



PLANNING COMMISSION AGENDA REPORT

MEETING DATE: OCTOBER 12, 2015

ITEM NUMBER: PH-3

SUBJECT: GENERAL PLAN AMENDMENT GP-14-04/ REZONE R-14-04/ ZONING CODE AMENDMENT CO-14-02/ AND MASTER PLAN PA-14-27 FOR COSTA MESA LUXURY APARTMENTS AT 2277 HARBOR BOULEVARD

FROM: PLANNING DIVISION/DEVELOPMENT SERVICES DEPARTMENT

PRESENTATION BY: WILLA BOUWENS-KILLEEN, AICP, ZONING ADMINISTRATOR
RYAN LOOMIS, ASSOCIATE PLANNER

DATE: OCTOBER 2, 2015

FOR FURTHER INFORMATION CONTACT: RYAN LOOMIS (714) 754-5608
ryan.loomis@costamesaca.gov

DESCRIPTION

The 4.15-acre project site is currently occupied by the 236-room (94,500 square foot) Costa Mesa Motor Inn motel at 2277 Harbor Boulevard in the General Commercial land use designation and C1 zone (Local Business District). The proposal involves demolition of the existing motel and the construction of a four-story, 224-unit luxury apartment project, inclusive of twenty affordable units for moderate-income households. Parking onsite would be accommodated within a proposed five level parking structure containing 503 parking spaces. The proposed project consists of the following discretionary requests:

1. **Initial Study-Mitigated Negative Declaration (State Clearinghouse #2015091026).**
2. **General Plan Amendment GP-14-04:** to change the land use designation from General Commercial to High Density Residential. Per the applicant's request, the proposed base density is 166 units (40 du/acre) with a density incentive for an additional 58 dwelling units to be justified by (a) provision of 20 affordable units for moderate-income households and (b) Complete demolition of the Costa Mesa Motor Inn. Therefore, for the 4.15-acre project site the General Plan Amendment would specify an overall site-specific density of 54 du/acre for the proposed 224-unit apartment complex and a site-specific building height of 60 feet for the 5-level parking structure.
3. **Rezone R-14-04:** A rezone to change the zoning classification from C1 (Local Business District) to PDR-HD (Planned Development Residential – High Density).
4. **Zoning Code Amendment CO-14-02:** A zoning ordinance to amend Costa Mesa Municipal Code Title 13 to make specific references to the parcel, where appropriate, including the site-specific height and density for the development site in the PDR-HD zone and any other related changes. The proposed 224-unit project

would require an amendment to Table 13-58 (Planned Development Standards) to allow a site-specific density of 54 dwelling units per acre for this project.

5. **Planning Application PA-14-27:** A Master Plan application for the 224-unit apartment project with a site-specific building height deviation to allow a five level parking (maximum 4 levels).

APPLICANT

Diamond Star Associates, Inc. is the authorized agent for Century Quality Management, the property owner.

RECOMMENDATION

Recommend that the City Council take the following actions, by adoption of the resolutions described below.

1. Approve IS/MND and Adopt General Plan Amendment GPA-14-04.
2. Approve/Give first reading to the Ordinances for Rezone R-14-04 and Zoning Code Amendment CO-14-02.
3. Approve Master Plan PA-14-27, subject to conditions of approval (Exhibit B) and mitigation measures contained in the IS/MND.

PLANNING APPLICATION SUMMARY

Location:	2277 Harbor Boulevard APN: 422-163-31	Application Number:	GPA-14-04/R-14-04/CO-14-02/PA-14-27
Request:	Design Review for new 4-story apartment building and multi-level parking structure		

SUBJECT PROPERTY:
SURROUNDING PROPERTY:

Zone:	C1 (Current); PDR-HD (Proposed)	North:	C2 General Business District (retail); I&R Institutional and Recreational District (golf course)
General Plan:	GC (Current); HDR (Proposed)	South:	C2 General Business District (retail); R3 Multiple Family Residential District (apartments)
Lot Dimensions:	600 FT x 323 FT	East: (across Harbor)	C1-S Shopping Center District (Harbor Center)
Lot Area:	180,795 SF (4.15 ac)		R2-MD Multi-Family Residential- Med. Density (apartments)
Existing Development:	Costa Mesa Motor Inn motel, which includes a 236 suite motel and surface parking		

DEVELOPMENT STANDARD COMPARISON (Based on PDR-HD Zoning and not C1 zoning)

Development Standard	Required/Allowed PDR-HD zone	Proposed/Provided
Lot Area	43,560 SF (1.0 ac)	180,795 SF (4.15 ac)
Density:		
General Plan – HDR (High Density Residential Land Use)	Max. 20 du/ac (83 Units Max)	[Base density of 40 du/acre] With development incentive: 54 du/ac ¹ (224 Units Proposed)
Zone – PDR-HD (Planned Development Residential, High Density)		
Maximum Site Coverage (Overall Project):		
Buildings	NA	NA
Open space	42% (75,933 SF) of total lot area	75,964 SF– 42% (incl. upper level decks/ min 100 SF)
Perimeter Open Space	20 feet abutting all public ROW	20 feet (Harbor Blvd) 20 feet (Bike Trail)
Min. Private Open Space (Units with Large Balcony)	100 SF/Min. 5 FT dimension	64 balconies total ³ 100 SF/Min. 5 FT dimension
Landscape Parkway	No less than 3FT	3FT along southerly PL
Building Height	N/A	4-stories/ 5-levels / 60 FT ²
Building Setbacks (Overall Project):		
Front (Harbor Blvd)	20 FT	20 FT
Side (North side- bike trail)	20 FT	20 FT
Side (South side)	NA	35 FT
Rear (West side)	NA	20 ft.
On-Site Parking:	503 spaces	503 spaces
Driveway Width	16 FT	28 FT
Back up Distance	25 FT	25 FT

NA = Not Applicable or No Requirement.

(1) Site specific density requires General Plan Amendment and Zoning Code Amendment (see staff report discussion).

(2) Site specific building height requires General Plan Amendment (see staff report discussion).

(3) Code allows these specified large balconies to be counted towards the open space required.

CEQA Status	Initial Study- Mitigated Negative Declaration (IS-MND #2015091026)
Final Action	City Council

BACKGROUND

History

The majority of the project site was vacant from at least 1938 through 1972. The project site is currently occupied by the 236-room, 94,500 square foot Costa Mesa Motor Inn motel. The current structures were constructed at the site around 1974, originally as the Ambassadors Inn. The existing motel is a two-story building featuring 236 rooms and associated surface parking with 268 spaces.

On February 8, 1999, the Planning Commission adopted Resolution No. 99-07 approving Planning Application PA-98-73 (Conditional Use Permit), which permitted 40% of the 236 rooms to be rented as long-term occupancy rooms, as defined in the Costa Mesa Municipal Code.

On July 14, 2014, Planning Commission voted 5-0 to revoke the Conditional Use Permit due to violations of the Conditional Use Permit and public nuisance findings. As such, the Costa Mesa Motor Inn is no longer permitted to offer long-term occupancy. As of August 2015, approximately 50 rooms are still used for long-term occupancy, as a result of occupancy terms enacted prior to the July 2014 revocation.

As a result, the project has the potential to displace existing legal non-conforming long-term occupants. The project will be required to comply with standard conditions, as discussed in the IS/MND, including providing a relocation consultant to any occupant, as needed, and providing at least 60 days' notice to vacate. It should be noted, however, that the motel is considered a commercial use, which is not intended to be used as housing, and is not recognized as housing by the City.

General Plan Screening GPS-14-02

On May 20, 2014, City Council considered General Plan screening request GPS-14-02 for a site-specific density of 59 dwelling units per acre. The original proposal involved demolition of the 236 motel units and construction of up to 236 apartment units (59 du/acre). Council accepted the General Plan amendment request for processing an amendment to the land use designation from General Commercial to Planned Development Residential for the development of a 236-unit apartment complex project. (Meeting Minutes, Attachment 4).

The project was modified after the initial screening request; the applicant's request is for 224 apartment units and not 236 units, as originally proposed. In addition, the proposed project involves a rezone consisting of a site specific density request of 54 du/acre and not the 59 du/acre originally proposed.

Further modifications have recently been made to remove the following deviation requests, originally described in the environmental document:

- Variance from open space requirement
- Administrative Adjustment for front setback

Project Site/Environs

The project site is located close to the northwest corner of Harbor Boulevard and Wilson Street. The project site is approximately 4.15 acres in size (180,795 square feet), and is currently occupied by the 94,500 square-foot 236-room Costa Mesa Motor Inn motel constructed in 1974, a surface parking lot, signage, and landscaped areas within the parking area and around the perimeter of the site. The property is currently zoned C1 (Local Business District) and has a General Plan Land Use Designation of General Commercial (GC).

Surrounding land uses generally consist of residential, recreational, and commercial uses. Land uses immediately adjacent to the project site consist of the following:

- **North:** A public trail and the Costa Mesa Golf Course are located directly north of the site, and zoned I&R (Institutional and Recreational). Pal’s Vacuum Cleaner is located along the project’s northeastern border, between the proposed project and the trail. This private commercial use is zoned C2 (General Business District).
- **East:** Harbor Boulevard borders the site to the east, with commercial development (Harbor Center) located beyond. The site is zoned C1-S (Shopping Center District).
- **South:** Commercial and residential uses bound the site to the south. This area is zoned R3 (Multiple-Family Residential District) and C2 (General Business District).
- **West:** Residential uses are located west of the site and zoned R2-MD (Multiple-Family Residential District, Medium Density).

ANALYSIS

Project Description

Master Plan PA-14-27 for 224-unit Luxury Apartment Project

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

Type of Unit	Description	SF	Level 1 Units	Level 2 Units	Level 3 Units	Level 4 Units	Total Units	Percentage of Total Units
Unit A1	1 bed/1 bath	+/-750 SF	21	24	24	24	93	41%
Unit A2	1 bed/1 bath	+/-730 SF	7	8	8	8	31	14%
Unit A3	1 bed/1 bath/ 1 den	+/-780 SF	4	4	4	4	16	7%
Unit B1, B2, B3	2 bed/2bath	+/-1,050 SF	17	17	21	21	76	34%
Unit B4	2 bed/2 bath/ 1 den	+/-1,200 SF	2	2	2	2	8	4%
Total			51	55	59	59	224	100%

The building design and roof elements are modern style, i.e., characterized by simplified square and rectangular building forms with a variety of flat planes, projections, and recesses. The exterior consists of alternating white smooth stucco finish, limestone finish, and fiber-reinforced cement siding. Additional accents include metal finish balcony rails, welded wire mesh grid systems that support the growth of landscape vines, and woven metal wire cloth.

The vehicular entrance to the parking structure is proposed to be provided from two 28-foot wide driveway approaches along Harbor Boulevard. The main entrance will be provided from the northerly driveway along Harbor Boulevard. The project will include 503 parking spaces provided within a five-level parking structure, which will be wrapped around on three sides (excluding south elevation) by the proposed apartment complex. The parking structure includes 69 guest spaces and remaining 434 spaces devoted to residents; 12 guest spaces and the remaining 434 proposed residential spaces will be provided behind security gates. Access to each residential level will be provided directly from each level of the parking structure, as well as from stairs and elevators located throughout the development.

The site plan includes private open space and courtyard areas that allow for circulation through the project while still maintaining a sense of privacy for the residents. The project also contains resident amenities, including a pool and spa, gym, lounge areas, library and conference room, screening/multi-purpose room, wifi café, dog park, yoga deck, community gardens, and BBQ facilities.

A detailed description of the project is provided in the Initial Study-Mitigated Negative Declaration prepared for the project, under separate cover.

General Plan Amendment GP-14-04

The proposed project involves an amendment to the City's General Plan in order to facilitate the change of the existing land use designation from General Commercial to High-Density Residential. The HDR designation would allow a maximum density of 20 dwelling units per acre, or 83 units; however, an amendment, as discussed below,

Existing General Plan Land Use Map: General Commercial (GC)



Proposed General Plan Land Use Map: High Density Residential (HDR)



6

would allow a site-specific density of 54 dwelling units per acre for this project.

As noted earlier, a change in the land use designation of the 4.15-acre development site from General Commercial to High Density Residential is proposed to accommodate the development. The proposed General Plan Amendment GP-14-04 would amend the following sections of the Land Use Element as underlined and italicized below:

High-Density Residential Land Use Designation and Site Specific Standards

If approved, the proposed site specific density needs to be included in the General Plan. The High Density Residential land use designation in the General Plan Land Use Element is proposed to be modified as follows:

“In 2015, General Plan Amendment GP-14-04 was approved for a 224-unit apartment project on a 4.15-acre site at 2277 Harbor Boulevard. A base density of 40 du/acre was approved with a development incentive allowing increased density to 54 du/acre due to the provision of twenty on-site affordable units for moderate-income households and the complete demolition of the Costa Mesa Motor Inn. The overall site-specific maximum density is 54 units/acre and site-specific maximum building height is four stories/60 feet for the apartment buildings and four stories/five levels/60 feet for the five-level parking structure. Based on the average household size of 2.5 persons per unit, the projected population density would be 135 persons per acre.”

Building Height

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

Because the subject property for the proposed development is south of the I-405 Freeway, the four-story maximum height would apply to the project. Additionally, although the parking structure is technically four stories high and equivalent in height to the proposed apartment buildings, Code defines that the fifth level of the four-story parking structure be counted as a “story” for zoning purposes.

The site specific building height is only applicable to the garage structure, which is wrapped with the four-story building on three sides. The side visible to Harbor Boulevard is in keeping with the overall height of the building and is not an increase in the overall building height. The fifth level is needed to meet the parking requirements without undergrounding a full level.

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

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

Policy LU-1C.2 Limit building height to four stories above grade south of the I-405 Freeway, except for special

purpose housing, such as elderly, affordable, or student housing. An exception is for the Newport Plaza property at 1901 Newport Boulevard where a six-level parking structure is allowed, the property at 125 East Baker Street where a five-story, 240-unit apartment building and six-story parking structure are allowed, and the property at 2277 Harbor Boulevard where a five-level parking structure is allowed.

References to the land use acreage calculations per designation in the General Plan shall also be updated accordingly to reflect the change in land use to High Density Residential.

Rezone R-14-04

A rezone of the zoning classification of the 4.15-acre development site from Local Business District (C1) to Planned Development Residential – High Density (PDR-HD) is proposed. The rezone to PDR-HD would be consistent with the High Density Residential General Plan designation proposed for the project site.

Existing Zoning Map: Local Business District (C1)



Proposed Zoning Map: Planned Development Residential-High Density (PDR-HD)



Zoning Code Amendment CO-14-02

A zoning ordinance to amend Costa Mesa Municipal Code Title 13 for a site-specific density of 54 dwelling units per acre would be required. The proposed 224-unit project would require an amendment to Table 13-58 (Planned Development Standards) to make reference to the site-specific density of 54 dwelling units per acre for this project (pursuant to the approved General Plan Amendment). The revised Table 13-58 is presented with changes as underlined and italicized below:

Revised Table 13-58 (Planned Development Standards)						
Development Standard	PDR-LD	PDR-MD	PDR-HD	PDR-NCM	PDC	PDI
Maximum Density per Section 13-59 MAXIMUM DENSITY CRITERIA. (dwelling units per acre)	8	12	20 Note: See North Costa Mesa Specific Plan for exceptions. Note: The maximum density for 125 East Baker Street is 58 dwelling units per acre. <u>Note: The maximum density for 2277 Harbor Boulevard is 54 dwelling units per acre.</u>	35	20	Note: The maximum density for 1901 Newport Boulevard is 40 dwelling units per acre. See North Costa Mesa Specific Plan for exceptions.

JUSTIFICATIONS FOR APPROVAL

Pursuant to Title 13, Section 13-29(g)(11), *Planning Application Review Process*, 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 the following assessment of facts and findings which are also reflected in the draft resolution.

General Plan Amendment GP-14-04

- Proposed General Plan amendment is consistent with many important housing and land use goals, objectives and policies of the City's General Plan

LU-1F.4 Ensure that residential densities can be supported by the infrastructure and that high-density residential areas are not permitted in areas, which cause incompatibility with existing single-family areas.

As discussed in the IS/MND, the proposed project has a less than significant impact, and can be supported by the existing infrastructure, including water conveyance systems, wastewater conveyance systems, and local transportation networks. The two key intersections along Harbor Boulevard near the project site, including Harbor Blvd/Harbor Center and Harbor Blvd/Wilson Street, are expected to maintain acceptable levels of service (LOS). In addition, the proposed project is located near several OCTA bus stops and bus routes located within walking distance of the project site.

LU-2A.8 Encourage increased private market investment in declining or deteriorating neighborhoods.

The project proposed project is designed as a high-quality luxury apartment development. The existing Costa Mesa Motor Inn provides for transient

residential uses that has historically been a source of criminal activity and public nuisance to the area. The proposed project will provide and encourage redevelopment in an area with buildings considered outdated and deteriorating.

On July 14, 2014, the City of Costa Mesa Planning Commission voted 5-0 to revoke Conditional Use Permit PA-98-31 to discontinue allowing long-term occupancies due to numerous violations of the Conditional Use Permit, as well as a variety of public nuisance findings. In addition, the motel has historically been a source of criminal activity and public nuisance. As such, the proposed project is consistent with the City's desire to encourage private investment in declining and deteriorating neighborhoods.

Additional information regarding the police activity to date will be provided by separate memo.

HOU-1.9 Encourage the development of housing that fulfills specialized needs.

The proposed development of high-density residential uses will improve the City's share of housing opportunities. The project proposes 20 affordable units for moderate-income households. In addition, the project provides housing within proximity to bus transit service and commercial uses. The nearest bus route to the project site is located along Harbor Boulevard, 141 feet east of the project site. The expansive Harbor Center commercial center is located across Harbor Boulevard, providing future residents' direct access to a variety of retail businesses.

HOU-1.1 Develop standards and/or guidelines for new development with emphasis on site (including minimum site security lighting) and building design to minimize vulnerability to criminal activity.

The project proposed project is designed as a high-quality luxury apartment development with multiple on-site amenities for future residents. The project site includes private courtyards with landscaping, indoor gym, pool/spa, and both passive and active recreational opportunities within the gated property. In addition, the project provides for an enclosed and well-lit parking structure, which will provide access to each individual floor of the apartment complex.

HOU-3.1 Encourage the conversion of existing marginal or vacant commercial and/or industrial land to residential, where feasible and consistent with environmental conditions that are suitable for new residential development.

The project proposed project includes the complete demolition of the outdated Costa Mesa Motor Inn. The motel was built in the early 1970's, and includes non-conforming long-term residential uses within a commercial zone. As such, the proposed project is consistent with the City's desire to convert marginal commercial land for residential uses.

The project includes twenty affordable housing units for moderate-income households. Per the applicant's request, these affordable units are intended to justify the increased density to 54 du/acre (from the base density of 40 du/acre). A condition of approval requires that an Affordable Housing Agreement be finalized and recorded on the property prior to issuance of the first certificate of occupancy.

Rezone R-14-04

- Rezone to Planned Development Residential – High Density (PDR-HD) is consistent with the proposed General Plan. The HDR General Plan land use designation anticipates development on the subject site at 20 dwelling units per acre. The applicant is seeking a proposed base density of 40 du/acre (166 units), with a density incentive for an additional 58 dwelling units to be justified by (a) provision of 20 affordable units for moderate-income households and (b) complete demolition of the Costa Mesa Motor Inn (236 motel rooms), and redevelopment to an upscale apartment building with security, structured parking, and significant amenities. The rezone will reflect the site-specific density for this property.
- Rezone of property is within General Plan development capacity. Since the master plan proposes a site specific density of 54 du/ac, the project traffic conditions are proposed to be comparatively higher to existing conditions. According to the IS/MND, the existing 236 room motel at full capacity generates approximately 1,258 daily trips, which include approximately 66 a.m. peak hour trips and approximately 118 p.m. peak hour trips. The proposed 224-unit apartment project forecasts approximately 1,490 daily trips, which include approximately 114 a.m. peak hour trips and approximately 139 p.m. peak hour trips. This is an increase of 232 additional daily trips, including 48 additional a.m. peak hour trips and an additional 21 p.m. peak hour trips. The City of Costa Mesa considers a significant traffic impact when project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (Level of Service A, B, C, or D) to deficient operation (LOS E or F). Currently the Harbor Boulevard/Harbor Center intersection is operating at LOS A during both the a.m. peak hour and p.m. peak hour, and is forecast to continue to operate at LOS A during both peak hours with the addition of project trips. The Harbor Boulevard/Wilson Street intersection is operating at LOS A during the a.m. peak hour and LOS B during p.m. peak hour. This intersection is forecast to continue to operate at LOS A during the a.m. peak hour, and LOS B during p.m. peak hour with the proposed project. Therefore, the two key study intersections would continue to operate under acceptable LOS for both a.m. and p.m. hours.

Zoning Code Amendment CO-14-02

- The Code Amendment is consistent with the PDR-HD zoning district, as amended per GP-14-04 and R-14-04. The applicant is seeking a proposed base density of 40 du/acre (166 units), with a density incentive for an additional 58

dwelling units to be justified by (a) provision of 20 affordable units for moderate-income households and (b) complete demolition of the Costa Mesa Motor Inn (236 motel rooms), and redevelopment to an upscale apartment building with security, structured parking, and significant amenities. Once established, the site specific density and building height for the five-level parking structure will be reflected in the Zoning Code.

Note: The City is currently undergoing a General Plan Update, which has highlighted strategic locations along Harbor Boulevard and Newport Boulevard to allow new high-density residential uses of up to 40 du/acre. The proposed "Residential Incentive Overlay Zone" includes the Costa Mesa Motor Inn property.

Master Plan PA-14-27

- The project features quality construction and materials and meets broader goals of the General Plan and Zoning Code.

GOAL CD-6 Enhance opportunities for new development and redevelopment to contribute to a positive visual image for the City of Costa Mesa.

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

As noted earlier, the building design and roof elements reflect a modern style, i.e., characterized by simplified square and rectangular building forms with a variety of flat planes, projections, and recesses. The exterior consists of alternating white smooth stucco finish, limestone finish, metal finish, and clear glass windows. Additional accents include metal finish balcony rails, welded wire mesh grid systems that support the growth of landscape vines, and woven metal wire cloth used for screening the 5-level parking structure. The developer will also be required to replace the existing block wall and razor wire fence along the westerly and southerly property line with a decorative 6-foot block wall.



Landscaping throughout the proposed project will include drought tolerant landscape materials. The landscaping will be planted using the practice of hydrozoning, or grouping of plants with similar water requirements. Irrigation will be provided using water efficient irrigation equipment, including matched precipitation heads, drip lines, separate valves for turf and ground cover areas, and rain shut-off devices.

Conditions confirming these improvements are provided and include the following:

CONDITION OF APPROVAL No. 6: No modification(s) of the approved building elevations including, but not limited to, changes that increase the building height, removal of building articulation, or a change of the finish material(s), shall be made during construction without prior Planning Division written approval. These include fiber reinforced cement siding, limestone finishes, metalwork accents, and woven metal wire cloth.

CONDITION OF APPROVAL No. 16: Prior to final inspection, the applicant shall demolish existing block wall with razor fencing along the south and west property lines, as well as any existing wall/fencing along the neighboring commercial property abutting the northeasterly portion of the development lot, and replace with a 6-foot high decorative block wall under the direction of Planning staff. Metal fencing is permitted along the north and east perimeter of development lot abutting the existing bike trail and Harbor Boulevard only.

- The proposal provides on-site amenities comparable with quality residential projects of this size and density. The proposed project is designed as a high-quality luxury apartment development with multiple



amenities. The proposed residential amenities include a two-story fitness center gym and recreation room, business center and computer library center, internet café, multi-purpose room with surround sound theater, and indoor/outdoor lounge and fireplace.



Outside the gym is an enclosed 1,144 square feet courtyard with a pool, spa and two 64 square-foot cabanas. Beyond, and to the north of the pool and spa courtyard, is a passive dry creek linear park. The dry creek linear park is located along the 20-foot wide setback running along the northern and western property line. This linear park includes a dry creek bed of rock, boulders, and gravel as the thematic element of the park. The park will provide a

variety of features, including a 4-foot decomposed granite pathway for walking, benches along the pathway for sitting, exercise stations, and dog waste stations for dog-walkers. These features are located all within a natural landscape of native and drought tolerant trees, shrubs and grasses. The dry creek will also function as part of the stormwater treatment system for the project. In addition, filtration planters will be located throughout the project site along the building to treat rainwater from the roof above before discharge into the stormwater system.



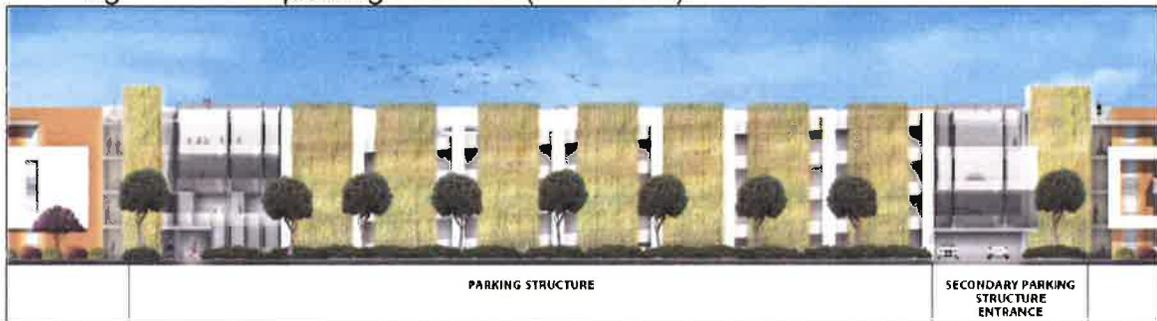
In addition to dry creek linear park and pool/spa courtyard, the proposed project includes four additional open space courtyards. A main entry court is located at the terminus of the long entry driveway. The entry court includes a curvilinear paved roundabout to facilitate vehicular travel, a covered turf area behind bollards, which will also act as a hammerhead turnaround for emergency vehicles, a dog run, and decorative hardscape and landscaping. A second open space courtyard is on the northwestern corner of the property, and includes passive and active amenities, including a yoga deck, BBQ facilities, banquette seating, a firepit, fountains, and dining niches.



A third open space courtyard is located along the southwestern portion of the project site, and contains both active and passive amenities, including paved turf block area behind retractable bollards for active recreation (also to be used as a turnaround area for emergency vehicles), a fountain, wood benches, citrus groves, and other drought tolerant landscaping. A fourth open space courtyard will be provided along the eastern portion of the project site (adjacent to Harbor Boulevard), and provides

passive amenities, including elongated fountain, large trees and grasses along a walkway, and bench seating.

- The proposed project meets the parking requirements per the Zoning Code. The project proposes a new 5-level parking structure containing 503 covered parking spaces. A total of 503 spaces are required per Table 13-85 of the City's residential parking standards, including a ratio of 1.75 cars per 1-bedroom unit (140 units), 2.25 cars per 2-bedroom unit (84 units), and guest parking at a rate of 0.5 spaces per unit for the first 50 units, and 0.25 spaces for each unit above 50 units for the remaining 174 units. The parking structure provides for subterranean parking for a portion of guest spaces, and includes privacy gates for added security. The 5-level structure will be wrapped around on three sides (excluding south elevation) by the proposed apartment building. As discussed earlier, a welded wire mesh grid system that supports the growth of landscape vines, and woven metal wire cloth will be used for screening the 5-level parking structure (see below).



The following condition is proposed to help facilitate how the parking is used:

CONDITION OF APPROVAL No. 5: A parking management plan shall be submitted to the Development Services Director and the Transportation Services Manager prior to final occupancy of the building. The parking management plan shall denote the following:

- a. Method of allocation of assigned parking.
 - b. Method of allocation of assigned parking.
 - c. Location of visitor parking, including appropriate signage.
 - d. Location of employee parking.
 - e. Provide proof of a contract with a towing service to enforce the parking regulations if parking problems arise.
- The project has been designed to be compatible with the surrounding uses in the area. The project has been designed as a self-contained residential community with on-site amenities as discussed above. The architectural style of the building, with its clean modern lines, glass, wood and metal accents, is visually compatible with the architecture of the surrounding commercial area, including the modern style architecture found at Harbor Center.

The appropriate justification can be made for the requested deviations.

- Deviation for building levels/stories would help remediate the project from the strict application of development standards and does not constitute a grant of special privileges inconsistent with other properties in the vicinity. According to the General Plan, structures with a maximum of four stories above grade are permitted in areas south of I-405. The deviation request would allow for a five level parking structure. The structure is considered 5-levels due to allowance of parking on the roof of the parking structure. As shown in the plans (See Attachment 9), the five level parking structure (approx. 50 feet overall height) would not exceed the height of the proposed of a four-story 224-unit residential apartment building (60 feet overall height) that wraps around a five-level parking structure. Although 5 levels high, the parking structure will be lower than the proposed apartment building, and therefore will not be visible above the apartments.

Recently, the City of Costa Mesa approved 125 East Baker Street project (PA-13-11), which allowed for a five-story (63 feet overall height) 240-unit residential apartment building that wraps around a six-level (57 feet overall height) parking structure in the PDR-HD zone. The proposed project is requesting one less “story” and “level”, as well as reduced building height, compared to the 125 East Baker project.

- Deviation for building levels/stories does not create a use, density, or intensity that is not in accordance with the general plan designation for the property. The proposed project proposes a High Density Residential General Plan land use designation, which allows a density up to 20 units per acre. As mentioned, the General Plan allows a maximum of four stories above grade for areas south of I-405. Although 5 levels high, the parking structure will be lower than the proposed apartment building, and therefore will not be visible above the apartments. Therefore, granting the deviation will not allow a use, density, or intensity which is not in accordance with the general plan designation for the property.

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 Mitigated Negative Declaration was made available for a 30-day public review and comment period beginning on September 11, 2015, and remained available for comment until October 10, 2015. The Mitigated Negative Declaration document can be found on the City’s website at the below link:

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

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

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

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

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

PUBLIC NOTICE

Pursuant to Title 13, Section 13-29(d), of the Costa Mesa Municipal Code, three types of public notification have been completed no less than 10 days prior to the date of the public hearing:

1. Mailed notice. A public notice was mailed to all property owners within a 500-foot radius of the project site. The required notice radius is measured from the external boundaries of the property. (See attached Notification Radius Map.)
2. On-site posting. A public notice was posted on each street frontage of the project site.
3. Newspaper publication. A public notice was published once in the Daily Pilot newspaper.

Response to Comments

As of September 29, 2015, there has only been one comment letter regarding the IS/MND, including a letter Mesa Water District. All comments received will be incorporated, where appropriate, as a supplemental memo.

Brief Summary of Significant Environmental Impacts and Mitigation Measures

Under CEQA, a “significant impact” represents a substantial or potentially substantial adverse physical change to the environment. In evaluating specific effects of the project on the environment, the 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, as briefly summarized in the table below:

Summary of Significant Environmental Impacts		
Potentially Significant Environmental Effects	Mitigation Measure Summary (1)	Level of Significance After Mitigation
Air Quality	<ul style="list-style-type: none"> • Maintain equipment during construction • Paint and building coatings to comply with air quality standards 	Less than significant
Hazards and Hazardous Materials	<ul style="list-style-type: none"> • Confirm regulatory status of the Chevron site and provide appropriate documentation to City. 	Less than significant
Noise	<ul style="list-style-type: none"> • Minimize noise impacts during construction 	Less than significant

(1) Refer to the IS/MND document for detailed descriptions of each mitigation measure.

LEGAL REVIEW

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

CONCLUSION

With implementation of the mitigation measures identified in the Mitigated Negative Declaration for the proposed project, all potentially significant impacts have been reduced to less than significant levels. With the implementation of the recommended conditions of approval, the proposed project will be compatible and harmonious with uses that exist within the general neighborhood. The project features quality construction and materials. The proposal provides on-site amenities expected of quality residential developments of this type. The proposed 5-level parking structure will provide for adequate parking spaces required per Table 13-85 of the City's residential parking standards. Therefore, staff recommends that the Planning Commission approve a resolution recommending that the City Council certify the Mitigated Negative Declaration prepared for the project and approval of the project subject to Conditions of Approval and the Mitigation Monitoring and Reporting Program.

ALTERNATIVES

The Planning Commission has the following alternatives:

1. Recommend approval of 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. Recommend denial of 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.



RYAN LOOMIS
Associate Planner



CLAIRE FLYNN, AICP
Asst. Development Services Director

- Attachments:
1. Vicinity Map, Zoning Map and 500' Radius Map
 2. Existing Color Site Photos
 3. Applicant's Project Description
 4. Draft Planning Commission Resolution for General Plan

Amendment and IS/MND

5. Draft Planning Commission Ordinance for Rezone and for Zoning Code Amendment
6. Draft Planning Commission Resolution for Master Plan
7. Public Correspondence/Emails
8. Plans and Color Elevations/Renderings
9. IS/MND (Provided separately) Also Available on the City Website at <http://www.costamesaca.gov/index.aspx?page=151>

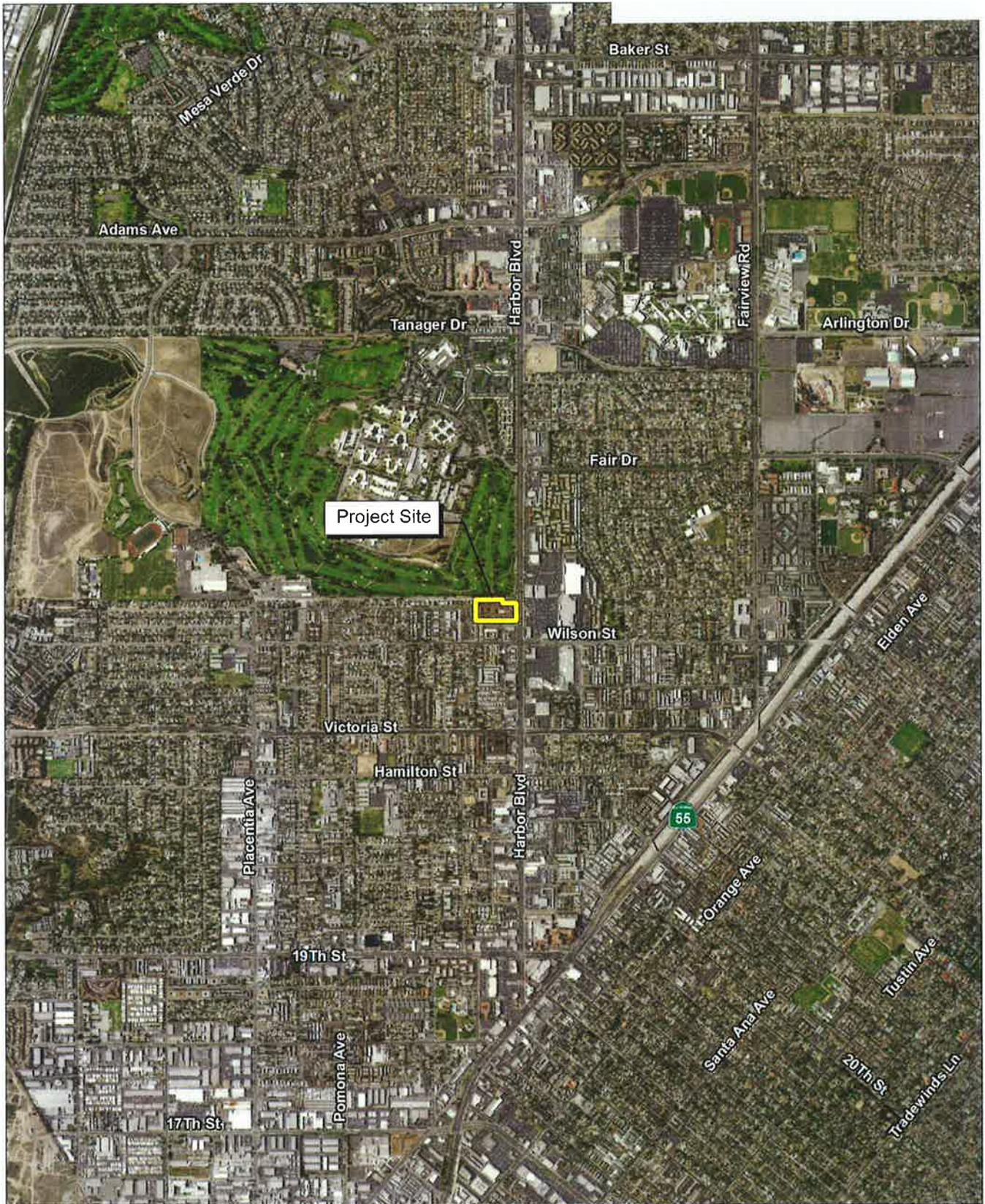
cc:

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

Distribution List – Agencies and Persons Who Provided Comment on the IS/MND

Diamond Star Associates, Inc.
Attn: Don Lamm, Managing Principal
4100 MacArthur Blvd, #330
Newport Beach, CA 92660

Century Quality Management
Attn: Lionel Levy, Chief Operations Officer
4221 Wilshire Blvd., Suite 480
Los Angeles, CA 90010

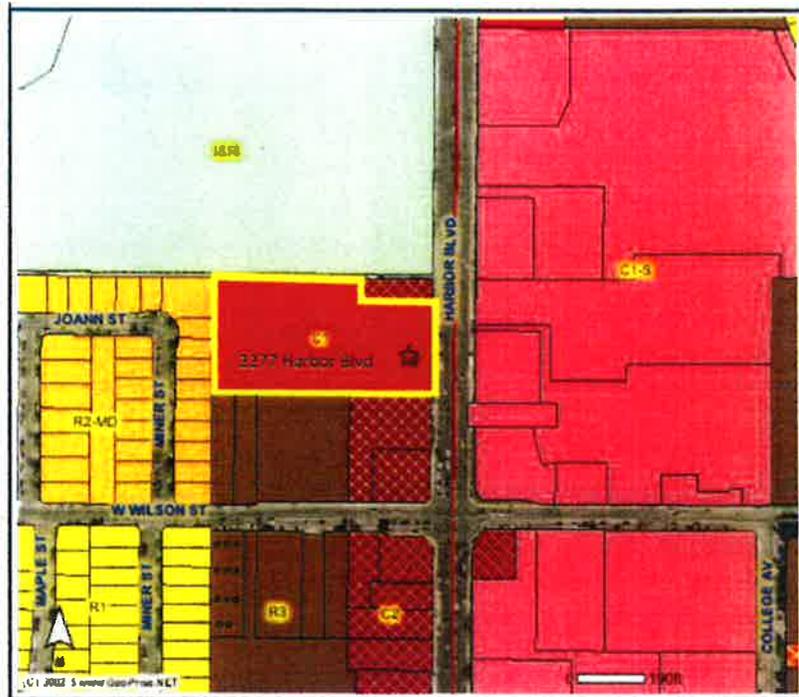


Source: NAIP Aerial Imagery, 2014.

