

ATTACHMENT 5 – SPECIFIC PLAN

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ONE | METRO | WEST

Specific Plan

Costa Mesa, CA

DRAFT No. 7

APRIL 2020

ONE | METRO | WEST

Specific Plan | Costa Mesa, CA

DRAFT No. 7

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DRAFT No. 7

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**SECTION 0:
EXECUTIVE SUMMARY**

The One Metro West Specific Plan (Specific Plan) establishes planning and design standards for the 15.23-acre community site, the off-site improvements on Sunflower Avenue along the project site and the bikeway connection to the Santa Ana River Trail. The Specific Plan study area is bordered by Sunflower Avenue to the north, I-405 Freeway to the south, the South Coast Collection commercial retail/dining development to the east and industrial uses to the west. The property is currently developed with a 345,000 square foot building that houses three industrial use tenants, surface parking and landscaping.

The Specific Plan is adopted by ordinance and essentially replaces the base zoning district for the subject property with new development standards and guidelines specific to the project area. Unless, specifically noted, the criteria identified in the Specific Plan will take precedence over the general standards and criteria contained in the City of Costa Mesa Zoning Code.

The One Metro West Specific Plan is organized according into the following sections:

- I. Introduction
- II. Development Program
- III. Development Standards
- IV. Design Guidelines
- V. Infrastructure Plan
- VI. Administration and Implementation

I. SECTION ONE – INTRODUCTION

The Introduction Chapter provides an overview of the One Metro West Specific Plan including the purpose and organization of the document. This section also includes the existing conditions of the Specific Plan area and explains the Specific Plan's function as well as its relationship to the City of Costa Mesa 2015-2035 General Plan, Municipal Code, and other adopted regulatory documents.

The Specific Plan has been composed in compliance with Government Code Sections 65450 through 65457. The Specific Plan provides policies, Development Regulations and Design Guidelines for the development and operation of a contemporary mixed-use community in accordance with the City of Costa Mesa General Plan as amended. The Specific Plan will guide future development within the Specific Plan area and ensures its compatibility with uses that surround the community in terms of land use, circulation, parking, public space, recreation and infrastructure improvements that would support

Section 0

future development of the One Metro West site. The Specific Plan provides a mechanism to ensure future development of the Specific Plan area and its infrastructure will be feasible, sufficient and coordinated appropriately.

II. SECTION TWO – DEVELOPMENT PROGRAM

The Specific Plan area is intended for mixed-use development that consists of multi-family residential, neighborhood-serving retail, office, and open space uses. The Development Program section provides descriptive and graphic representations for a mixed-use development plan.

The One Metro West Development Program allows for 1,057 multi-family residential units 6,000 square feet of neighborhood-serving retail and service uses, 25,000 square feet of office uses and a 1.5 acre urban open space. The Development Program also includes right-of-way improvements to Sunflower Avenue.

III. SECTION THREE – DEVELOPMENT STANDARDS

The Development Standards section provides regulations regarding the placement of structures, building height, open space, parking, landscaping, pedestrian and vehicular access, signage, and bulk and mass of the buildings. In addition, this section identifies permitted uses and conditionally permitted uses as well as prohibited uses.

IV. SECTION FOUR – DESIGN GUIDELINES

One Metro West Design Guidelines emphasize interface among proposed uses in terms of landscaping and site improvements for vehicular and pedestrian movement as well as an aesthetically balanced community. The Design Guidelines support sustainable development practices through site and building design strategies that support renewable energy, water conservation, waste reduction, and encourage use of other modes of travel instead of automobile use.

V. SECTION FIVE – INFRASTRUCTURE PLAN

The Infrastructure section of the Specific Plan describes an orderly process for infrastructure planning within the Specific Plan boundaries and for upgrades and/or expansion of the existing infrastructure within the Specific Plan area that will support the Development Program. This includes the circulation system, water and sewer conveyance, storm drainage, waste disposal, energy facilities, potential wireless facilities, fire protection and emergency services as well as other public services such as police services, schools, and libraries.

VI. SECTION SIX – ADMINISTRATION AND IMPLEMENTATION

The Administration and Implementation Section of the Specific Plan describes the regulatory process and steps necessary to implement the One Metro West Development Program. This section establishes the requirement for a Master Plan for any future development in the Specific Plan area and review procedures for approval of a Master Plan and any future amendments. Furthermore, this section includes the review procedures for the Specific Plan and any future amendments.

**SECTION 1:
INTRODUCTION**

The One Metro West Specific Plan (Specific Plan) is intended to establish a long-term vision for development of the 15.23-acre Specific Plan area (also referred to as the “site”), focused on providing a high-quality residential community within close proximity to nearby employment centers, shopping, dining and recreational opportunities. The site is currently developed with an approximately 345,000 square foot industrial building, parking, driveways and landscaping. The site is adjacent to restaurants, shopping, professional offices, and the Santa Ana River Trail. The Specific Plan establishes the process and the mechanism to ensure future development of the Specific Plan area is coordinated and occurs in an orderly and well-planned manner.

1.1 LEGAL CONTEXT

The Specific Plan has been prepared in compliance with Government Code Sections 65450 through 65457. Government Code Section 65450 et seq. grants local planning agencies the authority to prepare a Specific Plan for any area covered by an agency’s General Plan in order to establish organized procedures for implementation of the agency’s General Plan for a defined geographic area. State law provides that a specific plan includes text and diagrams that generally describe:

- Distribution, location and extent of all land uses, including open space;
- Distribution, location, extent and intensity of major components of public and private infrastructure needed to support the land uses described in the plan;
- Standards and criteria by which new development will proceed; and,
- Program of Implementation Measures (e.g., financing measures; policies and regulations; public works projects).

In addition, the Government Code requires that the specific plan establish its relationship to the General Plan.

1.2 PURPOSE AND ORGANIZATION OF THE SPECIFIC PLAN

The Specific Plan will serve both as a planning and regulatory document. The purpose of the Specific Plan is to provide policies, Development Standards and Design Guidelines for development and operation of a mixed-use community in accordance with the City of Costa Mesa General Plan vision, goals and policies.

The objectives for the One Metro West Specific Plan are to:

1. Encourage redevelopment of the site with a mix of residential units and commercial uses in a master planned setting.

2. Increase the City's housing stock including affordable housing opportunities by providing multi-family residential housing in areas with adequate public utilities and services and in close proximity to major employment centers.
3. Provide enhanced recreation and open space opportunities.
4. Provide opportunities for specialty retail and entertainment uses to serve future residents and commercial office tenants.
5. Encourage alternative modes of travel through enhancing pedestrian and bicycle infrastructure and by providing resident-serving retail and employment centers in close proximity to residential.
6. Improve jobs-housing ratio and reduce vehicle miles traveled by placing housing in proximity to major employment centers in support of Statewide housing and transportation regulations (Senate Bill 375 and Senate Bill 743).
7. Incorporate sustainable development practices that address energy efficiency, support active transportation, and comply with green building standards.
8. Enhance the visual attributes of the site and surrounding area through implementation of a high quality design, creative facades, consistent development standards, and design guidelines for streetscape, landscape, site design, and signage.

The One Metro West Specific Plan is organized according to the following sections.

- Executive Summary – a summation of Specific Plan contents
- Introduction – includes the Specific Plan's purpose and intent, authority and scope, general discussion of Specific Plan consistency with the Costa Mesa General Plan, Specific Plan organization, existing physical character, and Specific Plan Objectives
- Development Program – includes a land use plan including residential; commercial retail; creative office; urban open space; and infrastructure and circulation improvements
- Development Standards and Permitted Uses – includes standards that guide the land use, density, open space, height, parking, landscaping, signs and bulk and massing of the structures
- Design Guidelines – guidelines that pertain to each land use in terms of architecture, landscaping, hardscape, walls, fences, signage, and similar topics
- Infrastructure Plan – includes public and private infrastructure improvements within the Specific Plan area
- Administration and Implementation Plan – includes administrative procedures for implementing the Specific Plan; phasing; financing and economic development strategies
- Definitions and Acronyms

1.3 SPECIFIC PLAN AREA

The One Metro West site address is located on 15.23 net acres at 1683 Sunflower Avenue in the northwest corner of Costa Mesa, between the I-405 Freeway and

Sunflower Avenue, at the terminus of Sunflower Avenue where it connects with Cadillac Avenue. The One Metro West site is bounded by Sunflower Avenue to the north, by the I-405 Freeway to the south, by the South Coast Collection (SOCO) retail/dining establishments to the east, and by industrial and logistics uses to the west. The northern boundary of the Specific Plan study area extends into Sunflower Avenue across the length of the property, along Sunflower Avenue to Hyland Avenue, and connects to across the bicycle/pedestrian trail link to connection with the Santa Ana River Trail north of the One Metro West community.

A portion of Sunflower Avenue is designated as a Primary Arterial in the City's Master Plan of Street and Highways (MPSH) from Bear Street to Hyland Avenue and no designation on the project's frontage.

1.4 EXISTING SITE CONDITIONS

The 15.23-acre site currently is developed with a two-story industrial building occupying 345,893 square feet and with surface parking, landscaping and loading docks. Three businesses are located in the building: Robinson Pharma, Inc. (232,393 square feet); South Coast Baking (78,500 square feet); and, Dekra-Lite Industries, Inc. (35,000 square feet).

The site is designated as "Industrial Park" in the Costa Mesa General Plan and as "Industrial Park (MP)" in the Costa Mesa Zoning Code. Utilities are provided to the site by Southern California Edison (electricity), SoCalGas (natural gas), Mesa Water District (water provision), and the Costa Mesa Sanitary District (wastewater disposal). The Costa Mesa Fire Department provides fire and emergency service to the area; the Costa Mesa Police Department provides law enforcement service to the area.

The City of Costa Mesa has an easement over the bicycle path on the site and bicycle trail adjacent to the site.

ExH 1-1
LOCATION MAP



ExH 1-2
VICINITY MAP





Exh 1-3
AERIAL VIEW OF PROJECT SITE

SUMMARY

One Metro West is located in the far northwest corner of Costa Mesa, in the area north of the I-405 Freeway adjacent to the cities of Fountain Valley and Santa Ana. The area is separated from greater Costa Mesa by the freeway on the south, an industrial park and the Santa Ana River on the west, and Sunflower Avenue on the north.

Exh 1-4
SURROUNDING
LAND USES



1.5 SPECIFIC PLAN VISION

The One Metro West Specific Plan is intended to encourage development of a mixed-use community at the site that offers its residents diverse living, retail, recreation and employment opportunities. The Specific Plan establishes policies and regulations that encourage development that is responsive to residential market needs and accommodate housing for a variety of income and age groups (singles, couples, and families). The Specific Plan encourages studio, one-bedroom, two-bedroom and three-bedroom units at the site in buildings with open plazas and courtyards and access to nearby recreational opportunities. The Specific Plan also encourages neighborhood-serving commercial uses and a mix of unique retail stores that will provide high-end and everyday goods and services for community residents and visitors alike. The Specific Plan also encourages office uses to provide additional employment opportunities in proximity to multifamily housing. The site is located in an area with proximity to employment opportunities north of the I-405 Freeway, including businesses that currently employ approximately 5,000 people.

The Specific Plan is established to encourage adaptive reuse of existing industrial structures; to encourage high-quality residential development; and to meet the demand for new housing in a mixed-use environment to satisfy a diverse residential population comprised of artists, engineers, crafts people, professionals, and small business entrepreneurs. Costa Mesa voters approved Measure X (City of Costa Mesa Medical Marijuana Measure) allowing for Marijuana-related businesses to be placed in the vicinity of the Project Site, but One Metro West Specific Plan land uses prohibit marijuana uses on the Project Site.

1.6 RELATIONSHIP TO THE COSTA MESA GENERAL PLAN AND ZONING CODE

The General Plan land use designation for the site is “Industrial Park”. The following graphic illustrates the existing City of Costa Mesa General Plan and Zoning designations for the One Metro West site.

Concurrently with adoption of this Specific Plan, the City is also processing a General Plan Amendment and Zone Change for the site. The General Plan Amendment changes the existing “Industrial Park” General Plan land use designation to “High Density Residential” with site-specific base density of 80 dwelling units per acre and a site-specific base building height of 7 stories.

The Zone Change replaces the current “MP-Industrial” zoning designation for the site with “PDR-HD - Planned Development Residential-High Density” zoning. According to Municipal Code Section 13-20, *Zoning Districts*, PDR-HD districts are intended for multi-family residential developments containing any type or mixture of housing units, attached or detached, including but not limited to clustered development, townhouses, patio houses, detached houses, duplexes, garden apartments, high rise apartments, or

common interest developments. Complementary non-residential uses could also be included in the planned development. As such, the PDR-HD zoning district would allow a mix of residential and non-residential uses, subject to site-specific development standards pursuant to the Specific Plan.

The 2015-2035 Costa Mesa General Plan as amended regulate land use within the Specific Plan area. The Specific Plan is consistent with the goals and policies of the Costa Mesa General Plan. The environmental documentation (Environmental Impact Report) that accompanies this Specific Plan includes a discussion of consistency with the General Plan's applicable goals and policies.

This Specific Plan is adopted by Ordinance and establishes the development standards, regulations, and design guidelines applicable to the site. When a Specific Plan is adopted by Ordinance, the plan effectively replaces all or portions of the Zoning Code of the Specific Plan area and becomes its own independent set of regulations. Except as otherwise provided in this Specific Plan, whenever the development standards and regulations of this plan conflict with the Costa Mesa Zoning Code, the provisions of this plan shall prevail. Where the Specific Plan is silent, the applicable portions of the Costa Mesa Zoning Code shall apply. The future development of the site will be evaluated for consistency with the Specific Plan development standards and design guidelines.

Exh 1-5 **GENERAL PLAN LAND USE /** **ZONING / MASTER PLAN**

SUMMARY

General Plan Designation:

Existing
 Industrial Park

Proposed
 High Density Residential with site-specific base density (80 Dwelling Units per acre) requested and site-specific base building height of 7-stories of residential and parking garage.

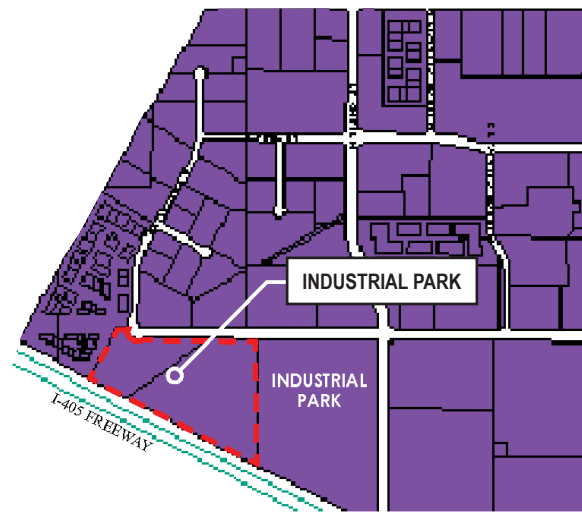
Zoning Designation:

Existing
 MP - Industrial Park

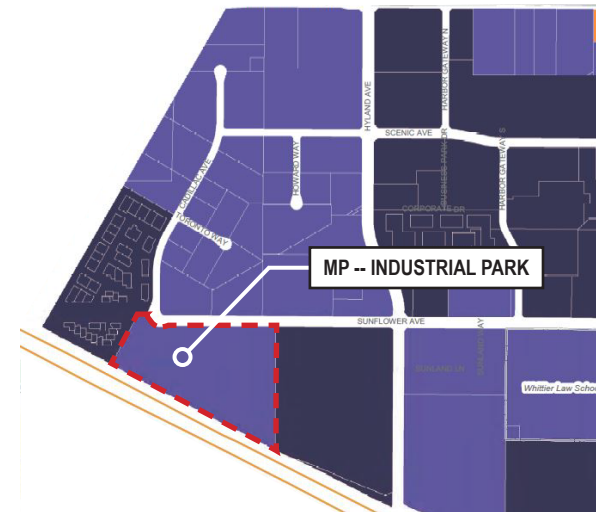
Proposed
 Planned Development Residential - High Density (SP)

Zoning Implementation:

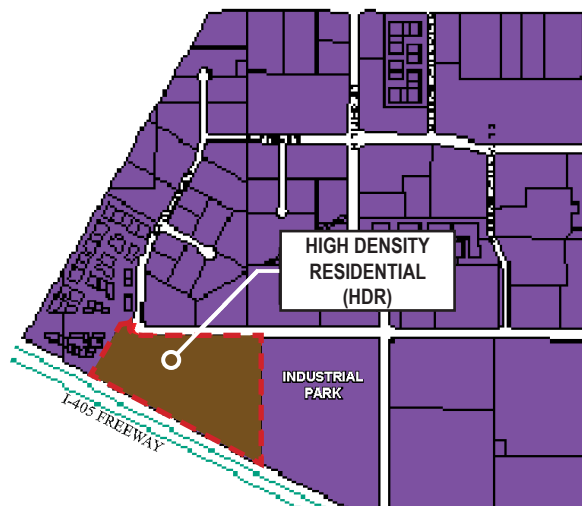
Proposed
 Master Plan



**EXISTING GENERAL PLAN:
 INDUSTRIAL PARK**

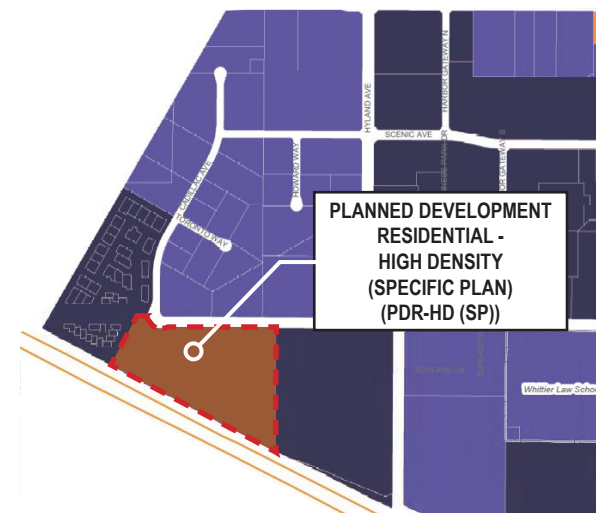


**EXISTING ZONING:
 MP - INDUSTRIAL PARK**



**PROPOSED GENERAL PLAN:
 HIGH DENSITY RESIDENTIAL (HDR)**

The proposed One Metro West Project involves a General Plan Amendment to change the existing Industrial Park land use designation to HDR (High Density Residential), and a Zone Change to replace the existing MP - Industrial Park zoning to PDR-HD (SP) (Planned Development Residential-High Density - Specific Plan).



**PROPOSED ZONING:
 PLANNED DEVELOPMENT
 RESIDENTIAL - HIGH DENSITY (SP)**

The Specific Plan implements the General Plan and contains the Zoning, Design Standards and Design Guidelines for this unique site. This Specific Plan is created to provide flexibility for the final design to be defined in greater detail in the Master Plan.



**PROPOSED ZONING IMPLEMENTATION:
 MASTER PLAN**

The Master Plan must be consistent with both the Specific Plan and the City of Costa Mesa General Plan. The Master Plan will provide in greater detail how the Specific Plan will be implemented for this site.

1.7 OTHER RELEVANT PLANS/MEASURES**Measure X (City of Costa Mesa Medical Marijuana Measure)**

One Metro West has no intention to allow Measure X uses within the Specific Plan property; such uses are noted as prohibited uses in this Specific Plan. Marijuana-related businesses are prohibited on the Project site. Costa Mesa voters approved Measure X (i.e. the City of Costa Mesa Medical Marijuana Measure). The following marijuana-related uses are allowed in the Measure X zone: distributors; distributors; manufacturers; processors; research and development laboratories; testing laboratories; and, transporters. These uses may be located only on specific Industrial Park and Planned Development Industrial zoned properties north of South Coast Drive and west of Harbor Boulevard, excluding the South Coast Collection property. Most of the 22 businesses that have been granted a Conditional Use Permit under Measure X are separated from the One Metro West property by Sunflower Avenue.

Measure Y (“An Initiative to Require Voter Approval on Certain Development Projects”)

Costa Mesa voters approved Measure “Y” on November 8, 2016. Measure Y amended the Costa Mesa Municipal Code (Article 22, Chapter IX of Title 13, Zoning, of the Costa Mesa Municipal Code) to require voter approval (at either a general or special election) of projects that amend, change or replace the General Plan, Zoning Code, a specific plan, or an overlay plan, and that involve any of the following changes:

- Generation of more than 200 additional average daily trips; increasing the volume/capacity of an intersection based on specified formulas; adding 40 or more dwelling units;
- Adding 10,000 square feet of retail, office or other nonresidential use; or, where the project, combined with other projects within 8 years and one-half mile of one another, meet the noted criteria.
- Adding more than 40 residential units

Measure Y also contains several exceptions, two of which provide that the measure does not apply to the extent that it would violate State or federal laws or to affordable housing projects required by State or federal law.

Airport Land Use Commission

The project site is located approximately 3.5 miles northwest of John Wayne Airport and is located within the Airport Environs Land Use Plan (AELUP) for John Wayne Airport (AELUP) planning area. The site is outside the airport safety impact zone, but is within the FAR Part 77 Notification Area for John Wayne Airport. Development pursuant to the Specific Plan requires a consistency determination from the Orange County Airport Land

Use Commission (ALUC) to determine whether the project is consistent with the John Wayne Airport AELUP.

1.8 COMMUNITY ENGAGEMENT

The Costa Mesa City Council conducted a General Plan Screening Request for the project on March 5, 2019. City staff presented the Screening Application, members of the public commented, and City Councilmembers provided comments pertaining to the One Metro West project. On June 5, 2019, the City of Costa Mesa conducted a Public Scoping Meeting to elicit public comments pertaining to the environmental analysis of the project. Approximately 20 interested members of the Costa Mesa community attended this meeting. Rose Equities (the Project Applicant and owner-builder) also conducted meetings with interested members of the Costa Mesa community prior to submitting an application for the Specific Plan with the City of Costa Mesa and conducted regular meetings with interested parties during processing of the land use application.

1.9 ENVIRONMENTAL IMPACT REPORT

Adoption of the One Metro West Specific Plan constitutes a “project” under the California Environmental Quality Act (CEQA) and therefore must be evaluated for its potential to create adverse environmental impacts. Consistent with CEQA requirements, an Environmental Impact Report (EIR) has been prepared that assesses potential direct and indirect environmental impacts of development and operation of the One Metro West Specific Plan. The EIR is provided as a separate document.

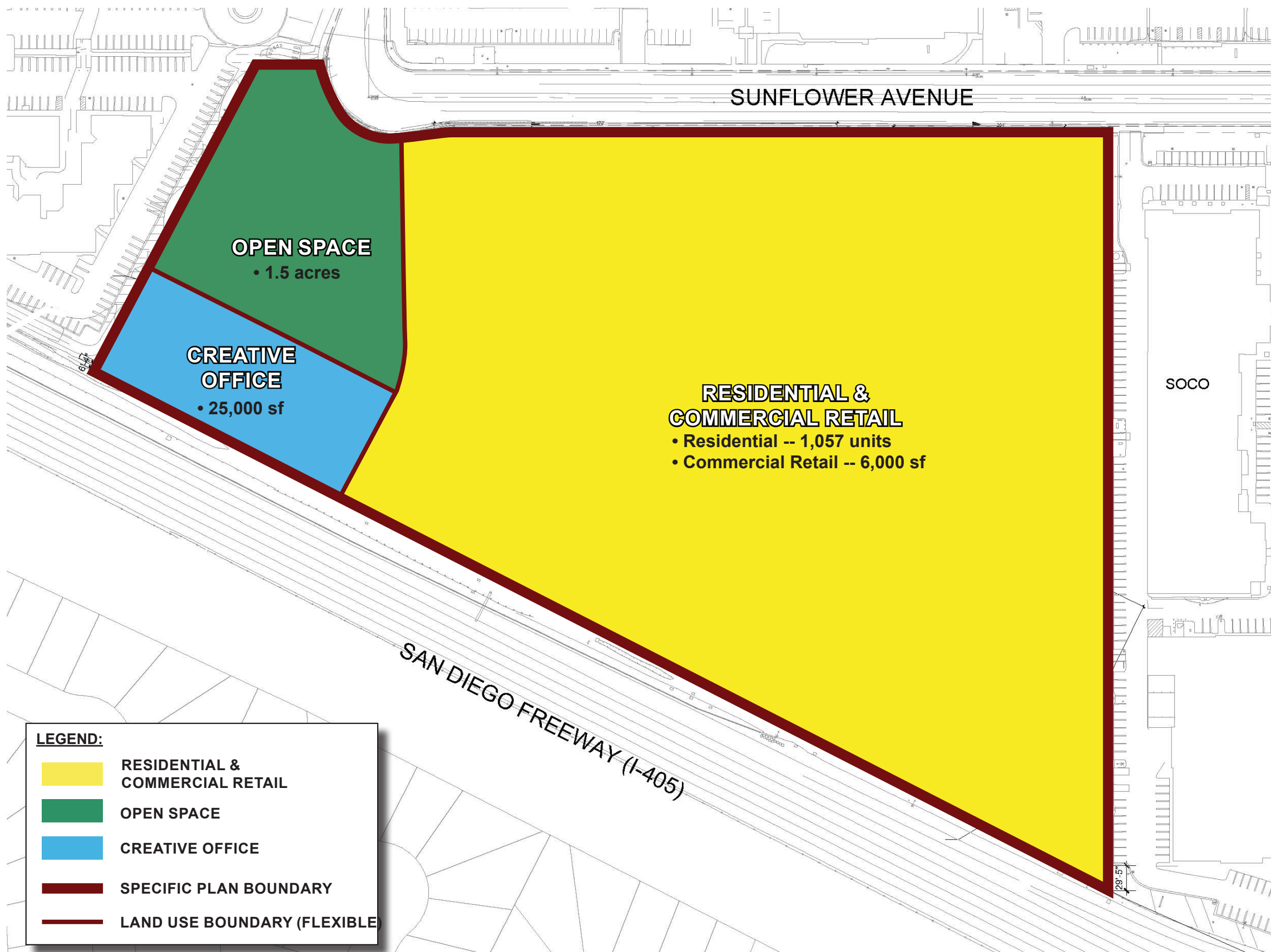
Section 2

SECTION 2:
DEVELOPMENT PROGRAM**2.1 LAND USE PLAN**

The Specific Plan area is intended for mixed-use development that consists of multi-family residential, neighborhood-serving specialty retail, creative office, and open space uses. The vision of the Plan is to create a mixed-use community to provide housing near jobs in a master planned setting with resident-serving amenities, a 1.5-acre open space area, and connection to bicycle trails. The Development Program accommodates up to 1,057 multi-family residential units, 25,000 square feet of office space, and 6,000 square feet of specialty retail use.

In order to redevelop the site, all existing buildings, structures, parking areas, drive aisles, and hardscape improvements would be demolished, and a number of mature ornamental trees and other landscape improvements throughout the site would be removed. The Specific Plan includes improvements to Sunflower Avenue and the bicycle trail connection from the site west to the existing Santa Ana River Trail. Upgrades to the westerly portion of Sunflower Avenue include undergrounding the existing Southern California Edison (SCE) 66-kilovolt utility lines and 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. These infrastructure improvements are described in detail in Section 5 of this Specific Plan, Infrastructure Plan.

The Specific Plan Land Use Map depicts the following uses: multi-family residential structures; one office building; commercial space; a publicly-accessible urban open space area; landscaping; streetscape improvements; and a path/trail system.



Exh 2-1

ONE METRO WEST

SPECIFIC PLAN

SUMMARY

The proposed Zoning for this site is Planned Development Residential-High Density, which also requires a Specific Plan to be done for the project. Each land use is planned to be in the general area designated by this exhibit. The land use boundaries are flexible and are schematic at this point in the planning process. The final land use boundaries are dependent upon final design of the project and will be in greater detail in the One Metro West Master Plan.

