-lane urban roundabout (generally 150 to 180 feet). The smaller diameter results in vehicle speeds too high for conventional roundabout operations. Because of these higher speeds, the City has requested that the project's driveway be configured with stop-sign control so that it operates as a three-leg unsignalized intersection rather than as a roundabout. Project impacts have, therefore, been assessed based on stop sign control for the project driveway.

The Highway Capacity Manual (HCM) stop-controlled intersection delay methodology was utilized, and results were calculated using the Synchro 8 software. Background intersection volumes were obtained from *580 Anton Traffic Study* (Stantec July 2013). These volumes represent 2016 conditions with development of the 580 Anton residential project. The 2016 background approach delay for the driveway is approximately 9 seconds per vehicle at level of service (LOS) A during the AM and PM peak hour. The north/south approach delay is negligible.

With the proposed project, the driveway approach delay remains at approximately 9 seconds per vehicle (LOS A) during the AM and PM peak hour. Therefore, project traffic will not experience significant delay at the intersection. The north/south through traffic would experience no measurable increase in approach delay.

CONCLUSION

The approved and entitled project had no significant impact on the surrounding intersections as summarized in the 2007 EIR Traffic Study. The currently proposed project would likewise have no significant impacts on the surrounding circulation system since it would generate fewer trips on a daily basis (99 fewer daily trips), fewer trips in the PM peak hour (11 fewer trips), and a negligible amount of additional trips in the AM peak hour (18 trips).

Reference: 3350 Avenue of the Arts/Wyndham Hotel and Condominium Project Trip Generation Analysis Summary

The project would have no significant impact on the existing traffic circle intersection on Avenue of the Arts, with the driveway approach delay in the LOS A range.

Sincerely,

STANTEC CONSULTING SERVICES INC.

Cathy Lawrence, PE
Transportation Engineer
Phone: (949) 923-6064
Cathy.Lawrence@stantec.com

Attachment: Table 1 Wyndham Hotel and Condominium Project – Trip Generation Summary
Table 2 HCM Delay and LOS Summary
HCM Delay Analysis Calculation Sheets

c. Daryl Zerfass, Stantec

cat c:\2073\active\2073008840\correspondence\letter\let_wyndham_trip_summary 20141119.docx

Table 1 Wyndham Hotel and Condominium Project – Trip Generation Summary

Land Use	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	ADT
Approved 2007 Project:								
Condo	120 DU	12	49	61	48	26	74	806
Retail	1.74 TSF	1	1	2	3	4	7	75
Bar/Lounge	3.45 TSF	1	1	2	17	9	26	310
Hotel Room Removal	38 Rm	-15	-11	-26	-13	-14	-27	-339
Internal Capture (10%)		-1	-5	-6	-5	-2	-7	-81
Total Trips – 2007 Project		-2	35	33	50	23	73	771
Proposed Condo Project	100 DU	10	41	51	40	22	62	672
Net Change – Proposed vs. Approved		**12**	**6**	**18**	**-10**	**-1**	**-11**	**-99**
Trip Rates								
Condominium [1]	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.72

[1] Source: Approved Project EIR Rates (ITE Apartment (Code 220) rates were used for condominiums as worst-case scenario)

Table 2 HCM Delay and LOS Summary

Intersection	2016 No-Project AM Peak Hour Delay	2016 No-Project AM Peak Hour LOS	2016 No-Project PM Peak Hour Delay	2016 No-Project PM Peak Hour LOS	2016 + Project AM Peak Hour Delay	2016 + Project AM Peak Hour LOS	2016 + Project PM Peak Hour Delay	2016 + Project PM Peak Hour LOS
Ave of the Arts & Project Dwy (Circle)	9.2 sec	A	9.0 sec	A	9.5 sec	A	9.3 sec	A

2016 No-Project - AM Peak Hour — Synchro 8 Report
1: Ave of the Arts & Project Dwy — HCM Unsignalized Intersection Capacity Analysis

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	2	264	36	0	198
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	287	39	0	215
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	414	163			326	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	414	163			326	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	566	853			1230	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	2	191	135	108	108
Volume Left	0	0	0	0	0
Volume Right	2	0	39	0	0
cSH	853	1700	1700	1700	1700
Volume to Capacity	0.00	0.11	0.08	0.06	0.06
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.2	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.2	0.0		0.0	
Approach LOS	A				

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	18.4%	ICU Level of Service		A
Analysis Period (min)	15			
Description: Unconventional roundabout				

2016 No-Project - PM Peak Hour — Synchro 8 Report
1: Ave of the Arts & Project Dwy — HCM Unsignalized Intersection Capacity Analysis

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	4	232	8	0	179
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	252	9	0	195
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	354	130			261	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	354	130			261	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	618	895			1301	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	168	93	97	97
Volume Left	0	0	0	0	0
Volume Right	4	0	9	0	0
cSH	895	1700	1700	1700	1700
Volume to Capacity	0.00	0.10	0.05	0.06	0.06
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.0	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.0	0.0		0.0	
Approach LOS	A				

Intersection Summary				
Average Delay	0.1			
Intersection Capacity Utilization	16.7%	ICU Level of Service		A
Analysis Period (min)	15			
Description: Unconventional roundabout				

2016 + Project AM Peak Hour — Synchro 8 Report
1: Ave of the Arts & Project Dwy — HCM Unsignalized Intersection Capacity Analysis

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	42	264	46	0	203
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	46	287	50	0	221
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	422	168			337	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	422	168			337	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	95			100	
cM capacity (veh/h)	560	846			1219	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	46	191	146	110	110
Volume Left	0	0	0	0	0
Volume Right	46	0	50	0	0
cSH	846	1700	1700	1700	1700
Volume to Capacity	0.05	0.11	0.09	0.06	0.06
Queue Length 95th (ft)	4	0	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.5	0.0		0.0	
Approach LOS	A				

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	18.8%	ICU Level of Service		A
Analysis Period (min)	15			
Description: Unconventional roundabout				

2016 + Project - PM Peak Hour — Synchro 8 Report
1: Ave of the Arts & Project Dwy — HCM Unsignalized Intersection Capacity Analysis

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	25	232	47	0	199
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	27	252	51	0	216
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	386	152			303	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	386	152			303	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	590	867			1254	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	27	168	135	108	108
Volume Left	0	0	0	0	0
Volume Right	27	0	51	0	0
cSH	867	1700	1700	1700	1700
Volume to Capacity	0.03	0.10	0.08	0.06	0.06
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	9.3	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.3	0.0		0.0	
Approach LOS	A				

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	17.9%	ICU Level of Service		A
Analysis Period (min)	15			
Description: Unconventional roundabout				

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LINSCOTT LAW & GREENSPAN engineers

November 18, 2014

Mr. Alexi Asli, AIA
Arquitectonica
818 West 7th Street, Suite 800
Los Angeles, CA 90017

LLG Reference No. 2.14.3503.1

Subject: ***Updated* Parking Demand Analysis for the Proposed 3550 Avenue of the Arts Hotel & Condominium Project**
Costa Mesa, California

Dear Mr. Asli:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Parking Demand Analysis for the proposed 3550 Avenue of the Arts project, which consists of constructing a 100-unit high-rise condominium development on the site of the existing 238-room Wyndham Hotel. The condominium tower will be constructed above and adjacent to the existing parking garage for the hotel, which is located on the east side of Avenue of the Arts between Anton Avenue and Sunflower Avenue in the City of Costa Mesa, California. At completion, the Project will provide a total of 422 parking spaces within a six and a half level parking garage; 200 reserved spaces for the condominium residents; and 222 shared spaces for the hotel and resident guests.

The Project site is located at 3550 Avenue of the Arts on the site of the existing Avenue of the Arts Wyndham Hotel. In addition to the 238 guest rooms, the hotel includes 3,143 square feet (SF) of restaurant area and 4,024 SF of meeting space. As we understand it, the City of Costa Mesa has required a parking demand analysis to determine whether adequate parking will be provided for the proposed condominium tower addition project in conjunction with the existing Avenue of the Arts Wyndham Hotel. As a result, this parking demand analysis includes a City parking code analysis based on the North Costa Mesa Specific Plan and a shared parking analysis based on the methodology outlined in Urban Land Institute's (ULI) *Shared Parking, 2nd Edition*.

Briefly, based on this parking demand analysis for the proposed 3550 Avenue of the Arts Hotel and Condominium project, a sufficient number of parking spaces (422 on-site parking spaces) will be provided to accommodate the peak parking demand for the proposed Project.

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LINSCOTT LAW & GREENSPAN engineers

Our method of analysis, findings, and recommendations are detailed in the following sections of this report.

PROJECT DESCRIPTION AND LOCATION

The 3550 Avenue of the Arts Hotel and Condominium project is a proposed 100-unit high-rise condominium development located on the site of the existing Avenue of the Arts Wyndham Hotel in the City of Costa Mesa, California. ***Figure 1***, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the project and depicts the surrounding street system. ***Figure 2*** presents an aerial depiction of the existing site plan for the Project site, which shows the existing Avenue of the Arts Wyndham Hotel and adjacent parking garage, which is the primary footprint for the proposed high-rise condominium tower. It should be noted that the existing valet parking service for the hotel will continue with the same operation as part of the proposed Project.

Figure 3 presents the proposed site plan for the 3550 Avenue of the Arts Hotel and Condominium project. As presented in *Figure 3*, the proposed Project includes 100 high-rise condominium units and the existing hotel component, which consists of 238 guest rooms with 3,143 SF of restaurant area and 4,024 SF of meeting/banquet space. In addition, the proposed project will provide 422 parking spaces within a seven and a half level parking garage consisting of one and a half subterranean levels and six levels above ground. The proposed 100-unit high-rise condominium development consists of the following unit type breakdown:

- 9 One bedroom units
- 75 Two bedroom units
- 16 Three bedroom units

PARKING SUPPLY-DEMAND ANALYSIS

This parking analysis for the proposed 3550 Avenue of the Arts Hotel and Condominium project involves determining the expected parking needs, based on the size and type of proposed development components. In general, there are three methods that can be used to estimate the site's peak parking requirements. For this analysis, two of three methods are applicable and these methods include:

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1. Application of the North Costa Mesa Specific Plan requirements (which typically treat each use in the project as a "stand alone" use at maximum demand); and

2. Application of shared parking usage patterns by time-of-day (which recognizes that the parking demand for each land use component varies by time of day, day of week, and/or month of year).

The shared parking methodology is certainly applicable to a development such as the proposed 3550 Avenue of the Arts Hotel and Condominium project, as the individual land uses (i.e., restaurant, meeting rooms, hotel uses, and resident guests) experience peak demands at different times of the day. The third method, which includes conducting existing parking surveys combined with the shared parking methodology, is not applicable to this project because the entire development currently does not exist.

CITY OF COSTA MESA PARKING CODE REQUIREMENTS (NCMSP)

To determine the number of parking spaces required to support the 3550 Avenue of the Arts Hotel and Condominium project, parking demand was first calculated using the North Costa Mesa Specific Plan (NCSP) ratios. As mentioned previously, NCSP requirements typically treat each individual use in the project as a "stand alone" use at maximum demand, as opposed to an integrated part of the entire project.

As such, the North Costa Mesa Specific Plan specifies a parking ratio for hotel uses of 1 space for each two rentable units, plus 10 spaces per 1,000 square feet for the first 3,000 square feet, and 12 spaces per 1,000 square feet for each additional 1,000 square feet above the first 3,000 square feet for restaurant, banquet, meeting room and kitchen spaces.

Table 1, attached, summarizes the City parking code requirements for the proposed 3550 Avenue of the Arts Hotel and Condominium project using the above NCMSP parking ratios. As presented in *Table 1*, direct application of NCMSP parking ratios to the proposed 3550 Avenue of the Arts Hotel and Condominium program results in a City parking requirement of ***428 parking spaces,*** which indicates a theoretical parking deficiency of ***6 parking spaces*** based on an on-site parking supply of 422 parking spaces. However, the NCMSP demand overstates the amount of parking that will be needed to accommodate the operational characteristics of the existing hotel and

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proposed residential guests. Also as previously mentioned, there is an opportunity to share parking spaces based on the utilization profile of each land use components.

SHARED PARKING ANALYSIS

Based on the operational characteristics of both the current development and proposed high-rise condominium project, the parking demand can be calculated using shared parking criteria as established by the Urban Land Institute (ULI) which lays out a calculation matrix for computing the project's realistic parking needs. The shared parking calculations included in this report are based on the proposed land uses of the proposed 3550 Avenue of the Arts Hotel and Condominium project, and reflects the development program presented in *Table 1*.

Shared Parking Rationale and Basis

To forecast an accurate theoretical parking requirement for the proposed Avenue of the Arts Hotel and Condominium project, the shared parking methodology was utilized. The concept of shared parking is widely recognized in the transportation planning industry and accounts for the fluctuations in parking demand over time for different types of land uses within a development. Due to the unique parking characteristics of the project's mixed-use development (i.e. hotel, hotel restaurant, meeting/banquet rooms, and residential) opportunities for shared parking can be expected.

The objective of this theoretical shared parking analysis is to forecast the peak parking requirements for the project based on the combined demand patterns of different land uses at the site. Experience indicates that combining different land uses whose parking demands peak at different times (of the day or week) generally result in a parking demand that is significantly lower than the summation of individual peak demand factors or City parking code requirement for each use. The analytical procedures for Shared Parking Analyses are well documented in the *Shared Parking, 2nd Edition* publication by the Urban Land Institute (ULI).

According to the ULI's *Shared Parking* publication, shared parking is defined as parking space that can be used to serve two or more individual land uses without conflict or encroachment. Given that the hotel, restaurant, and meeting room uses may have different peak periods, it is appropriate to utilize the shared parking concept to forecast the overall parking demand for the proposed Avenue of the Arts Hotel and Condominium project.

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Shared Parking Ratios and Profiles

The hourly parking demand profiles (expressed in percent of peak demand) are based on profiles developed by the Urban Land Institute (ULI) and published in Shared Parking 2nd Edition. The ULI publication presents hourly parking demand profiles for 10 general land uses: office (general & medical/dental), retail, restaurant/bar (Fine/Casual, Family, Fast-food, & nightclub) cinema/theater, arena/stadium, residential, convention center, health club, bank, and hotel (consisting of separate factors for guest rooms, restaurant/lounge, meeting room, and convention area). These factors present a profile of parking demand over time and have been used directly, by land use type, in the analysis of this project. Additionally, because the restaurant and meeting rooms are conveniently located within the existing hotel, an internal capture factor of 33% and 50% has been applied to the restaurant area and meeting space, respectively, to account for hotel guests utilizing the restaurant and meeting/banquet rooms.

Since one of the primary project components for the 3550 Avenue of the Arts Hotel and Condominium project is hotel use, the ULI hotel use profiles are applied directly. In doing so, there is an intermediate step in expressing ULI profiles as a percentage of the week-long peak, thus arriving at a weekday profile and weekend profile each expressed as a percentage of the baseline parking ratio (ULI actually starts with separate ratios for weekday and weekend day, and develops profiles for each accordingly; we've found it more convenient to translate both profiles to a percent of expected maximum demand, which for hotel, turns out to be on a Saturday). The resulting profiles represent the most likely hourly parking demand profile, and are applied to City's NCMSP Parking Code requirement of 1 space for each of two rentable units, while the banquet/meeting room profile is also directly derived from ULI with the peak parking ratio for banquet/meeting room use equal to 10 spaces per 1,000 square feet for the first 3,000 square feet, and 12 spaces per 1,000 square feet for each additional 1,000 square feet above the first 3,000 square feet, which is derived from the City's NCMSP parking code and described in detail above.

The restaurant use profiles are based on the hotel restaurant land use, which emphasizes lunch and dinner as the peak activity times of the day. Like the hotel profiles, the hotel restaurant profiles are derived exactly from the ULI baseline. The City's NCMSP parking requirement for hotel restaurant is 10 spaces per 1,000 square feet for the first 3,000 square feet, and 12 spaces per 1,000 square feet for each additional 1,000 square feet above the first 3,000 square feet.

Shared Parking Results for the 3550 Avenue of the Arts Hotel and Condominium Project

Tables 2 and ***3***, attached, apply the ULI methodology directly and forecast the theoretical weekday and weekend shared parking requirements for the proposed Avenue of the Arts Hotel and Condominium project, respectively, based upon the proposed program presented in *Table 1*. ***Appendix A*** contains the shared parking analysis calculation worksheets for this weekday and weekend day parking scenario. As shown in *Table 2*, the theoretical peak parking requirement for the proposed 3550 Avenue of the Arts Hotel and Condominium project program during a typical weekday totals ***355 parking spaces*** and occurs at 9:00 PM. As shown in *Table 3*, the theoretical peak parking requirement for the proposed 3550 Avenue of the Arts Hotel and Condominium project program during a typical weekend day totals ***362 parking spaces*** and also occurs at 9:00 PM. As a result, the peak theoretical shared parking demand for the proposed 3550 Avenue of the Arts Hotel and Condominium project is ***362 parking spaces***. With a proposed on-site parking supply of 422 parking spaces, the shared parking demand analysis results in a minimum surplus of ***60 parking spaces*** at 9:00 PM on a weekend.

* * * * * * * * * * *

SUMMARY OF FINDINGS AND CONCLUSIONS

- The proposed 3550 Avenue of the Arts Hotel and Condominium project is a proposed 100-unit high-rise condominium development located on the site of the existing Avenue of the Arts Wyndham Hotel. The existing hotel component consists of a 238 guest rooms with 3,143 SF of restaurant area and 4,024 SF of meeting/banquet space. In addition, the proposed project will provide 422 parking spaces within a seven and a half level parking garage consisting of one and a half subterranean levels and six levels above ground.

- Direct application of North Costa Mesa Specific Plan (NCMSP) parking ratios to the proposed 3550 Avenue of the Arts Hotel and Condominium project results in the following City parking code requirement:

  - 3550 Avenue of the Arts Hotel and Condominium Project – ***428 parking spaces***

  As presented, the NCMSP parking requirement for the proposed 3550 Avenue of the Arts Hotel and Condominium project would result in a theoretical parking deficiency but also would overstate the amount of parking spaces that would actually be needed to serve the project.

- The Shared Parking Demand Analysis indicates that the theoretical peak parking demand for the proposed 3550 Avenue of the Arts Hotel and Condominium project results in the following parking demand:

  - 3550 Avenue of the Arts Hotel and Condominium Project – ***362 parking spaces***

  As presented, the Shared parking demand for the proposed 3550 Avenue of the Arts Hotel and Condominium project would result in adequate weekday and weekend parking based on the proposed on-site parking supply of 422 parking spaces.

We appreciate the opportunity to prepare this parking analysis for Arquitectonica. Should you have any questions or need additional assistance, please do not hesitate to call me at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

Keil D. Maberry, P.E.
Principal

Attachments

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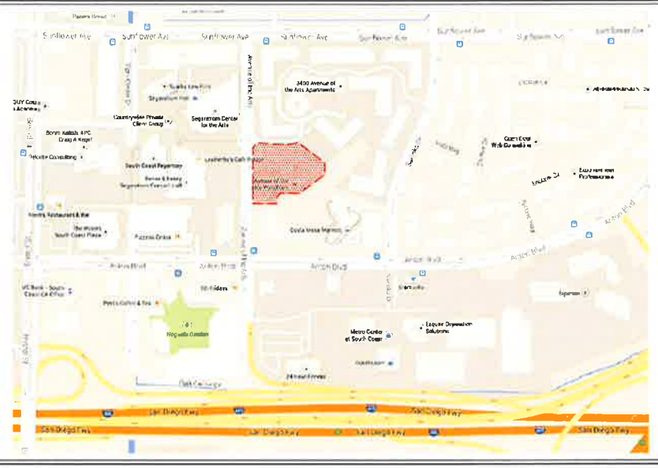

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N NO SCALE

SOURCE: GOOGLE

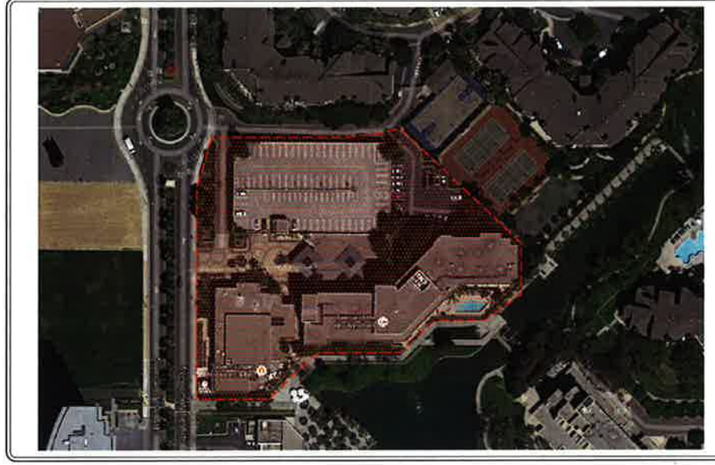
KEY

= PROJECT SITE

FIGURE 1

VICINITY MAP

3550 AVENUE OF THE ARTS, COSTA MESA



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N NO SCALE

SOURCE: GOOGLE

KEY

= PROJECT SITE

FIGURE 2

EXISTING SITE PLAN

3550 AVENUE OF THE ARTS, COSTA MESA

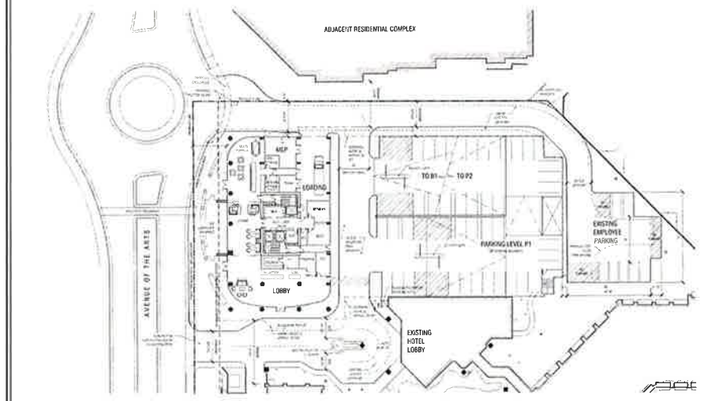

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FIGURE 3

PROPOSED SITE PLAN

3550 AVENUE OF THE ARTS, COSTA MESA

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TABLE 1

CITY CODE PARKING REQUIREMENTS[1]

3550 AVENUE OF THE ARTS HOTEL AND CONDOMINIUM PROJECT, COSTA MESA

Project Description	Size of Development	City of Costa Mesa Code Parking Ratio	Spaces Required
Existing Hotel Uses			
Hotel Rooms	238 Rooms	1 space for each two rentable units	119
Hotel Restaurants	3,143 SF	10 spaces per 1,000 SF for the first 3,000 SF and 12 spaces per 1,000 SF above 3,000 SF	32
Hotel Meeting Rooms	4,024 SF	10 spaces per 1,000 SF for the first 3,000 SF and 12 spaces per 1,000 SF above 3,000 SF	43
Proposed Residential Use		(1.50 to 2.00 spaces per unit)	
Tenant	9 One-bedroom units	1.50 spaces per 1-bedroom	14
	75 Two-bedroom units	2.00 space per 2-bedroom	150
	16 Three-bedroom units	2.00 space per 3-bedroom	32
Guest	100 Units	0.50 spaces per unit for the first 50 units, and 0.25 spaces per unit for units above 50	25 / 13
		Total City Code Parking Requirement:	428
		Proposed Parking Supply:	422
		Supply/(Deficiency):	(6)

[1] Source: North Costa Mesa Specific Plan.

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TABLE 2

"TYPICAL" WEEKDAY (MONDAY - FRIDAY) SHARED PARKING ANALYSIS [1]

3550 Avenue of the Arts Hotel and Condominium Project, Costa Mesa

Land Use	(1) Wyndham Hotel	(2) Hotel Restaurants	(3) Conference / Meeting	(4)	(5)		(6) Residential (Reserved)	(7)
Size	238 Rooms	3,143 SF	4,024 SF		Total Hotel Parking with Residential Guest Parking Demand (38)		100 DU	
Pkg Rate [2]	0.50 Sp/Room	10 Sp/1000 SF	10 Sp/1,000 SF					
Rq'd Spaces	Spaces 119	Spaces 32	Spaces 43					
Adjustments	---	w/67% non-guest	w/50% non-guest					
Time of Day	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Hotel Shared Parking Demand	Resident Guest	Total Shared		Total Site Demand
6:00 AM	81	0	0	81	0	81	196	277
7:00 AM	88	2	0	90	7	97	196	293
8:00 AM	98	6	7	111	7	118	196	314
9:00 AM	90	2	13	105	7	112	196	308
10:00 AM	85	2	13	100	7	107	196	303
11:00 AM	85	1	13	99	7	106	196	302
12:00 PM	81	21	14	116	7	123	196	319
1:00 PM	81	21	14	116	7	123	196	319
2:00 PM	85	7	14	106	7	113	196	309
3:00 PM	85	2	14	101	7	108	196	304
4:00 PM	86	2	14	102	7	109	196	305
5:00 PM	85	6	22	113	15	128	196	324
6:00 PM	82	12	22	116	22	138	196	334
7:00 PM	77	13	22	112	38	150	196	346
8:00 PM	80	15	22	117	38	155	196	351
9:00 PM	**85**	**14**	**22**	**121**	**38**	**159**	**196**	**355**
10:00 PM	85	13	11	109	38	147	196	343
11:00 PM	87	8	11	106	31	137	196	333
12:00 AM	85	6	0	91	19	110	196	306

Notes:

[1] Based on weekday hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*.

[2] Parking rates for all uses are based on the North Costa Mesa Specific Plan.

[3] See Appendix A for details on the shared parking calculations for each project component.

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TABLE 3

"TYPICAL" WEEKEND (Saturday) SHARED PARKING ANALYSIS [1]

3550 Avenue of the Arts Hotel and Condominium Project, Costa Mesa

Land Use	(1) Wyndham Hotel	(2) Hotel Restaurants	(3) Conference / Meeting	(4)	(5)		(6) Residential (Reserved)	(7)
Size	238 Rooms	3,143 SF	4,024 SF		Total Hotel Parking with Residential Guest Parking Demand (38)		100	
Pkg Rate [2]	1.0 Sp/Room	10 Sp/1000 SF	10 Sp/1,000 SF					
Rq'd Spaces	Spaces 119	Spaces 32	Spaces 43					
Adjustments	---	w/67% non-guest	w/50% non-guest					
Time of Day	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Hotel Shared Parking Demand	Resident Guest	Total Shared		Total Site Demand
6:00 AM	89	0	0	89	0	89	196	285
7:00 AM	94	2	0	96	7	103	196	299
8:00 AM	101	6	7	114	7	121	196	317
9:00 AM	91	2	13	106	7	113	196	309
10:00 AM	84	2	13	99	7	106	196	302
11:00 AM	84	1	13	98	7	105	196	301
12:00 PM	79	21	14	114	7	121	196	317
1:00 PM	79	21	14	114	7	121	196	317
2:00 PM	84	7	14	105	7	112	196	308
3:00 PM	84	2	14	100	7	107	196	303
4:00 PM	87	2	14	103	7	110	196	306
5:00 PM	87	6	22	115	15	130	196	326
6:00 PM	87	12	22	121	22	143	196	339
7:00 PM	83	13	22	118	38	156	196	352
8:00 PM	88	15	22	125	38	163	196	359
9:00 PM	**92**	**14**	**22**	**128**	**38**	**166**	**196**	**362**
10:00 PM	92	13	11	116	38	154	196	350
11:00 PM	95	8	11	114	31	145	196	341
12:00 AM	94	6	0	100	19	119	196	315

Notes:

[1] Based on weekend hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*.

[2] Parking rates for all uses are based on the North Costa Mesa Specific Plan.

[3] See Appendix A for details on the shared parking calculations for each project component.

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APPENDIX A

SHARED PARKING CALCULATION WORKSHEETS

APPENDIX A-1

HOTEL

TYPICAL WEEKDAY SHARED PARKING ANALYSIS CALCULATIONS

3550 Avenue of the Arts Hotel & Condominium Project, Costa Mesa

	Hotel				
	238 Room		-	119 Spaces [1]	
	Visitors		Employees		
	93 Spaces		26 Spaces		
Time of Day	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	86%	80	5%	1	81
7:00 AM	86%	80	30%	8	88
8:00 AM	81%	75	90%	23	98
9:00 AM	72%	67	90%	23	90
10:00 AM	63%	59	100%	26	85
11:00 AM	63%	59	100%	26	85
12:00 PM	59%	55	100%	26	81
1:00 PM	59%	55	100%	26	81
2:00 PM	63%	59	100%	26	85
3:00 PM	63%	59	100%	26	85
4:00 PM	68%	63	90%	23	86
5:00 PM	72%	67	70%	18	85
6:00 PM	77%	72	40%	10	82
7:00 PM	77%	72	20%	5	77
8:00 PM	81%	75	20%	5	80
9:00 PM	86%	80	20%	5	85
10:00 PM	86%	80	20%	5	85
11:00 PM	90%	84	10%	3	87
12:00 AM	90%	84	5%	1	85

[1] Parking rates for all uses are based on City of Costa Mesa parking codes
[2] Based on hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*

APPENDIX A-2

RESTAURANT

TYPICAL WEEKDAY SHARED PARKING ANALYSIS CALCULATIONS

3550 Avenue of the Arts Hotel & Condominium Project, Costa Mesa

	Restaurant				
	3,143 SF		-	32 Spaces [1]	
	Visitors				
Time	21 Spaces @ 67% non-guest				
of Day	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	0%	0	0%	0	0
7:00 AM	10%	2	0%	0	2
8:00 AM	30%	6	0%	0	6
9:00 AM	10%	2	0%	0	2
10:00 AM	10%	2	0%	0	2
11:00 AM	5%	1	0%	0	1
12:00 PM	100%	21	0%	0	21
1:00 PM	100%	21	0%	0	21
2:00 PM	33%	7	0%	0	7
3:00 PM	10%	2	0%	0	2
4:00 PM	10%	2	0%	0	2
5:00 PM	30%	6	0%	0	6
6:00 PM	55%	12	0%	0	12
7:00 PM	60%	13	0%	0	13
8:00 PM	70%	15	0%	0	15
9:00 PM	67%	14	0%	0	14
10:00 PM	60%	13	0%	0	13
11:00 PM	40%	8	0%	0	8
12:00 AM	30%	6	0%	0	6

[1] Parking rates for all uses are based on City of Costa Mesa parking codes
[2] Based on hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*

APPENDIX A-3

CONFERENCE

TYPICAL WEEKDAY SHARED PARKING ANALYSIS CALCULATIONS

3550 Avenue of the Arts Hotel & Condominium Project, Costa Mesa

	Meeting Rooms				
	4,024 SF		-	43 Spaces [1]	
	Visitors				
Time	22 Spaces @ 50% non-guest				
of Day	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	30%	7	0%	0	7
9:00 AM	60%	13	0%	0	13
10:00 AM	60%	13	0%	0	13
11:00 AM	60%	13	0%	0	13
12:00 PM	65%	14	0%	0	14
1:00 PM	65%	14	0%	0	14
2:00 PM	65%	14	0%	0	14
3:00 PM	65%	14	0%	0	14
4:00 PM	65%	14	0%	0	14
5:00 PM	100%	22	0%	0	22
6:00 PM	100%	22	0%	0	22
7:00 PM	100%	22	0%	0	22
8:00 PM	100%	22	0%	0	22
9:00 PM	100%	22	0%	0	22
10:00 PM	50%	11	0%	0	11
11:00 PM	50%	11	0%	0	11
12:00 AM	0%	0	0%	0	0

[1] Parking rates for all uses are based on City of Costa Mesa parking codes
[2] Based on hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*

APPENDIX A-4

HOTEL

TYPICAL WEEKEND SHARED PARKING ANALYSIS CALCULATIONS

3550 Avenue of the Arts Hotel & Condominium Project, Costa Mesa

	Hotel				
	238 Room		-	119 Spaces [1]	
	Visitors		Employees		
	93 Spaces		26 Spaces		
Time of Day	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	95%	88	4%	1	89
7:00 AM	95%	88	22%	6	94
8:00 AM	90%	84	65%	17	101
9:00 AM	80%	74	65%	17	91
10:00 AM	70%	65	72%	19	84
11:00 AM	70%	65	72%	19	84
12:00 PM	65%	60	72%	19	79
1:00 PM	65%	60	72%	19	79
2:00 PM	70%	65	72%	19	84
3:00 PM	70%	65	72%	19	84
4:00 PM	75%	70	65%	17	87
5:00 PM	80%	74	50%	13	87
6:00 PM	85%	79	29%	8	87
7:00 PM	85%	79	14%	4	83
8:00 PM	90%	84	14%	4	88
9:00 PM	95%	88	14%	4	92
10:00 PM	95%	88	14%	4	92
11:00 PM	100%	93	7%	2	95
12:00 AM	100%	93	4%	1	94

[1] Parking rates for all uses are based on City of Costa Mesa parking codes
[2] Based on hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*

APPENDIX A-5

RESTAURANT

TYPICAL WEEKEND SHARED PARKING ANALYSIS CALCULATIONS

3550 Avenue of the Arts Hotel & Condominium Project, Costa Mesa

	Restaurant				
	3,143 SF		-	32 Spaces [1]	
	Visitors				
Time	21 Spaces @ 67% non-guest				
of Day	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	0%	0	0%	0	0
7:00 AM	10%	2	0%	0	2
8:00 AM	30%	6	0%	0	6
9:00 AM	10%	2	0%	0	2
10:00 AM	10%	2	0%	0	2
11:00 AM	5%	1	0%	0	1
12:00 PM	100%	21	0%	0	21
1:00 PM	100%	21	0%	0	21
2:00 PM	33%	7	0%	0	7
3:00 PM	10%	2	0%	0	2
4:00 PM	10%	2	0%	0	2
5:00 PM	30%	6	0%	0	6
6:00 PM	55%	12	0%	0	12
7:00 PM	60%	13	0%	0	13
8:00 PM	70%	15	0%	0	15
9:00 PM	67%	14	0%	0	14
10:00 PM	60%	13	0%	0	13
11:00 PM	40%	8	0%	0	8
12:00 AM	30%	6	0%	0	6

[1] Parking rates for all uses are based on City of Costa Mesa parking codes
[2] Based on hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*

APPENDIX A-6

CONFERENCE

TYPICAL WEEKEND SHARED PARKING ANALYSIS CALCULATIONS

3550 Avenue of the Arts Hotel & Condominium Project, Costa Mesa

	Conference				
	4,024 SF		-	43 Spaces [1]	
	Visitors				
Time	22 Spaces @ 50% non-guest				
of Day	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	30%	7	0%	0	7
9:00 AM	60%	13	0%	0	13
10:00 AM	60%	13	0%	0	13
11:00 AM	60%	13	0%	0	13
12:00 PM	65%	14	0%	0	14
1:00 PM	65%	14	0%	0	14
2:00 PM	65%	14	0%	0	14
3:00 PM	65%	14	0%	0	14
4:00 PM	65%	14	0%	0	14
5:00 PM	100%	22	0%	0	22
6:00 PM	100%	22	0%	0	22
7:00 PM	100%	22	0%	0	22
8:00 PM	100%	22	0%	0	22
9:00 PM	100%	22	0%	0	22
10:00 PM	50%	11	0%	0	11
11:00 PM	50%	11	0%	0	11
12:00 AM	0%	0	0%	0	0

[1] Parking rates for all uses are based on City of Costa Mesa parking codes
[2] Based on hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*

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LINSCOTT LAW & GREENSPAN engineers

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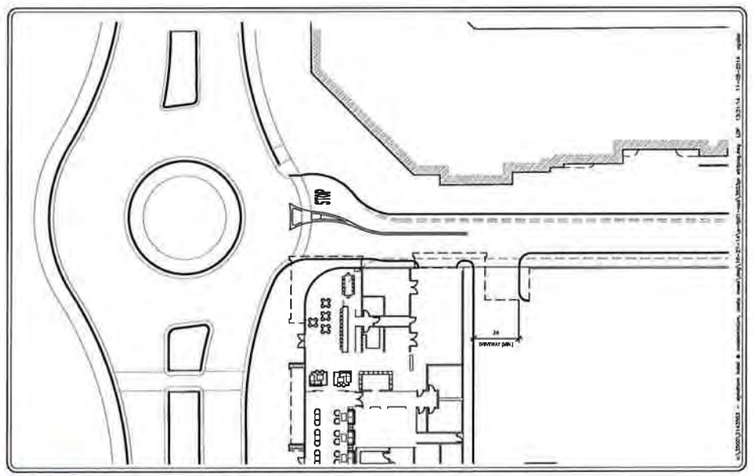
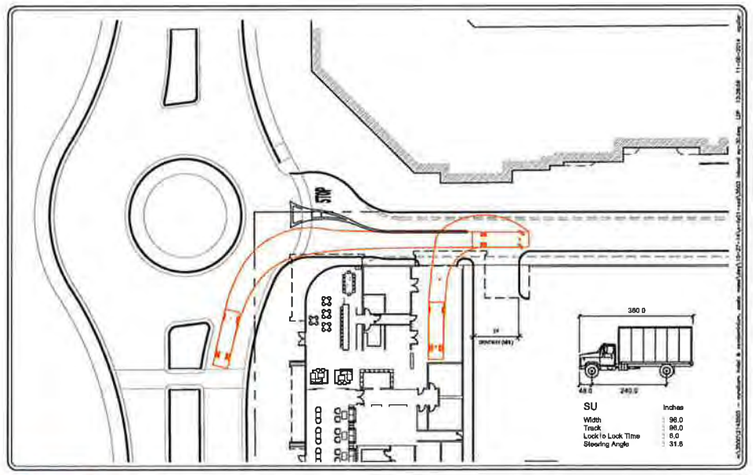


NO SCALE

FIGURE 1

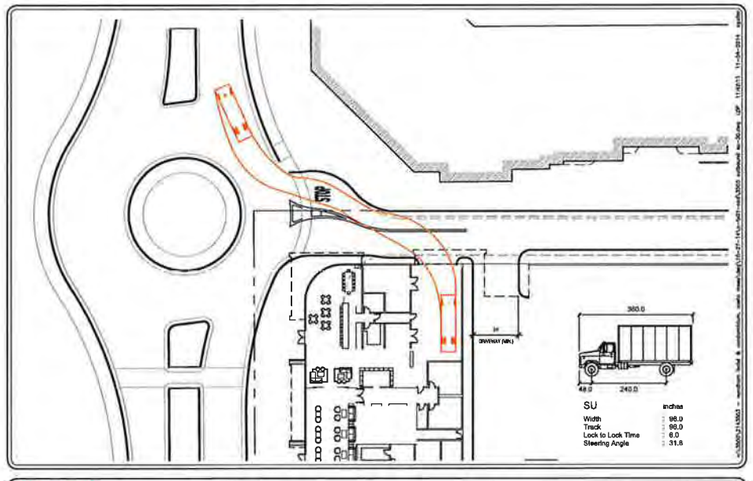
PROPOSED STRIPING PLAN
WYNDHAM HOTEL & CONDOMINIUMS, COSTA MESA



NO SCALE

FIGURE 2

SU-30 INBOUND TRUCK TURNING MOVEMENT
WYNDHAM HOTEL & CONDOMINIUMS, COSTA MESA



NO SCALE

FIGURE 3

SU-30 OUTBOUND TRUCK TURNING MOVEMENT
WYNDHAM HOTEL & CONDOMINIUMS, COSTA MESA

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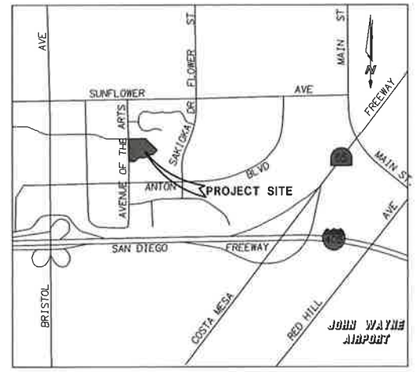
TITLE SHEET

FOR TRACT 17172
IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA
(FOR RESIDENTIAL CONDOMINIUM PURPOSES)



VICINITY MAP
N.T.S.

LEGAL DESCRIPTION

PARCEL A:

LOT 13 OF TRACT NO. 10950, IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 515, PAGES 1 TO 8 INCLUSIVE OF MISCELLANEOUS MAPS, RECORDS OF ORANGE COUNTY, AND AS CORRECTED BY THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED APRIL 23, 1986 AS INSTRUMENT NO. 86-160488 OF OFFICIAL RECORDS OF SAID ORANGE COUNTY.

PARCEL B:

AN APPURTENANT PERPETUAL, NON-EXCLUSIVE EASEMENT FOR PEDESTRIAN AND VEHICULAR INGRESS, EGRESS AND ACCESS, AS SET FORTH IN THAT CERTAIN DECLARATION ESTABLISHING EASEMENTS, AND MAINTENANCE OBLIGATIONS--ROADWAY RECORDED SEPTEMBER 14, 1984 AS INSTRUMENT NO. 84-382624 OF OFFICIAL RECORDS OF ORANGE COUNTY, CALIFORNIA.

ASSESSOR'S PARCEL NO; 410-521-01

RECORD BOUNDARY NOTE

BOUNDARY SHOWN HEREON WAS COMPILED FROM RECORD DATA OF AVAILABLE PUBLIC RECORDS AND IS NOT THE RESULT OF A FIELD SURVEY. SAID BOUNDARY HAS BEEN ROTATED FROM THE BASIS BEARING S PER THE MAP REFERENCED IN THE HEREINABOVE LEGAL DESCRIPTION TO THE BASIS OF BEARING LISTED BELOW.

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE BASED UPON THE BEARING BETWEEN O.C.S. HORIZONTAL CONTROL STATION GPS 6113 AND STATION GPS 6112 BEING NORTH 71°18'12" EAST PER RECORDS ON FILE IN THE OFFICE OF THE ORANGE COUNTY SURVEYOR.

BENCH MARK

COUNTY OF ORANGE
OCS BENCH MARK: CM-30-81
DESCRIPTION : 3-3/4" ALUMINUM DISK

LOCATION: ALUMINUM DISK STAMPED "CM-30-81", SET IN THE TOP S'LY END OF A 1 FT. BY 20 FT. LONG CONC. HEADWALL FOR FLOOD CONTROL CHANNEL. MONUMENT LOCATED IN THE NW'LY CORNER OF THE INTERSECTION OF FLOWER ST. AND SUNFLOWER AVE., 42 FT. N'LY OF THE N'LY CURB ALONG SUNFLOWER AND 32 FT. W'LY OF THE C.L. OF FLOWER. MONUMENT SET LEVEL WITH SIDEWALK.

ELEV. = 35.472 (NAVD88)

LEGEND

PROPERTY LINE
STREET CENTERLINE
EXISTING EASMENTS

TITLE REPORT

LEGAL DESCRIPTION AND EASEMENTS SHOWN HEREON ARE PER OWNER'S POLICY OF TITLE INSURANCE (FIDELITY NATIONAL TITLE INSURANCE COMPANY POLICY NUMBER 27-31-92-464293, REPORT #9891032), DATED AS OF MARCH 9, 2006. THE ITEMS REFERRED TO BELOW ARE EXCEPTIONS TO COVERAGE AS CITED IN SCHEDULE B OF SAID POLICY.

EXCEPTIONS:

THE ITEMS LISTED BELOW ARE EXCEPTIONS FROM COVERAGE LISTED UNDER SCHEDULE B IN THE ABOVE MENTIONED OWNER'S POLICY OF TITLE INSURANCE.

A. TAX ITEM.

1. TAX ITEM.

2. TAX ITEM.

3. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.

(4) A PERPETUAL EASEMENT FOR SIDEWALK AND LANDSCAPING PURPOSES GRANTED TO THE CITY OF COSTA MESA BY INSTRUMENT NO. 84003372 RECORDED JANUARY 4, 1984, OFFICIAL RECORDS.

(5) THE EFFECT OF A DOCUMENT ENTITLED "DECLARATION ESTABLISHING EASEMENT AND MAINTENANCE OBLIGATIONS-ROADWAY" RECORDED SEPTEMBER 14, 1984 AS INSTRUMENT NO. 84-382624, OFFICIAL RECORDS.

6. COVENANTS, CONDITIONS AND RESTRICTIONS AS SET FORTH IN THE DOCUMENT RECORDED SEPTEMBER 14, 1984 AS INSTRUMENT NO. 84-382625, OFFICIAL RECORDS.

7. COVENANTS, CONDITIONS AND RESTRICTIONS AS SET FORTH IN THE DOCUMENT RECORDED APRIL 23, 1985 AS INSTRUMENT NO. 85-142457, OFFICIAL RECORDS.

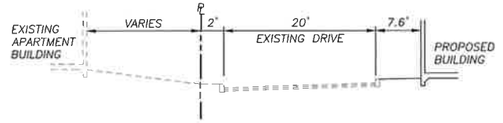
(8) AN EASEMENT FOR PUBLIC UTILITIES GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY BY INSTRUMENT NO. 85-426422 RECORDED NOVEMBER 4, 1985, OFFICIAL RECORDS.

9. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED "HOLD HARMLESS AGREEMENT AND COVENENANT RUNNING WITH THE LAND" RECORDED JANUARY 2, 1986 AS INSTRUMENT NO. 86-000173, OFFICIAL RECORDS.

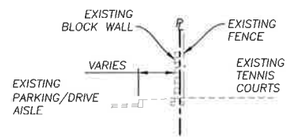
10. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED "HOLD HARMLESS AGREEMENT AND COVENENANT RUNNING WITH THE LAND" RECORDED SEPTEMBER 25, 1986 AS INSTRUMENT NO. 86-445868, OFFICIAL RECORDS.

(11) AN EASEMENT FOR PIPELINES GRANTED TO MESA CONSOLIDATED WATER DISTRICT, A COUNTY WATER DISTRICT, BY INSTRUMENT NO. 88-150850 RECORDED APRIL 1, 1988, OFFICIAL RECORDS.

AVENUE OF THE ARTS
SECTION A-A
N.T.S.



PRIVATE DRIVE
SECTION B-B
N.T.S.



PROPERTY LINE
SECTION C-C
N.T.S.

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FUSCOE ENGINEERING

3350 AVENUE OF THE ARTS
COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

CIVIL TITLE SHEET **C1**

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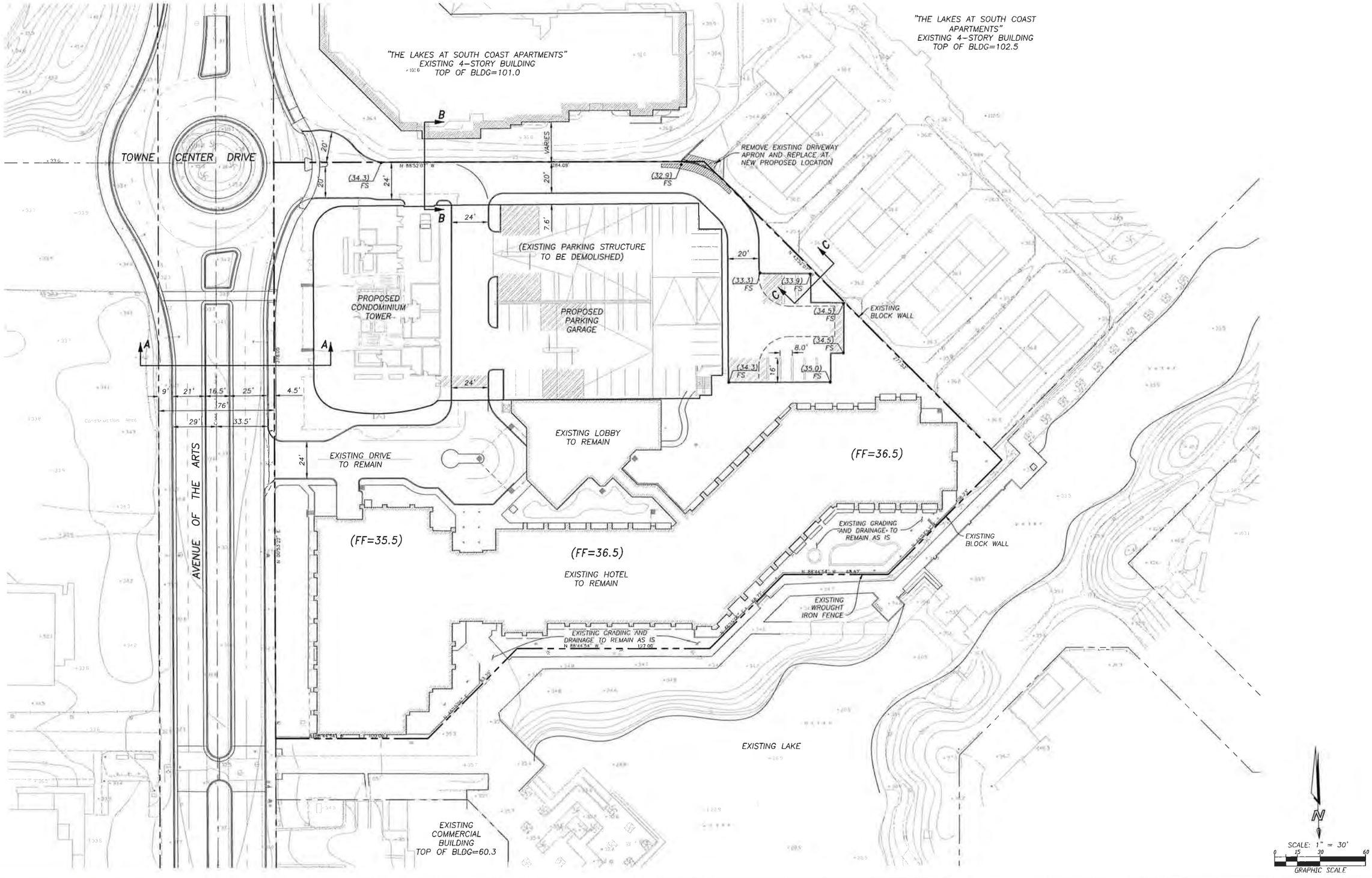

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TECHNICAL SITE PLAN **C2**

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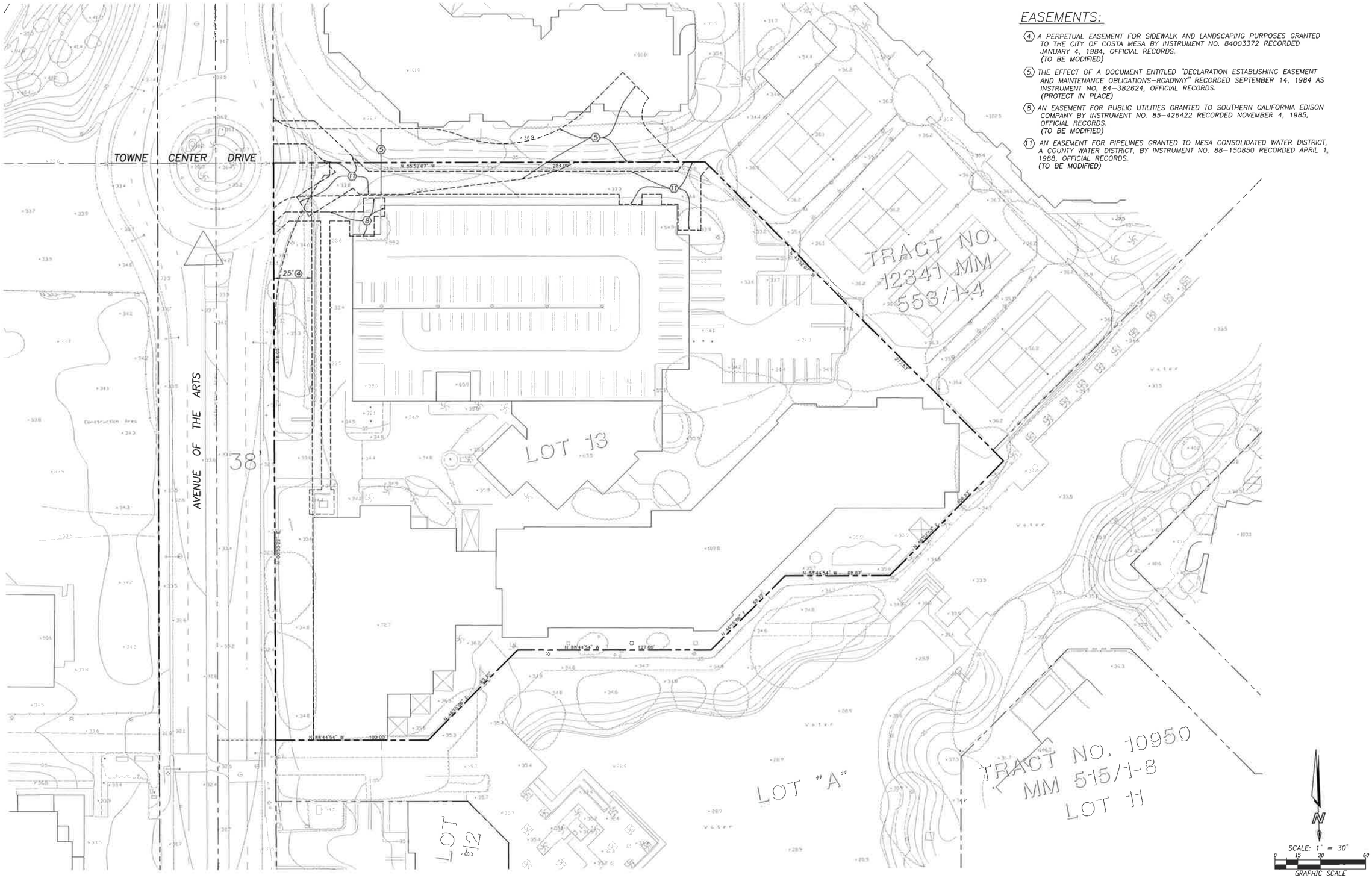

EASEMENTS:

④ A PERPETUAL EASEMENT FOR SIDEWALK AND LANDSCAPING PURPOSES GRANTED TO THE CITY OF COSTA MESA BY INSTRUMENT NO. 84003372 RECORDED JANUARY 4, 1984, OFFICIAL RECORDS.
(TO BE MODIFIED)

⑤ THE EFFECT OF A DOCUMENT ENTITLED "DECLARATION ESTABLISHING EASEMENT AND MAINTENANCE OBLIGATIONS–ROADWAY" RECORDED SEPTEMBER 14, 1984 AS INSTRUMENT NO. 84–382624, OFFICIAL RECORDS.
(PROTECT IN PLACE)

⑧ AN EASEMENT FOR PUBLIC UTILITIES GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY BY INSTRUMENT NO. 85–426422 RECORDED NOVEMBER 4, 1985, OFFICIAL RECORDS.
(TO BE MODIFIED)

⑪ AN EASEMENT FOR PIPELINES GRANTED TO MESA CONSOLIDATED WATER DISTRICT, A COUNTY WATER DISTRICT, BY INSTRUMENT NO. 88–150850 RECORDED APRIL 1, 1988, OFFICIAL RECORDS.
(TO BE MODIFIED)

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CONSTRAINTS MAP **C3**

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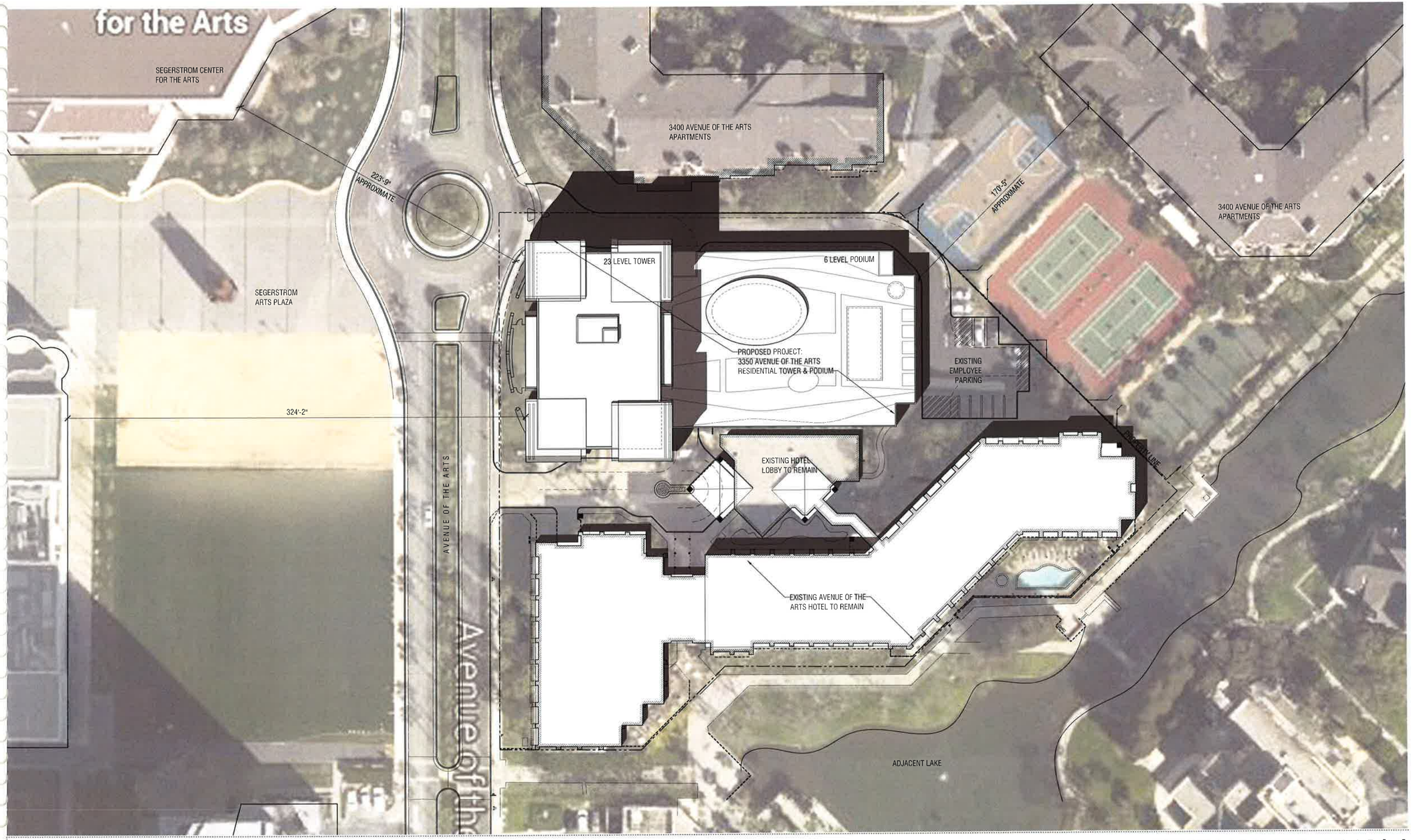

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N

1" = 30'-0"
0 15 30

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VICINITY / ROOF PLAN / **A1.1**

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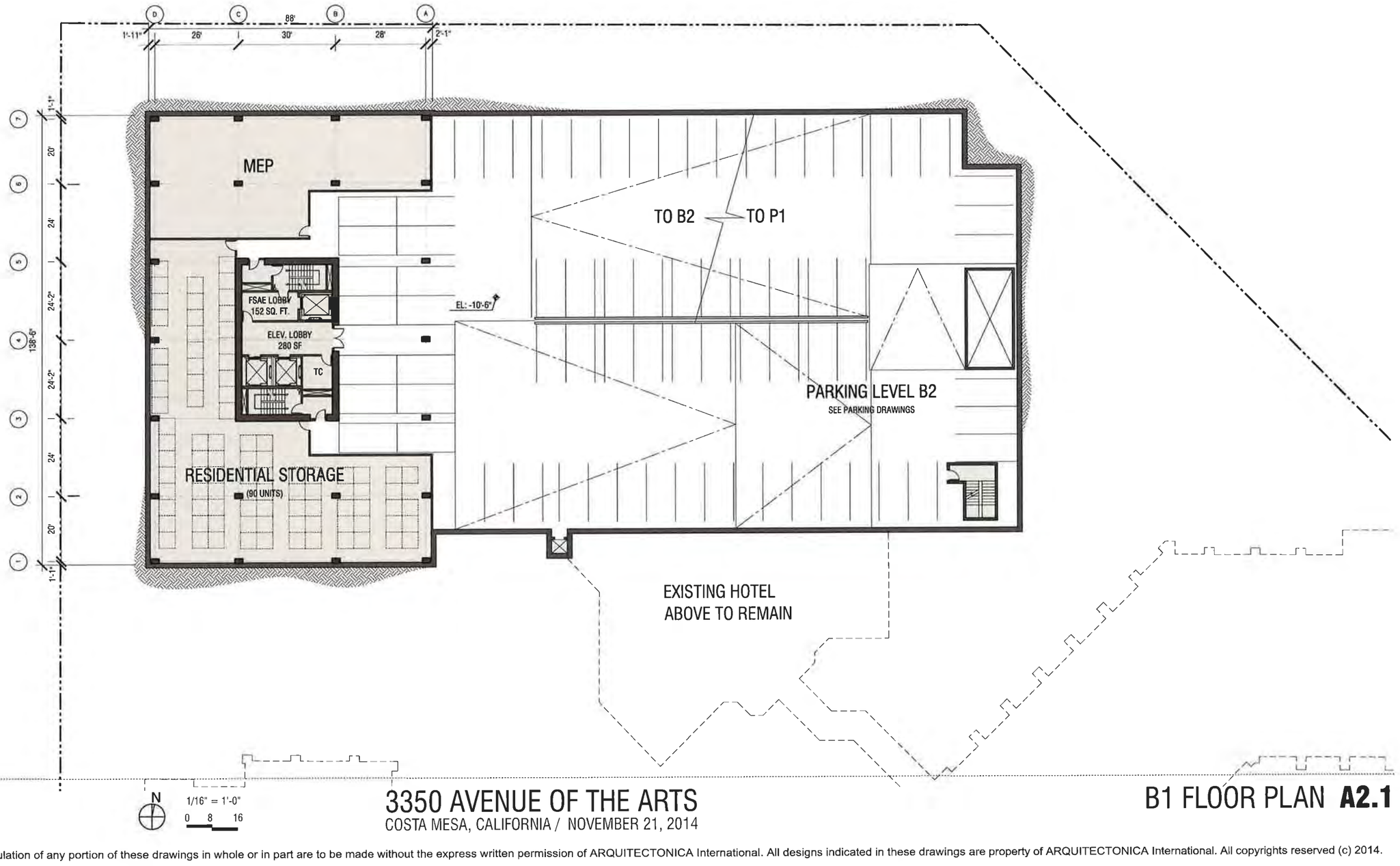

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N

1/16" = 1'-0"
0 8 16

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B1 FLOOR PLAN **A2.1**

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N

1/16" = 1'-0"
0 8 16

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LEVEL 1 / P1 FLOOR PLAN **A2.2**

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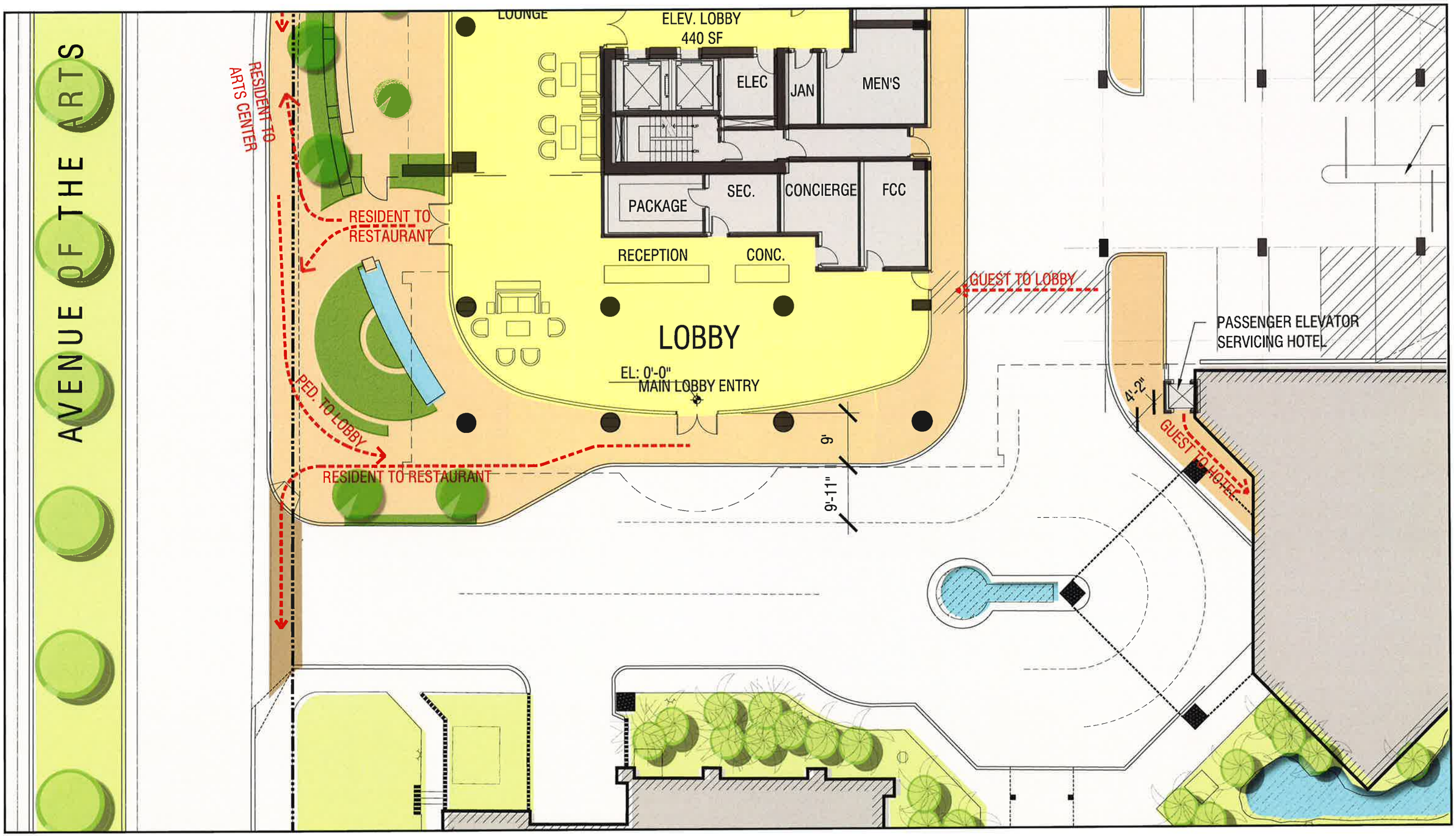

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N 1/8" = 1'-0"
0 4 8

3350 AVENUE OF THE ARTS
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LEVEL 1 / Enlarged Plan / Pedestrian Circulation **A2.2b**

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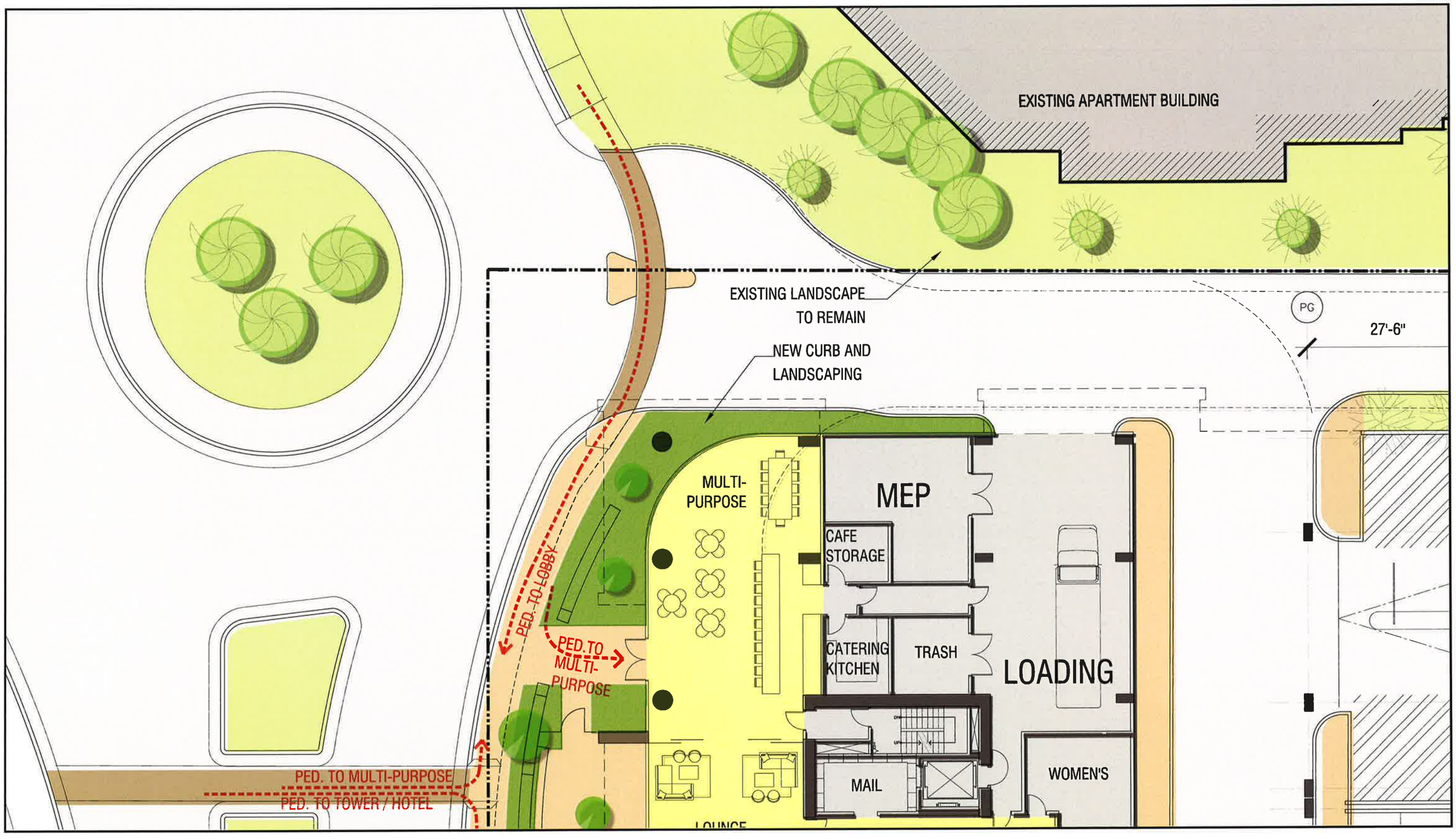

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N

1/8" = 1'-0"
0 4 8

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 1 / Enlarged Plan / Pedestrian Circulation **A2.2c**

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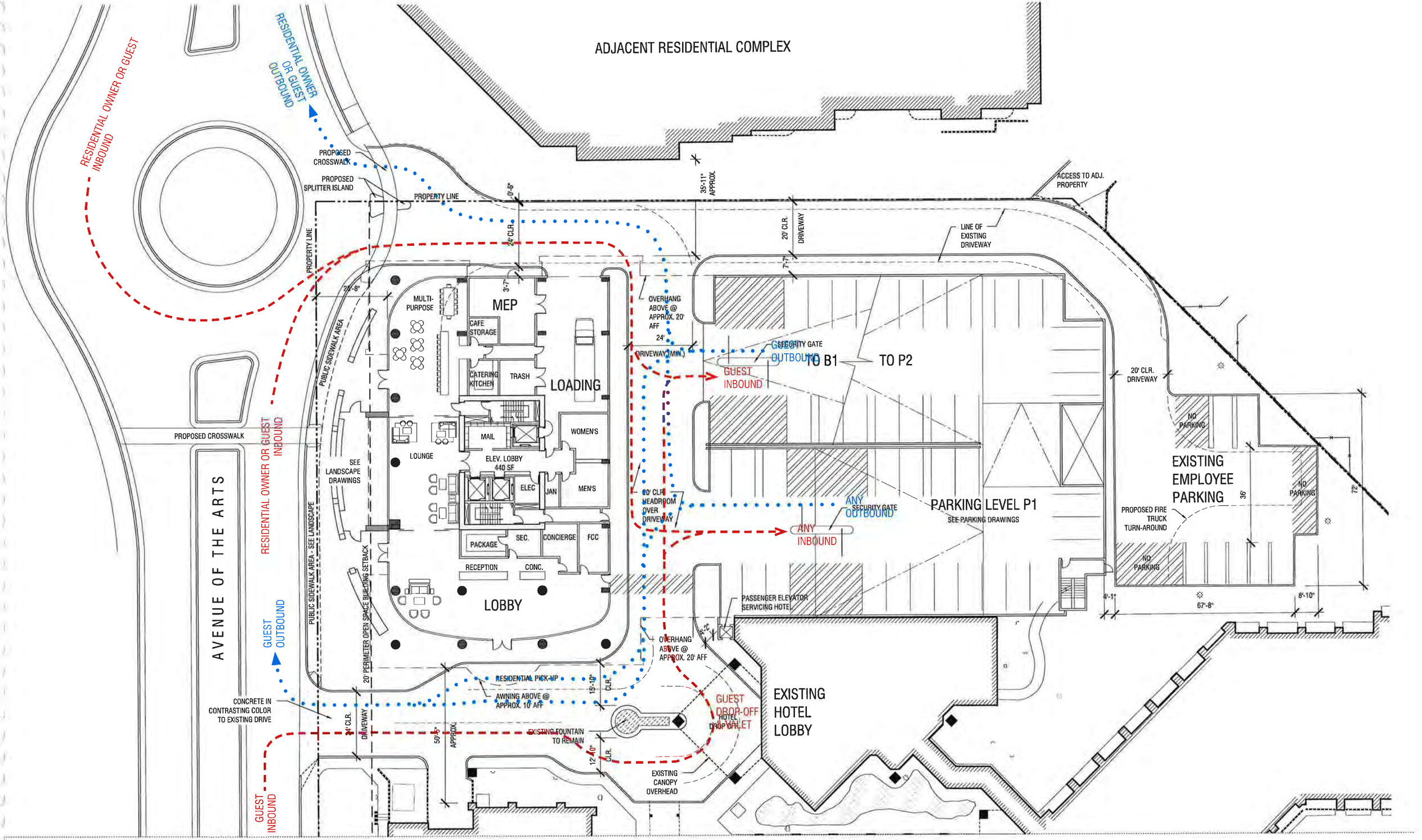

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 1 / Vehicular Circulation Plan **A2.2d**