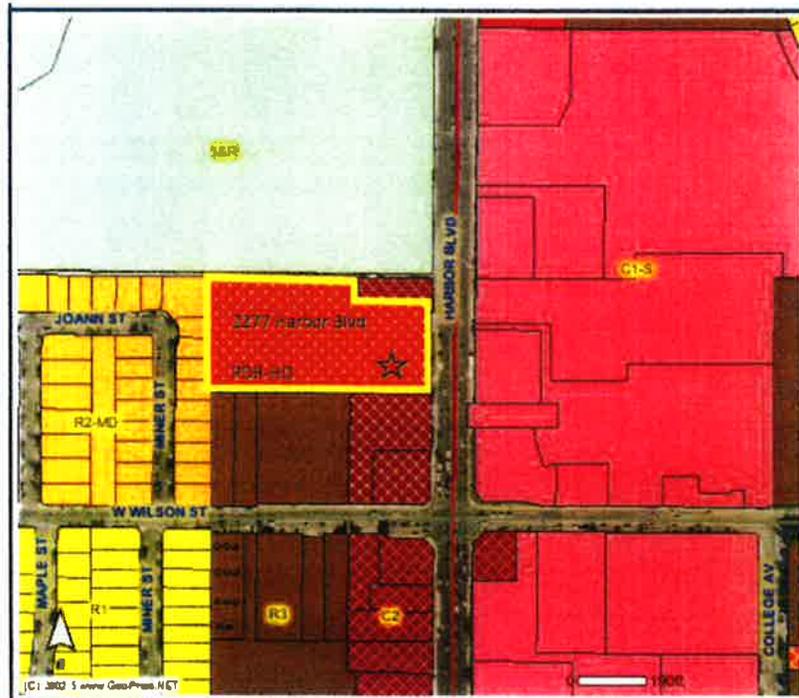


Local Vicinity Map

Existing Zoning Map: Local Business District (C1)



Proposed Zoning Map: Planned Development Residential-High Density (PDR-HD)

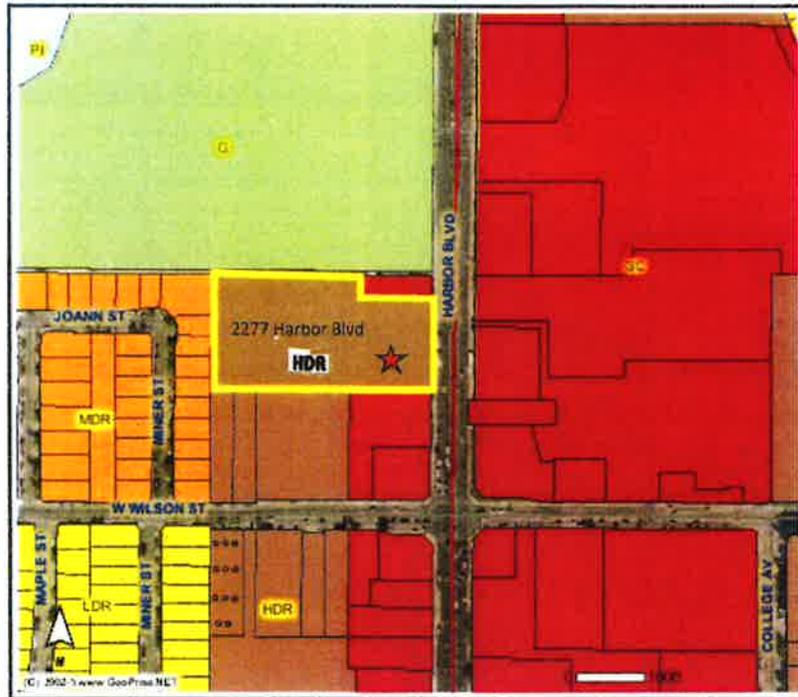


Source: City of Costa Mesa.

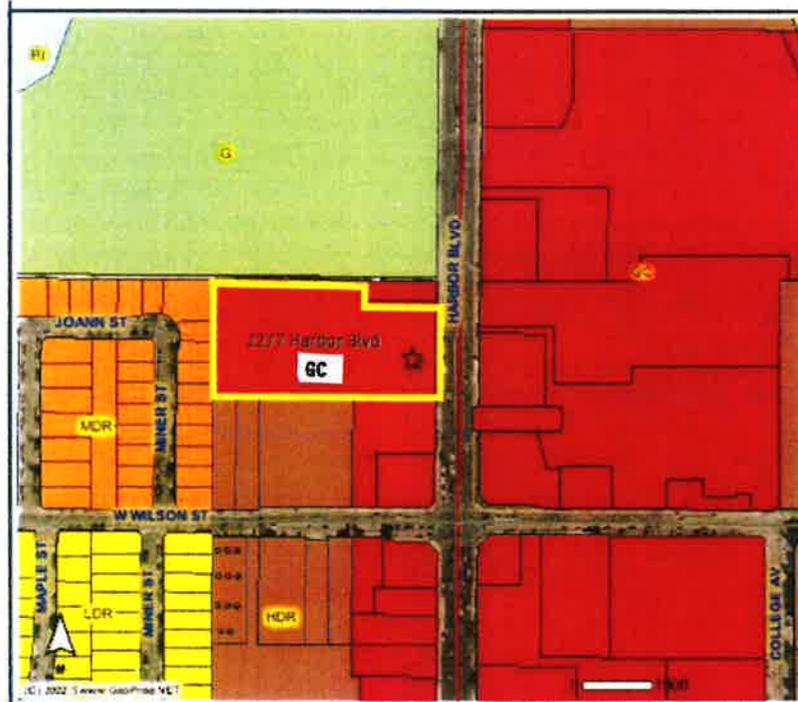


Zoning Map

Proposed General Plan Land Use Map: High Density Residential (HDR)



Existing General Plan Land Use Map: General Commercial (GC)



Source: City of Costa Mesa.



General Plan Land Use Map

CITY OF COSTA MESA • 2277 HARBOR BOULEVARD

LOT A (26) 0.450 AC.

PAR. 4 (27) 10.000 AC.

(15) 1.516 AC.

(121)

PAR. 6 (17) 1.203 AC.

PAR. 7 (18) 0.797 AC.

PAR. 3 (19) 4.648 AC.

PAR. 2 (20) 4.728 AC. 311-10

PAR. 1 (24) 0.284 AC. 12' STORM DRAIN ESM 'T

PAR. 10 (23) 0.423 AC.

PAR. 8 (21) 0.803 AC.

PAR. 9 (22) 0.903 AC.

HARBOR BOULEVARD (FAIRVIEW AVENUE)

WILSON STREET

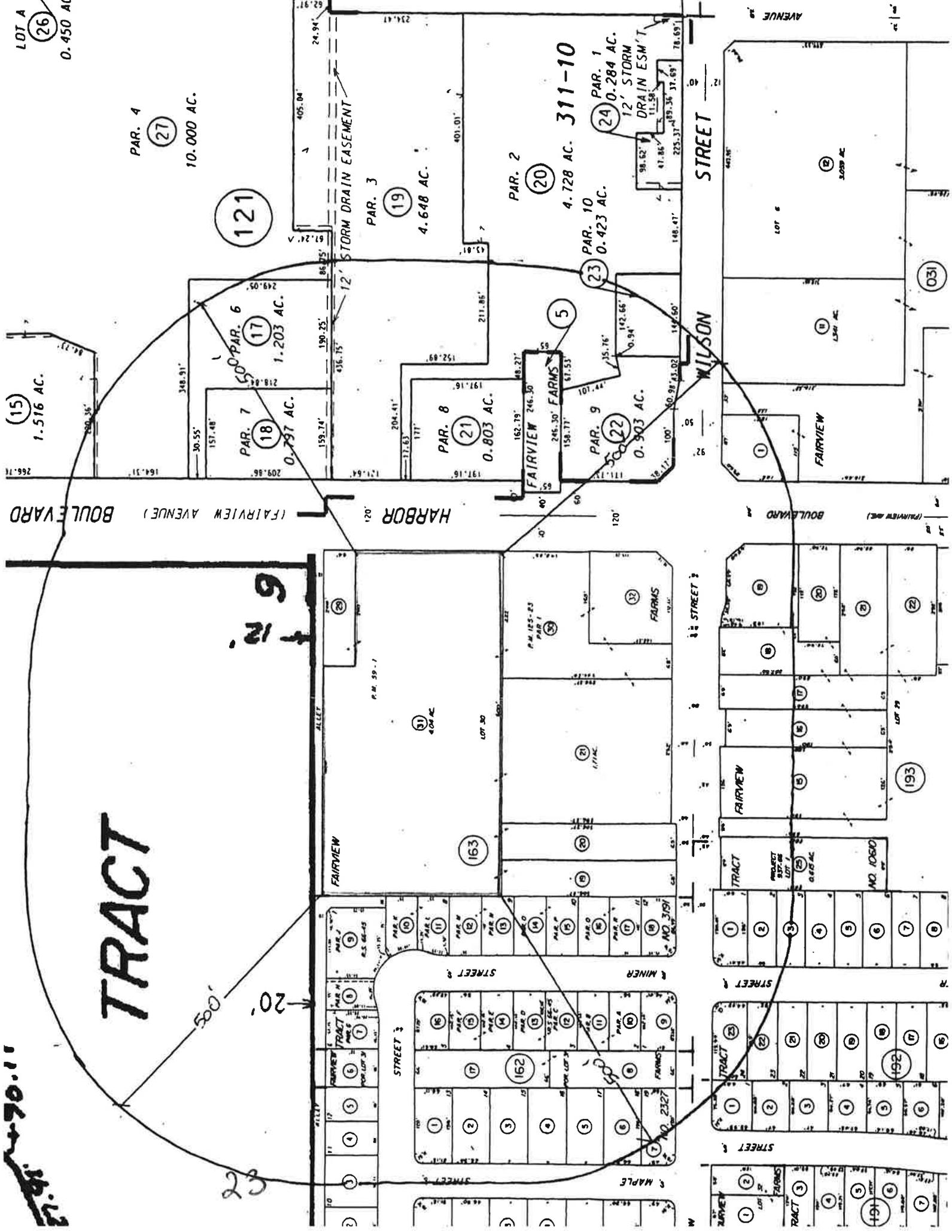
FAIRVIEW BOULEVARD

TRACT

12' 9"

23

12' 9"





 **Costa Mesa**
MOTOR INN

VACANCY

FREE HBO

2
2
7
7

25





NO
SKATEBOARDING
OR
BICYCLES

26



27



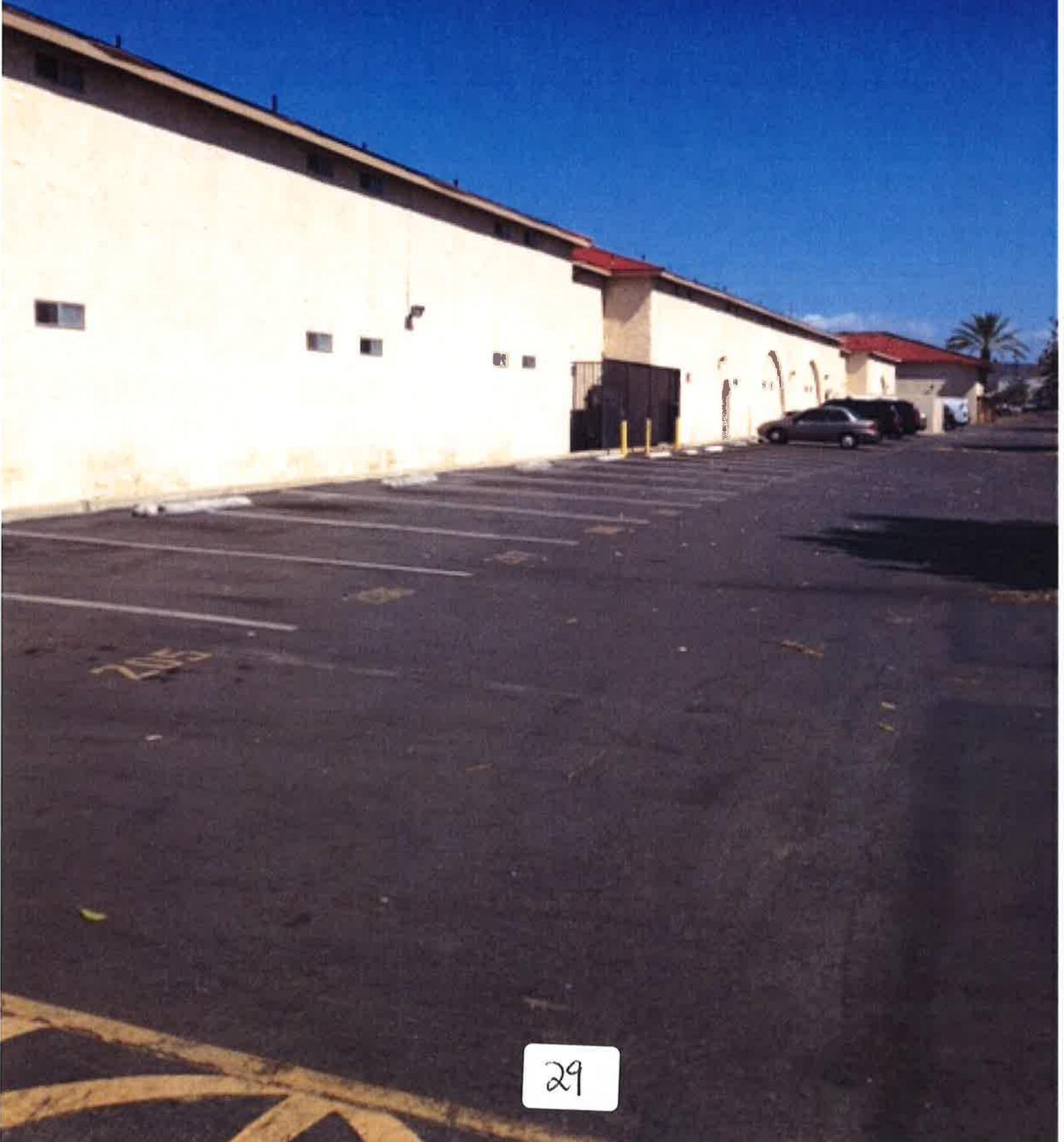
1203

1205

PEPSI

PEPSI

28



29



30



31



32



33



34



35



3b



37

05.19.2015 08:48



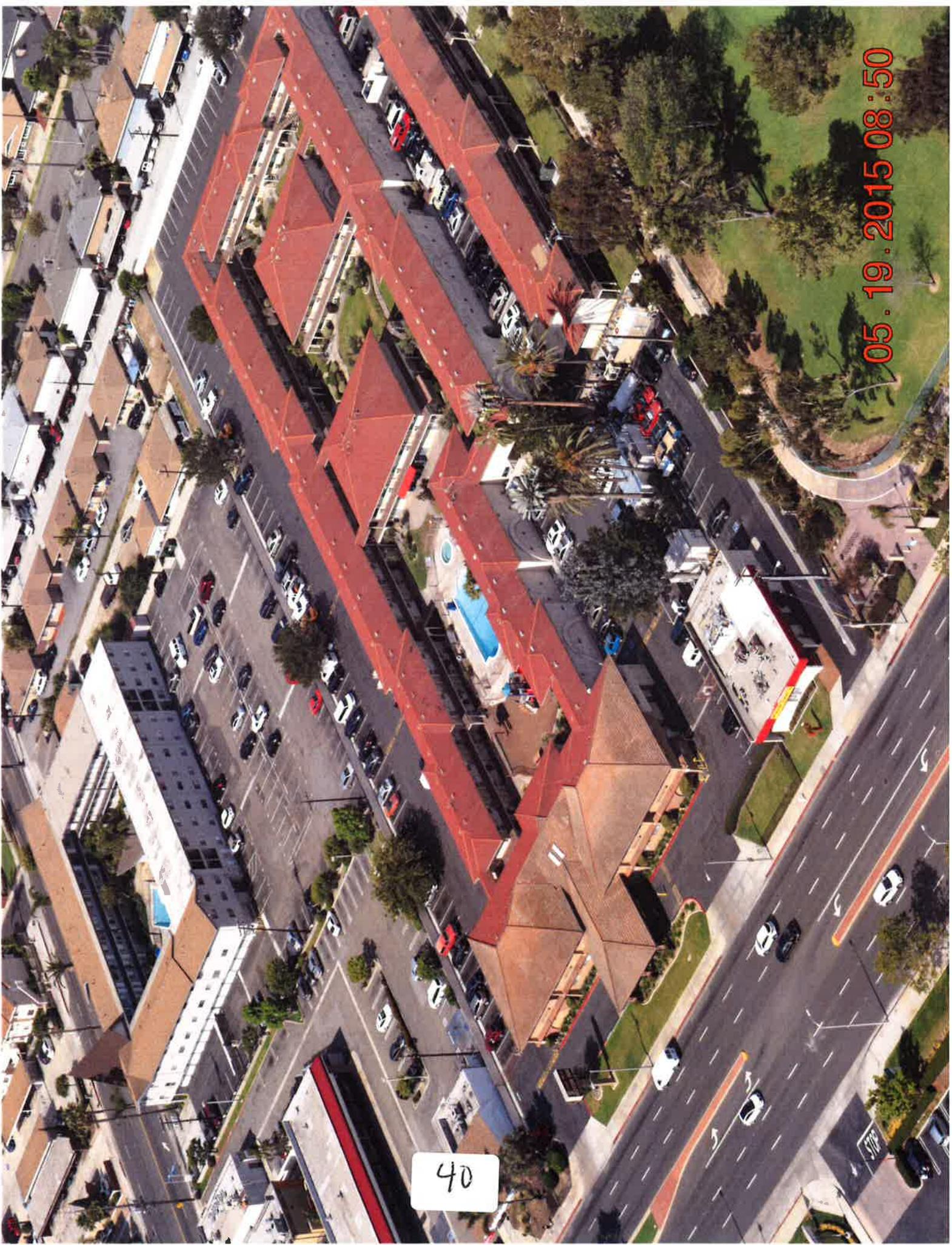
38

05.19.2015 08:50



39

05 19 2015 08:49



40

05.19.2015 08:50



41

05.19.2015 08:50



July 6, 2015

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

**Subject: Costa Mesa Motor Inn- New Apartments
2277 Harbor Boulevard**

Honorable Chairman and Commissioners:

On behalf of the property owner, we are pleased propose replacement of the aging 236 rooms Costa Mesa Motor Inn with a new 224 unit "luxury apartment" building at 2277 Harbor Boulevard. Specifically, the property owner Miracle Mile Properties would be completely demolishing all existing buildings and construct a new building with full security, structured parking, and significant amenities.

While the property is located along the Harbor Blvd. commercial corridor, the four acre site adjoins the Costa Mesa Country Club and City's regional bicycle trail. Secured trail access for residents, sweeping views of the golf course, and pedestrian connectivity to Harbor Center shopping, make this property an excellent candidate for reuse.

The Project:

The project as designed is simply replacing 236 hotel units with 224 apartment units, which would be a mix of primarily one and two bedroom units, with a few three bedrooms. Designed in accordance with the City's apartment standards, tenant and guest parking would comply with the zoning code, structural design standards would be met, and the architecture would be high quality matching modern apartment buildings in coastal Orange County. In summary, the City has not been pleased with the aging hotel, and therefore, has strongly encouraged replacement.

Proposed Amenities:

- Swimming pool and Jacuzzi spa with lounge and fire pit
- Fully landscaped sun decks
- Outdoor kitchen and barbeques
- Freestanding clubhouse
- Fitness center with recreation room and gym

- Business and computer center
- Internet Wi-Fi café
- Indoor lounge with fireplace
- Surround sound theater and media room
- Resident concierge service
- Washer and dryer in every unit
- Bicycle storage area
- Gated access to the Costa Mesa Country Club regional bicycle trail and Fairview Regional Park

Existing General Plan and Zoning:

The property is commercially zoned reflecting the early days of Harbor Boulevard’s dominance as a retail corridor. Before the I-405 freeway and South Coast Plaza were opened, Harbor and Newport Boulevards were the primary north-south routes to the coast. To attract tourism, a considerable number of “motels” were built along Newport and Harbor Boulevards. Prior to the SR-55 freeway’s construction, that corridor was once the “Red Car” rail corridor to Balboa Peninsula.

The Costa Mesa Motor Inn was originally a “motel” which is specifically different than a “hotel”. Motels were created as lower priced short-stay accommodations for automobile travelers, with parking adjacent to their rooms. “Hotels” have now replaced “motels” with a greater focus on business travelers, higher levels of amenities, and upscale décor.

Market Demand Study:

To identify the apartment “market demand”, property ownership retained the services of Annie Gerard, Principal of APT Market Research, who prepared a comprehensive study to identify the mix of apartment sizes, total number, and probable rents which could be economically supported on the Harbor Boulevard corridor. Her research focused on local housing demand, competing properties, and economic viability for projected rent rates. In summary, APT Market Research ranks the property very high for its excellent proximity to retail stores, employment, higher education, public transportation, view, and desirability to attract future tenants.

As stated in the Study, Costa Mesa’s apartment “occupancy citywide in 3Q 2013 was 95.3% with the majority of existing apartment stock being pre-1980 construction. The new trend in Orange County apartment construction is at densities greater than 45 units per acre. In fact, the medium density of brand new and under construction apartment projects in Orange County is 61 units per acre.” As such, a replacement apartment complex at 224 units would bring an infusion of approximately 300 replacement residents with anticipated annual household incomes of \$48,000+.

Proposed General Plan Amendment-Zoning- Apartment Building:

While the commercial General Plan land use designation and zoning allow motels/hotels, neither allows apartments. But, in the past, 41% of Costa Mesa Motor Inn rooms were approved for “extended-stay occupancy” which exceeded 30 days. Therefore, our City Council General Plan screening request was for a “site specific”

General Plan amendment to “High Density Residential- 60 units per acre”, and a zone change to “Planned Development Residential-High Density- 60 units per acre.” While that density is greater than allowed in the R-3 zone, this location would not adversely impact neighboring residential properties.

Subsequent to the City Council General Plan screening, the property owner submits this application for a total of 224 apartments to replace 236 hotel units. The specific request is as follows:

- **40 dwelling units per acre x 4.1505 acres = 166 units**
- **35% “density bonus” comprised of:**
 - **20 moderate income restricted affordable units**
 - **38 market rate units**
- **Total units = 224**

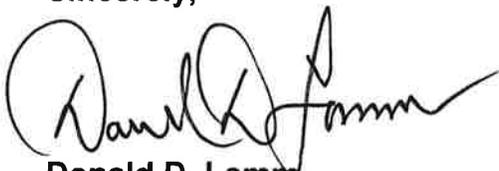
Would 224 apartments have impacts on the community?

- **These apartments would be larger than hotel rooms and have a stable population with less transient occupancy.**
- **Fewer calls for service by Costa Mesa Police and Fire services.**
- **Increased customer trade in neighboring retail shopping centers.**
- **The provision of clean, new, fully secured housing to serve increasing student needs at Orange Coast College and Vanguard University.**
- **More housing as dictated by the State of California and implemented through the City’s Housing Element.**

Conclusion:

We realize the Costa Mesa Motor Inn is functionally obsolete, the structure is over 40 years old, and both the community and property owner would mutually benefit from the Commission and Council’s approvals. On behalf of the property owner, we would appreciate your favorable consideration of this proposal to build a new apartment complex to replace the Costa Mesa Motor Inn.

Sincerely,



**Donald D. Lamm
Managing Principal; and,
Authorized Agent for
Miracle Mile Properties**

Costa Mesa Luxury Apartments

2277 Harbor Blvd., Costa Mesa, CA 92626

Miracle Mile Properties, Owner

PLANNING APPLICATION PROJECT DESCRIPTION

Site Area: 4.1505 acres

Project Description: Demolish existing 236 units Costa Mesa Motor Inn hotel and replace with a new 4 story apartment building consisting of 224 apartment units with an interior multi-level parking structure and high quality amenities.

This comprehensive application includes the following requests:

- **General Plan Amendment:**
A site specific amendment to the City's General Plan-Land Use Element changing the property's current designation of General Commercial to "High Density Residential." In addition to amending the Land Use Element, text amendments may be needed to the General Plan reflecting a site specific base density of 40 dwelling units per acre.
- **Zoning Code Amendment:**
If needed, an ordinance to amend the City's Municipal Code, Title 13 "Zoning Code", for a site specific base density of 40 dwelling units per acre and a site specific zone designation of "Planned Development Residential-High Density."
- **Rezone:**
Change the property's zoning from C1 "Local Business District" to PDR-HD "Planned Development Residential-High Density", with a site specific base density of 40 dwelling units per acre.
- **Create a Costa Mesa Density Bonus Program:**
Approval of a 35% increase in the base density of 40 dwelling units per acre, through approval of a "Costa Mesa Density Bonus Program" agreement between the City and property ownership, with 35% of the bonus units reserved for "moderate income qualifying" tenants:
 - 40 du/a x 4.1505 acres = 166 base units
 - 35% "density bonus" comprised of:
 - 20 "moderate income qualifying" affordable units
 - 38 market rate units
 - Total apartment units = 224
- **Master Plan- Planning Action:**
Approval of a "master development plan" allowing construction of 224 apartment units, in a 4 story building, which would comply with the "Planned Development Residential- High Density" zone development standards.

Why grant a density bonus for this project?

In this instance, the City seeks major renovation or complete demolition of the existing Costa Mesa Motor Inn. Having become functionally obsolete and over 40 years old, the demand is now declining for nightly transient hotel rooms. Few tourists choose to stay in the Costa Mesa Motor Inn while vacationing in the area, so the majority of short-term occupancy is based on temporary employment in the area, those between employment, one semester students at Orange Coast College, or retired individuals not wishing to pay apartment rents but seek linen laundry services.

Summary of proposal:

- 40 du x 4.1505 acres = 166 base units
- 35% increase in the base density of 40 dwelling units per acre through approval of a "Costa Mesa Density Bonus Program" agreement, with 35% of the bonus units reserved for "moderate income qualifying" tenants.
- 35% "density bonus" comprised of:
 - 20 "moderate income qualifying" affordable units
 - 38 market rate units
- Total apartment units = 224

Hotel room rates are not necessarily "affordable" as some people may believe. At \$250 weekly or \$1,000+ monthly for a small studio room with bathroom, on a cost per square foot basis for a 350-400 sf hotel room a 900sf two bedroom apartment would cost \$2,250. In fact, the new replacement apartments should cost less per square foot to rent than a 40 year old hotel room. However, what makes the hotel "affordable" to the transient population is not requiring annual leases, good credit, first month's rent, and a security deposit.

So why grant the density bonus? A density bonus incentive makes this project financially feasible. Basically, there is not any motivation for the property owner to completely discard an income generating hotel unless greater income can be derived after new apartment construction. To build a new four story building with 224 apartments will be expensive, but it requires the income from 224 apartments to justify demolishing the hotel, losing hotel income for a year, building the new building and paying debt service on that new construction loan, and needing two years to fully lease up the new building.

The property owner is not seeking any government financial assistance such as that received by nearly every affordable housing project built in Orange County. Affordable housing is built based on government financial assistance (subsidies) and usually requires a non-profit owner/sponsor status for qualification. The United States Department of Housing and Urban Development (HUD) for years issued grants for affordable housing projects (Bethel Towers for example is a 100% affordable project underwritten by HUD and owned by a non-profit church foundation). Today, HUD grants are minimal and difficult to obtain, California abolished redevelopment affordable housing funding in 2011, so Costa Mesa does not have any financial ability to subsidize affordable housing on this property. But, the owner is at least proposing 20 affordable

Costa Mesa Luxury Apartments

2277 Harbor Blvd., Costa Mesa, CA 92626

Miracle Mile Properties, Owner

COSTA MESA DENSITY BONUS PROGRAM

Proposal- Create a Costa Mesa Density Bonus Program

The State of California requires cities to grant increases in residential development density (bonuses) in return for provision of affordable rental housing. This law, Government Code Section 65915, has been in effect for decades requiring cities to provide incentives in return for construction of affordable housing. While the law has been amended several times, and in 2004 by SB 1818, the law is essentially the same over the years.

In return for building apartments rented at monthly rates affordable to those qualifying as moderate, low, or very low incomes, the City must grant bonuses in density up to a maximum of 35% "and" grant concessions in development standards such as reductions in required parking. The parking reduction found in AB 1818 limits a city to requiring only one parking space for a one bedroom apartment, two spaces for a two bedroom including guest or other open parking, tandem spaces are permitted, and parking does not need to be in a carport or garage. Therefore, a city cannot prohibit tandem parking spaces or require any parking in excess of the State standard.

The Costa Mesa Luxury Apartment project "DOES NOT" seek any concessions in development standards required by Costa Mesa. All zoning code parking requirements would be met, without any parking variance, and tandem parking spaces are not proposed. Additionally, this project proposes high-end amenities for recreation, personal laundry washers and dryers in every apartment, and fully secured/covered parking in the parking garage structure. While some "moderate rent" affordable units are being proposed, this project is planned to be high quality and not low budget construction to offset the cost to provide a significant number of below market rent apartments.

What is the Costa Mesa "Density Bonus Program" proposal? While State law "mandates" you grant a density bonus in return for affordable housing, State law does not preclude you from granting bonuses based on the City's own criteria if concessions are not being sought. Specifically, since this applicant is not seeking any concessions, and therefore, the City is not mandated to grant a density bonus, the City "may" still grant a density bonus on a site specific basis if Council believes the density bonus benefits the community.

units in exchange for an overall density similar to most other large apartment projects in Costa Mesa which do not include affordable units. However, the most significant reason to grant the density bonus is to facilitate complete demolition of this hotel and replace with a high quality apartment project. There needs to be an incentive for the property owner to justify doing this, and that incentive is approving 224 apartments to replace 236 hotel rooms.

Therefore, the property owner respectfully seeks City Council unanimous support to approve this project at no cost to the taxpayers. The City will increase its supply of "quality" rental housing which is needed in this "jobs rich" city, public safety will appreciate the permanent reduction in calls for service, Harbor Center shopping center will appreciate 300+ stable residents with spendable income, and overall, the new building should be an architectural improvement along Harbor Blvd.

RESOLUTION NO. PC-15-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA RECOMMENDING THAT THE CITY COUNCIL (1) ADOPT THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION, (2) ADOPT GENERAL PLAN AMENDMENT GP-14-04 FOR THE 224-UNIT RESIDENTIAL PROJECT LOCATED AT 2277 HARBOR BLVD (STATE CLEARINGHOUSE NUMBER 2015091026)

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

WHEREAS, an application was filed by Diamond Star Associates, Inc., on behalf of owner of real properties located at 2277 Harbor Boulevard, requesting approval of the following:

1. **Initial Study/Mitigated Negative Declaration (ISMND) (State Clearinghouse #2015091026).** Certification of the Initial Study - Mitigated Negative Declaration (IS-MND) for the project.
2. **General Plan Amendment GP-14-04.** Change the land use designation from General Commercial to High Density Residential. Per the applicant's request, the proposed base density is 166 units (40 du/acre) with a density incentive for an additional 58 dwelling units to be justified by (a) Provision of 20 affordable units for moderate-income households and (b) Complete demolition of the Costa Mesa Motor Inn. Therefore, for the 4.15-acre project site the General Plan Amendment would specify an overall site-specific density of 54 du/acre for the proposed 224-unit apartment complex and a site-specific building height for the 5-level parking structure.
3. **Rezone R-14-04.** A rezone to change the zoning classification from C1 (Local Business District) to PDR-HD (Planned Development Residential – High Density).
4. **Zoning Code Amendment CO-14-02.** A zoning ordinance to amend Costa Mesa Municipal Code Title 13 to make specific references to the parcel, where appropriate, including the site-specific height and density for the development site in the PDR-HD zone and any other related changes. The proposed 224-unit project would require an amendment to Table 13 58 (Planned Development

Standards) to allow a site-specific density of 54 dwelling units per acre for this project.

5. **Planning Application PA-14-27.** A Master Plan application for the 224-unit apartment project.

WHEREAS, the City Council of the City of Costa Mesa adopted the 2000 General Plan on January 22, 2002;

WHEREAS, the General Plan is a long-range, comprehensive document that serves as a guide for the orderly development of Costa Mesa;

WHEREAS, by its very nature, the General Plan needs to be updated and refined to account for current and future community needs;

WHEREAS, an amendment to the General Plan Land Use Element is proposed to allow for an overall site-specific density of 54 du/acre for the proposed 224-unit apartment complex (83 units as allowed in the High Density Residential Land Use designation; 224 units proposed);

WHEREAS, text amendment(s) to the City's General Plan to reflect a site-specific density of 54 dwelling units per acre, and a site-specific height of four stories and five levels is proposed for the project site.

WHEREAS, the General Plan Amendment involves an amendment to the Land Use Map of the City of Costa Mesa (Exhibit A) and a text amendment to the Land Use Element of the City's General Plan (Exhibit B);

WHEREAS, approval of the project is pending adoption of Ordinance No. 15-__ for Rezone R-14-04;

WHEREAS, approval of the project is pending adoption of Ordinance No. 15-__ for Code Amendment CO-14-02;

WHEREAS, duly noticed public hearings were held by the Planning Commission on October 12, 2015 with all persons provided an opportunity to speak for and against the proposed project;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), the Initial Study/Mitigated Negative Declaration (IS/MND) was circulated from September 11, 2015 to October 10, 2015 for public review and comment.

WHEREAS, the Initial Study/Mitigated Negative Declaration (IS/MND) was prepared and identified potentially significant impacts related to air quality, hazards and hazardous materials, and noise;

WHEREAS, the IS/MND identified appropriate measures that will mitigate the identified impacts to a level that is less than significant;

WHEREAS the Planning Commission hereby recommends that the City Council find that proposed residential project will not have a significant negative impact on the environment with the incorporation of the mitigation measures identified in the IS/MND;

WHEREAS, the Planning Commission recommends approval of the General Plan Amendment, Code Amendment, and Planning Application and by separate resolution;

BE IT RESOLVED that, based on the evidence in the record, the Planning Commission hereby **RECOMMENDS CITY COUNCIL APPROVAL of the Initial Study/Mitigated Negative Declaration and ADOPTION** of General Plan Amendment GPA-14-04 which amends the General Plan Land Use Map as set forth in Exhibit "A" and Land Use Element as set forth in Exhibit "B", attached to this resolution with respect to the property described above.

PASSED AND ADOPTED this 12th day of October, 2015.

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

EXHIBIT "A"

Map Amendment to the Land Use Map

Change the land use designation of the 4.15-acre development site at 2277 Harbor Blvd from General Commercial (GC) to High Density Residential (HDR)

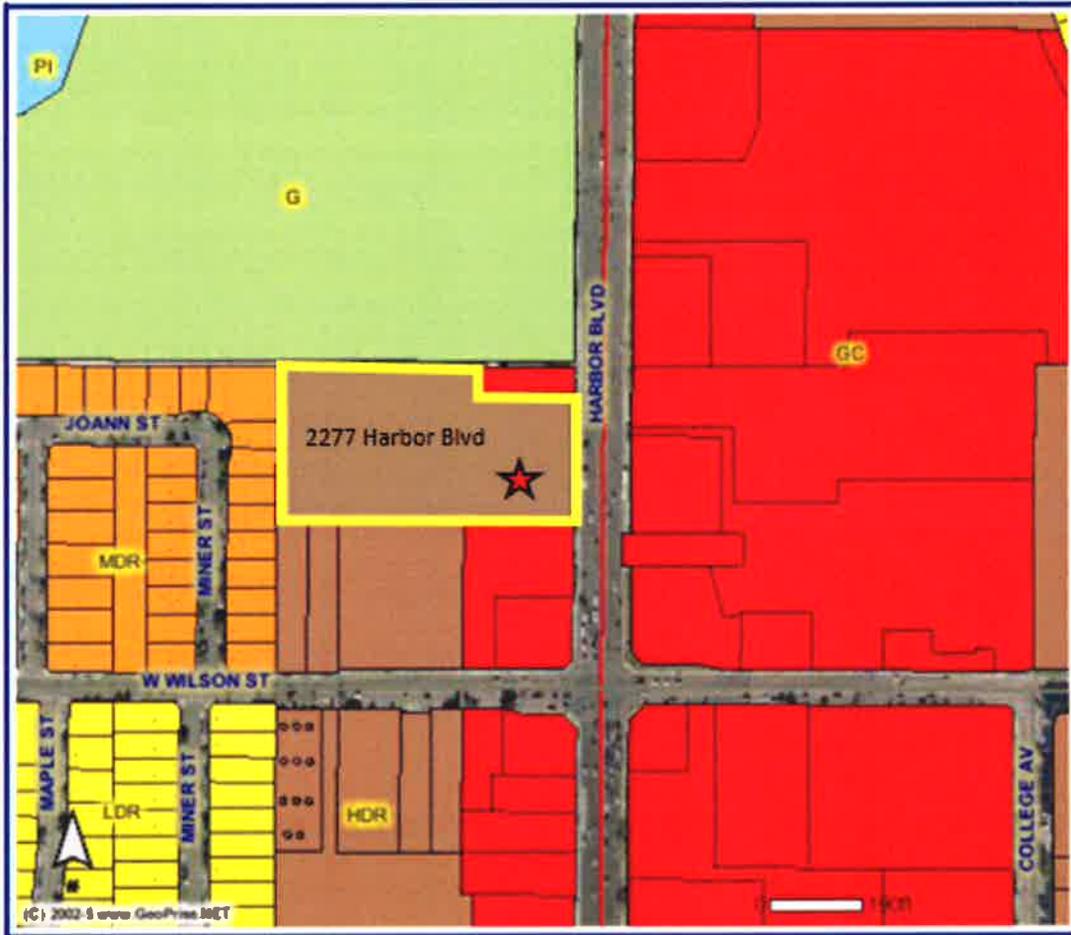


EXHIBIT "B"

Text Amendment to Land Use Element

The proposed General Plan Amendment GP-14-04 would amend the following sections of the Land Use Element as underlined and italicized below:

LAND USE DESIGNATIONS

High-Density Residential

In 2015, General Plan Amendment GP-14-04 was approved; it consisted of a site-specific residential density increase for a 4.15-acre site at 2277 Harbor Boulevard. The maximum density allowed is 54 units/acre, which allows a maximum of 224 dwelling units.

