CITY OF COSTA MESA

PLANNING COMMISSION

Agenda

Tuesday, May 27, 2025	**6:00 PM**	**City Council Chambers** **77 Fair Drive**

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4. Additionally, members of the public who wish to make a written comment on a specific agenda item, may submit a written comment via email to the PCPublicComments@costamesaca.gov. Comments received by 12:00 p.m. on the date of the meeting will be provided to the Commission, made available to the public, and will be part of the meeting record.

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Note regarding agenda-related documents provided to a majority of the Commission after distribution of the agenda packet (GC §54957.5): Any related documents provided to a majority of the Commission after distribution of the Agenda Packets will be made available for public inspection. Such documents will be posted on the city's website and will be available at the City Clerk's office, 77 Fair Drive, Costa Mesa, CA 92626.

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As a LEED Gold Certified City, Costa Mesa is fully committed to environmental sustainability. A minimum number of hard copies of the agenda will be available in the Council Chambers. For your convenience, a binder of the entire agenda packet will be at the table in the foyer of the Council Chambers for viewing. Agendas and reports can be viewed on the City website at https://costamesa.legistar.com/Calendar.aspx.

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PLANNING COMMISSION REGULAR MEETING

MAY 27, 2025 – 6:00 P.M.

JEFFREY HARLAN
CHAIR

JON ZICH **VICE CHAIR**	**ANGELY ANDRADE** **PLANNING COMMISSIONER**
ROBERT DICKSON **PLANNING COMMISSIONER**	**KAREN KLEPACK** **PLANNING COMMISSIONER**
DAVID MARTINEZ **PLANNING COMMISSIONER**	**JOHNNY ROJAS** **PLANNING COMMISSIONER**
TARQUIN PREZIOSI **ASSISTANT CITY ATTORNEY**	**CARRIE TAI** **DIRECTOR**

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

ANNOUNCEMENTS AND PRESENTATIONS

PUBLIC COMMENTS – MATTERS NOT LISTED ON THE AGENDA
Comments are limited to three (3) minutes, or as otherwise directed.

PLANNING COMMISSIONER COMMENTS AND SUGGESTIONS

CONSENT CALENDAR:

1. **MAY 12, 2025 UNOFFICIAL MEETING MINUTES** **25-323**

RECOMMENDATION:

PLANNING COMMISSION APPROVE THE REGULAR MEETING MINUTES OF MAY 12, 2025

Attachments: MAY 12, 2025 UNOFFICIAL MEETING MINUTES

2. **NOVEMBER 12, 2024 UNOFFICIAL MEETING MINUTES** **25-324**

RECOMMENDATION:

PLANNING COMMISSION APPROVE THE REGULAR MEETING MINUTES OF NOVEMBER 12, 2024

Attachments: NOVEMBER 12, 2024 UNOFFICIAL MEETING MINUTES

3. **SEPTEMBER 11, 2023 UNOFFICIAL MEETING MINUTES** **25-325**

RECOMMENDATION:

PLANNING COMMISSION APPROVE THE REGULAR MEETING MINUTES OF SEPTEMBER 11, 2023

Attachments: SEPTEMBER 11, 2023 UNOFFICIAL MEETING MINUTES

4. **JANUARY 23, 2023 UNOFFICIAL MEETING MINUTES** **25-326**

RECOMMENDATION:

PLANNING COMMISSION APPROVE THE REGULAR MEETING MINUTES OF JANUARY 23, 2023

Attachments: JANUARY 23, 2023 UNOFFICIAL MEETING MINUTES

PUBLIC HEARINGS: NONE.

OLD BUSINESS: NONE.

NEW BUSINESS:

1. **PRESENTATION PERTAINING TO THE PROPOSED HIVE LIVE PROJECT (PGPA-23-0002) INCLUDING A FINAL ENVIRONMENTAL IMPACT REPORT, GENERAL PLAN AMENDMENT, REZONE, SPECIFIC PLAN AMENDMENT, MASTER PLAN, VESTING TENTATIVE PARCEL MAP, DENSITY BONUS AGREEMENT, AND DEVELOPMENT AGREEMENT FOR A THREE-PHASED, 1,050-UNIT, RESIDENTIAL DEVELOPMENT WITH 3,692-SQUARE-FOOT RETAIL COMPONENT AT 3333 SUSAN STREET** **25-321**

RECOMMENDATION:

STAFF RECOMMENDS THAT THE PLANNING COMMISSION CONDUCT A STUDY SESSION INCLUDING RECEIVING PRESENTATIONS FROM STAFF AND THE APPLICANT AND TAKING PUBLIC COMMENT

Attachments: Hive Live PC Report

1. Applicant Letter
2. Density Bonus Letter
3. Vicinity and Zoning Map
4. Site Photos
5. General Plan Amendments
6. North Costa Mesa Specific Plan Amendments
7. Noise Study
8. Fiscal Analysis
9. Parking Study
10. Plans

2. **STUDY SESSION REGARDING THE FAIRVIEW DEVELOPMENTAL CENTER SPECIFIC PLAN LAND USE PLAN** **25-322**

RECOMMENDATION:

STAFF RECOMMENDS THE PLANNING COMMISSION RECEIVE THE STAFF PRESENTATION AND PROVIDE FEEDBACK ON COMMUNITY VARIABLES THAT WILL SHAPE THE LAND USE PLAN FOR THE FAIRVIEW DEVELOPMENT CENTER SPECIFIC PLAN.