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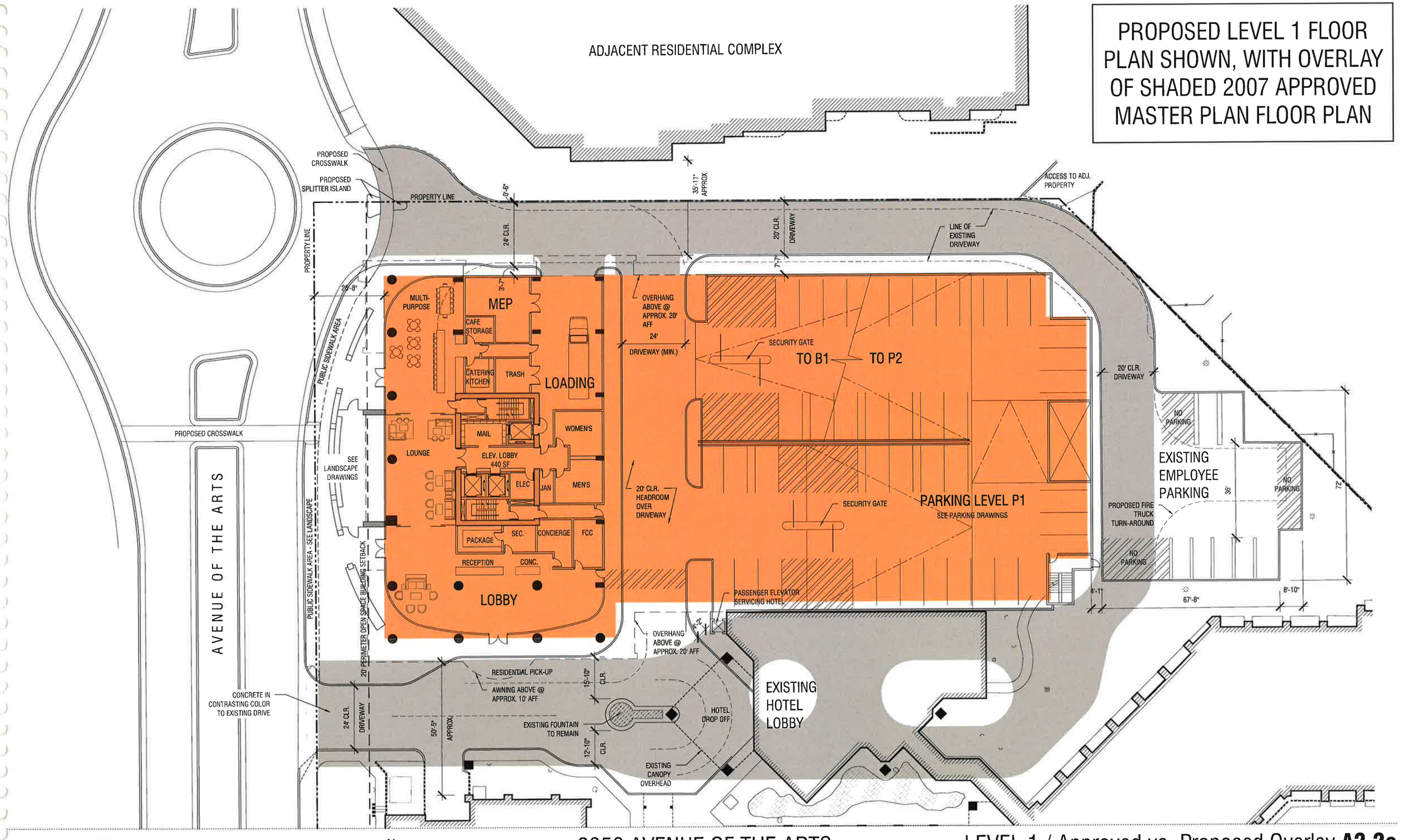
PROPOSED LEVEL 1 FLOOR PLAN SHOWN, WITH OVERLAY OF SHADED 2007 APPROVED MASTER PLAN FLOOR PLAN



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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS
COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 1 / Approved vs. Proposed Overlay **A2.2e**

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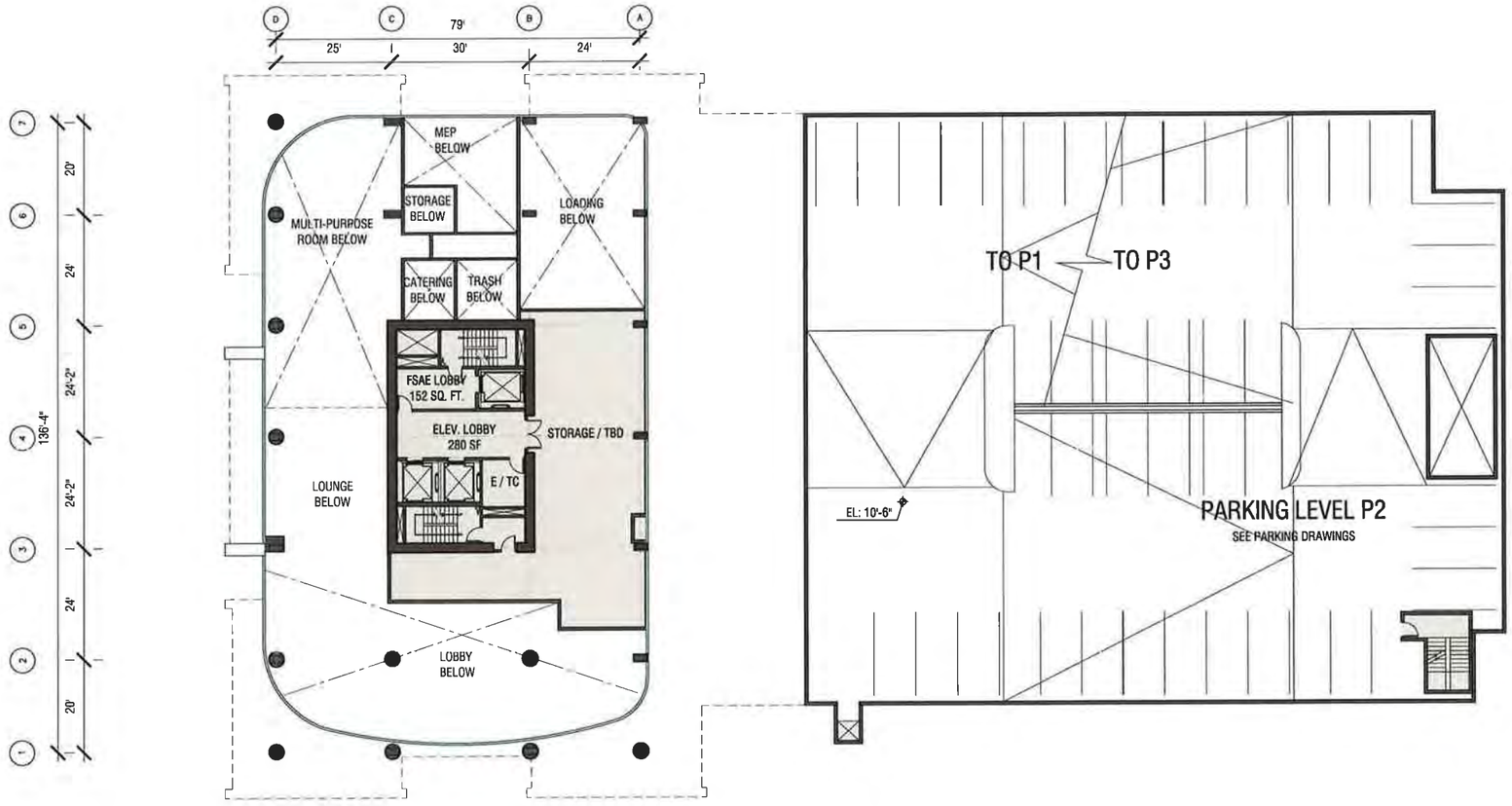

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS
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LEVEL 1.5 / P2 FLOOR PLAN **A2.3**

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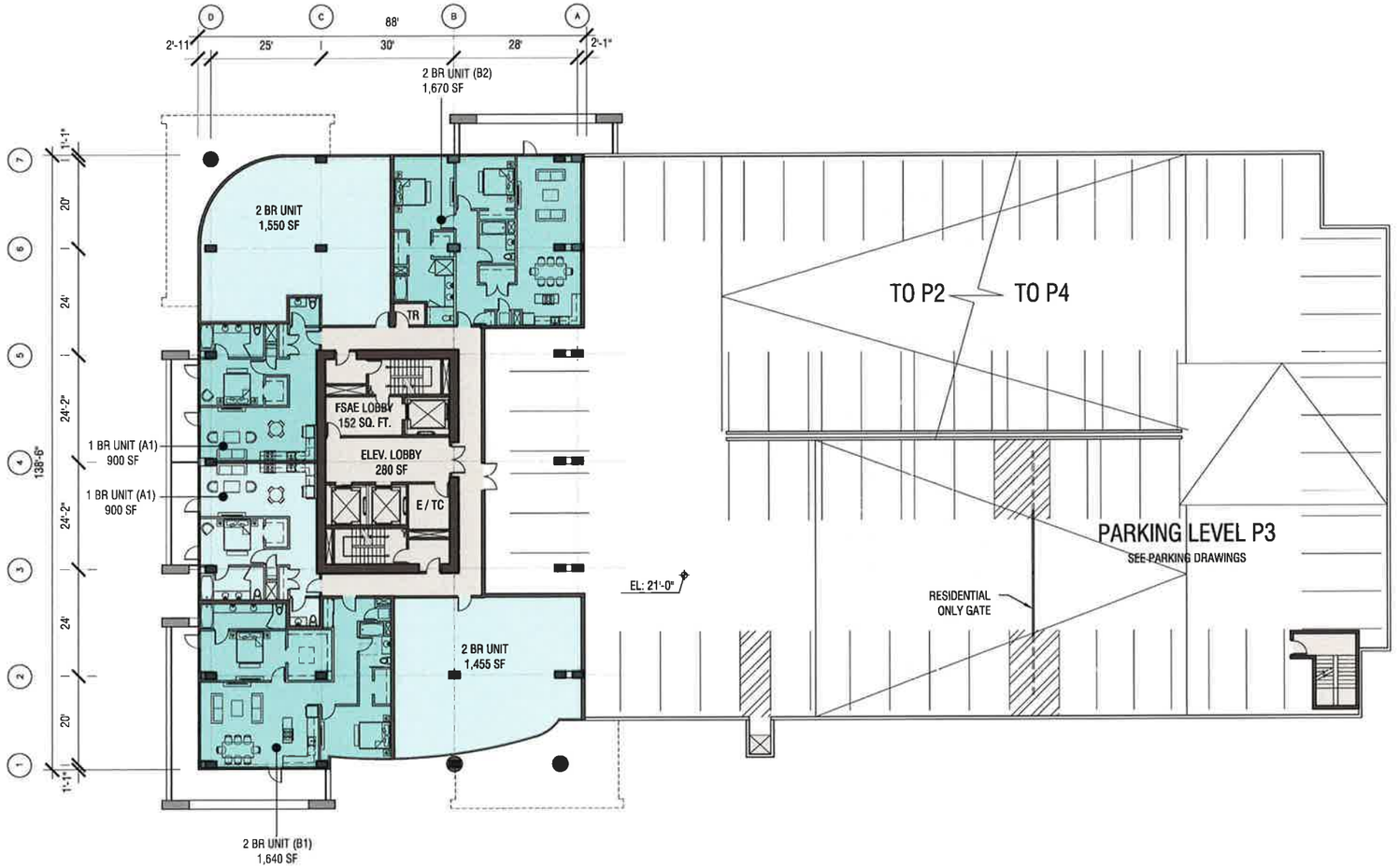

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS
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LEVEL 2 / P3 FLOOR PLAN **A2.4**

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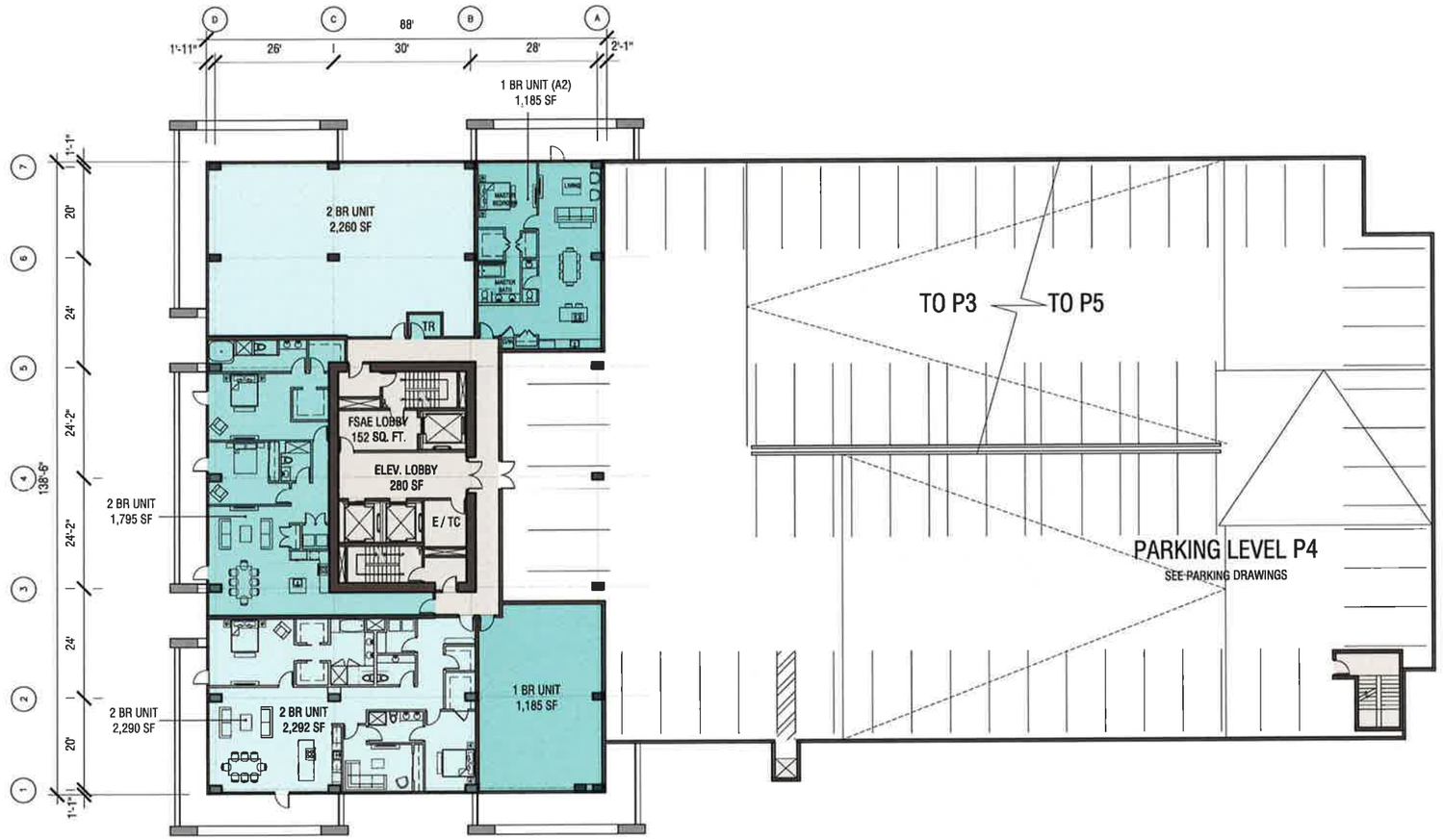

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 3 / P4 FLOOR PLAN **A2.5**

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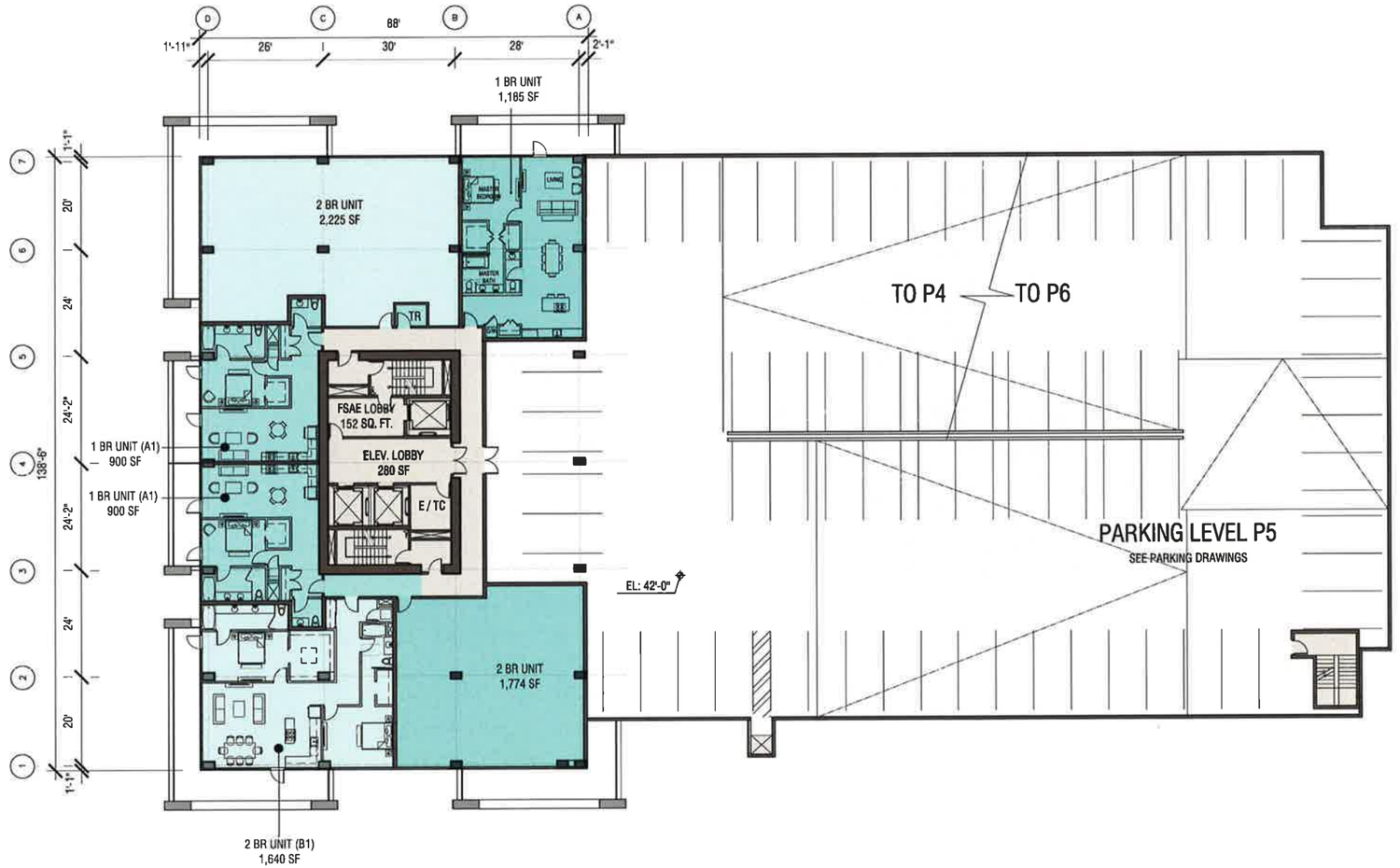

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS
COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 4 / P5 FLOOR PLAN **A2.6**

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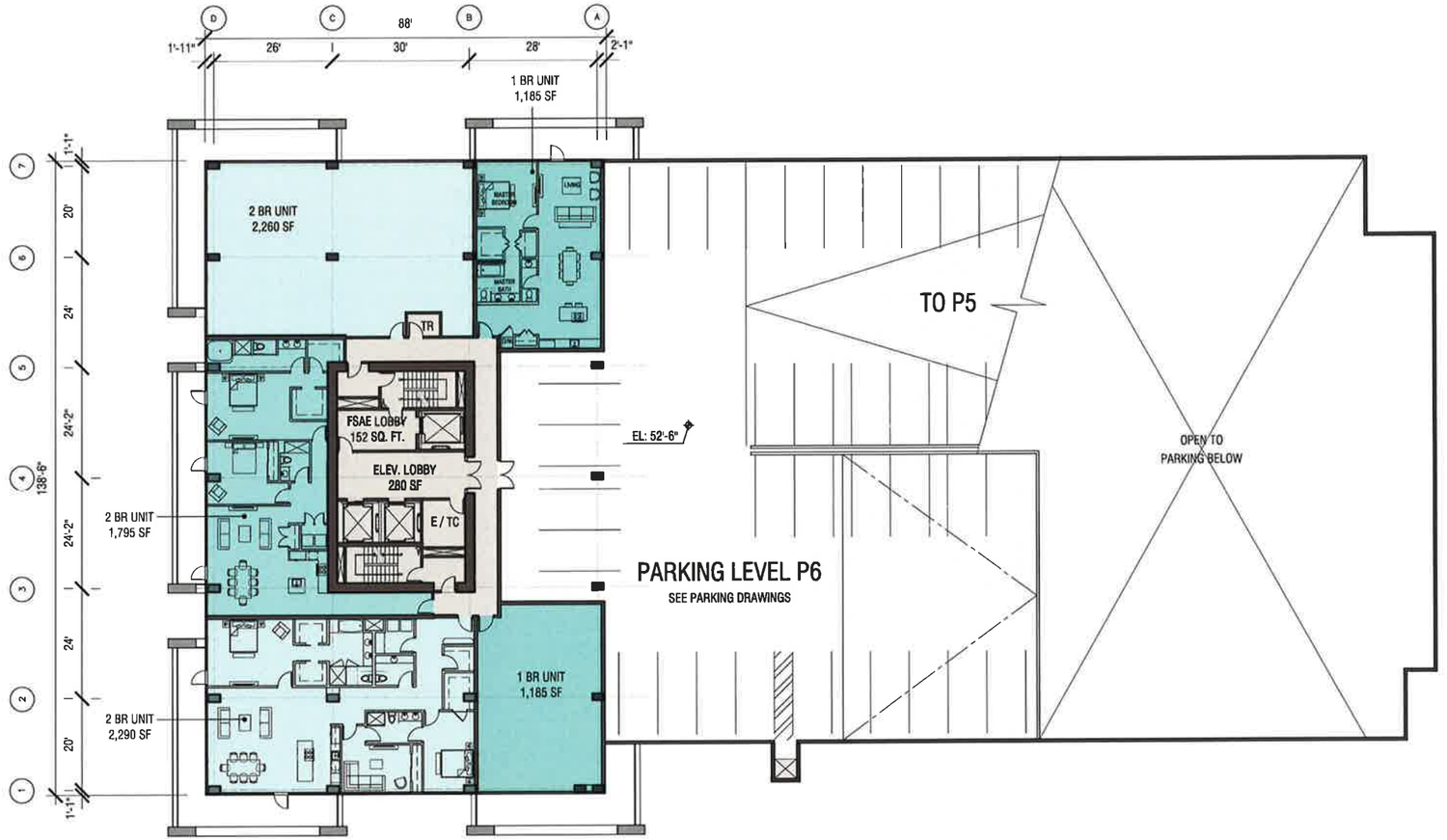

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 5 / P6 FLOOR PLAN **A2.7**

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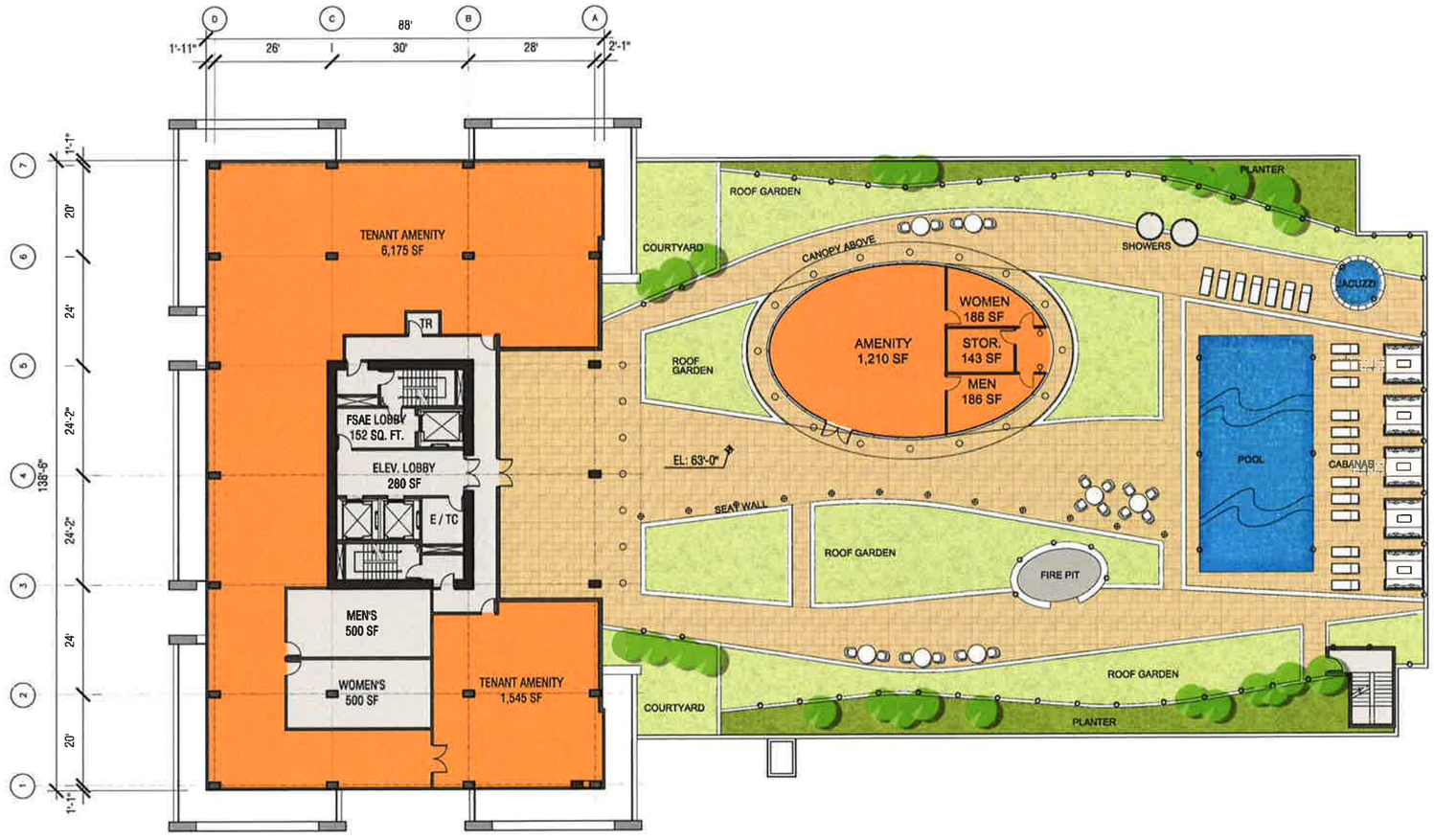
LANDSCAPE LEGEND:

- PROPOSED LARGE PLANTS
- PROPOSED ACCENT PLANTS
- GROUND COVER
- WATER FEATURE
- PROPOSED PAVING



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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 6 PODIUM FLOOR PLAN **A2.8**

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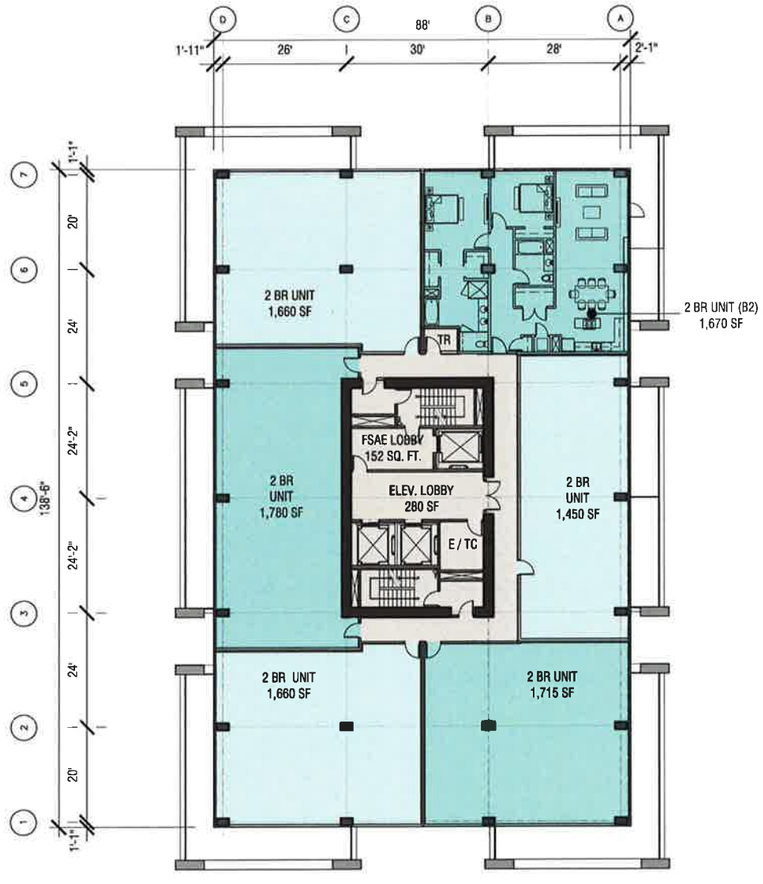
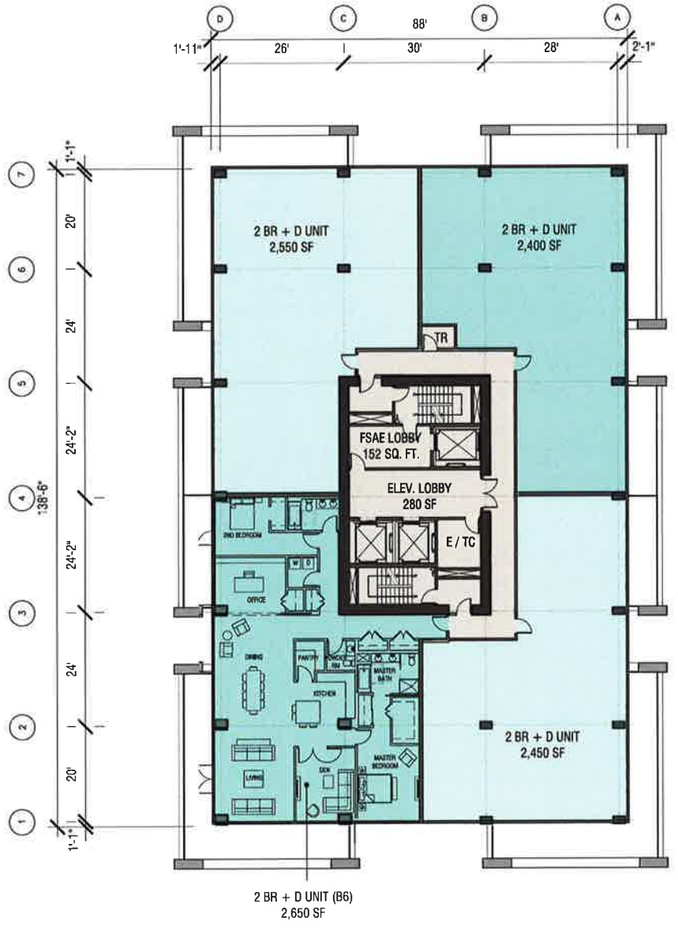


Levels 7-13 Floor Plan



Levels 14-18 Floor Plan

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LEVEL 7-18 FLOOR PLANS **A2.9**

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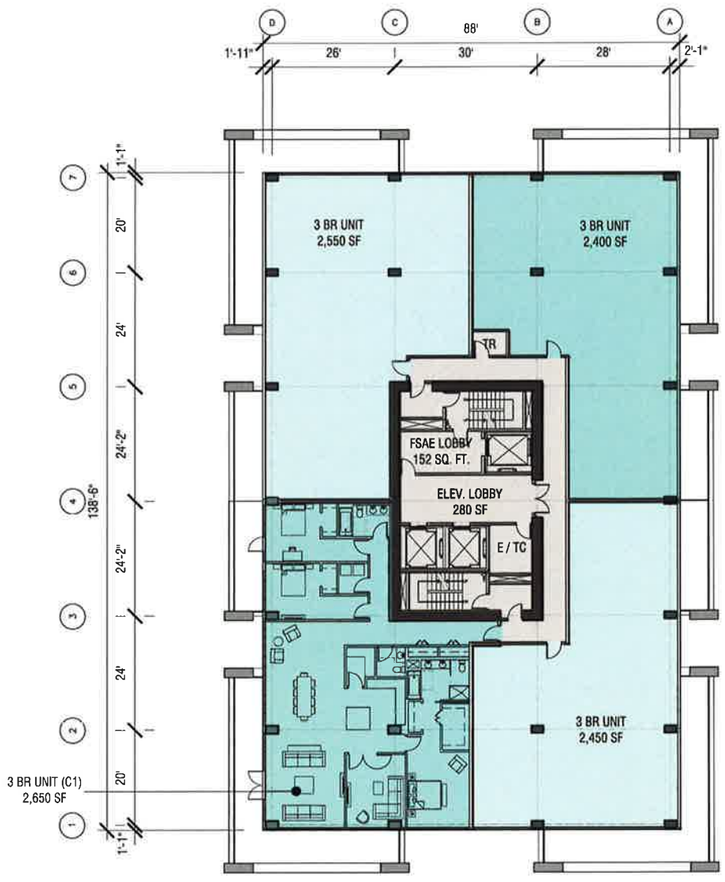
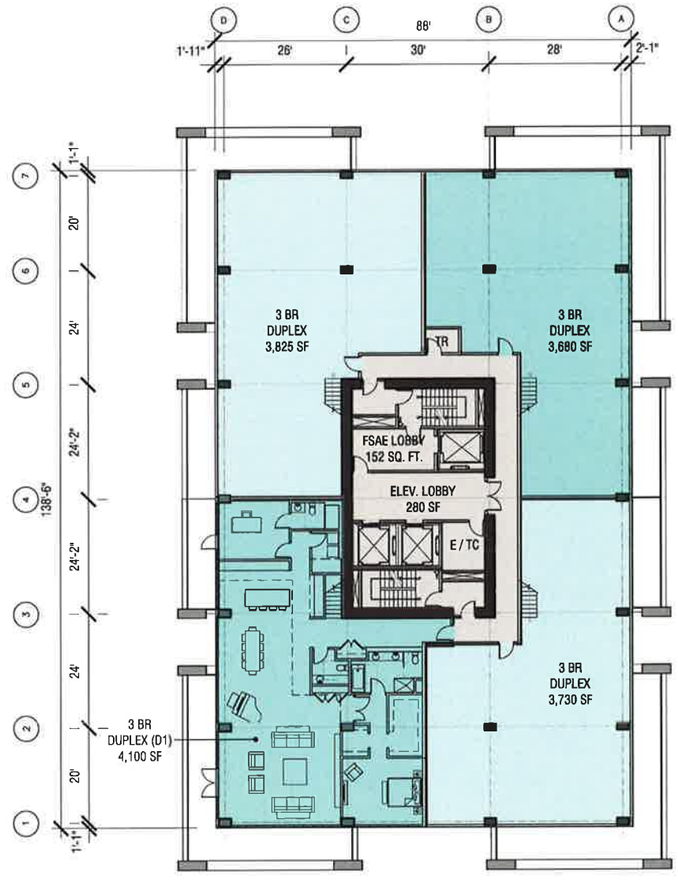
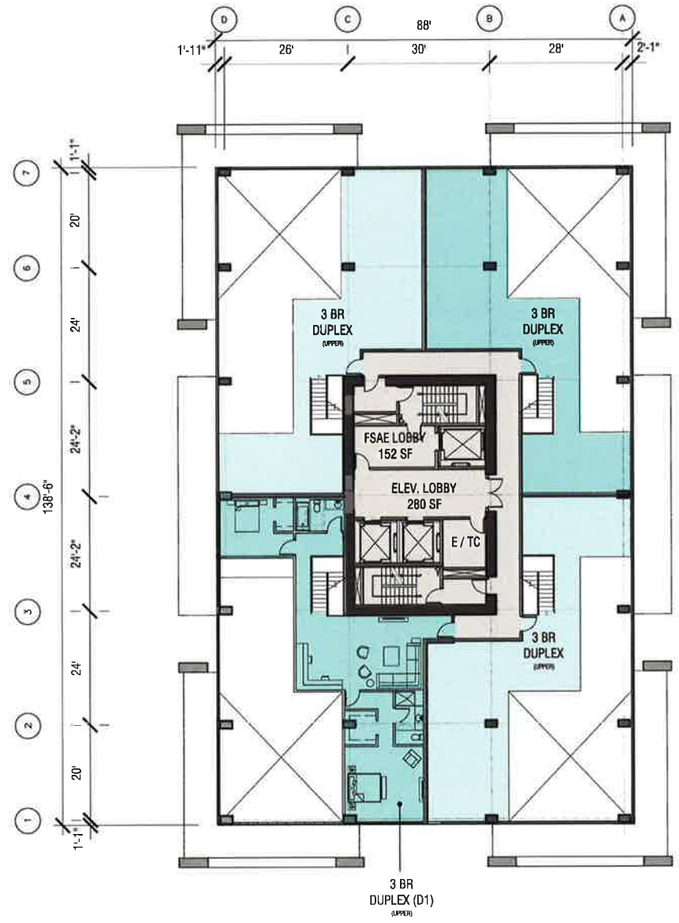


Levels 19-21 Floor Plan



Level 22 Floor Plan



Level 23 Floor Plan

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LEVEL 19-23 FLOOR PLANS **A2.10**

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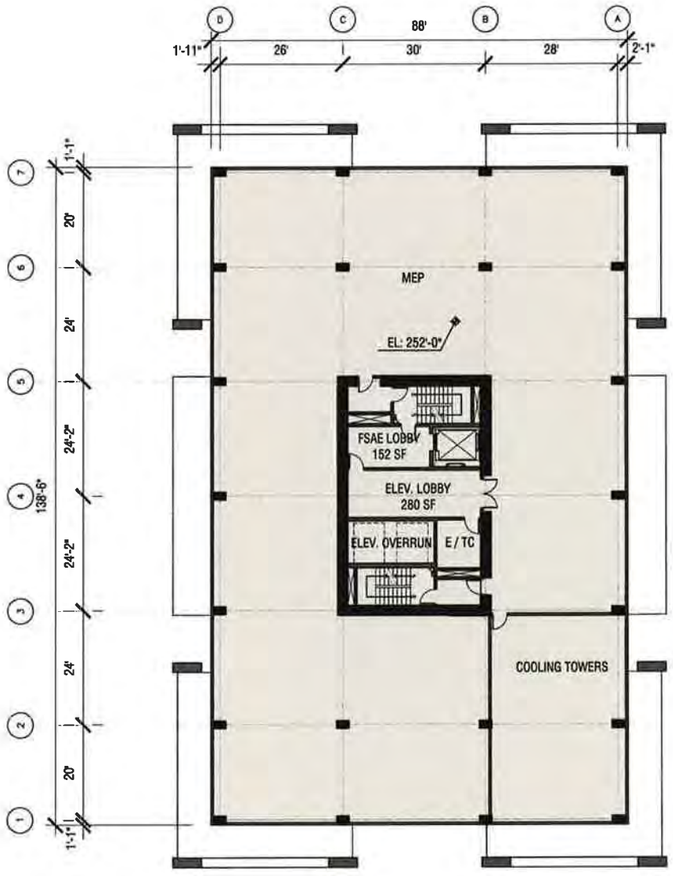
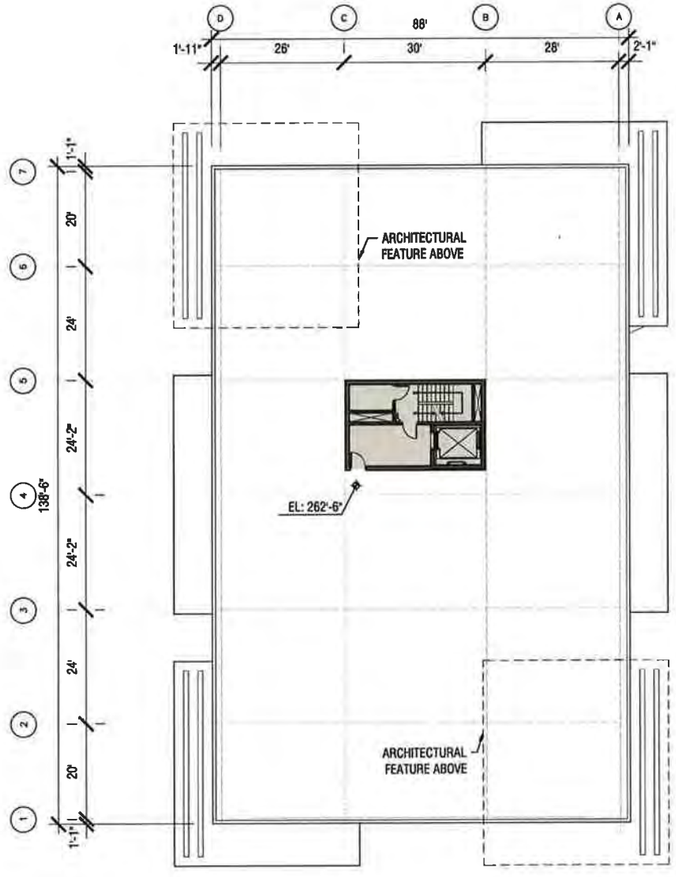
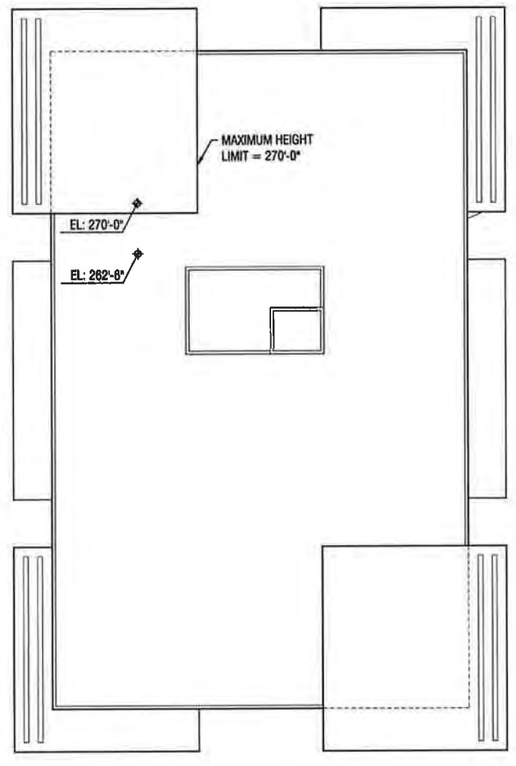


MEP Penthouse Plan



Roof Plan



Overall Roof Plan

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MEP PH / ROOF PLANS **A2.11**

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WEST EXTERIOR ELEVATION **A3.1**

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0 8 16

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NORTH EXTERIOR ELEVATION **A3.2**

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EAST EXTERIOR ELEVATION **A3.3**

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SOUTH EXTERIOR ELEVATION **A3.4**

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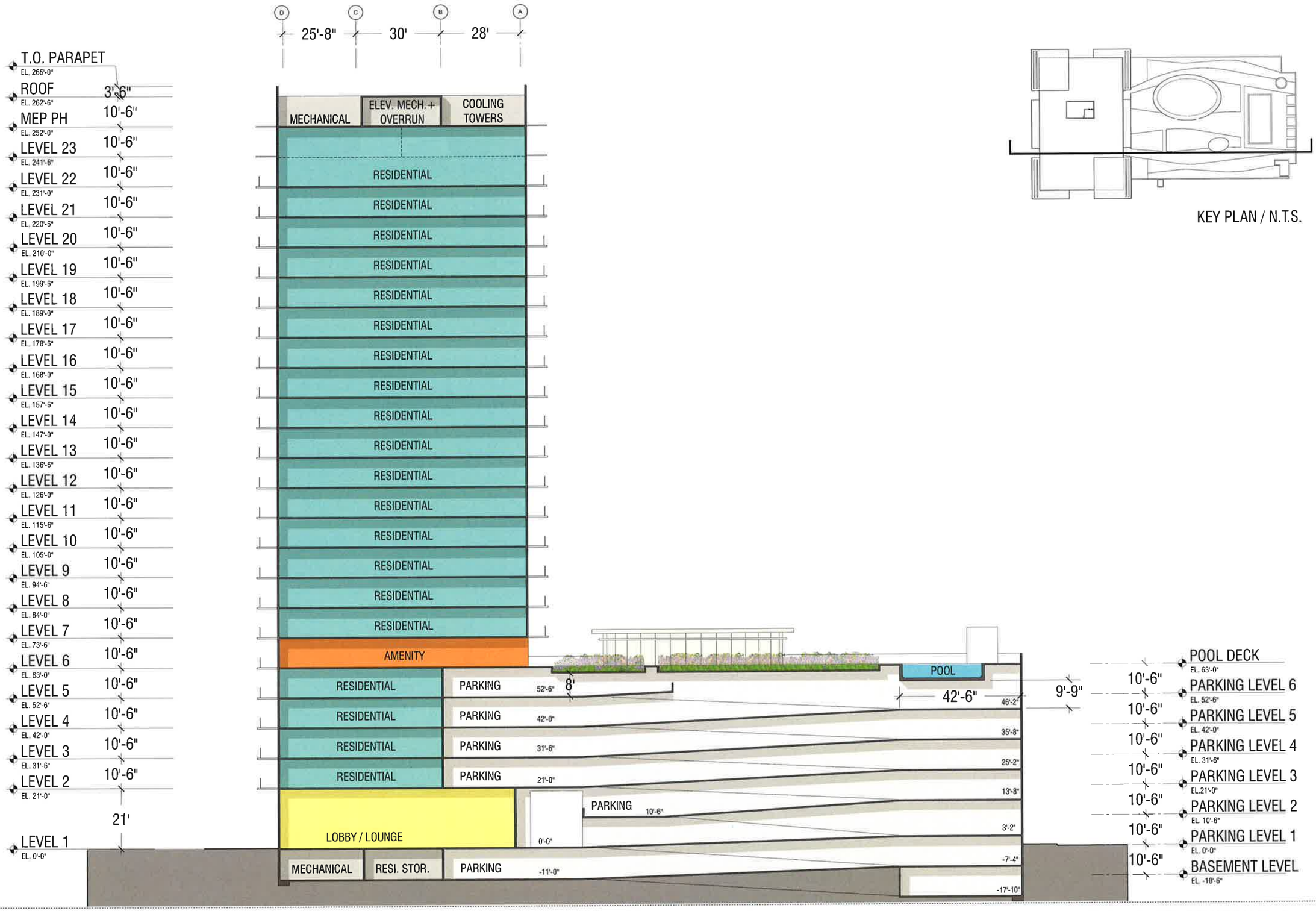

KEY PLAN / N.T.S.

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0 8 16

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BUILDING SECTION A **A4.0**

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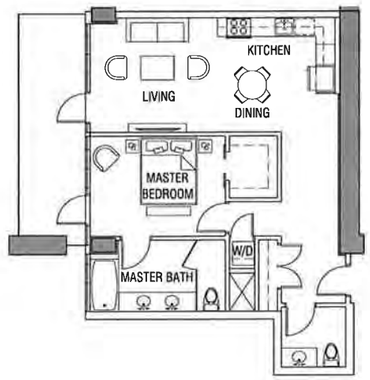
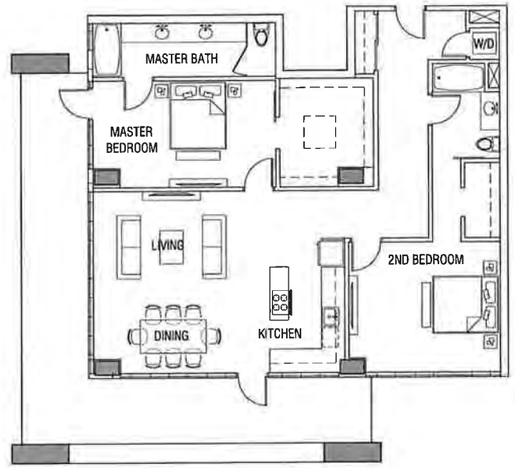
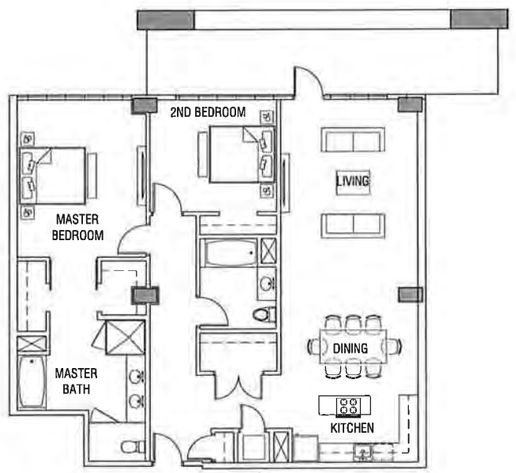


1 BEDROOM / A1 900 sf

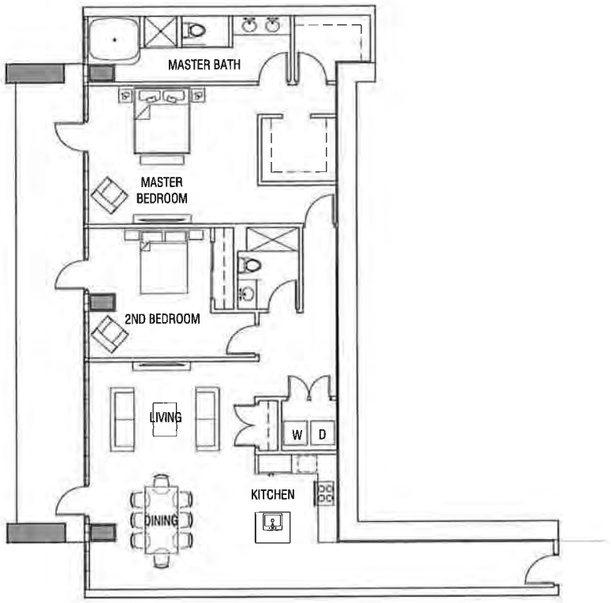
1 BEDROOM / A2 1,185 sf



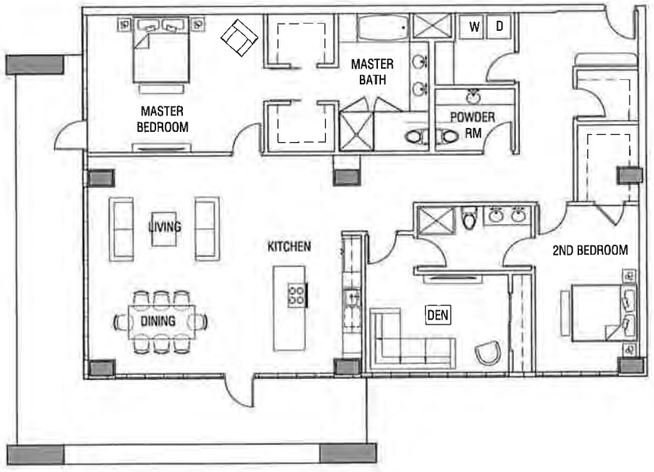
2 BEDROOM / B1 1,640 sf



2 BEDROOM / B2 1,670 sf



2 BEDROOM / B3 1,795 sf



2 BEDROOM / B4 2,290 sf

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0 4 8

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TYPICAL UNIT LAYOUTS **A5.1**

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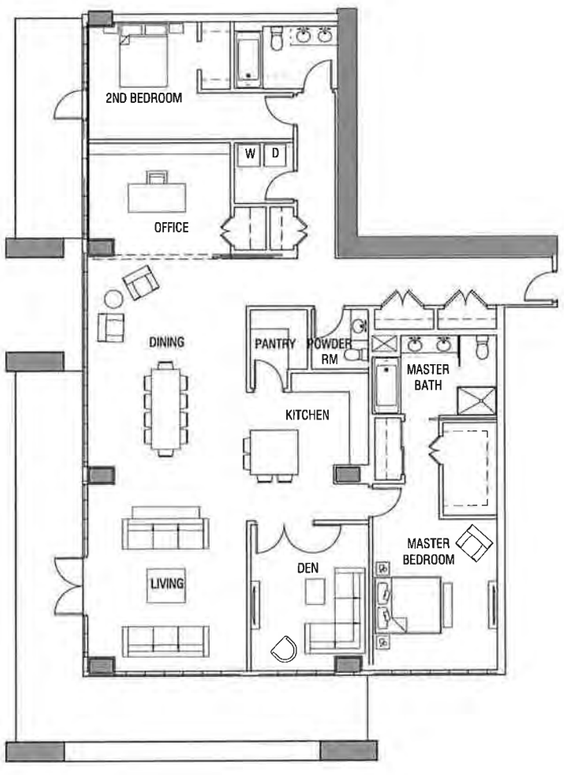
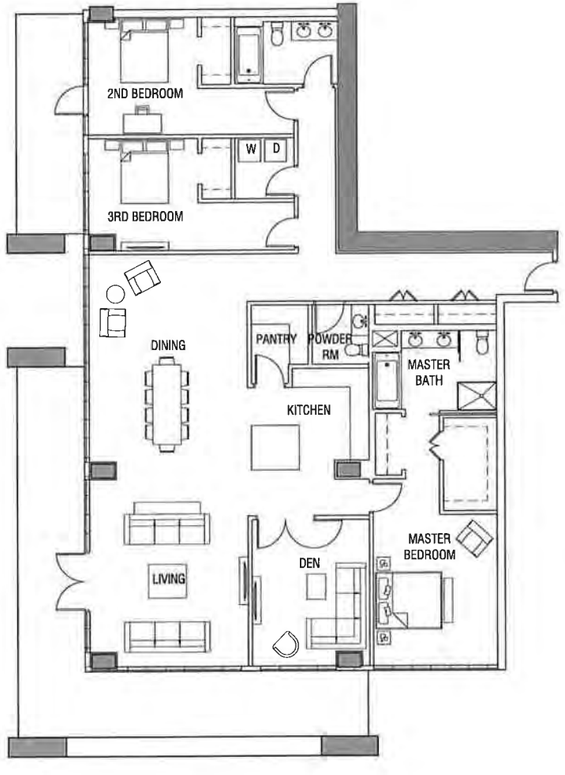


2 BEDROOM / B6 2,650 sf



3 BEDROOM / C1 2,650 sf

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N

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0 4 8

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TYPICAL UNIT PLANS **A5.1**

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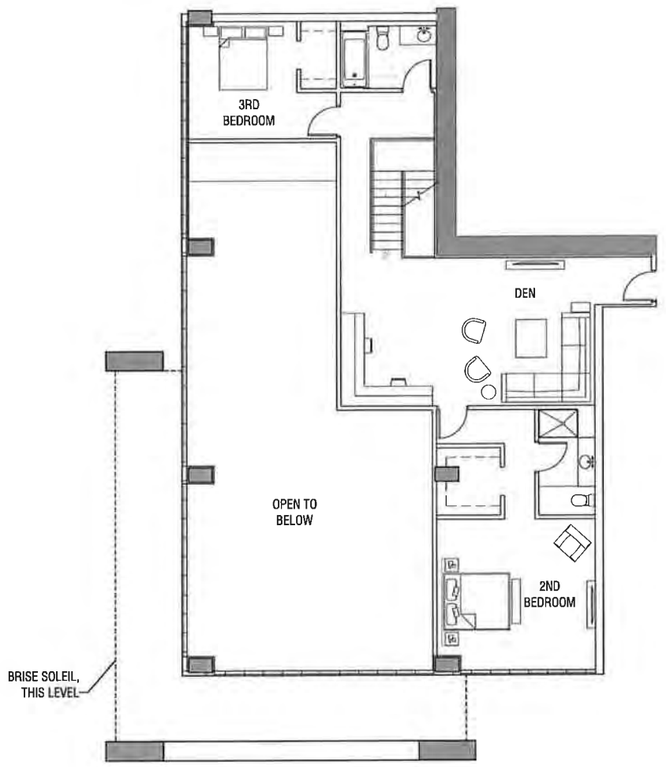
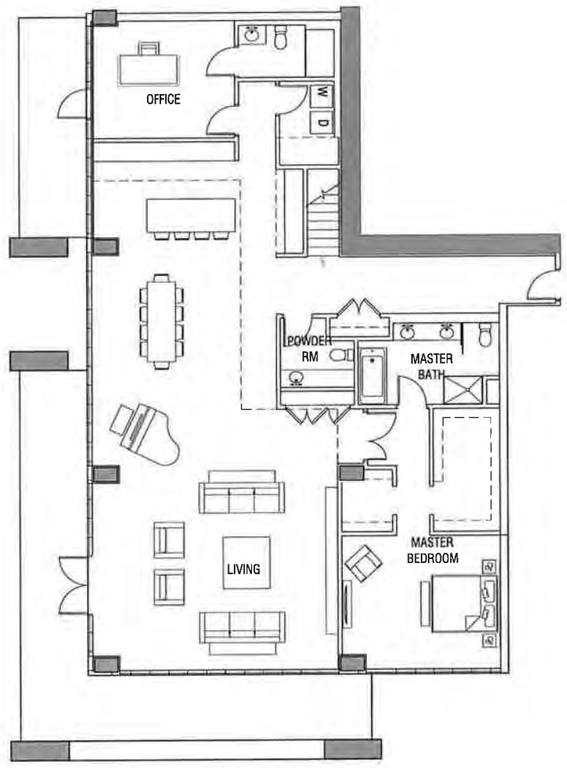


UPPER FLOOR PLAN



LOWER FLOOR PLAN

3 BEDROOM DUPLEX / D1 4,100sf

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0 4 8

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TYPICAL UNIT PLANS **A5.3**

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PERSPECTIVE RENDERING **A6.0**

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PERSPECTIVE RENDERING **A6.1**

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PERSPECTIVE RENDERING **A6.2**

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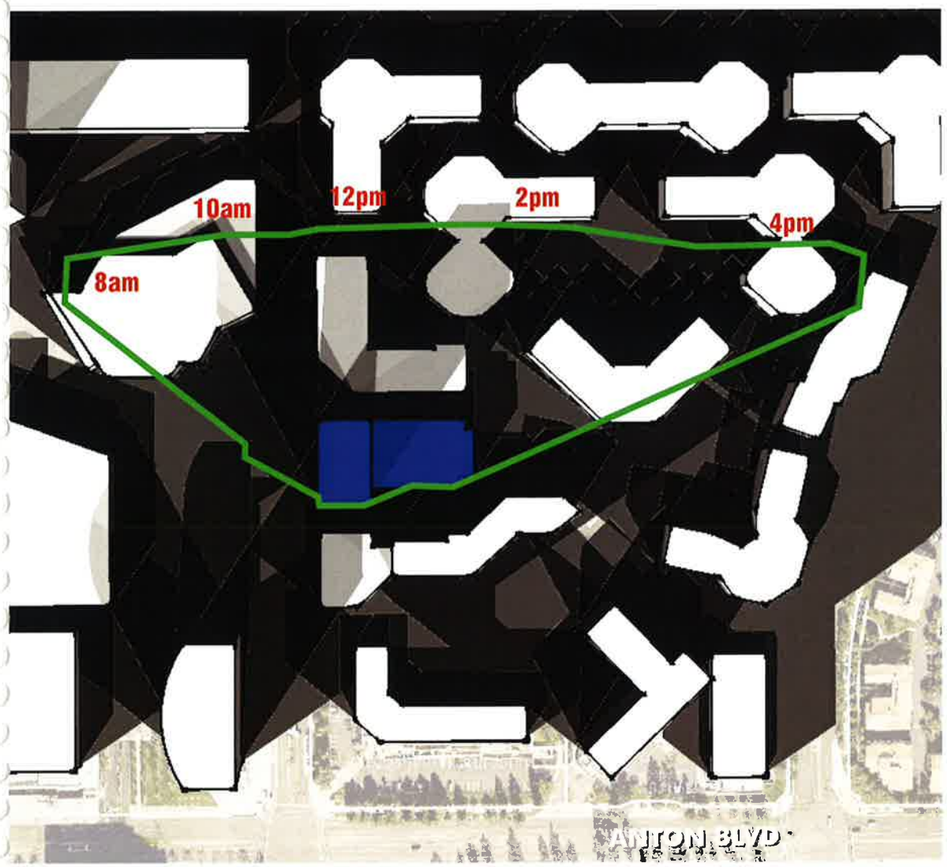
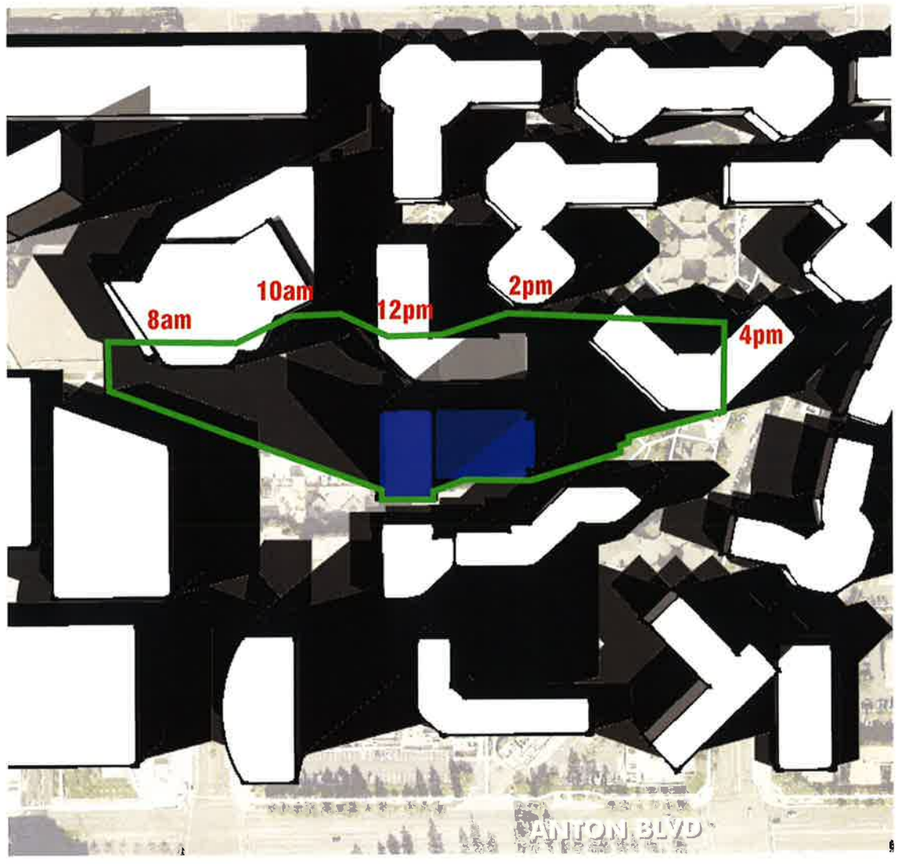
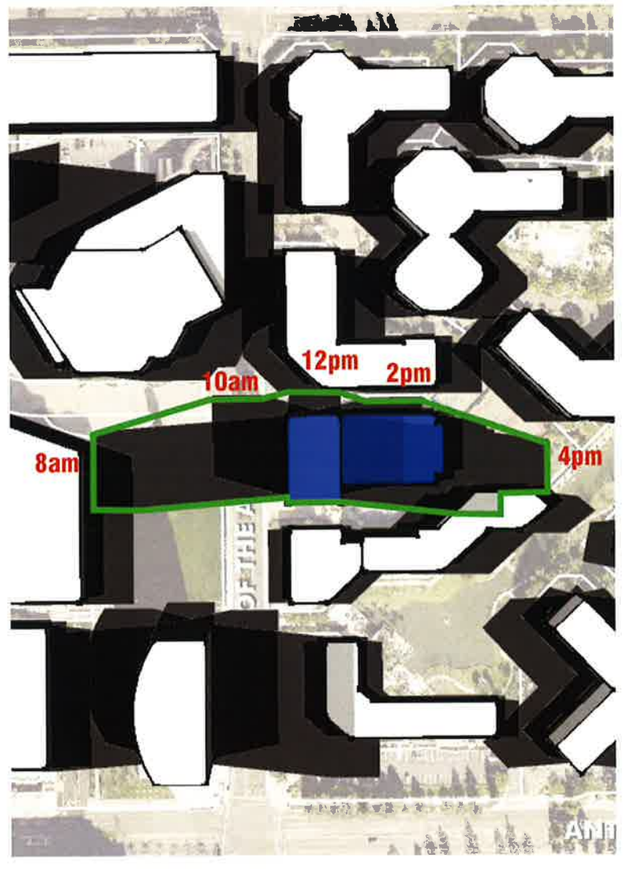


December 21 **Winter Solstice**



March 21 / September 21 **Equinox**



June 21 **Summer Solstice**

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SHADOW STUDY **A7.1**

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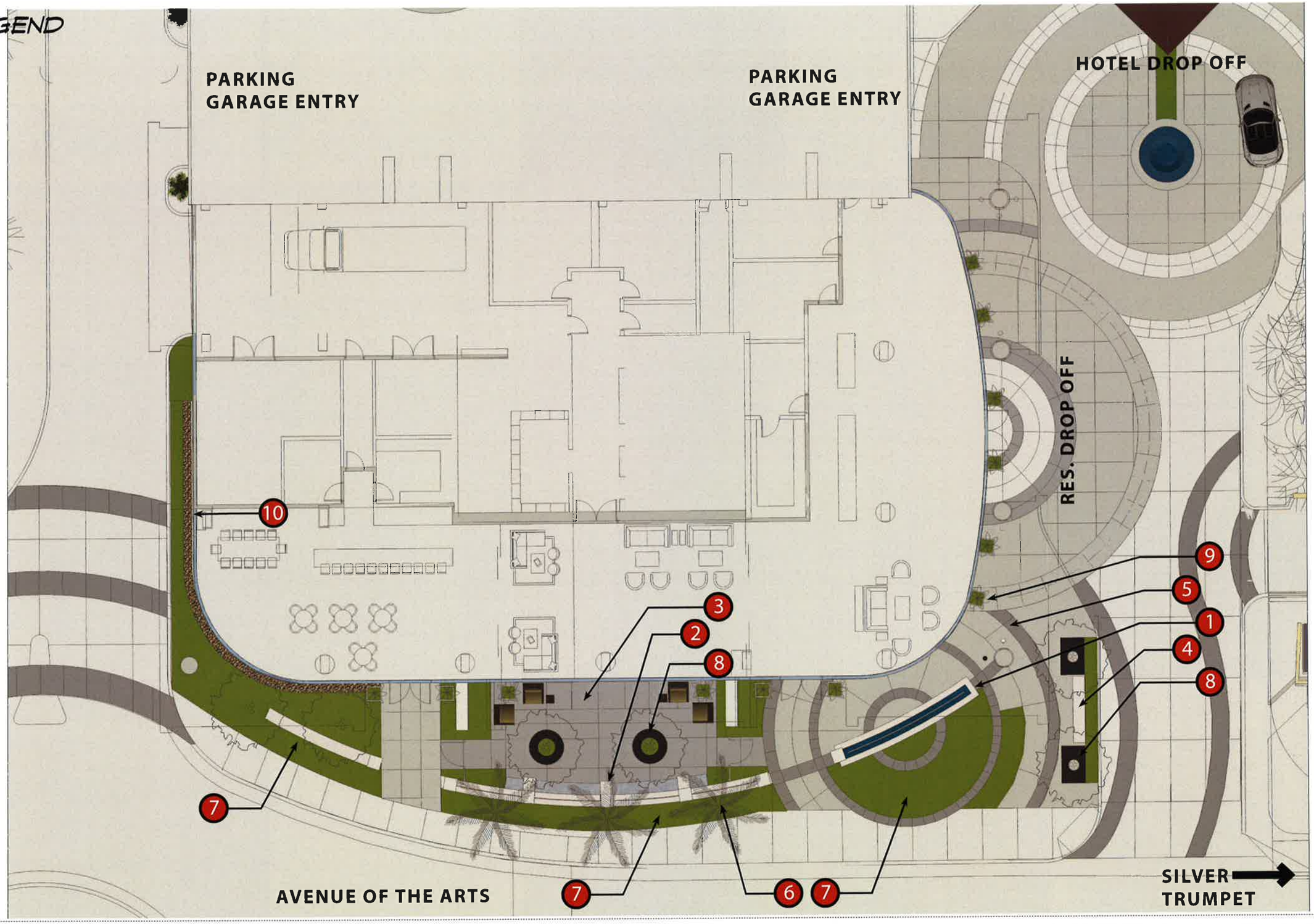
LANDSCAPE LEGEND

1. WATER FEATURE
   - -WATER WALL
   - -RAISED BASIN
2. LANDSCAPE WALL
   - -SEAT WALL ON PATIO SIDE
   - -VERTICAL COLUMNS WITH WIND SCREEN IN-FILL
3. PRIMARY GATHERING SPACE
   - -TREE WELLS WITH PARKINSONIA TREES
   - -LANDSCAPE BUFFER & WIND SCREEN
   - -SEAT WALL AND FURNITURE
   - -EXTENSION OF INTERIOR EVENT SPACE
4. SECONDARY SEATING AREA
   - -LANDSCAPE BUFFER
   - -SEAT WALL TO MATCH PATIO SPACE
   - -CLOSE TO WATER FEATURE
5. PAVING PATTERN
   - -SAWCUT COLORED CONCRETE PAVING
6. PALMS
   - -HIGHEST LEVEL OF PEDESTRIAN SCALE LANDSCAPE FEATURES
   - -SPECIES TO BLEND WITH EXISTING STREET SCENE
7. SHRUB AND GROUNDCOVER AREAS
   - -LOWEST LEVEL OF PEDESTRIAN SCALE LANDSCAPE FEATURES
   - -SPECIES TO BLEND WITH EXISTING STREET SCENE
8. TREES IN TREE GRATES
   - -TREE: PARKINSONIA 'DESERT MUSEUM'
   - -DECORATIVE TREE GRATE WITH POWDERCOAT FINISH
9. DECORATIVE POT WITH ACCENT PLANTING
10. DECORATIVE AGGREGATE BORDER



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LANDSCAPE SITE PLAN **L1**

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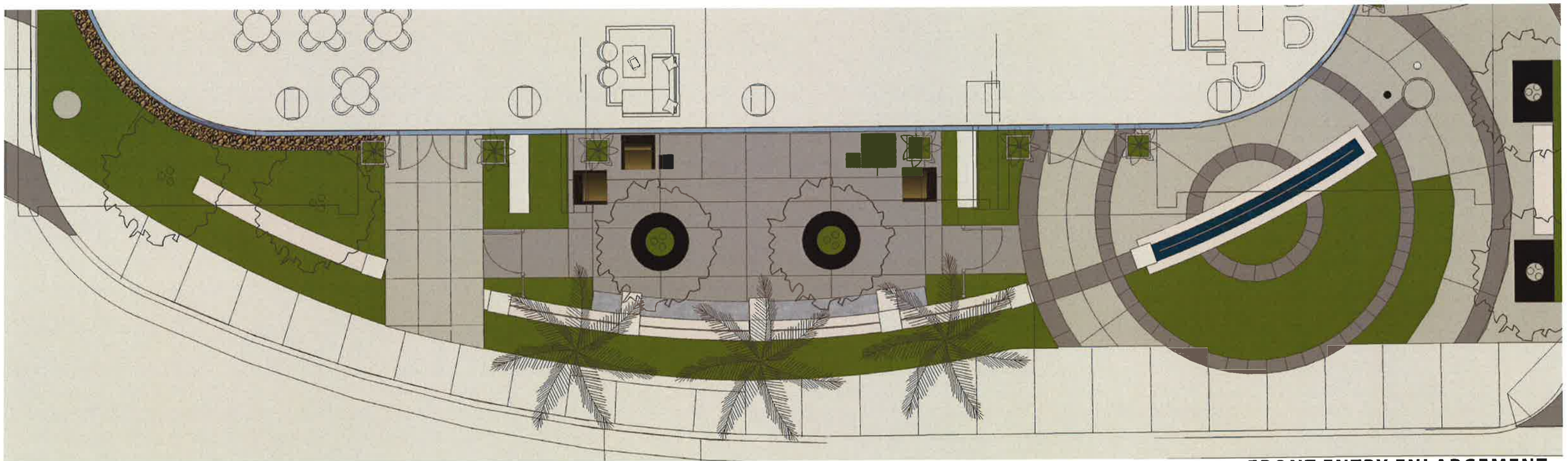
VIEW FROM CROSSWALK



FRONT ENTRY ENLARGEMENT

LANDSCAPE RENDERING **L2.1**

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STREET VIEW OF NORTHWEST ENTRY

PATIO SPACE LOOKING SOUTH

STREET VIEW OF SOUTHWEST ENTRY

STREET VIEW OF SOUTHWEST CORNER

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LANDSCAPE RENDERING **L2.2**

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AERIAL VIEW OF SOUTHWEST CORNER

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LANDSCAPE RENDERING **L2.3**

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AERIAL VIEW OF RESIDENTIAL DROP-OFF

NORTH ELEVATION - GREEN WALL CONCEPT

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LANDSCAPE RENDERING **L2.4**

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1 *Agave attenuatta*
Foxtail Agave

2 *Senecio mandraliscae*
Blue Chalk Sticks

3 *Parkinsonia 'Desert Museum'*
Palo Verde

4 *Dianella c. 'King Alfred'*
Flax Lilly

5 *Juncus patens 'Elk Blue'*
Gray Rush

6 *Phoenix dactylifera*
Date Palm

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LANDSCAPE PLANTING MATERIALS **L3.1**

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COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LANDSCAPE PLANTING MATERIALS **L3.2**

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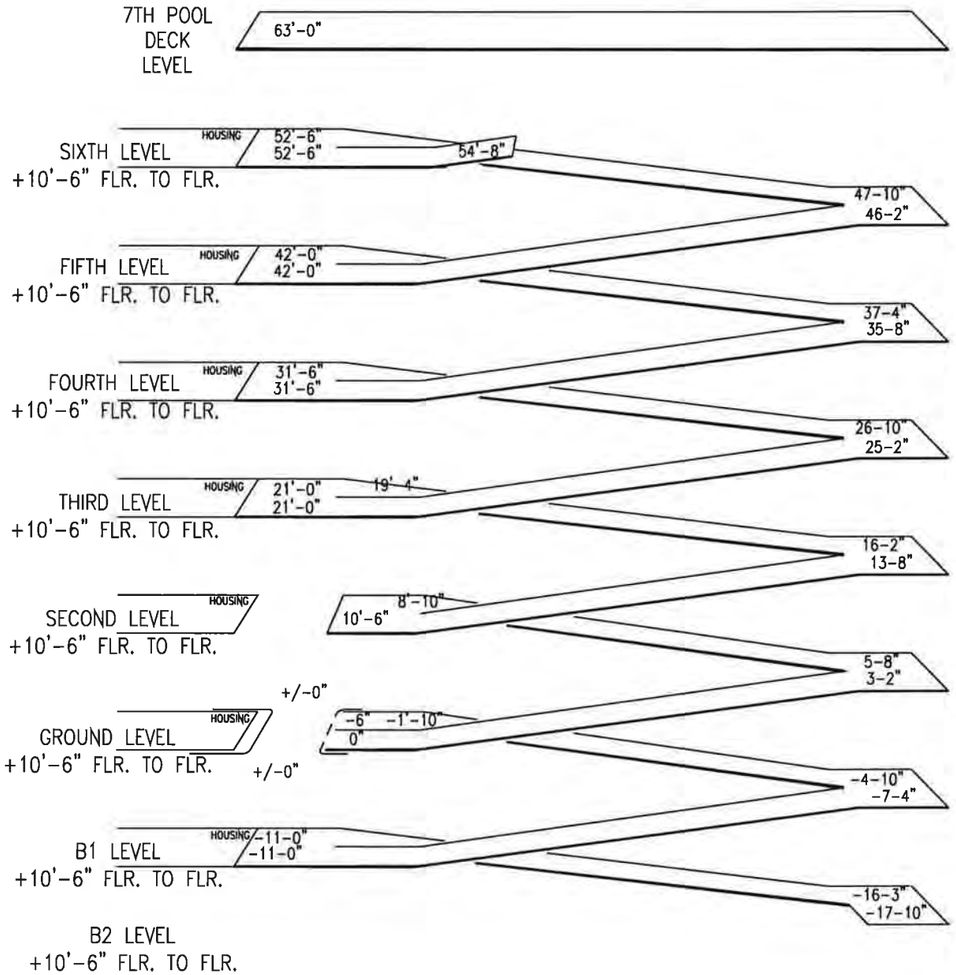
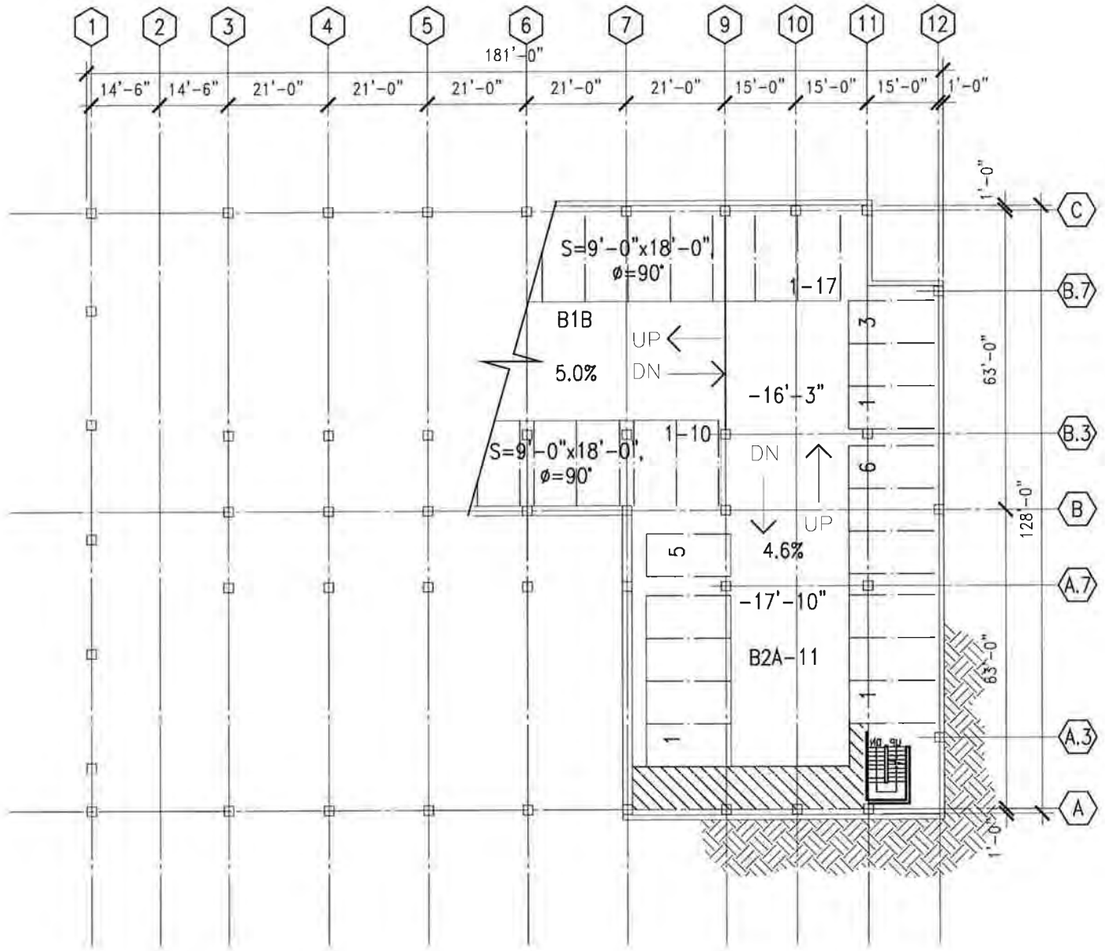


EXPANDED VIEW

SCALE: NTS

2



B2 LEVEL PLAN

SCALE: 1"= 16-0"

1

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LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

IPD

N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

B2 LEVEL PARKING + EXPANDED VIEW **P1.1**

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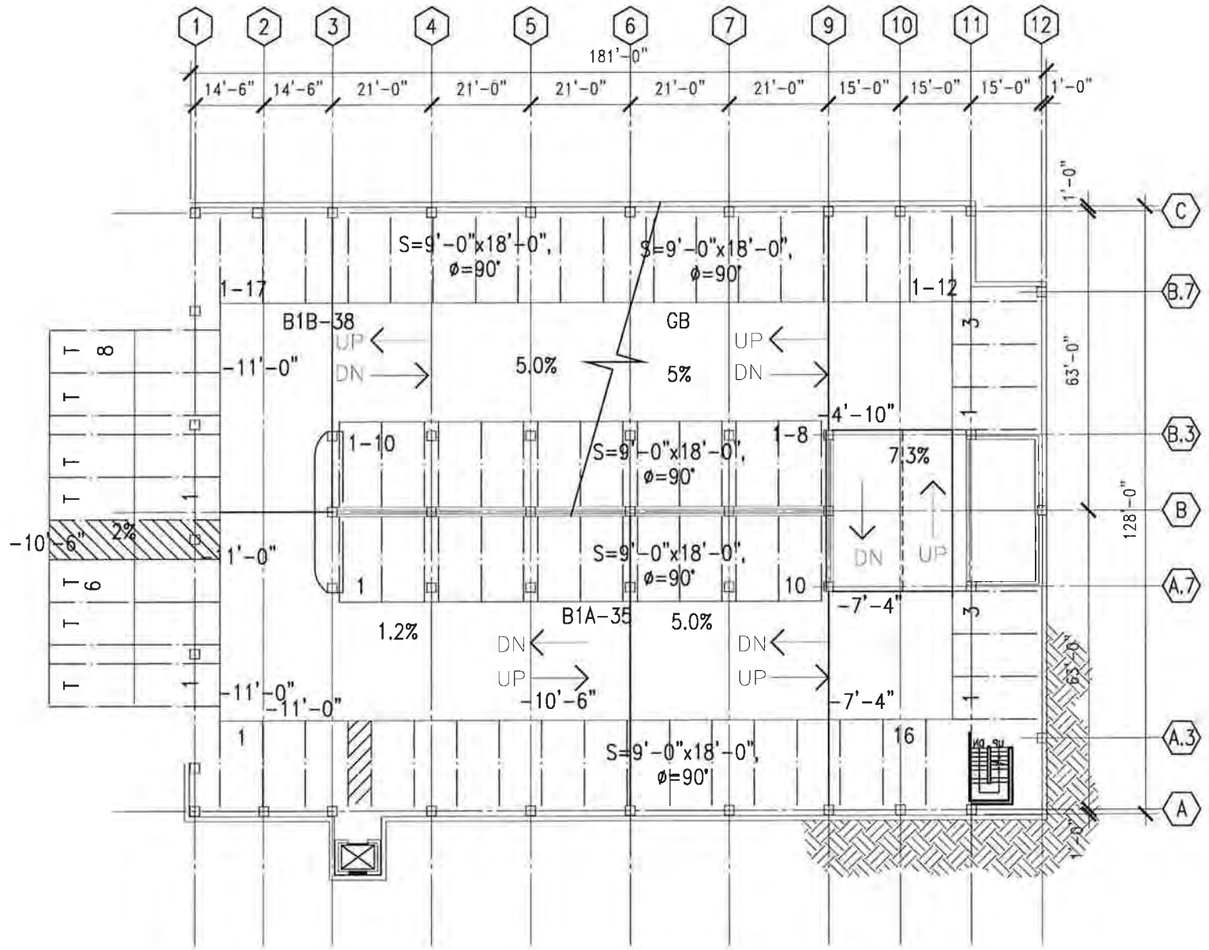

B1 LEVEL PLAN (1)

SCALE: 1"= 16-0"

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IPD

N

1/16" = 1'-0"
0 8 16

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COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

B1 LEVEL PARKING **P1.2**

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DATE: 11/19/14
PROJECT #:14-938
PROJECT: Ave. of the Arts
SCHEME: Option 2
BY: E.P.