Building Height

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

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

Policy LU-1C.2 Limit building height to four stories above grade south of the I-405 Freeway, except for special purpose housing, such as elderly, affordable, or student housing. An exception is for the Newport Plaza property at 1901 Newport Boulevard where a six-level parking structure is allowed, the property at 125 East Baker Street where a five-story, 240-unit apartment building and six-story parking structure are allowed, and the property at 2277 Harbor Boulevard where a four-story, 224-unit apartment building and five-level parking structure are allowed (GP-14-04).

TABLE LU-1: LAND USE DESIGNATIONS (2005)

Land Use Designation	Residential Density DU/Acre*	Floor Area Ratio	Acres Developed	Acres Undeveloped (1999)	Total Acres	% of City
Low-Density Residential	≤8	Same as Neighborhood Commercial	2,143.4	1.8	2,145.2	26.6%
Medium-Density Residential ^{1,6}	≤12	Same as Neighborhood Commercial	777.3	30.7	808.0	10.0%
High-Density Residential ^{1,6}	≤20 ²	Same as Neighborhood Commercial	824.1	42.0 46.2	866.1 870.3	10.7% 10.8%
Commercial-Residential	≤17.4	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic	42.6	0.9	43.5	0.5%
Neighborhood Commercial ⁶	-	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic	42.4	2.5	44.9	0.6%
General Commercial ⁶	≤20	0.20/High Traffic 0.30/Moderate Traffic 0.40 Low Traffic 0.75/Very Low Traffic	605.1 600.9	20.8	625.9 621.7	7.7%
Commercial Center ⁶	≤20 ≤40 site-specific density for 1901 Newport Blvd ³	0.25/High Traffic 0.35/Moderate Traffic 0.45 Low Traffic 0.75/Very Low Traffic 0.70 Site-Specific FAR for 1901 Newport Blvd ³	29.4	63.3	92.7	1.1%
Regional Commercial	≤20	0.652/0.89 ⁴	114.7	0.0	114.7	1.4%
Urban Center Commercial	≤20 ⁵ ≤100 Site-Specific Density for South Coast Metro Center ⁶	0.50 Retail 0.60 Office 0.79 Site-Specific FAR for South Coast Metro Center ⁵	134.2	26.2	160.4	2.0%
Cultural Arts Center	Varies ⁷	1.77 ⁷	49.0	5.0	54.0	0.7%
Industrial Park	≤20	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic 0.75/Very Low Traffic	696.5	17.7	714.2	8.8%
Light Industry ⁰	≤20	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic	375.5	6.6	382.1	4.7%
Public/Institutional	-	0.25	1,281.3	0.5	1,281.8	15.9%
Golf Course	-	<0.01	560.1	0.0	560.1	6.9%
Fairgrounds	-	<0.10	146.4	0.0	146.4	1.8%
Total			7,822.0	218.0	8,040.0	100.0%

1. Within the Medium- and High-Density Residential designation, existing residential units legally built in excess of the dwelling units per acre standard may be rebuilt at the same higher density subject to other zoning code standards. The allowable density or number of units to be redeveloped would be limited to the 1990 General Plan density with a 25% incentive bonus for Medium-Density or a 50% Incentive bonus for High-Density; or the existing number of units, whichever is less. 2. See High-Density Residential text regarding areas in North Costa Mesa where the density allowance exceeds 20 units per acre. 3. See Commercial Center text. 4. See Regional Commercial text. 5. See Urban Center Commercial text. 6. See text for Mixed-Use Development provisions. 7. See Cultural Arts Center text for additional discussion.

RESOLUTION NO. PC-15-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF COSTA MESA: (1) APPROVE AND GIVE FIRST READING TO REZONE ORDINANCE R-14-04 AND (2) ADOPT ZONING CODE AMENDMENT CO-14-02 TO AMEND COSTA MESA MUNICIPAL CODE TITLE 13 FOR A SITE-SPECIFIC DENSITY OF 54 DWELLING UNITS PER ACRE AND SITE SPECIFIC BUILDING HEIGHT FOR THE 2277 HARBOR BOULEVARD APARTMENT PROJECT.

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

WHEREAS, The proposed project is a four-story, 224-unit apartment complex (60-foot maximum height proposed) at a density of 54 dwelling units (du's) per acre with a five-level parking structure (50-foot maximum height proposed) with 503 parking spaces, along with the following specific entitlements: the following:

1. **Initial Study/Mitigated Negative Declaration (ISMND) (State Clearinghouse #2015091026).** Certification of the Initial Study - Mitigated Negative Declaration (IS-MND) for the project.
2. **General Plan Amendment GP-14-04.** Change the land use designation from General Commercial to High Density Residential. Per the applicant's request, the proposed base density is 166 units (40 du/acre) with a density incentive for an additional 58 dwelling units to be justified by (a) Provision of 20 affordable units for moderate-income households and (b) Complete demolition of the Costa Mesa Motor Inn. Therefore, for the 4.15-acre project site the General Plan Amendment would specify an overall site-specific density of 54 du/acre for the proposed 224-unit apartment complex and a site-specific building height for the 5-level parking structure.
3. **Rezone R-14-04.** A rezone to change the zoning classification from C1 (Local Business District) to PDR-HD (Planned Development Residential – High Density).
4. **Zoning Code Amendment CO-14-02.** A zoning ordinance to amend Costa Mesa Municipal Code Title 13 to make specific references to the parcel, where appropriate, including the site-specific height and density for the development

site in the PDR-HD zone and any other related changes. The proposed 224-unit project would require an amendment to Table 13 58 (Planned Development Standards) to allow a site-specific density of 54 dwelling units per acre for this project.

5. **Planning Application PA-14-27.** A Master Plan application for the 224-unit apartment project.

WHEREAS, Rezone R-14-04 will amend the zoning district from C1 (Local Business District) to PDR-HD (Planned Development Residential, High Density);

WHEREAS, a site specific amendment to the Zoning Code is proposed for a site-specific density of 54 dwelling units per acre and a site-specific height of four stories/5 levels for the development of the project as described above.

WHEREAS, a duly noticed public hearing was held by the Planning Commission on October 12, 2015, with all persons having the opportunity to speak and be heard for and against the proposal.

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), the Initial Study/Mitigated Negative Declaration (IS/MND) was circulated from September 11, 2015 to October 10, 2015 for public review and comment;

WHEREAS, the Initial Study/Mitigated Negative Declaration (IS/MND) was prepared and identified potentially significant impacts related to air quality, hazards and hazardous materials, and noise;

WHEREAS, the IS/MND identified appropriate measures that will mitigate the identified impacts to a level that is less than significant;

WHEREAS the Costa Mesa Planning Commission hereby recommends that the City Council find that proposed residential project will not have a significant negative impact on the environment with the incorporation of the mitigation measures identified in the IS/MND;

WHEREAS, the Planning Commission recommended that City Council approve General Plan Amendment GP-14-04 and Master Plan PA-14-27, by separate resolutions;

BE IT RESOLVED that, based on the evidence in the record, the Planning Commission hereby **RECOMMENDS THAT THE CITY COUNCIL APPROVE AND GIVE FIRST READING TO REZONE R-14-04 (EXHIBIT 1) ADOPT CO-14-02**

(EXHIBIT 2) which amends the Zoning Code with respect to the property described above.

PASSED AND ADOPTED this 12th day of October, 2015.

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

EXHIBIT 1
ORDINANCE NO. 15-__

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COSTA MESA, CALIFORNIA, TO REZONE A 4.15-ACRE PARCEL FROM C1 (LOCAL BUSINESS DISTRICT) TO PDR-HD (PLANNED DEVELOPMENT RESIDENTIAL – HIGH DENSITY) FOR PROPERTY LOCATED AT 2277 HARBOR BLVD.

THE CITY COUNCIL OF THE CITY OF COSTA MESA DOES HEREBY ORDAIN AS FOLLOWS:

WHEREAS, City Council approved the Initial Study/Mitigated Negative Declaration and adopted General Plan Amendment GP-14-04 by separate resolution to change the land use designation of the 4.15-acre property at 2277 Harbor Boulevard from General Commercial to High Density Residential;

WHEREAS, Rezone R-14-04 involves a change in the zoning district of real property located at 2277 Harbor Boulevard from C-1 (Local Business District) to PDR-HD (Planned Development Residential-High Density);

WHEREAS, Rezone R-14-04 is consistent with the 2000 General Plan adopted in January, 2002 as amended by GP-14-04;

WHEREAS, Rezone R-14-04 will allow residential development at a maximum density of 54 du/ac, as allowed by the General Plan;

WHEREAS, the PDR-HD zone is a consistent zone in the High Density Residential land use designation;

WHEREAS, Zoning Code Amendment CO-14-02 will amend Costa Mesa Municipal Code Title 13 to make specific references to the parcel, where appropriate, including the site-specific height and density for the development site in the PDR-HD zone and any other related changes. The proposed 224-unit project would require an amendment to Table 13-58 (Planned Development Standards) to allow a site-specific density of 54 dwelling units per acre for this project.

SECTION 1. REZONE. The City of Costa Mesa Official Zoning Map is hereby amended as follows:

a. There is hereby placed and included in the PDR-HD (Planned Development Residential-High Density) zoning district a 4.15-acre parcel, identified as Assessor Parcel Numbers 422-163-31 and as shown in attached Exhibit "1," situated in the City of Costa Mesa, County of Orange, State of California.

b. Pursuant to the provisions of Section 13-22 of the Costa Mesa Municipal Code, the Official Zoning Map of the City of Costa Mesa is hereby amended by the change of zone described in subsection a hereof and in the respective Exhibit "1A". A copy of the Official Zoning Map is on file in the office of the Planning Division.

SECTION 2. ENVIRONMENTAL DETERMINATION. The proposed rezone was processed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Costa Mesa Environmental Guidelines. An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared and circulated from September 11, 2015 to October 10, 2015. The City Council found that proposed residential project will not have a significant negative impact on the environment with the incorporation of the mitigation measures identified in the IS/MND.

SECTION 3. INCONSISTENCIES. Any provision of the Costa Mesa Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to that extent necessary to affect the provisions of this Ordinance.

SECTION 4. SEVERABILITY. If any provision or clause of this ordinance or the application thereof to any person or circumstances is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other provisions or clauses or applications of this ordinance which can be implemented without the invalid provision, clause or application; and to this end, the provisions of this ordinance are declared to be severable.

SECTION 5. PUBLICATION. This ordinance shall take effect and be in full force thirty (30) days from and after the passage thereof, and, prior to the expiration of fifteen (15) days from its passage, shall be published once in the ORANGE COAST DAILY PILOT, a newspaper of general circulation, printed and published in the City of Costa Mesa or, in the alternative, the City Clerk may cause to be published a summary of this Ordinance and a certified copy of the text of this Ordinance shall be posted in the

office of the City Clerk five (5) days prior to the date of adoption of this Ordinance, and within fifteen (15) days after adoption, the City Clerk shall cause to be published the aforementioned summary and shall post in the office of the City Clerk a certified copy of this Ordinance together with the names of the members of the City Council voting for and against the same.

PASSED AND ADOPTED this _____ day of _____ 2015.

Mayor of the City of Costa Mesa

ATTEST:

APPROVED AS TO FORM:

City Clerk of the City of Costa Mesa

City Attorney

EXHIBIT 1A

Amendment to the Zoning Map

Change the zoning designation of the 4.15-acre development site at 2277 Harbor Boulevard from Local Commercial District (C1) to Planned Development Residential- High Density (PDR-HD)



EXHIBIT 2

The revised Table 13-58 is presented with changes as underlined and italicized below:

Revised Table 13-58 (Planned Development Standards)						
<i>Development Standard</i>	<i>PDR-LD</i>	<i>PDR-MD</i>	<i>PDR-HD</i>	<i>PDR-NCM</i>	<i>PDC</i>	<i>PDI</i>
Maximum Density per Section 13-59 MAXIMUM DENSITY CRITERIA. (dwelling units per acre)	8	12	20 Note: See North Costa Mesa Specific Plan for exceptions. Note: The maximum density for 125 East Baker Street is 58 dwelling units per acre (CO-13-02). <u>Note: The maximum density for 2277 Harbor Boulevard is 54 dwelling units per acre (CO-14-02).</u>	35	20	Note: The maximum density for 1901 Newport Boulevard is 40 dwelling units per acre. See North Costa Mesa Specific Plan for exceptions.

RESOLUTION NO. PC-15-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF COSTA MESA ADOPT MASTER PLAN PA-14-27 FOR THE PROPOSED DEVELOPMENT OF A FOUR-STORY 224-UNIT RESIDENTIAL APARTMENT BUILDING (60 FEET OVERALL HEIGHT) THAT WRAPS AROUND A FIVE-LEVEL PARKING STRUCTURE (50 FEET OVERALL HEIGHT) WITH 503 PARKING SPACES IN THE STRUCTURE WITH A DEVIATION FROM THE FOLLOWING ZONING CODE DEVELOPMENT STANDARDS: VARIANCE FROM BUILDING HEIGHT TO ALLOW A FIVE LEVEL PARKING STRUCTURE (MAXIMUM 4 LEVELS ALLOWED; 5 LEVELS PROPOSED);

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

WHEREAS, The proposed project is a four-story, 224-unit apartment complex (60-foot maximum height proposed) at a density of 54 dwelling units (du's) per acre with a five-level parking structure (50-foot maximum height proposed) with 503 parking spaces, along with the following specific entitlements: the following:

1. **Initial Study/Mitigated Negative Declaration (ISMND) (State Clearinghouse #2015091026).** Certification of the Initial Study - Mitigated Negative Declaration (IS-MND) for the project.
2. **General Plan Amendment GP-14-04.** Change the land use designation from General Commercial to High Density Residential. Per the applicant's request, the proposed base density is 166 units (40 du/acre) with a density incentive for an additional 58 dwelling units to be justified by (a) Provision of 20 affordable units for moderate-income households and (b) Complete demolition of the Costa Mesa Motor Inn. Therefore, for the 4.15-acre project site the General Plan Amendment would specify an overall site-specific density of 54 du/acre for the proposed 224-unit apartment complex and a site-specific building height for the 5-level parking structure.
3. **Rezone R-14-04.** A rezone to change the zoning classification from C1 (Local Business District) to PDR-HD (Planned Development Residential – High Density).

4. **Zoning Code Amendment CO-14-02.** A zoning ordinance to amend Costa Mesa Municipal Code Title 13 to make specific references to the parcel, where appropriate, including the site-specific height and density for the development site in the PDR-HD zone and any other related changes. The proposed 224-unit project would require an amendment to Table 13 58 (Planned Development Standards) to allow a site-specific density of 54 dwelling units per acre for this project.
5. **Planning Application PA-14-27.** A Master Plan application for the 224-unit apartment project with specified deviations from the PDR-HD development standards, including the following:
 - i. Variance from building height to allow a five level parking structure (maximum 4 levels allowed; 5 levels proposed);

WHEREAS, A Master Plan application for the proposed development of a four-story 224-unit residential apartment building for the development of the project as described above.

WHEREAS, a duly noticed public hearing was held by the Planning Commission on October 12, 2015, with all persons having the opportunity to speak and be heard for and against the proposal.

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), the Initial Study/Mitigated Negative Declaration (IS/MND) was circulated from September 11, 2015 to October 10, 2015 for public review and comment.

WHEREAS, the Initial Study/Mitigated Negative Declaration (IS/MND) was prepared and identified potentially significant impacts related to air quality, hazards and hazardous materials, and noise;

WHEREAS, the IS/MND identified appropriate measures that will mitigate the identified impacts to a level that is less than significant;

WHEREAS the Planning Commission hereby recommends that the City Council find that proposed residential project will not have a significant negative impact on the environment with the incorporation of the mitigation measures identified in the IS/MND;

WHEREAS, the Planning Commission recommended that City Council approve General Plan Amendment GP-14-04, Rezone R-14-04, and Master Plan PA-14-27, by separate resolutions;

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit A, and subject to the conditions of approval contained in Exhibit B, and all the mitigation measures indicated in the Mitigation Monitoring Program contained within Exhibit C, respectively, as well as with compliance of all applicable federal, state, and local laws, the Planning Commission hereby **RECOMMENDS THAT THE CITY COUNCIL APPROVE PA-14-27** with respect to the property described above.

PASSED AND ADOPTED this 12th day of October, 2015.

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

EXHIBIT A

FINDINGS

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

Finding: A compatible and harmonious relationship exists between the proposed use and existing buildings, site development, and uses that exist or have been approved for the general neighborhoods.

Facts in Support of Findings: With implementation of the mitigation measures identified in the IS/MND for the proposed project, all potentially significant environmental impacts have been reduced to less than significant levels. With the implementation of the recommended conditions of approval, the proposed project will be compatible and harmonious with uses that exist within the general neighborhood. The project features quality construction and materials. The proposal provides on-site amenities comparable with quality residential units. The proposed parking is adequate to meet the demand for this project.

Finding: Safety and compatibility of the design of the parking areas, landscaping, luminaries, and other site features including functional aspects of the site development such as automobile and pedestrian circulation have been considered.

Facts in Support of Findings: The proposed on-site parking will be sufficient to accommodate the proposed mix of units within this project. The standard conditions indicate payment of traffic impact fees to mitigate project-generated traffic impacts. The project will provide adequate sight distance for vehicles at all project drive approaches. Prior to issuance of Building Permits, the project shall submit a Lighting Plan and Photometric Study. The project has been conditioned to comply with these conditions; as a result, the safety and compatibility of the project has been insured.

Finding: The use is consistent with the General Plan.

Facts in Support of Findings: The project proposes a rezone of the property to Planned Development Residential – High Density (PDR-HD) and a Zoning Code Text Amendment to the maximum density of 54 dwelling units per acre. Subject to approval of the proposed rezone and text amendment, the project complies with the City's Zoning Code as it pertains to building height, setbacks, open space, as well as on-site parking as it pertains to on-site parking spaces and overall project density.

Finding: The cumulative effect of all the planning applications have been considered.

Facts in Support of Findings: The cumulative effects of General Plan

Amendment GP-14-04, Zoning Code Amendment CO-14-02, Rezone R-14-04, and Master Plan PA-14-27 have all been considered for this project and no significant impacts were identified.

- B. The proposed project complies with Costa Mesa Municipal Code Section 13-29(g)(5) because:

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

Facts in Support of Findings: The Master Plan application is for the proposed development of a four-story 224-unit residential apartment building (60 feet overall height) that wraps around a five-level parking structure (50 feet overall height) with 503 parking spaces in the parking structure with a deviation to allow a five-level parking structure (maximum 4 levels allowed). With regard to the master plan, the following is noted:

The project features quality construction and materials. The building design and roof elements reflect a modern style, i.e., characterized by simplified square and rectangular building forms with a variety of flat planes, projections, and recesses. The exterior consists of alternating finishes, including white smooth stucco finish, limestone finish, metal finish, and clear glass windows. Additional accents will be provided along building elevations, and replacement of the existing block wall/razor wire fence will be provided with a decorative 6-foot block wall along the west and south property lines. Landscaping throughout the proposed project will include drought tolerant landscape materials.

The proposal provides on-site amenities comparable with quality residential developments. The proposed project is designed as a high-quality luxury apartment development with multiple amenities. The proposed residential amenities include a two-story fitness center gym and recreation room, business center and computer library center, internet café, multi-purpose room with surround sound theater, and indoor/outdoor lounge and fireplace. Also provided will be four passive and active courtyards, including one with a pool and spa. A passive dry creek linear park is proposed along the 20-foot wide setback running along the north and west property lines. The park will provide a variety of features, including a 4-foot decomposed granite pathway for walking, benches along the pathway for sitting, exercise stations, and dog waste stations for dog-walkers.

The proposed project meets the parking requirements per the Zoning Code. The project proposes a new 5-level parking structure for 503 covered parking spaces. The parking structure provides for subterranean parking for a portion of guest spaces, and includes privacy gates for added security. The 5-level structure will be wrapped around on three sides (excluding south elevation) by the proposed apartment building, and a welded wire mesh grid system that

supports the growth of landscape vines, and woven metal wire cloth will be used for screening the 5-level parking structure.

The project has been designed to be compatible with the surrounding uses in the area and future apartment tenants will be notified of the existing uses in the vicinity of this project. The project has been designed as a self-contained residential community with on-site amenities as discussed above. The architectural style of the building, with its clean modern lines, glass, wood and metal accents, is visually compatible with the architecture of the surrounding commercial area.

- C. 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 was prepared for the proposed project, pursuant to the California Environmental Quality Act. Although the proposed project could have a significant effect on the environment, mitigation measures have been included as conditions of approval that reduce impacts to the fullest extent reasonable and practicable.
- D. Mitigation Measures from the IS/MND have been included as conditions of approval (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 condition(s) are within the responsibility and jurisdiction of another public agency, or that specific economic, social, or other considerations make the mitigation measures infeasible.
- 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 by the payment of traffic impact fees.
- F. The rear building of this development is at an excessive distance from the street, but the plan does not lend itself to fire apparatus access or placement of an on-site fire hydrant. Problems associated with the depth of buildings on the property can be somewhat reduced by installation of a standpipe system and a residential sprinkler system.

EXHIBIT B

CONDITIONS OF APPROVAL FOR PA-14-27

- Plng.
1. The approval of Master Plan PA-14-27 shall be contingent upon City Council's final approval of General Plan Amendment GP-14-04, Rezone R-14-04, and Zoning Code Amendment CO-14-02.
 2. Final Master Plan PA-13-27 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 City Council 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-14-27 shall be blueprinted on the face of the site plan as part of the plan check submittal package
 5. A parking management plan shall be submitted to the Development Services Director and the Transportation Services Manager prior to final occupancy of the building. The parking management plan shall denote the following:
 - a. Method of allocation of assigned parking.
 - b. Location of visitor parking, including appropriate signage.
 - c. Location of security gates, if any, and how gates will be operated.
 - d. Location of employee parking.
 - e. Provide proof of a contract with a towing service to enforce the parking regulations if parking problems arise.
 6. No modification(s) of the approved building elevations including, but not limited to, changes that increase the building height, removal of building articulation, or a change of the finish material(s), shall be made during construction without prior Planning Division written approval. This includes use of exterior finish materials, as shown Sheet A3.00 of Attachment 9. Failure to obtain prior Planning Division approval of the modification could result in the requirement of the applicant to (re)process the modification through a discretionary review process such as a minor design review or a variance, or in the requirement to modify the construction to reflect the approved plans.
 7. The subject property's ultimate finished grade level may not be filled/raised in excess of 30 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. Applicant is advised that recordation of a drainage easement across the private street may be required to fulfill this requirement.
8. The developer shall contact the Planning Division to arrange a Planning inspection of the site prior to the release of occupancy. This inspection is to confirm that the Planning Division conditions of approval and code requirements have been satisfied.
 9. 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.
 10. 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.
 11. The project shall incorporate green building design and construction techniques where feasible; CAL Green Code or higher as determined by applicant. The applicant may contact the Building Safety Division at (714) 754-5273 for additional information.
 12. 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.
 13. Permits shall be obtained for all signs according to the provisions of the Costa Mesa Sign Ordinance. Freestanding signs shall be subject to review and approval by the Planning Division/Development Services Director to ensure compatibility in terms of size, height, and location with the proposed/existing development, and existing freestanding signs in the vicinity.
 14. All proposed signage must conform to residential sign regulations per Zoning Code.
 15. Demolition permits for existing structures shall be obtained and all work and inspections completed prior to final building inspections. Developer is notified that written notice to the Air Quality Management District may be required ten (10) days prior to demolition.
 16. Prior to final inspection, the applicant shall demolish existing block wall with razor fencing along the south and west property lines, as well as any existing wall/fencing along the neighboring commercial property abutting the northeasterly portion of the development lot, and replace with a 6-foot high decorative block wall under the direction of Planning staff. Metal fencing is permitted along north and east perimeter of development lot that abuts the existing bike trail and Harbor Boulevard only. 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.
 17. Developer shall submit a detailed Landscape Plan for the public and private open spaces, for review and approval by the Development Services Department, prior

- to any construction landscape improvements. The plan shall include all decorative hardscape and landscape improvements as shown on the conceptual plans to provide visual relief for the project from the street. Final materials shall be subject to approval by the Planning Division.
18. Perimeter landscaping shall be planted with trees and vegetation. The landscape plan shall be approved prior to issuance of building permits and shall contain additional 24-inch box trees above the minimum Code requirements to the satisfaction of the Development Services Director. Compliance with this requirement may include upgrading smaller sized trees to 24-inch box trees or providing additional 24-inch box trees. Existing mature trees shall be retained wherever possible. Should it be necessary to remove existing trees, the applicant shall submit a written request and justification to the Planning Division. A report from a California licensed arborist may be required as part of the justification. Replacement trees shall be of a size consistent with trees to be removed and may be required on a 1:1 basis, unless otherwise approved by the Planning Division. This requirement shall be completed under the direction of the Planning Division.
 19. Prior to issuance of first certificate of occupancy for the first unit, an Affordable Housing Agreement for the twenty affordable units for moderate-income households shall be finalized, executed, and recorded against the property. The Affordable Housing Agreement shall be in form and substance as approved by the City Attorney's office to specifically address the terms, conditions, and covenants on the affordable housing units.
 20. Prior to issuance of grading permits, developer shall identify to the Development Services Director a construction relations officer to act as a community liaison concerning on-site activity, including resolution of issues related to dust generation from grading/paving activities.
 21. 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 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 businesses 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.
 22. Prior to issuance of building permits, the building plans shall demonstrate that all units are equipped with a mechanical ventilation system that will properly filter the indoor air. The ventilation system can be a component of the air conditioning system with the distinction being that clean, ventilated air flow does not necessarily need coolant.
 23. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading as well as the appropriate local grading regulations, and the recommendations of the project geotechnical consultant as summarized in a final written report, subject to review by the City of Costa Mesa Building official prior to issuance of grading permits.

24. Developer 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 (1) City's approval of the project, including but not limited to any proceeding under the California Environmental Quality Act. 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.
25. A "Notice to Tenants" shall disclose the surrounding commercial uses in the area, including but not limited to, the existing communication towers adjacent to the development lot, and operational characteristics, such as hours of operation, delivery schedules, outdoor activities, noise, and odor generation of neighboring businesses. The Tenant Notice shall be reviewed/approved by the City Attorney's office and Development Services Director prior to issuance of building permits and shall be included as a reference document in the Tenants' Lease Agreement. The Tenant's Notice shall serve as written notice of the existing communication towers, noise environment and any odor-generating uses within the vicinity of the project.
26. If the project is constructed in phases, perimeter fences/walls, landscaping along the frontages, and irrigation shall be installed prior to completion of the first phase.
- Parks/
Pkwys 27. Provide street tree for Harbor Blvd including Crape myrtle, Lagerstroemia fauriei, (color to be determined by applicant) in a varietals including Muskogee, Tuscarora or Natchez Street is jacaranda mimosifolia. As alternate Queen Palms would be allowed.
- Eng. 28. Maintain the public right-of-way in a "wet-down" condition to prevent excessive dust and promptly remove any spillage from the public right-of-way by sweeping or sprinkling.
29. Protect wrought iron fence and landscaping on the north side of the property within the City's bike trail.
30. A "Hold Harmless Agreement" to tie to the City storm drain system will be required prior to obtaining a permit from the City of Costa Mesa, Engineering Division.
31. Submit a request to the City of Costa Mesa Public Services Department to vacate the 12 foot alley on the north side of the property and maintain utility easements.
32. Obtain a permit from the City of Costa Mesa, Engineering Division, at the time of development and then construct a 6-foot P.C.C. sidewalk per City of Costa Mesa Standards adjacent to the property line as shown on the Offsite Plan, including four (4) feet clear around obstructions in the sidewalk. The parkway between the curb and sidewalk shall be landscaped per City of Costa Mesa Public Services direction.

CODE REQUIREMENTS FOR PA-14-27

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. All noise-generating construction activities shall be limited to 7 a.m. to 7 p.m. Monday through Friday and 9 a.m. to 6 p.m. Saturday. Noise-generating construction activities shall be prohibited on Sunday and the following Federal holidays: New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.
 3. Development shall comply with all requirements of Article 1, Chapter 5, and Article 9, Chapter 5 of Title 13 of the Costa Mesa Municipal Code relating to development standards for multi-family residential projects.
 4. Developer shall pay any applicable park impact fee or dedicate parkland to meet the demands of the proposed development. As of November 30, 2015, the new park impact fee is calculated at \$5,000 per new multi-family dwelling unit.
 5. Street address shall be visible from the public street and shall be displayed on the complex identification sign. If there is no complex identification sign, the street address may be displayed on the fascia adjacent to the main entrance or on another prominent location. Street address numerals shall be a minimum six (6) inches in height with not less than one-half-inch stroke and shall contrast sharply with the background. Identification of individual units shall be provided adjacent to the unit entrances. Letters or numerals shall be four (4) inches in height with not less than one-fourth-inch stroke and shall contrast sharply with the background.
 6. Parking stalls shall be double-striped in accordance with City standards.
 7. Driveway ramp slope shall comply with the standards contained in the City's parking ordinance.
 8. All new on-site utility services shall be installed underground.
 9. Installation of all new 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.
 10. Any mechanical equipment such as air-conditioning equipment and duct work shall be screened from view in a manner approved by the Planning Division.
 11. The project shall be subject to the submission of legal instruments setting forth a plan or manner of permanent care and maintenance of all common open space and other facilities provided in the final development plan.

12. All landscaped areas shall be separated from paved vehicular areas by 6-inch high continuous Portland Cement Concrete curbing.
13. The parking structure shall be landscaped per the provisions of Costa Mesa Municipal Code Section 13-105(4) - Parking Structure Landscape Requirements.
14. 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. The two (2) sets of landscape and irrigation plans shall be attached to two of the final building plan sets.
15. Landscaping and irrigation shall be installed in accordance with the approved plans prior to final inspection or occupancy clearance.
16. Trash enclosure(s) or other acceptable means of trash disposal shall be provided. Design of trash enclosure(s) shall conform to City standards. Standard drawings are available from the Planning Division.
17. If present and/or projected exterior noise exceeds 60 CNEL, California Noise Insulation Standards, Title 25, California Code of Regulations require a maximum interior noise level of 45 CNEL for residential structures. If required interior noise levels are achieved by requiring that windows be unopenable or closed, the design for the structure must also specify the means that will be employed to provide ventilation and cooling if necessary, to provide a habitable interior environment.
18. In compliance with the City's mitigation monitoring program, the applicant shall submit a compliance report to the Planning Division along with plans for plan check or prior to commencement of the project's activity if no construction is involved, that lists each mitigation measure and states when and how the mitigation measures are to be met.
- Bldg. 19. Comply with the requirements of the 2013 California Building Code, 2013 California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards Code and 2013 California Energy Code (or the applicable adopted California Building Code, California Residential 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.
20. 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.

21. The ground immediately adjacent to the foundation shall be sloped away from the building at a slope of not less than 5% for a minimum of 10 feet measured perpendicular to the face of the wall. CBC 1803.3., unless otherwise approved by the City Engineer and allowed by the soils engineer.
22. Projections, including eaves, shall be one-hour fire resistive construction, heavy timber or of noncombustible material if they project into a 5-foot setback area from the property line. They may project a maximum of 12 inches beyond the 3-foot setback. CRC Tables R302.1(1) and R302.1(2).
23. Submit a soils report for this project. Soil's Report recommendations shall be blueprinted on both the architectural and the precise grading plans. If applicable to this project the soil's report shall address how the new slop shall be maintained to avoid any future failure.
24. Show compliance with Chapter 11A and 11B of the 2013 California Building Code.
25. 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. 2010 California Residential Code Section R403.1.7.3. 2013 California Building Code CBC 1808.7, unless otherwise approved by the City Engineer.
26. Submit a precise grading plans, an erosion control plan and a hydrology study.
27. Prior to or concurrent with the submittal of plans for plan check, the applicant shall prepare and submit documentation for compliance with the State Water Resources Control Board (SWRCB) Water Quality Order 99-08-DWQ; National Pollutant Discharge Elimination System (NPDES) Permit No. CAS000002 for Storm Water Discharges Associated with Construction Activity (General Permit); the California Regional Water Quality Control Board (RWQCB) Santa Ana Region Order No. R8-2002-0010 and NPDES Permit No. CAS618030; and, the City of Costa Mesa Ordinance No. 97-20 for compliance with NPDES Permit for the City of Costa Mesa. Such documentation shall include a Water Quality Management Plan (WQMP) identifying and detailing the implementation of the applicable Best Management Practices (BMPs).
- Eng. 28. For demolition, grading, or building permits involving projects with a valuation of \$10,000 or more, the contractor shall use a City-permitted hauler(s) to haul any debris or solid waste from the job site (refer to Section 8-83(h), Regulations, of Title 8 of the Costa Mesa Municipal Code). Use of a City-permitted hauler for such projects is the responsibility of the designated contractor. Non-compliance is subject to an administrative penalty as follows: \$1,000 or 3% of the total project value, whichever is greater.
29. At the time of development submit for approval an Offsite Plan to the Engineering Division and Grading Plan to the Building Division that shows Sewer, Water, Existing Parkway Improvements and the limits of work on the site, and hydrology calculations, both prepared by a registered Civil Engineer or Architect. Construction Access approval must be obtained

prior to Building or Engineering Permits being issued by the City of Costa Mesa. Pay Offsite Plan Check fee per Section 13-231 of the C.C.M.M.C. and an approved Offsite Plan shall be required prior to Engineering Permits being issued by the City of Costa Mesa.

30. 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 Services Manager. ADA compliance required for all new driveway approaches.
31. 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 at applicants expense.
32. Fulfill City of Costa Mesa Drainage Ordinance No. 06-19 requirements prior to approval of plans.
33. The storm runoff study shall show existing and proposed facilities draining directly to the flood control channel adjacent to the property.
34. Obtain an encroachment permit from the Engineering Division for any work in the City public right-of-way. Pay required permit fee & cash deposit or surety bond to guarantee construction of off-site street improvements at time of permit per section 15-31 & 15-32, C.C.M.M.C. as approved by City Engineer. Cash deposit or surety bond amount to be determined by City Engineer. In order to comply with the 2003 Drainage Area Management Plan (DAMP), the proposed Project shall prepare a Water Quality Management Plan conforming to the Current National Pollution Discharge Elimination System (NPDES) and the Model WQMP, prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the Department of Public Works for review and approval.

a) A WQMP (Priority or Non-Priority) 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.

b) Location of BMPs shall not be within the public right-of-way.

- Trans.
Fire
35. Please see supplemental for Transportation Division conditions.
 36. Provide Emergency responder radio coverage complying with In-Building Public Radio System, CMMC and 510, California Fire Code, 2013. Show location of radio system control panel.
 37. Project construction shall comply with Chapter 33, California Fire Code, 2013. Please review carefully.
 38. Provide minimum 12-inch (Building) and 4-inch (Unit) address. Addresses shall contrast with their background. Show building address on plan.
 39. Provide Class I Wet Standpipes in all stairs.
 40. Provide 2-hour fire-rated stair enclosures.
 41. Provide Fire Alarm System per CFC, 2010..
 42. Provide Automatic Fire Sprinkler System per NFPA 13
 43. Provide on-site Fire Hydrants and Access per approved Fire Master

- Plan.
44. Provide one (1) Public Fire Hydrant and Fire Department Connection located between drive along Harbor Boulevard at direction of Fire Department.