Mixed-Uses:

Residential & Commercial Retail

- Residential -- 1,057 units
- Commercial Retail -- 6,000 sf

Open Space

- 1.5 acres

Creative Office

- 25,000 sf

NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

Exh 2-2 LAND USE PLAN

SUMMARY

The purpose of the Land Use Plan exhibits is to show the tiers of land uses within One Metro West. The mixed-use development incorporates apartments with on-site amenities, rooftop terraces, and commercial retail uses on different levels within One Metro West.

Multi-Family Residential:

These 6- and 7-story buildings are designed with intermittent courtyards, open space connectivity, and private amenities. The location allows residents to easily reach surrounding neighborhood destinations, such as the South Coast Collection, The Press, and other nearby employment centers. By designing a parking structure between the southern-most building and the I-405 freeway, it acts as a buffer from freeway traffic noise, and air quality.

Three Access Points from Sunflower Ave:

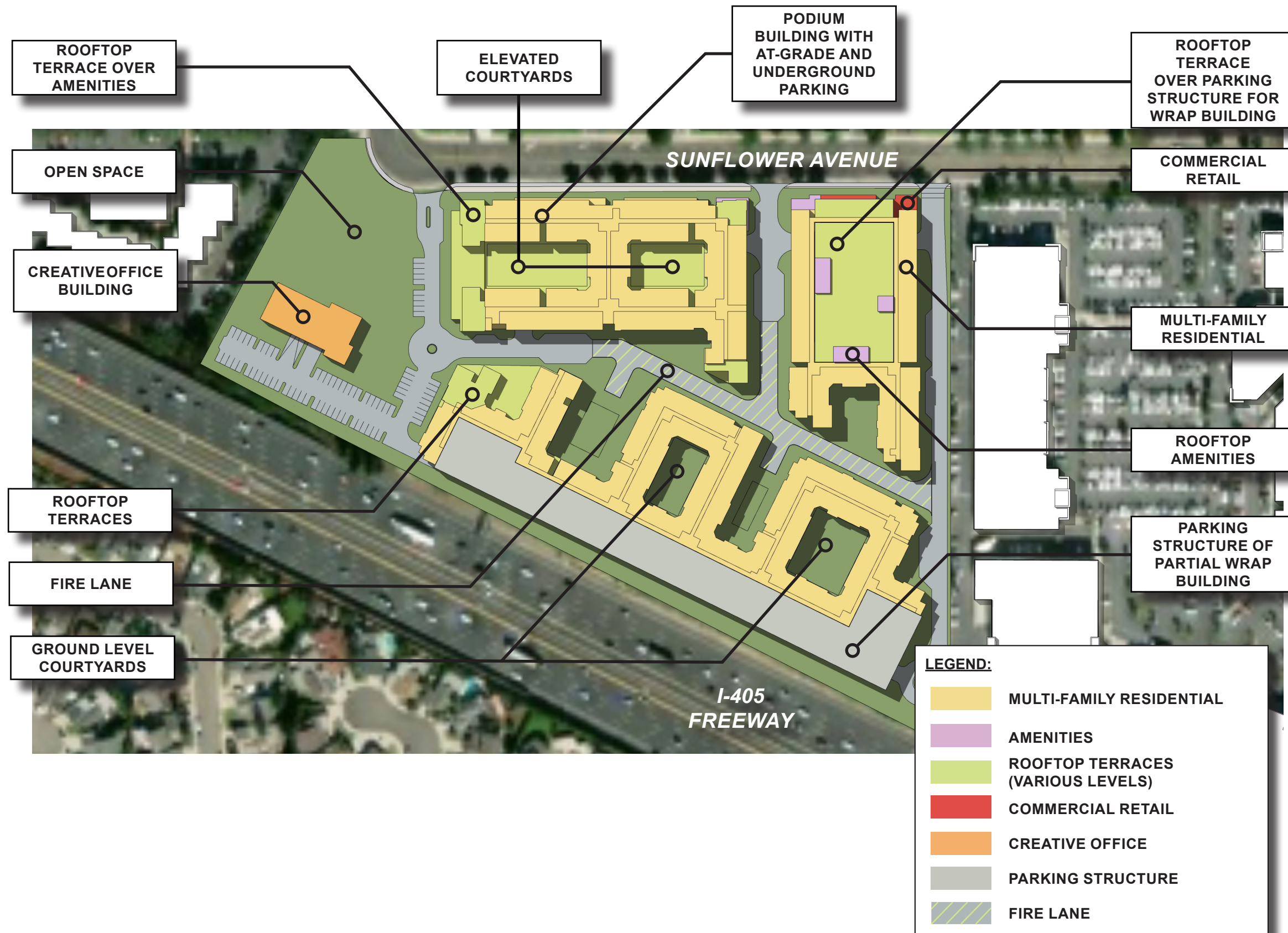
Vehicle access on three points from Sunflower Avenue allows for residents to easily enter and exit the site from any of the three residential buildings.

Three Different Building Types:

There are three different building types: podium, wrap, and partial wrap. These building structures will include the residential and retail components, as well as most of the amenities for the project.

NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.



Exh 2-3

LAND USE PLAN (OBLIQUE A)

SUMMARY

The purpose of the Land Use Plan exhibits is to show the tiers of land uses within One Metro West.

Amenities:

Amenities can be found throughout the project. These amenities may include rooftop terraces, pool recreation areas, a fitness center, a business center with meeting rooms, a club house/community room (which can be used by the City of Costa Mesa), coffee bar, gaming center, a dog spa, a bowling alley, and private day care facility.

Rooftop Terraces:

Rooftop terraces can be found on all three residential buildings and provide One Metro West residents with an elevated lounge and/or garden.

NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.



Exh 2-4

LAND USE PLAN (OBLIQUE B)

SUMMARY

The purpose of the Land Use Plan exhibits is to show the tiers of land uses within One Metro West.

Open Space:

One Metro West will contain a 1.5-acre open space area that will be located in the extreme westerly portion of the Project site. The open space component of the Project will be privately owned and maintained. The 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 open space will be heavily landscaped.

Creative Office:

The creative office component will encourage 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.

Bike Connectivity:

One Metro West will improve upon an existing bike path along the western-most border of the site. This bike path will connect Sunflower Avenue to the Santa Ana River Trail.

NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.



LEGEND:

- MULTI-FAMILY RESIDENTIAL
- AMENITIES
- ROOFTOP TERRACES (VARIOUS LEVELS)
- COMMERCIAL RETAIL
- CREATIVE OFFICE
- PARKING STRUCTURE
- FIRE LANE

SUMMARY

The purpose of the Land Use Plan exhibits is to show the tiers of land uses within One Metro West.

Resident-Serving Commercial Retail:

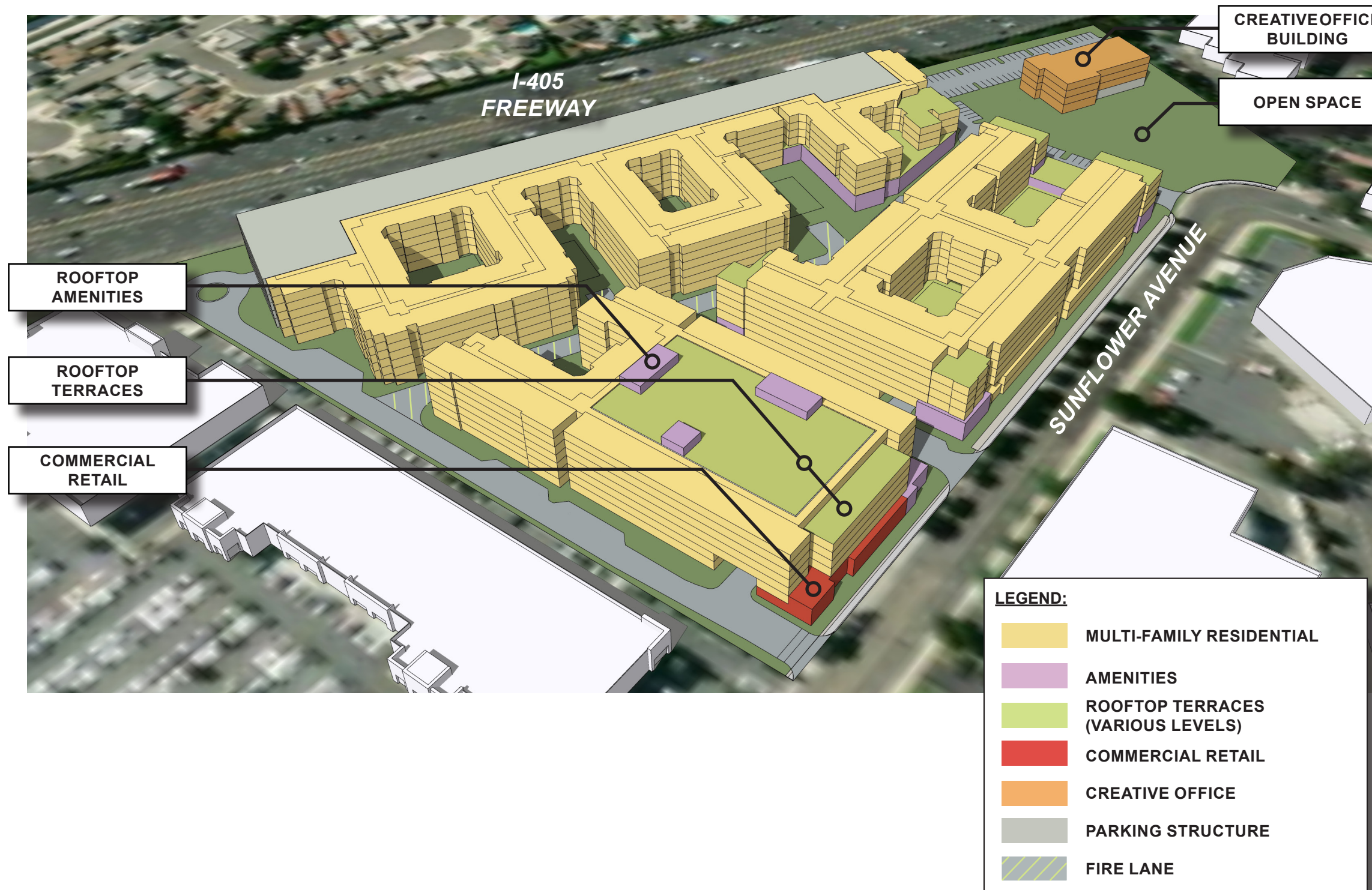
The commercial component on the project will provide some retail and dining options for residents. These businesses may include a boutique grocery store, dry cleaners, a coffee shop, sandwich/deli shop, or other similar businesses.

Synergy Among Project Components:

Those employed at the creative office building and the commercial retail/dining uses will also have residential opportunities within One Metro West. Public recreation opportunities, in the form of the Public Open Space and improved trail connection, further will result in patronage of on-site dining establishments and services. The synergy among the proposed residential, commercial, office and recreational uses implement environmentally responsible practices in planning, design, construction and operation of the One Metro West community.

NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.



Section 2

Residential Uses

One Metro West will include a maximum of 1,057 apartments (mix of studio, one-bedroom, two-bedroom and three-bedroom units) extending to a maximum seven stories in height as indicated in the table below:

Table 2-1: Development Potential

LAND USE	DEVELOPMENT POTENTIAL
Residential ¹	
Building A	449 units
Building B	379 units
Building C	229 units
TOTAL:	1,057 units
Specialty Retail	6,000 square feet
Creative Office	25,000 square feet
Open Space	1.5 acres

Note:

1. The number of residential buildings and units per building can change based on the final design of the Project. However, the total number of units will not exceed 1,057. The final design of the Project will be finalized in the Master Plan.

The following table provides an example of the Summary of Residential Unit Types.

Table 2-2: Summary of Residential Unit Type

UNIT TYPE	ESTIMATED UNIT AREA	TOTAL UNITS	% OF TOTAL UNITS ¹
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%
Total Multi-Family Units		1,057	100%

Note:

1. The unit type mix may change up to 15%, but the total number of units for the site may not exceed 1,057 units. There will be no less than 38 three-bedroom units for this Project.

Section 2

Development on the site is envisioned to include a combination of podium and wrap style construction. The residential component of the community will contain a minimum of 54,500 square feet of indoor amenities as well as a minimum of 32,800 square feet of outdoor amenities. The following table represents the types of amenities envisioned:

Table 2-3: Residential Amenities

AVAILABLE TO THE GENERAL PUBLIC
Community Room
RESIDENT-SERVING ONLY
Business Center with meeting rooms
Co-working spaces
Fitness Center with on-demand fitness programs and therapy amenities
Club House/Community Room With bowling alleys, coffee bar, high-tech gaming center, and chef's demonstration kitchen
Private Kids Zone facility (may be operational between 6 AM to 6 PM)
Outdoor swimming pools, spas, and cabanas
Outdoor rooftop lounge area with seating, landscaping, and shade structures

Commercial Uses

The commercial component of the community will be comprised of 6,000 square feet of specialty retail businesses at the ground level of the podium building. The specialty retail will be focused to providing primarily for the needs of community residents and may contain a small boutique grocery business, dry cleaners, and other service businesses. The commercial uses will be located within the wrap building at the site's northeast corner (Building C).

The office component of the community is 25,000 square feet in size and located within a free-standing three-story office building in the westerly portion of the community. The office building is intended as a creative office space. It is intended that the creative office component will encourage and enable some One Metro West residents to live and work in close proximity. Based on the office parking ratio, a total of 100 parking spaces will be required for the office space. The required parking spaces will be assigned and/or shared with parking for the seven-story residential structure (35 of which will be exclusively designated for the office); the required disabled and EV charging station spaces will be provided as required by the California Building Code.

Section 2

Site Access

Vehicular access to the community site will be from Sunflower Avenue. Sunflower Avenue and Harbor Boulevard (east of the community site) are the major roadways that provide local access to the site; Hyland Avenue and Cadillac Avenue extend perpendicularly from Sunflower Avenue in the near vicinity of the community site. The project also requires an approved fire access plan for vehicular as well fire hose accessibility to individual units.

Urban Open Space

The One Metro West Specific Plan contains a 1.5-acre publicly-accessible urban open space area that will be located in the extreme westerly portion of the site. The open space will be privately owned and maintained; however, it would be available to the general public through dedication of a public access easement. This area is intended as a passive open space area with substantial landscaping, seating and resting areas, exercise areas for yoga and other low-impact fitness programs, creative landscaping, art pieces, and shade structures. An active transportation hub will be located immediately adjacent to the urban open space and is proposed to 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 for the public use of the open space other than required accessible spaces; however, street parking will be available along Sunflower Avenue.

Landscape, lighting and signage throughout the site will be provided according to City Municipal Code standards and will be subject to approval of detailed lighting plans.

Sound Wall

The site included a sound wall along the I-405 Freeway that has been removed due to the construction on the I-405 Freeway and expansion of Caltrans right-of-way. Any requirements for a sound wall will be analyzed in the Project EIR. In addition, the parking structure is intended to lower the sound level to the community. The elevation along the Freeway will include design features that will enhance the visual effect of the project from the Freeway.

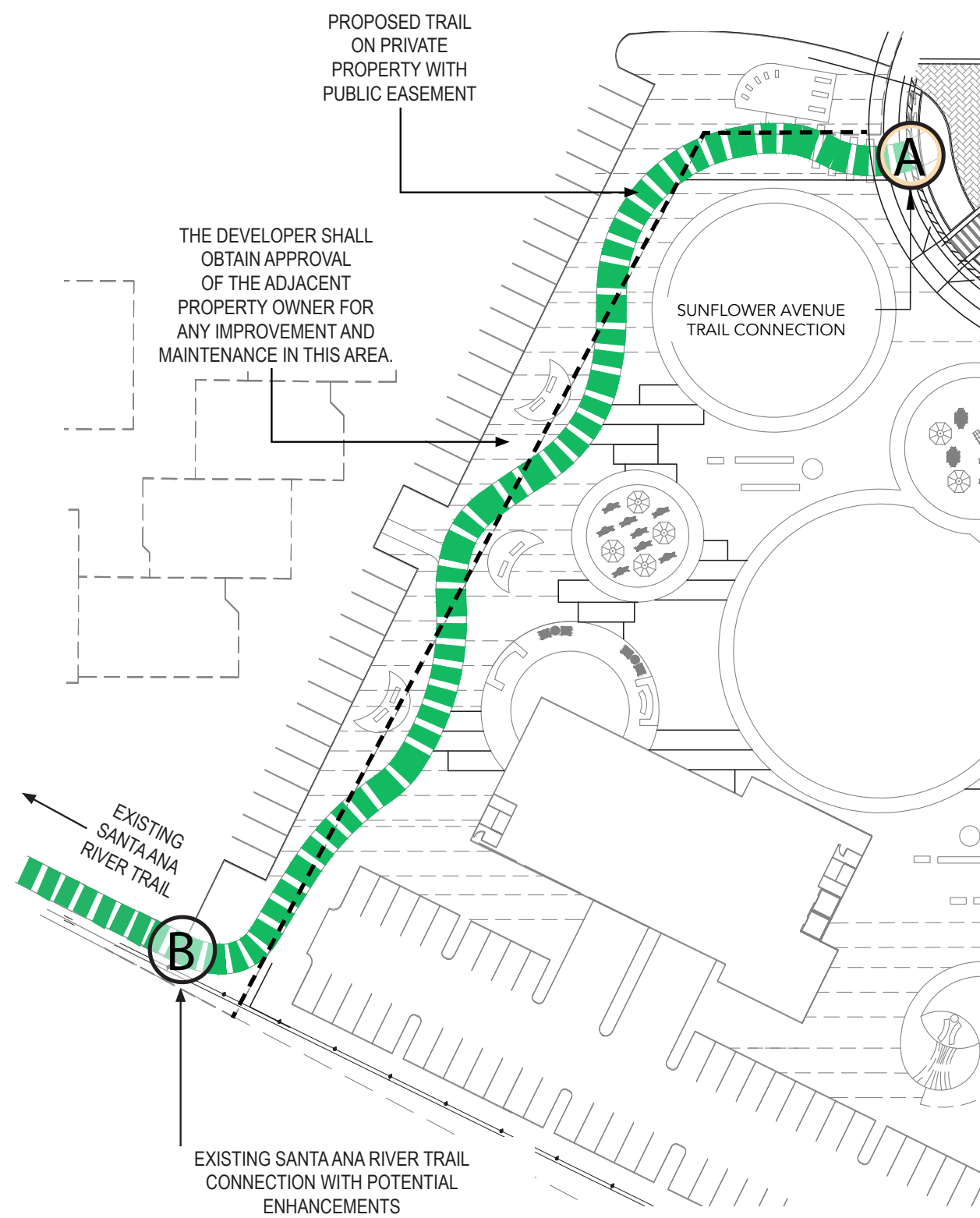
Phasing

Construction is expected to commence in one phase, over a period of five years, from January 2022 to January 2027. Construction of the on-site buildings would likely occur in the following order: Building A and open space, Building B, Building C, then the creative office building. First occupancy is anticipated in 2025, with final construction completed by 2027.

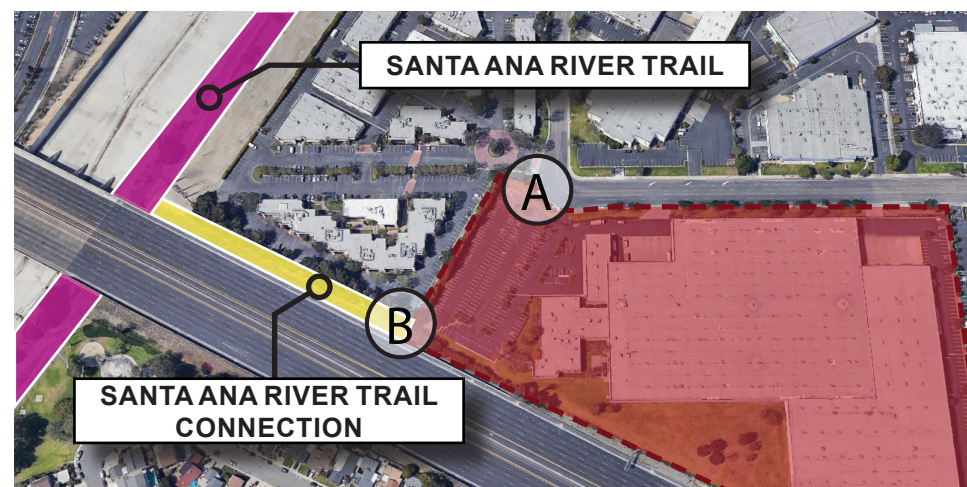
Section 2

2.2 PARKING

On-site parking will be provided pursuant to the Parking Standards established in Section 3 of this Specific Plan. Parking is envisioned to be provided as at-grade and subterranean parking levels beneath a podium-style building and/or above-ground and integrated within wrap-style buildings. Parking space dimensions will be identical to City Zoning Code requirements. Each parking area in the community will contain electric vehicle charging stations. The Electric Vehicle Parking Requirements will be complied with as per CalGreen Code and will be confirmed of compliance by the City of Costa Mesa Building Division at a later time. Assigned parking spaces for “car-share” vehicles will be provided in addition to the required spaces. Office parking will be designated as “shared” parking with residential parking in consideration of offset hours for the two types of users. The required number of accessible stalls will be located at ground level. There are no parking spaces exclusive to the public park use; on-street parking will be available along Sunflower Avenue. Reference Exhibit 3-1 “Development Standards Matrix” for a detailed vehicular parking schedule.



SUNFLOWER TRAIL CONNECTION



RIVER TRAIL CONNECTION

Exh 2-6 Trail Plan / Connections to Surrounding Properties

SUMMARY

A bicycle and pedestrian trail extends along Sunflower Avenue adjacent to the One Metro West Project site, meanders along the western border of the project, and connects to the Santa Ana River Trail further west of the Project site. One Metro West Project development and operation will include improvements to the existing 12'-wide trail connection adjacent to the property connecting Sunflower Avenue to the Santa Ana River Trail.

The Developer shall obtain approval of the adjacent property owner for any improvement and maintenance done on their property.

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.



Exh 2-7 OPEN SPACE CONCEPTUAL LANDSCAPE PLAN

SUMMARY

One Metro West will contain a 1.5-acre open space area that will be located in the extreme westerly portion of the Project site. The open space component of the Project will be privately owned and maintained. The 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 open space will be heavily landscaped.

NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

Exh 2-8 AREAS OF DISTURBANCE

SUMMARY

One Metro West Project will improve the adjacent Orange County trail connecting Sunflower Avenue to the Santa Ana River Trail. In addition to the trail connection improvements, Sunflower Avenue will also undertake road and streetscape improvements (see Exhibit 2-8: Sunflower Avenue Section).

Potential Area of Disturbance:

There is a potential Area of Disturbance (green striped area in this exhibit) along Sunflower Avenue on the northern boundary of SOCO. Potential Areas of Disturbance may include putting underground the existing electrical transmission lines, and making landscape improvements along SOCO's northern boundary. These changes may only be made along the parkway from the One Metro West site to the intersection of Sunflower Avenue and Hyland Avenue.

NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.



Section 2

The following Table summarizes One Metro West parking.

Table 2-4: Parking

AREA	TOTAL UNITS/ DETAIL	PARKING RATIO	REQUIRED PARKING
RESIDENTIAL COMPONENT			
SUBTOTAL	1,057 units	1.3 Per unit ²	1,375
RETAIL COMPONENT			
	6,000 square feet	4 spaces/1,000 square feet	24
CREATIVE OFFICE COMPONENT			
	10,000 square feet	4 spaces/1,000 square feet	100 spaces on site ¹
TOTAL	1,057 UNITS		1,499

Note:

1. The 100 parking spaces for the Office component will encompass a combination of dedicated office parking as well as “shared” parking with residential.
2. The minimum required site-specific parking ratio for the residential shall be 1.3 parking spaces per unit. Any deviation(s) from the established minimum parking ratio shall be processed according to Section VI and may require a new parking study.

2.3 BUILDING HEIGHTS

Buildings shall be designed based on the following height standards:

Table 2-5: Maximum Building Heights

RESIDENTIAL	7 stories (98 feet)
NON-RESIDENTIAL	3 stories (52 feet)

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

Section 2

recreational bars/kitchens, and other outdoor recreational/entertainment amenities and structures.

The Project site is also within the Airport Land Use Commission jurisdiction that requires the Airport Land Use Commission's Consistency determination prior to approval by the City Council.

2.4 COMMUNITY CONNECTIONS

The site is near major logistics and manufacturing businesses in the adjacent cities of Santa Ana (to the north) and Fountain Valley (to the west). Also, One Metro West is immediately adjacent to retail stores and dining venues at the adjacent thriving South Coast Collection and is within a short drive of South Coast Plaza and many other shopping and dining establishments in northeast Costa Mesa and southeast Santa Ana. The community further is easily connected to and from the regional Santa Ana River bicycle trail via a local trail extending through the site.

The site is located in proximity to City of Costa Mesa-identified "Paths," "Corridors," "Districts," and "Nodes" as identified in the General Plan Community Design Element. The site and building designs as well as site amenities should relate to and enhance the existing nodes and path ways as noted below.

Paths

"Paths" are passages (streets and sidewalks) that people use to travel from one place to another and may provide for pedestrians and vehicles. A "Secondary Path" is determined to "carry reduced traffic volumes and often originates or terminates within City limits." The City General Plan identifies Hyland Avenue in the One Metro West vicinity as a "Secondary Path" (reference Exhibit 2-9 – Vehicular Paths). The owner/builder will improve the off-site pathway per City requirements.

Corridors

"Corridors" are paths or sections of paths that have a concentration of a special use or activity. The South Coast Corridor extends from South Coast Plaza on the east to the South Coast Collection on the west and thereby links two major commercial destinations and provides access to Metro Pointe at South Coast Plaza. The City General Plan indicates this location has the opportunity for further growth and development. The General Plan identifies Hyland Avenue in the One Metro West vicinity as within the South Coast Corridor (reference Exhibit 2-10 – Corridors). The development plan extends this corridor to the end of Sunflower Avenue to the west and enforce the existing connections.