Attachments: Agenda Report
1. State Factors
2. DDS June 28 2024 Letter
3. Land Use Concepts for Survey
4. Land Use Concept Survey
5. Survey Results
6. Financial Feasibility Analysis

DEPARTMENTAL REPORTS:

1. PUBLIC WORKS REPORT

2. DEVELOPMENT SERVICES REPORT

CITY ATTORNEY REPORTS:

1. CITY ATTORNEY REPORT

ADJOURNMENT

PLANNING COMMISSION MEETING:

Costa Mesa Planning Commission meets on the second and fourth Monday of each month at 6:00 p.m.

APPEAL PROCEDURE:

Unless otherwise indicated, the decision of the Planning Commission is final at 5:00 p.m., seven (7) days following the action, unless an affected party files an appeal to the City Council, or a member of City Council requests a review. Applications for appeals are available through the City Clerk's Office; please call (714) 754-5225 for additional information.

CONTACT CITY STAFF:

77 Fair Drive, Costa Mesa, CA 92626
Planning Division (714) 754-5245
planninginfo@costamesaca.gov

CITY OF COSTA MESA

Agenda Report

77 Fair Drive
Costa Mesa, CA 92626

File #: 25-323 **Meeting Date:** 5/27/2025

TITLE:

MAY 12, 2025 UNOFFICIAL MEETING MINUTES

DEPARTMENT: ECONOMIC AND DEVELOPMENT SERVICES DEPARTMENT/ PLANNING DIVISION

RECOMMENDATION:

PLANNING COMMISSION APPROVE THE REGULAR MEETING MINUTES OF MAY 12, 2025

REGULAR PLANNING COMMISSION
MONDAY, May 12, 2025 - MINUTES

CALL TO ORDER - The Regular Planning Commission Meeting was called to order by Chair Jeffery Harlan at 6:00 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG – Commissioner Dickson led the Pledge of Allegiance

ROLL CALL
Present: Chair Jefferey Harlan, Vice Chair Jon Zich, Commissioner Angely Andrade, Commissioner Robert Dickson, Commissioner Karen Klepack, Commissioner David Martinez

Absent: Commissioner Johnny Rojas

ANNOUNCEMENTS AND PRESENTATIONS: None.

PUBLIC COMMENTS – MATTERS NOT LISTED ON THE AGENDA: None.

PLANNING COMMISSIONER COMMENTS AND SUGGESTIONS:

Commissioner Klepack announced that May 17 is Love Costa Mesa Day and encouraged participation in volunteer projects throughout the City. She noted that a hosted lunch will follow the event.

Commissioner Andrade recognized May as Mental Health Awareness Month and highlighted a collaborative community event on May 31 from 10 a.m. to 2 p.m. featuring art therapy, hosted in partnership with IKEA, Hoag Mental Health Services, Orange County United Way’s 211 hotline, and the local nonprofit Artist Safe Spaces. The free, family-friendly event will offer resources, prizes, and opportunities for engaging in mental health conversations.

Commissioner Dickson announced that Victoria Elementary School will host its Spring Fling event on Friday, May 17. He also highlighted the upcoming Love Costa Mesa Day, noting the City Council's recent discussion of the event, which will include participation from local restaurateurs and offer a great opportunity for community involvement.

Commissioner Martinez reported attending CycloIrvine on May 3, noting high community turnout, and expressing optimism for Costa Mesa’s future Pedestrian Safety Festival, which is included in next year's CIP. He also attended the Songs in the Canyon event at Canyon Park with Council Member Reynolds, where they discussed the city’s pre-approved ADU program and encouraged its timely rollout. Martinez shared that the OCTA Board voted to remove the Garfield-Geisler bridge from the Master Plan of Arterial Highways. He announced a Community Preparedness Town Hall with Emergency Services Manager Dulce Hines on Thursday, May 15, at 5:30 p.m. at the Balearic Community Center. Lastly, he recognized the City Council’s proclamation of May as National Bike Month, reflecting on her personal commitment to daily biking and advocating for safer, more accessible streets for all residents.

Vice Chair Zich commended Commissioner Martinez for his sincere advocacy and welcomed the members of the public in attendance. He also requested that staff begin including a simple, receive-and-file report listing all open planning applications—such as address, applicant, and date received—as a regular item on the consent calendar.

CONSENT CALENDAR: None.

------------------------------------END OF CONSENT CALENDAR-----------------------------------

PUBLIC HEARINGS:

1. **DESIGN REVIEW (PDES-24-0007), TENTATIVE TRACT MAP 19313, AND DENSITY BONUS AGREEMENT FOR A 6 UNIT SMALL LOT ORDINANCE DEVELOPMENT AT 215 AND 223 MESA DRIVE**

   The Chair announced the applicant requested a continuance and called for a motion.

   Commissioner Martinez made a motion. Seconded by Commissioner Dickson.

   MOVED/SECOND: MARTINEZ/ DICKSON
   MOTION: to continue the item to a future date.
   The motion carried by the following roll call vote:
   Ayes: Chair Harlan, Commissioner Zich, Commissioner Andrade, Commissioner Dickson, Commissioner Klepack, Commissioner Martinez
   Nays: None
   Absent: Commissioner Rojas
   Recused: None
   Motion carried: 6-0-1

2. CONDITIONAL USE PERMIT PA-23-05 FOR A NEW PRIVATE SCHOOL (K-12) WITHIN AN EXISTING CHURCH (MESA VERDE UNITED METHODIST CHURCH) AT 1701 BAKER STREET

One ex-parte communication reported by Commissioner Martinez.

Justin Arios, Associate Planner presented the item.