PARKING SPACE & AREA SUMMARY

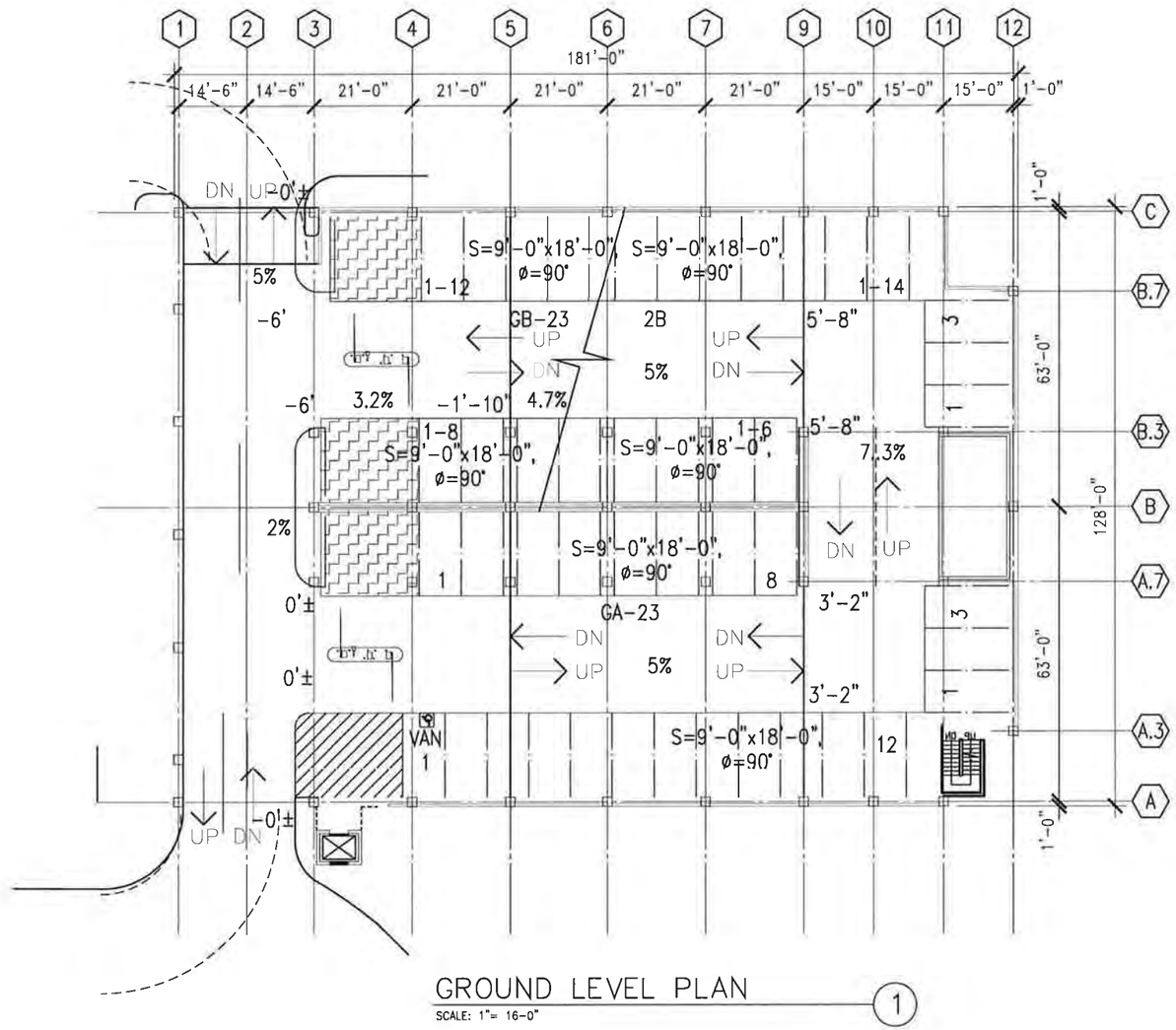
S = 8.5', 9' X 18' | Ø = 90 | Bldg. Size: 128'-0" X 181'-0"

AREA	SUB. SLAB ON-GRADE (S.F.)	SUB. ELEV. SLAB (S.F.)	ELEVATED SLAB (S.F.)	NUMBER OF SPACES VAN	ACCESSIBLE	STAND.8.5'	STAND. 9'	TOTAL	S.F./SPACE
B2A	4,350						11	11	395.45
B1A	7230	4,350					35	35	330.86
B1B	11,330						38	38	298.16
GA			11,580	1			22	23	503.48
GB		11,330					23	23	492.61
2A			9,750	1			21	22	443.18
2B			9,475				23	23	411.96
3A			11,580		2	13	15	30	386.00
3B			11,330		1		31	32	354.06
4A			11,580		1	32		33	350.91
4B			11,330		1	34		35	323.71
5A			11,580		1	32		33	350.91
5B			11,330		1	34		35	323.71
6A			6,140			17		17	361.18
6B			11,330			35		35	323.71
7 (Pool Deck)			22,090						
	22,910	15,680	139,095						
Gross Floor Area (SF)			177,685						
Total Number Spaces				2	7	197	219	425	

Design Efficiency: w/o Pool Deck 155,595 + 425 = 366.11

Notes: Square footage is approximate and should be verified before re-use.

PARKING AND AREA SUMMARY 2
SCALE: NTS



GROUND LEVEL PLAN 1
SCALE: 1"= 16-0"

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LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

N
1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS
COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

P1 LEVEL PARKING + SUMMARY **P1.3**

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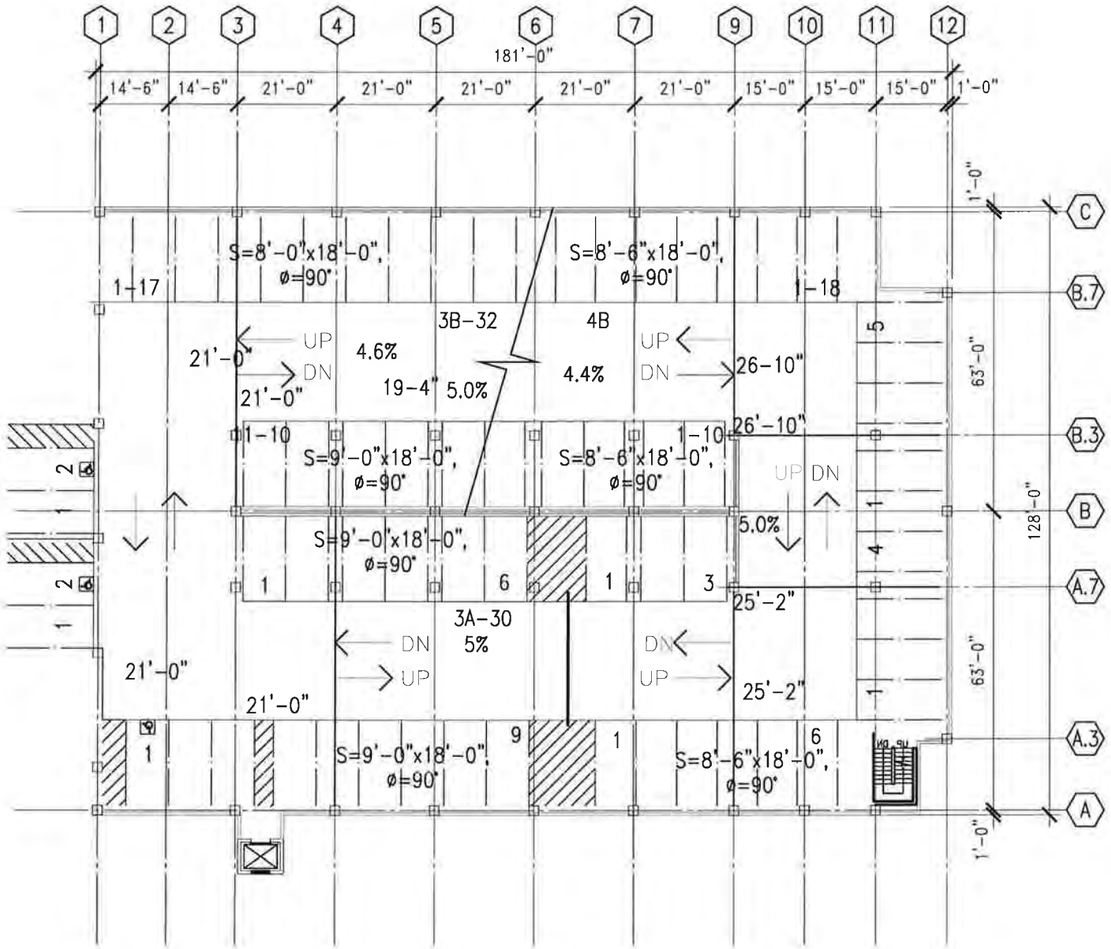
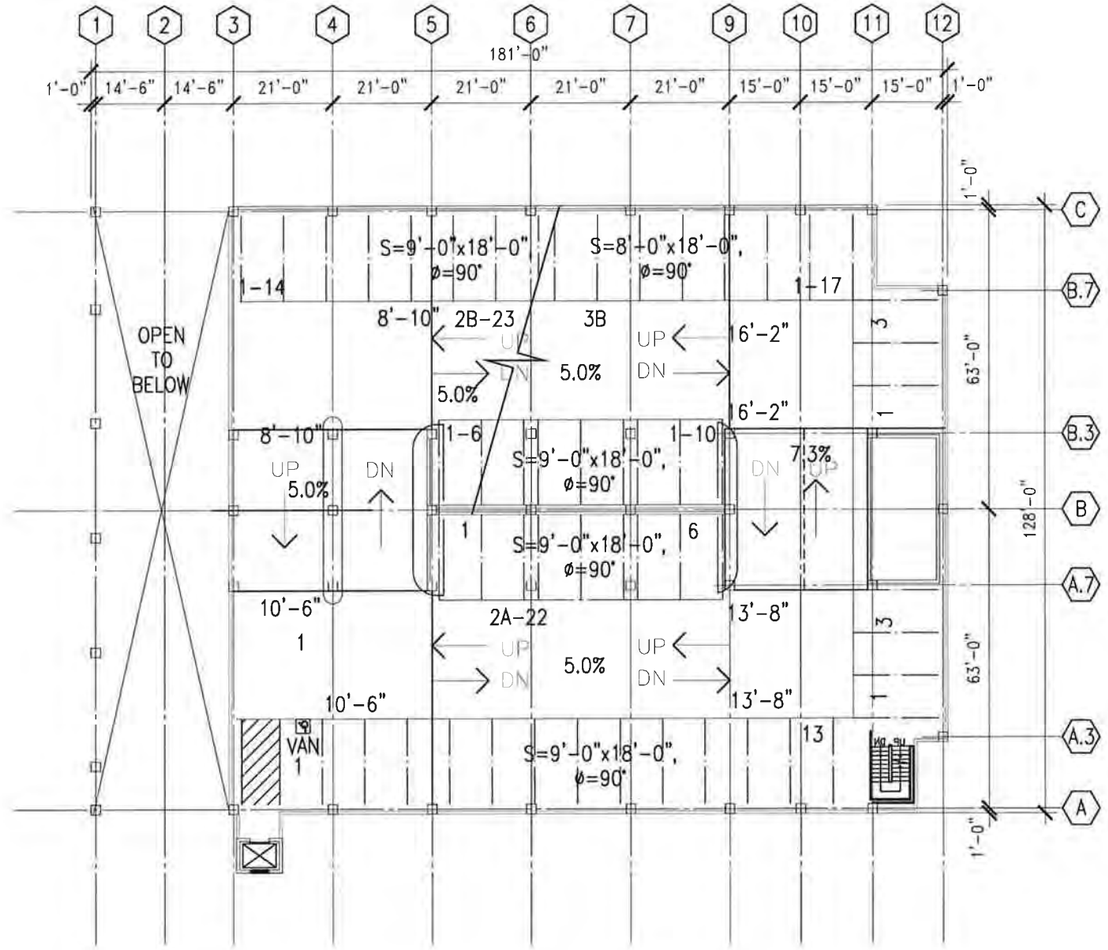


THIRD LEVEL PLAN (2)
SCALE: 1"= 16-0"



SECOND LEVEL PLAN (1)
SCALE: 1"= 16-0"

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LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

IPD

N 1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS
COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

P2 / P3 LEVEL PARKING **P1.4**

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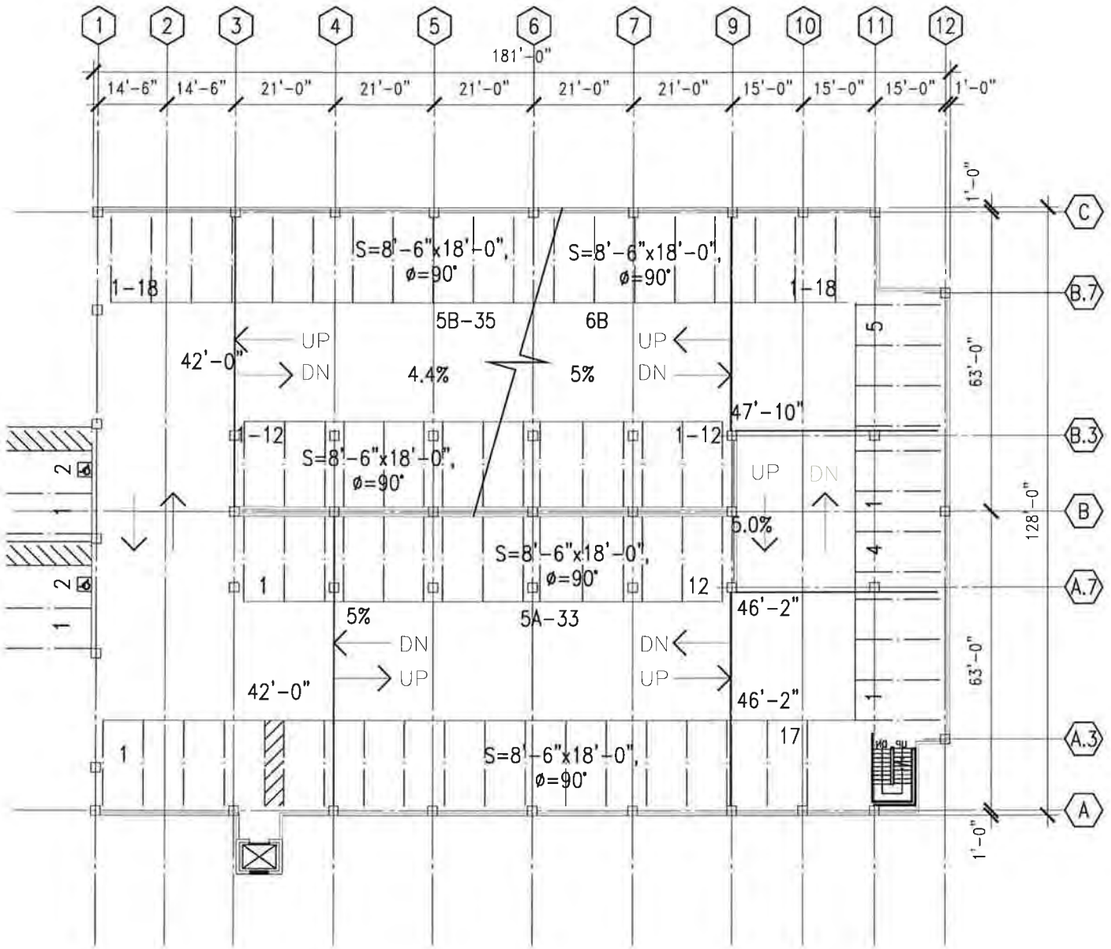
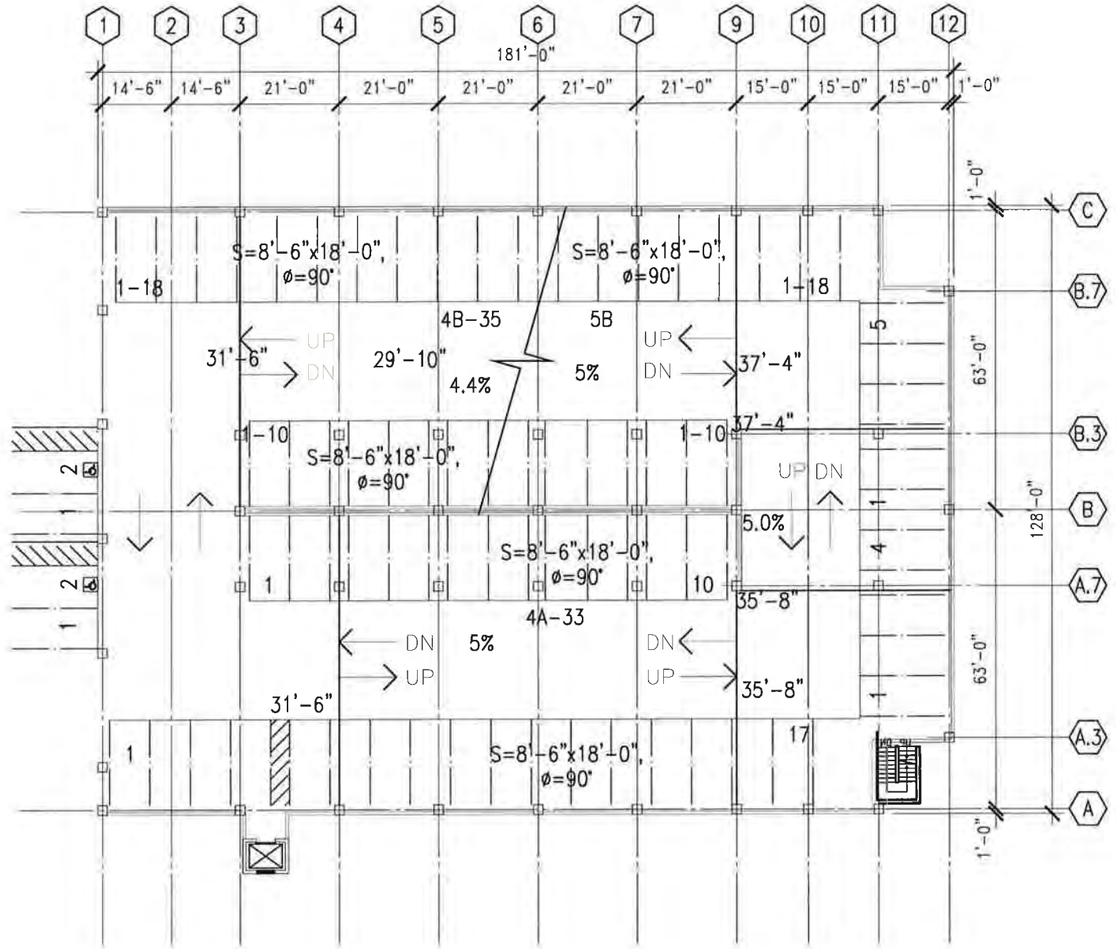


FIFTH LEVEL PLAN (2)
SCALE: 1"= 16-0"



FOURTH LEVEL PLAN (1)
SCALE: 1"= 16-0"

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LOS ANGELES, CA 90017
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IPD

N
1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS
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P4 / P5 LEVEL PARKING **P1.5**

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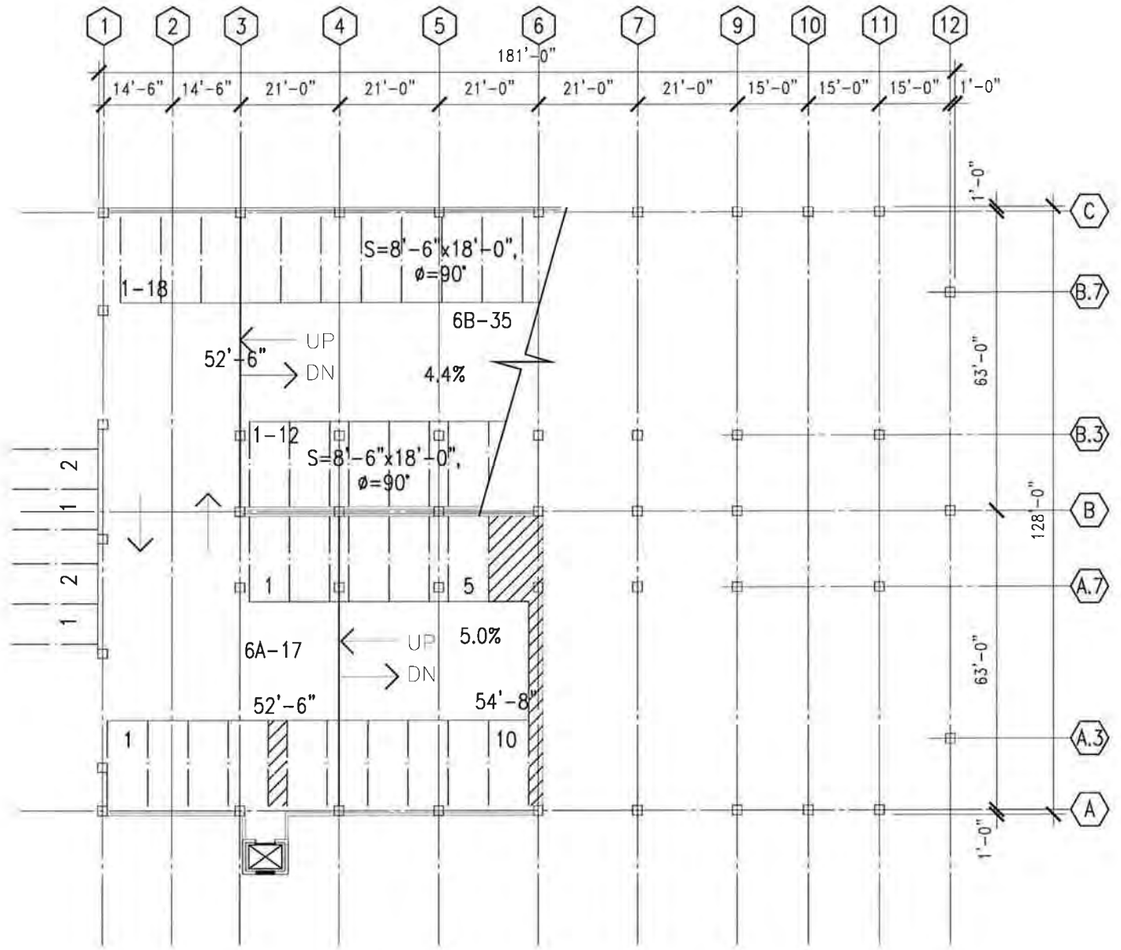

SIXTH LEVEL PLAN (1)

SCALE: 1"= 16-0"

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LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

P6 PARKING LEVEL **P1.6**

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SWINERTON BUILDERS

DEMOLITION PHASE 1

DEMOLITION GARAGE - DEMOLITION TO START AT WEST SIDE & REMOVE STRUCTURE HEADING EAST FROM WITHIN BUILDING PERIMETER. PULL BUILDING TO INTERIOR OF STRUCTURE AS WORK PROGRESSES. DEBRIS HAUL OFF AT EAST END OF PROJECT

TOWNE CENTER DRIVE

AVENUE OF THE ARTS

EXISTING PAVED DRIVE LEAVE INTACT/PATCH UPON COMPLETION OF DEMO

ACCESS FOR FIRETRUCKS & TRASH TRACKS

16' WIDE GATES

12' WIDE GATES

GREEN SCREEN FENCING (VISUAL & DUST CONTROL WITH SILT FENCE & SANDBAGS

TOILETS

TRACKER PLATES & WHEEL CLEANING OPERATION

HAUL ROUTE DEMOLITION TRUCKS

PULL BACK DEBRIS TO CENTER

TRAILERS

TRASH BINS

FIRE TRUCK TURNAROUND

EXISTING HOTEL LOBBY

8' BARRICADE WALL W/ PAINTED PLYWOOD FINISH

EXISTING HOTEL

RELOCATE GENERATOR - CONSTRUCT TEMP GENERATOR PAD & COVER

PEDESTRIAN SIDEWALK ROUTE

SIGN - SIDEWALK CLOSED AHEAD, CROSS HERE

TRACT NO. 12341 MM 553/1-4

LOT 13

LOT

LOGISTICS PLAN / DEMOLITION PHASE 1 **G5.1**

SWINERTON BUILDERS

PHASE 2 - PARKING GARAGE CONSTRUCTION

ADJACENT RESIDENTIAL COMPLEX

16' WIDE GATES

12' WIDE GATES

EXISTING PAVED DRIVE LEAVE INTACT/PATCH UPON COMPLETION OF DEMO

ACCESS FOR FIRETRUCKS & TRASH TRACKS

12' WIDE GATES FOR ACCESS TO ADJACENT PROPERTY

EXCAVATION HAUL ROUTE & MATERIAL DELIVERY

PROPOSED CROSSWALK

PROPOSED SPLITTER ISLAND

PROPERTY LINE

GREEN SCREEN FENCING (VISUAL & DUST CONTROL WITH SILT FENCE & SANDBAGS

TRACKER PLATES & WHEEL CLEANING OPERATION

CONSTRUCTION STAGING AREA

TOILETS

SUBCONTRACTOR STORAGE

CONTRACTOR TRAILERS

GARAGE PORTION PHASE 2

RAMP DOWN 5% SLOPE

RAMP UP

DRIVEWAY

PARKING 53 STALLS

EL: 5'-3"

40'

RAMP

20' CLR. OVER DRIVEWAY

RAMP UP 5% SLOPE

EL: 0'-0"

SHORING

EMPLOYEE PARKING

AVENUE OF THE ARTS

PROPOSED CROSSWALK

CONSTRUCTION PARKING (GRAVEL BASE)

EARTH CUT RAMP AREA

OVERHANG ABOVE @ 20' AFF

FIRE TRUCK TURNAROUND

TRASH BINS

SHORING PILES DEPTH VARIES

CONCRETE PATH, TYP.

WATER FEATURE

CONCRETE IN CONTRASTING

8' BARRICADE WALL W/ PAINTED PLYWOOD FINISH & GRAPHICS

RESIDENTIAL PICK-UP

LANDSCAPE, TYP.

DRIVEWAY

APPROX

EXISTING FOUNTAIN TO REMAIN

HOTEL DROP OFF

EXISTING HOTEL LOBBY

TEMPORARY GENERATOR PAD & CANOPY

OVERHEAD

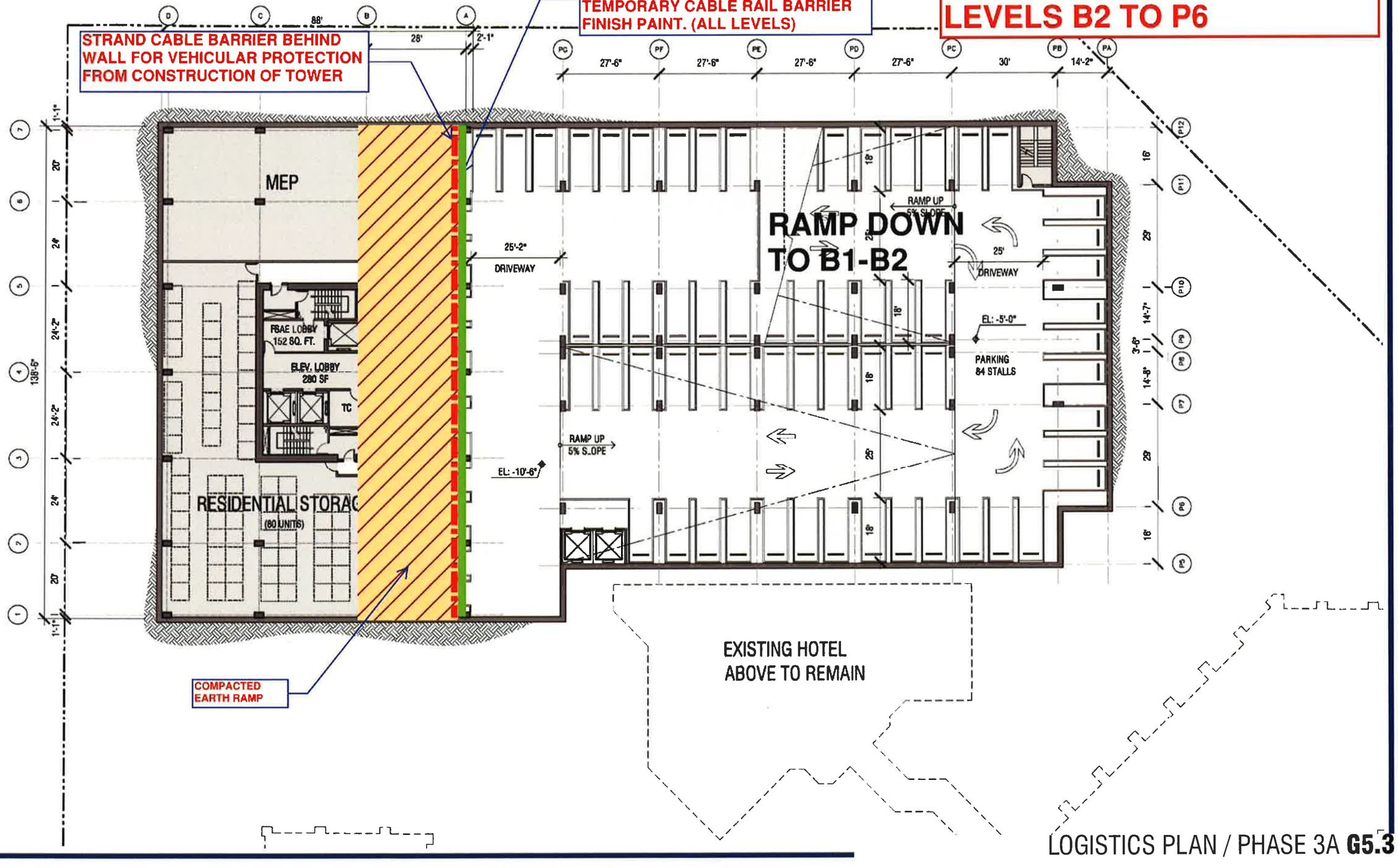
LOGISTICS PLAN / PHASE 2 **G5.2**

SWINERTON BUILDERS

PHASE 3A
PARKING GARAGE OPEN TO PUBLIC USE FOR HOTEL LEVELS B2 TO P6

TEMPORARY FRAMED 10' CONSTRUCTION WALL WITH TEMPORARY CABLE RAIL BARRIER FINISH PAINT. (ALL LEVELS)

STRAND CABLE BARRIER BEHIND WALL FOR VEHICULAR PROTECTION FROM CONSTRUCTION OF TOWER



LOGISTICS PLAN / PHASE 3A **G5.3**

SWINERTON BUILDERS

PHASE 3B TOWER CONSTRUCTION

ADJACENT RESIDENTIAL COMPLEX

DELIVERY HAUL ROUTE

16' WIDE GATES

TEMPORARY FRAMED 20' CONSTRUCTION WALL W/ FINISH PAINT.

EXISTING PAVED DRIVE LEAVE INTACTDURING CONSTRUCTION, REPLACE UPON COMPLETION OF TOWER

ACCESS FOR FIRETRUCKS & TRASH TRACKS

12' WIDE GATES

TRACKER PLATES & WHEEL CLEANING OPERATION

SHORING PILES TYPICAL

MANLIFT

READY MIX PUMPING STAGING AREA

BI-PART 20' WIDE SLIDING GATE

TOWER CRANE

TAKE 1 STREET LANE DURING TOWER CONSTRUCTION

READY MIX TRUCK PATH ONLY

8' BARRICADE WALL W/ PAINTED PLYWOOD FINISH

EDISON TRANSFORMER FEED DE-ENERGIZED

TRAILERS

TOILETS

SUBCONTRACTOR STORAGE

TRAILERS

FIRE TRUCK TURNAROUND

TRASH BINS

REPLACE PAVING UPON COMPLETION OF TOWER

CONSTRUCTION PARKING & STAGING DOWN

HOTEL PARKING UP

EMPLOYEE PARKING

EXISTING HOTEL LOBBY

PROPOSED CROSSWALK

PROPOSED SPLITTER ISLAND

PROPERTY LINE

AVENUE OF THE ARTS

MEP

CAFE STORAGE

CATERING KITCHEN

TRASH

LOADING

MAIL

WOMEN'S

MEN'S

ELEC

JAN

PACKAGE

SEC.

CONCIERGE

FCC

RAMP DOWN 5% SLOPE

RAMP UP

DRIVEWAY

PARKING 53 STALLS

20' CLR. OVER DRIVEWAY

EL: 5'-3"

EL: 0'-0"

ACCESS TO ADJ. PROPERTY

RESIDENTIAL PICK-UP

LANDSCAPE, TYP.

EXISTING FOUNTAIN TO REMAIN

EXISTING CANOPY OVERHEAD

CONCRETE PATH, TYP.

WATER FEATURE

CONCRETE W/ CONTRASTING COLOR TO EXISTING DRIVE

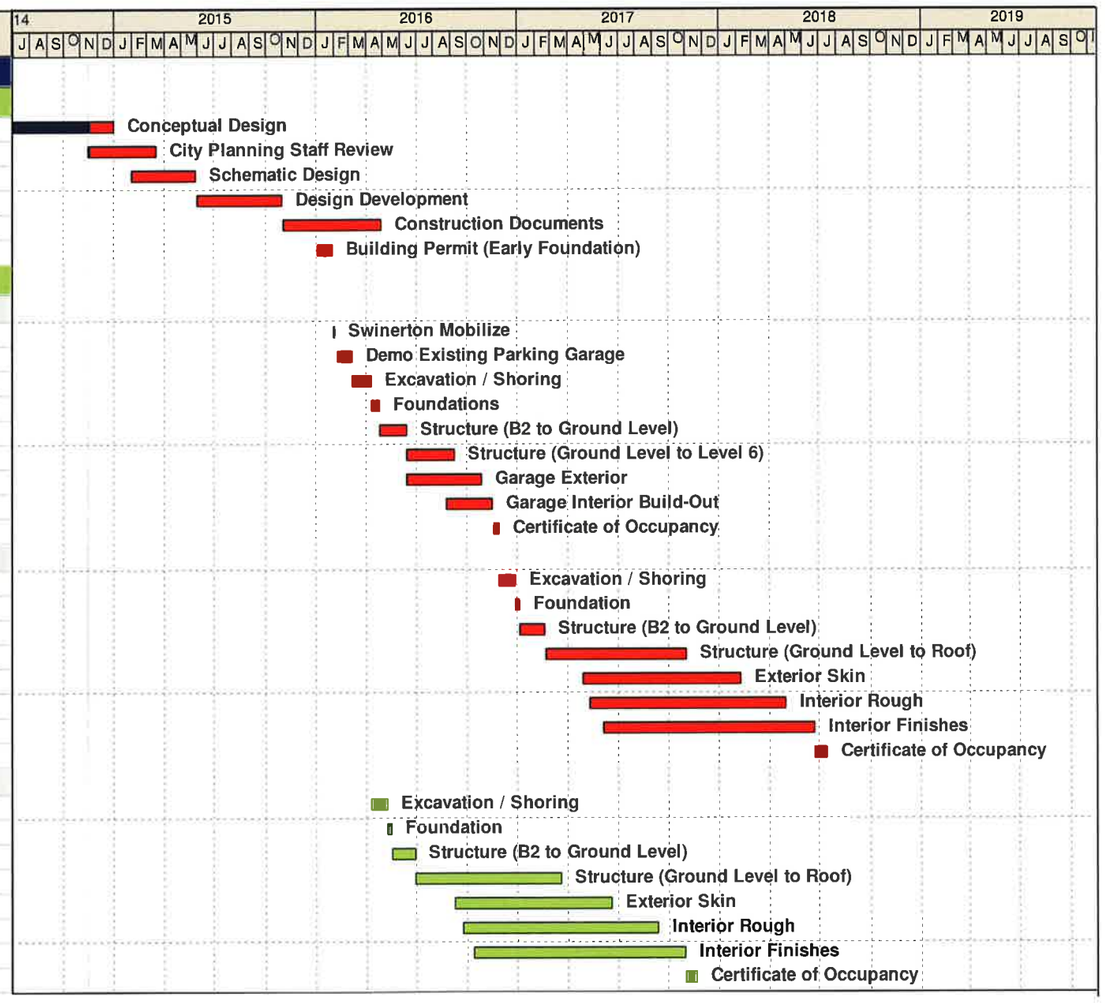
53'-9"

67'-8"

8'-10"

LOGISTICS PLAN / PHASE 3B **G5.4**

Activity ID	Activity Name	Duration	Start	Finish
3350 Avenue of the Arts		**1015**	**01-Jul-14 A**	**13-Jul-18**
Design		**460**	**01-Jul-14 A**	**29-Apr-16**
A1250	Conceptual Design	126	01-Jul-14 A	31-Dec-14
A1260	City Planning Staff Review	81	14-Nov-14 A	18-Mar-15
A1270	Schematic Design	83	02-Feb-15	29-May-15
A1280	Design Development	108	01-Jun-15	30-Oct-15
A1290	Construction Documents	124	02-Nov-15	29-Apr-16
A1300	Building Permit (Early Foundation)	19	04-Jan-16	29-Jan-16
Construction		**619**	**01-Feb-16**	**13-Jul-18**
Parking Garage		210	01-Feb-16	28-Nov-16
A1000	Swinerton Mobilize	5	01-Feb-16	05-Feb-16
A1010	Demo Existing Parking Garage	20	08-Feb-16	07-Mar-16
A1020	Excavation / Shoring	25	08-Mar-16	11-Apr-16
A1030	Foundations	10	12-Apr-16	25-Apr-16
A1040	Structure (B2 to Ground Level)	35	26-Apr-16	14-Jun-16
A1050	Structure (Ground Level to Level 6)	60	15-Jun-16	08-Sep-16
A1060	Garage Exterior	95	15-Jun-16	27-Oct-16
A1070	Garage Interior Build-Out	60	25-Aug-16	17-Nov-16
A1080	Certificate of Occupancy	5	18-Nov-16	28-Nov-16
Tower (Option 1)		409	29-Nov-16	13-Jul-18
A1090	Excavation / Shoring	20	29-Nov-16	27-Dec-16
A1100	Foundation	6	28-Dec-16	05-Jan-17
A1110	Structure (B2 to Ground Level)	30	06-Jan-17	17-Feb-17
A1120	Structure (Ground Level to Roof)	180	21-Feb-17	02-Nov-17
A1130	Exterior Skin	197	28-Apr-17	08-Feb-18
A1140	Interior Rough	245	12-May-17	02-May-18
A1150	Interior Finishes	265	05-Jun-17	21-Jun-18
A1160	Certificate of Occupancy	15	22-Jun-18	13-Jul-18
Tower (Option 2)		409	12-Apr-16	21-Nov-17
A1170	Excavation / Shoring	20	12-Apr-16	09-May-16
A1180	Foundation	6	10-May-16	17-May-16
A1190	Structure (B2 to Ground Level)	30	18-May-16	29-Jun-16
A1200	Structure (Ground Level to Roof)	180	30-Jun-16	20-Mar-17
A1210	Exterior Skin	197	08-Sep-16	20-Jun-17
A1220	Interior Rough	245	22-Sep-16	12-Sep-17
A1230	Interior Finishes	265	13-Oct-16	31-Oct-17
A1240	Certificate of Occupancy	15	01-Nov-17	21-Nov-17



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TEL: 213.895.7800 FAX: 213.895.7808

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November 17, 2014

Avenue of the Arts Wyndham Condominium Project – Temporary Guest Parking Plan

The below parking plan is proposed for the construction period for the Avenue of the Arts Wyndham Condominium Project that should tentatively take place from February 2016 to January 2018. The required replacement parking calculations are designed for the hotel to run at limited occupancy due to construction interruptions. During the 23 month period of construction, we have forecasted occupancy not to exceed 40% of capacity, which is approximately 95 rooms per night.

Guest room replacement parking during high demand:
Our historical parking structure demand is 1 car for every 4 rooms on average or peak demand of 24 parking spaces.

Staff replacement parking demand:
We should require staff parking of 19 parking spaces to handle this level of occupancy. Total parking demand is 19 guestroom spaces during peak construction.

Total temporary replacement parking demand:
Total replacement of temporary parking for guest and employee is 43 parking spaces and as such we need to rent approximately 15,050 sq. for replacement parking. Meeting space will be difficult to sell during construction due to fear of noise and inconvenience, as such parking is not calculated. It is anticipated that restaurant revenue will be limited to in-house guest that are already parked and on site.

Negotiations thus far:

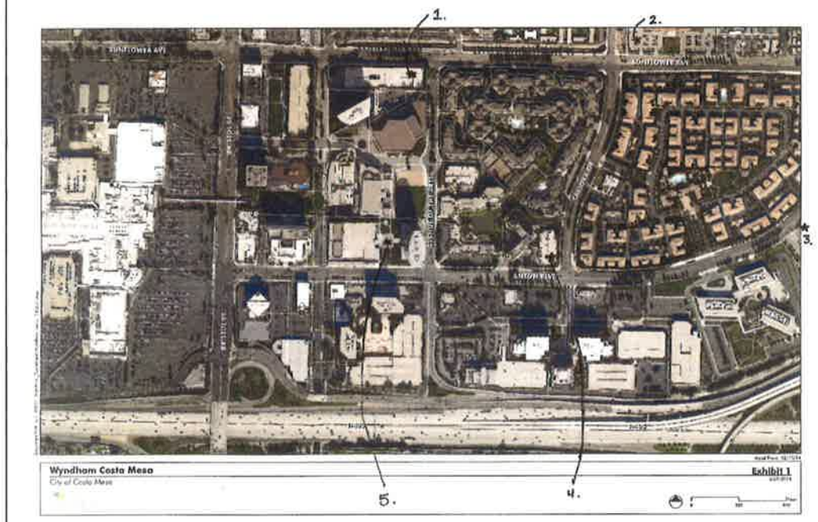
1. We have spoken to George Sakioka of Sakioka Company who owns acreage near the hotel. If we reach an agreement, the Avenue of the Arts Wyndham Hotel would construct temporary offsite parking on the Saikoka land for use of guest parking.
2. We have also spoken Dianne Pritchett at South Coast Metro Alliance for a parking alternative in the immediate area. As we have not decided on the construction period, it it is difficult to get commitment to property at this time. There are options within a ¼ mile of the hotel. Both George Sakioka and Dianne Pritchett feel temporary parking can be negotiated.

Shuttle Fleet:
Avenue of the Arts Wyndham Hotel operates three upscale shuttle vans- one 7-passenger, one 10-passenger, and one 24-passenger. This allows the hotel to shuttle 41 guests/employees every 10 minutes to offsite parking that is within 1/4 mile of the hotel. This is more than adequate to facilitate immediate and efficient transportation to off-site parking.

Potential of site parking locations:
Site 1- Tower Center Parking Structure (0.2 miles)
Site 2- Sound Chapel Parking Lot (0.9 miles)

Site 3- Sakioka Land (1.2 miles)
Site 4- Marriott Parking Structure (0.1 miles)
Site 5- Plaza Tower Parking Structure (0.1 miles)

See attached photos of sites accompanied by an aerial view of surrounding area.



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SITE 3

SITE 4

SITE 3

SITE 4

SITE 5

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LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

3350 AVENUE OF THE ARTS
COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

TEMPORARY HOTEL PARKING MEMO **G7.2**

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ATTACHMENT 4

MASTER PLAN AMENDMENT APPLICATION

High-Rise Residential Project

NOVEMBER 21, 2014

3350 Avenue of the Arts

Costa Mesa, CA 92626

ARQUITECTONICA
818 WEST SEVENTH STREET, SUITE 800
LOS ANGELES, CA 90017
TEL: 213.895.7800 FAX: 213.895.7808

FULL-SIZE PRINT 22”x34”
HALF-SIZE PRINT 11”x17”

PROJECT DIRECTORY

OWNER
ROSANNA INC.
3350 Avenue of the Arts
Costa Mesa, CA 92626
714-751-5100

ARCHITECT
ARQUITECTONICA
818 W 7th Street
Los Angeles, CA 90017
213-895-7800

PARKING CONSULTANT
LINSCOTT, LAW & GREENSPAN ENGINEERS
2 Executive Circle
Suite 250
Irvine, CA 92614

TRAFFIC CONSULTANT
STANTEC CONSULTING SERVICES INC.
38 Technology Drive
Suite 100
Irvine, CA 92618

CIVIL ENGINEER
FUSCOE ENGINEERING
16795 Von Karman
Suite 100
Irvine, CA 92606

LANDSCAPE DESIGNER
LAND CONCERN
1750 E. Deere Avenue
Santa Ana, CA 92705

PARKING DESIGNER
INTERNATIONAL PARKING DESIGN
14144 Ventura Blvd, Suite 100
Sherman Oaks, CA 91423

CONTRACTOR
SWINERTON BUILDERS
17731 Mitchell North, Suite 200
Irvine, CA 92614

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PARKING CALCULATIONS

Parking Garage Totals

Total Parking Required (Note 1):	**362**
Total Parking Provided (Note 2):	**422**
Accessible stalls (Note 3):	9
Percentage Accessible:	2.10%

Notes:

1 - Per Parking Demand Study 11/18/14
2 - Provided number of parking is 422 as proposed, although parking layouts may accommodate up to 425 spaces total.

3 - Accessible stalls

Parking Stalls per Use

Residential-Only Parking:

Parking Stall Width:	**8'-6"**
Number of Spaces:	200
Levels Located:	P3-P6

Hotel / Residential Guest Parking:

Typical Parking Stall Width:	9'-0"
Number of Spaces:	222
Levels Located:	B2-P3

PROJECT SUMMARY

General Development Information

Lot Area	130,682 SF (3 Acres)
Allowable Density	125 Units per Acre
Maximum Building Height	270'-0" from grade (304'-0" from AMSL)
Zoning	Planned Development Residential - High Density (PDR-HD)

Project Information

Number of Stories	23
Use	Multi-family Residential
Construction	Type I
Structural Frame	3 Hrs
Shaft Enclosure	2 Hrs
Floor	2 Hrs
Roof	2 Hrs
Unit Separation	2 Hrs
Exterior Bearing	4 Hrs, Less than 3' from Property Line
Non-Bearing	2 Hrs, Less than 20' from Property Line

Project Calculations

	Approved Totals (from 2007 Master Plan)		**Modifications Proposed** **Revisions shown shaded* **Proposed Totals**		
GENERAL INFORMATION					
Minimum Front Setback	*25'*		**20' (Title Report to confirm)**		
OPEN AREA CALCULATIONS	*SF*	*Percentage to total site*	SF	Percentage to total site	
Ground Floor (overall site)	*35,193*	*27%*	35,823	27%	(per ground level revisions)
Amenity deck (Level 6 podium)	*17,847*	*14%*	17,847	14%	
Private Balconies	*57,212*	*44%*	57,212	44%	
Total Open Space	*110,252*	*84%*	**110,882**	**85%**	
Driveway Area	*25,673*	*20%*	**22,900**	**18%**	
PARKING TOTALS			*See Parking Calc. & Parking / Traffic Studies		
Total Parking Demand	*480*		362		(per Parking Study 11/18/14)
Total Parking Provided	*480*		**422**		
RESIDENTIAL / HOTEL TOTALS			*See Residential Area Calcs.		
Total Residential Units	*120*		**10**		
Average Unit Size	*1,592*	*SF*	**1,994**	**SF**	
Total Gross Building Area	*292,172*	*SF*	**291,542**	**SF**	(per ground level revisions)
Total Hotel Units	*200*		**238**		(existing hotel to remain)
Lounge / Bar Area	*3,450*	*SF*	**0**	**SF**	(included in hotel upgrade)
Ancillary Retail	*1,740*	*SF*	**0**	**SF**	(included in hotel upgrade)

RESIDENTIAL AREA CALCULATIONS

Level	Use	Unit Type																								Unit Totals	Gross Floor Area (SF)
		1 Bd		2 Bd													2 Bd + D				3 Bd				3 Bd Duplex					
	Net Rentable Area (SF)	900	1,185	1,450	1,455	1,550	1,640	1,650	1,660	1,670	1,715	1,780	1,795	2,260	2,290		2,400	2,450	2,550	2,650	2,400	2,450	2,550	2,650	3,680	3,730	3,825	4,100		
	Average Size (SF)	1,043		1,743													2,513				2,513				3,834				**1,994**	
B1	Parking																											0	11,586
1	Parking / Lobby / Lounge / MEP																											0	10,893
1.5	Parking																											0	2,243
2	Parking / Residential	2			1	1	1			1																		6	10,893
3	Parking / Residential		2										1	1	1													5	10,893
4	Parking / Residential	2	1				1	1						1														6	10,893
5	Parking / Residential		2										1	1	1													5	10,893
6	Amenity																											0	15,576
7	Residential			1					2	1	1	1																6	12,216
8	Residential			1					2	1	1	1																6	12,216
9	Residential			1					2	1	1	1																6	12,216
10	Residential			1					2	1	1	1																6	12,216
11	Residential			1					2	1	1	1																6	12,216
12	Residential			1					2	1	1	1																6	12,216
13	Residential			1					2	1	1	1																6	12,216
14	Residential																1	1	1	1								4	12,216
15	Residential																1	1	1	1								4	12,216
16	Residential																1	1	1	1								4	12,216
17	Residential																1	1	1	1								4	12,216
18	Residential																1	1	1	1								4	12,216
19	Residential																				1	1	1	1				4	12,216
20	Residential																				1	1	1	1				4	12,216
21	Residential																				1	1	1	1				4	12,216
22	Residential																								1	1	1	1	4	12,216
23	Residential / MEP																											0	12,216
	Total Count per Area	4	5	7	1	1	2	1	14	8	7	7	2	3	2		5	5	5	5	3	3	3	3	1	1	1	1	**100**	**291,542**
	Total Net Rentable Area (SF)	3,600	5,925	10,150	1,455	1,550	3,280	1,650	23,240	13,360	12,005	12,460	3,590	6,780	4,580		12,000	12,250	12,750	13,250	7,200	7,350	7,650	7,950	3,680	3,730	3,825	4,100	**199,360**	
	Total Count per Type	9		55													20				12				4				100	
	Unit Type Percentage of Total	9%		55%													20%				12%				4%				**100%**	

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Stantec Consulting Services Inc.
38 Technology Drive Suite 100, Irvine CA 92618-5312

November 19, 2014
File: 2073008840

Attention: Alex Asli, AIA
Arquitectonica
818 W. 7th Street, Suite 800
Los Angeles, CA 90017

Dear Mr. Asli,

Reference: 3350 Avenue of the Arts/Wyndham Hotel and Condominium Project Trip Generation Analysis Summary

The Wyndham Hotel is located at 3350 Avenue of the Arts in the City of Costa Mesa. In 2007, the City of Costa Mesa approved a project to add 120 condominiums, 3,450 square feet of lounge/bar space, and 1,740 square feet of ancillary retail space to the existing hotel, and a remodeling of the hotel with a net reduction of 38 rooms (reduced from 238 rooms to 200 rooms). Currently the project applicant is proposing that the hotel remain at the existing 238 rooms, to reduce the condominium development to 100 units, and to not construct the bar/lounge and ancillary retail space.

An Environmental Impact Report (EIR) and Traffic Study were prepared for the approved project in 2007. The Traffic Study analyzed project impacts at 15 local intersections under short-range and long-range conditions, and found that the approved project had no significant impact on the surrounding circulation system. The approved and entitled development would generate a total of 771 daily trips. The currently proposed project would generate 672 daily trips, a reduction of 99 daily trips. During the peak hours, the proposed project would increase the AM peak hour trip generation by a small amount (i.e., 18 trips) and would reduce the PM peak hour trip generation. Table 1 (attached) summarizes the trip generation for the proposed project and compares it to the entitled project trip generation.

During the AM peak hour, the study intersections operate at LOS B or better under short-range conditions and LOS C or better under long-range conditions as shown in the approved 2007 EIR Traffic Study. Although the currently proposed project would generate 18 more AM peak hour trips than the approved project, the intersections operate at acceptable LOS C or better during the AM peak hour, and the currently proposed project would have no significant impact on the study intersections.

Driveway Analysis

The project would access Avenue of the Arts from an existing driveway located at the traffic circle approximately midway between Sunflower Avenue and Anton Boulevard. Access to Avenue of

Reference: 3350 Avenue of the Arts/Wyndham Hotel and Condominium Project Trip Generation Analysis Summary

the Arts would also be available from the Wyndham Hotel main driveway; however, since this driveway is right-turn only and vehicles would have to pass through the hotel lobby drop-off area, an insignificant amount of project trips are expected to use the hotel driveway. To assess impacts on the traffic circle for a worst case condition, all project trips have been assumed to use the traffic circle driveway for access.

The intersection at the traffic circle was analyzed to determine the project's impact. The diameter of the traffic circle on Avenue of the Arts is approximately 120 feet, which is less than the typical diameter of a 2-lane urban roundabout (generally 150 to 180 feet). The smaller diameter results in vehicle speeds too high for conventional roundabout operations. Because of these higher speeds, the City has requested that the project's driveway be configured with stop-sign control so that it operates as a three-leg unsignalized intersection rather than as a roundabout. Project impacts have, therefore, been assessed based on stop sign control for the project driveway.

The Highway Capacity Manual (HCM) stop-controlled intersection delay methodology was utilized, and results were calculated using the Synchro 8 software. Background intersection volumes were obtained from *580 Anton Traffic Study* (Stantec July 2013). These volumes represent 2016 conditions with development of the 580 Anton residential project. The 2016 background approach delay for the driveway is approximately 9 seconds per vehicle at level of service (LOS) A during the AM and PM peak hour. The north/south approach delay is negligible.

With the proposed project, the driveway approach delay remains at approximately 9 seconds per vehicle (LOS A) during the AM and PM peak hour. Therefore, project traffic will not experience significant delay at the intersection. The north/south through traffic would experience no measurable increase in approach delay.

CONCLUSION

The approved and entitled project had no significant impact on the surrounding intersections as summarized in the 2007 EIR Traffic Study. The currently proposed project would likewise have no significant impacts on the surrounding circulation system since it would generate fewer trips on a daily basis (99 fewer daily trips), fewer trips in the PM peak hour (11 fewer trips), and a negligible amount of additional trips in the AM peak hour (18 trips).

Reference: 3350 Avenue of the Arts/Wyndham Hotel and Condominium Project Trip Generation Analysis Summary

The project would have no significant impact on the existing traffic circle intersection on Avenue of the Arts, with the driveway approach delay in the LOS A range.

Sincerely,

STANTEC CONSULTING SERVICES INC.

Cathy Lawrence, PE
Transportation Engineer
Phone: (949) 923-6064
Cathy.Lawrence@stantec.com

Attachment: Table 1 Wyndham Hotel and Condominium Project – Trip Generation Summary
Table 2 HCM Delay and LOS Summary
HCM Delay Analysis Calculation Sheets

c. Daryl Zerfass, Stantec

cat c:\2073\active\2073008840\correspondence\letter\let_wyndham_trip_summary 20141119.docx

Table 1 Wyndham Hotel and Condominium Project – Trip Generation Summary

Land Use	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	ADT
Approved 2007 Project:								
Condo	120 DU	12	49	61	48	26	74	806
Retail	1.74 TSF	1	1	2	3	4	7	75
Bar/Lounge	3.45 TSF	1	1	2	17	9	26	310
Hotel Room Removal	38 Rm	-15	-11	-26	-13	-14	-27	-339
Internal Capture (10%)		-1	-5	-6	-5	-2	-7	-81
Total Trips – 2007 Project		-2	35	33	50	23	73	771
Proposed Condo Project	100 DU	10	41	51	40	22	62	672
Net Change – Proposed vs. Approved		**12**	**6**	**18**	**-10**	**-1**	**-11**	**-99**
Trip Rates								
Condominium [1]	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.72

[1] Source: Approved Project EIR Rates (ITE Apartment (Code 220) rates were used for condominiums as worst-case scenario)

Table 2 HCM Delay and LOS Summary

Intersection	2016 No-Project AM Peak Hour Delay	2016 No-Project AM Peak Hour LOS	2016 No-Project PM Peak Hour Delay	2016 No-Project PM Peak Hour LOS	2016 + Project AM Peak Hour Delay	2016 + Project AM Peak Hour LOS	2016 + Project PM Peak Hour Delay	2016 + Project PM Peak Hour LOS
Ave of the Arts & Project Dwy (Circle)	9.2 sec	A	9.0 sec	A	9.5 sec	A	9.3 sec	A

2016 No-Project - AM Peak Hour — Synchro 8 Report
1: Ave of the Arts & Project Dwy — HCM Unsignalized Intersection Capacity Analysis

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	2	264	36	0	198
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	287	39	0	215
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	414	163			326	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	414	163			326	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	566	853			1230	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	2	191	135	108	108
Volume Left	0	0	0	0	0
Volume Right	2	0	39	0	0
cSH	853	1700	1700	1700	1700
Volume to Capacity	0.00	0.11	0.08	0.06	0.06
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.2	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.2	0.0		0.0	
Approach LOS	A				

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	18.4%	ICU Level of Service		A
Analysis Period (min)	15			
Description: Unconventional roundabout				

2016 No-Project - PM Peak Hour — Synchro 8 Report
1: Ave of the Arts & Project Dwy — HCM Unsignalized Intersection Capacity Analysis

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	4	232	8	0	179
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	252	9	0	195
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	354	130			261	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	354	130			261	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	618	895			1301	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	168	93	97	97
Volume Left	0	0	0	0	0
Volume Right	4	0	9	0	0
cSH	895	1700	1700	1700	1700
Volume to Capacity	0.00	0.10	0.05	0.06	0.06
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.0	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.0	0.0		0.0	
Approach LOS	A				

Intersection Summary				
Average Delay	0.1			
Intersection Capacity Utilization	16.7%	ICU Level of Service		A
Analysis Period (min)	15			
Description: Unconventional roundabout				

2016 + Project AM Peak Hour — Synchro 8 Report
1: Ave of the Arts & Project Dwy — HCM Unsignalized Intersection Capacity Analysis

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	42	264	46	0	203
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	46	287	50	0	221
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	422	168			337	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	422	168			337	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	95			100	
cM capacity (veh/h)	560	846			1219	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	46	191	146	110	110
Volume Left	0	0	0	0	0
Volume Right	46	0	50	0	0
cSH	846	1700	1700	1700	1700
Volume to Capacity	0.05	0.11	0.09	0.06	0.06
Queue Length 95th (ft)	4	0	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.5	0.0		0.0	
Approach LOS	A				

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	18.8%	ICU Level of Service		A
Analysis Period (min)	15			
Description: Unconventional roundabout				

2016 + Project - PM Peak Hour — Synchro 8 Report
1: Ave of the Arts & Project Dwy — HCM Unsignalized Intersection Capacity Analysis

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	25	232	47	0	199
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	27	252	51	0	216
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	386	152			303	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	386	152			303	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	590	867			1254	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	27	168	135	108	108
Volume Left	0	0	0	0	0
Volume Right	27	0	51	0	0
cSH	867	1700	1700	1700	1700
Volume to Capacity	0.03	0.10	0.08	0.06	0.06
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	9.3	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.3	0.0		0.0	
Approach LOS	A				

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	17.9%	ICU Level of Service		A
Analysis Period (min)	15			
Description: Unconventional roundabout				

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November 18, 2014

Mr. Alexi Asli, AIA
Arquitectonica
818 West 7th Street, Suite 800
Los Angeles, CA 90017

LLG Reference No. 2.14.3503.1

Subject: *Updated* **Parking Demand Analysis for the Proposed 3550 Avenue of the Arts Hotel & Condominium Project**
Costa Mesa, California

Dear Mr. Asli:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Parking Demand Analysis for the proposed 3550 Avenue of the Arts project, which consists of constructing a 100-unit high-rise condominium development on the site of the existing 238-room Wyndham Hotel. The condominium tower will be constructed above and adjacent to the existing parking garage for the hotel, which is located on the east side of Avenue of the Arts between Anton Avenue and Sunflower Avenue in the City of Costa Mesa, California. At completion, the Project will provide a total of 422 parking spaces within a six and a half level parking garage; 200 reserved spaces for the condominium residents; and 222 shared spaces for the hotel and resident guests.

The Project site is located at 3550 Avenue of the Arts on the site of the existing Avenue of the Arts Wyndham Hotel. In addition to the 238 guest rooms, the hotel includes 3,143 square feet (SF) of restaurant area and 4,024 SF of meeting space. As we understand it, the City of Costa Mesa has required a parking demand analysis to determine whether adequate parking will be provided for the proposed condominium tower addition project in conjunction with the existing Avenue of the Arts Wyndham Hotel. As a result, this parking demand analysis includes a City parking code analysis based on the North Costa Mesa Specific Plan and a shared parking analysis based on the methodology outlined in Urban Land Institute's (ULI) *Shared Parking, 2nd Edition*.

Briefly, based on this parking demand analysis for the proposed 3550 Avenue of the Arts Hotel and Condominium project, a sufficient number of parking spaces (422 on-site parking spaces) will be provided to accommodate the peak parking demand for the proposed Project.

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Our method of analysis, findings, and recommendations are detailed in the following sections of this report.

PROJECT DESCRIPTION AND LOCATION

The 3550 Avenue of the Arts Hotel and Condominium project is a proposed 100-unit high-rise condominium development located on the site of the existing Avenue of the Arts Wyndham Hotel in the City of Costa Mesa, California. ***Figure 1***, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the project and depicts the surrounding street system. ***Figure 2*** presents an aerial depiction of the existing site plan for the Project site, which shows the existing Avenue of the Arts Wyndham Hotel and adjacent parking garage, which is the primary footprint for the proposed high-rise condominium tower. It should be noted that the existing valet parking service for the hotel will continue with the same operation as part of the proposed Project.

Figure 3 presents the proposed site plan for the 3550 Avenue of the Arts Hotel and Condominium project. As presented in *Figure 3*, the proposed Project includes 100 high-rise condominium units and the existing hotel component, which consists of 238 guest rooms with 3,143 SF of restaurant area and 4,024 SF of meeting/banquet space. In addition, the proposed project will provide 422 parking spaces within a seven and a half level parking garage consisting of one and a half subterranean levels and six levels above ground. The proposed 100-unit high-rise condominium development consists of the following unit type breakdown:

- 9 One bedroom units
- 75 Two bedroom units
- 16 Three bedroom units

PARKING SUPPLY-DEMAND ANALYSIS

This parking analysis for the proposed 3550 Avenue of the Arts Hotel and Condominium project involves determining the expected parking needs, based on the size and type of proposed development components. In general, there are three methods that can be used to estimate the site's peak parking requirements. For this analysis, two of three methods are applicable and these methods include:

1. Application of the North Costa Mesa Specific Plan requirements (which typically treat each use in the project as a "stand alone" use at maximum demand); and
2. Application of shared parking usage patterns by time-of-day (which recognizes that the parking demand for each land use component varies by time of day, day of week, and/or month of year).

The shared parking methodology is certainly applicable to a development such as the proposed 3550 Avenue of the Arts Hotel and Condominium project, as the individual land uses (i.e., restaurant, meeting rooms, hotel uses, and resident guests) experience peak demands at different times of the day. The third method, which includes conducting existing parking surveys combined with the shared parking methodology, is not applicable to this project because the entire development currently does not exist.

CITY OF COSTA MESA PARKING CODE REQUIREMENTS (NCMSP)

To determine the number of parking spaces required to support the 3550 Avenue of the Arts Hotel and Condominium project, parking demand was first calculated using the North Costa Mesa Specific Plan (NCSP) ratios. As mentioned previously, NCSP requirements typically treat each individual use in the project as a "stand alone" use at maximum demand, as opposed to an integrated part of the entire project.

As such, the North Costa Mesa Specific Plan specifies a parking ratio for hotel uses of 1 space for each two rentable units, plus 10 spaces per 1,000 square feet for the first 3,000 square feet, and 12 spaces per 1,000 square feet for each additional 1,000 square feet above the first 3,000 square feet for restaurant, banquet, meeting room and kitchen spaces.

Table 1, attached, summarizes the City parking code requirements for the proposed 3550 Avenue of the Arts Hotel and Condominium project using the above NCMSP parking ratios. As presented in *Table 1*, direct application of NCMSP parking ratios to the proposed 3550 Avenue of the Arts Hotel and Condominium program results in a City parking requirement of ***428 parking spaces,*** which indicates a theoretical parking deficiency of ***6 parking spaces*** based on an on-site parking supply of 422 parking spaces. However, the NCMSP demand overstates the amount of parking that will be needed to accommodate the operational characteristics of the existing hotel and

proposed residential guests. Also as previously mentioned, there is an opportunity to share parking spaces based on the utilization profile of each land use components.

SHARED PARKING ANALYSIS

Based on the operational characteristics of both the current development and proposed high-rise condominium project, the parking demand can be calculated using shared parking criteria as established by the Urban Land Institute (ULI) which lays out a calculation matrix for computing the project's realistic parking needs. The shared parking calculations included in this report are based on the proposed land uses of the proposed 3550 Avenue of the Arts Hotel and Condominium project, and reflects the development program presented in *Table 1*.

Shared Parking Rationale and Basis

To forecast an accurate theoretical parking requirement for the proposed Avenue of the Arts Hotel and Condominium project, the shared parking methodology was utilized. The concept of shared parking is widely recognized in the transportation planning industry and accounts for the fluctuations in parking demand over time for different types of land uses within a development. Due to the unique parking characteristics of the project's mixed-use development (i.e. hotel, hotel restaurant, meeting/banquet rooms, and residential) opportunities for shared parking can be expected.

The objective of this theoretical shared parking analysis is to forecast the peak parking requirements for the project based on the combined demand patterns of different land uses at the site. Experience indicates that combining different land uses whose parking demands peak at different times (of the day or week) generally result in a parking demand that is significantly lower than the summation of individual peak demand factors or City parking code requirement for each use. The analytical procedures for Shared Parking Analyses are well documented in the *Shared Parking, 2nd Edition* publication by the Urban Land Institute (ULI).

According to the ULI's *Shared Parking* publication, shared parking is defined as parking space that can be used to serve two or more individual land uses without conflict or encroachment. Given that the hotel, restaurant, and meeting room uses may have different peak periods, it is appropriate to utilize the shared parking concept to forecast the overall parking demand for the proposed Avenue of the Arts Hotel and Condominium project.

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3350 AVENUE OF THE ARTS
COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

PARKING DEMAND STUDY / **G4.1**

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Shared Parking Ratios and Profiles

The hourly parking demand profiles (expressed in percent of peak demand) are based on profiles developed by the Urban Land Institute (ULI) and published in Shared Parking 2nd Edition. The ULI publication presents hourly parking demand profiles for 10 general land uses: office (general & medical/dental), retail, restaurant/bar (Fine/Casual, Family, Fast-food, & nightclub) cinema/theater, arena/stadium, residential, convention center, health club, bank, and hotel (consisting of separate factors for guest rooms, restaurant/lounge, meeting room, and convention area). These factors present a profile of parking demand over time and have been used directly, by land use type, in the analysis of this project. Additionally, because the restaurant and meeting rooms are conveniently located within the existing hotel, an internal capture factor of 33% and 50% has been applied to the restaurant area and meeting space, respectively, to account for hotel guests utilizing the restaurant and meeting/banquet rooms.

Since one of the primary project components for the 3550 Avenue of the Arts Hotel and Condominium project is hotel use, the ULI hotel use profiles are applied directly. In doing so, there is an intermediate step in expressing ULI profiles as a percentage of the week-long peak, thus arriving at a weekday profile and weekend profile each expressed as a percentage of the baseline parking ratio (ULI actually starts with separate ratios for weekday and weekend day, and develops profiles for each accordingly; we've found it more convenient to translate both profiles to a percent of expected maximum demand, which for hotel, turns out to be on a Saturday). The resulting profiles represent the most likely hourly parking demand profile, and are applied to City's NCMSP Parking Code requirement of 1 space for each of two rentable units, while the banquet/meeting room profile is also directly derived from ULI with the peak parking ratio for banquet/meeting room use equal to 10 spaces per 1,000 square feet for the first 3,000 square feet, and 12 spaces per 1,000 square feet for each additional 1,000 square feet above the first 3,000 square feet, which is derived from the City's NCMSP parking code and described in detail above.

The restaurant use profiles are based on the hotel restaurant land use, which emphasizes lunch and dinner as the peak activity times of the day. Like the hotel profiles, the hotel restaurant profiles are derived exactly from the ULI baseline. The City's NCMSP parking requirement for hotel restaurant is 10 spaces per 1,000 square feet for the first 3,000 square feet, and 12 spaces per 1,000 square feet for each additional 1,000 square feet above the first 3,000 square feet.