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Districts

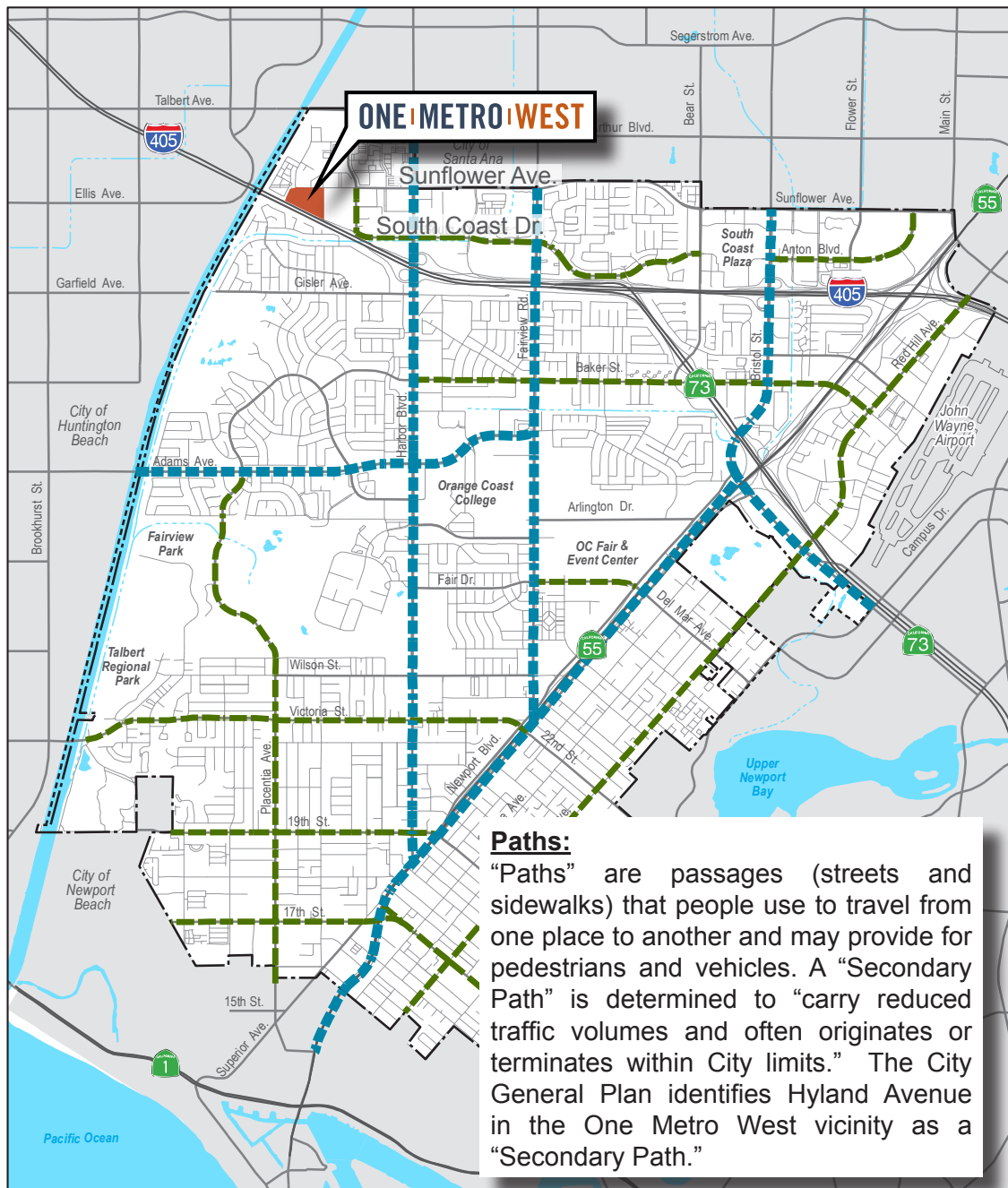
“Districts” according to the City General Plan are “characterized by large-sized industrial and office buildings. . . [and are] vehicular in scale and . . . [have] an office park character, with ample landscaping and large multi-story building complexes. The One Metro **West** community is within the “Harbor Gateway District” and thereby is bordered to the east by the “North Costa Mesa District - Costa Mesa’s primary commercial and cultural center (reference Exhibit 2-11 – Districts). Improvements pursuant to the Specific Plan enhance this district by the addition of residential units in proximity to a job-rich area improving the City’s jobs/housing balance.

Nodes

“Nodes” are points where people gather and/or where paths converge and thusly provide higher levels of activity. “Activity Nodes” are “focal points of highest activity, provide immediate access to destination locations, and/or have a concentration of specialty uses.” The City General Plan identifies the One Metro West vicinity at Sunflower Avenue/Harbor Boulevard as an “Activity Node” (reference Exhibit 2-12 – Nodes).

Wayfinding and Placemaking

Exhibit 4-13 (Wayfinding and Placemaking) depicts One Metro West locations for entry signage, directional signage, identification signage, and public open space signage.



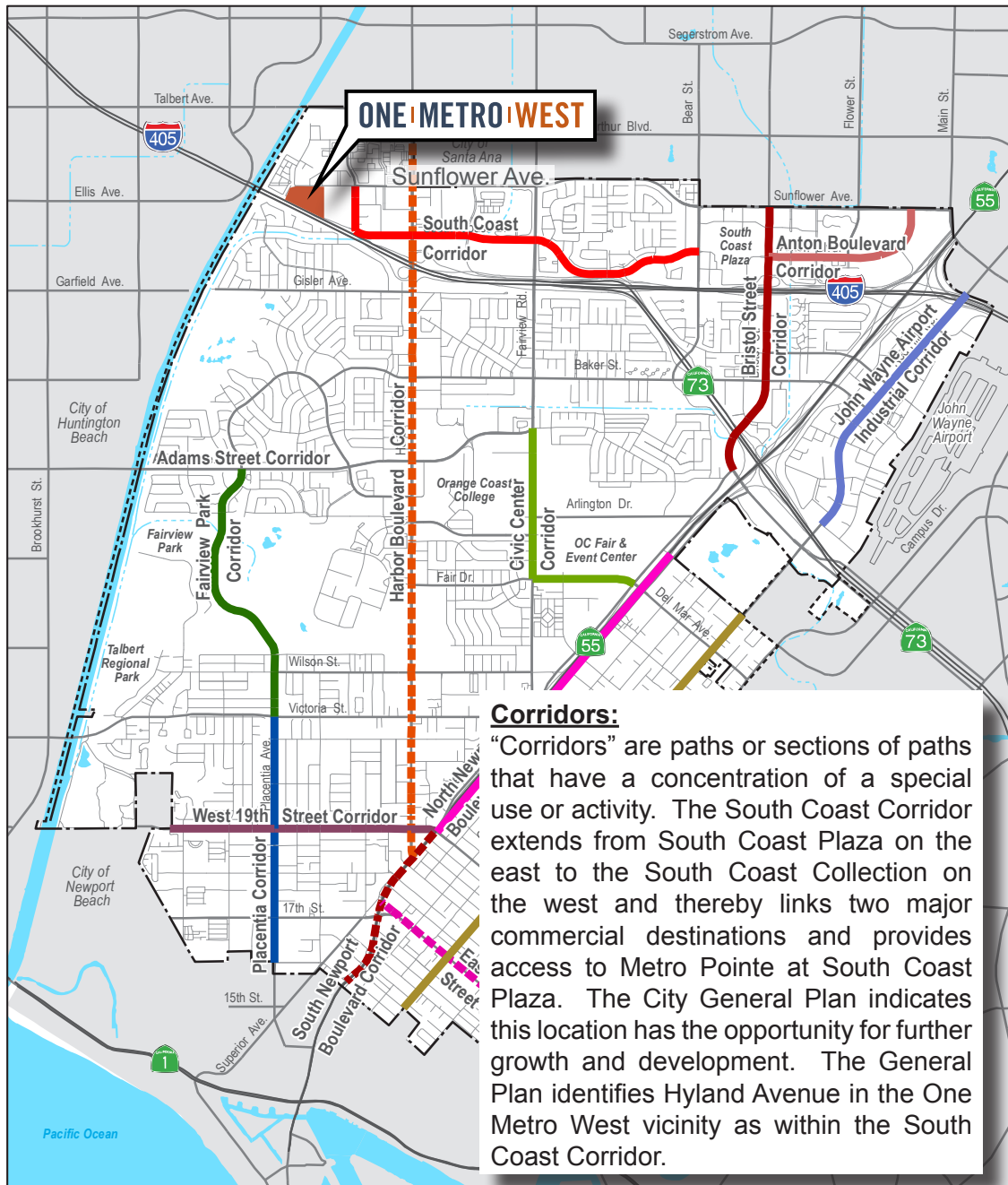
Source: City of Costa Mesa, 2016.

Primary and Secondary Vehicular Paths

- ■ ■ ■ ■ Primary Paths
- ■ ■ ■ ■ Secondary Paths

Exh 2-10

CORRIDORS

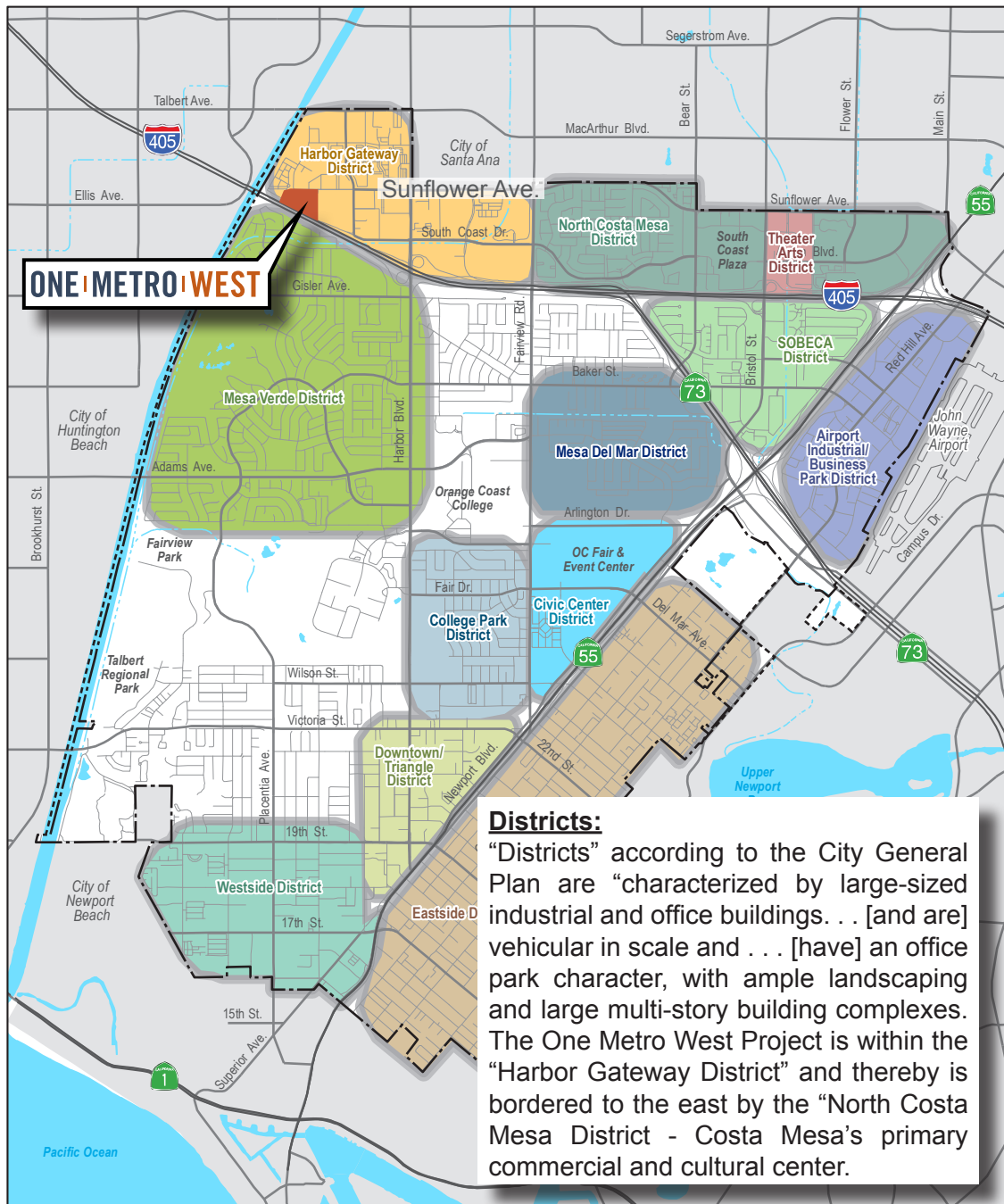


Source: City of Costa Mesa, 2016.

Corridors

- | | |
|---|---|
| — Anton Boulevard Corridor | — West 19th Street Corridor |
| — Bristol Street Corridor | — Civic Center Corridor |
| - - - East 17th Street Corridor | — Fairview Park Corridor |
| — North Newport Boulevard Corridor | — Santa Ana Residential Corridor |
| - - - Harbor Boulevard Corridor | — John Wayne Airport Industrial Corridor |
| - - - South Newport Boulevard Corridor | — Placentia Industrial Corridor |
| — South Coast Corridor | |

Exh 2-11 DISTRICTS



Source: City of Costa Mesa, 2016.




Districts

	Airport Industrial/Business Park District		Mesa Del Mar District
	Civic Center District		Mesa Verde District
	College Park District		North Costa Mesa District
	Downtown/ Triangle District		SOBECA District
	Eastside District		Theater Arts District
	Harbor Gateway District		Westside District



Source: City of Costa Mesa, 2016.

Activity and Entry Nodes

-  Entry Node
-  Internal Entry Node
-  Activity Node

SECTION 3: **DEVELOPMENT STANDARDS**

3.1 APPLICABILITY

The regulations set forth in this section shall apply to all development undertaken pursuant to this Specific Plan and within the 15.23-acre Specific Plan area. Whenever the development standards contained herein differ from those contained in the Zoning Code, the provisions of this Specific Plan shall take precedence. Any development standard, condition, or situation not specifically addressed herein shall be subject to the applicable requirements of the Zoning Code.

The following table indicates provisions of the Planned Development Zoning Code that are addressed by the Specific Plan:

Table 3-1: Provisions Addressed by this Specific Plan

Development Standard	Specific Plan Standard	Master Plan Standard
Density	80 du/acre	N/A
Perimeter Setback	5 feet for Creative Office Bldg. and 10 feet for Parking Structure/ Residential Bldg. from southern Property line adjacent to I-405 Freeway 10 feet from all other sides	N/A
Site Coverage	37.69%	N/A
Number of Parking Spaces	1,914	N/A
Projections: Residential Ground Floor Patios/Upper Level Decks	8 feet into the required Sunflower Ave. setback	N/A
Projections: Commercial Retail Shade Structures	Can project up to the property line	N/A
Open, Enclosed Stairways	N/A	N/A

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Development standards are requirements; Design Guidelines are intended to provide guiding design principles to aid in future more detailed design efforts and are considered flexible. “Standards” typically use the word “shall” or are composed as clear directives (e.g., “are not permitted”). Guidelines typically use the word “should” and represent “best practices” in building design, streetscape improvements, place-making, etc.

City of Costa Mesa staff will apply these development standards to the Master Plan for the site (required pursuant to this Specific Plan), as well as future construction-level plans. The development standards relate to the multi-family residential buildings, parking garages, commercial and office components, and open space.

3.2 PERMITTED USES

Table 3-1 is a list of permitted use classifications within the One Metro West Specific Plan. Any use not specifically permitted, or permitted with a Minor Conditional Use Permit per Table 3-1, or prohibited per the list of prohibited uses for the base zoning district (in this case, PDR-HD, Planned Development Residential – High Density) contained in Table 13-30 of the Costa Mesa Municipal Code, shall be reviewed by the Development Services Director to determine its similarity to another listed use. If no substantial similarity exists, the unlisted use shall require approval of a Conditional Use Permit prior to establishment of the use. If there is a conflict between Table 13-30 of the Costa Mesa Municipal Code and Table 3-1 of this Specific Plan, the Specific Plan shall prevail.

Unless specifically indicated otherwise, all uses shall be conducted entirely within a building with the exceptions of outdoor dining, kiosks and food carts. Outdoor uses such as outdoor dining in the open space area, food trucks, and wayfinding commercial kiosks are subject to a Minor Conditional Use Permit for outdoor activity pursuant to the Costa Mesa Municipal Code. Limited special events may also be authorized subject to a Special Event Permit pursuant to the Costa Mesa Municipal Code.

Table 3-2: Permitted and Conditionally Permitted Uses

Use	Permitted	Conditionally Permitted
General		
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	

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Off-Street Parking Areas and Structures	X	
Bowling Alley (for residents only)	X	
Physical Fitness Facility (for residents only)	X	
Food Trucks		MC
Residential		
Multi-Family Residences	X	
General Offices/Professional Offices		
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	
Commercial		
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	X	
Tailor Shop	X	

Section 3

Recreational

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.**3.3 DEVELOPMENT STANDARDS**

The Development Standards Matrix in Exhibit 3-1 indicates Building Standards for the Residential, Retail and Creative Office components of the site.

Exh 3-1

DEVELOPMENT STANDARDS

MATRIX

SUMMARY

The Development Standards Matrix indicates Standards for the Residential, Retail, and Creative Office components of One Metro West.

NOTE:

1. Architectural projections and art installations are allowed into the setback area only along the property line parallel to the I-405 Freeway for special parking garage architectural fenestration.

2. Architectural projections (such as gazebos, pergolas, solar panels, elevators, perimeter parapet walls, air conditioning/heating mechanical equipment, trellises, outdoor recreational bars/kitchens, and other recreational/entertainment amenities and structures) are not counted as additional floors and could increase the overall height by 5% (see page 3-6).

Residential / Retail & Creative Office

Building Setbacks and Heights

BUILDING SETBACKS ¹		
Perimeter	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.
Internal	Center Line of Fire Lanes (Residential)	10 ft.
	Creative Office / Public Open Space	0 ft.
BUILDING HEIGHTS ²		
Residential Buildings		7 stories (98 feet)
Creative Office Building		3 stories (52 feet)

Amenities:

Indoor (Min.) Total:	54,500 sf
Outdoor (Min.) Total:	32,800 sf
TOTAL (Min.):	87,300 sf

Vehicular Parking Schedule

Area	Parking Ratio	# of Units or Square Footage	Ratio Totals	Total Provided	* Shared Parking Spaces in Building A Parking Structure
Residential Building A * (Studio, 1-Bedroom, 2 Bedroom, or 3 Bedroom Units from 550 sf to 1,600 sf)	1.3 / unit	449 units (Max.)	584	821	61 shared parking spaces for Bldg. A residents and Creative Office Bldg. users
Residential Building B (Studio, 1-Bedroom, 2 Bedroom, or 3 Bedroom Units from 550 sf to 1,600 sf)	1.3 / unit	379 units (Max.)	493	664	0
Residential Building C (Studio, 1-Bedroom, 2 Bedroom, or 3 Bedroom Units from 550 sf to 1,600 sf)	1.3 / unit	229 units (Max.)	298	401	0
Retail (within Building C)	4 / 1,000 sf	6,000 sf (Max.)	24	24	0
Creative Office Building *	4 / 1,000 sf	25,000 sf (Max.)	100	35 Bldg. A Parking Structure Stalls 4 ADA Stalls	61 shared parking spaces for Bldg. A residents and Creative Office Bldg. users
Parking Totals:		1,057 Total Units	1,499	1,914*	

* Note: Building A parking structure will dedicate 35 parking spaces for the Creative Office Building users. 61 of the remaining 786 parking spaces will be designated as “shared parking spaces” on the ground level of the Building A parking structure. These spaces will be shared between Creative Office Building users and Building A residents. The remaining 4 required parking spaces for the Creative Office Building will be 4 on-grade ADA parking stalls between the Creative Office Building and Building A.

Project Site Floor Area Ratio (FAR): 2.22

Open Space Calculations:

Open Space Area:	65,340 sf (1.5 ac)
Private Open Space(Balconies/Patios):	52,850 sf MIN.
Common Open Space (without Open Space):	211,400 sf MIN.
TOTAL (MIN.):	264,250 sf

Common open space areas are defined as an area of land primarily for the leisure and recreational use of residents of a development. The open space, rooftop amenities, elevated courtyards, and terraces are a part of common open space areas for the Project. Private balconies and patios are categorized as private open space areas.

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Permitted Building / Structure Heights:

Buildings shall be designed to work together and create a campus like setting with the following allowable building heights:

- Residential Building(s) – a maximum of seven (7) stories and 98 feet in height
- Commercial Building(s) – a maximum of three (3) stories and 52 feet in height

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' (5% increase). 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.

All development must be constructed in conformance with the height restrictions set forth by Federal Aviation Administration (FAA), Federal Aviation Regulations (FAR) Part 77, and Caltrans Division of Aeronautics, and the height restrictions set forth by the Airport Environs Land Use Plan (AELUP) for John Wayne Airport and the Airport Land Use Commission (ALUC). Applicants shall file a Notice of Proposed Construction or Alteration with the FAA (Form 7460-1) for any construction cranes that exceed 200 feet in height above ground level.

Perimeter and Internal Setback Requirements:

Buildings and structures shall be setback from Sunflower Avenue right-of-way by a minimum of 10 feet. The setback is measured from the back of the sidewalk to the face of the building. Street level patios, balconies, and architectural fenestrations may encroach eight (8) feet into the Sunflower Avenue required setback. There will be no structures permitted within public sidewalk easement, which is designated six (6) feet starting from Project Property line. Underground parking structures may encroach into the setback up to the City's right-of-way. Reference Exhibit 3-2: Sunflower Avenue Street Scene.

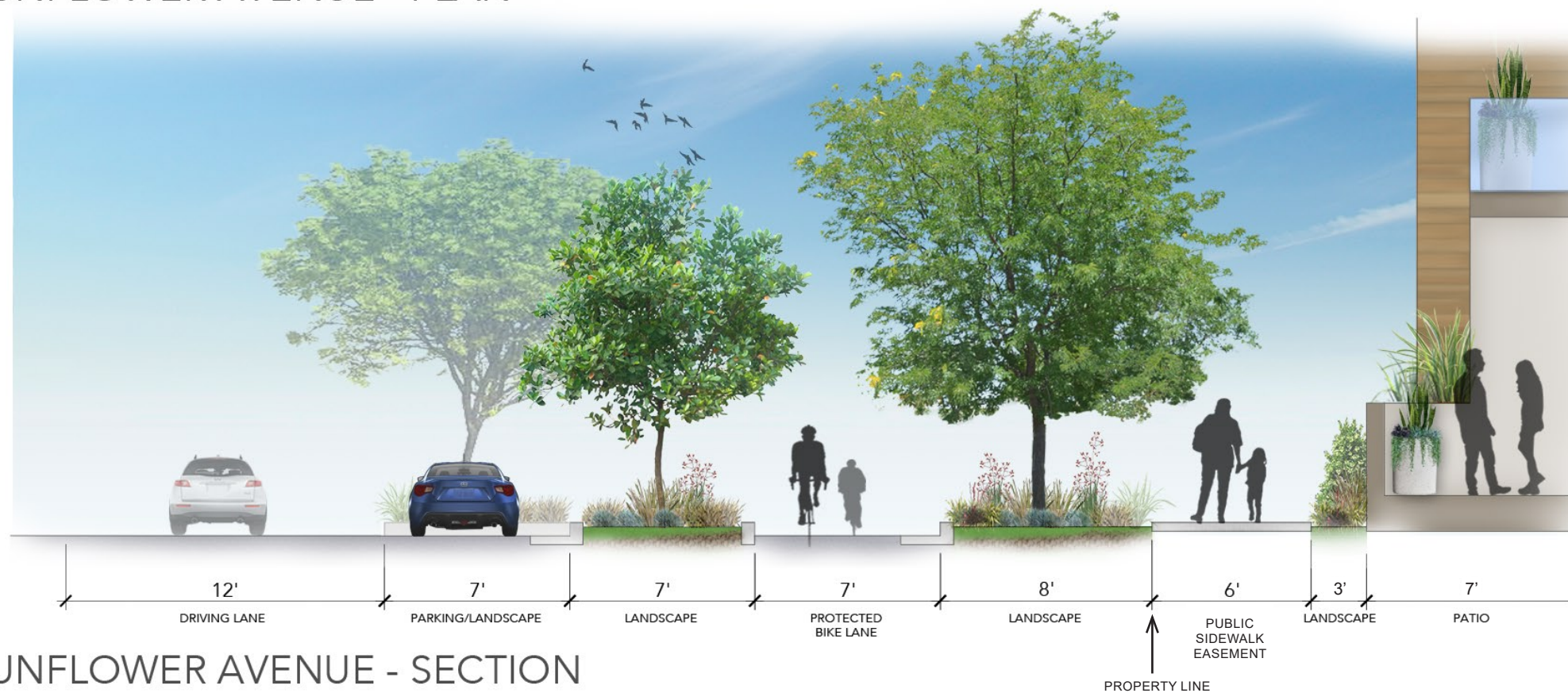
Table 3-3: Required Setbacks

Building Setbacks	
Perimeter	
Sunflower Avenue	10 feet
I-405 Freeway (Residential Building)	10 feet
I-405 Freeway (Creative Office Building)	5 feet
East Property Line (adjacent to SOCO)	10 feet
West Property Line	10 feet
Internal	
Center Line of Fire Lanes (Residential)	10 feet
Creative Office/Open Space	0 feet

Exh 3-2
SUNFLOWER AVENUE
STREET SCENE



SUNFLOWER AVENUE - PLAN



SUNFLOWER AVENUE - SECTION

Exh 3-2: SUNFLOWER AVENUE STREET SCENE

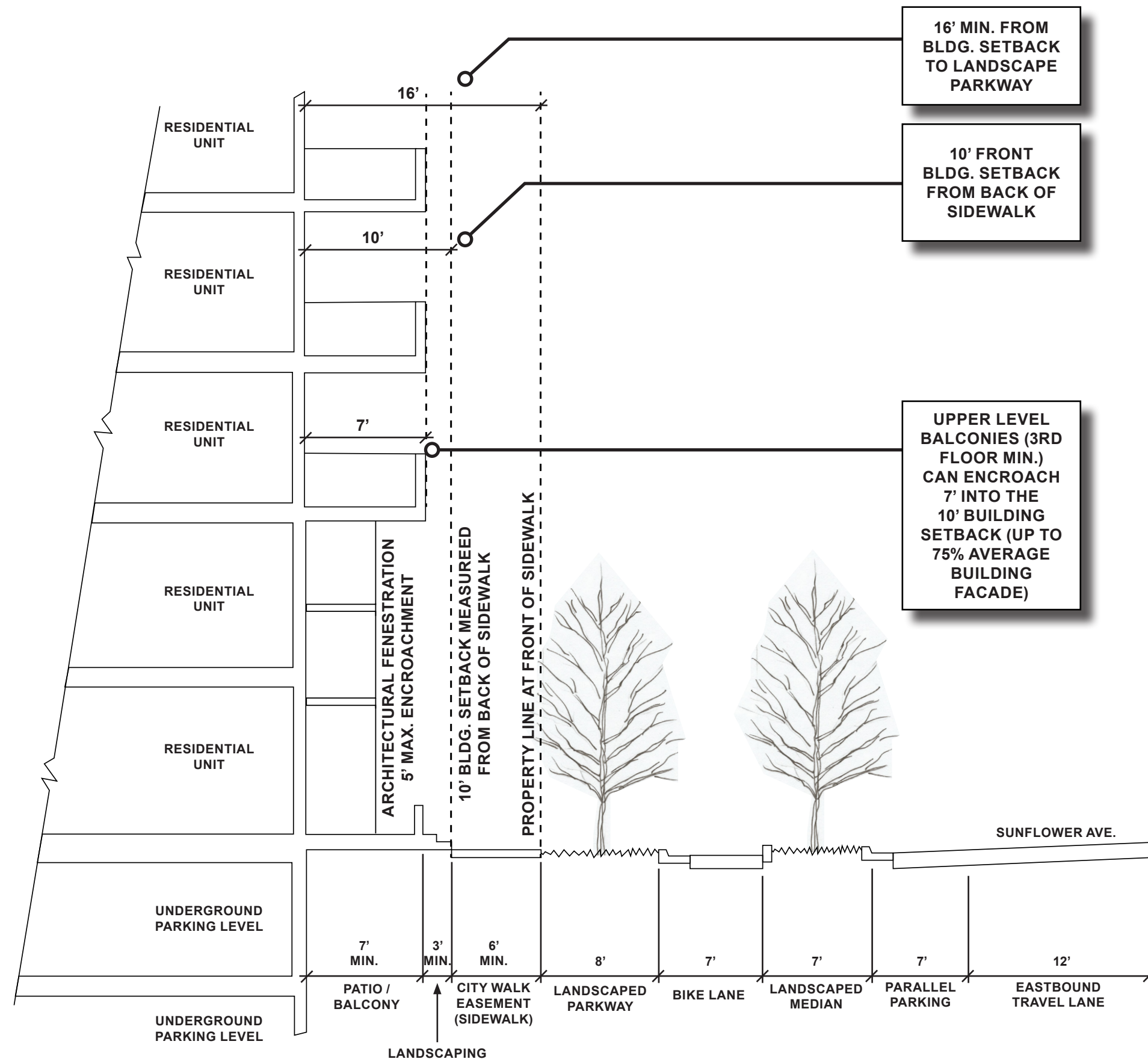
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Exh 3-3
RESIDENTIAL FRONTAGE
SECTION



Exh 3-3: RESIDENTIAL FRONTAGE SECTION

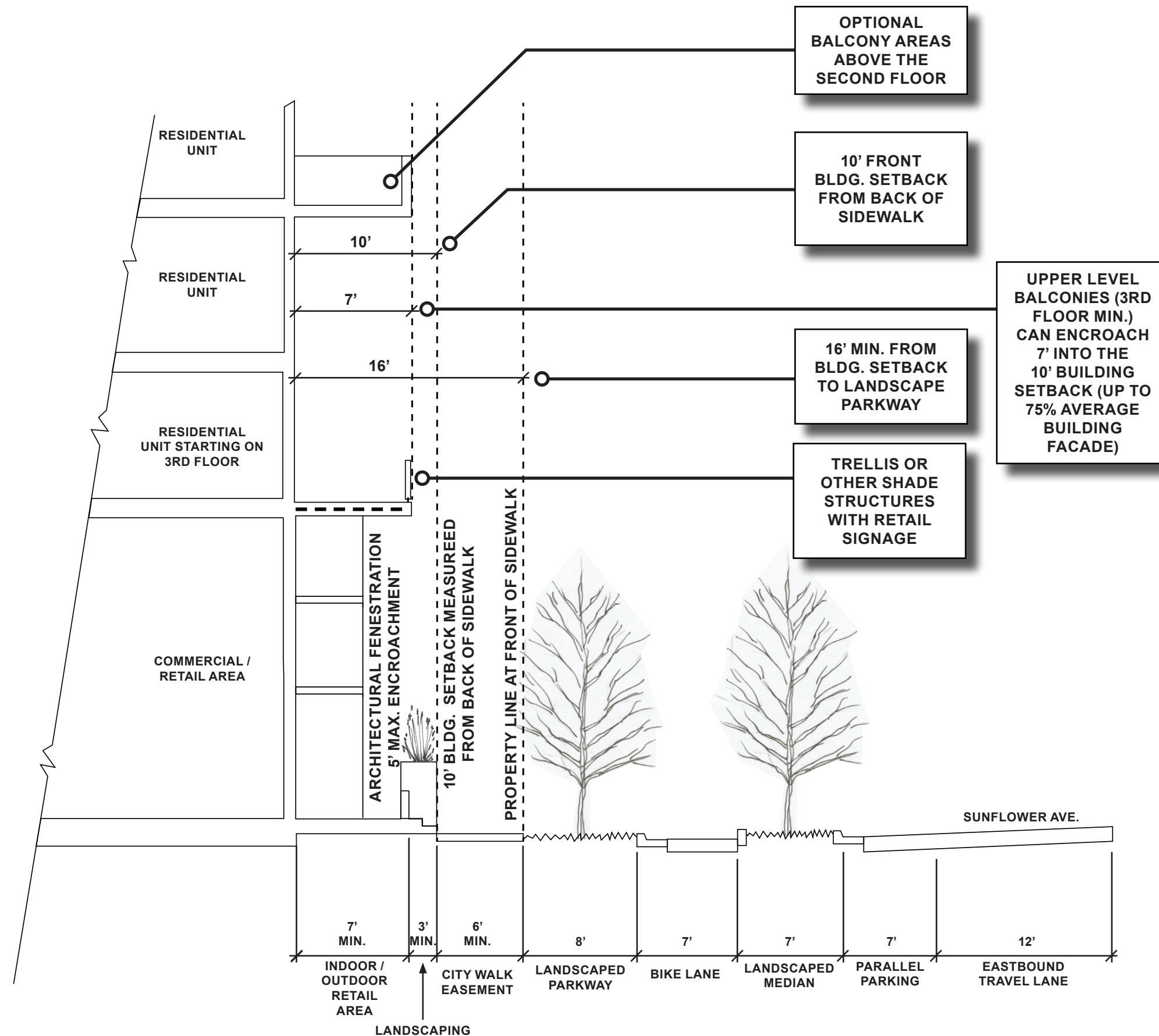
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Exh 3-4
COMMERCIAL FRONTAGE
SECTION



Exh 3-4: COMMERCIAL FRONTAGE SECTION

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Section 3

Parking Requirements:

Parking requirements for the One Metro West site shall be based on the standards set forth herein. The Specific Plan establishes a different parking rate than would otherwise be applied based on the Costa Mesa Municipal Code. The parking rates established in this Plan are based on a parking study dated September 12, 2019 and parking utilization data collected from similar residential projects in the vicinity. This parking study examined parking rates best suited for a large-scale multi-family development based on actual parking demand and recommended an average rate of 1.3 spaces per unit and .89 spaces per bedroom.