Discussion ensued regarding several conditions of approval related to a proposed school use. Questions were raised about the enforcement and purpose of the mandatory video training for drivers, which staff confirmed would be managed by the applicant and serve as a preventative measure to reduce neighborhood circulation impacts. Clarification was requested on the right-turn-only signage, which will be permanent but is intended to apply primarily during school hours. It was also confirmed that students will not be permitted to drive. Concerns were expressed about the proposed circulation pattern and whether entry from Baker Street would be prohibited; staff explained the plan is designed for right-in/right-out movements, with drop-off only and no entry from Baker. A condition restricting off-site use of the parking lot without prior approval was discussed, with staff noting it was intended to manage future changes while allowing for existing agreements. Questions were also raised about the lack of a confirmed school tenant, and staff indicated that the site is being prepared for a future operator. Additional comments requested flexibility in conditions to allow occasional events and clarified the intent of staff arrival times to avoid conflicts with student drop-off, suggesting updates to ensure the conditions are practical and not overly restrictive.

The Chair opened the Public Hearing.

Discussion ensued between the Commission and the applicant regarding various operational, logistical, and planning aspects of the proposed school use. The applicant clarified that while no tenant has been identified, the proposed maximum enrollment of 120 students across all grade levels is meant to provide flexibility, with the actual school likely being much smaller. Circulation patterns were discussed, particularly access and drop-off routes, with the applicant confirming that parents would be directed to follow a designated path for student safety and traffic flow. Commissioners raised questions about signage enforcement, drop-off times, coordination with the existing preschool, and ongoing off-site parking agreements. The applicant confirmed they are amenable to conditions of approval as written, though open to revisions—such as limiting right-turn-only signage to weekdays. They also addressed concerns about potential nighttime events, school hours (with classes generally running 8:30 a.m. to 2:30 p.m.), and the possibility of offering scholarships. The discussion included potential collaboration with nearby schools and clarification that the preschool does not follow the same circulation plan due to the age of students. Overall, the applicant expressed flexibility and appreciation for staff support throughout the process.

The Chair opened for Public Comment.

None.

The Chair closed Public Comment.

The Chair closed the Public Hearing.

The Chair called for a motion.

Commissioner Martinez made a motion. Seconded by Vice Chair Zich.

Discussion concluded with broad support for the project and motion. One commissioner confirmed visiting the site and noted the location's suitability and integration with nearby institutional uses. Commissioners expressed strong support for educational choice and flexibility in the proposed school's grade levels and structure. There was consensus to amend Condition #11 by removing the word "all," allowing for flexibility in staff arrival times without being overly restrictive. Commissioners emphasized the importance of not unintentionally limiting future school operations through overly specific language. Personal experiences with the site and similar schools were shared, highlighting the potential for successful operations in residential areas. Commissioners encouraged the applicant to consider ways to make the school accessible to more families in Costa Mesa, such as through scholarships or income-based options, to ensure educational equity.

MOVED/SECOND: MARTINEZ/ ZICH
MOTION: to move staff recommendation with the following changes:

1. Condition 11 was amended to remove the word "all," allowing flexibility in which staff are required to arrive by 7:30 a.m., specifically those necessary for implementing the circulation plan.
2. Condition 12 was clarified to specify that the right-turn-only restriction applies only on weekdays.
3. Condition 20 was updated to allow nighttime activity in the play yards only with authorization from the Director of Development Services.
4. Condition 25 was revised to state that any additional off-site uses of the parking lot require prior authorization from the Director of Development Services

The motion carried by the following roll call vote:
Ayes: Chair Harlan, Commissioner Zich, Commissioner Andrade, Commissioner Dickson, Commissioner Klepack, Commissioner Martinez
Nays: None
Absent: Commissioner Rojas
Recused: None
Motion carried: 6-0-1

The Chair explained the appeal process.

OLD BUSINESS: None.

NEW BUSINESS:

1. **GENERAL PLAN CONFORMITY RESOLUTION FOR THE CITY OF COSTA MESA ONE-YEAR (FY 2025-26) AND FIVE-YEAR (FY 2025-26 TO FY 2029-30) CAPITAL IMPROVEMENT PROGRAMS**

   Director of Public Works Raja Sethuraman presented the item.

   During the Capital Improvement Program (CIP) discussion, commissioners engaged staff in a detailed review of funding sources, project prioritization, and alignment with the General Plan. Questions were raised about why the guaranteed $10 million from One Metro West was not included in the plan while the pending $12 million bond was, with staff clarifying that only received funds are programmed. Commissioners also pointed out inconsistencies in how project categories were listed and recommended improvements for clarity and organization. Sustainability emerged as a recurring theme, with concerns over the absence of environmental projects in the near term; staff explained that many projects already incorporate sustainability principles, and future efforts will be guided by the forthcoming Climate Action and Adaptation Plan (CAAP). Commissioners highlighted several General Plan policies related to pedestrian safety, transit access, open space, and community amenities like gardens and interpretive centers, asking how current projects support those goals. Staff confirmed that sidewalk and street improvements are prioritized based on inspections, with 20% of the city's sidewalks evaluated each year, and that funding for major trail lighting replacements, such as on the Joann Street bike path, is still being sought. Concerns about deferred maintenance and street-level issues were echoed, with calls for a more proactive, cohesive approach to addressing visible infrastructure needs. Staffing capacity was discussed, with staff noting that while the team is solid, consultant support is used to help manage large-scale or unexpected projects, including a recent $15 million state grant. Commissioners expressed support for improved pedestrian and bicycle safety, especially for families, and reinforced the need for investment in under-resourced areas like the Westside, including exploring opportunities for pocket parks and increased green space.

The Chair opened for Public Comment.

Speaker 1 urged the Commission to support consistent funding for the West Side Park Development project, noting that previous CIPs included annual allocations, but the current plan shows no funding for the next five years. They highlighted that the Parks Commission recently recommended setting aside $250,000 annually for this purpose and asked the Planning Commission to reinforce that recommendation to City Council. The speaker emphasized that fulfilling this General Plan goal is overdue and could be funded through the Park Development Fund.

