



PLANNING COMMISSION

AGENDA REPORT

MEETING DATE: MAY 11, 2015

ITEM NUMBER: PH-4

SUBJECT: PLANNING APPLICATION PA-14-29 AND VESTING TENTATIVE TRACT MAP VT-17800 FOR A 177-UNIT LIVE/WORK AND RESIDENTIAL DEVELOPMENT AT 671 W. 17TH STREET (WESTSIDE GATEWAY PROJECT)

DATE: APRIL 23, 2015

FROM: PLANNING DIVISION/DEVELOPMENT SERVICES DEPARTMENT

PRESENTATION BY: MINOO ASHABI, PRINCIPAL PLANNER

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DESCRIPTION

The proposed project involves the following:

- **Initial Study/Mitigated Negative Declaration (IS/MND):** This document analyzes the environmental impacts of the project and describes mitigation measures and conditions of approval to minimize impacts to below a level of significance.
- **Planning Application PA-14-29:** The Urban Master Plan is for the development of a 177-unit, three-story mixed-use development that consists of:
 - 42 detached live/work units (0.68 FAR)
 - 89 attached live/work units (1.15 FAR)
 - 46 residential loft units (13 dwelling units per acre)

The buildings are designed as detached and attached 3-story structures with roof top decks. A total of 354 garage/covered parking spaces and 154 open parking spaces are proposed (a rate of three parking spaces per live/work unit and 2.5 spaces per loft units). The Master Plan includes compact parking at 4 percent of the overall total parking spaces or 14 percent of provided open parking spaces. The Master Plan also includes a minimum of 196 open guest parking required for live/work units. The total parking supply (508 spaces) complies with the overall parking requirement; however, a portion of open parking spaces is provided in two-car garages.

Deviations requested: The project requires approval of the following deviations:

- **Interior Garage Dimensions.** Minimum 20 by 20 feet dimension required; 19 by 20 feet proposed.
- **Minimum Building Separation.** Minimum 10 feet between buildings required; 6 feet proposed.

- **Floor Area Ratio for Attached Live/Work Units. Maximum 1.0 allowed and up to 1.25 FAR subject to specific findings; 1.15 FAR proposed.**
- ***Vesting Tentative Tract Map VT-17800***: Subdivision of a 9.0-acre property for condominium purposes.

APPLICANT

The applicant and property owner is W-W Westside Gateway Owner VII, LLC.

RECOMMENDATION

Staff recommends that the Planning Commission adopt a resolution to:

1. Adopt the Initial Study/Mitigated Negative Declaration (IS/MND) for the project;
2. Approve the project, subject to conditions of approval and mitigation measures.

PLANNING APPLICATION SUMMARY

Location: 671 W. 17th Street Application: PA-14-29 and VT 17800
 Request: 177 live/work and residential loft units

SUBJECT PROPERTY:

SURROUNDING PROPERTY:

Zone: Mesa West Bluffs Overlay Zone (MG base zone) North: Across 17th Street, Multiple tenant light industrial and commercial uses
 General Plan: Light Industrial South: Commercial and Industrial uses
 Lot Dimensions: Irregular East: Superior Pointe Live/Work Project
 Lot Area: 9-acre West: Multiple tenant buildings with office and warehouse
 Existing Development: Approx. 153,000 SF of office, warehouse and manufacturing (Former Argotech)

DEVELOPMENT STANDARD COMPARISON: MESA WEST BLUFFS URBAN PLAN

Development Standard (Urban Plan) Required/Allowed Proposed/Provided

Development Standard (Urban Plan)	Required/Allowed	Proposed/Provided
Lot Size:		
Lot Width	NA	194 FT
Lot Area	NA	9-acre
Density/Intensity:		
DU's/ Acre (Residential)	1 du/3,351 SF (13 DU's/Acre)	1 du/3,351 SF (13 DU's/Acre)
FAR (Floor Area Ratio) – Attached Live/Work	1.0	1.15 ¹
FAR (Floor Area Ratio) – Detached Live/Work	1.0	0.87
Building Coverage (Development Lot)		
Buildings (Live/Work)	(90% Max – Live/Work Only)	SF (%)
Buildings (Residential)	NA	88,030 SF (41%)
Paving	NA	SF (32%)
Open Space	(40% of Residential Component) (10% of Live/Work Component)	62,380 SF (40% of Residential Component) 16,550 SF and 11,027 SF (11% and 13% of Live/Work Component)
TOTAL		89,957 SF (23% overall)
Min. Work Space Size (Live/Work)	250 SF	257-291 SF
Private Open Space (Balconies and Roof Decks)	200 SF min. (Res. Units Only)	Plan 1 – 421 SF Plan 2 – 587 SF
No. of Stories/Building Height	4 Stories/60 FT	3 Stories and roof decks /35 FT ²
Distance Between Main Buildings (Live/Work and Residential)	10 FT	6 FT ³
Setbacks		
Front (W. 17 th St and Pomona Ave.)	10 FT (Buildings)	10 FT
Side (left/right)	10 FT/ 10 FT (Residential) 0 FT/ 0 FT (Live/Work)	12 FT/12 FT
Rear	5 FT/ 5 FT (Residential) 0 FT/ 0 FT (Live/Work)	12 FT
Parking (Standard Stalls)		
Tenant (Covered) 1.5 spaces per live/work unit 2 spaces per residential loft	196.5 (Live/Work) 92 (Residential)	262 (Live/Work) 92 (Residential) ⁴
Guest (Open)	196.5 (Live/Work) 23 (Residential)	154 (Live/Work and Residential combined) ⁴
TOTAL	508 Spaces	508 Spaces
Interior garage dimension	Minimum 20 FT (W) X 20 FT (L)	19 FT (W) X 20 FT(L) ⁵
NA = Not Applicable or No Requirement		
(1) Up to 1.25 FAR allowed subject to findings.		
(2) Roof decks are not counted as a story in the Urban Plan area.		
(3) Deviation requested for 6-foot distance between buildings.		
(4) Master Plan includes compact open parking and 2-car garages for each unit.		
(5) Deviation requested to allow a one-foot reduction in interior garage width dimension.		
CEQA Status	Initial Study/Mitigated Negative Declaration	
Final Action	Planning Commission	

BACKGROUND

Project Site/Environs

J.C. Carter developed the site in 1951 for the manufacturing of aerospace-related ground fuel-dispensing products. Operations at the project site historically consisted of design and manufacturing of fuel control and delivery products for the aerospace industry, including the manufacturing of marine and cryogenic fuels such as liquid natural gas. By the late 1990s, Argo-Tech/Eaton Corporation owned the aerospace and marine divisions, and Carter Cryogenics continued operation of the cryogenics division at the site as a lessee. In 2007, Argo-Tech transferred the property to 17th Street Realty LLC and subsequently to W-WP Westside Gateway Owner VII, LLC, and leased the property to continue operations. Argo-Tech moved out of the project site in 2009, leaving Carter Cryogenics to continue operations on a portion of the site. Atlas Copco has since acquired the cryogenic pump portion of the J.C. Carter business, and now occupies several areas of the project site. CarMart also occupies one of the existing buildings in the northeastern portion of the project site. The project site consists of a total of approximately 153,000 square feet of office, manufacturing and warehouse located in various buildings and under canopies. An inventory and photos of all the buildings was submitted by the applicant to verify the on-site condition of the site.



*Vicinity Map and Surrounding Uses,
including Superior Pointe under construction*

Existing Zoning and General Plan

The project site is designated Light Industry in the City's General Plan land use map, which applies to areas intended for a variety of light and general industrial uses, including small manufacturing and service industries, as well as larger industrial operations. The project site is zoned MG (General Industrial) and is in the Mesa West Bluffs Urban Plan, which allows mixed-use development including Live/Work and Residential Loft units.

The nine-acre project site (Assessor's Parcel Number 424-291-11) is an irregularly shaped lot at 671 West 17th Street in the City of Costa Mesa, situated on the southeast corner of the 17th Street/Pomona Avenue intersection. The site includes 17 buildings and structures, outdoor overhang work/assembly/storage areas, a liquefied natural gas testing facility on the western portion of the site, and parking areas on the northern, northwestern, and southern portions of the site (see Figure 3).

The buildings and structures consist of offices, assembly and staging buildings, machine shops, warehouse storage buildings, maintenance sheds, engineering laboratories, and a liquefied natural gas testing area, totaling approximately 153,000 square feet. Approximately 50 percent of the buildings are vacant, and the remaining are occupied by Atlas Copco and CarMart.

ANALYSIS

Project Description

In order to redevelop the project site, all existing buildings, structures, parking areas, drive aisles, and hardscape improvements would be demolished, as well as a number of mature trees and landscape improvements throughout the site would be removed. Site redevelopment will also require soil remediation due to past and present light industrial and manufacturing uses, as well as utility infrastructure improvements along the northern and western site boundaries.

The proposed 177-unit projects includes a mix of three product types to create a sense of variation and a series of different neighborhood types, as follows:

- 89 units of attached live/work units.
- 42 units of detached live/work units.
- 46 units of attached residential lofts.



The Mesa West Bluffs Urban Plan defines residential lofts as residential dwelling units with an open or flexible floor plan designed to accommodate a variety of activities in a single housekeeping unit, including but not limited to living, sleeping, food preparation, entertaining, and work spaces. A live/work unit is a mixed-use development composed of commercially or service oriented joint work and living quarters in the same building, where typically the primary use is a place of work and where there are separately designated residential and work areas. A live/work unit consists of: (a) living/sleeping area, kitchen, and sanitary facilities in conformance with the Uniform Building Code and (b) adequate workspace accessible from the living area, reserved for and used by the resident(s). The unit types are summarized in the following table:

Product Type ¹	Number of Units	Description	Living Area in SF	Workspace Area in SF	Gross Area/Unit in SF	Intensity/Density ²	Building Height ³
A1 – Attached Live/Work	33	2 bedrooms + 3.5 bathrooms	1,637	290	1,927	—	40 FT (3 stories)
A2 – Attached Live/Work	25	3 bedrooms + 4 bathrooms	1,609	263	1,872	—	40 FT (3 stories)
A3 – Attached Live/Work	31	3 bedrooms + 3.5 bathrooms	1,684	291	1,975	—	40 FT (3 stories)
Subtotal	89	—	—	—	—	1.15 FAR	—
B1 – Loft	32	1 bedroom + 3 flex + 3.5 bathrooms	1,907	—	1,907	—	40 FT 10 IN (3 stories)
B2 – Loft	14	2 bedrooms + 2 flex + 3 bathrooms	1,929	—	1,929	—	40 FT 10 IN (3 stories)
Subtotal	46	—	—	—	—	12.99 DU/AC	—
C1 – Detached Live/Work	14	3 bedrooms + 3.5 bathrooms	1,613	257	1,870	—	40 FT (3 stories)
C2 – Detached Live/Work	17	3 bedrooms + 3.5 bathrooms	1,594	262	1,856	—	40 FT 2 IN (3 stories)
C3 – Detached Live/Work	11	3 bedrooms + 3.5 bathrooms	1,739	259	1,998	—	40 FT 2 IN (3 stories)
Subtotal	42	—	—	—	—	0.68 FAR	—
Total	177	—	—	—	—	—	—

Site Design

The design calls for a vehicular connection between Pomona and Superior Avenues and provides a series of urban parks and gathering areas. The placement and layout of the three product types would help create different neighborhood types. The residential lofts would occupy the central portion of the project site, along the interior open space and east/west private street; the attached live/work units would be mostly facing 17th Street and Pomona Avenue; and the detached live/work units would be facing the southerly portion of Pomona Avenue and along the southwestern site boundary and in the southern portion of the site.

The residential lofts would be developed in buildings ranging from five to seven units per building, with one row of lofts in each building. All of the residential lofts would have unit entries fronting internal walkways.

The attached live/work units would be developed in buildings ranging from four to seven units per building, with one row of live/work units in each building. All of the attached live/work units proposed along the western and northern site boundaries would have unit entries oriented toward Pomona Avenue and 17th Street, respectively, with the remainder of the units having entries fronting internal walkways. A portion of the detached live/work units would have unit entries oriented toward Pomona Avenue, with the remaining units having entries fronting internal walkways. All of the residential lofts and live/work units would be three stories and would include roof decks, patios and balconies, and two-car garages.

Landscape and Park Plans

The landscape plan includes the planting of new trees, shrubs, and groundcover along the project boundaries, between the buildings, along the private streets and walkways, and in common open space and recreation areas. Although the Proposed Project would remove all existing trees onsite (total of 87), they would be replaced with a greater number of trees (approximately 358 new trees). All landscaped areas, including the 17th Street and Pomona Avenue frontage would be maintained by a future HOA.

Four common open space and recreation areas would be provided onsite for residents of the proposed development. Recreational amenities for project residents would include a central park, a passive open space, a tot lot, and a community garden. In addition to the common open space and recreation areas, all of the residential lofts and live/work units include private open space areas in the form of roof decks, patios, and balconies.

A series of pedestrian walkways would further link the central park to a series of paseos and courtyards, to other common open space and recreation areas, and to 17th Street and Pomona Avenue. Additionally, the project is subject to payment of parkland in-lieu/impact fees of \$13,572 for each single-family unit and \$13,829 for each multi-family unit.

Building Architecture

The proposed architecture is a contemporary design with stucco walls and accent stucco, painted metal finishing, recessed panels, precision-cut concrete block veneer, horizontal metal railings along the rooftop and balconies and smooth panel garage doors. The final design and architectural style of the buildings is subject to review and approval by the City's Planning Commission. Private balconies and roof decks are proposed for both the residential and live/work units.

Building Separation

The Mesa West Bluffs Urban Plan identifies setbacks of 10 feet between buildings. The project would deviate from the building separation requirement in that the detached live/work units are proposed to be placed 6 feet apart. The project developer is requesting approval of a deviation from this requirement as part of Urban Master Plan PA-14-29, which is discussed later in this report.

Parking

All of the residential lofts and live/work units would include attached two-car parking garages that would be accessed from the proposed private streets. Guest and additional resident parking spaces would be provided onsite in designated parking areas, mainly along the east/west private street that would connect Pomona Avenue and Superior Boulevard. Compact parking is proposed at 4 percent of total parking supply or 14 percent of uncovered parking supply.

The required and provided parking spaces per unit is noted in the following table. The overall project provides a total of 508 parking spaces with 154 open guest parking throughout the site. The substitution of 66 open parking spaces with garage spaces is considered a deviation from parking standards.

Product	Required Parking	Provided Parking
Attached Live/Work	Less than 2,000 SF 3 spaces per unit Includes 1.5 covered and 1.5 open parking	Two covered parking and one open parking for a total of 3 spaces per unit
Detached Live/Work	Less than 2,000 SF 3 spaces per unit Includes 1.5 covered and 1.5 open parking	Two covered parking and one open parking for a total of 3 spaces per unit
Residential Lofts	More than 1,000 SF 2.5 spaces per unit Includes two covered and 0.5 guest parking	Two covered spaces and 0.5 open parking per unit
Total No. 177 Units	508	508 (includes 354 garage and 154 open parking)

Trip Generation Analysis

Linscott Law and Greenspan Engineers (LL&G) evaluated project trip generation as part of the project-specific traffic impact analysis. The project is forecast to generate 1,542 daily trips, with 141 trips produced in the AM peak hour and 161 trips produced in the PM peak hour. Since the site is mostly vacant, the existing land use currently generates 598 daily trips, with 8 trips produced in the AM peak hour and 37 trips produced in the PM peak hour. When the project is compared to the existing "occupied floor area," the project is forecast to result in 944 additional daily trips, 133 net AM peak hour trips and 124 net PM peak hour.

ITE Land Use Code/Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Rates							
ITE 210: Single-Family Detached Housing (TE/DU)	9.52	0.19	0.56	0.75	0.63	0.37	1.00
ITE 230: Residential Condo/Townhouse (TE/DU)	5.81	0.07	0.37	0.44	0.35	0.17	0.52
ITE 710: General Office Building (TE/TSF)	11.03	1.37	0.19	1.56	0.25	1.24	1.49
Generation Forecasts							
<i>Proposed Project</i>							
Detached Live/Work Units (42 DU)	400	8	24	32	26	16	42
Attached Live/Work Units (89 DU)	517	7	32	39	31	15	46
Attached Lofts (46 DU)	267	3	17	20	16	8	24
Office Portion of Live/Work Units (36,067 SF)	398	49	7	56	9	45	54
10% Mixed-Use Trip Reduction Applied to Office:	-40	-5	-1	-6	-1	-4	-5
Subtotal	1,542	62	79	141	81	80	161
<i>Existing Occupied Floor Area</i>							
Existing Land Uses	-598	-5	-3	-8	-16	-21	-37
Total Net Project Trip Generation¹	944	57	76	133	65	59	124
Source: LLG 2015a. Notes: TE/DU = Trip end per dwelling unit; TE/TSF = Trip end per 1,000 square feet; DU = dwelling unit; SF = square feet ¹ Proposed Project Minus Existing Occupied Office Floor Area							

As indicated in the traffic analysis reviewed by City staff, traffic associated with the project would not significantly impact any of the study area intersections, when compared to the LOS standards and significant impact criteria discussed above. Although the intersection of Placentia Avenue/Superior Avenue is forecast to operate at LOS E during the PM peak hour, it is already operating at LOS E under the existing conditions without the project. Additionally, the proposed project is expected to add less than 0.01 to the ICU value at this intersection (see Table 19), which is the minimum value that the Proposed Project would need to attribute to result in a significant impact. The remaining nine study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) during the AM and PM peak hours with the proposed project.

Noise

The Noise Element of the City's General Plan includes the state's standards for acceptable noise levels by land use. The exterior noise standard for residential multi-family uses is 65 dB CNEL, applicable for patios and balconies greater than 6 feet. Based on the measurements and the traffic noise model utilized to estimate noise levels, the northern live/work units facing 17th Street would experience noise levels up

to 71 dBA CNEL, and the western live/work units facing Pomona Avenue would experience noise levels ranging from 62 to 64 dBA CNEL. All balconies and patios would have a depth of up to 6 feet, which makes them exempt from the City's 65 dBA CNEL exterior noise level standard. Additionally, all outdoor common open space and recreation areas are located in the center of the site at distances over 300 feet from Pomona Avenue and 17th Street, and shielded from traffic noise on these adjacent streets. It should be noted, that the City's Noise Ordinance exempts live/work and mixed use projects from compliance with exterior noise standards for residential development and the standards would be only applicable to the loft units mainly located in the interior portion of the site.

Hazardous Materials

Beginning in June of 2008, site remediation was started to address soil and groundwater contamination associated with the waste oil and diesel fuel tank releases and past solvent disposal practices. Based on the results of the remediation performed to date, and provided in the Soil Management Plan (SMP); the Regional Water Quality Control Board concluded that "no further action is required" (NFA) in regard to the environmental condition of the project site related to waste oil and diesel fuel tank releases and past solvent disposal practices. The NFA issued by RWQCB is for the waste oil and diesel fuel tank releases and past solvent disposal practices at the site and indicates that corrective action should be reviewed if land uses change. The SMP was accepted by RWQCB to protect human health in connection with redevelopment and re-use of the project site.

The following are required by the approved SMP:

- Deed Restriction Prohibiting the Use of Groundwater
- Soil Remediation through excavation and offsite disposal of soil with contamination at levels above applicable regulatory cleanup standards
- Post-Remediation soil sampling under RWQCB oversight to confirm that Chemicals of Potential are no longer present above the applicable cleanup levels. If contaminant levels in soil vapor following the performance of the soil remediation are above risk guidance established by RWQCB and DTSC, vapor intrusion mitigation systems (VIMS) such as Liquid Boot membrane and venting systems will be incorporated in order to reduce the risks to acceptable levels.

The IS / MND concluded that compliance with standard conditions and the Mitigation Measures will reduce any hazardous risk to a less than significant level. For a full discussion of the requirements, please refer to the draft IS/MND (Attachment 7).

Deviations

Approval of the master plan as proposed will include the following deviations from the residential and live/work standards:

- **Interior Garage Dimensions.** Minimum 20 by 20 feet dimension required; 19 by 20 feet proposed.

- **Minimum Building Separation.** Minimum 10 feet between buildings required; 6 feet proposed.
- **Floor Area Ratio for Attached Live/Work Units. Maximum 1.0 allowed and up to 1.25 FAR subject to specific findings; 1.15 FAR proposed.**

The proposed garage dimension is a reduction on the interior width of the garage from 20 feet to 19 feet. The project meets the overall requirement for parking; however, given the overall required parking and open space, the proposed dimension allows for the units to fit on the site in the proposed manner. The one-foot shortfall will still allow for parking of two vehicles in the garage and in addition, all units include a small alcove for trash cart storage. Similar deviation was approved for master plan of the project at 1527 Newport Boulevard (Level One) and 1677 Superior Avenue (Superior Pointe).

The building separation between the detached live/work units is 6 feet instead of required 10 feet. This distance allows an adequate separation between the buildings to meet the Uniform Building Code requirements without compromising the light and window openings on the sides. A condition of approval requires consideration of window locations for privacy between the units. A similar deviation was recently approved for the master plan of the project at 1644 Whittier Avenue.

The proposed FAR for the attached live/work units, which include 89 of the 177 units is 1.15. The Mesa West Urban Plan allows an increase in the FAR up to 1.25 subject to appropriate findings related to excellence in design, site planning, integration of uses and structures and protection of the integrity of the neighborhood. The project overall provides 23 percent open space and the FAR for the detached units is 0.87.

Vesting Tentative Tract Map

The vesting tentative tract map proposed is for a two parcel condominium subdivision with 177 units and a numbered lot for dedication along 17th Street. All common areas including the driveway and parking spaces will be commonly used and maintained by a homeowners association.

GENERAL PLAN, ZONING CODE, AND URBAN PLAN CONFORMANCE

The proposed project involves a Master Plan for a mixed-use development which is considered a conditional use. Pursuant to an approved Master Plan, the proposed project would be in conformance with the following planning documents:

- General Plan
- Zoning Code
- Mesa West Bluffs Urban Plan/Mixed-Use Overlay Zone

Conformance with the City of Costa Mesa General Plan

Future development of all land within the City of Costa Mesa is guided by the General Plan adopted in 2002. The Land Use Element of the General Plan directs long-range development in the City by indicating the location and extent of development to be

allowed. The General Plan sets forth land use goals, policies, and objectives that guide new development. The General Plan land use designation for the project area is Light Industry.

In April 2006, the City's General Plan was amended to allow mixed-use development projects within the Mesa West Bluffs Urban Plan area. The General Plan identifies the Mixed-Use Overlay Zoning District as a compatible zoning district in the Light Industrial land use designation. Redevelopment of the subject property relates to the conversion of underutilized nonresidential properties into residential development, and is therefore consistent with the General Plan.

The following analysis evaluates the proposed project's consistency with specific goals, and objectives of the General Plan, Land Use Element.

- **Goal LU-1: Land Use:** *It is the goal of the City of Costa Mesa to provide its citizens with a balanced community of residential, commercial, industrial, recreational, and institutional uses to satisfy the needs of the social and economic segments of the population and to retain the residential character of the City; to meet the competing demands for alternative developments within each land use classification within reasonable land use intensity limits; and to ensure the long term viability and productivity of the community's natural and man-made environments.*

Consistency: The mixed-use project will provide a variety of uses, including live/work units and residential condominiums on a site formally dedicated to industrial use. The project would create a varied land use in the project area and provide additional housing opportunities. The infill nature of the proposed project protects the viability of the natural environment and decreases the need for significant infrastructure improvements. The project is consistent with this General Plan goal.

- **Objective LU-1A:** *Establish and maintain a balance of land uses throughout the community to preserve the residential character of the City at a level no greater than can be supported by the infrastructure.*

Consistency: The project is an infill redevelopment project with live/work and residential uses. As indicated in the IS/MND, adequate infrastructure would be available to serve the proposed project. Therefore, the project is consistent with this General Plan objective.

- **Goal LU-2: Development:** *It is the goal of the City of Costa Mesa to establish development policies that will create and maintain an aesthetically pleasing and functional environment and minimize impacts on existing physical and social resources.*

Consistency: The project would allow for the redevelopment of property containing nearly vacant industrial buildings with minimal vegetation and streetscape. The proposed project would enhance the visual appearance of the site through implementation of the proposed landscape plan. In addition, the

project would provide a high-quality architectural design to the project area. With significant landscaping along 17th Street and Pomona Avenue frontage, the proposed project is supportive of this General Plan goal.

- **Objective LU-2A:** *Encourage new development and redevelopment to improve and maintain the quality of the environment.*

Consistency: As indicated in the IS/MND, the proposed project with mitigation incorporated would not result in any significant adverse environmental impacts. Because the project is an infill development, it would not result in the loss of any habitat, or require extensive infrastructure improvements to provide service to the site. The project is consistent with this objective.

Conformance with the Zoning Code

The City Council enacted a zoning ordinance in April 2006 that applied a Mixed-Use Overlay Zoning District to the Mesa West Bluffs Urban Plan area. The Zoning Code defers to the Mesa West Bluffs Urban Plan for development standards and other regulatory requirements. The project site is located within this overlay zone, and the proposed project is consistent with the Zoning Code.

Conformance with the Mesa West Bluffs Urban Plan

The City's base zoning designation for the project site is MG - General Industrial. This district is intended for a variety of industrial areas which contain a wide range of light and general industrial activities. In April 2006, the City Council adopted the Mesa West Bluffs Urban Plan, which applied a Mixed-Use overlay zoning district to the project site. Generally, when activated by an approved Master Plan, the underlying zoning is superseded by the overlay zoning district.

The proposed mixed-use development is regulated by the Urban Plan. The flexible development standards are activated by the Master Plan. The Mesa West Bluffs Urban plan prescribes the density and intensity of Live/Work Development. The floor-area-ratio (FAR) and vehicle trip generation work in concert to ensure that new live/work developments do not exceed the capacity of the circulation system.

Intensity in mixed-use development is measured by FAR, and not exclusively the number of dwelling units per acre. A 1.0 FAR maximum is established, however up to 1.25 FAR may be approved if appropriate findings can be made related to excellence in design, site planning, integration of uses and structures and protection of the integrity of the neighborhood.

Deviations from development standards are allowed pursuant to an approved Master Plan. Pursuant to an approved Master Plan, the Urban Plan allows mixed-use development, including live/work lofts. Therefore, the proposed project is considered consistent with the Mesa West Bluffs Urban Plan.

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. Staff recommends approval of the proposed project, based on an assessment of facts and findings which are also reflected in the draft resolution.

- *The project exhibits excellence in design, site planning, integration of uses and structures, and protect the integrity of neighboring development.* The Mesa West Bluffs Urban Plan envisioned modern architecture and infill development that will be complementary to an urban setting. The proposed architecture and site design will enhance the street views on 17th Street and Pomona Avenue. The overall architectural design promotes excellence and compatibility. Although the development is not subject to the City's Residential Design Guidelines, the variety of building elevations, materials and staggered massing diminishes the boxy design appearance consistent with the guidelines.
- *The project will provide required on-site parking spaces (508 spaces).* As noted earlier, the project would provide 354 garage/covered parking spaces and 154 open parking spaces for a total of 508 spaces (2.5 spaces per residential loft, and 3 spaces per live/work unit). The open parking spaces are distributed throughout the project to provide convenient parking for future guests within the development. Every unit features a two-car garage which equates to 2 covered spaces required per unit. The Urban Plan requires 1.5 tenant spaces per unit with a minimum of one covered space.
- *The project will not significantly impact key intersections which would continue to operate at an acceptable Level of Service (LOS).* The mixed-use overlay zone was intended to serve as a redevelopment solution to avoiding more traffic in the southwest industrial area. The LL&G study concluded that the existing plus project traffic conditions would not result in any significant impacts. For intersections operating at LOS D and E, the project would add less than 0.010 to the ICU value.

Horizon year, background traffic growth estimates were calculated using an ambient traffic growth factor of one percent per year, and including reasonable foreseeable probably future projects, referred here accumulative projects. The anticipated intersection turn movement volumes for Horizon Year 2016 traffic conditions are included in Figures 6-4 to 6-7 of the TIA (see Appendix 1a of IS / MND – Attachment 7, under separate cover). The Cities of Costa Mesa and Newport Beach identified 16 cumulative projects within the project study area. The sixteen cumulative projects are expected to generate a combined total 7,440 daily trips on a “typical” weekday, with 510 trips forecast during the AM peak hour and 717 trips forecast during the PM peak hour.

Table – Horizon Year 2016 Peak Hour Intersection Capacity Analysis

Key Intersection	Time Period	Existing Without Project Traffic Conditions		Horizon Year 2016 Without Project Traffic Conditions		Horizon Year 2016 Plus Project Traffic Conditions		Significant Impact	
		ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No
1. Pomona Avenue at 17th Street	AM	19.3 s/v	C	22.4 s/v	C	23.3 s/v	C	0.900	No
	PM	17.8 s/v	C	20.7 s/v	C	21.4 s/v	C	0.700	No
2. Superior Avenue at 17th Street	AM	0.701	C	0.74	C	0.763	C	0.023	No
	PM	0.722	C	0.778	C	0.799	C	0.021	No
3. Newport Boulevard at 17th Street	AM	0.727	C	0.755	C	0.762	C	0.007	No
	PM	0.767	C	0.804	C	0.81	D	0.006	No
4. Placentia Avenue at Superior Avenue	AM	0.861	D	0.89	D	0.89	D	0.000	No
	PM	0.909	E	0.944	E	0.944	E	0.000	No
5. Newport Boulevard at Hospital Road	AM	0.573	A	0.61	B	0.612	B	0.002	No
	PM	0.675	B	0.733	C	0.735	C	0.002	No
6. Superior Avenue/Balboa Boulevard at Coast Highway	AM	0.65	B	0.681	B	0.681	B	0.000	No
	PM	0.686	B	0.731	C	0.734	C	0.003	No
7. Newport Boulevard SB Ramp at Coast Highway	AM	0.864	D	0.924	E	0.925	E	0.001	No
	PM	0.652	B	0.698	B	0.698	B	0.000	No
8. Riverside Avenue at Coast Highway	AM	0.763	C	0.833	D	0.838	D	0.005	No
	PM	0.784	C	0.845	D	0.848	D	0.003	No
9. Newport Boulevard at 18th Street/Rochester Street	AM	0.774	C	0.803	D	0.809	D	0.006	No
	PM	0.836	C	0.872	D	0.879	D	0.007	No
10. Newport Boulevard at Harbor Boulevard	AM	0.717	C	0.746	C	0.752	C	0.006	No
	PM	0.767	C	0.802	D	0.81	D	0.008	No

Source: LLG 2015a

Notes: Bold ICU/LOS or HCM/LOS values indicate adverse service levels based on the Cities of Costa Mesa and Newport Beach LOS standards ICU = Intersection Capacity Utilization; HCM = Highway Capacity Manual; LOS = level of service; s/v = second per vehicle

- The supplemental traffic study indicates that a traffic signal is not warranted at the intersection of W. 17th Street and Pomona Avenue.

As a part of their Supplemental Traffic Assessment LLG conducted a traffic signal warrant analysis for the 17th Street/Pomona Avenue intersection using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices. This method provides an indication of whether peak-hour traffic conditions or peak-hour traffic volume levels are, or would be, sufficient to justify installation of a traffic signal. The Warrant 3 Peak Hour traffic signal warrant has two parts:

- Part A evaluates peak hour vehicle delay for traffic on the minor street approach with the highest delay.
- Part B evaluates peak-hour traffic volumes on the major and minor streets.

The supplemental study concluded that the proposed project would not significantly impact the 17th Street/Pomona Avenue intersection and a traffic signal is not warranted under either traffic scenario.

- The project combines residential and nonresidential uses, and other community amenities as a means to revitalize a defined area in the city without exceeding the development capacity of the general plan transportation system. Staff has incorporated, as a condition of approval, that marketing materials, including any model units constructed on-site, shall clearly identify and disclose that the 250 square foot

ground floor workspaces for the live/work units are designed to be utilized as workspaces to potential buyers. Additionally, a condition of approval requires that the 250 square foot work space on the first level shall not be used as a bedroom for sleeping purposes (this restriction is required to be reflected in the CC&Rs for the development). As noted earlier, the traffic study prepared for the project, which was reviewed by the City's Transportation Services Division, determined that the project-related traffic will not significantly impact any of the 10 key study intersections in Westside Costa Mesa or Newport Beach.

- The deviation from building separation and minimum garage dimension can be supported to apply the flexibility allowed by the Urban Plan provisions while still providing adequate parking supply:
 - The strict interpretation and application of the required 10-foot building separation and minimum garage width of 20 feet would result in practical difficulty inconsistent with the purpose and intent of the General Plan and Mesa West Bluffs Urban Plan. Specifically, increased building separations and larger garages would result in an overall reduction in the number of on-site parking spaces, as well as the amount of usable common open space throughout the project site. Therefore, the reduced building separation allows for a development that better achieves the purposes and intent of the General Plan and the Urban Plan with regard to on-site parking and open space. The requested deviation in building separation can be allowed since it would still result in a well-designed project that is compatible with the neighborhood. The proposed compact parking represents 4 percent of the overall parking supply and 14 percent of the open parking supply.
 - The granting of the deviation results in a mixed-use development which exhibits excellence in design, site planning, integration of uses and structures, and compatibility standards for mixed use development. The proposed development complies with the overall perimeter building setback requirements in the Mesa West Bluffs Urban Plan. Additionally, the project meets the on-site parking requirements, private and common pen space requirements, and overall density/intensity requirements of the Urban Plan. Furthermore, a condition of approval requires that the property be self-governed by a homeowner's association and Covenants, Conditions, and Restrictions (CC&Rs). The City Attorney's office shall approve the draft CC&Rs as to form and content.
 - The granting of the deviations will not be detrimental to the public health, safety, or welfare, or be materially injurious to properties or improvements in the vicinity. The development will be required to comply with all applicable Building and Fire Safety regulations to ensure that no adverse impact to the public health, safety, or welfare is created as a result of this project.
- The project exceeds the minimum requirements for common and private open space in the form of three common outdoor amenity areas and private roof decks. Additionally, park fees in the amount of \$2.4 million shall be paid to the City.

The minimum required open space for live/work component is 10%, and the minimum required open space for the residential component is 40%; the project provides 11% (attached) and 13% (detached) for the live/work component and 40% open space for the residential component. The common open space areas include the following proposed amenities:

- Tot Lot
 - Community Garden
 - Central Gathering Area with fire pit, tables and barbecue counter
 - Central Park with barbecue areas, shade structures, bocce balls and open play lawn
 - Pedestrian paseos connecting the central open spaces to 17th Street and Pomona Avenue
 - Bicycle Racks
- *With regard to the residential loft area, the project provides 40% open space areas (62,380 sq.ft.) which exceeds the Urban Plan requirement and is among the highest provision of open space for Urban Plan projects approved to date.*

Comparison Table of Open Space areas in other Urban Plan projects

Project	Address	Site Area	Open Space	Total SF
West Place	2025 Placentia Ave.	1.88-acre	35% live/work and residential	28,662 SF
Lighthouse	1640 Whittier Ave.	5.7-acre	40% residential component 30% live/work component	65,700 SF 24,893 SF
Level One	1527 Newport Blvd.	1.88- acre	22% live/work	18,142 SF
Superior Pointe	1677 Superior Ave.	2.55-acre	30% live/work	33,349 SF
Westside Gateway	671 W. 17 th Street	9-acre	40% residential component 11% live/work component (attached) 13% of live/work component (detached)	62,380 SF 16,550 SF 11,027 SF

- *The project will be subject to the City's interior noise standards.* The Urban Plan promotes mixed-use development to be compatible with the surrounding industrial/commercial context. The project must also comply with the City of Costa Mesa's interior noise standard of 45 dBA CNEL for single and multi-family residential land use. To comply with the interior noise standard the homes must provide sufficient exterior to interior noise attenuation to reduce the interior noise exposure to acceptable levels. Based on the noise study prepared for the project, a combination of walls, doors, and windows, standard construction for southern California residences would provide sufficient exterior-to-interior noise reduction with windows closed. With windows open, interior noise levels of the proposed units would not meet the interior noise standard of 45 decibels (dBA). Therefore, an alternative form of ventilation, such as air conditioning, that would allow windows to remain closed for prolonged periods of time are required to be incorporated into the project to meet the interior noise level standard of 45 dBA.

According to the Mesa West Bluffs Urban Plan, the exterior noise standards for live/work and multi-family units do not apply to any balconies, roof decks, or terraces, regardless of size.

- A Buyer's Notice will accomplish two core objectives: (1) Provide notification of the existing industrial context of neighboring properties and (2) Expressly indicate that the live/work units are commercial uses where the primary use is a place of work.

A condition of approval has been incorporated requiring a "Notice to Buyers" disclosing that the project is located within an area designated as Light Industry in the City of Costa Mesa General Plan and is subject to existing and potential annoyances or inconveniences associated with industrial land uses, including but not limited to, operational characteristics such as hours of operation, delivery schedules, outdoor activities, and noise and odor generation.

While there are conditions of approval promoting the marketing of the live/work units for home businesses, the Buyer's Notice will also reinforce the definition of live/work units.

"Live-work Units: A mixed-use development composed of commercially- or industrially-oriented joint work and living quarters in the same building, where typically the **primary use is a place of work** and where there are separately-designated residential and work areas. A live/work unit will have adequate work space reserved for, and regularly used by, the resident for work purposes."

- Any use of the property for short-term/long-term vacation rentals, bed&breakfast room, or boardinghouse purposes shall be expressly prohibited in the CC&Rs and subject to civil citations for any infraction. This includes any advertisement for these types of transient occupancies in such online (or other) publications such as AirB&B.

Transient occupancy is expressly prohibited pursuant to the following condition:

Prior to issuance of a final certificate of occupancy for the first unit, the City Attorney's office shall review and approve the CC&R provisions related to transient occupancy. These include any and all types of vacation rentals, short-term or long-term rentals, bed and breakfast lodging, boardinghouse, residency hotel, etc. Any type of advertising of transient occupancy in any type of media or any other methods, such as the internet, is prohibited. This includes online publications such as Air B&B. If the violation is not rectified within 30 days by either eviction of the tenant(s) or removal/discontinuation of the advertising, the owner shall be subject to a first citation of \$150, including fines as adopted by the City Council. (At this time fines range from \$150 for the first infraction to \$500 for three plus infractions.) The Development Services Director may apply fines not to exceed \$500 per day for violations that are not resolved.

- Utilities in the public right-of-way shall be undergrounded along West 17th Street and proposed (to the extent reasonable and feasible) to be undergrounded along Pomona Avenue.

A condition of approval requires the undergrounding of the following utilities:

(1) Undergrounding on Pomona Avenue: There is an existing overhead pole line that travels along the east side of Pomona Avenue. The pole line contains SCE distribution, AT&T, and Time Warner. This pole line contains two (2) SCE distribution (12kv) circuits including mainline communication facilities. The pole line also provides primary service dips to provide service to the neighboring properties on Pomona Avenue. Applicant has proposed to underground the existing SCE distribution facilities and the communication facilities (approximately 750LF) along the project boundary and within any R/W on Pomona Avenue. The project boundary assumes the conversion will originate from a pole on the NE corner of Pomona Avenue and 17th Street.

(2) Undergrounding on W. 17th Street: There is an existing overhead pole line that travels along the south side of 17th Street. It is assumed the pole line contains AT&T and Time Warner. Applicant has proposed to underground the existing communication facilities (approximately 720 lineal feet) along the project boundary and within any R/W on 17th Street.

- The proposed project would involve redevelopment of a marginal industrial property and introduce new residents and home-based businesses to the City.

According to the applicant, the facility has been gradually decommissioned over the past decade. By 2008, the property was approximately 40% occupied and operating at less than 25% capacity. This diminished to less than 10% by 2013 and all operations have ceased on the property at this time. The property is currently vacant.

Year	Extent of Operations	Percentage of Leasable Area
1951	J.C. Carter – Aerospace	100% capacity
2008	ArgoTech	40% occupied / 25% capacity
2013	ArgoTech	10 percent capacity
2015	Unoccupied	Zero percent

- A significant Remediation Plan is underway with a significant scope and magnitude to clean-up the soils and contaminated groundwater.

According to the applicant's letter, a number of chemicals have been used over the years on the property. In October of 1990, the property was issued a Cleanup and Abatement Order from the Regional Water Quality Control Board (RWQCB) to remediate the property. The ownership group committed to remediating the property completely and initiated the long and expensive decommissioning and cleanup process in 2007 that is ongoing. The scope, magnitude, and duration have been difficult to quantify, however, an excess of several million dollars have been expended to remediate the groundwater alone, a result of which is the issuance of a No Further Action.

ENVIRONMENTAL DETERMINATION

An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the project in accordance with the California Environmental Quality Act (CEQA). In accordance with CEQA Guidelines Section 15073, the IS/MND was made available for a 30-day public review and comment period beginning on April 8, 2014, and remained available for comment until May 8, 2015. A copy of the IS/MND, responses to comments, and errata pages are included with this report under separate cover.

Summary of Environmental Impacts and Mitigation Measures

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

LEGAL REVIEW

The IS/MND and draft resolutions have been reviewed and approved as to form by the City Attorney’s Office.

ALTERNATIVES

1. *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. In the event of significant modifications to the proposal, should the Planning Commission choose to do so, staff will return with a revised resolution incorporating new findings and/or conditions.
2. *Deny the project.* If the Planning Commission believes that there are insufficient facts to support the findings for approval, Planning Commission must deny the application and provide facts in support of denial to be included in the attached draft resolution for denial. If the project were denied, the applicant could not submit substantially the same type of application for six months.

CONCLUSION

When City Council approved the Westside Urban Plans, Council stressed the importance of mixed-use development being within the development capacity of the General Plan. The proposed project conforms to the technical requirements of the Urban Plan. Approval of the Urban Master Plan and Vesting Map will provide for mixed-use development of a site currently developed with older industrial uses. The project provides housing opportunities to residents and professionals in a mixed-use setting. The overall design reflects a quality project that is consistent with the intent of

the Mesa West Bluffs Urban Plan. With the implementation of the mitigation measures identified in the CEQA Initial Study/Mitigated Negative Declaration for the proposed project, all potentially significant impacts have been reduced to less than significant levels.



MINOO ASHABI, AIA
Principal Planner



CLAIRE FLYNN, AICP
Asst. Development Services Director

- Attachments:
1. Draft Planning Commission Resolutions and Exhibits
 2. June 17, 2014 City Council Minute Excerpts for UMP-14-03
 3. Applicant's Project Description
 4. Existing Site Photos
 5. Vicinity and Zoning Map
 6. Project Plans
 7. Initial Study/Mitigated Negative Declaration (provided under separate cover)

Distribution:

- Director of Economic & Development Services/Deputy CEO
- Assistant Development Services Director
- Senior Deputy City Attorney
- Public Services Director
- City Engineer
- Transportation Services Manager
- Fire Protection Analyst
- File (2)

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2201 Dupont Drive, Suite 700
Irvine, CA 92612

Brandon Johnson
Tierra Development Advisors
4400 Mac Arthur Blvd., Suite 970
Newport Beach, CA 92660

ATTACHMENT 1
Draft Resolutions and Exhibits

RESOLUTION NO. PC-15-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA ADOPTING THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND APPROVING PLANNING APPLICATION PA-14-29 AND VESTING TENTATIVE TRACT MAP VT-17800 FOR A MASTER PLANNED 177-UNIT LIVE/WORK AND RESIDENTIAL DEVELOPMENT AT 671 W. 17th STREET

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

WHEREAS, an application was filed by W-W Westside Gateway Owner VII, LLC, the property owner, requesting approval of the following:

(1) Planning Application PA-14-29: The Urban Master Plan is for the development of a 177-unit, three-story mixed-use development, and it consists of 46 residential lofts and 131 attached and detached live/work units within the Mesa West Bluffs Urban Plan area. The mixed-use development has a density of 13 dwelling units per acre (residential component) and a Floor Area Ratio (FAR) of 1.15 and 0.87 (live/work component). The units are 3-story structures with roof decks. The project meets the minimum parking requirements of the Urban Plan (508 spaces required, 508 spaces proposed including 22 compact stalls). A total of 354 garage/covered parking spaces and 154 open parking spaces are proposed (a rate of 2.5 parking spaces per loft unit and three parking spaces per live/work unit). About 2-acres of open space is provided in addition to the private roof decks for each unit. The buildings are designed as detached and attached 3-story structures with roof top decks. A total of 354 garage/covered parking spaces and 154 open parking spaces are proposed (a rate of three parking spaces per live/work unit and 2.5 spaces per loft units). The Master Plan includes compact parking at 4 percent of the overall total parking spaces or 14 percent of provided open parking spaces. The Master Plan also includes a minimum of 196 open guest parking required for live/work units. The total parking supply (508 spaces) complies with the overall parking requirement; however, a portion of open parking spaces is provided in two-car garages.