As such, the minimum residential parking requirement is based on either the number of residential units or the number of bedrooms (whichever yields the higher parking requirement) as follows.

A parking rate of 4 parking spaces per 1,000 square feet of gross floor area is applied to the commercial and the office component. The City of Costa Mesa Municipal Code applies a rate of 10-12 spaces per 1,000 square feet for restaurant uses; or 4 spaces per 1,000 square feet if the individual food spaces have less than 300 square feet of publicly accessible area. If more than 30% of a tenant spaces in a multitenant commercial building are restaurants with less than 300 square feet of public area (and therefore parked at a lower ratio), a Minor Conditional Use Permit is required to determine whether parking is an issue due to the “cumulative” parking effect.

The table below outlines the parking ratios used in the LSA Parking Study dated September, 2019 to calculate parking demand for the Project.

Table 3-4: Parking Study Requirements

Area	Buildout	Parking Ratio ¹	Parking Demand	Parking Supply
Building A				
Dwelling Units	449	1.3 per dwelling units	584	
Bedrooms	648	0.89 per bedroom	577	
Office ²	25,000 SF	4.0 per 1,000 SF	100	
<i>Total Building A</i>			<i>684</i>	<i>825</i>
Building B				
Dwelling Units	379	1.3 per dwelling units	493	
Bedrooms	544	0.89 per bedroom	484	
<i>Total Building B</i>			<i>493</i>	<i>668</i>
Building C				
Dwelling Units	229	1.3 per dwelling units	298	
Bedrooms	347	0.89 per bedroom	309	
Retail	6,000 SF	4.0 per 1,000 SF	24	
<i>Total Building C</i>			<i>333</i>	<i>421</i>
Total Entire Site			1,510	1,914

Source: LSA Parking Study (September 2019).

Section 3

The One Metro West parking design and operation shall at minimum include the following elements:

- Implement an efficient and secure parking management plan;
- Provide for a “Park Once” concept for the community’s residential components;
- A shared parking area for the creative office and residential components in consideration of offset use hours; and,
- Encourage use of ride share and pedestrian and bicycle use to reduce parking demand.

Parking Structure Design

The parking structures shall meet the City’s maximum slope standards for drive aisles and the minimum drive aisle and parking stall dimensions as defined in the Costa Mesa Municipal Code. The City also requires a minimum clearance from walls and columns and other obstructions per the Costa Mesa Municipal Code.

Shared parking is allowed for the office building and the residential component of the site in recognition of offset user hours. Shared parking spaces may be made available to users of different project components rather than being limited for the exclusive use of a single project component.

Parking Safety Standards

- Emergency buzzers and telephones shall be installed in easily accessible places on each level of the parking garages, in elevators, and in stairwells.
- Directional arrows and signage indicating exits, elevators, and emergency buzzers/telephones shall be clearly displayed (painted) on walls of parking structures.
- Adequate lighting shall be provided in parking structures for safe movement of vehicles and pedestrians and for security of patrons and parked vehicles. Parking structure lighting sources shall be shielded from views within the site and from adjacent land uses as well as the I-405 Freeway.
- Lighting design and layout shall limit light spillage to no more than 0.5 foot-candles at the property line of off-site residential properties. The level of on-site lighting shall be as determined necessary for safety and security purposes. Light standards shall be located and oriented in such a way as to minimize light spillage onto surrounding properties. Light shall be shielded, and pointed downward or otherwise directed away from off-site properties.

Section 3

Main Entry Design

The primary community entry shall be from Sunflower Avenue and shall provide a sense of arrival and define the character of the One Metro West community within the general area. Physical elements such as roadway archways, paving materials, signs, landscape planting shall be designed cohesively to define the entry. All elements shall be within private property and not encroach into the public right-of-way unless approved by the City of Costa Mesa via encroachment permit.

Vehicular Roadways and Pedestrian Connections

Internal streets shall be privately-owned and maintained, but accessible to the general public for the commercial, office and open space components through a public access easement. Access to the development shall be provided via multiple vehicular entry points. The entries to the parking structures may be gated beyond the public access areas for the commercial and office uses. The minimum clear width of all the interior roadways leading to the parking structures and the office building shall be 20 feet to meet emergency standards.

Pedestrian circulation within One Metro West shall provide safe, efficient access to dwelling units, the creative office building, the public open space component, and other community components, encourage opportunities for casual social interaction, and allow natural surveillance by residents.

Walkways shall be provided on both sides of any main internal roadways. Walkways shall be provided along one side of any fire lane and any secondary internal roadways. Reference the Conceptual Fire Master Plan for more details on internal roadways.

Loading areas shall be provided at each building along with strategically located passenger pick up and drop off areas.

Private Open Space and Amenities

Ground Level Open Space

As noted in Section 1 (Introduction) of this Specific Plan, One Metro West will include a 1.5-acre privately-owned, but publicly-accessible, urban open space area in the extreme westerly portion of the community. The open space will be the primary ground level open space component and will be available to the general public through dedication of a public access easement. The urban open space is intended to be passive in nature, with substantial landscaping, seating and resting areas, exercise areas for yoga and other low-impact fitness programs, creative landscaping, art pieces and shade structures.

Section 3

Upper Level Amenities

Private open space shall be provided within individual residential buildings and for the entire planned community. A total of 54,500 square feet of indoor and 32,800 square feet of outdoor recreational areas shall be provided. These areas may include the following amenities:

1. Swimming pools/spas
2. Exercise facilities
3. Tennis courts
4. Basketball courts
5. Clubhouse rooms
6. Roof deck recreation areas
7. Community gardens
8. Barbecue courtyards
9. Passive gathering spaces
10. Other amenities as deemed appropriate by the Director of Development Services

Private Balconies/Patios

Each unit shall include a minimum of 50 square feet of private balcony or patio space with the exception of studio units or units that face Sunflower Avenue. Studios and units that face Sunflower Avenue are not required to have balconies or patios, but are still required to have common open space (see Common Open Space subsection below). Units that face Sunflower Avenue are exempt from having balconies or patios for architectural design purposes. Balconies and patios can encroach onto the Sunflower Avenue 10-foot setback by maximum of seven (7) feet.

Common and Private Open Space Areas

Common open space areas are defined as an area of land primarily for the leisure and recreational use of residents of a development. The open space, rooftop amenities, elevated courtyards, and terraces are a part of common open space areas for this Project. Private balconies and patios are categorized as private open space areas.

A total of 250 square feet of combined private and/or common open space shall be provided for each dwelling unit. A minimum of 50 square feet of private open space and a minimum 200 square feet of common open space shall be provided for each dwelling unit in One Metro West, except studios and units facing Sunflower Avenue. If the design of a dwelling unit does not provide private open space, such as studios or units facing Sunflower Avenue, a minimum 250 square feet of common open space should be provided for each dwelling unit.

Section 3

Mechanical Equipment

All ground-mounted and roof mounted mechanical equipment shall be completely screened from view from adjacent properties. Exposed gutters, downspouts, vents, louvers shall be minimized from the views on Sunflower Avenue and shall be painted or designed to match the surface to which they are attached unless those elements are used as part of the One Metro West community's building design theme.

Air conditioners, heating, cooling, ventilating equipment, and all other mechanical lighting or electrical devices shall be operated to minimize disturbance to adjacent occupants and shall be screened, shielded and/or sound buffered from surrounding properties and streets.

Above-ground utility boxes, telephone boxes, water lines, backflow preventers, cable boxed, or similar structures within public view shall be located in places that are minimally visible and shall be screened and painted to blend into surrounding areas.

Roof access shall be integrated with the building design and not be visible to other components of the One Metro West community or from off-site vantage points.

Reference the *Permitted Building / Structure Heights* sub-section earlier in this section for maximum heights for mechanical equipment.

Fences and Walls

Perimeter fences and walls along all property lines are required except for adjacent to Sunflower Avenue and shall be a maximum 6 feet in height and designed to integrate with the community identity. All fences and walls must maintain visual continuity throughout the community, provide privacy for One Metro West residents, and serve to attenuate traffic noise from adjacent I-405 Freeway vehicular traffic where applicable.

Retaining walls shall be minimized and allowed at a maximum height of 6 feet. In addition, any wall with an exposed face must be treated aesthetically.

Outdoor Furniture

Outside furniture includes all items such as benches, trash receptacles, planting containers, tree grates and guards, bicycle racks, bollards, wayfinding kiosks and fountains. The design and placement of community furniture can reinforce the unique identity of the One Metro West community. Design and selection of community furniture shall include considerations for security, safety, comfort, durability, and convenience of the users.

Section 3

Trash receptacles and dog waste bags shall be located near public bench seating and at public gathering areas such as the common area open space area and near the commercial component; freestanding trash receptacles shall be bolted into the ground and designed to include a liner and removable cover. The style and color of trash receptacles shall be compatible with other street furnishings in the One Metro West community. Removable bollards shall be placed in areas where emergency access is identified.

Prior to issuance of the first Building Permit for One Metro West, the owner/developer shall submit the following for the approval of the Economic and Development Services Director or designee:

- A Street Furniture Plan that identifies and depicts all street furniture within the community including, but not limited to, the publicly-accessible open space area and trail connection to the Santa Ana River Trail, and along Sunflower Avenue.

Other Facilities

Trash chutes and refuse, storage, and equipment areas shall be integrated within the buildings, visually screened (including from Sunflower Avenue and from neighboring properties), and accessible by trash trucks. Screening shall be compatible with the design of adjacent architecture. Outdoor storage of materials is prohibited.

Mail Boxes

Subject to approval of USPS

Bicycle Racks

There shall be bicycle racks to accommodate bicycles within the open space area near the connecting path to the Santa Ana Regional Trail. Bicycle racks shall also be provided throughout the site at key activity locations including the Active Transportation Hub.

Lighting

Exterior lighting for security and safety of on-site areas such as building entrances, parking areas, loading areas, pedestrian walkways, public and private open space, shall be provided.

Exterior lighting in the residential component of One Metro West, including landscape lighting, shall be shielded and directed downward.

Project lighting adjacent to I-405 Freeway shall meet the California State Department of Transportation (Caltrans) standards.

Section 3

Prior to issuance of the first Building Permit for One Metro West, the owner/developer is required to submit an Exterior Lighting Plan that identifies and depicts locations, types, scale, and illumination power of lighting fixtures on all building exteriors. The Lighting Plan and Photometric Study would include performance standards to minimize the project's potential to result in lighting impacts.

Active Transportation Hub

An Active Transportation Hub shall be placed immediately adjacent to the public open space component and will encourage and enable use of alternative modes of transportation to motor vehicles. The Hub shall provide bicycle racks to accommodate bicycles, bike lockers, bicycle storage, bicycle repair facilities, and space for potential bike-sharing programs.

Signage

Unless specified here or in the Guidelines, all signage shall conform to the Design Guidelines contained in Section 4 of this Specific Plan and the City of Costa Mesa Zoning Code.

Prior to issuance of the first Building Permit for One Metro West, the owner/developer shall submit the following for the approval of the Economic and Development Services Director or designee:

- A Wayfinding and Signage Plan that identifies and depicts the type, location, spatial parameters and colors of all Identification, Informational and Directional signage within the community.

Signage that does not meet Zoning Code requirements may be considered through a Planned Signing Program subject to the procedures outlined in the Costa Mesa Municipal Code.

Noise Standards

The noise standards outlined in Chapter 13 (Noise Control) of Title 13 (Planning, Zoning and Development) shall apply with the following exceptions.

The exterior noise standards shown in Section 13-280 subsection (a) shall only apply to the common outdoor recreational amenity areas located on the ground level. Recreational amenity areas located above the ground level are also exempt. These amenities include roof decks/roof terraces; balconies or ground floor patios regardless of size; and internal courtyards, pedestrian or bike paths, and landscaped walkways that do

Section 3

not include resident-serving, active recreational uses such as community pool, spa, tennis courts, barbeque, and picnic areas. These standards do not apply to the non-residential components of the Specific Plan including the publicly-accessible open space area.

Fire Protection

Alternative fire protection measures may include the following in accordance with the approved Fire Suppression Plan, and subject to approval of the Costa Mesa Fire Department:

- All stairwells to roofs should have full stairs or oversized access hatches;
- All elevators should be gurney size rather than one per building;
- There should be a Fire Control Room in each residential building;
- There should be emergency equipment staging areas for Fire, Emergency Medical Services, and Law Enforcement;
- Graphic annunciator panels should be installed;
- Wayfinding (including roof addressing) should be implemented for First Responders;
- Smaller fire areas/compartmentalization should be implemented;
- Increases in automatic fire sprinkler density should be implemented; and,
- Contiguous roof access should be available throughout the community.

SECTION 4: **DESIGN GUIDELINES**

4.1 APPLICABILITY

Design Guidelines are intended as suggestions and considered as flexible. “Standards” typically use the word “shall” or are composed as clear directives (e.g., “are not permitted”). Guidelines typically use the word “should” and represent “best practices” in building design, streetscape improvements, place-making, etc. As such, Guidelines are intended to shape future more detailed design efforts to ensure a well-planned high quality community.

City of Costa Mesa staff will use these Guidelines to assist in reviewing and processing the Master Plan for the site (required pursuant to this Specific Plan), as well as future construction-level plans. The Design Guidelines are applicable to the multi-family residential buildings, retail and office components, and to the open space component of the Plan.

One Metro West Design Guidelines are intended to accomplish the following:

- Maximize creativity and innovation of architectural and landscape design within the site;
- Promote a visually attractive, safe and well-planned community through incorporation of sound design principles;
- To contribute to a positive image and identity of the community north of the I-405 Freeway in relation to neighboring properties as well as residential uses south of the I-405 Freeway and complement the neighboring South Coast Collection;
- Promote a quality development in Costa Mesa that will implement the City General Plan Goals and Policies; and,
- Provide decision makers with Design Guidelines for reviewing future development plans for the One Metro West site.

4.2 DESIGN OBJECTIVES

The One Metro West Specific Plan Design Objectives are consistent with Costa Mesa General Plan goals and policies in general and as amended specific to the project. The following are the primary Objectives of the guidelines:

1. To develop a site design with a mix of uses that complement each other through shared use of public spaces and landscape connections.

Section 4

2. To create a mix of uses that respond to their context and complement each other in their building design and street orientation.
3. To facilitate linkages among uses on and off site through use of pedestrian, bicycle and circulation connections, shared access and parking.
4. To address General Plan direction to promote mix use development and high-density housing in close proximity to employment.
5. Locate commercial uses along Sunflower Avenue to attract viable and community serving uses.
6. Provide guidelines for parking structures that will enhance their appearance from within the site as well as neighboring views.
7. Provide high quality contemporary structural, hardscape and landscape architectural design for community elements.
8. Create an open space area accessible to the general public that includes passive areas for enjoyment, public art, and spaces for community theatrical and musical events; the open space design shall contribute a sense of community.
9. Create a community built with sustainable development principles to reduce environmental impacts, promote energy efficiency, encourage pedestrian and bicyclist activity, and facilitate a healthy environment for the residents, employees and visitors.
10. Facilitate a safe and convenient pedestrian access and trail linkages/paths within the site and to connect to the Santa Ana River Regional Trail.

4.3 GUIDELINES

Open Space, Landscape, and Hardscape Design

Outdoor places should provide shade protection and a variety of amenities such as seating, lighting, and trash receptacles. Furniture and fixtures used in outdoor places should complement the architectural styles of One Metro West. Shade structures and devices may include, but not necessarily be limited to, fixed umbrellas, awnings, trellises and canopies integrated into buildings or over open spaces. In addition, outdoor places should contain visual focal features such as public art, fountains, specimen trees or recreation (passive and/or active) facilities/opportunities and should connect to the nearby local bicycle trail.

When on-site private open space is provided that is internal to the community, visibility to and from this open space to adjacent public areas is encouraged and should take the form of covered passages and/or open-to-the-sky breaks in building massing.

Decorative paving should be incorporated into parking lot design, driveway entries, pedestrian walkways and crosswalks.

Paving materials for the walkways and roadways should complement architectural design. Use of permeable surfaces of stamped concrete, stone, brick, pavers, exposed aggregate or colored concrete is encouraged.

Pedestrian Connectivity

The pedestrian walkways should be provided throughout the site connecting the parking and access to various open space areas in a safe and direct manner that links the different components (multi-family residential; commercial; creative office; public open space) and amenities within the One Metro West community. Where pedestrian walkways cross drive aisles or parking areas, the site design should incorporate decorative paving or another method to visually define pedestrian space and delineate pedestrian crossings and to alert drivers about areas where pedestrians may walk.

Fences and Walls

All non-transparent perimeter walls should incorporate standards to provide for wall inserts and/or decorative columns or pilasters every 20 feet to provide relief or other method of aesthetic application of interest.

Walls and fences should be designed with materials and finishes that complement community architecture and should be planted with vines, shrubs, and trees.

FENCES



Exh 4-1
FENCES AND WALLS
DESIGN EXAMPLES

GATES



SOUNDBARRIERS



Outdoor Furniture

The following are guides to providing One Metro West outside furniture.

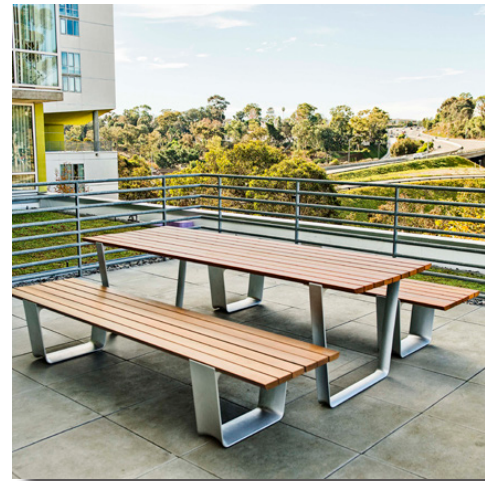
- Color and appearance of community furniture should be selected to complement other community design elements. All seating shall be anchored securely to the ground.
- Location and layout of different elements of community furniture should ensure each article is designed and situated to be in harmony with surrounding furnishings and the community as a whole.
- A variety of sitting area designs, from formal arrangements (benches) to informal arrangements (low walls or steps) should be provided in sunny and shaded areas.
- Bench seating should be located along the sidewalk adjacent to Sunflower Avenue and at various locations, including in areas of high pedestrian activity and near public art displays; benches within the One Metro West community should be made of a durable material such as concrete, painted iron or hardwood.

Exh 4-2
OUTDOOR FURNITURE
DESIGN EXAMPLES

BENCHES



TABLES



Section 4

Parking Structures

Parking garage lighting should be concentrated on pedestrian and vehicle aisles and ramps, with spillover lighting often adequate to illuminate parking stalls. Casting of glare and spillover lighting outside the parking structure should be prevented by shielding and light designs that provide indirect lighting. A minimum of 5 foot-candles of illumination should be provided inside the parking structures and a minimum of 3 foot-candles for exterior parking areas. Interiors should be painted a light color to transmit light throughout the space.

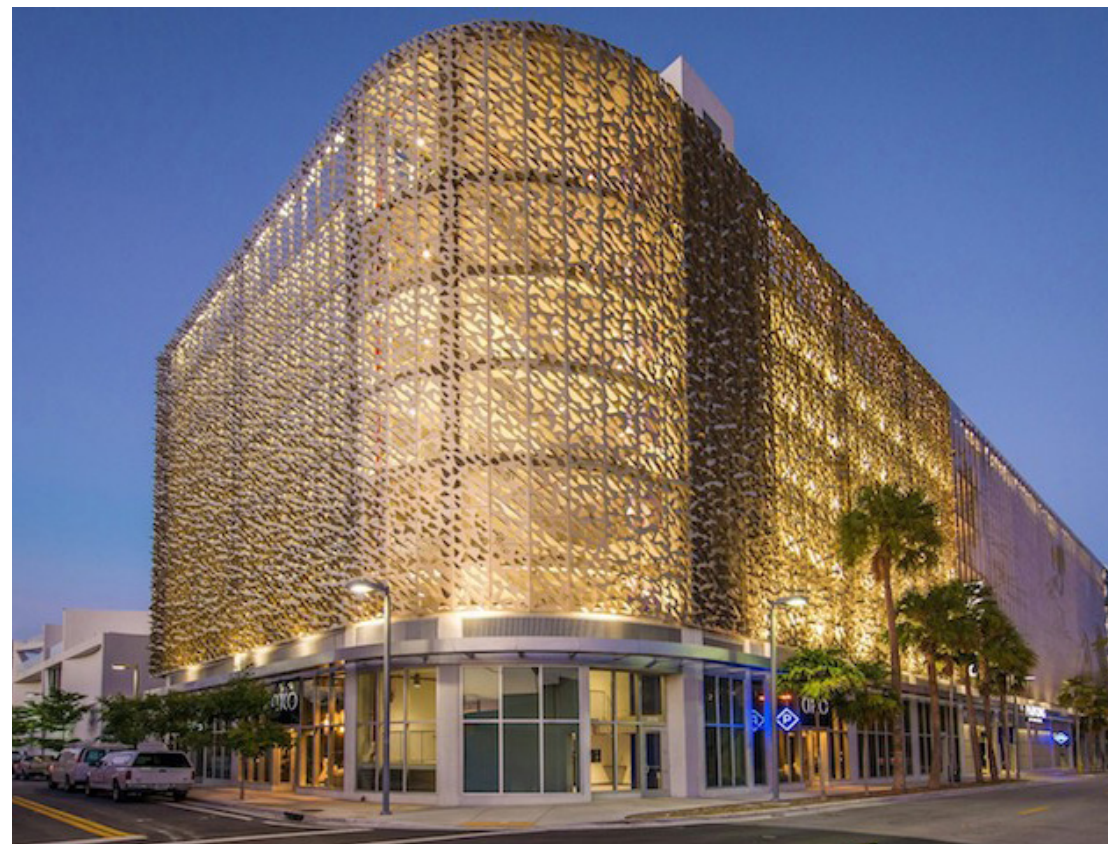
To promote safety, stairs and glass-cab elevators should be located on the perimeter of parking structures to allow for visibility. The shaft and elevator cab should have glass facing the public view. Glass tinting should be minimal to ensure daytime and nighttime visibility.

To provide maximum visibility, stairwells should be open to the interior and at least partially open at the exterior of the parking structure.

All mechanical equipment and piping within parking structures should be painted to match interior of the structures.

Exh 4-3

PARKING STRUCTURE EXTERIOR
LIGHTING DESIGN EXAMPLES



Exh 4-3: PARKING STRUCTURE EXTERIOR LIGHTING DESIGN EXAMPLES

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Exh 4-4
PARKING STRUCTURE INTERIOR
LIGHTING DESIGN EXAMPLES



Section 4

Loading/Unloading Areas

- Loading and unloading areas should provide adequate space for maneuvering into and out of a loading position to prevent disruption to traffic flow.
- Loading and unloading areas should be located and designed to minimize direct exposure to public view and shall be surrounded by landscaping to reduce visual impact whenever possible.
- Service and loading areas should be located away from Sunflower Avenue and should be designed to avoid conflicts with pedestrian and other vehicles.

Lighting

One Metro West exterior lighting should be designed and placed to add an aesthetic value to the One Metro West community as well as to contribute significantly to safety within the community.

Lighting in areas designed to accommodate pedestrian activity should be compatible with other One Metro West street furniture.

If pole lamps are to be used in some areas of the community, proper spacing of the lamps should provide an adequate level of nighttime lighting and increased safety.

A combination of building-mounted pole lighting and bollards should be used throughout the community for pedestrian pathway and common open space areas.

The architectural style of lighting standards in the surface parking areas should relate to the overall architectural design of the community.

Accent lighting on architectural and landscape features should be complementary in architectural style and incorporated to add interest and focal points.

Pedestrian-scaled lighting in the public open space should be of adequate height and character that complements the remainder of the One Metro West community.

Project lighting should avoid direct glare onto adjoining properties

Low energy lights, such as LED lights or solar-powered lights, should be used whenever possible.

