

**ROSE EQUITIES**

Owner-Builders since 1949

April 7, 2020  
285.653.00

Mr. Barry Curtis  
Economic and Development Services Director  
City Costa Mesa  
77 Fair Drive  
Costa Mesa, CA 92626

**Subject: One Metro WEST  
General Plan Amendment and Zone Change Application  
1683 Sunflower Avenue  
Costa Mesa, CA**

Dear Mr. Curtis,

This Project Description is in support of Rose Equities' application for a General Plan Amendment and Zone Change for the One Metro West Project. The General Plan Amendment and Zone Change requests are accompanied under separate application by a request for approval of a related Master Plan that indicates a site-specific plan of development. The 15.23 (net) acre Project site address is 1683 Sunflower Avenue and is bounded by Sunflower Avenue to the north, by Interstate 405 to the south, by the South Coast Collection retail/dining establishments to the east, and by industrial and logistics uses to the west. The Project site currently is occupied by Robinson Pharma, Inc. (232,393 square feet), Dekra-Lite Industries, Inc. (35,000 square feet), and South Coast Barking (78,500 square feet).

Please note the following Project Description for the General Plan and Zone Change components of the discretionary request.

**General Plan Amendment**

The anticipated One Metro West Project (Project) proposes a General Plan Amendment to change the existing Industrial Park (I-P) land use designation to High Density Residential (HDR) and a Zone Change to replace the existing Industrial Park (MP) zoning for the Project site to Planned Development Residential-High Density and One Metro West Specific Plan. A Master Plan is also required and the subject of a separate and concurrent discretionary application.

The proposed High Density Residential land use designation, in combination with the proposed zoning, would allow a site-specific base density of maximum 80 dwelling units per acre and a site-specific base building height of 7 stories of residential above/in combination with parking garage. This would allow a maximum 1,057 multi-family residential units on the Project site, an anticipated 25,000 square feet of creative office space, and 6,000 square feet of specialty retail uses, and 1.5 acres of open space.

In addition, the proposed general Plan Amendment would include amending portions of the 2015-2035 General Plan text and revising some graphics. The following changes to the General Plan Land Use Element are requested as part of the proposed General Plan Amendment (corresponding pages with edited text and graphics are attached to this Applicant Letter). The 2040 numbers below have been changed to reflect One Metro **West** buildout of 1,057 dwelling units and concomitant increases in population and employment.

**Land Use Element**

- Page LU-12, Table LU-3: Land Use Designations (~~2015~~) (2019)
  - High Density Residential
    - Acres Undeveloped – ~~2.9~~ **18.13**
    - Net Acres – ~~845.8~~ **861.03**
    - % of Acres – ~~10.6%~~ **10.7%**
- Page LU-13, Table LU-4: Housing, Population and Employment – Changes to Table noted

Year	2000	2010	2015	2020	2040
Housing	40,406	42,120	42,496	43,484	<del>44,359</del> <b>45,416</b>
Population	108,724	109,929	111,276	112,001	<del>113,332</del> <b>116,033</b>
Employment	88,294	88,416	87,097	89,590	<del>93,222</del> <b>Est. 93,472</b>

- Page LU-16, Mixed-Use Districts – Second sentence changed to read as follows (added text in **bold font**) – “In other areas of Costa Mesa, including **High Density Residential**, areas and the Harbor Mixed-Use Overlay District, the City encourages mixed-use urban environments that include purposeful combinations of entertainment, retail, office, hospitality, and residential uses.”
- Page LU-23, Table LU-5: Nonresidential Maximum Floor-Area Ratios – Footnote 5 changed to read as follows (added text in **bold font**) – “Maximum FAR standards in the Regional Commercial and Urban Center Commercial, **and High Density Residential** designations shall be further limited by the maximum A.M. peak hour and P.M. peak hour trip budget as established in the General Plan, **One Metro West Specific Plan**, and North Costa Mesa Specific Plan, as applicable.”
- Page LU-23, Table LU-5: Nonresidential Maximum Floor-Area Ratios – Footnote 6 to read with added text (noted in **bold font**) – “Site specific FAR standards are separately established for the Home Ranch **site**, the Press (LA Times) **site**, **and the One Metro West Specific Plan site sites**.”
- Page LU-25, General Plan Land Uses graphic – One Metro West “Industrial Park” land use designation color changed to “High Density Residential” land use designation color.