The Master Plan includes the following deviations:

- **Interior Garage Dimensions.** Minimum 20 by 20 feet dimension required; 19 by 20 feet proposed.
- **Minimum Building Separation.** Minimum 10 feet between buildings required; 6 feet proposed.
- **Floor Area Ratio** for Attached Live/Work Units. Maximum 1.0 allowed and up to 1.25 FAR subject to specific findings; 1.15 FAR proposed.

2) ***Vesting Tentative Tract Map 17800:*** Subdivision of a 9.0-acre property into one lettered lot and one numbered lot for condominium purposes.

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), an Initial Study/Mitigated Negative Declaration was circulated from April 8, 2015 to May 8, 2015 for public review and comment;

WHEREAS, the City of Costa Mesa received written comments from the general public, government entities, and other interested parties during the public review period;

WHEREAS, written comments received from the general public, government entities, and other interested parties were responded to, where appropriate, in the manner prescribed in California Code of Regulations Section 15073;

WHEREAS, no significant new information has been added to the Initial Study/Mitigated Negative Declaration, and no changes to the proposed project have occurred which would require recirculation of the Initial Study/Mitigated Negative Declaration under CEQA Guidelines Section 15073.5;

WHEREAS, the Planning Commission has reviewed all environmental documents comprising the Initial Study/Mitigated Negative Declaration and has found that the Initial Study/Mitigated Negative Declaration considers all environmental impacts of the proposed project and the responses to comments, and the Initial Study/Mitigated Negative Declaration is complete, adequate, and fully complies with all requirements of CEQA, the CEQA Guidelines, and the City of Costa Mesa Environmental Guidelines;

WHEREAS, the Initial Study/Mitigated Negative Declaration for this project reflects the independent judgment of the City of Costa Mesa;

WHEREAS, a duly noticed public hearing was held by the Planning Commission on May 11, 2015 with all persons having the opportunity to speak for and against the proposal;

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 and mitigation measures

indicated in the Mitigation Monitoring Program contained within Exhibits B, B1, and C, respectively, the Planning Commission hereby **ADOPTS** the Initial Study/Mitigated Declaration for the 177-unit Westside Gateway Project and **APPROVES** Planning Application PA-14-29 and Vesting Tentative Tract Map 17800.

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-14-29 and Vesting Tentative Tract Map 17800 and upon the applicant's compliance with each and all of the conditions in Exhibit B, the Mitigation Monitoring Program in Exhibit 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 and/or mitigation measures.

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 11th day of May, 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 May 11, 2015 by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Claire L. Flynn, Secretary
Costa Mesa Planning Commission

EXHIBIT A

FINDINGS (APPROVAL)

- A The proposed project complies with Title 13, Section 13-83.52(c), Mixed-Use Overlay District, of the Municipal Code due to the following:

Finding: The project is consistent with the General Plan, meets the purpose and intent of the mixed-use overlay district, and the stated policies of the Urban Plan as applicable.

Facts in Support of Findings: The project is consistent with the following goals and objectives of the General Plan, Land Use Element.

Goal LU-1: Land Use: *It is the goal of the City of Costa Mesa to provide its citizens with a balanced community of residential, commercial, industrial, recreational, and institutional uses to satisfy the needs of the social and economic segments of the population and to retain the residential character of the City; to meet the competing demands for alternative developments within each land use classification within reasonable land use intensity limits; and to ensure the long term viability and productivity of the community's natural and man-made environments.*

Consistency: The mixed-use project will provide a variety of uses, including live/work units and residential condominiums on a site formally dedicated to industrial use. The project would create a varied land use in the project area and provide additional housing opportunities. The infill nature of the proposed project protects the viability of the natural environment and decreases the need for significant infrastructure improvements. The project is consistent with this General Plan goal.

Objective LU-1A: *Establish and maintain a balance of land uses throughout the community to preserve the residential character of the City at a level no greater than can be supported by the infrastructure.*

Consistency: The project is an infill redevelopment project with live/work and residential uses. As indicated in the IS/MND, adequate infrastructure would be available to serve the proposed project. Therefore, the project is consistent with this General Plan objective.

Goal LU-2: Development: *It is the goal of the City of Costa Mesa to establish development policies that will create and maintain an aesthetically pleasing and functional environment and minimize impacts on existing physical and social resources.*

Consistency: The project would allow for the redevelopment of property containing nearly vacant industrial buildings with minimal vegetation and streetscape. The proposed project would enhance the visual appearance of the site through implementation of the proposed landscape plan. In addition, the project would provide a high-quality architectural design to the project area. With

significant landscaping along 17th Street and Pomona Avenue frontage, the proposed project is supportive of this General Plan goal.

- **Objective LU-2A:** *Encourage new development and redevelopment to improve and maintain the quality of the environment.*

Consistency: As indicated in the IS/MND, the proposed project with mitigation incorporated would not result in any significant adverse environmental impacts. Because the project is an infill development, it would not result in the loss of any habitat, or require extensive infrastructure improvements to provide service to the site. The project is consistent with this objective.

Finding: The project includes adequate resident-serving amenities in the common open space areas and/or private open space areas in areas including, but not limited to, patios, balconies, roof terraces, walkways, and landscaped areas.

Facts in Support of Findings: The minimum required open space for live/work units is 10 percent, and the minimum required open space for the residential units is 40 percent; the project provides 40 percent open space for the residential component, 11% and 13% open space for the live/work component. The open space areas and amenities are distributed throughout the project to ensure convenient access to future residents and guests. The common open space areas include a central park, a passive open space, a tot lot, and a community garden

Finding: The project is consistent with the compatibility standards for residential development in that it provides adequate protection for residents from excessive noise, odors, vibration, light and glare, and toxic emanations.

Facts in Support of Findings: The Urban Plan promotes mixed-use development to be compatible with the surrounding industrial/commercial context. The project must also comply with the City of Costa Mesa's interior noise standard of 45 dBA CNEL for single and multi-family residential land use. To comply with the interior noise standard the homes must provide sufficient exterior to interior noise attenuation to reduce the interior noise exposure to acceptable levels. A "Notice to Buyers" disclosing that the project is located within an area designated as Light Industry in the City of Costa Mesa General Plan and is subject to existing and potential annoyances or inconveniences associated with industrial land uses, including but not limited to, operational characteristics such as hours of operation, delivery schedules, outdoor activities, and noise and odor generation is also required.

Finding: The proposed residences have adequate separation and screening from adjacent commercial/industrial uses through site planning considerations, structural features, landscaping, and perimeter walls.

Facts in Support of Findings: The proposed development complies with the overall perimeter building setback requirements in the Mesa West Bluffs Urban Plan. An eight-foot screening wall will be required to be constructed along the length of the southerly and eastern project boundary adjacent to commercial

and industrial uses. A six-foot high block wall will separate the property from the live/work development to the east.

- B. The proposed vesting tentative tract map complies with Costa Mesa Municipal Code Section 13-29(g)(13) because:

Finding: The creation of the subdivision and related improvements is consistent with the General Plan and the Zoning Code.

Facts in Support of Findings: The creation of the subdivision is consistent with General Plan Land Use Element in that the project complies with Objectives 1A.4, 2A.7, and 2A.8 by developing owner-occupied housing to improve the balance between rental and ownership housing opportunities, the project provides sufficient easements as a condominium developments, and encourages increased private market investment in declining or deteriorating neighborhoods.

Finding: The proposed use of the subdivision is compatible with the General Plan.

Facts in Support of Findings: The density for the residential component is 13 units per acre, which complies with the General Plan and Urban Plan. The Floor Area Ratio (FAR) for the live/work component are 1.15 and 0.87, which is within the allowable FAR of 1.0 of the General Plan. The Mesa West Urban Plan allows an increase in the FAR up to 1.25 subject to appropriate findings related to excellence in design, site planning, integration of uses and structures and protection of the integrity of the neighborhood. The proposed master plan provides for excellent architecture and site design with integration of various building types (attached and detached), adequate open space, and pedestrian linkages to the adjacent streets and through the community. The site is next to a live/work development under construction to the east and is separated from the commercial / industrial uses on the north and west by 17th Street and Pomona Avenue.

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

Facts in Support of Findings: The overall design reflects a quality project that is consistent with the intent of the Zoning Code and General Plan. With the implementation of the mitigation measures identified in the CEQA Initial Study/Mitigated Negative Declaration for the proposed project, all potentially significant impacts have been reduced to less than significant levels.

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

Facts in Support of Findings: The proposed buildings include openings in

an east-west direction to take advantage of passive solar heating as well as passive ventilation from ocean breezes. The inclusion of a combination of medium and large size trees will also help provide shade to the residential and live/work units within the development.

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

Facts in Support of Findings: As conditioned, the proposed project does not interfere with the public right-of-way. The recommended improvements along 17th Street and Pomona Avenue will significantly improve the public right-of-ways for vehicular and pedestrian traffic.

Finding: The discharge of sewage from this subdivision into the public sewer system will not violate the requirements of the California Regional Water Quality Control Board pursuant to Division 7 (commencing with Section 13000 of the Water Code).

Facts in Support of Findings: The applicant will be required to comply with all regulations set forth by the Costa Mesa Sanitation District as well as the Mesa Water District.

- C. The proposed project complies with Title 13, Section 13-83.52(d), Mixed-Use Overlay District, of the Municipal Code because:

Finding: The strict interpretation and application of the mixed-use overlay district's development standards would result in practical difficulty inconsistent with the purpose and intent of the General Plan and Mesa West Bluffs Urban Plan, while the deviation to the regulation allows for a development that better achieves the purposes and intent of the General Plan and the Urban Plan.

Facts in Support of Findings: The strict interpretation and application of the required 10-foot building separation would result in practical difficulty inconsistent with the purpose and intent of the General Plan and Mesa West Bluffs Urban Plan. Specifically, increased building separations would result in an overall reduction in the number of on-site parking spaces, as well as the amount of usable common open space throughout the project site. Therefore, the reduced building separation allows for a development that better achieves the purposes and intent of the General Plan and the Urban Plan with regard to on-site parking and open space. The requested deviation in building separation can be allowed since it would still result in a well-designed project that is compatible with the neighborhood.

Finding: The granting of this deviation results in a mixed-use development which exhibits excellence in design, site planning, integration of uses and structures, and compatibility standards for mixed use development.

Facts in Support of Findings: The proposed development complies with the overall perimeter building setback requirements in the Mesa West Bluffs Urban Plan. Additionally, the project meets or exceeds the on-site parking

requirements, private and common open space requirements, and overall density/intensity requirements of the Urban Plan.

Finding: The granting of this deviation will not be detrimental to the public health, safety, or welfare, or be materially injurious to properties or improvements in the vicinity.

Facts in Support of Findings: The development will be required to comply with all applicable Building and Fire Safety regulations to ensure that no adverse impact to the public health, safety, or welfare is created as a result of this project.

- D. The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City's environmental procedures. An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the project in accordance with the California Environmental Quality Act (CEQA). Mitigation measures from the IS/MND have been included as Exhibit C. If any of these conditions are removed, the decision-making body must make a finding that the project will not result in significant environmental impacts, that the conditions are within the responsibility and jurisdiction of another public agency, or that specific economic, social or other considerations make the mitigation measures infeasible.
- E. The project, as conditioned, is consistent with Chapter XII, Article 3, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code in that the development project's traffic impacts will be mitigated at all affected intersections and by the payment of traffic impact fees.
- F. The proposed buildings are an excessive distance from the street necessitating fire apparatus access and provisions of on-site fire hydrants.

EXHIBIT B

CONDITIONS OF APPROVAL

- Plng.
1. The expiration of Planning Application PA-14-29 shall coincide with the expiration of the approval of the Vesting Tentative Tract Map 17800 which is valid for two years. An extension request is needed to extend the expiration for each additional year after the initial two-year period.
 2. Planning Application PA-14-29 and Vesting Tentative Tract Map 17800 shall comply with the conditions of approval, code requirements, special district requirements, and mitigation measures of the IS/MND for this project and as listed in the attached Mitigation Monitoring Program (Exhibit C).
 3. Mitigation measures from the IS/MND for this project have been included as Exhibit C. If any of these conditions are removed, the Planning Commission must make a finding that the project will not result in significant environmental impacts, that the conditions are within the responsibility of another public agency, or that specific economic, social, or other considerations make the mitigation measures infeasible.
 4. The conditions of approval including Mitigation Measures incorporated by reference in these Conditions of Approval as Exhibit C, code requirements, and special district requirements of PA-14-29 and VT-17800 shall be blueprinted on the face of the site plan as part of the plan check submittal package.
 5. The Vesting Tentative Tract Map shall be processed as a common interest residential development map consistent with Section 13-41 of the Zoning Code.
 6. A decorative 8-foot high perimeter block wall shall be constructed along the southerly and easterly boundaries of the site abutting commercial and industrial uses prior to issuance of certificates of occupancy unless otherwise approved by the Development Services Director. Where walls on adjacent properties already exist, the applicant shall work with the adjacent property owner(s) to prevent side-by-side walls with gaps in between them and/or provide adequate privacy screening by trees and landscaping.
 7. The interior fences or walls between the units shall be a minimum of six feet in height.
 8. The open, unassigned parking spaces shall be clearly marked as guest parking spaces. Signage will be posted to indicate that these spaces are available to all visitors.
 9. Prior to issuance of building permits, a final landscape plan indicating the landscape palette and the design/material of paved areas shall be submitted for review and approval by the Planning Division.
 10. Landscaping and irrigation shall be installed in accordance with the approved plans prior to final inspection or occupancy clearance.
 11. 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.

12. No modification(s) of the approved building elevations including, but not limited to, change of architectural type, changes that increase the building height, removal of building articulation, or a change of the finish material(s), shall be made during construction without prior Planning Division written approval. Failure to obtain prior Planning Division approval of the modification could result in the requirement of the applicant to (re)process the modification through a discretionary review process or a variance, or in the requirement to modify the construction to reflect the approved plans.
13. No exterior roof access ladders, roof drain scuppers, or roof drain downspouts are permitted. This condition relates to visually prominent features of scuppers or downspouts that not only detract from the architecture but may be spilling water from overhead without an integrated gutter system which would typically channel the rainwater from the scupper/downspout to the ground. An integrated downspout/gutter system which is painted to match the building would comply with the condition. This condition shall be completed under the direction of the Planning Division.
14. Prior to issuance of grading permits, developer shall submit for review and approval a Construction Management Plan. This plan features methods to minimize disruption to the neighboring residential uses to the fullest extent that is reasonable and practicable. The plan shall include construction parking and vehicle access and specifying staging areas and delivery and hauling truck routes. The plan should mitigate disruption to residents during construction. The truck route plan shall preclude truck routes through residential areas and major truck traffic during peak hours. 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) unless approved by the Development Services Director or Transportation Services Manager.
15. The subject property's ultimate finished grade level may not be filled/raised in excess of 36 inches above the finished grade of any abutting property. If additional fill dirt is needed to provide acceptable on-site storm water flow to a public street, an alternative means of accommodating that drainage shall be approved by the City's Building Official 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 subject property shall preserve or improve the existing pattern of drainage on abutting properties.
16. The applicant shall contact the Planning Division to arrange a Planning inspection of the site prior to the release of occupancy/utilities. This inspection is to confirm that the conditions of approval and code requirements have been satisfied.

17. A "Notice to Buyers" shall disclose that the project is located within an area designated as Light Industry in the City of Costa Mesa General Plan and is subject to existing and potential annoyances or inconveniences associated with industrial land uses. The Notice shall disclose the existing surrounding industrial land uses, including but not limited to, operational characteristics such as hours of operation, delivery schedules, outdoor activities, and noise and odor generation. In addition, the Notice shall state that the existing land use characteristics are subject to change in the event that new businesses move or existing businesses change ownership.

The Buyer's Notice shall also reinforce the definition of live/work units as follows:

"Live-work Units: A mixed-use development composed of commercially- or industrially-oriented joint work and living quarters in the same building, where typically the **primary use is a place of work** and where there are separately-designated residential and work areas. A live/work unit will have adequate work space reserved for, and regularly used by, the resident for work purposes."

The Buyer's Notice shall be reviewed/approved by the City Attorney's office and Development Services Director prior to recordation. The Buyer's Notice shall serve as written notice of the then existing noise environment and any odor generating uses within the mixed-use development and within a 500-foot radius of the mixed use development, as measured from the legal property lines of the development lot. The Buyer's Notice shall be remitted to any prospective purchaser or tenant at least 15 days prior to close of escrow, or within three days of the execution of a real estate sales contract or rental/lease agreement, whichever is longer.

18. Marketing materials, including any model units constructed on-site, shall clearly identify and disclose that the 250 square foot ground floor workspaces for the live/work units are designed to be utilized as workspaces to potential buyers. Prior to issuance of a final certificate of occupancy for the first unit, the City Attorney's office shall review and approve the CC&R provisions related to transient occupancy. These include any and all types of vacation rentals, short-term or long-term rentals, bed and breakfast lodging, boardinghouse, residency hotel, etc. Any type of advertising of transient occupancy in any type of media or any other methods, such as the internet, is prohibited. This includes online publications such as Air B&B. If the violation is not rectified within 30 days by either eviction of the tenant(s) or removal/discontinuation of the advertising, the owner shall be subject to a first citation of \$150, including fines as adopted by the City Council. (At this time fines range from \$150 for the first infraction to \$500 for three plus infractions.) The Development Services Director may apply fines not to exceed \$500 per day for violations that are not resolved.

19. The live/work units shall comply with all applicable requirements of the Mesa West Bluffs Urban Plan as they pertain to allowable uses identified in the Mesa West Bluffs Urban Plan Land Use Matrix.
20. Permanently installed wood burning devices are not permitted. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.
21. The project shall comply with Title 24 of the California Code of Regulations established by the energy conservation standards. The project Applicant shall incorporate the following in building plans:
 - a. Double paned glass or window treatment for energy conservation shall be used in all exterior windows.
 - b. Building shall be oriented north/south where feasible.
22. In the event that archaeological resources are encountered 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 applicant and a certified archaeologist, the appropriate procedures for exploration and/or salvage of the artifacts.
23. In the event that paleontological resources are encountered during grading and construction operations, all construction activities shall be temporarily halted or redirected to permit a qualified paleontologist to assess the find for significance and, if necessary, develop a paleontological resources impact mitigation plan (PRIMP) for the review and approval by the City prior to resuming excavation activities.
24. 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.
25. Trash facilities shall be screened from view, and designed and located appropriately to minimize potential noise and odor impacts to residential areas.
26. To avoid an alley-like appearance, the private street shall not be developed with a center concrete swale. The private street shall be complemented by stamped concrete or pervious pavers.

27. Prior to issuance of building permits, the applicant 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.
 - a. The CC&Rs shall contain provisions requiring that the HOA homeowner's association (HOA) effectively manage parking and contract with a towing service to enforce the parking regulations and shall contain restrictions prohibiting parking in the driveway and in front of garage doors.
 - b. The CC&Rs shall also contain provisions related to night-time lighting and active use of the common areas. These provisions shall prohibit amplified noise, loud parties/gatherings, night-time lighting after 9:00 PM other than for security purposes, or any other activities that may be disruptive to the quiet enjoyment of neighboring properties after 9:00 PM.
 - c. The CC&Rs shall also contain provisions related to preservation and maintenance of the common lot and common open space areas in perpetuity by the homeowner's association. The CC&Rs shall also contain the buyer's notice as an exhibit.
 - d. The CC&Rs shall contain a notice that all open parking spaces shall be unassigned and available for visitors.
 - e. The CC&R's shall contain restrictions requiring residents to park vehicles in garage spaces provided for each unit. Storage of other items may occur only to the extent that vehicles may still be parked within the required garage at the number for which the garage was originally designed and to allow for inspections by the association to verify compliance with this condition.
 - f. For Live/Work Units, the CC&R's shall contain provisions stating that the 250 square foot work space on the first level shall not be used as a bedroom for sleeping purposes.
 - g. 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.
28. The CC&Rs shall be recorded prior to issuance of certificates of occupancy.
29. Prior to issuance of building permits, the applicant shall provide proof of recordation of Vesting Tract Map 17800.
30. The applicant shall provide proof of establishment of a master homeowners association (HOA) prior to release of any utilities. The master HOA shall be responsible for maintenance of all common areas, and common services including but not limited to refusal and recycling pickup services, common area lighting, private driveways, maintenance of parks, on-site open space and perimeter landscaping, perimeter walls and fences and common area utilities.
31. Transformers, backflow preventers, and any other approved above-ground utility improvement shall be located outside of the required street setback area and shall be screened from view, under direction of Planning

staff. Any deviation from this requirement shall be subject to review and approval of the Development Services Director.

32. A comprehensive sign program shall be submitted for all on-site signs (i.e., monument, directory, wall mounted) for review and approval of the Development Services Director prior to issuance of building permits.
33. Prior to release of any utilities, the applicant shall provide proof of establishment of a maintenance or homeowners association.
34. The applicant shall defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers and employees from any claim, action, or proceeding (collectively referred to as "proceeding") brought against the City, its elected and appointed officials, agents, officers or employees arising out of, or which are in any way related to, the applicant's project, or any approvals granted by City related to the applicant's project. The indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and cost of suit, attorney's fees, and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by the applicant, the City and/or the parties initiating or bringing such proceeding. This indemnity provision shall include the applicant's obligation to indemnify the City for all the City's costs, fees, and damages that the City incurs in enforcing the indemnification provisions set forth in this section. City shall have the right to choose its own legal counsel to represent the City's interests, and applicant shall indemnify City for all such costs incurred by City.
35. Prior to building permit issuance, the applicant shall submit a final playground plan for review and approval, which includes detailed playground specifications of manufactured play equipment. The playground plan shall depict safety fall zones, safety surfacing materials and construction specifications, manufacturer and model numbers of equipment and equipment deck heights.
36. The Playground Plan should demonstrate compliance to State of California Playground Safety Regulations R-39-97, (California Code of Regulations, Title 22, Division 4, Chapter 22, available from Barclay's California Code of Regulations (800) 888-3600. State safety regulations are based on the ASTM F1487-98 Standard Consumer Safety Performance Specification of Playground Equipment for Public Use, and the Consumer Product Safety Commission Handbook for Public Playground #325, both available from the California Department of Health Services.
37. On a project-specific basis, the Development Services Director shall require that the playground plan adequately serve the anticipated number of users and their activities.
38. If the common outdoor play area is located adjacent or in proximity to a street, driveway, loading area, or any other traffic circulation area, a street barrier with a minimum height of 42 inches (i.e. steel reinforced bollards, reinforced block walls, etc.) should be used to enclose the play area for adequate protection from vehicular traffic. Any other type of comparable street barrier which may provide adequate protection shall be subject to review and approval by Development Services Director. Fences and block

walls shall be in conformance with development standards for the zoning district in which they are located.

39. Outdoor play areas are encouraged to be shaded by a canopy structure, awnings, or landscaping.
- Eng. 40. Comply with the requirements contained in the letter prepared by the City Engineer (Exhibit B1).
41. 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.
- Fire 42. Submit a Fire Master Plan to Fire Prevention for Department's review and Approval.

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. Any reference to "City" pertains to the City of Costa Mesa.

- PIng.
1. All contractors and subcontractors must have valid business licenses to do business in the City of Costa Mesa. Final inspections, final occupancy and utility releases will not be granted until all such licenses have been obtained.
 2. 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.
 3. Prior to issuance of building permits, applicant shall contact the US 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.
 4. Pay Park fee prior to building permit issuance or certificate of occupancy. Applicable fee shall be that fee in effect at the time the subdivision application is filed with the City.
 5. Minimum garage door width shall be 16 feet.
 6. All garages shall be provided with automatic garage door openers.
 7. Hours of construction shall comply with Section 13-279, Title 13, of the Costa Mesa Municipal Code.
 8. Two (2) sets of detailed landscape and irrigation plans, which meet the requirements set forth in Costa Mesa Municipal Code Sections 13-101 through 13-108 and the City's Water Efficient Landscape Guidelines, shall be required as part of the project plan check review and approval process. Plans shall be forwarded to the Planning Division for final approval prior to issuance of building permits.
 9. Two (2) sets of landscape and irrigation plans, approved by the Planning Division, shall be attached to two of the final building plan sets.
 10. All on-site utility services shall be installed underground.
 11. 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 shall be in a manner acceptable to the public utility and shall be in the form of a vault, wall cabinet, or wall box under the direction of the Planning Division.
 12. Any mechanical equipment such as air-conditioning equipment and duct work shall be screened from view in a manner approved by the Planning Division.
 13. As final building plans are submitted to the City of Costa Mesa for review and approval, the Costa Mesa Police Department shall review all plans for the purpose of ensuring that design requirements are incorporated into the building design to increase safety and avoid unsafe conditions. These

measures focus on security measures that are recommended by the Police Department, including but not limited to the following:

- a. Lighting shall be provided in open areas and parking lots.
- b. 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.
- c. Landscaping requirements.
- d. Emergency vehicle parking areas shall be designated within proximity to buildings.
- e. Prior to the issuance of a Building Permit, the City of Costa Mesa Police Department shall review and approve the developer's project design features to assess the compliance with local requirements.

14. Prior to approval of plans, the project shall fulfill the City of Costa Mesa Drainage Ordinance No. 06-19 requirements.

Bldg.

15. Comply with the requirements of the following adopted codes 2013 California Residential Code, 2013 California Building Code, 2013 California Electrical code, 2013 California Mechanical code , 2013 California Plumbing code , 2013 California Green Building Standards Code and 2013 California Energy Code (or the applicable adopted, California Residential Code, California Building code California Electrical code, California Mechanical code California Plumbing Code, California Green Building Standards and California Energy Code at the time of plan submittal or permit issuance) and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa.

Requirements for accessibility to sites, facilities, buildings and elements by individuals with disability shall comply with chapter 11A and 11B of the 2013 California Building Code (or the applicable adopted Building Code at time of submittal).

16. This project shall comply with the in-Building Public Safety Radio System Coverage per section 5+-130 to 5-137 of the Costa Mesa Municipal Code. At plan check submittal 6 copies of an in-building Public Safety Radio System Coverage report (Radio system report) shall be submitted to the Building and Safety Division. The Radio System report shall be certified by an FCC licensed radio technician as provided by the property owner/applicant. The technician is required by section 5-133 to conduct initial tests and shall be employed by the owner, the engineer or architect of record, or agent of the owner, but not by the contractor or any other person responsible for the work.

17. Submit precise grading plans, an erosion control plan, and a hydrology study.

18. Submit a soils report for this project. Soil's report recommendations shall be blueprinted on both the architectural and grading plans. For existing slopes or when new slopes are proposed, the soils report shall address

how existing or new slopes will be maintained to avoid erosion or future failure.

19. On graded sites the top of exterior foundation shall extend above the elevation of the street gutter at point of discharge or the inlet of an approved discharge device a minimum of 12 inches plus 2 percent. 2013 California Building Code CRC 403.1.7.3.
20. Lots shall be graded to drain surface water away from foundation walls. The grade shall fall a minimum of six inches within the first 10 feet. CRC R401.3.
21. Prior to the issuance of Grading Permits, the project Applicant shall provide the City of Costa Mesa Department of Building Safety with a geotechnical investigation of the project site detailing recommendations for remedial grading in order to reduce the potential of onsite soils to cause unstable conditions. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the geotechnical consultant as summarized in a final written report, subject to review by the City of Costa Mesa Department of Building Safety.
22. During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.
23. During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.
24. All construction contractors shall comply with South Coast Air Quality Management District (SCAQMD) regulations, including Rule 403, Fugitive Dust. All grading (regardless of acreage) shall apply best available control measures for fugitive dust in accordance with Rule 403. To ensure that the project is in full compliance with applicable SCAQMD dust regulations and that there is no nuisance impact off the site, the contractor would implement each of the following:

- a. Moisten soil not more than 15 minutes prior to moving soil or conduct whatever watering is necessary to prevent visible dust emissions from exceeding 100 feet in any direction.
 - b. Apply chemical stabilizers to disturbed surface areas (completed grading areas) within five days of completing grading or apply dust suppressants or vegetation sufficient to maintain a stabilized surface.
 - c. Water excavated soil piles hourly or covered with temporary coverings.
 - d. Water exposed surfaces at least twice a day under calm conditions. Water 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.
 - e. Wash mud-covered tires and under-carriages of trucks leaving construction sites.
 - f. 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.
 - g. Securely cover loads with a tight fitting tarp on any truck leaving the construction sites to dispose of debris.
 - h. Cease grading during period when winds exceed 25 miles per hour.
- Trans. 25. Construct all proposed driveway approaches to comply with city standards.
26. Fulfill mitigation of off-site traffic impacts at the time of issuance of occupancy by submitting to the Planning Division the required traffic impact fee pursuant to the prevailing schedule of charges adopted by the City Council. The traffic impact fee is calculated including credits for all existing uses. NOTE: The Traffic Impact Fee will be recalculated at the time of issuance of building permit/certificate of occupancy based upon any changes in the prevailing schedule of charges adopted by the City Council and in effect at that time.
27. Close unused drive approaches, or portion of, with full height curb and gutter that comply with City Standards.
28. The project shall not be gated in any manner, from any of the three vehicular entries, ensuring emergency vehicle access through the property from public street to public street at all times.
- Fire 29. Prior to the issuance of a Building Permit, the City of Costa Mesa Fire Department shall review and approve the project design features to assess compliance with the California Building Code and California Fire Code.
30. The project shall provide an automatic fire sprinkler system according to NFPA 13 R.
- Street Trees WQMP 31. Plant 24" box *Tabebuia Avellanadae* in the ROW on West 16th Street.
32. In order to comply with the 2003 DAMP, the proposed project shall prepare a Storm Drain Plan, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements,

prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the Department of Public Works for review and approval.

33. The SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of development. The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all dewatering operation flows and for nuisance flows during construction.
34. A WQMP shall be maintained and updated as needed to satisfy the requirements of the adopted NPDES program. The plan shall ensure that the existing water quality measures for all improved phases of the project are adhered to.
35. Location of the BMPs shall not be within the public right-of-way.
36. The project shall comply with the NPDES requirements, as follows:
 - a. Construction General Permit Notice of Intent (NOI) Design: Prior to the issuance of preliminary or precise grading permits, the project applicant shall provide the City Engineer with evidence that an NOI has been filed with the Storm Water Resources Control Board (SWRCB). Such evidence shall consist of a copy of the NOI stamped by the SWRCB or Regional Water Quality Control Board (RWQCB), or a letter from either agency stating that the NOI has been filed.
 - b. Construction Phase Storm Water Pollution Prevention Plan (SWPPP): Prior to the issuance of grading permits, the applicant shall prepare a SWPPP that complies with the Construction General Permit and will include at a minimum the following:
 - c. Discuss in detail the BMPs planned for the project related to control of sediment and erosion, non-sediment pollutants, and potential pollutants in non-storm water discharges.
 - d. Describe post-construction BMPs for the project.
 - e. Explain the maintenance program for the project's BMPs.
 - f. List the parties responsible for the SWPPP implementation and the BMP maintenance during and after grading. The project Applicant shall implement the SWPPP and modify the SWPPP as directed by the Construction General Permit.

SPECIAL DISTRICT REQUIREMENTS

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

- Sani.
 1. Applicant will be required to construct sewers to serve this project, at his own expense, meeting the approval of the Costa Mesa Sanitary District.
 2. County Sanitation District fees, fixture fees, inspection fees, and sewer permit are required prior to installation of sewer.

3. Applicant shall submit a plan showing sewer improvements that meets the District Engineer's approval to the Building Division as part of the plans submitted for plan check.
4. The applicant is required to contact the Costa Mesa Sanitary District at (714) 754-5307 to arrange final sign-off prior to certificate of occupancy being released.
5. Unless an off-site trash hauler is being used, applicant shall contact the Costa Mesa Sanitary District at (714) 754-5043 to pay trash collection program fees and arrange for service for all new residences. Residences using bin or dumpster services are exempt from this requirement.
6. Applicant shall contact Costa Mesa Sanitary District at (949) 654-8400 for any additional district requirements.
- AQMD 7. Applicant shall contact the Air Quality Management District (AQMD) at (800) 288-7664 for potential additional conditions of development or for additional permits required by AQMD.
- Water 8. Customer shall contact the Mesa Water District – Engineering Desk and submit an application and plans for project review. Customer must obtain a letter of approval and a letter of project completion from Mesa Water District.
- School 9. Pay applicable Newport Mesa Unified School District fees to the Building Division prior is issuance of building permits.
- State 10. 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.

EXHIBIT B1



CITY OF COSTA MESA

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

FROM THE DEPARTMENT OF PUBLIC SERVICES/ENGINEERING DIVISION

April 29, 2015

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

SUBJECT: Vesting Tract No. 17800
LOCATION: 671 W. 17th Street

Dear Commissioners:

Vesting Tentative Tract Map No. 17800 as furnished by the Planning Division for review by the Public Services Department consists of subdividing two parcels into one numbered lot for condominium purposes. Vesting Tentative Tract Map No. 17800 meets with the approval of the Public Services Department, subject to the following conditions:

1. The Tract shall be developed in full compliance with the State Map Act and the City of Costa Mesa Municipal Code (C.C.M.M.C.), except as authorized by the Costa Mesa City Council and/or Planning Commission. The attention of the Subdivider and his engineer is directed to Section 13-208 through 13-261 inclusive, of the Municipal Code.
2. The Subdivider shall conduct soil investigations and provide the results to the City of Costa Mesa Engineering and Building Divisions pursuant to Ordinance 97-11.
3. Two copies of the Final Tract Map shall be submitted to the Engineering Division for checking. Map check fee shall be paid per C.C.M.M.C. Section 13-231.
4. A current copy of the title search shall be submitted to the Engineering Division with the first submittal of the Final Tract Map.
5. Dedicate an ingress/egress easement to the City for emergency and public security vehicles purposes only. 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.
6. Vehicular and pedestrian access rights to Pomona Avenue, 17th Street and Superior Avenue shall be released and relinquished to the City of Costa Mesa except at approved access locations.
7. Obtain a permit from the City of Costa Mesa, Engineering Division, at the time of development and then remove any existing driveways and/or curb depressions that will not be used and replace with full height curb and sidewalk.
8. Obtain a permit from the City of Costa Mesa, Engineering Division, at the time of development and then construct P.C.C. driveway approaches per City of Costa Mesa Standards as shown on the Offsite Plan. Location and dimensions are subject to the approval of the Transportation

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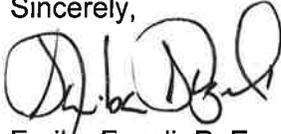
Services Manager.

9. Obtain a permit from the City of Costa Mesa, Engineering Division, at the time of development and then construct P.C.C. sidewalk per City of Costa Mesa Standards as shown on the Offsite Plan, including four (4) feet clear around obstructions in the sidewalk.
10. Submit for approval to the City of Costa Mesa, Engineering Division, Street Improvement Plans that show Sewer and Water Improvements, prepared by a Civil Engineer.
11. Submit for approval to the City of Costa Mesa preliminary plans that shows the undergrounding of utility poles along Pomona Avenue and 17th Street to the extent practical or feasible.
12. Dedicate a ten foot drainage easement to the City of Costa Mesa behind the property line along Pomona Avenue and 17th Street.
13. Dedicate 17th Street to the City of Costa Mesa for street & highway purposes per the Master Plan of Highways and a diagonal corner cut-off at the corner of 17th Street and Pomona Avenue.
14. The Subdivider shall submit a cash deposit of \$1730 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.
15. Fulfill City of Costa Mesa Drainage Ordinance No. 06-19 requirements prior to approval of Final Tract Map
16. The Subdivider's engineers shall furnish the Engineering Division a storm runoff study showing existing and proposed facilities and the method of draining this area and tributary areas without exceeding the capacity of any street or drainage facility on-site or off-site. This study to be furnished with the first submittal of the Final Tract Map. Cross lot drainage shall not occur.
17. 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.
18. Sewer improvements shall meet the approval of the Costa Mesa Sanitary District; call (949) 631-1731 for information.
19. Water system improvements shall meet the approval of Mesa Consolidated Water District; call (949) 631-1200 for information.
20. Dedicate easements as needed for public utilities.
21. Prior to recordation of a Final Tract Map, the surveyor/engineer preparing the map shall tie the boundary of the map into the Horizontal Control System established by the County

Surveyor in a manner described in Subarticle 12, Section 7-9-337 of the Orange County Subdivision Code.

22. Prior to recordation of a Final Tract Map, the surveyor/engineer preparing the map shall submit to the County Surveyor a digital-graphics file of said map in a manner described in Subarticle 12, Section 7-9-337 of the Orange County Subdivision Code.
23. Survey monuments shall be preserved and referenced before construction and replaced after construction, pursuant to Section 8771 of the Business and Profession Code.
24. The elevations shown on all plans shall be on Orange County benchmark datum.
25. Prior to recordation of a Final Tract Map, submit required cash deposit or surety bond to guarantee monumentation. Deposit amount to be determined by the City Engineer.
26. Prior to occupancy on the Tract, the surveyor/engineer shall submit to the City Engineer a Digital Graphic File, reproducible mylar of the recorded Tract Map, and approved off-site plan and nine copies of the recorded Tract Map.

Sincerely,

A handwritten signature in black ink, appearing to read 'Fariba Fazeli', written over a circular stamp or seal.

Fariba Fazeli, P. E.
City Engineer

(Engr. 2015/Planning Commission Tract 17800)

RESOLUTION NO. PC-14-

**A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF COSTA MESA DENYING PLANNING APPLICATION
PA-14-29 AND VESTING TENTATIVE TRACT MAP VT-17800
FOR PROPERTY LOCATED AT 671 W. 17TH STREET**

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

WHEREAS, an application was filed by W-W Westside Gateway Owner VII, LLC,
the property owner, requesting approval of the following:

WHEREAS, an application was filed by W-W Westside Gateway Owner VII, LLC, the
property owner, requesting approval of the following:

(1) Planning Application PA-14-29: The Urban Master Plan is for the development
of a 177-unit, three-story mixed-use development, and it consists of 46 residential
lofts and 131 attached and detached live/work units within the Mesa West Bluffs
Urban Plan area. The mixed-use development has a density of 13 dwelling units per
acre (residential component) and a Floor Area Ratio (FAR) of 1.15 and 0.87
(live/work component). The units are 3-story structures with roof decks. The project
meets the minimum parking requirements of the Urban Plan (508 spaces required,
508 spaces proposed including 22 compact stalls). A total of 354 garage/covered
parking spaces and 154 open parking spaces are proposed (a rate of 2.5 parking
spaces per loft unit and three parking spaces per live/work unit). About 2-acres of
open space is provided in addition to the private roof decks for each unit. The
buildings are designed as detached and attached 3-story structures with roof top
decks. A total of 354 garage/covered parking spaces and 154 open parking spaces
are proposed (a rate of three parking spaces per live/work unit and 2.5 spaces per
loft units). The Master Plan includes compact parking at 4 percent of the overall total
parking spaces or 14 percent of provided open parking spaces. The Master Plan also
includes a minimum of 196 open guest parking required for live/work units. The total
parking supply (508 spaces) complies with the overall parking requirement; however,
a portion of open parking spaces is provided in two-car garages.

The Master Plan includes the following deviations:

- **Interior Garage Dimensions.** Minimum 20 by 20 feet dimension required; 19 by 20 feet proposed.
- **Minimum Building Separation.** Minimum 10 feet between buildings required; 6 feet proposed.
- **Floor Area Ratio** for Attached Live/Work Units. Maximum 1.0 allowed and up to 1.25 FAR subject to specific findings; 1.15 FAR proposed.

2) Vesting Tentative Tract Map 17800: Subdivision of a 9.0-acre property into one lettered lot and one numbered lot for condominium purposes.

WHEREAS, a duly noticed public hearing was held by the Planning Commission on May 11, 2015 with all persons having the opportunity to speak for and against the proposal;

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit A, the Planning Commission hereby **DENIES** Planning Application PA-14-29 and Vesting Tentative Tract Map VT-17800.

PASSED AND ADOPTED this 11th day of May, 2015.

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

EXHIBIT A

FINDINGS (DENIAL)

- A. The proposed project does not comply with Title 13, Section 13-83.52(c), Mixed-Use Overlay District, of the Municipal Code due to the following:

The project is not consistent with the General Plan, does not meet the purpose and intent of the mixed-use overlay district, and the stated policies of the Urban Plan.

The project does not include adequate resident-serving amenities in the common open space areas and/or private open space areas in areas including, but not limited to, patios, balconies, roof terraces, walkways, and landscaped areas.

The project is not consistent with the compatibility standards for residential development in that it does not provide adequate protection for residents from excessive noise, odors, vibration, light and glare, and toxic emanations.

The proposed residences do not have adequate separation and screening from adjacent commercial/industrial uses.

- B. The proposed project does not comply with Title 13, Section 13-83.52(d), Mixed-Use Overlay District, of the Municipal Code because:

The strict interpretation and application of the mixed-use overlay district's development standards would not result in practical difficulty inconsistent with the purpose and intent of the General Plan and Mesa West Bluffs Urban Plan, while the deviation to the regulation allows for a development that does not achieve the purposes and intent of the General Plan and the Urban Plan.

The granting of this deviation results in a mixed-use development which does not exhibit excellence in design, site planning, integration of uses and structures, and compatibility standards for mixed use development.

The granting of this deviation will be detrimental to the public health, safety, or welfare, or be materially injurious to properties or improvements in the vicinity.

- C. The subdivision of the property for a residential common interest development is not consistent with the City's General Plan and Zoning Code.
- D. The Costa Mesa Planning Commission has denied Planning Application PA-14-29 and Vesting Tentative Tract Map VT-17800. Pursuant to Public Resources Code Section 21080(b) (5) and CEQA Guidelines Section 15270(a) CEQA does not apply to this project because it has been rejected and will not be carried out.
- E. The project is exempt from Chapter IX, Article 11, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code.