Custom street lighting may be installed within the Sunflower Avenue right-of-way and may be shown on Street Improvement Plans submitted to the City of Costa Mesa for approval. There may be up-lighting accents at all specimen trees located at One Metro West entries.


Section 4

Lighting height in the publicly-accessible open space component should be at a pedestrian scale. The public open space should be illuminated from dusk to dawn. Overall lighting in the public open space should average three-foot candles and incorporate other pedestrian-oriented lights, such as lighted bollards. Up-lighting of trees and other architectural features should be strongly considered.

Lighting details will be finalized in more detail in the Lighting Plan and Photometric Study to be prepared prior to issuance of the first building permit and will be reviewed and approved by the City's Development Services Department.

Exh 4-5
CONCEPTUAL
EXTERIOR LIGHTING PLAN



 **POTENTIAL POLE
 LIGHT LOCATIONS**
 (SUBJECT TO EXTERIOR
 LIGHTING PLAN)

**PATH & AREA LIGHT
 DESIGN EXAMPLES**



Bicycle Support Facilities

Bicycle rack design should be complementary to street furniture within the One Metro West community as well as the aesthetic and architectural character of the One Metro West community.

One Metro West should provide a physical barricade (e.g., curb, bollard, landscaping, etc.) or other type of safety measure between bicycle and vehicle parking areas.

Exh 4-6
BICYCLE RACKS AND STORAGE
DESIGN EXAMPLES

**BICYCLE
RACKS**



**BICYCLE
LOCKERS**



Section 4

Signage

The following sign types should be permitted within the One Metro West community.

- Canopy or Awning – Canopy signs are affixed to any permanent architectural projection extending over a door, entrance, window or outdoor service area. Only permanent signs that are an integral part of the awning or canopy are allowed.
- Projecting – signs that are permanently attached to a building, perpendicular to the surface of a wall or projection. A projecting sign should not be located lower than eight (8) feet above ground level or extend closer than two (2) feet to the nearest curb. Projecting sign supports and other hardware should complement the design and scale of the projecting sign.
- Wall – Tenant walls signs should only be allowed on the first floor for the retail component and the creative office with the exception of the Freeway facing signs that shall be reviewed separately and meet Caltrans requirements. The office will be considered separately to either meet code requirements or through a Planned Sign Program.
- Ground Mounted Signs – freestanding signs that are mounted on the ground and are flush to, or have a clearance from the ground of not more than two (2) feet, are supported by a solid base, one or more uprights, braces, column poles, or similar structural components. Such signs should not have more than two (2) faces and should be placed within landscaped areas, perpendicular to approaching traffic, and positioned to provide clear lines of sight at driveway approaches. Monument signs shall have a solid background. Monument signs should be located where they are not obstructed by landscaping and can be easily viewed by pedestrians and motorists. Exposed materials used in Monument or Ground signs should be wood, metal, stone, brick, concrete, and/or paint. The monument signs should be complementary to building and site design features.
- Directional – signs that are ground mounted or placed on short poles or supports within the community and within the parking structure that identify paths for pedestrian and/or vehicular travel for residents and visitors should be incorporated into the overall project sign design.
- Project Entry – signs placed at/near the primary project entry should be designed to provide an opportunity for architectural features, monuments, public art, and lighting features.

Location and size of signs on commercial or office buildings should be proportioned to the scale of the building and shall relate to the architecture of the particular structure.

Section 4

Sign materials should be compatible with the building façade upon which they are placed. Sign colors should relate to and complement materials or paint scheme of buildings, including accenting highlights and trim colors. The number of colors on any sign should be limited to three (3).

Illuminated commercial and office signs should be individually illuminated letters, either internally illuminated or back-lighted solid letters. Signage that does not meet Zoning Code requirements may be considered through a Planned Signing Program subject to the procedures outlined in the Costa Mesa Municipal Code.

CANOPY OR AWNING



DIRECTIONAL



PROJECTING



PROJECT ENTRY



Exh 4-7
SIGNAGE DESIGN EXAMPLES

Section 4

Residential Buildings

Building façade modulation should be attained by use of breaks in building plane, changes in building massing, materials and colors, projecting bays or recesses, changes in material, differentiation of color, setbacks leading to ground level open space and/or use of architectural detail, elements and/or ornament.

Building finishes and colors should be non-reflective so as not to produce excessive reflected glare from sunlight.

Special features, such as entrance paving, landscape treatment, planters, special wall treatment, gates, specialty lighting and any other entry features should be used to generate visual interest at project entries.

Main entries should incorporate rough-textured concrete, textured paving, or interlocking pavers.

Common and private open space areas within the residential components of the site should be designed and oriented to take advantage of available sunlight and should be secured, conveniently located to the residential units within each residential building, and visible from the residential units to ensure safe use. Common open space/recreation areas should include amenities such as swimming pools, spas, play areas, etc. Accessible rooftop open space could be used as common usable open space by residents. Landscaping and seating shall be permanently integrated into all required common open spaces.

Doors to community facilities should contain some transparency and be key-controlled by residents.

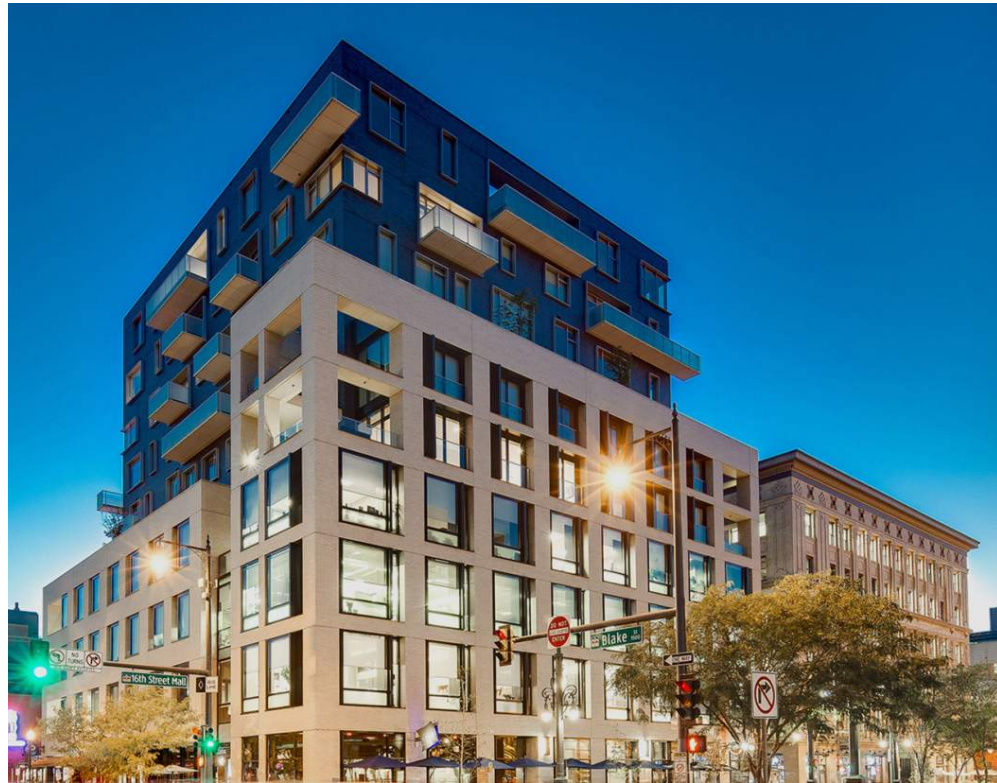
Courtyards in the multi-family residential component of One Metro West should be fronted by architectural features such as doors, windows and balconies.

The site layout for the residential component shall:

- Provide an attractive and functional site arrangement;
- Provide amenities as part of each residential building that are appropriate to the different age groups of residents;
- Apply principles of Crime Prevention Through Environmental Design (CPTED) to enhance safety and security within the multi-family residential buildings;
- Minimize the massing of the buildings and accentuate each building with architectural elements, articulation, decorative lighting, and/or landscaping; and,
- Allow for orienting units in a way to promote privacy for individual residential units.

Architecture and Site Planning Guidelines

- Four-sided architecture shall be required; side and rear views of each building shall not be minimized because of their orientation
- Compatible design features shall be continued or repeated upon all elevations of each residential building
- Architectural elements such as bay windows, recessed or projecting balconies and other elements that add visual interest, scale and character shall be required as part of residential building design and may be used to break up large wall masses.
- All buildings shall be complementary in terms of architectural and landscape design and incorporate similar design features and materials.
- Location of all mechanical equipment shall be integrated with the building design and screened from view; all screening devices shall be compatible with building architecture and color.
- One Metro West's residential buildings and parking garages shall be unified by a consistent use of compatible architecture, building materials, textures and colors.
- Special accents that define the main entry to the parking garages, create territorial reinforcement and provide visual interest shall be incorporated into the One Metro West design.
- Multi-family residential buildings shall be oriented to create courtyards and internal open space areas and thereby increase aesthetic appeal of the areas.
- Use of high-quality and durable materials that are easy to maintain and clean shall be required for all structures.
- Architectural projections are allowed into the setback area only along the property line parallel to the I-405 Freeway for special parking garage architectural fenestration so long as a 10-foot clearance is maintained. Architectural projections (such as gazebos, pergolas, solar panels, elevators, perimeter parapet walls, air conditioning/heating mechanical equipment, trellises, outdoor recreational bars/kitchens, and other recreational/entertainment amenities and structures) are not counted as additional floors or toward building height.



Exh 4-8

BUILDING ARCHITECTURE

CHARACTER

SUMMARY

Key components of this contextual California-based design will be its clean lines, natural materials and complementary color palettes. The interplay between indoor and outdoor living will be witnessed in its variety of social gathering places and rooftop terraces. The architecture, location and programming of the spaces will invite both the employee or resident to explore the surrounding area, while still creating an intimate place to work or call home.

NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

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Commercial Component

The ground level commercial spaces should include pedestrian level details and emphasize architectural elements of building entries in relationship to sidewalks and create connections and transitions at the first floor of residential. The building facades should include architectural elements such as moldings, and materials such as brick, stone, and cast concrete, awnings and canopies over entries, and other architectural elements that create a sense of transition and passage from the public realm to the private realm.

Parking spaces assigned to commercial businesses on the One Metro West property should be sited to provide the shortest route of travel from parking to the commercial building entrance. Vehicular and bicycle parking should be allowed and provided along the south side of Sunflower Avenue.

- The commercial component of the Plan shall ensure storefronts and eating establishments along Sunflower Avenue will be well-designed and include glazing and wall composition, colors, and materials, that create a unique and clearly identifiable sense of entry and pedestrian scale.
- The commercial facades shall be articulated with architectural elements and details.
- The commercial component shall be buffered from the multi-family residential component on the upper floors.
- Storefronts along Sunflower Avenue shall be a minimum fourteen (14) feet in height from finish grade at the sidewalk to the top of the interior ceiling height. Size and location of commercial business doors and windows shall relate to the scale and proportions of the overall structure in which the businesses are located. In lieu of storefronts, bay windows, display windows, show windows, shadow boxes, and/or similar individually expressed opening elements that provide visual interest at the grade plane and sidewalk may be permitted by the Development Services Director.
- Each tenant space shall be provided with a specific storefront compatible with the use.

Office Component

The creative office building should be designed for visual integration, pedestrian access and aesthetic integration with the adjacent public open space area.

The creative office building should be designed to incorporate a courtyard or other place(s) that can serve as gathering places for employees and visitors.

The creative office building entrance and ground floor windows should provide visual

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interest from the other components of One Metro West. The windows should allow visibility into businesses by maximizing ground-level window exposure. Window glass should be transparent and avoid use of dark-tinted, reflective and opaque glass.

The creative office building should be considered for rooftop solar panels to provide electricity for the interior of the building. The office building materials and finishes should be complementary to the residential buildings and provide high quality in design and durability suitable for an office building.

The creative office building should include exterior lighting for security and safety of building entrances, parking, loading, pedestrian walkways and courtyards. The light fixtures and their structural support should be architecturally compatible with the building and should avoid directing glare skyward. Low energy lights, such as LED lights or solar powered lights, should be used whenever possible.

Service and loading areas for the creative office building should be located away from the adjacent open space areas and minimize impact to the residents.

The refuse and recyclable collection areas for the creative office component should be covered and enclosed on three sides by a decorative, capped, masonry wall composed of materials that are complementary to the creative office building architectural materials.

- The office component of the community shall ensure the building creates visual interest while maintaining harmony within the One Metro West mixed-use community. This shall be accomplished by promoting design creativity to create a desirable office space while ensuring consistency in building scale, proportion and overall aesthetic character.
- The creative office building shall be sited and designed to provide pedestrian paths or walkways to/from other components of the community.
- The materials, colors and textures of the building shall serve to unify the building's appearance, be consistently applied, and work harmoniously with such materials of other community buildings.
- The design of the creative office building shall be four-sided and avoid large monotonous facades, blank walls, long straight-line building fronts, plane box shape and barren exterior treatment on all the building elevations.
- All rooftop mechanical equipment shall be screened from view of property within the Specific Plan community, from adjacent properties, and from view of Sunflower Avenue and Cadillac Avenue.

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Site Landscaping

Landscaping within One Metro West such as the tree palette, shrubs, berms and other landscape and water features should be designed to accomplish the following:

- Define areas such as building entrances, key activity hubs, focal points, and the street edge;
- Screen service areas, trash enclosures and mechanical equipment;
- Soften structural appearances of the three residential buildings;
- Define and accent specific areas such as building and parking lot entrances and the main walkways to community facilities;
- Distinguish private space from public space by creating a strong edge through a distinct change of plant material form, height and/or color;
- Provide a backdrop and visual setting for One Metro West architectural elements;
- Create focal points and highlight important architectural elements;
- Define outdoor spaces;
- Delineate on-site vehicular circulation;
- Provide a unified appearance within the project and along Sunflower Avenue;
- Protect users from excessive solar exposure, glare, wind, noise, dust, odors, and undesirable views; and,
- Provide shade and screening.

Canopy trees should be used in outdoor parking areas to reduce the impact of large expanses of paving, to provide shade, and to reduce glare and heat build-up.

As part of right-of-way maintenance, the area between a building adjacent to Sunflower Avenue and the sidewalk should be improved with a combination of softscape and hardscape including, but not limited to, planting beds and boxes, pavers, low shrubs, planter pots, street trees and other landscape amenities.

All landscaping shall comply with the City's Water Efficient Landscape Guidelines.

Plant materials are an important aspect of the site design since they can create unique identity, visually connect different buildings, soften the architecture and provide shade and screening. In addition, landscaping is important to site design and safety/security issues in that it helps to define outdoor spaces.

The Landscape Plan shall ensure design continuity that reinforces a "sense of place" for the One Metro West community and be comprised of a mixture of formal and informal landscaping. Native and architecturally thematic plant material shall be used to accent entry monuments, signage, walls and hardscape elements. The planting shall be in scale with adjacent buildings and be of appropriate size at maturity.

Section 4

The landscape palette shall emphasize water-efficient plants that are native to the region and are low-water use and incorporate the following:

- All trees and planting for the community shall be well-suited for growing in zone 22 of the Generalized Plant Climate Map of California, and to the microclimate in the specific location of One Metro West; and, the planting materials shall follow industry standards in spacing to allow adequate growth over the years.
- Landscaping shall be permanently maintained in substantial conformance with the City-approved Landscape Plan.
- The developer shall submit a Landscape Maintenance Plan to the City of Costa Mesa for approval. Landscaping shall be maintained on a regular basis to ensure it does not interfere with on-site lighting, restrict emergency services access to the Project, or interfere with maintenance of utilities.
- The developer shall enter into a Maintenance Agreement with the City of Costa Mesa that addresses all off-site improvements.

The following information shall be included in the detailed Landscape Plan:

- Detailed Plant and Tree Palette in terms of number, size and species;
- Information about design, placement and operation of automatic irrigation systems with moisture sensors;
- Assurance that irrigation systems will be designed to prevent overspray onto walkways, parking areas, buildings, and fences;
- Installation of tree grates for all trees to be planted along Sunflower Avenue; and,
- Style and color of tree grates and guards, as well as other elements such as irrigation boxes and cages that are compatible with the color and style of other street furnishings within the One Metro West community.

Exh 4-9
COMMERCIAL COMPONENT
DESIGN EXAMPLES



Section 4

Sunflower Avenue Street Scene

The Specific Plan calls for improvements to Sunflower Avenue including undergrounding above ground utility lines, on-street parallel parking along the street interface, Class-II bikeways on north and south side, and three lanes including a median lane. The parkways should include extensive landscape and hardscape improvements to accommodate pedestrians, bicyclists and an aesthetically pleasing roadway for vehicular travel.

The Sunflower Avenue street environment along the community site should be amenable to residents, employees and visitors, with a sidewalk that provides for pedestrian activity, adjacent bicycle travel, and outdoor dining. Street trees should be of species that provide shade while allowing views of adjacent ground-floor businesses. Planting should be focused in large tree wells or in individual or groups of containers/pots. Multiple bike racks should be provided along Sunflower Avenue near the commercial tenant spaces and in proximity to the Sunflower Avenue/Cadillac Avenue intersection in highly visible locations to ensure personal safety and to protect against theft. The number and placement of bicycle racks within the Project site will be agreed upon by the City and owner/developer.

Water conservation as well as best Water Quality Management systems should be incorporated in the Sunflower Avenue street design. Street design plans may include bioswales to minimize run off.

To emphasize the new community, the Sunflower Avenue/Cadillac Avenue intersection should be enhanced with special paving patterns as well as a crosswalk to be approved by the City of Costa Mesa in terms of design and location. Use of stamped concrete, exposed aggregate, or colored concrete should be used to serve as a traffic calming function to promote pedestrian and bicyclist safety.

Outdoor dining opportunities should be permitted within private property adjacent to Sunflower Avenue or the public sidewalk, subject to accessibility requirements and clear pedestrian paths of travel adjacent to the commercial buildings. The area used for patio dining shall be separated from the sidewalk delineating the extent of the outdoor area; this area should be included in the overall square footage of eating or drinking establishment's area for the purposes of parking calculations. Use of the public right-of-way for commercial activities will be subject to an encroachment permit by Public Services Department per the Costa Mesa Municipal Code.

Shade structures/devices may extend over the full depth of the outdoor area within the private property, but may not extend within the public sidewalk easement; no columns or supporting poles will be permitted within the public right-of-way. Design of materials and colors for chairs, tables, display standards, lighting and other fixtures (including umbrellas and awnings) should be consistent with the architectural style and colors of the building

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with commercial/dining establishments and the quality of fixtures used in the public streetscape improvements.

Where feasible, the outdoor dining area should be separated from the remainder of the sidewalk by a physical barrier such as bollards, planter boxes or pots, umbrellas, or movable fencing/railing and materials should be compatible in style, color and finish with the adjacent commercial building. Such dining shall meet minimum Americans with Disabilities Act requirements set forth in Title 24, Part 6 of the California Code of Regulations and the State of California Department of Alcohol Beverage Control, if applicable.

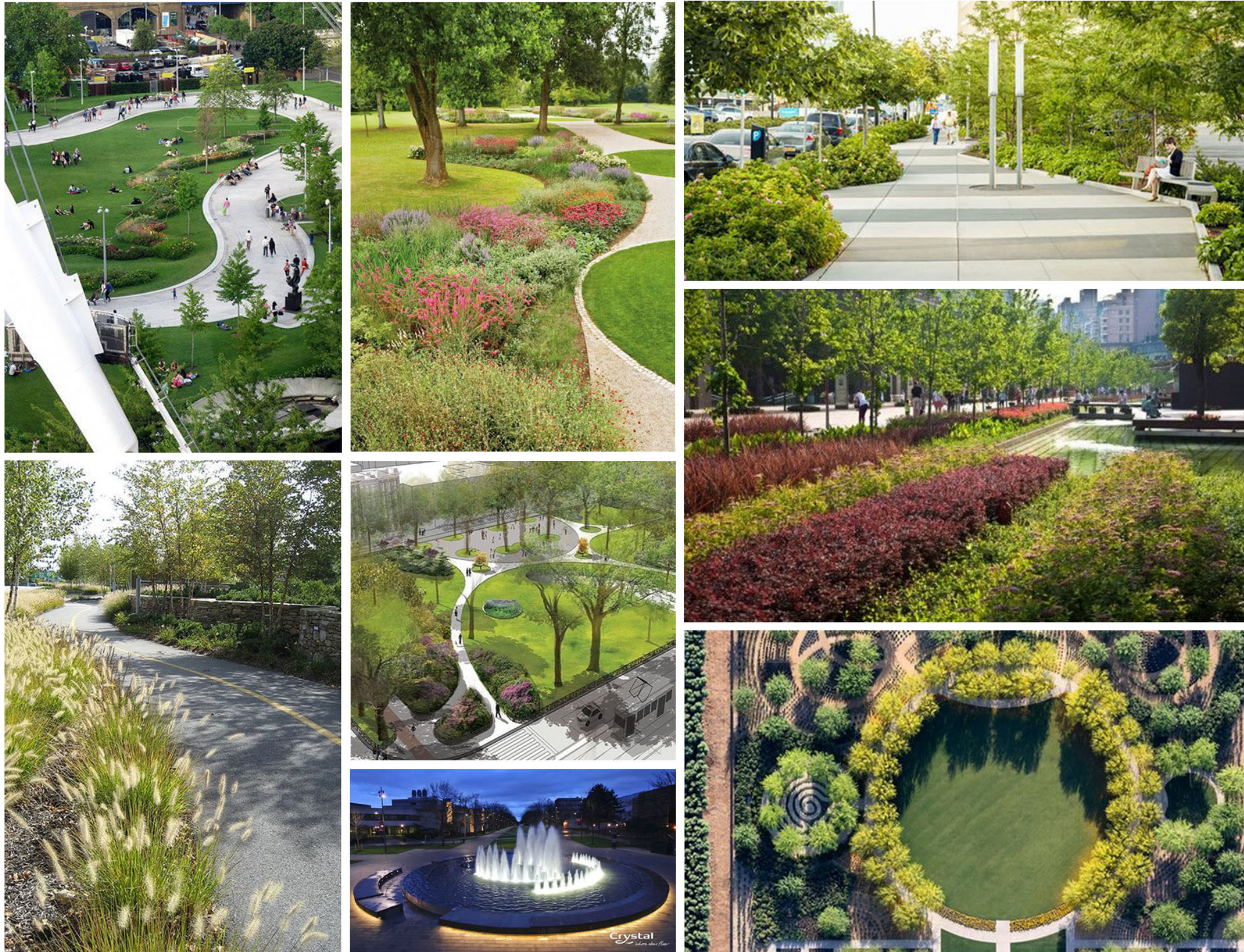
Open Space Component

The open space component of the site should be visible from and prominent to the Sunflower Avenue/Cadillac Avenue intersection to accommodate public events.

The urban open space component of the development plan should include the following:

- A well landscaped space and an articulated edge to provide visual interest;
- Pedestrian amenities that may include seating, lighting, planters, drinking fountains, distinctive paving, art work, bicycle racks, and focal points;
- Softscape and hardscape elements incorporated into the overall design of the open space with color, form and texture as integral parts;
- Decorative pavement treatment including unit pavers with special texture, color, pattern and/or decorative features that complements the paving pattern throughout the other components of the One Metro West community;
- Seating, outdoor furniture, decorative benches and tables, and fixtures that complement those included in the other components of the development plan;
- Shade structures;
- Separation of any active use areas from passive use areas by placement of planters, street furniture, landscaping, different paving textures and subtle changes in ground plane;
- Decorative bollards in areas between the open space component and Sunflower Avenue;
- Decorative materials to delineate pedestrian travel and not in conflict with ADA access requirements;
- Entry monuments;
- Marked multi-purpose (pedestrian/bicycle) trail;
- Public art comprised of various media including a focal element such as a central public art installation or a water feature using recycled water.

The open space component should link with adjoining outdoor spaces with comfortable paths and walks to create a network of spaces.



Exh 4-10

OPEN SPACE

CHARACTER

SUMMARY

One Metro West will contain a 1.5-acre open space area that will be located in the extreme westerly portion of the Project site. The open space component of the Project will be privately owned and maintained. The 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.

NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.



Exh 4-11

TREE PALETTE

SUMMARY

The tree species at One Metro West will reinforce the character of the community. All trees must conform to the below criteria:

- Plant only species well-suited for growing in Zone 22 of the Generalized Plant Climate Map of California, and to the micro-climate in the specific location proposed.
- Plant trees in locations where they will be allowed to comfortably grow to their full mature size.

Tree Palette:

The tree palette may include any tree that fits the character of the site and complies with the above criteria. The tree palette may include but is not limited to:

- Chilopsis linearis
- Lyonothamnus floribundus ssp. Asplenifolius
- Platanus racemosa
- Populus fremontii
- Prunus ilicifolia
- Quercus agrifolia
- Quercus engelmannii
- Salix gooddingii
- Sambucus mexicana
- Umbellularia californica
- Jacaranda

Section 4

Public Art

The site will incorporate public art in the private and public areas to enhance the community image. Public art contributes significantly to the identity of a place or community. In addition, public art can stimulate creativity and imagination, and add a unique human quality to the outdoor environment.

Prior to submittals for building construction permits, the applicant shall submit a Public Art Plan for review and approval of the City's Cultural Arts Committee. The Public Art Plan shall include reference to long-term and short-term installations and address the following:

- Description of the art work, including artist concept and drawings if available;
- Location of the art work (long term and short term);
- Schedule for selection,
- Installation of the art work(s);
- Plans for maintenance of the art work(s);
- Security plan and replacement plans should any art be stolen or vandalized; and,
- Public access to the art work(s) during daylight hours.

The parking structure wall adjacent to the I-405 Freeway shall contain art work or other architectural treatment, as approved by the City of Costa Mesa Cultural Arts Committee and shall comply with any applicable CEQA mitigation measures and CalTrans requirements as noted in their regulations. The owner/developer is required to comply with the following:

- Prior to issuance of the first building permit for the proposed project, the owner/developer would be required to submit a Public Art Plan for the site including the parking elevation (facade) along the I-405 Freeway for review by the Planning Division and approval by the City's Cultural Arts Committee. All architectural treatments including public art installations must comply with the regulations in the One Metro West Specific Plan. As such, architectural treatments would exclude the use of moving, flashing, or otherwise visually distracting elements or materials that are highly reflective or generate noise.

Any art work or artistic treatments adjacent to Sunflower Avenue may be illuminated to be clearly visible from Sunflower Avenue during evening hours subject to an approved lighting plan and as determined reasonable by the City of Costa Mesa.

The property owner, developer, or its agent shall be responsible for the installation, future preservation, maintenance, and replacement of the art works for the life of One Metro West. In the event repair of an art work is required, the responsible artist(s) shall be notified and given the opportunity to do the repair for a reasonable fee. In lieu of the

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original artist being unavailable, another professional artist shall repair the art work.

The public art shall be commissioned to, and produced by, local artists; that is, artists living and working in Orange County or commissioned to, and produced by, local artists in conjunction with an artist(s) known nationally or internationally.

Sustainability

One Metro West shall include innovative technology and building design strategies to increase renewable energy production, water conservation, reduce energy use, and reduce waste. The project shall provide other options for transportation to also reduce automobile use. The internal connectivity made possible by clustering residential, commercial, office and recreational uses will contribute to lowering vehicle miles traveled.