SPECIAL DISTRICT REQUIREMENTS FOR PA-14-27

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

- | | | |
|--------|----|--|
| Sani | 1. | It is recommended that the developer contact the Costa Mesa Sanitary District at (949) 645-8400 to obtain Sanitary District requirements. |
| AQMD | 2. | Applicant shall contact the Air Quality Management District (800) 288-7664 for potential additional conditions of development or for additional permits required by the district. |
| School | 3. | Pay applicable Newport Mesa Unified School District fees to the Building Division prior is issuance of building permits. |
| State | 4. | Comply with the requirements of the California Department of Food and Agriculture (CDFA) to determine if red imported fire ants (RIFA) exist on the property prior to any soil movement or excavation. |
| Water | 5. | 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. |



*Dedicated to
Satisfying our Community's
Water Needs*

BOARD OF DIRECTORS

Shawn Dewane
*President
Division V*

Ethan Temianka
*Vice President
Division III*

Jim Atkinson
*Director
Division IV*

Fred R. Bockmiller, Jr., P.E.
*Director
Division I*

James R. Fisler
*Director
Division II*

Paul E. Shoenberger, P.E.
General Manager

Phil Lauri, P.E.
Assistant General Manager

Coleen L. Monteleone
*Assistant General Manager
District Secretary*

Andrew N. Hamilton
District Treasurer

**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

September 21, 2015

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

To Whom It May Concern,

Re: 2277 Harbor Boulevard 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 2277 Harbor Boulevard Development (Proposed Project) Draft Mitigated Negative Declaration document as it pertains to Mesa Water® are provided as follows:

- 1. Water Supplies and Demand:** 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® Standard Specifications shall be used to calculate residential demand requirements based upon floor plans and the number of fixtures. The discussion on page 143 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-irrigation type, and shall be a Water-Sense certified irrigation controller.

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 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® Standard Specification 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

PROJECT SUMMARY:

PROJECT ADDRESS : 2277 HARBOR BLVD., COSTA MESA, CA 92626
 PROJECT DESCRIPTION : REMOVE EXISTING 236 SUITE MOTEL AND REPLACE WITH PROPOSED NEW 4 STORY TYPE-VA APARTMENT BUILDING AND 4 STORY PARKING STRUCTURE TYPE-IA
 ASSESSOR'S PARCEL : 422-163-31
 LOT AREA : 180795 SQ. FT. = 4.1505 ACRES
 DENSITY PROPOSED : 224 UNITS

	UNIT A1 (1BR 1BA)	UNIT A2 (1BR 1BA)	UNIT A3 (1BR 1BA + DEN)	UNIT B1, B2 & B3 (2BR 2BA)	UNIT B4 (2BR 2BA + DEN)	TOTAL
LEVEL 1	21	7	4	17	2	51
LEVEL 2	24	8	4	17	2	55
LEVEL 3	24	8	4	21	2	59
LEVEL 4	24	8	4	21	2	59
TOTAL	93	31	16	76	8	224
TOTAL %	(41%)	(14%)	(7%)	(34%)	(4%)	(100%)

FAR : LEVEL 1 = ± 63,110 SF.
 LEVEL 2 = ± 61,610 SF.
 LEVEL 3 = ± 63,110 SF.
 LEVEL 4 = ± 63,110 SF.
 TOTAL TYPE-VA CONSTRUCTION = ± 250,940 SF. (APPROX.)

PARKING : 1 BDRM UNIT
 140 UNITS X 1.75 CARS = 245 CARS (SEE NOTE BELOW)
 2 BDRM UNIT
 84 UNITS X 2.25 CARS = 189 CARS (SEE NOTE BELOW)
 GUEST PARKING
 50 UNITS X .05 CARS = 25 CARS
 0.25 SPACES PER PROJECTS ABOVE 50 UNITS
 174 UNITS X 0.25 CARS = 44 CARS
 TOTAL PARKING = 503 CARS
 NOTE: APPLICABLE REDUCTION OF .25 SPACE PER UNIT DUE TO PROVIDING COVERED PARKING AT NEW PARKING STRUCTURE

LEVEL 5 = ± 38,177 SF.
 LEVEL 4 = ± 38,177 SF.
 LEVEL 3 = ± 38,177 SF.
 LEVEL 2 = ± 38,177 SF.
 LEVEL P1 / GROUND = ± 38,177 SF.
 LEVEL P2 = ± 12,974 SF.
 TOTAL TYPE-IA CONSTRUCTION = ± 203,859 SF.

SETBACKS : FRONT (HARBOR BLVD.) 20'
 REAR 20'
 SIDE 20'

HEIGHT ALLOWED : 60' MAXIMUM
 HEIGHT PROPOSED : 60' MAXIMUM

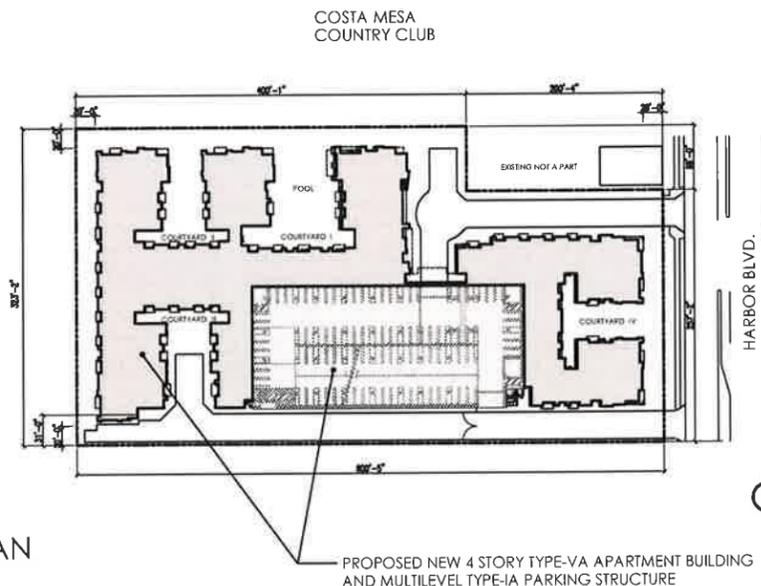
OPEN SPACE REQUIRED : (TOTAL SITE AREA) x (42%) = (180,795 SF.) x (0.42) = 75,933 SF.
 OPEN SPACE PROVIDED : OPEN SPACE AT GRADE = 69,564 SF.
 64 BALCONIES @ 100 SF. = 6,400 SF.
 TOTAL OPEN SPACE PROVIDED = 75,964 SF.

INDOOR AMENITIES : INTERNET CAFE, LOUNGE, FITNESS CENTER, THEATER, LIBRARY, & GYM = 8,789 SF.

LOT COVERAGE : APARTMENT BUILDING AND PARKING STRUCTURE AREA = 100,941 SF.
 PERCENTAGE = (LOT COVERAGE AREA / TOTAL SITE AREA) x 100% = (100,941 SF. / 180,795 SF.) x 100% = 55%



VICINITY MAP



PLOT PLAN

PROJECT AMENITIES

RESORT FEELING TWO STORY MAIN ENTRY
 LINEAR CONCRETE PAVEMENT ENTRY AUTOCOURT
 OVER SCALED 50 FOOT SWIMMING POOL
 FULLY LANDSCAPED SUN DECKS / COURTYARDS
 OUTDOOR BARBEQUES
 TWO STORY FITNESS CENTER GYM AND RECREATION ROOM
 BUSINESS AND COMPUTER LIBRARY CENTER
 INTERNET CAFE SNACK BAR
 INDOOR LOUNGE AND FIREPLACE
 SURROUND SOUND THEATER MEDIA / SCREENING / MULTI-PURPOSE ROOM
 RESIDENT CONCIERGE SERVICE
 WASHER AND DRYER IN EACH UNIT
 FENCED DOG RUN & DOG WALKING

OUTDOOR CAFE SEATING WITH FLAT SCREEN TV AND SHADE TRELLIS
 FRAMELESS GLASS POOL- SAFETY ENCLOSURE
 POOL CABANAS
 ADJACENT TO CITY BIKE PATH
 RAISED EXERCISE/YOGA/DANCE DECK
 SEMI-PRIVATE OUTDOOR DINING NICHES
 OUTDOOR FIRE PIT AND SEATING
 FEATURE AND SERENITY FOUNTAINS
 BADMINTON/MULTI PURPOSE GRASS COURT
 DRY CREEK / LINEAR PARK
 DECOMPOSED GRANITE EXERCISE CIRCUIT
 OUTDOOR CITRUS COURT
 CONTEMPLATION GARDEN / QUIET FOUNTAIN
 OUTDOOR LIVING ROOM / FIRE PIT / FOUNTAIN

SHEET INDEX

- A0.01 - PROJECT SUMMARY (R)
- A1.01 - SITE ANALYSIS
- A1.02 - SITE CONTEXT
- SURVEY SHEET 1 OF 2
- SURVEY SHEET 2 OF 2
- C1.01 - PRELIMINARY GRADING AND DRAINAGE
- C1.02 - PRELIMINARY WET UTILITIES
- A1.03 - ILLUSTRATIVE SITE PLAN (R)
- A1.04 - RENDERING
- A1.05 - RENDERING
- A1.06 - RENDERING
- A1.07 - RENDERING
- A2.01 - GROUND FLOOR PLAN (R)
- A2.02 - SECOND FLOOR PLAN
- A2.03 - THIRD FLOOR PLAN
- A2.04 - FOURTH FLOOR PLAN
- A2.05 - ROOF PLAN
- A2.06 - TYPICAL UNIT PLANS
- A2.10 - FIRST FLOOR AMENITIES
- A2.11 - AMENITIES INTERIOR SPACES *
- A3.00 - EXTERIOR FINISH MATERIALS (R)
- A3.01 - BUILDING ELEVATIONS
- A3.02 - BUILDING ELEVATIONS

A4.01 - BUILDING SECTION (R)

- L1.01 - SITE AND LANDSCAPE PLAN
- L1.02 - HARDSCAPE IMAGES
- L1.03 - HARDSCAPE IMAGES
- L1.04 - TREE IMAGES
- L1.05 - TREE IMAGES
- L1.10 - THE EXERCISE CIRCUIT *
- L1.11 - THE CITRUS COURT *
- L1.12 - THE CONTEMPLATION GARDEN *
- L1.13 - THE LIVING ROOM *
- L1.14 - THE PLAY ROOM *
- L1.15 - ENTRY COURT *
- L1.16 - DRY CREEK / LINEAR PARK *

FIRE MASTER PLAN SHEET 1 OF 1
 SHADE & SHADOW REPORT - 11 SHEETS

* = Documents to be used as P & R contribution
 (R) INDICATES DRAWING WAS REVISED 9/24/15

PROJECT TEAM:

- OWNER : MIRACLE MILE PROPERTIES
- ARCHITECT : GMPA ARCHITECTS, INC.
- LAND USE CONSULTANT : DIAMOND STAR
- LANDSCAPE ARCHITECT : TGP, INC.
- TRAFFIC ENGINEER : LINSKOTT LAW & GREENSPAN
- CIVIL ENGINEER : PSOMAS
- FIRE LIFE SAFETY : FIRESAFE
- MARKET RESEARCH : APT MARKET RESEARCH
- ILLUSTRATOR : KILOGRAPH

PROJECT SUMMARY

COSTA MESA LUXURY APARTMENTS

82

SHEET NO A0.01 R
 DATE APRIL 28, 2015
 R: SEPTEMBER 24, 2015

GMPA ARCHITECTS
 11878 La Grange Ave, Los Angeles, CA 90025
 T. 310.450.0200 F. 310.450.0225
 www.gmpaArchitects.com



COSTA MESA GOLF COURSE



BICYCLE TRAIL



HARBOR BOULEVARD



LOCAL BUSINESS



GROCERY STORES

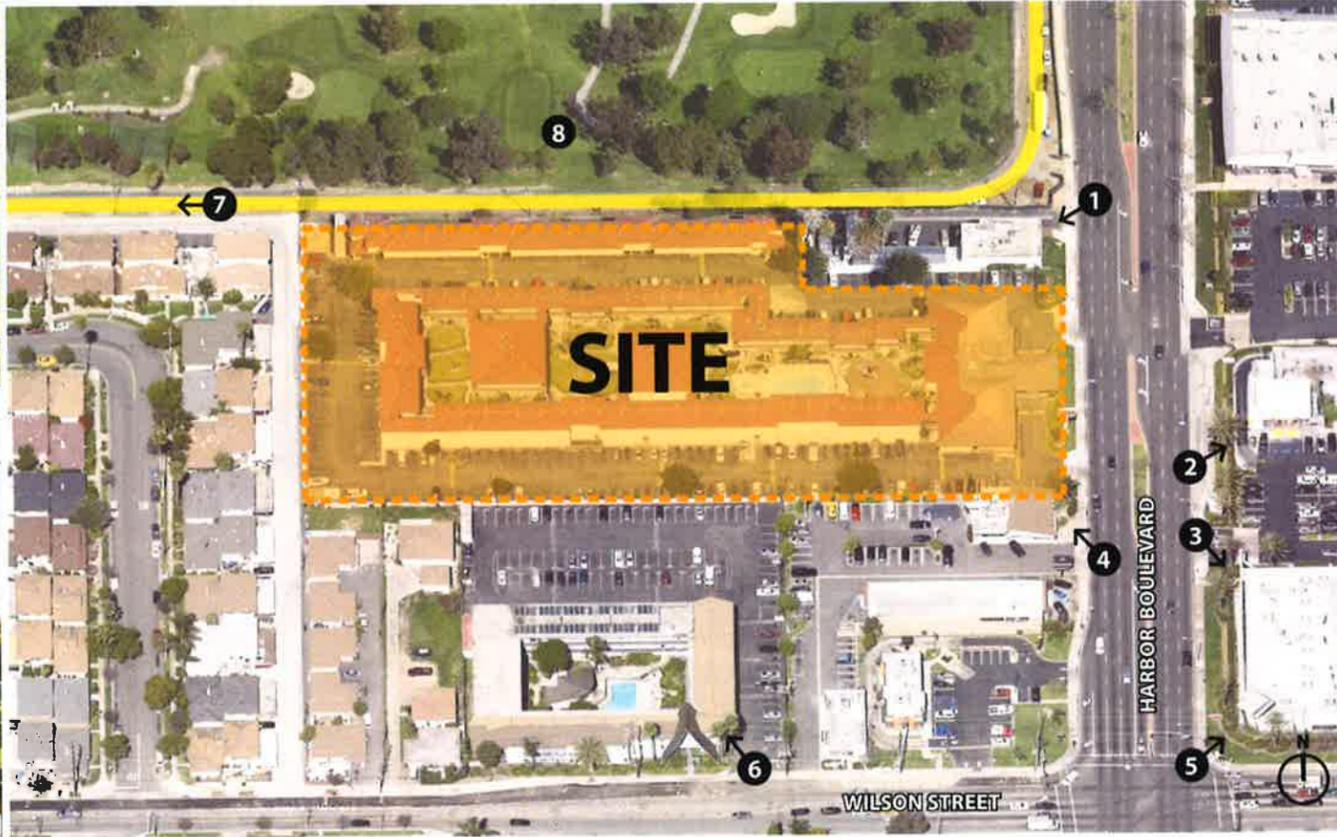


RETAIL STORES

COSTA MESA LUXURY APARTMENTS

83

SITE ANALYSIS



SITE CONTEXT

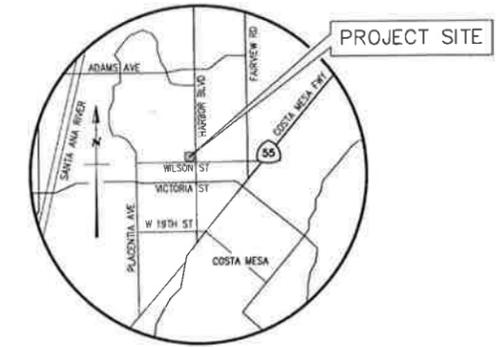
COSTA MESA LUXURY APARTMENTS

84

© Copyright 2015, GMPA Architects, Inc. [INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS]

SHEET NO A1.02
DATE APRIL 17, 2015

GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com



VICINITY MAP
NOT TO SCALE

LEGAL DESCRIPTION

PARCEL 1, IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 99 PAGE 1 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SURVEYOR'S NOTES

THIS SURVEY HAS BEEN PREPARED FOR DESIGN PURPOSES AND TITLE INSURANCE PURPOSES.

1. THE BOUNDARY DATA AND TITLE MATTERS AS SHOWN HEREON HAVE BEEN DEVELOPED FROM THE REFERENCED TITLE REPORT.
2. THIS SURVEY DOES NOT INCLUDE EASEMENTS EXCEPT THOSE SPECIFICALLY DELINEATED HEREON.
3. IF UNDERGROUND PUBLIC UTILITIES AND OTHER SUBSTRUCTURES, ZONES, SET BACK AND STREET WIDENING DATA ARE SHOWN HEREON, IT IS FOR INFORMATION ONLY, HAVING BEEN OBTAINED FROM A GENERAL REQUEST AT THE LOCAL AGENCY'S PUBLIC COUNTER AND/OR OTHER SOURCES NOT CONNECTED WITH THIS COMPANY. NO REPRESENTATION IS MADE AS TO THE ACCURACY, CURRENCY OR COMPLETENESS OF SAID INFORMATION AND ANY USERS OF SAID INFORMATION IS URGED TO CONTACT THE UTILITY OR LOCAL AGENCY DIRECTLY.

SURVEYOR'S CERTIFICATE:

TO: GMP ARCHITECTS, ITS SUCCESSOR AND ASSIGNS AND ORANGE COAST TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS. AN INCLUDES ITEMS 2, 4, 5, 7(c)(1), 8, 9, 11(g), 11(b), 13, 14, 16, 17, 18 AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON AUGUST 1, 2014.

Douglas R. Howard
DOUGLAS R. HOWARD, PS 6169
SOMAS

DATE: 8-22-2014

NOTE: SECTION 8078 OF THE CALIFORNIA BUSINESS AND PROFESSIONS CODE STATES THAT THE USE OF THE WORD CERTIFY OR CERTIFICATION BY A LICENSED LAND SURVEYOR IN THE PRACTICE OF LAND SURVEYING OR THE PREPARATION OF MAPS, PLATS, REPORTS, DESCRIPTIONS OR OTHER SURVEYING DOCUMENTS ONLY CONSTITUTES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

LEGEND

[Symbol]	PROPERTY / BOUNDARY LINE
[Symbol]	STREET R/W LINE
[Symbol]	CURB LINE (FROM 1"-20" ON TO 1"-200"
[Symbol]	CURB LINE (1"-10", 1"-6", 1"-18"
[Symbol]	CENTER LINE
[Symbol]	FLOW LINE
[Symbol]	LOT LINE / PARCEL LINE
[Symbol]	EASEMENT LINE (WIDTH)
[Symbol]	CONTOUR LINE (APPROXIMATE)
[Symbol]	BUILDING FOOT PRINT LINE
[Symbol]	OVERHEAD LINE
[Symbol]	FENCE LINE
[Symbol]	GUARD RAIL
[Symbol]	RETAINING WALL
[Symbol]	CONC. BLOCK WALL
[Symbol]	EDGE OF ASPHALT PAVING
[Symbol]	CONCRETE PAVING
[Symbol]	AREA DRAIN
[Symbol]	CATCH BASIN W/ACCESS HOLE
[Symbol]	MANHOLE (SEWER, STORM DRAIN, POWER, TELEPHONE)
[Symbol]	POWER POLE (P.P.) / TELEPHONE POLE (T.P.)
[Symbol]	SIGN (ALL KINDS)
[Symbol]	STREET LIGHT
[Symbol]	TRAFFIC SIGNAL
[Symbol]	TRAFFIC SIGNAL W/STREET LIGHT
[Symbol]	YARD LIGHT
[Symbol]	FIRE HYDRANT
[Symbol]	DOMESPOUT
[Symbol]	FIRE DEPARTMENT CONNECTION
[Symbol]	POST INDICATOR VALVE
[Symbol]	DIRECTION OF WATER DRAINAGE FLOW
[Symbol]	PARKING METER
[Symbol]	GAS / WATER METER
[Symbol]	GAS / WATER VALVE
[Symbol]	ELEC./STREET LIGHT/TRAFFIC/UNKNOWN PULL BOX
[Symbol]	TREE IN WELL W/TRUNK DIAMETER
[Symbol]	PLANTER
[Symbol]	GUARD POST
[Symbol]	APPROACH (DRIVEWAY)
[Symbol]	BACKFLOW PREVENTER
[Symbol]	CLEAN OUT
[Symbol]	CHAIN LINK (FENCE/GATE)
[Symbol]	LOCATION OF BUILDING HEIGHT MEASUREMENTS
[Symbol]	TOPOGRAPHIC SPOT ELEVATION, NO LEADER
[Symbol]	BACK OF WALK ELEVATION
[Symbol]	EDGE OF CONCRETE ELEVATION
[Symbol]	EDGE OF OUTLET ELEVATION
[Symbol]	EDGE OF PAVEMENT ELEVATION
[Symbol]	FLOW LINE ELEVATION
[Symbol]	TOP OF CURB ELEVATION
[Symbol]	TOP OF CRATE ELEVATION
[Symbol]	TOP OF WALL ELEVATION
[Symbol]	MANHOLE RIM ELEVATION
[Symbol]	MANHOLE INVERT ELEVATION
[Symbol]	CURB DRAIN
[Symbol]	RECORD LOT / PARCEL NUMBER
[Symbol]	RECORD DIMENSION OR BEARING IF DIFFERENT THAN MEASURED
[Symbol]	IMPROVEMENT FACE
[Symbol]	IMPROVEMENT EDGE
[Symbol]	IMPROVEMENT END
[Symbol]	NORTH/EAST/SOUTH/WEST LOCATION OF IMPROVEMENT
[Symbol]	W/ RESPECT TO REFERENCE NORTH AND PROPERTY LINE.
[Symbol]	ADJACENT PROPERTY OWNER
[Symbol]	SANITARY SEWER (SIZE)
[Symbol]	STORM DRAIN (SIZE)
[Symbol]	WATER LINE (SIZE)
[Symbol]	GAS LINE (SIZE)
[Symbol]	OIL/PETROLEUM LINE (SIZE)
[Symbol]	ELECTRICAL LINE
[Symbol]	COMMUNICATION LINE
[Symbol]	OVERHEAD UTILITY LINE(S)
[Symbol]	RECORD DIMENSION OR BEARING PER PARCEL MAP REC'D IN PMS 59-1.
[Symbol]	RECORD DIMENSION OR BEARING PER RECORD OF SURVEY NO. 2008-1229 REC'D IN BOOK 229 PAGE 6.

UTILITY INFORMATION

UTILITY	SERVICE BY	TELEPHONE NO.	ADDRESS
POWER	SOUTHERN CALIFORNIA EDISON	(800) 851-2550	1705 S. GRAND AVE SANTA ANA, CA
WATER	MESA CONSOLIDATED WATER DISTRICT	(415) 431-4100	1265 PLACENTIA AVENUE COSTA MESA, CA 92627
TELEPHONE	AT&T	(800) 510-2345	1265 N. VAN HORN ST., #180, ANAHEIM, CA 92807
GAS	SOUTHERN CALIFORNIA GAS COMPANY	(800) 926-1166	1919 S. STATE COLLEGE BLVD, ANAHEIM, CA 92806
CABLE TV	TIME WARNER	(714) 482-3927	200 PALM BLVD, COSTA MESA, CA 92626

The only substructure information made available by public agencies and public utilities in their location within public rights-of-way, therefore no onsite measurements are shown on this map. The location of on-site substructures should be determined and specified from other sources before the beginning of any excavation.

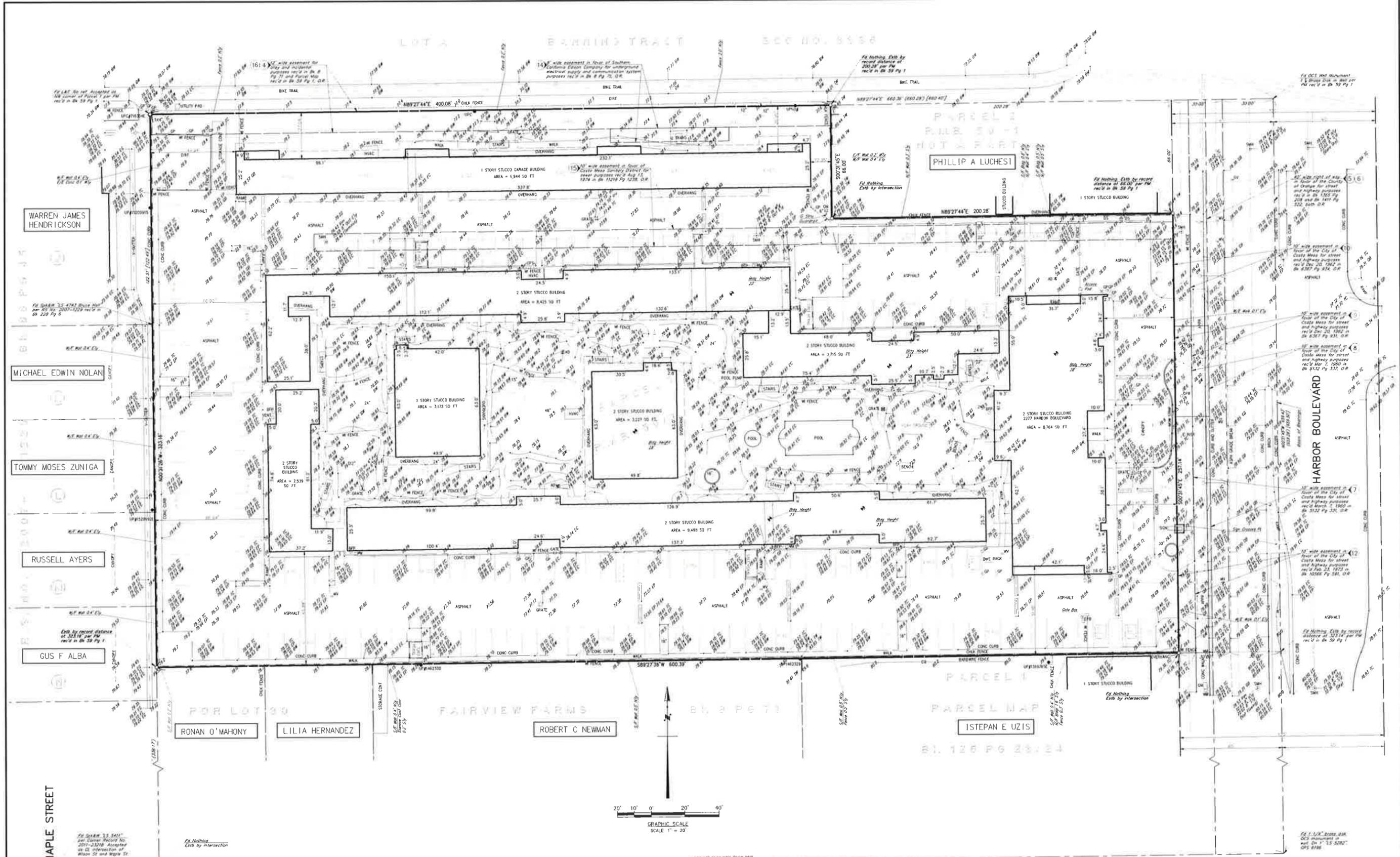
CALL UNDERGROUND SERVICE ALERT (800) 848-2848 (USA) represents every, but not necessarily, all utilities and all companies that have underground lines within the project area. In order to avoid damage to these lines, contact USA prior to digging or excavation. USA will assist in identifying these companies that they represent which have utility lines in the area and contacting the respective companies they represent to have those lines marked on the ground.

COMMENTS

- BOUNDARY LINES: WERE ESTABLISHED FROM RECOVERED CITY, COUNTY AND/OR PRIVATE SURVEY MONUMENTS WHOSE CHARACTER AND SOURCE ARE SO NOTED ON THE SURVEY.
- LEGAL DESCRIPTION: FROM INFORMATION SUPPLIED BY CLIENT, USUALLY A TITLE POLICY OR TITLE REPORT.
- EASEMENTS: PLOTTABLE EASEMENTS ARE SHOWN FROM AN OWNER SUPPLIED TITLE REPORT. NON-PLOTTABLE ONES ARE NOTED ON THE SURVEY AS HAVING "EFFECT OF" BECAUSE OUR SERVICE IS LIMITED TO REPORTING ON EASEMENT LOCATIONS WE STRONGLY RECOMMEND LEGAL COUNSEL BE RETAINED TO REPORT ON TITLE PAPERS IN THEIR ENTIRETY.
- TITLE REPORT: ORANGE COAST TITLE COMPANY PRELIMINARY TITLE REPORT NO. 150-1547738-16 DATED JANUARY 13, 2014.
 - INDICATES TITLE REPORT EXCEPTION NO.
- BASIS OF BEARINGS: THE BEARING NORTH 0°31'40" WEST OF THE CENTERLINE OF HARBOR BOULEVARD, AS SHOWN ON PARCEL MAP AS RECORDED IN BOOK 99 PAGE 1 OF PARCEL MAPS, RECORD OF ORANGE COUNTY WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.
- AREA: BASED UPON MEASURED BEARINGS AND DISTANCES AS SHOWN HEREON THE AREA IS:
 - 180795 SQ. FT. = 4.1505 ACRES
- TOPOGRAPHY: BY GROUND SURVEY METHODS AND COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS.
- FLOOD ZONE: SUBJECT PROPERTY LIES WITHIN FLOOD ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY PANELS NO. 0605000005J DATED DECEMBER 3, 2009, AS PUBLISHED BY FEDERAL EMERGENCY MANAGEMENT AGENCY.
- CONTOUR INTERVAL: 1 FOOT.
- ZONING: ZONING REPORT NOT PROVIDED. SEE SURVEYOR'S NOTE 4.
- BUILDING SETBACK: ZONING REPORT NOT PROVIDED. SEE SURVEYOR'S NOTE 4.
- PARKING: BASED UPON ON-SITE STRIPING, THE PARKING IS:
 - STANDARD 237
 - HANDICAP 4
 - TOTAL SPACES 281
- EARTH WORK: THERE IS NO OBSERVABLE EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
- SITE USE: THERE IS NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SLUMP OR LANDFILL.
- STREET HEIGHT OF WAY: THERE IS NO PROPOSED CHANGES IN STREET RIGHT OF WAY. THERE IS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
- EFFECT OF: GENERAL AND SPECIAL TAXES AND LIEN OF SUPPLEMENTAL TAXES.
- EFFECT OF: 12 FOOT WIDE EASEMENT FOR ALLEY AND INCIDENTAL PURPOSES RECORDED IN BOOK 8, PAGE 71 AND PARCEL MAP RECORDED IN BOOK 99, PAGE 1, BOTH OF O.R. PLOTTED HEREON. (1)(2)(3)
- EFFECT OF: 80 FOOT WIDE RIGHT OF WAY IN FAVOR OF COUNTY OF ORANGE FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED IN BOOK 1365, PAGE 208, O.R. PLOTTED HEREON. (4)(5)
- EFFECT OF: 10 FOOT WIDE EASEMENT IN FAVOR OF THE CITY OF COSTA MESA FOR STREET AND HIGHWAY PURPOSES RECORDED MARCH 7, 1980 IN BOOK 5132 PAGE 331, O.R. PLOTTED HEREON. (6)
- EFFECT OF: 10 FOOT WIDE EASEMENT IN FAVOR OF THE CITY OF COSTA MESA FOR STREET AND HIGHWAY PURPOSES RECORDED MARCH 7, 1980 IN BOOK 5132, PAGE 337, O.R. PLOTTED HEREON. (7)
- EFFECT OF: 10 FOOT WIDE EASEMENT IN FAVOR OF THE CITY OF COSTA MESA FOR STREET AND HIGHWAY PURPOSES RECORDED DECEMBER 20, 1982 IN BOOK 6367, PAGE 931, O.R. PLOTTED HEREON. (8)
- EFFECT OF: 10 FOOT WIDE EASEMENT IN FAVOR OF THE CITY OF COSTA MESA FOR STREET AND HIGHWAY PURPOSES RECORDED DECEMBER 20, 1982 IN BOOK 6367, PAGE 934, O.R. PLOTTED HEREON. (9)
- EFFECT OF: COVENANT BETWEEN ADJOINING LANDOWNERS TO CONSTRUCT A 36" HIGH CONCRETE BLOCK WALL ALONG THE NORTHERLY LINE OF THE PROPERTY RECORDED JANUARY 9, 1973 IN BOOK 10566, PAGE 708, O.R. (10)
- EFFECT OF: 10 FOOT WIDE EASEMENT IN FAVOR OF THE CITY OF COSTA MESA FOR STREET AND HIGHWAY PURPOSES RECORDED FEBRUARY 23, 1983 IN BOOK 10566, PAGE 591, O.R. PLOTTED HEREON. (11)
- EFFECT OF: AGREEMENT TO GRANT TO CITY OF COSTA MESA A PERMIT FOR TEMPORARY BACKWATER FLOODING FROM CATCH BASINS AND DRAIN SUMPS RECORDED FEBRUARY 26, 1973 IN BOOK 10568, PAGE 723, O.R. (12)
- EFFECT OF: 8 FOOT WIDE EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR UNDERGROUND ELECTRICAL SUPPLY AND COMMUNICATION SYSTEM PURPOSES RECORDED JUNE 19, 1973 IN BOOK 10757, PAGE 650, PLOTTED HEREON. (13)
- EFFECT OF: 10 FOOT WIDE EASEMENT IN FAVOR OF COSTA MESA SANITARY DISTRICT FOR SEWER PURPOSES RECORDED AUGUST 13, 1974 IN BOOK 11219, PAGE 1236, O.R. PLOTTED HEREON. (14)
- EFFECT OF: 12 FOOT WIDE EASEMENT FOR ALLEY PURPOSES AS DEDICATED AND DELINEATED ON PARCEL MAP RECORDED IN BOOK 99, PAGE 1, PLOTTED HEREON. (15)
- EFFECT OF: GRANT DEED RECORDED FEBRUARY 6, 2008 AS INSTRUMENT NO. 08-56328, O.R. (16)
- EFFECT OF: RIGHT OF PARTIES IN POSSESSION. (17)

85

	O.V.S.	FOUND 3 3/4" OCS ALUMINUM BENCHMARK DISK STAMPED "1F-174-04", SET IN THE SOUTHWESTERLY CORNER OF A 4 FT. BY 8 FT. CONCRETE CATCH BASIN. MONUMENT IS LOCATED IN THE SOUTHWESTERLY CORNER OF THE INTERSECTION OF HARBOR BOULEVARD AND VICTORIA STREET, 77 FT. SOUTHERLY OF THE CENTERLINE OF VICTORIA AND 41 FT. WESTERLY OF THE CENTERLINE OF HARBOR BOULEVARD.	<p>555 South Flower Street, Suite 4300 Los Angeles, CA 90071 (213) 223-1400 (213) 223-1444 fax www.psomas.com</p>	ALTA/ACSM LAND TITLE SURVEY AND DESIGN SURVEY FOR: GMP ARCHITECTS 2277 HARBOR BOULEVARD IN THE CITY OF COSTA MESA COUNTY OF ORANGE STATE OF CALIFORNIA	DATE AUGUST 1, 2014	SHEET 1 2
	D.V.S.	FOUND 3 3/4" OCS ALUMINUM BENCHMARK DISK STAMPED "1F-174-04", SET IN THE SOUTHWESTERLY CORNER OF A 4 FT. BY 8 FT. CONCRETE CATCH BASIN. MONUMENT IS LOCATED IN THE SOUTHWESTERLY CORNER OF THE INTERSECTION OF HARBOR BOULEVARD AND VICTORIA STREET, 77 FT. SOUTHERLY OF THE CENTERLINE OF VICTORIA AND 41 FT. WESTERLY OF THE CENTERLINE OF HARBOR BOULEVARD.			PREPARED BY 1GMP010200 T100	



WILSON STREET
86



DESIGNED BY	D. V. S.
DRAWN BY	D. V. S.
CHECKED BY	D. R. H.