- Page LU-27, Table LU-6: Land Use Density and Intensity Summary – Added Footnote #8 in reference to “High Density Residential,” stating “Refer to the One Metro West Specific Plan for detailed density/intensity and trip budgets for that specific site.”
- Page LU-29 ff. – Add following paragraph: **“In 2019, a General Plan Amendment, Zone Change (Specific Plan), Development Agreement, Tentative Map, Demolition Permit and Environmental Impact Report were approved for a 15.23 (net) acre property known as One Metro West. The land use plan for One Metro West depicts the following: three multi-family residential structures that house 1,057 multi-family residential units and associated amenities including parking structures within a base building height of seven stories; one 25,000 square foot creative office building; 6,000 square feet of supporting special retail uses; a 1.5 acre open space; two off-site improvements that relate to the trail connection to the Santa Ana River Trail and improvements to the south side of Sunflower Avenue north of the South Coast Collection adjacent to the Project site which is located at 1683 Sunflower Avenue.**
- Page LU-31, Paragraph 5, Sentence 3 changed to read as follows (added text in **bold font**) – “Mixed-use developments shall be implemented through an adopted urban plan (such as the 19 West Urban Plan), **or an adopted Specific Plan**, and shall be identified on the Zoning Map by designating either the R2-HD and R-3 base zoning districts with the mixed-use overlay district, **or by designating a site with “(SP) zoning.”**
- Page LU-32, Paragraph 2, changed to read as follows (added text in **bold font**) – “Major high-density neighborhoods are clustered around Orange Coast College, along Mesa Verde Drive East, between Adams and Harbor, around Vanguard University, in the northeast portion of the South Coast Metro area, in the Downtown Redevelopment area, and in the southeast portion of the City, **and in the northwest portion of the City within the Harbor Gateway District.**”
- Page LU-35, Paragraph 4, Sentence 3 changed to read as follows (added text in **bold font**) – “Mixed-use developments shall be implemented through an adopted urban plan (such as the 19 West Urban Plan and Harbor Boulevard Mixed-Use Overlay) **or through an adopted Specific Plan**, and shall be identified on the Zoning Map by designating either the CL, C1, and/or C2 base zoning districts with the mixed-use overlay district, **or by designating a site as “(SP).”**
- Page LU-58, Figure LU-9: Overlays and Urban Plans – Change to Figure title to read as follows (added text in **bold font**) “Figure LU-9: Overlays, ~~and Urban Plans~~, **and Specific Plans**. In addition, legend to be supplemented with “Specific Plan” designation and color, and location of One Metro West Specific Plan noted on the Figure.
- Page LU-59, Paragraph 1, Sentence 1 – to read as follows (added text in **bold font**) – “Housing types shall be identified in the applicable urban plan **or specific plan** and may include . . . .”

- Page LU-72, Table LU-20: General Plan Land Use 2035” – Changed Multi-Family Net Acres as follows (added figures in **bold font**): ~~1,705~~ **1,718**
- Page LU-72, Table LU-20: General Plan Land Use 2035” – Changed Multi-Family Residential Dwelling Units, 2035 Future as follows (added figures in **bold font**): ~~37,103~~ **38,160**
- Page LU-72, Table LU-20: General Plan Land Use 2035” – Changed Industrial Park row to read as follows (added figures in **bold font**): Net Acres – ~~647.8~~ **632.57**; 2035 Future Non-Residential Square Feet: ~~10,240,000~~ **10,271,000**
- Page LU-72, Table LU-20: General Plan Land Use 2035” – Changed Totals row to read as follows (added figures in **bold font**): 2035 Future Non-Residential Square Feet: ~~42,553,000~~ **42,584,000**
- Page LU-81, Policy LU-5.10(d) – Added text to read as follows (addition in **bold font**): “Additional criteria for approving deviations from the FAR standards may be established by policy of the City Council, **by a City-approved Specific Plan, or by a City-approved Development Agreement.**”

### Zone Change

The proposed Zone Change component of the Project application would replace the current “MP-Industrial” zoning designation of the Project site with a zoning designation of Planned Development Residential – High Density (PDR-HD) and One Metro West Specific Plan. The requested zoning is intended to allow a mix of uses and site-specific development standards and is accompanied by the attached document entitled “One Metro West Specific Plan.”

The proposed Land Use Plan within the Specific Plan component of the Project application depicts the following: three multi-family residential structures; one creative office building; commercial space; Open Space; landscaping; streetscape improvements; and improvements to the existing trail system and trail connection to the regional Santa Ana River Trail.