EXHIBIT C
Mitigation Monitoring Program

Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

	Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
<p>Mitigation Measures Geology and Soils</p>	<p>GEO-1 Prior to the issuance of grading and building permits, the project applicant shall demonstrate to the City of Costa Mesa Building Division that all earthwork and design recommendations (e.g., foundation design and site grading, soil sampling, removal and recompaction recommendations) in the project's Geotechnical Investigation prepared by NorCal Engineering dated May 5, 2014, (incorporated herein by this reference) and any updated geotechnical reports have been incorporated into the project design and grading plans. During grading and construction, the Building Division staff shall verify that grading and construction activities comply with these recommendations.</p>	<p>Project Applicant/Developer, Geotechnical Engineer, and Construction Contractor</p>	<p>Prior to the issuance of grading and building permits</p>	<p>City of Costa Mesa Building Division</p>

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Hazards and Hazardous Materials

<p>HAZ-1</p>	<p>Post-remediation soil vapor sampling shall be performed under the Regional Water Quality Control Board (RWQCB) oversight following the guidance outlined in the Department of Toxic Substances Control (DTSC) and RWQCB Active Soil Gas Investigations 2012. Soil vapor results shall then be compared to the San Francisco Regional Water Quality Control Board Residential Environmental Screening Levels (ESLs) and United States Environmental Protection Agency's Region 9 Regional Screening Levels for residential use (RSLs) for soil vapor. If the results of the post-remediation soil vapor sampling show multiple Chemicals of Potential Concern (COPC) at concentrations higher or close to the ESLs or RSLs, a human health risk assessment (HHRA) shall be prepared pursuant to the Johnson & Ettinger human health risk model and in accordance with the RWQCB health risk assessment criteria, which shall include a cumulative COPC risk analysis. The purpose of the HHRA is to determine whether residual contaminant levels in soil vapor at the project site result in human health risks exceeding an individual lifetime excess cancer risk (ILECR) of 1.0 in 1 million or a non-carcinogenic Hazard Index (HI) of 1.0, which are the human health risk standards employed by RWQCB for residential use. Therefore, the calculated risk posed by hazardous-</p>	<p>Project Applicant/Developer, Site Assessment Specialist, Geotechnical Engineer, and Construction Contractor, with oversight from the Regional Water Quality Control Board</p>	<p>Post-remediation</p>	<p>City of Costa Mesa Development Services Department</p>
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Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

	Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
	<p>substance-affected soils shall be evaluated in the HHRA based on a residential land use scenario. The project applicant/developer shall provide RWQCB and the City of Costa Mesa Development Services Department with a copy of the HHRA. If the results of the HHRA show an ILECR or an HI higher than the standards specified above, vapor intrusion mitigation systems (VIMS) shall be incorporated at the project site, under RWQCB oversight, in order to bring the ILECR and HI below the above-specified standards, which will be confirmed by an HHRA that accounts for the effects of the VIMS.</p>			
55	<p>The VIMS shall be subject to RWQCB approval and may include a soil vapor membrane (e.g., Liquid Boot®) and a passive venting system of perforated piping installed beneath the soil vapor barrier with vertical piping that discharges above the roofline of the residential lofts and live/work units at the project site. It is expected that the VIMS will be designed by a State of California-licensed professional engineer or engineering geologist experienced in the design and installation of VIMS in southern California. If required by RWQCB, the design plan for the VIMS may also be provided to the California Department of Oil, Gas and Geothermal Resources (DOGGR) for review, in light of the project site's location within the Newport Beach Oil Field, which is a methane-bearing zone.</p>	Project Applicant/Developer	Prior to recordation of the Covenant with the Orange County Registrar-Recorder/County Clerk	City of Costa Mesa Development Services Department
HAZ-2	<p>To the extent vapor intrusion mitigation systems (VIMS) are incorporated, the Covenant to be recorded with the Orange County Registrar-Recorder/County Clerk (prohibiting the use of groundwater, as discussed above) shall include provisions requiring the maintenance of and preventing the disturbance of the VIMS, with related notifications to current and future owners and occupants of the project site.</p>	Project Applicant/Developer, Site Assessment Specialist, Geotechnical Engineer, and Construction Contractor, with oversight from the Regional Water Quality Control Board	Following the remediation of soil	City of Costa Mesa Development Services Department
HAZ-3	<p>Following the remediation of soil as required by the Soil Management Plan (SMP), the project applicant/developer shall perform confirmation soil sampling and analysis in order to confirm that the remediation of impacted soil has reduced Chemicals of Potential Concern (COPC) concentrations to below the applicable standards (i.e., ESLs, RSLs,</p>			

Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
<p>and SFRWQCB ESLs for Potential Leaching to Groundwater). The project applicant/developer shall notify the Regional Water Quality Control Board (RWQCB) of the date and time of the planned confirmation soil sampling, to the extent practical, at least three business days before sampling commences. Up to five confirmation soil samples are to be collected from each area remediated by excavation of impacted soil. These will include a soil sample from each wall and the bottom of each impacted soil excavation area. Soil sampling procedures are to be consistent with those cited in California Department of Toxic Substances Control (DTSC) procedure guidelines (DTSC, 1999; 2004), and/or the U.S. EPA-issued Soil Sampling Operating Procedures (U.S. EPA, 2011), and/or other applicable RWQCB-approved sampling guidelines. Once the results of the confirmation soil sampling demonstrate that impacted soil has been removed as required under the SMP, and following receipt of written concurrence from RWQCB, grading activities in the area of the impacted soil excavation can resume.</p>	<p>Project Applicant/Developer, Site Assessment Specialist, and Construction Contractor</p>	<p>Prior to the issuance of grading permits</p>	<p>City of Costa Mesa Development Services Department</p>
<p>HAZ-4</p> <p>Prior to the issuance of grading permits, a Health and Safety Plan (HASP) shall be prepared in accordance with federal law, as set forth at 29 CFR 1910.20 (i.e., the Hazardous Waste Operations and Emergency Response, also known as the HAZWOPER standard). In addition, in accordance with SCAGMD Rule 403 (Fugitive Dust), dust control measures shall be implemented at the project site in order to avoid risks arising from inhalation of airborne dust containing Chemicals of Potential Concern (COPC). The dust mitigation measures shall include:</p> <ul style="list-style-type: none"> ▪ watering the ISA areas prior to the commencement of excavation activities in order to limit fugitive dust emissions to those specified in SCAGMD Rule 403 guidance and Localized Significance Thresholds (LST); ▪ applying water or other suitable dust suppressants during construction activities to limit fugitive dust emissions to LST guidelines; 			

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Mitigation Monitoring Program and Standard Conditions Requirements

Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
<p>Mitigation Measure/Standard Condition</p> <ul style="list-style-type: none"> ▪ limiting the amount of surface area disturbed during site development activities to 0.1 acre; ▪ limiting the speed of vehicles on uncontrolled, unpaved access/haul roads in proximity to ISA areas to a maximum of 15 mph; ▪ covering bulk materials, including stockpiled oil, with tarps, plastic, or other suitable materials and anchoring them so that the cover is not removed by the wind; ▪ applying water or other suitable dust suppressants when haul trucks are operating at the project site; ▪ applying water or other suitable dust suppressants to soil being removed from the project site; ▪ removing fugitive dust from exterior and interior surfaces of vehicles prior to them leaving the project site; ▪ cleaning up carryout and trackout pathways by sweeping, removing debris, operating a rotary brush with applied water, or other effective methods, to prevent the release of dust at the project site; and ▪ once trucks are loaded with soil for offsite disposal, covering the cargo areas with tarps or other suitable covers that prevent the release of fugitive dust. <p>In order to ensure the effectiveness of the measures specified above, dust monitoring shall be employed in accordance with SCAQMD Rule 403 requirements during operations disturbing soil at the project site. In addition, signs shall be posted at the project site during performance of the Soil Management Plan, in compliance with the notification requirements of California Proposition 65, to provide required information regarding the presence of chemicals known to the state of California to cause cancer or reproductive toxicity. The standards to be imposed with respect to worker protection are the San Francisco Regional Water Quality Control Board's Construction/Trench Worker Screening Levels for Direct Exposure. These criteria account for exposure to construction/trench workers</p>			

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Mitigation Monitoring Program and Standard Conditions Requirements

Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
<p>through direct contact with COPCs and/or Total Petroleum Hydrocarbons (TPH). These screening levels assume a target individual lifetime excess cancer risk (ILECR) of 1.0 in 1 million and a non-carcinogenic Hazard Index (HI) of 1.0. Therefore, the HASP and the dust control measures are intended to reduce risk levels during construction to below the ILECR of 1.0 in 1 million and non-carcinogenic risks to below an HI of 1.0.</p> <p>Prior to the issuance of demolition permits for any buildings or structures onsite, the project applicant shall have implemented the following measures:</p> <ul style="list-style-type: none"> ▪ Have retained a California Certified Asbestos Consultant (CAC) to perform abatement project planning, monitoring (including air monitoring), oversight, and reporting of all asbestos-containing materials (ACM) encountered. The abatement, containment, and disposal of all ACM shall be conducted in accordance with the South Coast Air Quality Management District's Rule 1403 and California Code of Regulation Title 8, Section 1529 (Asbestos). ▪ Have retained a licensed or certified lead inspector/assessor to conduct the abatement, containment, and disposal of all lead waste encountered. The contracted lead inspector/assessor shall be certified by the California Department of Public Health (CDPH). All lead abatement shall be performed by a CDPH-certified lead supervisor or a CDPH-certified worker under the direct supervision of a lead supervisor certified by CDPH. The abatement, containment, and disposal of all lead waste encountered shall be conducted in accordance with the US Occupational Safety and Health Administration Rule 29, CFR Part 1926, and California Code of Regulation, Title 8, Section 1532.1 (Lead). ▪ Evidence of the contracted professionals attained by the project applicant shall be provided to the City of Costa Mesa Building Division. Additionally, contractors performing ACM and lead waste removal shall provide evidence of abatement activities to the City's Building Safety Division. 	<p>Project Applicant/Developer, Construction Contractor, Certified Asbestos Consultant, and Certified Lead Inspector/Assessor</p>	<p>Prior to the issuance of demolition permits for any buildings or structures onsite</p>	<p>City of Costa Mesa Development Services Department</p>

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Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

	Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
Noise				
N-1	Prior to the issuance of building permits, the project applicant shall demonstrate that the following sound-attenuation measures have been incorporated: upgraded windows with a Sound Transmission Class (STC) rating 33 or higher for all units facing 17th Street, and upgraded windows with an STC rating 30 or higher for all units facing Pomona Street.	Project Applicant/Developer, Construction Contractor, Project Architect, and Acoustical Consultant	Prior to the issuance of building permits	City of Costa Mesa Development Services Department
N-2	Prior to the issuance of building permits, the project applicant shall demonstrate that adequate ventilation with windows closed have been provided for each residential loft and live/work unit per the 2013 California Building and Mechanical Code, as well as the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE). The ventilation system selected shall not compromise the outdoor-to-indoor noise attenuation of the structure.	Project Applicant/Developer, Construction Contractor, Project Architect, and Acoustical Consultant	Prior to the issuance of building permits	City of Costa Mesa Development Services Department
N-3	During project construction and grading activities, the use of vibratory rollers shall be prohibited within 200 feet of the nearest live-work units adjacent to the project site to the east. If rollers are required for soil compaction within 200 feet of the live-work units, static compactors shall be used for the areas requiring compaction. In addition, the use of large bulldozers and loaded trucks shall be avoided within 50 feet of the adjacent live/work units to the east. This requirement shall be placed as a note on all grading plans and shall be approved by the City of Costa Mesa Development Services Department prior to commencement of grading activities.	Project Applicant/Developer and Construction Contractor	During project construction and grading activities	City of Costa Mesa Development Services Department
N-4	The following measure shall be implemented during project construction, placed as a note on all grading plans, and approved by the City of Costa Mesa Development Services Department prior to commencement of grading activities. <ul style="list-style-type: none"> ▪ As required by Section 13-279 (Exceptions for Construction) the City of Costa Mesa's Municipal Code, construction activities shall only take place between the hours of between 7:00 AM and 7:00 PM Monday through Friday, excluding federal holidays, or between 9:00 AM and 6:00 PM on Saturdays. 	Project Applicant/Developer and Construction Contractor	During project construction and grading activities	City of Costa Mesa Development Services Department

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Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
<p>Mitigation Measure/Standard Condition</p> <ul style="list-style-type: none"> ▪ All heavy construction equipment used on the proposed project shall be maintained in good operating condition, with all internal combustion, engine-driven equipment fitted with properly-operating air intake silencers, engine shrouds and exhaust mufflers that are in good condition and no less effective than as originally equipped by the manufacturer. All mobile or fixed noise producing equipment used on the project site that is regulated for noise output by a local, state, or federal agency shall comply with such regulation while in the source of project activity. ▪ Where feasible, use electrically powered equipment instead of pneumatic or internal combustion powered equipment. ▪ All stationary noise-generating equipment (e.g., air compressors, portable generators) shall be located as far away as possible from neighboring noise-sensitive land uses ▪ Utilize "quiet" air compressors and other stationary equipment where feasible and available. ▪ Post signs prohibiting unnecessary idling of internal combustion engines. ▪ A truck route haul plan shall be created to avoid residential areas. ▪ The use of noise producing signals, including horns, whistles, alarms and bells will be for safety warning purposes only. ▪ Assign an individual or project manager, as designated by the project applicant that would respond to credible complaints regarding construction noise. A construction site notice shall be posted near the construction site access point or in an area that is clearly visible to the public. The notice shall include the following: job site address, permit number, and name of construction contractor; dates and duration of construction activities; construction hours allowed; and the phone numbers of the City of Costa Mesa and designated individual or project manager where noise complaints can be reported 			

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Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

<i>Mitigation Measure/Standard Condition</i>	<i>Responsibility for Implementation</i>	<i>Timing</i>	<i>Responsibility for Monitoring</i>
<p>Standard Conditions</p> <p><i>Aesthetics</i></p> <p>SC 3.1.-1</p> <p>Prior to the issuance of Building Permits, the Applicant shall submit a Lighting Plan and Photometric Study for the approval of the City's Development Services Department. The Lighting Plan shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> ▪ The mounting height of lights on light standards shall not exceed 18 feet in any location on the Project site unless approved by the Development Services Director. ▪ The intensity and location of lights on buildings shall be subject to the Development Services Director's approval. ▪ 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 footcandle at the property line of the surrounding neighbors, consistent with the level of lighting that is deemed necessary for safety and security purposes on site. <ul style="list-style-type: none"> • Glare shields may be required for select light standards. • Roof-deck lights shall not extend above the parapet. 	<p>Project Applicant/Developer, Lighting Consultant, and Construction Contractor</p>	<p>Prior to the issuance of building permits</p>	<p>City of Costa Mesa Development Services Department</p>
<p>SC 3.1.-2</p> <p>A "Notice to Buyers" shall disclose that the Project is located within an area designated as Light Industry in the City of Costa Mesa General Plan and is subject to existing and potential annoyances or inconveniences associated with industrial land uses. The Notice shall disclose the existing surrounding industrial land uses, including but not limited to, operational characteristics such as hours of operation, delivery schedules, outdoor activities, and noise and odor generation. In addition, the Notice shall state that the existing land use characteristics are subject to change in the event that new businesses move or existing businesses change ownership. The Buyer's Notice shall be reviewed/approved by the City Attorney's office and Development Services Director prior to recordation. The Buyer's Notice shall serve as written notice of the then existing noise</p>	<p>Project Applicant/Developer</p>	<p>At least 15 days prior to close of escrow, or within three days of the execution of a real estate sales contract or rental/lease agreement, whichever is longer</p>	<p>City of Costa Mesa Development Services Department</p>

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Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
<p>environment and any odor generating uses within the mixed-use development and within a 500-foot radius of the mixed use development, as measured from the legal property lines of the development lot. The Buyer's Notice shall be remitted to any prospective purchaser or tenant at least 15 days prior to close of escrow, or within three days of the execution of a real estate sales contract or rental/lease agreement, whichever is longer.</p>			
<p>Air Quality</p> <p>SC 3.3-1</p> <p>62</p> <p>All construction contractors shall comply with South Coast Air Quality Management District (SCAQMD) regulations, including Rule 403, Fugitive Dust. All grading (regardless of acreage) shall apply best available control measures for fugitive dust in accordance with Rule 403. To ensure that the project is in full compliance with applicable SCAQMD dust regulations and that there is no nuisance impact off the site, the contractor would implement each of the following:</p> <ul style="list-style-type: none"> ▪ Moisture soil not more than 15 minutes prior to moving soil or conduct whatever watering is necessary to prevent visible dust emissions from exceeding 100 feet in any direction. ▪ Apply chemical stabilizers to disturbed surface areas (completed grading areas) within five days of completing grading or apply dust suppressants or vegetation sufficient to maintain a stabilized surface. ▪ Water excavated soil piles hourly or covered with temporary coverings. ▪ Water exposed surfaces at least three times a day under calm conditions. Water 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. ▪ Wash mud-covered tires and under-carriages of trucks leaving construction sites. ▪ 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. 	<p>Project Applicant/Developer, Lighting Consultant, and Construction Contractor</p>	<p>During project construction and grading activities</p>	<p>City of Costa Mesa Development Services Department</p>

Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
<ul style="list-style-type: none"> ▪ Securely cover loads with a tight fitting tarp on any truck leaving the construction sites to dispose of debris. ▪ Cease grading during period when winds exceed 25 miles per hour. 			
<p>SC 3.3-2 Prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.</p>	Project Applicant/Developer, Project Architect, and Construction Contractor	Prior to the issuance of building permits	City of Costa Mesa Development Services Department
<p>63 SC 3.3-3 The Project shall comply with Title 24 of the California Code of Regulations established by the energy conservation standards. The Project Applicant shall incorporate the following in building plans:</p> <ul style="list-style-type: none"> ▪ 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. ▪ Building shall be oriented north/south where feasible. 	Project Applicant/Developer, Project Architect, and Construction Contractor	Prior to the issuance of building permits	City of Costa Mesa Development Services Department

Cultural Resources

<p>SC 3.5-1 In the event that archaeological resources are encountered 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 applicant and a certified archaeologist, the appropriate procedures for exploration and/or salvage of the artifacts.</p>	Project Applicant/Developer, Archeological Consultant, and Construction Contractor	During project construction and grading activities	City of Costa Mesa Development Services Department
<p>SC 3.5-2 In the event that paleontological resources are encountered during grading and construction operations, all construction activities shall be temporarily halted or redirected to permit a qualified paleontologist to assess the find for significance and, if necessary, develop a paleontological resources impact mitigation plan (PRIMP) for the review and approval by the City prior to resuming excavation activities.</p>	Project Applicant/Developer, Paleontological Consultant, and Construction Contractor	During project construction and grading activities	City of Costa Mesa Development Services Department

Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
<p>SC 3.5-3</p> <p>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.</p>	<p>Project Applicant/Developer and Construction Contractor</p>	<p>During project construction and grading activities</p>	<p>City of Costa Mesa Development Services Department</p>

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Geology and Soils

<p>SC 3.6-1</p> <p>The Project shall comply with the requirements of the California Code of Regulations, Title 24, also known as the 2007 California Building Standards Code, as amended by the City of Costa Mesa.</p>	<p>Project Applicant/Developer, Project Architect, and Construction Contractor</p>	<p>Prior to the issuance of building permits</p>	<p>City of Costa Mesa Development Services Department</p>
<p>SC 3.6-2</p> <p>The Project shall comply with the NPDES requirements, as follows:</p> <ul style="list-style-type: none"> ▪ Construction General Permit Notice of Intent (NOI) Design: Prior to the issuance of preliminary or precise grading permits, the project applicant shall provide the City Engineer with evidence that an NOI has been filed with the Storm Water Resources Control Board (SWRCB). Such evidence shall consist of a copy of the NOI stamped by the SWRCB or Regional Water Quality Control Board (RWQCB), or a letter from either agency stating that the NOI has been filed. ▪ Construction Phase Storm Water Pollution Prevention Plan (SWPPP): Prior to the issuance of grading permits, the applicant shall prepare a SWPPP that complies with the Construction General Permit and will include at a minimum the following: <ul style="list-style-type: none"> • Discuss in detail the BMP's planned for the project related to control of sediment and erosion, non-sediment pollutants, and potential pollutants in non-storm water discharges. 	<p>Project Applicant/Developer and Construction Contractor</p>	<p>Prior to the issuance of preliminary or precise grading permits</p>	<p>City of Costa Mesa Development Services Department</p>

Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
<ul style="list-style-type: none"> Describe post-construction BMPs for the Project. Explain the maintenance program for the Project's BMPs List the parties responsible for the SWPPP implementation and the BMP maintenance during and after grading. The Project Applicant shall implement the SWPPP and modify the SWPPP as directed by the Construction General Permit. 			
<p>SC 3.6-3 Prior to the issuance of grading permits, the project applicant shall provide the City of Costa Mesa Department of Building Safety with a geotechnical investigation of the project site detailing recommendations for remedial grading in order to reduce the potential of onsite soils to cause unstable conditions. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the geotechnical consultant as summarized in a final written report, subject to review by the City of Costa Mesa Department of Building Safety.</p>	Project Applicant/Developer, Geotechnical Engineer, and Construction Contractor	Prior to the issuance of grading permits	City of Costa Mesa Building Division

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Hazards and Hazardous Materials

<p>SC 3.8-1 During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.</p>	Project Applicant/Developer and Construction Contractor	During demolition, grading, and excavation activities	City of Costa Mesa Development Services Department
<p>SC 3.8-2 During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.</p>	Project Applicant/Developer and Construction Contractor	During demolition, grading, and excavation activities	City of Costa Mesa Development Services Department

Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
<p>SC 3.8-3 Prior to issuance of grading permits, the project applicant/developer shall submit for review and approval a Construction Management Plan. This plan features methods to minimize disruption to the neighboring residential uses to the fullest extent that is reasonable and practicable. The plan shall include construction parking and vehicle access and specifying staging areas and delivery and hauling truck routes. The plan should mitigate disruption to residents and also businesses during construction. 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) unless approved by the Development Services Director or Transportation Services Manager.</p>	<p>Project Applicant/Developer and Construction Contractor</p>	<p>Prior to issuance of grading permits</p>	<p>City of Costa Mesa Development Services Department</p>

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Hydrology and Water Quality

<p>SC 3.9-1 In order to comply with the 2003 DAMP, the proposed Project shall prepare a Storm Drain Plan, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements, prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the Department of Public Works for review and approval.</p> <ul style="list-style-type: none"> ▪ The SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of development. ▪ The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all dewatering operation flows and for nuisance flows during construction. ▪ A WQMP shall be maintained and updated as needed to satisfy the requirements of the adopted NPDES program. The plan shall ensure that the existing water quality measures for all improved phases of the project are adhered to. ▪ Location of the BMPs shall not be within the public right-of-way. 	<p>Project Applicant/Developer, Project Engineer, and Construction Contractor</p>	<p>Prior to issuance of grading permits</p>	<p>City of Costa Mesa Public Works Department</p>
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Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
Public Services			
SC 3.14-1 The final master plan for development of the Project site shall provide sufficient capacity for fire flows required by the City of Costa Mesa Fire Department.	Project Applicant/Developer, Project Engineer, and Construction Contractor	Prior to approval of the final master plan	City of Costa Mesa Fire Department
SC 3.14-2 Vehicular access shall be provided and maintained serviceable throughout construction to all required fire hydrants.	Project Applicant/Developer, Project Engineer, and Construction Contractor	During demolition, grading, and excavation activities	City of Costa Mesa Development Services Department and City of Costa Mesa Fire Department
SC 3.14-3 Prior to the issuance of a Building Permit, the City of Costa Mesa Fire Department shall review and approve the developer's Project design features to assess compliance with the California Building Code and California Fire Code. Fire staff shall examine the projected demands of the proposed Project and make recommendations to ensure that adequate personnel/resources will be available to meet projected demand. Recommendations of the study shall be implemented to the satisfaction of the Fire Department to ensure that emergency response impacts are minimized to below a level of significance.	Project Applicant/Developer, Project Architect, and Construction Contractor	Prior to the issuance of building permits	City of Costa Mesa Fire Department
SC 3.14-4 The Project shall provide approved smoke detectors to be installed in accordance with the 2013 Edition of the Uniform Fire Code.	Project Applicant/Developer, Project Architect, and Construction Contractor	Prior to the issuance of building permits	City of Costa Mesa Fire Department
SC 3.14-5 The Project shall provide fire extinguishers with a minimum rating of 2A to be located within 75 feet of travel distance from all areas. Extinguishers may be of a type rated 2A, 10BC as these extinguishers are suitable for all types of fires and are less expensive.	Project Applicant/Developer and Construction Contractor	Prior to the issuance of building permits	City of Costa Mesa Fire Department
SC 3.14-6 The Project shall provide an automatic fire sprinkler system according to NFPA 13R.	Project Applicant/Developer, Project Architect, and Construction Contractor	Prior to the issuance of building permits	City of Costa Mesa Fire Department
SC 3.14-7 The Project shall provide a fire alarm system.	Project Applicant/Developer, Project Architect, and Construction Contractor	Prior to the issuance of building permits	City of Costa Mesa Fire Department
SC 3.14-8 The Project shall provide individual numeric signage for proposed residences with minimum 6 inches height.	Project Applicant/Developer, Project Architect, and Construction Contractor	Prior to the issuance of building permits	City of Costa Mesa Fire Department

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Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
<p>SC 3.14-9</p> <p>As final building plans are submitted to the City of Costa Mesa for review and approval, the Costa Mesa Police Department shall review all plans for the purpose of ensuring that design requirements are incorporated into the building design to increase safety and avoid unsafe conditions. These measures focus on security measures are recommended by the Police Department, including but not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Lighting shall be provided in open areas and parking lots ▪ 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. ▪ Landscaping requirements. ▪ Emergency vehicle parking areas shall be designated within proximity to buildings. ▪ The applicant shall fund all costs associated with police and fire radio reception enhancement, including a Bi-Directional Amplifying 800 MHz antenna (BDA). ▪ Prior to the issuance of a grading permit, the City of Costa Mesa Police Department shall review and approve the developer's project design features to ensure adequate security measures are incorporated into the project design and that sufficient personnel/resources are available to meet the demands of the proposed project. Any requirements with regard to additional resources shall be completed by the Developer and shall be implemented to the satisfaction of the Police Chief to ensure that emergency response impacts are minimized to below a level of significance. 	<p>Project Applicant/Developer, Lighting Consultant, Project Architect, and Construction Contractor</p>	<p>During review of final building plans</p>	<p>City of Costa Police Department</p>
<p>SC 3.14-10</p> <p>Prior to issuance of building permits, the Developer shall pay a school impact fee currently calculated at \$1.84 per square foot for residential development and \$0.30 per square foot for commercial development.</p>	<p>Project Applicant/Developer</p>	<p>Prior to issuance of building permits</p>	<p>City of Costa Mesa Development Services Department</p>

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Mitigation Monitoring Program

Mitigation Monitoring Program and Standard Conditions Requirements

	Mitigation Measure/Standard Condition	Responsibility for Implementation	Timing	Responsibility for Monitoring
Recreation				
SC 3.14-11	Prior to issuance of occupancy permits, the Developer shall pay a park impact fee or dedicate parkland to meet the demands of the proposed development. The current park impact fee is calculated at \$13,572 per single-family unit and \$13,829 per new multi-family dwelling unit.	Project Applicant/Developer	Prior to issuance of occupancy permits	City of Costa Mesa Development Services Department
Transportation and Traffic				
SC 3.16-1	The Project Applicant shall be responsible for the payment of fees in accordance with Costa Mesa's traffic impact fee program to mitigate project-generated traffic impacts (including regional traffic).	Project Applicant/Developer	Prior to the issuance of occupancy permits	City of Costa Mesa Development Services Department
Utilities and Service Systems				
SC 3.17-1	Prior to approval of Plans, the Project shall fulfill the City of Costa Mesa Drainage Ordinance No 06-19 requirements.	Project Applicant/Developer, Project Engineer, and Construction Contractor	Prior to approval of development plans	City of Costa Mesa Development Services Department
SC 3.17-2	Unless an offsite trash hauler is being used, the Applicant shall contact the Costa Mesa Sanitary District to pay trash collection program fees and arrange for service for all new residences. Residences using bin or dumpster services are exempt from the requirement.	Project Applicant/Developer and Construction Contractor	Prior to the issuance of occupancy permits	City of Costa Mesa Development Services Department and Costa Mesa Sanitary District
SC 3.17-3	The Applicant shall contact Costa Mesa Sanitary District for any additional district requirements.	Project Applicant	Prior to the issuance of grading permits	City of Costa Mesa Development Services Department and Costa Mesa Sanitary District

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Appendix

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ATTACHMENT 2

June 17, 2014 City Council Minute Excerpts for UMP-14-03

ACTION:

1. City Council approved Amendment One, additional scope of work and additional fees of \$134,800 to the Professional Service Agreement with Moore Iacofano Goltsman, Inc. (MIG), formerly known as Hogle-Ireland; and
2. Provided direction to staff to include a Fiscal Impact Analysis and a Fiscal Impact Study for an additional \$50,000; and
3. Extended the contract period by one (1) year from October 1, 2014 to October 1, 2015; and
4. Authorized the City Chief Executive Officer to sign Amendment One to the Professional Services Agreement with MIG.

2. URBAN MASTER PLAN SCREENING REQUEST (UMP-14-02) FOR A 5-UNIT LIVE/WORK DEVELOPMENT LOCATED AT 752 AND 756 W. 19TH STREET (05:05:20)

Staff report by Minoo Ashabi, Principal Planner. (05:05:30)

Jay Humphrey, Costa Mesa, spoke regarding the project and parking. (05:22:19)

Sheila Pfafflin, Costa Mesa, spoke regarding development projects and density. (05:23:15)

Beth Refakes, Costa Mesa, spoke on parking concerns and signage. (05:25:27)

Tamar Goldmann, Costa Mesa, spoke regarding residential areas in commercial areas. (05:28:13)

Discussion ensued on parking; work space; aesthetics; and housing footage. (05:33:00)

City Council provided feedback for a 5-unit live/work project within the 19th West Urban Plan.

 **3. URBAN MASTER PLAN SCREENING REQUEST (UMP-14-03) FOR A 176-UNIT RESIDENTIAL AND LIVE/WORK DEVELOPMENT LOCATED AT 671 W. 17TH STREET (05:37:30)**

Staff presentation by Minoo Ashabi, Principal Planner. (05:38:14)

Donald D. Lamm, Representing Applicant, spoke on the property and project. (05:45:00)

MOTION: To continue the meeting past midnight (05:55:48)

MOVED/SECOND: Mayor Pro Tem Mensinger/Council Member Leece

The motion carried by the following roll call vote:

Ayes: Council Member Genis, Council Member Leece, Council Member Monahan, Mayor Pro Tem Mensinger, and Mayor Righeimer.

Nays: None

Absent: None

Motion carried: 5-0

Discussion ensued regarding developing the site; the Mesa West Bluffs Urban Plan; handicap parking; recreation area; and community garden. (05:56:08)

Sheila Pfafflin, Costa Mesa, spoke in opposition to the project. (06:05:28)

Jay Humphrey, Costa Mesa, expressed concerns with the project. (06:08:10)

Peter Watson, Costa Mesa, spoke in support of the project. (06:10:41)

Cynthia McDonald, Costa Mesa, spoke in opposition to the project. (06:12:00)

Brett Rosol, Costa Mesa, spoke in support of the project. (06:15:08)

Eddie Prosser, Costa Mesa, spoke in support of the project. (06:17:22)

Ryan Johnson, Costa Mesa, spoke in support of the project. (06:19:13)

Kristin Schwab, Costa Mesa, spoke in support of the project. (06:21:09)

Travis Hackett, Costa Mesa, spoke in support of the project (06:22:21)

Beth Refakes, Costa Mesa, spoke regarding parking issues and traffic concerns; and configuration of the intersection. (06:22:44)

Brian Gooding, Costa Mesa, spoke in support of the project. (06:25:47)

Cindy Black, Costa Mesa, spoke in opposition to the project. (06:27:35)

Anna Vrska, Costa Mesa, spoke in opposition to the project. (06:28:40)

Tamar Goldmann, Costa Mesa, spoke in opposition to the project. (06:29:43)

Steven Hellbusch, Costa Mesa, spoke in support of the project. (06:30:40)

Discussion ensued regarding parking standards; a traffic study; noise; garages; overlays and energizing the area. (06:32:20)

City Council provided feedback for a 176-unit live/work project within the Mesa West Bluffs Urban Plan.

ATTACHMENT 3
Applicant's Project Description



May 1, 2015

**Chairman Robert L. Dickson, Jr.; and,
Members of the Planning Commission
CITY OF COSTA MESA
77 Fair Drive
Costa Mesa, CA 92628-1200**

**Subject: New "Westside Gateway" Community
671 W. 17th Street**

Honorable Chairman and Commissioners:

Westside Gateway is proud to present a new residential community of 177 homes located on West 17th Street at Pomona Avenue. This new master planned community is comprised of single family residential and live-work homes built in the Mesa West Bluffs Urban Plan zone. At present, the property is a heavy industrial facility that includes manufacturing, machine assembly, and exotic fuel testing. Based on historical releases of hazardous substances from the property, extensive investigations and remediation has been conducted under oversight of the California Regional Water Quality Control Board (RWQCB) in response to a Cleanup and Abatement Order.

The applicant will finalize the process of soil remediation and replace the industrial plant with new ownership homes. As such, the new community will be three-story dwellings with double car garages and common area recreation amenities. Within four blocks of the Pacific Ocean and situated on the coastal mesa, roof decks will offer unprecedented views from mountains to the sea.

This property is an extraordinary example of implementing Urban Plan goals, that being removal of 1950's incompatible "heavy industry" and replacing it with medium density homeownership. Adding the proximity of grocery retail across the street, "southwest" Costa Mesa will then provide a new residential experience.

The Property History

Until 2007, the site was used by both Argo-Tech Corporation for the design, testing, and manufacturing of ground fueling and airframe products for the aerospace industry, and by Carter Cryogenics Company for the manufacturing and testing of cryogenic products, primarily liquid natural gas, pumps and nozzles. Over time, the facility has been gradually

decommissioned. By 2008, the property was approximately 40% occupied and operating at less than 25% capacity. This diminished to less than 10% by 2013 and all operations have ceased on the property at this time.

Why approve this project?

Thirteen years ago residents in West Costa Mesa approached City Council demanding greater attention to needed services, a focus on community improvement, and pro-active Code Enforcement. The City's new Municipal Code-Title 20 "Property Maintenance Ordinance" had been created in 2001 and adopted to specifically address complaints about lack of Westside enforcement. But, with the failed attempt to create a Westside redevelopment project area, the Urban Plan "concept" of dual zoning emerged from two community groups, the "Westside Redevelopment Oversight Committee" (aka WROC) and "Community Redevelopment Advisory Committee" (aka CRAC). Each Committee was comprised of at least twenty to forty residents from the Westside and spanned multiple community workshops held at the Senior Center and Community Center. Overwhelming recommendations from Westside residents focused on replacement of functionally obsolete, incompatible, and deteriorated heavy industry. Recognizing the City could not purchase impacted properties which generated noise and significant truck traffic, the committees and City Council sought an "incentive solution" to promote transition to new uses.

The concept of "dual-property zoning" was created with Costa Mesa being one of the first cities in California to use this concept. "Overlay zones" had been used where existing uses became "legal non-conforming", but Urban Plan zoning does not diminish industrial property owner rights or render properties non-conforming. Instead, two zones effectively "incentivize" transition of West Costa Mesa industrial towards becoming business parks or compatible residential and "live-work" dwellings to serve entrepreneurial owner needs. Having two zones clearly allows and encourages "clean" business, industry, and jobs to remain, but economically encourages replacement of obsolete heavy industry with new "hybrid" type ownership housing.

Is it working?

Adopted in 2006, the "Mesa West Bluffs Urban Plan" became effective when the great recession was beginning. With the recession's conclusion and home buyer demand skyrocketing on Costa Mesa's Westside, these new live-work and residential communities are a great infusion of community reinvestment. Without the need to commute to employment, the hybrid (live-work) homes offer the luxury of working from home within a business oriented sub-community. Integrating jobs and housing has been the State's goals for the past two decades. Costa Mesa is classified by the Southern California Association of Governments (SCAG) as a "jobs rich" community, meaning there is insufficient housing to serve the needs of all who work here. The Urban Plans were specifically created to also address this need.

The Argo-Tech property has been utilized for various industrial uses, yet the property is prime real estate within four blocks of the beach. However, the cost of redevelopment is extraordinary given the prior uses. Therefore, invoking the second/residential overlay zone creates greater property value and spendable dollars to fund the significant costs associated with redeveloping former aerospace facilities such as Argo-Tech.

Site remediation and cleanup

A number of chemicals have been used over the years on the property. In October of 1990, the property was issued a Cleanup and Abatement Order from the Regional Water Quality Control Board (RWQCB) to remediate the property. After years of unsuccessful attempts to remediate the property by prior owners, the current ownership inherited problems caused by other parties nearly 40 years ago. This ownership group was finally committed to remediating the property completely and initiated the long and expensive decommissioning and cleanup process in 2007 that is ongoing. The scope, magnitude, and duration of which are difficult to quantify, but millions of dollars have been spent to remediate the groundwater alone, a result of which is the issuance of a No Further Action Letter in April of 2014.

However, much work remains including the remediation and/or export of potentially tens of thousands of cubic yards of contaminated soil and waste. As part of the proposed redevelopment, the project will continue to bear the sole responsibility for the costs and implementation of the remediation. In aggregate, the cost of decommissioning and cleaning the facility is expected to exceed any other project in Costa Mesa. However, upon completion of the proposed development this site is expected to be one of the cleanest properties in the Westside having been remediated to the significantly more stringent residential standards as set forth by the RWQCB when compared to surrounding industrial uses.

Is the Urban Plan working?

Considering an exchange of heavy industry for clean fresh new ownership housing, with incredible recreation amenities just four blocks away, most urban planners should agree the Urban Plan is working. As an added benefit to the community, the developer has proposed to SCE for consideration a plan to underground approximately 1,500 linear feet of overhead transmission, distribution, and communication lines along 17th. Further, since developers of new apartments are not subject to paying "park in-lieu" fees (money to build new City parks or rebuild existing), developers of these ownership homes will pay the City \$13,000+ per home. This "Argo-Tech" new home project alone would generate over \$2,000,000 in park fees. Combined with other approved Urban Plan housing projects, Costa Mesa should receive at least \$4,000,000 for park development/reconstruction in fiscal year 2015-16.

Without the Urban Plans? Heavy industrial properties would probably remain the same for decades, since in some cases soil remediation and building demolition costs would

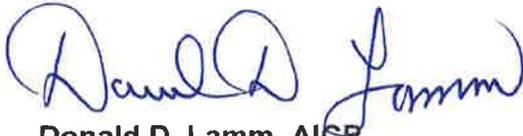
equal or exceed the resulting raw land value. At best, the City might see "reconstruction" of older industrial properties into remodeled business and office buildings. And, while that too would be beneficial, the area roadway capacity could not accommodate significant increases in "office" tenancy. Business and manufacturing office buildings typically generate double to triple the traffic of comparable residential development. That is exactly why two citizen advisory committees, the Planning Commission, and City Council in 2006, recommended or adopted the Mesa West Bluffs Urban Plan to encourage infill residential housing construction.

We seek community and Planning Commission support

Westport Properties seeks community and City support to approve the Westside Gateway project and allow this master planned community to be created. Therefore, we invite community and City input, but also seek your understanding that extraordinary costs to mitigate soil and demolish buildings dictate the proposed development design.

Thank you for your consideration and support of our project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Donald D. Lamm". The signature is fluid and cursive, with the first name "Donald" being more prominent than the last name "Lamm".

Donald D. Lamm, AICP
Managing Principal

Westside Gateway
ADDITIONAL INFORMATION
Page | 1

Summary of Investigation and Remedial Activities

Site investigations at the Site were initiated in 1986 when a 2,000-gallon waste cutting oil underground storage tank (UST) was removed from the eastern part of the Site and impacted soil was encountered. Following removal of the UST and accessible impacted soil, initial soil sampling was performed in the area of the former cutting oil UST; a total of 17 groundwater monitoring wells, designated MW-1 to MW-17, were installed on- and off-site; and multiple phases of soil, soil gas, and groundwater investigations were conducted at the Site from the late 1980s through 2001.

Commencing in 2007, groundwater monitoring activities were conducted on- and off-site with Regional Water Quality Control Board Santa Ana Region (SARWQCB) oversight. These activities were conducted in anticipation of performing the SARWQCB-directed "pollution" remediation. Ultimately a total of 48 groundwater monitoring wells were installed at the Site for groundwater monitoring and in-situ chemical oxidation (ISCO) groundwater remediation.

Two Impacted Soil Areas (ISA) were identified prior to 2011 including the area in the vicinity of the former cutting oil UST (ISA 1) and the area to the north of the low temperature test area (ISA 2). Additional soil investigations were conducted in 2011 to evaluate the likelihood that previously unreported areas of impacted soil are present at the Site, including potential source(s) of the volatile organic compounds (VOCs)-impacted groundwater in the western part of the Site. The soil boring program consisted of 15 soil borings drilled in nine targeted areas identified as Potential Source Areas (PSAs 1 through 9). The investigation revealed the presence of two additional ISAs that had not previously been found. ISA 3 was located in the northern portion of the site in the vicinity of a former 3 stage clarifier. ISA 4 was identified in the northwestern parking lot, in the area to the north of the cryogenic test area. Additional information regarding the nature of the contamination in the ISAs is publically available.

A Corrective Action Plan and Remedial Action Plan were prepared in 2008 and 2009, respectively. Subsequently in late 2011 groundwater remediation utilizing ISCO took place on the property followed by additional ISCO application in late 2012 at the SARWQCB's request. Following the additional ISCO application, exhaustive groundwater monitoring was performed as requested by the SARWQCB. The RWQCB issued a site-wide No Further Action determination on April 14, 2014, stating that remediation of groundwater was complete but that a soil management plan (SMP) would need to be implemented as part of grading of the future development.

Summary of Overhead Utility Work plan

1. SCE Transmission Facilities

- a. Existing Conditions: There are existing overhead SCE transmission facilities at the intersection of 17th Street and Pomona Avenue. It is assumed the existing pole on the project side of the intersection may be protected in place including all supporting guy wires. The existing overhead transmission line contains one (1) circuit of 66kv. Additional research with SCE transmission department is ongoing to determine any constraints or restrictions.

2. Pomona Avenue

- a. Existing Conditions: There is an existing overhead pole line that travels along the east side of Pomona Avenue. The pole line contains SCE distribution, AT&T, and Time Warner. This pole line contains two (2) SCE distribution (12kv) circuits including mainline communication facilities. The pole line also provides primary service dips to provide service to the neighboring properties on Pomona Avenue.
- b. Assumed Scope: We have proposed to underground the existing SCE distribution facilities and the communication facilities (approximately 750LF) along the project boundary and within any R/W on Pomona Avenue. The project boundary assumes the conversion will originate from a pole on the NE corner of Pomona Avenue and 17th Street.
- c. it is assumed the conversion project will be classified as a Rule "20 B" with the appropriate overhead equivalent credit and salvage credits being applied to the developer.
- d. AT&T "SAI" – On Pomona and near the SE corner of Pomona and 17th Street there is an existing AT&T splice cabinet. It is assumed this cabinet may be protected in place.

3. 17th Street

- a. Existing Conditions: There is an existing overhead pole line that travels along the south side of 17th Street. It is assumed the pole line contains AT&T and Time Warner.
- b. Assumed Scope: We have proposed to underground the existing communication facilities (approximately 720LF) along the project boundary and within any R/W on 17th Street.