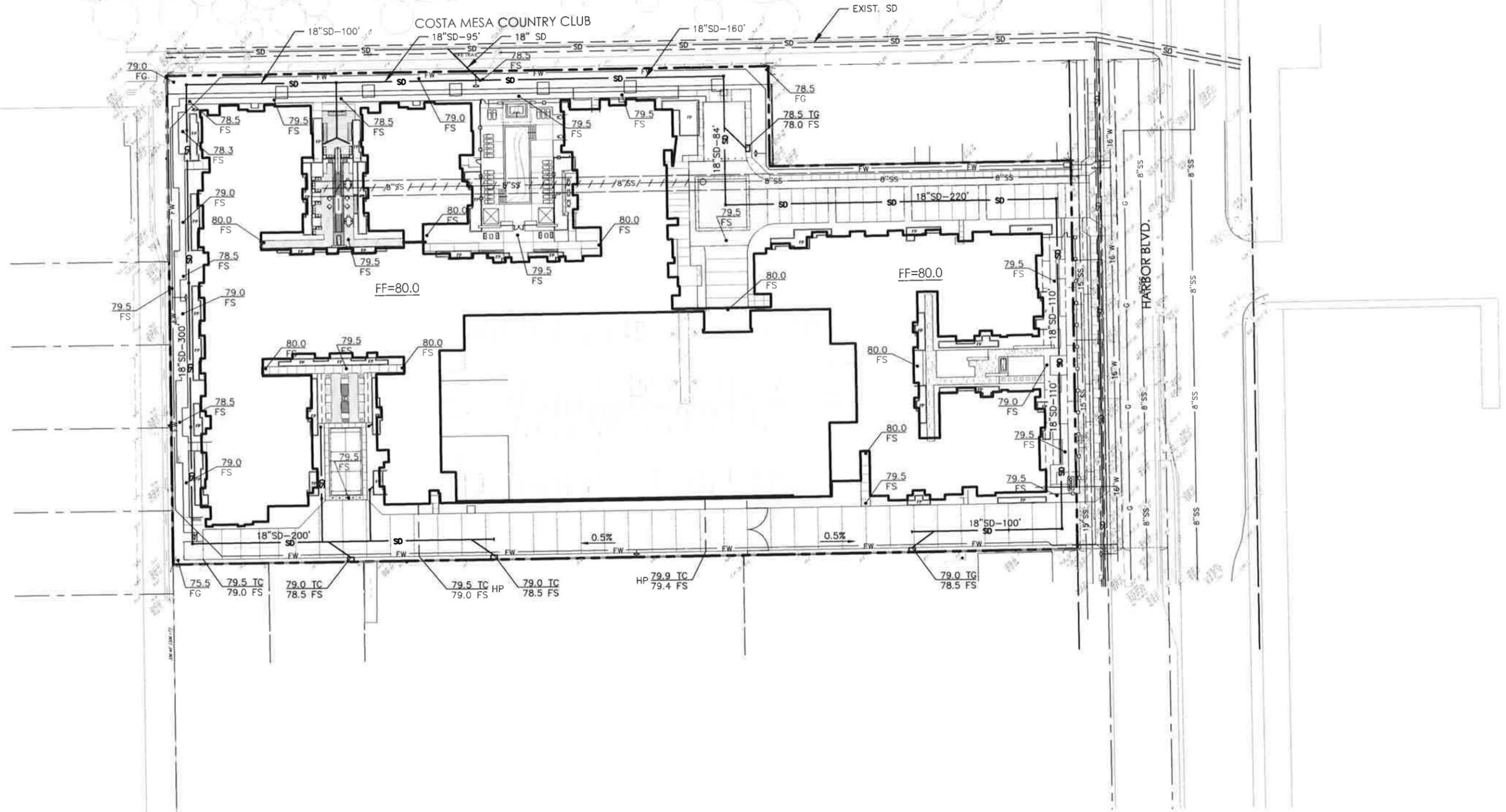
DISCOVERED OCS BENCHMARK NO. 17-174-04
 FOUND 3 3/4" OCS ALUMINUM BENCHMARK DISK STAMPED "IF-174-04".
 SET IN THE SOUTHWESTERLY CORNER OF A 4 FT. BY 8 FT. CONCRETE CATCH BASIN
 MONUMENT IS LOCATED IN THE SOUTHWESTERLY CORNER OF THE INTERSECTION
 OF VICTORIA AND 43 FT. WESTERLY OF THE CENTERLINE OF HARBOR BOULEVARD
 BENCHMARK IS 620 FEET
 NAVD83 (2005)

PSOMAS
 555 South Flower Street, Suite 4300
 Los Angeles, CA 90071
 (213) 223-1400 (213) 223-1444 fax
 www.psomas.com

ALTA/ACSM LAND TITLE SURVEY AND DESIGN SURVEY FOR:
GMPA ARCHITECTS
 2277 HARBOR BOULEVARD
 IN THE CITY OF COSTA MESA COUNTY OF ORANGE STATE OF CALIFORNIA

DATE	AUGUST 1, 2014	SHEET	2
SCALE	1" = 20'		
PROJECT NUMBER	10MPO10200 1100		2

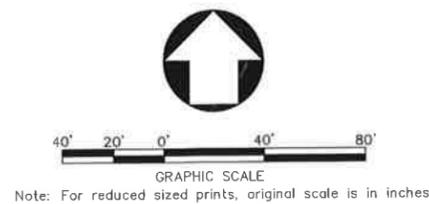
Apr 17, 2015 - 2:36PM - M:\2MIR020100\ENGR\2MIR-C1.01-GRAD.DWG



COSTA MESA LUXURY APARTMENTS

81

PRELIMINARY GRADING AND DRAINAGE



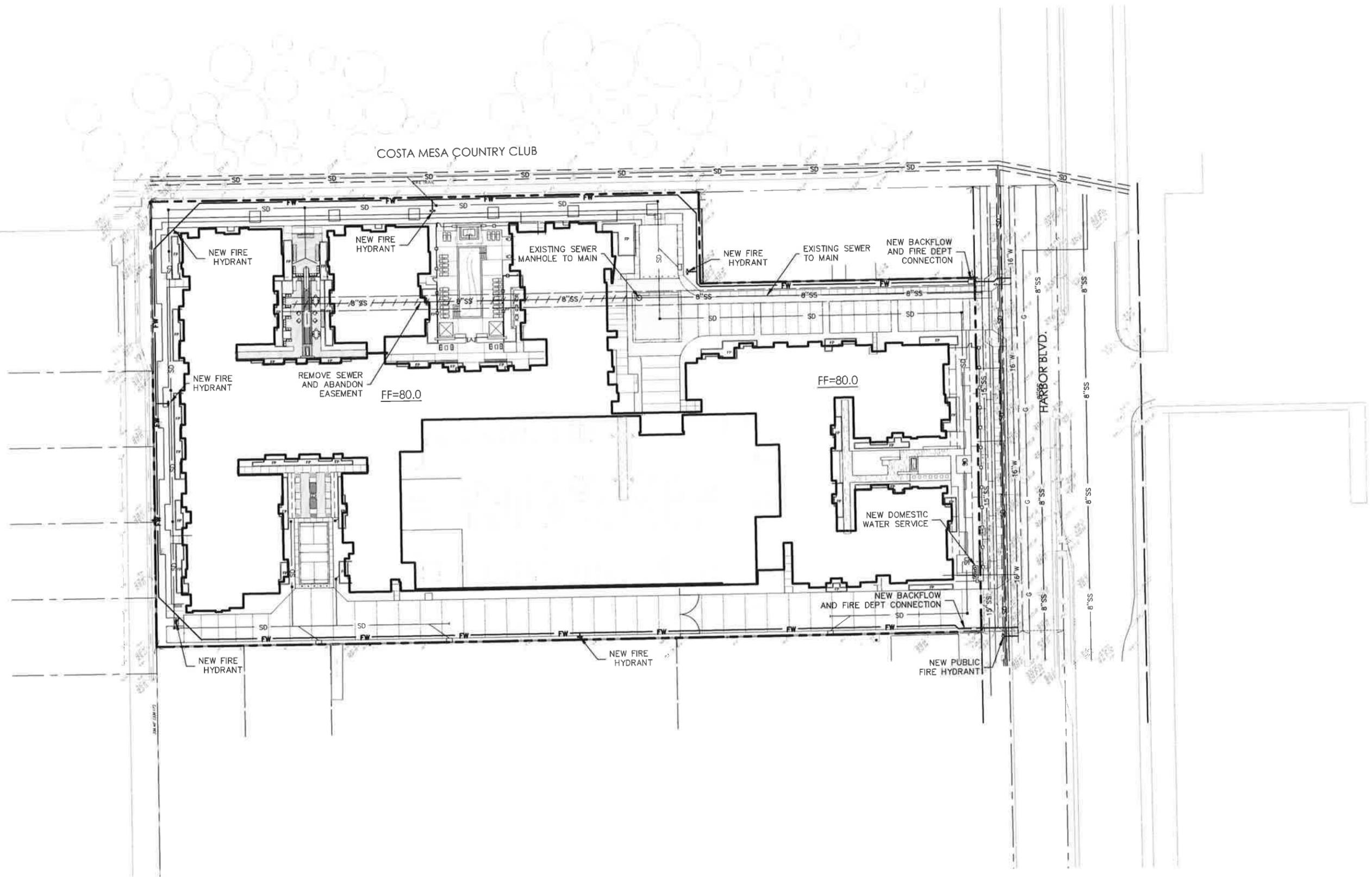
PSOMAS
 3 Hutton Centre Drive
 Suite 200
 Santa Ana, CA 92707
 (714) 751-7373 Fax(714) 545-8883

SHEET NO	C1.01
DATE	APRIL 17, 2015

GMPA ARCHITECTS
 11878 La Grange Ave, Los Angeles, CA 90025
 T. 310.450.0200 F. 310.450.0225
 www.gmpaArchitects.com

Apr 17, 2015 - 2:38PM - M:\2MIR020100\ENGR\SHEETS\PRE-GRADING\2MIR_C1.02-UTIL.DWG

COSTA MESA LUXURY APARTMENTS



PRELIMINARY WET UTILITIES

88



Note: For reduced sized prints, original scale is in inches

PSOMAS

3 Hutton Centre Drive
 Suite 200
 Santa Ana, CA 92707
 (714) 751-7373 Fax(714) 545-8883

SHEET NO	C1.02
DATE	APRIL 17, 2015

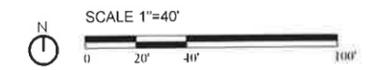


GMPA ARCHITECTS
 11878 La Grange Ave, Los Angeles, CA 90025
 T. 310.450.0200 F. 310.450.0225
 www.gmpaArchitects.com



89

ILLUSTRATIVE SITE PLAN



SHEET NO
A1.03 R
DATE APRIL 28, 2015
R: SEPTEMBER 24, 2015



GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com

COSTA MESA LUXURY APARTMENTS

© Copyright 2015, GMPA Architects, Inc. ALL INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS.



VIEW LOOKING SOUTH FROM ORANGE COUNTY GOLF COURSE

RENDERING

90

COSTA MESA LUXURY APARTMENTS

© Copyright 2015, GMPA Architects, Inc. [INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS]

SHEET NO
A1.04
DATE
APRIL 17, 2015



GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com



VIEW LOOKING NORTH WEST FROM HARBOR BOULEVARD

RENDERING

91

COSTA MESA LUXURY APARTMENTS

© Copyright 2015, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

SHEET NO
A1.05
DATE
APRIL 17, 2015



GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com



VIEW LOOKING WEST FROM HARBOR BOULEVARD AT MAIN ENTRANCE

RENDERING

92

COSTA MESA LUXURY APARTMENTS

© Copyright 2015, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

SHEET NO
A1.06
DATE
APRIL 17, 2015



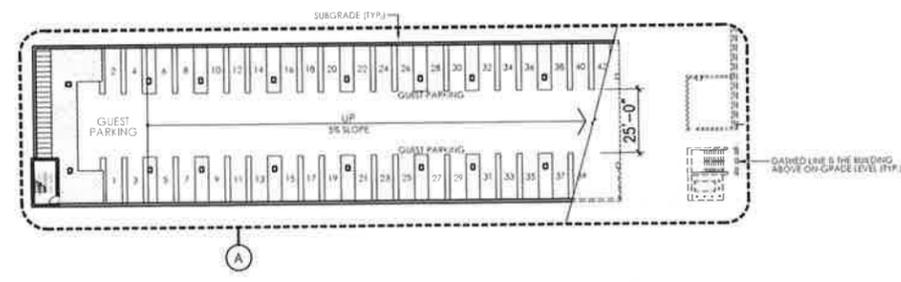
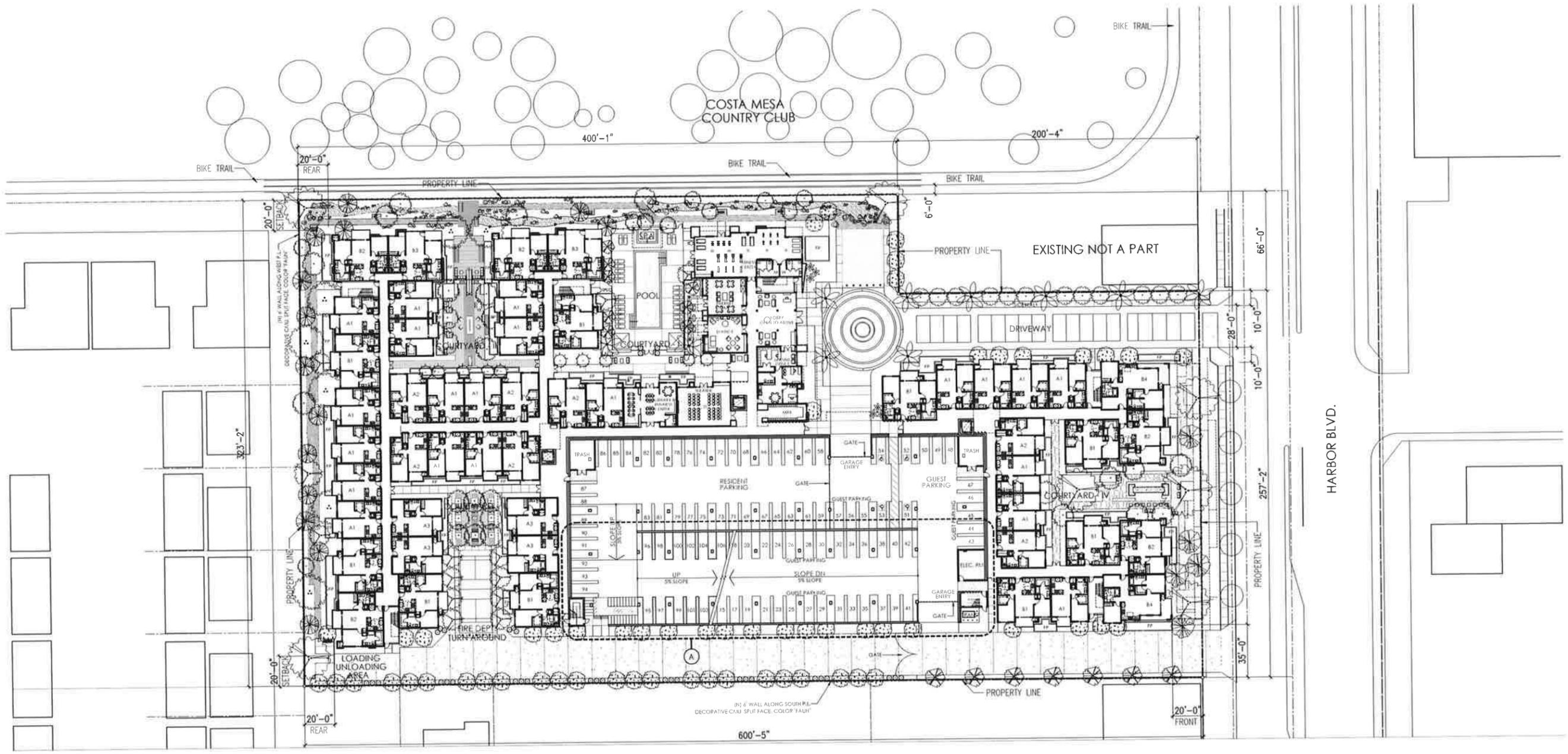
GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com



INTERIOR VIEW AT THE GYM LOOKING INTO THE POOL AND COURTYARD

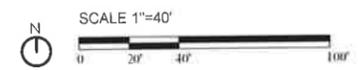
RENDERING

93



LOWER LEVEL PARKING FLOOR PLAN

GROUND FLOOR PLAN / SITE PLAN



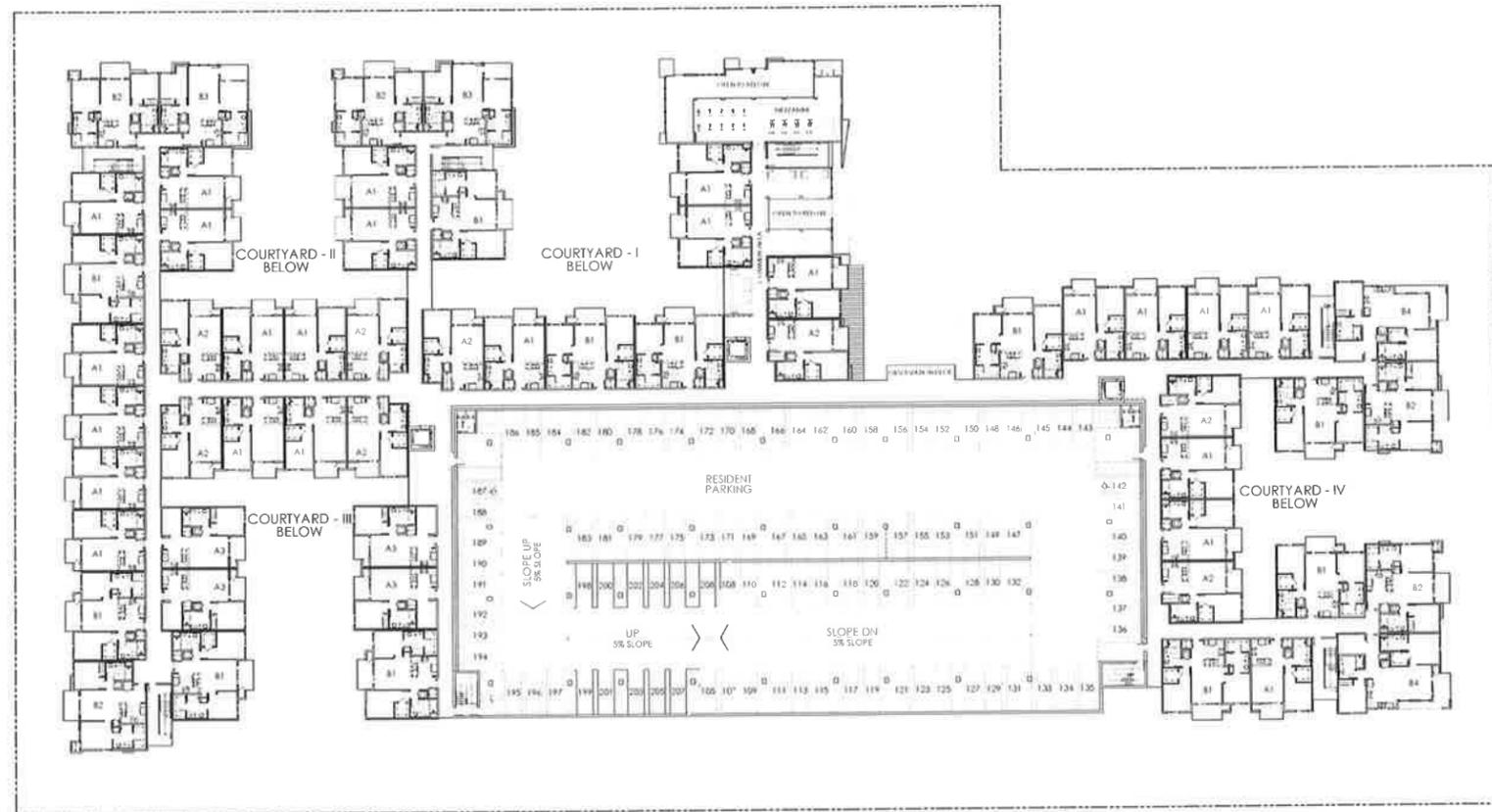
94

COSTA MESA LUXURY APARTMENTS

SHEET NO
A2.01 R
 DATE APRIL 28, 2015
 R: SEPTEMBER 24, 2015

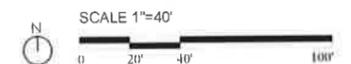
GMPA ARCHITECTS
 11878 La Grange Ave, Los Angeles, CA 90025
 T. 310.450.0200 F. 310.450.0225
 www.gmpaArchitects.com

© Copyright 2015, GMPA Architects, Inc. [INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS]



95

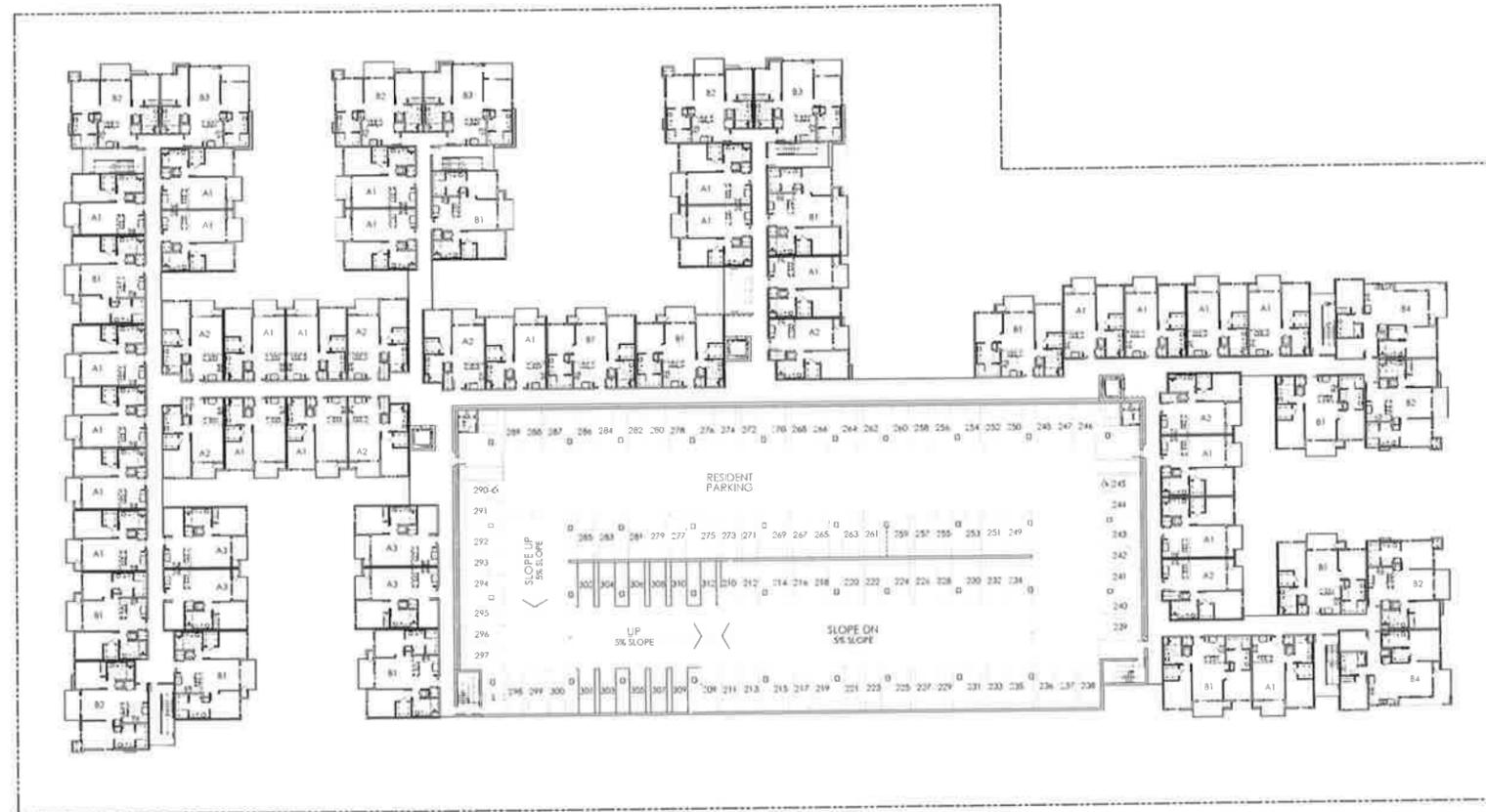
SECOND FLOOR PLAN



SHEET NO
A2.02
DATE
APRIL 17, 2015

GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
GMPA www.gmpaArchitects.com

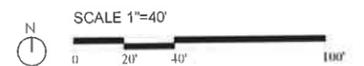
COSTA MESA LUXURY APARTMENTS



COSTA MESA LUXURY APARTMENTS

© Copyright 2015, GMPA Architects, Inc. [INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS]

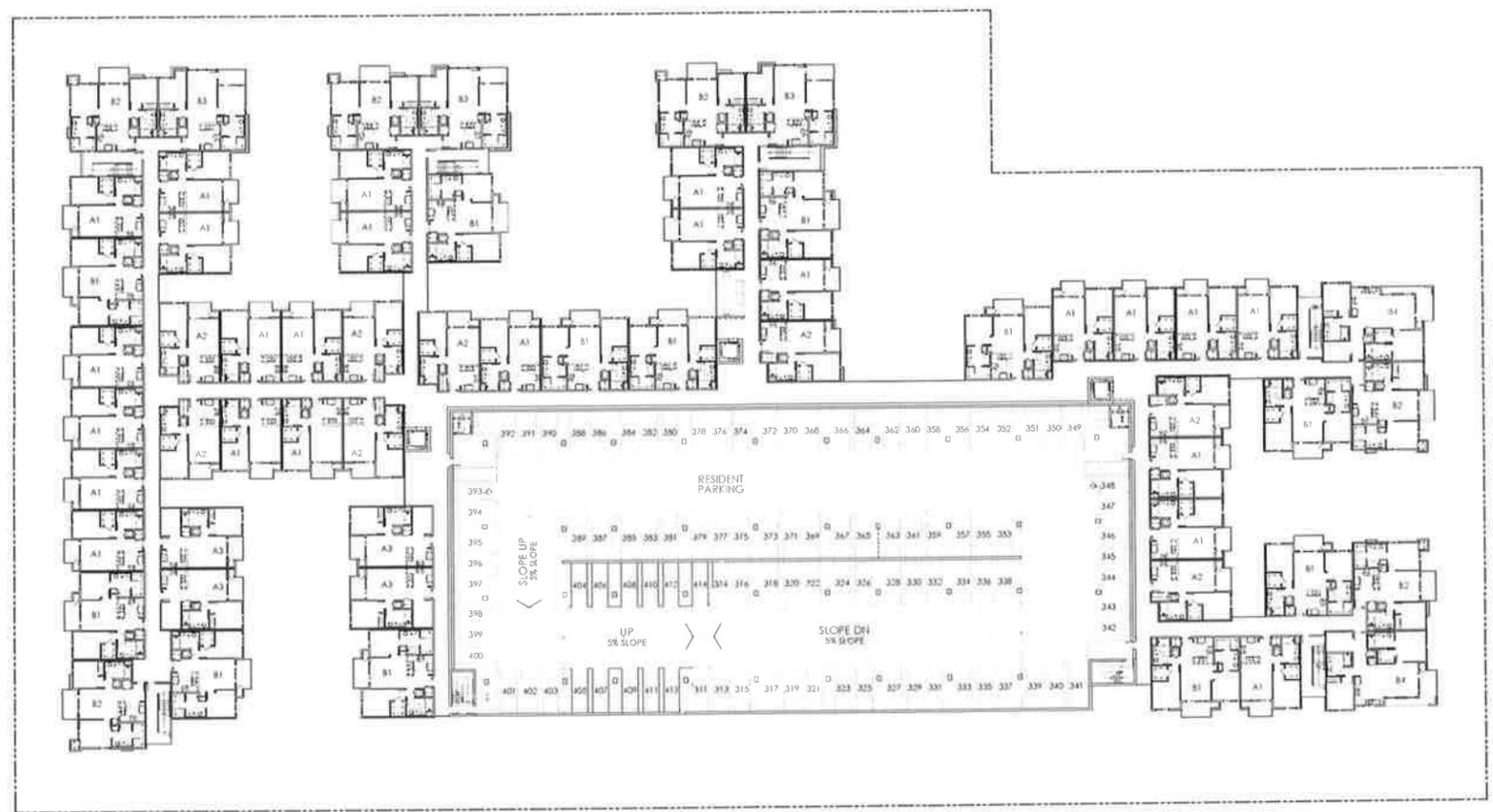
THIRD FLOOR PLAN



SHEET NO
A2.03
DATE
APRIL 17, 2015

GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com

96

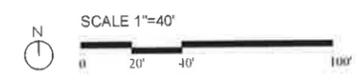


COSTA MESA LUXURY APARTMENTS

© Copyright 2015, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

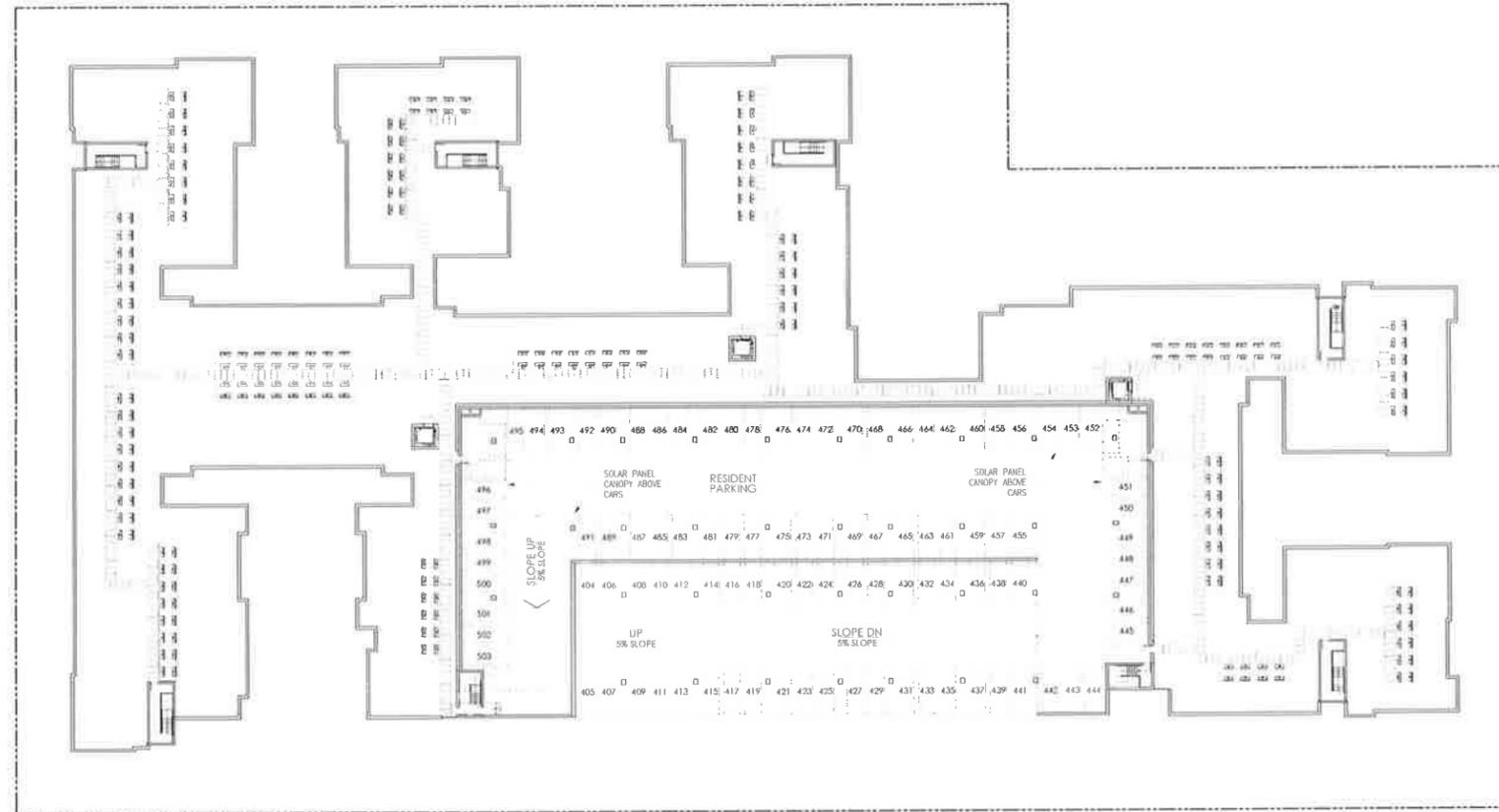
97

FOURTH FLOOR PLAN



SHEET NO
A2.04
DATE
APRIL 17, 2015

GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com

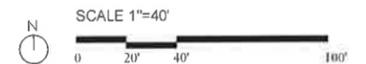


98

COSTA MESA LUXURY APARTMENTS

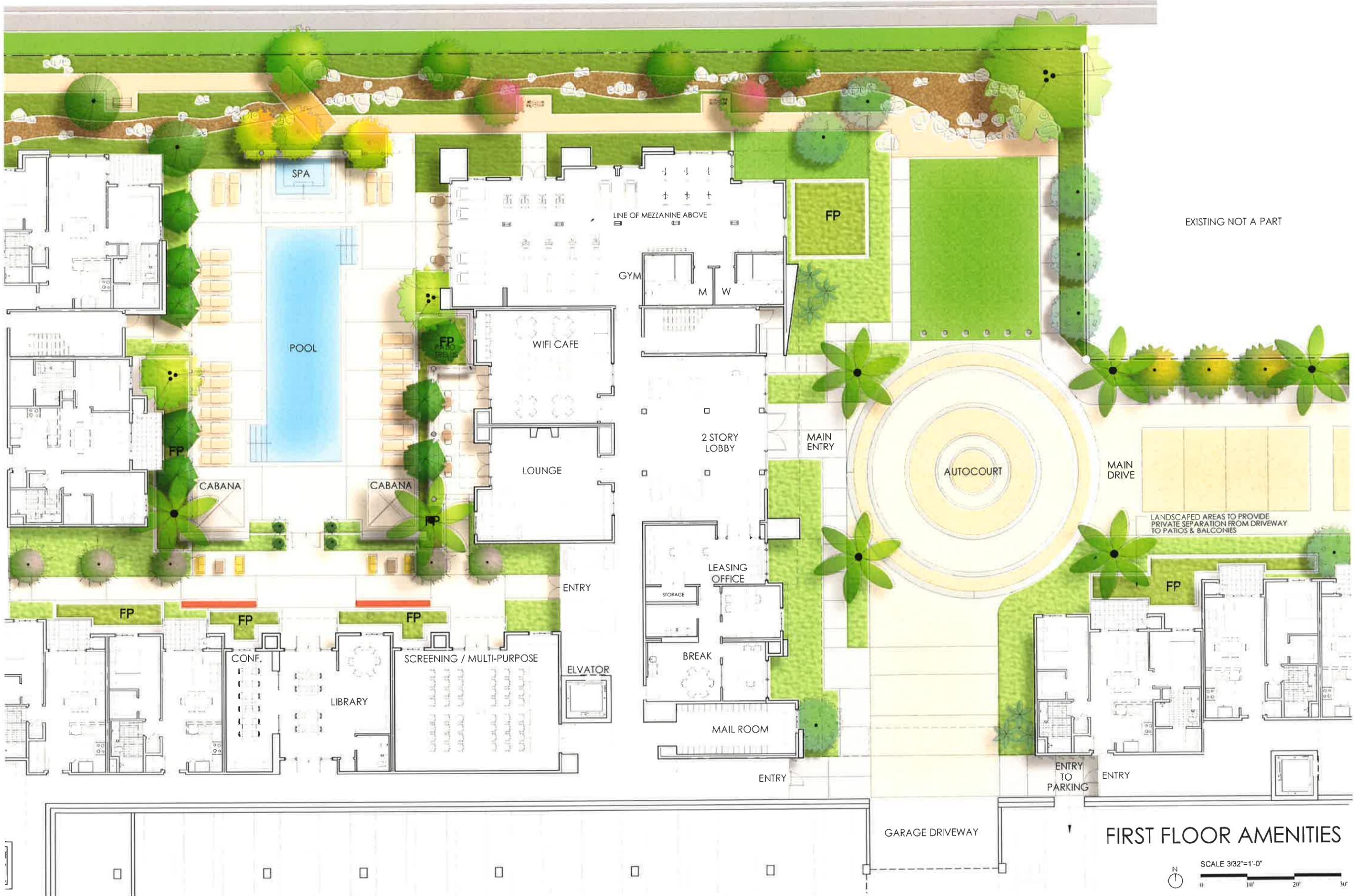
© Copyright 2015, GMPA Architects, Inc. [INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS]

ROOF FLOOR PLAN



SHEET NO
A2.05
DATE
APRIL 17, 2015

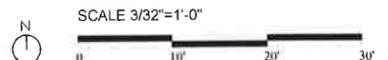
GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com



COSTA MESA LUXURY APARTMENTS

99

FIRST FLOOR AMENITIES



SHEET NO
A2.06
DATE
APRIL 17, 2015

GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com



UNIT A1 (1 BEDROOM) ± 750 SF.



UNIT A2 (1 BEDROOM) ± 730 SF.



UNIT A3 (1 BEDROOM + DEN) ± 780 SF.



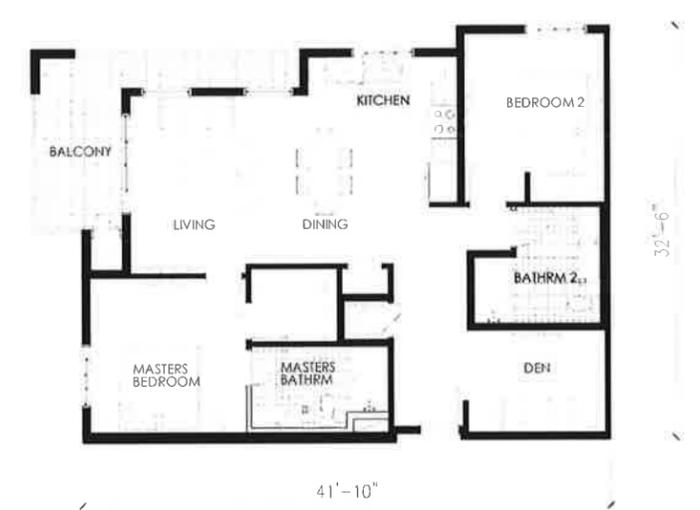
UNIT B1 (2 BEDROOM) ± 1,050 SF.



UNIT B2 (2 BEDROOM) ± 1,050 SF.



UNIT B3 (2 BEDROOM) ± 1,050 SF.



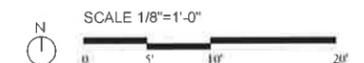
UNIT B4 (2 BEDROOM + DEN) ± 1,200 SF.