Larry Quarter, spoke about his ongoing concerns regarding the park's maintenance and funding. He noted past frustrations with lack of funding for basic improvements like trail markings and signage, and emphasized his belief that Fairview is a preserve, not a traditional park. He asked whether the Commission could help direct resources toward long-requested improvements and expressed interest in further engaging with the City to support Fairview Park's stewardship.

The Chair closed public comment.

Commissioner Martinez asked for clarification on the purpose and process of the resolution regarding General Plan Conformance. Staff explained that the resolution is a required Planning Commission determination under state law to confirm that the Capital Improvement Program aligns with the General Plan. While it is not a recommendation to the City Council, the Council will be notified of the Commission's action through the upcoming budget review process.

Commissioner Dickson made a motion seconded by Chair Harlan.

Commissioners expressed support for the motion to find the Capital Improvement Program (CIP) in conformance with the General Plan, while acknowledging the limitations of the Planning Commission's scope in prioritizing specific projects. One commissioner emphasized the importance of civic engagement and directing feedback to City Council, particularly regarding long-standing community concerns such as Fairview Park and West Side Park development. Another noted the tension between verifying alignment of proposed projects with the General Plan versus questioning why certain General Plan goals—like community gardens—lack corresponding projects, suggesting future CIP documents include specific references to General Plan policies. A commissioner clarified that while the CIP is compliant, improvements such as increased investment in West Side parks would better reflect the General Plan's intent.

MOVED/SECOND: MARTINEZ/ ZICH
MOTION: to move staff recommendation.
The motion carried by the following roll call vote:
Ayes: Chair Harlan, Commissioner Zich, Commissioner Andrade, Commissioner Dickson, Commissioner Klepack, Commissioner Martinez
Nays: None
Absent: Commissioner Rojas
Recused: None
Motion carried: 6-0-1

REPORT - PUBLIC WORKS – None.

REPORT - DEVELOPMENT SERVICES - Scott Drapkin, Assistant Director of Economic and Development Services, announced his departure to become the Community Development Director for the City of Encinitas, marking his final Planning Commission meeting in Costa Mesa. Commissioners and staff praised Scott's professionalism, leadership, and significant contributions over the past four years, including work on key projects like the housing element, Fairview Development Center, One Metro West, and the city's inclusionary housing ordinance. Several commissioners shared personal gratitude for his guidance, responsiveness, and steady support, while Director Carrie Tai commended his ability to manage complex assignments, lead staff, and serve as a role model within the department. Scott's legacy was described as one of collaboration, problem-solving, and integrity, and he was warmly wished continued success in his new role.

REPORT - ASSISTANT CITY ATTORNEY - None.

ADJOURNMENT AT 8:08 PM

Submitted by:

____
CARRIE TAI, SECRETARY
COSTA MESA PLANNING COMMISSION

CITY OF COSTA MESA

Agenda Report

77 Fair Drive
Costa Mesa, CA 92626

File #: 25-324 **Meeting Date:** 5/27/2025

TITLE:

NOVEMBER 12, 2024 UNOFFICIAL MEETING MINUTES

DEPARTMENT: ECONOMIC AND DEVELOPMENT SERVICES DEPARTMENT/ PLANNING DEVISION

RECOMMENDATION:

PLANNING COMMISSION APPROVE THE REGULAR MEETING MINUTES OF NOVEMBER 12, 2024

CC-2

REGULAR PLANNING COMMISSION
TUESDAY, NOVEMBER 12, 2024 - MINUTES

CALL TO ORDER - The Regular Planning Commission Meeting was called to order by Chair Adam Ereth at 6:03 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG - Chair Adam Ereth led the Pledge of Allegiance

ROLL CALL

Present: Chair Adam Ereth, Vice Chair Russell Toler, Commissioner Angely Andrade, Commissioner Jonny Rojas, and Commissioner David Martinez,
Absent: Commissioner Karen Klepack and Commissioner Jon Zich

ANNOUNCEMENTS AND PRESENTATIONS:

1. HOUSING ELEMENT IMPLEMENTATION UPDATE

Presented by Ms. Anna McGill, Planning and Sustainable Development Manager

PUBLIC COMMENTS – MATTERS NOT LISTED ON THE AGENDA:

Shirley McDaniels questioned the status of the Jamboree Housing Corporation project, expressing concern that it may have been approved without further discussion. She reiterated that while affordable housing is important, the Senior Center parking lot is an unsuitable location due to parking shortages and infrastructure challenges on West 19th Street.

Jay Humphrey, expressed concern over the lack of public comment opportunities during presentations, describing it as a "slippery slope" that reduces public participation in government. He emphasized that presentations should allow for public input to ensure transparency and collaboration, warning against a trend where decisions could eventually be made without adequate public involvement.

PLANNING COMMISSIONER COMMENTS AND SUGGESTIONS:

Commissioner Andrade encouraged Ms. McDaniels to speak with staff to clarify the goals and logistics of the senior center housing project, assuring her that parking for the center will be maintained alongside the proposed housing. She expressed appreciation for the public's engagement and comments on the matter.

Commissioner Martinez emphasized the urgency of addressing the housing crisis, expressing frustration with delays in projects like the senior housing initiative and Fairview Developmental Center. He also highlighted Costa Mesa's new micro-transit service, Circuit, encouraging residents to use it, and recognized Native American Heritage Month by honoring the Tongva and Acjachemen peoples and acknowledging the area's indigenous heritage, including the Fairview Native American site.