ATTACHMENT 4
Existing Site Photos

Site Photos – 671 W. 17th Street











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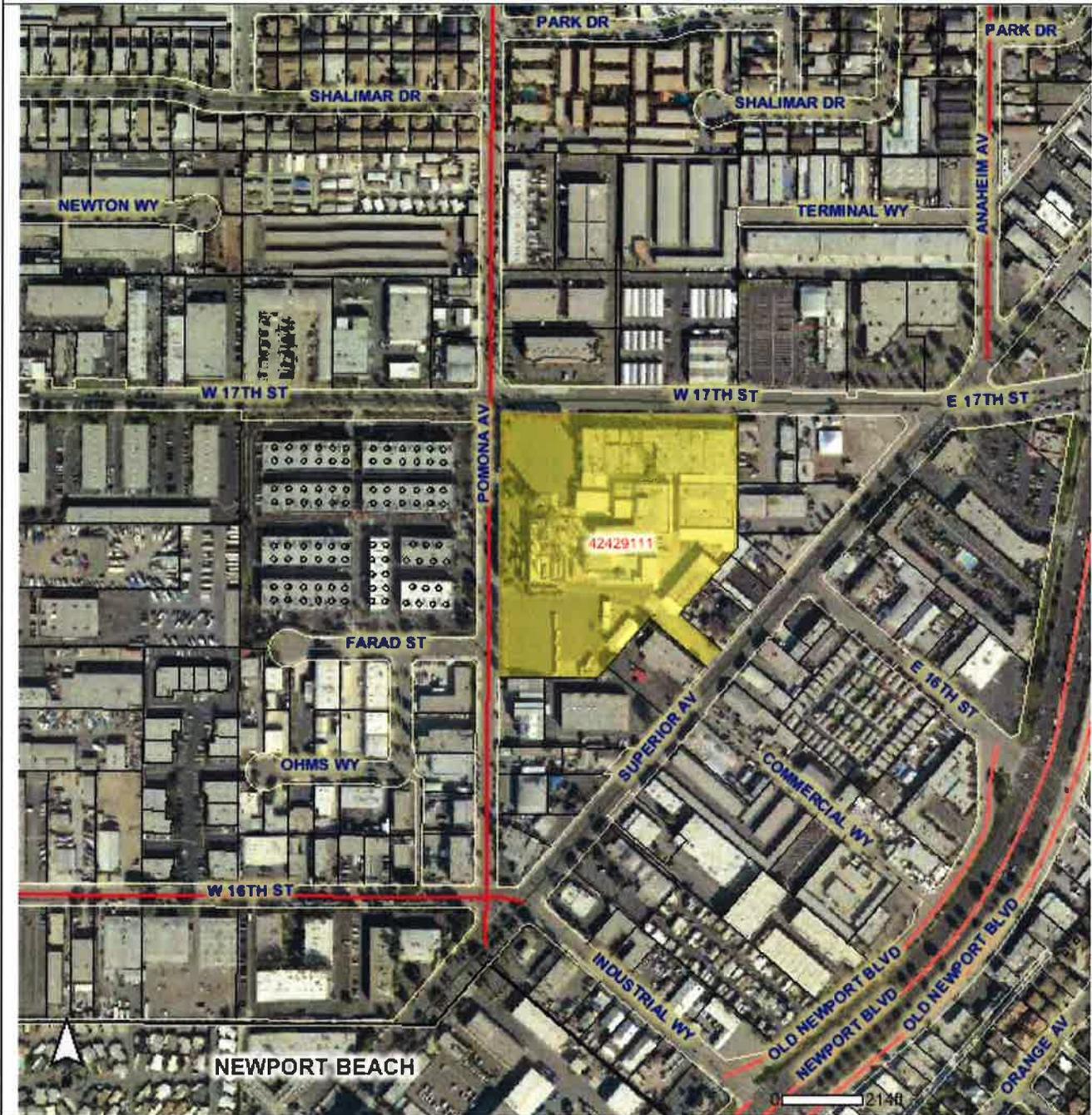
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101

ATTACHMENT 5
Vicinity and Zoning Map

City of Costa Mesa



Address Points
Freeway

Roads
Collector
Freeway (cont)

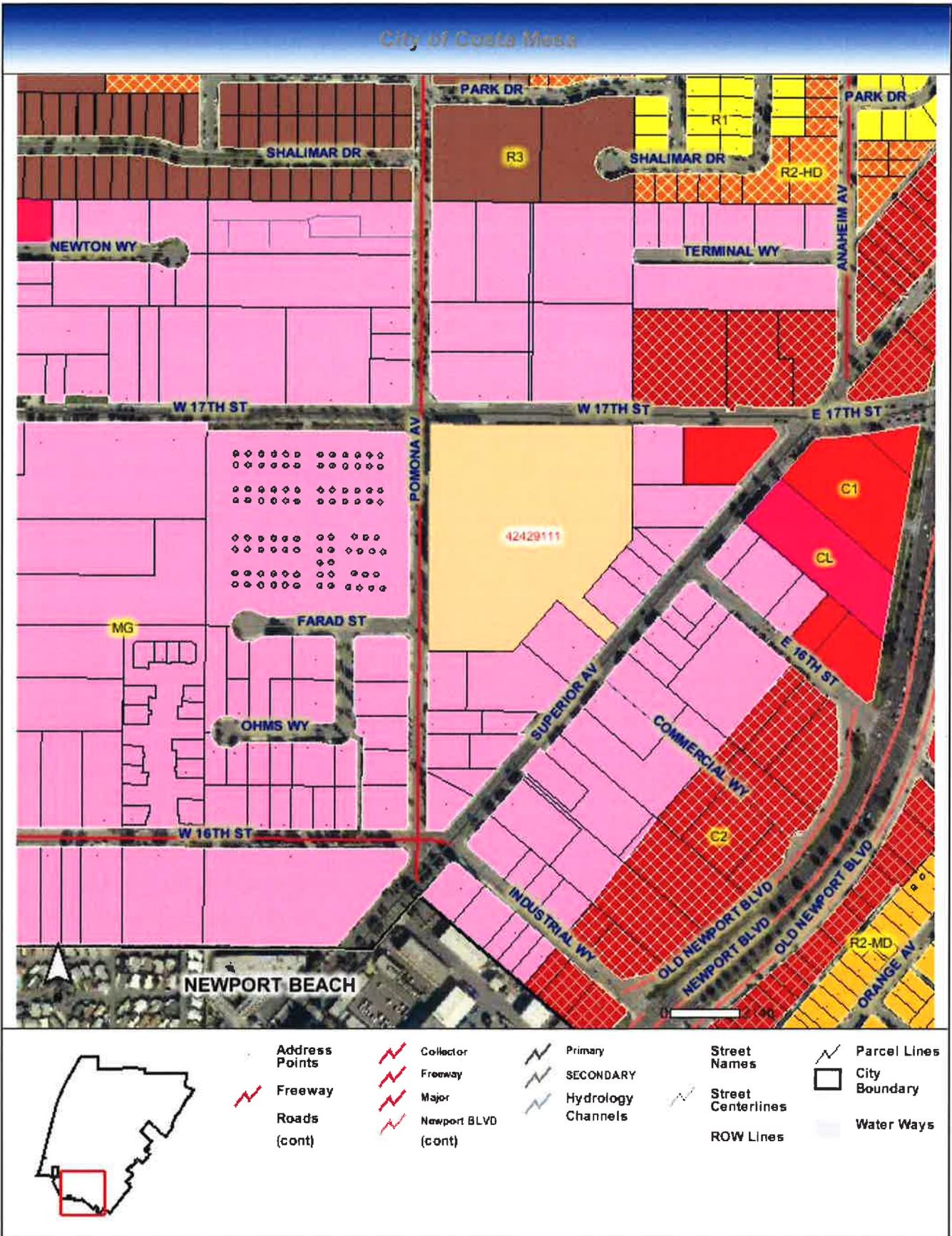
Major
Newport BLVD
Primary (cont)

SECONDARY
Hydrology Channels

Street Names
Street Centerlines

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City of Costa Mesa



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ATTACHMENT 6
PROJECT PLANS



CONCEPTUAL PERSPECTIVE - ENTRANCE OF 17TH STREET



VICINITY MAP - NTS

PROJECT SITE

SHEET INDEX

- SD00 COVER SHEET
- SD01 SITE PLAN
- SD02 SHADE STUDY

- C1 GRADING PLAN
- C2 GRADING PLAN
- C3 MASTER PLAN
- C4 TRACT MAP
- C5 FIRE PLAN
- L1 LANDSCAPE PLAN
- L2 ACCESSIBILITY PLAN

- SD03 CONCEPTUAL RENDERING
- SD04 CONCEPTUAL RENDERING
- SD05 CONCEPTUAL RENDERING
- SD06 SITE SECTIONS

- SD10 UNIT PLAN A1
- SD11 UNIT PLAN A2
- SD12 UNIT PLAN A3
- SD13 UNIT PLAN B1
- SD14 UNIT PLAN B2
- SD15 UNIT PLAN C1
- SD16 UNIT PLAN C2
- SD17 UNIT PLAN C3
- SD18 UNIT A ELEVATIONS
- SD19 UNIT B ELEVATIONS
- SD20 UNIT C1 ELEVATIONS
- SD21 UNIT C2 ELEVATIONS
- SD22 UNIT C3 ELEVATIONS

WESTSIDE GATEWAY

COSTA MESA, CA

PROJECT SUMMARY						
PROJECT ADDRESS		17th Street and Pomona Avenue Costa Mesa, CA				
LOT AREA	8.929 acres	388,950 SF				
TOTAL UNITS	177 Units					
TOTAL DENSITY	19.82 DU/acre					
AREA	LOT AREA SF	LOT AREA ACRE	UNITS	%	DU/ ACRE	FAR
A-LIVE-WORK AREA	149,877 SF	3.44	89		25.87	1.15
LIVE WORK OPEN SPACE	16,550 SF	0.38		11%		
B-RESIDENTIAL LOFTS AREA	154,179 SF	3.54	46		12.996	0.57
LOFT PRIVATE + COMMON	62,380 SF			40%		
C-DETACHED LIVE-WORK AREA	84,901 SF	1.95	42		21.55	0.94
OVERALL	388,957 SF	8.93	177		19.82	0.87
UNIT SUMMARY						
UNIT	DESCRIPTION	NUMBER OF UNITS	WORKSPACE AREA	GROSS AREA/UNIT	TOTAL GROSS AREA	
A1-LIVE-WORK	2 BD + 3.5 Bath	33	37%	290 sf	1,927 sf	63,591 sf
	1				394	
	2				773	
	3				760	
	ROOF DECK				760	
A2-LIVE-WORK	3 BD + 4 Bath	25	28%	263 sf	1,872 sf	46,800 sf
	1				364	
	2				770	
	3				746	
	ROOF DECK				745	
A3-LIVE-WORK	3 BD + 3.5 Bath	31	35%	291 sf	1,975 sf	61,225 sf
	1				380	
	2				739	
	3				856	
	ROOF DECK				727	
B1-LOFTS	1 BD + + 3 FLEX+ 3.5 BATH	32	70%		1,907 sf	61,024 sf
	1				332	
	2				755	
	3				574	
	ENCLOSED ROOF				246	
	ROOF DECK				421	
B2-LOFTS	2 BD + 2 FLEX+ 3 BATH	14	30%		1,829 sf	27,006 sf
	1				291	
	2				764	
	3				715	
	ENCLOSED ROOF				169	
	ROOF DECK				587	
C1-DETACHED LIVE-WORK	3 BD + 3.5 Bath	14	33%	257 sf	1,670 sf	26,180 sf
	1				347	
	2				714	
	3				809	
	Roof				600	
C2-DETACHED LIVE-WORK	3 BD + 3.5 Bath	17	40%	262 sf	1,856 sf	31,552 sf
	1				347	
	2				714	
	3				795	
	ROOF DECK				654	
C3-DETACHED LIVE-WORK	3 BD + 3.5 Bath	11	26%	259 sf	1,998 sf	21,978 sf
	1				347	
	2				795	
	3				855	
	ROOF DECK				740	
TOTAL			177 Units			339,356 sf
PARKING SUMMARY						
UNIT	DESCRIPTION	REQUIRED STALLS/UNIT	REQUIRED GUEST STALLS/UNIT	TOTAL REQUIRED STALLS		
A1, A2, A3, A4-LIVE-WORK	3-STORY	2	1	267.0		
B1, B2-LOFTS	3-STORY	2	0.5	115.0		
C1, C2-DETACHED LIVE-WORK	3-STORY	2	1	126.0		
TOTAL				508 Stalls		
PARKING SUMMARY						
COVERED GARAGE				354 Stalls		
REQUIRED UNCOVERED STANDARD STALLS				154 Stalls		
TOTAL UNCOVERED PROVIDED PARKING STALLS				154 Stalls		
NUMBER OF SMALL CAR SPACES				22 Stalls		
PERCENTAGE OF SMALL CAR SPACES ON-SITE PARKING				14%		
PERCENTAGE OF SMALL CAR SPACES TO OVERALL PARKING				4%		
TOTAL				508		

PROJECT SUMMARY + VICINITY MAP

WEST SIDE GATEWAY
W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

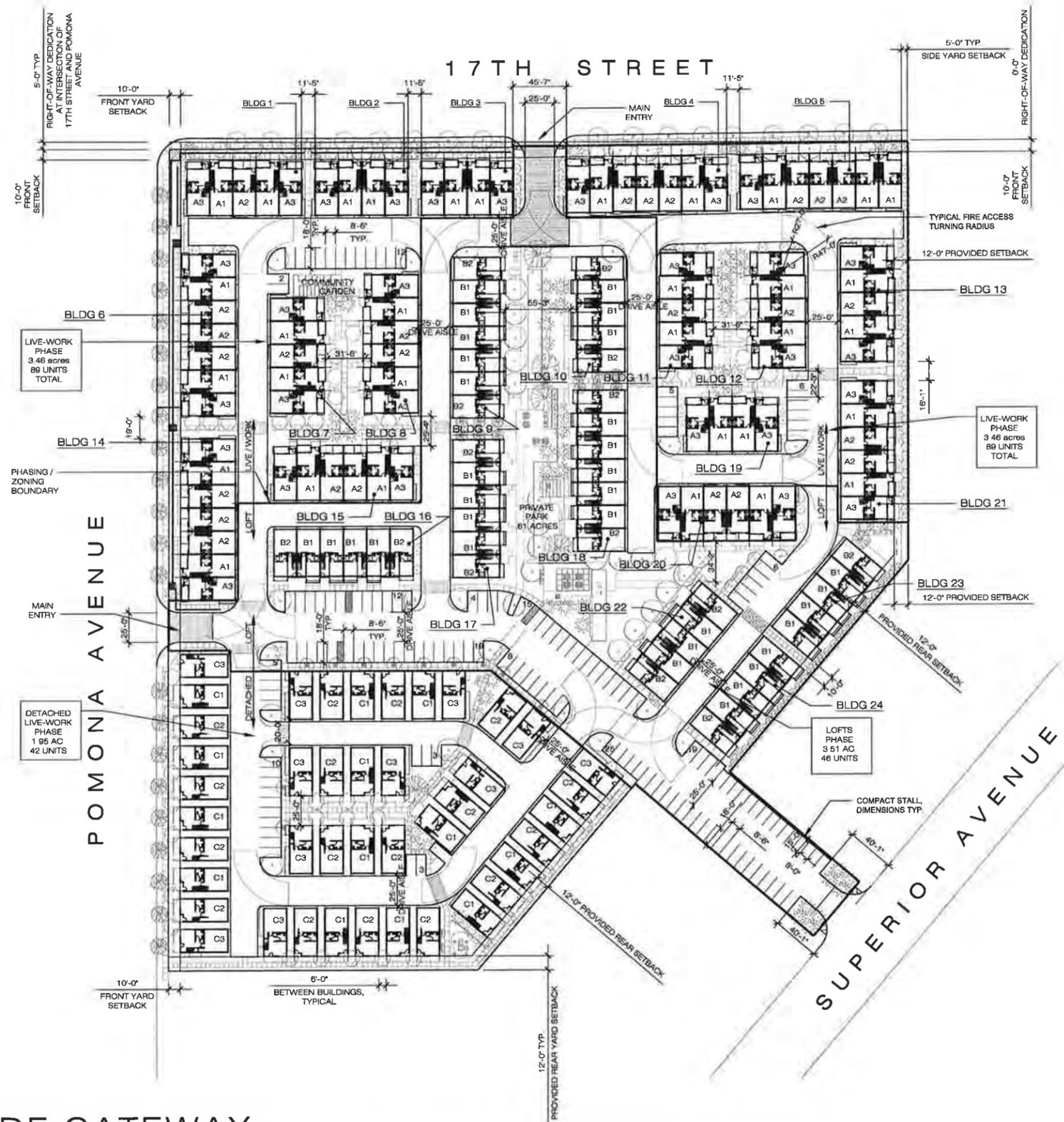
WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
310. 217. 8885
wilhemalcolm.com

WM JOB: B4003
DATE: 04.27.2015



WESTSIDE GATEWAY
COSTA MESA, CA



UNIT SUMMARY						
UNIT	DESCRIPTION	NUMBER OF UNITS	WORKSPACE AREA	GROSS AREA/UNIT	TOTAL GROSS AREA	
A1-LIVE-WORK	2 BD + 3.5 Bath	33	37%	290 sf	1,927 sf	63,501 sf
A2-LIVE-WORK	3 BD + 4 Bath	25	28%	263 sf	1,872 sf	46,900 sf
A3-LIVE-WORK	3 BD + 3.5 Bath	31	35%	291 sf	1,975 sf	61,225 sf
B1-LOFTS	1 BD + 3 FLEX + 3.5 BATH	32	70%	1,907 sf	1,907 sf	61,024 sf
B2-LOFTS	2 BD + 2 FLEX + 3 BATH	14	35%	1,920 sf	1,920 sf	27,000 sf
C1-DETACHED LIVE-WORK	3 BD + 3.5 Bath	14	33%	257 sf	1,870 sf	26,180 sf
C2-DETACHED LIVE-WORK	3 BD + 3.5 Bath	17	40%	262 sf	1,876 sf	31,552 sf
C3-DETACHED LIVE-WORK	3 BD + 3.5 Bath	11	25%	258 sf	1,995 sf	21,978 sf
TOTAL		177				339,356 sf

PARKING SUMMARY				
UNIT	DESCRIPTION	REQUIRED STALLS/UNIT	REQUIRED GUEST STALLS/UNIT	TOTAL REQUIRED STALLS
A1, A2, A3, A4-LIVE-WORK	3-STORY	2	1	267
B1, B2-LOFTS	3-STORY	2	0.5	118
C1, C2, C3-DETACHED LIVE-WORK	3-STORY	2	1	128
TOTAL				508

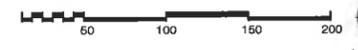
PARKING SUMMARY	
COVERED GARAGE	354 Stalls
REQUIRED UNCOVERED STANDARD STALLS	154 Stalls
TOTAL UNCOVERED PROVIDED PARKING STALLS	154 Stalls
NUMBER OF SMALL CAR SPACES	22 Stalls
PERCENTAGE OF SMALL CAR SPACES ON-SITE PARKING	14%
PERCENTAGE OF SMALL CAR SPACES TO OVERALL PARKING	4%
TOTAL	508

SITE PLAN

SD-01

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

WITHEE MALCOLM ARCHITECTS, LLP
2251 West 190th Street Torrance, CA 90504
310 217 8885
witheemalcolm.com
WM JOB B4003
DATE 04 27 2015





WINTER SOLTICE:

9 AM



NOON



3 PM



EQUINOX

9 AM



NOON



3 PM



SUMMER SOLTICE

9 AM



NOON



3 PM

WESTSIDE GATEWAY

COSTA MESA, CA



SHADE STUDY

SD-02

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
310 217 8885
withemalcolm.com
WM JOB B4003
DATE 04 27 2015



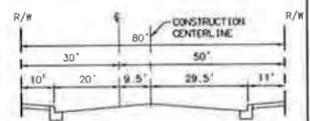
671 W. 17th STREET PRELIMINARY GRADING PLAN VESTING TENTATIVE TRACT NO. 17800 FOR CONDOMINIUM PURPOSES CITY OF COSTA MESA, STATE OF CALIFORNIA



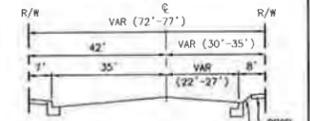
VICINITY MAP
NOT TO SCALE

LEGEND

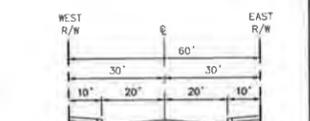
- PROPERTY LINE
- EASEMENT LINE
- BUILDING SETBACK LINE
- CENTERLINE
- CURB
- EXISTING SEWER
- EXISTING WATER
- PROPOSED STORM DRAIN
- EXISTING STORM DRAIN
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- EXISTING BUILDING
- FINISHED FLOOR ELEVATION
- PROPOSED MODULAR
- WETLAND



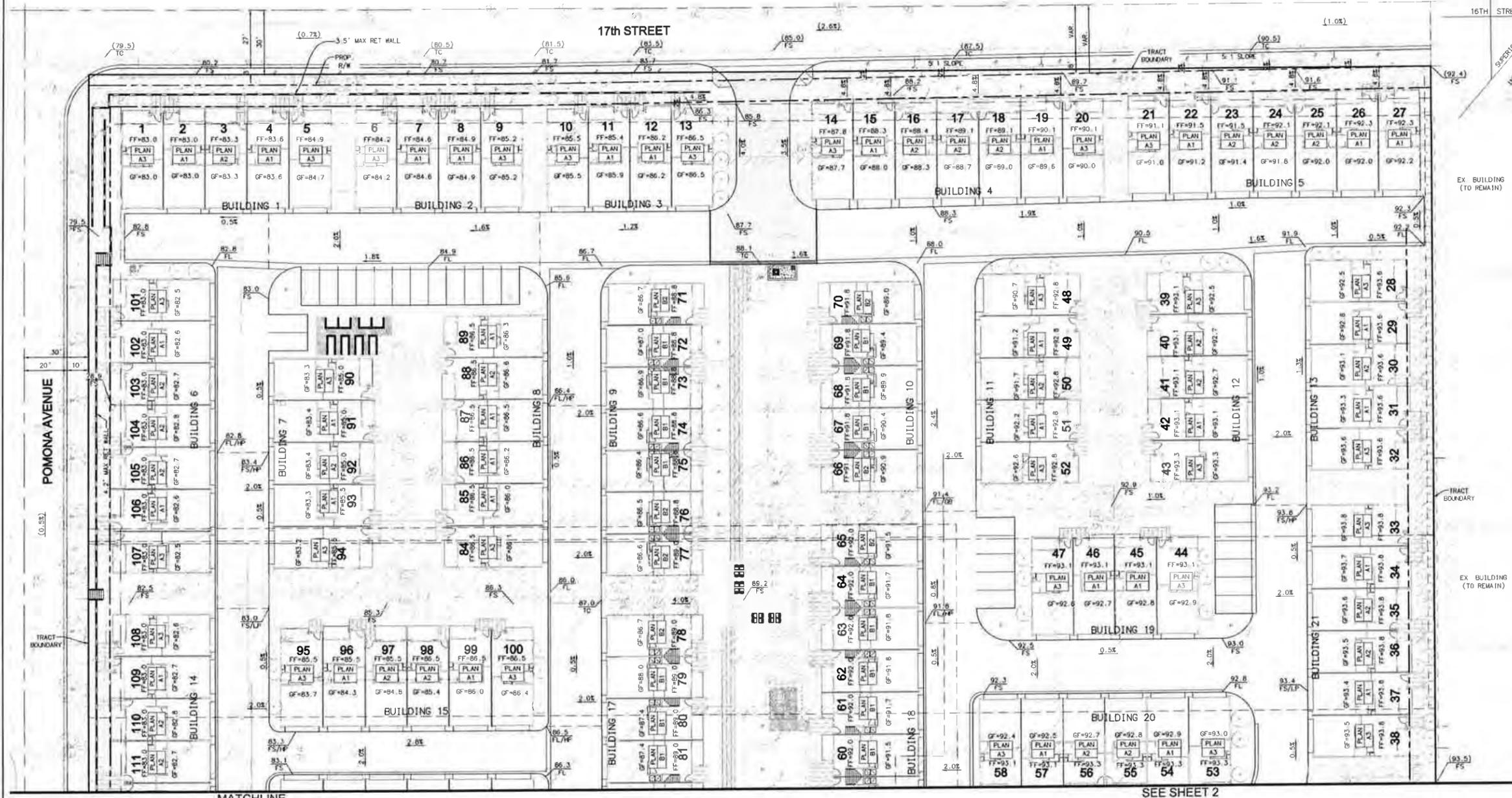
SUPERIOR AVENUE
TYPICAL SECTION
N.T.S.



17th STREET
TYPICAL SECTION
N.T.S.



POMONA AVENUE
TYPICAL SECTION
N.T.S.



GENERAL NOTES

- SITE ADDRESS: 671 W. 17th STREET COSTA MESA, CA 92627
- ASSESSOR PARCEL: 424-291-11
- SITE AREA: NET: 9.0 AC, GROSS: 9.0 AC
- EXISTING ZONING: GENERAL INDUSTRIAL
- PROPOSED ZONING: MIXED-USE DEVELOPMENT PER 19 WEST URBAN PLAN
- EXISTING LANDUSE: GENERAL INDUSTRIAL
- PROPOSED LANDUSE: MIXED-USE LIVE/WORK PER 19 WEST URBAN PLAN
- FLOOD ZONE: NO SPECIAL FLOOD HAZARDS
- TOTAL NUMBER OF LOTS: 1
- TOTAL NUMBER OF UNITS: 177
- PROPOSED DEVELOPMENT: 3 STORY LIVE/WORK CONDOS, 508 TOTAL PARKING SPACES INCL. GARAGE SPACES
- THE UTILITIES SHOWN ON THIS MAP ARE BASED UPON THE BEST AVAILABLE PUBLIC INFORMATION
- ALL EXISTING STRUCTURES ON SITE SHALL BE REMOVED

UTILITY COMPANIES/CONTACTS

TELEPHONE:	PACIFIC BELL	(800) 310-2155
ELECTRIC:	SOUTHERN CALIFORNIA EDISON CO	(800)684-8123
GAS:	SOUTHERN CALIFORNIA GAS CO	(800)427-2100
CABLE T.V.:	TIME WARNER CABLE	(866)744-1678
SEWER AND TRASH:	COSTA MESA SANITARY DISTRICT	(949)645-8400
WATER:	MESA CONSOLIDATED WATER	(949) 631-1200

BASIS OF BEARING

COORDINATES SHOWN HEREON ARE BASED ON THE BEARING BETWEEN O.C.S. HORIZONTAL CONTROL STATION GPS NO. 6255 AND STATION GPS NO. 6263 BEING NORTH 47°46'24" EAST PER RECORDS ON FILE IN THE OFFICE OF THE ORANGE COUNTY SURVEYOR

DATUM STATEMENT

COORDINATES SHOWN ARE BASED UPON THE CALIFORNIA STATE COORDINATE SYSTEM, ZONE VI, NAD OF 1983 (1991 35 EPOCH). ALL DISTANCES SHOWN ARE GROUND, UNLESS OTHERWISE NOTED TO OBTAIN GRID DISTANCE MULTIPLY GROUND DISTANCES BY 0.9999843

ARCHITECT
WITNEE MALCOLM ARCHITECTS, LLP
2251 WEST 130th STREET
TORRANCE, CA 90504

REVISION



14725 ALTON PARKWAY
IRVINE, CALIFORNIA 92618-2027
949.472.3505 • FAX 949.472.8373 • www.RBF.com



DATE OF PREPARATION: October 21, 2014

ENGINEER
RBF CONSULTING
14725 ALTON PARKWAY
IRVINE, CA 92618
PHONE: (949) 472-3505

DEVELOPER
WESTPORT PROPERTIES, INC.
2201 DUPONT DRIVE, SUITE 700
IRVINE, CA 92612

PROJECT ADDRESS
671 W. 17th STREET
COSTA MESA, CA 92627

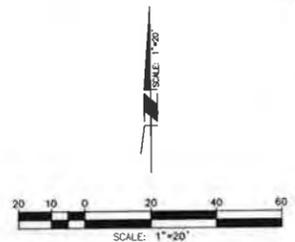
PRELIMINARY GRADING FOR TTM 17800
CITY OF COSTA MESA CASE NO. X

SHEET 1 OF 2

H:\PDATA\136037\CADD\LAND\DW\MASTERPLAN\GR-EXH\136037-GR-001-10L.DWG T:\ENG\10/21/14 2:05 PM

MATCHLINE

SEE SHEET 1



REVISION



14725 ALTON PARKWAY
 IRVINE, CALIFORNIA 92618-2027
 949.472.3505 • FAX 949.472.8373 • www.RBF.com

ENGINEER
 RBF CONSULTING
 14725 ALTON PARKWAY
 IRVINE, CA 92618
 PHONE: (949) 472-3505

DEVELOPER
 WESTPORT PROPERTIES, INC.
 2201 DUPONT DRIVE, SUITE 700
 IRVINE, CA 92612

PROJECT ADDRESS
 671 W. 171st STREET
 COSTA MESA, CA 92627

PRELIMINARY GRADING
 FOR
TTM 17800
 CITY OF COSTA MESA CASE NO. X

SHEET
2
 OF
2

671 W. 17th STREET TENTATIVE TRACT NO. 17800 FOR CONDOMINIUM PURPOSES CITY OF COSTA MESA, STATE OF CALIFORNIA

GENERAL NOTES

- SITE ADDRESS 671 W. 17th STREET COSTA MESA, CA 92627
 1. ASSESSOR PARCEL 424-291-11
 2. SITE AREA:
 NET: 9.0 AC
 GROSS: 9.0 AC
 3. EXISTING ZONING: GENERAL INDUSTRIAL
 4. PROPOSED ZONING: MIXED-USE DEVELOPMENT PER 19 WEST URBAN PLAN
 5. EXISTING LANDUSE: GENERAL INDUSTRIAL
 6. PROPOSED LANDUSE: MIXED-USE LIVE/WORK PER 19 WEST URBAN PLAN
 7. FLOOD ZONE: NO SPECIAL FLOOD HAZARDS
 8. TOTAL NUMBER OF LOTS: 1
 9. TOTAL NUMBER OF UNITS: 177
 10. PROPOSED DEVELOPMENT:
 3 STORY LIVE/WORK CONDOS
 508 TOTAL PARKING SPACES INCL GARAGE SPACES
 11. THE UTILITIES SHOWN ON THIS MAP ARE BASED UPON THE BEST AVAILABLE PUBLIC INFORMATION
 12. ALL EXISTING STRUCTURES ON SITE SHALL BE REMOVED

LEGAL DESCRIPTION

THIS LEGAL DESCRIPTION IS FROM A COMMITMENT FOR TITLE INSURANCE PREPARED BY FIDELITY NATIONAL TITLE COMPANY UNDER ORDER NO. 010-23039053-TC1, WITH AN EFFECTIVE DATE OF MARCH 20, 2014. NO RESPONSIBILITY IS ASSUMED AS TO THE ACCURACY AND COMPLETENESS OF SAID COMMITMENT.

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AND DESCRIBED AS FOLLOWS:

PARCEL 1:

LOT 509 OF NEWPORT MESA TRACT, IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5, PAGE 1 OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SAID LAND IS INCLUDED WITHIN THE AREA SHOWN ON A MAP FILLED IN BOOK 21, PAGE 42 OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2:

THOSE PORTIONS OF LOTS 510 AND 511 OF NEWPORT MESA TRACT, IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5, PAGE 1 OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 510; THENCE NORTH 89° 42' 40" EAST 630.06 FEET ALONG THE NORTHERLY LINE OF SAID LOT 510; TO THE NORTHEASTERLY CORNER THEREOF; THENCE SOUTH 0° 18' 00" EAST 56.91 FEET ALONG THE EASTERLY LINE OF SAID LOT; TO THE MOST NORTHERLY CORNER OF THE LAND DESCRIBED IN THE DEED TO OLIVE A. ROBINSON AND WIFE, RECORDED JUNE 8, 1948 IN BOOK 1649, PAGE 409, OFFICIAL RECORDS; THENCE SOUTH 40° 00' 00" WEST 235.83 FEET ALONG THE NORTHWESTERLY LINE OF SAID LAND DESCRIBED IN THE DEED TO ROBINSON TO THE MOST WESTERLY CORNER THEREOF; THENCE SOUTH 50° 00' 00" EAST 144.53 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LAND DESCRIBED IN THE DEED TO ROBINSON TO THE MOST SOUTHERLY CORNER THEREOF; SAID SOUTHERLY CORNER ALONG BEING THE NORTHEASTERLY CORNER OF SAID LOT 511; THENCE SOUTH 40° 00' 00" WEST 60.00 FEET ALONG THE SOUTHEASTERLY LINE OF SAID LOT 511; THENCE NORTH 50° 00' 00" WEST 200.00 FEET AT RIGHT ANGLES TO SAID SOUTHEASTERLY LINE; THENCE SOUTH 40° 00' 00" WEST 206.28 FEET PARALLEL WITH SAID SOUTHEASTERLY LINE OF SAID LOT 511; THENCE SOUTH 89° 42' 40" WEST 263.02 FEET TO A POINT IN THE WESTERLY LINE OF SAID LOT 511; DISTANT SOUTH 0° 18' 00" EAST 73.92 FEET FROM THE NORTHWESTERLY CORNER OF LOT 511; THENCE NORTH 0° 18' 00" WEST 404.00 FEET ALONG THE WESTERLY LINE OF LOT 511 AND ALONG THE WESTERLY LINE OF LOT 510, TO THE POINT OF BEGINNING.

SAID LAND IS INCLUDED WITHIN THE AREA SHOWN ON A MAP FILED IN BOOK 21, PAGE 42 OF RECORD OF SURVEYS AND IN BOOK 101, PAGE 12 OF RECORD OF SURVEYS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

BASIS OF BEARING

COORDINATES SHOWN HEREON ARE BASED ON THE BEARING BETWEEN D.C.S. HORIZONTAL CONTROL STATION GPS NO. 6255 AND STATION GPS NO. 6263 BEING NORTH 47° 46' 24" EAST PER RECORDS ON FILE IN THE OFFICE OF THE ORANGE COUNTY SURVEYOR.

PROPOSED EASEMENTS

- ① DENOTES EASEMENT TO CITY OF COSTA MESA FOR PUBLIC UTILITY PURPOSES.
- ② DENOTES EASEMENT TO CITY OF COSTA MESA FOR EMERGENCY VEHICLE ACCESS.

EXISTING EASEMENTS

AFFECTS: PARCEL 1

ITEM ⑥ REFERS TO EASEMENT(S) IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION FOR POLE LINES AND UNDERGROUND CONDUITS AND RIGHTS INCIDENTAL THERE TO AS GRANTED IN A DOCUMENT RECORDED BOOK 2254, PAGE 127, OF OFFICIAL RECORDS. PER SAID DOCUMENT, ALL POLES SHALL BE CREATED AND MAINTAINED WITHIN 1 FOOT OF THE CENTERLINE SHOWN HEREON.

ITEM ⑦ REFERS TO EASEMENT(S) IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION FOR UNDERGROUND CONDUITS AND RIGHTS INCIDENTAL THERE TO AS GRANTED IN A DOCUMENT RECORDED BOOK 9596, PAGE 466, OF OFFICIAL RECORDS.

ITEM 8 HAS BEEN INTENTIONALLY DELETED.

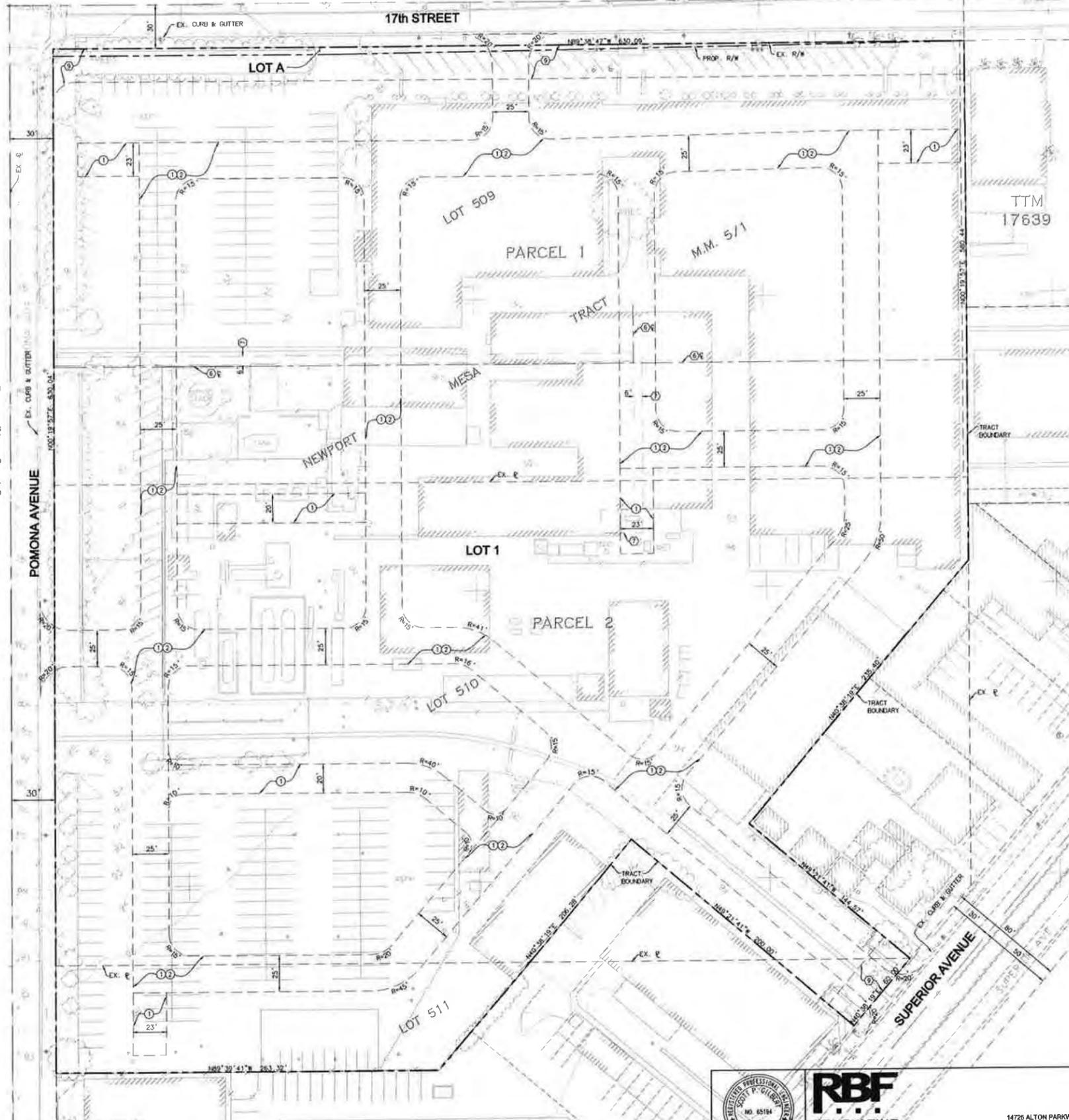
ITEM ③ REFERS TO A CONTINUOUS OFFER TO DEDICATE BY J. C. CARTER COMPANY, TO THE CITY OF COSTA MESA, A MUNICIPAL CORPORATION, FOR STREET PURPOSES AS MUCH OF THE FOLLOWING DESCRIBED REAL PROPERTY AS THE CITY MAY, AT A FUTURE DATE, DECIDE IS REQUIRED FOR SUCH PURPOSE:

LOT SUMMARY

LOT 1: 8.9 AC GROSS
 LOT A: 0.1 AC GROSS
 9.0 AC GROSS

UTILITY COMPANIES/CONTACTS

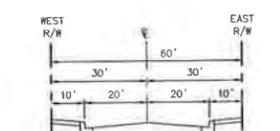
TELEPHONE	PACIFIC BELL	(800) 310-2155
ELECTRIC	SOUTHERN CALIFORNIA EDISON CO	(800)684-8123
GAS	SOUTHERN CALIFORNIA GAS CO	(800)427-2100
CABLE T V	TIME WARNER CABLE	(866)744-1678
SEWER AND TRASH	COSTA MESA SANITARY DISTRICT	(949)645-8400
WATER	MESA CONSOLIDATED WATER	(949) 631-1200



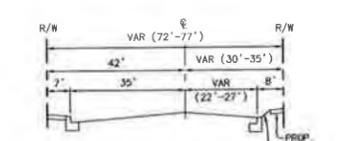
VICINITY MAP
NOT TO SCALE

LEGEND

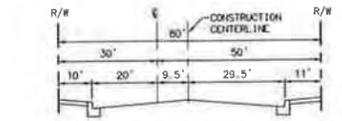
- PROPERTY LINE
- - - EASEMENT LINE (EXISTING)
- - - EASEMENT LINE (PROPOSED)
- CENTERLINE
- CURB
- EXISTING BUILDING



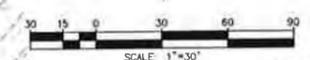
POMONA AVENUE
TYPICAL SECTION
N.T.S.



17th STREET
TYPICAL SECTION
N.T.S.



SUPERIOR AVENUE
TYPICAL SECTION
N.T.S.



DATE OF PREPARATION: October 21, 2014	
ENGINEER RBF CONSULTING 14725 ALTON PARKY IRVINE, CA 92618 PHONE: (949) 472-3505	
DEVELOPER WESTPORT PROPERTIES, INC. 2201 DUPONT DRIVE, SUITE 700 IRVINE, CA 92612	
PROJECT ADDRESS 671 W. 17th STREET COSTA MESA, CA 92627	

TENTATIVE TRACT MAP No. 17800 CITY OF COSTA MESA CASE NO. X	SHEET 1 OF 1
-------------------------------------------------------------------	-----------------------

RBF CONSULTING
A Fluker Company
14725 ALTON PARKWAY
IRVINE, CALIFORNIA 92618-2027
949.472.3505 • FAX 949.472.8373 • www.RBF.com

NOTE: ALL EXISTING BUILDINGS & HARDSCAPE WITHIN THE PROJECT BOUNDARY WILL BE DEMOLISHED & RECYCLED OR REMOVED.