COSTA MESA LUXURY APARTMENTS

© Copyright 2015, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

100

TYPICAL UNIT PLANS

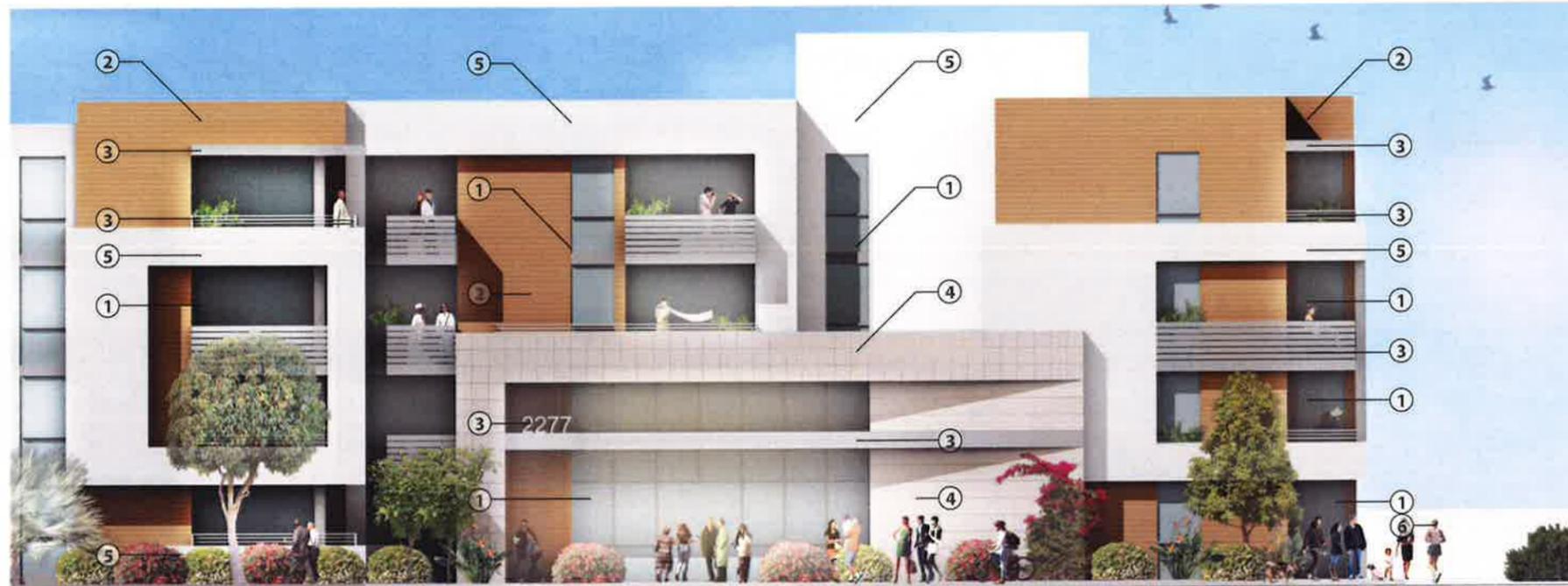


SHEET NO
A2.07

DATE
APRIL 17, 2015



GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com



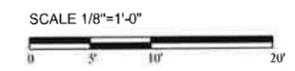
MAIN ENTRY ALONG HARBOR BOULEVARD



PARKING STRUCTURE ALONG SECONDARY ENTRY

-  ① CLEAR GLASS
-  ② FIBER-REINFORCED CEMENT SIDING
-  ③ METAL FINISH
-  ④ LIMESTONE FINISH
-  ⑤ WHITE SMOOTH STUCCO FINISH
-  ⑥ METAL FENCE
-  ⑦ METAL WIRE MESH
-  ⑧ WOVEN METAL WIRE CLOTH

EXTERIOR FINISH MATERIALS



COSTA MESA LUXURY APARTMENTS

© Copyright 2015, GMPA Architects, Inc. [INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS]

101

SHEET NO
A3.00 R
DATE APRIL 23, 2015
R: SEPTEMBER 24, 2015

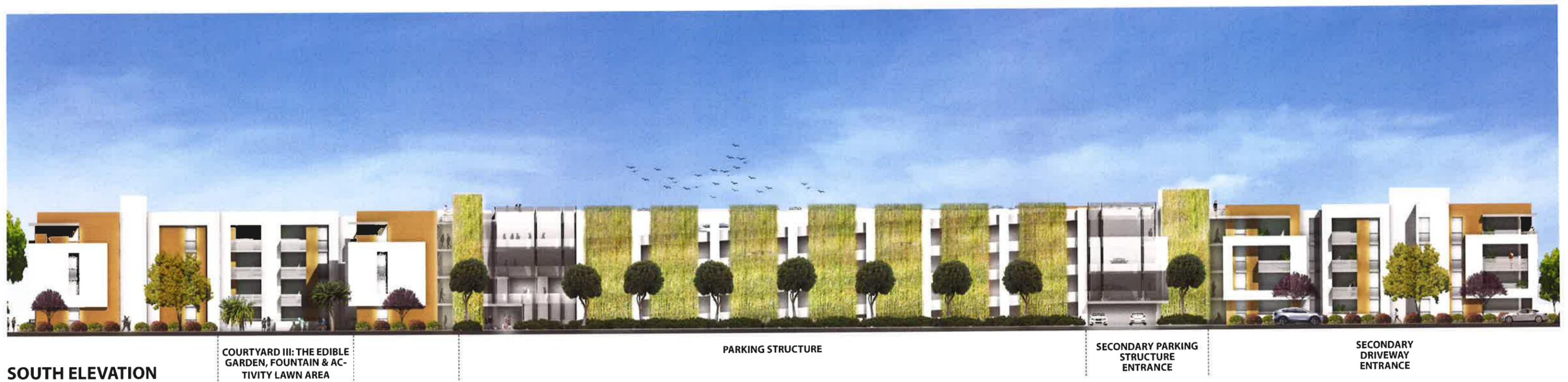
GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com



BUILDING ELEVATIONS

COSTA MESA LUXURY APARTMENTS

102



BUILDING ELEVATIONS

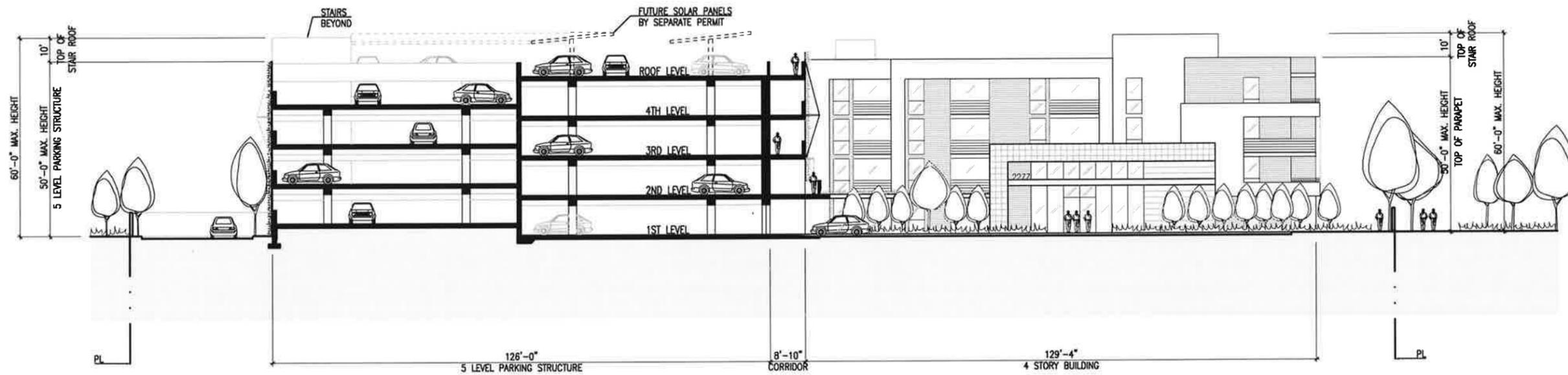
103

COSTA MESA LUXURY APARTMENTS

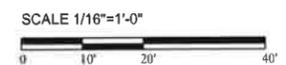
© Copyright 2015, GMPA Architects, Inc. ALL INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS.

SHEET NO **A3.02**
DATE **APRIL 17, 2015**

GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com



BUILDING SECTIONS



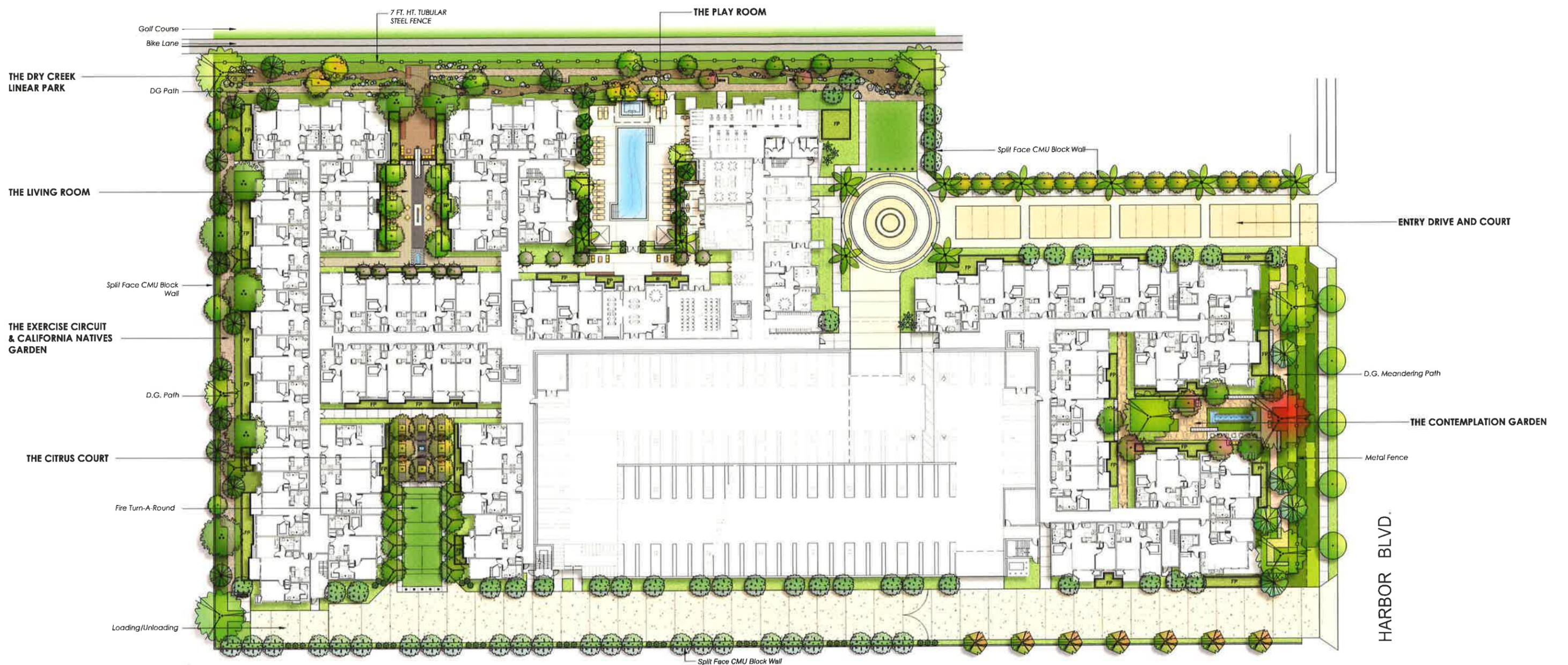
COSTA MESA LUXURY APARTMENTS

© Copyright 2015, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

104

SHEET NO	A4.01 R
DATE	APRIL 28, 2015
R:	SEPTEMBER 24, 2015

GMPA ARCHITECTS
 11878 La Grange Ave, Los Angeles, CA 90025
 T. 310.450.0200 F. 310.450.0225
 www.gmpaArchitects.com



PLANTING LEGEND		
SYMBOL	BOTANICAL NAME	COMMON NAME
HARBOR BLVD. STREET TREES		
	PLATANUS ACERIFOLIA 'BLOODGOOD'	LONDON PLANE TREE
HARBOR BLVD. & SETBACK TREES		
	ACACIA STENOPHYLLA	SHOESTRING ACACIA
	CHILOPSIS LINEARIS	DESERT WILLOW
	CHITALPA TASHKENTENSIS	CHITALPA
	GEJERA PARVIFLORA	AUSTRALIAN WILLOW
	MELALEUCA NESOPHILA	PINK MELALEUCA
	PARKINSONIA ACULEATA	MEXICAN PALO VERDE
	PROSOPIS ALBA	ARGENTINE MESQUITE
	ROBINIA PSEUDOACACIA	BLACK LOCUST
PALM TREES		
	BRAHEA ARMATA	BLUE HESPER PALM
	PHOENIX DACTYLIFERA	DATE PALM
	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM

ENTRY ROAD TREES	
	ARBUS 'MARINA' MARINA STRAWBERRY TREE
	CASSIA LEPTOPHYLLA GOLD MEDALLION TREE
	RHUS LANCEA AFRICAN SUMAC
ACCENT TREES	
	CUPRESSUS SEMPERVIRENS ITALIAN CYPRESS
	DRACAENA DRACO DRAGON TREE
	DYSPIS DECARYI TRIANGLE PALM
	LAGERSTROEMIA INDICA CRAPE MYRTLE
PERIMETER TREES	
	CALLISTEMON CITRINUS BOTTLEBRUSH
	EUCALYPTUS SPP EUCALYPTUS
	GEJERA PARVIFLORA AUSTRALIAN WILLOW
	LAURUS NOBILIS SWEET BAY
	METROSIDEROS EXCELSUS NEW ZEALAND CHRISTMAS TREE
	PLATANUS MEXICANA MEXICAN SYCAMORE
LARGE TREES	
	CHORSIA SPECIOSA SILK FLOSS TREE
	ERYTHRINA SPECIES CORAL TREE
	OLEA EUROPAEA; FRUITLESS VARIETY OLIVE
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE
	QUERCUS SPECIES OAK TREE

SMALL AND MEDIUM TREES	
	ACCA SELLOWIANA PINEAPPLE GUAVA
	AGONIS FLEXUOSA PEPPERMINT WILLOW
	ARBUS UNEDO STRAWBERRY TREE
	CERCIS OCCIDENTALIS WESTERN REDBUD
	CITRUS CULTIVARS CITRUS TREES
	COTINUS SPECIES SMOKE TREE
	MELALEUCA NESOPHILA PINK MELALEUCA
	PARKINSONIA SPECIES PALO VERDE
	PITOSPORUM ANGSTIFOLIUM WEeping PITOSPORUM
CALIFORNIA NATIVE TREES	
	ACER NEGUNDO 'CALIFORNICUM' CALIFORNIA BOX ELDER
	CERCIS OCCIDENTALIS WESTERN REDBUD
	CHILOPSIS LINEARIS DESERT WILLOW
	CHITALPA TASHKENTENSIS CHITALPA
	PARKINSONIA 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE
	QUERCUS SPECIES VALLEY AND LIVE OAK
	SEQUOIA SEMPERVIRENS COAST REDWOOD
	UMBELLULARIA CALIFORNICA CALIFORNIA BAY TREE

- LANDSCAPE NOTES:**
- THE LANDSCAPE PLANTING AND IRRIGATION SHALL BE DESIGNED TO FULFILL ALL CITY OF COSTA MESA PLANNING DEPARTMENT REQUIREMENTS.
 - ALL LANDSCAPE AREAS WILL BE IRRIGATED WITH A 100% FULLY AUTOMATIC IRRIGATION SYSTEM.
 - CITY OF COSTA MESA STREET TREES SHALL BE INSTALLED PER CITY REQUIREMENTS.
 - SUSMP FILTRATION PLANTERS (FP) ARE APPROXIMATE AND ILLUSTRATE INTENT ONLY.

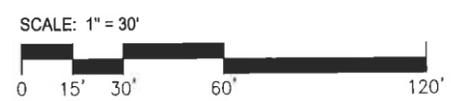
WATER CONSERVATION STATEMENT:

ALL LANDSCAPE WILL BE SPECIFIED, PLANTED & IRRIGATED ACCORDING TO XERISCAPE DESIGN PRINCIPLES WHICH INCLUDE: THE PREDOMINANT USE OF DROUGHT TOLERANT PLANT MATERIALS; THE PRACTICE OF HYDROZONING OR GROUPING PLANTS WITH SIMILAR WATER REQUIREMENTS TOGETHER; MINIMIZING TURF AREAS; AND THE EFFICIENT APPLICATION OF WATER BY USING MATCHED PRECIPITATION HEADS, DRIP LINE, SEPARATE VALVES FOR TURF AND GROUND COVER AREAS AND RAIN SHUT OFF DEVICES. THIS PROJECT WILL COMPLY WITH THE STATE WATER CONSERVATION ORDINANCE EFFECTIVE JANUARY 1, 2010.

COSTA MESA LUXURY APARTMENTS

© Copyright 2014, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

105



SHEET NO	L1.01
DATE	APRIL 13, 2015

SITE AND LANDSCAPE PLAN

GMPA ARCHITECTS
 11878 La Grange Ave, Los Angeles, CA 90025
 T. 310.450.0200 F. 310.450.0225
 www.gmpaArchitects.com

THE EXERCISE CIRCUIT

					
EXERCISE STATION	FILTRATION PLANTER	DECOMPOSED GRANITE PATHWAY IN CALIFORNIA NATIVE LANDSCAPE	BENCH WITH BACK	DOG WASTE STATION IN DOG RUN	SPLITFACE CMU WALL

THE CITRUS COURT

						
FOUNTAIN	COBBLE BED	'COMPOSITE WOOD' PLATFORM BENCHES	LINEAR PAVERS	CITRUS TREES IN COURTYARD	BENCH WITH BACK	'GRASS PAVE' AT THE FIRE DEPARTMENT TURNAROUND

THE CONTEMPLATION GARDEN

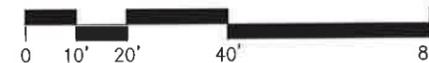
				
STONE BENCH	RANDOM STONE PAVING	STEPPING STONES IN GRAVEL	CONTEMPORARY STEEL FENCE	QUIET FOUNTAIN

COSTA MESA LUXURY APARTMENTS

© Copyright 2014, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

106

SCALE: 1" = 20'



HARDSCAPE IMAGES

SHEET NO	L1.02
DATE	APRIL 13, 2015



GMPA ARCHITECTS

11878 La Grange Ave, Los Angeles, CA 90025

T. 310.450.0200 F. 310.450.0225

www.gmpaArchitects.com

THE LIVING ROOM

						
COMPOSITE DECKING AT THE YOGA DECK	CONNECTING BRIDGE/DECK AT CREEK	WROUGHT IRON FENCE ALONG BIKE PATH	BBQ COUNTER TOP	PLATFORM BENCH AT THE YOGA DECK	FIREPIT	ACTIVE FOUNTAIN

THE PLAY ROOM

						
BANQUETTE SEATING	LINEAR PAVERS	INTEGRAL COLOR CONCRETE POOL DECK	SPA	BRIDGE OVER DRY STREAM	GLASS POOL ENCLOSURE	CABANAS

ENTRY COURT

					
FENCED DOG RUN	TURF BLOCK TURNAROUND	BOULDER SEATING AT TRAIL HEAD OF DRY CREEK / LINEAR PARK	EXPOSED AGGREGATE PAVING	DATE PALM	PAVING PATTERN WITH CONCENTRIC RINGS

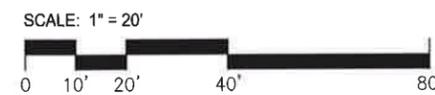
DRY CREEK/LINEAR PARK


DRY CREEK

COSTA MESA LUXURY APARTMENTS

© Copyright 2014, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

107



HARDSCAPE IMAGES

SHEET NO	L1.03
DATE	APRIL 13, 2015



GMPA ARCHITECTS

11878 La Grange Ave, Los Angeles, CA 90025
 T. 310.450.0200 F. 310.450.0225
 www.gmpaArchitects.com

HARBOR BLVD. SETBACK TREES

							
ACACIA STENOPHYLLA "SHOESTRING ACACIA"	CHILOPSIS LINEARIS "DESERT WILLOW"	CHITALPA TASHKENTENSIS "CHITALPA"	GEIJERA PARVIFLORA "AUSTRALIAN WILLOW"	MELALEUCA NESOPHILA "PINK MELALEUCA"	PARKINSONIA ACULEATA "MEXICAN PALO VERDE"	PROSOPIS ALBA "ARGENTINE MESQUITE"	ROBINIA AMBIGUA 'IDAHOENSIS' "IDAHO LOCUST"

HARBOR BLVD. STREET TREE PALM TREES

			
PLATANUS ACERIFOLIA 'BLOODGOOD' "LONDON PLANE TREE"	BRAHEA ARMATA "BLUE HESPER PALM"	PHOENIX DACTYLIFERA "DATE PALM"	WASHINGTONIA ROBUSTA "MEXICAN FAN PALM"

ENTRY ROAD TREES

		
ARBUTUS 'MARINA' "MARINA STRAWBERRY TREE"	CASSIA LEPTOPHYLLA "GOLD MEDALLION TREE"	PHOENIX DACTYLIFERA "DATE PALM"

ACCENT TREES

			
CUPRESSUS SEMPERVIRENS "ITALIAN CYPRESS"	DRACAENA DRACO "DRAGON TREE"	DYOPSIS DECARYI "TRIANGLE PALM"	LAGERSTROEMIA INDICA "CRAPE MYRTLE"

PERIMETER TREES

		
CALLISTEMON CITRINUS "BOTTLEBRUSH"	EUCALYPTUS SPP "EUCALYPTUS"	METROSIDEROS EXCELSUS "NEW ZEALAND CHRISTMAS TREE"

COSTA MESA LUXURY APARTMENTS

© Copyright 2014, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

108



TREE IMAGES

SHEET NO	L1.04
DATE	APRIL 13, 2015



GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com

PERIMETER TREES

LARGE TREES

							
PLATANUS MEXICANA "MEXICAN SYCAMORE"	LAURUS NOBILIS "SWEET BAY"	CHORISIA SPECIOSA "SILK FLOSS TREE"	ERYTHRINA SPECIES "CORAL TREE"	OLEA EUROPAEA (FRUITLESS VARIETY) "OLIVE"	PLATANUS RACEMOSA "CALIFORNIA SYCAMORE"	QUERCUS SPECIES "OAK TREE"	PITTOSPORUM ANGSTIFOLIUM "WEeping PITTOSPORUM"

SMALL AND MEDIUM TREES

						
ACCA SELLOWIANA "PINEAPPLE GUAVA"	AGONIS FLEXUOSA "PEPPERMINT WILLOW"	ARBUTUS UNEDO "STRAWBERRY TREE"	CERCIS OCCIDENTALIS "REDBUD"	CITRUS CULTIVARS "CITRUS TREE"	COTINUS SPECIES "SMOKE TREE"	PARKINSONIA SPECIES "PALO VERDE"

CALIFORNIA NATIVE TREES

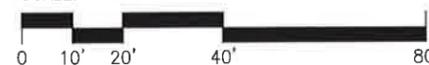
							
ACER NEGUNDO 'CALIFORNICUM' "CALIFORNIA BOX ELDER"	CHILOPSIS LINEARIS "DESERT WILLOW"	CHITALPA TASHKENTENSIS "CHITALPA"	PARKINSONIA 'DESERT MUSEUM' "DESERT MUSEUM PALO VERDE"	PLATANUS RACEMOSA "CALIFORNIA SYCAMORE"	QUERCUS SPECIES "VALLEY AND LIVE OAK"	SEQUOIA SEMPERVIRENS "COAST REDWOOD"	UMBELLULARIA CALIFORNICA "CALIFORNIA BAY TREE"

COSTA MESA LUXURY APARTMENTS

© Copyright 2014, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

109

SCALE: 1" = 20'



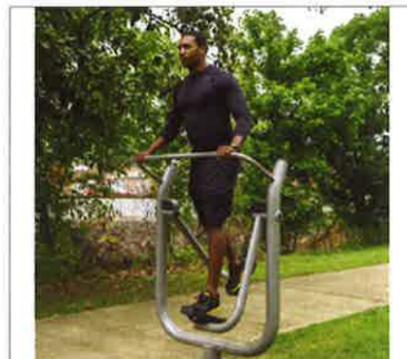
TREE IMAGES

SHEET NO	L1.05
DATE	APRIL 13, 2015



GMPA ARCHITECTS

11878 La Grange Ave. Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com



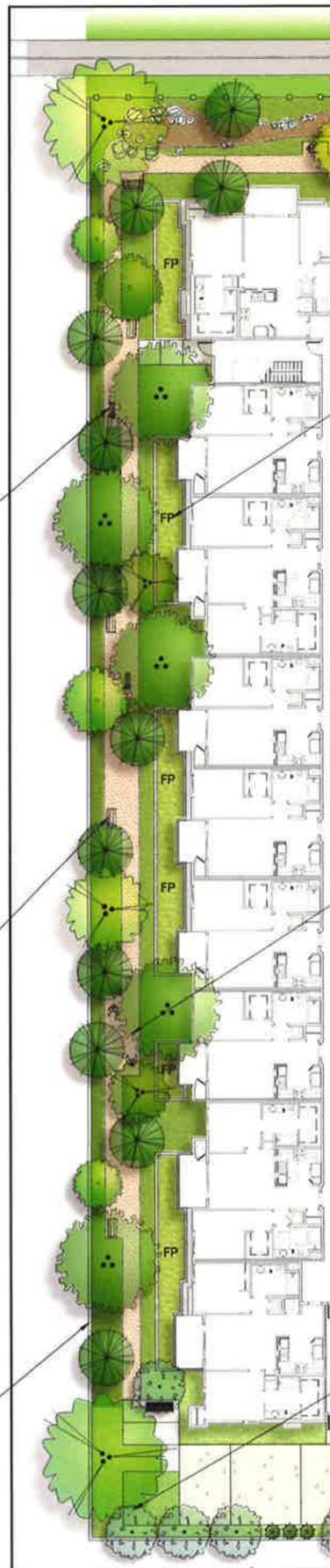
EXERCISE STATION



BENCH WITH BACK



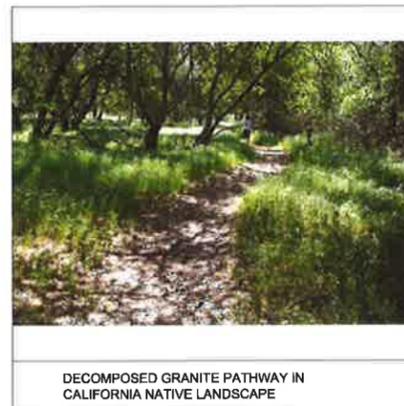
SPLITFACE CMU WALL



PLAN VIEW



FILTRATION PLANTER



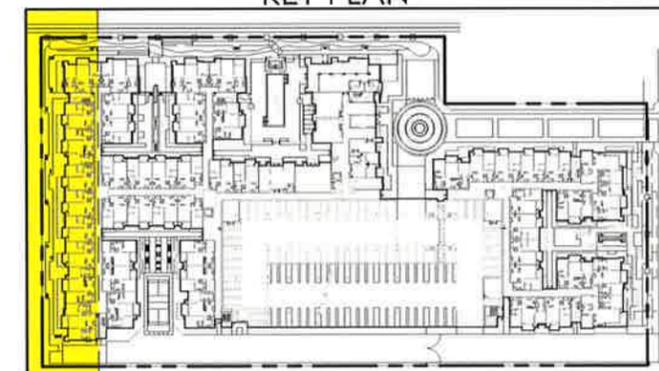
DECOMPOSED GRANITE PATHWAY IN CALIFORNIA NATIVE LANDSCAPE



DOG WASTE STATION IN DOG RUN

The Exercise Circuit: The western setback area of the project is designed as a linear exercise circuit, comprised of a 4 ft. wide stabilized **Decomposed Granite** pathway with **exercise stations** along the way. There are also benches periodically for those less inclined to exercise. The exercise stations continue along the northern setback - the Dry Creek Linear Park - as well. The landscape setting will be comprised entirely of native, drought tolerant California plants, giving it a very woody, natural character. The rough texture of a 6 ft. ht. wall of split-faced CMU block on the property line adds to the rustic character of this open space. A **dog waste station** is located at the southern end of the pathway for easy access for the residents. Raised planters adjacent to the building function as **filtration planters (FP)**, treating the rainwater from the roof before it is discharged into the stormwater system.

KEY PLAN

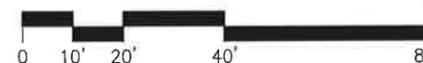


COSTA MESA LUXURY APARTMENTS

© Copyright 2014, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

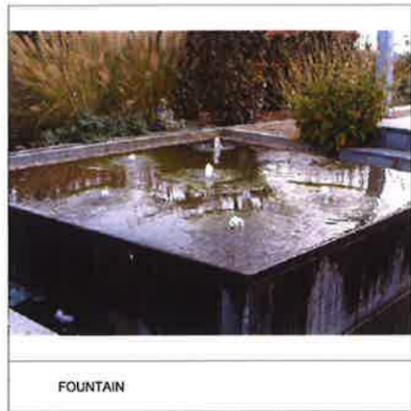
110

SCALE: 1" = 20'

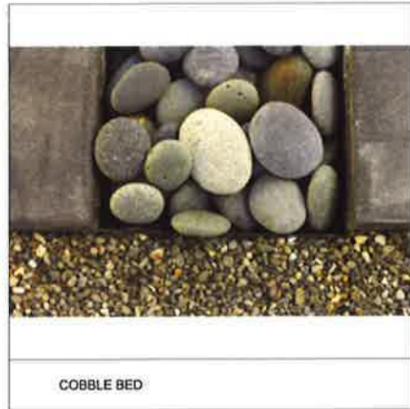


SHEET NO	L1.10
DATE	APRIL 13, 2015

GMPA ARCHITECTS
 11878 La Grange Ave, Los Angeles, CA 90025
 T. 310.450.0200 F. 310.450.0225
 www.gmpaArchitects.com



FOUNTAIN



COBBLE BED



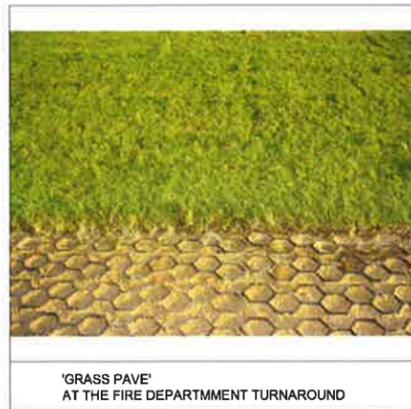
'COMPOSITE WOOD' PLATFORM BENCHES



LINEAR PAVERS



BENCH WITH BACK



'GRASS PAVE' AT THE FIRE DEPARTMENT TURNAROUND

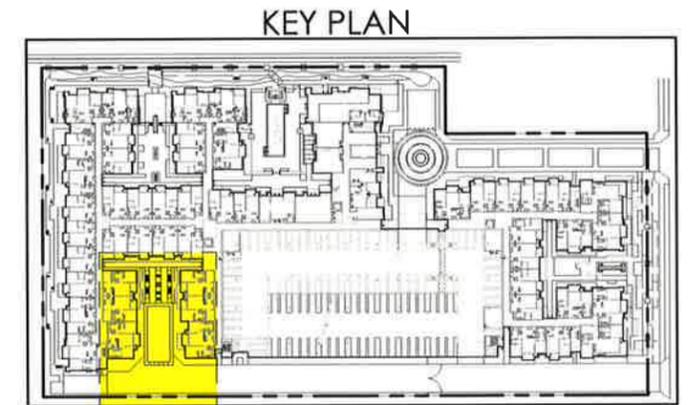


PLAN VIEW



CITRUS TREES IN COURTYARD

The Citrus Court: This space has two functions, both active and passive. The first is as a fire department turnaround which has to remain unobstructed. It will be 'paved' with a turf block acceptable to the Fire Department that can be covered by grass, so it will appear as an open lawn area. The turnaround is large enough to fit a badminton court, or accommodate other active uses such as mild ball or Frisbee playing. The second function is as a passive sitting area, designed in the form of a Mediterranean 'Court of the Oranges' with citrus trees planted symmetrically around a small central fountain. Standard benches with backs provide comfort for those who wish to sit up, and flat, platform benches encourage horizontal resting. In addition to a variety of citrus trees in the Court, other fruiting trees will fill out the perimeter of the turnaround landscape. Other drought tolerant Mediterranean shrubs and ground covers will comprise the understory beneath the trees.



KEY PLAN

COSTA MESA LUXURY APARTMENTS

© Copyright 2014, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

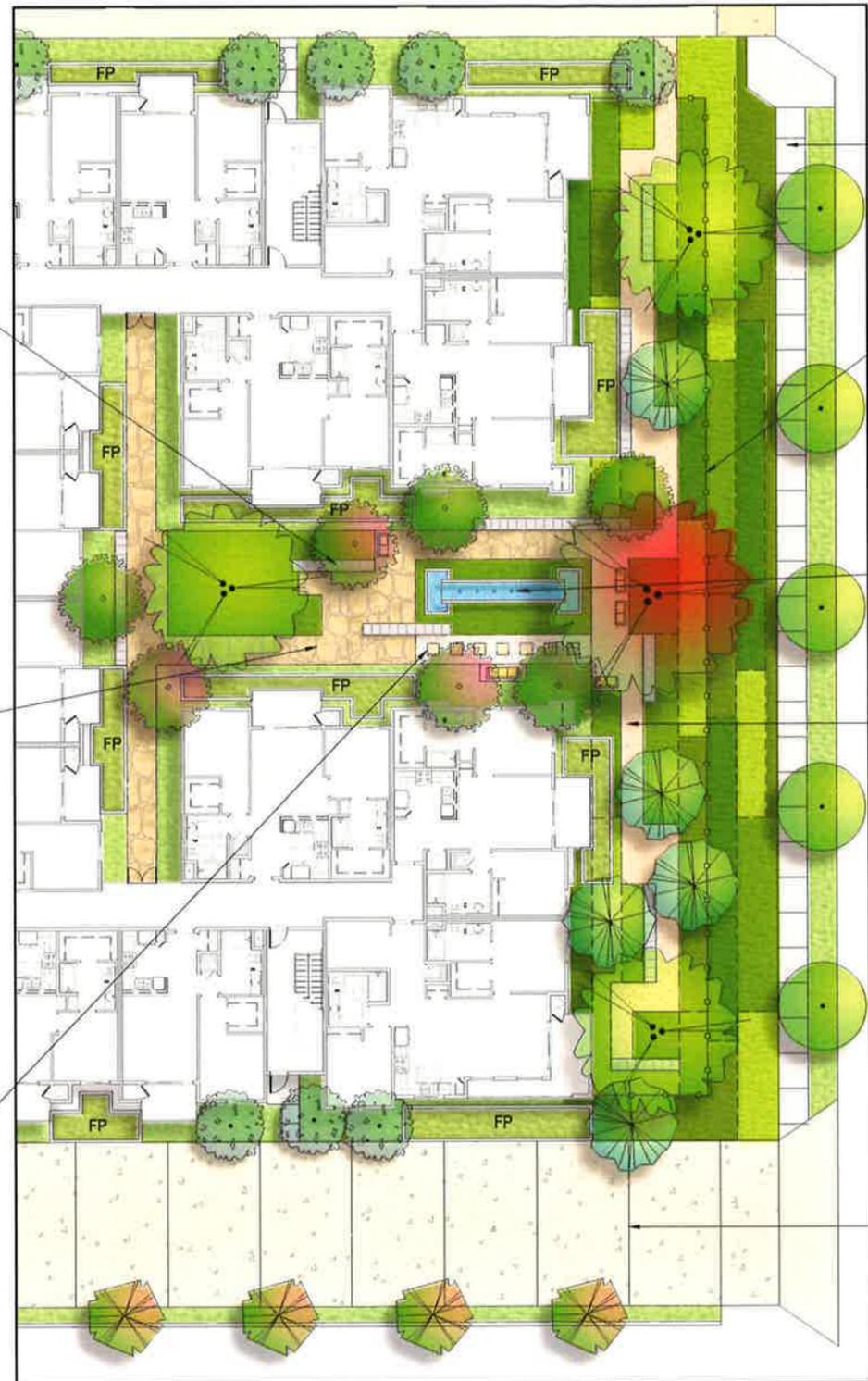
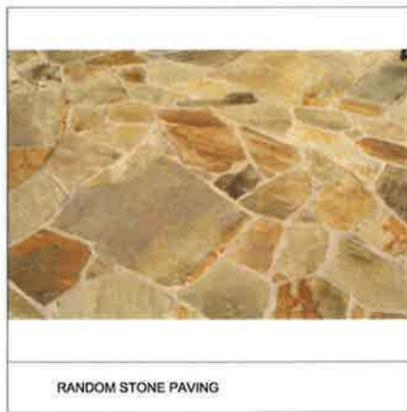


SCALE: 1/16" = 1'-0"



SHEET NO	L1.11
DATE	APRIL 13, 2015

GMPA ARCHITECTS
 11878 La Grange Ave, Los Angeles, CA 90025
 T. 310.450.0200 F. 310.450.0225
 www.gmpaarchitects.com



PLAN VIEW



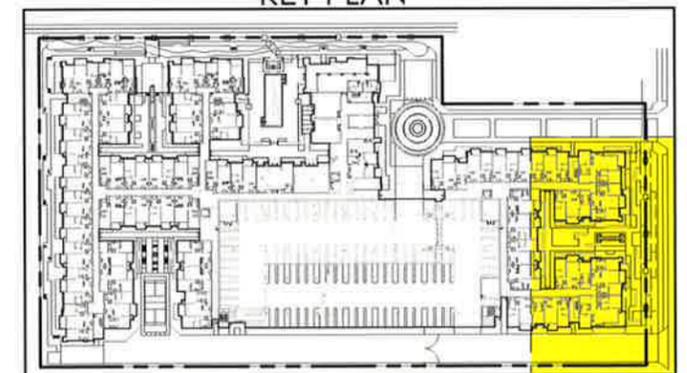
CONTEMPORARY STEEL FENCE



QUIET FOUNTAIN

The Contemplation Garden: This courtyard is a completely passive one, intended for quiet chats or contemplation. It is designed as a clean, contemporary space with a linear orientation to the outside of the project, similar to the other courtyards, which in this case is Harbor Blvd. Unlike the other courtyards, this one will feel softer and greener as it will be largely landscape. Large trees and grasses will soften up the rectilinear geometry of the walkways. Stone veneered benches will enhance the 'natural' look, along with random stone paving. A linear fountain with bubbling jets in the trough and water spilling into pools at both ends will create some acoustic screening of the noise from Harbor Blvd. The planting scheme of massings of different grasses and shrubs will spill out beyond the attractive, visually open fence, into the R.O.W. to create a seamless transition from public to private open space. A meandering decomposed granite pathway extends the length of the eastern side of the building, with stone veneered benches intermittently spaced along the way, bringing this thematic courtyard element out into the front yard.