The following Table indicates Permitted and Conditionally-Permitted uses in the One Metro West Specific Plan.

**Permitted and Conditionally Permitted Uses**

<b>Use</b>	<b>Permitted</b>	<b>Conditionally Permitted</b>
<b>General</b>		
Mixed-Use Developments	X	
Home Occupations that do not involve more than one customer/client at a time	X	
Public Events, including City-sponsored events, in conjunction with open space area	X	
Temporary Real Estate and Construction Offices	X	
Community Clubs (for residents only)	X	
Civic Clubs (for residents and public use)	X	
Off-Street Parking Areas and Structures	X	
Bowling Alley (for residents only)	X	
Physical Fitness Facility (for residents only)	X	
Food Trucks		MC
<b>Residential</b>		
Multi-Family Residences	X	
<b>General Offices/Professional Offices</b>		
Administrative	X	
Advertising Agency	X	
Attorney	X	
Business Management/Consultant	X	
Detective Agency	X	
Economist	X	
Employment Agency	X	
Engineer and Surveyor	X	
Insurance Broker	X	
Landscape Architect	X	
Psychologist	X	
Public Accountant	X	
Public Relations Consultant	X	
Real Estate Broker	X	
Services Offices (e.g., bookkeeping and data processing)	X	
<b>Commercial</b>		
Antique Store	X	
Art Shop/Gallery	X	
Artist Studio	X	
Bakery (Retail)	X	
Barbershop	X	
Beauty Shop	X	
Bicycle Shop	X	
Specialty Grocery Store and/or Neighborhood Bar		MC
Bookstore	X	
Clothing/Apparel Store	X	
Coffeehouse		MC

Commercial Art/Graphic Design	X	
Convenience Store	X	
Dry Cleaner		MC
Florist Shop/Flower Stand	X	
Ice Cream/Frozen Yogurt Shop (with more than 300 square feet of public area)		MC
Jewelry Store	X	
Outdoor Dining (within Commercial area of project site only)		MC
Pet Shop		MC
Photographer Studio	C	
Tailor Shop	X	
<b>Recreational</b>		
Playground	X	
Small Performance Area (in conjunction with open space area)	X	

Source: Rose Equities 2019.

MC = Minor Conditional Use Permit; uses listed under Conditionally Permitted subject to MCUP review process.

Note: All uses related to cannabis identified within Measure X are prohibited within the One Metro West Project.

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The following Tables present One Metro West Specific Plan Development Standards

**Vehicular Parking Schedule:**

AREA	TOTAL UNITS/ DETAIL	PARKING RATIO	PARKING REQUIRED
<b>RESIDENTIAL COMPONENT</b>			
<b>SUBTOTAL</b>	1,057 units	1.3 Per unit	<b>1,375</b>
<b>RETAIL COMPONENT</b>			
	6,000 square feet	4 spaces/1,000 square feet	<b>24</b>
<b>CREATIVE OFFICE COMPONENT</b>			
	10,000 square feet	4 spaces/1,000 square feet	<b>100 spaces on site <sup>1</sup></b>
<b>TOTAL</b>	<b>1,057</b>		<b>1,499</b>

Note: The 100 parking spaces for the Office component will encompass a combination of dedicated office parking as well as "shared" parking with residential.

**Building Setbacks and Heights:**

<b>BUILDING SETBACKS</b>		
<b>Perimeter</b>	Sunflower Ave. Property Line to Face of Building	10 ft.
	Sunflower Ave. Balconies or Patios	7 ft. Max. Encroachment (up to 75% average building façade)
	Sunflower Ave. Shade Structures (Commercial Area Only)	8 ft. Max.
	I-405 Freeway (Residential Building or Parking Structure)	10 ft.
	I-405 Freeway (Creative Office Building)	5 ft.
	East Property Line / SoCo	10 ft.
	West Property Line	10 ft.
<b>Internal</b>	Center Line of Fire Lanes (Residential)	10 ft.
	Creative Office / Public Open Space	0 ft.
<b>BUILDING HEIGHTS</b>		
Residential Buildings		7 stories (98 feet)
Creative Office Building		3 stories (52 feet)

Note: The maximum height can deviate 5% above what is listed above. The final design will be finalized in the Master Plan. Architectural projections and mechanical equipment are not restricted to these maximum building heights and are not counted as additional floors. The maximum height for accessory structures, architectural projections, or mechanical equipment is 103'. These may include, but are not limited to, gazebos, antennas, pergolas, solar panels, elevators, perimeter parapet walls, air conditioning/heating mechanical equipment, trellises, outdoor recreational bars/kitchens, and other outdoor recreational/entertainment amenities and structures.