Shared Parking Results for the 3550 Avenue of the Arts Hotel and Condominium Project

Tables 2 and ***3***, attached, apply the ULI methodology directly and forecast the theoretical weekday and weekend shared parking requirements for the proposed Avenue of the Arts Hotel and Condominium project, respectively, based upon the proposed program presented in *Table 1*. ***Appendix A*** contains the shared parking analysis calculation worksheets for this weekday and weekend day parking scenario. As shown in *Table 2*, the theoretical peak parking requirement for the proposed 3550 Avenue of the Arts Hotel and Condominium project program during a typical weekday totals ***355 parking spaces*** and occurs at 9:00 PM. As shown in *Table 3*, the theoretical peak parking requirement for the proposed 3550 Avenue of the Arts Hotel and Condominium project program during a typical weekend day totals ***362 parking spaces*** and also occurs at 9:00 PM. As a result, the peak theoretical shared parking demand for the proposed 3550 Avenue of the Arts Hotel and Condominium project is ***362 parking spaces***. With a proposed on-site parking supply of 422 parking spaces, the shared parking demand analysis results in a minimum surplus of ***60 parking spaces*** at 9:00 PM on a weekend.

* * * * * * * * * * *

SUMMARY OF FINDINGS AND CONCLUSIONS

- The proposed 3550 Avenue of the Arts Hotel and Condominium project is a proposed 100-unit high-rise condominium development located on the site of the existing Avenue of the Arts Wyndham Hotel. The existing hotel component consists of a 238 guest rooms with 3,143 SF of restaurant area and 4,024 SF of meeting/banquet space. In addition, the proposed project will provide 422 parking spaces within a seven and a half level parking garage consisting of one and a half subterranean levels and six levels above ground.

- Direct application of North Costa Mesa Specific Plan (NCMSP) parking ratios to the proposed 3550 Avenue of the Arts Hotel and Condominium project results in the following City parking code requirement:

  - 3550 Avenue of the Arts Hotel and Condominium Project – ***428 parking spaces***

  As presented, the NCMSP parking requirement for the proposed 3550 Avenue of the Arts Hotel and Condominium project would result in a theoretical parking deficiency but also would overstate the amount of parking spaces that would actually be needed to serve the project.

- The Shared Parking Demand Analysis indicates that the theoretical peak parking demand for the proposed 3550 Avenue of the Arts Hotel and Condominium project results in the following parking demand:

  - 3550 Avenue of the Arts Hotel and Condominium Project – ***362 parking spaces***

  As presented, the Shared parking demand for the proposed 3550 Avenue of the Arts Hotel and Condominium project would result in adequate weekday and weekend parking based on the proposed on-site parking supply of 422 parking spaces.

We appreciate the opportunity to prepare this parking analysis for Arquitectonica. Should you have any questions or need additional assistance, please do not hesitate to call me at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

Keil D. Maberry, P.E.
Principal

Attachments

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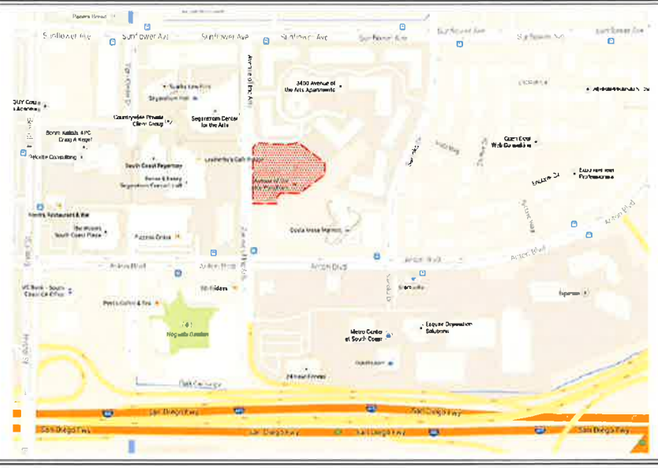

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N NO SCALE

SOURCE: GOOGLE

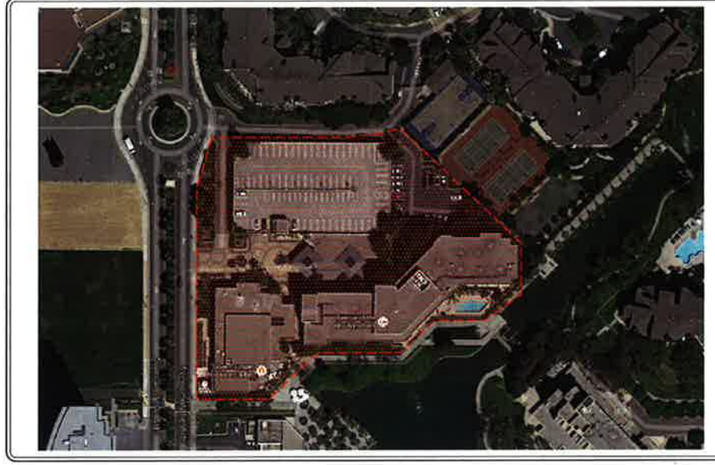
KEY

= PROJECT SITE

FIGURE 1

VICINITY MAP

3550 AVENUE OF THE ARTS, COSTA MESA



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N NO SCALE

SOURCE: GOOGLE

KEY

= PROJECT SITE

FIGURE 2

EXISTING SITE PLAN

3550 AVENUE OF THE ARTS, COSTA MESA

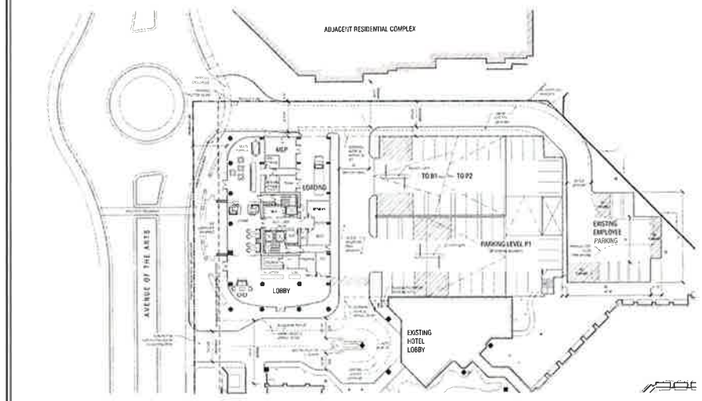

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FIGURE 3

PROPOSED SITE PLAN

3550 AVENUE OF THE ARTS, COSTA MESA

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TABLE 1

CITY CODE PARKING REQUIREMENTS[1]

3550 AVENUE OF THE ARTS HOTEL AND CONDOMINIUM PROJECT, COSTA MESA

Project Description	Size of Development	City of Costa Mesa Code Parking Ratio	Spaces Required
Existing Hotel Uses			
Hotel Rooms	238 Rooms	1 space for each two rentable units	119
Hotel Restaurants	3,143 SF	10 spaces per 1,000 SF for the first 3,000 SF and 12 spaces per 1,000 SF above 3,000 SF	32
Hotel Meeting Rooms	4,024 SF	10 spaces per 1,000 SF for the first 3,000 SF and 12 spaces per 1,000 SF above 3,000 SF	43
Proposed Residential Use		(1.50 to 2.00 spaces per unit)	
Tenant	9 One-bedroom units	1.50 spaces per 1-bedroom	14
	75 Two-bedroom units	2.00 space per 2-bedroom	150
	16 Three-bedroom units	2.00 space per 3-bedroom	32
Guest	100 Units	0.50 spaces per unit for the first 50 units, and 0.25 spaces per unit for units above 50	25 / 13
		Total City Code Parking Requirement:	428
		Proposed Parking Supply:	422
		Supply/(Deficiency):	(6)

[1] Source: North Costa Mesa Specific Plan.

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TABLE 2

"TYPICAL" WEEKDAY (MONDAY - FRIDAY) SHARED PARKING ANALYSIS [1]

3550 Avenue of the Arts Hotel and Condominium Project, Costa Mesa

Land Use	(1) Wyndham Hotel	(2) Hotel Restaurants	(3) Conference / Meeting	(4)	(5)		(6) Residential (Reserved)	(7)
Size	238 Rooms	3,143 SF	4,024 SF		Total Hotel Parking with Residential Guest Parking Demand (38)		100 DU	
Pkg Rate [2]	0.50 Sp/Room	10 Sp/1000 SF	10 Sp/1,000 SF					
Rq'd Spaces	Spaces 119	Spaces 32	Spaces 43					
Adjustments	---	w/67% non-guest	w/50% non-guest					
Time of Day	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Hotel Shared Parking Demand	Resident Guest	Total Shared		Total Site Demand
6:00 AM	81	0	0	81	0	81	196	277
7:00 AM	88	2	0	90	7	97	196	293
8:00 AM	98	6	7	111	7	118	196	314
9:00 AM	90	2	13	105	7	112	196	308
10:00 AM	85	2	13	100	7	107	196	303
11:00 AM	85	1	13	99	7	106	196	302
12:00 PM	81	21	14	116	7	123	196	319
1:00 PM	81	21	14	116	7	123	196	319
2:00 PM	85	7	14	106	7	113	196	309
3:00 PM	85	2	14	101	7	108	196	304
4:00 PM	86	2	14	102	7	109	196	305
5:00 PM	85	6	22	113	15	128	196	324
6:00 PM	82	12	22	116	22	138	196	334
7:00 PM	77	13	22	112	38	150	196	346
8:00 PM	80	15	22	117	38	155	196	351
9:00 PM	**85**	**14**	**22**	**121**	**38**	**159**	**196**	**355**
10:00 PM	85	13	11	109	38	147	196	343
11:00 PM	87	8	11	106	31	137	196	333
12:00 AM	85	6	0	91	19	110	196	306

Notes:

[1] Based on weekday hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*.

[2] Parking rates for all uses are based on the North Costa Mesa Specific Plan.

[3] See Appendix A for details on the shared parking calculations for each project component.

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TABLE 3

"TYPICAL" WEEKEND (Saturday) SHARED PARKING ANALYSIS [1]

3550 Avenue of the Arts Hotel and Condominium Project, Costa Mesa

Land Use	(1) Wyndham Hotel	(2) Hotel Restaurants	(3) Conference / Meeting	(4)	(5)		(6) Residential (Reserved)	(7)
Size	238 Rooms	3,143 SF	4,024 SF		Total Hotel Parking with Residential Guest Parking Demand (38)		100	
Pkg Rate [2]	1.0 Sp/Room	10 Sp/1000 SF	10 Sp/1,000 SF					
Rq'd Spaces	Spaces 119	Spaces 32	Spaces 43					
Adjustments	---	w/67% non-guest	w/50% non-guest					
Time of Day	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Hotel Shared Parking Demand	Resident Guest	Total Shared		Total Site Demand
6:00 AM	89	0	0	89	0	89	196	285
7:00 AM	94	2	0	96	7	103	196	299
8:00 AM	101	6	7	114	7	121	196	317
9:00 AM	91	2	13	106	7	113	196	309
10:00 AM	84	2	13	99	7	106	196	302
11:00 AM	84	1	13	98	7	105	196	301
12:00 PM	79	21	14	114	7	121	196	317
1:00 PM	79	21	14	114	7	121	196	317
2:00 PM	84	7	14	105	7	112	196	308
3:00 PM	84	2	14	100	7	107	196	303
4:00 PM	87	2	14	103	7	110	196	306
5:00 PM	87	6	22	115	15	130	196	326
6:00 PM	87	12	22	121	22	143	196	339
7:00 PM	83	13	22	118	38	156	196	352
8:00 PM	88	15	22	125	38	163	196	359
9:00 PM	**92**	**14**	**22**	**128**	**38**	**166**	**196**	**362**
10:00 PM	92	13	11	116	38	154	196	350
11:00 PM	95	8	11	114	31	145	196	341
12:00 AM	94	6	0	100	19	119	196	315

Notes:

[1] Based on weekend hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*.

[2] Parking rates for all uses are based on the North Costa Mesa Specific Plan.

[3] See Appendix A for details on the shared parking calculations for each project component.

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APPENDIX A

SHARED PARKING CALCULATION WORKSHEETS

APPENDIX A-1

HOTEL

TYPICAL WEEKDAY SHARED PARKING ANALYSIS CALCULATIONS

3550 Avenue of the Arts Hotel & Condominium Project, Costa Mesa

	Hotel				
	238 Room		-	119 Spaces [1]	
	Visitors		Employees		
	93 Spaces		26 Spaces		
Time of Day	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	86%	80	5%	1	81
7:00 AM	86%	80	30%	8	88
8:00 AM	81%	75	90%	23	98
9:00 AM	72%	67	90%	23	90
10:00 AM	63%	59	100%	26	85
11:00 AM	63%	59	100%	26	85
12:00 PM	59%	55	100%	26	81
1:00 PM	59%	55	100%	26	81
2:00 PM	63%	59	100%	26	85
3:00 PM	63%	59	100%	26	85
4:00 PM	68%	63	90%	23	86
5:00 PM	72%	67	70%	18	85
6:00 PM	77%	72	40%	10	82
7:00 PM	77%	72	20%	5	77
8:00 PM	81%	75	20%	5	80
9:00 PM	86%	80	20%	5	85
10:00 PM	86%	80	20%	5	85
11:00 PM	90%	84	10%	3	87
12:00 AM	90%	84	5%	1	85

[1] Parking rates for all uses are based on City of Costa Mesa parking codes
[2] Based on hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*

APPENDIX A-2

RESTAURANT

TYPICAL WEEKDAY SHARED PARKING ANALYSIS CALCULATIONS

3550 Avenue of the Arts Hotel & Condominium Project, Costa Mesa

	Restaurant				
	3,143 SF		-	32 Spaces [1]	
	Visitors				
Time	21 Spaces @ 67% non-guest				
of Day	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	0%	0	0%	0	0
7:00 AM	10%	2	0%	0	2
8:00 AM	30%	6	0%	0	6
9:00 AM	10%	2	0%	0	2
10:00 AM	10%	2	0%	0	2
11:00 AM	5%	1	0%	0	1
12:00 PM	100%	21	0%	0	21
1:00 PM	100%	21	0%	0	21
2:00 PM	33%	7	0%	0	7
3:00 PM	10%	2	0%	0	2
4:00 PM	10%	2	0%	0	2
5:00 PM	30%	6	0%	0	6
6:00 PM	55%	12	0%	0	12
7:00 PM	60%	13	0%	0	13
8:00 PM	70%	15	0%	0	15
9:00 PM	67%	14	0%	0	14
10:00 PM	60%	13	0%	0	13
11:00 PM	40%	8	0%	0	8
12:00 AM	30%	6	0%	0	6

[1] Parking rates for all uses are based on City of Costa Mesa parking codes
[2] Based on hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*

APPENDIX A-3

CONFERENCE

TYPICAL WEEKDAY SHARED PARKING ANALYSIS CALCULATIONS

3550 Avenue of the Arts Hotel & Condominium Project, Costa Mesa

	Meeting Rooms				
	4,024 SF		-	43 Spaces [1]	
	Visitors				
Time	22 Spaces @ 50% non-guest				
of Day	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	30%	7	0%	0	7
9:00 AM	60%	13	0%	0	13
10:00 AM	60%	13	0%	0	13
11:00 AM	60%	13	0%	0	13
12:00 PM	65%	14	0%	0	14
1:00 PM	65%	14	0%	0	14
2:00 PM	65%	14	0%	0	14
3:00 PM	65%	14	0%	0	14
4:00 PM	65%	14	0%	0	14
5:00 PM	100%	22	0%	0	22
6:00 PM	100%	22	0%	0	22
7:00 PM	100%	22	0%	0	22
8:00 PM	100%	22	0%	0	22
9:00 PM	100%	22	0%	0	22
10:00 PM	50%	11	0%	0	11
11:00 PM	50%	11	0%	0	11
12:00 AM	0%	0	0%	0	0

[1] Parking rates for all uses are based on City of Costa Mesa parking codes
[2] Based on hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*

APPENDIX A-4

HOTEL

TYPICAL WEEKEND SHARED PARKING ANALYSIS CALCULATIONS

3550 Avenue of the Arts Hotel & Condominium Project, Costa Mesa

	Hotel				
	238 Room		-	119 Spaces [1]	
	Visitors		Employees		
	93 Spaces		26 Spaces		
Time of Day	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	95%	88	4%	1	89
7:00 AM	95%	88	22%	6	94
8:00 AM	90%	84	65%	17	101
9:00 AM	80%	74	65%	17	91
10:00 AM	70%	65	72%	19	84
11:00 AM	70%	65	72%	19	84
12:00 PM	65%	60	72%	19	79
1:00 PM	65%	60	72%	19	79
2:00 PM	70%	65	72%	19	84
3:00 PM	70%	65	72%	19	84
4:00 PM	75%	70	65%	17	87
5:00 PM	80%	74	50%	13	87
6:00 PM	85%	79	29%	8	87
7:00 PM	85%	79	14%	4	83
8:00 PM	90%	84	14%	4	88
9:00 PM	95%	88	14%	4	92
10:00 PM	95%	88	14%	4	92
11:00 PM	100%	93	7%	2	95
12:00 AM	100%	93	4%	1	94

[1] Parking rates for all uses are based on City of Costa Mesa parking codes
[2] Based on hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*

APPENDIX A-5

RESTAURANT

TYPICAL WEEKEND SHARED PARKING ANALYSIS CALCULATIONS

3550 Avenue of the Arts Hotel & Condominium Project, Costa Mesa

	Restaurant				
	3,143 SF		-	32 Spaces [1]	
	Visitors				
Time	21 Spaces @ 67% non-guest				
of Day	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	0%	0	0%	0	0
7:00 AM	10%	2	0%	0	2
8:00 AM	30%	6	0%	0	6
9:00 AM	10%	2	0%	0	2
10:00 AM	10%	2	0%	0	2
11:00 AM	5%	1	0%	0	1
12:00 PM	100%	21	0%	0	21
1:00 PM	100%	21	0%	0	21
2:00 PM	33%	7	0%	0	7
3:00 PM	10%	2	0%	0	2
4:00 PM	10%	2	0%	0	2
5:00 PM	30%	6	0%	0	6
6:00 PM	55%	12	0%	0	12
7:00 PM	60%	13	0%	0	13
8:00 PM	70%	15	0%	0	15
9:00 PM	67%	14	0%	0	14
10:00 PM	60%	13	0%	0	13
11:00 PM	40%	8	0%	0	8
12:00 AM	30%	6	0%	0	6

[1] Parking rates for all uses are based on City of Costa Mesa parking codes
[2] Based on hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*

APPENDIX A-6

CONFERENCE

TYPICAL WEEKEND SHARED PARKING ANALYSIS CALCULATIONS

3550 Avenue of the Arts Hotel & Condominium Project, Costa Mesa

	Conference				
	4,024 SF		-	43 Spaces [1]	
	Visitors				
Time	22 Spaces @ 50% non-guest				
of Day	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	30%	7	0%	0	7
9:00 AM	60%	13	0%	0	13
10:00 AM	60%	13	0%	0	13
11:00 AM	60%	13	0%	0	13
12:00 PM	65%	14	0%	0	14
1:00 PM	65%	14	0%	0	14
2:00 PM	65%	14	0%	0	14
3:00 PM	65%	14	0%	0	14
4:00 PM	65%	14	0%	0	14
5:00 PM	100%	22	0%	0	22
6:00 PM	100%	22	0%	0	22
7:00 PM	100%	22	0%	0	22
8:00 PM	100%	22	0%	0	22
9:00 PM	100%	22	0%	0	22
10:00 PM	50%	11	0%	0	11
11:00 PM	50%	11	0%	0	11
12:00 AM	0%	0	0%	0	0

[1] Parking rates for all uses are based on City of Costa Mesa parking codes
[2] Based on hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*

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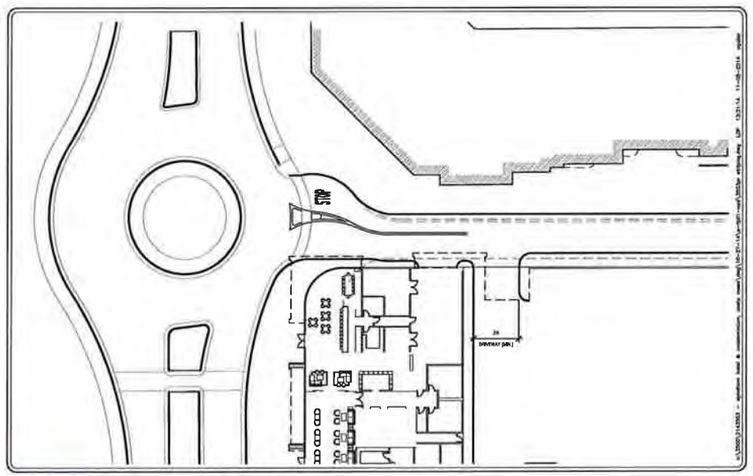
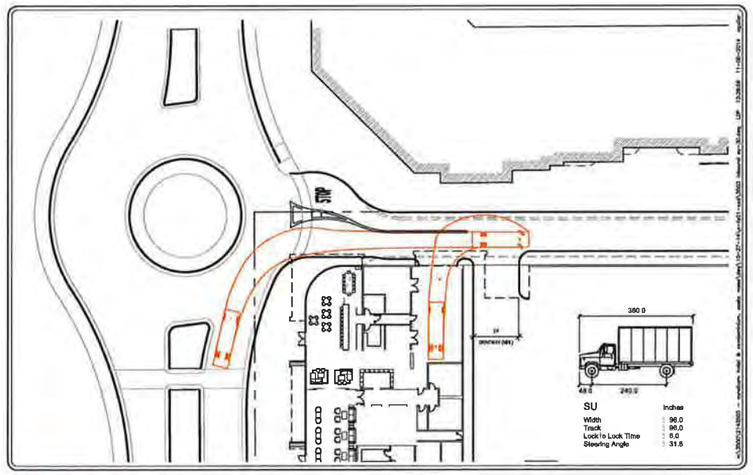


NO SCALE

FIGURE 1

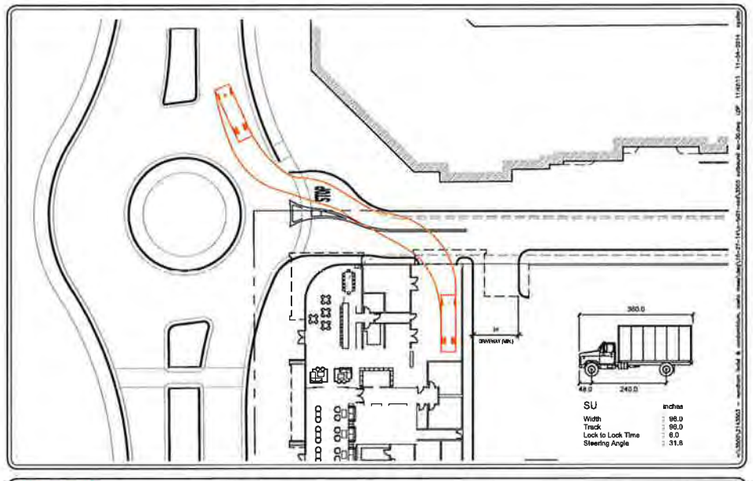
PROPOSED STRIPING PLAN
WYNDHAM HOTEL & CONDOMINIUMS, COSTA MESA



NO SCALE

FIGURE 2

SU-30 INBOUND TRUCK TURNING MOVEMENT
WYNDHAM HOTEL & CONDOMINIUMS, COSTA MESA



NO SCALE

FIGURE 3

SU-30 OUTBOUND TRUCK TURNING MOVEMENT
WYNDHAM HOTEL & CONDOMINIUMS, COSTA MESA

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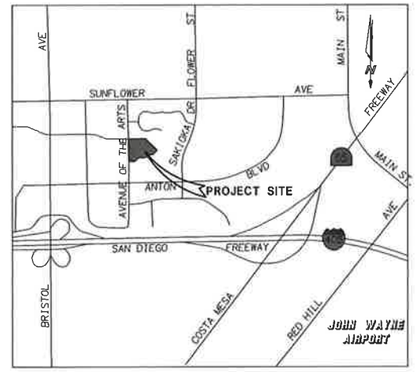
TITLE SHEET

FOR TRACT 17172
IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA
(FOR RESIDENTIAL CONDOMINIUM PURPOSES)



VICINITY MAP
N.T.S.

LEGAL DESCRIPTION

PARCEL A:

LOT 13 OF TRACT NO. 10950, IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 515, PAGES 1 TO 8 INCLUSIVE OF MISCELLANEOUS MAPS, RECORDS OF ORANGE COUNTY, AND AS CORRECTED BY THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED APRIL 23, 1986 AS INSTRUMENT NO. 86-160488 OF OFFICIAL RECORDS OF SAID ORANGE COUNTY.

PARCEL B:

AN APPURTENANT PERPETUAL, NON-EXCLUSIVE EASEMENT FOR PEDESTRIAN AND VEHICULAR INGRESS, EGRESS AND ACCESS, AS SET FORTH IN THAT CERTAIN DECLARATION ESTABLISHING EASEMENTS, AND MAINTENANCE OBLIGATIONS--ROADWAY RECORDED SEPTEMBER 14, 1984 AS INSTRUMENT NO. 84-382624 OF OFFICIAL RECORDS OF ORANGE COUNTY, CALIFORNIA.

ASSESSOR'S PARCEL NO; 410-521-01

RECORD BOUNDARY NOTE

BOUNDARY SHOWN HEREON WAS COMPILED FROM RECORD DATA OF AVAILABLE PUBLIC RECORDS AND IS NOT THE RESULT OF A FIELD SURVEY. SAID BOUNDARY HAS BEEN ROTATED FROM THE BASIS BEARING S PER THE MAP REFERENCED IN THE HEREINABOVE LEGAL DESCRIPTION TO THE BASIS OF BEARING LISTED BELOW.

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE BASED UPON THE BEARING BETWEEN O.C.S. HORIZONTAL CONTROL STATION GPS 6113 AND STATION GPS 6112 BEING NORTH 71°18'12" EAST PER RECORDS ON FILE IN THE OFFICE OF THE ORANGE COUNTY SURVEYOR.

BENCH MARK

COUNTY OF ORANGE
OCS BENCH MARK: CM-30-81
DESCRIPTION : 3-3/4" ALUMINUM DISK

LOCATION: ALUMINUM DISK STAMPED "CM-30-81", SET IN THE TOP S'LY END OF A 1 FT. BY 20 FT. LONG CONC. HEADWALL FOR FLOOD CONTROL CHANNEL. MONUMENT LOCATED IN THE NW'LY CORNER OF THE INTERSECTION OF FLOWER ST. AND SUNFLOWER AVE., 42 FT. N'LY OF THE N'LY CURB ALONG SUNFLOWER AND 32 FT. W'LY OF THE C.L. OF FLOWER. MONUMENT SET LEVEL WITH SIDEWALK.

ELEV. = 35.472 (NAVD88)

LEGEND

PROPERTY LINE
STREET CENTERLINE
EXISTING EASMENTS

TITLE REPORT

LEGAL DESCRIPTION AND EASEMENTS SHOWN HEREON ARE PER OWNER'S POLICY OF TITLE INSURANCE (FIDELITY NATIONAL TITLE INSURANCE COMPANY POLICY NUMBER 27-31-92-464293, REPORT #9891032), DATED AS OF MARCH 9, 2006. THE ITEMS REFERRED TO BELOW ARE EXCEPTIONS TO COVERAGE AS CITED IN SCHEDULE B OF SAID POLICY.

EXCEPTIONS:

THE ITEMS LISTED BELOW ARE EXCEPTIONS FROM COVERAGE LISTED UNDER SCHEDULE B IN THE ABOVE MENTIONED OWNER'S POLICY OF TITLE INSURANCE.

A. TAX ITEM.

1. TAX ITEM.

2. TAX ITEM.

3. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.

(4) A PERPETUAL EASEMENT FOR SIDEWALK AND LANDSCAPING PURPOSES GRANTED TO THE CITY OF COSTA MESA BY INSTRUMENT NO. 84003372 RECORDED JANUARY 4, 1984, OFFICIAL RECORDS.

(5) THE EFFECT OF A DOCUMENT ENTITLED "DECLARATION ESTABLISHING EASEMENT AND MAINTENANCE OBLIGATIONS-ROADWAY" RECORDED SEPTEMBER 14, 1984 AS INSTRUMENT NO. 84-382624, OFFICIAL RECORDS.

6. COVENANTS, CONDITIONS AND RESTRICTIONS AS SET FORTH IN THE DOCUMENT RECORDED SEPTEMBER 14, 1984 AS INSTRUMENT NO. 84-382625, OFFICIAL RECORDS.

7. COVENANTS, CONDITIONS AND RESTRICTIONS AS SET FORTH IN THE DOCUMENT RECORDED APRIL 23, 1985 AS INSTRUMENT NO. 85-142457, OFFICIAL RECORDS.

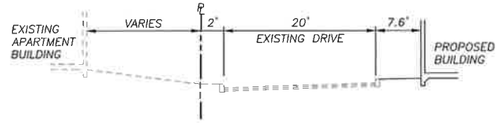
(8) AN EASEMENT FOR PUBLIC UTILITIES GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY BY INSTRUMENT NO. 85-426422 RECORDED NOVEMBER 4, 1985, OFFICIAL RECORDS.

9. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED "HOLD HARMLESS AGREEMENT AND COVENENANT RUNNING WITH THE LAND" RECORDED JANUARY 2, 1986 AS INSTRUMENT NO. 86-000173, OFFICIAL RECORDS.

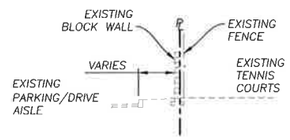
10. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED "HOLD HARMLESS AGREEMENT AND COVENENANT RUNNING WITH THE LAND" RECORDED SEPTEMBER 25, 1986 AS INSTRUMENT NO. 86-445868, OFFICIAL RECORDS.

(11) AN EASEMENT FOR PIPELINES GRANTED TO MESA CONSOLIDATED WATER DISTRICT, A COUNTY WATER DISTRICT, BY INSTRUMENT NO. 88-150850 RECORDED APRIL 1, 1988, OFFICIAL RECORDS.

AVENUE OF THE ARTS
SECTION A-A
N.T.S.



PRIVATE DRIVE
SECTION B-B
N.T.S.



PROPERTY LINE
SECTION C-C
N.T.S.

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FUSCOE ENGINEERING

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COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

CIVIL TITLE SHEET **C1**

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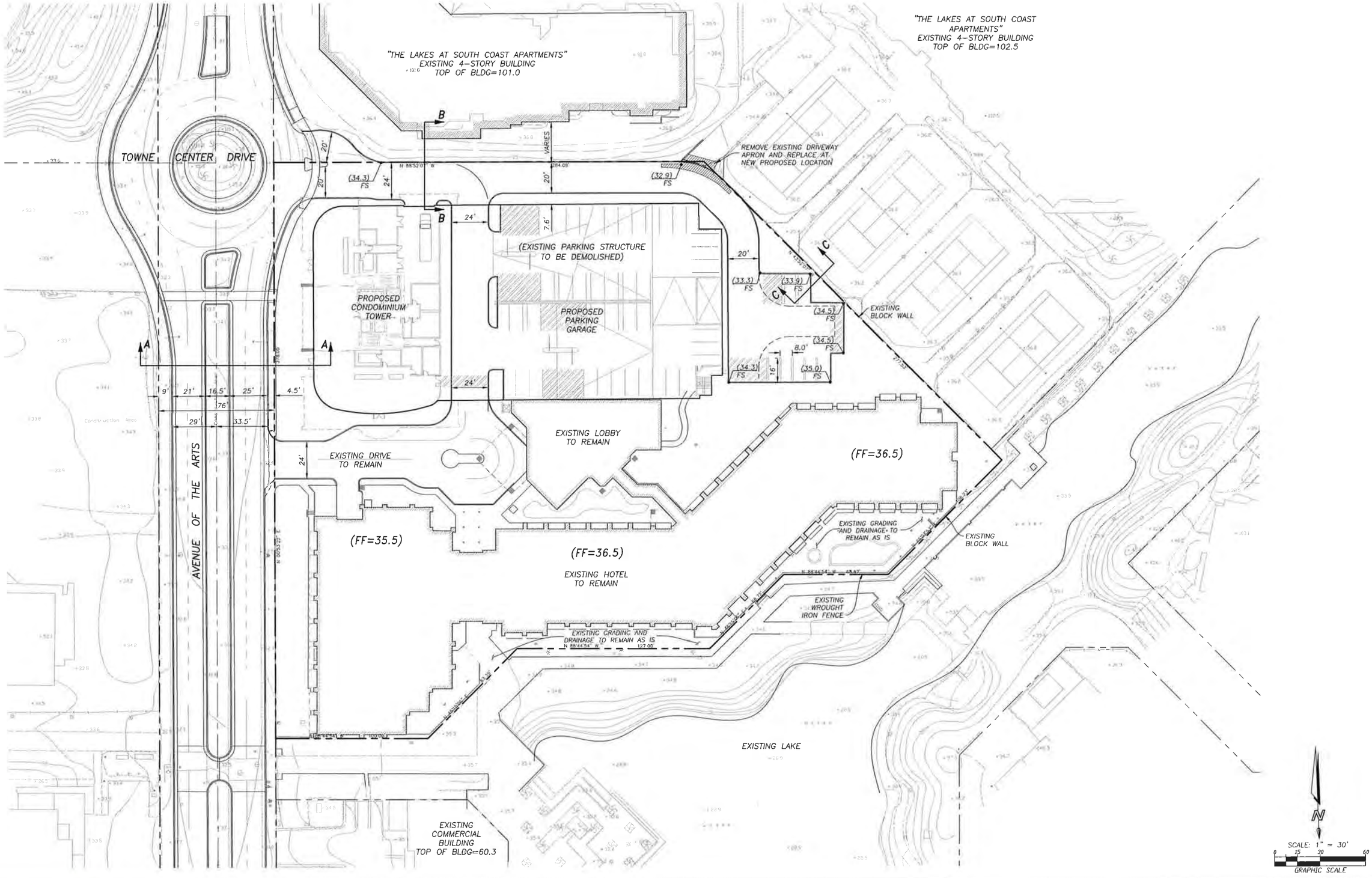

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TECHNICAL SITE PLAN **C2**

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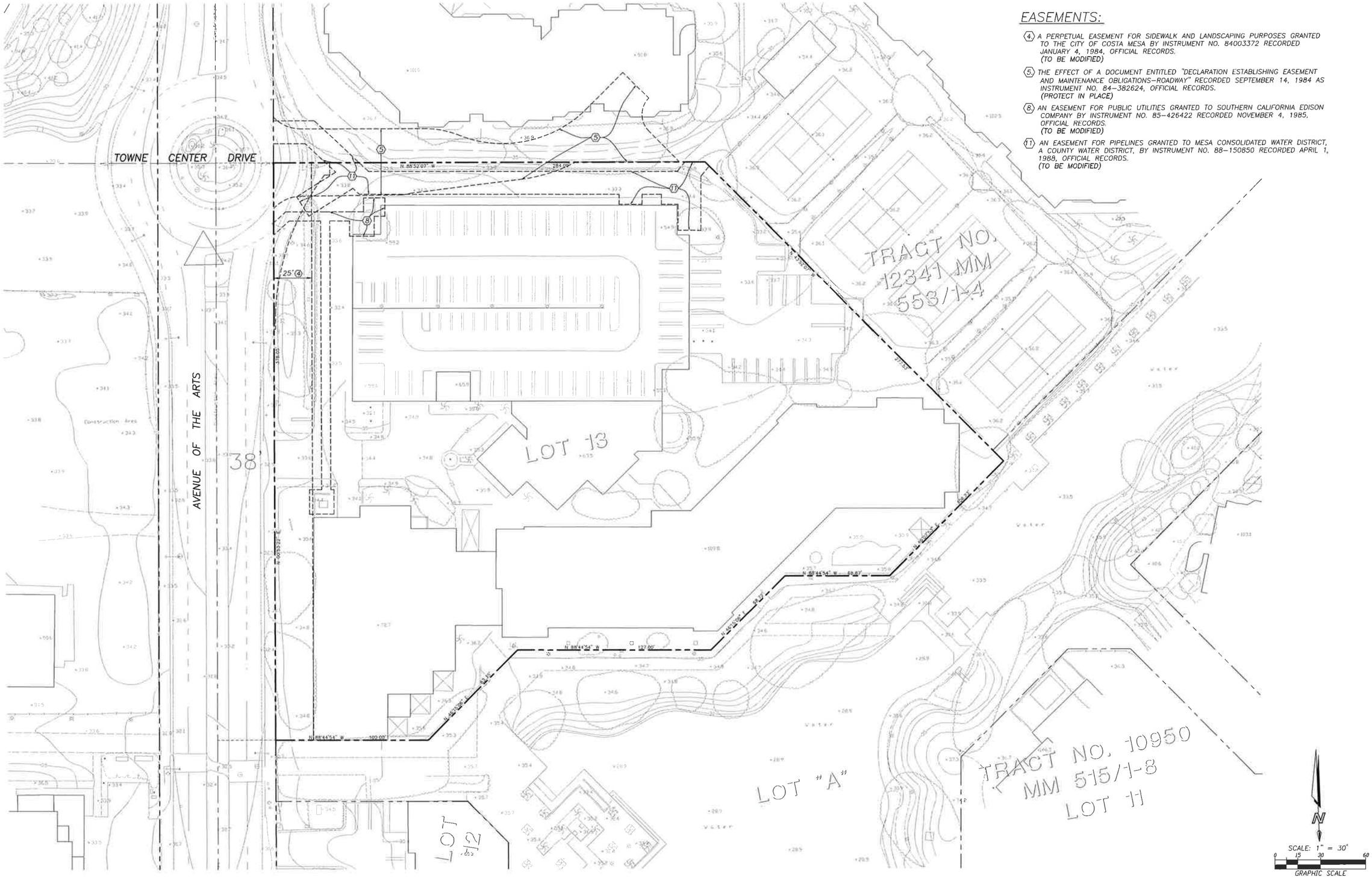

EASEMENTS:

④ A PERPETUAL EASEMENT FOR SIDEWALK AND LANDSCAPING PURPOSES GRANTED TO THE CITY OF COSTA MESA BY INSTRUMENT NO. 84003372 RECORDED JANUARY 4, 1984, OFFICIAL RECORDS.
(TO BE MODIFIED)

⑤ THE EFFECT OF A DOCUMENT ENTITLED "DECLARATION ESTABLISHING EASEMENT AND MAINTENANCE OBLIGATIONS–ROADWAY" RECORDED SEPTEMBER 14, 1984 AS INSTRUMENT NO. 84–382624, OFFICIAL RECORDS.
(PROTECT IN PLACE)

⑧ AN EASEMENT FOR PUBLIC UTILITIES GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY BY INSTRUMENT NO. 85–426422 RECORDED NOVEMBER 4, 1985, OFFICIAL RECORDS.
(TO BE MODIFIED)

⑪ AN EASEMENT FOR PIPELINES GRANTED TO MESA CONSOLIDATED WATER DISTRICT, A COUNTY WATER DISTRICT, BY INSTRUMENT NO. 88–150850 RECORDED APRIL 1, 1988, OFFICIAL RECORDS.
(TO BE MODIFIED)

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CONSTRAINTS MAP **C3**

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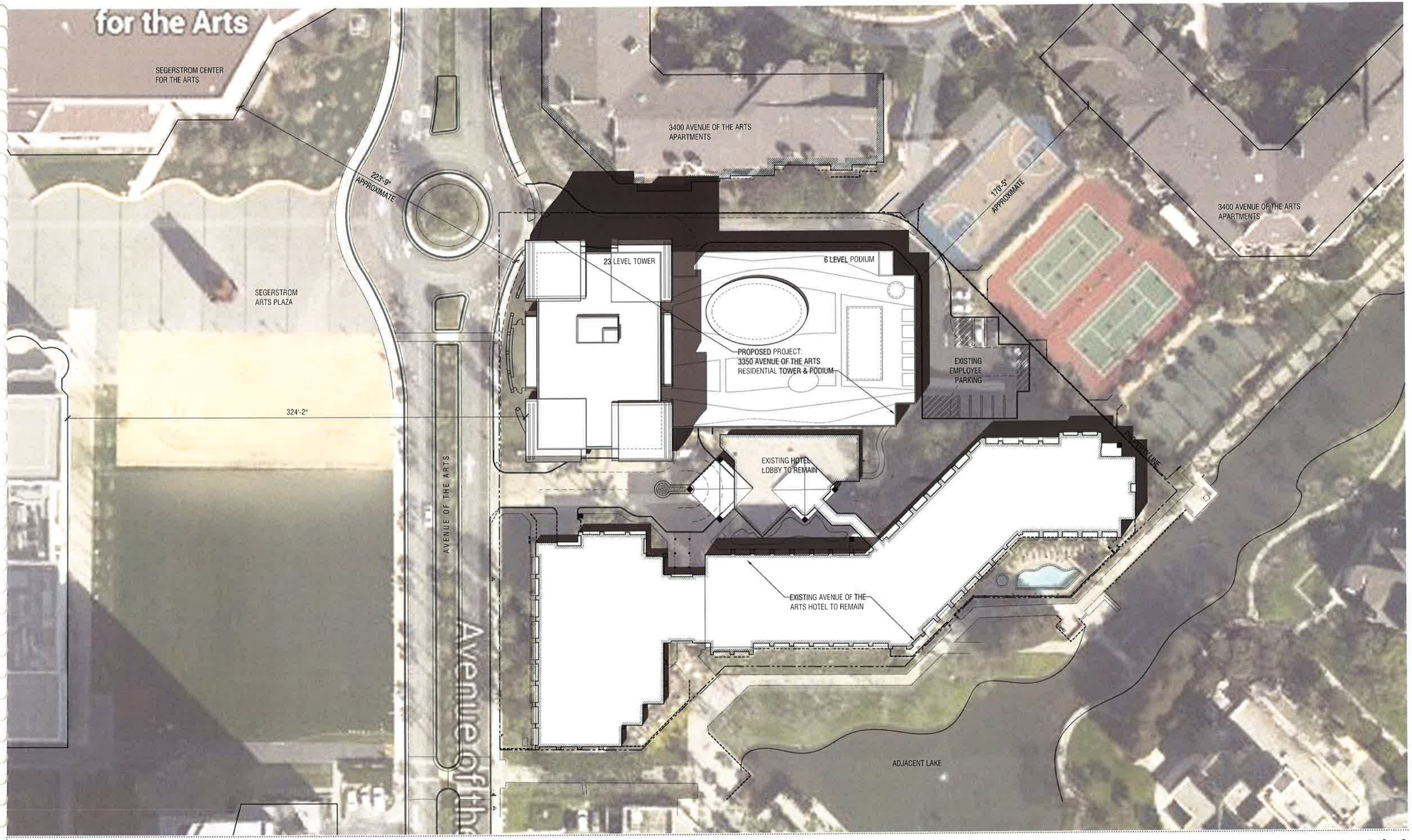

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N

1" = 30'-0"
0 15 30

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VICINITY / ROOF PLAN / **A1.1**

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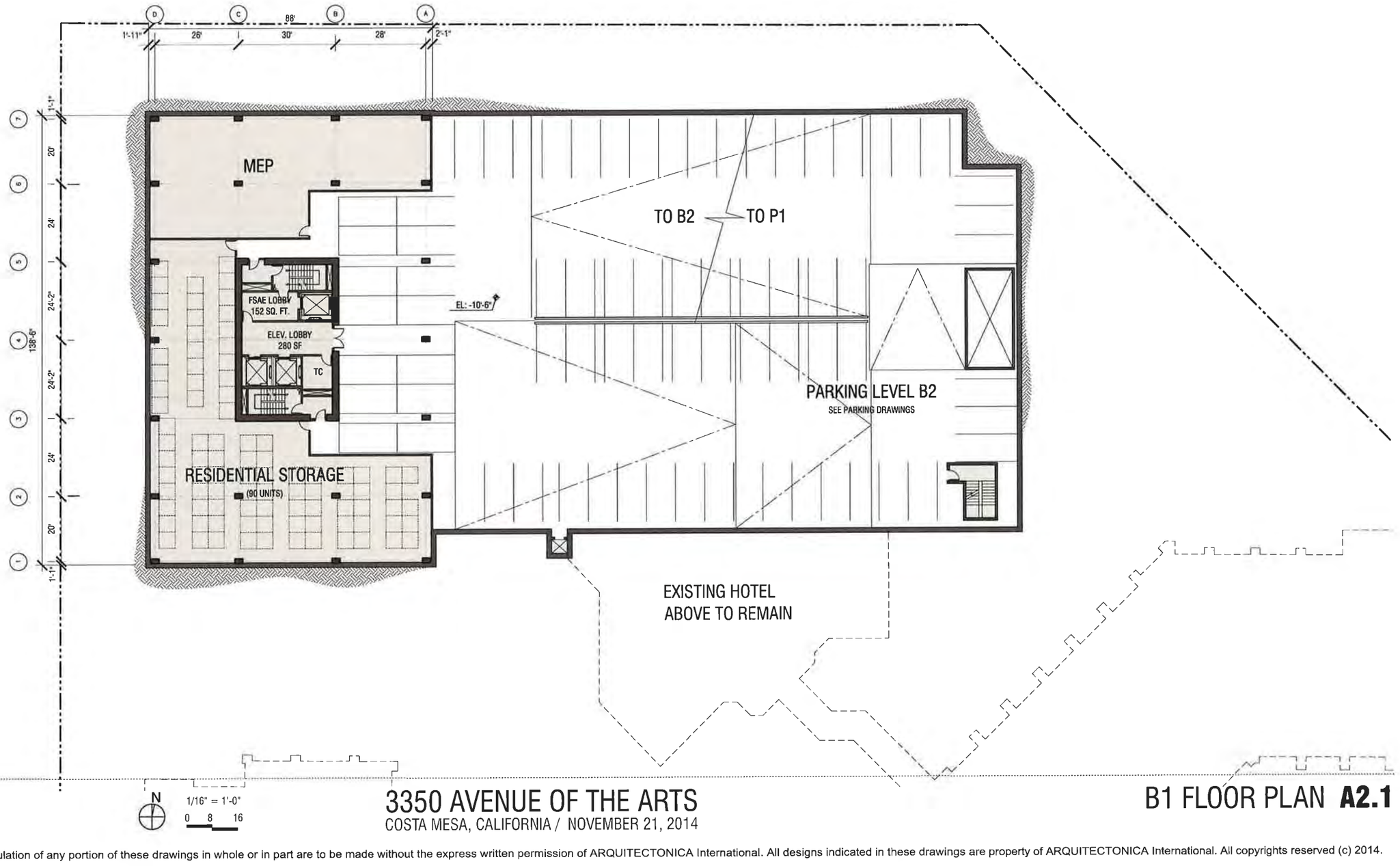

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS

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B1 FLOOR PLAN **A2.1**

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N

1/16" = 1'-0"
0 8 16

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LEVEL 1 / P1 FLOOR PLAN **A2.2**

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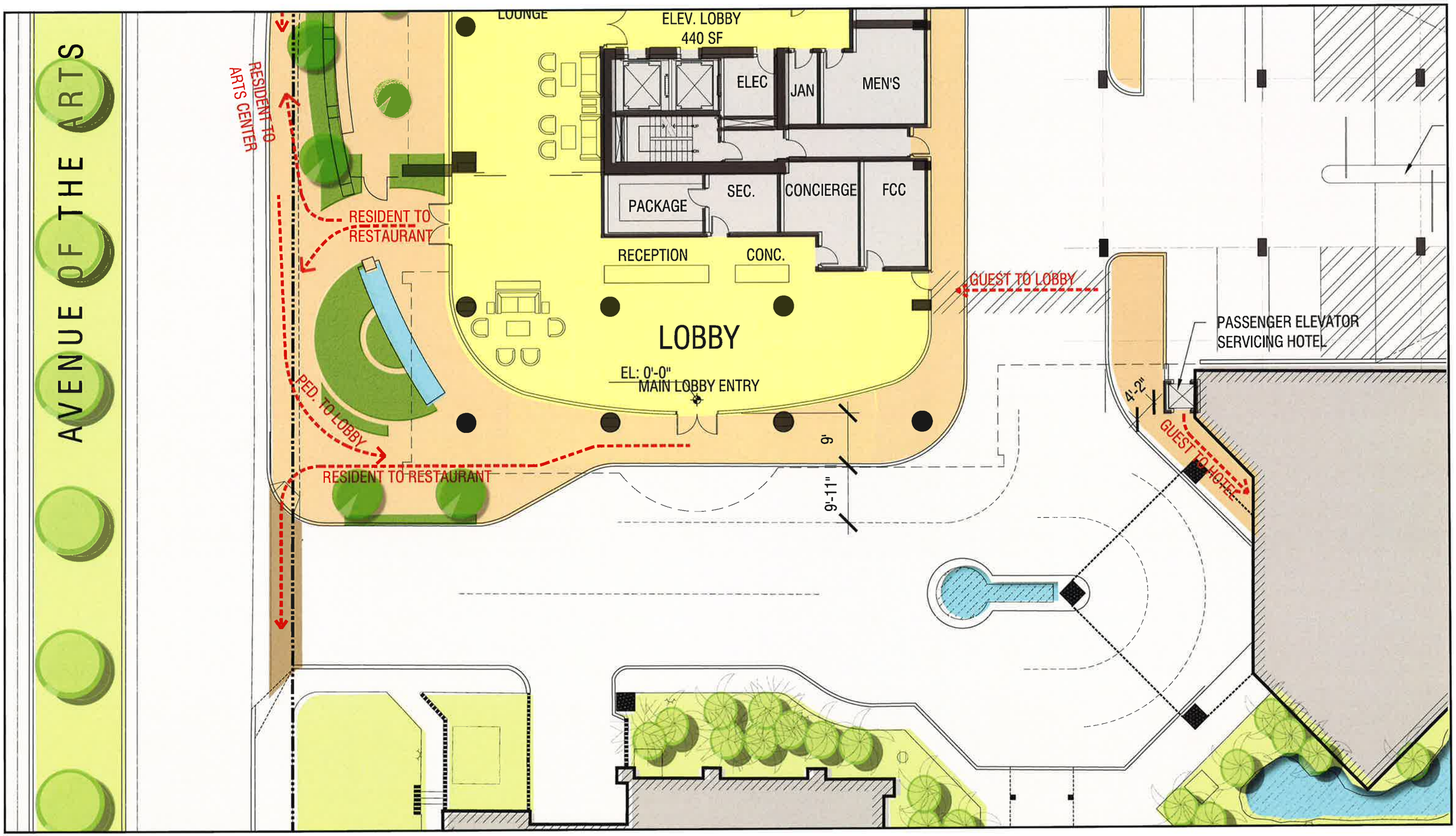

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N 1/8" = 1'-0"
0 4 8

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LEVEL 1 / Enlarged Plan / Pedestrian Circulation **A2.2b**

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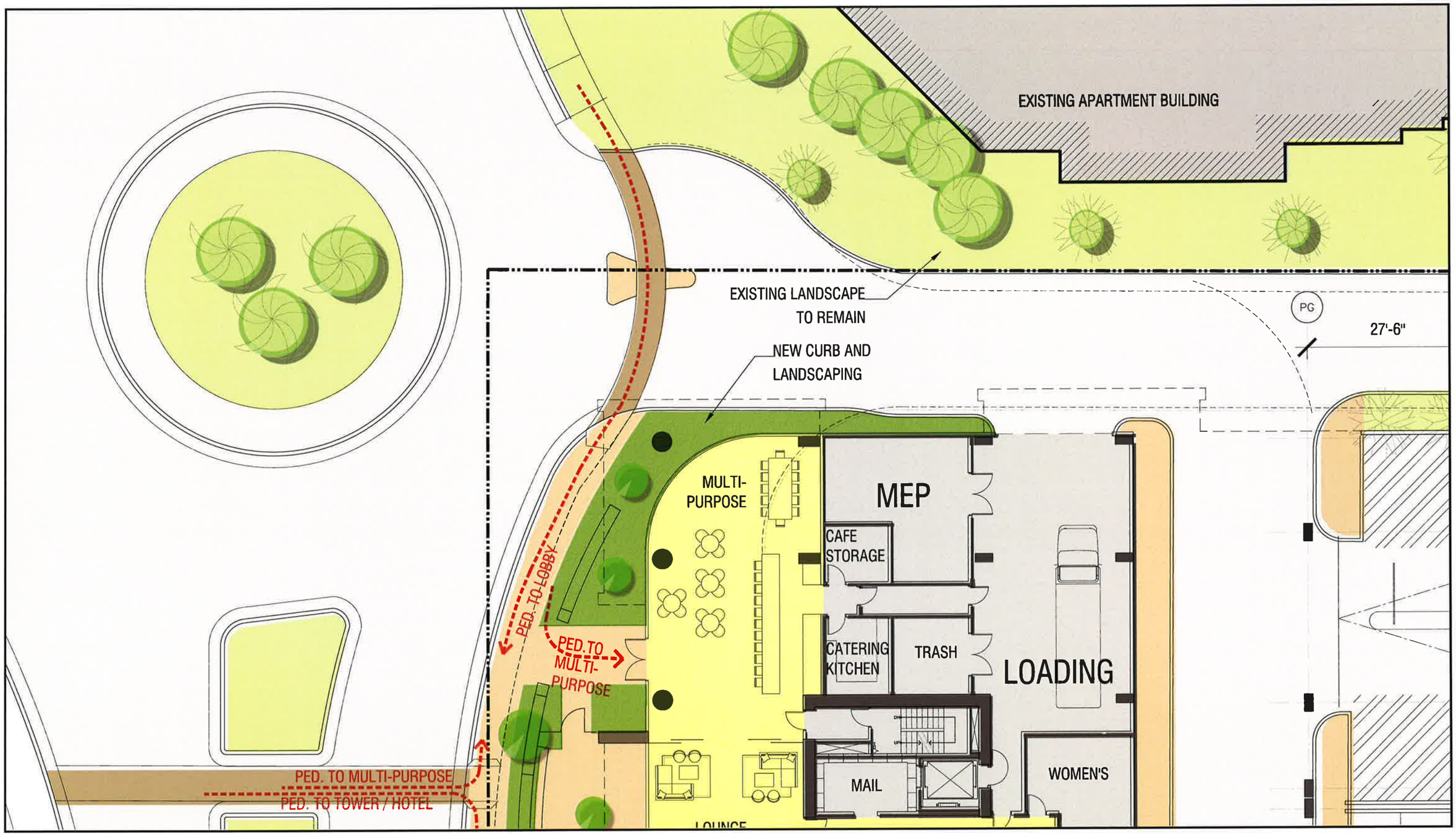

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N

1/8" = 1'-0"
0 4 8

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 1 / Enlarged Plan / Pedestrian Circulation **A2.2c**

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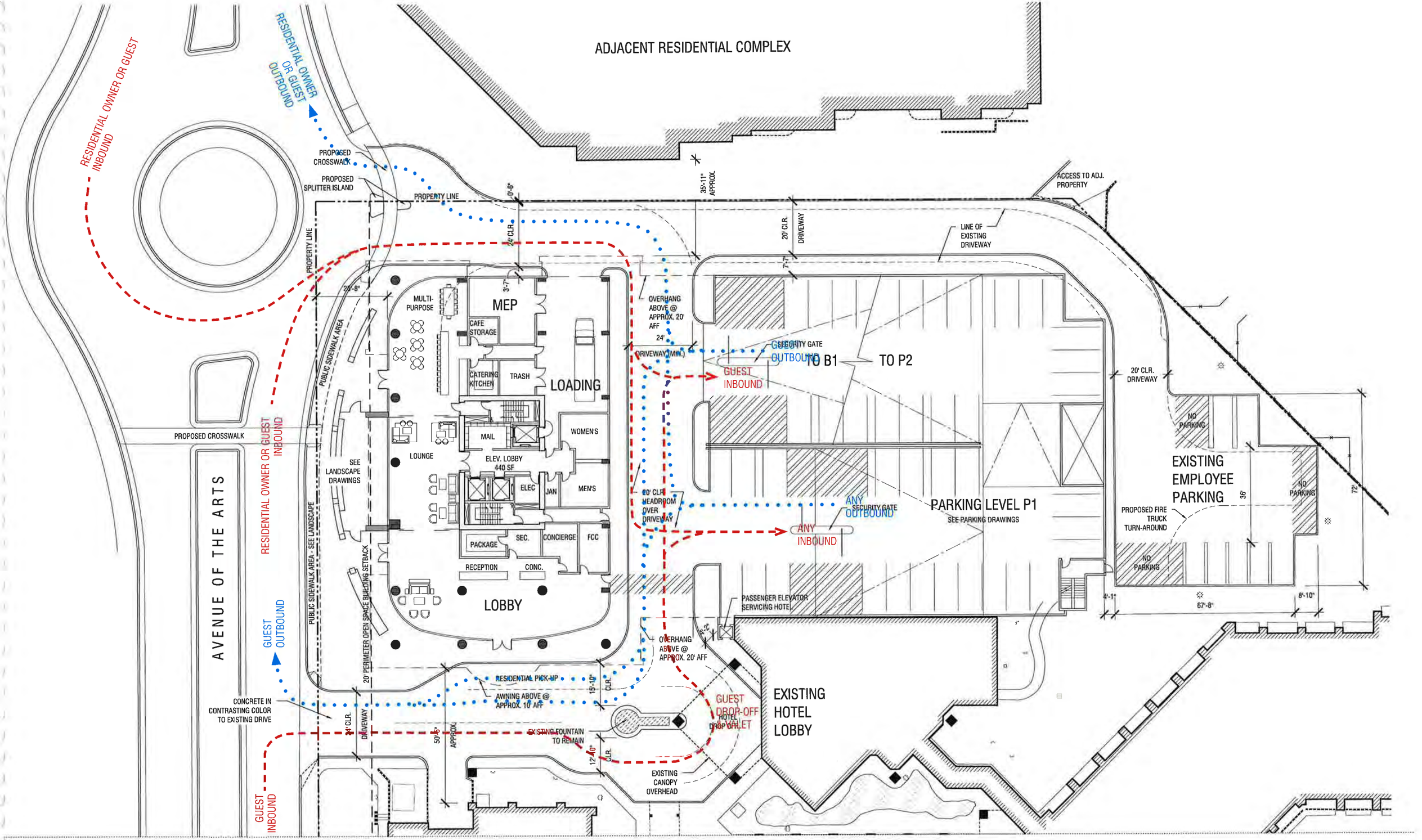

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 1 / Vehicular Circulation Plan **A2.2d**

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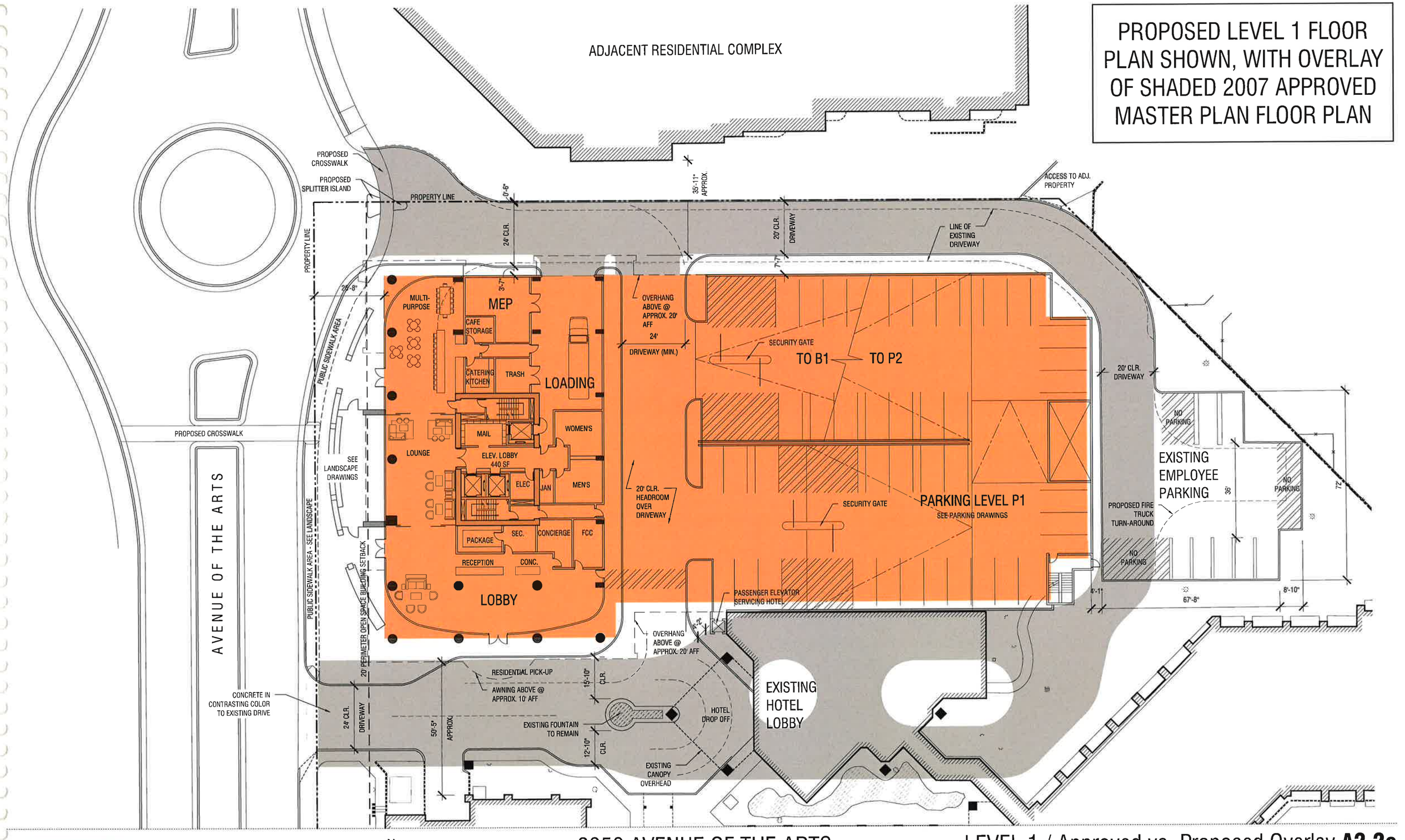
PROPOSED LEVEL 1 FLOOR PLAN SHOWN, WITH OVERLAY OF SHADED 2007 APPROVED MASTER PLAN FLOOR PLAN



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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS
COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 1 / Approved vs. Proposed Overlay **A2.2e**

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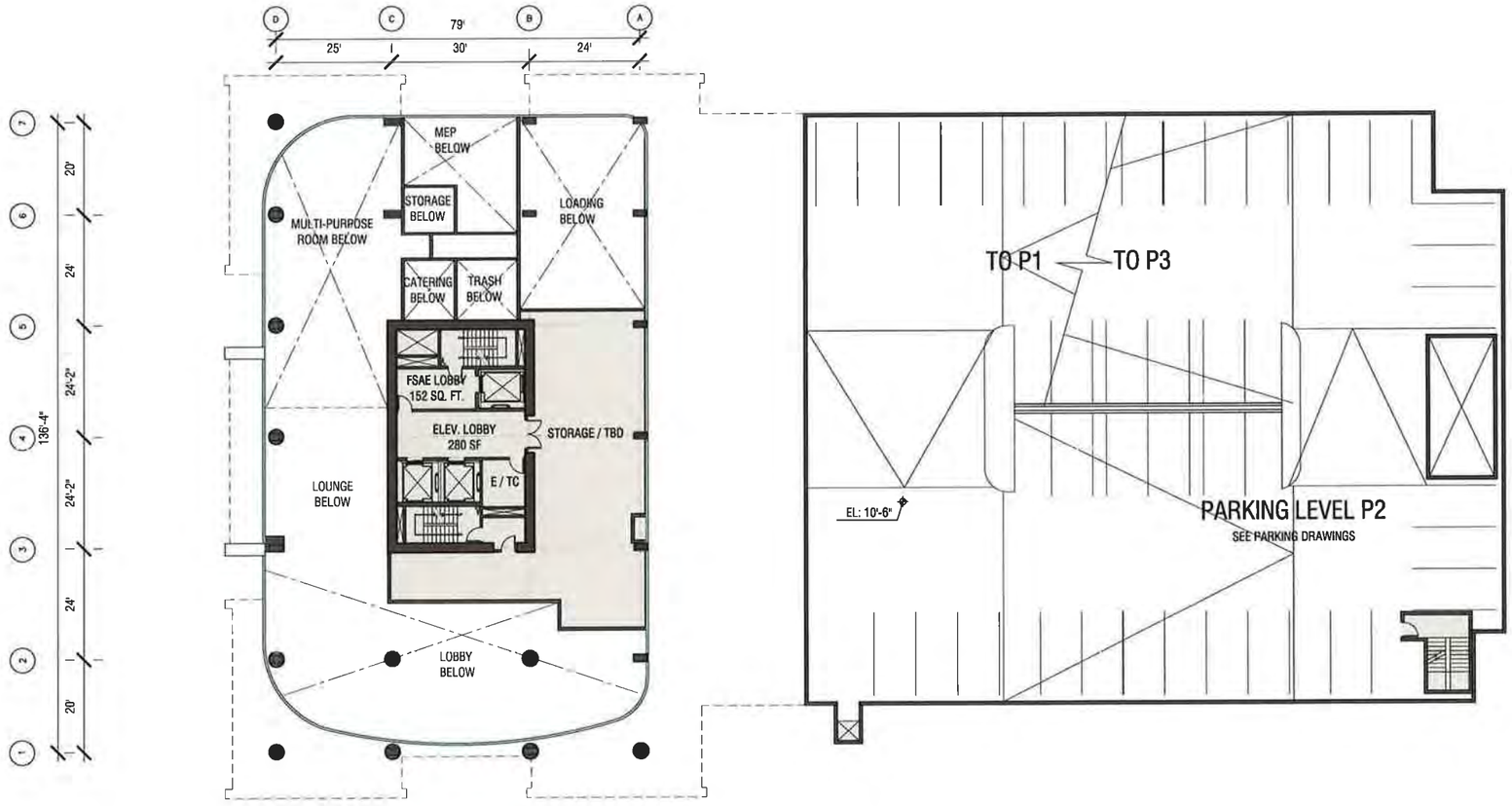

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS
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LEVEL 1.5 / P2 FLOOR PLAN **A2.3**

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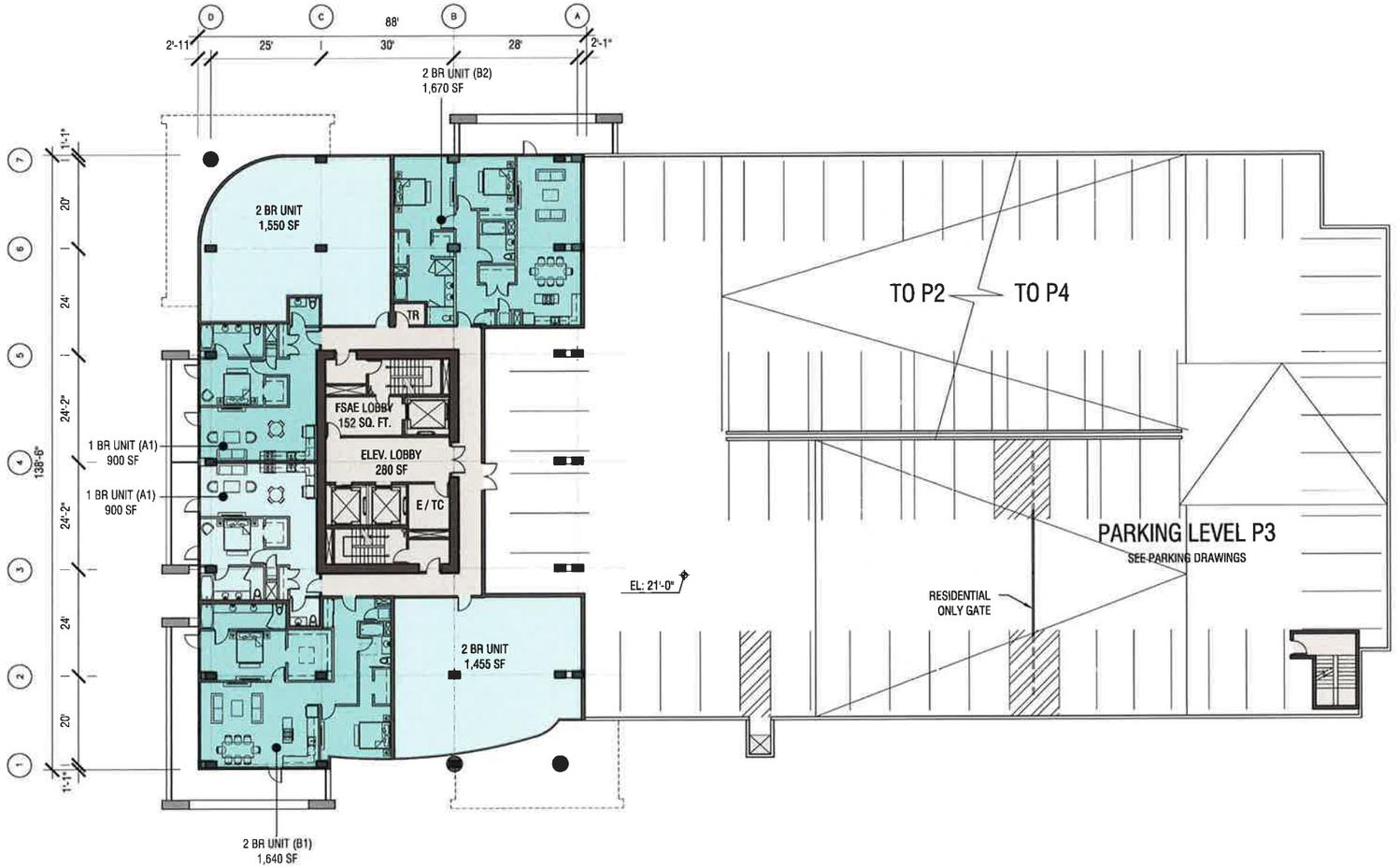

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS
COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 2 / P3 FLOOR PLAN **A2.4**

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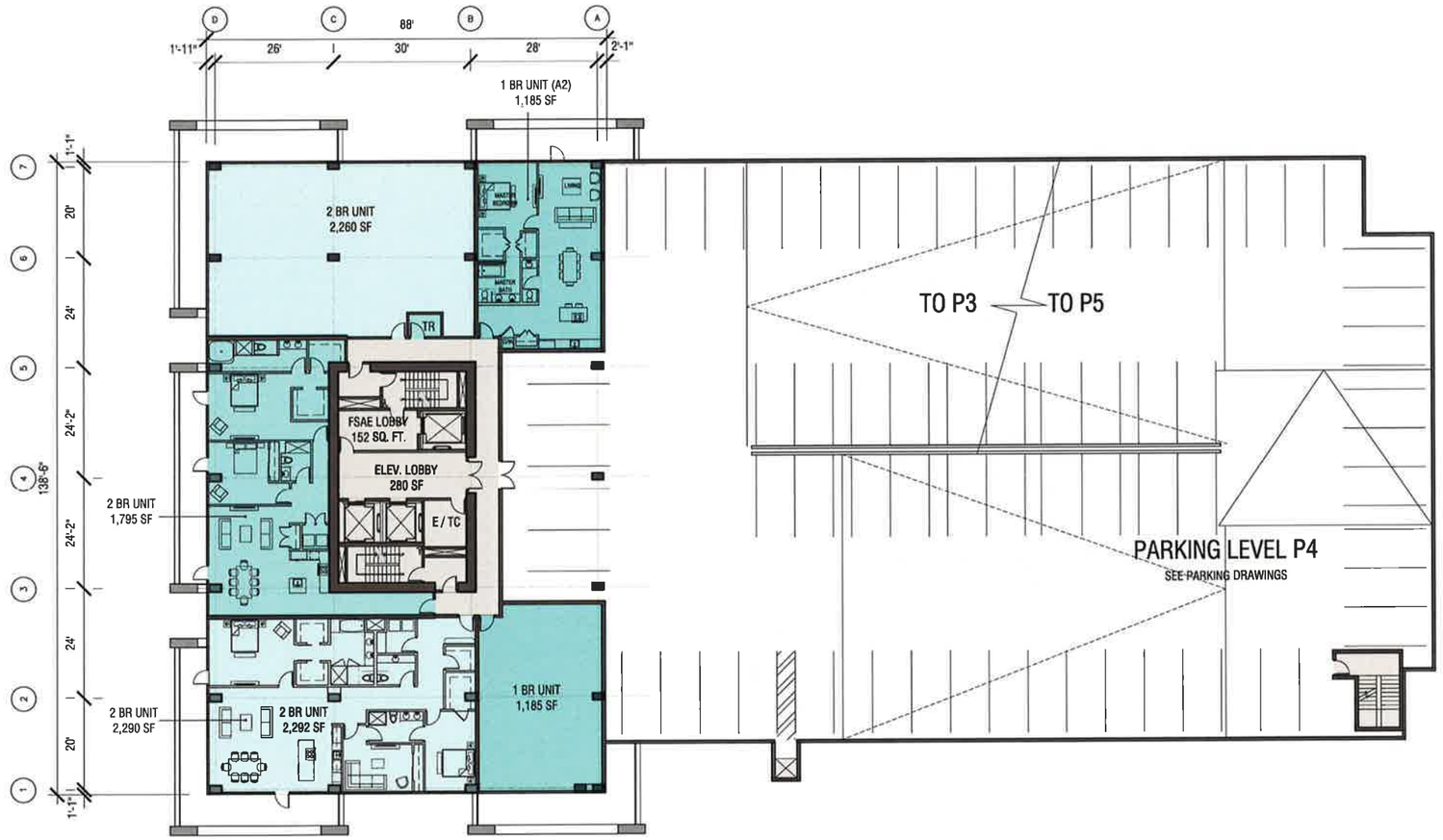

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 3 / P4 FLOOR PLAN **A2.5**

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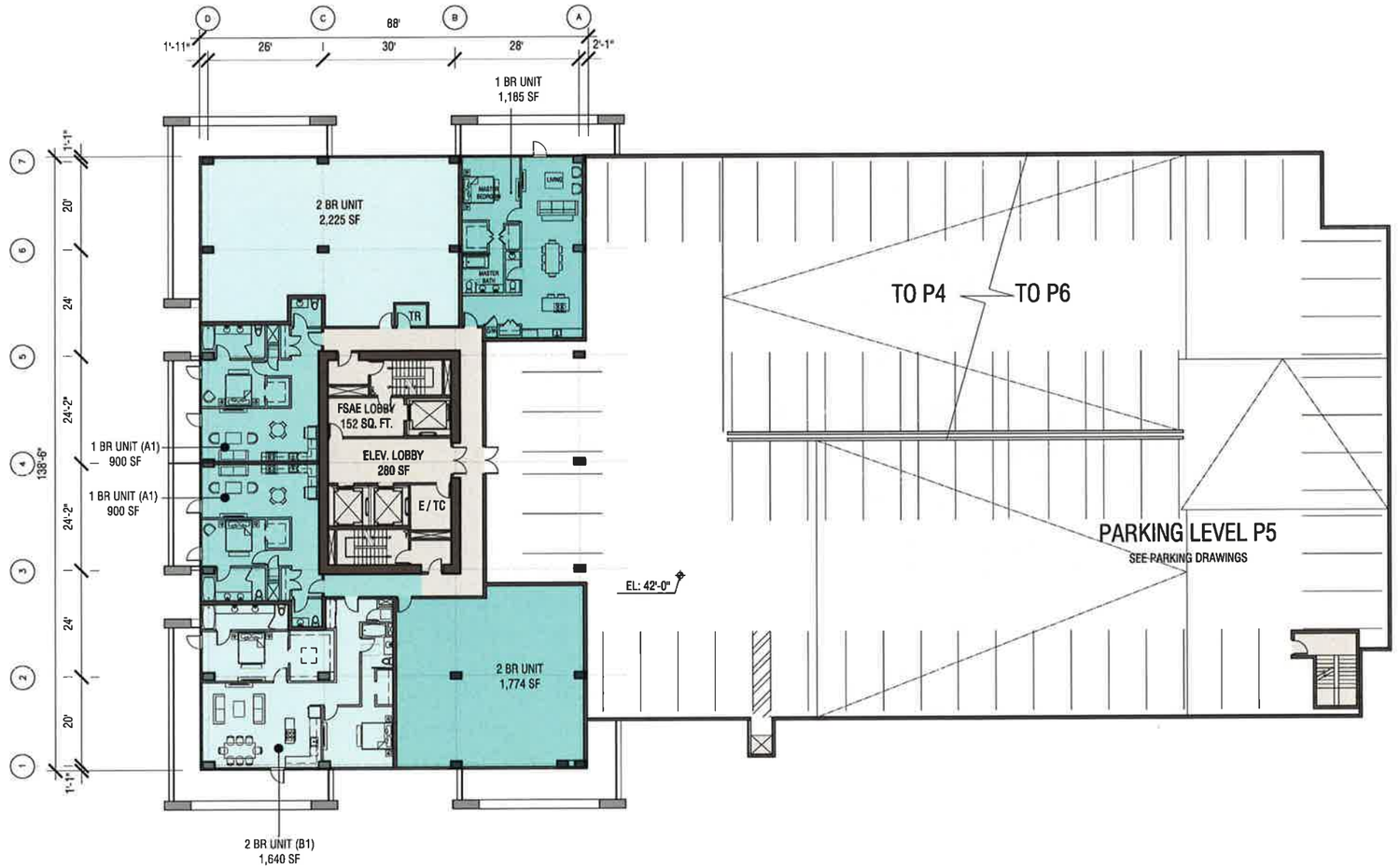