H:\PDATA\1390537\CADD\LAND\DL\VTM\1390537-TM-001-TOL.DWG T:\MENG_10/21/14 1:15 PM

671 W. 17th STREET FIRE RATIONAL PLAN CITY OF COSTA MESA, STATE OF CALIFORNIA



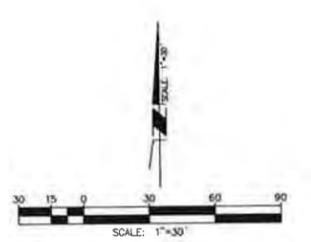
VICINITY MAP
NOT TO SCALE



- LEGEND**
- FIRE DEPT ACCESS ROAD
 - HOSE PATH/LENGTH
 - FIRE TRUCK CLEARANCE (TYP. RADIUS)
 - PROPOSED FIRE HYDRANT
 - EXISTING FIRE HYDRANT
 - PROPOSED WATER MAIN

NOTES:

- HOSE PULL DETAILS ASSUME PROJECT DOES NOT HAVE FENCING BLOCKING HOSE ACCESS



DATE OF PREPARATION: October 21, 2014

<p>ENGINEER RBF CONSULTING 14725 ALTON PKWY IRVINE, CA 92618 PHONE: (949) 472-3505</p>
<p>DEVELOPER WESTPORT PROPERTIES, INC. 2201 DUPONT DRIVE, SUITE 700 IRVINE, CA 92612</p>
<p>PROJECT ADDRESS 671 W. 17th STREET COSTA MESA, CA 92627</p>

REVISION	



14725 ALTON PARKWAY
IRVINE, CALIFORNIA 92618-2027
949.472.3505 • FAX 949.472.8373 • www.RBF.com

**FIRE RATIONAL PLAN
FOR
TTM 17800**
CITY OF COSTA MESA CASE NO. X

SHEET
1
OF
1

H:\DATA\139037\CADD\LAND\DWG\MASTERPLAN\FIRE\139037-FIRE_MP.DWG TMEIG 10/21/14 1:20 pm

PROPOSED PLANT LIST

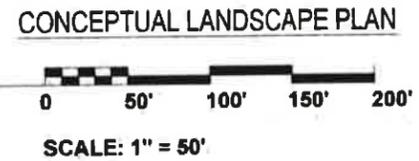
SYMBOL	BOTANICAL NAME	COMMON NAME	QTY	SIZE	WUCOLS
TREES at PROJECT PERIMETER					
	ACACIA BAILEYANA 'PURPUREA'	PURPLE LEAF ACACIA	1	36" BOX	LOW
	ARBUTUS 'MARINA'	HYBRID STRAWBERRY TREE	58	24" BOX	MEDIUM
	CERCIDIUM X 'DESERT MUSEUM'	PALO VERDE	1	36" BOX	MEDIUM
	CINNAMOMUM CAMPHORA	CAMPHOR TREE	6	36" BOX	MEDIUM
	MELALUCA QUINQUENERVIA	CAJUPUT TREE	12	24" BOX	MEDIUM
	PLATANUS ACERFOLIA 'COLUMBIA'	LONDON PLANE TREE	47	30" BOX	MEDIUM
	RHUS LANCEA	AFRICAN SUMAC	15	24" BOX	MEDIUM
PALMS/ACCENT/EVERGREEN VERTICAL SHRUBS					
	PHOENIX DACTYLIFERA	DATE PALM	20'	8TH	MEDIUM
	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	18'	8TH	MEDIUM
	BAMBUSA OLDHAMII	GIANT TIMBER BAMBOO	15 GAL		MEDIUM
	PODOCARPUS MACROPHYLLUS MAXI	SHRUBBY YEW PINE	15 GAL		MEDIUM
STREET TREES					
17th STREET - STREET TREE					
	PYRUS C. 'CHANTICLEER'	FLOWERING PEAR	24" BOX		MEDIUM
POMONA AVE. - STREET TREE					
	TRISTANIA CONFERTA	BRISBANE BOX STANDARD	24" BOX		MEDIUM
SHRUBS - HYDRO-ZONE 1 NORTH/EAST EXPOSURE					
MEDIUM SHRUBS					
	ASPARAGUS DENSPLORUS 'MYERSII'	MYER ASPARAGUS	5 GAL		LOW
	CHOMOROPETALUM 'ELEPHANTINUM'	LARGE CAPE RUSH	5 GAL		LOW
	CARISSA M. 'HORIZONTALIS'	NATAL PLUM	5 GAL		MEDIUM
SMALL SHRUBS					
	LIRIOPE MUSCARI	BIG BLUE LILY TURF	5 GAL		MEDIUM
	LOMANDRA LONGIFOLIA 'BREEZE'	SPIKE-HEADED MAT RUSH	5 GAL		MEDIUM
	PHILODENDRON XANADU	PHILODENDRON	5 GAL		MEDIUM
SHRUBS - HYDRO-ZONE 2 SOUTH/WEST EXPOSURE					
LARGE SHRUBS					
	DASYLIRION WHEELERI	DESERT SPOON	5 GAL		LOW
	KALANCHOE BEHARENSIS	FELT PLANT	15 GAL		LOW
	PHORMIUM HYBRIDIS	NEW ZEALAND FLAX	15 GAL		-
MEDIUM SHRUBS					
	ALOE STRIATA	CORAL ALOE	5 GAL		LOW
	DIANELLA REVOLUTA	LITTLE REV	5 GAL		LOW
	CALLISTEMON 'LITTLE JOHN'	DWARF CALLISTEMON	5 GAL		LOW
	ECHVEVERIA PEACOCKI	PEACOCK ECHEVERIA	5 GAL		LOW
	FESTUCA OVINA GLAUCA	BLUE FESCUE	5 GAL		LOW
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL		VERY LOW
	LIMONILUM PEREZII	SEA LAVENDAR	5 GAL		LOW
	MUHLENBURGIA CAPILLARIS	PINK MUHLY	5 GAL		MEDIUM
	SENECIO MANDRALISCAE	SENECIO	1 GAL		LOW
SMALL SHRUBS					
	ROSMARINUS PROSTRATUS	DWARF ROSEMARY	5 GAL		LOW
GRASS - HYDRO-ZONE 3					
	GRASS at DOG PARK, OPEN PLAY and PARKWAYS				
BIKE RACK REQUIREMENTS:					
PER COBC 6.108.4: SHORT-TERM BICYCLE PARKING IN ANCHORED RACKS WITHIN 200 FEET OF THE VISITOR ENTRANCE					
TOTAL NUMBER OF VISITOR PARKING STALLS			154		
5% OF VISITOR MOTORIZED VEHICLE PARKING			8 REQUIRED		
			12 PROVIDED		
WUCOLS NOTE:					
WUCOLS, WATER USE CLASSIFICATION OF LANDSCAPE SPECIES, IS A UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION PUBLICATION AND IS A GUIDE TO THE WATER NEEDS OF LANDSCAPE PLANTS.					
UTILITY SCREENING NOTE:					
ALL ABOVE GRADE UTILITIES TO BE SCREENED WITH PRIVET HEDGE (TYPICAL).					



- BIKE RACK**
 - 5 stalls
- PROJECT ENTRY**
 - matching height California fan palms
 - enhanced paving
 - monument sign wall
- ACCESSIBLE RAMP**
- COMMUNITY GARDEN**
 - raised planting beds
 - low fencing
 - decomposed granite paths
- PASEO**
 - matching height palms
 - enhanced paving at entry to units
- PROJECT ENTRY**
 - date palm
 - enhanced paving
 - sign wall
- BIKE RACK**
 - 4 stalls
- SOUTH GATHERING AREA**
 - tot lot with accessible surfacing
 - 2 - benches
- BIKE RACK**
 - 4 stalls
- PROJECT ENTRY**
 - matching height California fan palms
 - enhanced paving

- PASEO**
 - matching height palms
 - enhanced paving at entry to units
- CENTRAL DINING TERRACE**
 - bbq counter
 - tables
 - enhanced paving
- CENTRAL GATHERING AREA**
 - fire pit
 - built-in benches
 - lawn with 2- benches
- CENTRAL PARK**
 - group dining terrace with bbq counter
 - shade trellis at dining tables
 - fire pit with built-in benches
 - bocce ball court with synthetic lawn
 - shuffle board court with built-in benches
 - open play lawn

WESTSIDE GATEWAY
 COSTA MESA, CA
 OCTOBER 21, 2014



MJS Design Group
 Cannery Lofts
 507 30th Street
 Newport Beach, CA 92663
 (949) 675-6964





LEGEND

- ACCESSIBLE PEDESTRIAN CIRCULATION
- ▶ BUILDING ENTRIES

WESTSIDE GATEWAY
 COSTA MESA, CA
 OCTOBER 21, 2014

PEDESTRIAN CIRCULATION EXHIBIT



SCALE: 1" = 50'



MJS Design Group
 Cannery Lofts
 507 30th Street
 Newport Beach, CA 92663
 (949) 675-6984





WESTSIDE GATEWAY
COSTA MESA, CA

PERSPECTIVE RENDERING- SD-03
LOOKING SOUTH AT ENTRY ON 17TH
STREET

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
310.217.8885
witheemalcolm.com

WM JOB: B4003
DATE: 04.27.2015





WESTSIDE GATEWAY
COSTA MESA, CA

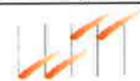
PERSPECTIVE RENDERING- SD-04
LOOKING SOUTHEAST TOWARDS
WEST ENTRY

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
310.217.6885
witheemalcolm.com

WM JOB: B4003
DATE: 04.27.2015





WESTSIDE GATEWAY
COSTA MESA, CA

PERSPECTIVE RENDERING- SD-05
LOOKING SOUTH OVER
RESIDENTIAL PARK AREA

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
310.217.8885
witheemalcolm.com

WM JOB: B4033
DATE: 04.27.2015



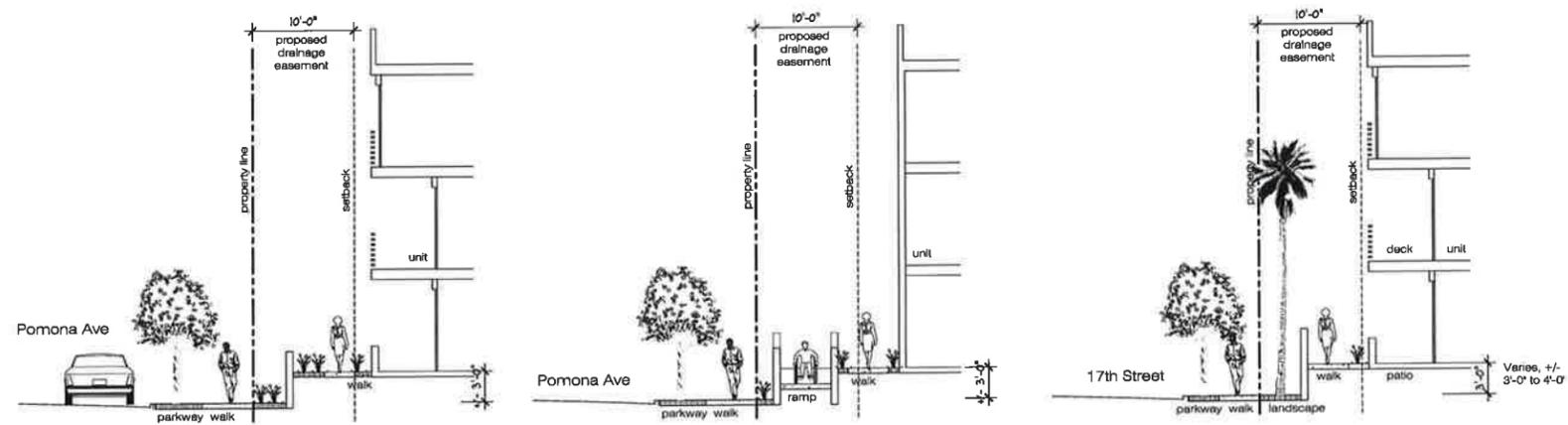
WESTSIDE GATEWAY

COSTA MESA, CA
WESTSIDE GATEWAY

COSTA MESA, CA

WESTPORT PROPERTIES, Inc.
2201 Dupont Drive, Suite 700 Irvine, CA 92612
WITHEE MALCOLM ARCHITECTS, LLP
2251 West 190th Street Torrance, CA 90504
310.217.8885
witheemalcolm.com
WM_JOB_B4003

DATE 04.27.15



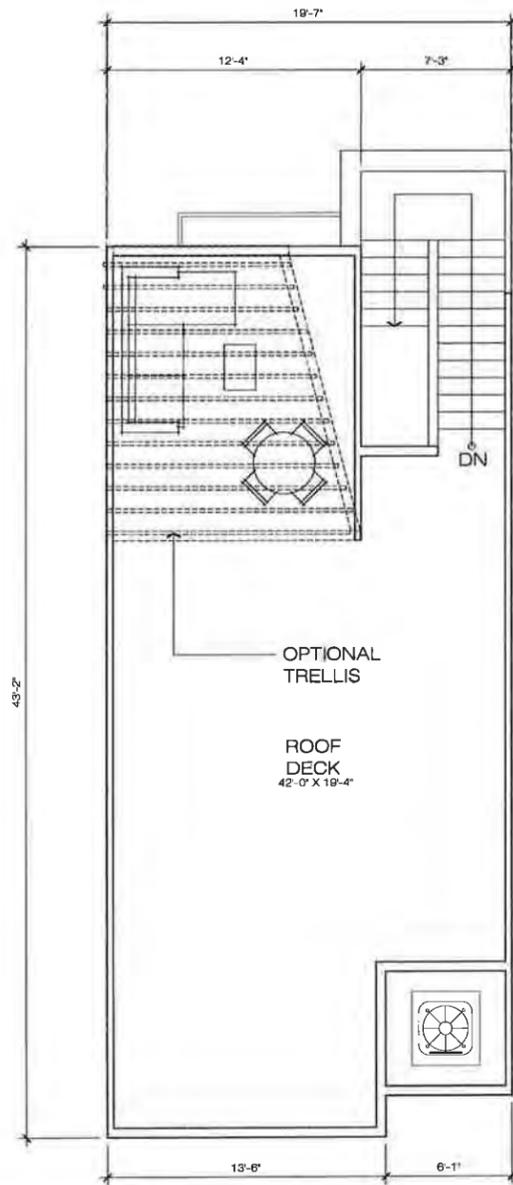
W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

WITHEE MALCOLM ARCHITECTS, LLP

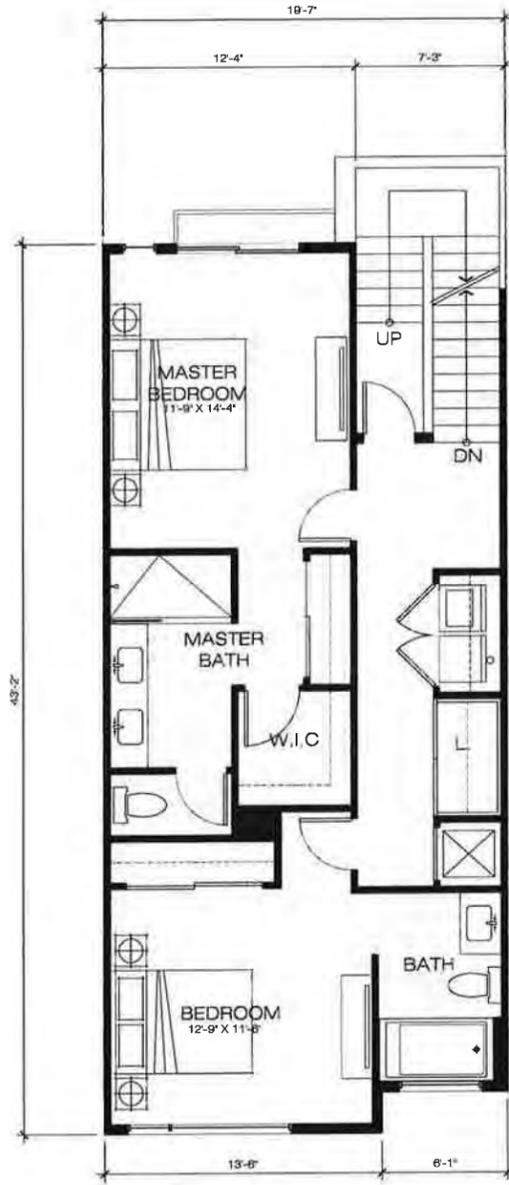
2251 West 190th Street Torrance, CA 90504
310.217.8885
witheemalcolm.com

WM_JOB_B4003
DATE 04.27.2015





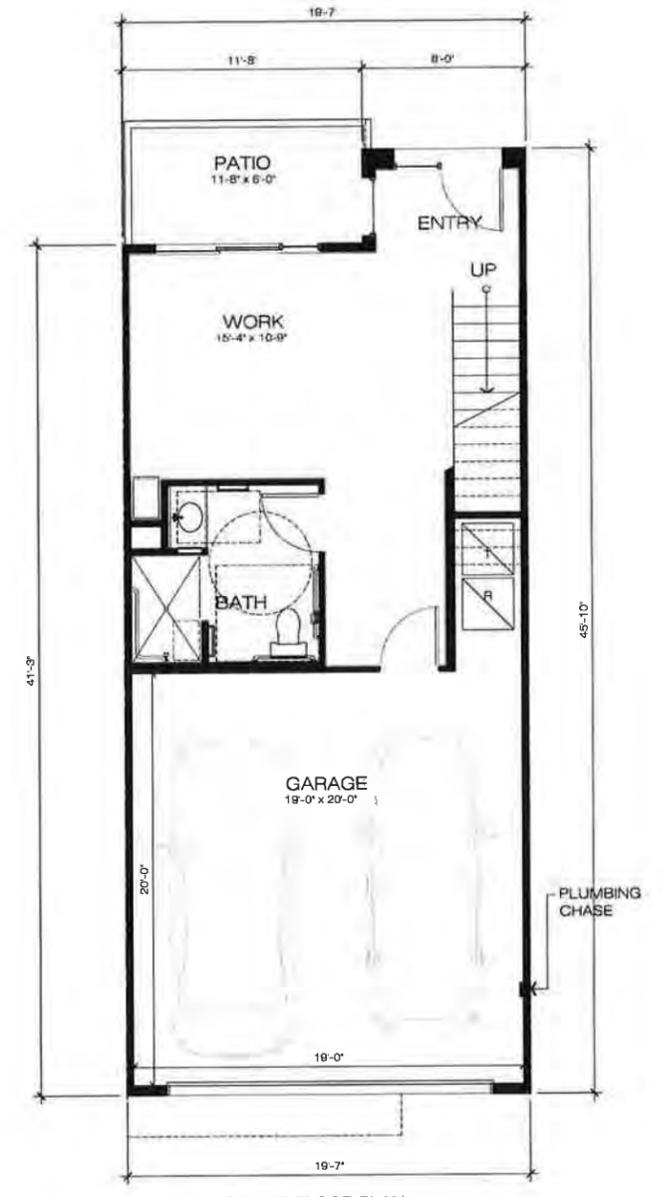
UNIT A1 - ROOF PLAN
AREA: 760 SF



UNIT A1 - THIRD FLOOR PLAN
AREA: 760 SF



UNIT A1 - SECOND FLOOR PLAN
AREA: 773 SF
DECK: 70 SF



UNIT A1 - GROUND FLOOR PLAN
AREA: 394 SF
PATIO: 70 SF
WORK: 290 SF

UNIT A1
2 BEDROOM + 3.5 BATH + ROOF DECK
GROSS UNIT = 1,927 S.F.
ROOF DECK = 760 S.F.

SD-10

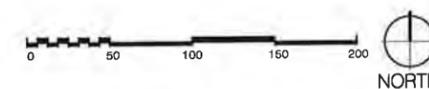
W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

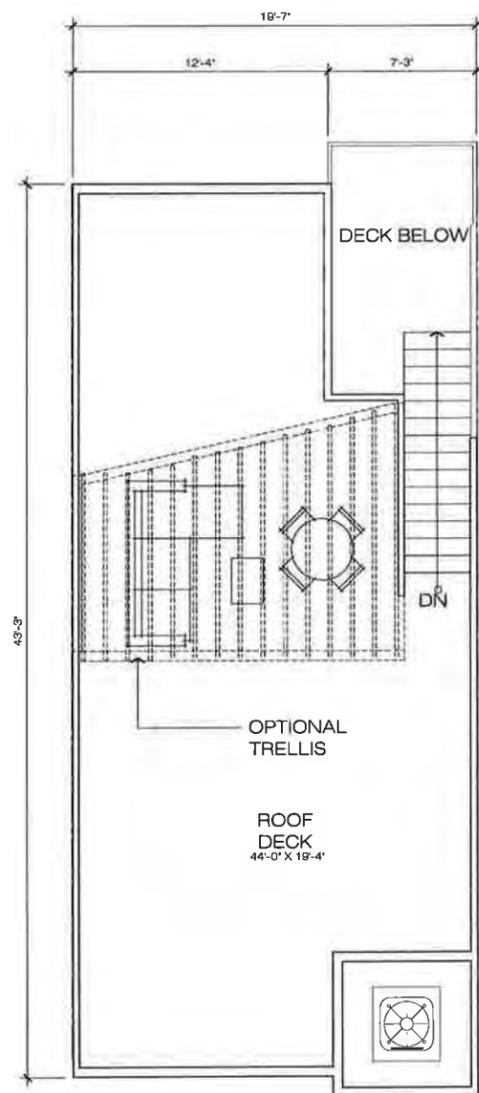
WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
310 217 8885
witheemalcolm.com
WM JOB B4003
DATE 04 27 2015



WESTSIDE GATEWAY
COSTA MESA, CA





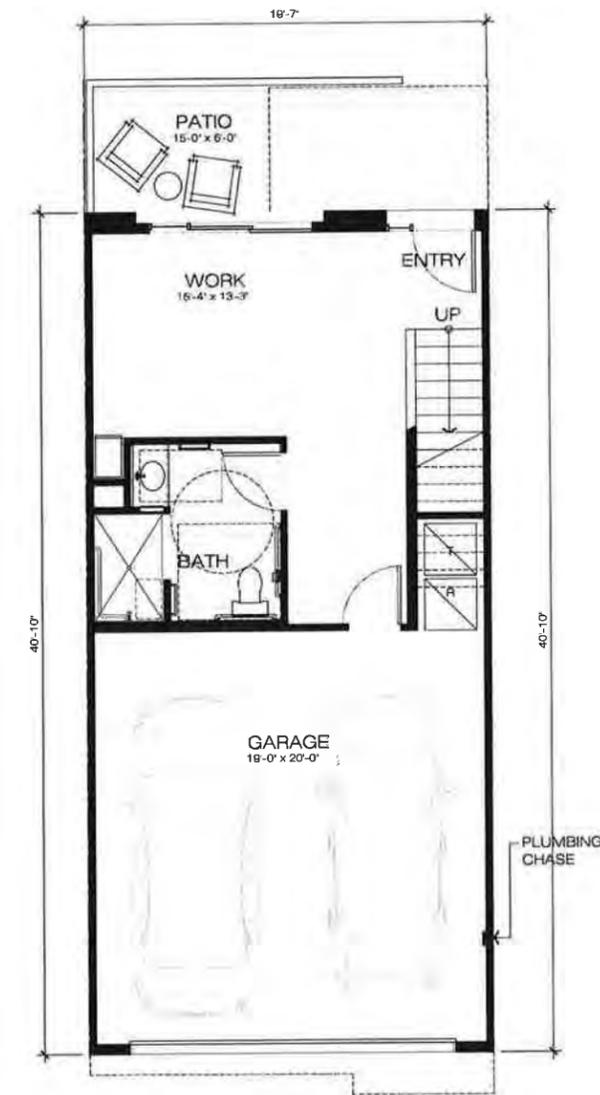
UNIT A2 - ROOF PLAN
AREA: 745 SF



UNIT A2 - THIRD FLOOR PLAN
AREA: 745 SF



UNIT A2 - SECOND FLOOR PLAN
AREA: 770 SF
DECK: 62 SF



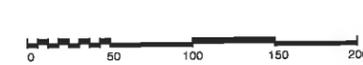
UNIT A2 - GROUND FLOOR PLAN
AREA: 354 SF
PATIO: 90 SF
WORK: 263 SF

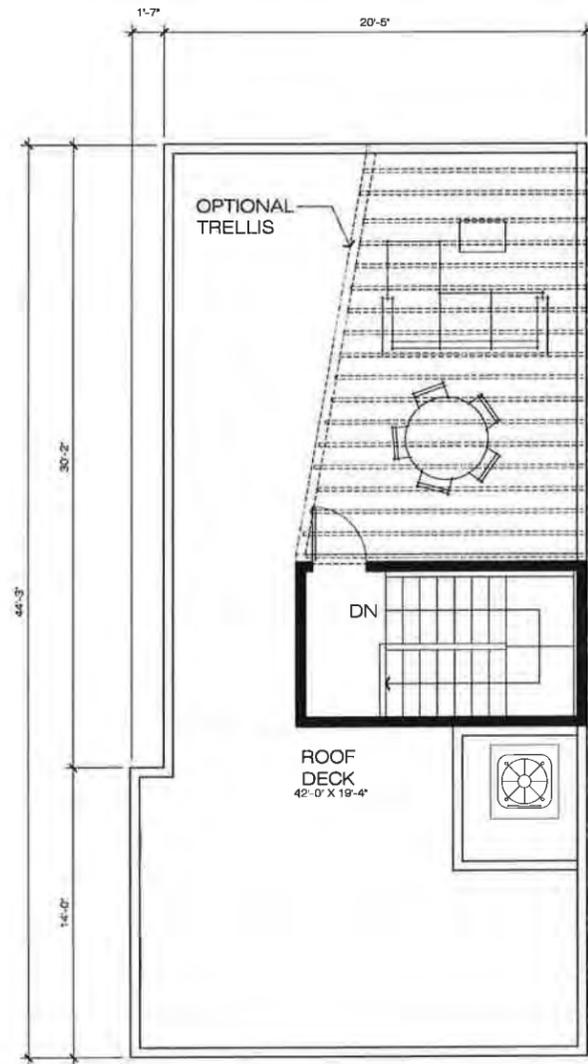
UNIT A2 SD-11
3 BEDROOM + 4 BATH + ROOF DECK
GROSS UNIT = 1,872 S.F.
ROOF DECK = 745 S.F.

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

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witheemalcolm.com
WM JOB B4003
DATE 04 27 2015

WESTSIDE GATEWAY
COSTA MESA, CA





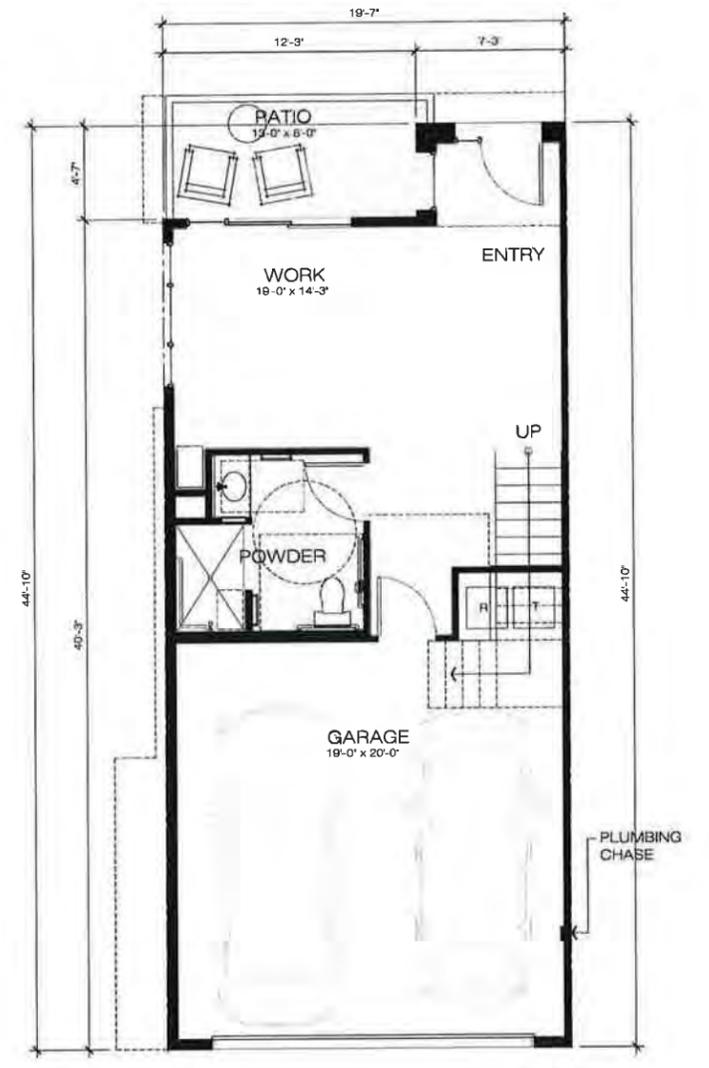
UNIT A3 - ROOF PLAN
AREA: 745 SF



UNIT A3 - THIRD FLOOR PLAN
AREA: 745 SF



UNIT A3 - SECOND FLOOR PLAN
AREA: 770 SF
DECK: 62 SF



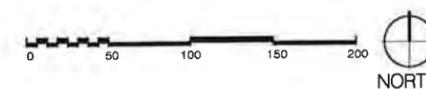
UNIT A3 - GROUND FLOOR PLAN
AREA: 354 SF
PATIO: 90 SF
WORK: 263 SF

WESTSIDE GATEWAY
COSTA MESA, CA

UNIT A3 SD-12
3 BEDROOM + 3.5 BATH + ROOF DECK
GROSS UNIT = 1,975 S.F.
ROOF DECK = 727 S.F.

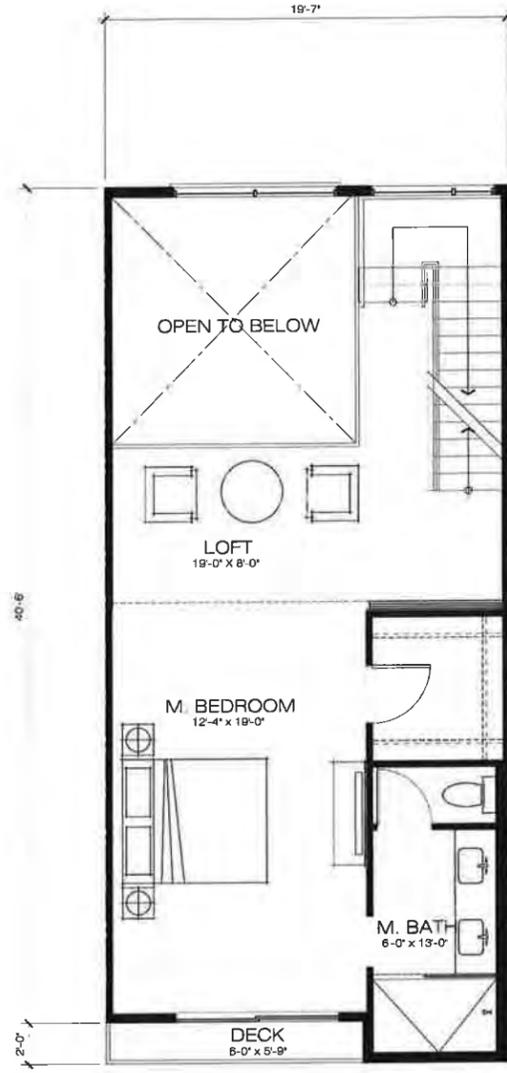
W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

WITHEE MALCOLM ARCHITECTS, LLP
2251 West 190th Street Torrance, CA 90504
310 217 8886
witheemalcolm.com
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DATE 04 27 2015





UNIT B1 - ROOF PLAN
 AREA: 246 SF
 ROOF DECK: 421 SF



UNIT B1- THIRD FLOOR PLAN
 AREA: 574 SF



UNIT B1 - SECOND FLOOR PLAN
 AREA: 755 SF
 DECK: 60 SF



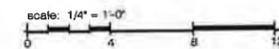
UNIT B1 - GROUND FLOOR PLAN
 AREA: 332 SF
 PATIO: 60 SF

WESTSIDE GATEWAY
 COSTA MESA, CA

UNIT B1 SD-13
 2 BEDROOM + 2 FLEX + 3 BATH + ROOF DECK
 GROSS UNIT = 1,907 S.F.
 ROOF DECK = 421 S.F.

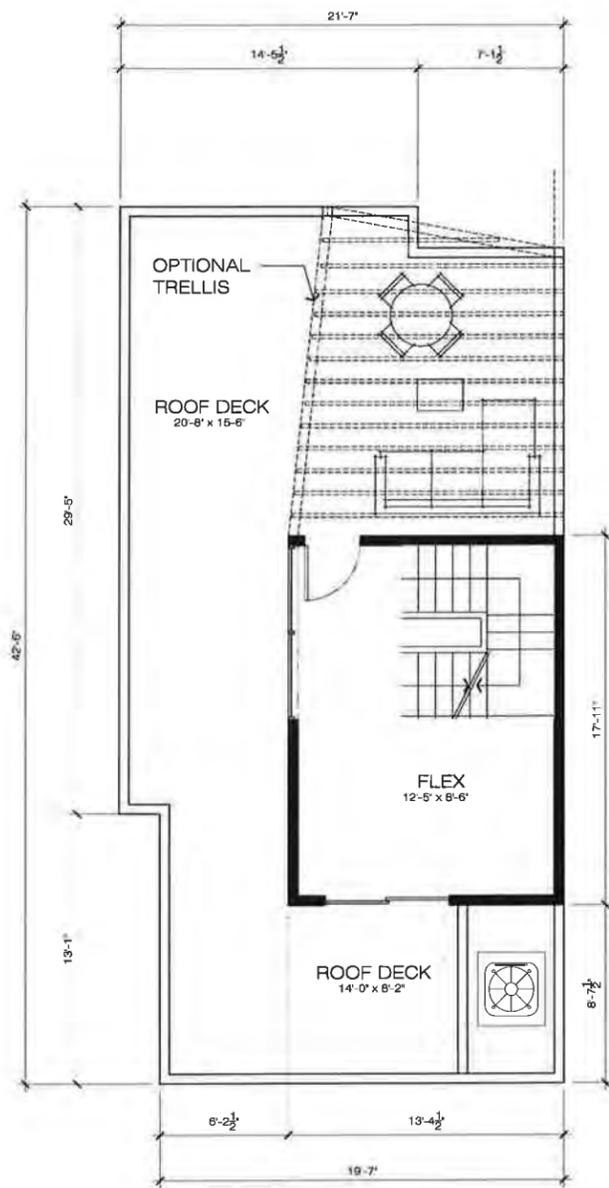
W-WP Westside Gateway Owner VII, LLC
 2201 Dupont Drive, Suite 700 Irvine, CA 92612

WITHEE MALCOLM ARCHITECTS, LLP



2201 West 100th Street Torrance, CA 90504
 310 217 8865
 witheemalcolm.com
 WM JOB B4003
 DATE 04.27.2015





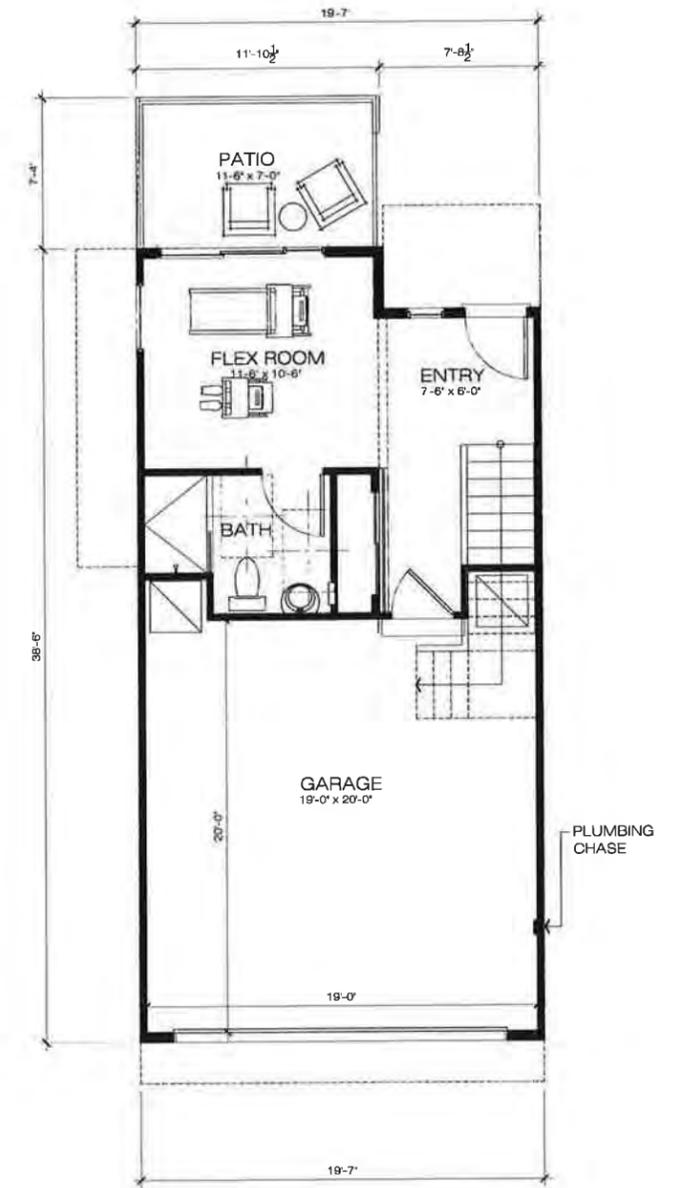
UNIT B2 - ROOF PLAN
 AREA: 169 SF
 ROOF: 587 SF



UNIT B2 - THIRD FLOOR PLAN
 AREA: 715 SF



UNIT B2 - SECOND FLOOR PLAN
 AREA: 754 SF
 DECK: 49 SF



UNIT B2 - GROUND FLOOR PLAN
 AREA: 291 SF
 PATIO: 85 SF

UNIT B2 SD-14
 1 BEDROOM + 3 FLEX + 2.5 BATH + ROOF DECK
 GROSS UNIT = 1,929 S.F.
 ROOF DECK = 587 S.F.

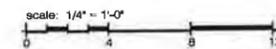
W-WP Westside Gateway Owner VII, LLC
 2201 Dupont Drive, Suite 700 Irvine, CA 92612

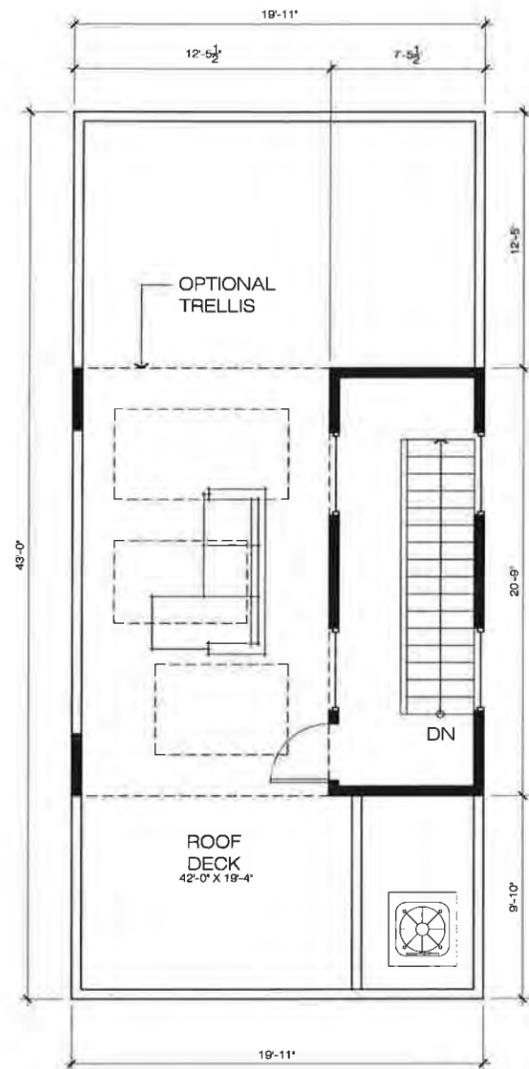
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2201 West 100th Street Torrance, CA 90504
 310 217 8885
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 WM JOB B4003
 DATE 04 27 2015

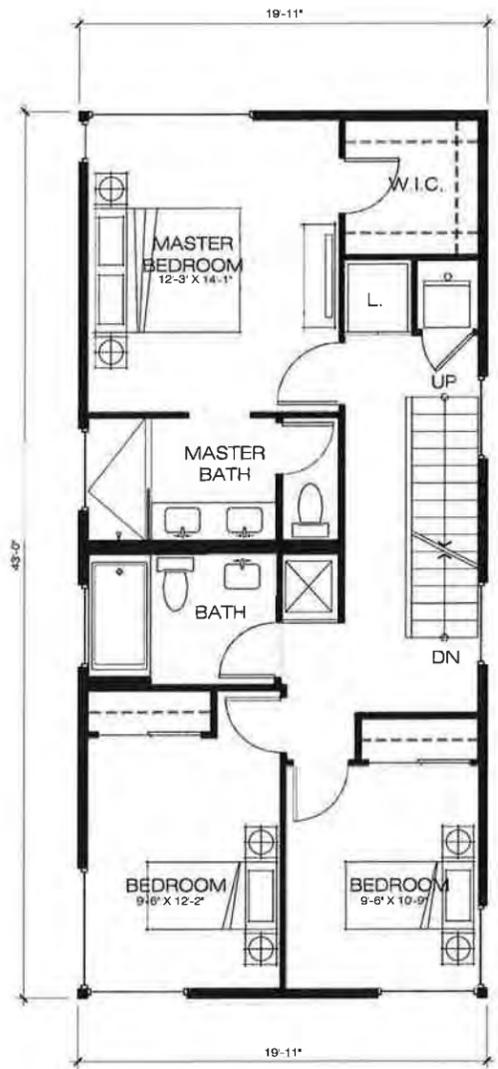


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 COSTA MESA, CA

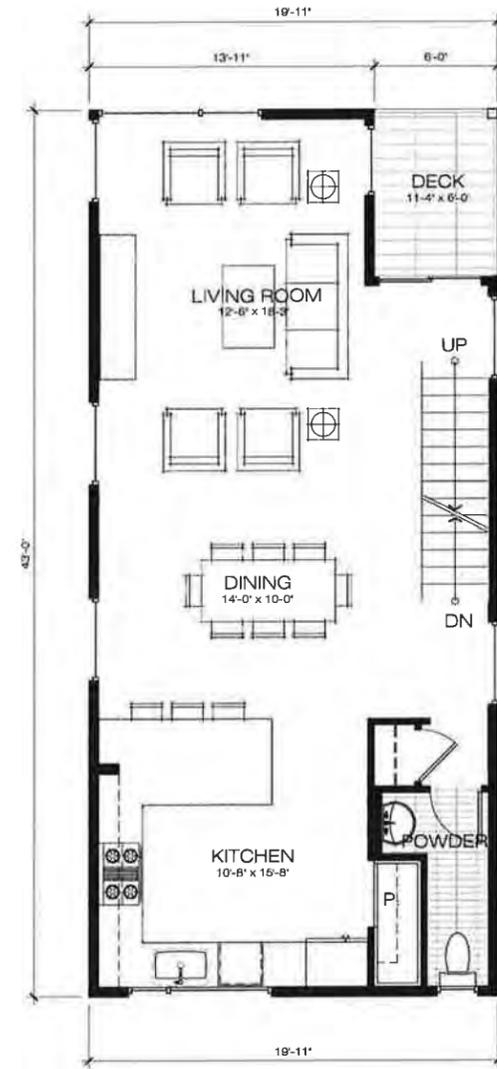




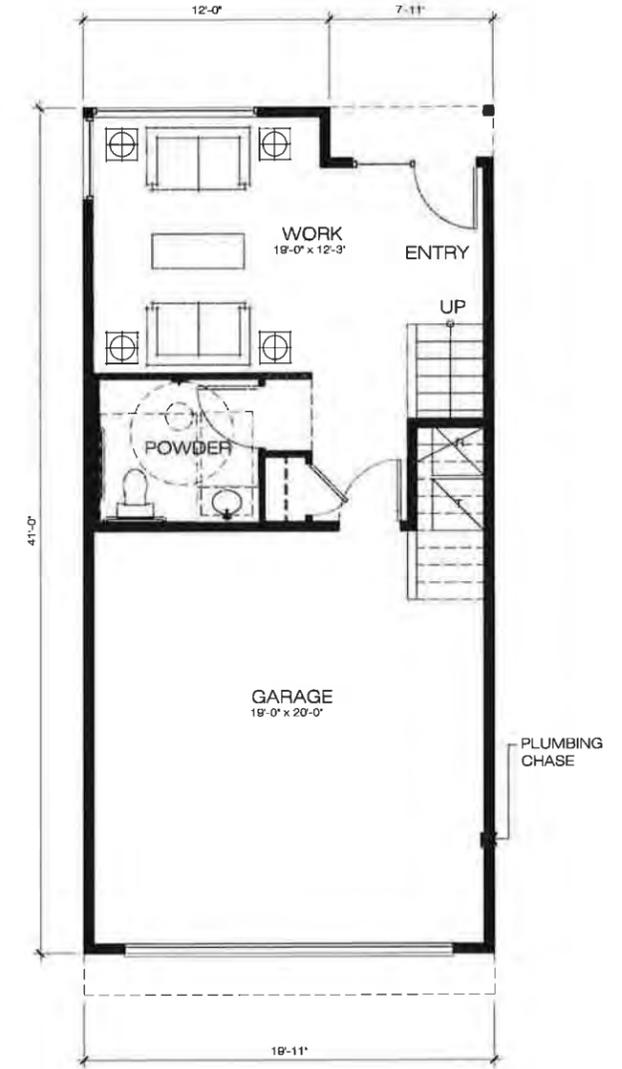
UNIT C1 - ROOF PLAN
AREA: 600 SF



UNIT C1 - THIRD FLOOR PLAN
AREA: 809 SF



UNIT C1 - SECOND FLOOR PLAN
AREA: 761 SF
DECK: 50 SF



UNIT C1 - GROUND FLOOR PLAN
AREA: 347 SF
WORK: 257 SF

WESTSIDE GATEWAY
COSTA MESA, CA

UNIT C1
3 BEDROOM + 3 1/2 BATH + ROOF DECK
GROSS UNIT = 1,870 S.F.
ROOF DECK = 600 S.F.