## **Future Applications**

### ***Tentative Tract Map***

A Tentative Tract Map will be proposed to divide the Project site into five (5) parcels. The Tentative Tract Map will be processed as a "Condominium" Map.

### ***Development Agreement***

The One Metro West Project will include a Development Agreement between the Project Applicant and the City of Costa Mesa, pursuant to California Government Code Sections 65864 et seq.

### ***Demolition Permit***

A Demolition Permit will be required to allow removal of the on-site existing 345,000 square foot two-story industrial building, associated parking areas, drive aisles, hardscape improvements, and landscaping.

### ***Environmental Impact Report***

A Draft Environmental Impact Report (DEIR) will be prepared for the One Metro West Project to examine the environmental impacts of the Project. The DEIR also will address various actions by the City of Costa Mesa and others to adopt and implement the One Metro West Project.

Should you have any questions, please contact Peter Templeton, Principal, Templeton Planning Group at 949.724.0640 or Albert Armijo, Environmental Director, Templeton Planning Director at 949.466.0038.

Sincerely,  
**Rose Equities**

Brent Stoll

#### Attachments:

Completed General Plan Amendment/Re-Zone Planning Application Form  
Radius Map  
Mailing Labels (2 sets; one photocopy)  
Certification Letter  
Plans (12 copies, 11" x 17"; one copy, 8 ½" x 11")  
Legal Description

Cc: Leonard Glickman, Rose Equities  
John Ramirez, esq., Rutan & Tucker  
Nicole Morse, esq., T&B Planning  
Peter Templeton, Templeton Planning Group  
Albert Armijo, Templeton Planning Group  
Vanessa Yee, Templeton Planning Group  
C.J. Martinez, Templeton Planning Group

# ROSE EQUITIES

Owner-Builders since 1949

April 7, 2020

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Mr. Barry Curtis  
Economic and Development Services Director  
City Costa Mesa  
77 Fair Drive  
Costa Mesa, CA 92626

**Subject:** One Metro WEST  
Master Plan Application  
1683 Sunflower Avenue  
Costa Mesa, CA

Dear Mr. Curtis,

This Project Description is in support of Rose Equities' application for a Master Plan for the One Metro West Project. The Master Plan indicates a site-specific plan of development in compliance with the related General Plan Amendment and Zone Change application that are under a separate Planning Application. The Project site address is 1683 Sunflower Avenue and is bounded by Sunflower Avenue to the north, by Interstate 405 to the south, by the South Coast Collection retail/dining establishments to the east, and by industrial and logistics uses to the west. The Project site currently is occupied by Robinson Pharma, Inc. (232,393 square feet), Dekra-Lite Industries, Inc. (35,000 square feet), and South Coast Barking (78,500 square feet).

Please note the following Project Description for the Master Plan.

## **Project Description**

### ***Residential Component***

The 15.75 (net) acre Metro West Project would include 1,057 apartments (ranging in size from studio to three-bedroom) within three buildings (one podium style with 379 units within seven stories; two "wrap" styles with 229 units within seven stories and 449 units within six stories) extending to a maximum seven stories in height. It is possible that the noted numbers of units within the specific corresponding buildings may be adjusted in the future, depending on final building plans. That is, units from one building may be transferred to another building(s). However, the total maximum of 1,057 multi-family units will not be exceeded. The Project Applicant will confer with City of Costa Mesa Housing staff to determine definitive ratios of affordable housing and populations to be served, and will satisfy City requirements to be memorialized as part of a future Development Agreement.

The following Table provides more specific data about the residential component.

**Table: Anticipated Residential Units Breakdown**

UNIT TYPE	ESTIMATED UNIT AREA	TOTAL UNITS	% OF TOTAL UNITS
Studio Units	618 square feet	131	12.4%
One Bedroom Units	745 – 820 square feet	489	46.3%
Two Bedroom Units	1,150 – 1,184 square feet	399	37.7%
Three Bedroom Units	1,370 – 1,526 square feet	38	3.6%
<b>Total Multi-Family Units</b>		<b>1,057</b>	<b>100%</b>

The podium building will be located in the northwesterly portion of the Project site; the wrap buildings in the southeasterly portion of the Project site and nearest the San Diego Freeway (Interstate 405). The residential component of the Project will contain the following: 54,500 square feet of indoor amenities that includes the following: an 18,000 square foot business center with meeting rooms; co-working space; an 18,000 square foot fitness center with on-demand fitness programs and therapy amenities; a club house/community room with a bowling alley, coffee bar, high-tech gaming center and chef's demonstration kitchen; and, a private Kids Zone facility (that may operate between 6:00 a.m. and 6:00 p.m.). Outdoor amenities will occupy 32,800 square feet and include the following: three swimming pools; spas; cabanas; landscaping; parking; and, rooftop lounging area with seating, landscaping; and, shade structures.