The design shall incorporate sustainable design practices such as:

- Encourage energy conservation by installing solar panel connections on rooftops of the residential and office buildings;
- Promote use of recycled and reclaimed materials by using such materials for surface parking areas, sidewalks, unit paving, curbs and water retention tanks;
- Promote waste reduction by providing recycling receptacles;
- Promote retention of stormwater through capture and harvesting for re-use in landscaped areas in a low-flow irrigation system;
- Incorporate sustainable features such as permeable, low-glare paving, drought tolerant landscaping, rain gardens, and fountains using reclaimed water in the public open space area;
- Incorporate permeable paving, low-glare and low-heat intensive surfaces, and should incorporate solar panels for renewable energy production and as shade canopies in surface parking areas;
- Whenever possible, complying with the California Energy Commission's voluntary Tier II Energy Efficiency Standards in effect at the time community building construction begins;
- Designing shading devices, window orientation, window opening sizes and glazing selections to promote daylighting of interior spaces, minimize the need for artificial lighting, and control glare;
- Install sensor-operated faucets in public restrooms in the creative office building;
- Use dual flush or other toilets using less than 1.6 gallons per flush or latest requirements in the creative office building;
- Consider use of waterless urinals in non-residential buildings;
- Insulate domestic hot water pipes where feasible;
- Using dual pane and tinted windows;

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- Design and install heating, ventilation, and air conditioning (HVAC) systems according to standards provided by the Air Conditioning Contractors of America handbooks or other comparable high-performance HVAC standards;
- Install sealed-combustion/sealed-duct furnaces and water heaters for increased efficiency and indoor air quality;
- Install only Energy Star-qualified ceiling fans to circulate air and reduce demand on heating and cooling systems; and,
- Promote smart climate controls for residential, commercial and office buildings to efficiently regulate temperature controls.

The design shall incorporate the latest required California Energy Code and Green Building Code provisions, such as:

- Energy efficiency of at least 20%;
- One-inch insulation for R-410a refrigerant heat pump systems;
- Two-inch MERV 13 filters in the multi-family residential buildings;
- Demand control thermostats for corridors, leasing offices, conference rooms and multi-purpose rooms in multi-family residential buildings and require acceptance testing;
- The buildings shall comply with the latest ventilation requirements for multi-family residential buildings, under ASHRAE 62.2-2016, such as:
 - No natural ventilation;
 - Balanced systems or continuous ventilation plus blower door testing;
 - Ventilation fans not exceeding 10% of ASHRAE 62.2 minimum requirements; and,
 - Range hoods HERS tested and must provide a minimum of 100 CFM and maximum of 3.0 sones.
- Compliance with the latest CO₂sensors in multi-family residential buildings/high density spaces.
- compliance with the latest lighting allowances in multi-family residential buildings – Dimmers, photocells and occupancy sensors are required; and,

Exh 4-12

POTENTIAL LOCATIONS FOR PUBLIC ART

SUMMARY

The purpose of this graphic is show the potential locations for public art installations within the One Metro West Project.

Prior to issuance of the first Building Permit for One Metro West, the owner/developer shall submit the following for the approval of the Economic and Development Services Director or designee:

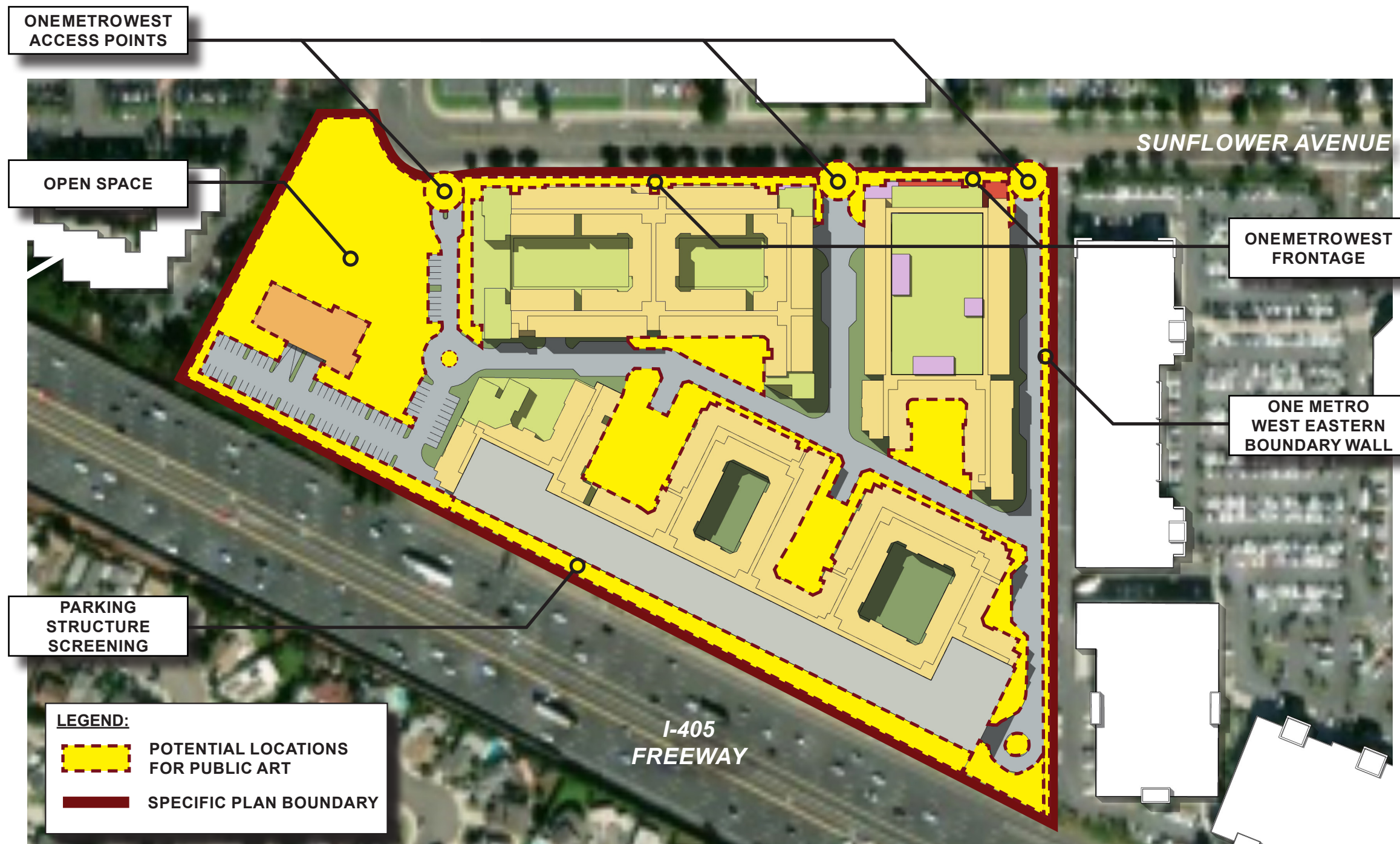
- A Street Furniture Plan
- An Exterior Lighting Plan
- A Wayfinding and Signage Plan

The owner/developer shall also submit a Design Plan for the Building "A" parking structure elevation along the I-405 Freeway for approval of the City's Cultural Arts Committee.

NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

Architectural projections and art installations are allowed into the setback area only along the property line parallel to the I-405 Freeway for special parking garage architectural fenestration.



SUMMARY

The purpose of this graphic is show the potential locations for wayfinding and placemaking in One Metro West.

Primary and Secondary Entry signage lets residents and visitors know the entry and exit points for One Metro West.

Directional signage guides people to the key destinations of One Metro West. Directional signage are also located at the entry points of the bike and pedestrian trail entering the project site from the Santa Ana River Trail and Sunflower Avenue.

Identification signage identifies the key destinations of One Metro West. These include identifying the Public Open Space, the Creative Office building, the commercial retail, and each of the residential buildings.

Open Space signage provides information about the One Metro West Open Space.

Monument signage are located along the bike path and show information on notable destinations in the area.

Prior to issuance of the first Building Permit for One Metro West, the owner/developer shall submit the following for the approval of the Economic and Development Services Director or designee:

- A Street Furniture Plan
- An Exterior Lighting Plan
- A Wayfinding and Signage Plan
- A Design Plan for the Building “A” parking structure elevation along the I-405 Freeway

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.



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Adjacency to the I-405 Freeway

The parking garage located along the I-405 Freeway is highly visible and a critical view of the site. Wall art shall be incorporated along this building elevation. The wall art may include illumination that is static, up-right, or back-lit. The lighting may be programmed to change at different time variables. Any wall art at this location including any illumination will be subject to review and approval by the City of Costa Mesa Cultural Arts Committee. Any illumination should not adversely impact off-site residential communities south of the I-405 Freeway and shall include dimming provisions to minimal levels after 10:00 PM.

Examples of artistic treatments that may be proposed for the length of the structure adjacent to, and facing, the I-405 Freeway include the following:

- A fin system across the building façade that allows landscaping on the structure wall to emerge; an integrated LED lighting system; and no light along the lower parts of the building façade to give the building the appearance of “floating” along the I-405 Freeway.
- An open weave pattern made from recycled rubber that covers the building façade; a sub-structure composed of expressed concrete; photovoltaics integrated to generate energy for the lighting scheme; exposure of the lower building façade to give the building the appearance of “floating” along I-405 Freeway, and a project carbon emissions map integrated across the open weave pattern.
- A photovoltaic, energy-efficient façade composed of multi-colored PV panels that would create a tapestry of color and translucency to the interior; illuminated photovoltaic panels integrated with lighting strips that celebrate the structure façade; integrated photovoltaics to generate energy for the lighting scheme; and exposed, elongated concrete structures at varying angles along the building façade and an exposed lower level, to allow the building façade to seem to “float” along I-405 Freeway.

Sustainability

One Metro West will include the following into Project design to contribute to Project sustainability. The following will supplement required California Green Building Standards Code (CALGreen, CCR Title 24, Part 11) requirements:

- Potential accommodation for installation of solar panels on appropriate roofs
- Interior courtyards and open space corridors to help direct air flow
- Use locally produced and recycled building construction materials whenever possible
- Bicycle racks and lockers, bicycle storage, bicycle repair facilities, and space for community-wide bike-sharing programs and events

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- Installation of electric vehicle charging stations at non-residential buildings; installation of electric vehicle chargers in residential buildings; and, provision of preferential parking for low-emitting, fuel-efficient and carpool/van vehicles
- Provision of energy efficient major appliances that are a minimum Energy Star certified
- Implementation of a water conservation strategy that demonstrates a minimum 20 percent reduction in indoor water usage when compared to baseline water allowance
- Implementation of a landscaping palette that emphasizes drought-tolerant species, consistent with provisions of the California State Model Water Efficient Landscape Ordinance and City of Costa Mesa requirements
- Use of water-efficient irrigation techniques consistent with City of Costa Mesa requirements and with Water Efficient guidelines
- Installation of United States Environmental Protection Agency Certified WaterSense or equivalent faucets, toilets and other plumbing fixtures
- A potential provision for zip cars or bike-sharing opportunities

Similar to all other building and site-mounted mechanical equipment, mechanical equipment in support of sustainability such as photovoltaic or solar electric panels should be architecturally integrated into the roof and/or screened from public view to the degree possible.

COMMUNITY POLICING THROUGH ENVIRONMENTAL DESIGN

One Metro West implements “Crime Prevention Through Environmental Design” (CPTED) techniques in its Project design, as reflected in the accompanying Master Plan design. CPTED encompasses an approach to crime reduction through site, structural and environmental designs and management. One Metro West is designed so physical features (buildings; corner treatments; landscaping; etc.) maximize natural visibility. Natural access control in One Metro West involves using design features to restrict access to residential, commercial, office or open space targets and to guide residents and visitors through the community. In addition, the site design as a mixed-use community maintains distinction between private space and public space. Project lighting is used for safety and as a deterrent to crime in addition to positively enhancing the project environment for residents, employees and visitors.

The CPTED measures/practices for the project will be selected from the following.

For residential buildings:

- Project landscaping and site lighting that avoids creating blind spots or hiding places

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- Full view of the open spaces from much of the residential and the entirety of the creative office components
- Paving treatments are used to guide visitors to desired entrances and pedestrian pathways through the project
- Unobstructed walkways clear from outdoor furniture, ground-level lighting and landscaping
- Location of the multi-family buildings, with units positioned around large courtyards encouraging public views throughout the
- Extensive means of property maintenance and surveillance

For commercial area:

- Direct access to commercial business visible to Sunflower Avenue
- Parking areas and pedestrian walkways will be illuminated adequately and will be illuminated during nighttime hours
- Private recreation areas will be visible from many residential units
- Shrubbery height will be maintained at three feet
- Private balcony/patio enclosures may not use opaque materials
- Use signs to direct patrons of commercial retail/dining businesses to entrances and parking
- Provide rear public access to tenant spaces where possible
- Install rear windows in tenant spaces to increase visibility
- Prohibit window signs from covering more than 15 percent of any window area
- Maintain clear visibility from tenant spaces to Sunflower Avenue and its adjacent sidewalk
- Place all entrances to commercial businesses/dining establishments under visual surveillance

For creative office building:

- Position office building restroom doors to be observable from nearby interior offices
- Use effective lighting at all exterior doors, common areas and hallways
- Place trash dumpsters in secured corrals
- Design windows and exterior doors so they are visible from neighboring buildings and areas
- Design interior windows and doors to provide visibility into building hallways
- Clearly define public entrances with architectural elements, lighting, landscaping, paving or signs
- All public access points shall be watched by security guards or receptionists
- Differentiate exterior private areas from nearby public areas by paving treatment and signage

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For parking garages:

- Use stretched cable railings for maximum interior visibility rather than opaque barrier walls to the maximum extent possible
- Fully illuminate all parking areas and driving lanes, using lamp types approved by the City
- Position all pedestrian entrances next to vehicle entrances
- Construct stairwells to be visible, without solid walls
- Place elevators close to main entrances, with the entire parking garage level interior in view when elevator doors are open
- Do not install permanent stop buttons in elevators
- Limit access to no more than two designated and monitored entrances
- All surfaces shall be light-colored
- Differentiate and label creative office, and private residential parking spaces
- Provide emergency telephones on each level of parking garages with lights that flash upon activation

For the public open space:

- Locate facilities used at night near streets to be easily observable by law enforcement patrols
- Position bicycle and pedestrian trail along Sunflower Avenue to make users more observable by others
- Provide appropriate lighting
- Clearly mark any area to be used only during the day with entrance signs or gates to control accessibility
- Post public open space rules at the entry to the public open space
- Post signs marking the trail connection
- Use durable, vandal-resistant trash receptacles
- All benches must have seat dividers
- Provide emergency telephone call boxes in locations approved by the City

For lighting and landscaping:

- Design lighting systems for security of residences and businesses along walkways
- Provide lighting systems that enhance the ability to observe surroundings
- Provide lighting systems that minimize glare, shadow, light pollution and light trespass
- Landscape planting is such that sight lines remain open and clear and places of concealment are not fostered
- Use of vines or planted wall coverings to deter graffiti
- Use lighting in landscaping for aesthetics and security

SECTION 5: **INFRASTRUCTURE PLAN**

5.1 INTRODUCTION

Development of the site pursuant to this Specific Plan involves transforming an industrial site to a mixed-use community with residential, commercial and office densities that may require significant improvements to the existing utility systems on the property. The planned improvements will ensure adequate capacity is provided for future residents, employees, visitors, and business owners and tenants of the site.

The site is currently developed with an industrial building and is served by water, sewer, storm drain, electricity and natural gas service. This section of the Specific Plan identifies infrastructure and utility improvements to the existing systems that would be necessary to serve the One Metro **West** site based on maximum development potential envisioned under this Specific Plan. The Infrastructure Plan described in this section presents infrastructure systems that are conceptual in nature and may be refined as more detailed construction plans are developed. . No public utility improvements beyond the One Metro West property would be necessary to accommodate buildout, other than lateral connections between existing onsite systems to existing regional utility systems located in Sunflower Avenue. Planned improvements within the Sunflower Avenue right of way are described in this section.

5.2 PUBLIC/PRIVATE TRANSPORTATION FACILITIES

Existing Facilities

Sunflower Avenue adjacent to the site and east to Hyland Avenue is not designated as an arterial highway on the Costa Mesa Master Plan of Streets and Highways. Sunflower Avenue has an existing 80-foot right-of-way from Cadillac Avenue to Hyland Avenue. Sunflower Avenue has a four-lane with center turn lane configuration.

The Costa Mesa General Plan Circulation Element and Active Transportation Plan currently depicts a planned Class II Bike Facility extending along Sunflower Avenue adjacent to the site and an existing Class I Bike Facility extending north of the site from the Sunflower Avenue/Cadillac Avenue intersection to a connection with the Santa Ana River Trail. The connection trail is currently on the property adjacent to the One Metro West site (Cambridge Park) which is a multi-unit condominium office complex within an easement held by the City of Costa Mesa.

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Sunflower Avenue east of Hyland Avenue and Hyland Avenue north of Sunflower Avenue are within the county's "Intercounty Express" Bus Routes; Hyland Avenue south of Sunflower Avenue is also an "Intracounty Express" Bus Route. These Routes are approximately .30 mile east of the One Metro **West** community. Refer to Exhibit 5-2 "Transit Routes".

Planned Facilities

Buildout of the One Metro West Specific Plan includes upgrades to Sunflower Avenue adjacent to the site frontage, including undergrounding the existing twin circuit Southern California Edison 66kV electric pole lines along the frontage of the site (although undergrounding may extend as far as Hyland Avenue, subject to coordination with the adjacent property owner).. The undergrounding of the 66kV line will be coordinated closely with Southern California Edison's Right of Way and Environmental Departments to ensure compliance with California Public Utilities Commission procedures for such relocations and/or underground conversions.

In addition, the Specific Plan includes planned improvements to Sunflower Avenue from Cadillac Avenue to Hyland Avenue:

- Narrow Sunflower Avenue from a four-lane roadway with a center turn lane to a two-lane roadway with a center striped left turn lane;
- Add a six-foot sidewalk, eight-foot parkway/bioswale, seven-foot bike lane which is an upgrade from the standards of a Class II bicycle trail as designated in the City General Plan, seven-foot landscaped median, and seven-foot parallel parking lane on the southern side of Sunflower Avenue adjacent to the site;
- Add a six-foot bike lane and two-foot striped buffer median on the northern side of Sunflower Avenue; and
- Underground existing SCE poles and utility lines (only along the project frontage; although it may extend as far as Hyland Avenue, subject to coordination with the adjacent property owner).

The planned Sunflower Avenue Section is included in Exhibit 5-1 "Proposed Sunflower Avenue Section"; the final details may be refined at the time of construction plan development subject to approval of the Public Services Director.

The proposed improvements would also connect the new complete street section along the southern side of Sunflower Avenue with a new landscaped bicycle trail proposed along the westerly side of the open space area. This off-site improvement would include trail construction and landscaping and would occur along the westerly portion of the project site southward to the utility easement before the Santa Ana River channel. The proposed trail, landscape, and open space improvements shall be maintained by One Metro West. Improvements to Sunflower Avenue shall extend from the project site frontage to the Sunflower Avenue/Hyland Avenue intersection.

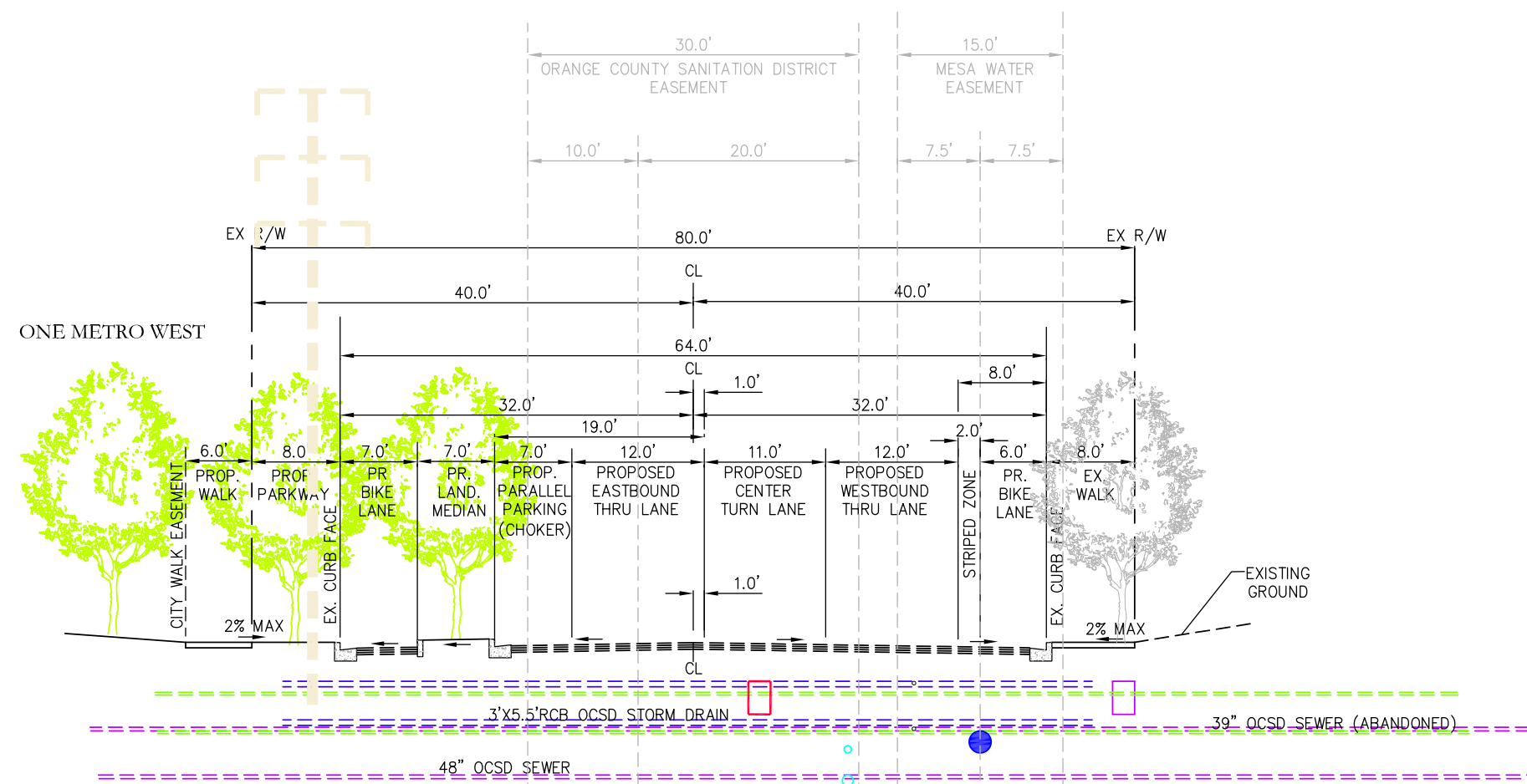
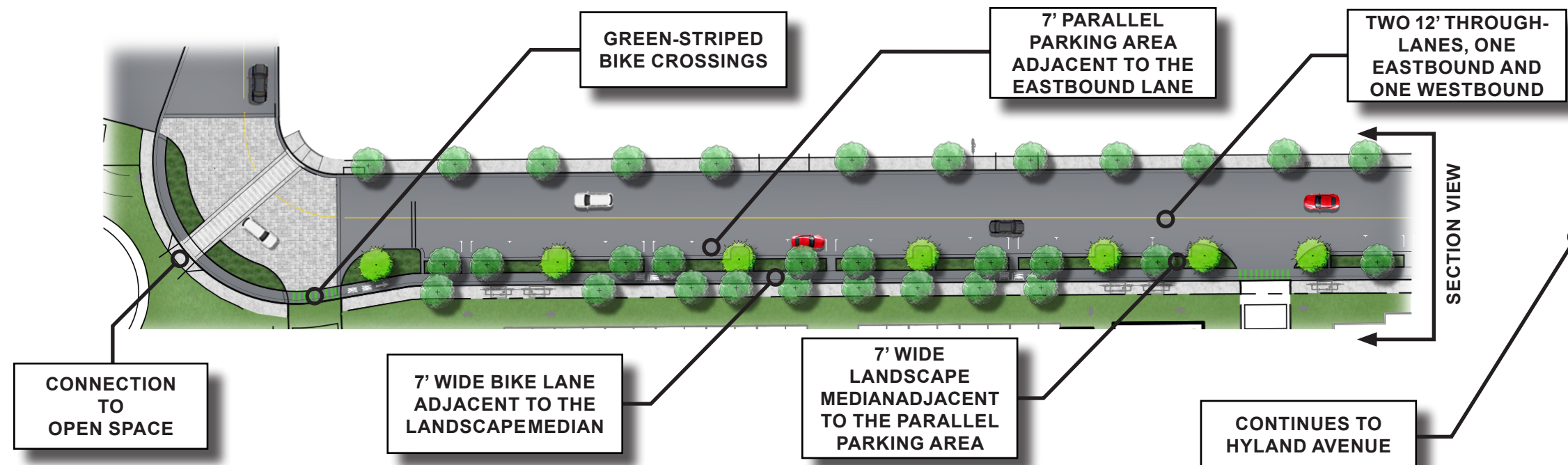
Exh 5-1

PROPOSED

SUNFLOWER AVENUE SECTION

SUMMARY

One Metro West proposes improving Sunflower Avenue to include separated bike lanes on both sides of the street, parallel parking on the south side of Sunflower Avenue (further separating the bike lane from road traffic), additional landscaping on Project site frontage, and green-striped bike crossings.



NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

Exh 5-1: PROPOSED SUNFLOWER AVENUE SECTION

NTS



March
2020

ONE METRO WEST
Specific Plan | Costa Mesa, CA



Source: City of Costa Mesa, 2016.

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5.3 WATER INFRASTRUCTURE***Domestic Water***

Senate Bill 221 prohibits approval of subdivisions consisting of more than 500 dwelling units unless there is verification of sufficient water supplies for a project from applicable water suppliers. This law defines criteria for determining “sufficient water supply” such as using normal, single-dry, and multiple-dry year hydrology and identifying the amount of water the supplier can reasonably rely on to meet existing and future planned uses. In addition, the City of Costa Mesa adopted a water efficient landscape ordinance and guidelines in January 2010, to provide procedural and design guidance for project applicants proposing landscape installation. These requirements are included in Title 13, Chapter VII, Landscaping Standards of the Costa Mesa Municipal Code.

The One Metro West site is served by an existing Mesa Consolidated Water District domestic water line in Sunflower Avenue. There is an existing 24-inch Cement Mortar Lined and Coated (CML&C) Domestic Water line in Sunflower Avenue located six (6) feet south of its northerly curb. In addition, there is an existing 18-inch ACP Domestic Water line in Cadillac Avenue located 6 feet west of its easterly curblineline. These two lines provide domestic water service and fire protection service to the site and will continue to serve the community. Per the Project Water Supply Assessment (WSA).

No new transmission mains are needed to serve the site. Domestic water service and fire protection service will be provided from connections to the existing 24-inch water line in Sunflower Avenue as well as via an anticipated on-site water loop system within the community site. This provision will ensure proper water service and fire flow protection for the site under at its maximum development potential under this Specific Plan. .

Public water systems within the site would be located within an easement dedicated to the Mesa Water District and would be subject to the District’s guidelines and restrictions. Private water systems will be owned and maintained by the property owner and/or a future maintenance association. The point of connection between public and private systems will be delineated and separated by way of double detector check valves and/or back flow preventers that would be part of the public water system. Final water hydraulics and fire flows will be confirmed during the preparation of water improvement plans and building plumbing plans for construction. Various options are being considered with the Mesa Water District that pertains to points of connection to the existing 24-inch line and placement of public water meters for the Project. In addition, there is a possibility of a looped point of connection with the existing South Coast Collection water line near the northeast corner of the community site.