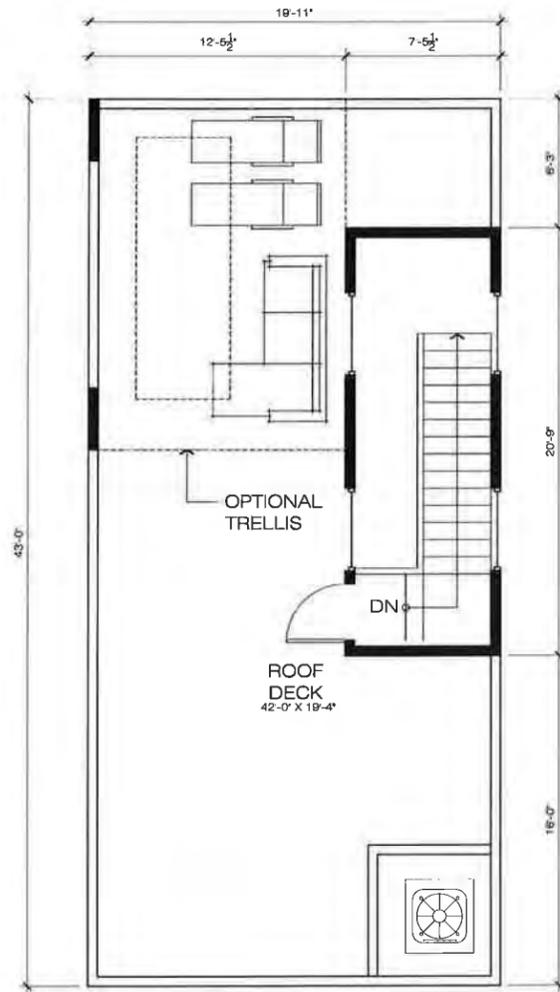
W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

WITHEE MALCOLM ARCHITECTS, LLP

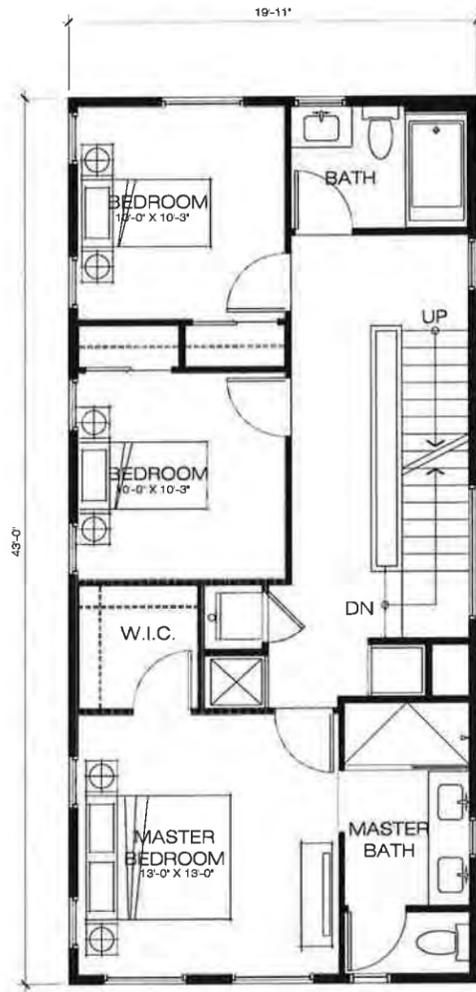
2201 West 120th Street Torrance, CA 90504
310.217.8885
witheemalcolm.com
WM JOB B4003
DATE 04.27.2015



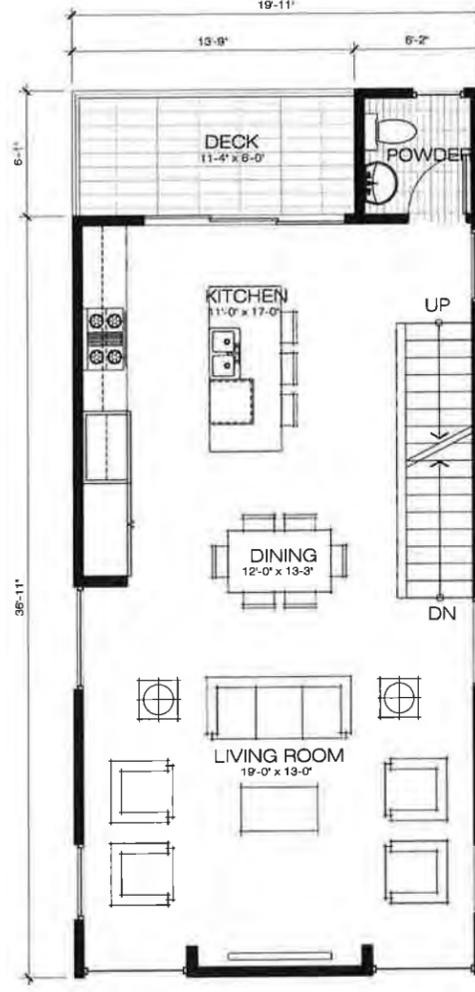
SD-15



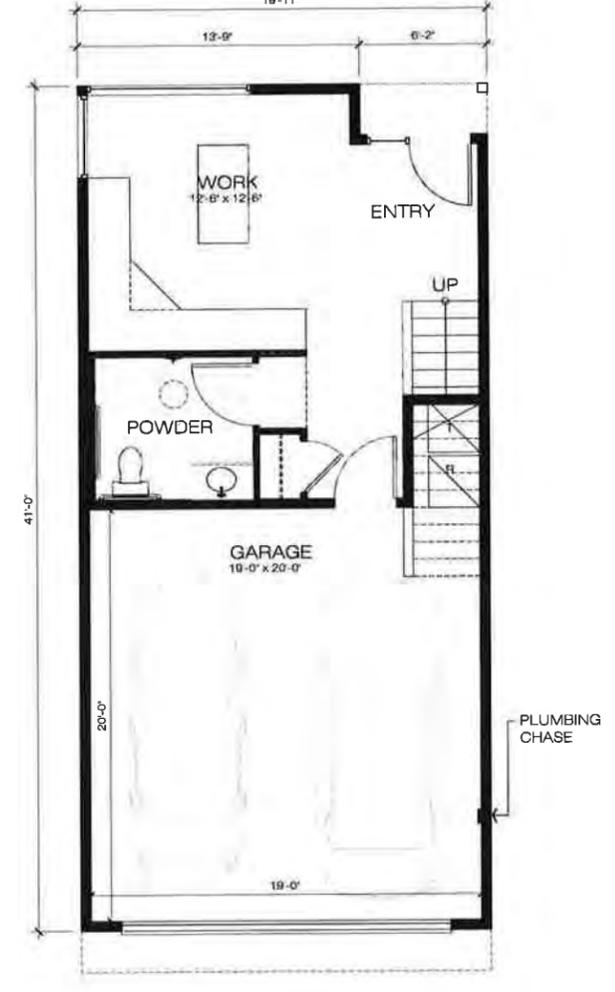
UNIT C2 - ROOF PLAN
AREA: 654 SF



UNIT C2- THIRD FLOOR PLAN
AREA: 795 SF



UNIT C2 - SECOND FLOOR PLAN
AREA: 714 SF
DECK: 80 SF



UNIT C2 - GROUND FLOOR PLAN
AREA: 352 SF
WORK: 262 SF

WESTSIDE GATEWAY
COSTA MESA, CA

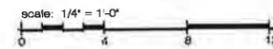
UNIT C2
3 BEDROOM + 3.5 BATH + ROOF DECK
GROSS UNIT = 1,856 S.F.
ROOF DECK = 654 S.F.

SD-16

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

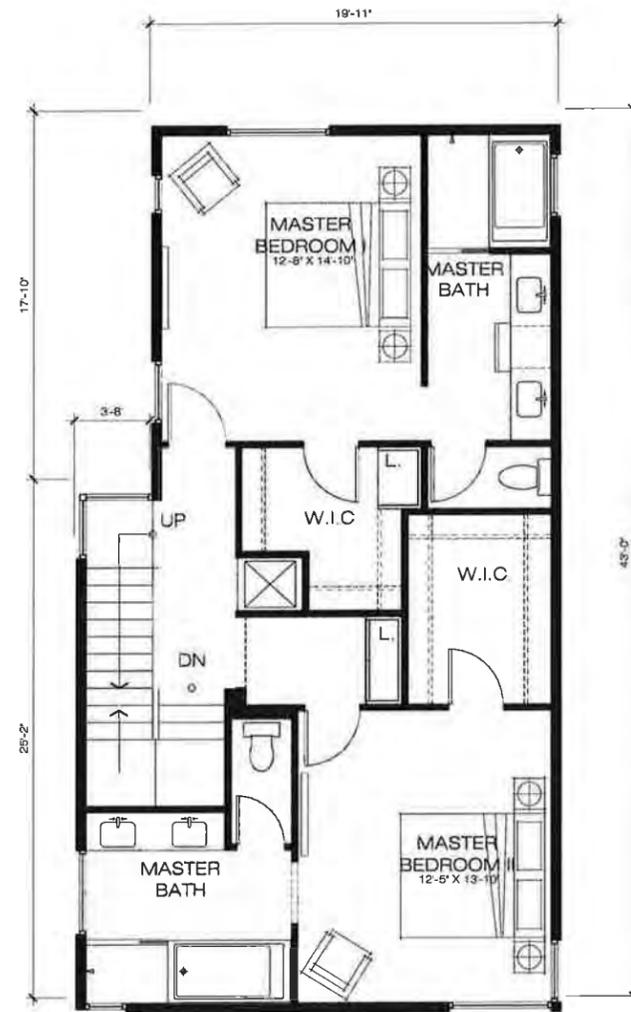
WITHEE MALCOLM ARCHITECTS, LLP

2201 West 10th Street Torrance, CA 90504
1610 217 8885
witheemalcolm.com
WM JOB B4003
DATE 04 27 2015

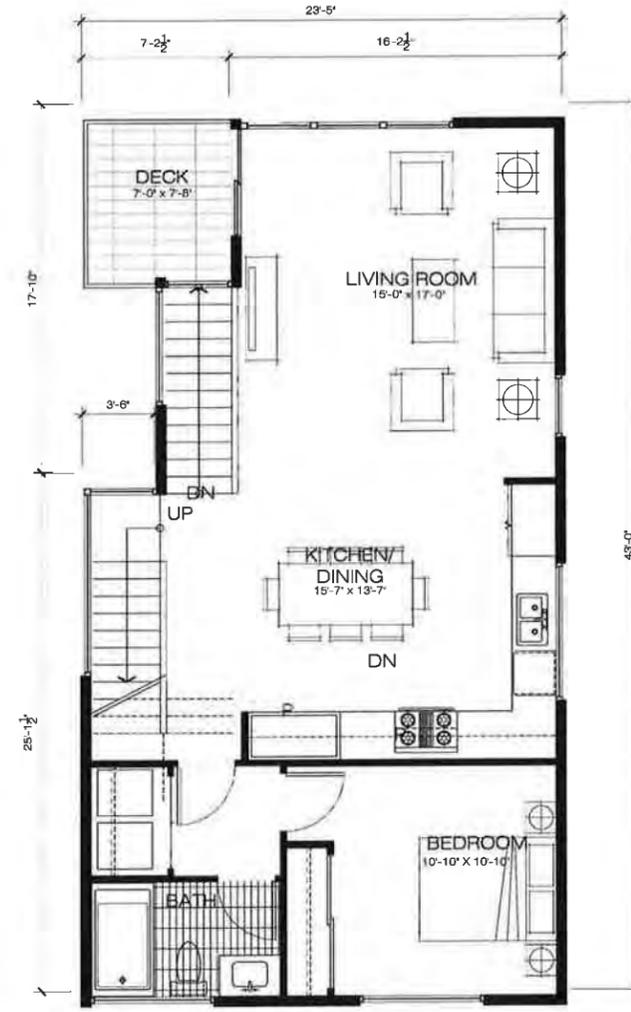




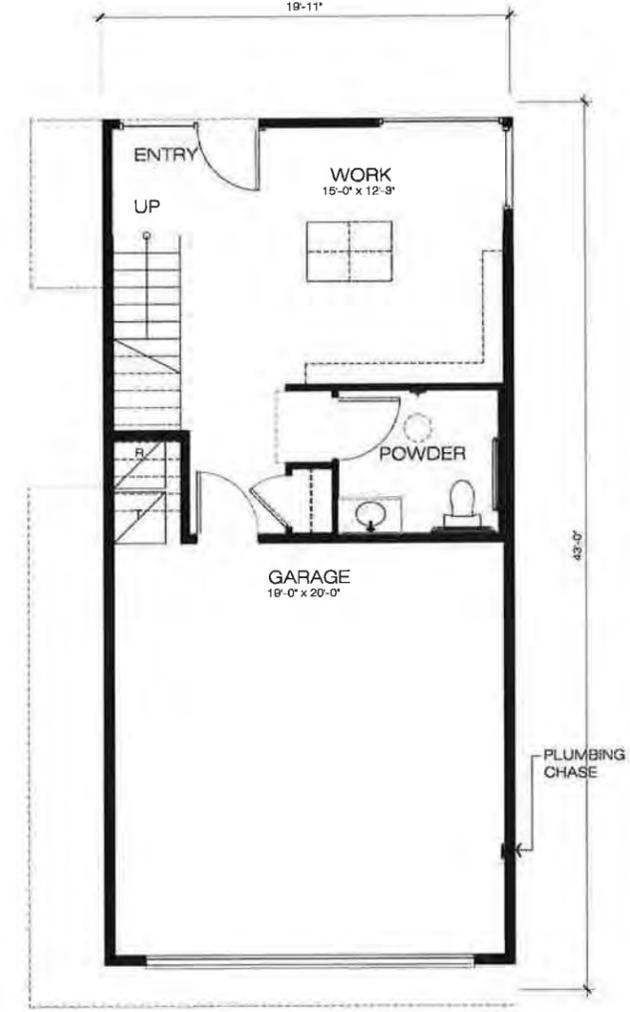
UNIT C3 - ROOF PLAN
AREA: 740 SF



UNIT C3 - THIRD FLOOR PLAN
AREA: 855 SF



UNIT C3 - SECOND FLOOR PLAN
AREA: 796 SF
DECK: 55 SF



UNIT C3 - GROUND FLOOR PLAN
AREA: 347 SF
WORK: 259 SF

UNIT C3 SD-17
3 BEDROOM + 3.5 BATH + ROOF DECK
GROSS UNIT = 1,998 S.F.
ROOF DECK = 740 S.F.

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

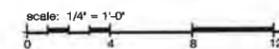
WITHEE MALCOLM ARCHITECTS, LLP

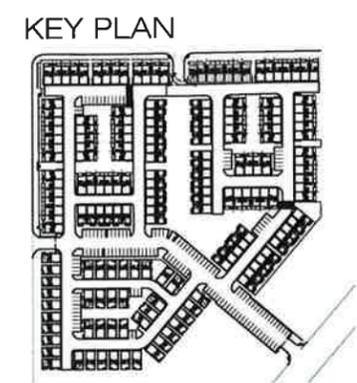
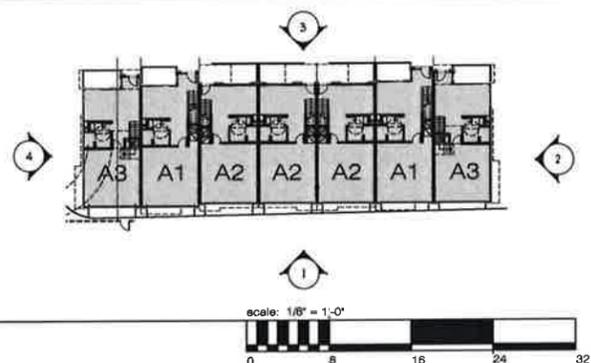
12201 West 160th Street Torrance, CA 90504
310.217.8885
witheemalcolm.com

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DATE: 04.27.2015



WESTSIDE GATEWAY
COSTA MESA, CA



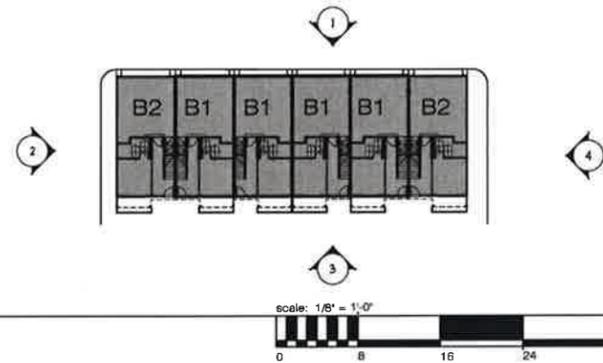


WESTSIDE GATEWAY
COSTA MESA, CA

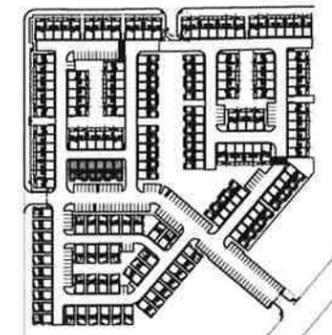
A-PLEX ELEVATIONS SD-18
LIVE-WORK

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612
WITHEE MALCOLM ARCHITECTS, LLP
2251 West 190th Street Torrance, CA 90504
310.217.8885
witheemalcolm.com
WM JOB: B4003
DATE: 04.27.2015





KEY PLAN



B-PLEX ELEVATIONS
LOFTS

SD-19

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

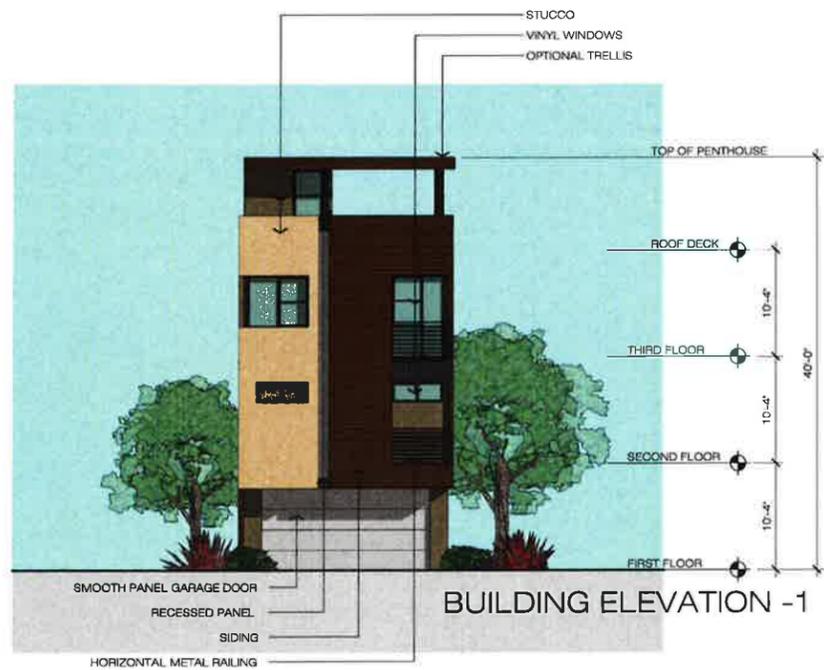
WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
310.217.8885
witheemalcolm.com

WM JOB B4003
DATE 04.27.2015



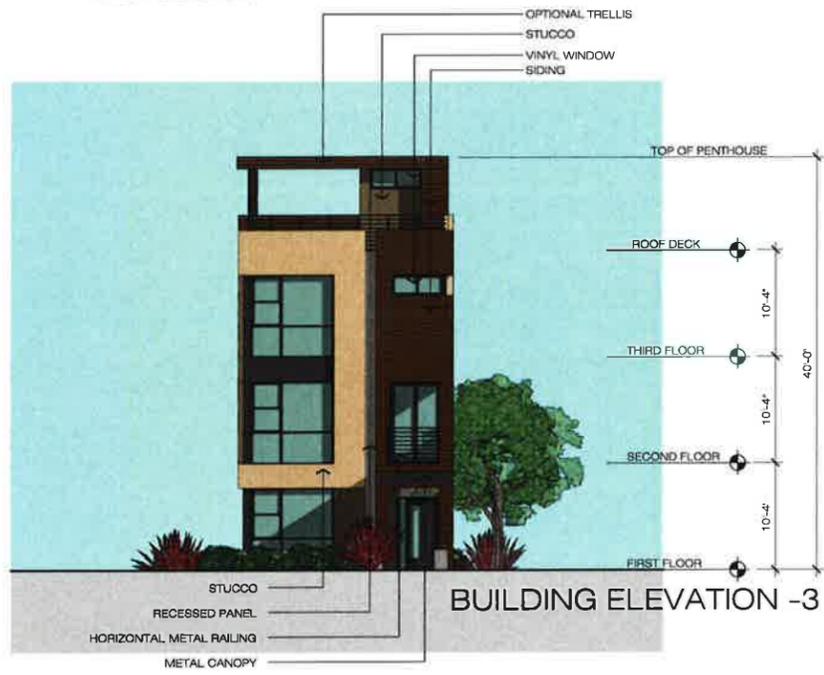
WESTSIDE GATEWAY
COSTA MESA, CA



BUILDING ELEVATION -1



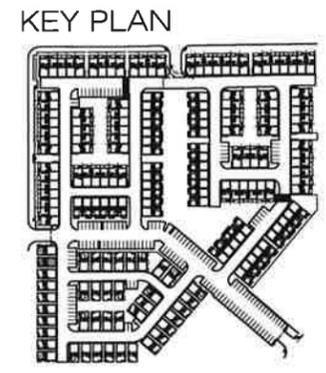
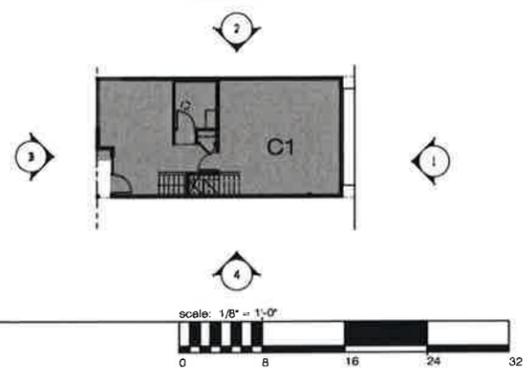
BUILDING ELEVATION -2



BUILDING ELEVATION -3



BUILDING ELEVATION -4



UNIT C1 ELEVATIONS
DETACHED LIVE-WORK

SD-20

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

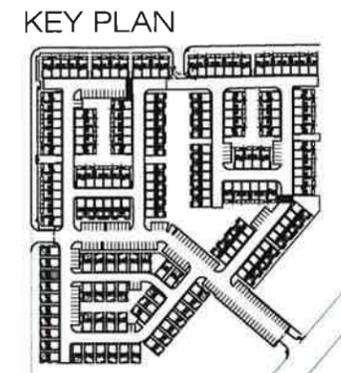
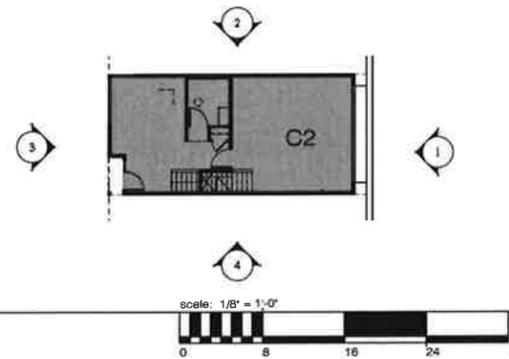
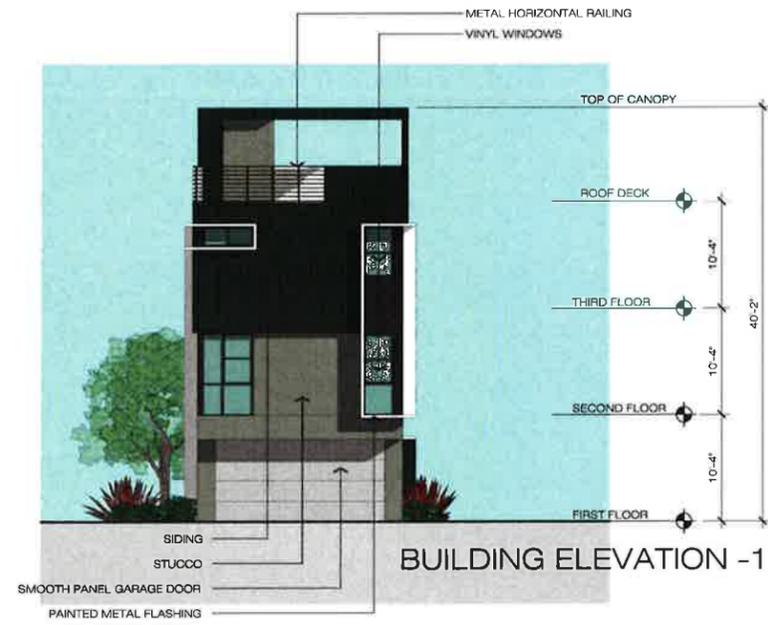
WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
310.217.8885
witheemalcolm.com

WM JOB B4003
DATE: 04.27.2015



WESTSIDE GATEWAY
COSTA MESA, CA



UNIT C2 ELEVATIONS
DETACHED LIVE-WORK

SD-21

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
310.217.8885
witheemalcolm.com

WM JOB: B4003
DATE: 04.27.2015



WESTSIDE GATEWAY
COSTA MESA, CA



BUILDING ELEVATION -1



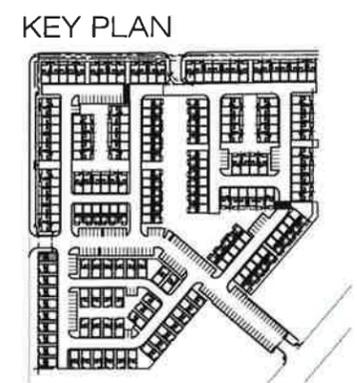
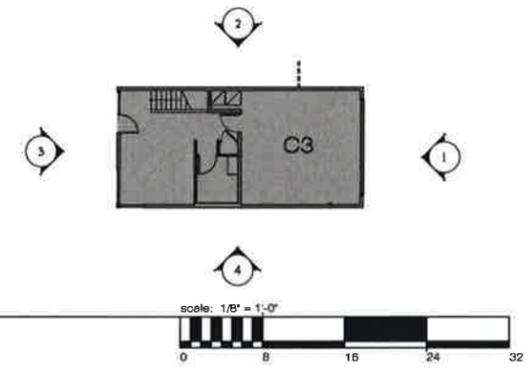
BUILDING ELEVATION -2



BUILDING ELEVATION -3



BUILDING ELEVATION -4



UNIT C3 ELEVATIONS
DETACHED LIVE-WORK

SD-22

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700 Irvine, CA 92612

WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
310.217.8885
witheemalcolm.com

WM JOB B4003
DATE: 04.27.2015



WESTSIDE GATEWAY
COSTA MESA, CA

**ATTACHMENT 7
INITIAL STUDY/MITIGATED
NEGATIVE DECLARATION
(UNDER SEPARATE COVER)**

Click [here](#) to view online.



PLANNING COMMISSION

SUPPLEMENTAL MEMO

MEETING DATE: MAY 11, 2015

ITEM NUMBER

PH-4

SUBJECT: PLANNING APPLICATION PA-14-29 AND VESTING TENTATIVE TRACT MAP VT-17800 FOR A 177-UNIT LIVE/WORK AND RESIDENTIAL DEVELOPMENT AT 671 W. 17TH STREET (WESTSIDE GATEWAY PROJECT)

DATE: MAY 7, 2014

FROM: MINOO ASHABI, PRINCIPAL PLANNER

FOR FURTHER INFORMATION CONTACT: MINOO ASHABI (714)754-5610
Minoo.ashabi@costamesaca.gov

This memo provides an update on received public comments on the project and a response to an inquiry from Commissioner Andranian related to fire and building safety requirements:

- 1) The public comments include letters submitted in support of project and comments received on the Initial Study / Mitigated Negative Declaration (IS / MND).

The IS / MND was available for public review from April 9, 2015 to May 8, 2015. To date, three comment letters were received submitted by Mesa Water District, Airport Land Use Commission and California Department of Transportation (Attachment 2);

- Please refer to Attachment 4 in response to Comment No. 1. The Mesa Water District letter requested specific requirements that have been added as condition of approval (Attachment 3- Revised Exhibit B of Resolution).
- As requested by ALUC, a condition of approval was added (Attachment 3- Revised Exhibit B of Resolution).
- As requested by Caltrans, a queuing analysis will be provided prior to Monday's meeting of May 11, 2015.

Since the public review period ends on 5:00 PM on Friday, May 8th, any additional comments will be provided on May 11th, prior to the Planning Commission meeting.

- 2) All structures are conditioned to meet the latest Fire and Building and Safety Standards as required by 2013 California Building Code and 2013 California Fire Code; the requirements are related to separation between buildings, fire sprinkler systems and fire hydrants locations.

- Attachments: 1 – Submitted Letters
2 – Submitted Comments
3 – Revised Exhibit B of Draft Resolution
4 – Response to Comments (memo from PlaceWorks)

Distribution: Director of Economic & Development/Deputy CEO
Assistant Development Services Director
Senior Deputy City Attorney
Public Services Director
City Engineer
Transportation Services Manager
Fire Protection Analyst
File (2)

Diamond Star Associates, Inc.
4100 MacArthur Blvd., Suite 330
Newport Beach, CA 92660

W-WP Westside Gateway Owner VII, LLC
2201 Dupont Drive, Suite 700
Irvine, CA 92612

Brandon Johnson
Tierra Development Advisors
4400 Mac Arthur Blvd., Suite 970
Newport Beach, CA 92660

Phil Lauri
Mesa Water District
1965 Placentia Avenue
Costa Mesa, CA 92627
phill@mesawater.org

Maureen El Harake
Department of Transportation
District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612
leila.carver@dot.ca.gov

Kari A. Rigoni
Airport Land Use Commission
3160 Airway Avenue
Costa Mesa, CA 92626
krigoni@ocair.com

May 1, 2015

To whom it may concern,

As an entrepreneur helping to pioneer the Westside of industrial Costa Mesa and business owner of the Boathouse Collective, which is adjacent to the Westport property development, I am writing this letter as personal support for the new ownership of the property and their quest to develop the long standing factory site into contemporary, live-work dwellings on the corner of 17th and Pomona.

As a neighboring business, I appreciate the long-term health improvements that will be achieved with the overall development, in terms of soil remediation, property clean up, and the removal of the inherent danger that was present during the previous factory on site.

The Boathouse collective has been leasing the factory parking lot for many years now and did so knowing that a potential sale and development of the lot could be possible in the future. Upon the recent sale of the property, the new owners, Westport Properties, have work closely with the Boathouse Collective to ensure that we could continue the growth of our business and use of their lot for as long as possible, giving us time to secure our new parking area and providing us a clean transition for our customer base. By temporarily extending our use of the lot area, the Westport property ownership have also prolonged our ability to inspire the community to venture into the Westside industrial area to frequent the Boathouse collective and discover fine food, music, arts and support the many important fundraising events held at our location that are directly connected to the community.

From a commerce perspective, the Westside Gateway development has the potential to be a value-added revitalization project for the city, as part of a mix use concept that promotes open space, sustainable residential dwellings that will coexist within the neighboring industrial area and existing businesses like the Boathouse collective.

Sincerely,

Clayton Peterson

Owner of the Boathouse Collective and long time resident of Costa Mesa

To whom it may concern:

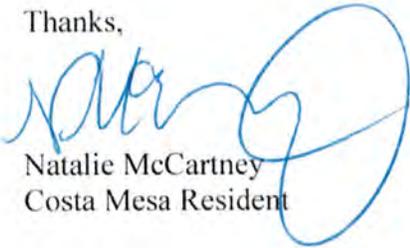
As a resident of Costa Mesa, I am writing to you to express my support for the Westside Gateway project on 17th Street. I have noticed a big change in the city over the past few years and hope that this is a trend that continues. A huge part of this transformation has been the revitalization of the Westside and 17th Street.

The new projects that have been approved and that are under construction have been a great thing for our city and I think the Westside is quickly becoming the place to be for young professionals. I currently rent, but plan on buying a house in the next couple years. An area like the Westside Gateway is exactly what I am looking for. It is modern, upscale, and most importantly situated in a perfect location. I love the idea of being able to walk to restaurants, bars and shops from the convenience of my home.

It's not very often that a city has such a huge opportunity to effect real, lasting change and I hope that you are able to keep this momentum going. The Westside Gateway is a large, well designed project, and is just the thing that Costa Mesa needs to springboard into a better, brighter future.

I thank you for your time and hope that this project will get approved.

Thanks,



Natalie McCartney
Costa Mesa Resident

**GROWERS DIRECT**Farming • *Fresh Produce* Wholesale Retail*Since 1981*

COSTA MESA

Phone: (949) 631-7880

Fax: (949) 631-7762

LOS ANGELES

Phone: (213) 489-3034

To Whom It May Concern:

My name is Eugene Stirbu and I am the owner of Grower's Direct, located in 101 E 17th Street. I am writing to voice my support for the Westside Gateway project located at 17th Street and Pomona Avenue.

As a local business owner I have been very pleased to see the recent developments in the Westside and have seen many dramatic positive changes in the area over the past several years. The inclusion of 175 homes at the Westside Gateway would be a great thing for Grower's Direct and all of the other surrounding businesses in the area.

I look forward to the continued transformation of the blighted properties in Costa Mesa, and hope that this is part of a lasting change that will continue to improve the city for the better. I appreciate your time and review in this matter and sincerely hope that you will approve this project.

Sincerely,
Eugene Stirbu
Grower's Direct

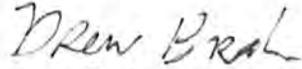
GROWERS DIRECT
101 East Seventeenth Street
Costa Mesa, CA 92627
(949) 631-7880

Eugene Stirbu
6/12/2014

To Whom It May Concern:

I own a home in westside Costa Mesa, and my father and I share a local business called Urban Viking. We have been keeping close tabs on projects such as the proposed "Westside Gateway" with great interest. We look forward to the approval of this project as we believe it will create a ripple effect of improvements throughout the westside. Converting these industrial eyesores into family homes will inject new life into my neighborhood and enhance the entire community.

Sincerely,



Drew Brahs

To Whom It May Concern:

I am a resident of Costa Mesa who is writing in support of a new planned project on 17th Street referred to as the Westside Gateway which consists of 175 units just opposite of Trader Joe's. I feel that this project is really going to help change the face of Westside Costa Mesa and will bring much needed life and activity into this area.

As a young professional who is looking to buy in the near future, the Westside Gateway is exactly what I am looking for. It's located in close proximity to the beach and is walkable to multiple shops and restaurants on 17th Street. I've seen a number of the projects being constructed in Costa Mesa but I think this location is among the best in the city. I want to make sure any location I live feels safe, and the "Main & Main" location of the Westside Gateway is extremely important and appealing to me.

I'm really excited at the prospect of this project, and I really hope the city will consider approving this project and continuing the positive change that is occurring throughout the city.

Regards,



Katie Holland
Costa Mesa Resident

sales
and
mortgage
services



To whom it may concern:

I am writing to you to express my support for the proposed project on 17th Street known as the Westside Gateway. I am a realtor that focuses on the greater Costa Mesa market, and have seen the area change dramatically for the better over the past couple of years. The Westside has traditionally been a blight on an otherwise fantastic city and I fully believe that this area is poised for continued change for the better.

The vast majority of my clients are young professionals that live and work locally. They would prefer to live in Newport Beach but have been priced out of that market, and are looking for viable, coastal options. The westside and especially the Westside Gateway project would satisfy all of their requirements and bring much needed life and activity to this area.

As the Westside is the area of Costa Mesa closest to the beach I sincerely hope that the city does not squander this opportunity and continue to add onto the exciting vibrant attitude that we have all been feeling over the past 24 months.

I appreciate your time and review of this project and hope that this project is allowed to move forward and continue to improve Costa Mesa.

Sincerely,

A handwritten signature in black ink, appearing to read "Krista McIntosh".

Krista McIntosh

8

June 9, 2014

Mayor Jim Righeimer
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

Re: Westside Gateway Project located at 671 W. 17th Street

Mayor Righeimer, City Council, and staff,

I have recently had the opportunity to review some of the conceptual plans for the proposed "Westside Gateway" project on the corner of 17th and Superior and would like express my support of the proposed development.

As a business owner in the Costa Mesa, I am encouraged by the efforts being made to foster sensible progression in the city that mirrors our beliefs. Our restaurants cater towards entrepreneurial, educated, young professionals and projects such as Westside Gateway will bring new customers to support our continued growth and success. Further, as a "health and wellness-oriented" restaurateur, I am particularly supportive of this project as it will be replacing an extremely blighted, dirty manufacturing facility that has a history of environmental contamination. Any efforts to turn such an eyesore into a vibrant part of our community should be strongly considered.

This development of Live/Work and loft units will bring new young professionals to the community, support local businesses, and should provide the catalyst for much needed change in the area. I hope that it moves forward as proposed and urge you to support the project.

Best,



Jonathan Rollo

Commander-in-Leaf

@chefjonrollo

<https://www.facebook.com/jonrollo>

Greenleaf
gourmet chopshop™

Beverly Hills – Century City – Costa Mesa – SoCo

To Whom It May Concern:

I am writing to show my support for the Westside Gateway project going in across the street from Trader Joe's. I travel the world as a professional lifestyle photographer for brands such as Brixton, Burton, Harley Davidson, Pacifico to name a few, but live in Costa Mesa, and am hoping to buy in the near future. I am particularly interested in this type of development because of its close proximity to restaurants, shops, the beach and my clients. I love Costa Mesa, and don't want to leave, but like many other creative professionals I am feeling the pull to LA. Projects like the Westside Gateway cater to people like me, help our unique, eclectic community retain its identity, and attract new like minded people to the area. I am encouraged by the revitalization of the westside and hope this project is approved.

Thank You,

A handwritten signature in cursive script that reads "Jack Belli". The signature is written in black ink and is positioned above the printed name.

Jack Belli

RE: Westside Gateway Project - 17th Street

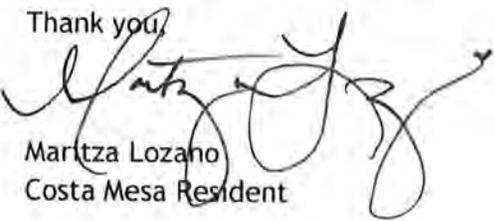
To whom it may concern:

My name is Maritza Lozano and I am writing to express my support for the Westside Gateway project on 17th Street. I frequent many shops, restaurants and bars along 17th and am very excited about the change that is coming to Westside Costa Mesa. One of my biggest concerns for this area is safety and I think that the revitalization is a great thing for the city of Costa Mesa and its residents. This area has been a stain on an otherwise wonderful city, and I'm glad to see that the city is working to improve this aspect.

Specifically I think that the Westside Gateway project is a perfect addition to the area. As a Costa Mesa resident myself I will be watching this development very closely and would love to live in this location given the opportunity. Being able to bike to the beach, or walk to do my shopping at Trader Joe's and Grower's Direct would be a dream come true!

I appreciate the city's attention in this matter and request my support becomes part of public record.

Thank you,


Maritza Lozano
Costa Mesa Resident

Re: Support for the Westside Gateway Residential Development

To whom it may concern:

I am contacting you to voice my support for the Westside Gateway residential development at 17th Street and Pomona. I am a local business owner whose business has been a part of this community since it was founded over a decade ago. Our office and warehouse are located right down the street. The current buildings in place are an eye sore and there could be nothing better to replace them than new housing supporting the local community.

Our clients and employees are the perfect home owners and tenants for the proposed residential units as they are all involved one way or another in action sports. They are seeking urban, low maintenance homes near the beach at a price point most of the surrounding communities can't provide. This type of continued development will continue to entice our company to be based in the west side of Costa Mesa for many years to come.

Please let us know if there is anything we can do to further help this project along. We would be disappointed to see the continued use remain if the city does not elect to pass the current project proposed.

I greatly appreciate your time in advance.

Sincerely,



Johnny Gehris

President

Vestal International, Inc.

May 7, 2015

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

Re: Support for Westside Gateway Project

Dear Commissioners :

I live on Sherwood Street in Eastside Costa Mesa. Our neighborhood is perfect for our family of four. We have easy access to all the great retail and restaurants on 17th Street and Newport Boulevard, the beach, and my office at the Center Tower near South Coast Plaza. I am an attorney at Sheppard Mullin and I am frequently encouraging the other associates with whom I work who want to start a family and are looking for a home to move to my area. Unfortunately, even for an attorney at a big firm, Eastside Costa Mesa has become so expensive that they are priced out of the SFR homes. I am writing to support the Westside Gateway Project because the Project would create more housing in the area for young professionals and families who cannot afford the traditional residential area.

In addition, from a professional prospective, this Project will improve the current land use. I practiced land use and environmental law for six years and was one of the attorneys representing Allergan in its litigation against the City of Irvine's approval of mixed-use/multi-family residential projects surrounded by industrial businesses in the Irvine Business Complex. One of the biggest flaws of those projects was the lack of residential-supporting amenities such as retail, restaurants, parks, and schools, and there was no walkability. Based on my experience analyzing those projects, in 2009, I authored an article published in the California Real Property Journal entitled "Adapting Planning and Environmental Approaches to Meet the Challenges of an Urban Residential Mixed-Use Strategy for Smart Growth," and in 2008, I authored a similar article published in the California Real Estate Journal entitled "Doing Mixed Use Right by Avoiding the Legal Pitfalls."

In contrast to the IBC projects, the Westside Gateway Project is located in an area that provides walkable access to a significant amount of retail and restaurant uses and pre-existing bus lines. There are schools, parks, and the beach within a short drive. Moreover, the Project would redevelop this blighted property with a higher use that will clean up the contamination on the site and improve the aesthetic of the area. Although there are some light industrial businesses in the surrounding area, the Project would border the mixed-use residential project currently under construction, creating more of a neighborhood feel. The Project would also introduce plants and trees to a heavily concreted area, beautifying the west side of 17th Street. In addition, the use of rooftop decks in the planning design is especially appealing to the new generation of homebuyers.

City of Costa Mesa Planning Commission
May 7, 2015
Page 2

All in all, the Westside Gateway Project is exactly the kind of redevelopment that we need to foster in our City in order to progress into a better future. I urge the Commission to approve the Project.

Very truly yours,



Jessica A. Johnson

June 9, 2014

Scott and Jena Fullerton
2727 Skylark Circle
Costa Mesa, CA 92626

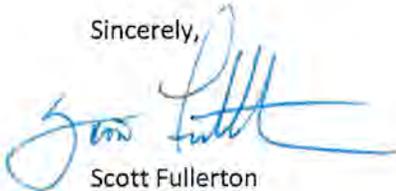
To Whom It May Concern:

I am writing this letter to voice my support for the proposed project on 17th Street known as Westside Gateway. I am a lifetime resident (46 years) of Costa Mesa. Once graduating from college I worked for two major companies that are both headquartered in Costa Mesa for several years. I have purchased two homes in Costa Mesa and currently live in Mesa Verde. In addition, my parents and brother also reside in Costa Mesa. We are all very excited about the transformation that is taking place in the west side of Costa Mesa. We look forward to seeing this project move to fruition and improve the current use of the property. This project sits on a high profile block of the west side; it will serve the city well to identify not what this part of Costa Mesa is, but what it will become. This project will bring in young professionals and families that will be the future of Costa Mesa.