***Commercial Component***

The commercial component of the Project will be comprised of 6,000 square feet of specialty retail and dining businesses. The specialty retail will be focused to providing primarily for the needs of Project residents and may contain a small boutique grocery business/bodega, dry cleaners, and other service businesses. In addition, the dining businesses could include a coffee shop, sandwich/deli business and small specialty eating establishments. The commercial uses will be located on the ground floor of the podium building, facing Sunflower Avenue.

***Office Component***

The office component of the Project will occupy 25,000 square feet within a free-standing three-story office building in the westerly portion of the Project site. The office building is designed to have creative office space intended for single-tenant occupancy that will allow for a collaborative business model. It is intended that the creative office component will encourage and enable some One Metro West residents to live and work in close proximity and serve as a customer base for the new commercial businesses on the Project site. Parking for the creative office building will be assigned and/or shared with parking for the seven-story residential

structure; four of the required 100 spaces will be assigned as Handicap spaces and placed between the creative office building and the residential portion of the Project.

### ***Public Open Space***

One Metro West will contain a 1.5-acre public open space area that will be located in the extreme westerly portion of the Project site. The public open space component of the Project will be privately owned and maintained. The public open space will be available to the public through dedication of a public access easement and will be available to pedestrians and bicyclists. This area is intended as a passive open space area with seating and resting areas, exercise area, creative landscaping, art pieces, and shade structures. The public open space will be heavily landscaped. An active transportation hub will be located immediately adjacent to the public open space and could include bicycle lockers, bicycle storage, bicycle repair facilities and space for a community-wide bike-share program and events. No parking spaces will be assigned specifically to the public open space other than City-required handicap spaces, but parking will be available nearby at the creative office component and along Sunflower Avenue.

### ***Access***

Vehicular access to the Project site will be via three driveways along Sunflower Avenue. An acceptable fire access plan will be finalized. Sunflower Avenue and Harbor Boulevard (east of the Project site) are the major roadways that provide local access to the Project site; Hyland Avenue and Cadillac Avenue extend perpendicularly from Sunflower Avenue in the near vicinity of the Project site.

### ***Landscape, Lighting, Signage***

Landscape, lighting and signage will be provided according to City Municipal Code standards and will be the subject of a subsequent application with the City. There also will be a sound wall between the One Metro West site and Interstate 405.

### ***Sunflower Avenue Upgrades***

One Metro West development will include major upgrades to Sunflower Avenue, including placing the existing 66-Kv utility lines underground, upgrading the sidewalk and public landscape areas with a new sidewalk and bicycle trail to improve pedestrian and bicycle access to the regional Santa Ana River Trail system. In addition, the improvements to Sunflower Avenue may extend to Hyland Avenue and encompass the Sunflower Avenue/Hyland Avenue intersection.

### ***Project Phasing***

Development of the One Metro West Project will occur in one phase. Project construction would begin in December, 2021 and be completed in December, 2026. The schedule could change subject to market conditions.

## ***Parking***

Project parking will total 1,914 spaces. Parking for the residential component of the Project site will be provided at a ratio slightly exceeding 1.75 spaces/unit (1,851 spaces) and be located within two subterranean levels and one grade level garage beneath the podium building and within seven above grade levels for the wrap buildings. Parking space dimensions will be identical to City requirements. Each parking area on the Project site will contain electric vehicle charging stations in numbers required by the City.

Parking for the commercial businesses will be provided at a 4 spaces/1,000 square foot ratio (24 total spaces) dimensioned accorded to City Municipal Code requirements, and will be accommodated within the podium building parking structure. Assigned parking spaces for “car-share” vehicles will be provided.

One Metro West will provide 100 parking spaces (at a ratio of 4 spaces/1,000 square feet) for the office portion of the Project. Thirty-five of the 100 spaces will be designated exclusively for office-related vehicles and be located within the seven-story residential structure parking garage; 61 of the 100 spaces also will be located within the seven-story residential structure parking garage but will be designated as “shared” parking with residential parking. Four Handicap spaces will be located at ground level between the creative office and residential components of the Project.