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS
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LEVEL 4 / P5 FLOOR PLAN **A2.6**

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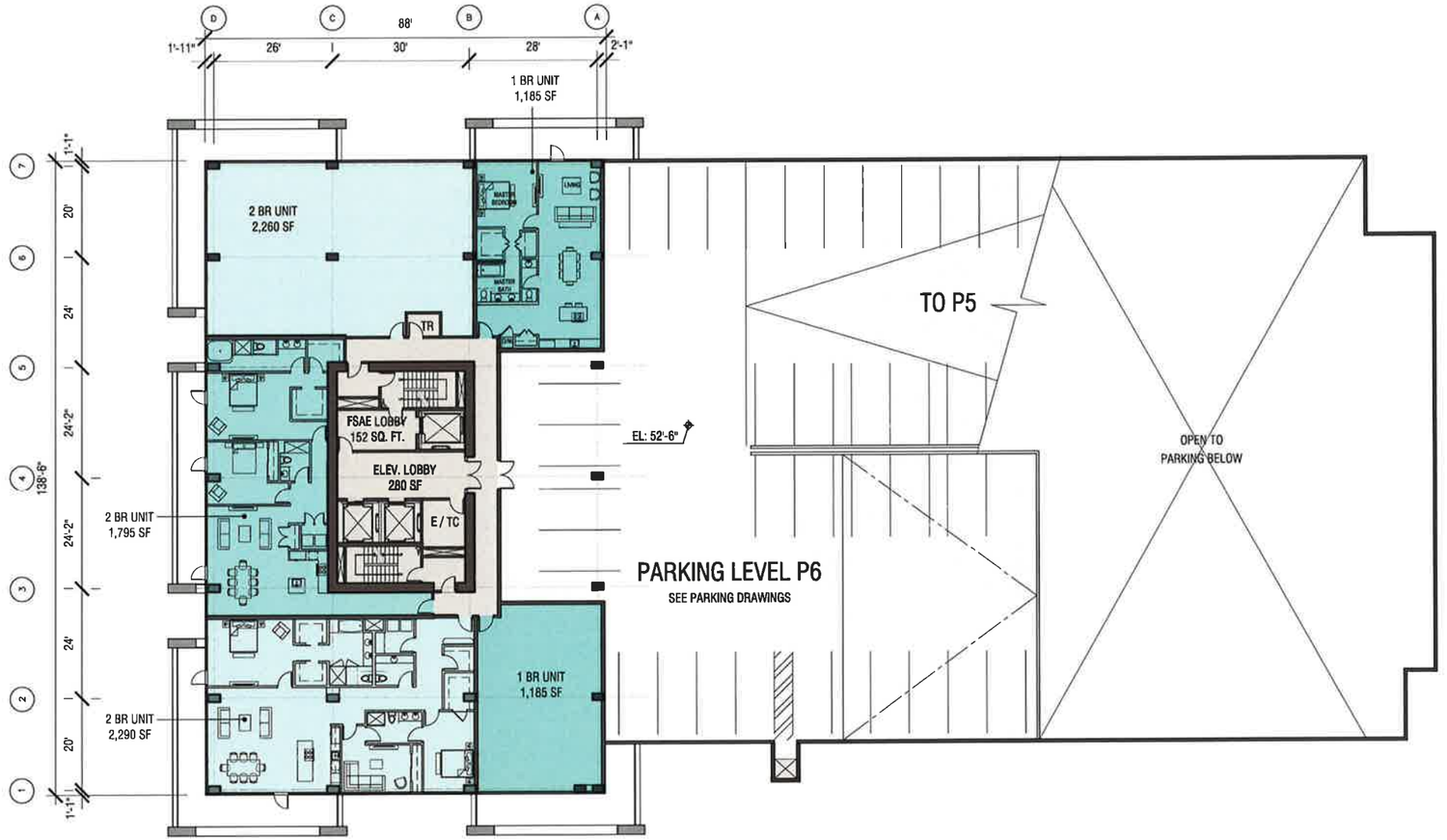

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 5 / P6 FLOOR PLAN **A2.7**

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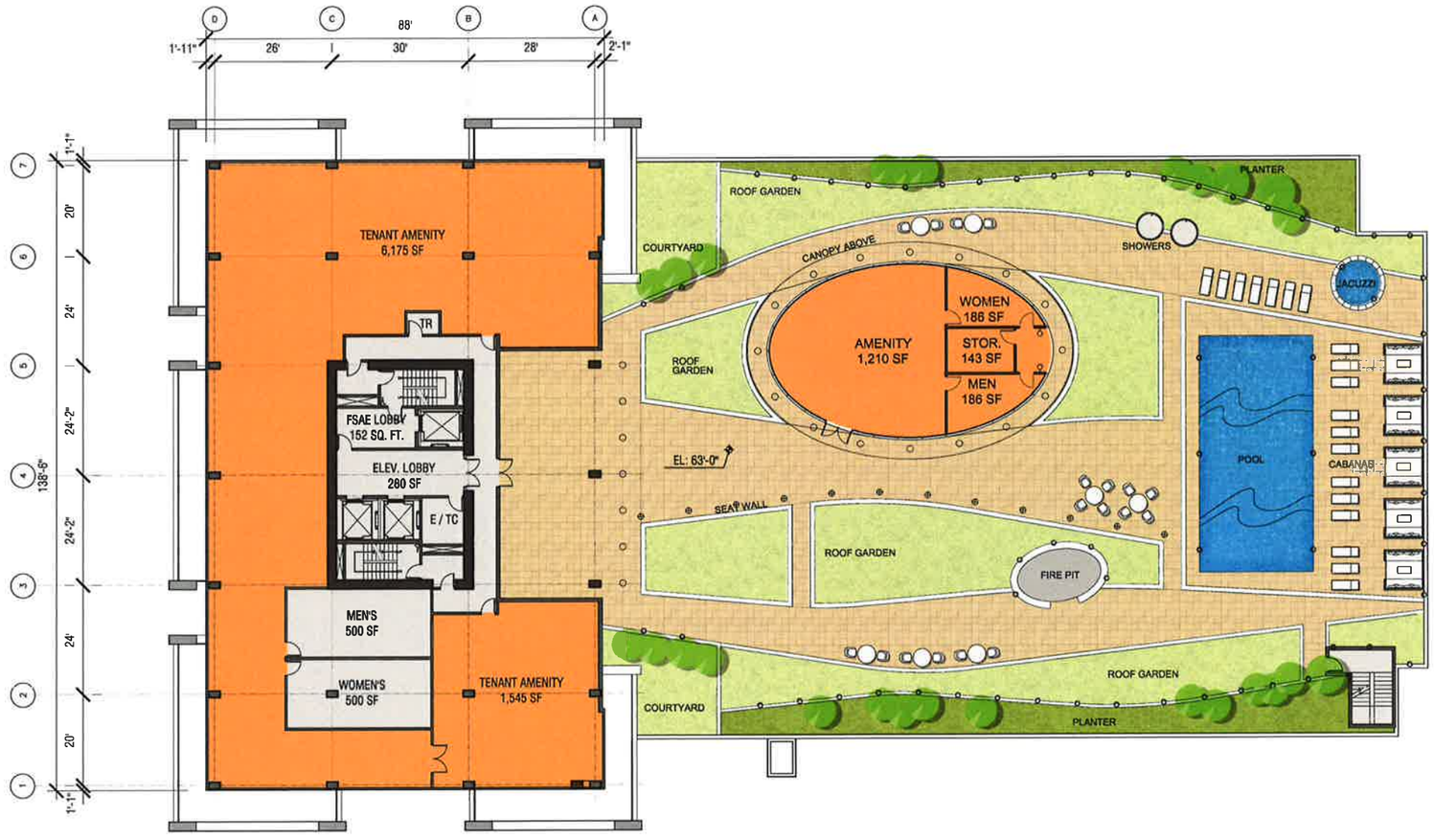
LANDSCAPE LEGEND:

- PROPOSED LARGE PLANTS
- PROPOSED ACCENT PLANTS
- GROUND COVER
- WATER FEATURE
- PROPOSED PAVING



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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

LEVEL 6 PODIUM FLOOR PLAN **A2.8**

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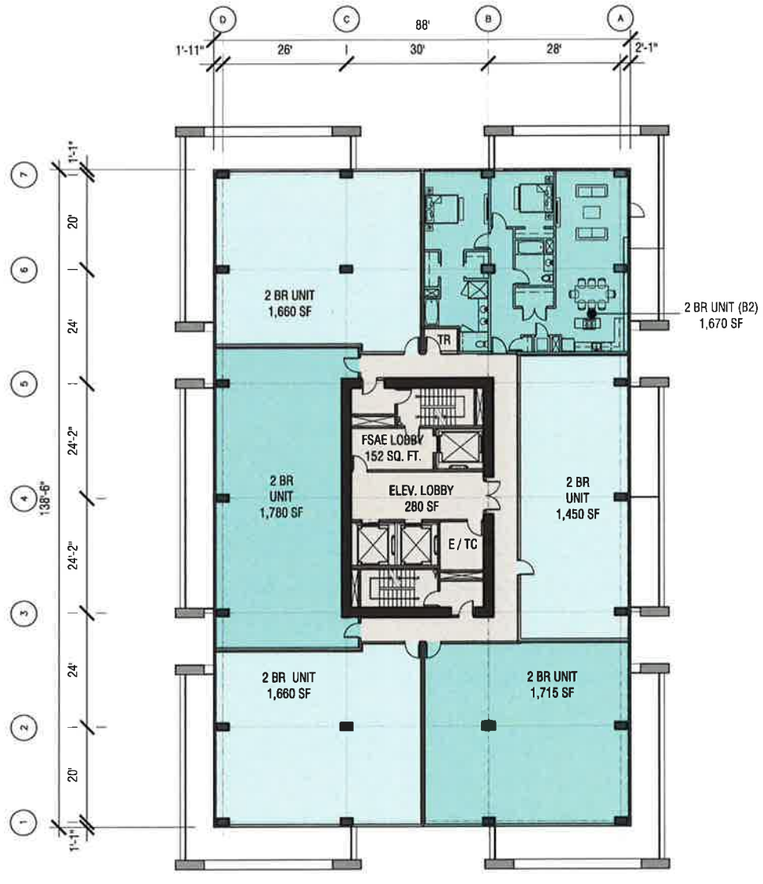
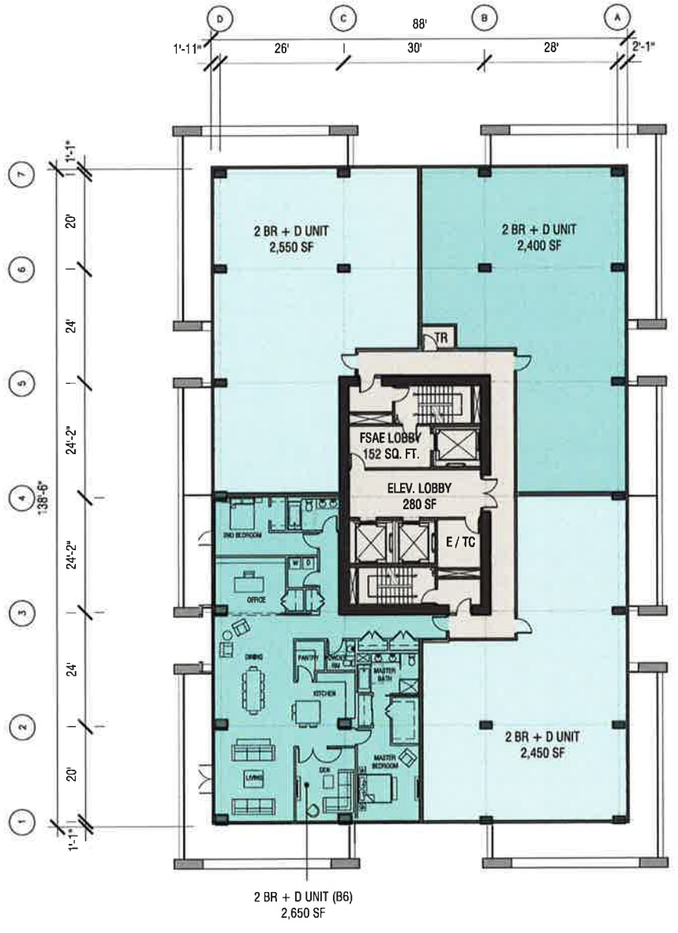


Levels 7-13 Floor Plan



Levels 14-18 Floor Plan

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N

1/16" = 1'-0"
0 8 16

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LEVEL 7-18 FLOOR PLANS **A2.9**

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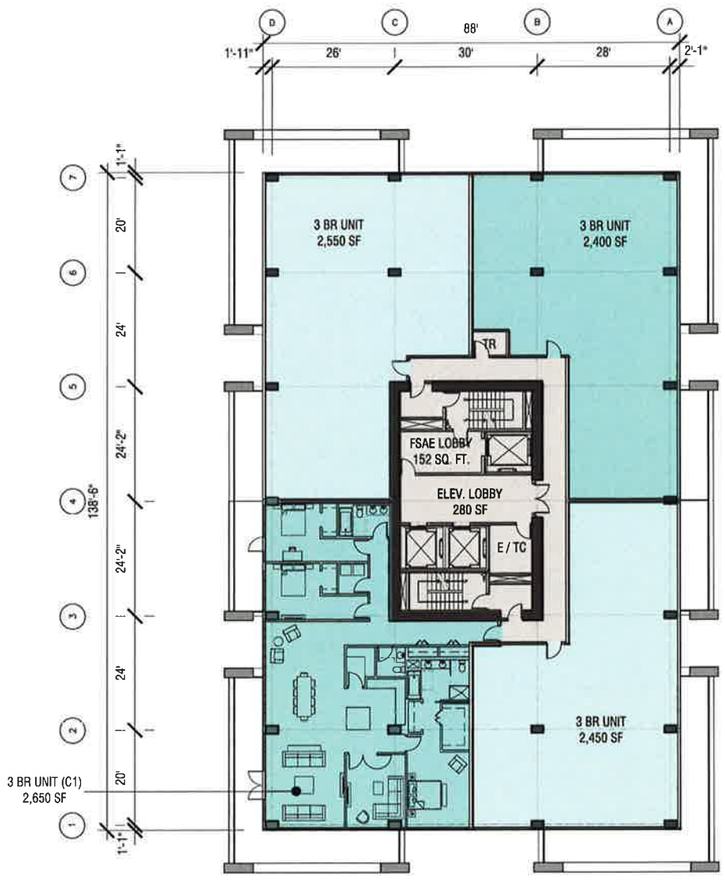
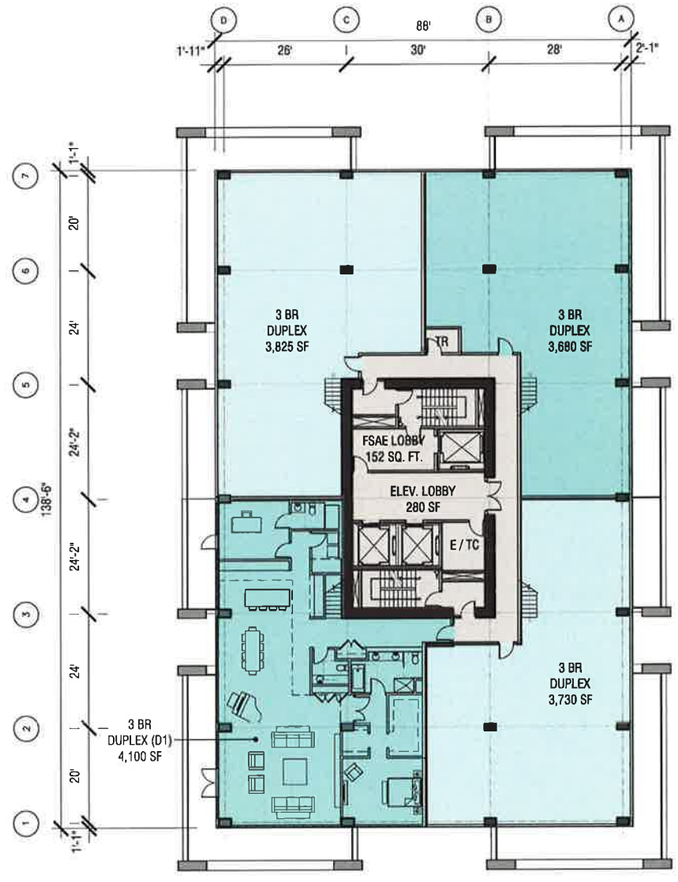
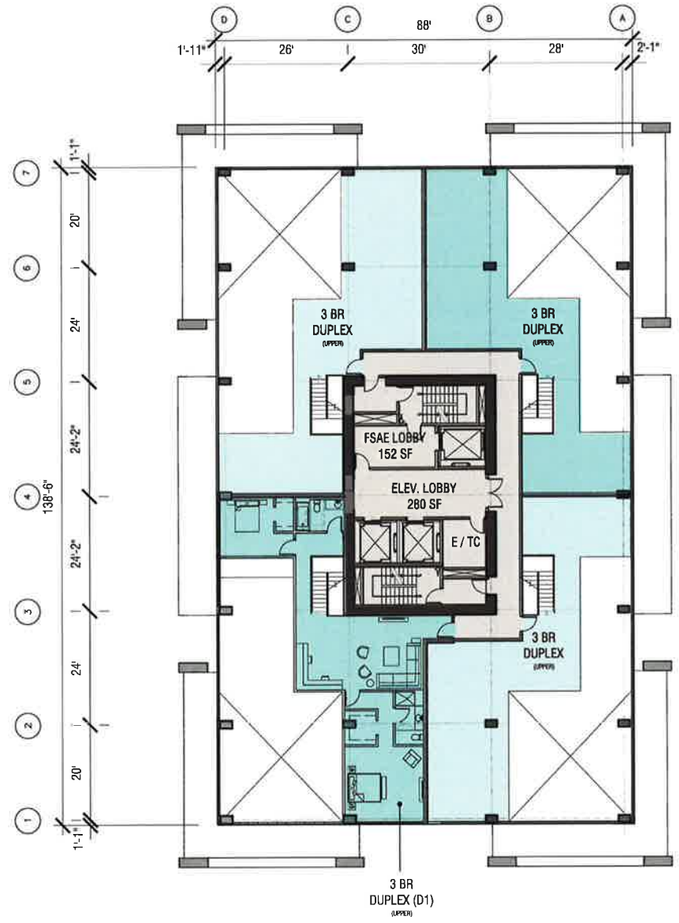


Levels 19-21 Floor Plan



Level 22 Floor Plan



Level 23 Floor Plan

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LEVEL 19-23 FLOOR PLANS **A2.10**

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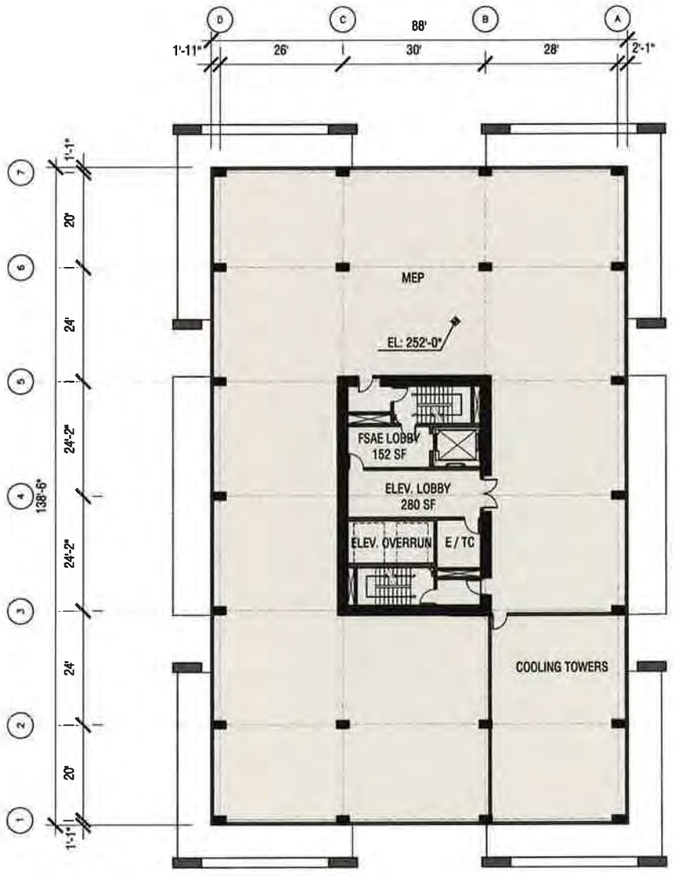
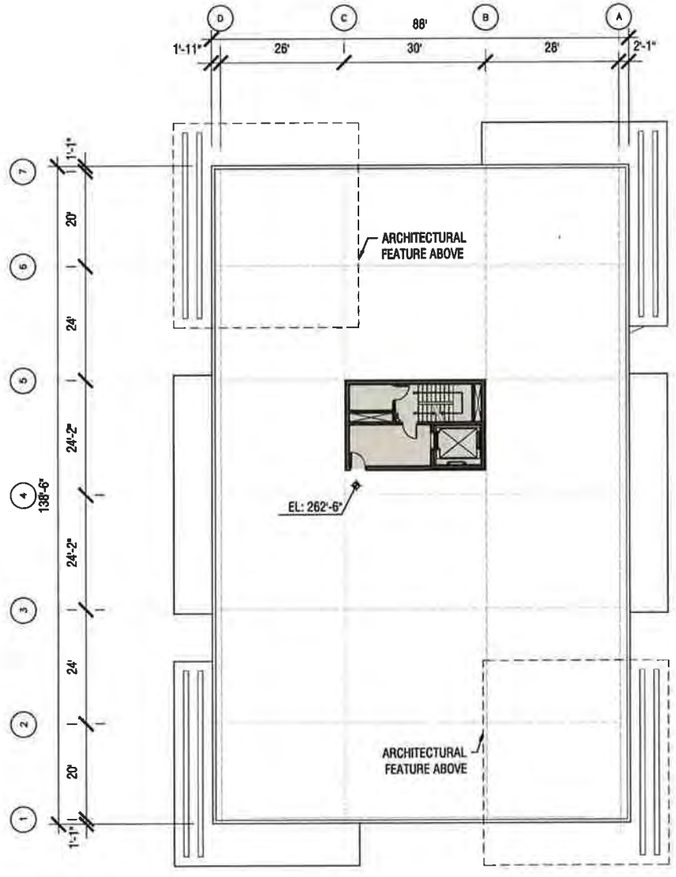
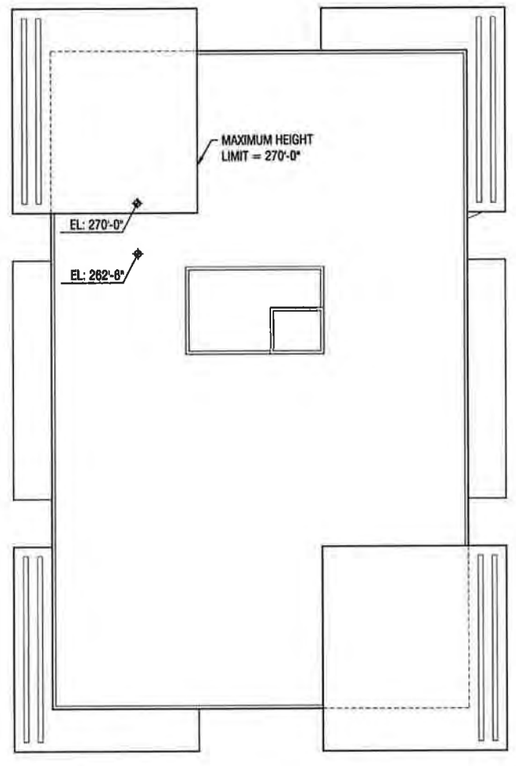


MEP Penthouse Plan



Roof Plan



Overall Roof Plan

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MEP PH / ROOF PLANS **A2.11**

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1/16" = 1'-0"
0 8 16

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WEST EXTERIOR ELEVATION **A3.1**

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0 8 16

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NORTH EXTERIOR ELEVATION **A3.2**

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0 8 16

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EAST EXTERIOR ELEVATION **A3.3**

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0 8 16

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SOUTH EXTERIOR ELEVATION **A3.4**

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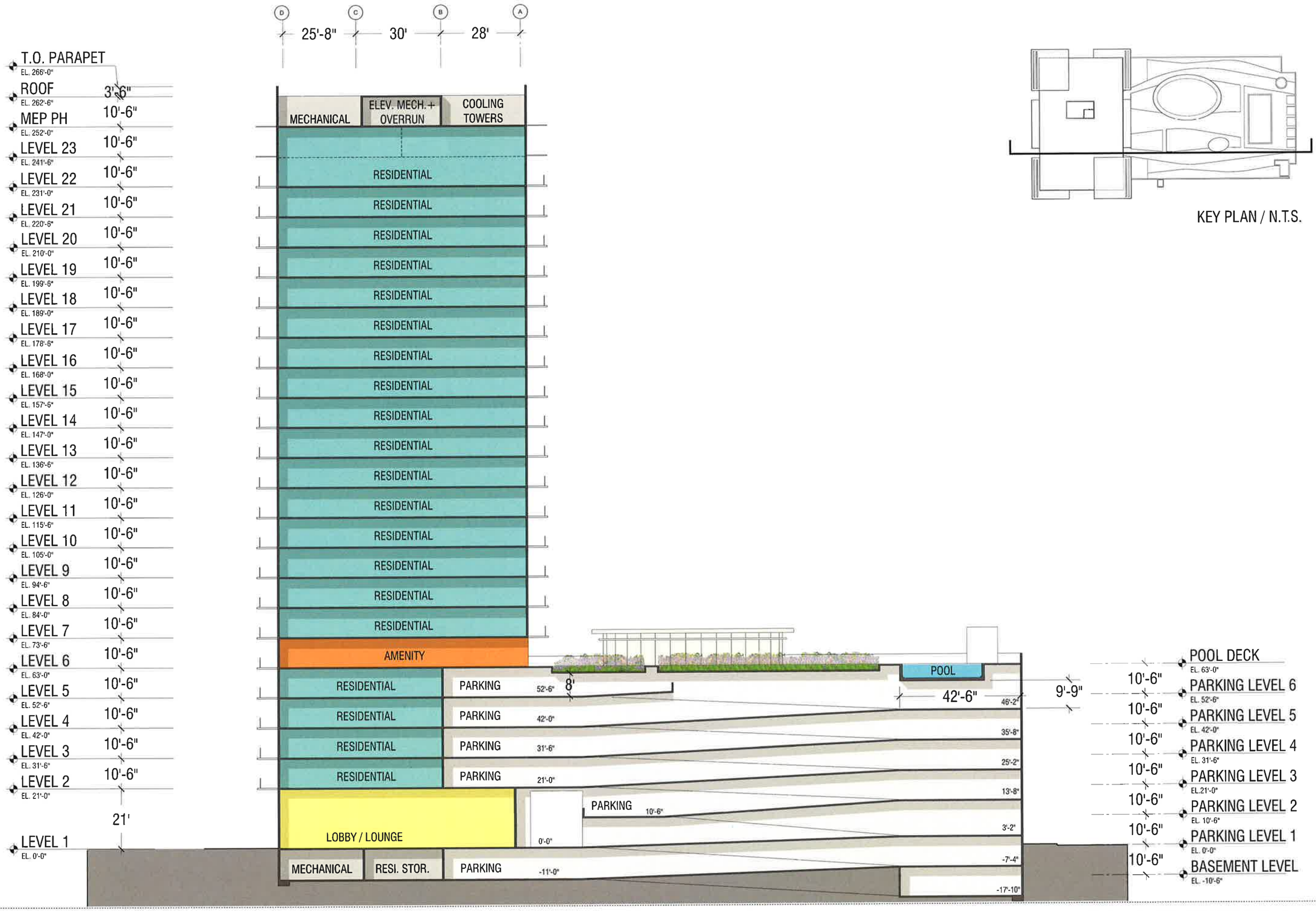

KEY PLAN / N.T.S.

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0 8 16

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BUILDING SECTION A **A4.0**

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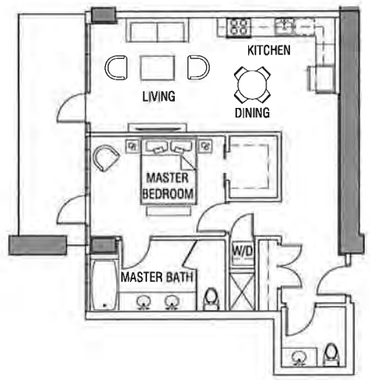
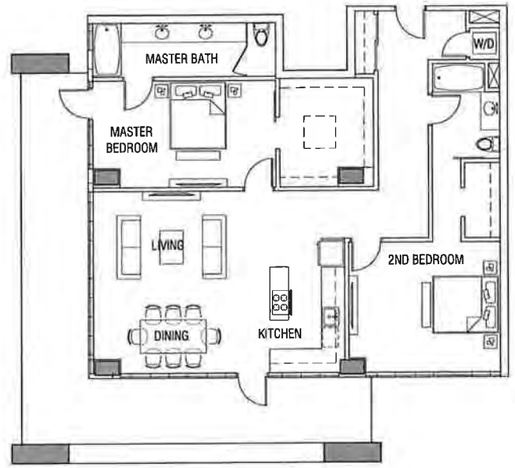
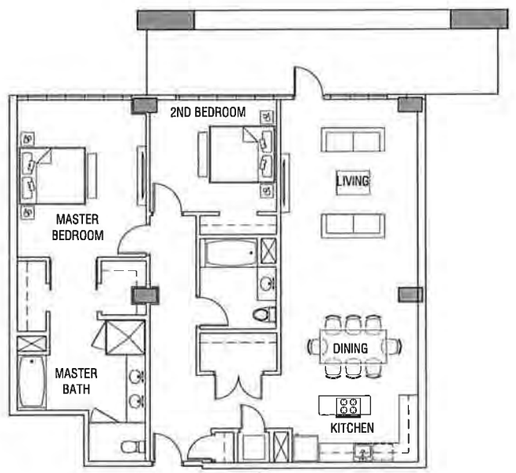


1 BEDROOM / A1 900 sf

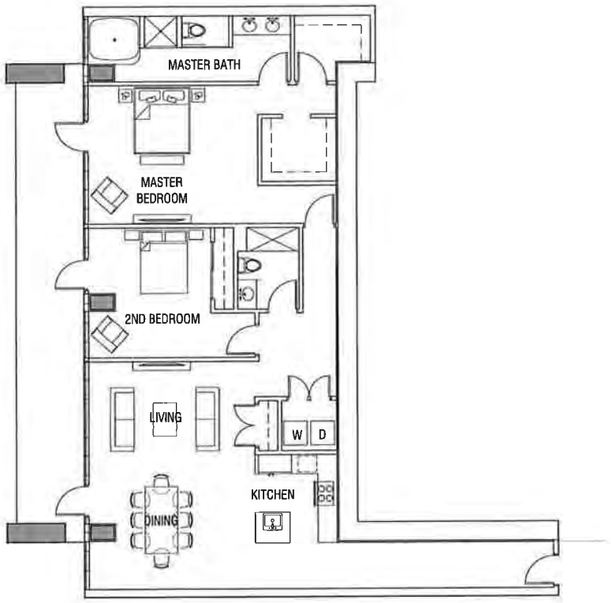
1 BEDROOM / A2 1,185 sf



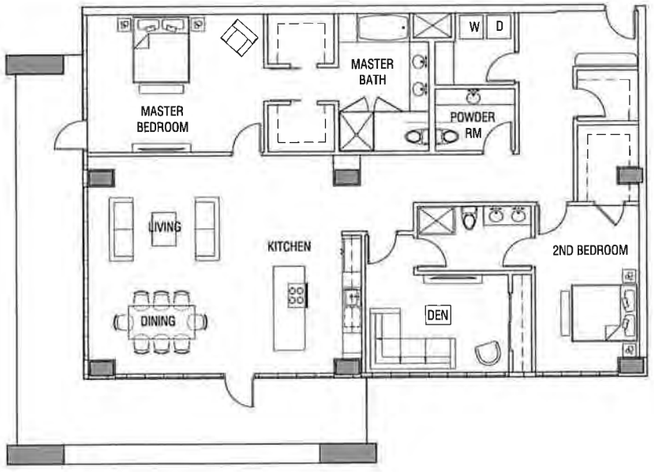
2 BEDROOM / B1 1,640 sf



2 BEDROOM / B2 1,670 sf



2 BEDROOM / B3 1,795 sf



2 BEDROOM / B4 2,290 sf

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0 4 8

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TYPICAL UNIT LAYOUTS **A5.1**

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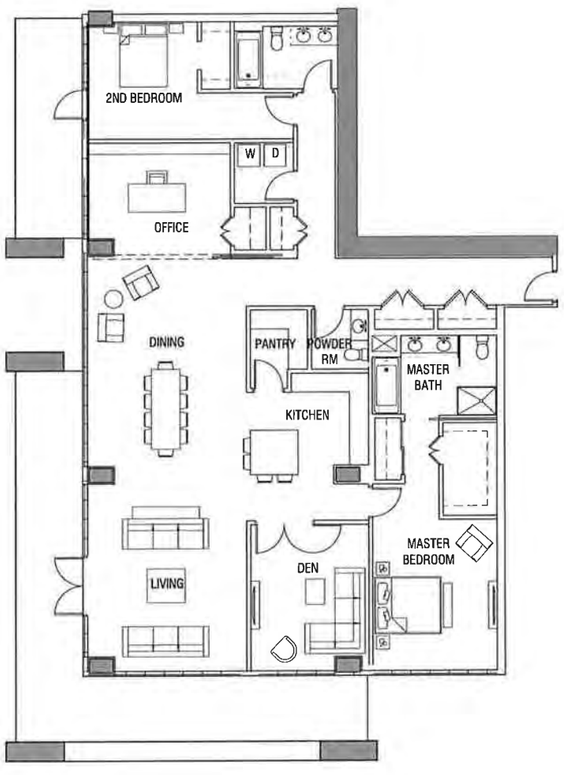
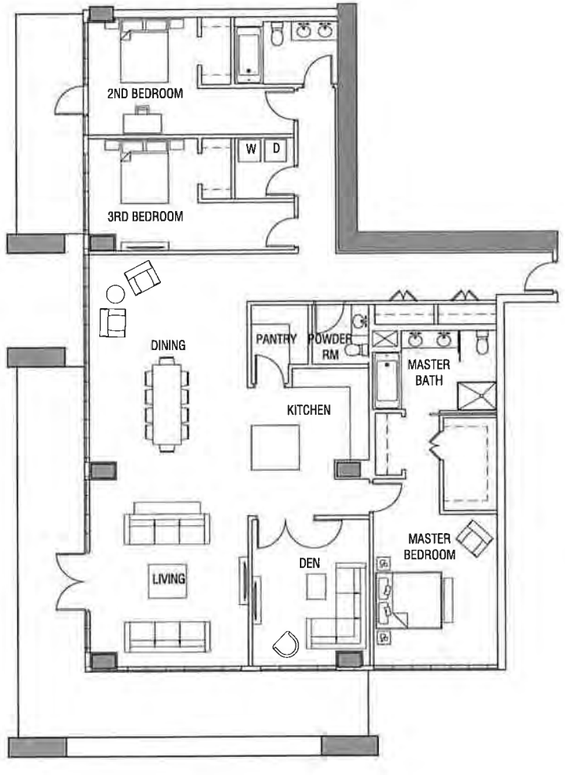


2 BEDROOM / B6 2,650 sf



3 BEDROOM / C1 2,650 sf

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0 4 8

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TYPICAL UNIT PLANS **A5.1**

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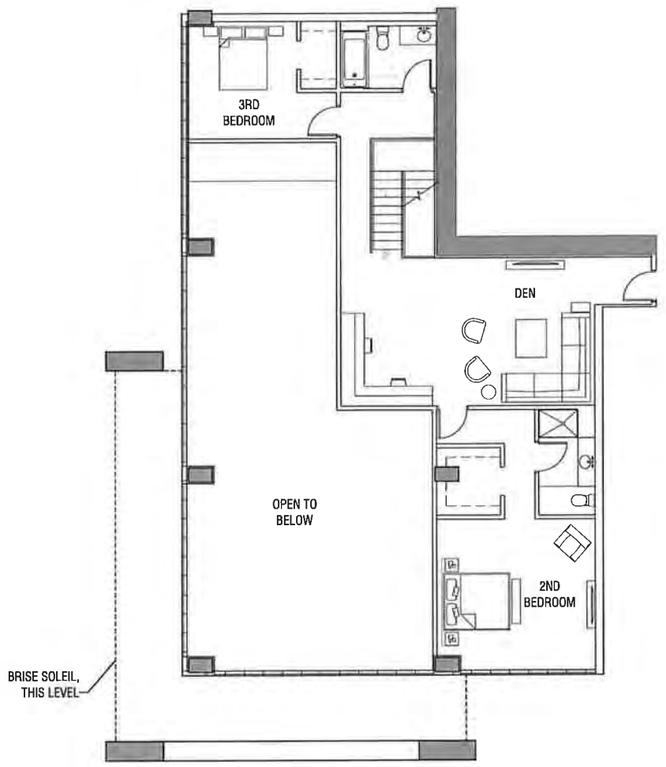
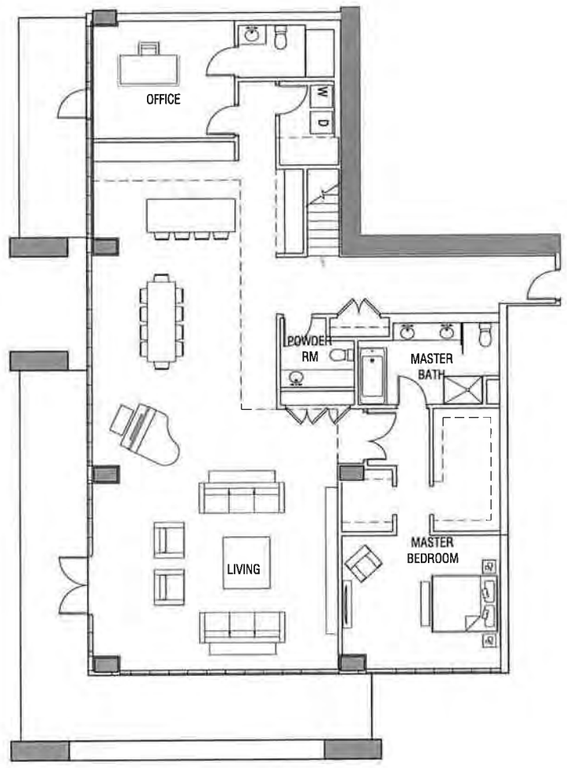


UPPER FLOOR PLAN



LOWER FLOOR PLAN

3 BEDROOM DUPLEX / D1 4,100sf

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TYPICAL UNIT PLANS **A5.3**

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PERSPECTIVE RENDERING **A6.0**

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PERSPECTIVE RENDERING **A6.1**

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PERSPECTIVE RENDERING **A6.2**

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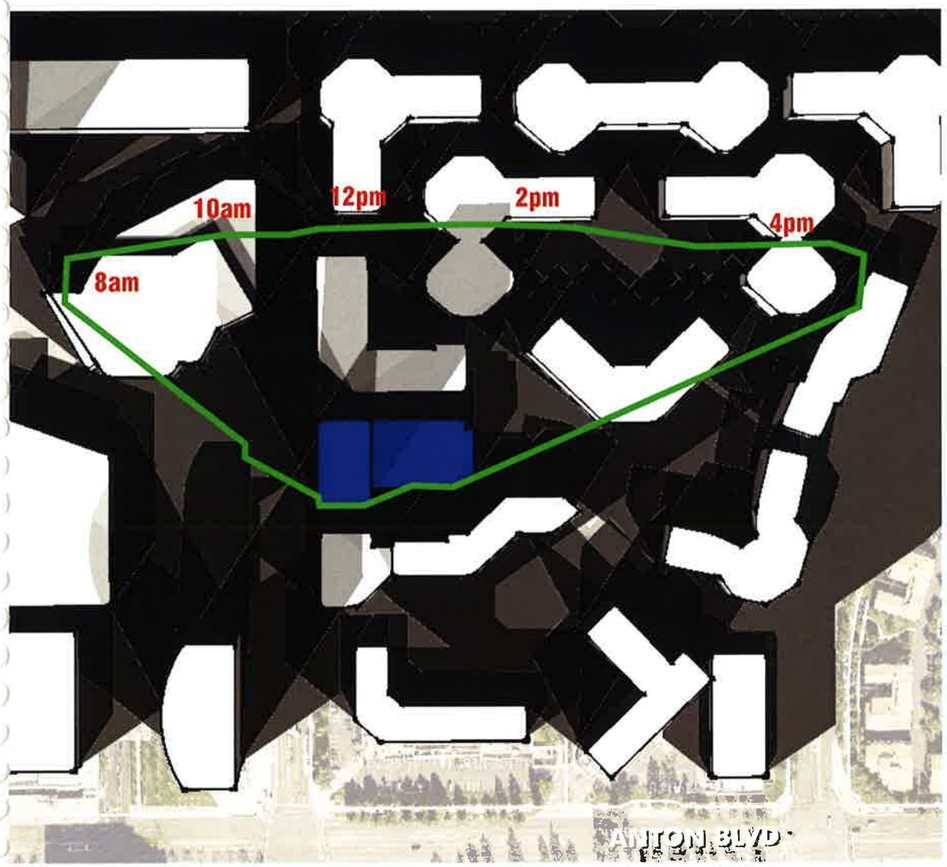
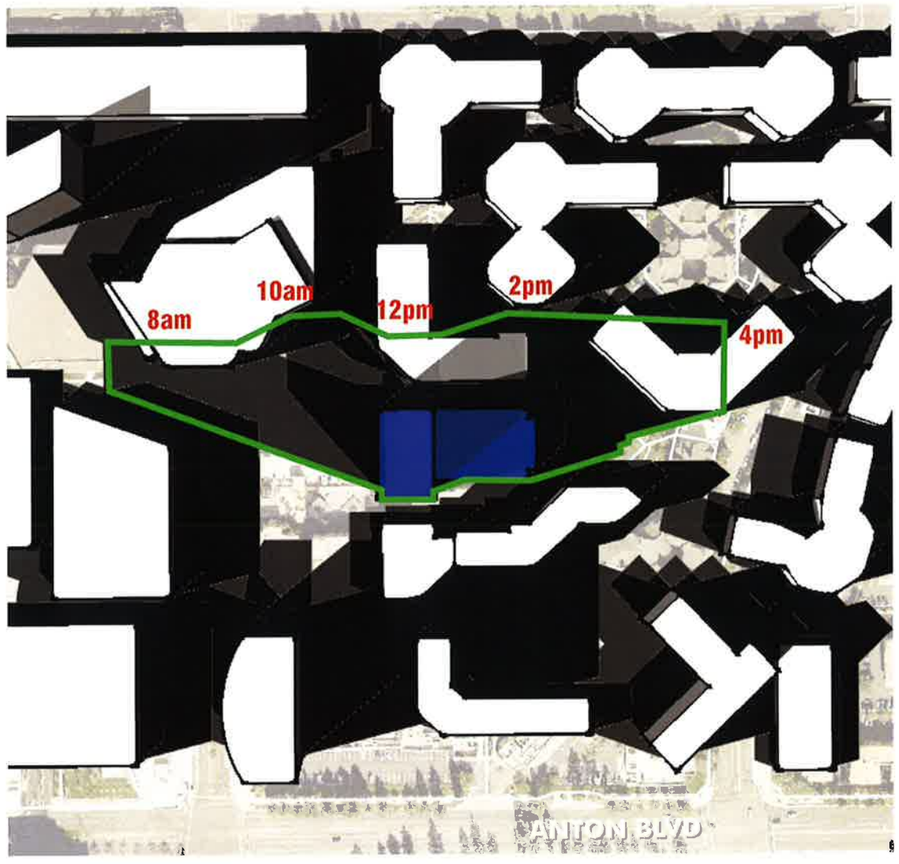
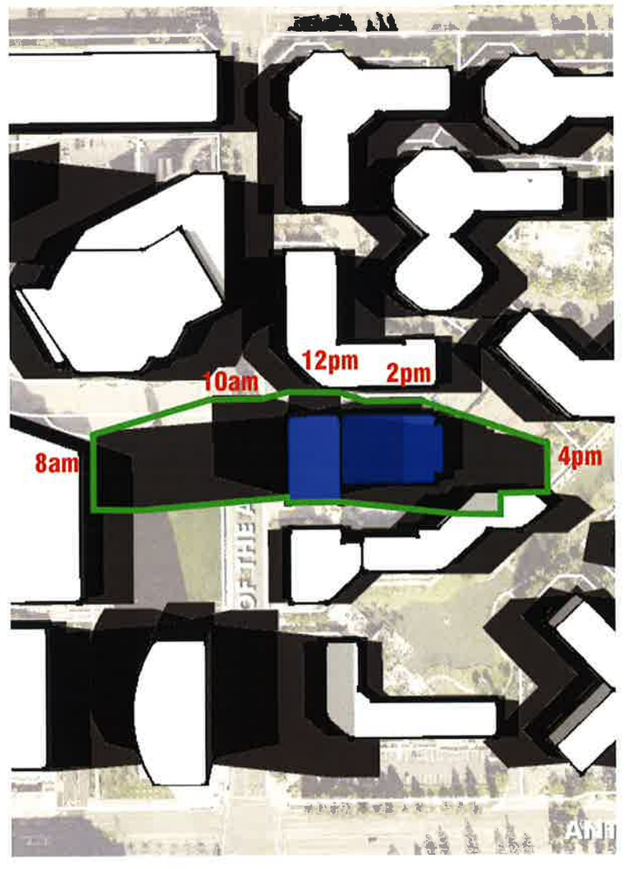


December 21 **Winter Solstice**



March 21 / September 21 **Equinox**



June 21 **Summer Solstice**

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SHADOW STUDY **A7.1**

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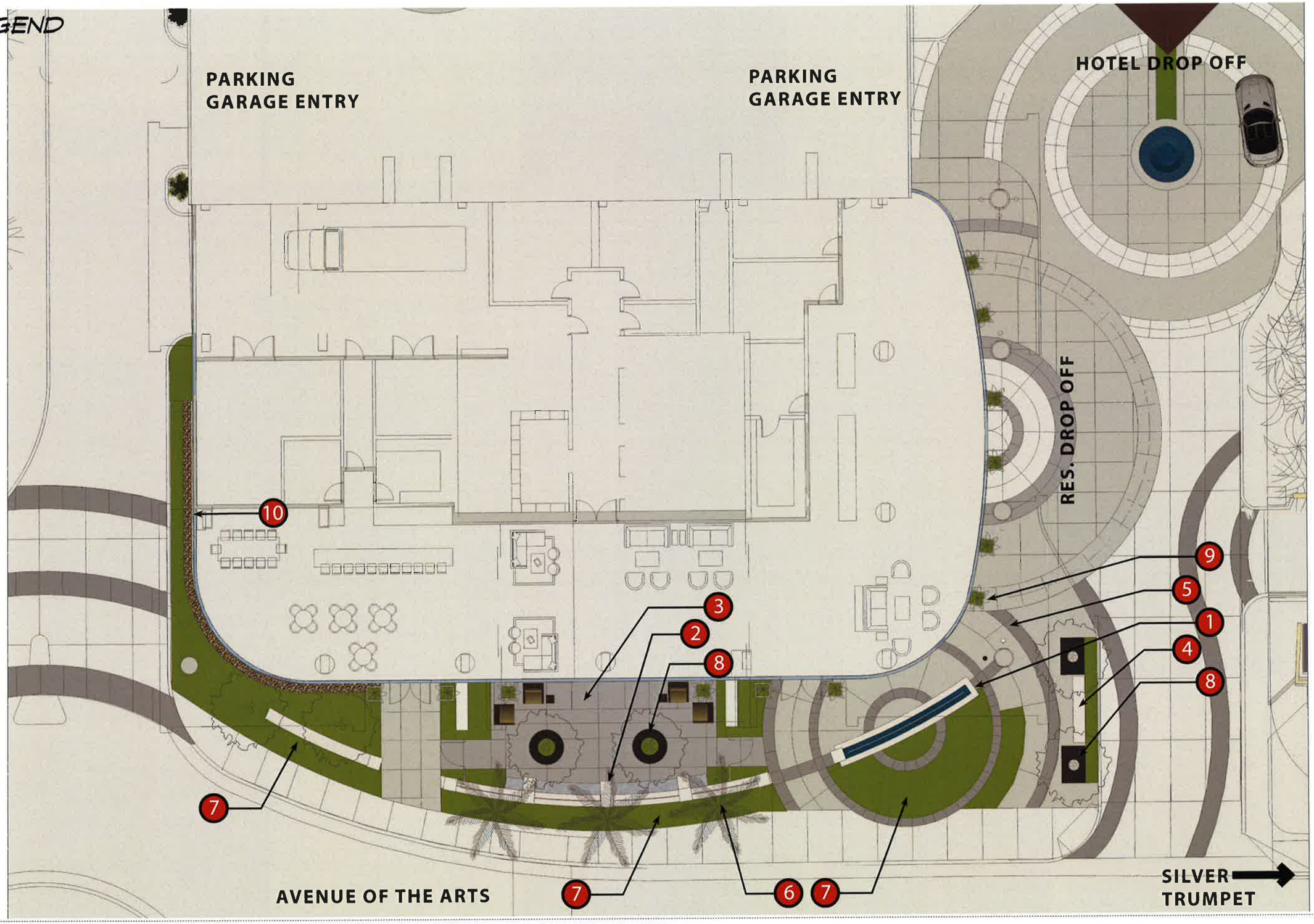
LANDSCAPE LEGEND

1. WATER FEATURE
   - -WATER WALL
   - -RAISED BASIN
2. LANDSCAPE WALL
   - -SEAT WALL ON PATIO SIDE
   - -VERTICAL COLUMNS WITH WIND SCREEN IN-FILL
3. PRIMARY GATHERING SPACE
   - -TREE WELLS WITH PARKINSONIA TREES
   - -LANDSCAPE BUFFER & WIND SCREEN
   - -SEAT WALL AND FURNITURE
   - -EXTENSION OF INTERIOR EVENT SPACE
4. SECONDARY SEATING AREA
   - -LANDSCAPE BUFFER
   - -SEAT WALL TO MATCH PATIO SPACE
   - -CLOSE TO WATER FEATURE
5. PAVING PATTERN
   - -SAWCUT COLORED CONCRETE PAVING
6. PALMS
   - -HIGHEST LEVEL OF PEDESTRIAN SCALE LANDSCAPE FEATURES
   - -SPECIES TO BLEND WITH EXISTING STREET SCENE
7. SHRUB AND GROUNDCOVER AREAS
   - -LOWEST LEVEL OF PEDESTRIAN SCALE LANDSCAPE FEATURES
   - -SPECIES TO BLEND WITH EXISTING STREET SCENE
8. TREES IN TREE GRATES
   - -TREE: PARKINSONIA 'DESERT MUSEUM'
   - -DECORATIVE TREE GRATE WITH POWDERCOAT FINISH
9. DECORATIVE POT WITH ACCENT PLANTING
10. DECORATIVE AGGREGATE BORDER



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LANDSCAPE SITE PLAN **L1**

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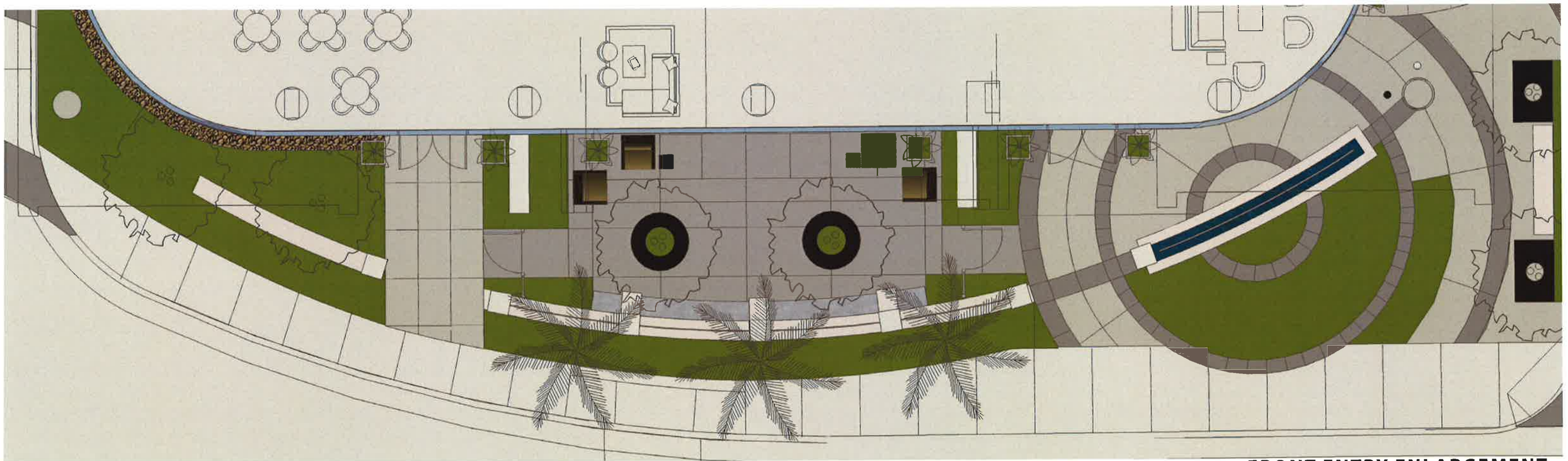
VIEW FROM CROSSWALK



FRONT ENTRY ENLARGEMENT

LANDSCAPE RENDERING **L2.1**

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STREET VIEW OF NORTHWEST ENTRY

PATIO SPACE LOOKING SOUTH

STREET VIEW OF SOUTHWEST ENTRY

STREET VIEW OF SOUTHWEST CORNER

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LANDSCAPE RENDERING **L2.2**

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AERIAL VIEW OF SOUTHWEST CORNER

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LANDSCAPE RENDERING **L2.3**

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AERIAL VIEW OF RESIDENTIAL DROP-OFF

NORTH ELEVATION - GREEN WALL CONCEPT

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LANDSCAPE RENDERING **L2.4**

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1 *Agave attenuatta*
Foxtail Agave

2 *Senecio mandraliscae*
Blue Chalk Sticks

3 *Parkinsonia 'Desert Museum'*
Palo Verde

4 *Dianella c. 'King Alfred'*
Flax Lilly

5 *Juncus patens 'Elk Blue'*
Gray Rush

6 *Phoenix dactylifera*
Date Palm

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LANDSCAPE PLANTING MATERIALS **L3.1**

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LANDSCAPE PLANTING MATERIALS **L3.2**

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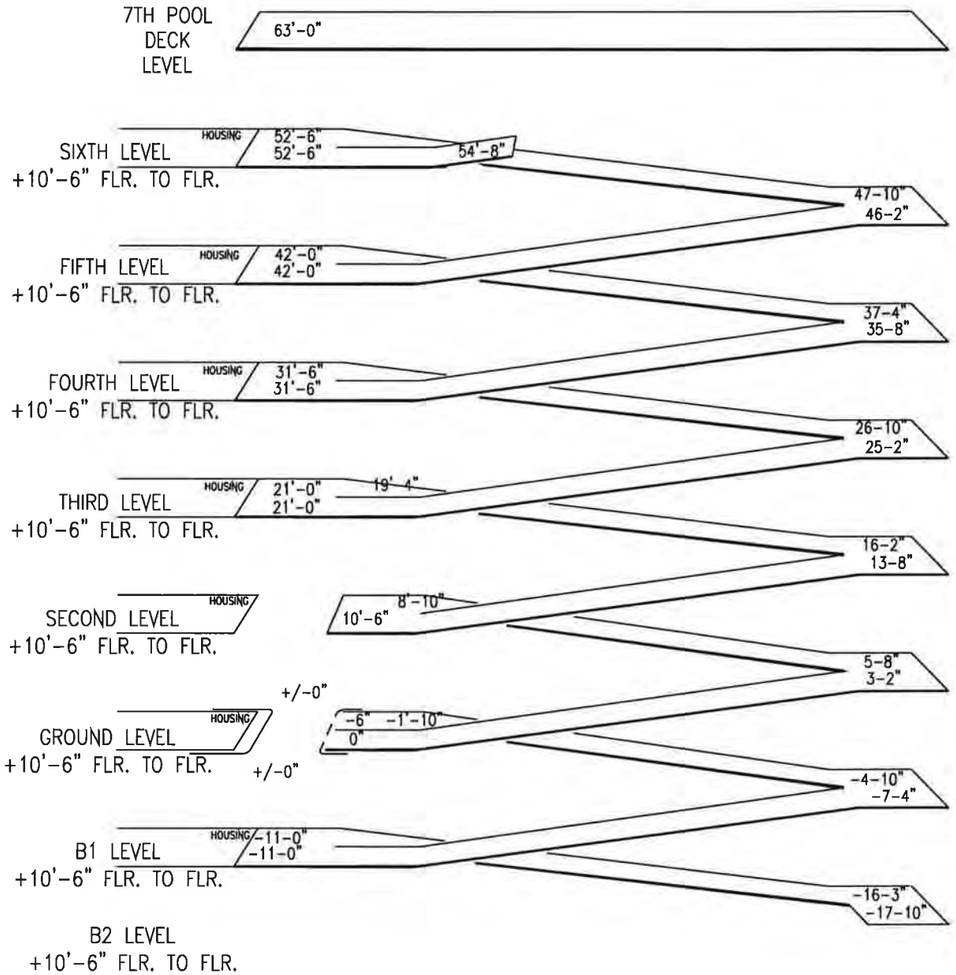
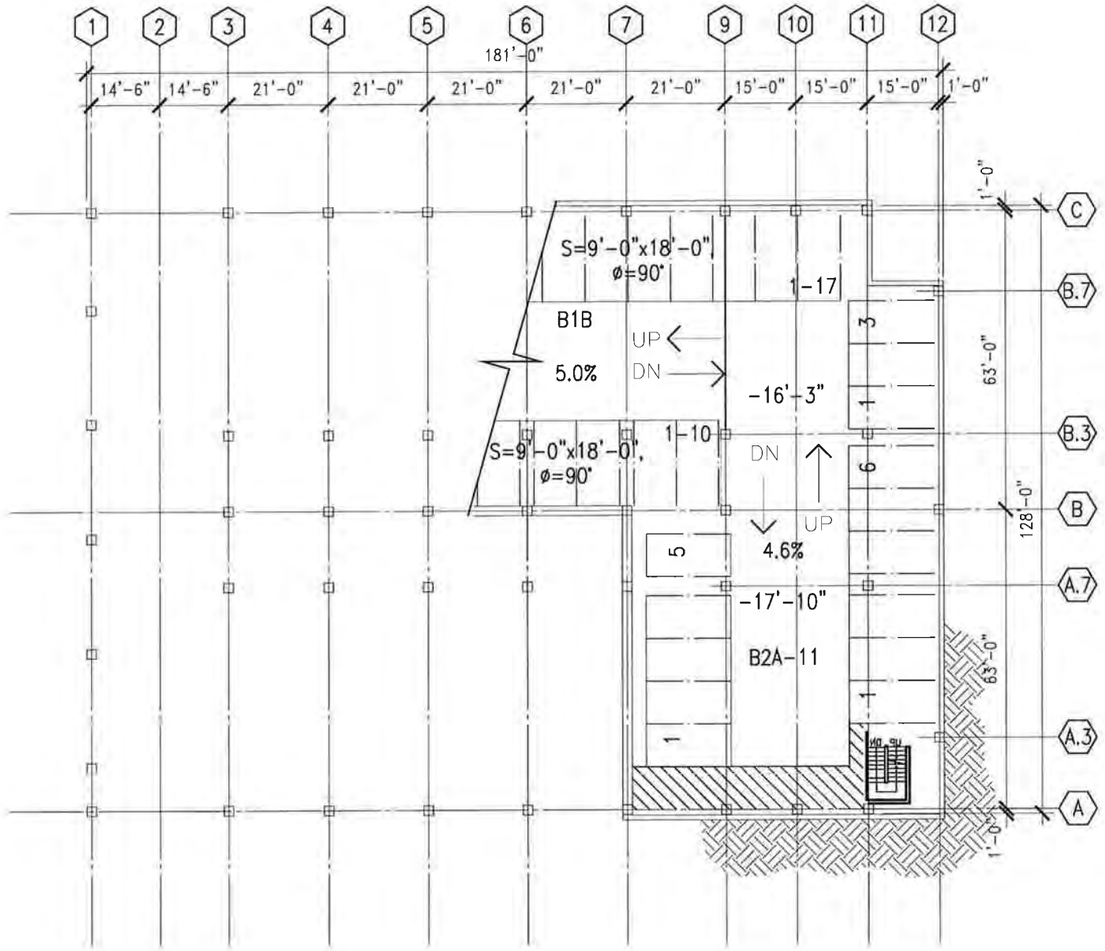


EXPANDED VIEW

SCALE: NTS

2



B2 LEVEL PLAN

SCALE: 1"= 16-0"

1

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IPD

N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

B2 LEVEL PARKING + EXPANDED VIEW **P1.1**

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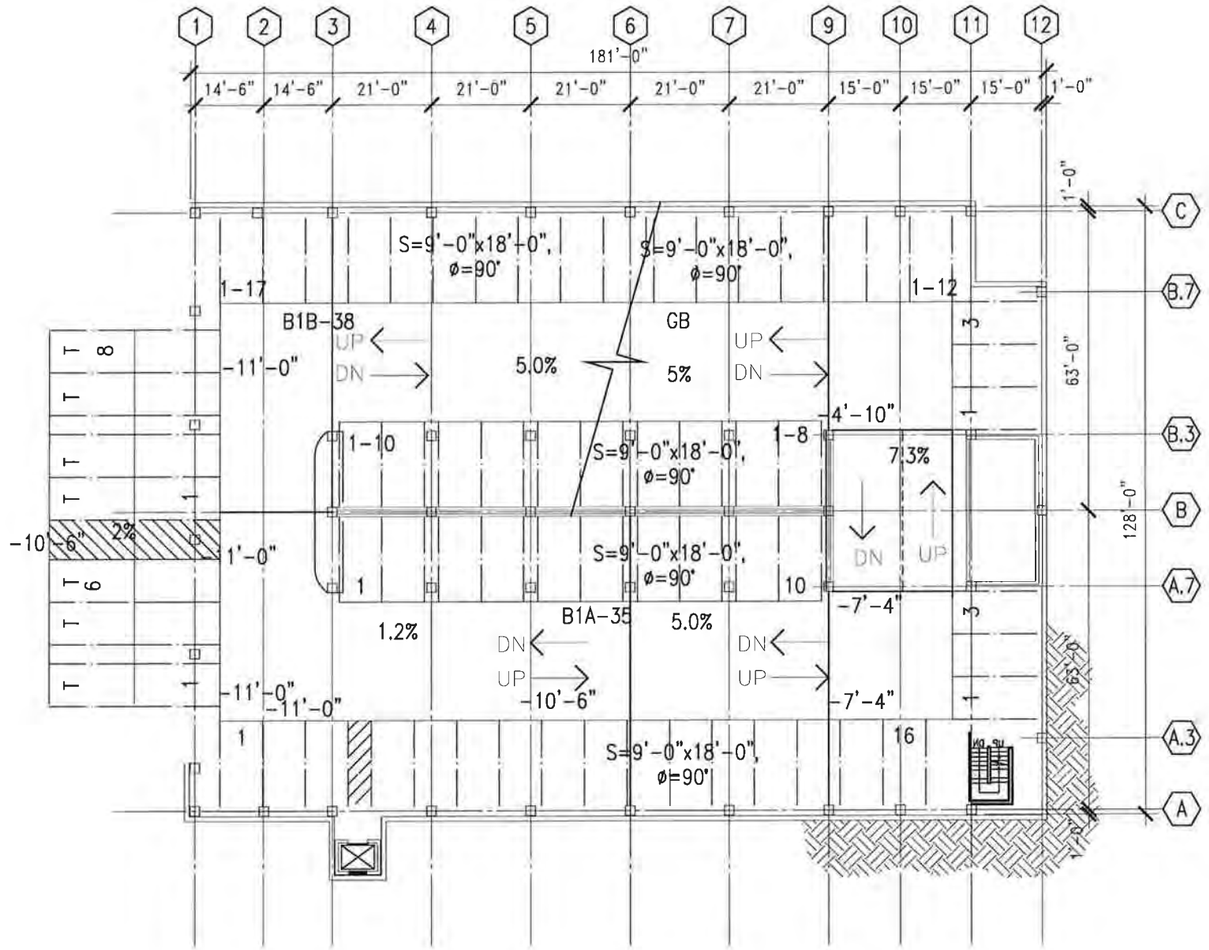

B1 LEVEL PLAN (1)

SCALE: 1"= 16-0"

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B1 LEVEL PARKING **P1.2**

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DATE: 11/19/14
PROJECT #:14-938
PROJECT: Ave. of the Arts
SCHEME: Option 2
BY: E.P.

PARKING SPACE & AREA SUMMARY

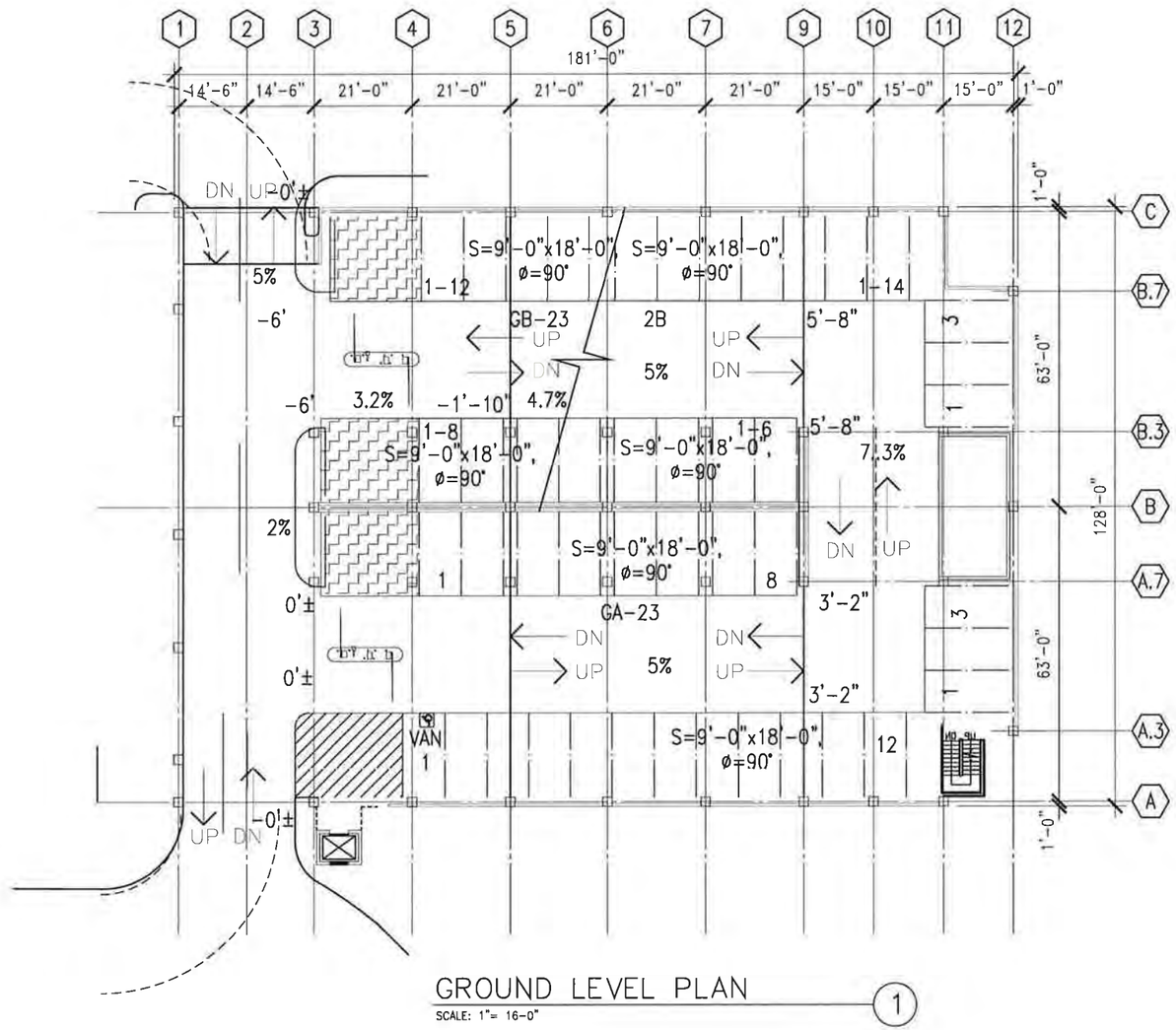
S = 8.5', 9' X 18' | Ø = 90 | Bldg. Size: 128'-0" X 181'-0"

AREA	SUB. SLAB ON-GRADE (S.F.)	SUB. ELEV. SLAB (S.F.)	ELEVATED SLAB (S.F.)	NUMBER OF SPACES VAN	ACCESSIBLE	STAND.8.5'	STAND. 9'	TOTAL	S.F./SPACE
B2A	4,350						11	11	395.45
B1A	7230	4,350					35	35	330.86
B1B	11,330						38	38	298.16
GA			11,580	1			22	23	503.48
GB		11,330					23	23	492.61
2A			9,750	1			21	22	443.18
2B			9,475				23	23	411.96
3A			11,580		2	13	15	30	386.00
3B			11,330		1		31	32	354.06
4A			11,580		1	32		33	350.91
4B			11,330		1	34		35	323.71
5A			11,580		1	32		33	350.91
5B			11,330		1	34		35	323.71
6A			6,140			17		17	361.18
6B			11,330			35		35	323.71
7 (Pool Deck)			22,090						
	22,910	15,680	139,095						
Gross Floor Area (SF)			177,685						
Total Number Spaces				2	7	197	219	425	

Design Efficiency: w/o Pool Deck 155,595 + 425 = 366.11

Notes: Square footage is approximate and should be verified before re-use.