KEY PLAN

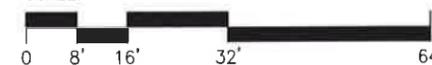


COSTA MESA LUXURY APARTMENTS

© Copyright 2014, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

112

SCALE: 1/16" = 1'-0"



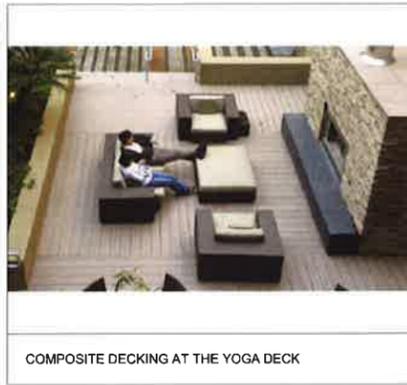
SHEET NO	L1.12
DATE	APRIL 13, 2015



GMPA ARCHITECTS

11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225

www.gmpaarchitects.com



COMPOSITE DECKING AT THE YOGA DECK



CONNECTING BRIDGE/DECK AT CREEK



WROUGHT IRON FENCE ALONG BIKE PATH



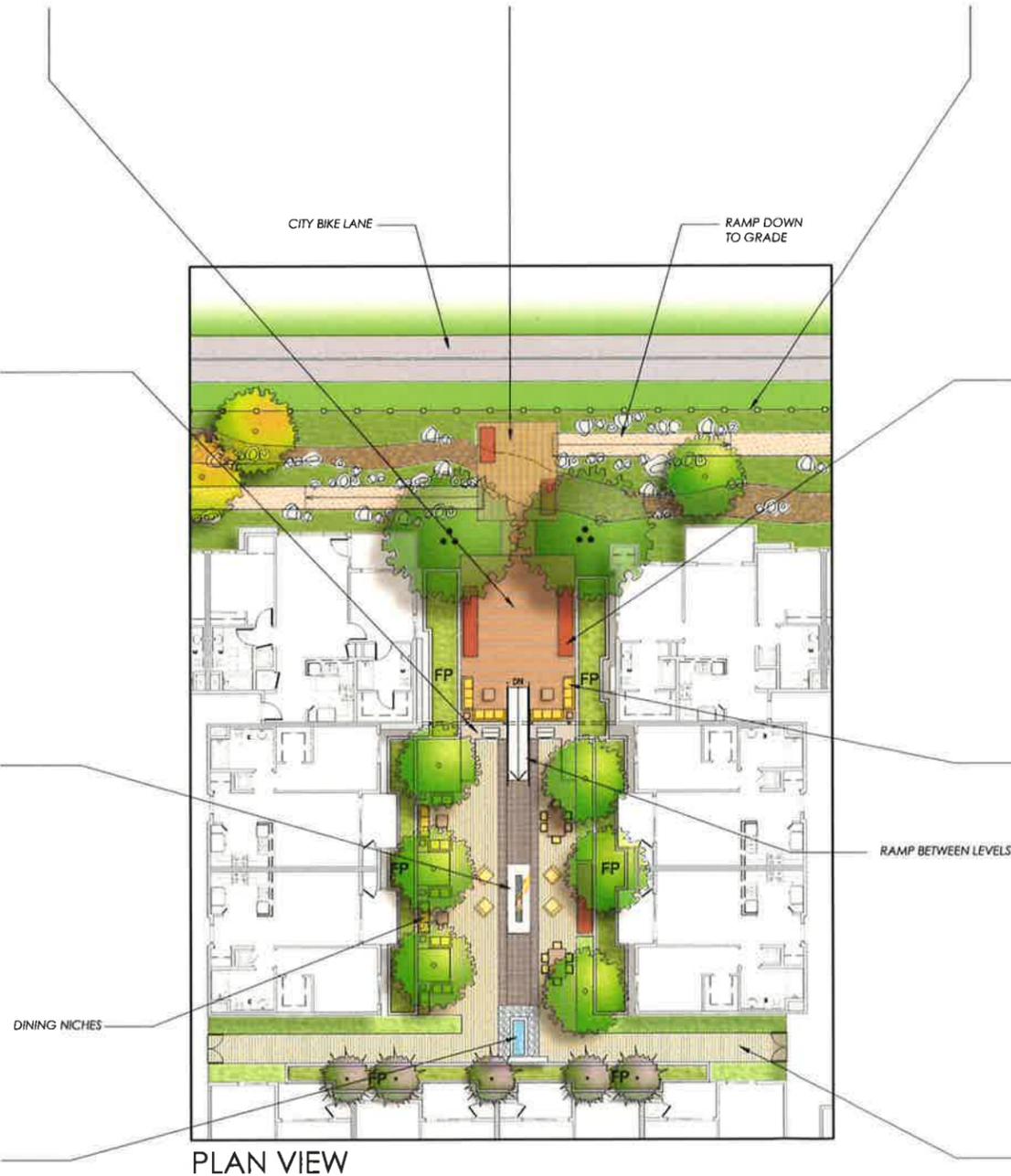
BBQ COUNTER TOP



FIREPIT



ACTIVE FOUNTAIN



PLATFORM BENCH AT THE YOGA DECK

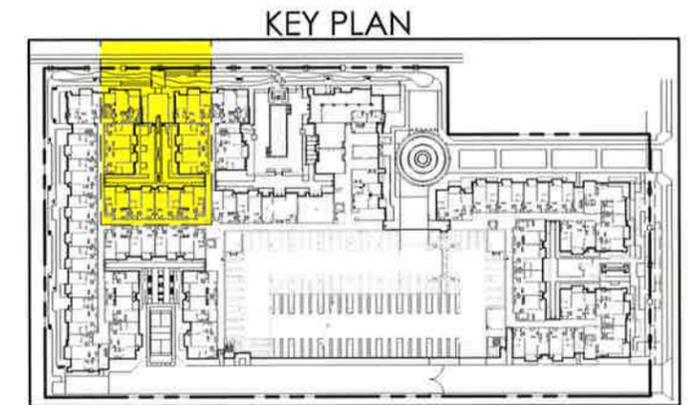


BANQUETTE SEATING



LINEAR PAVERS

The Living Room: This courtyard is designed as a space for 'living in' - eating, lounging, exercising and partying. There are accommodations for all of these activities. There are two separate BBQ areas, each with adjacent dining niches. There is comfortable lounging on moveable furniture as well as built-in banquette seating, situated around a central firepit, with a fountain element close by. A composite wood deck, raised 18 inches above the dining/lounging portion of the courtyard, is a flexible, multi-purpose space for yoga, exercising or dancing. This ADA accessible ramp that connects the upper and lower areas, is centered in the courtyard on a north-south axis that also includes the firepit and fountain. This axis serves to orient the space to the exterior of the project - the golf course. The ramp also creates four niches - two at the lower level for the BBQ's, and two at the upper level for comfortable seating, out of the way of the active exercise space. Deciduous canopy trees in the lower portion of the space will provide some privacy screening from residents above, as well as some shade in the summer when the sun is directly overhead. A bridging deck at the north end of the space connects to the Dry Creek Linear Park with its exercise circuit.



COSTA MESA LUXURY APARTMENTS

© Copyright 2014, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

113

SCALE: 1/16" = 1'-0"



THE LIVING ROOM

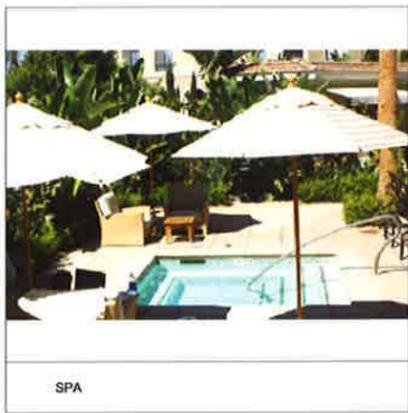
SHEET NO	L1.13
DATE	APRIL 13, 2015



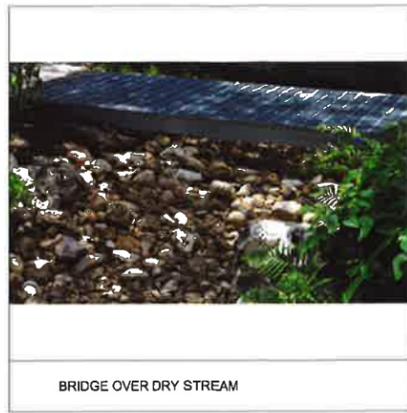
GMPA ARCHITECTS

11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225

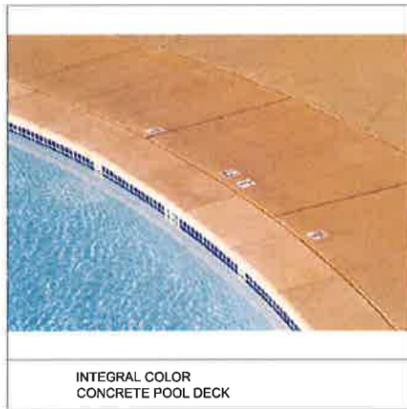
www.gmpaArchitects.com



SPA



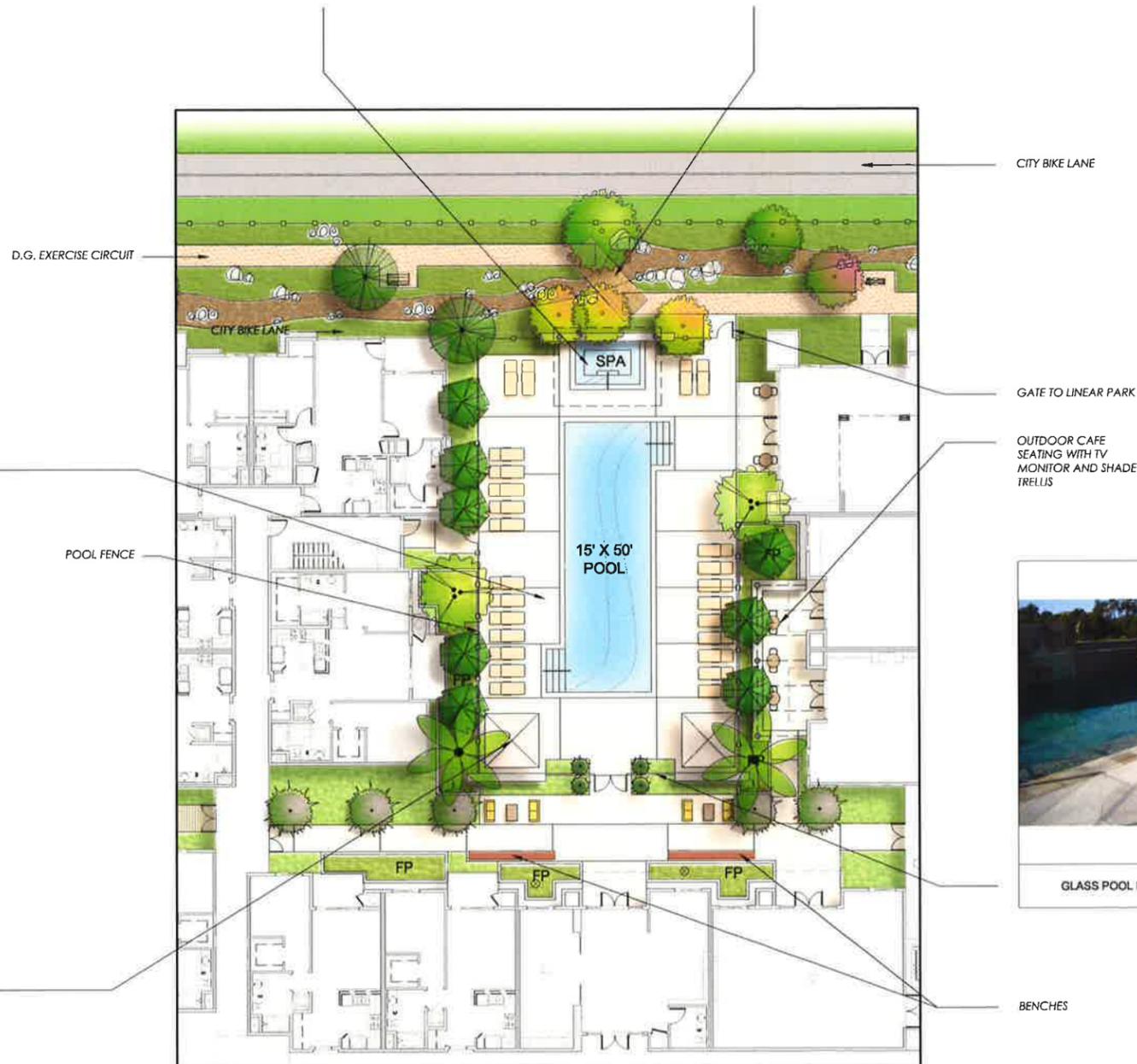
BRIDGE OVER DRY STREAM



INTEGRAL COLOR CONCRETE POOL DECK



CABANAS



PLAN VIEW

CITY BIKE LANE

D.G. EXERCISE CIRCUIT

CITY BIKE LANE

SPA

GATE TO LINEAR PARK

OUTDOOR CAFE SEATING WITH TV MONITOR AND SHADE TRELLIS

15' X 50' POOL

POOL FENCE



GLASS POOL ENCLOSURE

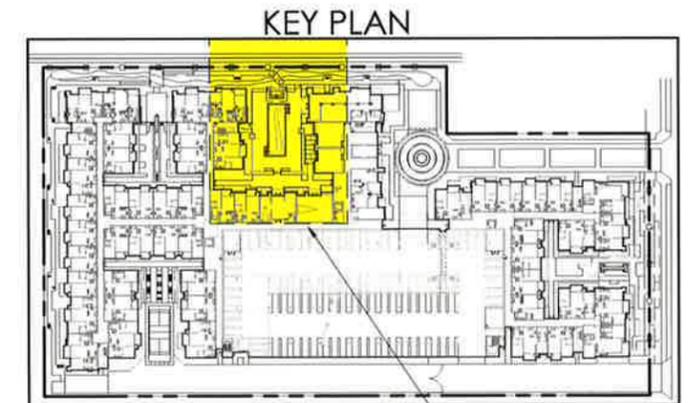
BENCHES

FP

FP

FP

The Play Room: This is the courtyard in which residents take it easy and recreate in the pool and spa. The gymnasium opens onto this space. The pool and spa are aligned with the theater, creating another north-south axis, similar to the Living Room, visually focusing on the Dry Creek Linear Park and the adjacent 'borrowed' landscape of the golf course. A glass pool enclosure along the east-west walkway provides an open view to the pool and spa. Two 8ft x 8 ft square cabanas flank the pool entry, giving the space a resort like feeling. There is generous decking on both sides of the pool for chaise lounges, and a variety of trees in the planters adjacent to the buildings, providing some privacy for the residents as well as the pool-goers. An 8 ft. high wall behind the spa supports a cantilevered trellis that provides shade for spa users, in addition to creating an architectural focal point for the space. A gate at the north end of the space leads out to the Linear Park.



KEY PLAN

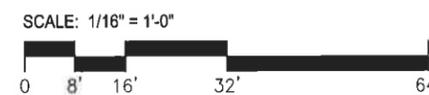
THE PLAY ROOM

SHEET NO	L1.14
DATE	APRIL 13, 2015

GMPA ARCHITECTS
 11878 La Grange Ave, Los Angeles, CA 90025
 T. 310.450.0200 F. 310.450.0225
 www.gmpaArchitects.com

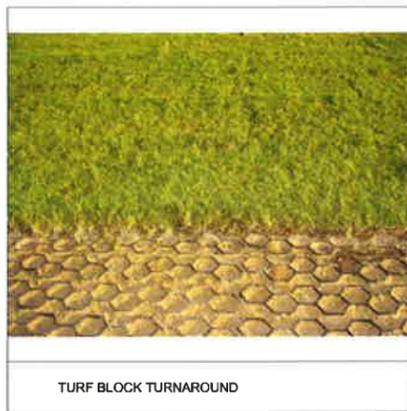
COSTA MESA LUXURY APARTMENTS

114



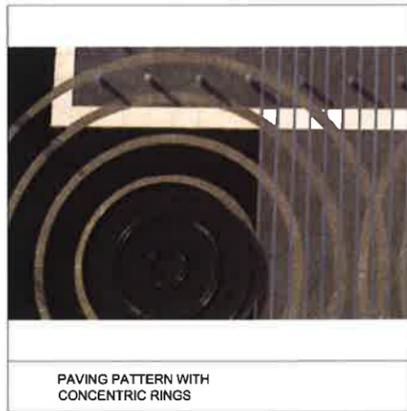


FENCED DOG RUN



TURF BLOCK TURNAROUND

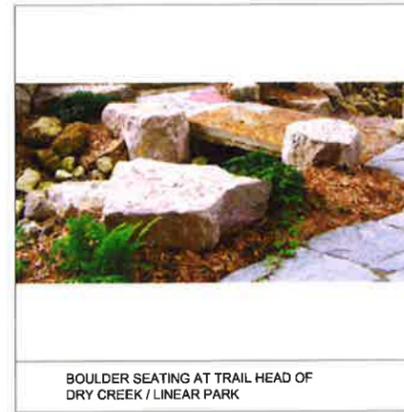
RETRACTABLE BOLLARDS



PAVING PATTERN WITH CONCENTRIC RINGS



PLAN VIEW

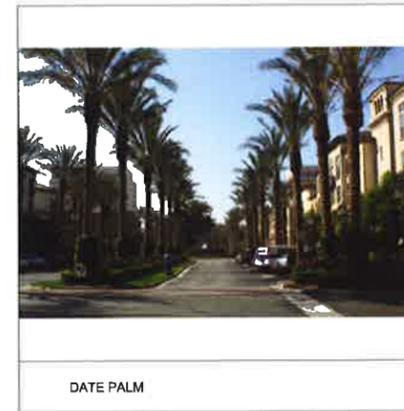


BOULDER SEATING AT TRAIL HEAD OF DRY CREEK / LINEAR PARK

CONCRETE SIDEWALK

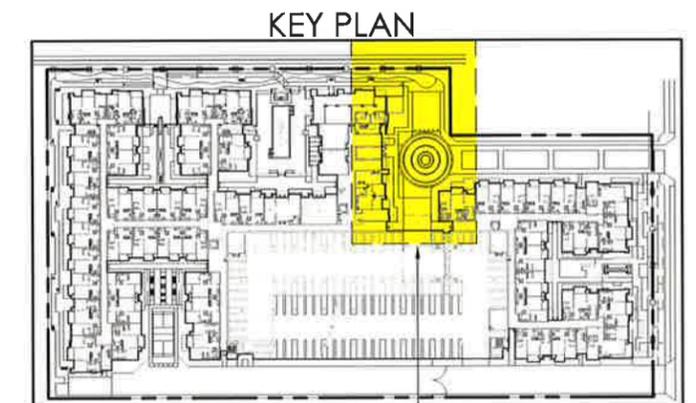


EXPOSED AGGREGATE PAVING



DATE PALM

The Entry Court: The long entry drive culminates in a Court with a circle of randomly spaced concentric rings in the pavement, the only curvilinear form in the project, highlighting its significance as the terminus of the project entry drive. Four large, Date Palms frame this form, reinforcing its symmetry and importance. Adjacent to this space is a turf covered Fire Department hammerhead turnaround which is paved with a turfblock type product, providing a splash of green to the front entry. This flat green 'carpet' leads to the Dry Creek Linear Park, contrasting with its rock forms and colors, and naturalistic character. A fenced Dog Run is located at the northern corner of the building, in close proximity to the front doors for easy access by residents with pets.



KEY PLAN

ENTRY COURT

SHEET NO	L1.15
DATE	APRIL 13, 2015

GMPA ARCHITECTS
 11878 La Grange Ave, Los Angeles, CA 90025
 T. 310.450.0200 F. 310.450.0225
 www.gmpaArchitects.com

COSTA MESA LUXURY APARTMENTS

© Copyright 2014, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

115

SCALE: 1/16" = 1'-0"



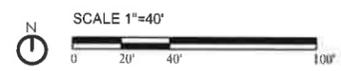


OPEN SPACE : REQUIRED	(TOTAL SITE AREA) x (42%) = (180,795 SF.) x (0.42)	= 75,933 SF.
OPEN SPACE : PROVIDED	OPEN SPACE AT GRADE (SEE HATCHED AREA)	= 69,564 SF.
	SECOND FLOOR (BALCONIES) = 22 UNITS x 100 SF. = 2,200 SF.	
	THIRD FLOOR (BALCONIES) = 21 UNITS x 100 SF. = 2,100 SF.	
	FOURTH FLOOR (BALCONIES) = 21 UNITS x 100 SF. = 2,100 SF.	
	BALCONIES SUB-TOTAL	= 6,400 SF.
	TOTAL OPEN SPACE PROVIDED	= 75,964 SF.

AMENITIES :	GYM MEZZANINE LIBRARY THEATER FITNESS CENTER LOUNGE INTERNET CAFE	
	TOTAL INTERIOR AREAS	= 8,789 SF.

LOT COVERAGE :	APARTMENT BUILDING AND PARKING STRUCTURE AREA	= 100,941 SF.
	PERCENTAGE = (LOT COVERAGE AREA / TOTAL SITE AREA) x 100%	= 55%
	(100,941 SF. / 180,795 SF.) x 100%	

ITEMIZED OPEN SPACE



COSTA MESA LUXURY APARTMENTS

© Copyright 2015, GMPA Architects, Inc. (INFORMATION PROVIDED IN THIS CONCEPTUAL PLAN IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGES AND MODIFICATIONS)

116

SHEET NO. EXHIBIT 1.2
DATE SEPTEMBER 24, 2015

GMPA ARCHITECTS
11878 La Grange Ave, Los Angeles, CA 90025
T. 310.450.0200 F. 310.450.0225
www.gmpaArchitects.com



PLANNING COMMISSION

SUPPLEMENTAL MEMO

MEETING DATE: OCTOBER 12, 2015

ITEM NUMBER

PH-3

SUBJECT: GENERAL PLAN AMENDMENT GP-14-04/ REZONE R-14-04/ ZONING CODE AMENDMENT CO-14-02/ AND MASTER PLAN PA-14-27 FOR COSTA MESA LUXURY APARTMENTS AT 2277 HARBOR BOULEVARD

DATE: OCTOBER 9, 2015

**FROM: WILLA BOUWENS-KILLEEN, AICP, ZONING ADMINISTRATOR
RYAN LOOMIS, ASSOCIATE PLANNER**

**FOR FURTHER INFORMATION CONTACT: RYAN LOOMIS (714) 754-5608
ryan.loomis@costamesaca.gov**

The objective of this memo is to make the following clarifications:

1. Page 7 of Staff Report had the following General Plan amendment text. Please note that page 54 (Resolution) should also include the following text:
“In 2015, General Plan Amendment GP-14-04 was approved for a 224-unit apartment project on a 4.15-acre site at 2277 Harbor Boulevard. A base density of 40 du/acre was approved with a development incentive allowing increased density to 54 du/acre due to the provision of twenty on-site affordable units for moderate-income households and the complete demolition of the Costa Mesa Motor Inn. The overall site-specific maximum density is 54 units/acre and site-specific maximum building height is four stories/60 feet for the apartment buildings and five levels/50 feet for the five-level parking structure. Based on the average household size of 2.5 persons per unit, the projected population density would be 135 persons per acre.”
2. Page 79 of Staff Report (Exhibit B), Conditional of Approval No. 35 references “see supplemental for Transportation Division conditions”. These are attached in Attachment 1.
3. Please note that mitigation measures for “Exhibit C”, as referenced on pages 67, 71 and 72 of Staff Report, can be found on page 151 through page 159 of the Initial Study/Mitigated Negative Declaration.
4. Attachment 2 includes Resolution for Denial.

5. Page 10 of Staff Report refers to additional information regarding police/code violation activity to be provided. Please refer to Attachment 3 – 2014 Fiscal Year Code Complaints/ Violations for CMMI.

6. Page 4 of Staff Report reference Meeting Minutes from General Plan Screening found on “Attachment 4”. Revised to read, “A copy of the May 20, 2014, City Council meeting minutes is found at following link: (Link: <http://www.costamesaca.gov/modules/showdocument.aspx?documentid=15043>)”

Attachments: 1 – Revised Conditions of Approval
2 – Resolution of Denial
3 – 2014 Fiscal Year Code Complaints/ Violations for CMMI

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.
Attn: Don Lamm, Managing Principal
4100 MacArthur Blvd, #330
Newport Beach, CA 92660

Century Quality Management
Attn: Lionel Levy, Chief Operations Officer
4221 Wilshire Blvd., Suite 480
Los Angeles, CA 90010

EXHIBIT "B" (amended 10/09/15)**CONDITIONS OF APPROVAL FOR PA-14-27**

- Plng. 1. The approval of Master Plan PA-14-27 shall be contingent upon City Council's final approval of General Plan Amendment GP-14-04, Rezone R-14-04, and Zoning Code Amendment CO-14-02.
2. Final Master Plan PA-14-27 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 City Council 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-14-27 shall be blueprinted on the face of the site plan as part of the plan check submittal package
5. A parking management plan shall be submitted to the Development Services Director and the Transportation Services Manager prior to final occupancy of the building. The parking management plan shall denote the following:
- Method of allocation of assigned parking.
 - Location of visitor parking, including appropriate signage.
 - Location of security gates, if any, and how gates will be operated.
 - Location of employee parking.
 - Provide proof of a contract with a towing service to enforce the parking regulations if parking problems arise.
6. No modification(s) of the approved building elevations including, but not limited to, changes that increase the building height, removal of building articulation, or a change of the finish material(s), shall be made during construction without prior Planning Division written approval. This includes use of exterior finish materials, as shown Sheet A3.00 of Attachment 8. Failure to obtain prior Planning Division approval of the modification could result in the requirement of the applicant to (re)process the modification through a discretionary review process such as a minor design review or a variance, or in the requirement to modify the construction to reflect the approved plans.
7. The subject property's ultimate finished grade level may not be filled/raised in excess of 30 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. Applicant is advised that recordation of a drainage easement across the private street may be required to fulfill this requirement.

8. The developer shall contact the Planning Division to arrange a Planning inspection of the site prior to the release of occupancy. This inspection is to confirm that the Planning Division conditions of approval and code requirements have been satisfied.
9. 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.
10. 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.
11. The project shall incorporate green building design and construction techniques where feasible; CAL Green Code or higher as determined by applicant. The applicant may contact the Building Safety Division at (714) 754-5273 for additional information.
12. 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.
13. Permits shall be obtained for all signs according to the provisions of the Costa Mesa Sign Ordinance. Freestanding signs shall be subject to review and approval by the Planning Division/Development Services Director to ensure compatibility in terms of size, height, and location with the proposed/existing development, and existing freestanding signs in the vicinity.
14. All proposed signage must conform to residential sign regulations per Zoning Code.
15. Demolition permits for existing structures shall be obtained and all work and inspections completed prior to final building inspections. Developer is

notified that written notice to the Air Quality Management District may be required ten (10) days prior to demolition.

16. Prior to final inspection, the applicant shall demolish existing block wall with razor fencing along the south and west property lines, as well as any existing wall/fencing along the neighboring commercial property abutting the northeasterly portion of the development lot, and replace with a 6-foot high decorative block wall under the direction of Planning staff. Metal fencing is permitted along north and east perimeter of development lot that abuts the existing bike trail and Harbor Boulevard only. 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.
17. Developer shall submit a detailed Landscape Plan for the public and private open spaces, for review and approval by the Development Services Department, prior to any construction landscape improvements. The plan shall include all decorative hardscape and landscape improvements as shown on the conceptual plans to provide visual relief for the project from the street. Final materials shall be subject to approval by the Planning Division.
18. Perimeter landscaping shall be planted with trees and vegetation. The landscape plan shall be approved prior to issuance of building permits and shall contain additional 24-inch box trees above the minimum Code requirements to the satisfaction of the Development Services Director. Compliance with this requirement may include upgrading smaller sized trees to 24-inch box trees or providing additional 24-inch box trees. Existing mature trees shall be retained wherever possible. Should it be necessary to remove existing trees, the applicant shall submit a written request and justification to the Planning Division. A report from a California licensed arborist may be required as part of the justification. Replacement trees shall be of a size consistent with trees to be removed and may be required on a 1:1 basis, unless otherwise approved by the Planning Division. This requirement shall be completed under the direction of the Planning Division.
19. Prior to issuance of first certificate of occupancy for the first unit, an Affordable Housing Agreement for the twenty affordable units for moderate-income households shall be finalized, executed, and recorded against the property. The Affordable Housing Agreement shall be in form and substance as approved by the City Attorney's office to specifically address the terms, conditions, and covenants on the affordable housing units.
20. Prior to issuance of grading permits, developer shall identify to the Development Services Director a construction relations officer to act as a community liaison concerning on-site activity, including resolution of issues related to dust generation from grading/paving activities.
21. 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 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 businesses 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.

22. Prior to issuance of building permits, the building plans shall demonstrate that all units are equipped with a mechanical ventilation system that will properly filter the indoor air. The ventilation system can be a component of the air conditioning system with the distinction being that clean, ventilated air flow does not necessarily need coolant.
23. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading as well as the appropriate local grading regulations, and the recommendations of the project geotechnical consultant as summarized in a final written report, subject to review by the City of Costa Mesa Building official prior to issuance of grading permits.
24. Developer 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 (1) City's approval of the project, including but not limited to any proceeding under the California Environmental Quality Act. 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.
25. A "Notice to Tenants" shall disclose the surrounding commercial uses in the area, including but not limited to, the existing communication towers adjacent to the development lot, and operational characteristics, such as hours of operation, delivery schedules, outdoor activities, noise, and odor generation of neighboring businesses. The Tenant Notice shall be reviewed/approved by the City Attorney's office and Development Services Director prior to issuance of building permits and shall be included as a reference document in the Tenants' Lease Agreement. The Tenant's Notice shall serve as written notice of the existing

communication towers, noise environment and any odor-generating uses within the vicinity of the project.

26. If the project is constructed in phases, perimeter fences/walls, landscaping along the frontages, and irrigation shall be installed prior to completion of the first phase.
- Parks/
Pkwys 27. Provide street tree for Harbor Blvd including Crape myrtle, Lagerstroemia fauriei, (color to be determined by applicant) in a varieties including Muskogee, Tuscarora or Natchez Street is jacaranda mimosifolia. As alternate Queen Palms would be allowed.
- Eng. 28. Maintain the public right-of-way in a "wet-down" condition to prevent excessive dust and promptly remove any spillage from the public right-of-way by sweeping or sprinkling.
29. Protect wrought iron fence and landscaping on the north side of the property within the City's bike trail.
30. A "Hold Harmless Agreement" to tie to the City storm drain system will be required prior to obtaining a permit from the City of Costa Mesa, Engineering Division.
31. Submit a request to the City of Costa Mesa Public Services Department to vacate the 12 foot alley on the north side of the property and maintain utility easements.
32. Obtain a permit from the City of Costa Mesa, Engineering Division, at the time of development and then construct a 6-foot P.C.C. sidewalk per City of Costa Mesa Standards adjacent to the property line as shown on the Offsite Plan, including four (4) feet clear around obstructions in the sidewalk. The parkway between the curb and sidewalk shall be landscaped per City of Costa Mesa Public Services direction.

CODE REQUIREMENTS FOR PA-14-27

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. All noise-generating construction activities shall be limited to 7 a.m. to 7 p.m. Monday through Friday and 9 a.m. to 6 p.m. Saturday. Noise-generating construction activities shall be prohibited on Sunday and the following Federal holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.
3. Development shall comply with all requirements of Article 1, Chapter 5, and Article 9, Chapter 5 of Title 13 of the Costa Mesa Municipal Code relating to development standards for multi-family residential projects.
4. Developer shall pay any applicable park impact fee or dedicate parkland

to meet the demands of the proposed development. As of November 30, 2015, the new park impact fee is calculated at \$5,000 per new multi-family dwelling unit.

5. Street address shall be visible from the public street and shall be displayed on the complex identification sign. If there is no complex identification sign, the street address may be displayed on the fascia adjacent to the main entrance or on another prominent location. Street address numerals shall be a minimum six (6) inches in height with not less than one-half-inch stroke and shall contrast sharply with the background. Identification of individual units shall be provided adjacent to the unit entrances. Letters or numerals shall be four (4) inches in height with not less than one-fourth-inch stroke and shall contrast sharply with the background.
6. Parking stalls shall be double-striped in accordance with City standards.
7. Driveway ramp slope shall comply with the standards contained in the City's parking ordinance.
8. All new on-site utility services shall be installed underground.
9. Installation of all new 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.
10. Any mechanical equipment such as air-conditioning equipment and duct work shall be screened from view in a manner approved by the Planning Division.
11. The project shall be subject to the submission of legal instruments setting forth a plan or manner of permanent care and maintenance of all common open space and other facilities provided in the final development plan.
12. All landscaped areas shall be separated from paved vehicular areas by 6-inch high continuous Portland Cement Concrete curbing.
13. The parking structure shall be landscaped per the provisions of Costa Mesa Municipal Code Section 13-105(4) - Parking Structure Landscape Requirements.
14. 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. The two (2) sets of landscape and irrigation plans shall be attached to two of the final building plan sets.
15. Landscaping and irrigation shall be installed in accordance with the approved plans prior to final inspection or occupancy clearance.
16. Trash enclosure(s) or other acceptable means of trash disposal shall be provided. Design of trash enclosure(s) shall conform to City standards.

Standard drawings are available from the Planning Division.

17. If present and/or projected exterior noise exceeds 60 CNEL, California Noise Insulation Standards, Title 25, California Code of Regulations require a maximum interior noise level of 45 CNEL for residential structures. If required interior noise levels are achieved by requiring that windows be unopenable or closed, the design for the structure must also specify the means that will be employed to provide ventilation and cooling if necessary, to provide a habitable interior environment.
18. In compliance with the City's mitigation monitoring program, the applicant shall submit a compliance report to the Planning Division along with plans for plan check or prior to commencement of the project's activity if no construction is involved, that lists each mitigation measure and states when and how the mitigation measures are to be met.
- Bldg. 19. Comply with the requirements of the 2013 California Building Code, 2013 California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards Code and 2013 California Energy Code (or the applicable adopted California Building Code, California Residential 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.
20. 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.
21. The ground immediately adjacent to the foundation shall be sloped away from the building at a slope of not less than 5% for a minimum of 10 feet measured perpendicular to the face of the wall. CBC 1803.3., unless otherwise approved by the City Engineer and allowed by the soils engineer.
22. Projections, including eaves, shall be one-hour fire resistive construction, heavy timber or of noncombustible material if they project into a 5-foot setback area from the property line. They may project a maximum of 12 inches beyond the 3-foot setback. CRC Tables R302.1(1) and R302.1(2).
23. Submit a soils report for this project. Soil's Report recommendations shall be blueprinted on both the architectural and the precise grading plans. If applicable to this project the soil's report shall address how the new slop

shall be maintained to avoid any future failure.

24. Show compliance with Chapter 11A and 11B of the 2013 California Building Code.
25. 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. 2010 California Residential Code Section R403.1.7.3. 2013 California Building Code CBC 1808.7, unless otherwise approved by the City Engineer.
26. Submit a precise grading plans, an erosion control plan and a hydrology study.
27. Prior to or concurrent with the submittal of plans for plan check, the applicant shall prepare and submit documentation for compliance with the State Water Resources Control Board (SWRCB) Water Quality Order 99-08-DWQ; National Pollutant Discharge Elimination System (NPDES) Permit No. CAS000002 for Storm Water Discharges Associated with Construction Activity (General Permit); the California Regional Water Quality Control Board (RWQCB) Santa Ana Region Order No. R8-2002-0010 and NPDES Permit No. CAS618030; and, the City of Costa Mesa Ordinance No. 97-20 for compliance with NPDES Permit for the City of Costa Mesa. Such documentation shall include a Water Quality Management Plan (WQMP) identifying and detailing the implementation of the applicable Best Management Practices (BMPs).
- Eng. 28. For demolition, grading, or building permits involving projects with a valuation of \$10,000 or more, the contractor shall use a City-permitted hauler(s) to haul any debris or solid waste from the job site (refer to Section 8-83(h), Regulations, of Title 8 of the Costa Mesa Municipal Code). Use of a City-permitted hauler for such projects is the responsibility of the designated contractor. Non-compliance is subject to an administrative penalty as follows: \$1,000 or 3% of the total project value, whichever is greater.
29. At the time of development submit for approval an Offsite Plan to the Engineering Division and Grading Plan to the Building Division that shows Sewer, Water, Existing Parkway Improvements and the limits of work on the site, and hydrology calculations, both prepared by a registered Civil Engineer or Architect. Construction Access approval must be obtained prior to Building or Engineering Permits being issued by the City of Costa Mesa. Pay Offsite Plan Check fee per Section 13-231 of the C.C.M.M.C. and an approved Offsite Plan shall be required prior to Engineering Permits being issued by the Cit of Costa Mesa.
30. 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 Services Manager. ADA compliance required for all new driveway approaches.
31. 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 at applicants expense.

32. Fulfill City of Costa Mesa Drainage Ordinance No. 06-19 requirements prior to approval of plans.
33. The storm runoff study shall show existing and proposed facilities draining directly to the flood control channel adjacent to the property.
34. Obtain an encroachment permit from the Engineering Division for any work in the City public right-of-way. Pay required permit fee & cash deposit or surety bond to guarantee construction of off-site street improvements at time of permit per section 15-31 & 15-32, C.C.M.M.C. as approved by City Engineer. Cash deposit or surety bond amount to be determined by City Engineer. In order to comply with the 2003 Drainage Area Management Plan (DAMP), the proposed Project shall prepare a Water Quality Management Plan conforming to the Current National Pollution Discharge Elimination System (NPDES) and the Model WQMP, prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the Department of Public Works for review and approval.

a) A WQMP (Priority or Non-Priority) 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.

b) Location of BMPs shall not be within the public right-of-way.