Parking for the public open space will be combined with the creative office parking. That is, those who use the public open space will be able to use the parking provided for the office component of One Metro West. Since the office building generally will not be used during weekday evenings and weekends, all the 100 parking spaces may be available to public open space users. Parking for the public open space component of the Project also will be available along Sunflower Avenue adjacent to, and near, the Project site.

A Draft Environmental Impact Report (DEIR) will be prepared for the One Metro West Project to examine environmental impacts of the Project. The DEIR also will address various actions by the City of Costa Mesa and others to adopt and implement the One Metro West Project.

Should you have any questions, please contact Peter Templeton, Principal, Templeton Planning Group at 949.724.0640 or Albert Armijo, Environmental Director, Templeton Planning Group at 949.466.0038.

Sincerely,  
**Rose Equities**

Brent Stoll

Attachments:

Completed General Plan Amendment/Re-Zone Planning Application Form

Radius Map

Mailing Labels (2 sets; one photocopy)

Certification Letter

Plans (12 copies, 11" x 17"; one copy, 8 1/2" x 11")

Legal Description

Cc: Leonard Glickman, Rose Equities  
John Ramirez, esq., Rutan & Tucker  
Nicole Morse, esq., T&B Planning  
Peter Templeton, Templeton Planning Group  
Albert Armijo, Templeton Planning Group  
C.J. Martinez, Templeton Planning Group

# One Metro West FAQ's

## 1. Why do you have to build 6- and 7-story buildings instead of 4- and 5-story buildings?

One Metro **West** is the appropriate size for the area from a **land planning, economic and environmental** perspective.

- A) **Land Planning** – The 3,000 new jobs coming to The Press will demand upwards of 2,500 units of housing. Good land planning suggests housing should be located in close proximity rather than far. Even with over 1,000 units, more housing is needed.
- B) **Economic** – According to Christopher Thornberg of Beacon Economics, a healthy housing market is the number one reason Orange County is not attracting upwardly mobile employers and jobs.
- C) **Environmental** – Every major environmental group touts infill housing near jobs as a key component for environmental sustainability.

Additionally, the state has specific requirements on the city for production of housing. Those are independent of this community proposal and the city worked very hard to lower those requirements but as they now have the force of law, **lowering the number of housing in this community proposal pushes** the remaining **new housing** requirements south of the 405 Freeway and **closer to traditional neighborhoods**.

## 2. Will people in the creative office and parking structure of Building A be able to peer into my house in Mesa Verde, and will One Metro West's buildings loom over the community from afar?

The entire project has been designed to maintain the **privacy of neighbors** on all four sides of the community. On the second issue, the artistic installation is designed to produce an effect that **lowers the profile** within the Mesa Verde community while helping to provide a high quality community entrance along the 405 Freeway into Costa Mesa.

## 3. Will lights on Building A's parking structure be obtrusive to the single-family homes south of the 405 Freeway?

All proposed lighting features will be required to meet the Development Standards required as part of the Specific Plan. An Exterior Lighting Plan will be prepared, prior to issuance of the first building permit that identifies and depicts locations, types, scale, and illumination power of lighting fixtures on all building exteriors. The Lighting Plan



and Photometric Study will include **performance standards to minimize** the project's potential to result in **lighting impacts**. (Reference: OMW DEIR Page 5.1-31)

**4. How will One Metro West impact the air quality and noise levels of the homes directly across and adjacent to the south side of the 405 Freeway?**

Overall, One Metro **West** would **not result in significant** operational **health risk impacts** nor significant **noise** impacts to the nearest residents. (Reference: OMW DEIR Page 5.2-26, & Page 5.10-21)

**5. Will One Metro West be a Zero Net Energy Project?**

One Metro **West** would be constructed in accordance with BEE Standards and CALGreen requirements. The BEE Standards and CALGreen are updated tri-annually with a goal to achieve zero net energy for residential buildings by 2020 and non-residential buildings by 2030. The non-residential standard applies to multi-family buildings over three stories in height. The proposed project would also provide **solar ready** hookups **to meet the 2030 zero net energy goal**. (Reference: OMW DEIR Page 5.4-11)

Additionally, One Metro **West** will have a **LEED-equivalent** sustainability designation.

**6. How many school-aged children are projected to live at One Metro West and what schools will they attend?**

Based on current Newport-Mesa projections, One Metro **West** will house approximately **93 school-aged children** when fully operational.