PARKING AND AREA SUMMARY 2
SCALE: NTS



GROUND LEVEL PLAN 1
SCALE: 1"= 16-0"

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N
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0 8 16

3350 AVENUE OF THE ARTS
COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

P1 LEVEL PARKING + SUMMARY **P1.3**

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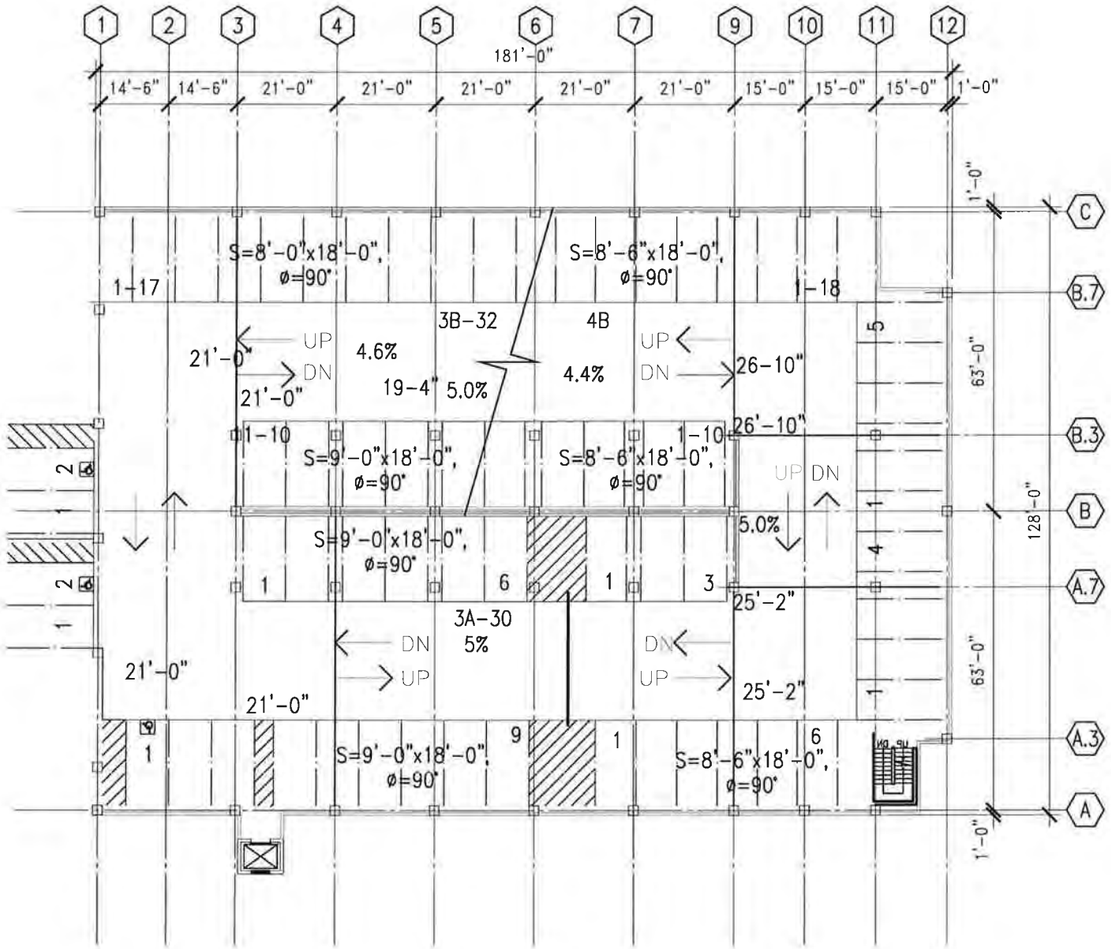
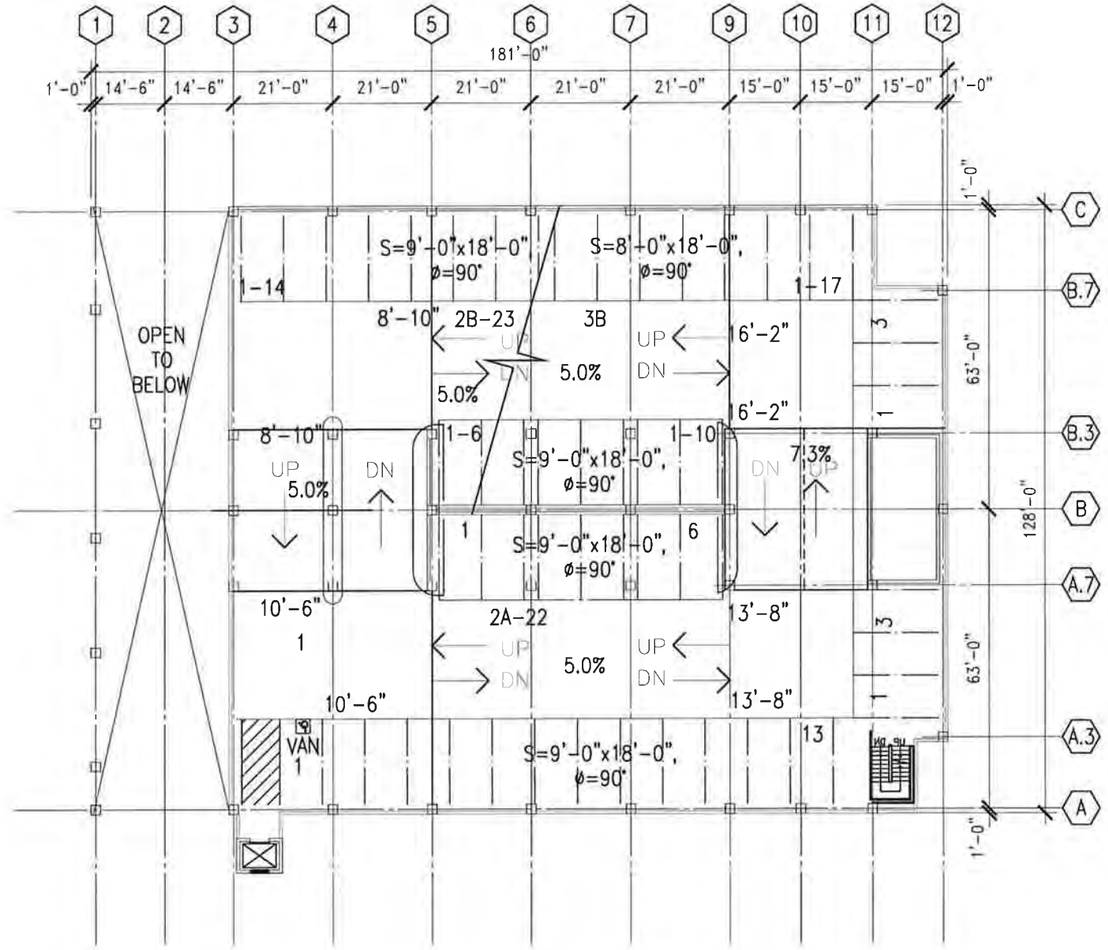


THIRD LEVEL PLAN (2)
SCALE: 1"= 16-0"



SECOND LEVEL PLAN (1)
SCALE: 1"= 16-0"

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P2 / P3 LEVEL PARKING **P1.4**

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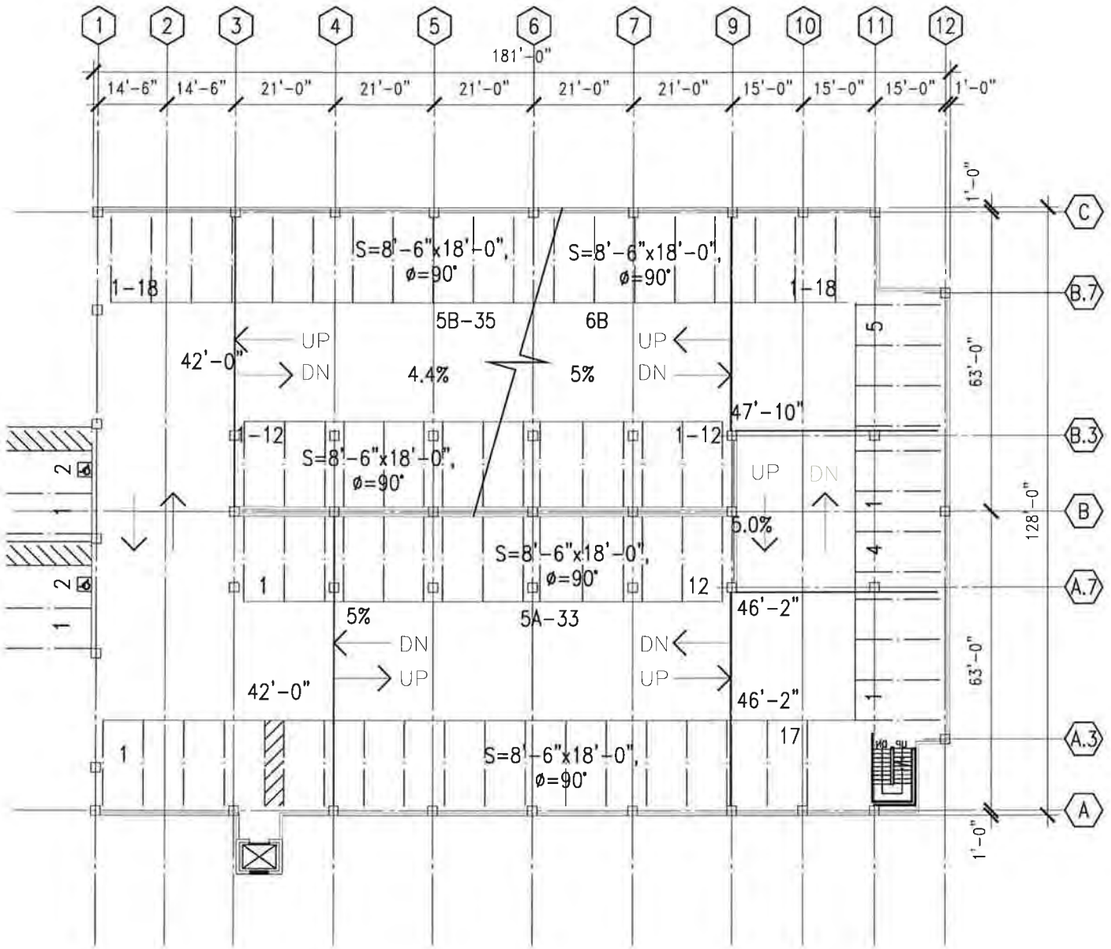
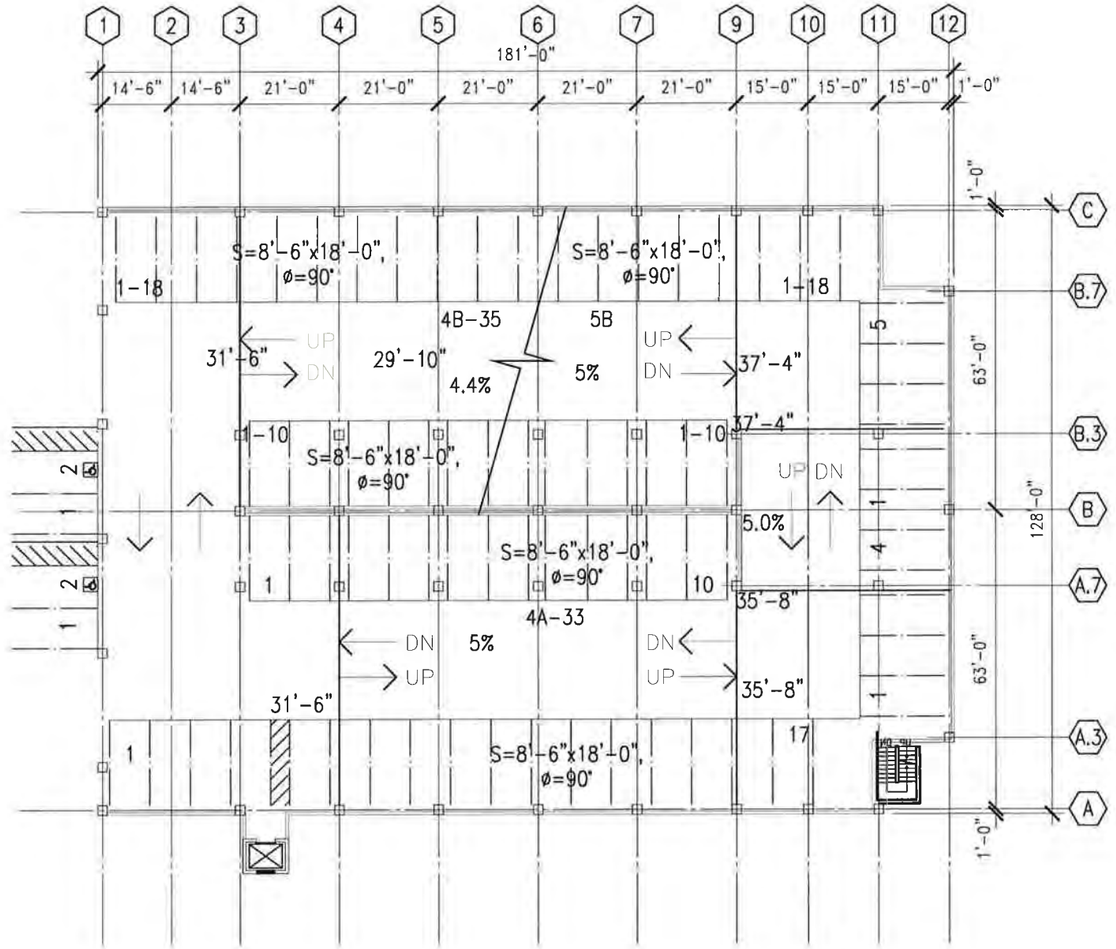


FIFTH LEVEL PLAN (2)
SCALE: 1"= 16-0"



FOURTH LEVEL PLAN (1)
SCALE: 1"= 16-0"

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N
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0 8 16

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P4 / P5 LEVEL PARKING **P1.5**

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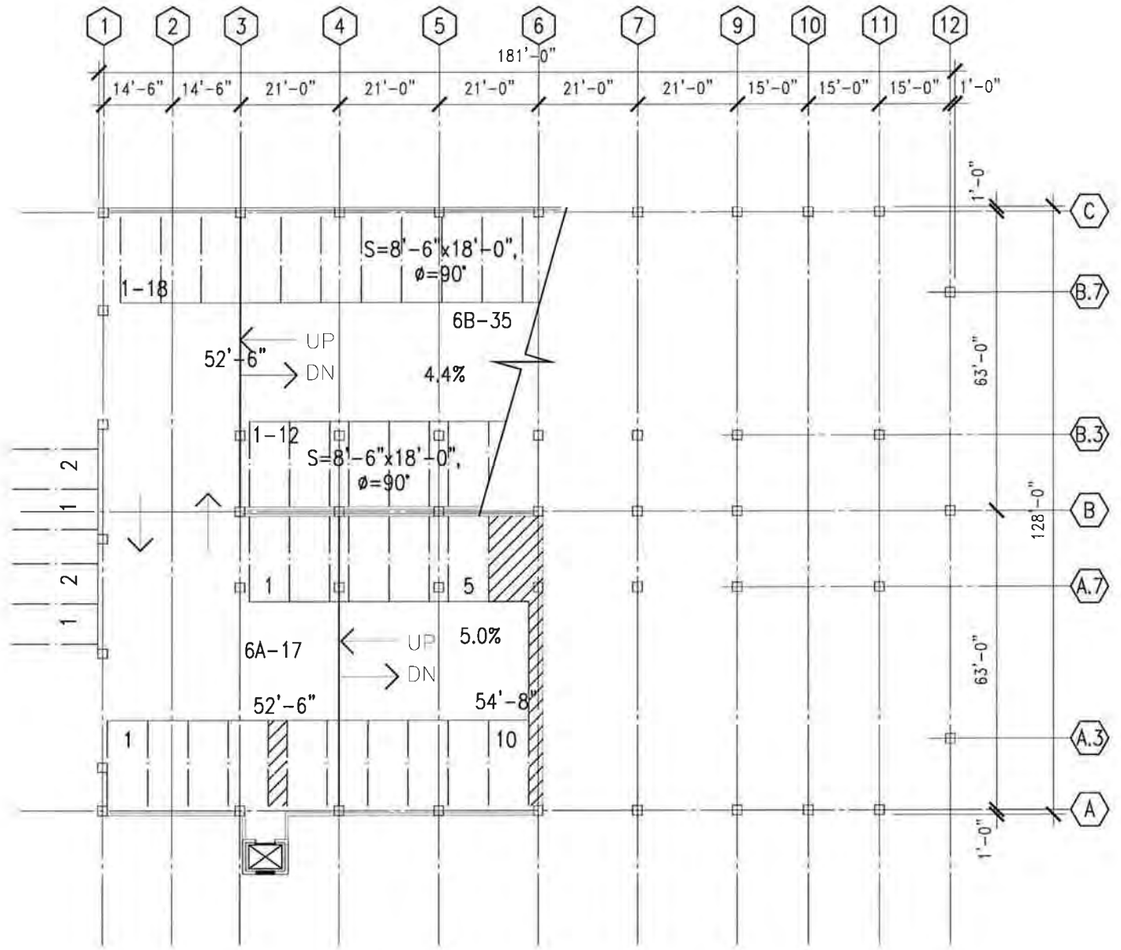

SIXTH LEVEL PLAN (1)

SCALE: 1"= 16-0"

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N

1/16" = 1'-0"
0 8 16

3350 AVENUE OF THE ARTS

COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

P6 PARKING LEVEL **P1.6**

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SWINERTON BUILDERS

DEMOLITION PHASE 1

DEMOLITION GARAGE - DEMOLITION TO START AT WEST SIDE & REMOVE STRUCTURE HEADING EAST FROM WITHIN BUILDING PERIMETER. PULL BUILDING TO INTERIOR OF STRUCTURE AS WORK PROGRESSES. DEBRIS HAUL OFF AT EAST END OF PROJECT

TOWNE CENTER DRIVE

AVENUE OF THE ARTS

EXISTING PAVED DRIVE LEAVE INTACT/PATCH UPON COMPLETION OF DEMO

ACCESS FOR FIRETRUCKS & TRASH TRACKS

16' WIDE GATES

12' WIDE GATES

GREEN SCREEN FENCING (VISUAL & DUST CONTROL WITH SILT FENCE & SANDBAGS

TOILETS

TRACKER PLATES & WHEEL CLEANING OPERATION

HAUL ROUTE DEMOLITION TRUCKS

PULL BACK DEBRIS TO CENTER

TRAILERS

TRASH BINS

FIRE TRUCK TURNAROUND

EXISTING HOTEL LOBBY

8' BARRICADE WALL W/ PAINTED PLYWOOD FINISH

EXISTING HOTEL

RELOCATE GENERATOR - CONSTRUCT TEMP GENERATOR PAD & COVER

PEDESTRIAN SIDEWALK ROUTE

SIGN - SIDEWALK CLOSED AHEAD, CROSS HERE

TRACT NO. 12341 MM 553/1-4

LOT 13

LOT

LOGISTICS PLAN / DEMOLITION PHASE 1 **G5.1**

SWINERTON BUILDERS

PHASE 2 - PARKING GARAGE CONSTRUCTION

ADJACENT RESIDENTIAL COMPLEX

16' WIDE GATES

12' WIDE GATES

EXISTING PAVED DRIVE LEAVE INTACT/PATCH UPON COMPLETION OF DEMO

ACCESS FOR FIRETRUCKS & TRASH TRACKS

12' WIDE GATES FOR ACCESS TO ADJACENT PROPERTY

EXCAVATION HAUL ROUTE & MATERIAL DELIVERY

PROPOSED CROSSWALK

PROPOSED SPLITTER ISLAND

PROPERTY LINE

GREEN SCREEN FENCING (VISUAL & DUST CONTROL WITH SILT FENCE & SANDBAGS

TRACKER PLATES & WHEEL CLEANING OPERATION

CONSTRUCTION STAGING AREA

TOILETS

SUBCONTRACTOR STORAGE

CONTRACTOR TRAILERS

GARAGE PORTION PHASE 2

RAMP DOWN 5% SLOPE

RAMP UP

DRIVEWAY

PARKING 53 STALLS

EL: 5'-3"

40'

RAMP

20' CLR. OVER DRIVEWAY

RAMP UP 5% SLOPE

EL: 0'-0"

SHORING

EMPLOYEE PARKING

AVENUE OF THE ARTS

PROPOSED CROSSWALK

CONSTRUCTION PARKING (GRAVEL BASE)

EARTH CUT RAMP AREA

OVERHANG ABOVE @ 20' AFF

FIRE TRUCK TURNAROUND

TRASH BINS

SHORING PILES DEPTH VARIES

CONCRETE PATH, TYP.

WATER FEATURE

CONCRETE IN CONTRASTING

8' BARRICADE WALL W/ PAINTED PLYWOOD FINISH & GRAPHICS

RESIDENTIAL PICK-UP

LANDSCAPE, TYP.

DRIVEWAY

APPROX

EXISTING FOUNTAIN TO REMAIN

HOTEL DROP OFF

EXISTING HOTEL LOBBY

TEMPORARY GENERATOR PAD & CANOPY

OVERHEAD

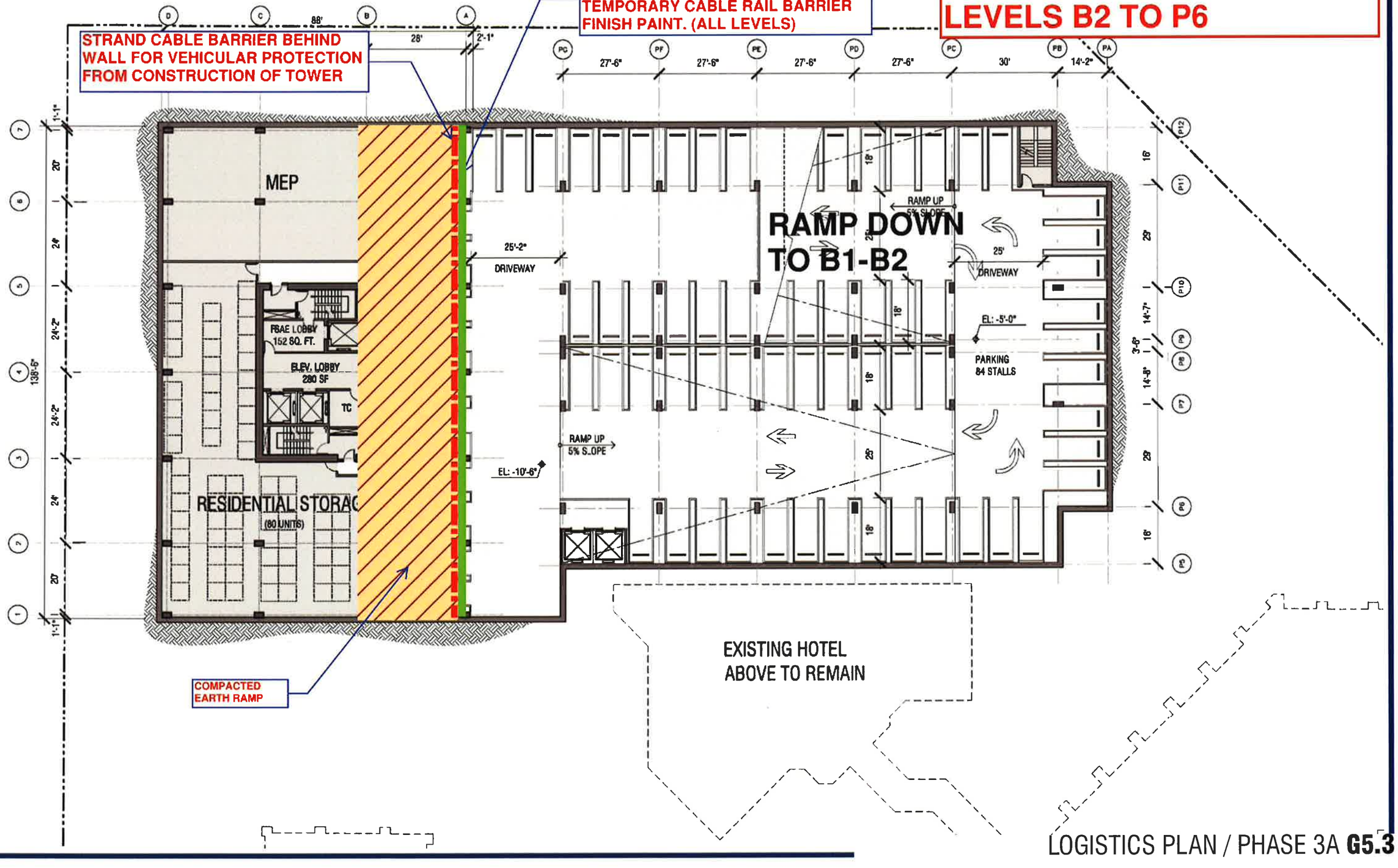
LOGISTICS PLAN / PHASE 2 **G5.2**

SWINERTON BUILDERS

PHASE 3A
PARKING GARAGE OPEN TO PUBLIC USE FOR HOTEL LEVELS B2 TO P6

TEMPORARY FRAMED 10' CONSTRUCTION WALL WITH TEMPORARY CABLE RAIL BARRIER FINISH PAINT. (ALL LEVELS)

STRAND CABLE BARRIER BEHIND WALL FOR VEHICULAR PROTECTION FROM CONSTRUCTION OF TOWER



LOGISTICS PLAN / PHASE 3A **G5.3**

SWINERTON BUILDERS

PHASE 3B TOWER CONSTRUCTION

ADJACENT RESIDENTIAL COMPLEX

DELIVERY HAUL ROUTE

16' WIDE GATES

TEMPORARY FRAMED 20' CONSTRUCTION WALL W/ FINISH PAINT.

EXISTING PAVED DRIVE LEAVE INTACTDURING CONSTRUCTION, REPLACE UPON COMPLETION OF TOWER

ACCESS FOR FIRETRUCKS & TRASH TRACKS

12' WIDE GATES

TRACKER PLATES & WHEEL CLEANING OPERATION

SHORING PILES TYPICAL

MANLIFT

READY MIX PUMPING STAGING AREA

BI-PART 20' WIDE SLIDING GATE

TOWER CRANE

TAKE 1 STREET LANE DURING TOWER CONSTRUCTION

READY MIX TRUCK PATH ONLY

8' BARRICADE WALL W/ PAINTED PLYWOOD FINISH

EDISON TRANSFORMER FEED DE-ENERGIZED

TRAILERS

TOILETS

SUBCONTRACTOR STORAGE

TRAILERS

FIRE TRUCK TURNAROUND

TRASH BINS

REPLACE PAVING UPON COMPLETION OF TOWER

CONSTRUCTION PARKING & STAGING DOWN

HOTEL PARKING UP

EMPLOYEE PARKING

EXISTING HOTEL LOBBY

PROPOSED CROSSWALK

PROPOSED SPLITTER ISLAND

PROPERTY LINE

AVENUE OF THE ARTS

MEP

CAFE STORAGE

CATERING KITCHEN

TRASH

LOADING

MAIL

WOMEN'S

MEN'S

ELEC

JAN

PACKAGE

SEC.

CONCIERGE

FCC

RAMP DOWN 5% SLOPE

RAMP UP

DRIVEWAY

PARKING 53 STALLS

20' CLR. OVER DRIVEWAY

EL: 5'-3"

EL: 0'-0"

ACCESS TO ADJ. PROPERTY

RESIDENTIAL PICK-UP

LANDSCAPE, TYP.

EXISTING FOUNTAIN TO REMAIN

EXISTING CANOPY OVERHEAD

CONCRETE PATH, TYP.

WATER FEATURE

CONCRETE W/ CONTRASTING COLOR TO EXISTING DRIVE

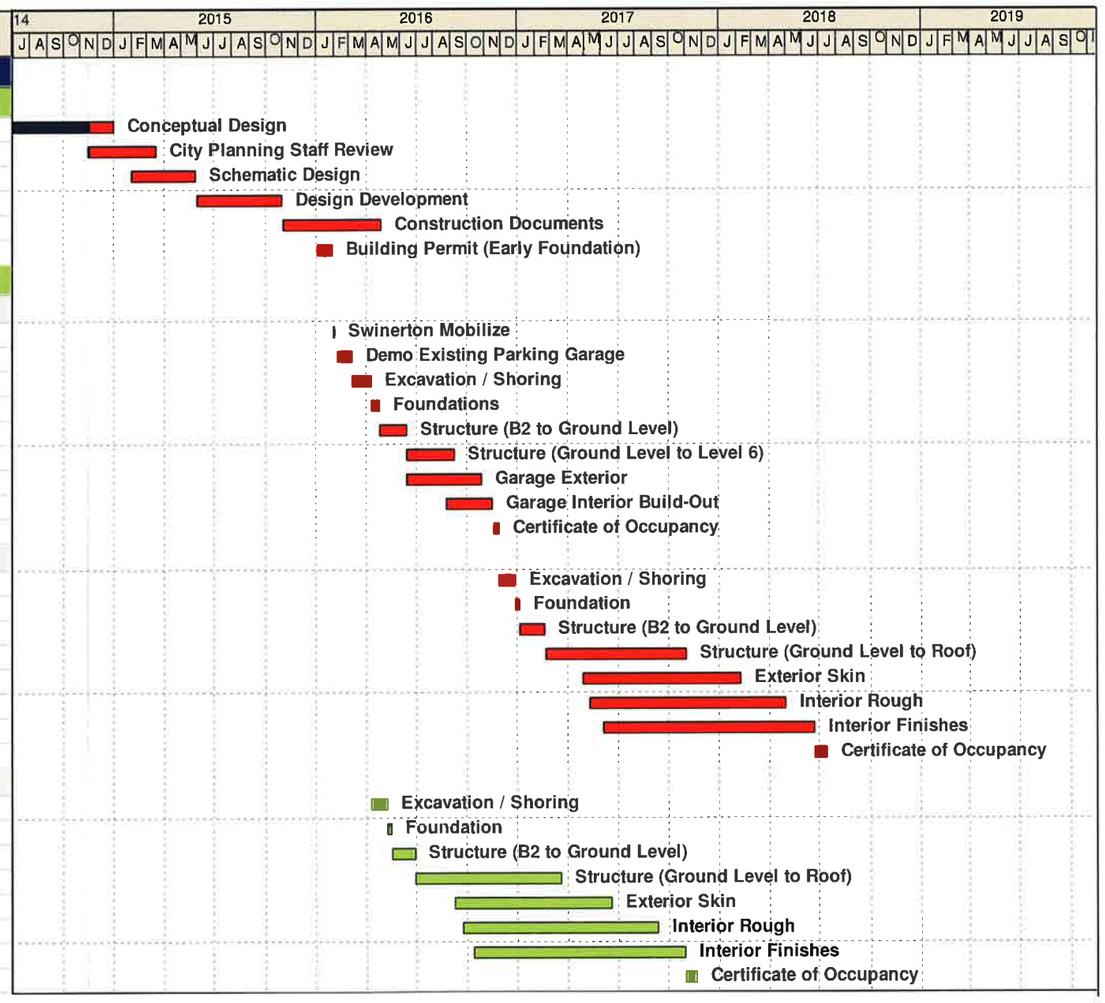
53'-9"

67'-8"

8'-10"

LOGISTICS PLAN / PHASE 3B **G5.4**

Activity ID	Activity Name	Duration	Start	Finish
3350 Avenue of the Arts		**1015**	**01-Jul-14 A**	**13-Jul-18**
Design		**460**	**01-Jul-14 A**	**29-Apr-16**
A1250	Conceptual Design	126	01-Jul-14 A	31-Dec-14
A1260	City Planning Staff Review	81	14-Nov-14 A	18-Mar-15
A1270	Schematic Design	83	02-Feb-15	29-May-15
A1280	Design Development	108	01-Jun-15	30-Oct-15
A1290	Construction Documents	124	02-Nov-15	29-Apr-16
A1300	Building Permit (Early Foundation)	19	04-Jan-16	29-Jan-16
Construction		**619**	**01-Feb-16**	**13-Jul-18**
Parking Garage		210	01-Feb-16	28-Nov-16
A1000	Swinerton Mobilize	5	01-Feb-16	05-Feb-16
A1010	Demo Existing Parking Garage	20	08-Feb-16	07-Mar-16
A1020	Excavation / Shoring	25	08-Mar-16	11-Apr-16
A1030	Foundations	10	12-Apr-16	25-Apr-16
A1040	Structure (B2 to Ground Level)	35	26-Apr-16	14-Jun-16
A1050	Structure (Ground Level to Level 6)	60	15-Jun-16	08-Sep-16
A1060	Garage Exterior	95	15-Jun-16	27-Oct-16
A1070	Garage Interior Build-Out	60	25-Aug-16	17-Nov-16
A1080	Certificate of Occupancy	5	18-Nov-16	28-Nov-16
Tower (Option 1)		409	29-Nov-16	13-Jul-18
A1090	Excavation / Shoring	20	29-Nov-16	27-Dec-16
A1100	Foundation	6	28-Dec-16	05-Jan-17
A1110	Structure (B2 to Ground Level)	30	06-Jan-17	17-Feb-17
A1120	Structure (Ground Level to Roof)	180	21-Feb-17	02-Nov-17
A1130	Exterior Skin	197	28-Apr-17	08-Feb-18
A1140	Interior Rough	245	12-May-17	02-May-18
A1150	Interior Finishes	265	05-Jun-17	21-Jun-18
A1160	Certificate of Occupancy	15	22-Jun-18	13-Jul-18
Tower (Option 2)		409	12-Apr-16	21-Nov-17
A1170	Excavation / Shoring	20	12-Apr-16	09-May-16
A1180	Foundation	6	10-May-16	17-May-16
A1190	Structure (B2 to Ground Level)	30	18-May-16	29-Jun-16
A1200	Structure (Ground Level to Roof)	180	30-Jun-16	20-Mar-17
A1210	Exterior Skin	197	08-Sep-16	20-Jun-17
A1220	Interior Rough	245	22-Sep-16	12-Sep-17
A1230	Interior Finishes	265	13-Oct-16	31-Oct-17
A1240	Certificate of Occupancy	15	01-Nov-17	21-Nov-17



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November 17, 2014

Avenue of the Arts Wyndham Condominium Project – Temporary Guest Parking Plan

The below parking plan is proposed for the construction period for the Avenue of the Arts Wyndham Condominium Project that should tentatively take place from February 2016 to January 2018. The required replacement parking calculations are designed for the hotel to run at limited occupancy due to construction interruptions. During the 23 month period of construction, we have forecasted occupancy not to exceed 40% of capacity, which is approximately 95 rooms per night.

Guest room replacement parking during high demand:
Our historical parking structure demand is 1 car for every 4 rooms on average or peak demand of 24 parking spaces.

Staff replacement parking demand:
We should require staff parking of 19 parking spaces to handle this level of occupancy. Total parking demand is 19 guestroom spaces during peak construction.

Total temporary replacement parking demand:
Total replacement of temporary parking for guest and employee is 43 parking spaces and as such we need to rent approximately 15,050 sq. for replacement parking. Meeting space will be difficult to sell during construction due to fear of noise and inconvenience, as such parking is not calculated. It is anticipated that restaurant revenue will be limited to in-house guest that are already parked and on site.

Negotiations thus far:

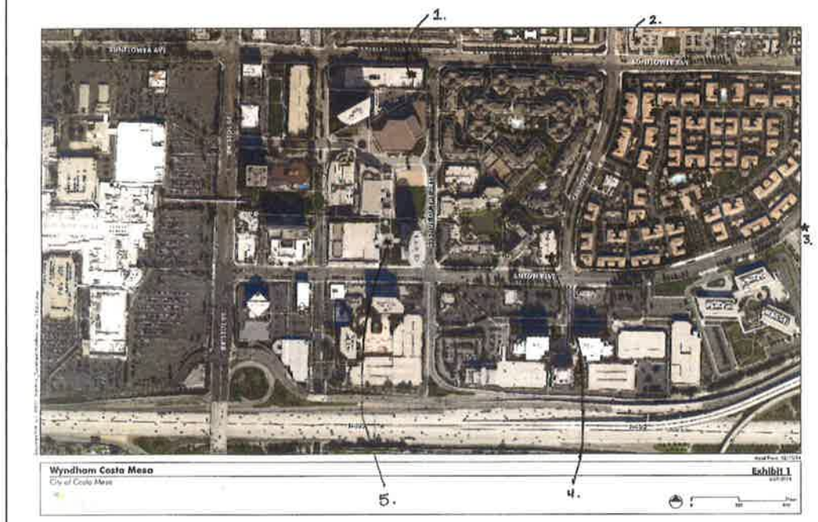
1. We have spoken to George Sakioka of Sakioka Company who owns acreage near the hotel. If we reach an agreement, the Avenue of the Arts Wyndham Hotel would construct temporary offsite parking on the Saikoka land for use of guest parking.
2. We have also spoken Dianne Pritchett at South Coast Metro Alliance for a parking alternative in the immediate area. As we have not decided on the construction period, it it is difficult to get commitment to property at this time. There are options within a ¼ mile of the hotel. Both George Sakioka and Dianne Pritchett feel temporary parking can be negotiated.

Shuttle Fleet:
Avenue of the Arts Wyndham Hotel operates three upscale shuttle vans- one 7-passenger, one 10-passenger, and one 24-passenger. This allows the hotel to shuttle 41 guests/employees every 10 minutes to offsite parking that is within 1/4 mile of the hotel. This is more than adequate to facilitate immediate and efficient transportation to off-site parking.

Potential of site parking locations:
Site 1- Tower Center Parking Structure (0.2 miles)
Site 2- Sound Chapel Parking Lot (0.9 miles)

Site 3- Sakioka Land (1.2 miles)
Site 4- Marriott Parking Structure (0.1 miles)
Site 5- Plaza Tower Parking Structure (0.1 miles)

See attached photos of sites accompanied by an aerial view of surrounding area.



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SITE 3

SITE 4

SITE 3

SITE 4

SITE 5

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3350 AVENUE OF THE ARTS
COSTA MESA, CALIFORNIA / NOVEMBER 21, 2014

TEMPORARY HOTEL PARKING MEMO **G7.2**

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ATTACHMENT 5

BonTerra PSOMAS

Addendum to the Wyndham Boutique Hotel/High-Rise Residential Project Final Environmental Impact Report No. 1054 (SCH #2007011125)

Wyndham Hotel and High-Rise Residential Project

Prepared for

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

Prepared by

BonTerra Psomas
3 Hutton Centre Drive, Suite 200
Santa Ana, California 92707-8794
T: 714.751.7373

March 2015

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SECTION 1.0
PURPOSE OF ADDENDUM

The Wyndham Boutique Hotel/High-Rise Residential project was evaluated in *The Wyndham Boutique Hotel/High-Rise Residential Project (EIR) No. 1054* (hereinafter referred to as "FEIR 1054"). FEIR 1054 was certified by the Costa Mesa City Council on November 20, 2007. FEIR 1054 analyzed the reuse of the project site as a mixed-use development with both hotel and residential uses (hereinafter referred to as "previously approved project"). As part of the previously approved project, the existing Wyndham Hotel was proposed to be renovated to reduce the number of rooms from 238 to 200. Additionally, a 23-story, 120-unit high-rise residential tower was proposed to be constructed adjacent to the hotel, following demolition of the hotel's parking structure. As part of the previously approved project, it was determined that the overall mix of hotel rooms and residential units may be modified, but could not exceed an overall total of 320 hotel rooms/dwelling units.

Since certification of FEIR 1054, the previously approved project has not been implemented and a modified project is now being proposed ("proposed project"). The proposed project would retain the existing 238-room hotel and proposes to construct a 23-level residential high-rise tower with up to 100 condominium units for a combined total of 338 hotel rooms/dwelling units.

The California Environmental Quality Act (CEQA) allows for the preparation of an Addendum to a certified EIR to document minor technical changes in the project characteristics or environmental conditions under which the project will be developed. This Addendum to FEIR 1054 has been prepared in accordance with the provisions of CEQA (*California Public Resources Code* §§21000 et seq.); the State CEQA Guidelines (Title 14, *California Code of Regulations* §§15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as adopted by the City of Costa Mesa (City). Section 15164(a) of the State CEQA Guidelines states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred". Section 21166 (Subsequent or Supplemental Impact Report; Conditions) of CEQA, and Section 15162(a) of the State CEQA Guidelines address when a subsequent Environmental Impact Report (EIR) is required. As stated in Section 15162(a), a subsequent EIR is required when:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The purpose of this Addendum is to analyze the impacts resulting from implementation of the proposed project (including impacts resulting from changes in circumstances) and to identify the difference, if any, between the impacts evaluated with the previously approved project and those that would be associated with the proposed project. It also reviews whether any new information of substantial importance has been identified that shows that the proposed project will have one or more significant effects not discussed in the previous environmental document. This Addendum also encompasses any and all future subsequent approvals for development of the proposed project on the project site.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Costa Mesa is the lead agency for the proposed project. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment. The City, as the lead agency, has the authority for project approval and certification of the accompanying environmental documentation.

In accordance with Section 21166 of CEQA and Sections 15162 and 15164 of the State CEQA Guidelines, based on the analysis presented in this document, the City of Costa Mesa has determined there are no new significant impacts resulting from the proposed project, nor is there any substantial increase in the severity of any previously identified environmental impacts. In addition, the changes with respect to the circumstances under which the proposed project will be undertaken would not result in new or more severe significant environmental impacts. The potential impacts associated with the proposed project would either be the same or less than the anticipated levels described in FEIR 1054. An addendum is the appropriate environmental documentation for the proposed project and requested approvals.

Section 2.0 of this Addendum provides background information on the previously approved project, including actions taken by the City Council. Section 3.0 provides a description of the proposed project. Section 4.0 presents an environmental analysis of the proposed project. Appendix A, the Wyndham Boutique Hotel/High-Rise Residential Project Mitigation Monitoring and Reporting Program, identifies the project design features, standard conditions of approval, and mitigation measures that are applicable to the project. Section 5.0 presents the findings related to the environmental analysis of the proposed project.

SECTION 2.0 PROJECT BACKGROUND

The proposed project would be implemented on the site of the existing Avenue of the Arts Wyndham Hotel in the City of Costa Mesa (City). The site has been subject to previous planning efforts. The following section provides a summary of the planning efforts, which are integral to the proposed project.

2.1 WYNDHAM BOUTIQUE HOTEL/HIGH RISE RESIDENTIAL PROJECT FINAL EIR 1054

In 2007, FEIR 1054 was prepared to address the reuse of the project site as a mixed-use development with both hotel and residential uses. As part of the previously approved project, the existing Wyndham Hotel was proposed to be renovated to reduce the number of rooms from 238 to 200 and to add an approximate 4,735-square-foot (sf) spa on the hotel's first floor. The 2,775-sf hotel restaurant would also be remodeled as part of the previously approved project. These proposed modifications would not change the hotel's overall square footage. Additionally, a 23-story, 120-unit high-rise residential tower was proposed to be constructed adjacent to the hotel, following demolition of the hotel's parking structure, and would include approximately 3,450 square feet of lounge/bar space and 1,740 square feet of ancillary retail space. A new 7-level, 480 space parking structure was also proposed to be constructed east of the proposed residential tower, which would serve both the residential tower and the hotel. Based on existing entitlements and according to the analysis presented in FEIR 1054, it was determined that the overall mix of hotel rooms and residential units may be modified, but could not exceed an overall total of 320 hotel rooms/dwelling units. The Costa Mesa City Council certified FEIR 1054 in November 2007. The previously approved project required amendments to the *City of Costa Mesa 2000 General Plan* and the *North Costa Mesa Specific Plan* to allow for a combination of a boutique hotel and high-rise residential development on the site at a site-specific density of 44 dwelling units per acre (du/ac) for the proposed residential uses.

2.2 THE LAKES – COSTA MESA ASSOCIATION SETTLEMENT AGREEMENT

As part of an agreement between The Lakes – Costa Mesa Association and the adjacent property owners (Legacy, Marriott, and Wyndham), restrictions and requirements were set forth related to construction activities and are incorporated into the proposed project. Specifically, The Lakes – Costa Mesa Association Settlement Agreement requires the Project Applicant to do the following:

- To provide reports discussing the geotechnical impacts related to construction on the project site.
- To provide the anticipated timing when common areas would be impacted by construction and therefore unavailable for use by Association parties.
- To provide decorative screening of construction areas that directly face adjacent properties.
- To limit hours of construction operation beyond the requirements set forth in the *North Costa Mesa Specific Plan* (refer to Section 4.13.2 for a table of noise restrictions).
- To comply with the Mitigation Agreement during construction activities related to restroom location, parking restrictions, lighting restrictions, construction-related trash bins, and notification of traffic alteration and a requirement to maintain access to adjacent properties.

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SECTION 3.0
PROJECT DESCRIPTION AND SETTING

3.1 PROJECT LOCATION

The Wyndham Hotel and High-Rise Residential project site is located at 3350 Avenue of the Arts in the City of Costa Mesa. The three-acre project site is bound to the west by Avenue of the Arts, the Plaza Tower, and a vacant parcel approved for development as the Orange County Museum of Art; to the north and northeast by 3400 Avenue of the Arts apartment community; and to the south and southeast by The Lakes Pavilions retail center. The Marriott Hotel is southeast of the project site.

The project site is within Area 5 of the North Costa Mesa Specific Plan area. The Specific Plan area is generally bound to the north by Sunflower Avenue; to the south by Interstate (I) 405; to the east by Sakioka Drive; and to the west by Bristol Street. Area 5 is 27 acres and contains two hotels (Wyndham Hotel and Marriott Hotel with a total of 492 rooms), 3400 Avenue of the Arts apartment community (770 units), and The Lakes Pavilions retail/restaurant center (21,349 sf).

The project site is located in a nearly built-out area of the City.

3.2 PROJECT SETTING

The project site is located in a highly developed and urbanized area of the City of Costa Mesa, east of South Coast Plaza. The three-acre project site is currently developed with the Wyndham Hotel and its associated three-level parking structure. The hotel is a 6-story structure with 238 hotel rooms, meeting facilities, and a restaurant. The hotel's 85,000-sf parking structure is located directly north of the hotel. It has 3 levels with 240 parking spaces. There are 24 surface spaces for employees at the rear of the building. The site is relatively flat with no notable elevation changes.

Development in the area is varied and includes commercial, residential, office, and community uses. Exhibit 1, Local and Regional Vicinity, depicts the project site in a regional and local context. As shown on Exhibit 2, Aerial Photograph, typical development in the project area includes South Coast Plaza; several multi-story office buildings and hotels, including Plaza Tower and Center Tower high-rise office buildings (274 feet above grade level [AGL] and 283 feet AGL; respectively); cultural arts venues including the Orange County Performing Arts Center, the South Coast Repertory, and the Henry and Reneé Segerstrom Concert Hall; and high density residential uses located north and east of the site. A variety of commercial and retail uses are at the intersection of Bristol Street and Sunflower Avenue. The Enclave Apartment community is located at the northeast corner of Anton Boulevard and Sakioka Drive. I-405 is south of the site with single-family residences, retail uses, and mid-rise office buildings and hotels south of I-405. In addition to these existing urban uses, there are five separate high-rise residential building projects that have been approved for development in the North Costa Mesa Specific Plan area. They are the Segerstrom Town Center, the Orange County Museum of Art, The Californian at Town Center, the Symphony Towers, and the Pacific Arts Plaza.

The project site is designated High Density Residential in the *City of Costa Mesa 2000 General Plan.* The site is located in the Planned Development Residential–High Density (PDR-HD) zone as set forth in the Zoning Code.

3.3 PROJECT DESCRIPTION

The proposed project would involve demolition of the existing Wyndham Hotel parking garage and construction of a 100-unit condominium tower adjacent to a new, proposed 6.5-level parking garage consisting of 1 subterranean level and 5.5 levels above ground. The residential tower would be constructed adjacent to the existing 238-unit Wyndham Hotel, which would be retained as part of the proposed project, as shown on Exhibit 3, Technical Site Plan.

3.3.1 HIGH-RISE RESIDENTIAL TOWER

The existing parking structure for the hotel would be demolished. In its place, a 23-story high-rise residential tower would be constructed along Avenue of the Arts, as shown on Exhibit 4, Building Section. The high-rise tower would not exceed 270 feet in height AGL (approximately 304 feet above mean sea level [msl]). The luxury residential tower would have 100 for-sale condominium units on the 2nd through 23rd stories and would have the following unit-type breakdowns:

- 9 One-bedroom units
- 75 Two-bedroom units
- 16 Three-bedroom units

3.3.2 PARKING

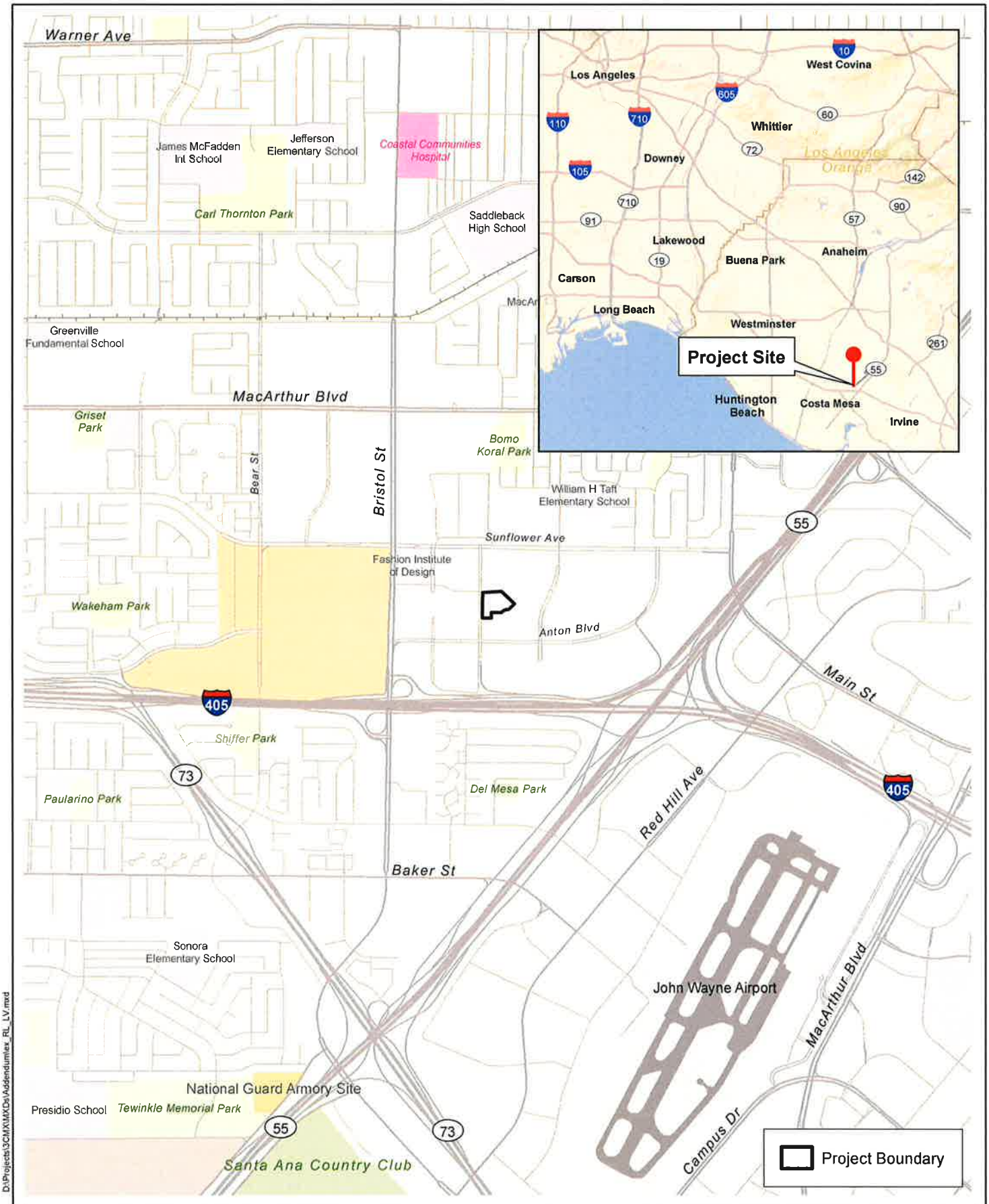
The existing 3-level 240-space Wyndham Hotel parking structure would be demolished. A new 6.5-level (6 levels above ground and 0.5 level below ground as shown on Exhibit 4, Building Section), 422-space parking structure would be constructed east of the new residential tower. The parking structure would serve both the residential tower and the hotel. The structure would provide 222 shared parking spaces for hotel patrons and resident guests and 200 reserved spaces for residents for a total of 422 spaces.

Direct application of the NCMSP parking ratios would result in a City parking requirement of 428 parking spaces, which indicates a theoretical parking deficiency of 6 parking spaces based on the proposed on-site parking supply of 422 parking spaces. There is an opportunity to share parking spaces based on the utilization profile of each of the land use components. The previous entitlement also applied this same shared parking ratio. By applying this shared parking ratio, a total of 362 spaces would be required.

The Shared Parking Demand Analysis prepared for the proposed project indicates that the theoretical peak parking demand for the proposed project (362 spaces) would result in adequate weekday and weekend parking based on the proposed on-site parking supply of 422 spaces.

3.3.3 ACCESS/CIRCULATION

Vehicular access to the proposed project would be from an existing driveway located at the traffic circle approximately midway between Sunflower Avenue and Anton Boulevard, as shown on Exhibit 3, Technical Site Plan. Access to proposed project would also be available from the Wyndham Hotel main driveway; however, since this driveway is right-turn in and right-turn out only and vehicles would have to pass through the hotel lobby drop-off area, an insignificant amount of project trips are expected to use the hotel driveway.



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Local and Regional Vicinity

Exhibit 1

Wyndham Hotel and High-Rise Residential Project

N W E S

750 375 0 750

Feet

Bonterra PSOMAS

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for the Arts

SEGERSTROM CENTER FOR THE ARTS

SEGERSTROM ARTS PLAZA

223'-9" APPROXIMATE

324'-2"

AVENUE OF THE ARTS

Avenue of the Arts

3400 AVENUE OF THE ARTS APARTMENTS

23 LEVEL TOWER

6 LEVEL PODIUM

PROPOSED PROJECT:
3350 AVENUE OF THE ARTS
RESIDENTIAL TOWER & PODIUM

EXISTING EMPLOYEE PARKING

170'-5" APPROXIMATE

3400 AVENUE OF THE ARTS APARTMENTS

PROPERTY LINE

EXISTING HOTEL LOBBY TO REMAIN

EXISTING AVENUE OF THE ARTS HOTEL TO REMAIN

ADJACENT LAKE

Source: Arquitectonica 2014

Aerial Photograph

Exhibit 2

Wyndham Hotel and High-Rise Residential Project

BonTerra PSOMAS

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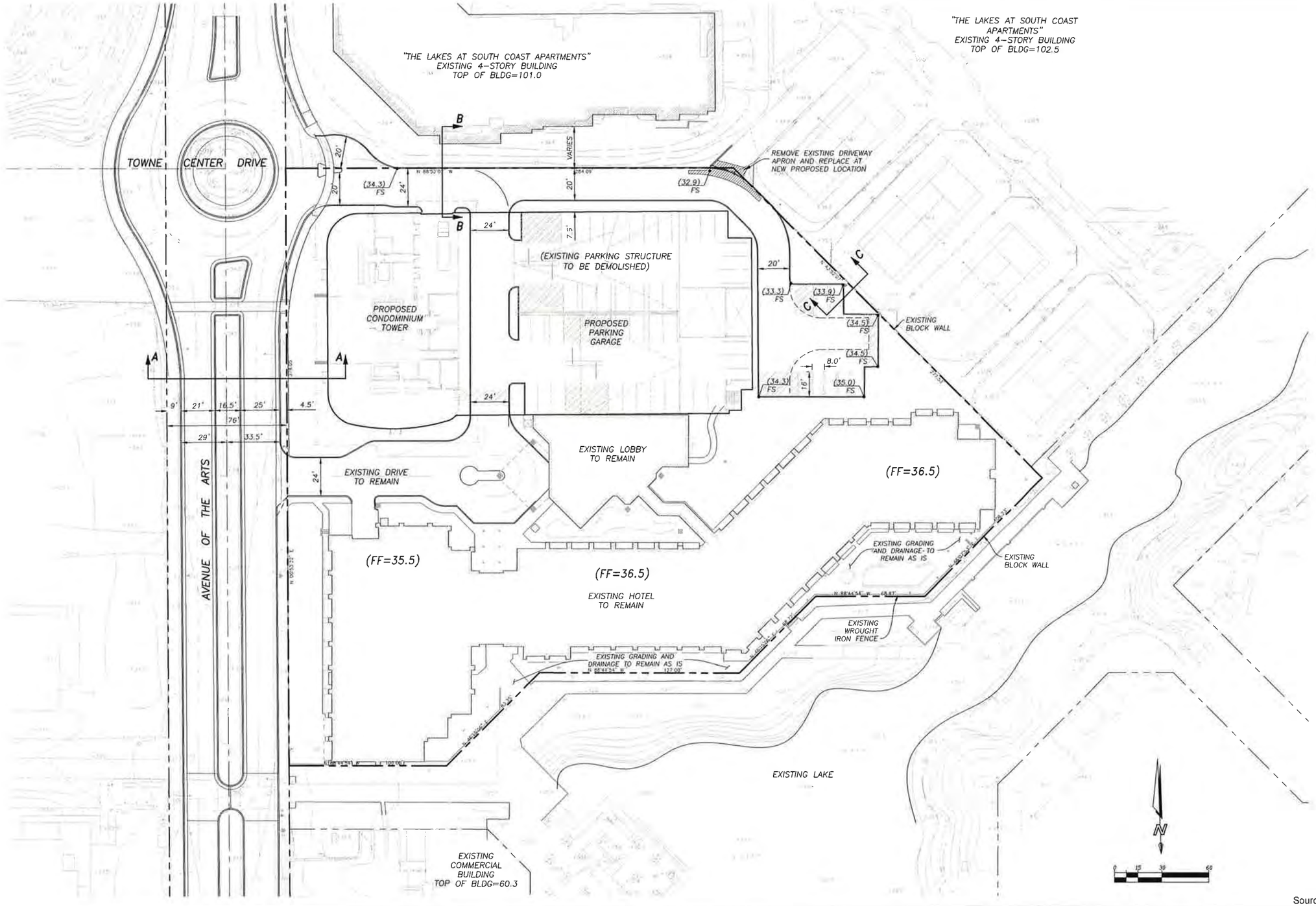

Source: Arquitectonica 2014

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Technical Site Plan

Exhibit 3

Wyndham Hotel and High-Rise Residential Project

BonTerra PSOMAS

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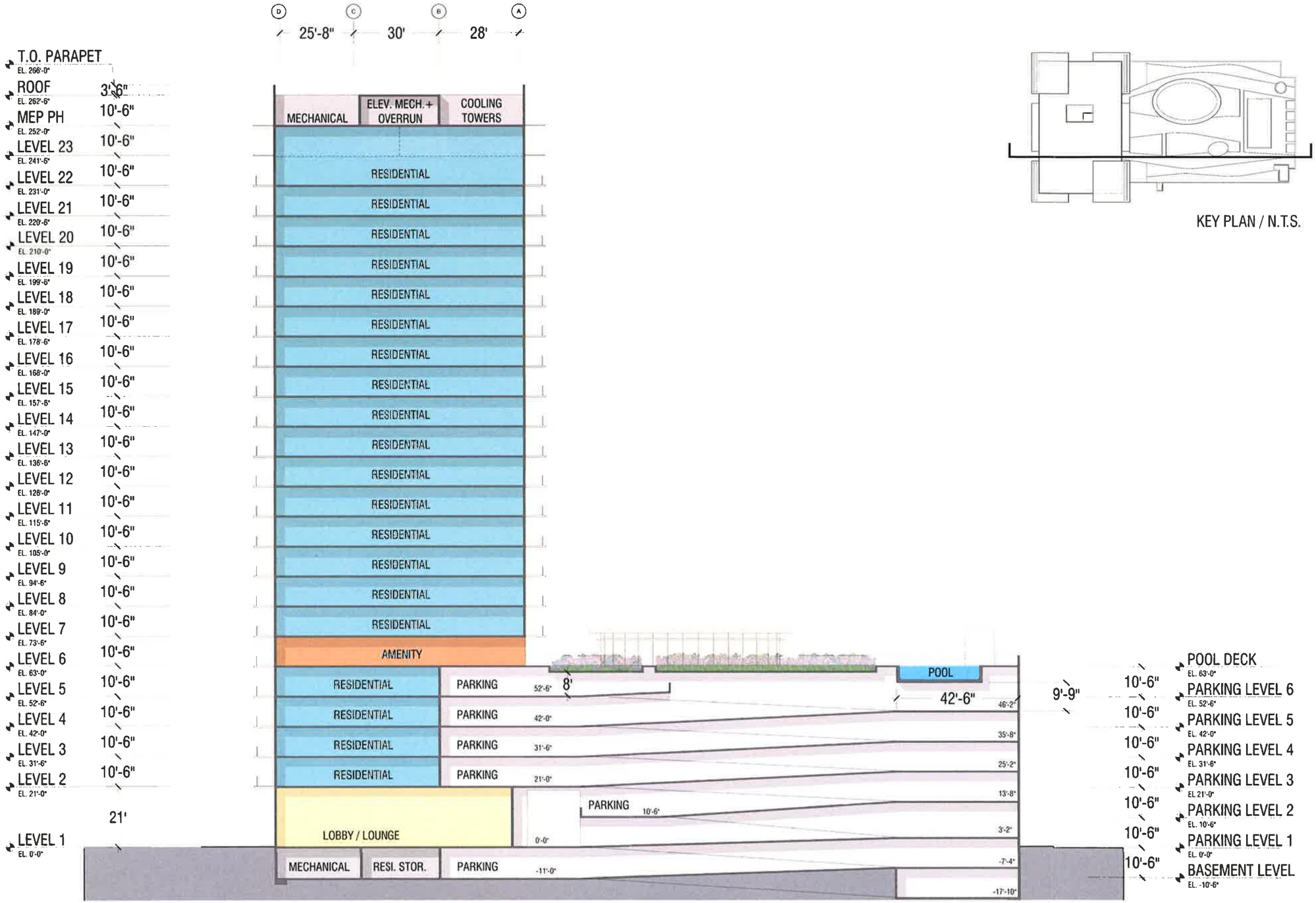

KEY PLAN / N.T.S.

Source: Arquitectonica 2014

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Building Section

Exhibit 4

Wyndham Hotel and High-Rise Residential Project

BonTerra PSOMAS

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3.3.4 LANDSCAPE/HARDSCAPE PLAN

Landscaping and decorative hardscape elements would be primarily provided along the proposed residential tower frontage to Avenue of the Arts. The areas nearest to the public sidewalk would be planted with shrubs and groundcover with low-growing species at a pedestrian scale. Palms would also be planted along the sidewalk to blend with the existing street scene. A pedestrian gathering area would be constructed adjacent to the proposed residential tower to the south and southwest. These areas would include seating areas (including a seat wall and patio area), a linear water feature, and patterned and colored pavement to add visual interest. Additional fast-growing, moderate height trees (Parkinsonia 'Desert Museum') would be planted in tree grates in the pedestrian gathering and seating areas.

3.3.5 CONSTRUCTION

Construction of the proposed project is anticipated to start in February 2016 with demolition of the existing parking garage. Demolition would require an estimated 200 haul truck round trips over a period of 4 weeks, which is an average of 10 round trips per day. Demolition would be followed by grading and excavation for the parking garage, followed by construction of the parking garage. Excavation for the subterranean levels of the garage would require approximately 1,060 truckloads of soil to be exported from the site and excavation for the foundation and subterranean level of the residential tower would require approximately 530 truckloads of soil to be exported from the site. Once the parking garage is complete, it would be open to public use for hotel and restaurant patrons. Upon completion of the parking garage, estimated for November 2016, construction would proceed on the residential tower, with completion of the tower estimated for June 2018.

3.3.6 TEMPORARY PARKING PLAN

During project construction, access to the parking garage would be restricted for an approximately 10 month period. Hotel and restaurant guests and employees would be required to park in one or a combination of multiple temporary parking areas. Based on an anticipated occupancy rate of 40 percent, or approximately 95 rooms per night, total parking demand during construction would be 43 parking spaces to accommodate both guest and employee parking, or a need for approximately 15,050 sf of parking area. Five possible off-site parking locations have been identified; 3 of the sites are within 0.2 mile of the hotel and the other 2 sites are within 1.2 miles of the hotel. With the exception of one site known as the Sakioka land, which is currently in agricultural production, all sites exist as parking areas and would not require modifications or upgrades to accommodate the temporary parking demand of the project. The Sakioka land would require construction of a paved surface lot, the development of which is not included as part of the proposed project and would require separate environmental review.

Access to and from the temporary parking area(s) would be provided via hotel shuttles, which would be available to transport up to 24 people at a time throughout the day.

3.3.7 REQUESTED PROJECT ENTITLEMENTS

As part of the proposed project, the Project Applicant is requesting approval of the following entitlement:

1) Master Plan Amendment for the Wyndham Boutique Hotel and High-Rise Residential Condominium Building. The proposed amendment involves the following revised components:

- Amend the proposed hotel room count from a 200-room to a 238-room hotel to reflect retention of all of the rooms of the existing hotel.
- Reduce the originally approved density of the high-rise condominium building from 120 units (44 dwelling units per acre) to 100 dwelling units (34 dwelling units per acre).
- Variance from North Costa Mesa Specific Plan to allow overall mix of 238 hotel rooms and 100 residential units. Approval of the requested variance shall be subject to conformance with Specific Plan findings.
- Variance from open space perimeter setback requirement (20 feet originally approved, 6 feet proposed for outdoor seating and 4 feet for perimeter walls and pilasters).
- Variance from open space perimeter setback and encroachment into sidewalk and landscape easement for the northwest corner of proposed high-rise building (20 feet required; 5 foot 3 inches proposed); balconies located about 30 feet above grade level (20 feet required; 6 foot 3 inches encroachment over public sidewalk proposed);
- Variance from minimum private open space requirement for two two-bedroom units on Level 2 (min. 100 sq. ft. required; no balconies proposed for these units);

The other unchanged components of the Master Plan are detailed in Table 1, Land Use Comparison, below.

3.4 COMPARISON TO PREVIOUSLY APPROVED PROJECT

As discussed previously, the Project Applicant is proposing to retain the hotel in place with the existing 238-room count; to reduce the condominium development to 100 units; and to not construct the bar/lounge and ancillary retail space. Table 1, Land Use Comparison, presents a comparison of the previously approved project and the proposed project.

TABLE 1
LAND USE COMPARISON

Land Use	Previously Approved Project	Proposed Project
Hotel		
Hotel Rooms	200 rooms	238* rooms
Lounge/Bar Area	3,450 sf	0 sf
Ancillary Retail	1,740 sf	0 sf
High-Rise Residential		
Units	120 du	100 du
Area	292,172 sf	291,542 sf
Stories/Height (feet above msl)	23 stories/270 ft from grade (304 ft above msl)	23 stories/270 ft from grade (304 ft above msl)
Parking Garage		
Levels	7.5 levels (6 levels above ground and 1.5 level below ground)	7.5 levels (6 levels above ground and 1.5 level below ground)
Spaces	480 spaces	422 spaces
sf: square feet; du: dwelling unit; msl: above mean sea level * Existing hotel will be retained Source: Arquitectonica 2015.		

SECTION 4.0
ENVIRONMENTAL ANALYSIS

This section of the Addendum examines each environmental topical issue analyzed in FEIR 1054 specific to the proposed project. The Addendum includes additional areas of analysis, including forestland resources and greenhouse gas emissions, pursuant to the 2010 amendments to the State CEQA Guidelines. The focus of this Addendum to FEIR 1054 is to evaluate the potential for changes in the impacts as a result of modifications to the proposed site plan, which includes keeping the hotel's existing 238 rooms; reducing the condominium development to 100 units; and not constructing the bar/lounge and ancillary retail space. This evaluation includes a determination as to whether the changes proposed for the Wyndham Hotel and High-Rise Residential project would result in any new significant impacts or a substantial increase in a previously identified significant impact.

The topical areas identified in the CEQA Environmental Checklist (Checklist) were used as guidance for this Addendum. For each section, a brief summary of the findings of FEIR 1054 is provided. This comparative analysis provides the City with the factual basis for determining if any changes in the project, any changes in circumstances, or any new information since FEIR 1054 was certified require additional environmental review or preparation of a subsequent or supplemental EIR.

The mitigation program from FEIR 1054 applicable to the proposed project is contained in the Mitigation Monitoring and Reporting Program (MMRP) included in Appendix A; no new mitigation measures are proposed.

4.1 AESTHETICS

4.1.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

As set forth in the Initial Study prepared for FEIR 1054, the previously approved project would not have a substantial adverse effect on a scenic vista, nor would it damage scenic resources. It was determined that the site is not designated as a scenic vista; is not located in a scenic preservation zone; and would not affect scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings near or within a State scenic highway. FEIR 1054 concluded that demolition and construction activities associated with the previously approved project would modify the site's aesthetics by removing existing landscaping; however, the previously approved project would introduce components of similar scale to the existing and approved uses of the North Costa Mesa Specific Plan area.

As detailed in FEIR 1054, the previously approved project would introduce new sources of night lighting and glare; however, these impacts would be considered less than significant. Further, pursuant to The Lakes – Costa Mesa Association Settlement Agreement, construction lighting shall be placed in such a manner to minimize any lighting effects or glare on adjacent properties.

As detailed in FEIR 1054, given the urban nature of the North Costa Mesa Specific Plan area and its surrounding area, the eight approved high-rise residential towers in the Specific Plan area were not considered sensitive uses with the same expectations of shade/shadow limits as traditional single-family and low-rise multi-family residences. As such, the shade and shadow effects of existing and approved but not constructed buildings on the high-rise residential uses proposed as part of the previously approved project were not considered significant given the urban context. Similarly, the shade and shadow effects of the previously approved but not constructed high-rise residential towers would also not be considered a significant effect.

As discussed in FEIR 1054, during the summer months, the previously approved project would cast a shadow on properties located generally northwest, north, and northeast of the site, including a small portion of the Orange County Museum of Art site and 3400 Avenue of the Arts apartment community. However, the shadow would not impact a sensitive use (i.e., residential unit). During the winter months, the previously approved project would cast a shadow on properties located generally northwest, north, and northeast of the site, including the Orange County Performing Arts Center property and 3400 Avenue of the Arts apartment community. While shadow would not cast over the entirety of 3400 Avenue of the Arts apartment community, residential units would experience some degree of shading for five hours (i.e., between the hours of 10:00 AM and 3:00 PM). Therefore, the established threshold of significance would be exceeded and FEIR 1054 concluded that this impact would be considered significant and unavoidable.

4.1.2 PROJECT ENVIRONMENTAL REVIEW

Consistent with the analysis presented in FEIR 1054, the proposed project site and its surrounding area are located within a highly urbanized portion of the City that does not contain any designated scenic vistas or resources and is not visible from any State or local scenic highways. According to the California Scenic Highways Mapping System, the closest designated highway is State Route (SR) 1, which is an Eligible State Scenic Highway – Not Officially Designated and is located approximately six miles west of the project site (Caltrans 2013).

As noted in FEIR 1054, the proposed project would not substantially alter the visual character of the site. Rather, the proposed project would continue the urban character of the site and surrounding areas through the construction of a new residential tower; visual elements of the proposed tower would be consistent with surrounding development and the architecture is similar to what was evaluated as part of the previously approved project (refer to Exhibits 5a through 5d, Elevations). Further, the addition of landscaping as described previously in Section 3.0, Project Description and Setting, would soften the appearance of the proposed building and would blend with the existing landscaping along Avenue of the Arts and the newly renovated Silver Trumpet restaurant. The proposed project would not involve any physical development beyond what was evaluated and approved in FEIR 1054. Because the residential tower would be constructed within the same footprint and would not exceed the building height analyzed in FEIR 1054, the proposed project would not create a new significant impact, nor would it create a substantial increase in the severity of previously identified effects related to degradation of the existing visual character or quality of the site and its surroundings. Impacts to the visual character and quality of the proposed project site would not change beyond that anticipated in the FEIR 1054. Further, the proposed project would comply with The Lakes – Costa Mesa Association Settlement Agreement requirement that decorative screening be provided on the areas of construction that directly face adjacent properties.

As shown on Exhibit 6, Shadow Study, the proposed project would exceed the City's established threshold by casting shade or shadow onto sensitive uses in adjacent off-site areas for more than two hours between the hours of 10:00 AM and 3:00 PM. For purposes of this analysis, 3400 Avenue of the Arts apartment units are considered to be a shade and shadow sensitive land use; however, the apartment community's tennis courts and open space areas are not considered shade and shadow sensitive uses. Consistent with FEIR 1054, this impact would be considered significant and unavoidable.

Consistent with the findings of FEIR 1054, the proposed project would introduce new sources of night lighting and glare through the addition of a new residential tower; however, the proposed project would be required to comply with the standard conditions identified in FEIR 1054 and

Source: Arquitectonica 2014

Elevations

Exhibit 5a

Wyndham Hotel and High-Rise Residential Project

BonTerra PSOMAS

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Source: Arquitectonica 2014

Elevations

Exhibit 5b

Wyndham Hotel and High-Rise Residential Project

BonTerra PSOMAS

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Source: Arquitectonica 2014

Elevations

Exhibit 5c

Wyndham Hotel and High-Rise Residential Project

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Source: Arquitectonica 2014

Elevations

Exhibit 5d

Wyndham Hotel and High-Rise Residential Project

Bonterra PSOMAS

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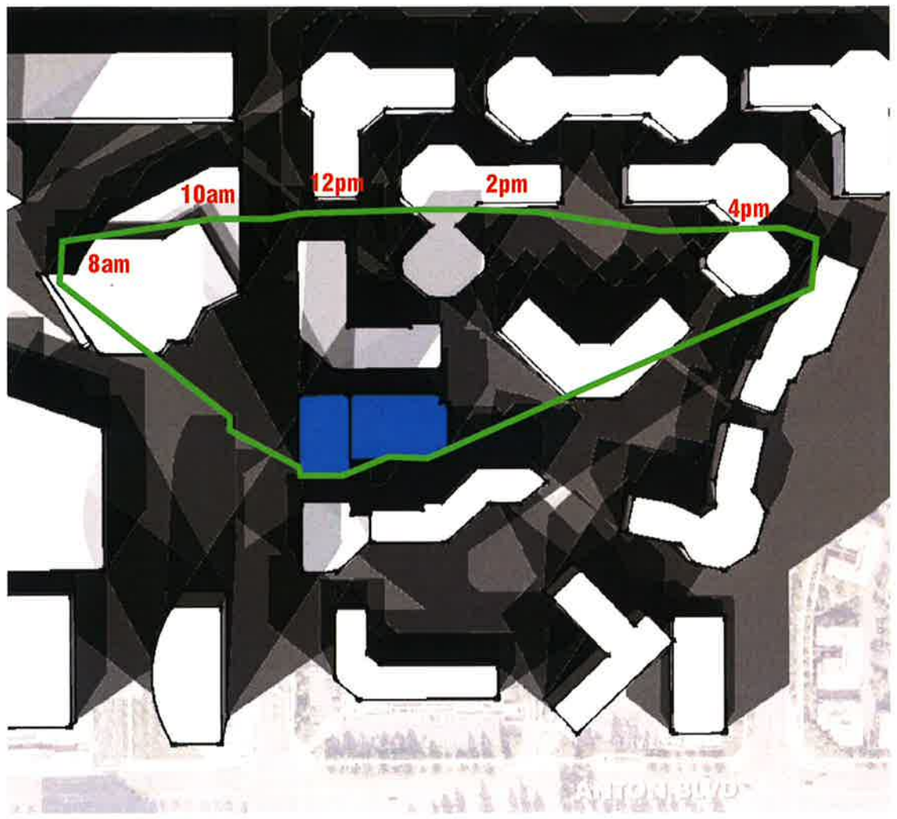
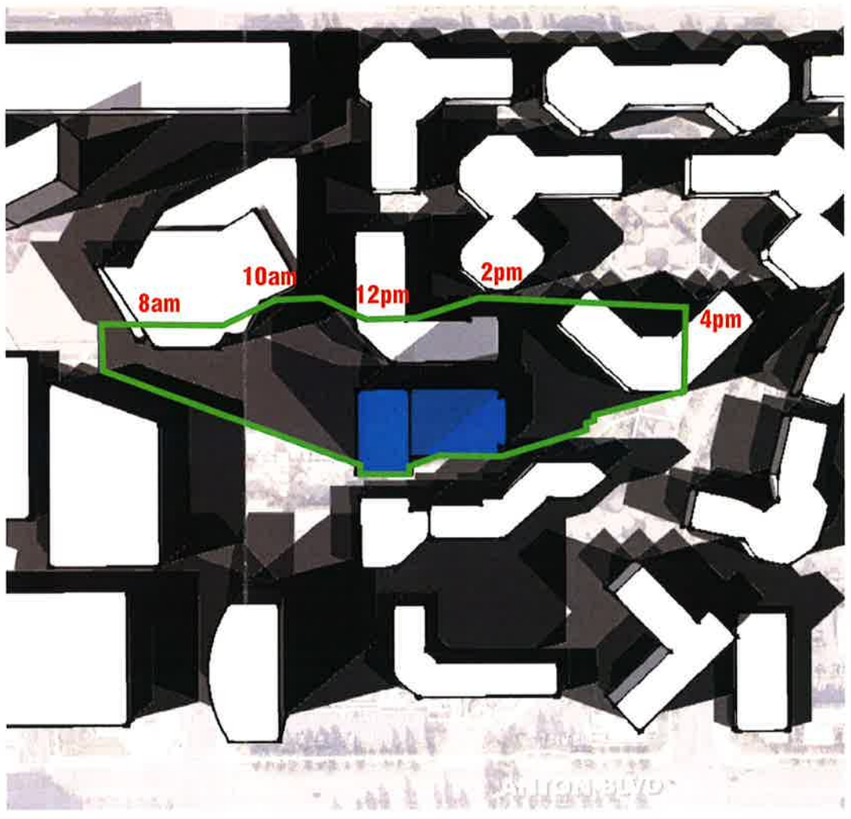
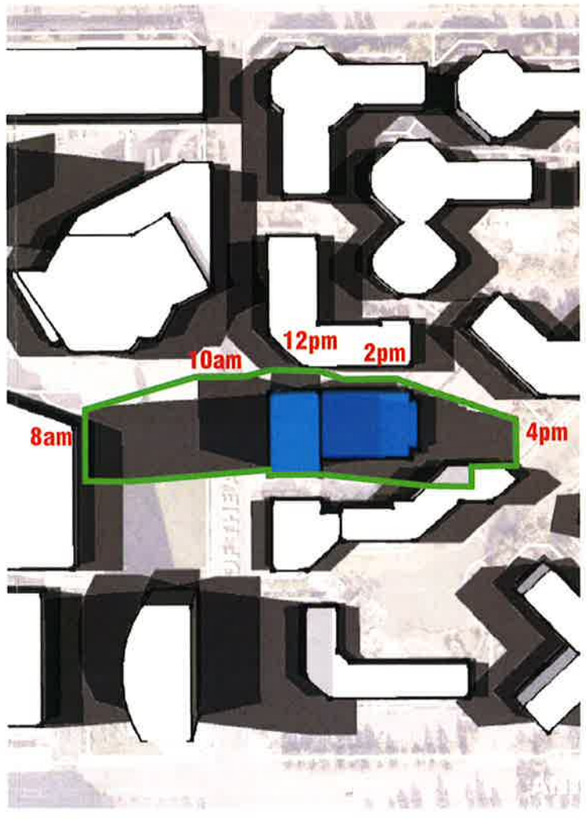


December 21 **Winter Solstice**



March 21 / September 21 **Equinox**



June 21 **Summer Solstice**

Source: Arquitectonica 2014

Shadow Study

Exhibit 6

Wyndham Hotel and High-Rise Residential Project

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restated below. Development in accordance with these requirements would reduce the impact of new light and glare sources to a level that is less than significant.