Chair Ereth wished a belated Happy Veterans Day, expressing gratitude to military service members, including his grandfather, a World War II veteran, and his father, a Vietnam War veteran. He thanked veterans in the audience and watching from home for their service to the country.

Chair Ereth called for a short break at 7:01 p.m.

Chair Ereth reconvened the meeting at 7:12 p.m.

CONSENT CALENDAR:

Consent Calendar Item Number 1 was pulled at the request of a member of the public.

MOVED/SECOND:
MOTION: Approve the Consent Calendar except for Item Number 1.
The motion carried by the following roll call vote:
Ayes: Chair Ereth, Vice Chair Toler, Commissioner Andrade, Commissioner Martinez, Commissioner Rojas
Nays: None
Absent: Commissioner Klepack, Commissioner Zich
Abstained: None
Motion carried: 5-0-2

2. GENERAL PLAN CONFORMITY REPORT AND RESOLUTION FOR THE PROPOSED ABANDONMENT OF AN UTILITY EASEMENT ENCUMBERING THE PROPERTY LOCATED AT 2016 WALLACE AVENUE (PORTION OF ASSESSOR'S PARCEL NUMBER 422-252-18)

ACTION:
The Planning Commission:

1. Found that the Planning Commission General Plan Conformance report is not subject to the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3)
2. Adopted a Resolution that reports on General Plan conformance for the proposed City abandonment an utility easement encumbering the rear 20 feet of the real property located at 2016 Wallace Avenue.

3. GENERAL PLAN CONFORMITY REPORT AND RESOLUTION FOR THE PROPOSED ABANDONMENT OF A STRIP OF UNIMPROVED PUBLIC RIGHT-OF-WAY LOCATED ADJACENT TO THE PROPERTY AT 174 EAST 19TH STREET

ACTION:
The Planning Commission:

1. Found that the Planning Commission General Plan Conformance report is not subject to the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3)

2. Adopted a Resolution that reports on General Plan conformance for the proposed City abandonment of a 10-foot deep by 50-foot-wide strip of unimproved public right-of-way located adjacent to 174 East 19th Street.

ITEM PULLED FROM THE CONSENT CALENDAR

1. GENERAL PLAN CONFORMITY REPORT AND RESOLUTION FOR THE PROPOSED ACQUISITION OF REAL PROPERTY LOCATED AT 778 SHALIMAR DRIVE (ASSESSOR'S PARCEL NUMBER 424-051-23)

Public Comment:

Eric Jimenez, a long-time west side resident and co-founder of Bright Youth, expressed support for the city's decision to acquire the apartment building adjacent to Shalimar Park but raised concerns about demolishing it solely for park expansion. He proposed an alternative plan to repurpose the building by creating a community center on the ground floor to provide access to city resources and affordable housing on the top floor. He also urged the city to assist with smooth relocation for displaced families by offering nearby rental options.

Jay Humphrey, expressed concern over placing the acquisition of property near Shalimar Park on the consent calendar, calling it a "slippery slope" that bypasses adequate public discussion. While supportive of adding parkland, he questioned the impact on affordable housing and urged that such significant financial and land-use decisions be addressed as standalone agenda items rather than grouped with routine matters.

Cynthia McDonald, a Costa Mesa resident, agreed with concerns about placing the Shalimar Park property acquisition on the consent calendar, emphasizing the need for transparency. While supporting park expansion in theory, she highlighted potential conflicts with the housing element of the city's general plan, citing the displacement of residents and a net loss of affordable housing as inconsistent with the goal of minimizing displacement. She called for detailed information on unit sizes, tenant demographics, affordability, relocation fees, costs, and funding plans for the project, stressing the importance of public input and accountability. She also referenced an HCD video on enforcement for non-compliant cities.

The discussion focused on the Planning Commission's role in determining whether the proposed acquisition of a property aligns with the City's General Plan. Commissioners sought clarification on the nature of a narrow parcel adjacent to the site, confirming that it is a utility easement not included in the acquisition. The primary decision was to assess if purchasing the property for park expansion or other public amenities conforms with planning policies, rather than determining its ultimate use. Some commissioners expressed concerns about the language in the resolution, seeking to clarify whether it commits to a park or leaves options open for alternative community uses. Questions were raised about potential resident displacement, with staff confirming that state-mandated relocation programs would apply. Commissioners acknowledged the need for additional green space in historically underserved areas but also emphasized community feedback suggesting a need for a community center or affordable housing. While some suggested amending the resolution to explicitly include these possibilities, it was decided that broader use options would remain under City Council’s purview.

MOVED/SECOND: ERETH/TOLER
Motion: Approve Consent Calendar Item Number 1.
The motion carried by the following roll call vote:
Ayes: Chair Ereth, Vice Chair Toler, Commissioner Andrade, Commissioner Martinez, Commissioner Rojas
Nays: None
Absent: Commissioner Klepack, Commissioner Zich
Abstained: None
Motion carried: 5-0-2

ACTION:
The Planning Commission:

1. Found that the Planning Commission General Plan Conformance report is not subject to the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15061(b)(3) and 15301(l)(2)

2. Adopted a Resolution that reports on General Plan conformance for the proposed City acquisition of real property at 778 Shalimar Drive.

-----------------------------------END OF CONSENT CALENDAR-----------------------------------

The Chair called for a short break at 7:54pm.

The Chair called meeting back to order at 8:03pm.

PUBLIC HEARINGS:

1. CONDITIONAL USE PERMIT PCUP-24-0012 TO OPERATE AN ANIMAL HOSPITAL/VETERINARY SERVICE USE WITH ANCILLARY NON-COMMERCIAL ANIMAL KENNELING ("PRICELESS PETS") AT 1520 PONDEROSA STREET

Presentation by Mr. Jefferey Rimando, Assistant Planner.