My wife has been a realtor for the past 15 years and has her office here in Costa Mesa where she specializes in Costa Mesa residential real estate. She too is very excited about the improvements and developments on the west side that will work to improve the look and feel of our city.

I appreciate the City taking the time to review this project and very much hope the project moves forward, so that my life long city continues to improve for my kids and their families to come.

Sincerely,


Scott Fullerton


Jena Fullerton

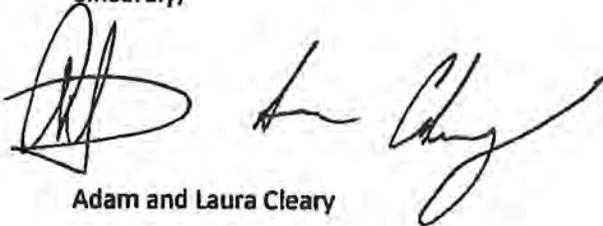
June 12, 2014

Adam and Laura Cleary
1940 Continental Ave.
Costa Mesa, Ca. 92627

To whom it may concern:

I am writing this letter to support the proposed project known as Westside Gateway on W 17th St . I'm the third generation Cleary from Newport and have lived in Costa Mesa 18 of my 38 years. My wife has lived in Costa Mesa 14 of those years; it is now considered home for both of us and our 2 children. We live on the Westside of Costa Mesa and believe this project is needed to jump start the area to attract young professionals, help raise property values and clean up the area. East 17th has a high if not the highest "street" traffic count in both Newport and Costa Mesa; the city's proposed work/ live zoning overlay would be a great success due to the site location and current retail surroundings. The city has worked very hard since 2007 to try and improve the Westside and we hope we all see the fruits of their labor soon. We would like to see the project move forward to help improve our city.

Sincerely,

The image shows two handwritten signatures in black ink. The signature on the left is a stylized, cursive 'A' followed by a large loop, representing Adam Cleary. The signature on the right is a cursive 'L' followed by 'Cleary', representing Laura Cleary.

Adam and Laura Cleary

June 12, 2014

VIA ELECTRONIC MAIL

City Council
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

Subject: Westside Gateway 176 Unit Live/Work Development
671 W. 17th Street, Costa Mesa, CA 92627

To Whom It May Concern:

I write to voice my support for the proposed Westside Gateway project on 17th Street in west Costa Mesa. I am a 33 year old real estate attorney currently residing in Costa Mesa. I was raised in Newport Beach and have lived in the Newport/Costa Mesa area for 29 years. My fiancé is also a current Costa Mesa resident, and my future in-laws have resided in this great city for more than 30 years.

The Westside Gateway project is a step in the right direction for the City of Costa Mesa. First and foremost, transforming a dilapidated industrial building into an upgraded live/work use will undoubtedly increase property values in the surrounding areas, as well as generate an influx of spending to support neighborhood businesses. Simply stated, it will create an economic boost. In addition to the economic advantages, the surrounding areas will benefit from the environmental improvements which are mandated for a project of this nature. In my opinion, this project exemplifies the future of Costa Mesa – more residential/family & young professional oriented. As someone looking to purchase a home in the west part of Costa Mesa in 2014/2015, I can attest that the Westside Gateway project is a factor in my decision and I would be very interested in a home at this project.

In summary, I believe this project will increase the attractiveness of living on the west side of Newport Boulevard and will result in an increase of young families (such as my own) living, working, and spending in the area. To say the least, my fiancé and I are supporters of this project, and very excited to watch west side Cost Mesa thrive in the coming years.

Thank you for your consideration in this regard.

Sincerely,



Peter M. Watson, Esq.
219 Santa Isabel Avenue
Costa Mesa, CA 92627

May 7, 2015

Kayla N. Watson
185 Admiral Way
Costa Mesa, CA 92627

To Whom It May Concern:

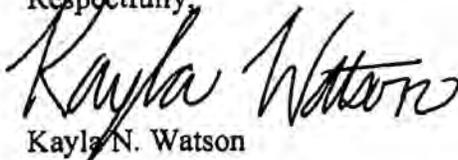
I write to voice my support for the proposed Westside Gateway project on 17th Street in west Costa Mesa. I am a 28 year old attorney and homeowner currently residing in my Costa Mesa condo. I was raised in Costa Mesa and my parents have resided in Costa Mesa for more than 40 years. My husband and in-laws are also local.

In my opinion, the Westside Gateway project will be great for the city. First and foremost, Costa Mesa is a family oriented city. It seems like I see more and more young families are moving into the area than I can ever remember. With this in mind, transforming the industrial site to a residential work-live site with environmental improvements makes perfect sense. We need more ideal homes in this area. The work-live inspiration appeals to many young professionals, from single working professionals who need a satellite office at home to working parents. I hope the project will create more options for buyers and promote more young people to live in our city.

I am very excited to watch west side Cost Mesa flourish in the coming years – this project is a step in the right direction.

Thank you for your consideration on this project.

Respectfully,


Kayla N. Watson

May 4, 2015

Jason & Jillian Sabaugh
348 E. 16th Street
Costa Mesa, CA 92627

Westside Gateway

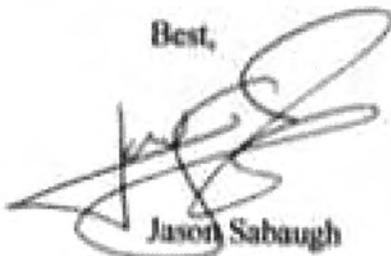
Members of the City Council,

We recently became aware of the plans to for the proposed project on 17th Street between Newport Blvd and Superior, across the street from Trader Joes through my wife's work with the Irvine Company. She is the Director of Leasing at the Irvine Company, responsible for managing the leasing for Fashion Island and several other of the Irvine Company's premier retail centers, so upon learning of the potential addition of this turnkey housing development, we are enthused by the potential in supporting her clients businesses.

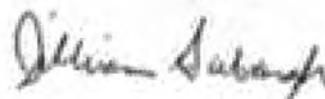
But more importantly, we recently purchased our first home less than a mile from the proposed site, and we are encouraged to see that the city is looking at revitalizing that area with some new development that will greatly enhance the neighborhood aesthetics by redeveloping some dilapidated real estate and replacing it with such an interesting development.

We urge you to support the project and continue to improve our city.

Best,



Jason Sabaugh



Jillian Sabaugh

May 7, 2015

Dear Sir/Madam:

My name is Ryan McClung and I am a homeowner in Eastside Costa Mesa. I am writing to express my support for a new project in Westside Costa Mesa called the Westside Gateway. Like many young professionals my age I wanted to buy a house near the water in Newport Beach, but unfortunately don't have the means to do so (yet).

I have reviewed the plans for the Westside Gateway and have to say that I'm very pleased and excited that this project will hopefully move forward. This project is located a quick bike ride from the beach and is walkable to Trader Joe's, Grower's Direct, the Butchery, the Harp and a number of retail and dining amenities that I frequent often. Additionally, I work in pharmaceutical sales and when I'm not traveling to doctor's offices, I work out of my home office, so the live/work aspect is extremely appealing to me.

As a side note I would like to commend the city and staff for the good work they've done over the past 3-4 years. There has been a noticed change in the city as a lot of previously blighted properties are being redeveloped and changed for the better. I only see this project as a continuation of this good work and hope that you will approve this project to keep the tide of positive change going.

Sincerely,



Ryan McClung
Costa Mesa Resident



*Dedicated to
Satisfying our Community's
Water Needs*

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District Secretary

Andrew N. Hamilton
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**Bowie, Arneson,
Wiles & Giannone**
Legal Counsel

1965 Placentia Avenue
Costa Mesa, CA 92627
tel 949.631.1200
fax 949.574.1036
info@MesaWater.org
MesaWater.org

May 4, 2015

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

To Whom It May Concern,

Re: Westside Gateway Project Draft Mitigated Negative Declaration
Review Comments

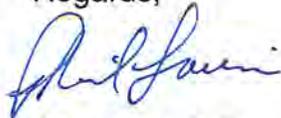
Mesa Water® appreciates the opportunity to review and comment on the subject project Mitigated Negative Declaration. A review and comments of the Westside Gateway Project (Proposed Project) Draft Mitigated Negative Declaration document as it pertains to Mesa Water® are provided as follows:

1. **Water Supply** (Section 3.17-1): Information is outdated or incorrect. The water supply capacity of Mesa Water® is approximately 64.8 million gallons per day (mgd). The total water supply capacity consists of 14.1 mgd from clear well groundwater pumping, 8.6 mgd from the Mesa Water® Reliability Facility, and 42.1 mgd from imported water.
2. **Infrastructure Impacts:** In order to determine if the Proposed Project would require expansion of existing facilities, a hydraulic model analysis will be required. Through the plan check process the residential, business, irrigation, and fire sprinkler demands will be used to model the effects of the additional demands on the system and determine if upgrades are required. Mesa Water® Specifications and Standard Drawings shall be used to calculate residential demand requirements based upon floor and irrigation plans and the number of fixtures. The discussion on page 194 should clearly state whether or not the proposed project may require new or modified water facilities, including any potential offsite improvements. This evaluation should include consultation with District staff, and must consider the total water demand for the site, not just the incremental demand from this proposed project, per CEQA and District policy. As noted in Comment 4 below, the MND should at minimum acknowledge the potential for typical appurtenant utilities, such as new or modified hydrants, meters, vaults and valves, in order to provide water service to the project.
3. **Single Meter Policy:** Mesa Water's Single Meter Policy for individually owned units will be enforced and require the developer to provide a dedicated and sole easement to Mesa Water®.
4. **Water Conservation & Irrigation:** Dedicated irrigation metering for landscaped areas greater than 2,500 square feet shall be required. All landscaping shall be in accordance with the City of Costa Mesa Landscape Ordinance, irrigation fixtures shall be drip or microspray irrigation type, and irrigation controllers shall be Water-Sense certified.

5. **Operating Pressure:** The Developer/Home Owners Association (HOA) shall be responsible for providing the necessary pressure increase beyond the meter above the minimum required (40 psi) by the Division of Drinking Water Standards to ensure proper functioning of all fixture units and fire protection systems.
6. **Site Access:** Private gates shall be prohibited where Mesa Water® facilities are blocked from access, including main pipelines, valves, backflow devices, service laterals, and meters. Exclusion of gates shall be incorporated into the dedicated Mesa Water® easements.
7. **Other Requirements:** All development work shall comply with Mesa Water® Rules and Regulations for Water Service and Mesa Water® Specifications and Standard Drawings. Both documents are available online at www.MesaWater.org.

Please contact Tim Beaman of my staff at (949) 207-5483 with any questions.

Regards,



Phil Lauri, P.E.
District Engineer



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

May 8, 2015

Ms. Mino Ashabi, Principal Planner
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628

Subject: Mitigated Negative Declaration (MND) for Westside Gateway Project

Dear Ms. Ashabi:

Thank you for the opportunity to review the Mitigated Negative Declaration (MND) for the proposed Westside Gateway Project in the context of the Airport Land Use Commission's (ALUC) *Airport Environs Land Use Plan (AELUP) for John Wayne Airport (JWA)*. The proposed project consists of demolition of the existing industrial buildings and construction of 177-unit live/work and residential developments at 671 W. 17th Street.

The proposed project is located within the Federal Aviation Regulation (FAR) Part 77 Notification Area for JWA. The initial study states that the proposed maximum height for the project is 3-stories. We recommend that the project proponent utilize the Notice Criteria Tool on the FAA website <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> to ensure that the proposed project does not penetrate the notification surface. The results from the Notice Criteria Tool should be included in the MND.

With respect to building height and noise restrictions, the proposed project is located outside the Obstruction Imaginary Surfaces and also outside of the 60 dBA and 65 dBA CNEL noise contours for JWA. The proposed project would not be subject to any special noise reduction requirements or interfere with airspace reserved for air navigation.

Thank you again for the opportunity to comment on the initial study. Please contact Lea Choum at (949) 252-5123 or via email at lchoum@ocair.com should you have any questions related to the Airport Land Use Commission for Orange County.

Sincerely,

Kari A. Rigoni
Executive Officer

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

3347 MICHELSON DRIVE, SUITE 100

IRVINE, CA 92612-8894

PHONE (949) 724-2086

FAX (949) 724-2592

TTY 711

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May 8, 2015

Ms. Mino Ashabi
City of Costa Mesa
714 754 5610
77 Fair Drive
Costa Mesa, CA 92626

File: IGR/CEQA
Westside Gateway
SCH#: 2015041036
Log #: 4367
SR-55 PM 0.28-1.822,
SR-1 PM 19.8-20.384

Dear Ms. Ashabi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Westside Gateway Project. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. To ensure a safe, efficient, and reliable transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network. The proposed project consists of redeveloping the nine-acre project site with a mix of 177 residential lofts and live/work units. The project site is currently developed with a number of buildings, structures, and site improvements associated with past and present light industrial, manufacturing, and commercial uses. This proposed project is located at 671 West 17th Street in proximity to State Route 55 (SR-55) and SR-1. **Caltrans is a commenting agency** on this project.

The following comments are based on the **Draft Mitigated Negative Declaration (MND)**.

- The project traffic analysis utilized the Highway Capacity Manual (HCM) 2000. Per the Caltrans *Guide for the Preparation of Traffic Impact Studies*, the most current edition of the HCM should be used; the most current edition is HCM 2010.
- With the added volume from the proposed project, a concern is adequate storage length at the studied intersections. Please provide a queue analysis at Caltrans intersections.

Ms. Ashabi
May 8, 2015
Page 2

If you have any questions, please do not hesitate to call Leila Carver at (949) 756-7827.

Sincerely,



for

MAUREEN EL HARAKE
Branch Chief, Regional-Community-Transit Planning
District 12

c: Scott Morgan, State Clearinghouse

EXHIBIT BCONDITIONS OF APPROVAL

- Plng.
1. The expiration of Planning Application PA-14-29 shall coincide with the expiration of the approval of the Vesting Tentative Tract Map 17800 which is valid for two years. An extension request is needed to extend the expiration for each additional year after the initial two-year period.
 2. Planning Application PA-14-29 and Vesting Tentative Tract Map 17800 shall comply with the conditions of approval, code requirements, special district requirements, and mitigation measures of the IS/MND for this project and as listed in the attached Mitigation Monitoring Program (Exhibit C).
 3. Mitigation measures from the IS/MND for this project have been included as Exhibit C. If any of these conditions are removed, the Planning Commission must make a finding that the project will not result in significant environmental impacts, that the conditions are within the responsibility of another public agency, or that specific economic, social, or other considerations make the mitigation measures infeasible.
 4. The conditions of approval including Mitigation Measures incorporated by reference in these Conditions of Approval as Exhibit C, code requirements, and special district requirements of PA-14-29 and VT-17800 shall be blueprinted on the face of the site plan as part of the plan check submittal package.
 5. The Vesting Tentative Tract Map shall be processed as a common interest residential development map consistent with Section 13-41 of the Zoning Code.
 6. A decorative 8-foot high perimeter block wall shall be constructed along the southerly and easterly boundaries of the site abutting commercial and industrial uses prior to issuance of certificates of occupancy unless otherwise approved by the Development Services Director. Where walls on adjacent properties already exist, the applicant shall work with the adjacent property owner(s) to prevent side-by-side walls with gaps in between them and/or provide adequate privacy screening by trees and landscaping.
 7. The interior fences or walls between the units shall be a minimum of six feet in height.
 8. The open, unassigned parking spaces shall be clearly marked as guest parking spaces. Signage will be posted to indicate that these spaces are available to all visitors.
 9. Prior to issuance of building permits, a final landscape plan indicating the landscape palette and the design/material of paved areas shall be submitted for review and approval by the Planning Division.
 10. Landscaping and irrigation shall be installed in accordance with the approved plans prior to final inspection or occupancy clearance.
 11. 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.

12. No modification(s) of the approved building elevations including, but not limited to, change of architectural type, changes that increase the building height, removal of building articulation, or a change of the finish material(s), shall be made during construction without prior Planning Division written approval. Failure to obtain prior Planning Division approval of the modification could result in the requirement of the applicant to (re)process the modification through a discretionary review process or a variance, or in the requirement to modify the construction to reflect the approved plans.
13. No exterior roof access ladders, roof drain scuppers, or roof drain downspouts are permitted. This condition relates to visually prominent features of scuppers or downspouts that not only detract from the architecture but may be spilling water from overhead without an integrated gutter system which would typically channel the rainwater from the scupper/downspout to the ground. An integrated downspout/gutter system which is painted to match the building would comply with the condition. This condition shall be completed under the direction of the Planning Division.
14. Prior to issuance of grading permits, developer shall submit for review and approval a Construction Management Plan. This plan features methods to minimize disruption to the neighboring residential uses to the fullest extent that is reasonable and practicable. The plan shall include construction parking and vehicle access and specifying staging areas and delivery and hauling truck routes. The plan should mitigate disruption to residents during construction. The truck route plan shall preclude truck routes through residential areas and major truck traffic during peak hours. 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) unless approved by the Development Services Director or Transportation Services Manager.
15. The subject property's ultimate finished grade level may not be filled/raised in excess of 36 inches above the finished grade of any abutting property. If additional fill dirt is needed to provide acceptable on-site storm water flow to a public street, an alternative means of accommodating that drainage shall be approved by the City's Building Official 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 subject property shall preserve or improve the existing pattern of drainage on abutting properties.
16. The applicant shall contact the Planning Division to arrange a Planning inspection of the site prior to the release of occupancy/utilities. This inspection is to confirm that the conditions of approval and code requirements have been satisfied.

17. A "Notice to Buyers" shall disclose that the project is located within an area designated as Light Industry in the City of Costa Mesa General Plan and is subject to existing and potential annoyances or inconveniences associated with industrial land uses. The Notice shall disclose the existing surrounding industrial land uses, including but not limited to, operational characteristics such as hours of operation, delivery schedules, outdoor activities, and noise and odor generation. In addition, the Notice shall state that the existing land use characteristics are subject to change in the event that new businesses move or existing businesses change ownership. The Buyer's Notice shall be reviewed/approved by the City Attorney's office and Development Services Director prior to recordation. The Buyer's Notice shall serve as written notice of the then existing noise environment and any odor generating uses within the mixed-use development and within a 500-foot radius of the mixed use development, as measured from the legal property lines of the development lot. The Buyer's Notice shall be remitted to any prospective purchaser or tenant at least 15 days prior to close of escrow, or within three days of the execution of a real estate sales contract or rental/lease agreement, whichever is longer.
18. Marketing materials, including any model units constructed on-site, shall clearly identify and disclose that the 250 square foot ground floor workspaces for the live/work units are designed to be utilized as workspaces to potential buyers.
19. The live/work units shall comply with all applicable requirements of the Mesa West Bluffs Urban Plan as they pertain to allowable uses identified in the Mesa West Bluffs Urban Plan Land Use Matrix.
20. Permanently installed wood burning devices are not permitted. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.
21. The project shall comply with Title 24 of the California Code of Regulations established by the energy conservation standards. The project Applicant shall incorporate the following in building plans:
 - a. Double paned glass or window treatment for energy conservation shall be used in all exterior windows.
 - b. Building shall be oriented north/south where feasible.
22. In the event that archaeological resources are encountered 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 applicant and a certified archaeologist, the appropriate procedures for exploration and/or salvage of the artifacts.
23. In the event that paleontological resources are encountered during grading and construction operations, all construction activities shall be temporarily halted or redirected to permit a qualified paleontologist to

assess the find for significance and, if necessary, develop a paleontological resources impact mitigation plan (PRIMP) for the review and approval by the City prior to resuming excavation activities.

24. 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.
25. Trash facilities shall be screened from view, and designed and located appropriately to minimize potential noise and odor impacts to residential areas.
26. To avoid an alley-like appearance, the private street shall not be developed with a center concrete swale. The private street shall be complemented by stamped concrete or pervious pavers.
27. Prior to issuance of building permits, the applicant 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.
 - a. The CC&Rs shall contain provisions requiring that the HOA homeowner's association (HOA) effectively manage parking and contract with a towing service to enforce the parking regulations and shall contain restrictions prohibiting parking in the driveway and in front of garage doors.
 - b. The CC&Rs shall also contain provisions related to night-time lighting and active use of the common areas. These provisions shall prohibit amplified noise, loud parties/gatherings, night-time lighting after 9:00 PM other than for security purposes, or any other activities that may be disruptive to the quiet enjoyment of neighboring properties after 9:00 PM.
 - c. The CC&Rs shall also contain provisions related to preservation and maintenance of the common lot and common open space areas in perpetuity by the homeowner's association. The CC&Rs shall also contain the buyer's notice as an exhibit.
 - d. The CC&Rs shall contain a notice that all open parking spaces shall be unassigned and available for visitors.
 - e. The CC&R's shall contain restrictions requiring residents to park vehicles in garage spaces provided for each unit. Storage of other items may occur only to the extent that vehicles may still be parked within the required garage at the number for which the garage was originally designed and to allow for inspections by the association to

- verify compliance with this condition.
- f. For Live/Work Units, the CC&R's shall contain provisions stating that the 250 square foot work space on the first level shall not be used as a bedroom for sleeping purposes.
 - g. 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.
28. The CC&Rs shall be recorded prior to issuance of certificates of occupancy.
 29. Prior to issuance of building permits, the applicant shall provide proof of recordation of Vesting Tract Map 17800.
 30. The applicant shall provide proof of establishment of a master homeowners association (HOA) prior to release of any utilities. The master HOA shall be responsible for maintenance of all common areas, and common services including but not limited to refusal and recycling pickup services, common area lighting, private driveways, maintenance of parks, on-site open space and perimeter landscaping, perimeter walls and fences and common area utilities.
 31. Transformers, backflow preventers, and any other approved above-ground utility improvement shall be located outside of the required street setback area and shall be screened from view, under direction of Planning staff. Any deviation from this requirement shall be subject to review and approval of the Development Services Director.
 32. A comprehensive sign program shall be submitted for all on-site signs (i.e., monument, directory, wall mounted) for review and approval of the Development Services Director prior to issuance of building permits.
 33. Prior to release of any utilities, the applicant shall provide proof of establishment of a maintenance or homeowners association.
 34. The applicant shall defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers and employees from any claim, action, or proceeding (collectively referred to as "proceeding") brought against the City, its elected and appointed officials, agents, officers or employees arising out of, or which are in any way related to, the applicant's project, or any approvals granted by City related to the applicant's project. The indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and cost of suit, attorney's fees, and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by the applicant, the City and/or the parties initiating or bringing such proceeding. This indemnity provision shall include the applicant's obligation to indemnify the City for all the City's costs, fees, and damages that the City incurs in enforcing the indemnification provisions set forth in this section. City shall have the right to choose its own legal counsel to represent the City's interests, and applicant shall indemnify City for all such costs incurred by City.
 35. Prior to building permit issuance, the applicant shall submit a final playground plan for review and approval, which includes detailed

playground specifications of manufactured play equipment. The playground plan shall depict safety fall zones, safety surfacing materials and construction specifications, manufacturer and model numbers of equipment and equipment deck heights.

36. The Playground Plan should demonstrate compliance to State of California Playground Safety Regulations R-39-97, (California Code of Regulations, Title 22, Division 4, Chapter 22, available from Barclay's California Code of Regulations (800) 888-3600. State safety regulations are based on the ASTM F1487-98 Standard Consumer Safety Performance Specification of Playground Equipment for Public Use, and the Consumer Product Safety Commission Handbook for Public Playground #325, both available from the California Department of Health Services.
37. On a project-specific basis, the Development Services Director shall require that the playground plan adequately serve the anticipated number of users and their activities.
38. If the common outdoor play area is located adjacent or in proximity to a street, driveway, loading area, or any other traffic circulation area, a street barrier with a minimum height of 42 inches (i.e. steel reinforced bollards, reinforced block walls, etc.) should be used to enclose the play area for adequate protection from vehicular traffic. Any other type of comparable street barrier which may provide adequate protection shall be subject to review and approval by Development Services Director. Fences and block walls shall be in conformance with development standards for the zoning district in which they are located.
39. Outdoor play areas are encouraged to be shaded by a canopy structure, awnings, or landscaping.
- Eng. 40. Comply with the requirements contained in the letter prepared by the City Engineer (Exhibit B1).
41. 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.
- Fire 42. Submit a Fire Master Plan to Fire Prevention for Department's review and Approval.

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. Any reference to "City" pertains to the City of Costa Mesa.

- Plng.
1. All contractors and subcontractors must have valid business licenses to do business in the City of Costa Mesa. Final inspections, final occupancy and utility releases will not be granted until all such licenses have been obtained.
 2. 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.
 3. Prior to issuance of building permits, applicant shall contact the US 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.
 4. Pay Park fee prior to building permit issuance or certificate of occupancy. Applicable fee shall be that fee in effect at the time the subdivision application is filed with the City.
 5. Minimum garage door width shall be 16 feet.
 6. All garages shall be provided with automatic garage door openers.
 7. Hours of construction shall comply with Section 13-279, Title 13, of the Costa Mesa Municipal Code.
 8. Two (2) sets of detailed landscape and irrigation plans, which meet the requirements set forth in Costa Mesa Municipal Code Sections 13-101 through 13-108 and the City's Water Efficient Landscape Guidelines, shall be required as part of the project plan check review and approval process. Plans shall be forwarded to the Planning Division for final approval prior to issuance of building permits.
 9. Two (2) sets of landscape and irrigation plans, approved by the Planning Division, shall be attached to two of the final building plan sets.
 10. All on-site utility services shall be installed underground.
 11. 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 shall be in a manner acceptable to the public utility and shall be in the form of a vault, wall cabinet, or wall box under the direction of the Planning Division.
 12. Any mechanical equipment such as air-conditioning equipment and duct work shall be screened from view in a manner approved by the Planning Division.
 13. As final building plans are submitted to the City of Costa Mesa for review and approval, the Costa Mesa Police Department shall review all plans for the purpose of ensuring that design requirements are incorporated into the building design to increase safety and avoid

unsafe conditions. These measures focus on security measures that are recommended by the Police Department, including but not limited to the following:

- a. Lighting shall be provided in open areas and parking lots.
- b. 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.
- c. Landscaping requirements.
- d. Emergency vehicle parking areas shall be designated within proximity to buildings.
- e. Prior to the issuance of a Building Permit, the City of Costa Mesa Police Department shall review and approve the developer's project design features to assess the compliance with local requirements.

14. Prior to approval of plans, the project shall fulfill the City of Costa Mesa Drainage Ordinance No. 06-19 requirements.

Bldg.

15. Comply with the requirements of the following adopted codes 2013 California Residential Code, 2013 California Building Code, 2013 California Electrical code, 2013 California Mechanical code , 2013 California Plumbing code , 2013 California Green Building Standards Code and 2013 California Energy Code (or the applicable adopted, California Residential Code, California Building code California Electrical code, California Mechanical code California Plumbing Code, California Green Building Standards and California Energy Code at the time of plan submittal or permit issuance) and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa.

Requirements for accessibility to sites, facilities, buildings and elements by individuals with disability shall comply with chapter 11A and 11B of the 2013 California Building Code (or the applicable adopted Building Code at time of submittal).

16. This project shall comply with the in-Building Public Safety Radio System Coverage per section 5+-130 to 5-137 of the Costa Mesa Municipal Code. At plan check submittal 6 copies of an in-building Public Safety Radio System Coverage report (Radio system report) shall be submitted to the Building and Safety Division. The Radio System report shall be certified by an FCC licensed radio technician as provided by the property owner/applicant. The technician is required by section 5-133 to conduct initial tests and shall be employed by the owner, the engineer or architect of record, or agent of the owner, but not by the contractor or any other person responsible for the work.

17. Submit precise grading plans, an erosion control plan, and a hydrology study.

18. Submit a soils report for this project. Soil's report recommendations shall be blueprinted on both the architectural and grading plans. For

existing slopes or when new slopes are proposed, the soils report shall address how existing or new slopes will be maintained to avoid erosion or future failure.

19. On graded sites the top of exterior foundation shall extend above the elevation of the street gutter at point of discharge or the inlet of an approved discharge device a minimum of 12 inches plus 2 percent. 2013 California Building Code CRC 403.1.7.3.
20. Lots shall be graded to drain surface water away from foundation walls. The grade shall fall a minimum of six inches within the first 10 feet. CRC R401.3.
21. Prior to the issuance of Grading Permits, the project Applicant shall provide the City of Costa Mesa Department of Building Safety with a geotechnical investigation of the project site detailing recommendations for remedial grading in order to reduce the potential of onsite soils to cause unstable conditions. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the geotechnical consultant as summarized in a final written report, subject to review by the City of Costa Mesa Department of Building Safety.
22. During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.
23. During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.
24. All construction contractors shall comply with South Coast Air Quality Management District (SCAQMD) regulations, including Rule 403, Fugitive Dust. All grading (regardless of acreage) shall apply best available control measures for fugitive dust in accordance with Rule 403. To ensure that the project is in full compliance with applicable SCAQMD dust regulations and that there is no nuisance impact off the site, the contractor would implement each of the following:
 - a. Moisten soil not more than 15 minutes prior to moving soil or conduct whatever watering is necessary to prevent visible dust emissions from exceeding 100 feet in any direction.
 - b. Apply chemical stabilizers to disturbed surface areas (completed grading areas) within five days of completing grading or apply dust suppressants or vegetation sufficient to maintain a stabilized surface.

- c. Water excavated soil piles hourly or covered with temporary coverings.
- d. Water exposed surfaces at least twice a day under calm conditions. Water 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.
- e. Wash mud-covered tired and under-carriages of trucks leaving construction sites.
- f. 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.
- g. Securely cover loads with a tight fitting tarp on any truck leaving the construction sites to dispose of debris.
- h. Cease grading during period when winds exceed 25 miles per hour.

- Trans. 25. Construct all proposed driveway approaches to comply with city standards.
- 26. Fulfill mitigation of off-site traffic impacts at the time of issuance of occupancy by submitting to the Planning Division the required traffic impact fee pursuant to the prevailing schedule of charges adopted by the City Council. The traffic impact fee is calculated including credits for all existing uses. NOTE: The Traffic Impact Fee will be recalculated at the time of issuance of building permit/certificate of occupancy based upon any changes in the prevailing schedule of charges adopted by the City Council and in effect at that time.
- 27. Close unused drive approaches, or portion of, with full height curb and gutter that comply with City Standards.
- 28. The project shall not be gated in any manner, from any of the three vehicular entries, ensuring emergency vehicle access through the property from public street to public street at all times.
- Fire 29. Prior to the issuance of a Building Permit, the City of Costa Mesa Fire Department shall review and approve the project design features to assess compliance with the California Building Code and California Fire Code.
- 30. The project shall provide an automatic fire sprinkler system according to NFPA 13 R.
- Street Trees WQMP 31. Plant 24" box Tabebuia Avellanadae in the ROW on West 16th Street.
- 32. In order to comply with the 2003 DAMP, the proposed project shall prepare a Storm Drain Plan, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements, prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the Department of Public Works for review and approval.
- 33. The SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of development. The plan shall incorporate all necessary Best Management Practices

(BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all dewatering operation flows and for nuisance flows during construction.

34. A WQMP shall be maintained and updated as needed to satisfy the requirements of the adopted NPDES program. The plan shall ensure that the existing water quality measures for all improved phases of the project are adhered to.
35. Location of the BMPs shall not be within the public right-of-way.
36. The project shall comply with the NPDES requirements, as follows:
 - a. Construction General Permit Notice of Intent (NOI) Design: Prior to the issuance of preliminary or precise grading permits, the project applicant shall provide the City Engineer with evidence that an NOI has been filed with the Storm Water Resources Control Board (SWRCB). Such evidence shall consist of a copy of the NOI stamped by the SWRCB or Regional Water Quality Control Board (RWQCB), or a letter from either agency stating that the NOI has been filed.
 - b. Construction Phase Storm Water Pollution Prevention Plan (SWPPP): Prior to the issuance of grading permits, the applicant shall prepare a SWPPP that complies with the Construction General Permit and will include at a minimum the following:
 - c. Discuss in detail the BMPs planned for the project related to control of sediment and erosion, non-sediment pollutants, and potential pollutants in non-storm water discharges.
 - d. Describe post-construction BMPs for the project.
 - e. Explain the maintenance program for the project's BMPs.
 - f. List the parties responsible for the SWPPP implementation and the BMP maintenance during and after grading. The project Applicant shall implement the SWPPP and modify the SWPPP as directed by the Construction General Permit.

SPECIAL DISTRICT REQUIREMENTS

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

- Sani.
1. Applicant will be required to construct sewers to serve this project, at his own expense, meeting the approval of the Costa Mesa Sanitary District.
 2. County Sanitation District fees, fixture fees, inspection fees, and sewer permit are required prior to installation of sewer.
 3. Applicant shall submit a plan showing sewer improvements that meets the District Engineer's approval to the Building Division as part of the plans submitted for plan check.
 4. The applicant is required to contact the Costa Mesa Sanitary District at (714) 754-5307 to arrange final sign-off prior to certificate of occupancy being released.

5. Unless an off-site trash hauler is being used, applicant shall contact the Costa Mesa Sanitary District at (714) 754-5043 to pay trash collection program fees and arrange for service for all new residences. Residences using bin or dumpster services are exempt from this requirement.
6. Applicant shall contact Costa Mesa Sanitary District at (949) 654-8400 for any additional district requirements.
- AQMD 7. Applicant shall contact the Air Quality Management District (AQMD) at (800) 288-7664 for potential additional conditions of development or for additional permits required by AQMD.
- Water 8. Customer shall contact the Mesa Water District – Engineering Desk and submit an application and plans for project review. Customer must obtain a letter of approval and a letter of project completion from Mesa Water District.
9. Infrastructure Impacts: In order to determine if the Proposed Project would require expansion of existing facilities, a hydraulic model analysis will be required. Through the plan check process the residential, business, irrigation, and fire sprinkler demands will be used to model the effects of the additional demands on the system and determine if upgrades are required. Mesa Water Specifications and Standard Drawings shall be used to calculate residential demand requirements based upon floor and irrigation plans and the number of fixtures. The applicant shall be responsible to provide new or modified water facilities such as but not limited to typical appurtenant utilities, new or modified hydrants, meters, vaults and valves, in order to provide water service to the project and any potential offsite improvements. This evaluation should include consultation with District staff, and must consider the total water demand for the site, not just the incremental demand from this proposed project, per District policy.
10. Single Meter Policy: Mesa Water's Single Meter Policy for individually owned units will be enforced and require the developer to provide a dedicated and sole easement to Mesa Water.
11. Water Conservation & Irrigation: Dedicated irrigation metering for landscaped areas greater than 2,500 square feet shall be required. All landscaping shall be in accordance with the City of Costa Mesa Landscape Ordinance, irrigation fixtures shall be drip or microspray irrigation type, and irrigation controllers shall be Water-Sense certified.
12. Operating Pressure: The Developer/Home Owners Association (HOA) shall be responsible for providing the necessary pressure increase beyond the meter above the minimum required (40 psi) by the Division of Drinking Water Standards to ensure proper functioning of all fixture units and fire protection systems.
13. Other Requirements: All development work shall comply with Mesa Water Rules and Regulations for Water Service and Mesa Water Specifications and Standard Drawings. Both documents are available online at www.MesaWater.org.

14. Site Access: Private gates shall be prohibited where Mesa Water facilities are blocked from access, including main pipelines, valves, backflow devices, service laterals, and meters. Exclusion of gates shall be incorporated into the dedicated Mesa Water easements.
- School 15. Pay applicable Newport Mesa Unified School District fees to the Building Division prior is issuance of building permits.
- State 16. 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.
- ALUC 17. The applicant shall utilize the Notice Criteria Tool on the FAA website <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> to ensure that the proposed project does not penetrate the notification surface.



MEMORANDUM

DATE May 8, 2015

TO City of Costa Mesa

ADDRESS 77 Fair Drive, Costa Mesa, CA 92626

CONTACT Minoo Ashabi, AIA, Principal Planner

FROM Nicole Morse, Esq., Associate Principal

SUBJECT **Response to Mesa Consolidated Water District Letter on Westside Gateway Project IS/MND**

PROJECT NUMBER CSM-07

Mesa Consolidated Water District (MCWD) submitted a comment letter to the Westside Gateway Project IS/MND dated May 4, 2015. We offer the following responses to MCWD's comments.

Comment #1 related to Water Supply.

The MND evaluated water treat capacity starting at Page 193 and water supply starting at Page 196. As indicated in the MND, MCWD has an available treatment capacity of 8.6 mgd and projects a supply of 20,981 acre feet per year (18.7 mgd) during multiple dry years (Table 3-14, MCWD 2010 UWMP).

MCWD's comment letter states that it has a water supply capacity of 64.8 mgd, which consists of 14.4 mgd from well groundwater pumping, 8.6 mgd from Mesa Water Reliability Facility, and 42.1 mgd from imported water. As shown in Table 26 of the MND, the project would generate a net increase of 46,719 gpd (0.046 mgd). This is a small fraction of MCWD's total water supply and well within the documented water supply availability and water treatment capacity of MCWD. This information was included in the MND and impacts were determined to be less than significant.

Comment 2. Infrastructure Impacts.

Based on the data provided above and in the IS/MND, it is not expected that the Proposed Project would require an expansion of existing water facilities. Upgrades to water infrastructure would occur within the project's development footprint as analyzed in the MND. Any off-site water infrastructure improvements, such as new or modified hydrants, meters, vaults and valves, are expected to be minor and would not result in a significant environmental impact. As determined on Page 194 of the IS/MND, impacts would be less than significant. In addition, the project shall comply with the following condition of approval:

In order to determine if the Proposed Project would require expansion of existing facilities, a hydraulic model analysis will be required. Through the plan check process the residential, business, irrigation, and fire sprinkler demands will be used to model the effects of the additional demands on the system and determine if upgrades are required. Mesa Water Specifications and Standard Drawings shall be used to calculate residential demand requirements based upon floor and irrigation plans and the number of fixtures.



The applicant shall be responsible to provide new or modified water facilities such as but not limited to typical appurtenant utilities, new or modified hydrants, meters, vaults and valves, in order to provide water service to the project and any potential offsite improvements. This evaluation should include consultation with District staff, and must consider the total water demand for the site, not just the incremental demand from this proposed project, per District policy.

Comments 3 through 7 are addressed through conditions of approval included in the staff report.



DAVIS INK LTD.
1661 SUPERIOR AVE.
COSTA MESA, CA 92627
PH: 949.723.0975 **FAX:** 949.723.0994

May 6, 2015

Dear Members of the Planning Commission:

My name is Sara Hernandez and I work for a local interior design firm & retail showroom on Superior Ave. I am writing in support of the 177 unit Westside Gateway project located on 17th Street. My colleagues and I have been watching the changes occurring in the Westside and are very excited with all the new business and growth that has occurred over the past several years. We believe that the addition of the Westside Gateway project will be a major improvement and help to continue to revitalization of this area.

As our business is immediately adjacent to this development we have followed this project with much interest and are extremely pleased with the end result. Our portion of Superior Ave has undergone some of the most dramatic changes in Costa Mesa and we believe and hope that this will continue. The neighborhood is drastically improving with these changes. We believe this will bring in more business opportunity and a better overall demography to the area. This is definitely going to bring the value of our area up significantly.

I hope that you will consider supporting this project.

Sincerely,

Sara Hernandez

PH-4

April 12, 2015

To the Costa Mesa Planning Commission:

As an active citizen in the Westside Costa Mesa Community, I am writing this letter as personal support for the development of contemporary live-work dwellings on the corner of 17th and Pomona.

Additionally, I appreciate the long-term health improvements that will be a by-product of the development in terms of soil remediation, property clean up, and the removal of the inherent risk of the long standing factory site.

As a fan of the neighboring Boathouse Collective, I commend the development for helping and supporting what Clayton Peterson and the Boathouse bring to our neighborhood: a decade long vision of arts, music, and food culture in Costa Mesa. I support this development as part of a mixed-use concept that promotes open space, residential development, and the coexisting with the neighboring small businesses that have been a part of West Side Costa Mesa for years.

I commend Westside Gateway in their efforts to engage the public in the planning process and move toward a symbiotic relationship with the Boathouse Collective and other surrounding businesses going forward.

Best regards,

Greg Brannis



120 EUCALYPTUS LN.

COSTA MESA, CA 92627

949.375.4273

PH-4

April 13, 2015

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As a fan of the neighboring Boathouse Collective, I commend the Westport Gateway development for extending the use of the Parking lot and Container Garden area to support Clayton Peterson and the Boathouse who have supplied a decade long location for arts, music, food & culture in the Westside of Costa Mesa...

Sincerely yours,

Billy Talselt


269 East 20th St.
Costa Mesa, CA
92627

PH-4

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Sincerely yours,

Jacqueline Paul

Jacqueline Paul
349 Anderson Lane
Costa Mesa, CA
92627

April 12, 2015

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Best regards,



Tiffani Rosing
231 Del Mar
Costa Mesa, Ca. 92626
#949500987

PH-4

April 12, 2015

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Best regards,

Michelle Showalter
311 Hanover Dr
Costa Mesa, CA
92626

PH-4

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2545 Westminister Ave.
Costa Mesa, CA 92627

April 23, 2015

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Sincerely yours,

Paul Sahy

2079 1/2 Tustin Ave

Costa Mesa CA, 92627

PH-4

April 25, 2015

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Sincerely yours,



Frank J. Daly
17322 Santa Clara St.
FV. CA. 92708

April 23, 2015

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Sincerely yours,

Billy Garner



2437 Bowdoin Place

Costa Mesa CA

92626

April 23, 2015

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Sincerely yours,

Andrew Garner



2437 Bowdoin Pl

Costa Mesa Ca

92626.

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Sincerely yours,



2296 Orange Ave.
Costa Mesa CA 92627

April 23, 2015

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Sincerely yours,

Brian & Laura O'Leary, 262 Walnut St, CM 92627

April 23, 2015

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Sincerely yours,

Linda Cogh 1321 W. Bay Ave. Newport Beach 92661

April 23, 2015

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Bob Cagle 1321 W. Bay Ave Newport Beach 92661

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Sincerely yours,

E Sehnell

2246 orange Ave
cm. CA 92627

April 23, 2015

To whom it may concern,

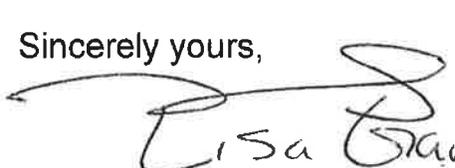
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Sincerely yours,

 (949) 466-~~377~~ 7787
Lisa Garcia
391 23rd St
Newport Beach, CA 92660

April 23, 2015

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Sincerely yours,



Roya Young
2136 Westminster Ave
Costa Mesa, CA 92627

April 23, 2015

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Sincerely yours,

Chelsea Braverman
Chelsea Braverman

*376 Newport Glen Ct.
Newport Beach, CA
92660*

(949) 878-6376

April 23, 2015

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Sincerely yours,



2175 Aster Place
Costa Mesa, CA 92627
(949) 370 8214

PH-4

April 25, 2015

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Sincerely yours,



ellen daly

362 E. 18th St

Costa Mesa, CA 92627

May 6, 2015

PH-4

Costa Mesa City Council
77 Fair Drive
Costa Mesa, CA 92627

Re: Westside Gateway Project

I wanted to voice my approval of the pending development of the Westside Gateway project located on 17th Street near Newport Boulevard. After hearing a great many details on the current site and proposed redevelopment while at dinner with several other local couples, I felt compelled to notify the city of what I see are a great many benefits to local residents.