Conclusion

Overall, the proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; and (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the aesthetics analysis provided in FEIR 1054.

Mitigation Program

FEIR 1054's Mitigation Program includes standard conditions which, when complied with, ensure that potential impacts associated with the Wyndham Boutique Hotel/High-Rise Residential project would be less than significant levels. The following standard conditions from FEIR 1054 would also be applicable to the proposed project.

Standard Conditions

The City of Costa Mesa imposes Standard Conditions of Approval on all development projects. The following conditions are anticipated to be applicable to the proposed project and would act to minimize impacts, either partially or completely. The City may also determine that additional or modified conditions of approval are appropriate during detailed project review.

SC 4.1-1 Prior to issuance of building permits, the Applicant shall submit an Electrical Engineer's Photometric Survey to be approved by the Planning Division in order to assure that minimum security lighting requirements are met and to minimize light and glare to residents.

SC 4.1-2 All exterior light standards and fixtures will be shielded to prevent light spill to further reduce potential impacts.

SC 4.1-3 The intensity and location of lights on buildings shall be limited to minimize nighttime light and glare to residents and shall be subject to the Development Services Director's approval.

SC 4.1-4 The Lighting Plan shall demonstrate compliance with the following: (1) All site lighting fixtures shall be provided with a flat glass lens; (2) Photometric calculations shall indicate the effect of the flat glass lens fixture efficiency; (3) Lighting design and layout shall limit spill light to no more than 0.5 foot-candle at the property line of the surrounding neighbors, consistent with the level of lighting that is determined necessary for safety and security purposes on site.

SC 4.1-5 Architectural features and roofs shall be appropriately finished with non-reflective materials in order to reduce glare and reflection. Structures shall use low reflective

glass and building materials to minimize daytime glare to the fullest extent possible.

SC 4.1-6 Prior to issuance of building permits, the Applicant shall submit building plans for the proposed project, to be approved by the Planning Division, which incorporate the use of non-reflective building materials to minimize light and glare impacts.

SC 4.1-7 Prior to the issuance of building permits, the Applicant shall submit a Final Landscape Plan, consistent with the landscape standards, for each development component to be approved by the Planning Division.

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

FEIR 1054 did not address agriculture and forestry resources. As set forth in the Initial Study prepared for FEIR 1054, no areas designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance were identified within or near the previously approved project site, and it was determined that no impacts to agricultural resources including conversion of farmland to a non-agricultural use or conflicts with a Williamson Act contract, would result from implementation of the previously approved project.

4.2.2 PROJECT ENVIRONMENTAL REVIEW

Data from the State of California Department of Conservation, Farmland Mapping and Monitoring Program, indicates that the proposed project site is currently designated "Urban and Built-Up Land" and contains no land that is designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance (FMMP 2010), nor is the proposed project site zoned for agricultural use. Since the proposed project site is in an urban area, no changes would result in converting farmland to non-agricultural uses. In addition, the proposed project site is not in agricultural use or under Williamson Act contracts. It should be noted that there is an area designated as Farmland of Statewide Importance located approximately 0.75 mile east of the proposed project site; however, this area would not be impacted by development of the proposed project. Therefore, the proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects related to agricultural resources.

The proposed project site is not defined as forest land according to Section 12220(g) of the *California Public Resources Code,* which defines forest land as "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits", nor is it zoned for Timberland Production as defined by Section 51104(g) of the *California Government Code.* Since the proposed project site is in an urban area, no changes would result from converting forest land to non-forest uses. Therefore, no new impacts related to forestry resources would occur. Although the forest land resources were not an environmental topic of concern when FEIR 1054 was prepared, there are no environmental impacts associated with this issue, and this does not preclude the use of an addendum to the previous document.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact or a substantial increase in

the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the agriculture and forestry resources analysis provided in FEIR 1054.

4.3 AIR QUALITY

4.3.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

FEIR 1054 identified that construction-related emissions associated with the previously approved project would exceed South Coast Air Quality Management District (SCAQMD) thresholds for nitrogen oxides (NOx) and reactive organic gases (ROG), resulting in a potential significant impact. The primary source of NOx emissions would be onroad haul trucks during the demolition phase. The primary source of ROG emissions would be architectural coating (painting) of the proposed 120 condominium units. Implementation of the proposed mitigation measures would minimize construction emissions to the maximum extent feasible. However, even with mitigation, short-term, construction-related emissions would exceed the thresholds, resulting in significant and unavoidable short-term impacts.

No significant long-term operational impacts related to air quality were found to occur at the local and regional levels.

FEIR 1054 concluded that the previously approved project would be consistent with the AQMP; specifically, the previously approved project was found to be consistent with the City's General Plan and the previously approved project was included in the 2025 forecasted traffic volumes, including those for regional growth. The growth forecasts for the previously approved project were found to be consistent with the SCAG growth forecasts; therefore, the previously approved project was found to be consistent with the AQMP.

4.3.2 PROJECT ENVIRONMENTAL REVIEW

The national and State ambient air quality standards (AAQS) have been revised since the certification of FEIR 1054 (CARB 2013). Most notable are the reduction of the national 8-hour standard for ozone (O_3) from 0.08 to 0.075 parts per million (ppm); the reduction of the federal standard for fine particulate matter with a diameter of 2.5 microns or less in size (PM2.5) from 15 to 12 micrograms per cubic meter ($\mu g/m^3$); and the addition of a 1-hour federal standard for nitrogen dioxide (NO_2) of 0.10 ppm. The current national and State AAQS are provided in Appendix B.

The SCAQMD *2012 Air Quality Management Plan* (2012 AQMP) is the current air quality plan. On December 7, 2012, the SCAQMD adopted the 2012 AQMP, which was a regional and multi-agency effort, including SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the United States Environmental Protection Agency (USEPA). The 2012 AQMP incorporates the latest scientific and technical information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); updated emission inventory methods for various source categories; and SCAG's latest growth forecasts (SCAQMD 2013, SCAG 2012). On December 20, 2012, the 2012 AQMP was submitted to CARB and the USEPA for concurrent review and

approval for inclusion in the State Implementation Plan (SIP) (SCAQMD 2013). The 2012 AQMP was approved by the CARB on January 25, 2013 (CARB 2014a).

Existing Air Quality

Table 2 provides the current status of attainment of federal and State AAQS in the South Coast Air Basin (SoCAB). The status has changed since the certification of FEIR 1054.

TABLE 2
DESIGNATIONS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN

Pollutant	State	Federal
O_3 (1-hour)	Nonattainment	No Standard
O_3 (8-hour)		Extreme Nonattainment
PM10	Nonattainment	Attainment/Maintenance[a]
PM2.5	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Attainment[b]	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment[b]	Attainment/Nonattainment[c]
All others	Attainment/Unclassified	No Standards

O_3: ozone; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; CO: carbon monoxide; NO_2: nitrogen dioxide; SO_2: sulfur dioxide; SoCAB: South Coast Air Basin; CARB: California Air Resources Board.

[a] *Federal standard:* The SoCAB was redesignated for PM10 from nonattainment to attainment-maintenance effective July 26, 2013.

[b] *State standard:* CARB Executive Order R-14-001 of February 25, 2014 reclassified the SoCAB to Attainment for NO_2 and Los Angeles County to Attainment for Lead effective July 1, 2014.

[c] *Federal Standard:* Los Angeles County is classified as nonattainment for lead; the remainder of the SoCAB is in attainment.

Source: CARB 2014b, 2014c.

Impact Analysis

Construction Emissions – Regional

As discussed previously, demolition would require an estimated 200 haul truck round trips over a period of 4 weeks, an average of 10 round trips per day. Excavation for the subterranean levels of the garage would require approximately 1,060 truckloads of soil to be exported from the site. Excavation for the subterranean levels of the residential tower would require approximately 530 truckloads of soil to be exported from the site.

Construction-related criteria pollutant emissions would occur during operation of construction equipment; generation of fugitive dust from grading and earth-moving activities; export of excavated soil; import of construction materials; and operation of vehicles driven to and from the site by construction workers. Project-generated construction emissions were estimated using the California Emission Estimator Model (CalEEMod) Version 2013.2.2 computer program (SCAQMD 2013b). CalEEMod is designed to model construction emissions for land development projects and allows for the input of project- and County-specific information. The CalEEMod model input was based on the construction assumptions described above and in the project description and on information provided by the Project Applicant. Where specific information was not known, engineering judgment and default CalEEMod settings and parameters were used. The model inputs include estimated equipment use (e.g., dozers and loaders) for each construction phase and the duration of each phase. The model also includes dust-control measures in accordance

with the requirements of SCAQMD Rule 403, Fugitive Dust (see standard condition [SC] 4.3-1). Architectural coating emissions were calculated separately. Table 3 presents the estimated maximum daily emissions for proposed project construction, and compares the estimated emissions with the SCAQMD daily mass emission thresholds.

TABLE 3
ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS
(POUNDS/DAY)

Year of Construction	VOC	NOx	CO	PM10	PM2.5
2016	5	51	39	6	4
2017	3	23	24	3	2
2018	18	20	24	3	2
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**

VOC: volatile organic compounds; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District.

Emissions shown are for winter season; summer emissions would be the same or slightly less.

Source: CalEEMod and architectural coating data in Appendix B.

As shown in Table 3, construction-related emissions generated by the proposed project would be below the SCAQMD regional thresholds of significance. Therefore, the impact would be less than significant. Estimated emissions for the proposed project would be less than those anticipated in FEIR 1054. MMs 3.6-1 through 3.6-4 from FEIR 1054, while not required, would be incorporated into the proposed project to minimize construction emissions.

Construction Emissions – Local/Ambient Air Quality

In addition to the mass daily emissions thresholds established by the SCAQMD, short-term local impacts to nearby sensitive receptors from on-site emissions of nitrogen dioxide (NO_2), carbon monoxide (CO), PM10, and PM2.5 are examined based on SCAQMD's localized significance thresholds (LST) method. To assess local air quality impacts for development projects without complex dispersion modeling, the SCAQMD developed screening (lookup) tables to assist lead agencies in evaluating impacts. For the purposes of an LST analysis, the SCAQMD considers receptors where it is possible that an individual could remain exposed to NO_2 and CO for 1 hour and PM for 24 hours. The lookup tables' emissions limits are based on the AAQS included in Appendix B and the SCAQMD Ambient Air Quality Thresholds shown in Table 3. The closest receptors are the occupants of the 32 condominium residences immediately north of the area to be developed and the employees and patrons of the retail businesses and church adjacent to the site.

The nearest residences to construction activities are located to the north at approximately 40 feet from the nearest point of the proposed project site in 3400 Avenue of the Arts apartment community. Table 4 shows the maximum daily on-site emissions for construction activities compared with the SCAQMD thresholds for local pollutants with receptors at 25 meters (82 feet); the SCAQMD method prescribes the use of the 25-meter factor for all receptors within 25 meters. The area of the proposed project site to be developed is approximately three acres. However, the proposed project would be developed in phases; therefore, the most conservative one-acre site thresholds are used.

TABLE 4
LOCAL SIGNIFICANCE THRESHOLD CONSTRUCTION EMISSIONS

	NOx	CO	PM10	PM2.5
	Emissions (lbs/day)			
Construction maximum daily on-site emissions	32	25	3.8	2.6
LSTs (1-acre site)	*92*	*647*	*4*	*3*
Exceeds Threshold?	**No**	**No**	**No**	**No**

NOx: nitrogen oxides; CO: carbon monoxide; PM10: particulate matter with a diameter of 10 microns or less; PM2.5: particulate matter with a diameter 2.5 microns or less; lbs/day: pounds per day; LST: localized significance threshold; SCAQMD: South Coast Air Quality Management District.

Note: Data is for SCAQMD Source Receptor Area 18, North Coastal Orange County.

Source: SCAQMD 2009 (thresholds). See Appendix B for CalEEMod model outputs.

As shown in Table 4, the local emissions from construction of the proposed project would be less than the thresholds. Therefore, local construction emissions would be less than significant and mitigation is not required.

Short-term cumulative impacts related to air quality could occur if proposed project construction and nearby construction activities were to occur simultaneously. In particular, with respect to local impacts, cumulative construction particulate (i.e., fugitive dust) impacts are considered when projects are located within a few hundred yards of each other. However, as shown in Table 4, construction emissions would be below the SCAQMD regional significance thresholds; particularly, particulate matter (PM) emissions would be less than five percent of the thresholds. Therefore, construction emissions of nonattainment pollutants would not be cumulatively considerable and proposed project impacts would be less than significant, which is consistent with the finding in FEIR 1054 for cumulative impacts. No mitigation is required.

Long-Term Operation

Operational emissions are comprised of area, energy, and mobile (i.e., vehicle) source emissions. The primary source of operational criteria pollutant emissions from the proposed project, with the exception of volatile organic compounds (VOC), would be vehicles used by project residents, guests, vendors, and staff. The proposed project's mobile source emissions are based on the project-related trip generation forecast, as contained in the proposed project's traffic impact analysis (Stantec 2014). The primary source of VOC emissions would be an area source (i.e., the consumer products used by residents). Emissions were calculated with the CalEEMod model, discussed above. Estimated peak daily operational emissions are shown in Table 5.

As presented in Table 5, operational emissions generated by the proposed project would be below the SCAQMD regional thresholds of significance. Therefore, the impact would be less than significant, consistent with the finding in FEIR 1054 for operational regional impacts. No mitigation is required.

The Orange County portion of the SoCAB is a nonattainment area for O_3, PM10, and PM2.5. The proposed project would generate these pollutants during long-term operations. As shown in Table 5, long-term emissions of PM10, PM2.5, and the O_3 precursors VOC and NOx would be less than 25 percent of the SCAQMD significance thresholds. This magnitude of emissions would not be cumulatively considerable, and the cumulative impact would be less than significant. No mitigation is required.

TABLE 5
PEAK DAILY OPERATIONAL EMISSIONS

Emissions Source	Emissions (lbs/day)				
	VOC	NOx	CO	PM10	PM2.5
Area sources	11	<0.5	8	<0.5	<0.5
Energy sources	<0.5	<0.5	<0.5	<0.5	<0.5
Mobile sources	2	5	24	5	1
Total Operational Emissions	**13**	**6**	**33**	**6**	**2**
SCAQMD Significance Thresholds	*55*	*55*	*550*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**

lbs/day: pounds per day; VOC: volatile organic compounds; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District; SOx: sulfur oxides.

Totals may not add due to rounding

Notes: Emissions are the higher of summer or winter seasons.
SOx and lead emissions are not shown; these emissions would be negligible for the proposed project.
CalEEMod model data sheets are included in Appendix B.

Carbon Monoxide Hotspot

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. The CO analysis in FEIR 1054 calculated future CO concentrations at the intersections of Bristol Street at Sunflower Avenue, Bristol Street at Anton Boulevard, and Avenue of the Arts and Anton Boulevard with the following results:

- The future maximum 2010 and 2025 1-hour CO concentrations would be 8.0 and 6.7 ppm, respectively, without and with the proposed project (i.e., no increase with the project). These values are compared with the State standard of 20.0 ppm.

- The future maximum 2010 and 2025 8-hour CO concentrations would be 6.5 and 5.4 ppm, respectively, without and with the proposed project. These values are compared with the State standard of 9.0 ppm.

As stated in FEIR 1054, "The results of the CO modeling show that CO concentrations are not projected to exceed the State ambient air quality standards for either the 2010 or 2025 scenarios. The future CO concentrations with and without the proposed project are the same for all scenarios. Intersections in the proposed project vicinity would not be expected to experience CO concentrations in excess of the State standards. The proposed project would not result in a significant local air quality impact". As stated in the traffic analysis for the proposed project, "the approved and entitled project had no significant impact on the surrounding intersections as summarized in the 2007 EIR Traffic Study. The proposed project would likewise have no significant impacts on the surrounding circulation system since it would generate fewer trips on a daily basis (99 fewer daily trips), fewer trips in the PM peak hour (11 fewer trips), and a negligible amount of additional trips in the AM peak hour (18 trips)". Therefore, it is concluded that CO concentrations for the three analyzed intersections with traffic from the proposed project would be the same or less than forecasted in FEIR 1054, and the impact would be less than significant, consistent with the findings in FEIR 1054 for local CO impacts. No mitigation is required.

Criteria Pollutants from On-Site Construction

Exposure of persons to NOx, CO, PM10, and PM2.5 emissions is discussed above and the local emissions are summarized in Table 4. As discussed, there would be a less than significant impact and no mitigation is required.

Toxic Air Contaminant (Diesel PM) Emissions from On-Site Construction

Construction activities would result in short-term, project-generated emissions of diesel particulate matter (diesel PM) from the exhaust of off-road, heavy-duty diesel equipment used for site preparation (e.g., demolition, excavation, and grading), paving, and building (construction). CARB identified diesel PM as a toxic air contaminant (TAC) in 1998. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with a project.

There would be few pieces of off-road, heavy-duty diesel equipment in operation, and the construction period would be short (approximately 30 months) when compared to a 70-year exposure period. When considering these facts combined with the highly dispersive properties of diesel PM and additional reductions in particulate emissions from newer construction equipment (as required by USEPA and CARB regulations), it can be concluded that TAC emissions during construction of the proposed project would not expose sensitive receptors to substantial emissions of TACs. There would be a less than significant impact and no mitigation is required. This impact is consistent with the conclusion in FEIR 1054.

Odors

Additionally, the proposed project would not generate objectionable odors, which are generally associated with agricultural activities; landfills and materials transfer stations; the generation or treatment of sewage; the use or generation of chemicals; food processing; or other activities that generate unpleasant odors. There would be no impact.

During construction, the proposed project would operate equipment that may generate odors. Potential construction odors would result from on-site construction equipment's diesel exhaust emissions, roofing, or paving operations. However, these odors would be temporary and would dissipate rapidly from the source with an increase in distance. Construction odors would be considered less than significant. No mitigation is required.

Related Planning Programs

FEIR 1054 discussed consistency between the previously approved project and applicable plans and programs. Table 3.6-13 of FEIR 1054 addressed the previously approved project's consistency with the relevant objectives, goals and policies from the City of Costa Mesa 2000 General Plan Conservation Element; SCAG's Regional Comprehensive Plan and Guide; and the SCAQMD's AQMP. The General Plan objectives have not changed and the elements of the proposed project and MMs are essentially the same as the previously approved project evaluated in FEIR 1054. The proposed project would be consistent with the General Plan objectives related to air quality, and there would be no impact.

The SCAG Regional Comprehensive Plan and the SCAQMD AQMP have been updated and some proposed project construction impacts are different from the FEIR 1054 analysis. As demonstrated in Tables 3, 4, and 5, pollutant emissions from the proposed project would be less than the SCAQMD thresholds and would not result in a significant impact. Additionally, it may be assumed that the development planned in FEIR 1054 was used in the planning assumptions for the 2012 AQMP. Because the proposed project does not have the retail and restaurant components that were included in the previously approved project, the proposed project would have fewer average daily trips (ADT) than anticipated in FEIR 1054 (i.e., 672 ADT for the proposed project as compared with 771 ADT for the previously approved project) (Stantec 2014). Therefore, the proposed project would not conflict with the 2012 AQMP. There would be no impact and no mitigation is required.

Conclusion

Overall, the proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; and (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the air quality analysis provided in FEIR 1054.

Mitigation Program

FEIR 1054's Mitigation Program includes measures to reduce potential air quality impacts associated with the previously approved project to less than significant levels. The following measures from FEIR 1054 would also be applicable to the proposed project. Any modifications to the original measures are shown in ~~strikethrough~~ for deleted text and new, inserted text is underlined.

Standard Condition

SC 4.3-1 During construction of the proposed project, the Property Owner/Developer and its Contractors shall be required to comply with SCAQMD Rules 402 and 403, which shall assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off site. SCAQMD Rule 403 (Tables 1, 2, and 3 of Rule 403) requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. This requirement shall be included as notes on the Contractor Specifications.

Mitigation Measures

The following MMs, while not required to reduce potential significant impacts, would be incorporated, as modified, into the proposed project to minimize construction emissions. The discussion included at the end of MM 3.6-3 has been deleted, primarily because (1) low NOx fuels have not been found to be commercially viable nor particularly desirable because of associated increased emissions of carbon dioxide and (2) cleaner engines for construction equipment and onroad heavy trucks are being incorporated into fleets through federal and State regulations.

Construction: Dust Control

MM 3.6-1 During construction and grading activities, the Applicant shall comply with measures set forth in the Storm Water Pollution Prevention Plan (SWPPP) to ensure that airborne dust is kept to a minimum.

Construction: Construction Equipment Emission Control

MM 3.6-2 Prior to commencement of construction activities, the Applicant shall identify to the Development Services Department, a Construction-Relations Officer to act as a community liaison concerning on-site activity, including resolution of issues related to dust generation from grading/paving activities.

MM 3.6-3 Prior to approval of grading plans, the Applicant shall include the following notes on the Contractor Specifications submitted for review and approval by the Development Services Department:

"To reduce construction equipment emissions, the following measures shall be implemented when feasible:

- Use low-emission mobile construction equipment. The Property Owner/Developer shall comply with California Air Resources Board (CARB) requirements for heavy construction equipment.
- Maintain construction equipment engines by keeping them tuned.
- Use low sulfur fuel for stationary construction equipment. This is required by South Coast Air Quality Management District (SCAQMD) Rules 431.1 and 431.2.
- Use existing power sources (i.e., power poles) when available. This measure would minimize the use of higher polluting gas or diesel generators.
- Configure construction parking to minimize traffic interference.
- Minimize obstruction of through-traffic lanes. Construction should be planned so that lane closures on existing streets are kept to a minimum.
- Schedule construction operations affecting traffic for off-peak hours to the greatest extent practicable.
- Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service)."

~~Several types of advanced emissions control technologies were considered (such as the use of aqueous diesel fuel) but are currently not commercially available. Aqueous diesel fuel reduces formation of nitrogen oxides (NOx) by reducing combustion temperatures, which results in lower NOx emissions. According to the SCAQMD, the current availability of this fuel technology is limited, and it may not be available for use before the project terminates construction. In addition, with exhaust gas recirculation diesel engines, a small amount of hot exhaust gas is routed through a cooler and is mixed with fresh air entering the engine. The~~

~~exhaust gas helps reduce the temperature during combustion, which lowers the formation of thermal NOx. Exhaust gas recirculation technology is in the development phase and has not been fully commercialized. To the extent that the advanced emissions control technologies become reasonably commercially available or are required by the CARB for Grading Contractors, such advanced emissions control technologies shall be used.~~

Construction: Reactive Organic Gas (ROG) Control

MM 3.6-4 Reduce ROG emissions from painting activities. ~~Painting activities from the project would result in a significant air quality impact.~~ The following measures should be implemented when feasible. Prior to issuance of the first building permit, the Applicant shall provide evidence to the Development Services Development that the following measures shall be incorporated into project construction to the greatest extent feasible and the following measures should be provided as notes on the Contractor Specifications:

- The project shall comply with SCAQMD Rule 1113, which limits the ROG content of architectural coatings used in the South Coast Air Basin or shall allow the averaging of such coatings, as specified, so that actual emissions do not exceed the allowable emissions if all the averaged coatings had complied with the specified limits.
- Use high transfer efficiency painting methods such as HVLP (High Volume Low Pressure) sprayers and brushes/rollers where possible.

4.4 AVIATION SAFETY

4.4.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

As described in FEIR 1054, at 270 feet above ground level (AGL), the previously approved project would be below the maximum allowable building height of 280 feet AGL for high-rise residential condominiums as set forth in the *North Costa Mesa Specific Plan*. However, because the previously approved project would exceed the 173 foot AGL height threshold requiring a Federal Aviation Administration (FAA) determination of "No Hazard", a request for an FAA determination was previously filed in order to comply with the Airport Land Use Commission (ALUC) requirements for specific project referrals. At the time FEIR 1054 was prepared, an FAA determination had not been made. It was anticipated that the residential high-rise element of the previously approved project would be found to constitute "No Hazard" by the FAA due to its total structure height (270 feet AGL/304 feet above mean sea level [msl]) being less than the John Wayne Airport circling minimums floor of 340 above msl. However, until the FAA issued a final determination relating to hazard, no firm conclusion could be reached. Therefore, FEIR 1054 identified standard conditions that were intended to ensure that, despite the FAA determination, the previously approved project would not represent a significant safety hazard related to building height.

With respect to increased air traffic patterns, the previously approved project would introduce approximately 300 people to the local area population through development of 120 condominium units. This change to population would not cause a substantial alteration to air traffic patterns through a substantial increase or decrease of air passengers. According to FEIR 1054, no impact related to air traffic patterns would occur with the previously approved project; therefore, no resultant hazards would occur.

4.4.2 PROJECT ENVIRONMENTAL REVIEW

As shown on Exhibits 5a through 5d and as discussed in Section 3.0, Project Description and Setting, the proposed residential tower would have a maximum height of 270 feet AGL, which is consistent with the maximum building height analyzed in FEIR 1054, and would be below the maximum allowable building height of 280 feet AGL for high-rise residential condominiums set forth in the *North Costa Mesa Specific Plan*. Although an FAA determination of "No Hazard" was obtained for the previously approved project, a new determination is needed for the proposed project. Similar to the circumstances addressed in FEIR 1054, a request for FAA determination is currently in process in order to comply with the ALUC requirements for specific project referrals, and it is anticipated that the residential high-rise element of the proposed project will be found to constitute "No Hazard" by the FAA due to its total structure height (270 feet AGL/304 feet above msl) being less than the John Wayne Airport circling minimums floor of 340 above msl. However, until the FAA issues a final determination relating to hazard, no firm conclusion could be reached. Therefore, consistent with FEIR 1054, standard conditions 4.4-1 through 4.4-7 are identified to ensure that, despite the lack of formal FAA determination, the proposed project would not represent a significant safety hazard related to building height.

With respect to increased air traffic patterns, the proposed project would introduce approximately 250 people to the local area population through development of 100 condominium units. Consistent with the findings in FEIR 1054, neither of these changes to population would cause a substantial alteration to air traffic patterns through the increase or decrease of air passengers. No impact related to air traffic patterns would occur; therefore, no resultant hazards would occur.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the aviation analysis provided in FEIR 1054.

Mitigation Program

FEIR 1054's Mitigation Program includes measures to reduce potential impacts associated with the Wyndham Boutique Hotel/High-Rise Residential project to less than significant levels. The following measures from FEIR 1054 would also be applicable to the proposed project. Any modifications to the original measures are shown in ~~strikethrough~~ for deleted text for new, inserted text is underlined.

Project Design Feature

PDF 4.4-1 The proposed high-rise residential tower has been designed to not exceed the established circling minimums floor for John Wayne Airport of 340 feet above mean sea level.

Standard Conditions

Land Use Element Policy LU-1C.3 prohibits the City from approving a project with an adverse FAA determination in the absence of an independent aeronautical study that states the contrary. Essentially, this means that a project receiving such FAA hazard determinations would not be approved. Therefore, no mitigation is necessary. To memorialize the City's procedures and conclusions, the conditions of approval listed below were included in FEIR 1054 and would be incorporated into the proposed project

SC 4.4-1 Prior to final master plan approval, the Applicant shall submit to the City of Costa Mesa, a Federal Aviation Administration (FAA) Determination of No Hazard to air navigation. If the FAA requires conditions for the finding of no hazard to air navigation, such as installation of roof-top obstruction lighting, said conditions shall be placed as conditions of approval on the final master plan.

SC 4.4-2 In the event a proposed high-rise building is determined to be a hazard to air navigation by the Federal Aviation Administration (FAA), the building design shall be appropriately modified prior to issuance of building permits so that an FAA Determination of No Hazard to air navigation can be obtained.

SC 4.4-3 The Federal Aviation Administration (FAA) No Hazard Determination shall be valid at the time of building permit issuance for the high-rise structure. The City shall expressly prohibit issuance of any building permit for a structure in the absence of a current and valid FAA No Hazard Determination.

SC 4.4-4 The applicant shall comply with the final Federal Aviation Administration (FAA) No Hazard Determination issued on July 23, 2007, which established a maximum building height of 304 feet above mean sea level for the proposed high-rise residential tower at 3350 Avenue of the Arts. Amendments to the *Costa Mesa 2000 General Plan* and *North Costa Mesa Specific Plan* are not necessary to accommodate additional building height of up to 280 feet above ground level (AGL) as specified in the *North Costa Mesa Specific Plan*. In addition, this EIR has examined the maximum building heights as defined in the *North Costa Mesa Specific Plan* and concluded that no significant impacts will occur.

SC 4.4-5 The Applicant shall work with John Wayne Airport and City staff on a "Grant of Avigation Easement" for a specified area of the subject property that penetrates the imaginary horizontal surface of John Wayne Airport above elevation 206 feet above mean sea level (NAVD 88). The Applicant shall grant this Avigation Easement to the County of Orange/John Wayne Airport to permit the unencumbered and unrestricted flight of aircraft to or from John Wayne Airport. Recordation of the Avigation Easement shall occur prior to issuance of any building permit that penetrates the imaginary horizontal surface of John Wayne Airport.

SC 4.4-6 Due to the project's proximity to John Wayne Airport, the Applicant shall ensure that any prospective resident be notified of the presence of aircraft overflight in the form of a buyer's notice, as follows: "Notice of Airport in Vicinity: The Development Services Director shall review/approve the buyer's notice for form and substance prior to issuance of a building permit. 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 sensitive to those annoyances can vary from person to person.

You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you." This notice shall be prominently displayed in the sales office for the condominium development, and a copy shall be provided to all buyers.

4.5 BIOLOGICAL RESOURCES

4.5.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

FEIR 1054 did not address biological resources for the previously approved project. The Initial Study prepared for the EIR found that, because the previously approved project site was developed and located in an urban area, it would not impact any species identified as a candidate, sensitive, or special status species, nor would it substantially impact any riparian habitat or other sensitive natural community. Due to the lack of wetlands and water bodies in the area, it was determined that the previously approved project would not impact nor would it interfere with the movement of resident or migratory fish or wildlife species and it would not conflict with local policies protecting biological resources. FEIR 1054 also concluded that the previously approved project would not conflict with any local policies or ordinances protecting biological resources and that it would not conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan.

4.5.2 PROJECT ENVIRONMENTAL REVIEW

The proposed project would involve construction a residential high-rise tower in the same development footprint previously analyzed in FEIR 1054. The area proposed for development is located in a highly urban area that was previously analyzed and approved for development as part of FEIR 1054, and that does not support any significant biological resources. Based on current review of the proposed project site, conditions on the three-acre site have not changed since certification of FEIR 1054; therefore, the previous determination of "no impact" to biological resources is still valid and implementation of the proposed project would not create any new impacts to biological resources. Specifically, the proposed project would not create impacts related to habitat modification; effects on riparian habitat or sensitive natural communities; federally protected wetlands; migratory wildlife corridors; or native wildlife nursery sites. Since no habitat, wetlands, or corridors are present on the site or nearby, the proposed project would not conflict with local policies or ordinances protecting biological resources or conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or State habitat conservation plan. The proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects related to biological resources.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the biological resources analysis provided in FEIR 1054.

4.6 CULTURAL/SCIENTIFIC RESOURCES

4.6.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

FEIR 1054 did not address cultural resources. As stated in the Initial Study prepared for the EIR, impacts to cultural resources were originally contemplated in the General Plan Historic/Cultural Resources Element and the General Plan EIR. According to the Initial Study, no buildings would be demolished as part of the previously approved project that are of cultural or historical significance and no such buildings exist on the development site. It was concluded that there would be no impact to historical resources due to implementation of the previously approved project.

As discussed in the Initial Study prepared for FEIR 1054, the City's General Plan identifies previously identified archaeological sites in Costa Mesa. These sites are primarily located on or near the bluffs overlooking the Santa Ana River or Upper Newport Bay. According to FEIR 1054, the previously approved project site is located in an urbanized area where substantial grading has already occurred. The City's Historic Preservation Ordinance contains provisions and established procedures to preserve historic, archaeological, and paleontological resources. Adherence to those procedures would ensure that no impacts occur during implementation of the previously approved project. In addition, the City requires the monitoring of grading operations when a site is reasonably suspected of containing historic and/or cultural resources.

The previously approved project would not directly or indirectly destroy a unique paleontological resource and would be conditioned to adhere to the City's requirement for monitoring during grading operations to ensure that no remains are disturbed.

According to the Initial Study prepared for FEIR 1054, the City coordinated with the Native American Heritage Commission (NAHC) in compliance with Senate Bill (SB) 18 and received correspondence from the Juaneño Band of Mission Indians recommending that a Native American monitor and archaeologist be present during site excavation and grading. Therefore, a standard condition was identified requiring Native American monitoring, and impacts were found to be less than significant.

4.6.2 PROJECT ENVIRONMENTAL REVIEW

The proposed project site is located in a highly urban area that was previously analyzed and approved for development as part of FEIR 1054. Based on review of the proposed project site, conditions on the three-acre site have not changed since certification of FEIR 1054. Therefore, the previous determination of "no impact" related to cultural resources is still valid, and implementation of the proposed project with adherence to the identified standard condition would not create any new impacts to cultural resources assuming the proposed project is conditioned to adhere to the City's requirements for monitoring during grading operations if the site is reasonably suspected of containing historic and/or cultural resources and to ensure that no remains are disturbed. No additional ground disturbance would occur beyond what was evaluated and approved in the previous environmental document; therefore, the same area would be subject to impacts, and no new impacts related to cultural resources would occur. As a result, the proposed project would not create a new significant impact, nor would it create a substantial increase in the severity of previously identified effects related to cultural resources.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact and it would not create a

substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the cultural resources analysis provided in FEIR 1054.

Mitigation Program

FEIR 1054's Mitigation Program includes measures to reduce potential impacts associated with the Wyndham Boutique Hotel/High-Rise Residential project to less than significant levels. The following measure from FEIR 1054 would also be applicable to the proposed project.

Standard Condition

SC 4.8-1 Site excavation and grading shall be monitored by a qualified archaeologist and Native American monitor. If archaeological materials are identified during grading and construction, all construction activities shall be temporarily halted or redirected to permit the sampling, identification, and evaluation of archaeological materials as determined by the City, who shall establish, in cooperation with the project proponent, certified archaeologist, and Native American representative, the appropriate procedures for exploration and/or salvage of the artifacts. Monitoring is only required where grading and excavation activities would disturb soils at a depth of 5 feet or more.

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

4.7 GEOLOGY AND SOILS

4.7.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

As set forth in the Initial Study prepared for FEIR 1054, the previously approved project would not involve the use of septic tanks or alternative wastewater disposal systems. In addition, the previously approved project would connect to City sewer lines and wastewater disposal systems.

FEIR 1054 concluded that compliance with Uniform Building Code (UBC)/California Building Code (CBC) and City Municipal Code requirements, standard conditions, and identified mitigation measures would reduce impacts related to geology and soils to a level considered less than significant.

Specifically, FEIR 1054 concluded that the potential for ground rupture due to fault displacement beneath the site is considered low; however, the previously approved project site may experience moderate to occasionally high intensity ground shaking from a major earthquake or other regionally active or currently unknown faults in the region within the lifetime of the proposed structures.

Additionally, FEIR 1054 identified that the previously approved project site is within a liquefaction hazard zone. It was determined that a site-specific geotechnical investigation would be required to evaluate the density of terrain layers and to provide design recommendations, if applicable.

FEIR 1054 also determined that the artificial fill and near-surface alluvium present beneath the existing paving on the previously approved project site may be unsuitable to support the proposed structural foundations and, if soils are deemed to be unsuitable to support the proposed structures, they would be exported and disposed of.

4.7.2 PROJECT ENVIRONMENTAL REVIEW

Seismic risk at the proposed project site was comprehensively analyzed as part of the previous environmental documentation and nothing has changed related to local geologic conditions or impacts related seismic hazards. The proposed project site continues to be located in an area that may be subject to strong ground shaking due to seismic activity anticipated at the site; however, the proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone. Construction on the proposed project site has historically occurred in a manner consistent with City and State codes and mitigation measures. All future development associated with the proposed project would comply with applicable standard conditions and mitigation measures from FEIR 1054 as detailed below; therefore, impacts related to exposure of people or structures to seismic-related hazards would be the same for the proposed project. The proposed project would not create a new significant impact, nor would it create a substantial increase in the severity of previously identified effects.

Consistent with the conclusion of FEIR 1054, the site is located in a liquefaction hazard zone, as delineated by the California Geological Survey. The combination of the liquefaction hazard and presence of shallow groundwater (i.e., within ten feet) beneath the proposed project site would result in a potentially significant liquefaction hazard for the proposed project. Consistent with the findings of FEIR 1054, a site-specific geotechnical investigation would be required to evaluate the density of terrain layers and to provide for design recommendations, if applicable. Further, consistent with The Lakes – Costa Mesa Association Settlement Agreement requirements, the geotechnical report shall be provided to the adjacent property owners.

Due to the nature of the proposed project and the location of the site in a relatively flat and developed area, the proposed project is not anticipated to result in substantial erosion or loss of topsoil. Furthermore, construction activities would be performed pursuant to the current National Pollutant Discharge Elimination System (NPDES) permit requirements. No additional ground disturbance beyond what was previously evaluated in FEIR 1054 would occur. The proposed project would not create a new significant impact and it would not create a substantial increase in the severity of previously identified effects.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact, nor would it create a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes;

(2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the geology and soils analysis provided in FEIR 1054.

Mitigation Program

FEIR 1054's Mitigation Program includes measures to reduce potential impacts associated with the Wyndham Boutique Hotel/High-Rise Residential project to less than significant levels. The following measures from FEIR 1054 would also be applicable to the proposed project.

Standard Condition

SC 4.7-1 Where studies indicate that buildings may be subject to substantial damage during earthquakes, the structure shall be designed and/or retrofitted for seismic resistance in compliance with all relevant recommendations for seismic design and seismic safety in the most recent editions of the Uniform Building Code and the California Building Code.

Mitigation Measures

MM 4.7-1 Prior to the issuance of a grading permit, the Applicant shall prepare a site-specific final geotechnical investigation, including an evaluation, analysis, and mitigation recommendations for the issues identified in the Zeiser Kling Consultants' *Geotechnical Evaluation* (March 2007), including appropriate dust control measures and waterproof building designs with hydrostatic pressure resistive properties and a site specific probabilistic seismic hazard analysis for ground motion. All recommendations shall be incorporated into the final grading plan for the project. The project shall incorporate all recommendations of the detailed Geotechnical Report into the plans and specifications as required by the City Engineer.

MM 4.7-2 During grading operations, special handling of on-site soils shall be required due to high moisture content of the soils. The City shall monitor the Grading Contractor to ensure stabilization of the soils during grading and excavation activities, as recommended by the Zeiser Kling Consultants' *Geotechnical Evaluation* (March 2007).

MM 4.7-3 Prior to the issuance of the first demolition and/or grading permit, the Applicant shall ensure that pile foundations or other appropriate design be incorporated into the project design to mitigate potential settlement hazards and liquefaction beneath the proposed structures.

MM 4.7-4 Prior to the issuance of building permits, the Applicant shall submit a project design to ensure that any proposed subterranean portion of the structures are waterproofed and designed and installed to resist hydrostatic pressures associated with the shallow groundwater table in the area.

4.8 GREENHOUSE GAS EMISSIONS

4.8.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

FEIR 1054 did not address greenhouse gas (GHG) emissions.

4.8.2 PROJECT ENVIRONMENTAL REVIEW

The proposed project involves modifications to the Wyndham Boutique Hotel/High-Rise Residential project that was approved based on previously certified FEIR 1054, which was certified on November 20, 2007. At the time the FEIR was certified, GHG emissions were not part of the required CEQA analysis. Effective March 18, 2010, the State adopted amendments to the State CEQA Guidelines requiring the analysis and mitigation of the effects of GHG emissions in draft CEQA documents. The State CEQA Guidelines regarding GHG emissions do not specifically address situations involving subsequent implementation actions for a project with a previously certified EIR. However, as described in the first subsection below, courts have ruled that there is no requirement to address GHG emissions in an Addendum to an EIR that was completed prior to the adopted CEQA amendments. Although there is no requirement to address GHG emissions in this Addendum, an analysis is provided following the discussion of relevant court decisions.

Court Decisions Related to GHG Emissions in Subsequent CEQA Actions

"Information on the effect of greenhouse gas emissions on climate change" does not constitute "new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time . . . the IS/MND was adopted" (*See Citizens for Responsible Equitable Environmental Development v. City of San Diego* [2011] 196 Cal. App. 4th 515, 531–532 [rejecting claim that such information triggered the need for a supplemental EIR, and explaining that such information was known "long before the City approved the 1994 EIR" at issue]).

Limiting GHG emissions to combat climate change has been a governmental goal since the late 1970s. As explained by the United States Supreme Court in *Massachusetts v. EPA* (2007) 549 U.S. 497: "In the late 1970s, the Federal Government began devoting serious attention to the possibility that carbon dioxide emissions associated with human activity could provoke climate change. In 1978, Congress enacted the National Climate Program Act, 92 Stat. 601, which required the President to establish a program to 'assist the Nation and the world to understand and respond to natural and man-induced climate processes and their implications'". In 1987, Congress enacted the Global Climate Protection Act for the purpose of "establish[ing] a national climate program that will assist the Nation and the world to understand and respond to natural and man-induced climate processes and their implications" (15 *United States Code* [USC] 2902). The act required the establishment of various programs to further climate change research (15 USC 2904[d]).

In 1988, the United Nations created the Intergovernmental Panel on Climate Change (IPCC) to provide scientific information regarding climate change to policymakers. In 1992, 154 nations, including the United States, entered into the United Nations Framework Convention on Climate Change (UNFCCC), a nonbinding agreement under which industrialized countries pledged to work to reduce GHG emissions. Five years later, in 1997, the parties to the UNFCCC adopted the Kyoto Protocol, which set binding GHG reduction targets for 37 industrialized countries and the European Community, with the objective of reducing their collective omissions by 5 percent below 1990 levels during the "commitment period" of 2008–2012.

Further, as noted by the court in *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (*supra*, 196 Cal. App. 4th 515), by 1990, the potential impacts of GHG emissions were already the subject of litigation, with the "Natural Resources Defense Council (NRDC) arguing that an 'increase in fossil fuel combustion . . . will . . . lead to a global increase in temperatures, causing a rise in sea level and a decrease in snow cover that would damage the shoreline, forests, and agriculture of California'" (*Id.* at 531, quoting *City of Los Angeles v. National Highway Traffic Safety Administration* [D.C. Cir. 1990] 286 U.S. App.D.C. 78.)

Thus, by the 1990s, California's local governmental agencies were well aware of the importance of monitoring and limiting GHG emissions when approving projects. Since GHG impacts were known at the time that the previous environmental analysis was conducted, information regarding the proposed project's potential to impact climate change does not constitute new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time FEIR 1054 was adopted; thus, it does not trigger the need for any further environmental review

Greenhouse Gas Emissions Analysis

Climate change refers to any significant change in climate, such as the average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have been associated with global warming, which is an average increase in the temperature of the atmosphere near the Earth's surface; this is attributed to an accumulation of greenhouse gas (GHG) emissions in the atmosphere. GHGs trap heat in the atmosphere which, in turn, increases the Earth's surface temperature. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities.

Intergovernmental Panel on Climate Change (IPCC) has concluded that (IPCC 2013):

> Warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. The atmosphere and ocean have warmed, the amounts of snow and ice have diminished, sea level has risen, and the concentrations of greenhouse gases have increased. The atmospheric concentrations of carbon dioxide, methane, and nitrous oxide have increased to levels unprecedented in at least the last 800,000 years. Carbon dioxide concentrations have increased by 40% since pre-industrial times, primarily from fossil fuel emissions and secondarily from net land use change emissions. Human influence on the climate system is clear. This is evident from the increasing greenhouse gas concentrations in the atmosphere, positive radiative forcing, observed warming, and understanding of the climate system.

Table 6 shows the magnitude of GHG emissions on the global, national, State, and regional scales.[1]

[1] GHG emissions for project-level analyses are commonly expressed in metric tons of carbon dioxide equivalent ($MTCO_2e$). Larger quantities of emissions, such as on the State or world scale, as shown in Table 10, are expressed in million metric tons of carbon dioxide equivalent ($MMTCO_2e$). (Metric tons may also be stated as "tonnes".) The CO_2e for a gas is derived by multiplying the tons of the gas by the associated Global Warming Potential (GWP) such that $MMTCO_2e$ = (million metric tons of a GHG) x (GWP of the GHG). For example, the GWP for CH_4 is 21. This means that emissions of 1 million metric tons of CH_4 are equivalent to the emissions of 21 million metric tons of CO_2.

TABLE 6
COMPARISON OF WORLDWIDE GREENHOUSE GAS EMISSIONS

Area and Data Year	Annual GHG Emissions ($MMTCO_2e$)
World (2011)	29,986
United States (2012)	6,526
California (2012)	459
Orange County (2011)	21
$MMTCO_2e$: million metric tons of carbon dioxide equivalent Source: WRI 2012, USEPA 2014c, CARB 2014c, SCAG 2011.	

GHGs, as defined under California's Assembly Bill (AB) 32, include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). General discussions on climate change often include water vapor, ozone, and aerosols in the GHG category. Water vapor and atmospheric ozone are not gases that are formed directly in the construction or operation of development projects, nor can they be controlled in these projects. Aerosols are not gases. While these elements have a role in climate change, they are not considered by regulatory bodies, such as CARB, or climate change groups, such as the California Climate Action Registry (CCAR), as gases to be reported or analyzed for control. Therefore, no further discussion of water vapor, ozone, or aerosols is provided herein.

GHGs vary widely in the power of their climatic effects; therefore, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both its potency and lifespan in the atmosphere as compared to CO_2. For example, since CH_4 and N_2O are approximately 21 and 310 times more powerful than CO_2, respectively, in their ability to trap heat in the atmosphere, they have GWPs of 21 and 310, respectively (CO_2 has a GWP of 1). Carbon dioxide equivalent (CO_2e) is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the emission rate of that gas to produce the CO_2e emissions.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05, which calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

AB 32, the California Global Warming Solutions Act of 2006, recognizes that California is the source of substantial amounts of GHG emissions. The statute states that:

> Global warming poses a serious threat to the economic well being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

In order to avert these consequences, AB 32 establishes a State goal of reducing GHG emissions to 1990 levels by the year 2020, codifying the Executive Order S-3-05 goal, which is a reduction of approximately 28 percent from forecasted emission levels, with further reductions to follow.

Impact Analysis

In order to provide a reasonable comparison of the FEIR 1054 project and the proposed project, all GHG emissions are calculated using the CalEEMod computer program described in Section 4.3, Air Quality, of this Addendum. Both the FEIR and proposed project calculations use an operational year of 2018 and model default parameters for area source, energy, water, and solid waste emissions factors.

It was assumed that construction emissions for the FEIR 1054 project would be the same as for the proposed project. This is a reasonable assumption because when construction emissions are amortized over the project lifetime, assumed to be 30 years, the construction emissions are a small fraction of the total emissions and variations between projects would have negligible influence on conclusions.

FEIR 1054 Emissions

GHG emissions were not calculated in FEIR 1054. Therefore, for the current estimate, the following inputs are made, based on data from the FEIR 1054 air quality analysis.

- FEIR 1054 Project – 120 residential units, 1,110 ADT, 480 space parking garage
- FEIR 1054 Existing to be removed – 11,400 square feet of hotel and 339 ADT

GHG emissions for the FEIR 1054 Project and Existing to be removed elements are shown in Tables 7 and 8, respectively.

TABLE 7
ESTIMATED ANNUAL GREENHOUSE GAS
EMISSIONS FOR FEIR 1054 PROJECT ADDITION

Source	Emissions ($MTCO_2e/yr$)
Area	40
Energy	623
Mobile	1,479
Waste	25
Water	54
Operational Emissions	**2,222**
Amortized Construction Emissions	39
Total GHG emissions	***2,261***

$MTCO_2e/yr$: Metric tons of carbon dioxide equivalent per year; GHG: greenhouse gas
Total does not add due to rounding.
input and output details in Appendix B

TABLE 8
ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS FOR FEIR 1054 EXISTING TO BE REMOVED

Source	Emissions ($MTCO_2e/yr$)
Area	<0.5
Energy	55
Mobile	301
Waste	2
Water	1
Total GHG emissions	***359***
$MTCO_2e/yr$: Metric tons of carbon dioxide equivalent per year; GHG: greenhouse gas input and output details in Appendix B	

The net GHG emissions for the FEIR 1054 project are estimated at 1,902 $MTCO_2e$ per year (Table 7 less Table 8).

Proposed Project Emissions

GHG emissions for the proposed project are shown in Table 9.

TABLE 9
ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS FOR THE PROPOSED PROJECT

Source	Emissions ($MTCO_2e/yr$)
Area	23
Energy	553
Mobile	879
Waste	21
Water	46
Operational Emissions	**1,522**
Amortized Construction Emissions	39
Total GHG emissions	***1,561***
$MTCO_2e/yr$: Metric tons of carbon dioxide equivalent per year; GHG: greenhouse gas input and output details in Appendix B	

As shown in Table 9, the estimated GHG emissions for the proposed project are 1,561 $MTCO_2e$ per year.

CEQA Checklist Questions

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. In developing methods for GHG impact analysis, there have been suggestions of quantitative thresholds, often referred to as screening levels, which define an

emissions level below which it may be presumed that climate change impacts would be less than significant. Neither the SCAQMD, the City of Costa Mesa, nor Orange County has adopted a significance threshold for the GHG emissions from non-industrial development projects.

Beginning in April 2008, the SCAQMD convened a Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold of 10,000 MTCO2e/yr for projects where the SCAQMD is the lead agency (SCAQMD 2008). In September 2010, the Working Group presented a revised tiered approach to determining GHG significance for residential and commercial projects wherein Tier 1 determines if a project qualifies for an applicable CEQA exemption; Tier 2 determines consistency with GHG reduction plans; and Tier 3 proposes a numerical screening value as a threshold. At their September 28, 2010, meeting, the Working Group suggested a Tier 3 threshold of 3,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year for all land use types (SCAQMD 2010). The use of the Tier 3 threshold is selected for the Project because it is located in the South Coast Air Basin and these thresholds are based on the best available information and data at the time of preparation of this document. The development of CEQA project-level thresholds is an ongoing effort on State, regional, and County levels, and significance thresholds may differ for future projects based on new or additional data and information that may be available at that time for consideration.

As shown above, estimated GHG emission for the proposed project are 1,561 $MTCO_2e$ per year. This value is less than the 3,000 $MTCO_2e$ per year significance threshold. Therefore, the impact would be less than significant.

GHG emissions for the proposed project would also be less than the 1,902 $MTCO_2e$ per year emissions estimated for the FEIR 1054 project.

Would the project:

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. The principal overall State plan and policy adopted for the purpose of reducing GHG emissions is Assembly Bill (AB) 32 (California Global Warming Solutions Act of 2006). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

Senate Bill (SB) 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will address land use allocation in that MPOs regional transportation plan. SB 375 is being addressed at the State and regional levels, and the principles of SB 375 are incorporated in the adopted SCAG 2012 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).

The regulations, plans, and polices adopted for the purpose of reducing GHG emissions that are directly applicable to the Project include the Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and the Title 24 California Green Building Standards Code. These codes are enforced by the City, and adherence to standard requirements for construction and operations would ensure that the proposed Project would comply with both of these regulations.

The Project site is located in a developed area with nearby access to commercial and employment centers. As discussed in FEIR 1054, development associated with the previously approved project was designed to maximize pedestrian and bicycle accessibility. These factors would reduce vehicle use and vehicle miles traveled, and GHG emissions, which are goals of SB 375 and the RTP/SCS.

As previously discussed, the increase in GHG emissions would be much less than SCAQMD's recommended significance threshold for all land use projects. Implementation of the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. There would be no impact.

Conclusion

GHG impacts were known at the time that FEIR 1054 was prepared, and information regarding the proposed project's potential to impact climate change does not constitute new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time FEIR 1054 was adopted. No GHG emissions analysis is required. However, it is also demonstrated that the project GHG emissions would be less than significant using current CEQA analysis methods and suggested SCAQMD significance criteria.

4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

According to the Initial Study prepared for FEIR 1054, the previously approved project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No hazardous materials would be stored on the site or be used in conjunction with the previously approved project. The previously approved project site is not located within ¼ mile of an existing or proposed school, nor is it included on a list of hazardous materials sites. The previously approved project is not anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste, and no impact would occur.

According to FEIR 1054 and with respect to adopted emergency response and evacuation plans, the previously approved project would be required to meet all applicable local fire codes for adequate access to and from the site. Project plans would be subject to the acceptance of the Costa Mesa Fire Department and Police Department to ensure that the development proposed would not interfere with an adopted emergency response plan or emergency evacuation plan. The previously approved project is not anticipated to involve increased fire hazard as the site is in a developed area.

As described in FEIR 1054, the previously approved project would involve the demolition of the existing parking structure; the interior renovation of the existing hotel; and the construction of a high-rise residential tower. During demolition and construction operations, hazardous materials associated with the on-site uses could be present. Demolition debris generated may include asphalt paving, dirt, concrete, asphalt, and other building materials. The presence of asbestos would pose a significant impact to demolition workers during the demolition and removal of such material. This potential significant impact would be reduced to a level considered less than significant through implementation of mitigation. The Phase I Report identified that no impact related to exposure to lead or radon would occur.

As analyzed in FEIR 1054, chemicals associated with housekeeping services, paints and thinners, water treatment chemicals, compressed gas such as nitrogen, chlorine tablets and

muriatic acid for pool maintenance, and liquid detergent may be used and stored on site; however, these materials are common for hotel uses and do not represent a significant environmental concern.

4.9.2 PROJECT ENVIRONMENTAL REVIEW

As discussed previously, the area proposed for development is located in the same development footprint analyzed and approved as part of FEIR 1054. Based on review of the proposed project site, conditions and uses on the three-acre site have not changed since certification of FEIR 1054. Therefore, development of the proposed project would not result in new impacts related hazards and hazardous materials related to emergency response and evacuation plans, fire hazard, and use and storage of chemicals on site. Consistent with the analysis presented in FEIR 1054, impacts related to asbestos exposure would continue to pose a significant impact to demolition workers. However, implementation of MM 4.9-1 from FEIR 1054 would reduce this impact to less than significant levels.

With respect to hazardous materials sites, according to the EDR Radius Map Report with Geocheck® prepared for the proposed project site by Environmental Data Resources, Inc., the sites discussed below have been listed within ¼ mile of the proposed project site (EDR 2015). Please refer to Appendix C for a copy of the EDR Report. None of these sites are listed on the Cortese list.

- **The Wyndham (3350 Avenue of the Arts).** This site has been recorded in the HAZNET database, which contains a waste category of unspecified organic liquid mixture. This listing is associated with the current hazardous waste manifest system which is a set of forms, reports, and procedures designed to seamlessly track hazardous waste from the time it leaves the generator facility where it was produced, until it reaches the off-site waste management facility that will store, treat, and/or dispose of the hazardous waste. The system allows the waste generator to verify that its waste has been properly delivered, and that no waste has been lost or unaccounted for in the process (USEPA 2014b). The disposal method is listed as "treatment, tank". The most recent listing was identified in 2001.
- **Segerstrom Center for the Arts (600, 615 Town Center Drive).** This is a cluster of two sites listed as having active underground storage tank (UST) facilities. No additional information was provided.
- **Ocean Park Cleaners (580 Anton Boulevard, Suite 213).** This site has been recorded in multiple databases, including the Facility Index System/Facility Registry System (FINDS); the Resource Conservation and Recovery Act – Small Quantity Generators (RCRA-SQG); the HAZNET; and the DRYCLEANERS databases. The waste category is halogenated solvents (e.g., chloroforms, methyl chloride, perchloroethylene); aqueous solution with total organic residues less than 10 percent; and solids or sludges with halogenated organic compounds greater than or equal to 1,000 milligrams/liter (mg/L). The disposal method is listed as "recycler". No violations were found.
- **Center Town (650 Town Center Drive).** This is a cluster of two sites recorded in multiple databases including the UST; the Statewide Environmental Evaluation and Planning System (SWEEPS UST); the Facility Inventory Database (CA FID UST); and the Emission Inventory Data (EMI) databases. This site includes at least one diesel tank, and the site's current status is "active".
- **South Coast Metro Center (575 Anton Boulevard).** This site has been recorded in multiple databases including the UST, the SWEEPS UST, and the CA FID UST. This site includes at least one diesel tank, and its current status is "active".

- **Westin South Coast Plaza (686 Anton Boulevard).** This site has been recorded in the UST database. No additional information was provided.
- **Marriott Suites (500 Anton Boulevard).** This site has been recorded in multiple databases including the UST, the SWEEPS UST, the CA FID UST, and the EMI databases. This site includes at least one diesel tank, and its current status is "active".
- **Metro Fire Station (3350 Sakioka).** This site has been recorded in multiple databases, including the HAZNET, the SWEEPS UST, the CA FID UST, and the UST databases. The disposal method is listed as "other recovery of reclamation for reuse including acid regeneration, organics recovery, etc". This site includes at least one diesel tank, and the most recent listing was identified in 2013.

According to the EDR Radius Map and compared to the analysis presented in FEIR 1054, no new hazardous materials sites were identified within the proposed project site boundaries (EDR 2015). Of the hazardous materials sites identified in the proposed project vicinity, none of the identified sites pose a hazard to the proposed project site. Further, the proposed project would not involve any changes in the operation or use of hazardous materials in comparison to the analysis presented in FEIR 1054, and no impacts would occur relative to the site. No mitigation is required.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact and it would not create a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the hazards and hazardous materials analysis provided in FEIR 1054.

Mitigation Program

FEIR 1054's Mitigation Program includes measures to reduce potential impacts associated with the Wyndham Boutique Hotel/High-Rise Residential project to less than significant levels. The following measures from FEIR 1054 would also be applicable to the proposed project.

Mitigation Measure

MM 4.9-1 All asbestos-related work, including demolition and renovation, shall be performed by a licensed Asbestos-abatement Contractor under the supervision of a certified Asbestos Consultant. Asbestos shall be removed and disposed of in compliance with notification and asbestos-removal procedures outlined in South Coast Air Quality Management District Rule 1403 to reduce asbestos-related health risks.

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

As set forth in the Initial Study for FEIR 1054, no portion of the previously approved project site is located in a 100-year flood hazard area. Additionally, the southernmost portion of the City is approximately ¾ mile inland from the Pacific Ocean at elevations between 30 to 100 feet above mean sea level, and no large bodies of water exist in the City that could produce seiche effects; therefore, there is very little potential that the previously approved project site would experience the effects of a seiche, tsunami, or mudflow. Additionally, the Initial Study concluded that the previously approved project would not result in any impacts related to groundwater.

According to FEIR 1054, potential pollutant concentrations of storm water runoff from the previously approved project site during construction and operation would be reduced to below significant levels after implementing the best management practices and after City review and approval of the previously approved project's Water Quality Management Plan. Further, the Project Applicant would be responsible for obtaining coverage for the previously approved project under the California General Construction Activity Storm Water permit and for complying with the requirements of the permit. FEIR 1054 also identified a potential for the site to be subject to erosion, resulting in sediments carried off site via storm water runoff. However, it was determined that impacts related to erosion and sedimentation would be mitigated to less than significant levels.

Additionally, it was concluded that implementation of the previously approved project would not alter the volume of storm water draining from the previously approved project site; however, it would contribute storm flows to an already deficient system. Therefore, either minor modifications to the existing storm drain system or payment towards modification of the existing storm drain system and payment of drainage impact fees were identified to reduce impacts to levels considered less than significant.

4.10.2 PROJECT ENVIRONMENTAL REVIEW

The proposed project area is considered urbanized, and the proposed project would occupy the same development footprint as previously analyzed in FEIR 1054. Therefore, similar impacts to groundwater and surface hydrology and water quality as those identified in FEIR 1054 would be anticipated. The proposed project site is currently developed with the Wyndham Hotel and associated parking structure; there are no natural drainages on or near to the site. Similar to existing conditions, following completion of construction activities, the proposed project site would consist primarily of impervious surfaces. The proposed project would include landscaped areas (which would serve as pervious areas) between the hotel and residential structure (i.e., east of the parking structure) and adjacent to Avenue of the Arts, similar to existing conditions. Therefore, implementation of the proposed project would not substantially alter the amount or rate of runoff, nor would it result in on-site or off-site erosion or siltation. Continued implementation of identified mitigation measures related to NPDES permit requirements and Best Management Practices (BMPs) would reduce impacts to groundwater, erosion and sedimentation, surface hydrology, and water quality to less than significant levels.

Consistent with the findings of FEIR 1054, the proposed project site is located within Flood Zone X, which is outside the 100-year and 500-year floodplains. Therefore, a new significant impact or a substantial increase in the severity of previously identified effects would not occur in relation to the proposed project's flood hazard area.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the hydrology and water quality analysis provided in the FEIR 1054.

Mitigation Program

FEIR 1054's Mitigation Program includes measures to reduce potential impacts associated with the Wyndham Boutique Hotel/High-Rise Residential project to less than significant levels. The following measures from FEIR 1054 would also be applicable to the proposed project. Any modifications to the original measures are shown in ~~strikethrough~~ for deleted text, and new, inserted text is underlined.

Project Design Features

PDF 4.10-1 The Water Quality Management Plan (WQMP) prepared for the proposed project includes the following project-specific water quality Best Management Practices (BMPs) which shall be implemented as part of the project:

Site Design BMPs

- Permeable surface area has been kept the same as the existing condition.
- Drive aisle has been minimized to least acceptable dimension for Fire Access and access to the proposed truck dock.
- All areas available for landscaping have been utilized. Planter boxes will also be included on the design of the top story of the parking structure to help minimize impervious surfaces.
- All parking is within a structure and covered.

Non-structural Source Control BMPs

- Homeowner-Tenant education, activity restriction, common area landscape management, BMP maintenance, Title 22 CCR Compliance, local water quality permit compliance, uniform fire code implementation, common area litter control, employee training, housekeeping of loading docks, catch basin inspection, street sweeping of private streets and parking lots.

Routine Structural BMPs

- Storm drain stenciling and signage, proper trash storage and loading dock design, efficient irrigation, and landscape design.

Treatment Control BMPs

- CONTECH StormFilter will be used in the three on-site manhole installations.
- Media filters will be used in the CONTECH Storm Filters.

PDF 4.10-2 Prior to approval of the first mass grading plan, the Applicant shall submit a Proposed Storm Drain Improvement Plan to the Public Services Department for review and approval. The plan shall demonstrate substantial conformance with the Orange County Hydrology Manual for design of lateral storm drains and catch basins. Proposed storm drain improvements include:

- Line "A" – One new catch basin is proposed and the relocation of an existing catch basin to accommodate widening and re-alignment of the on-site drive aisle.
- Line "B" – No new facilities are proposed. The Line B system will drain to an existing lateral located on the northern side of the property or directly to an Avenue of the Arts lateral. The tie-in location will be decided as building plans progress.
- Line "C" – One new Avenue of the Arts storm drain connection is proposed to drain the southern portion of the site. The new line will include two on-site inlets.

Mitigation Measures

MM 4.10-1 Prior to the issuance of grading permits, the Applicant shall verify that structural BMPs have been permanently incorporated into the project plans. Such BMPs shall ensure that pollutants from project-related storm water runoff are mitigated consistent with applicable State and local standards.

MM 4.10-2 The Applicant shall assume all BMP inspection and maintenance responsibilities for the project. The Property-owners Association (POA) fees will provide the funding mechanism for long-term BMP maintenance.

MM 4.10-3 Prior to the issuance of any grading permits, the Applicant shall submit to the Development Services Department for review and approval a Water Quality Management Plan that:

- addresses site design BMPs such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas;
- incorporates the applicable Routine Source Control BMPs as defined in the DAMP;
- incorporates Treatment Control BMPs as defined in the DAMP;
- generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs;

- identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs; and
- describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.

MM 4.10-4 Prior to the issuance of grading permits, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and be available for review on request.

MM 4.10-5 Prior to issuance of building permits, the Applicant shall provide proof of an NPDES permit from the RWQCB—consistent with Order No. ~~R8-2004-0021~~ R8-2010-0062 and NPDES No. ~~CAG998002~~ CAS618030—to the City of Costa Mesa for dewatering activities.

MM 4.10-6 Prior to the issuance of grading permits, the Applicant shall prepare drainage plans for the Public Services Department's review and approval. The Drainage Plan shall define the exact size and location of drainage facilities, and shall address standing water on the project site during project grading.

MM 4.10-7 Prior to the issuance of grading permits, the Applicant shall pay drainage impact fees. The Project Developer shall be responsible for the drainage impact fees that are in place at the time grading permits are issued.

4.11 LAND USE AND PLANNING

4.11.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

As discussed in the Initial Study for FEIR 1054, the previously approved project would neither physically divide an established community, nor would it conflict with a habitat conservation plan or natural community conservation plan. The site is located in an existing developed area. The previously approved project required a General Plan Amendment to allow for a site-specific density increase to 44 dwelling units per acre under the existing High Density Residential land use designation and a Specific Plan Amendment to allow for modifications to the allowable floor-area ratio and the maximum number of allowable hotel rooms and dwelling units and to establish flexibility to modify the overall mix of hotel rooms and dwelling units. A Zoning Code amendment was not required for the previously approved project.

According to the analysis presented in FEIR 1054, the previously approved project, as conditioned through the proposed General Plan and Specific Plan amendments, was found to be consistent with the *City of Costa Mesa 2000 General Plan* and the *North Costa Mesa Specific Plan.* A consistency analysis was also presented, which concluded that the previously approved project was consistent with the Southern California Association of Governments' (SCAG's) Compass Growth Vision, 2004 Regional Transportation Plan, and 1996 Regional Comprehensive Plan and Guide.

As discussed in FEIR 1054, development associated with the previously approved project was designed to maximize pedestrian and bicycle accessibility, and all development goals, standards,

and policies would be addressed and met through site-specific Final Master Plan review and approval.

4.11.2 PROJECT ENVIRONMENTAL REVIEW

Based on existing entitlements and according to the analysis presented in FEIR 1054, the overall mix of hotel rooms and residential units may be modified, but cannot exceed an overall total of 320 hotel rooms/dwelling units. The proposed project would retain the existing 238-room hotel and would construct a 23-level residential high-rise tower with up to 100 condominium units; as part of the project, a variance is requested from the maximum number of units to increase the maximum allowable hotel room/dwelling unit count from 320 to 338. The variance request involves a deviation from the Specific Plan regarding the maximum number of hotel rooms (200 rooms allowed; 238 rooms proposed). The Specific Plan indicates that the development may be allowed up to a combined maximum of 320 hotel rooms/dwelling units, provided that the maximum number of hotel rooms in the mixed-use development does not exceed 200 rooms. The Specific Plan also promotes development flexibility if it can be demonstrated that the traffic generation characteristics are comparable to the originally-approved project (referred to as Development Option #1 in the NCMSP). In this case, the trip generation of the revised project is comparable to the previous approval. A finding is required that the granting of a variance from the Specific Plan is consistent with the principles, intent and goals of the Specific Plan .Adherence to the standard conditions from FEIR 1054, identified below, would ensure that no new impacts related to land use would occur.

Because of the incremental increase in the number of units, the proposed project would meet the required floor area ratio (FAR) of 2.12 and the anticipated trip generation would be minimal, the proposed project would be consistent with the City's General Plan and with the *North Costa Mesa Specific Plan*. No amendments to the Zoning Code, Specific Plan, or General Plan would be required. Therefore, no impacts related to this issue are anticipated, and no mitigation is required.

Related Planning Programs

The goals and policies incorporated in the City's General Plan provide a basis for analyzing potential proposed project impacts. As discussed above, a consistency analysis of the proposed project with applicable goals and policies from the General Plan was prepared for FEIR 1054. Additionally, the consistency analysis found that the previously approved project would also be consistent with the *North Costa Mesa Specific Plan* and SCAG's Compass Growth Vision, 2004 Regional Transportation Plan, and 1996 Regional Comprehensive Plan and Guide. The proposed project would not vary substantially from the previously approved project; therefore, the consistency analysis presented in FEIR 1054 would be applicable for the proposed project. The goals and policies have not changed and the elements of the proposed project and MMs are similar to the previously approved project evaluated in FEIR 1054. The proposed project would be consistent with the relevant goals and polices related to noise and there would be no impact.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact, nor would it create a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce

mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the land use and planning analysis provided in FEIR 1054.

Mitigation Program

FEIR 1054's Mitigation Program includes measures to reduce potential impacts associated with the Wyndham Boutique Hotel/High-Rise Residential project to less than significant levels. The following measures from FEIR 1054 would also be applicable to the proposed project.

Standard Conditions

SC 4.11-1 Prior to site plan approval, the Applicant shall submit to the Planning Division, for review and approval, project plans that comply with the Development Standards as set forth in the *North Costa Mesa Specific Plan* and *Zoning Code*. In addition, all site development shall be subject to all standard conditions of approval imposed by the City.

4.12 MINERAL RESOURCES

4.12.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

FEIR 1054 did not address mineral resources. The Initial Study prepared for the EIR indicated that the previously approved project would not result in loss of availability of a known mineral resource of value or a mineral resource recovery site. No impacts related to this environmental topic were anticipated as a result of previously approved project implementation, and no mitigation was required.

4.12.2 PROJECT ENVIRONMENTAL REVIEW

The area proposed for development of the proposed project is located within the same development footprint analyzed as part of FEIR 1054. Based on review of the proposed project site, conditions and uses on the three-acre site have not changed since certification of FEIR 1054; therefore, development of the proposed project would not result in impacts to mineral resources.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the mineral resources analysis provided in FEIR 1054.

4.13 NOISE

4.13.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

FEIR 1054 concluded that, because the noise levels associated with construction of the previously approved project would be temporary and because construction noise during typical construction hours is exempt by the City of Costa Mesa (City) Noise Ordinance, no significant impact would occur. The City recognized that, even with compliance with the Noise Ordinance, construction noise impacts could be a nuisance to nearby land uses. A standard condition relative to truck routes and limiting the number of daily truck trips was included in the previously approved project, which ensured that a significant impact would not occur.

FEIR 1054 concluded that typical construction and demolition activities would result in vibration in the immediate vicinity of the previously approved project site, and the impact would be less than significant.

Additionally, long-term previously approved project-generated traffic noise to off-site receptors would be less than significant. The implementation of mitigation measures (MMs) relative to parking garage design, loading dock design and operations, and mechanical equipment siting would be required to reduce noise impacts from on-site operations to off-site land uses to a less than significant level.

According to FEIR 1054, proposed residential units on the west side of the residential tower facing Avenue of the Arts, without mitigation, may be exposed to traffic noise resulting in interior levels in excess of 45 decibels (dBA) on the Community Noise Equivalent Level (CNEL). Implementation of recommended mitigation would reduce noise impacts to a level that is considered less than significant. Additionally, noise impacts from John Wayne Airport would be less than significant and the previously approved project would be consistent with the City's relevant General Plan goals and policies.

4.13.2 PROJECT ENVIRONMENTAL REVIEW

Existing Noise Environment

The proposed project site is located in an area dominated by office, hotel, and retail land uses; the noise environment is characterized as urban. The site is also within one mile of I-405, SR-55, and John Wayne Airport. Vehicles traveling on the highways and the local roads are the primary sources of noise in the site vicinity. The traffic analysis prepared for the proposed project indicates that traffic volumes on Avenue of the Arts are similar to those assumed in FEIR 1054 (Stantec 2014); therefore the existing noise levels at and near the proposed project site are similar to those measured in 2007. Noise levels at 3400 Avenue of the Arts Apartments (north of the proposed project site) and at the Lakes Pavilions (south of the proposed project site) ranged from hourly average noise level (L_{eq}) of 55 to 56 dBA at the time FEIR 1054 was prepared, and the current noise environment has not changed.

Traffic volume data for 2010 for Bristol Street and Sunflower Avenue show 2010 volumes are the same or less than existing volumes used in the FEIR 1054 noise analysis (Costa Mesa 2010). Existing aircraft noise contours for John Wayne Airport are shown in Exhibit 7, Current (2013) Aircraft Noise Contours for John Wayne Airport (County of Orange 2014).

The City's General Plan has not changed since the adoption of FEIR 1054. However, the City's Municipal Code (Title 13, Chapter XIII, Noise Control, Section 13-279, Exceptions for

Source: L&B 2014

Current (2013) Aircraft Noise Contours for John Wayne Airport

Exhibit 7

Wyndham Hotel and High-Rise Residential Project

BonTerra PSOMAS

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Construction) has been revised to add conditions and to modify the hours for construction noise as follows:

> The provisions of this chapter shall not apply to the following:
>
> (a) Emergency machinery, vehicles, or work; or
>
> (b) Construction equipment, vehicles, or work between the following approved hours, provided that all required permits for such construction, repair, or remodeling have been obtained from the appropriate city departments.

Hours for Construction Activities

7:00 a.m. through 7:00 p.m.	Mondays through Fridays
9:00 a.m. through 6:00 p.m.	Saturdays
Prohibited all hours	Sundays and the following specified federal holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day

Additionally, terms of The Lakes – Costa Mesa Association Settlement Agreement further limit the hours and activities of construction on the proposed project site as follows:

Hours for Construction Activities

Monday through Friday	7:00 a.m. through 8:00 a.m.	Construction activities limited to mobilization only
	8:00 a.m. to 7:00 p.m.	All construction activities permitted
Saturdays	8:00 a.m. to 9:00 a.m.	Construction activities limited to mobilization only
	9:00 a.m. to 3:00 p.m.	All construction activities permitted
	3:00 p.m. to 4:00 p.m.	Construction activities limited to demobilization only

Construction-Related Impacts

Proposed project construction would be limited to the hours and activities specified as part of The Lakes – Costa Mesa Association Settlement Agreement (refer to revised SC 4.13-1). These limits are more restrictive than in Standard Condition (SC) 3.7-1 from FEIR 1054.

As stated in FEIR 1054, on-site demolition and construction noise represents a temporary increase in ambient noise levels. Noise generated by construction equipment—including trucks, graders, bulldozers, concrete mixers and portable generators—can reach levels ranging from 70 dBA to 95 dBA at a receptor located 50 feet from the source. At 200 feet, peak construction noise levels would range from 58 dBA to 83 dBA. At 400 feet, the peak noise levels would range from 52 dBA to 77 dBA. Note that these noise levels are based on worst-case conditions. Typically, noise levels near the site would be less. Most of the proposed project grading and

construction would use typical construction equipment with graders, scrapers, tractors, trucks, and loaders generating the greatest noise levels. No pile driving activities would be required.

The nearest residences to construction activities are located to the north at approximately 40 feet from the nearest point of the proposed project site in 3400 Avenue of the Arts apartment community. At this distance, peak demolition and construction noise levels could range between 72 dBA and 97 dBA at these residences. During peak activity periods nearest these homes, average noise levels from construction activities would be expected to exceed 85 dBA on a regular basis. The majority of the proposed project site is more than 100 feet from any one of these residences. Average construction noise levels at the nearest homes to the north would be expected to be in the high 70s dBA range. Construction noise impacts from the site could be a nuisance to nearby land uses, as stated in FEIR 1054, but would not be greater than described in FEIR 1054.

As discussed in Section 3.3 Project Description, the project would include shuttle trips to and from the temporary parking area(s) during construction of the parking garage. These trips would occur over a limited time (approximately 10 months) and the number of anticipated trips would be nominal, as discussed further in Section 4.17, Transportation and Traffic. Therefore, the temporary addition of shuttle traffic to the surrounding local roadways would not create a significant noise impact.