Public Comments:

Ryan Oldham, architect representing Priceless Pets, requested clarification on a condition of approval requiring plans to be submitted for approval from Orange County Health Department. He noted uncertainty about whether the Health Department provides plan checks for this type of use and suggested more specific language to avoid confusion. Staff agreed to modify the condition to state, "If required, provide a plan to the County of Orange Health Department for review and approval," ensuring flexibility based on the Health Department's requirements.

Becca Walls, Vice Chair of the Animal Services Committee, expressed strong support for the Conditional Use Permit for Priceless Pets to provide sheltering services in Costa Mesa. She emphasized that this has been a seven-year effort involving animal control, city staff, and the committee, aligning with the committee's mission to establish such services in the city.

MOVED/SECOND: Chair Ereth / Commissioner Martinez
MOTION: Approve staff's recommendation with clarification language added a condition of approval.

- Modification to add the language "if required" at the beginning of the special district requirements, bulletpoint two under Health Department, such that it reads, "If required, provide a plan to the County of Orange Health Department for review and approval."

The motion carried by the following roll call vote:
Ayes: Chair Ereth, Vice Chair Toler, Commissioner Andrade, Commissioner Martinez, Commissioner Rojas
Nays: None
Absent: Commissioner Klepack, Commissioner Zich
Recused: None
Motion carried: 5-0-2

ACTION:
The Planning Commission:

1. Found that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15301 (Class 1) Existing Facilities

2. Approved Conditional Use Permit PCUP-24-0012 based on findings of fact and subject to conditions of approval as amended.

OLD BUSINESS: None.

NEW BUSINESS: None.

REPORT - PUBLIC WORKS - NONE.

REPORT - DEVELOPMENT SERVICES - NONE.

REPORT - ASSISTANT CITY ATTORNEY - NONE.

ADJOURNMENT AT 8:29 PM

Submitted by:

SCOTT DRAPKIN, SECRETARY
COSTA MESA PLANNING COMMISSION

CITY OF COSTA MESA

Agenda Report

77 Fair Drive
Costa Mesa, CA 92626

File #: 25-325 **Meeting Date:** 5/27/2025

TITLE:

SEPTEMBER 11, 2023 UNOFFICIAL MEETING MINUTES

DEPARTMENT: ECONOMIC AND DEVELOPMENT SERVICES DEPARTMENT/ PLANNING DIVISION

RECOMMENDATION:

PLANNING COMMISSION APPROVE THE REGULAR MEETING MINUTES OF SEPTEMBER 11, 2023

MEETING MINUTES OF THE CITY OF COSTA MESA PLANNING COMMISSION

September 11, 2023

CALL TO ORDER

The Chair called the meeting to order at 6:00 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG

Fire Station Five led the Pledge of Allegiance.

ROLL CALL

Present:	Chair Adam Ereth, Vice Chair Russell Toler, Commissioner Angely Andrade, Commissioner Karen Klepack, Commissioner Jonny Rojas, Commissioner Jimmy Vivar
Absent:	Commissioner Jon Zich
Officials Present:	Development Services Director Jennifer Le, Assistant Director of Development Services Scott Drapkin, Assistant City Attorney Tarquin Preziosi, Assistant Planner Gabriel Villalobos, Contract Planner Michelle Halligan, City Engineer Seung Yang and Recording Secretary Anna Partida

ANNOUNCEMENTS AND PRESENTATIONS:

None.

PUBLIC COMMENTS – MATTERS NOT LISTED ON THE AGENDA:

None.

COMMISSIONER COMMENTS AND SUGGESTIONS:

Commissioner Viviar reflected on the significance of September 11, honoring the sacrifices of military personnel, emergency responders, and public safety officials, including Costa Mesa's fire and police departments, for their dedication to the nation's safety. He also highlighted his participation in a meeting hosted by the Costa Mesa Alliance for Better Streets and Move LA, where local leaders and the California Secretary of Transportation discussed advancing transportation inclusivity and promoting alternatives to vehicle dependency.

Commissioner Rojas reflected on the significance of September 11, recalling his own experiences and the impact of that day, while noting how it has become a historical event for younger generations. He emphasized the importance of remembering the event and its lasting effects. Additionally, he commended the ongoing work in Placentia, particularly the pavement and restriping efforts, acknowledging the temporary challenges but praising the impressive progress and anticipated outcome.

Commissioner Andrade reflected on the significance of September 11, sharing her experience of living in New York City during the tragedy. She highlighted the unity it fostered, as people came together to support one another despite political differences. She expressed gratitude for the City's recognition of the day and appreciation for community events, such as movies and symphonies in the park, which foster connection. She also commended the Fairview Master Plan Update session for encouraging community input and urged residents to engage with city updates and events through social media to stay informed and provide feedback for the City's ongoing improvement.

CONSENT CALENDAR:

No member of the public nor Planning Commissioner requested to pull a Consent Calendar item.

1. **SEPTEMBER 12, 2022 UNOFFICIAL MEETING MINUTES**
2. **OCTOBER 10, 2022 UNNOFFICIAL MEETING MINUTES**

MOVED/SECOND: Vivar/Rojas
MOTION: Approve recommended action for Consent Calendar Items
The motion carried by the following roll call vote:
Ayes: Ereth, Toler, Andrade, Rojas, Vivar
Nays: None
Absent: Zich
Abstained: None
Motion carried:6-0-1

ACTION: The Planning Commission approved all Consent Calendar items.