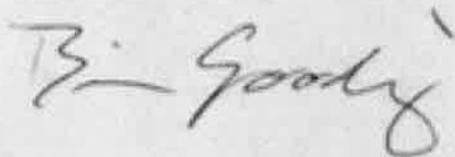
Being a 32-year old, recent transplant to Costa Mesa, I feel as though I am the prototypical person to whom would be drawn to this new development, should the plan be approved. When I was looking to purchase my first home after being married 3 years ago, my wife and I explored neighborhoods ranging from Long Beach to Laguna Beach and everything in between. Having also just finished my Masters Degree, money was the biggest issue that affected the decision on where to buy, followed closely by neighborhood, schools, and proximity to work. To be completely honest, if I had my way, we would not have bought the house we currently live in here in Costa Mesa. In fact, we would not live in Costa Mesa at all. I thought that the property values here didn't justify the small sacrifice that an extra 10 or even 20 minutes of commuting would solve. Buying in Huntington or Long Beach would have allowed us to purchase a far newer, bigger, and further upgraded home. However, as within many marriages, I lost the battle and here we are!

To that end, and especially when coupled with the meteoric rise in home prices in the area over the past three years, I feel as though many families such as ourselves are now truly priced out of much of Costa Mesa. Each day, I am hearing of more and more of our friends who had rented in Newport/Costa Mesa for the first few years, moving into Huntington Beach, Irvine, and South Orange County because they are being priced out of our market. If we are truly trying to build a community in Costa Mesa, we need to offer newly developed intermediately priced housing for people in the 25-35 age bracket looking to become first time homeowners, as they are ultimately going to shape the future of the city both economically, politically, and culturally. I would hate to see more good people choose to leave simply because of a lack of homes in the range typical for first time homeowners.

Thank you all for taking the time to consider my opinions as it relates to the Westside Gateway project. I appreciate all of your hard work on behalf of families like mine who are hoping that Costa Mesa can continue to thrive under your watch for generations to come.

Best,

Brian Gooding
1603 Sea Horse Circle
Costa Mesa, CA 92927



April 12, 2015

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I appreciate the long-term health improvements that will be achieved with the overall development in terms of soil remediation, property clean up, and the removal of the inherent danger that was present during the previous factory on site.

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As a fan of the neighboring Boathouse Collective, I commend the Westport Gateway development for extending the use of the Parking lot and Container Garden area to support Clayton Peterson and the Boathouse who have supplied a decade long location for arts, music, food & culture in the Westside of Costa Mesa.

Sincerely yours,



Lauri Fischer

949-300-5908

April 12, 2015

To the Costa Mesa Planning Commission:

As an active citizen in the Westside Costa Mesa Community, I am writing this letter as personal support for the development of contemporary live-work dwellings on the corner of 17th and Pomona.

Additionally, I appreciate the long-term health improvements that will be a by-product of the development in terms of soil remediation, property clean up, and the removal of the inherent risk of the long standing factory site.

As a fan of the neighboring Boathouse Collective, I commend the development for helping and supporting what Clayton Peterson and the Boathouse bring to our neighborhood: a decade long vision of arts, music, and food culture in Costa Mesa. I support this development as part of a mixed-use concept that promotes open space, residential development, and the coexisting with the neighboring small businesses that have been a part of West Side Costa Mesa for years.

I commend Westside Gateway in their efforts to engage the public in the planning process and move toward a symbiotic relationship with the Boathouse Collective and other surrounding businesses going forward.

Best regards,

Suzanne Walburger
2010 N. Capella Ct
Costa Mesa, CA 92626
949-929 2141

April 12, 2015

To the Costa Mesa Planning Commission:

As an active citizen in the Westside Costa Mesa Community, I am writing this letter as personal support for the development of contemporary live-work dwellings on the corner of 17th and Pomona.

Additionally, I appreciate the long-term health improvements that will be a by-product of the development in terms of soil remediation, property clean up, and the removal of the inherent risk of the long standing factory site.

As a fan of the neighboring Boathouse Collective, I commend the development for helping and supporting what Clayton Peterson and the Boathouse bring to our neighborhood: a decade long vision of arts, music, and food culture in Costa Mesa. I support this development as part of a mixed-use concept that promotes open space, residential development, and the coexisting with the neighboring small businesses that have been a part of West Side Costa Mesa for years.

I commend Westside Gateway in their efforts to engage the public in the planning process and move toward a symbiotic relationship with the Boathouse Collective and other surrounding businesses going forward.

Best regards,



Natalie Hall

(949) 422-6928

April 12, 2015

To the Costa Mesa Planning Commission:

As an active citizen in the Westside Costa Mesa Community, I am writing this letter as personal support for the development of contemporary live-work dwellings on the corner of 17th and Pomona.

Additionally, I appreciate the long-term health improvements that will be a by-product of the development in terms of soil remediation, property clean up, and the removal of the inherent risk of the long standing factory site.

As a fan of the neighboring Boathouse Collective, I commend the development for helping and supporting what Clayton Peterson and the Boathouse bring to our neighborhood: a decade long vision of arts, music, and food culture in Costa Mesa. I support this development as part of a mixed-use concept that promotes open space, residential development, and the coexisting with the neighboring small businesses that have been a part of West Side Costa Mesa for years.

I commend Westside Gateway in their efforts to engage the public in the planning process and move toward a symbiotic relationship with the Boathouse Collective and other surrounding businesses going forward.

Best regards,



Stephanie Baldikoski

949.212.3461

April 13, 2015

To whom it may concern:

As an active citizen in the Westside Costa Mesa Community, I am writing this letter as personal support for the development of contemporary live-work dwellings on the corner of 17th and Pomona.

As a fan of the neighboring Boathouse Collective, I commend the development for helping and supporting what Clayton Peterson and the Boathouse bring to our neighborhood: a decade long vision of arts, music, and food culture in Costa Mesa. I support this development as part of a mixed-use concept that promotes open space, residential development, and the coexisting with the neighboring small businesses that have been a part of West Side Costa Mesa for years.

I commend Westside Gateway in their efforts to engage the public in the planning process and move toward a symbiotic relationship with the Boathouse Collective and other surrounding businesses going forward.

Additionally, I appreciate the long-term health improvements that will be a by-product of the development in terms of soil remediation, property clean up, and the removal of the inherent risk of the long standing factory site.

Best regards,



Emily Orrick

April 13, 2015

To whom it may concern:

As an active citizen in the Westside Costa Mesa Community, I am writing this letter as personal support for the development of contemporary live-work dwellings on the corner of 17th and Pomona.

As a fan of the neighboring Boathouse Collective, I commend the development for helping and supporting what Clayton Peterson and the Boathouse bring to our neighborhood: a decade long vision of arts, music, and food culture in Costa Mesa. I support this development as part of a mixed-use concept that promotes open space, residential development, and the coexisting with the neighboring small businesses that have been a part of West Side Costa Mesa for years.

I commend Westside Gateway in their efforts to engage the public in the planning process and move toward a symbiotic relationship with the Boathouse Collective and other surrounding businesses going forward.

Additionally, I appreciate the long-term health improvements that will be a by-product of the development in terms of soil remediation, property clean up, and the removal of the inherent risk of the long standing factory site.

Best regards,

A handwritten signature in blue ink that reads "Maggie Slater". The signature is written in a cursive, flowing style.

PH-4

April 13, 2015

To whom it may concern:

As an active citizen in the Westside Costa Mesa Community, I am writing this letter as personal support for the development of contemporary live-work dwellings on the corner of 17th and Pomona.

As a fan of the neighboring Boathouse Collective, I commend the development for helping and supporting what Clayton Peterson and the Boathouse bring to our neighborhood: a decade long vision of arts, music, and food culture in Costa Mesa. I support this development as part of a mixed-use concept that promotes open space, residential development, and the coexisting with the neighboring small businesses that have been a part of West Side Costa Mesa for years.

I commend Westside Gateway in their efforts to engage the public in the planning process and move toward a symbiotic relationship with the Boathouse Collective and other surrounding businesses going forward.

Additionally, I appreciate the long-term health improvements that will be a by-product of the development in terms of soil remediation, property clean up, and the removal of the inherent risk of the long standing factory site.

Best regards,



RON SIEGEL
2020 CALVERT AVE
COSTA MESA, CA 92626
714) 478-7692

PH-4

April 12, 2015

To the Costa Mesa Planning Commission:

As an active citizen in the Westside Costa Mesa Community, I am writing this letter as personal support for the development of contemporary live-work dwellings on the corner of 17th and Pomona.

Additionally, I appreciate the long-term health improvements that will be a by-product of the development in terms of soil remediation, property clean up, and the removal of the inherent risk of the long standing factory site.

As a fan of the neighboring Boathouse Collective, I commend the development for helping and supporting what Clayton Peterson and the Boathouse bring to our neighborhood: a decade long vision of arts, music, and food culture in Costa Mesa. I support this development as part of a mixed-use concept that promotes open space, residential development, and the coexisting with the neighboring small businesses that have been a part of West Side Costa Mesa for years.

I commend Westside Gateway in their efforts to engage the public in the planning process and move toward a symbiotic relationship with the Boathouse Collective and other surrounding businesses going forward.

Best regards,

Kelly W Siegel
Kelly W. Siegel
2020 Calvert Ave
Costa Mesa, CA 92626
714-785-6585

April 12, 2015

To the Costa Mesa Planning Commission:

As an active citizen in the Westside Costa Mesa Community, I am writing this letter as personal support for the development of contemporary live-work dwellings on the corner of 17th and Pomona.

Additionally, I appreciate the long-term health improvements that will be a by-product of the development in terms of soil remediation, property clean up, and the removal of the inherent risk of the long standing factory site.

As a fan of the neighboring Boathouse Collective, I commend the development for helping and supporting what Clayton Peterson and the Boathouse bring to our neighborhood: a decade long vision of arts, music, and food culture in Costa Mesa. I support this development as part of a mixed-use concept that promotes open space, residential development, and the coexisting with the neighboring small businesses that have been a part of West Side Costa Mesa for years.

I commend Westside Gateway in their efforts to engage the public in the planning process and move toward a symbiotic relationship with the Boathouse Collective and other surrounding businesses going forward.

Best regards,

Sue Harrison
2808 Shantar Dr.
Costa Mesa, CA 92626
714-350-3318

April 12, 2015

To the Costa Mesa Planning Commission:

As an active citizen in the Westside Costa Mesa Community, I am writing this letter as personal support for the development of contemporary live-work dwellings on the corner of 17th and Pomona.

Additionally, I appreciate the long-term health improvements that will be a by-product of the development in terms of soil remediation, property clean up, and the removal of the inherent risk of the long standing factory site.

As a fan of the neighboring Boathouse Collective, I commend the development for helping and supporting what Clayton Peterson and the Boathouse bring to our neighborhood: a decade long vision of arts, music, and food culture in Costa Mesa. I support this development as part of a mixed-use concept that promotes open space, residential development, and the coexisting with the neighboring small businesses that have been a part of West Side Costa Mesa for years.

I commend Westside Gateway in their efforts to engage the public in the planning process and move toward a symbiotic relationship with the Boathouse Collective and other surrounding businesses going forward.

Best regards,



Montiel, Monique

April 14, 2015

To the Costa Mesa Planning Commission:

As an active citizen in the Westside Costa Mesa Community, I am writing this letter as personal support for the development of contemporary live-work dwellings on the corner of 17th and Pomona.

As a fan of the neighboring Boathouse Collective, I commend the development for helping and supporting what Clayton Peterson and the Boathouse bring to our neighborhood: a decade long vision of arts, music, and food culture in Costa Mesa. I support this development as part of a mixed-use concept that promotes open space, residential development, and the coexisting with the neighboring small businesses that have been a part of West Side Costa Mesa for years.

I commend Westside Gateway in their efforts to engage the public in the planning process and move toward a symbiotic relationship with the Boathouse Collective and other surrounding businesses going forward.

Additionally, I appreciate the long-term health improvements that will be a by-product of the development in terms of soil remediation, property clean up, and the removal of the inherent risk of the long standing factory site.

Best regards,

Melinda Hovee-Harlan



April 10, 2015

To whom it may concern,

As an active citizen in the Westside Costa Mesa Community, I am writing this letter as personal support for the development of contemporary, live-work dwellings on the corner of 17th and Pomona.

I appreciate the long-term health improvements that will be achieved with the overall development, in terms of soil remediation, property clean up, and the removal of the inherent danger that was present during the previous factory on site.

From a commerce perspective, the Westside Gateway development has the potential to be a value-added revitalization project for the city, adding new residents to the Westside that will be living and working in the new development. I support this development as part of a mix use concept that promotes open space, sustainable residential dwellings that coexist within the neighboring industrial area and existing businesses.

As a big fan of the neighboring Boathouse Collective, I commend Westport properties for working with the Boathouse to extend the use of the leased Parking lot and Container Garden area while in the pre-development process. I will continue to support this development project as long as it does not affect the future of significant locations like the Boathouse Collective, who have pioneered the industrial Westside of Costa Mesa, providing a decade long location for arts, music, food & culture to the surrounding communities.

Sincerely yours,


Cheryl Roberts

PH-4

May 8, 2015

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

Subject: Westside Gateway 176 Unit Live/Work Development
671 W. 17th Street, Costa Mesa, CA 92627

To Whom It May Concern:

I am writing in support of the proposed Westside Gateway project on 17th Street in west Costa Mesa. My wife and I have lived in Costa Mesa with our two children for several years and have witnessed the progression of the city first hand. We enjoy the vibrant culture that has sprung up in the 17th Street/Newport Blvd. corridor in recent years, including the creative and diverse restaurants, small specialty businesses and nightlife. We feel that the proposed project is the perfect fit for the area and will add to the Costa Mesa community.

As young professionals, my wife and I are acutely aware of the time constraints involved with working and starting a family. With our limited time, it is wonderful to have so many amenities within walking distance. We feel that the 17th Street/Newport Blvd. corridor is the heartbeat of Costa Mesa. This centralized focus combined with the live/work design of the proposed project will only add to this exciting area of our community by attracting young professionals, new small businesses, business owners and their employees.

Finally, in Orange County and especially in Costa Mesa, our great resource is the land. We feel that this under-utilized piece of industrial land could be repurposed to better serve the community. It is time to treat this site with the respect that it deserves. My understanding is that the developer will spend millions of dollars to clean up the environmental contamination that was left behind as a result of its former industrial use. This is a tremendous opportunity for the residents of Costa Mesa to have such an expensive and important endeavor undertaken by a private entity.

As a Costa Mesa resident, I am hopeful that Costa Mesa will continue to progress and reach its full potential. My wife and I both feel that the proposed project will be another step in the right direction. The project will increase property values in the area and attract young professionals and new businesses, directly resulting in an influx of spending in the community. I urge the city officials to approve Westside Gateway project.

Sincerely,



Ryan Lindsey
2076 Orange Avenue
Costa Mesa, CA 92627

PH-4

May 8, 2015

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

To Whom It May Concern:

I support the proposed Westside Gateway project on 17th Street in Costa Mesa. I have lived in Costa Mesa for a few years and have enjoyed being a part of the community. As a young professional, it is sometimes difficult to balance work with social life. However, the influx of new restaurants and other small businesses in Costa Mesa, as well as the proximity to the beach have allowed me maximize my free time while also focusing on my career. For these same reasons, the live/work design of the proposed project will attract other young professionals and new businesses, further enriching our community. Further, repurposing an under-utilized and run-down industrial site will increase property values in the vicinity of the project and the tax base for the City. The proposed project is the perfect fit for the area and I encourage the City to approve the project.

Sincerely,



Richard Rossman
203 Rose Lane
Costa Mesa, CA 92627

PH-4

5/8/15

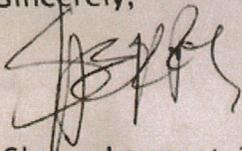
Attn: City of Costa Mesa

Re: Westside Gateway

My name is Sherry Lowenstein and I am writing this letter in support of the proposed new development Westside Gateway. I am a 30 yr old Senior Account Manager at Arista National Title located on Hutton Centre Dr in Santa Ana and I currently live in Los Angeles and have the dissatisfaction of making the long commute every day. I recently got married and my husband and I have been searching for a home in Costa Mesa and Newport Beach for quite some time without any success. Home prices are quite high and the quality of what you get these days is tough to rationalize. When we heard about the live work residences of Westside Gateway we realized there is still hope to make the move into a new, clean, and stylish property within walking distance to Trader Joes, restaurants, the beach, and parks. Our intention is to start a family soon and the fact these homes have access to Newport Mesa Unified School District is just the home we have been looking for our soon to be growing family.

Thank you for reading my letter of support and I am looking forward to relocating to your lovely community one day.

Sincerely,



Sherry Lowenstein

818-451-6004



Alex Vilgertshofer Design
949-307-6922 // Avilg.com

PH-4

To: City of Costa Mesa

My name is Alex Vilgertshofer and I am writing this letter in support of the Westside Gateway project. I think this project would be very good for the City of Costa Mesa because it would bring more live/work properties. I am a designer who works from home and the proposed location would be perfect for a live work situation for a young professional like my self.

Beyond my personal interest; creating new development for residents vs a jet fuel facility in this area will be beneficial from a civil engineering and environmental standpoint. Bring in 21st century design attracting new small business' and home owners will be very positive for the surrounding neighbors and the community as a whole.

Thank You & Regards,

A handwritten signature in black ink, appearing to be 'AV', with a long, sweeping underline that extends to the right.

Alexander Vilgertshofer
219 Broadway
Costa Mesa CA, 92627

PH-4

May 8, 2015

Subject: Westside Gateway Redevelopment Project – Costa Mesa, CA

To whom it may concern:

This letter is in response to the proposed redevelopment known as the Westside Gateway Project being presented to the Planning Commission for approval on May 11th. I'd like to voice my strong support for this project as a long time Costa Mesa resident, hopeful homebuyer, & as a 10 year professional in the construction industry.

I'm 33 years old and have lived in the Newport / Costa Mesa area since I graduated college in 2003. The transformation & revitalization I've seen in Eastside Costa Mesa over the past 10 years has been incredible, however I'm in the unfortunate position that there simply aren't affordable homes in this area I've grown to love that would allow me to continue living here as an actual home owner. When I learned of the Mesa Bluffs Urban Plan and the provisions that have been made to convert industrial properties to residential zoning in the Westside of Costa Mesa, I was highly encouraged. Needless to say, I'm excited to see this plan finally gaining some headway where there will be affordable housing available in this dynamic area.

On that note, I believe this redevelopment will help enhance the overall brand that has come to characterize the 17th street corridor and the proposed work / live environment seems like it will greatly add to this already vibrant community. For a first time homebuyer who is looking for all the basic amenities within a mile radius (shops, restaurants, beach access, etc.), this is an ideal location. Furthermore, the concept of having a work space available within that same sphere is ideal for many young professionals such as myself who's work lives don't revolve around a typical 9-5 day at the office.

Aside from the immediate selling points this project presents for me personally, there appear to be many benefits the community will draw from this redevelopment effort as well. Not only is this project funding the remediation of an environmentally contaminated site, but it's also funding new infrastructure for the City of Costa Mesa such as public parks, drainage and street improvements. These are all strong selling points for a resident looking to make this city my permanent home.

Lastly, as a construction professional it's always good to see new development as it relates to job creation. This project is sure to create hundreds of new jobs for designers, consultants and construction workers alike. Though some might argue these are only temporary jobs, I know from experience the indirect jobs created by necessity of adding new residents to the community should prove valuable to the City as well.

I appreciate your time and consideration in approving this very promising redevelopment.

Sincerely,



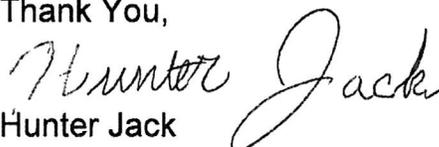
Christopher C. Sanford, LEED AP
318 16th Pl. Apt B
Costa Mesa, CA 92627

PH-4

City of Costa Mesa,

As a resident of Newport/ Mesa my entire life, and an active residential real estate advisor I have seen the city transforming for many years, from the beautification of 17h Street to new upscale restaurants and retail stores. I am in favor of the proposed development "Westside Gateway" project for many reason, one is that this project will clean up an eyesore on 17th street that is also extremely dangerous and serves no benefit to its residents. Secondly the city is in desperate need of new housing and office space, inventory is at an all time low and this project will help fill a much needed void.

Thank You,


Hunter Jack

RE/MAX Fine Homes
949.230.2836
HunterJack@remax.net
BRE#01879200



PH-4

May 11, 2015

Evan Dorian
Managing Partner
949-244-6844
evan@dorianmediagroup.com

Dorian Media Group
313 Irvine Ave.
Newport Beach, CA
92663
www.DorianMediaGroup.com

Dear City of Costa Mesa,

My name is Evan Dorian, born and raised in Newport Beach and Costa Mesa for 33 years and owner of Dorian Media Group. Below I will outline a few key factors to why Westside Gateway is a wonderful addition to our community.

As a young professional in digital media and online marketing, Westside Gateway is the perfect live/work lifestyle option for me. I've always wanted to live in a live/work community but the only current option is the Cannery Village on Balboa Peninsula and those are out of my price range. Once Westside Gateway is completed I see it being a great way to network with a bunch of young professionals like myself and encouraging creative collaboration on a ton of different levels. Another key factor for me is not having to commute to work everyday and being close to the beach. I'm very active in sports and health and wellness and being close to the beach is a must. Being located right off 17th Street is perfect for me as well. I'm not interested in a over priced old fixer upper. I'd prefer moving into something new with a very hip and innovative work space below.

I look forward to calling Westside Gateway my home.

Sincerely,

Evan Dorian

A handwritten signature in black ink, appearing to read "E.D." with a horizontal line extending to the right.



PH-4



MEMORANDUM

To: Raja Sethuraman, P.E. Date: May 11, 2015
City of Costa Mesa

From: Mr. Richard E. Barretto, P.E., Principal LLG Ref: 2.14.3530.1
LLG, Engineers

Cc: Pritam Deshmukh, P.E.
City of Costa Mesa

Subject: Addendum in Response to Caltrans Comments Letter for ArgoTech
Costa Mesa, California

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law &
Greenspan, Engineers

2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175
949.825.6173
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this supplemental assessment for the ArgoTech Project to address the Caltrans Comment Letter dated May 8, 2015. The supplemental analysis utilizes the volumes, lane configurations and intersection phasing identified in the Revised Traffic Impact Analysis Report for ArgoTech dated March 2, 2015 (March TIA) as a database for the additional analyses requested by the Caltrans. Supplemental analyses have been completed which includes following:

- Level of service results based on the HCM 2010 methodology at Caltrans intersections as a supplement to the information contained in the March 2015 TIA;
Queuing analysis at Caltrans intersections.

Briefly, we conclude that the level of service results are similar to what was presented in the March TIA which identified that the proposed Project would not impacts at any of the key study intersections under Caltrans jurisdiction.

PROJECT DESCRIPTION

As presented in the March TIA, the proposed Project includes the development of a 177-unit residential community that is comprised of 42 detached live/work units, 89 attached live/work units, and 46 attached lofts. Parking will be provided on-site via 508 spaces consisting of 354 covered (garage) spaces and 154 uncovered (open) spaces.

SUPPLEMENTAL LEVEL OF SERVICE ANALYSIS (HCM 2010)

In response to the Caltrans Comment Letter of May 8, 2015, supplemental AM and PM peak hour operating conditions for the key signalized intersections under the

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boorman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

jurisdiction of the State of California Department of Transportation (Caltrans) were evaluated using the *Highway Capacity Manual 2010* (HCM 2010) methodology.

Impact Criteria and Thresholds

As noted in the March 2015 TIA, Caltrans “endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities”; it does not require that LOS “D” (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. For this analysis, LOS D is the target level of service standard and will be utilized to assess the project impacts at the state-controlled study intersections.

While the *Caltrans Guide for the Preparation of Traffic Impact Studies* does not establish a threshold of significance for State Highway intersections, this supplemental traffic analysis uses the following traffic threshold of significance:

- A significant project impact occurs at a State Highway study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS D or better) to deficient operation (LOS E or F).

Highway Capacity Manual (HCM) Method of Analysis (Signalized Intersections)

Based on the HCM operations method of analysis, level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometries, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents and when there are no other vehicles on the road.

In Chapter 18 of the HCM, only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle. The six qualitative categories of Level of Service that have been defined along with the corresponding HCM control delay value range for signalized intersections are shown in *Table 3-1*.

Existing Plus Project Traffic Conditions

Table 2-1 summarizes the existing plus project peak hour HCM level of service results at the seven (7) state-controlled study intersections based on the HCM 2010

methodology. The first column (1) of HCM/LOS values in *Table 2-1* presents a summary of existing traffic conditions. The second column (2) presents existing plus project traffic conditions. The third column (3) indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards defined in this report.

Review of column one (1) of *Table 2-1* indicates that all State Highway study intersections currently operate an acceptable service level (LOS D or better) based on the LOS standards defined in this report.

Review of Column two (2) of *Table 2-1* indicates that traffic associated with the proposed Project will not have a significant impact at any of the State Highway intersections as all seven study (7) state-controlled intersections are forecast to operate at LOS D or better with the addition of Project generated traffic to existing traffic.

Year 2016 Cumulative Plus Project Traffic Conditions

Table 2-2 summarizes the Year 2016 peak hour HCM level of service results at the seven (7) state-controlled study intersections within the study area based on the HCM 2010 methodology. The first column (1) of HCM/LOS values in *Table 2-2* presents a summary of existing traffic conditions. The second column (2) presents Year 2016 cumulative traffic conditions based on existing intersection geometry, but without any project generated traffic. The third column (3) presents future forecast traffic conditions with the addition of Project traffic. Column four (4) indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards defined in this report.

An analysis of future (Year 2016) cumulative traffic conditions indicates that the addition of ambient traffic growth and related projects traffic will not impact any of the seven (7) state-controlled study intersections. As shown in column (2) of *Table 2-2*, all seven (7) state-controlled study intersections are forecast to operate at LOS D or better during the AM and PM peak hours with the addition of ambient traffic growth and related projects traffic.

Review of Columns 3 and 4 of *Table 2-2* indicates that with the addition of Project traffic, the State Highway study intersections are forecast to continue to operate at an acceptable service level (LOS D or better). As such, the proposed Project will not have a significant traffic impact when Project generated traffic is added to cumulative traffic.

Appendix A presents the HCM/LOS calculation worksheets for the state-controlled study intersections under all traffic analysis scenarios assessed in this report.



QUEUING ANALYSIS

As requested by Caltrans for informational purposes only, a queuing evaluation was prepared for all turn pockets at the (7) state-controlled study intersections. The queuing evaluation was conducted based on proposed traffic volumes and the Highway Capacity Manual (HCM) signalized methodology. The AM and PM peak hour 95th percentile queue length for Year 2016 Plus Project traffic conditions is reported in *Table 3-1*. Review of *Table 3-1* shows that seven (7) turn pockets are forecast to exceed the existing storage length for both without and with Project traffic conditions. However, the Project volumes will not directly impact any of the existing storage lanes.

Appendix A presents the queuing worksheets for the state-controlled study intersections.

CONCLUSIONS

Based on the results of the supplemental analysis above, the proposed Project will not significantly impact any of the 7 key study intersections. Hence, it is concluded that the findings, conclusions and recommendations of *Revised Traffic Impact Analysis Report for ArgoTech dated March 2, 2015* remain valid.

* * * * *

Should you have any questions regarding the memorandum, please contact Shane Green or me at (949) 825-6173.

cc: File
Shane S. Green, P.E., Transportation Engineer III

TABLE 1-1
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM)¹

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	> 10.0 and ≤ 20.0	LOS B describes operations with a control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	> 20.0 and ≤ 35.0	LOS C describes operations with a control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual <i>cycle failures</i> (i.e. one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	> 35.0 and ≤ 55.0	LOS D describes operations with a control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	> 55.0 and ≤ 80.0	LOS E describes operations with a control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	≥ 80.0	LOS F describes operations with a control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Note:

Intersections operating with a volume-to-capacity ratio of 1.0 or greater are determined to be in an over saturated conditions and therefore a LOS F is reported.

¹ Source: *Highway Capacity Manual 2010*, Chapter 18 (Signalized Intersections).

TABLE 2-1
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS – CALTRANS

Key Intersections	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Impact
			HCM	LOS	HCM	LOS	Yes/No
3. Newport Boulevard at 17 th Street	D	AM	37.1 sec/veh	D	37.3 sec/veh	D	No
		PM	42.4 sec/veh	D	42.4 sec/veh	D	No
5. Newport Boulevard at Hospital Road	D	AM	26.3 sec/veh	C	26.3 sec/veh	C	No
		PM	33.2 sec/veh	D	33.2 sec/veh	C	No
6. Superior Avenue/Balboa Boulevard at Coast Highway	D	AM	38.3 sec/veh	D	38.4 sec/veh	D	No
		PM	40.5 sec/veh	D	40.6 sec/veh	D	No
7. Newport Boulevard SB Ramp at Coast Highway	D	AM	19.7 sec/veh	B	19.9 sec/veh	B	No
		PM	19.8 sec/veh	B	19.8 sec/veh	B	No
8. Riverside Avenue at Coast Highway	D	AM	20.0 sec/veh	B	20.0 sec/veh	C	No
		PM	27.2 sec/veh	C	27.2 sec/veh	C	No
9. Newport Boulevard at 18 th Street/Rochester Street	D	AM	22.6 sec/veh	C	23.7 sec/veh	C	No
		PM	24.1 sec/veh	C	25.0 sec/veh	C	No
10. Newport Boulevard at Harbor Boulevard	D	AM	12.8 sec/veh	B	13.1 sec/veh	B	No
		PM	16.3 sec/veh	B	16.6 sec/veh	B	No

TABLE 2-2
YEAR 2016 PEAK HOUR INTERSECTION CAPACITY ANALYSIS – CALTRANS

Key Intersections	Minimum Acceptable LOS	Tie Period	(1) Existing Traffic Conditions		(2) Year 2016 Cumulative Traffic Conditions		(3) Year 2016 Cumulative Plus Project Traffic Conditions		(4) Impact
			HCM	LOS	HCM	LOS	HCM	LOS	Yes/No
3. Newport Boulevard at 17 th Street	D	AM	37.1 sec/veh	D	38.5 sec/veh	D	38.7 sec/veh	D	No
		PM	42.4 sec/veh	D	44.1 sec/veh	D	44.3 sec/veh	D	No
5. Newport Boulevard at Hospital Road	D	AM	26.3 sec/veh	C	27.2 sec/veh	C	27.6 sec/veh	C	No
		PM	33.2 sec/veh	D	37.7 sec/veh	D	37.8 sec/veh	D	No
6. Superior Avenue/Balboa Boulevard at Coast Highway	D	AM	38.3 sec/veh	D	38.6 sec/veh	D	39.9 sec/veh	D	No
		PM	40.5 sec/veh	D	42.0 sec/veh	D	42.0 sec/veh	D	No
7. Newport Boulevard SB Ramp at Coast Highway	D	AM	19.7 sec/veh	B	25.9 sec/veh	C	26.2 sec/veh	C	No
		PM	19.8 sec/veh	B	21.6 sec/veh	C	21.7 sec/veh	C	No
8. Riverside Avenue at Coast Highway	D	AM	20.0 sec/veh	B	20.9 sec/veh	C	21.4 sec/veh	C	No
		PM	27.2 sec/veh	C	29.0 sec/veh	C	30.7 sec/veh	C	No
9. Newport Boulevard at 18 th Street/Rochester Street	D	AM	22.6 sec/veh	C	23.5 sec/veh	C	23.9 sec/veh	C	No
		PM	24.1 sec/veh	C	25.8 sec/veh	C	26.9 sec/veh	C	No
10. Newport Boulevard at Harbor Boulevard	D	AM	12.8 sec/veh	B	12.7 sec/veh	B	13.5 sec/veh	B	No
		PM	16.3 sec/veh	B	17.5 sec/veh	B	17.8 sec/veh	B	No

**TABLE 3-1
YEAR 2016 CUMULATIVE PLUS PROJECT QUEUING ANALYSIS²**

Key Intersections	Storage Provided (ft.)	Year 2016 Cumulative Traffic Conditions				Year 2016 Cumulative Plus Project Traffic Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Max. Queue (ft.)	Adequate Storage Yes / No	Max. Queue (ft.)	Adequate Storage Yes / No	Max. Queue (ft.)	Adequate Storage Yes / No	Max. Queue (ft.)	Adequate Storage Yes / No
3. Newport Blvd at 17 th Street									
Northbound Left-Turn	200	86	Yes	111	Yes	86	Yes	111	Yes
Southbound Left-Turn	750	318	Yes	394	Yes	322	Yes	394	Yes
Southbound Right-Turn	65	59	Yes	70	No	65	Yes	87	No
Eastbound Left-Turn	310	294	Yes	298	Yes	305	Yes	303	Yes
Westbound Left-Turn	300	104	Yes	211	Yes	94	Yes	211	Yes
Westbound Right-Turn	85	52	Yes	70	Yes	52	Yes	69	Yes
5. Newport Blvd at Hospital Road									
Northbound Left-Turn	280	146	Yes	169	Yes	144	Yes	163	Yes
Northbound Right-Turn	70	18	Yes	16	Yes	19	Yes	20	Yes
Southbound Left-Turn	185	94	Yes	92	Yes	94	Yes	83	Yes
Southbound Right-Turn	500	49	Yes	61	Yes	52	Yes	76	Yes
Eastbound Left-Turn	190	135	Yes	186	Yes	135	Yes	187	Yes
Eastbound Right-Turn	190	69	Yes	112	Yes	68	Yes	76	Yes
Westbound Left-Turn	170	105	Yes	185	No	104	Yes	187	No

² Queuing results are based on the highest values from either the Synchro 95th percentile queue or the Synchro Simtraffic 95th percentile queue which utilizes Synchro 9.0.

TABLE 3-1 (CONTINUED)
YEAR 2016 CUMULATIVE PLUS PROJECT QUEUING ANALYSIS³

Key Intersections	Storage Provided (ft.)	Year 2016 Cumulative Traffic Conditions				Year 2016 Cumulative Plus Project Traffic Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Max. Queue (ft.)	Adequate Storage Yes / No	Max. Queue (ft.)	Adequate Storage Yes / No	Max. Queue (ft.)	Adequate Storage Yes / No	Max. Queue (ft.)	Adequate Storage Yes / No
6. Superior Avenue at Pacific Coast Highway									
Northbound Left-Turn	240	203	Yes	284	No	201	Yes	297	No
Southbound Left-Turn	--	186	Yes	278	Yes	187	Yes	270	Yes
Southbound Right-Turn	280	11	Yes	253	Yes	11	Yes	256	Yes
Eastbound Left-Turn	507 ⁴	438	Yes	282	Yes	437	Yes	288	Yes
Eastbound Right-Turn	165	61	Yes	46	Yes	69	Yes	44	Yes
Westbound Left-Turn	390	126	Yes	227	Yes	118	Yes	232	Yes
7. Newport Boulevard at Pacific Coast Highway									
Southbound Left-Turn	297	302	No	235	Yes	311	No	242	Yes
Southbound Right-Turn	--	168	Yes	396	Yes	169	Yes	402	Yes
8. Riverside Avenue at Pacific Coast Highway									
Southbound Right-Turn	300	282	Yes	425	No	290	Yes	523	No
Eastbound Left-Turn	260	301	No	284	No	311	No	377	No
Westbound Left-Turn	100	33	Yes	68	Yes	33	Yes	75	Yes
Westbound Right-Turn	90	20	Yes	19	Yes	19	Yes	15	Yes

³ Queuing results are based on the highest values from either the Synchro 95th percentile queue or the Synchro Simtraffic 95th percentile queue which utilizes Synchro 9.0.

⁴ The pocket length of 507 feet is based on a 445 foot plus a 570 foot pocket.

TABLE 3-1(CONTINUED)
YEAR 2016 CUMULATIVE PLUS PROJECT QUEUING ANALYSIS⁵

Key Intersections	Storage Provided (ft.)	Year 2016 Cumulative Traffic Conditions				Year 2016 Cumulative Plus Project Traffic Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Max. Queue (ft.)	Adequate Storage Yes / No	Max. Queue (ft.)	Adequate Storage Yes / No	Max. Queue (ft.)	Adequate Storage Yes / No	Max. Queue (ft.)	Adequate Storage Yes / No
9. Newport Boulevard at 18 th Street/Rochester Avenue									
Northbound Left-Turn	260	59	Yes	168	Yes	59	Yes	168	Yes
Southbound Left-Turn	170	137	Yes	159	Yes	124	Yes	153	Yes
Southbound Right-Turn	140	16	Yes	30	Yes	18	Yes	30	Yes
Eastbound Left-Turn	160	188	No	181	No	188	No	181	No
Eastbound Right-Turn	25	20	Yes	14	Yes	20	Yes	14	Yes
Westbound Left-Turn	125	29	Yes	48	Yes	28	Yes	48	Yes
10. Newport Boulevard at Harbor Boulevard									
Northbound Left-Turn	342 ⁶	140	Yes	268	Yes	145	Yes	270	Yes
Eastbound Left-Turn	230	73	Yes	96	Yes	68	Yes	96	Yes
Eastbound Right-Turn	320	277	Yes	306	Yes	279	Yes	309	Yes

⁵ Queuing results are based on the highest values from either the Synchro 95th percentile queue or the Synchro Simtraffic 95th percentile queue which utilizes Synchro 9.0.

⁶ The pocket length of 342 feet is based on a 290 foot plus a 395 foot pocket.

--- On Mon, 5/11/15, Geoffrey Boyce <geoff724@aol.com> wrote:

> From: Geoffrey Boyce <geoff724@aol.com>
> Subject: PA-14-29 building separation objection
> To: rdickson.cmpc@gmail.com, sandranian@yahoo.com, aventrue@ca.rr.com
> Date: Monday, May 11, 2015, 3:34 PM
> Hello Robert, Stephan, and Jeff,
>
>
>
>
> I recommend the City Planning Commission not approve the deviation
> from 10 to 6 feet of building separation for the application PA-14-29.
>
> The 10 space is better for isolating fires to one building and
> allowing both people and equipment between the buildings.
>
> Aesthetically 10 feet allows for space between what is already a dense
> development compared to existing priced structures in the city.
>
> The first residents may adhere to the usage regulations for the work
> and living space but consider enforcing sound regulations over the
> next 40 years.
>
> More space between buildings would mean a higher quality experience
> for the inhabitants. Having a building appreciate over the years and
> continue to attract new owners means higher revenue for the city.
> Please make a decision for the long term benefit of the city.
>
>
>
>
>
> Regards,
>
> Cathie Murphy
>
> Costa Mesa resident
>

PH-4

To whom it may concern,

As a home owner and resident of Costa Mesa my wife and I are excited about the proposed plan for Westside Gateway. We believe this project adds value to the neighborhood by providing affordable housing and opportunities for economic growth.

I am a CPA and wife is a graphic designer and it is our professional opinion the project will greatly improve the overall look of 17th street and will generate more money for local businesses. Over the years we have watched Costa Mesa improve through new developments and think Westside Gateway is one of the most beneficial projects to date. The new housing for working professionals, new park space, and a more environmentally safe community are just some of the upsides as to why we are in favor of this project.

We are proud to be residents of Costa Mesa and looking forward to the completion of Westside Gateway.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Sbicca". The signature is fluid and cursive.

Mark Sbicca

369 East 19th Street
Costa Mesa, CA
92627



PH-4

City of Costa Mesa,

As a current homeowner of Costa Mesa I support the proposed Westside Gateway project. As you know the proposed site is blight on the community and extremely dangerous. This project will bring greatly needed housing and retail for the residents of the city. As an active Realtor in the community I am in favor of this proposed housing project because there is a dire need for new housing.

Thank you for your consideration.

Christa Lee Canaday
Christa Lee Canaday
RE/MAX Fine Homes
[949.838.4774](tel:949.838.4774)
ChristaLeeCanaday@gmail.com

WWW.CANADAYGROUP.COM

HUNTINGTON BEACH
714.888.4455
16400 Pacific Coast Hwy., Suite 106
Huntington Beach, CA 92649

LAGUNA BEACH
949.249.2424
32392 S. Coast Hwy., Suite 100
Laguna Beach, CA 92651

NEWPORT BEACH
949.640.6188
3 Corporate Plaza, Suite 100
Newport Beach, CA 92660

ALTERNATIVE

RETAIL INC

PH-4

May 10, 2015

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

RE: Western Gateway Development

To Whom it May Concern:

We are both long-time residents and business owners in the Newport Mesa area, and are writing to express our support for the proposed Westside Gateway development on the Southeast corner of 17th Street and Pomona Avenue in Costa Mesa.

Over the past decade most of the local Gen X and Millennial population have been priced out of neighboring East Side Costa Mesa and Newport Heights communities. These people are educated young professionals and entrepreneurs who are looking for a community to settle their families and grow their businesses. The Westside Gateway development will provide additional housing for these young people to thrive.

Our business is located off of Monrovia Avenue and 18th Street and we drive by the proposed development at least twice each day. It has been very exciting to watch the development progress made on the corner of 17th Street and Superior over the past year or so and hope to see the progress continue with this development.

Sincerely,

ALTERNATIVE RETAIL INC.



Scott Perkins
Co-Founder



Grant Gorman
Co-Founder

PH-4

May 11, 2015

To the Commission:

I'm writing to you as a local resident and business owner. The project under review is absolutely the type of land improvement project Costa Mesa needs to support its current residents and retail businesses.

This project appears well planned and supports the community's values. The current property is an eye sore and can now soon be one that will add vitality to our community.

Sincerely,

A handwritten signature in black ink, appearing to read "B. Thomas".

Beckham Thomas
714-689-9554



PH-4

Jenelle Bader, Region Manager
Local Public Affairs
7333 Bolsa Avenue
Westminster, CA 92683

May 11, 2015

Minoo Ashabi, Principal Planner
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626
Minoo.ashabi@costamesaca.gov

Re: IS/MND for Westside Gateway (Planning Application PA-14-29)

Dear Ms. Ashabi:

Southern California Edison (SCE) appreciates the opportunity to provide comments on the Initial Study/Mitigated Negative Declaration (IS/MND) for the Westside Gateway project. The project consists of demolition of the existing industrial buildings and construction of 177 three-story units and 0.61-acre private park.

SCE Electrical Facilities

SCE is the electrical service provider for the City of Costa Mesa and maintains an electrical system (transmission, distribution, and supporting appurtenances) within the City. SCE has an existing 66 kilovolt (kV) subtransmission line in the project vicinity. As discussed on Page 39 of the IS/MND, one 66 kV pole is located on the southeast corner of 17th Street & Pomona Avenue (or northeast corner of project site). This pole also contains guy wires attached to adjacent distribution poles.

Encroachment of SCE's Easement

The proposed 17th Street widening may impact the 66 kV pole and attached guy wires mentioned above, as well as adjacent 66 kV poles traveling north or west from that corner. Please forward five (5) sets of project plans depicting SCE's facilities and associated land rights to the location below. SCE will review any proposed use of SCE's easement on a case-by-case basis. Approvals or denials will be in writing based upon the project's compatibility with SCE right-of-way constraints and rights.

Real Properties Department
Southern California Edison Company
2131 Walnut Grove Avenue, G.O.3 – Second Floor
Rosemead, CA 91770

General Order 131-D

If the proposed project requires modification or relocation of electrical facilities that operate above 50 kV, then the project may be subject to California Public Utility Commission's (CPUC) General Order 131-D¹. As a state agency, the CPUC is also required to comply with the requirements of the California Environmental Quality Act (CEQA). Therefore, any potentially significant impacts that may result from the modification or relocation of the 66 kV subtransmission line should be addressed in the IS/MND. Otherwise, SCE may be required to pursue a separate, mandatory CEQA review through the CPUC, which could delay approval of the SCE subtransmission line portion of the project for two years or longer.

If you have any questions, please contact me at Jenelle.Bader@sce.com or (714) 895-0271.

Regards,

A handwritten signature in cursive script that reads "Jenelle Bader".

Jenelle Bader
Local Public Affairs Region Manager
Southern California Edison Company

¹ <http://docs.cpuc.ca.gov/PUBLISHED/Graphics/589.PDF>