One Metro **West** students will be zoned to attend **California Elementary** School located at 3232 California Avenue, Costa Mesa for K-6th grade; **TeWinkle Middle** School located at 3224 California Avenue, Costa Mesa for grades 7-8, and **Estancia High** School located at 2323 Placentia Avenue, Costa Mesa for grades 9-12. (Reference: OMW DEIR Page 5.12-9)

**7. Will Costa Mesa residents be able to use the 1.5-acre open space at One Metro West?**

**Yes**, Costa Mesa residents will be welcome to use the 1.5-acre open space at One Metro **West**. Additionally, One Metro **West** will provide a number of **public art** facilities and the **landscaping theme** of the open space will extend to the **bike/pedestrian connections** along Sunflower Avenue and along the bike path to the Santa Ana River Trail.

**8. How big is the community room that is open to the public?**

The community room will be **1,500 square feet**, is **open to the public** and will be managed through an agreement with the City of Costa Mesa and One Metro **West**.

**9. What impact will traffic from One Metro West have on Harbor Boulevard south of the 405 Freeway?**

Most trip interactions will occur in north Costa Mesa, or along the 405 Freeway. **Few project trips** are destined **south of the 405 Freeway**. By way of example, the intersection of **Gisler/Harbor** will show only **1% approximate change** in traffic during AM/PM peak hours.

**10. Will there be cut through traffic from One Metro West through Mesa Verde?**

**No.** There is a **very distinct traffic pattern** coming into Costa Mesa in the morning and leaving at night. As noted, **few cars** venture south of the 405 Freeway during AM/PM peak hours. And those which do will mostly be **moving opposite** of the existing traffic patterns.

**11. How will One Metro West affect traffic patterns at Wimbledon?**

New traffic in and round Wimbledon will be mostly driven by the re-development of **The Press**, including **3,000** new employees and the new **food hall**. One Metro **West** will **pull AM/PM peak traffic from** The Press away from Wimbledon.

**12. What will One Metro West do to mitigate traffic?**

By design, One Metro **West** is a mixed-use project with a predominant residential component in an employment-rich environment, which will help to reduce on-site and **regional vehicle miles traveled** resulting in co-benefits for air quality, mobility, active transportation and general health. That being said, **two project-related** level of service issues have been determined at the following **intersections**, for Year 2040 conditions:

- A) Susan Street at South Coast Drive (LOS E during p.m. peak hour); and
- B) Talbert Avenue at Mt. Washington Street (LOS F under both a.m. and p.m. peak hours).

However, these issues **can be remedied** with the following recommended improvements:

Prior to the issuance of the first building permit, we will contribute our **fair share** contribution to the City of Costa Mesa Transportation Division for the implementation

of adding a southbound right-turn lane by restriping Susan Street at the intersection of Susan Street/South Coast Drive. We will also contribute our fair share contribution to the City of Fountain Valley Transportation Division for **improvements** to the intersection of Talbert Avenue/Mt. Washington Street, which will include adding a traffic signal, restriping the northbound approach to a shared left through lane and a dedicated right turn lane, converting the southbound right turn lane to a dedicated channelized free right turn lane, and adding overlap phasing for a northbound right turn movement.

**13. How will One Metro West be phased?**

As with all multi-phased communities, **economic conditions** are the **primary driver** of the phasing timing. The community is designed to start with Building A and the open space (**Phase I**), then Building B (**Phase II**) and finishing with Building C (**Phase III**). The creative office building could be part of any one phase. Also, phasing can be concurrent as opposed to sequential, if economic conditions warrant it.

**14. What permanent behavioral changes do you anticipate from the pandemic that will change the way you design and manage One Metro West?**

One Metro **West** offers:

- A) **Work at home offices** and areas;
- B) The **fastest fiber optic cable**;
- C) A business office for small office needs; and
- D) Conference rooms to support **Work from Home** employees.

In addition, we have designed a 1.5-acre open space, walking paths with greenery, and a connection to the Santa Ana River Trail for residents to get fresh air and ample exercise all while practicing social distancing.

# Ten Reasons to Love One Metro West

## Places to Live

The area north of the 405 Freeway has jobs, world-class art and culture, the cutting-edge culinary scene and shops at SOCO, and easy access to the Santa Ana River Trail. **These are among the amenities that draw creative employees and entrepreneurs who appreciate a vibrant, walkable and bikeable community.** What's missing? Places to live.