PUBLIC HEARINGS:

1. PLANNING APPLICATION 22-30 AND TENTATIVE TRACT MAP 19244 (T-23-01) FOR A MASTER PLAN FOR AN EIGHT-UNIT LIVE/WORK DEVELOPMENT AT 1711-1719 POMONA AVENUE

Project Description: Planning Application 22-30 is a request for a Master Plan and Tentative Tract Map (NO.19244) for a proposed eight unit live/work residential development. The project proposes to demolish the existing industrial development, and to construct eight new live/work units with attached garages and open parking spaces. Each unit will be three floors (plus a roof deck) and will be

42 feet in height. In addition, the project proposes a variety of site improvements including new hardscape and landscaping.

Environmental Determination: The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15332 (Class 32), In-Fill Development.

One ex-parte communication reported.

Chair Ereth spoke with the applicant before the start of the Planning Commission meeting.

Christopher Yeager, Associate Planner, presented the staff report.

The discussion covered environmental, regulatory, and planning aspects of a proposed development. One commissioner asked about the site's past use as an auto repair facility and whether environmental testing was needed; staff confirmed that a Phase One Environmental Assessment found no remediation necessary. Another commissioner asked whether live-work units could have separate tenants for residential and commercial spaces; staff clarified the units must be occupied by individuals using both spaces. Questions were also raised about the Mesa West Bluffs overlay, including its intent to revitalize industrial areas, restrictions on mixed-use rentals, workspace requirements, wall placement, driveway materials, and future parking needs, which staff addressed in detail. Concerns about parking availability were discussed, with staff explaining that while street parking doesn't count toward requirements, off-site options may be considered. The area's walkability was highlighted, and staff explained that the integration of housing and business use was part of a city-approved plan to encourage mixed-use development. Affordability was also brought up, with staff noting it isn't currently required but could be addressed through a future inclusionary ordinance.

The Chair opened the Public Hearing.

Ryan Lederman, applicant's representative, stated he had read and agreed to the conditions of approval.

During the discussion between the commissioners and the applicant, questions centered around drainage, parking, design compliance, and sustainability. One commissioner, drawing from an engineering background, inquired about the site's bioretention system and runoff capacity, and was assured it met standards for a 100-year storm with improved infiltration. The applicant confirmed the system's overflow mechanisms and compliance with city and water board requirements. Questions were also raised about adherence to objective versus subjective design standards, the project's alignment with residential design guidelines, and the rationale behind the number of parking spaces, with the applicant acknowledging that fewer spaces would have been preferable both financially and from a walkability perspective. Design features intended to support authentic live-work use—such as large storefront windows—were discussed, along with limitations posed by site geometry. Concerns were raised about the placement of trees and the orientation of units, especially those facing a less visible north wall, to which the applicant explained access, fire safety, and neighbor compatibility were key factors. The applicant also highlighted efforts to enhance green space, provide EV charging, and support sustainable transportation by including electric bikes or scooters for residents. Though not certified LEED, the project incorporates many eco-friendly elements aligned with modern California building standards.

The Chair opened public comments.

Graham Reed expressed support for the project but raised concerns about parking, noting that only five of the 24 spaces are common and could be inadequate for businesses with multiple employees. He disagreed with claims that street parking is readily available, citing long-term issues due to nearby multi-tenant housing. He also questioned renderings that show the site at street level, pointing out that the actual grade is lower. Lastly, he suggested that labeling the units as live-work may be a way to increase residential density.

Scott Highley voiced strong support for the live-work project, sharing that it would be an ideal fit for his cosmetic company, which serves international clients in the film industry. He highlighted the location's convenience, proximity to his home, walkability, and appeal to customers who prefer visiting Costa Mesa over other parts of L.A., making it a perfect spot for a showroom and business operations.

The Chair closed public comments.

The Commission asked the applicant about grading concerns, specifically whether the site would require significant grading or ramps due to elevation differences. The applicant explained that while there is some slope, it will meet city engineering standards and ADA requirements using natural grade pathways, not steep ramps with railings. A few stairs will be included at front entrances, but internal access will remain ADA-compliant.

Discussion between Commissioners and staff focused on parking flexibility, live-work unit enforcement, and potential design improvements. Commissioners debated the challenges of high parking requirements, noting that while reducing parking now would require a variance, future flexibility could be explored through permits and shared-use strategies. There were concerns about ensuring the workspaces remain bona fide businesses and not convert into extra living areas. Staff explained that CC&Rs and conditions of approval require marketing and use of the ground floor as commercial space, with some ideas floated—like maintaining clear windows, prohibiting frosted glass, or annual inspections—to reinforce this intent. Commissioners also discussed tree placement for better walkability, ADA-compliant grading, and the marketability and affordability of the units. Some supported adding conditions like a 42-inch max wall height and staff exploring tree relocation into the parkway. Ultimately, the project was seen as a positive step within existing code constraints, though several commissioners expressed broader concerns about outdated parking and density standards shaping development in ways that don't align with current city goals for walkability, affordability, and vibrant mixed-use neighborhoods.

The Chair closed the Public Hearing.

Vice Chair Toler made a motion. Seconded by Chair Ereth.

Commissioners expressed overall support for the project, acknowledging its alignment with current zoning and city regulations, while also voicing concerns about broader issues like affordability and density. One commissioner emphasized that while the project is well-designed and the applicant followed the rules, it reflects outdated city standards—particularly regarding low density and high parking requirements—which limit the potential for more affordable and walkable development. Others highlighted the project's contribution to homeownership and local business opportunities, even if the likely price point may be out of reach for first-time buyers. There was appreciation for the applicant's collaboration and design efforts, especially the inclusion of ground-floor commercial space and landscaping. While recognizing limitations due to market conditions and policy, commissioners agreed that the project represents a positive step forward for the community.