As previously discussed, the traffic analysis for the proposed project shows that traffic volumes on Avenue of the Arts are similar to those assumed in the FEIR 1054 noise analysis. Therefore, as indicated in FEIR 1054, if an additional 200 trucks travel on Avenue of the Arts during a 24-hour period, the traffic noise CNEL along the road would increase by 2.4 dBA. This is less than the 3 dBA significance threshold identified in FEIR 1054, and construction traffic would result in less than significant impacts as long as the truck trips to and from the site do not exceed 200 (100 trips to site plus 100 trips from the site) trips per day. The maximum intensity of truck trips is anticipated during excavation for the parking garage, an estimated 1,060 round trips in 20 days or an average of 53 trips to the site plus 53 trips from the site per day. This truck trip rate is less than the limit stated in FEIR 1054. However, the limit from FEIR 1054 would be retained for the proposed project as identified in SC 3.7-2.

Groundborne Vibration

FEIR 1054 states, "Operation of heavy construction equipment can generate noticeable vibration in the immediate vicinity of the equipment. Vibration levels from most heavy construction equipment are typically not perceived as severe or annoying and drop off rapidly to an undetectable level over a short distance (approximately 10 to 20 feet)". The FEIR then concludes that typical construction and demolition activities would result in vibration in the immediate vicinity of the proposed project site. However, these vibration levels would not be considered excessive. The anticipated vibration impacts for the proposed project would be the same as anticipated in FEIR 1054. The impact would be less than significant.

Long-Term Off-Site Noise Impacts

Proposed Project-Generated Traffic Noise

FEIR 1054 identified that long-range (2025) substantial cumulative traffic noise increases (greater than the 3 dBA) would occur due to traffic growth along Avenue of the Arts south of Anton Boulevard, along Town Center Drive between Park Center Drive and Avenue of the Arts, and along Anton Boulevard east of Sakioka Drive. The proposed project-generated contribution to each of these increases was indicated to be less than 0.1 dBA. Because the proposed project

does not have the retail and restaurant components that were included in the previously approved project, the proposed project would have fewer average daily trips (ADT) than anticipated in FEIR 1054; 672 ADT for the proposed project as compared with 771 ADT for the previously approved project (Stantec 2014). Therefore, the proposed project would have the same or fewer additions to off-site traffic noise impacts as forecasted in FEIR 1054. The impact would be less than significant.

On-Site Activities

The FEIR 1054 noise analysis stated that parking structure activity would not be a significant noise source. However, FEIR 1054 included MM 3.7-1 to ensure that all feasible sound attenuation in compliance with the Noise Ordinance has been incorporated into parking structure design. MM 3.7-1 would be retained for the proposed project.

FEIR 1054 identified potential noise impacts to 3400 Avenue of the Arts apartment community's residences located adjacent to the previously approved project site on the north from loading dock operations and included MM 3.7-2 to require loading dock design and operations to comply with Noise Ordinance requirements. The proposed project would have a ground-level loading dock on the north side of the residential tower with a similar potential noise impact. Therefore, MM 3.7-2 would be retained for the proposed project to limit the impact to a less than significant level.

FEIR 1054 also identified potential noise impacts to 3400 Avenue of the Arts apartment community's residences from mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] units) and included MM 3.7-3 to require that previously approved project mechanical equipment installation comply with Noise Ordinance requirements. Mechanical equipment specifications and locations have not been specified for the proposed project. Therefore, MM 3.7-3 would be retained for the proposed project to limit the impact to a less than significant level.

With incorporation of MMs 3.7-1, 3.7-2, and 3.7-3, impacts from proposed project noise sources to off-site receptors would be less than significant.

Long-Term On-Site Noise Impacts

FEIR 1054 shows that future noise generated by traffic on Avenue of the Arts is expected to reach 65 CNEL at the previously approved project site. The City General Plan Noise Element standard requires that interior noise levels do not exceed 45 dBA CNEL. To ensure acceptable noise levels, FEIR 1054 MM 3.7-4 requires a noise study for all living units on the west side of the residential tower facing Avenue of the Arts. This report shall describe and quantify the noise sources impacting the building(s); the amount of outdoor-to-indoor noise reduction provided by the design in the architectural plans; and any upgrades required to meet the interior noise standards. Future noise conditions at the proposed residential tower are expected to be similar to those described in FEIR 1054, and FEIR MM 3.7-4 would be incorporated into the proposed project. With this MM, the impact would be less than significant.

Aircraft Noise Exposure

The proposed project site is located slightly over a mile northwest of John Wayne Airport and is located outside the direct flight path. Exhibit 7 shows the 2013 annual noise contours for John Wayne Airport, and Exhibit 8, Projected Future (2026-2030) Aircraft Noise Contours for John Wayne Airport, shows the projected noise contours. Based on these exhibits, the proposed project site is outside the 60 CNEL aircraft noise contour and, as a result, aircraft noise would not be significant at the proposed project site.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the noise analysis provided in FEIR 1054.

Mitigation Program

FEIR 1054's Mitigation Program includes measures to reduce potential noise impacts associated with the previously approved project to less than significant levels. The following measures from FEIR 1054 would also be applicable to the proposed project. Any modifications to the original measures are shown in ~~strikethrough~~ for deleted text, and new, inserted text is underlined. SC 4.13 was revised to reflect the conditions as stated in The Lakes – Costa Mesa Association Settlement Agreement.

Standard Conditions

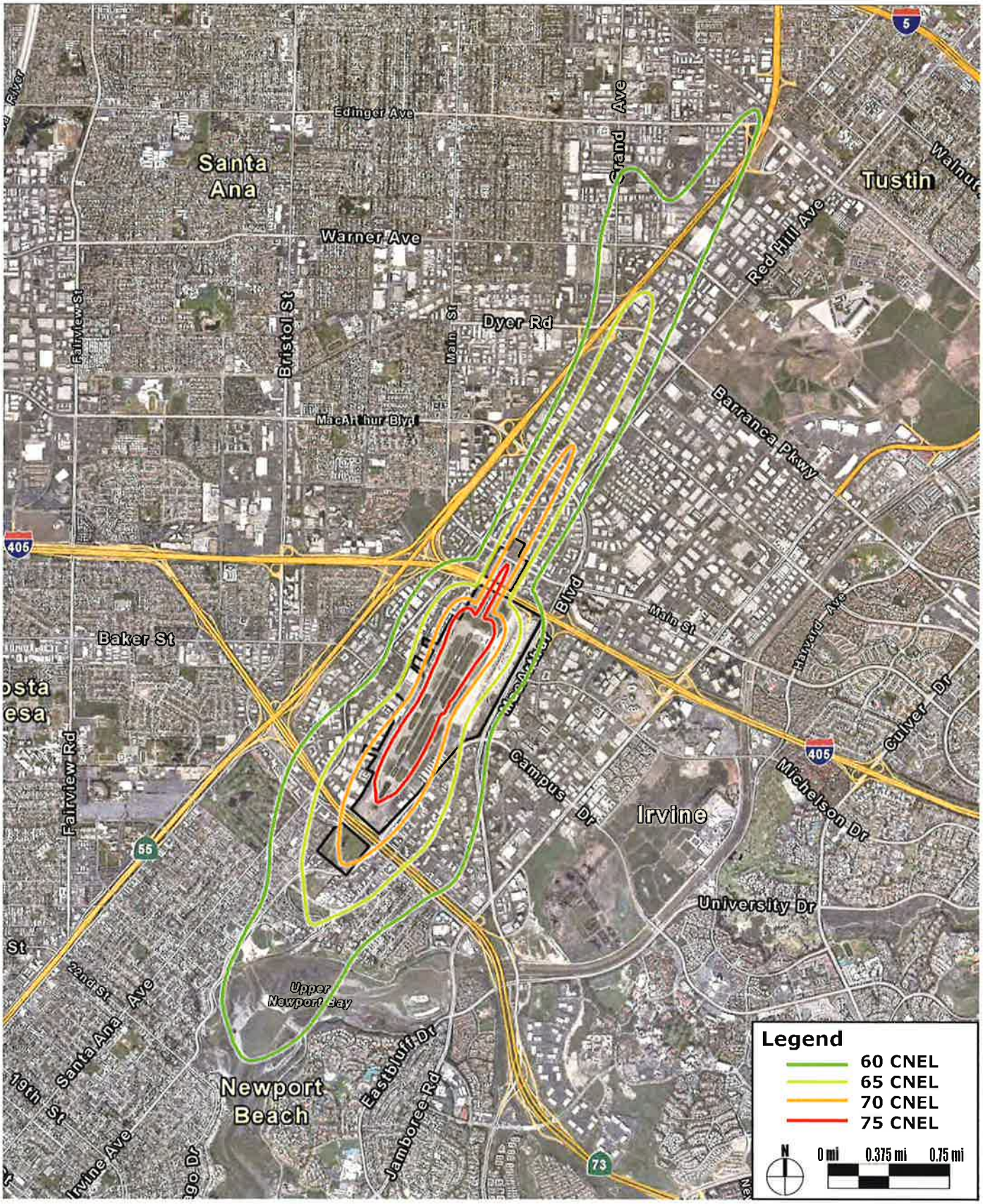
SC 4.13-1 ~~The City of Costa Mesa Noise Ordinance exempts several categories of noise sources.~~ Construction activities shall be limited to the following hours and activities (with the exception of federal holidays):

Hours for Construction Activities

Monday through Friday	7:00 a.m. through 8:00 a.m.	Construction activities limited to mobilization only
	8:00 a.m. to 7:00 p.m.	All construction activities permitted
Saturdays	8:00 a.m. to 9:00 a.m.	Construction activities limited to mobilization only
	9:00 a.m. to 3:00 p.m.	All construction activities permitted
	3:00 p.m. to 4:00 p.m.	Construction activities limited to demobilization only

~~—including construction activities—which take place between the hours of 7:00 AM and 8:00 PM, seven days a week~~ Construction activities are prohibited on Sundays and federal holidays. All noise-generating construction activities should be limited to these hours.

SC 4.13-2 The Applicant shall prepare a truck route plan for review and approval by the City of Costa Mesa Transportation Services Division prior to the approval of the construction access permit. The truck route plan shall preclude truck routes through residential areas, including Avenue of the Arts north of the project site and



Source: L&B 2014

Projected Future (2026–2030) Aircraft Noise Contours for John Wayne Airport

Exhibit 8

Wyndham Hotel and High-Rise Residential Project

BonTerra PSOMAS

(01/26/15 JAZ) R:\Projects\CMX_Costa\002000\Graphics\Addendum\ex8_ProjectedAirNoiseContours.pdf

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Sunflower Avenue. The total truck trips to the site shall not exceed 200 trucks per day (i.e., 100 truck trips to the site plus 100 truck trips from the site).

Mitigation Measures

MM 4.13-1 The Applicant shall submit detailed plans for the parking structure prior to the issuance of a grading or building permit for the structure. Said plans shall be accompanied by an acoustical study prepared by a qualified Acoustical Consultant. The acoustical study shall demonstrate that all feasible sound attenuation in compliance with the Noise Ordinance has been incorporated into parking structure design, including but not limited to brushed driving surfaces (textured), limited openings oriented toward sensitive noise sources, etc.

MM 4.13-2 Prior to issuance of the first building permit, a detailed acoustical study using architectural plans shall be prepared by a qualified Acoustical Consultant and shall be submitted to the Planning Division addressing delivery truck/loading dock operations adjacent to residences. The measures described in the report shall be incorporated into the architectural plans for the delivery/truck loading dock area to ensure compliance with the Noise Ordinance.

MM 4.13-3 Prior to issuance of the first building permit, a detailed acoustical study using architectural plans shall be prepared by a qualified Acoustical Consultant and shall be submitted to the Planning Division addressing mechanical equipment. This study shall address any mechanical equipment to be sited within 71 feet of off-site residences. The measures described in the report shall be incorporated into the architectural plans for mechanical equipment to ensure compliance with the Noise Ordinance.

MM 4.13-4 Prior to issuance of the first building permit, a detailed acoustical study using architectural plans shall be prepared by a qualified Acoustical Consultant and shall be submitted to the Planning Division for all living units on the west side of the residential tower facing Avenue of the Arts. This report shall describe and quantify the noise sources impacting the building(s), the amount of outdoor-to-indoor noise reduction provided by the design in the architectural plans, and any upgrades required to meet the interior noise standards (45 CNEL for residences). Noise standards shall be met with all doors and windows closed. Alternatively, the Applicant can show that based on the building location relative to the roadway and any intervening topography and structures that it meets the appropriate interior noise standard with open windows. The measures described in the report shall be incorporated into the architectural plans for the buildings and implemented with building construction.

The person preparing the report shall, under the direction of a person experienced in the field of acoustical engineering, perform an inspection of the project prior to or at the time of the framing inspection to certify that construction techniques comply with the recommendations within the acoustical analysis. Upon completion of the subject structures, field tests may be required by the Planning Division ~~under the provisions of Title 25~~.

4.14 POPULATION AND HOUSING

4.14.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

As set forth in the Initial Study for FEIR 1054, the previously approved project would neither displace existing housing, nor would it displace people and necessitate the construction of replacement housing. At the time FEIR 1054 was certified, no permanent housing opportunities existed on the previously approved project site.

According to FEIR 1054, the previously approved project would result in population growth as a direct consequence of its housing growth. It was determined that the previously approved project's estimated population of 300 people would represent approximately 2 percent of the total projected population increase in the City of Costa Mesa by 2035, which would not represent a significant impact. Therefore, it was concluded that the previously approved project's population growth is consistent with the population projections.

The previously approved project's housing would be consistent with the Housing Element's effort to increase housing production to meet its fair share of regional housing needs, as required by State law. Additionally, the previously approved project would contribute toward achieving the Regional Housing Needs Assessment (RHNA) housing construction target for Above-Moderate Income housing units and would provide housing opportunities within one of the region's employment centers.

FEIR 1054 concluded that the previously approved project would not create a significant number of new, permanent employment opportunities. Rather, renovation of the existing hotel would potentially reduce the number of hotel employment positions from 96 to 80 (at a rate of 1 employee per 2.5 rooms).

FEIR 1054 concluded that the previously approved project would have no significant adverse impacts to population, housing, or employment, and the incremental contributions to cumulative population, housing, and employment impacts in the SCAG region would be less than significant.

4.14.2 PROJECT ENVIRONMENTAL REVIEW

Development would occur within the same physical impact area as what was previously analyzed in FEIR 1054. Consistent with the analysis presented in FEIR 1054, development of the proposed project would not displace any existing housing or people.

The proposed project would involve the development of 100 for-sale condominium units, which represents a reduction in the number of approved dwelling units on the proposed project site when compared to the previously approved project. Based on the population figures used for FEIR 1054, the proposed project would generate approximately 250 new residents. This projected population increase would be less than the increase of 300 new residents, as identified in FEIR 1054. Consistent with FEIR 1054 findings, this anticipated population growth is not considered to be significant because it represents an incremental increase over the City's existing population. Further, the increase in housing and associated population resulting from the proposed project is assumed in local and regional projections for the City. Because the proposed project is largely an infill project involving the redevelopment of an existing developed area, implementation of the proposed project would not induce substantial growth in the immediate vicinity of the proposed project site or elsewhere beyond what is currently planned in the approved *North Costa Mesa Specific Plan.*

The proposed project is not expected to create a significant number of new, permanent employment opportunities. The proposed project would retain the existing hotel with 238 rooms and the anticipated loss of employment positions associated with the reduction in hotel rooms and the elimination of the retail component and restaurant remodel, as evaluated in FEIR 1054, would not occur with the proposed project. It is expected that there would be limited permanent employment positions associated with the residential tower (e.g., concierge services), and this is consistent with the anticipated employment associated with the residential tower, as analyzed in FEIR 1054.

Therefore, no new impacts associated with anticipated population, housing, and employment growth would occur beyond what was previously identified. The impact would be less than significant.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the population and housing analysis provided in FEIR 1054.

4.15 PUBLIC SERVICES

4.15.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

Police Protection

As stated in FEIR 1054, the previously approved project would increase the population in the City of Costa Mesa. The Police Department indicated that the previously approved project would result in additional calls for service based on the increase in population and vehicle traffic to the area. However, the previously approved project would not impact the project area, and the same number of officers would be deployed to each area. Potential impacts related to police protection would be mitigated to less than significant levels and implementation of standard conditions related to building and site safety design recommendations from the Police Department and continued coordination with the Police Department would ensure adequate police protection services would be provided to the previously approved project site.

Fire Protection

As stated in FEIR 1054, the previously approved project would increase the City's population, resulting in an increase in service calls to the Fire Department. The Fire Department indicated that they had adequate resources to serve the previously approved project; however, an additional paramedic engine company with four additional personnel per shift was recommended for Fire Station 6. It was concluded that implementation of mitigation requiring payment of fees to fund a new paramedic engine would mitigate potential impacts to a less than significant level. Additionally, implementation of standard conditions and compliance with the recommendations of

the "Standard Building and Fire Requirements for High-Rise Buildings" would ensure acceptable levels of fire safety and fire emergency response to the previously approved project.

Schools

According to FEIR 1054, the previously approved project would include 120 residential units. Based on student generation rates provided by the Newport Mesa Unified School District (NMUSD), the previously approved project would generate a total of 26 students.

It was determined that the Project Applicant would be subject to payment of school impact fees (as provided for by State law) at the time of issuance of building permits for the Project which, according to Section 65998 of the *California Government Code,* would provide full and complete mitigation of the previously approved project's impacts on school facilities. Therefore, the potential impacts to school services would be considered less than significant and no additional mitigation measures would be required.

Parks and Recreation

According to FEIR 1054, the previously approved project would generate additional residents, which would increase the demand on recreational opportunities in the City. It was anticipated that residents of the previously approved project would use existing neighborhood and recreational facilities. FEIR 1054 concluded that the Project Applicant would be required to contribute funds to the Parks and Recreation Department in lieu of parkland dedication. Costa Mesa assesses a park impact fee based on the approved fee schedule at the time of Final Master Plan submittal. Park fees would enable the City to make improvements to existing parkland to serve the proposed demand from new residents. Therefore, through payment of park fees, impacts on parks would be less than significant.

Library Service

According to FEIR 1054, the General Plan 2000 EIR identified less than significant impacts to library services because the libraries are operating over the Orange County Public Library (OCPL) standard for service and because the OCPL did not identify direct significant impacts on these facilities. Using this same approach, it was determined that the previously approved project would result in less than significant impacts on library services. However it was determined that the Project Applicant would be required to pay library impact fees if a program is established by the City. These fees would assist in funding library services in the City.

4.15.2 PROJECT ENVIRONMENTAL REVIEW

Consistent with the analysis in FEIR 1054, the proposed project would result in an increased demand for police and fire services; an increase in the number of students in the NMUSD; and an increased demand for library and parks and recreational amenities resulting from an overall increase in population on the proposed project site. However, the proposed project would reduce the number of approved dwelling units for the site and would not introduce any land uses beyond what was previously evaluated in FEIR 1054.

Therefore, although the demands for public services would be increased with the proposed project beyond existing conditions, these impacts would be consistent with or less than what was previously evaluated in FEIR 1054.

Implementation of the standard conditions and mitigation measures identified below would continue to reduce potential impacts to less than significant levels, and no new impacts would

occur. No new significant impacts or substantially more severe impacts beyond what was previously identified related to public services would occur.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact and it would not create a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the public services analysis provided in FEIR 1054.

Mitigation Program

FEIR 1054's Mitigation Program includes measures to reduce potential impacts associated with the Wyndham Boutique Hotel/High-Rise Residential project to less than significant levels. The following measures from FEIR 1054 would also be applicable to the proposed project.

Standard Conditions

Fire Protection

SC 4.15-1 Prior to the issuance of building permits, the Applicant shall submit project designs and specifications for review and approval by the Fire Department with respect to compliance with all standard conditions for building design regarding public safety, including but not limited to, fire flow capacity, fire hydrant location, vehicular access, and sprinkler systems.

SC 4.15-2 Emergency vehicle parking areas shall be designated within proximity to buildings to the satisfaction of the Fire Marshal.

SC 4.15-3 Each project component shall provide sufficient capacity for fire flows required by the Fire Department.

SC 4.15-4 Vehicular access shall be provided and maintained as serviceable, throughout construction, to all required fire hydrants.

SC 4.15-5 All high-rise project developments shall be equipped with an automatic fire sprinkler system.

SC 4.15-6 The Applicant shall comply with standard building and fire regulations for high-rise buildings to the satisfaction of the Fire Marshal and Building Official.

Police Protection

SC 4.15-7 The Applicant shall comply with the Public Safety Radio System Coverage Ordinance (included in the standard building and fire regulations for high-rise buildings) to the satisfaction of the Police Chief.

SC 4.15-8 Prior to the issuance of building permits, the Applicant shall submit project designs and specifications for review and receive approval by the Police Department with respect to compliance with all standard conditions for building design regarding public safety, including but not limited to, lighting, address numbers, building standards, live media cameras with direct feed, landscaping, and emergency vehicle parking.

SC 4.15-9 Required building address numbers shall be readily apparent from the street, and rooftop building identification shall be readily apparent from police helicopters for emergency response agencies.

Schools

SC 4.15-10 The Applicant shall pay school impact fees.

Parks and Recreation

SC 4.15-11 The Applicant shall pay park impact fees in the amount of $10,829.00 per multi-family unit prior to the approval of the final map by the City Council.

Library

SC 4.15-12 Prior to issuance of building permits, the Applicant shall pay a library services impact fee for the development costs for expanded or new library facilities pursuant to the Library Services Impact Fee Program, if such a program is established.

Mitigation Measures

MM 4.15-1 Prior to the issuance of building permits, the Applicant shall pay its pro rata share of a new, fully equipped paramedic engine, equal to $469.35 per unit to the Fire Department.

MM 4.15-2 Prior to the issuance of a grading permit, a construction security service shall be established at the construction site. Initially, the service shall ensure that no unauthorized entry is made into the construction area. For the duration of each phase of construction, the Applicant shall provide sufficient on-site security personnel on a 24-hour, 7-day-a-week basis to patrol all areas of construction and to prohibit unauthorized entry.

MM 4.15-3 During project construction and operation, the Applicant shall ensure that private on-site security is provided.

MM 4.15-4 Prior to issuance of building permits, the Applicant shall pay pro rata shares of fees to the Police Department for the increased service capacity necessary to accommodate the development site, if such a police impact fee program is established.

MM 4.15-5 Prior to issuance of building permits, the Applicant shall comply with direct media feeding devices required by the Police Department for increased safety necessary to serve the development site, if such a police program is established.

4.16 RECREATION

4.16.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

FEIR 1054 did not separately address recreation. As discussed in Section 4.15, Public Services, of FEIR 1054, the previously approved project would generate additional residents which would increase demand on recreational opportunities in the City. Although the previously approved project does not provide for on-site public parkland, it would include on-site recreational amenities such as a fitness room, swimming pool, and meditation garden, which are typical of high-rise residential developments. It can be anticipated that residents of the previously approved project would use existing neighborhood and recreational facilities.

As discussed in FEIR 1054, the City has initiated a program focusing on the improvement and versatility of existing parks in order to better serve the community. The Project Applicant would be required to contribute funds to the Parks and Recreation Department in lieu of parkland dedication. The City assesses a park impact fee based on the approved fee schedule at the time of Final Master Plan submittal. Park fees would enable the City to make improvements to existing parkland to serve the proposed demand from new residents. Therefore, through payment of park fees, impacts on parks would be less than significant.

4.16.2 PROJECT ENVIRONMENTAL REVIEW

As discussed previously, the proposed project would generate approximately 250 new residents. This projected population increase would be less than the increase of 300 new residents, as identified in FEIR 1054. Therefore, the anticipated demand for recreation uses, parklands, and park facilities would also be less than what was analyzed and approved as part of FEIR 1054. Additionally, and consistent with the analysis provided in FEIR 1054, the Project Applicant would be required to pay park impact fees prior to the approval of the final map by the City Council (refer to SC 4.15-11, in Section 4.15, Public Services). No new significant impacts or substantially more severe impacts beyond what was previously identified related to recreational uses would occur.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the recreation analysis provided in FEIR 1054.

4.17 TRANSPORTATION AND TRAFFIC

4.17.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

According to EIR 1054, the previously approved project would not result in any of the study area intersections exceeding the City of Costa Mesa standard of level of service (LOS) D under the short-range plus project condition. Furthermore, the previously approved project's contribution to the Intersection Capacity Utilization (ICU) is between 0.01 and 0.02 and is not considered a

substantial increase in traffic in the study area. Under long-range plus project conditions, all traffic study area intersections are projected to operate at an acceptable LOS with the exception of Bristol Street at Sunflower Avenue which is projected to operate at LOS E in the PM peak hour. Under the thresholds of significance set forth in FEIR 1054, and assuming adherence with the identified standard conditions, the previously approved project does not contribute significant levels of traffic to this intersection, and no significant impacts were identified. FEIR 1054 also concluded that the previously approved project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

4.17.2 PROJECT ENVIRONMENTAL REVIEW

The following analysis is based on the *3350 Avenue of the Arts/Wyndham Hotel and Condominium Project Trip Generation Analysis Summary*, prepared by Stantec Consulting Services Inc. (Stantec 2014), which is included as Appendix D.

The Project consists of 100 condominium units proposed for development adjacent to the existing Wyndham Hotel; the hotel use would remain in its current condition. The currently proposed project would generate 672 daily trips, which represents a reduction of 99 daily trips when compared to the previously approved project. During the peak hours, the proposed project would increase the AM peak hour trip generation by 18 trips and would reduce the PM peak hour trip generation by 11 trips. Table 10 summarizes the tip generation for the proposed project and compares it to the previously approved project's trip generation.

TABLE 10
TRIP GENERATION AND TRIP RATE SUMMARY

Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Previously Approved Project								
Condo	120 du	12	49	**61**	49	26	**74**	806
Retail	1.74 TSF	1	1	**2**	3	4	**7**	75
Bar/Lounge	3.45 TSF	1	1	**2**	17	9	**26**	310
Hotel Room Removal	38 Rooms	-15	-11	**-26**	-13	-14	**-27**	-339
Internal Capture (10 percent)		-1	-5	**-6**	-5	-2	**-7**	-81
Total Trips – Previously Approved Project		-2	35	**33**	50	23	**73**	771
Proposed Project								
Condominiums	100 du	10	41	**51**	40	22	**62**	672
Net Change – Proposed vs. Approved		*12*	*6*	***18***	*-10*	*-1*	***-11***	*-99*
Trip Rates								
Condominium		0.10	0.41	**0.51**	0.40	0.22	**0.62**	6.72

ADT: average daily traffic; du: dwelling units; TSF: thousand square feet.

Numbers may not add due to rounding.

Source: Stantec 2014.

As discussed in FEIR 1054, for the previously approved project, the study intersections would operate at LOS B or better under short-range conditions and LOS C or better under long-range conditions during the AM peak hour. Although the proposed project would generate 18 more AM peak hour trips than the previously approved project, there is a reduction of 11 trips from the previously approved project during the PM peak hour and a reduction of 99 trips for the day. The projected increase of 18 trips in the AM peak hour would be considered nominal and

would not have a significant impact on the adjacent circulation system as the surrounding intersections are currently operating at better than acceptable conditions. The proposed project would have no significant impact on the study intersections.

The proposed project would access Avenue of the Arts from an existing driveway located at the traffic circle, which is located approximately midway between Sunflower Avenue and Anton Boulevard. As discussed in Section 3.0, Project Description and Setting, access to Avenue of the Arts would also be available from the Wyndham Hotel main driveway; however, since this driveway is right-turn only and vehicles would have to pass through the hotel lobby drop-off area, an insignificant amount of project trips would be expected to use the hotel driveway. To assess impacts on the traffic circle for worst-case conditions, all project trips have been assumed to use the traffic circle driveway for access.

Due to the traffic circle's small diameter, the proposed project's driveway would be configured with stop-sign control so that it operates as a three-leg unsignalized intersection rather than allowing the traffic circle to operate as a roundabout. According to the 2014 Trip Generation Analysis Study, based on background intersection volumes presented in the traffic report prepared in 2013 for a residential project on Anton Boulevard, the 2016 background approach delay for the driveway would be approximately 9 seconds per vehicle at LOS A during the AM and PM peak hours, which does not represent a significant delay. With the addition of proposed project-related traffic, the driveway approach delay would remain at 9 seconds per vehicle during the AM and PM peak hours. As such, no measurable increase in approach delay would occur.

Therefore, the trip generation, distribution, and impacts from the proposed project have not significantly changed from the previously approved project. The conclusions from the original analysis are still valid and, assuming adherence with the identified standard conditions from FEIR 1054 presented below, the proposed project is not expected to have a significant impact on the circulation system.

As discussed in Section 3.3 Project Description, the project would include shuttle trips to and from the temporary parking area(s) during construction of the parking garage. Based on the hotel's ability to dispatch shuttles, up to three shuttles could be in use at one time, with the ability to transport a total of 24 passengers every 10 minutes. Although unlikely, there is the potential for up to 18 shuttle trips per hour during peak periods. Similar to the long-term analysis of traffic impacts, presented above, which would generate 18 more AM peak hour trips than the previously approved project during the AM peak hour upon project buildout, the addition of up to 18 trips per hour during the 10 month construction phase for the parking garage would be considered nominal and would not have a significant impact on the adjacent circulation system as the surrounding intersections are currently operating at better than acceptable conditions.

Additionally, the proposed project site would continue to be served by non-vehicular transportation options, including multiple transit stops located within 650 feet of the proposed project site, bikeways, and pedestrian walkways, which would be incorporated into the proposed project. The proposed project would support these alternative modes of transportation by introducing a new population to the proposed project area that can take advantage of these options. During construction, existing pedestrian walkways and bikeways along Avenue of the Arts would be temporarily disrupted. However, to the extent feasible, pedestrians and bicyclists would be directed along alternate routes, including along the west side of Avenue of the Arts via use of temporary, directional signs alerting pedestrians of closed sidewalks.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the transportation and traffic resources analysis provided in FEIR 1054.

Mitigation Program

FEIR 1054's Mitigation Program includes standard conditions to ensure that potential impacts associated with the Wyndham Boutique Hotel/High-Rise Residential project would be less than significant. The following standard conditions from FEIR 1054 would also be applicable to the proposed project.

Standard Conditions

SC 3.5-1 The Applicant shall be responsible for the payment of fees in accordance with the Traffic Impact Fee program.

SC 3.5-2 The Applicant shall be responsible for the payment of fees in accordance with the San Joaquin Hills Transportation Corridor Fee Ordinance. Fees shall be paid to the Planning Division prior to the issuance of building permits.

SC 3.5-3 The Applicant shall be responsible for complying with the Transportation Demand Ordinance.

4.18 UTILITIES AND SERVICE SYSTEMS

4.18.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

Water

According to FEIR 1054, the previously approved project site is located within the service area of the Mesa Consolidated Water District (now known as the Mesa Water District). It was determined that the previously approved project would have an average daily demand of 60 gallons per minute (gpm), which would represent an increase in the average daily demand for domestic water by 19 gpm over existing conditions. FEIR 1054 also concluded that, because the existing Wyndham Hotel is currently served by Mesa Water District facilities located in the previously approved project area, existing water facilities would adequately serve the previously approved project. Additionally, the FEIR concluded that existing and proposed infrastructure and facilities would accommodate the anticipated fire flow requirements.

According to FEIR 1054, a water supply assessment was not required in accordance with the SB 610 definition of a "project" or a "large-scale development" pursuant to the criteria identified in Section 10912 of the *California Water Code*. FEIR 1054 concluded that adequate water supplies would be available from the Water District to serve the previously approved project, including fire

flow requirements (as set forth in the *California Fire Code*) without expanding existing entitlements. Installation of water connections and distribution lines would not result in any environmental impacts beyond those identified for construction of the previously approved project, as addressed in FEIR 1054.

Wastewater

The previously approved project site is served by the Costa Mesa Sanitary District (CMSD) collection system via a manhole at the southwestern corner of the site. After development of the previously approved project, all wastewater discharge from the hotel would continue to discharge at this manhole (south of Reach 6). It was also determined as part of FEIR 1054 that the anticipated wastewater flow from the hotel facility would be less than the existing condition due to the reduction in room count.

As discussed in FEIR 1054, approximately 30,394 gallons per day (gpd) of wastewater would be generated from the high-rise tower, bar/lounge, and retail uses associated with the previously approved project and would enter the wastewater system via a manhole south of Reach 7, which is located at the northeastern corner of the site. Additionally, existing infrastructure would adequately accommodate the previously approved project. Installation of wastewater connections and lines would not result in any environmental impacts beyond those identified for construction of the previously approved project, as addressed in FEIR 1054.

Solid Waste

Solid waste generated at the previously approved project site is transported to and disposed of at an OC Waste & Recycling landfill facility. According to FEIR 1054, demolition and construction activities associated with the previously approved project would require removal of demolition and construction debris; site preparation and excavation for the subterranean garages, where proposed, would generate soils and earth materials. As stated in FEIR 1054, the Project Applicant would be required to prepare a Haul Route Plan and a Construction Soils Reduction Plan.

Additionally, development of the residential component of the previously approved project would generate approximately 1,467.6 pounds per day or 267.8 gross tons of solid waste annually. However, according to FEIR 1054, OC Waste & Recycling indicated that adequate capacity was available in the Orange County landfill system to accommodate the previously approved project and no significant impacts related to landfill capacity would result from implementation of the previously approved project.

Electricity

Electrical demand at the previously approved project site is served by Southern California Edison (SCE). According to FEIR 1054, electrical service for the previously approved project would be provided via connections to existing off-site and on-site SCE electrical lines located in the area, and the Project Applicant would be required to install additional conduits or other equipment to connect to the existing SCE facilities.

It was also determined that the previously approved project would comply with California energy conservation requirements specified in the *California Administrative Code* (Titles 24 and 25). Additionally, installation of electrical connections and lines would not result in any environmental impacts beyond those identified for construction of the previously approved project, as addressed in FEIR 1054.

No significant impacts were identified related to electrical services or facilities.

Natural Gas

According to FEIR 1054, natural gas service to the previously approved project site would be provided via connections to existing Southern California Gas Company (SCGC) facilities located in the area.

It was also determined that the previously approved project would comply with California energy conservation requirements specified in the *California Administrative Code* (Titles 24 and 25). Additionally, installation of natural gas connections and lines would not result in any environmental impacts beyond those identified for construction of the previously approved project, as addressed in FEIR 1054.

No significant impacts were identified related to natural gas services or facilities.

Cable Television

According to FEIR 1054, continued service to the previously approved project site could be provided without an adverse impact to Time Warner Cable's ability to provide telecommunications service in the area.

Installation of on-site cable television conduits would not result in any environmental impacts beyond those identified for construction of the previously approved project, as addressed in FEIR 1054. No significant impact was identified related to television service, reception, or systems.

Telephone Service

According to FEIR 1054, service to the previously approved project could be provided without any adverse impact to AT&T's ability to provide communication services in the area.

Installation of on-site telephone conduits would not result in any environmental impacts beyond those identified for construction of the previously approved project, as addressed in FEIR 1054. No significant impact was identified related to telephone service or systems.

4.18.2 PROJECT ENVIRONMENTAL REVIEW

As discussed previously, the proposed project would retain the existing 238-room hotel and would construct a 23-level residential high-rise tower with up to 100 condominium units.

Water

The proposed project would develop the proposed project site with land uses similar to those previously evaluated as part of FEIR 1054. Therefore, the demand on water service would be similar to what was analyzed and approved as part of FEIR 1054. The proposed project would continue to be served by Mesa Water District for water service. The existing hotel is currently being served adequately by Mesa Water District and would continue to be served in the future. The previously approved 120-dwelling unit residential tower was previously analyzed in FEIR 1054 based on a water demand factor of 250 gpd per unit used in FEIR 1054, which were derived from the analysis provided for the *North Costa Mesa High-Rise Residential Projects Final Program EIR No. 1052*, which was certified in 2006, resulting in an anticipated water demand of 36,000 gpd. Under the currently proposed project, the water demand for the residential tower would be reduced to 30,000 gpd for 100 proposed units. Because it was determined that the previously approved residential tower could be adequately served through connection to existing infrastructure, it can be assumed that the reduction in demand associated with the proposed

residential tower would also be adequately served through connections to existing infrastructure. Additionally, water infrastructure is also sized based on fire flow requirements. Because of the reduction in overall residential units within the same sized building, it is assumed that fire flow requirements would be the same as with the proposed project (i.e., 4,000 gpm) because the proposed structure would be equipped with automatic fire sprinklers. Therefore, because the previously approved project concluded that existing and proposed infrastructure was adequate to accommodate the anticipated water demand, it is assumed that existing and proposed infrastructure is also adequate for the proposed project.

Further, it should be noted that the demand factors used for this analysis are conservative due to a variety of water efficiency requirements that have been introduced as standard requirements for new construction since certification of the *North Costa Mesa High-Rise Residential Projects Final Program EIR No. 1052* and FEIR 1054. Specifically, the proposed residential tower would be required to comply with Division 4.3 of the CALGreen Building Standards, requiring compliance with residential mandatory measures related to water efficiency and conservation. Therefore, it can be assumed that the actual water demand would be less than the 30,000-gpd demand that was calculated. With implementation of applicable standard conditions and mitigation measures from FEIR 1054 (identified below), the proposed project would not create a new significant impact and would not create a substantial increase in the severity of previously identified effects related to water supply and water infrastructure.

Wastewater

The proposed project would develop the site with land uses similar to those previously evaluated as part of FEIR 1054. Therefore, the demand on wastewater service would be similar to what was analyzed and approved as part of FEIR 1054. The proposed project would continue to be served by the Costa Mesa Sanitation District for wastewater service. The anticipated wastewater flow from the hotel facility would be the same as existing conditions. Based on generation rates used in FEIR 1054, the proposed residential tower would generate approximately 21,500 gpd of wastewater. This represents a reduction in wastewater generation when compared to 33,394 gpd for the residential tower (28,500 gpd for residential units, 4,720 gpd for the bar/lounge, and 174 gpd for retail) as analyzed for the previously approved project. Therefore, because the proposed project would generate less wastewater than previously analyzed, no new impacts would occur. Consistent with the findings of FEIR 1054, the existing infrastructure could accommodate the proposed project, and a significant impact would not occur. With implementation of applicable standard conditions and mitigation measures from FEIR 1054 (as identified below), the proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects related to utilities.

Solid Waste

Consistent with the findings of FEIR 1054, the proposed project would generate additional solid waste during construction and operation of the proposed project. The proposed project would develop the proposed project site with land uses similar to those previously evaluated as part of FEIR 1054. Therefore, the demand on solid waste service would be similar to what was analyzed and approved as part of FEIR 1054. The proposed project would continue to be served by the County of Orange for solid waste disposal service. According to OC Waste & Recycling, the Orange County landfill system would be able to accommodate solid waste generated by the proposed project (Arnau 2015). With implementation of applicable standard conditions and mitigation measures from FEIR 1054 and identified below, the proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects related to utilities.

Electricity and Natural Gas

Installation of on-site electrical and natural gas facilities would occur during proposed project construction and would not result in any environmental impacts beyond those identified in FEIR 1054 because the infrastructure installation would occur within the same physical impact area. The proposed project would develop land uses similar to those previously evaluated as part of FEIR 1054. Therefore, the demand on electricity and natural gas would be similar to what was analyzed and approved as part of FEIR 1054. The proposed project would continue to be served by SCE for electricity and the Southern California Gas Company for natural gas service. Therefore, the proposed project would not create a new significant impact, nor would it create a substantial increase in the severity of previously identified effects related to utilities.

Cable Television and Telephone Service

Installation of on-site cable television and telephone conduits would occur during proposed project construction and would not result in any environmental impacts beyond those identified in FEIR 1054. The proposed project would develop the site with land uses similar to those previously evaluated as part of FEIR 1054. Therefore, the demand on cable television and telephone service would be similar to what was analyzed and approved as part of FEIR 1054. The proposed project would continue to be served by AT&T for telephone service and Time Warner Cable for cable television service. With implementation of applicable standard conditions and mitigation measures from FEIR 1054 (as identified below), the proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects related to utilities.

Conclusion

The proposed project would be consistent with the previously approved project analyzed in FEIR 1054. The proposed project would not create a new significant impact or a substantial increase in the severity of previously identified effects. In regard to Section 15162 of the State CEQA Guidelines, the proposed project (1) would not propose substantial changes; (2) would not have circumstantial changes when the project is undertaken; (3) would bring about no new information of substantial importance which would (a) create new significant impacts, (b) increase the severity of previously examined effects, or (c) determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible; or (4) introduce mitigation measures which are considerably different from those analyzed in the previous documents. For these reasons, there are no major revisions required to the utilities and services systems analysis provided in FEIR 1054.

Mitigation Program

FEIR 1054's Mitigation Program includes measures to reduce potential impacts associated with the Wyndham Boutique Hotel/High Rise Residential project to less than significant levels. The following measures from FEIR 1054 would also be applicable to the proposed project. Any modifications to the original measures are shown in ~~strikethrough~~ for deleted text and new, inserted text is underlined. It should be noted that modifications to PDF 4.18-1 are proposed based on new and emerging technologies since the certification of FEIR 1054 and would be consistent with the intent of PDF 4.18-1 as stated in FEIR 1054.

Project Design Feature

PDF 4.18-1 The project assumes the implementation of the following energy conservation actions:

- The use of drought tolerant planting
- Reduced water consumption
- ~~Optimize energy performance beyond Title 24~~
- Compliance with ASHRAE 55-1992/2004
- Storage and collection of recyclables
- Construction waste management to salvage and recycle
- Use of recycled building materials
- Use of low-emitting materials
- Use of locally manufactured materials
- Use of carbon dioxide monitoring
- ~~Use of indoor air quality management plan during construction~~
- Minimum 50 percent drought tolerant planting to reduce water consumption.
- Low flow drip irrigation system to mitigate water runoff and water loss
- Smart irrigation controllers to alter irrigation timing and flow due to weather and wind patterns
- ~~Areas of pervious concrete to absorb storm and irrigation water runoff~~
- ~~Minimal use of turf –~~ Use turf block in turf areas to help with drainage
- ~~Rainwater collection system for irrigation reuse~~
- Using bioswale planters on the pool deck to filter/store rain water
- ~~Salt water pool – minimal use of chemicals~~
- ~~Solar heating for swimming pools~~
- ~~Alternative Fueling Facilities – Parking garage to have electric vehicle recharging stations~~
- ~~Green roof planting at top of residential tower between decks to collect storm water~~Use of shared parking to reduce parking footprint
- Sustainable site erosion and sediment control for construction activities
- Light pollution reduction – minimal use of uplighting
- Indoor Air Quality strategies
- Sustainable life-cycle impacts
- Enhanced Daylighting / Views for inhabitants
- Enhanced Acoustics design for inhabitants

Standard Conditions

Please refer to SC 4.13-2 in Section 4.13, Noise, regarding the requirement for a haul route plan.

SC 4.18-1 Prior to the issuance of a demolition/grading permit, the Applicant shall demonstrate to the Public Services Department that all construction waste generated on site would be recycled where feasible as the first choice of disposal method, leaving the option of landfill disposal as a last alternative.

SC 4.18-2 Prior to the issuance of a demolition/grading permit, the Applicant shall submit grading plans to the Development Services Department that reflect the undergrounding of utilities serving the proposed project site.

SC 4.18-3 Prior to the issuance of demolition/grading permits, the Applicant shall coordinate with Southern California Edison to determine the exact location of all underground and overhead electrical facilities. All electrical facilities and associated structures that will remain on the project site shall be protected from damage by the Applicant.

SC 4.18-4 Prior to the issuance of a demolition/grading permit, the Applicant shall coordinate with the Southern California Gas Company to determine exact locations of all underground natural gas facilities. The Applicant shall ensure that all remaining gas pipelines and associated structures on the project site shall be protected from damage.

SC 4.18-5 Prior to the issuance of a demolition/grading permit, the Applicant shall coordinate with Time Warner Cable to determine exact locations of all underground cable facilities. The Applicant shall ensure that all remaining cable lines and associated structures on the project site shall be protected from damage.

SC 4.18-6 Prior to the issuance of a demolition/grading permit, the Applicant shall coordinate with AT&T California to determine exact locations of all underground telephone facilities. The Applicant shall ensure that all remaining telephone lines and associated structures on the project site shall be protected from damage.

Mitigation Measure

MM 4.18-1 Prior to the initiation of project grading, the Applicant shall ensure that all existing utilities shall be relocated, abandoned, and removed, rerouted, or protected in coordination with the Applicant and affected utility companies.

SECTION 5.0
CONCLUSIONS

Based on the analysis provided in this Addendum, there is sufficient evidence in the record to determine that (1) the proposed project does not represent a substantial change from the previously approved project evaluated in FEIR 1054; (2) there are no substantial changes with respect to the circumstances under which the project is undertaken; and (3) there is no new information of substantial importance, which was not known and could not have been known at the time FEIR 1054 was certified as complete. The proposed project would not have any new or substantially more severe impacts than what was evaluated FEIR 1054. There are no new mitigation measures that were not adopted at the time the FEIR was certified that would further reduce project impacts. FEIR 1054, when considered in conjunction with this Addendum, provides adequate documentation pursuant to the CEQA for the Wyndham Hotel and High-Rise Residential project.

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SECTION 6.0
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APPENDIX A

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Monitoring and Reporting Program
Wyndham Boutique Hotel/High-Rise Residential Project

The approximately three-acre Wyndham Boutique Hotel/High-Rise Residential Project site is located at 3350 Avenue of the Arts within the North Costa Mesa Specific Plan area of the City of Costa Mesa in Orange County, California. The project site is generally bound by Avenue of the Arts to the west; 3400 Avenue of the Arts apartment community to the north and northeast; and The Lakes Pavilions retail center to the south and southeast.

The proposed project involves the reuse of the project site as a mixed-use development with both hotel and residential uses. The parking structure associated with the Wyndham Hotel would be demolished and a 23-story high-rise residential tower would be constructed; and a new six-and-a-half-level parking structure serving both the hotel and the residential tower would be constructed east of the hotel. The residential tower is proposed at a height of 270 feet above grade level.

The California Environmental Quality Act (CEQA) requires that all public agencies establish monitoring and/or reporting procedures for mitigation measures (MMs) adopted as conditions of approval in order to mitigate or avoid significant project impacts. Specifically, §21081.6(a)(1) states:

> The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.

CEQA Guidelines §15097 provides clarification of mitigation monitoring and reporting requirements and guidance to local lead agencies on implementing strategies. The reporting or monitoring program must be designed to ensure compliance during project implementation.

Mitigation measures have been drafted to meet the requirements of *Public Resources Code* §21081.6 as fully enforceable monitoring programs. The MMRP defines the following for each mitigation measure:

1. ***Timeframe.*** In each case, a time for performance of the mitigation measure, or review of evidence that mitigation has taken place, is provided. The performance points selected are designed to ensure that impact-related components of project implementation do not proceed without establishing that the mitigation is implemented or assured.

2. ***Responsible Party.*** In each case, unless where otherwise indicated, the Applicant/Developer is the Responsible Party for implementing the mitigation. The City will monitor the performance and implementation of the mitigation measures. To guarantee that the mitigation measure will not be inadvertently overlooked, the supervising public official is the official who grants the permit or authorization called for in the performance.

3. ***Definition of Mitigation.*** In each case (except where a mitigation measure, such as a geotechnical report, is a well-known procedure or term of art), the mitigation measure contains the criteria for mitigation, either in the form of adherence to certain adopted regulations or identification of the steps to be taken in mitigation.

Matrix Orientation

The following matrix lists all mitigation measures, standard conditions of approval, and project design features from the Addendum to Final EIR 1054 referenced above. The matrix also identifies the applicable permit, the required timing, and responsible parties for both implementation and monitoring of standard conditions and mitigation measures.

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
Aesthetics				
Standard Conditions of Approval				
SC 3.8-1	Prior to issuance of building permits, the Applicant shall submit an Electrical Engineer's photometric survey to be approved by the Planning Division in order to assure that minimum security lighting requirements are met and to minimize light and glare to residents.	Prior to issuance of building permits	Applicant; Planning Division	
SC 3.8-2	All exterior light standards and fixtures will be shielded to prevent light spill to further reduce potential impacts.	Prior to issuance of Certificate of Occupancy	Applicant; Planning Division	
SC 3.8-3	The intensity and location of lights on buildings shall be limited to minimize nighttime light and glare to residents and shall be subject to the Development Services Director's approval.	Prior to issuance of Certificate of Occupancy	Applicant; Development Services Director	
SC 3.8-4	The Lighting Plan shall demonstrate compliance with the following: (1) All site lighting fixtures shall be provided with a flat glass lens; (2) Photometric calculations shall indicate the effect of the flat glass lens fixture efficiency; (3) L ghting design and layout shall limit spill light to no more than 0.5 foot-candle at the property line of the surrounding neighbors, consistent with the level of lighting that is determined necessary for safety and security purposes on site.	Prior to issuance of building permits	Applicant; Planning Division	
SC 3.8-5	Architectural features and roofs shall be appropriately finished with non-reflective materials in order to reduce glare and reflection. Structures shall use low reflective glass and building materials to minimize daytime glare to the fullest extent possible.	Prior to issuance of building permits	Applicant; Planning Division	
SC 3.8-6	Prior to issuance of building permits, the Applicant shall submit building plans for the proposed project, to be approved by the Planning Division, which incorporate the use of non-reflective building materials to minimize light and glare impacts.	Prior to issuance of building permits	Applicant; Planning Division	
SC 3.8-7	Prior to the issuance of building permits, the Applicant shall submit a Final Landscape Plan, consistent with the landscape standards, for each development component to be approved by the Planning Division.	Prior to issuance of building permits	Applicant; Planning Division	
Air Quality				
Standard Conditions of Approval				
SC 3.6-1	During construction of the proposed project, the Property Owner/Developer and its Contractors shall be required to comply with SCAQMD Rules 402 and 403, which shall assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off site. SCAQMD Rule 403 (Tables 1, 2, and 3 of Rule 403) requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. This requirement shall be included as notes on the Contractor Specifications.	During all construction phases	Applicant ; Planning Division	

MITIGATION MONITORING PROGRAM

	Project Design Features/Conditions of Approval/Mitigation Measures	Timing	Responsible Parties	Date Completed
Mitigation Measures				
MM 3.6-1	During construction and grading activities, the Applicant shall comply with measures set forth in the Storm Water Pollution Prevention Plan (SWPPP) to ensure that airborne dust is kept to a minimum.	During all construction phases	Applicant; Planning Division	
MM 3.6-2	Prior to commencement of construction activities, the Applicant shall identify to the Development Services Department, a Construction-Relations Officer to act as a community liaison concerning on-site activity, including resolution of issues related to dust generation from grading/paving activities.	Prior to commencement of construction	Applicant; Development Services Department	
MM 3.6-3	Prior to approval of grading plans, the Applicant shall include the following notes on the Contractor Specifications submitted for review and approval by the Development Services Department: "To reduce construction equipment emissions, the following measures shall be implemented when feasible: • Use low-emission mobile construction equipment. The Property Owner/Developer shall comply with California Air Resources Board (CARB) requirements for heavy construction equipment. • Maintain construction equipment engines by keeping them tuned. • Use low sulfur fuel for stationary construction equipment. This is required by South Coast Air Quality Management District (SCAQMD) Rules 431.1 and 431.2. • Use existing power sources (i.e., power poles) when available. This measure would minimize the use of higher polluting gas or diesel generators. • Configure construction parking to minimize traffic interference. • Minimize obstruction of through-traffic lanes. Construction should be planned so that lane closures on existing streets are kept to a minimum. • Schedule construction operations affecting traffic for off-peak hours to the greatest extent practicable. • Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service).	Prior to approval of grading plans	Applicant; Development Services Department	
MM 3.6-4	Reduce reactive organic gas (ROG) emissions from painting activities. The following measures should be implemented when feasible. Prior to issuance of the first building permit, the Applicant shall provide evidence to the Development Services Development that the following measures shall be incorporated into project construction to the greatest extent feasible and the following measures should be provided as notes on the Contractor Specifications: • The project shall comply with SCAQMD Rule 1113, which limits the ROG content of architectural coatings used in the South Coast Air Basin or shall allow the averaging of such coatings, as specified, so that actual emissions do not exceed the allowable emissions if all the averaged coatings had complied with the specified limits.	Prior to issuance of first building permit	Applicant; Development Services Department	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures	Timing	Responsible Parties	Date Completed
• Use high transfer efficiency painting methods such as HVLP (High Volume Low Pressure) sprayers and brushes/rollers where possible.			
Aviation Safety			
Project Design Features PDF 3.10-1 The proposed high-rise residential tower has been designed to not exceed the established circling minimums floor for John Wayne Airport (JWA) of 304 feet above mean sea level (msl).	Prior to issuance of first building permit	Applicant; Planning Division	
Standard Conditions of Approval SC 3.10-1 Prior to final master plan approval, the Applicant shall submit to the City of Costa Mesa, a Federal Aviation Administration (FAA) Determination of No Hazard to air navigation. If the FAA requires conditions for the finding of no hazard to air navigation, such as installation of roof-top obstruction lighting, said conditions shall be placed as conditions of approval on the final master plan.	Prior to final master plan approval	Applicant; Planning Division	
SC 3.10-2 In the event a proposed high-rise building is determined to be a hazard to air navigation by the FAA, the building design shall be appropriately modified prior to issuance of building permits so that an FAA Determination of No Hazard to air navigation can be obtained.	Prior to final master plan approval	Applicant; Planning Division	
SC 3.10-3 The FAA No Hazard Determination shall be valid at the time of building permit issuance for the high-rise structure. The City shall expressly prohibit issuance of any building permit for a structure in the absence of a current and valid FAA No Hazard Determination.	Prior to the issuance of building permits	Applicant; Planning Division	
SC 3.10-4 The Applicant shall comply with the final FAA No Hazard Determination issued on July 23, 2007, which established a maximum building height of 304 feet above msl for the proposed high-rise residential tower at 3350 Avenue of the Arts. Amendments to the *Costa Mesa 2000 General Plan* and *North Costa Mesa Specific Plan* are not necessary to accommodate additional building height of up to 280 feet above ground level as specified in the *North Costa Mesa Specific Plan*. In addition, this EIR has examined the maximum building heights as defined in the *North Costa Mesa Specific Plan* and concluded that no significant impacts will occur.	Prior to final master plan approval	Applicant; Planning Division	
SC 3.10-5 The Applicant shall work with JWA and City staff on a "Grant of Navigation Easement" for a specified area of the subject property that penetrates the imaginary horizontal surface of JWA above elevation 206 feet above msl (NAVD 88). The Applicant shall grant this Navigation Easement to the County of Orange/JWA to permit the unencumbered and unrestricted flight of aircraft to or from JWA. Recordation of the Navigation Easement shall occur prior to issuance of any building permit that penetrates the imaginary horizontal surface of JWA.	Prior to the issuance of building permits for any structures that penetrates the imaginary horizontal surface of JWA.	Applicant; Planning Division; JWA/County of Orange	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures	Timing	Responsible Parties	Date Completed
SC 3.10-6 Due to the project's proximity to JWA, the Applicant shall ensure that any prospective resident be notified of the presence of aircraft overflight in the form of a buyer's notice, as follows: "Notice of Airport in Vicinity". The Development Services Director shall review/approve the buyer's notice for form and substance prior to issuance of a building permit. 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 sensitive to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you." This notice shall be prominently displayed in the sales office for the condominium development, and a copy shall be provided to all buyers.	Prior to issuance of building permits	Applicant; Development Services Director	
Cultural Resources			
Standard Conditions of Approval SC Cultural 1 Site excavation and grading shall be monitored by a qualified archaeologist and Native American monitor. If archaeological materials are identified during grading and construction, all construction activities shall be temporarily halted or redirected to permit the sampling, identification, and evaluation of archaeological materials as determined by the City, who shall establish, in cooperation with the project proponent, certified archaeologist, and Native American representative, the appropriate procedures for exploration and/or salvage of the artifacts. Monitoring is only required where grading and excavation activities would disturb soils at a depth of 5 feet or more. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.	During grading and excavation activities. Monitoring at depths 5 feet or greater.	Applicant; Planning Division; qualified archaeologist; Native American monitor	
Geology and Soils			
Standard Conditions of Approval SC 3.3-1 Where studies indicate that buildings may be subject to substantial damage during earthquakes, the structure shall be designed and/or retrofitted for seismic resistance in compliance with all relevant recommendations for seismic design and seismic safety in the most recent editions of the *Uniform Building Code* and the *California Building Code*.	During building plan preparation	Applicant; Development Services Department	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
Mitigation Measures				
MM 3.3-1	Prior to the issuance of a grading permit, the Applicant shall prepare a site-specific final geotechnical investigation, including an evaluation, analysis, and mitigation recommendations for the issues identified in the Zeiser Kling Consultants' *Geotechnical Evaluation* (March 2007), including appropriate dust control measures and waterproof building designs with hydrostatic pressure resistive properties and a site specific probabilistic seismic hazard analysis for ground motion. All recommendations shall be incorporated into the final grading plan for the project. The project shall incorporate all recommendations of the detailed Geotechnical Report into the plans and specifications as required by the City Engineer.	Prior to issuance of grading permits	Applicant; Development Services Department	
MM 3.3-2	During grading operations, special handling of on-site soils shall be required due to high moisture content of the soils. The City shall monitor the Grading Contractor to ensure stabilization of the soils during grading and excavation activities, as recommended by the Zeiser Kling Consultants' Geotechnical Evaluation (March 2007).	During grading activities	Applicant; Development Services Department	
MM 3.3-3	Prior to the issuance of the first demolition and/or grading permit, the Applicant shall ensure that pile foundations or other appropriate design be incorporated into the project design to mitigate potential settlement hazards and liquefaction beneath the proposed structures.	Prior to issuance of first demolition and/or grading permit	Applicant; Development Services Department	
MM 3.3-4	Prior to the issuance of building permits, the Applicant shall submit a project design to ensure that any proposed subterranean portion of the structures are waterproofed and designed and installed to resist hydrostatic pressures associated with the shallow groundwater table in the area.	Prior to the issuance of building permits	Applicant; Development Services Department	
Hazards and Hazardous Materials				
Mitigation Measures				
MM 3.9-1	All asbestos-related work, including demolition and renovation, shall be performed by a licensed Asbestos-abatement Contractor under the supervision of a certified Asbestos Consultant. Asbestos shall be removed and disposed of in compliance with notification and asbestos-removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos-related health risks.	During any construction phases involving asbestos-containing materials	Applicant; Development Services Department	
Hydrology and Water Quality				
Project Design Features				
PDF 3.4-1	The Water Quality Management Plan (WQMP) prepared for the proposed project includes the following project-specific water quality Best Management Practices (BMPs) which shall be implemented as part of the project: Site Design BMPs • Permeable surface area has been kept the same as the existing condition. • Drive aisle has been minimized to least acceptable dimension for Fire Access and access to the proposed truck dock.	Prior to approval of first mass grading plan.	Applicant; Public Services Department	

MITIGATION MONITORING PROGRAM

	Project Design Features/Conditions of Approval/Mitigation Measures	Timing	Responsible Parties	Date Completed
	• All areas available for landscaping have been utilized. Planter boxes will also be included on the design of the top story of the parking structure to help minimize impervious surfaces. • All parking is within a structure and covered. <u>Non-structural Source Control BMPs</u> • Homeowner-Tenant education, activity restriction, common area landscape management, BMP maintenance, Title 22 CCR Compliance, local water quality permit compliance, uniform fire code implementation, common area litter control, employee training, housekeeping of loading docks, catch basin inspection, street sweeping of private streets and parking lots. <u>Routine Structural BMPs</u> • Storm drain stenciling and signage, proper trash storage and loading dock design, efficient irrigation, and landscape design. <u>Treatment Control BMPs</u> • CONTECH StormFilter will be used in the three on-site manhole installations. • Media filters will be used in the CONTECH Storm Filters.			
PDF 3.4-2	Prior to approval of the first mass grading plan, the Applicant shall submit a Proposed Storm Drain Improvement Plan to the Public Services Department for review and approval. The plan shall demonstrate substantial conformance with the Orange County Hydrology Manual for design of lateral storm drains and catch basins. Proposed storm drain improvements include: • Line "A" – One new catch basin is proposed and the relocation of an existing catch basin to accommodate widening and re-alignment of the on-site drive aisle. • Line "B" – No new facilities are proposed. The Line B system will drain to an existing lateral located on the northern side of the property or directly to an Avenue of the Arts lateral. The tie-in location will be decided as building plans progress. • Line "C" – One new Avenue of the Arts storm drain connection is proposed to drain the southern portion of the site. The new line will include two on-site inlets.	Prior to approval of first mass grading plan.	Applicant; Public Services Department	
<u>Mitigation Measures</u> MM 3.4-1	Prior to the issuance of grading permits, the Applicant shall verify that structural BMPs have been permanently incorporated into the project plans. Such BMPs shall ensure that pollutants from project-related storm water runoff are mitigated consistent with applicable State and local standards.	Prior to issuance of grading permits	Applicant; Public Services Department	
MM 3.4-2	The Applicant shall assume all BMP inspection and maintenance responsibilities for the project. The Property-owners Association (POA) fees will provide the funding mechanism for long-term BMP maintenance.	For the life of the project	Applicant; Development Services Department	

MITIGATION MONITORING PROGRAM

	Project Design Features/Conditions of Approval/Mitigation Measures	Timing	Responsible Parties	Date Completed
MM 3.4-3	Prior to the issuance of any grading permits, the Applicant shall submit to the Development Services Department for review and approval a WQMP that: • Addresses site design BMPs such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas; • Incorporates the applicable Routine Source Control BMPs as defined in the Drainage Area Management Plan (DAMP); • Incorporates Treatment Control BMPs as defined in the DAMP; • Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs • Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs; and • Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.	Prior to issuance of grading permits	Applicant; Development Services Department	
MM 3.4-4	Prior to the issuance of grading permits, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board (SWRCB) and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and be available for review on request.	Prior to issuance of grading permits	Applicant; Public Services Department	
MM 3.4-5	Prior to issuance of building permits, the Applicant shall provide proof of a National Pollutant Discharge Elimination System (NPDES) permit from the RWQCB—consistent with Order No. R8-2010-0062 and NPDES No. CAS618030—to the City of Costa Mesa for dewatering activities.	Prior to issuance of building permits	Applicant; Public Services Department	
MM 3.4-6	Prior to the issuance of grading permits, the Applicant shall prepare drainage plans for the Public Services Department's review and approval. The Drainage Plan shall define the exact size and location of drainage facilities, and shall address standing water on the project site during project grading.	Prior to issuance of grading permits	Applicant; Public Services Department	
MM 3.4-7	Prior to the issuance of grading permits, the Applicant shall pay drainage impact fees. The Project Developer shall be responsible for the drainage impact fees that are in place at the time grading permits are issued.	Prior to issuance of grading permits	Applicant; Public Services Department	

MITIGATION MONITORING PROGRAM

<table>
<tr><th>Project Design Features/Conditions of Approval/Mitigation Measures</th><th>Timing</th><th>Responsible Parties</th><th>Date Completed</th></tr>
<tr><td colspan="4">Land Use and Planning</td></tr>
<tr><td>Standard Conditions of Approval</td><td>Prior to Master Plan approval</td><td>Planning Division</td><td></td></tr>
<tr><td>SC 3.1-1 Prior to site plan approval, the Applicant shall submit to the Planning Division, for review and approval, project plans that comply with the Development Standards as set forth in the North Costa Mesa Specific Plan and Zoning Code. In addition, all site development shall be subject to all standard conditions of approval imposed by the City.</td><td>Prior to site plan approval</td><td>Applicant; Planning Division</td><td></td></tr>
<tr><td colspan="4">Noise</td></tr>
<tr><td>Standard Conditions of Approval
SC 3.7-1 Construction activities shall be limited to the following hours and activities with exception of federal holidays:
HOURS FOR CONSTRUCTION ACTIVITIES
<table>
<tr><td>Monday through Friday</td><td>7:00 a.m. through 8:00 a.m.</td><td>Construction activities limited to mobilization only</td></tr>
<tr><td></td><td>8:00 a.m. to 7:00 p.m.</td><td>All construction activities permitted</td></tr>
<tr><td>Saturdays</td><td>8:00 a.m. to 9:00 a.m.</td><td>Construction activities limited to mobilization only</td></tr>
<tr><td></td><td>9:00 a.m. to 3:00 p.m.</td><td>All construction activities permitted</td></tr>
<tr><td></td><td>3:00 p.m. to 4:00 p.m.</td><td>Construction activities limited to demobilization only</td></tr>
</table>
Construction activities are prohibited on Sunday and federal holidays. All noise generating activities should be limited these hours.</td><td>During all construction phases</td><td>Applicant; Development Services Department</td><td></td></tr>
<tr><td>SC 3.7-2 The Applicant shall prepare a truck route plan for review and approval by the City of Costa Mesa Transportation Services Division prior to the approval of the construction access permit. The truck route plan shall preclude truck routes through residential areas, including Avenue of the Arts north of the project site and Sunflower Avenue. The total truck trips to the site shall not exceed 200 trucks per day (i.e., 100 truck trips to the site plus 100 truck trips from the site).</td><td>Prior to approval of the construction access permit</td><td>Applicant; Transportation Services Division</td><td></td></tr>
</table>

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
Mitigation Measures				
MM 3.7-1	The Applicant shall submit detailed plans for the parking structure prior to the issuance of a grading or building permit for the structure. Said plans shall be accompanied by an acoustical study prepared by a qualified Acoustical Consultant. The acoustical study shall demonstrate that all feasible sound attenuation in compliance with the Noise Ordinance has been incorporated into parking structure design, including but not limited to brushed driving surfaces (textured), limited openings oriented toward sensitive noise sources, etc.	Prior to issuance of a grading or building permit for the parking structure	Applicant; Development Services Department	
MM 3.7-2	Prior to issuance of the first building permit, a detailed acoustical study using architectural plans shall be prepared by a qualified Acoustical Consultant and shall be submitted to the Planning Division addressing delivery truck/loading dock operations adjacent to residences. The measures described in the report shall be incorporated into the architectural plans for the delivery/truck loading dock area to ensure compliance with the Noise Ordinance.	Prior to issuance of first building permit	Applicant; Development Services Department	
MM 3.7-3	Prior to issuance of the first building permit, a detailed acoustical study using architectural plans shall be prepared by a qualified Acoustical Consultant and shall be submitted to the Planning Division addressing mechanical equipment. This study shall address any mechanical equipment to be sited within 71 feet of off-site residences. The measures described in the report shall be incorporated into the architectural plans for mechanical equipment to ensure compliance with the Noise Ordinance.	Prior to issuance of first building permit	Applicant; Development Services Department	
MM 3.7-4	Prior to issuance of the first building permit, a detailed acoustical study using architectural plans shall be prepared by a qualified Acoustical Consultant and shall be submitted to the City of Costa Mesa for all living units on the west side of the residential tower facing Avenue of the Arts. This report shall describe and quantify the noise sources impacting the building(s), the amount of outdoor-to-indoor noise reduction provided by the design in the architectural plans, and any upgrades required to meet the City's interior noise standards (45 CNEL for residences). Noise standards shall be met with all doors and windows closed. Alternatively, the Applicant can show that based on the building location relative to the roadway and any intervening topography and structures that it meets the appropriate interior noise standard with open windows. The measures described in the report shall be incorporated into the architectural plans for the buildings and implemented with building construction. The person preparing the report shall, under the direction of a person experienced in the field of acoustical engineering, perform an inspection of the project prior to or at the time of the framing inspection to certify that construction techniques comply with the recommendations within the acoustical analysis. Upon completion of the subject structures, field tests may be required by the Planning Division.	Prior to issuance of first building permit	Applicant; Development Services Department	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
Population, Housing, and Employment				
No mitigation required.				
Public Services				
Standard Conditions of Approval				
SC 3.11-1	Prior to the issuance of building permits, the Applicant shall submit project designs and specifications for review and approval by the Fire Department with respect to compliance with all standard conditions for building design regarding public safety, including but not limited to, fire flow capacity, fire hydrant location, vehicular access, and sprinkler systems.	Prior to issuance of building permits	Applicant; Fire Department	
SC 3.11-2	Emergency vehicle parking areas shall be designated within proximity to buildings to the satisfaction of the Fire Marshal.	Prior to issuance of building permits	Applicant; Fire Department	
SC 3.11-3	Each project component shall provide sufficient capacity for fire flows required by the Fire Department.	Prior to issuance of building permits	Applicant; Fire Department	
SC 3.11-4	Vehicular access shall be provided and maintained as serviceable, throughout construction, to all required fire hydrants.	Prior to issuance of building permits	Applicant; Fire Department	
SC 3.11-5	All high-rise project developments shall be equipped with an automatic fire sprinkler system.	Prior to issuance of building permits	Applicant; Fire Department	
SC 3.11-6	The Applicant shall comply with standard building and fire regulations for high-rise buildings to the satisfaction of the Fire Marshal and Building Official.	Prior to issuance of building permits	Applicant; Fire Marshal and Building Official	
SC 3.11-7	The Applicant shall comply with the Public Safety Radio System Coverage Ordinance (included in the standard building and fire regulations for high-rise buildings) to the satisfaction of the Police Chief.	Prior to issuance of building permits	Applicant; Police Chief	
SC 3.11-8	Prior to the issuance of building permits, the Applicant shall submit project designs and specifications for review and receive approval by the Police Department with respect to compliance with all standard conditions for building design regarding public safety, including but not limited to, lighting, address numbers, building standards, live media cameras with direct feed, landscaping, and emergency vehicle parking.	Prior to issuance of building permits	Applicant; Police Department	
SC 3.11-9	Required building address numbers shall be readily apparent from the street, and rooftop building identification shall be readily apparent from police helicopters for emergency response agencies.	Prior to issuance of Certificate of Occupancy	Applicant; Police Department	
SC 3.11-10	The Applicant shall pay school impact fees.	Prior to the issuance of the first building permit	Applicant; Planning Division	
SC 3.11-11	The Applicant shall pay park impact fees in the amount of $10,829.00 per multi-family unit prior to the approval of the final map by the City Council.	Prior to approval of final map	Applicant; Planning Division	

MITIGATION MONITORING PROGRAM

	Project Design Features/Conditions of Approval/Mitigation Measures	Timing	Responsible Parties	Date Completed
SC 3.11-12	Prior to issuance of building permits, the Applicant shall pay a library services impact fee for the development costs for expanded or new library facilities pursuant to the Library Services Impact Fee Program, if such a program is established.	Prior to issuance of building permits	Applicant; Planning Division	
Mitigation Measures				
MM 3.11-1	Prior to the issuance of building permits, the Applicant shall pay its pro rata share of a new, fully equipped paramedic engine, equal to $469.35 per unit to the Fire Department.	Prior to issuance of building permits	Applicant; Fire Department	
MM 3.11-2	Prior to the issuance of a grading permit, a construction security service shall be established at the construction site. Initially, the service shall ensure that no unauthorized entry is made into the construction area. For the duration of each phase of construction, the Applicant shall provide sufficient on-site security personnel on a 24-hour, 7-day-a-week basis to patrol all areas of construction and to prohibit unauthorized entry.	Prior to issuance of grading permits	Applicant; Police Department	
MM 3.11-3	During project construction and operation, the Applicant shall ensure that private on-site security is provided.	During project construction and operation	Applicant; Police Department	
MM 3.11-4	Prior to issuance of building permits, the Applicant shall pay pro rata shares of fees to the Police Department for the increased service capacity necessary to accommodate the development site, if such a police impact fee program is established.	Prior to issuance of building permits	Applicant; Police Department	
MM 3.11-5	Prior to issuance of building permits, the Applicant shall comply with direct media feeding devices required by the Police Department for increased safety necessary to serve the development site, if such a police program is established.	Prior to issuance of building permits	Applicant; Police Department	
Transportation and Circulation				
Standard Conditions of Approval				
SC 3.5-1	The Applicant shall be responsible for the payment of fees in accordance with the Traffic Impact Fee program.	Prior to issuance of building permits	Applicant; Planning Division	
SC 3.5-2	The Applicant shall be responsible for the payment of fees in accordance with the San Joaquin Hills Transportation Corridor Fee Ordinance. Fees shall be paid to the Planning Division prior to the issuance of building permits.	Prior to issuance of building permits	Applicant; Planning Division	
SC 3.5-3	The Applicant shall be responsible for complying with the Transportation Demand Ordinance.	Prior to issuance of building permits	Applicant; Transportation Services Division	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures	Timing	Responsible Parties	Date Completed
Utilities			
Project Design Features PDF 3.12-1 The project assumes the implementation of the following energy conservation actions: • The use of drought tolerant planting • Reduced water consumption • Compliance with ASHRAE 55-1992/2004 • Storage and collection of recyclables • Construction waste management to salvage and recycle • Use of recycled building materials • Use of low-emitting materials • Use of locally manufactured materials • Use of carbon dioxide monitoring • Minimum 50 percent drought tolerant planting to reduce water consumption • Low flow drip irrigation system to mitigate water runoff and water loss • Smart irrigation controllers to alter irrigation timing and flow due to weather and wind patterns • Use turf block in turf areas to help with drainage • Using bioswale planters on the pool deck to filter/store rain water • Use of shared parking to reduce parking footprint • Sustainable site erosion and sediment control for construction activities • Light pollution reduction - minimal use of uplighting • Indoor Air Quality strategies • Sustainable life-cycle impacts • Enhanced Daylighting / Views for inhabitants	Prior to Certificate of Occupancy	Applicant; Development Services Department	
Standard Conditions of Approval SC 3.12-1 Prior to the issuance of a demolition/grading permit, the Applicant shall demonstrate to the Public Services Department that all construction waste generated on site would be recycled where feasible as the first choice of disposal method, leaving the option of landfill disposal as a last alternative.	Prior to issuance of demolition/grading permits	Applicant; Public Services Department	
SC 3.12-2 Prior to the issuance of a demolition/grading permit, the Applicant shall submit grading plans to the Development Services Department that reflect the undergrounding of utilities serving the proposed project site.	Prior to issuance of demolition/grading permits	Applicant; Development Services Department	

MITIGATION MONITORING PROGRAM

Project Design Features/Conditions of Approval/Mitigation Measures		Timing	Responsible Parties	Date Completed
SC 3.12-3	Prior to the issuance of demolition/grading permits, the Applicant shall coordinate with Southern California Edison (SCE) to determine the exact location of all underground and overhead electrical facilities. All electrical facilities and associated structures that will remain on the project site shall be protected from damage by the Applicant.	Prior to issuance of demolition/grading permits	Applicant; SCE; Development Services Department	
SC 3.12-4	Prior to the issuance of a demolition/grading permit, the Applicant shall coordinate with the Southern California Gas Company (SCGC) to determine exact locations of all underground natural gas facilities. The Applicant shall ensure that all remaining gas pipelines and associated structures on the project site shall be protected from damage.	Prior to issuance of demolition/grading permits	Applicant; SCGC; Development Services Department	
SC 3-12-5	Prior to the issuance of a demolition/grading permit, the Applicant shall coordinate with Time Warner Cable to determine exact locations of all underground cable facilities. The Applicant shall ensure that all remaining cable lines and associated structures on the project site shall be protected from damage.	Prior to issuance of demolition/grading permits	Applicant; Time Warner Cable; Development Services Department	
SC 3.12-6	Prior to the issuance of a demolition/grading permit, the Applicant shall coordinate with AT&T California to determine exact locations of all underground telephone facilities. The Applicant shall ensure that all remaining telephone lines and associated structures on the project site shall be protected from damage.	Prior to issuance of demolition/grading permits	Applicant; AT&T; Development Services Department	
Mitigation Measures				
MM 3.12-1	Prior to the initiation of project grading, the Applicant shall ensure that all existing utilities shall be relocated, abandoned, and removed, rerouted, or protected in coordination with the Applicant and affected utility companies.	Prior to initiation of grading	Applicant; Development Services Department	

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