## Walk to Work

Imagine hundreds of employees from the employers and creative centers leaving their homes at One Metro **West** 20 minutes before the workday begins. They walk, skateboard or cycle to SOCO for a coffee at Portola, a bite of breakfast at Greenleaf or Moulin, and a chance to check their social media. They arrive **without driving** and waiting in traffic, helping **reduce** our community's **carbon footprint**, improving **air quality** and **congestion**. Having 1,057 contemporary new apartments within 1 mile of over **5,000** new and **proposed jobs** will contribute to Costa Mesa's commitment to **protecting the planet** and its resources for **future generations**.

## Green Scene

One Metro **West** will transform a decades old 16-acre industrial property near the northwest corner of Costa Mesa into a vibrant mixed-use community, a central feature of which will be a contemporary **open space**. That's **1.5 acres** of green within an easy walk or bike of shopping, jobs, and a complete community. The new open space will also be a landmark gateway to the **Santa Ana River Trail**. One Metro **West** has proposed significantly **improving** the **bike path** that currently connects to the bike trail, thereby providing an attractive access to SOCO and the surrounding neighborhood north of the 405 Freeway for the **35,000 cyclists** who travel the **Santa Ana River Trail** each month. **Enhanced bikeways** and **walkways** on **Sunflower** and Hyland Avenues will offer easier access to and from Vans and other employment centers as well.

## Help Wanted!

Our **neighborhood north of the 405 Freeway** is a magnet for jobs that draw young creative types to places like Vans. Additional modern office space is coming, including the anticipated **expansion of Vans Headquarters** and **The Press**, a \$200 million creative office campus that will offer work spaces for some **3,000** employees. We'd like to see (and anticipate) a sizable number of them living at One Metro **West** rather than driving to and from work, wouldn't you?

In addition, One Metro **West** will include **25,000 square feet of creative office space** potentially allowing many residents to live and work at the same location!

## Congestion Junction

If no new housing is built, the existing and anticipated creative workers at Vans, Hive and The Press will continue to drive to and from the **75** communities across Southern California where Costa Mesa workers currently live. That's bad for traffic, the city's **traditional neighborhoods**, and the environment. **Just 300 "live local" workers** leasing at One Metro **West** will **take 3 million annual commuter miles off Southern California roads**. We can do better by building housing where the jobs are.

## Inspiring Creativity and Costa Mesa's Future

Costa Mesa is world renowned as a hub of youth culture and creative expression. By adding 1,057 apartments within walking distance of employers and next door to SOCO, One Metro **West** will help encourage the evolution of a more **walkable, bikeable, and sustainable** neighborhood north of the 405 Freeway. With One Metro **West**, existing employers, and the coming jobs, this long industrial corner of Costa Mesa will become a great center for **creative culture** (not to mention **high paying jobs**) within Orange County.

## Helping Hands

One Metro **West** is actively partnering with **Costa Mesa nonprofits** as major sponsors of more than **25** groups and events, including **Project Independence, Love Costa Mesa**, which drew 1,000 volunteers who gathered **three tons of food donations** for the homeless and disadvantaged, among many other community projects. Recently, we sponsored and helped manage the Holiday Hunger and Hope food drive, which **gathered more than three tons of food** both door-to-door and at neighborhood churches and schools to provide over 1,000 holiday meal kits to Costa Mesa residents in need.

## Resources to Improve Our Costa Mesa

One Metro **West** represents a capital investment totaling nearly \$500 million by owner-builder Rose Equities and our long-term partner, with a positive **economic impact** on Costa Mesa residents, companies, and employees estimated to **exceed \$135 million** over **five years**. The residents of One Metro **West** will be aspirational and affluent, with an estimated **\$32 million** of annual disposable income.

## Enhancing and Protecting Our Neighborhoods

Members of today's creative culture want to live differently than how their parents and grandparents have lived. One Metro **West** will offer that option as a place that celebrates individuality and creativity through architecture, amenities and design. By encouraging a **live local lifestyle**, One Metro **West** has already earned the support of dozens of area employers, creative employees, and residents.

## Meet Your Neighbors

Rose Equities is a family-owned group with a 70-year legacy of **generational ownership**. Our partnership is committed to helping insure a bright future for our neighborhood north of the 405 Freeway, greater Costa Mesa and all Orange County. We will be **part** of the **neighborhood** for **decades to come**.

For more information about One Metro **West**: [www.OneMetroWestCM.com](http://www.OneMetroWestCM.com)

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