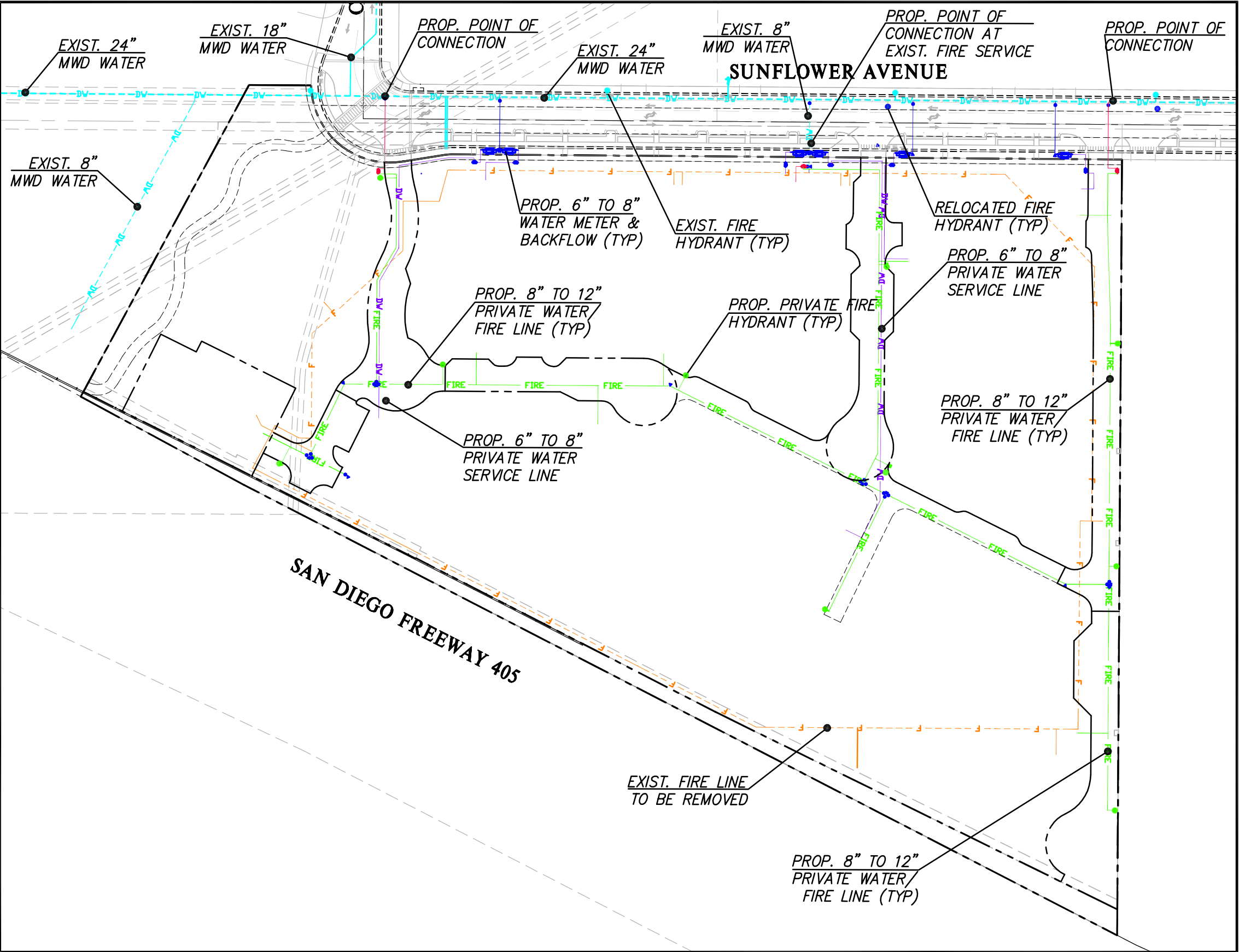
The following Exhibit 5-3 “Infrastructure Improvements – Domestic Water” illustrates the existing and planned domestic water systems for One Metro West.

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Connections to the City of Costa Mesa's water and sewer system are generally regulated by Section 13-71 (Utility Requirements) of the Costa Mesa Municipal Code. Section 19-326 (Fees and Taxes) establishes the right of the City of Costa Mesa to require users of revenue-producing services to pay a utility users' tax ("utility tax") to the City. Section 13-180 (Application Requirements) establishes limits and prohibitions on discharges to the City sewer system and establishes a permitting process for connection to the sewer system. Section 15-67 (Required Construction) establishes in-lieu fees to support the operation, maintenance, expansion, and upgrade of the City's wastewater collection and treatment system. Section 8-35 (Permits) regulates permitted and illicit connections to the City's storm drain system as part of the implementation of the City's National Pollution Discharge Elimination System.

Reclaimed Water

The Mesa Water District has an existing backbone reclaimed water network with the City of Costa Mesa. Orange County Water has an existing reclaimed water line at the intersection of Sunflower Avenue and Harbor Boulevard that includes a 24-inch line in Harbor Boulevard. However, there is no plan to extend this system on Sunflower to the site. Although not immediately adjacent to the One Metro West site, this line offers an opportunity to access reclaimed water in the future.



Exh 5-3
INFRASTRUCTURE IMPROVEMENTS -
DOMESTIC WATER

SUMMARY

This exhibit illustrates the existing and proposed domestic water systems for One Metro West.

LEGEND

- EXISTING DOMESTIC WATER (PUBLIC)
- EXISTING DOMESTIC FIRE LINE (TO BE REMOVED)
- PROPOSED DOMESTIC WATER (PUBLIC)
- PROPOSED DOMESTIC WATER (PRIVATE)
- PROPOSED FIRE LINE (PUBLIC)
- PROPOSED FIRE LINE (PRIVATE)
- PROPOSED WATER METER / VAULT AND BACKFLOW DEVICE (PUBLIC)
- PROPOSED FIRE DOUBLE DETECTOR CHECK ASSEMBLY (PUBLIC)
- EXISTING HYDRANT
- RELOCATED FIRE HYDRANT (PUBLIC)
- PROPOSED FIRE HYDRANT (PRIVATE)

NOTE:
Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

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5.4 WASTE DISPOSAL SYSTEM***Sanitary Sewer***

The One Metro West site is served by an existing Costa Mesa Sanitary District sewer system in Sunflower Avenue, where there are existing 8-inch and 12-inch VCP Sanitary Sewer lines located 18 feet south of its northerly curb. The existing industrial development on the site is served by two 6-inch sewer laterals from the existing sewer system in Sunflower Avenue. The existing 8-inch and 12-inch lines in Sunflower Avenue collect and convey sewer flows to the existing 84-inch Orange County Sanitation District mainline sewer that runs from east to west in Sunflower and that is located 27 feet north of its southerly curb. These connections to the Orange County Sanitation District line are made in two locations via connections to an existing diversion structure and a standard manhole. This Orange County Sanitation District line extends west through the northwest corner of the community site within an easement. The existing manhole connection on the Orange County Sanitation District mainline also provides a 12-inch stub to the south that may be used by the One Metro West site for service connection if needed. Otherwise, connections will continue to be made to the Mesa Water District water provision lines. In addition, there is an existing 48-inch Orange County Sanitation District sanitary sewer line that flows diagonally through the community from the Sunflower Avenue/Cadillac Avenue intersection to approximately the midpoint of the community site's westerly property line. This line and an originally 39-inch Orange County Sanitation District sewer line are within an existing easement that crosses the One Metro West site. These existing easements will remain as constraints to development within the Specific Plan area.

Planned improvements to the on-site sanitary sewer system are comprised of public and private sewer components. Any proposed public sewer systems within the property would be located within an easement dedicated to the Mesa Water District. Any proposed private sewer systems within the site would be owned and maintained by the property owner and/or future maintenance association. Preliminary direction from the Costa Mesa Sanitary District Engineer recommends the site's sewer system connect to the existing 12-inch sewer stub on the south side of the Orange County Sanitation District manhole in Sunflower Avenue. This would be a public connection that extends the sewer to the approximate middle of the One Metro West property. The remainder of the new sewer system would be private from this point of connection outside the public right-of-way. The elevation of this existing point of connection is at a depth that would allow for gravity flow connection from the entire One Metro West site. Separate connections to the existing Costa Mesa Sanitary District 8-inch and 12-inch lines are possible but are extremely difficult based on other utility crossings and constraints. In addition, the existing invert elevations for the 8-inch and 12-inch lines would not be able to serve the entire One Metro West site by gravity flow. Rather, the community owner-builder may elect to continue to utilize the two existing 6-inch laterals that serve the One Metro West site as elevation allows. Final sewer connection locations, hydraulics

Section 5

and capacities will be confirmed during the preparation of construction plans including preparation of sewer improvement plans. Wastewater collected by the Mesa Consolidated Water District is processed at the County Sanitation District of Orange County treatment plants in the cities of Fountain Valley and Huntington Beach.

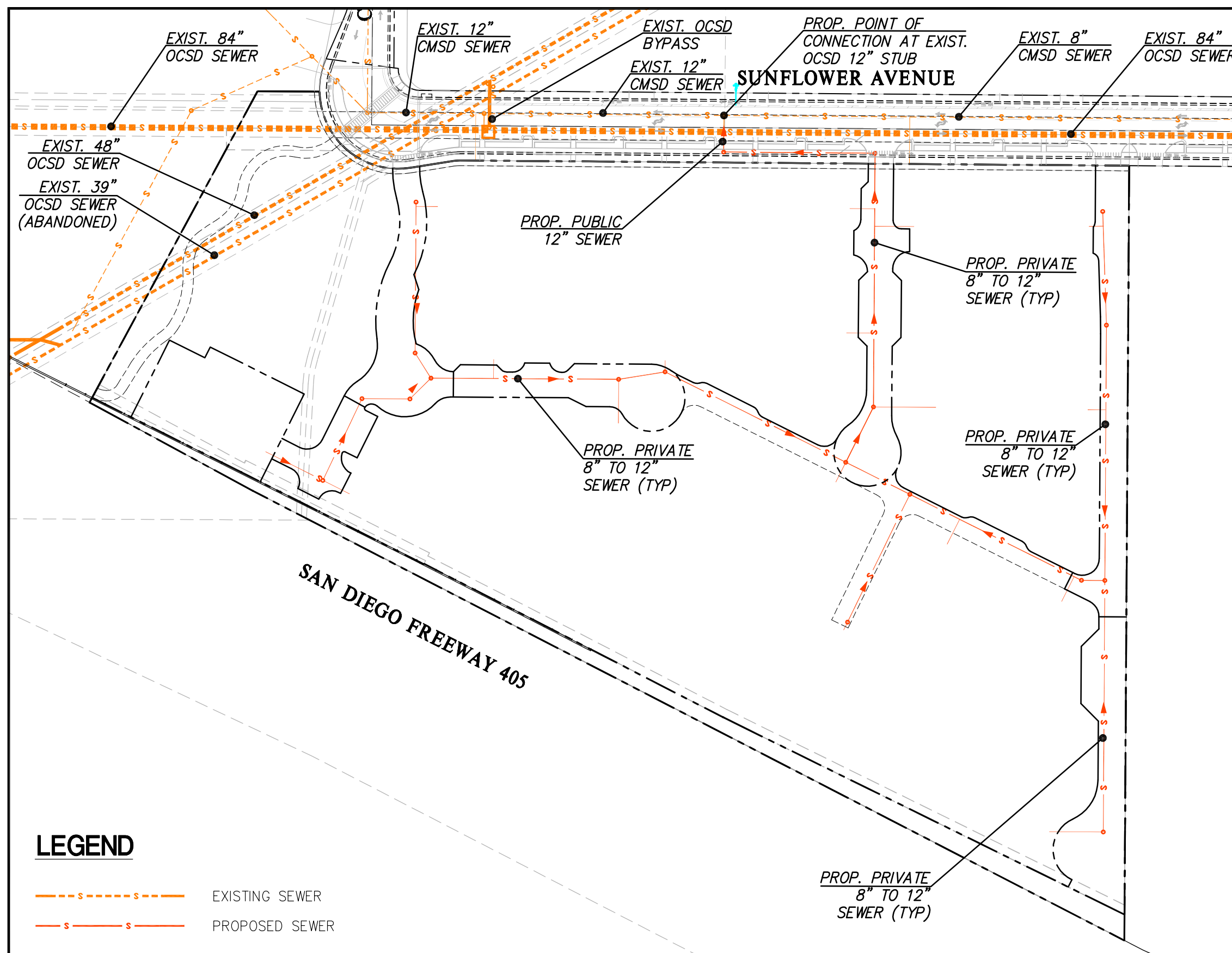
The following Exhibit 5-4 “Infrastructure Improvements – Sanitary Sewer” illustrates the existing and planned sanitary systems for the One Metro West Specific Plan.

Exh 5-4

INFRASTRUCTURE IMPROVEMENTS - SANITARY SEWER

SUMMARY

This exhibit illustrates the existing and proposed sanitary systems for One Metro West.



NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

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Storm Drain

Storm water currently flows along the asphalt pavement surfaces of Sunflower Avenue and Cadillac Avenue to the existing curbs and gutters that convey storm flows to a low point in the street at the Sunflower Avenue/Cadillac Avenue intersection. Street flows are collected within existing 10-foot catch basins located on both sides of the public streets. These catch basins in turn are connected to the existing public storm drain system within the public streets rights-of-way and within a 12-foot wide easement that extends nearly directly north/south through the project site.

There is an existing 3'x5.5' box culvert within the Sunflower Avenue/Cadillac Avenue intersection that joins a 66-inch CIPP storm drain line extending north/south through the site within the easement. The 66-inch storm drain continues flowing south and crosses beneath the I-405 Freeway with ultimate outlet to the Santa Ana River. The existing 66-inch line within the site provides four existing connections that serve the site. There are existing 10-inch ACP, 12-inch ACP, 15-inch ACP and 18-inch ACP storm drain lateral connections that provide direct existing connections to the existing 66-inch line. The existing industrial development on the site also is served by an existing 18-inch to 24-inch RCP storm drain line along the easterly boundary of the site that collects surface water in existing catch basins and then conveys the storm water via the pipes to an existing storm drain system within the Caltrans right-of-way south of the site. In addition, the southerly boundary of the site sheet flows to a Caltrans storm drain system that consists of graded swales, concrete swales and drainage inlets along the southerly property line. There is an existing 24-inch open RCP line that collects storm water within the graded swale in the approximate center of the site. Furthermore, there is a 36-inch RCP line that collects flows from a concrete swale on the westerly side of the southerly property boundary.

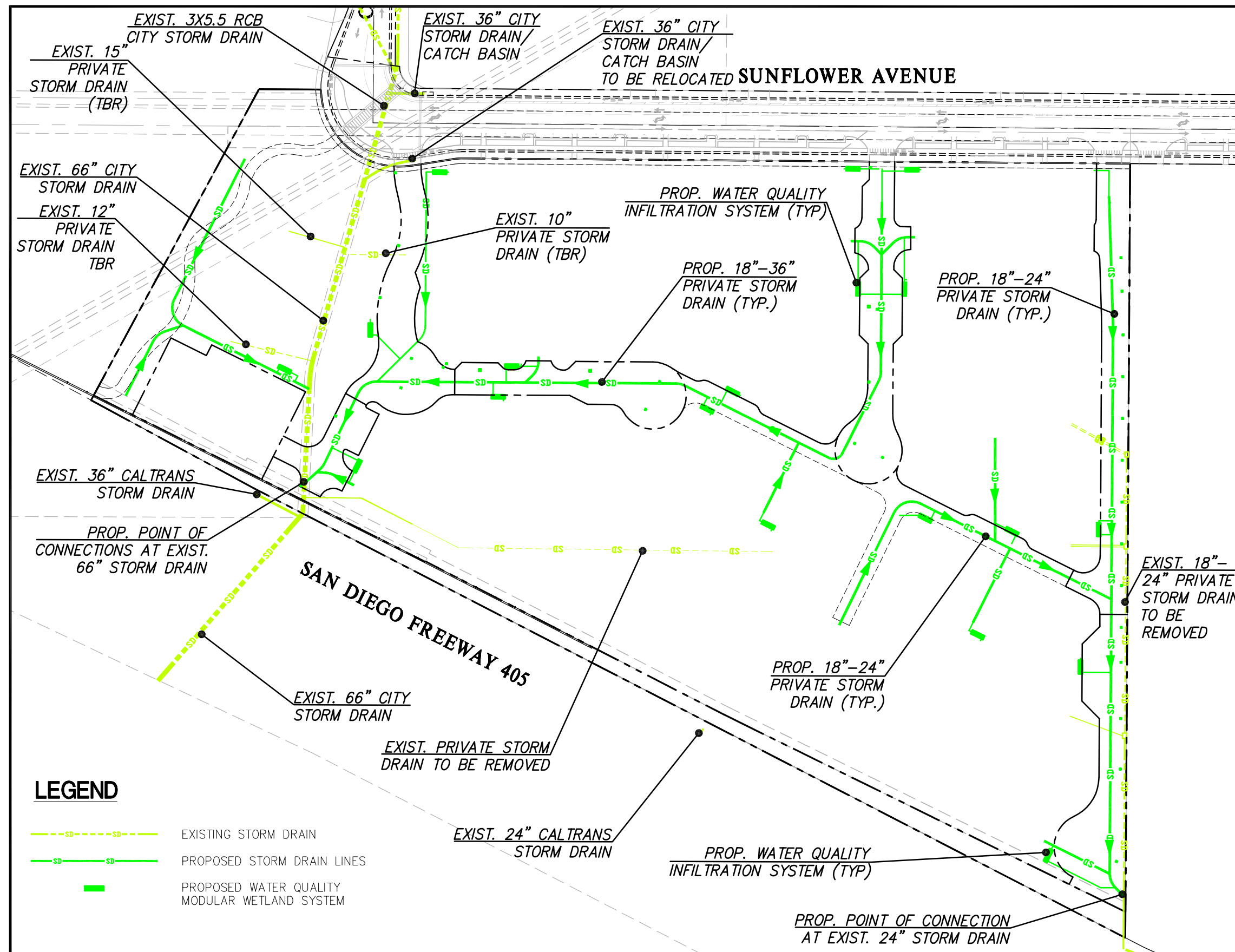
Caltrans will be widening the I-405 Freeway adjacent to the Specific Plan area. All existing surface flow drainage from the site to the Caltrans system must be maintained with the new improvements. Therefore, it is reasonable to assume that the existing storm drain connections along the southern boundary of the One Metro **West** site to the Caltrans right-of-way will be maintained. The One Metro **West** community will continue to respect the existing site hydrology and infrastructure hydraulics and will continue to connect to the existing 66-inch line within the One Metro **West** site and to the 18-inch to 24-inch line along the eastern boundary of the One Metro **West** site. In that the existing 24-inch to 36-inch lines along the community's southern boundary ultimately connect to the 66-inch line, it is anticipated that proposed on-site storm drain lines would only connect to the 66-inch line. The 66-inch line is owned and maintained by the City of Costa Mesa within the existing easement dedicated to the City. Planned improvements include an on-site private storm drain system that will collect and convey stormwater from the One Metro West site to the existing public system via a private storm drain, area drains, detention and water quality treatment systems. Reference the following Exhibit 5-5 "Infrastructure Improvements – Storm Drain".

Exh 5-5

INFRASTRUCTURE IMPROVEMENTS - STORM DRAIN

SUMMARY

This exhibit illustrates the existing and proposed storm drain for One Metro West.



NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.

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Existing and Proposed Storm Drain Hydrology

Project implementation is not anticipated to alter existing site hydrology and infrastructure hydraulics. Similar to existing conditions, on-site proposed storm drains would connect to an existing 66-inch storm drain line flowing north/south through the project site and an existing 18- to 24-inch line along the eastern project boundary. The existing 66-inch storm drain, owned and maintained by the City of Costa Mesa, runs from Sunflower Avenue to the I-405 Freeway through the western portion of the site and would convey stormwater from the western portion of the site after treatment in proposed biotreatment units. The existing 18- to 24-inch storm drain would be used to convey stormwater flows from the eastern portion of the site after treatment in the biotreatment units. The project would require approval from Caltrans to maintain the existing storm drain connection along the eastern project boundary. The One Metro **West** site is not located in a special flood hazard zone. The One Metro **West** site is located in Flood Zone X per FEMA FIRM Map No. 06059C0258J (dated December 3, 2009).

The previous graphic (Infrastructure Improvements – Storm Drain) illustrates the existing storm drain system and the proposed 12" area storm drain system for One Metro **West**.

Existing and Proposed Storm Drain Water Quality

The site does not have any available stormwater quality features that would meet current water quality requirements of the County of Orange. Therefore, on-site private storm water quality control measures that meet requirements of the latest County of Orange Model Water Quality Management plan and Technical Guidance Document would be necessary concurrently with any planned development. Stormwater quality for site development will be addressed by incorporation of source control measures such as efficient landscaping, and by incorporation of structural control measures such as infiltration, harvest and reuse, and/or biotreatment. In addition, based on the North Orange County Hydromodification Susceptibility Map Figure XVI-3c found in the Orange County Technical Guidance Document, the site is not located in a potential area of erosion, habitat, and physical structure susceptibility and therefore hydromodification control measures would likely not apply.

Section 5

5.5 DRY UTILITIES

Southern California Edison provides electrical service to the site via above ground 66 kV utility poles extending along the south side of Sunflower Avenue adjacent to the site. Planned improvements include placing these utility lines underground along Sunflower Avenue.

SoCalGas provides natural gas service to the site. In addition, there are existing telephone and cable television utility connections to the site. The locations of the electric, gas, telephone and cable television systems are depicted on the following Exhibit 5-5 "Infrastructure Improvements Dry Utilities".

Exh 5-6

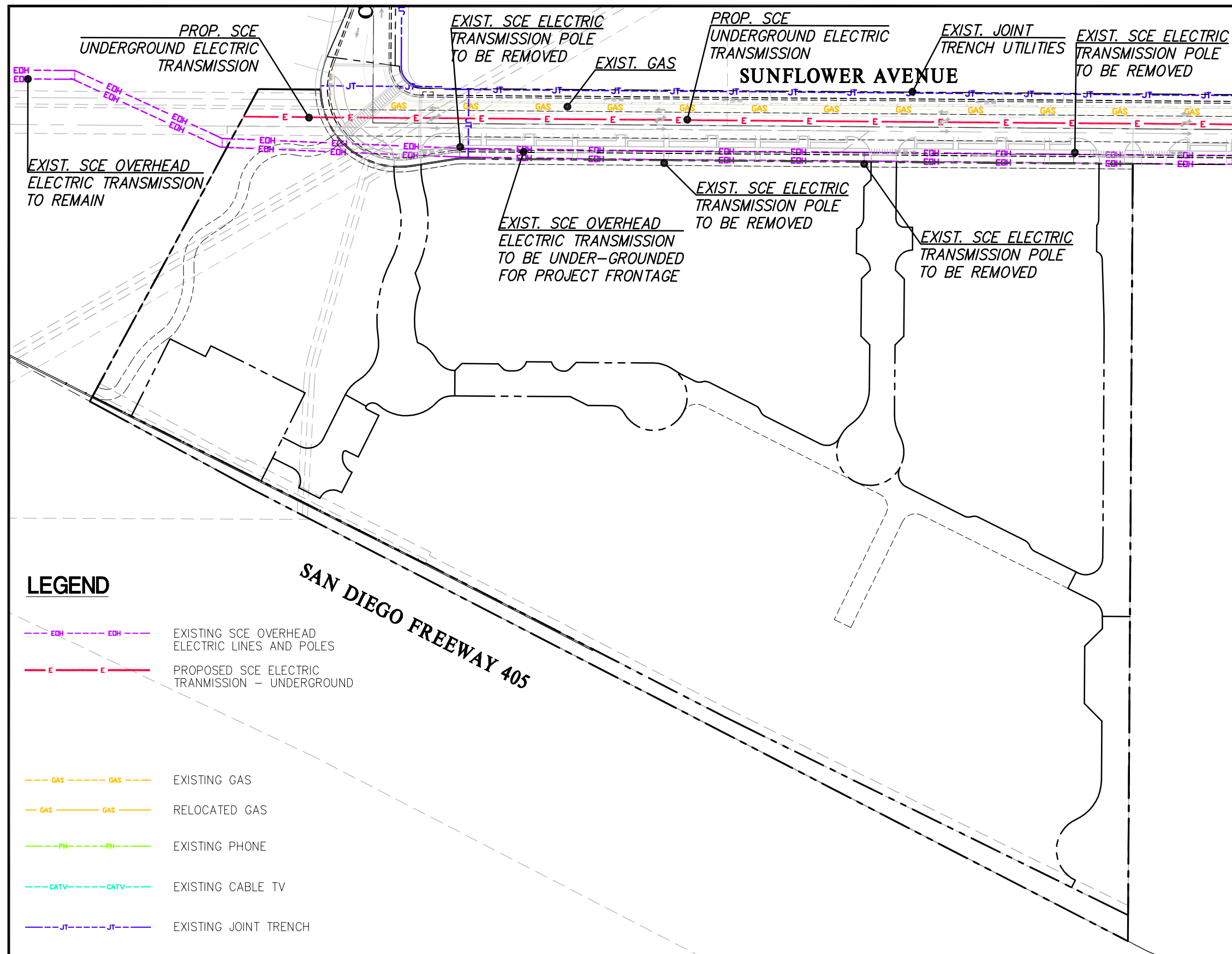
INFRASTRUCTURE IMPROVEMENTS - DRY UTILITIES

SUMMARY

This exhibit illustrates the existing and proposed dry utilities for One Metro West.

NOTE:

Project design is flexible and schematic at this point in the planning process. The final details are dependent upon final design of the project and will be defined in greater detail in the One Metro West Master Plan. There is also proposed off-site improvements on Sunflower Avenue and trail improvements on the Santa Ana River trail connection.



Exh 5-6: INFRASTRUCTURE IMPROVEMENTS - DRY UTILITIES

Section 5

5.6 OTHER ESSENTIAL FACILITIES

Solid Waste

The City of Costa Mesa Source Reduction and Recycling Element (SRRE) provides programs with which development projects are required to comply. Source reduction is any action that avoids creation of waste by reducing waste at its source, including reducing packaging, reducing use of non-recyclable materials, replacing disposable materials and products with reusable materials and products, reducing amount of yard wastes generated and increasing efficiency of use of paper, cardboard, glass, metal, plastic and other materials. This requires manufacturers and consumers to assume an active role in reducing the amount of waste produced through changes in production methods and consumption practices. Recycling is any action that avoids creation of waste through reuse or reprocessing of material and requires active participation by the community in various forms. The three areas recycling focuses on within Costa Mesa are: single-family residential; multi-family residential, commercial, industrial and institutional uses; and, buy-back and drop-off recycling programs.

Fire Protection and Emergency Services

The Costa Mesa Fire Department is responsible for the following essential services: fire prevention; enforcement of fire protection laws and ordinances; fire suppression; emergency medical services; hazardous materials response; and, weed abatement. In addition, the Fire Department practices fire prevention and emergency preparation through use of built-in fire protection such as early warning and detection systems, automatic fire sprinklers, fire resistive design of structures and materials, fire prevention inspections, and public education. As of 2015 the Costa Mesa Fire Department was staffed by 71 uniformed personnel assigned to six Costa Mesa Fire Department Stations. The Fire Department Stations closest to the One Metro **West** community site are at 3350 Sakioka Drive and 800 Baker Street.

Police Services

Costa Mesa Police Department would provide police services to the project. The Police Department operates from the Police main facility (99 Fair Drive) and two substations (South Coast Plaza Substation at 3333 Bristol Street and the West Side Substation at 567 W. 18th Street. The project site will be served by the Police Department's main facility, which is located approximately 3.6 miles southeast of the site. The Department's full-time staffing is comprised of 136 sworn police officer and 76 professional staff positions. Additionally, the Department is a part of the Orange County Mutual Aid Agreement for mutual aid assistance when needed and contracts air support services with the City of Huntington Beach.

Section 5

Schools

The One Metro **West** site is located within the Newport Mesa Unified School District 58.83-mile service area. The School District includes 22 elementary schools, two intermediate schools, two middle schools, two high schools, three alternative schools, an adult education program, and 13 preschools. Student enrollment in Costa Mesa schools in 2015 was 11,313 students.

Libraries

There are three public libraries within the City of Costa Mesa that housed more than 68,000 items in circulation as of 2015. The County of Orange operates the libraries.

SECTION 6:

ADMINISTRATION AND IMPLEMENTATION

The One Metro West Specific Plan has been prepared in accordance with the California Government Code Section 65450, et seq., the California Environmental Quality Act, the City of Costa Mesa General Plan, and the City of Costa Mesa Municipal Code. This Section describes the steps and actions to implement and administer the One Metro West Specific Plan.

6.1 DEVELOPMENT PROGRAM GOALS AND OBJECTIVES

The One Metro West Specific Plan Development Program is intended to accomplish the following.