- Trans.
35. Fulfill mitigation of off-site traffic impacts at the time of issuance of Certificate of Occupancy by submitting to the Transportation Division the required Traffic Impact Fee pursuant to the prevailing schedule of charges adopted by the City Council. The Traffic Impact Fee is calculated based upon the average daily trip generation 232 net trip ends for the proposed project and includes a credit for any previously existing use. At the current rate the Traffic Impact Fee is estimated at: \$41,992.00. NOTE: The Traffic Impact Fee will be recalculated at the time of issuance of Certificate of Occupancy based upon any changes in the prevailing schedule of charges adopted by the City Council and in effect at that time.
 36. Developer will be fully responsible for the design and implementation (construction) of median modifications along Harbor Boulevard to restrict left-turn in and out of the project site. The modification shall include the construction of a raised median diverter. The median modifications will include addition and removal of landscaping where applicable.
 37. Developer will be fully responsible for the design and construction of median modification at the intersection of Harbor Boulevard/Harbor Center to provide a U-turn lane in the northbound direction.
 38. Developer will be fully responsible for the design and construction of signal modification at the intersection of Harbor Boulevard/Harbor Center to accommodate the U-turn phase.
 39. Submit a fully dimensioned parking structure plan. Plan must include parking stall dimensions and aisle widths per City Parking Standards. All

ramps must comply with the City Ramp Slope Standards. A preliminary parking structure plan must be reviewed by Transportation Services PRIOR to building plan check submittal.

- 40. Close unused drive approaches with full height curb and gutter per City Standards.
- 41. Construct commercial driveway approach(es) at location(s) specified on submitted site plan off Harbor Blvd.
- Fire 42. Provide Emergency responder radio coverage complying with In-Building Public Radio System, CMMC and 510, California Fire Code, 2013. Show location of radio system control panel.
- 43. Project construction shall comply with Chapter 33, California Fire Code, 2013.
- 44. Provide minimum 12-inch (Building) and 4-inch (Unit) address. Addresses shall contrast with their background. Show building address on plan.
- 45. Provide Class I Wet Standpipes in all stairs.
- 46. Provide 2-hour fire-rated stair enclosures.
- 47. Provide Fire Alarm System per CFC, 2010.
- 48. Provide Automatic Fire Sprinkler System per NFPA 13
- 49. Provide on-site Fire Hydrants and Access per approved Fire Master Plan.
- 50. Provide one (1) Public Fire Hydrant and Fire Department Connection located between drive along Harbor Boulevard at direction of Fire Department.

SPECIAL DISTRICT REQUIREMENTS FOR PA-14-27

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

- Sani 1. It is recommended that the developer contact the Costa Mesa Sanitary District at (949) 645-8400 to obtain Sanitary District requirements.
- AQMD 2. Applicant shall contact the Air Quality Management District (800) 288-7664 for potential additional conditions of development or for additional permits required by the district.
- School 3. Pay applicable Newport Mesa Unified School District fees to the Building Division prior is issuance of building permits.
- State 4. Comply with the requirements of the California Department of Food and Agriculture (CDFA) to determine if red imported fire ants (RIFA) exist on the property prior to any soil movement or excavation.
- Water 5. 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.

RESOLUTION NO. PC-15-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA DENYING GENERAL PLAN AMENDMENT GP-14-04 CHANGING THE LAND USE DESIGNATION OF A 4.15 ACRE SITE FROM GENERAL COMMERCIAL (GC) TO HIGH DENSITY RESIDENTIAL (HDR); REZONE R-14-04 FOR A REZONE (OR CHANGE) OF THE ZONING CLASSIFICATION OF THE SAME DEVELOPMENT SITE FROM C1 (LOCAL BUSINESS DISTRICT) TO PLANNED DEVELOPMENT RESIDENTIAL-HIGH DENSITY (PDR-HD), AND MASTER PLAN PA-14-27 FOR THE PROPOSED DEVELOPMENT OF A FOUR-STORY 224-UNIT RESIDENTIAL APARTMENT BUILDING (60 FEET OVERALL HEIGHT) THAT WRAPS AROUND A FIVE-LEVEL PARKING STRUCTURE (50 FEET OVERALL HEIGHT) WITH 503 PARKING SPACES IN THE STRUCTURE WITH A SITE-SPECIFIC BUILDING HEIGHT DEVIATION TO ALLOW A FIVE LEVEL PARKING STRUCTURE (MAXIMUM 4 LEVELS ALLOWED) LOCATED AT 2277 HARBOR BOULEVARD

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

WHEREAS, an application was filed by Diamond Star Associates, Inc., on behalf of owner of real properties located at 2277 Harbor Boulevard, requesting approval of the following:

1. **Initial Study/Mitigated Negative Declaration (ISMND) (State Clearinghouse #2015091026).** Adoption of the Initial Study - Mitigated Negative Declaration (ISMND) for the project.
2. **General Plan Amendment GP-14-04.** Change the land use designation from General Commercial to High Density Residential. Per the applicant's request, the proposed base density is 166 units (40 du/acre) with a density incentive for an additional 58 dwelling units to be justified by (a) provision of 20 affordable units for moderate-income households; and (b) complete demolition of the Costa Mesa Motor Inn. Therefore, for the 4.15-acre project site the General Plan Amendment would specify an overall site-specific density of 54 du/acre for the proposed 224-unit apartment complex and a site-specific building height for the 5-level parking structure.

3. **Rezone R-14-04.** A rezone to change the zoning classification from C1 (Local Business District) to PDR-HD (Planned Development Residential – High Density).
4. **Zoning Code Amendment CO-14-02.** A zoning ordinance to amend Costa Mesa Municipal Code Title 13 to make specific references to the parcel, where appropriate, including the site-specific height and density for the development site in the PDR-HD zone and any other related changes. The proposed 224-unit project would require an amendment to Table 13 58 (Planned Development Standards) to allow a site-specific density of 54 dwelling units per acre for this project.
5. **Planning Application PA-14-27.** A Master Plan application for the 224-unit apartment project.

WHEREAS, a duly noticed public hearing was held by the Planning Commission on October 12, 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** General Plan Amendment GP-14-04, Rezone R-14-04, Zoning Code Amendment CO-14-02, and Planning Application PA-14-27.

PASSED AND ADOPTED this 12th day of October, 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 October 12th, 2015 by the following votes:

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

Claire L. Flynn, Secretary
Costa Mesa Planning Commission

EXHIBIT A

FINDINGS (DENIAL)

- A. The proposed rezone is not consistent with the Zoning Code and the General Plan.
- B. The proposed project does not comply with Title 13, Section 13-29(g)(5), Master Plan, of the Municipal Code due to the following:

The master plan does not meet the broader goals of the General Plan and the Zoning Code by exhibiting excellence in design, site planning, integration of uses and structures and protection of the integrity of neighboring development.
- 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 General Plan Amendment GP-14-04, Rezone R-14-04, Zoning Code Amendment CO-14-02, and Planning Application PA-14-27. 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.

2014 Fiscal Year Code Complaints/ Violations for CMMI

Request Type	Location	Submit Date	Completed Date	Comments
Graffiti	Costa Mesa Motor Inn	05/14/2014	05/28/2014	
Trash/Debris	Costa Mesa Motor Inn	06/06/2014	06/06/2014	Trash in rear area of property along bike trail
Trash/Debris	Costa Mesa Motor Inn	06/06/2014	06/11/2014	Large-item debris on public property
Graffiti	Costa Mesa Motor Inn	07/02/2014	07/07/2014	Per complaint, graffiti is on the container behind Costa Mesa Motor Inn
Landscaping	Costa Mesa Motor Inn	06/06/2014	08/14/2014	Weeds/dead landscaping in rear of property by container
Trash/Debris	Costa Mesa Motor Inn	06/11/2014	06/11/2014	Beer bottles.
Inspection	Costa Mesa Motor Inn	08/20/2014	10/03/2014	Insect activity/mildew and grime on walls/damaged windows and screens/deteriorated bathroom fixtures
Fence	Costa Mesa Motor Inn	12/08/2014	01/05/2015	Barbed wire fence along west side of property is being maintained below the required six feet eight inches from grade
Trash/Debris	Costa Mesa Motor Inn	04/24/2015	04/27/2014	
Trash/Debris	Costa Mesa Motor Inn	05/11/2015	05/13/2015	Large-item debris on public property
Trash/Debris	Costa Mesa Motor Inn	07/01/2015	07/06/2015	Large-item debris on public property

PH-3


PUBLIC LAW CENTER

PROVIDING ACCESS TO JUSTICE
FOR ORANGE COUNTY'S LOW INCOME RESIDENTS

October 9, 2015

Ryan Loomis
Associate Planner, Department Services
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628

RE: Comment on Initial Study/Mitigated Negative Declaration, 2277 Harbor Boulevard Project

Dear Mr. Ryan Loomis:

This letter is a comment to the September 10, 2015, *Initial Study/Mitigated Negative Declaration, 2277 Harbor Boulevard Project, City of Costa Mesa, Orange County, California* ("Initial Study"). This letter is written on behalf of the Costa Mesa Motel Resident Association ("CMMRA"). CMMRA consists of short- and long-term residents who consider the motels in Costa Mesa home. A majority of the members of CMMRA currently reside at Costa Mesa Motor Inn ("CMMI"), the location of the proposed project. In general, the members of CMMRA and the other residents of the motel are low-, very-low-, and extremely-low-income families, veterans, and other residents, many of whom are disabled.

A negative declaration under CEQA is inappropriate. The conversion of CMMI is likely to have a significant impact due to the adverse social and economic effects on the people of Costa Mesa. CMMRA urges its City's Planning Commission to reject the current proposal for a luxury apartment project at the Costa Mesa Motor Inn ("CMMI"). This project will cause a substantial displacement for the neediest and most vulnerable residents of Costa Mesa. CMMI has at least 63 units that are set aside for long-term occupancy and a similar amount of low-income units should be included in the new project.

The Planning Commission should reject the current proposal of converting CMMI into luxury apartments for a number of reasons, including: a) the plan lacks any requirement for providing low-income units; b) the inducement for substantial population growth will completely displace the current residents; c) there will be a significant loss of existing, low-income housing units; and d) there is a lack of alternative housing for Costa Mesa residents. The Planning Commission must require that a portion of the redevelopment project will include low-income units.

Plan Lacks Requirement for Providing Low-income Units

The current plan for redeveloping the CMMI does not include any low-income units, even though a substantial number of low-income people will be displaced by the demolition of the CMMI. The owner's about-face to create luxury apartments when the same owner has been operating a motel for low-income residents should not be encouraged. This owner for years has relied on the income of low-income residents and advocated on their behalf when City Council members from Costa Mesa targeted the CMMI for its poor operation. Yet now they do not want to work with low-income residents. It is this City's obligation to ensure that redevelopment occurs in a sensible way that meets the needs of all of its residents, without exclusion of its lowest income residents.

Complete Displacement of Current Motel Residents

This project will displace current residents and does not consider appropriate affordable replacement housing. The analysis of the population and housing impact is flawed as the *Initial Study* does not take into account that the inducement for population growth is for an altogether different demographic. The *Initial Study* fails to recognize the adverse impact of the project because it fails to recognize that the people that currently live and stay at the CMMI are low-income and unable to afford the luxury apartments proposed for this location. This displacement will have an adverse impact.

Contrary to the *Initial Study*'s conclusion, the displacement of the low-income residents of CMMI will have a significant impact and require the construction of replacement housing. While the *Initial Study* references affordable housing constructed between the years of 2008-2011, the *Initial Study* makes no reference to the number of currently available affordable units in Costa Mesa. In fact, the *Initial Study* entirely omits any data on current, available resources for low-income residents. This quite simply is because there is a major shortage of available affordable housing in Costa Mesa, which is why the City has relied on motels to shelter its low-income residents. Additionally, as recently as February 2015, Orange County Housing Authority reported that because the demand for affordable housing in Costa Mesa is so great, most of the affordable housing units currently have multiple-year waiting lists. Because of this lack of affordable housing, many residents displaced by the project will become homeless. Any project that increases homelessness is a significant adverse impact on the greater Costa Mesa community.

What affordable units are actually available at present in Costa Mesa? What services will be provided and measures will be taken to prevent any current residents of CMMI from becoming homeless? What specific assistance will a relocation consultant provide? With a lack of available affordable housing, replacement housing is necessary and any new construction at 2277 Harbor Boulevard should contain low-income units.

Loss of Low-income Housing Units

The *Initial Study* errs in claiming that the "existing use only provides temporary housing." The CMMI has been used as long-term housing for low-income residents for over a decade. As recently as October of 2014, CMMI reported to Costa Mesa that approximately 89 people currently live at CMMI in a long-term capacity. Even though Costa Mesa has attempted to eliminate long-term occupancy at motels, convert motels to only temporary housing, and updated its Housing Element to no longer rely on motels for affordable housing, these 89 residents are able to maintain their status as long-term residents under the grandfather clause of Costa Mesa's ordinance and the preliminary injunction granted in the case of Dadey, et al. v. City of Costa Mesa, No. 30-2014-00757962-CU-CR-CJC. Additionally, as stated in its 2008-2014 Housing Element, Costa Mesa has relied on motels, including CMMI, to provide affordable housing to Costa Mesa residents. CMMI has historically been allowed to use as much as 40 percent of its rooms to provide long-term housing. To the extent that the *Initial Study* claims CMMI only offers "limited stay options, and does not represent a permanent housing use," while at the same time recognizing that at least 50 units are in fact used on a long-term basis, it is inconsistent. Additionally, there is no data in support of this number.

What data has the *Initial Study* relied on in claiming that the current use provides only temporary housing? This conclusion is not based on any evidence, is in fact contrary to the actual use, and is inconsistent with the *Initial Study*. What data does the *Initial Study* rely on for calculating the present number of units used as long-term housing?

Lack of Housing for Costa Mesa Residents

While the *Initial Study* makes note of resources to assist low-income residents in need of housing, it makes no reference of their present availability. As but one example of scant resources available to low-income residents, while hundreds of Orange County residents are receiving Housing Choice Vouchers, currently Orange County Housing Authority is not accepting any new applicants for these vouchers.

What vouchers and other housing assistance are currently available to low-income residents of Costa Mesa? What capacity in Costa Mesa do these resources have to provide for additional residents?

Even if such resources were presently available, displacing a minimum of 89 residents would cause a major strain on these resources. Such an impact would adversely affect all those who presently rely on those resources and such a social and economic effect would be significant.

Most of the long-term residents of CMMI have built their lives around living at CMMI. They are near their jobs, their doctors, and their children's schools. Many residents at CMMI do not have personal transportation and rely on CMMI's location for its convenient access to shopping centers and all of life's basic necessities. Such convenience is especially critical to the disabled residents of CMMI.

What support is there for the claim that the majority of residents will leave by attrition? What support is there for the claim that residents may not even stay in Costa Mesa when these residents have built their lives around living in Costa Mesa? The conclusion that these residents will leave by attrition or not stay in Costa Mesa is not based on any credible evidence and is just self-serving speculation. Instead of providing for its residents, including its most needy, the City is turning its back on their needs in exchange for just profit.

Sincerely,



Lili Graham
Richard Walker
Public Law Center
Attorneys on Behalf of CMMRA

Costa Mesa Affordable Housing Coalition

October 10, 2015

Chair Robert L. Dickson, Jr. and Planning Commissioner Members
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

RE: Initial Study/ Mitigated Negative Declaration- 2277 Harbor Boulevard Project

Dear Chair Dickson and Planning Commission Members:

On behalf of the Costa Mesa Affordable Housing Coalition (the Coalition), I am writing to express our concerns about serious inadequacies in the Initial Study/ Mitigated Negative Declaration (Initial Study) regarding the 2277 Harbor Boulevard Project (the project). We are particularly disturbed the Initial Study mischaracterizes the effect that closure of the Costa Mesa Motor Inn (CMMI) will have on the city's housing stock available for lower income residents. The Initial Study is **wrong** in stating the project will have "less than significant impact" in regard to displacing "substantial numbers of existing housing" and that, as a result, there is no need for "construction of replacement housing elsewhere." (Initial Study, p. 121.)

As our Coalition has explained to the Planning Commission at numerous public hearings, the CMMI has for years served as last resort housing for Costa Mesa's poor. Until 2014, when the City began aggressively pushing the owner of the CMMI to change the property's use to upscale, high density residential, the motel's 236 rooms, 40% of which were used for "long term stays," were **consistently full**, providing housing for hundreds of lower income residents, including families with children, disabled people, and seniors who could find no alternative affordable housing in Costa Mesa. Consequently, the closure of the CMMI to make way for luxury apartments that include **zero** units affordable to these lower income households will result in a **significant adverse impact** on "existing housing" in our City.

236 rooms of last resort housing will be lost. CMMI's existing tenants will be priced out of the new apartments, displaced without effective relocation benefits/assistance and at risk of becoming homeless. The Coalition is very concerned the proposed development will not only effectively remove existing "affordable homes" from the City's housing stock, but it will very likely increase Costa Mesa's existing homeless problem.

Obviously, the Coalition has serious concerns about the project. The Coalition believes the success of the project will depend on the City's leadership in thoroughly analyzing and addressing the project's environmental impacts. The Coalition urges the City to take the following recommendations into consideration:

1. **Place this agenda item on hold and not vote on it.** The project has the potential to impose a negative impact on our community. The timeline for the project is being rushed through and the concerns of the community have not been thoroughly addressed. The Coalition has outreached to the developer and its local representatives over the past couple of months to discuss our concerns on the project. To-date, we have not received any response from them.

There needs to be meaningful community outreach and the incorporation of public input that reflects the decision-making and planning process for the project. The City has the ability to slow down the process to ensure the needs of the community are addressed. The Coalition requests the City to place this agenda item on hold and help facilitate a meeting that will include the developer, city staff, the Coalition and the community to further discuss the concerns on the project.

2. **Under the Population/ Housing environmental factor, re-classify the displacement of existing housing and residents from “less than significant impact” to “potentially significant impact” necessitating the construction of replacement housing.** The Initial Study did not thoroughly evaluate and analyze the potential impacts the proposed project would have on the displacement of current tenants at the CMMI. There is no specific relocation plan in place to ensure the tenants, especially the long term tenants, have affordable housing options that are readily available near transit and job centers in the City.

At the last City Council meeting on October 6, Mayor Mensinger stated that over 150 tenants are currently living at the CMMI. Significantly, according to the Initial Study, there are long-term tenants in 50 units of the CMMI.¹ Because the project includes **zero** units affordable to the lower income tenants who currently live in the CMMI, all these existing tenants will be displaced, including the long-term tenants living in 50 of the units. While the developer will hire a relocation consultant to provide at least one on-site visit and offer relocation services to assist tenants in finding replacement housing,² these services would not be enough to realistically help tenants relocate and find housing in the City.

The chances of finding existing housing that are affordable to lower income families in the City or anywhere else in the County is extremely low. In the City’s 2008-2014 Housing Element planning period, only **one** low-income home was constructed in the City³ and there are currently **no** other proposed affordable home developments for lower income families in the City’s development pipeline. With the serious lack of affordable homes, the housing crisis in the City is exacerbated with the rising and out-of-reach rents in the City. The average asking rent in the City is \$1,840 and that is a 6.3% increase from the year before.⁴ While the term “affordable” is defined as a household that spends less

¹ Initial Study/ Mitigated Negative Declaration 2277 Harbor Boulevard Project, City of Costa Mesa, p. 121, September 10, 2015.

² Initial Study/ Mitigated Negative Declaration 2277 Harbor Boulevard Project, City of Costa Mesa, p. 122, September 10, 2015.

³ Housing Element For The Costa Mesa General Plan 2013-2021, City of Costa Mesa, p. 10, January 21, 2014.

⁴ Feeling the Pinch? Local Rent Prices Hit A Record High, The Orange County Register, January 16, 2015.

than 30 percent of their household income on housing costs,⁵ many renters are paying more. In the City, many renters overpaid and spent approximately 44% of their income towards rent.⁶ In addition, a substantial amount of households in the City are lower income families. Approximately 39 percent of households earned less than \$50,000 per year.⁷

According to the report, "...even if localized displacement occurred, it would not occur in substantial amounts as to warrant the need for replacement housing that would have a significant effect on the environment."⁸ We believe this is a wildly misleading statement. The amount of tenants being displaced will be much larger than the report indicates. The reason the report says localized displacement will not occur in "substantial amounts" is because it is not going to happen all at once. Instead, localized displacement at the CMMI is **already happening**, discreetly, in preparation for the project. Once the current tenants vacate the units, none of the newly vacant units are "advertised as vacant."⁹ Since 2014, the CMMI has been systematically displacing potential tenants by intentionally not allowing them to rent these vacant rooms. This practice has negative impacts on the community as more and more individuals and families who are at-risk of being homeless will have not where else to go. They may end up on homeless on the streets. Because this displacement is happening discreetly at a slower rate, it is not being analyzed and quantified.

3. **Re-analyze and re-confirm the correct number of affordable units constructed in the City.** The Initial Study states: "Between 2008-2011, a total of 618 affordable units were constructed."¹⁰ However, in the City's 2014-2021 Housing Element, the report identifies only **one** low-income home was constructed in the City during the 2006-2014 Housing Element planning period.¹¹ Where in the city were these "618 affordable units" constructed? Are these units affordable to lower income working families or are the units affordable to moderate and above moderate income households? Also, are these units deed-restricted?

4. **Not exclude affordable homes from detailed analysis in the Initial Study.** With high housing costs and significant lack of affordable homes, many workers and families, especially those who earn lower wages, struggle financially to live close to where they work. Compared to other cities in Orange County, housing costs are significantly higher in Costa Mesa and simply out of reach for extremely low-, very low- and low-income families. These impacts not only hurt workers and families, but may also have negative environmental impacts to the City.

With the lack of vacant land in the City, the project at the CMMI provides a great opportunity for the development of homes to be set-aside as affordable to lower income

⁵ Housing Element For The Costa Mesa General Plan 2013-2021, City of Costa Mesa, p. 31, January 21, 2014.

⁶ Lower Rents Might Cost You More: High Cost of Housing Chips Deeply into Low-Wage Earners Pay, The O.C. Register, April 18, 2015.

⁷ Profile of the City of Costa Mesa Local Profiles Report 2015, SCAG, p.10, May 2015.

⁸ Initial Study/ Mitigated Negative Declaration 2277 Harbor Boulevard Project, City of Costa Mesa, p. 122, September 10, 2015.

⁹ Initial Study/ Mitigated Negative Declaration 2277 Harbor Boulevard Project, City of Costa Mesa, p. 122, September 10, 2015.

¹⁰ Initial Study/ Mitigated Negative Declaration 2277 Harbor Boulevard Project, City of Costa Mesa, p. 121, September 10, 2015.

¹¹ Housing Element For The Costa Mesa General Plan 2013-2021, City of Costa Mesa, p. 10, January 21, 2014.

working families. By living in an affordable home development that's near transit services, such as the frequent OCTA buses servicing Harbor Boulevard, many residents, especially lower income working residents, can rely on the bus for their commute to and from work and to other destinations. Residents and workers who take transit become less dependent on driving their automobiles and can help decrease the environmental impacts of traffic congestion, vehicle miles travelled (VMT) and greenhouse gas (GHG) emissions. In addition, lower wage employees working at the Harbor Center across the street from the CMMI can also greatly benefit from living in close proximity to where they work. The employees would only have to walk across the street to their job site without needing to drive. Not only will the development of affordable homes help reduce VMT and GHG emissions, the proximity of the affordable homes to jobs will create a more walkable and healthier Costa Mesa.

The environmental impacts of a development are especially less drastic when people can afford to live and spend their money in the same community in which they work. With low wages and high housing costs, many workers live in other cities and become dependent on their automobile to commute to and from work and other destinations. These trips may increase traffic congestion and air pollutants that not only negatively impact the environment but also the quality of life for residents in the City. Addressing these environmental impacts will also align with the Sustainable Communities and Climate Protection Act of 2008 (SB 375) and help the City implement and comply with the regional goals of SB 375.

- 5. Only approve the Initial Study in exchange for community benefits where the developer commits to dedicating at least 20% of homes affordable to families at extremely low-, very low- and low-income levels at the project.** Given the City's high housing costs and serious lack of affordable homes, many individuals and families have turned to motels such as the CMMI as their last resort housing. With the proposed residential development, nearly all of the motel's existing tenants will be priced out, displaced, and may be at-risk of becoming homeless.

One of most effective solutions to homelessness is the development of permanent affordable homes. The proposed project will effectively take out existing "affordable" homes from the City's housing stock. The City has control over land use decisions and should take this great opportunity to request for community benefits that addresses the existing housing needs of the City. By changing the land use designations and up-zoning the existing property, the City has created additional value on the property and would be giving away these tremendous benefits to the developer. While these giveaways provide significant windfalls and increases the property values of the proposed development, what community benefits does Costa Mesa get in return? With the lack of vacant land and funding for the development of affordable homes, the City should capitalize on this great opportunity by recapturing the increased value through community benefits. New proposed developments requesting additional development standards should only be approved in exchange for community benefits such as a set-aside of affordable homes for lower income families.

Other jurisdictions in Orange County have taken a stand for their residents and have requested new residential developments provide community benefits to the City. In the City of Santa Ana, the Housing Opportunities Ordinance applies to residential developments that request a discretionary approval (e.g., change in land use designation, zoning, density etc.). The Ordinance requires 15 percent of new homes to be affordable for low and very low-income households. In the City of Laguna Niguel, the City's Gateway Specific Plan allow increases in density in exchange for the provision of important community benefits such as the development of affordable homes. Laguna Niguel has two market rate rental developments that have set-aside homes that are affordable to lower income families.

6. Reinstate extended stay units/ long term stays at motels in the City. As stated throughout this letter, the CMMI provides last resort housing for hundreds of low income individuals and families. Currently, the CMMI has at least 50 units that are occupied by long-term tenants. Until 2014, the CMMI had a Conditional Use Permit that allowed up to 90 rooms (40 percent of all rooms) to be rented out as long-term stay units. In 2014, however, the City adopted an ordinance effectively outlawing long-term stays at the motels, including the CMMI, that provide last resort housing to the City's poor. Without long term stays at the motels, individuals and families are only allowed to stay 28 days before they are kicked out the motel. Without any other viable housing options, many individuals and families are subjected to moving from motel to motel.

In the years before it adopted that ordinance, the City specifically identified motels as an alternative option for affordable housing. In the City's 2008-2014 Housing Element, it specifically states: "the City recognizes a need to use motel/hotel rooms as a housing alternative for extended stay... extended stay units provide alternative affordable housing choices." Since that planning period, the City has not added any affordable housing for lower income households. Consequently, motels are still needed in the City to "provide alternative affordable housing choices." In light of this recognition, the City should reinstate its policies regarding extended stay units/long term stays at motels.

7. Be consistent with the General Plan goals, objectives and policies. The Initial Study states the project is consistent with the General Plan goals, objectives and policies; however, it is actually not consistent in that it is failing to meet the expectations of the following:

- a. Goal Lu-1, Land Use: "...to provide its citizens with a balanced community of residential uses... to satisfy the needs of the social and economic segments of the population"¹² and;
- b. General Plan Land Use Objective LU-1A1: "to provide for the development of a mix and balance of housing opportunities... in consideration of the needs of the business and residential segment of the community."¹³

¹² Initial Study/ Mitigated Negative Declaration 2277 Harbor Boulevard Project, City of Costa Mesa, p. 100, September 10, 2015.

¹³ Initial Study/ Mitigated Negative Declaration 2277 Harbor Boulevard Project, City of Costa Mesa, p. 100, September 10, 2015.

The City has not expanded housing choices for lower income residents living near transit and job opportunities. In the City's Housing Element 2008-2014 planning period, while 1,047 moderate and above moderate income homes were constructed, only one low-income home was constructed in the City.¹⁴ In the City's Urban Master Plan, 501 units are entitled, under-construction or completed.¹⁵ Not one of these units are affordable to lower income working families. The City has only prioritized its efforts to building homes that are affordable to moderate- and above moderate-income households.

8. Provide a detailed jobs-housing "fit" analysis. Different from jobs-housing balance, which evaluates the number of jobs to the number of homes in a specific geographic location, the jobs-housing fit provides a more detailed analysis. The jobs-housing fit analyzes the discrepancies between the types of jobs and wages (especially for low-wage jobs) that are available in a City and the housing costs and opportunities that are available in the City.

Locating homes, especially affordable homes, near job centers (i.e. Harbor Center), mass transit and neighborhood amenities will create a more walkable, healthier and sustainable Costa Mesa. As the City evaluates and addresses the potential environmental effects of the project at the CMMI, the **Coalition strongly urges the City to prioritize the development of homes affordable to lower income working families as an effective strategy to decrease negative environmental impacts.**

The Coalition looks forward to hearing the City's response to our concerns. We hope that the City and the CMMI developer/ owner will be a community partner in helping facilitate the development of affordable homes for lower income families. Not only will affordable homes help mitigate negative environmental impacts by decreasing VMT and GHG emissions, it will also make Costa Mesa a better place to live in.

Please keep us informed of any upcoming meetings and proposed changes regarding the proposed project. If you have any questions, please free to contact Kathy Esfahani at kmesfahani@att.net.

Sincerely,

Kathy Esfahani

Kathy Esfahani
For The Costa Mesa Affordable Housing Coalition

¹⁴ Housing Element For The Costa Mesa General Plan 2013-2021, City of Costa Mesa, p. 10, January 21, 2014.

¹⁵ City of Costa Mesa Urban Master Plan Developments Attachment 2, City Council/ Planning Commission Joint Study Session, Proposed Urban Plan Amendment to Amend the SOBECA and Westside Urban Plans, p. 9, September 8, 2015.

Costa Mesa Motor Inn
2270 Harbor Boulevard, Costa Mesa
Long-term Occupant Relocation Assistance Plan

October 12, 2015

Upon approval of the "apartment project" by Costa Mesa City Council, the Property Owner has one year in which to commence construction of the new apartments, or seek a one year extension for a total of two years. As of this Relocation Assistance Plan date, the Property Owner intends to close the Motel on Monday, August 1, 2016, and construction would commence thereafter. However, on June 1, 2016, the Owner will provide a sixty (60) day advance "Notice of Motel Closure/Lease Termination" to all Long-term Occupants and provide the following relocation assistance:

Definition of Terms:

- Long-term Occupants** - all motel guests who are current in paying rent and occupying rooms for thirty (30) or more consecutive days on the date the "Notice of Motel Closure/Lease Termination" is issued.
- Short-term Occupants** - all motel guests occupying rooms for less than thirty (30) consecutive days on the day the "Notice of Motel Closure/Lease Termination" is issued.
- Property Owner**- Miracle Mile Properties
- Notice of Motel Closure/Lease Termination**- legally required written notice delivered to "Long-term Occupants" by the property owner sixty (60) days in advance of the Motel Closure date. Delivery of the notice may occur in person or be placed inside the Motel room.
- Motel**- Costa Mesa Motor Inn

Long-term Room Occupants Cash Relocation Assistance:

Long-term room occupant's cash relocation assistance for rooms vacated on the closure date of August 1, 2016, would range from \$4,000 to \$5,500 per Motel room.

All Long-term Room Occupants vacating their premises and handing over their keys on the Closure Date of August 1, 2016 will be refunded all rent monies paid for their rooms (not including amenities) in the last 90 days **plus** an additional \$1,500.

All long term room occupants remaining after the closure date of August 1, 2016, but vacating the premises and handing over their keys by August 31, 2016, will forfeit the additional \$1500 in relocation assistance, but will be refunded all rent monies paid for their rooms (not amenities) in the last 90 days minus the rent for each day past August 1, 2016.

All long term room occupants remaining after August 31, 2016 will forfeit all relocation assistance and be subject to normal eviction process.

Occupants must give landlord a minimum 10 day notice of their intended move out so that a check may be prepared and delivered to the property on time for their move out. Occupants who do not give the minimum 10 day notice may elect to have a check mailed to them within 10 days, or may pick up their check from the LA office or at the motel no later than 10 days after notice has been given.

All occupants must vacate their rooms by removing all personal belongings leaving the room and property undamaged besides usual wear and tear.

Upon receipt of payment from Property Owner, Long-term Occupant/s will have been fully compensated for relocating to equal or better housing and will not hold property owner responsible for any further financial assistance.

October 12, 2015

**VIA MESSENGER
AND E-MAIL**

Honorable Robert L. Dickson, Jr., Chair, and
Members of the Costa Mesa Planning Commission
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

Re: Planning Commission Agenda Item for October 12, 2015, Public Hearing No. 3, re: 224-Unit Luxury Apartment Complex at 2277 Harbor Blvd.

Dear Chair Dickson and Members of the Planning Commission:

We are writing on behalf of our clients, Phil Luchesi and his company, Luchesi Enterprises. Luchesi Enterprises owns Pals Vacuum Sewing Center, and Mr. Luchesi owns the underlying property on which this business is operated, located at 2299 Harbor Boulevard. Mr. Luchesi's property is located immediately adjacent to the proposed 224-unit luxury-apartment project that is on the Planning Commission's agenda for its meeting of October 12, 2015, as item PH-3 (the "Project"). While our client is generally supportive of the Project, he does have concerns that he would like to see addressed before the Planning Commission makes a recommendation on the Project to the City Council.

As you know, the Project proposes a General Plan amendment and a rezoning of the 4.15-acre Project site to accommodate 224 multi-family residential units. The Project would be built at a density of over 2.5 times that specified for high-density residential development in the City's current General Plan and Zoning Ordinance ("ZO"). It would also be built to a height of 60 feet, including a 5-story garage, which is taller than the 4-story height-limit currently imposed by the General Plan. By comparison, Pals Vacuum Sewing Center, a long-time City business, is a small, single-story building, approximately 2,500-square-feet in size, located on an approximately 11,000-square-foot lot.

Mr. Luchesi leases portions of his property to five mobile-service providers, each of which has erected a separate cellular tower—approximately 60-feet in height—near the common boundary with the Project site. Mr. Luchesi is legitimately concerned that the proposed Project—with a building height of up to 60 feet (which is twice the height allowed under the site's current zoning designation)—could interfere with cellular reception and thereby compromise the substantial private and public value associated with the cellular towers. Mr. Luchesi thus respectfully asks the Planning Commission to impose certain conditions on the Project to address his concerns.

Honorable Robert L. Dickson, Jr., Chair,
and Members of the Planning Commission
Page 2

First, prior to any approval of the Project, a qualified consultant should prepare a report analyzing the potential impacts of the Project on the adjacent cellular antennas, and the Project buildings should be modified as needed to eliminate any actual or potential risk of interference with the equipment demonstrated by this report. Second, the Project proponent should be required to indemnify Mr. Luchesi and his tenants, and their collective successors, against any damage or interference to the cellular equipment that is directly or indirectly attributable to the Project. Third, the developer should be required to provide appropriate notices to new residents informing them of the nearby cellular equipment, and should require the Project's residents (on behalf of themselves and their successors) to release Mr. Luchesi and his lessees, and their successors, from any claim of damages related to the cellular equipment.

We would also like to ensure that the Project will not result in any other adverse impacts to Mr. Luchesi's property, particularly with respect to drainage, traffic, and parking. Please ensure that adequate conditions are imposed to ensure that the Project runoff does not discharge onto neighboring properties, and that the proposed off-site median and related traffic improvements do not adversely impact access to our client's property. The traffic study suggests that the Project will only provide 13 guest parking spaces. Our client does not believe that this number of spaces is sufficient for 224 residential units and is concerned that guests will end up parking on his property as a result. Please require the developer to provide the number of guest spaces required by the City Code. Mr. Luchesi would also like the opportunity to review and comment on the design and height of the proposed block wall to be installed by the Project proponent between the two sites.

We think the above requests are reasonable and can be validly imposed as conditions on the Project, especially given that new development in the City must be designed so as to "not adversely impact surrounding developments," as well as to protect the "integrity of neighboring development." (General Plan, Policy LU-1C.1; ZO § 13-29(g)(5).)¹

Please note that we do have additional concerns regarding the City's proposed approval of the Project entitlements. Amongst other issues, we believe the Project (i) could be subject to a spot-zoning challenge, (ii) likely involves inconsistencies with the City's General Plan, (iii) proposes a density bonus that is greater than allowed by state and local law, and (iv) is based on a mitigated negative declaration ("MND") that contains various inconsistencies and shortcomings in the analysis of the Project's impacts. That said, depending upon the resolution of our client's primary concerns set forth above, we reserve the right to raise these additional objections in a separate detailed letter to the City prior to final action on the Project.

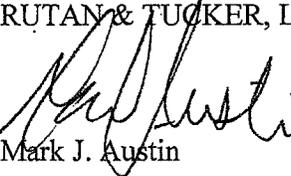
¹ See also, General Plan Policy LU-IF.5 (requiring compatibility between new uses and existing uses); accord Policy HOU-3.2 and ZO § 13-29(e)(1).

Honorable Robert L. Dickson, Jr., Chair,
and Members of the Planning Commission
Page 3

Please include this letter as part of the materials considered by the Planning Commission at tonight's hearing on this item. We thank you for your consideration of our clients' views on these important matters. Although neither I nor my client will likely be able to attend the meeting this evening, we look forward to hearing from the City in the near future. In that regard, please do not hesitate to contact me with any questions regarding this correspondence at any time.

Very truly yours,

RUTAN & TUCKER, LLP



Mark J. Austin

MJA

cc: Ryan Loomis
Brenda Green
Tom Duarte, Esq.