- **Create a “Community” (People Place)** – The One Metro West Specific Plan accommodates 1,057 multi-family residential units, commercial retail/dining space, and a creative office building. In addition, One Metro West includes a 1.5-acre publicly-accessible urban open space component that will provide a variety of hardscape and softscape visually passive experiences for One Metro West residents and visitors as well as bicycle and pedestrian path improvements. One Metro West private recreational/community amenities may include bowling alleys, a community room, and a dog spa. The intent is to focus on resident needs and desires and thereby build a “pride of place” among residents, office employees and commercial business employees. The “urban open space” area will provide a range of passive recreational opportunities for residents and visitors who could access the site from nearby properties. Community architecture (structural, landscape, and street furniture) design will contribute to defining the One Metro West community.
- **Optimize the Mix of Uses** – The Specific Plan includes residential, office, retail, and recreational spaces within the 15.23-acre site. Commercial retail uses are intended to be focused primarily to serve the One Metro West community. The 25,000 square foot creative office building will provide employment opportunities for community residents and the multi-family residential units on the site will provide living opportunities for employees of both the onsite office and commercial components. Mixed use design incorporates residential opportunities, creative office space, resident-serving retail, and recreational facilities.
- **Create a New Vision for the Planning Area** – The One Metro West Specific Plan envisions repurposing an underutilized industrial property north of the I-405 Freeway into a vibrant mixed-use community that will assist in providing more balance to the jobs-housing ratio in Costa Mesa. One Metro West will offer

various sizes (studio, one-bedroom, two-bedroom and three-bedroom) residential units and will be in proximity to on-site employment in the creative office building. In addition, the commercial retail/dining uses will be focused primarily to One Metro West residents who also will have easy access to the adjacent shopping and dining establishments in the South Coast Collection. Development pursuant to this Specific Plan is intended to act as a catalyst to re-visioning and re-invigorating the northwest Costa Mesa area in addition to providing housing for businesses already in the vicinity.

- **Maintain a Balance between Jobs and Housing** – One Metro West Specific Plan provides for new housing opportunities and therefore improves the City jobs-housing balance. There currently is an imbalance in the jobs-to-housing ratio in Costa Mesa; there are 1.6 jobs per dwelling unit in the City. Given that there are an estimated 5,000 people currently working in the City of Costa Mesa north of the I-405 Freeway in the vicinity of One Metro West and an anticipated 11,500 new employment opportunities associated with future projects (The Press; Home Ranch; VANS Expansion), there will be a need for as many as 8,000 additional residential units north of the I-405 Freeway within the vicinity of the site where fewer than 1,000 exist. Businesses opening and operating on and in the vicinity of the project site want assurance of adequate housing for employees. The One Metro West Specific Plan provides the opportunity for construction of 1,057 residential units.
- **Incorporate Opportunities for Alternate Forms of Transportation** – The One Metro West Specific Plan incorporates an improved bicycle path connection to the existing local bicycle trail link to the regional Santa Ana River Trail. The improvements to the local trail will be implemented on property under the ownership of One Metro West and extend from the 1.5-acre urban open space component of the project. The urban open space will include a bicycle parking area and path linked to the widened local trail. Pedestrians also will be able to access the local trail.
- **Enhance Sustainability** – By providing housing on-site and close to employment centers in the community vicinity, development pursuant to the One Metro West Specific Plan will greatly reduce commuting distances and times as well as fuel consumption. Bicycle-friendly living, including bike lockers, bike storage, repair facilities, and community-wide bike programs and events will be hosted. In addition, building construction and operation to be implemented as part of community development will incorporate sustainable practices. One Metro West will include progressive energy technology and design, potentially including solar panels that will be constructed according to LEED-compatible standards.

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- **Provide for a Healthy Lifestyle for Project Residents** – Healthy lifestyle opportunities will be central to One Metro West. Recreation facilities will be provided within each residential building courtyard and potentially on selected rooftops. One Metro West will improve the existing bike trail with a meandering bicycle and pedestrian path that will connect to the Santa Ana River Trail system and will include a new public open space area. The 1.5-acre public open space area is designed and sized to host passive recreation uses.
- **Develop a Contemporary and Synergistic Community** – The One Metro West development plan incorporates contemporary design techniques and styles for its building architecture, landscape, pavement treatment, street furniture and lighting. In addition, the building wall facing the I-405 Freeway will have an artistic treatment. Public art will be part of the open space area and be on display at various locations within the One Metro West community.

6.2 ADMINISTRATION

Methods and Applicability

The One Metro West Specific Plan must be adopted by an ordinance of the City Council. All development within the One Metro West Specific Plan area will be subject to the implementation procedures established herein, unless otherwise noted. Any regulations or requirements not specifically covered herein shall be subject to regulations and requirements of the City of Costa Mesa Municipal Code.

All construction within One Metro West shall be in compliance with the California Building Code, California Fire Code, and all other applicable federal, State and local ordinances adopted by the City pertaining to construction and safety features. Unless otherwise specifically approved as part of the One Metro West Specific Plan, all off-site improvements under control of the City shall be subject to City regulations and requirements in effect at the time improvement plans are submitted. Any other improvement not under control of the City shall be subject to regulations and requirements of the responsible agency.

Severability

If any term, provision, condition, requirement, or portion thereof of this Specific Plan is for any reason held invalid, unenforceable or unconstitutional, the remainder of the Specific Plan or the application of such term, provision, condition, requirement, or portion thereof of circumstances other than those in which it is held to be invalid, unenforceable, or unconstitutional shall not be affected thereby. Each other term, provision, condition, requirement, or portion thereof shall be held valid and enforceable to the fullest extent permitted by law.

Interpretation

If any issue, condition or situation arises or occurs that is not sufficiently covered or provided for in the One Metro West Specific Plan regulations so as to be clearly understandable, the Economic and Development Services Director shall resolve issues, conditions or situations in a manner consistent with the Specific Plan and applicable provisions of the City's Zoning Code. The intent is to resolve ambiguity in the regulations and ensure their consistent application.

6.3 SUBSEQUENT DECISIONS

It shall be unlawful and a violation of this One Metro West Specific Plan and the City of Costa Mesa Municipal Code for any person to establish, construct, reconstruct, enlarge, alter, use, or replace any use of land or structure, including signs, except in compliance with the requirements of this Specific Plan. No building permit shall be issued by the City of Costa Mesa unless the proposed activity complies with all applicable provisions of this One Metro West Specific Plan.

Applications for land development or land use shall comply with the policies, Development Standards, and Design Guidelines contained in the One Metro West Specific Plan and applicable procedural requirements of the City of Costa Mesa Municipal Code, unless otherwise specified below.

Master Plan Required

Pursuant to Costa Mesa Municipal Code Title 13 (Planning, Zoning and Development), a Master Plan as described in Section 13-28(g), *Master plan*, shall be required for development on private property within the One Metro West Specific Plan area. Modifications to an approved Master Plan shall be processed as described in Costa Mesa Municipal Code Section 13-28(g) and 13-29(g)(5).

Uses Not Listed

Permitted uses and the procedure for evaluating uses not listed shall be as described in Section 3.2, Permitted Uses, of this Specific Plan.

Specific Plan Amendments

Modifications to the Specific Plan shall occur in accordance with the amendment process described in Costa Municipal Code Section 13-28(p), Amendments to planning applications. This Specific Plan may be amended by following the same procedure as required for the initial approval and subject to application fees pursuant to the City's adopted fee schedule.

Appeals

Appeals of any determination of the Economic and Development Services Director or his/her designee shall be referred to the Costa Mesa Planning Commission. The appellant or any other entity shall have the right to appeal the Costa Mesa Planning Commission decision to the Costa Mesa City Council. Appeals shall be processed consistent with provisions of the City of Costa Mesa Municipal Code.

CEQA

The certified Final Environmental Impact Report prepared for the One Metro West Specific Plan identifies impacts and, where necessary, Mitigation Measures that will reduce the levels of identified impacts. It is intended that the certified Environmental Impact Report serves as a document against which all future development within the One Metro West Specific Plan area will be assessed and that the certified document will serve as adequate environmental information for future development conducted within the parameters of the approved Specific Plan. If subsequent discretionary decisions are required that involve a change to planned development pursuant to the One Metro West Specific Plan, City of Costa Mesa staff will evaluate the discretionary request in light of CEQA Guidelines Section 15162 through 15164 to determine the appropriate level of environmental documentation.

6.4 IMPLEMENTATION**Development Timeframe**

It is anticipated that development of the One Metro West community pursuant to this Specific Plan could occur in one phase beginning in December, 2021 and completed by December, 2026. The anticipated development timeframe could change subject to market conditions.

Development Agreement

A Development Agreement is a tool for establishing a vested right to proceed with development in conformance with the City of Costa Mesa policies and regulations in effect at the time of City approval of the One Metro West Specific Plan, as indicated in California Government Code Section 65864. Development agreements provide a project developer with assurance for a specified length of time that the project may proceed as originally approved, and not be affected by future changes in City land use regulations. In exchange for this assurance, a developer agrees to provide certain public benefits as negotiated with the City of Costa Mesa as a condition of the Development Agreement. The One Metro West Project is subject to approval of a Development agreement and the terms and conditions of the Development Agreement, in addition to

the Master Plan.

6.5 DEVELOPMENT FINANCING

Development pursuant to the One Metro West Specific Plan is not dependent upon public financing. It will be privately financed by the owner-builder of the community. Therefore, public financing options are not discussed further.

Private financing strategies that will be used to cover on-going maintenance and administration of all the infrastructure systems, other than public utilities and general City services, have yet to be determined. The City and the One Metro West owner-builder will discuss specific funding mechanisms required to cover these costs at a later time. An Assessment District could be enacted to maintain the public facilities within the Specific Plan area, and are discussed briefly below.

Financing Measures Necessary for Funding City Public Services

Special Assessment Districts

Revenue Sources

Each parcel of property within an Assessment District (AD) is assessed a portion of the costs of public improvements and services (e.g. street lighting maintenance, roadway maintenance) to be financed by the AD, based on the proportion of direct and special benefit received by that parcel.

Advantages of Assessment District Financing

- An AD can only levy special assessments on property owners within the AD itself. The election that occurs prior to formation only applies to property owners within the AD because they are the only ones who will be paying these assessments.

Disadvantages of Assessment District Financing

- Allocations of assessments must be strictly based on benefit, which may not be practical from a political or marketing perspective. The burden of proof is on the public agency to defend its benefit apportionment methodology should there be a legal challenge.
- An assessment lien placed on a particular parcel cannot be easily changed, even if the land use on that parcel has been modified, which may overburden land uses on the subject property.
- Privately-owned and publicly-owned properties must be assessed and charged annually based on level of benefit.

SECTION 7:
DEFINITIONS AND ACRONYMS

Unless otherwise defined in the Zoning Code, the following definitions shall apply:

Accessory Use – A use incidental and subordinate to, and devoted exclusively to the main use of the land or building thereon

Active Transportation Hub – An area designated in the privately owned open space to provide bike facilities and encourage use of alternative transportation

ALUC – The Airport Land Use Commission (ALUC) is governed by the Public Utilities Code Section 21670 and has a basic responsibility to assist local agencies in ensuring compatible land uses in the vicinity of all airports in the County

Applicant – Rose Equities; the entity filing and processing a General Plan Amendment; Zone Change and Master Plan discretionary application with the City of Costa Mesa for the One Metro West Specific Project

Articulation – The use of architectural elements to create breaks in the horizontal and vertical surfaces or masses of buildings

Balcony – An outdoor space extending from a private upper floor of a building that is accessed directly from a secondary unit entrance

Bicycle Path – A dedicated off-street area that is paved and non-traversable by motorized vehicles and is often shared with pedestrians

Building Composition – A building's spatial arrangement of masses and architectural elements in relation to each other and the building as a whole

Building Disposition – The placement and orientation of a building or buildings on a parcel

Building Envelope – The maximum ground level space a building or buildings may occupy on a parcel

Building Height – The distance from the grade adjacent to the building to the highest point of the roof, including roof-top mechanical equipment and screening, unless otherwise noted

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Building Orientation – The direction that the primary building façade of a building faces

Building Placement – The location of a building on a parcel

Building Volume – Part or all of a building's three-dimensional bulk

City – City of Costa Mesa

City Council – City of Costa Mesa City Council; the final decision-making body for the One Metro West Specific Plan

Common Open Space – An area of land reserved primarily for the leisure and recreational use of residents of development maintained by the property owner for rental properties and owned in common, generally through a homeowner's association for condominium developments

County – County of Orange government

Courtyard – A private or privately shared internal open space enclosed by buildings on at least two sides and by buildings or walls on at least three sides

Density – The number of dwelling units per acre based on gross acreage

Design Guidelines – A document providing guidance on various aspects of development in term of building and site design and other associated features such as but not limited to: landscaping, signage, lighting, pedestrian and vehicular design within the design policies of a local authority

Design Standards – Specific, usually quantifiable measures or requirements for new development

Development Regulations – All Standards and Guidelines contained within this Specific Plan

Economic Services and Development Director – The Director of the City of Costa Mesa Department that is comprised of planning, building safety, code enforcement, and housing and community development divisions; the Planning Division is responsible for implementing the regulations of the Zoning Code and the goals/policies/objectives of the General Plan

EIR – Environmental Impact Report; that document which identifies impacts to the environment that may result from development and operation of the One Metro West Project, that which posits measures that would reduce or eliminate said impacts, that which identifies impacts that may remain "significant and unavoidable" as a result of

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Project development and operation; composed in compliance with requirements of the California Environmental Quality Act

Elevation – The façade of a building or the drawing of a building's façade

Enclosure – The use of buildings or walls to create a sense of defined space

Façade – The exterior wall of a building that is set along a frontage line (front; side; or rear)

Feasibility – The viability of development in relation to economic, market, or other conditions

Floor Area Ratio (FAR) – The gross floor area of a building or project divided by the project lot area upon which is located

GPA – General Plan Amendment

Guideline – Principles that provide direction pertaining to the preferred method of addressing specified design considerations; conformance with guidelines is recommended but not required

Human Scale – Buildings or structures that relate well in terms of building elements and mass articulation to an individual human being. A humanly scaled building makes people feel comfortable rather than overwhelmed

LEED – Leadership in Energy and Environmental Design

Lot Coverage – The percentage of the lot covered by structures and buildings, including vehicular access ways

Multi-Family – The use of a single building for two or more dwellings

Municipal Code – The City of Costa Mesa code and regulation

Podium Structures – Buildings with typically wood construction built atop concrete parking garages or mixed-uses

Private Open Space – An area of land located adjacent to an individual dwelling unit, owned or leased and maintained by its residents and reserved exclusively for their use.

Public Open Space (Public) – Land that may be used for passive or active recreation; types plazas, yards and other configurations as defined in the Costa Mesa Municipal Code through an easement agreement executed with the City of Costa Mesa

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Parking Structure – A structure used for parking of vehicles where parking spaces, turning radius, and drive aisles are incorporated with the structure

Plan Area – The land whose boundary includes all the properties that must adhere to the regulations within this Specific Plan

Plaza – An open space available for community recreation, civic purposes and commercial activities; a plaza is open to the street on at least one side

Project – The One Metro West development Project associated with the One Metro West Specific Plan

Property – An owner's land, including land improvement and any permanent fixtures on the land including buildings, trees and other fixtures

Property Line – A line of record bounding a lot which divides one lot from another lot of from a public or private street or any other public space.

Public Right-of-Way – A strip of land acquired by reservation, dedication, prescription or condemnation and intended to be occupied by a road, trail, water line, sanitary sewer and /or other public uses.

Regulation – Regulations include the rules and performance measures that define Regulations and establish how Standards apply to properties; general requirements; performance measures

Roof – The top surface that covers a building

Rooftop Deck or Garden – A private or privately shared deck or yard on the roof of a building

Services – Activities, and in some instances, their structural components that relate to the maintenance and basic functioning components of each land use; activities may include, but not be limited to, trash and recycling areas and aboveground components of wet and dry utilities

Shopfront – A specific private frontage type; shopfronts are the primary treatment for ground-level commercial uses, designed for active ground floor activities including retail, dining and personal services

Sidewalk Dining Space – An area adjacent to a street level eating or drinking establishment, located adjacent to the public right-of-way and used exclusively for dining, drinking, and circulation within. A physical barrier, such as bollards, planter boxes or pots, umbrellas, etc., shall separate the dining area from the sidewalk and be in place during

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hours of operation. Any use within the sidewalks area for commercial use is subject to approval of an encroachment permit by Public Services Department.

Sign – Any medium for visual communications that is used or intended to be used to attract attention

SP – Specific Plan; One Metro West Specific Plan

Standards – All required development specifications (e.g. permitted land use types, building height dimensions and setback dimensions)

Story – That portion of a building included between the surface of any floor and the surface of the floor above it. If there is no floor above, the space between such floor and the ceiling above. An attic, basement or cellar shall not be considered a story.

Street Furniture – Structures in and adjacent to the street that contribute to the street scene, such as bus shelters, littering, seating, lighting, railings and signs

Streetscape – The composition and design of all elements within the public right-of-way; the vehicular realm/thoroughfare (travel lands for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) and the amenities of the pedestrian realm/public frontage (sidewalks, street trees and plantings, benches, streetlights, etc.)

Sustainability – Physical or design elements that improve environmental performance, efficiency and livability to “. . . meet the needs of the present without compromising the ability of future generations to meet their own needs” (Our Common Future, World Commission on Environment and Development, United Nations 1987)

Wall Cladding – The exposed materials of a façade that primary walls, base, wall accent, trim, and other articulation elements are made of or covered with

Windows – Openings in a building façade that allow light and/or air into the building

WQMP – Water Quality Management Plan

Wrapped Building – A building composed of one or more buildings, typically residential and/or mixed-use, that wraps around or encircles a multi-story parking garage.

Zoning Code – The Zoning Ordinance of the City of Costa Mesa

Appendix

The One Metro **West** Specific Plan is consistent with, and implements, the following City of Costa Mesa General Plan Goals and Policies that are relevant to the community and/or community site.

Land Use Element

Goal LU-1 – A Balanced Community with a Mix of Land Uses to Meet Resident and Business Needs

Policy LU-1.1: Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.

Policy LU-1.4: Promote housing and employment opportunities within planned development areas to the extent feasible.

Goal LU-3: Development that Maintains Neighborhood Integrity and Character

Policy LU-3.5: Provide opportunities for the development of well-planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

Goal LU-5: Adequate Community Services, Transportation System, and Infrastructure to Meet Growth

Policy LU-5.7: Encourage new development that is organized around compact, walkable, mixed-use neighborhoods and districts to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile.

Policy LU-5.10: Building densities/intensities for proposed new development projects shall not exceed the trip budget for applicable land use classifications, as identified in the Land Use Element. (Note: The proposal will establish its trip budget for the site through its General Plan Amendment (traffic impacts to be evaluated in a Traffic Study and the Project Environmental Impact Report)).

Goal LU-6: Economically Viable and Productive Land Uses that Increase the City's Tax Base

Policy LU-6.1: Encourage a mix of land uses that maintain and improve the City's long-term fiscal health.

Policy LU-6.2: Continue to promote and support the vitality of commercial uses to meet the needs of local residents and that support regional-serving commercial centers.

Policy LU-6.7: Encourage new and retain existing businesses that provide local shopping and services.

Policy LU-6.9: Support the retention and growth of Class A office tenants, including corporate headquarters for the action sports industry, biotech, and high technology

companies within the City.

Policy LU-6.11: Provide opportunities for mixed-use office, manufacturing, and retail development that respond to market and community needs in terms of size, location, and cost.

Policy LU-6.19: Provide flexibility and support for development of residential, office, small retail centers, and similar uses that would serve local residents and would also benefit from the high visibility along major corridors outside of significant commercial or industrial nodes.

Goal LU-7: A Sound Local Sustainable Economy that Attracts Investment, Creates Educational Opportunities, and Generates Employment Opportunities

Policy LU-7.4: Cultivate an entrepreneurial and academic environment that fosters innovation through non-traditional housing developments, flexible office spaces, experiential development, and ensuring the diversity of retail/service throughout the urban districts.

Circulation Element

Policy C-5.1: Ensure that new development projects are consistent with the vehicular trip budgets, where adopted.

Policy C-5.11: Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

Policy C-5.15: Consider the needs of the transportation and infrastructure system early for large developments and coordinate with developers to design projects that minimize traffic impacts and infrastructure demands, and implement complete streets wherever feasible. Alternatively, address transportation and infrastructure system impacts through the implementation of development agreements.

Policy C-6.12: Require that every new development project pay its share of costs associated with the mitigation of project generated impacts.

Open Space and Recreation Element

Goal OSR-1: Balanced and Accessible System of Parks and Open Spaces – Provide a high-quality environment through the development of recreation resources and preservation of open space that meets community needs in Costa Mesa

Policy OSR-1.1: Maintain a system of Neighborhood and Community Parks that provide a variety of active and passive recreational opportunities throughout the City.

Policy OSR-1.2: Provide parks and recreation facilities appropriate for the individual neighborhoods in which they are located and reflective of the needs and interests of the population they serve.

Policy OSR-1.5: Maximize public space by requiring plazas and public gathering

spaces in private developments that can serve multiple uses, including recreation and social needs.

Policy OSR-1.14: Consult with law enforcement agencies, surrounding cities, community policing groups, and OC Parks to create a safe and healthy environment at Talbert Regional Park, Fairview Park, and along the Santa Ana River.

Policy OSR-1.18: Provide a minimum of 4.26 acres of parkland per 1,000 residents.

Policy OSR-1.20: Enhance pedestrian, bicycle, and transit linkages to meet the needs of residents and to provide better access to parks, recreation, and public spaces.

Policy OSR-2.1: Provide high-quality community services programs that are flexible and responsive to the community's changing needs.

Goal OSR-4: Extensive Arts and Culture Programs and Services – Provide comprehensive and multifaceted arts and culture programs and services that provide education and entertainment to the community and a broader audience

Policy OSR-4.3: Encourage additional indoor and outdoor facility spaces citywide to display public art and host arts and culture special events.

Policy OSR-4.11: Provide opportunities for local artists to create and display their work.

Policy OSR-4.16: Pursue the placement of public art in prominent locations, particularly along major travel corridors to enliven and beautify the public realm.

Policy OSR-4.17: Develop incentives or programs that encourage art in new developments.

Community Design Element

Goal CD-1: Vehicular and Pedestrian Corridors – Strengthen the image of the City as experienced from sidewalks and roadways

Policy CD-1.2: Coordinate street furniture elements (benches, bus shelters, newspaper racks, trash receptacles, kiosks, etc.) whenever possible. Develop design standards and guidelines for the street furniture within and adjacent to public rights-of-way to complement the specific recommendations provided for streets in the City of Costa Mesa streetscape and Median Development Guidelines.

Policy CD-3.2: Reinforce a sense of arrival into the City by promoting architecturally significant development and significant landscape plantings at key nodes. Undertake a visioning process to develop specific design guidelines that articulate the desired character for each node within Costa Mesa.

Goal CD-6: Image – Enhance opportunities for new development and redevelopment to contribute to a positive visual image for the City of Costa Mesa that is consistent with the district image

Policy CD-6.1: Encourage the inclusion of public art and attractive, functional architecture into new development that will have the effect of promoting Costa Mesa as the “City of the Arts.”

Policy CD-6.2: Encourage the use of creative and well-designed signs that establish a distinctive image for the City.

Goal CD-7: Quality Residential – Promote and protect the unique identity of Costa Mesa’s residential neighborhoods (Excellence in Architectural Design)

Goal CD-8: Quality Commercial Development – Achieve a high level of design quality for commercial development

Policy CD-8.2: Use distinctive commercial architectural styles to reinforce a positive sense of place. Commercial architectural design elements and materials must be of high quality and style as well as suitable for long-term maintenance. Consistent architectural design should be considered in choosing materials, finishes, decorative details, color, accent features

Policy CD-8.5: Ensure that site access, parking, and circulation for commercial uses are designed in a logical, safe manner. Parking should not dominate the site in areas adjacent to street, and should be well landscaped with a clear hierarchy of circulation. Wherever possible, parking lots should be divided into a series of connected smaller lots utilizing walkways and raised landscape strips. Parking lots should also include landscaping that accents the importance of driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways.

Goal CD-9: Mixed Use – Promote development of mixed-use projects that seamlessly integrate multiple uses both functionally and aesthetically

Policy CD-9.1: Require that mixed-use development projects be designed to mitigate potential conflicts between uses. Consider noise, lighting, and security.

Policy CD-9.2: Provide adequate parking, open space and recreational facilities to serve residents in mixed-use development projects. Design parking and other areas to acknowledge different users (residents versus shoppers) and to be compatible with the architectural character of the building(s).

Policy CD-9.2: Provide adequate parking, open space and recreational facilities to serve residents in mixed-use development projects. Design parking and other areas to acknowledge different users (residents versus shoppers) and to be compatible with the architectural character of the building(s).

Policy CD-9.5: Promote new types of urban housing that could be target marketed to people seeking alternative housing choices in proximity to a major commercial area.

Goal CD-12: Public Safety through Design – Use design approaches to enhance public safety

Policy CD-12.2: Continue to implement and refine development standards and/or guidelines based on Crime Prevention Through Environmental Design (CPTED) for new development and redevelopment with emphasis on site and building design to minimize vulnerability to criminal activity.

Goal GM-2: Integration of Land Use and Transportation Planning

Policy GM-2.4: Support uses and development which create synergistic relationships with neighboring uses and development, especially those whose addition does not create mutually exclusive additional vehicular trips but adds to the value of the destination by any potential visitor.

Noise Element**Goal N-2: Noise and Land Use Compatibility – Integrate the known impacts of excessive noise on aspects of land use planning and siting of residential and non-residential projects**

Policy N-2.1: Require the use of sound walls, berms, interior noise insulation, double-paned windows, and other noise mitigation measures, as appropriate, in the design of new residential or other new noise sensitive land uses that are adjacent to arterials, freeways, or adjacent to industrial or commercial uses.

Policy N-2.7: Encourage effective site planning in mixed-use areas that provides the optimal distance between source of excessive sound and residents.

Policy N-2.8: Require new mixed-use developments to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development and adjacent established residential development.

Safety Element

Policy S-2.9: Emphasize prevention and awareness of fire safety guidelines to minimize risk and potential damage to life, property, and the environment. In areas designated by the Costa Mesa Fire Department as having a high fire hazard, ensure adequate fire equipment, personnel, firebreaks, facilities, water, and access for a quick and efficient response in any area.

Conservation Element

Goal CON-2: Conserved Natural Resources through Environmental Sustainability – Reduce the City’s carbon footprints and manage resources wisely to meet the needs of a growing population and economy. Base community planning decisions on sustainable practices that reduce environmental pollutants, conserve resources, and minimize waste. Encourage the design of energy efficient buildings, use renewable energy, and promote alternative methods of transportation.

Policy CON-2.A.1: Promote efficient use of energy and conservation of available resources in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.

Policy CON-2.A.5: Promote environmentally sustainable development principles for buildings, master planned communities, neighborhoods, and infrastructure.

Policy CON-2.A.6: Encourage construction and building development practices that reduce resource expenditures throughout the lifecycle of a structure.

Goal CON-4: Improved Air Quality – Take steps to improve and maintain air quality for the benefit of the health and vitality of residents and the local economy .

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Policy CON-4.A.5: Encourage compact development, infill development, and a mix of uses that are in proximity to transit, pedestrian, and bicycling infrastructures.

Policy CON-4.A.6: Enhance bicycling and walking infrastructure, and support public bus service, pursuant to the Circulation Element's goals, objectives, and policies.

Housing Element

Policy HOU-1.8: Encourage the development of housing that fulfills specialized needs.

Goals HOU-2; HOU-4.3-4.5: How will the development address the housing needs of the different social and economic segments (i.e. seniors, families)?

Policy HOU-3.3: There will be new job opportunities created within the vicinity of the proposed development (i.e. Measure X, The Press, The Hive) – indicate how will the project address affordable housing opportunities for the potential new employees of different economic strata.

ROSE EQUITIES

OWNER-BUILDERS SINCE 1949