MOVED/SECOND: Toler/Ereth
MOTION: Approve staff's recommendation.
The motion carried by the following roll call vote:
Ayes: Ereth, Toler, Andrade, Rojas, Klepack, Vivar
Nays: None
Absent: Zich
Recused: None
Motion carried: 6-0-1

ACTION: The Planning Commission adopted a resolution to:

1. Find that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15332 (Class 32) In-Fill Development; and

2. Approve Planning Application 22-30 and Tentative Tract Map 19244 (T-23-01), subject to conditions of approval.

RESOLUTION PC-2023-24 - A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA APPROVING PLANNING APPLICATION 22-30 AND TENTATIVE TRACT MAP 19244 (T-23-

01) FOR A MASTER PLAN FOR AN EIGHT UNIT LIVE/WORK DEVELOPMENT AT 1711-1719 POMONA AVENUE

The Chair explained the appeal process.

OLD BUSINESS:

None.

NEW BUSINESS:

None.

DEPARTMENTAL REPORTS

1. Public Works Report – Mr. Yang announced that the Parks and Community Services Commission will receive a presentation on the TeWinkle Park Lakes upgrades this Thursday at 6:00 PM in the City Council Chambers. The public is invited to attend either in person or via Zoom, with more information available on the city's website.

2. Development Services Report – Scott Drapkin reported that the City Council recently directed the Planning Commission to revisit the cannabis ordinance, with a study session expected around the start of the new year. The initial review will be informational, presenting City Council direction and staff analysis without requiring immediate action. A follow-up hearing will allow for formal input. Commissioners asked for a map showing current cannabis application statuses and clarification on how existing applications are handled during the ordinance review process. Staff confirmed that all complete applications will continue under current rules until changes are adopted. Commissioners also requested data on cannabis revenue potential and comparisons with other cities' policies. Staff noted that while financial impacts are outside the Planning Commission's scope, comparisons, population-to-store ratios, and implementation outcomes from other jurisdictions will be included to help guide the review.

CITY ATTORNEY'S OFFICE REPORT

1. City Attorney – None.

ADJOURNMENT AT 8:50 PM

Submitted by:

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SCOTT DRAPKIN, SECRETARY
COSTA MESA PLANNING COMMISSION

CITY OF COSTA MESA

Agenda Report

77 Fair Drive
Costa Mesa, CA 92626

File #: 25-326 **Meeting Date:** 5/27/2025

TITLE:

JANUARY 23, 2023 UNOFFICIAL MEETING MINUTES

DEPARTMENT: ECONOMIC AND DEVELOPMENT SERVICES DEPARTMENT/ PLANNING DIVISION

RECOMMENDATION:

PLANNING COMMISSION APPROVE THE REGULAR MEETING MINUTES OF JANUARY 23, 2023

UNOFFICIAL UNTIL APPROVED

MEETING MINUTES OF THE CITY OF COSTA MESA PLANNING COMMISSION

January 23, 2023

CALL TO ORDER

Vice Chair Zich called the meeting to order at 6:00 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG

Commissioner Toler led the Pledge of Allegiance.

OATH OF OFFICE FOR NEWLY-APPOINTED PLANNING COMMISSIONERS BY CITY CLERK.

ELECTION OF OFFICERS:

1. **Selection of Chairperson:**

   MOVED/SECOND: Vivar/Toler
   MOTION: Nomination of Adam Ereth for Planning Commission Chair
   The motion carried by the following roll call vote:
   Ayes: Andrade, Ereth, Rojas, Taber, Toler, Vivar
   Nays: Zich
   Absent: None
   Abstained: None
   Motion carried: 6-1

2. **Selection of Vice Chairperson:**

   MOVED/SECOND: Ereth/Vivar
   MOTION: Nomination of Adam Ereth for Planning Commission Chair
   The motion carried by the following roll call vote:
   Ayes: Andrade, Ereth, Rojas, Taber, Toler, Vivar, Zich
   Nays: None
   Absent: None
   Abstained: None
   Motion carried: 7-0

ROLL CALL

Present: Chair Adam Ereth, Vice Chair Russell Toller, Commissioner Angely Andrade, Commissioner Jonny Rojas, Commissioner Tim Taber, Commissioner Vivar, Commissioner Jon Zich

Absent:	None
Officials Present:	Director of Economic and Development Services Jennifer Le, Assistant Director of Development Services Scott Drapkin, Assistant City Attorney Tarquin Preziosi, Assistant Planner Patrick Achis, Contract Planner Michelle Halligan, City Engineer Seung Yang and Recording Secretary Anna Partida

ANNOUNCEMENTS AND PRESENTATIONS:

None.

PUBLIC COMMENTS:

Wendy Simos urged the city to address late-night noise disturbances by expanding code enforcement hours, suggesting the addition of an overnight shift. She proposed a “Bring Back the Birds” campaign, highlighting how excessive noise from businesses drives away wildlife and disrupts residents' peace.

COMMISSIONER COMMENTS AND SUGGESTIONS:

Commissioner Vivar expressed gratitude to his family, friends, fiancée, community members, and colleagues for their support and thanked Council Member Arlis Reynolds for reappointing him to a full term. He pledged to serve the community with fairness and a balanced approach and looks forward to working with the new Chair, Vice Chair, and his fellow commissioners.

Vice Chair Toler thanked the commission for electing and entrusting him as Vice Chair, welcomed the new commissioners, and congratulated Chair Ereth on his appointment. He praised Chair Ereth’s thoroughness, intelligence, and dedication, expressing confidence in his leadership as the commission tackles major issues like housing, rezoning, and general plan updates.

Chair Ereth welcomed Commissioners Andrade Vallarta and Time Taber, praising their strong reputations and expressing enthusiasm about serving with them. He also thanked outgoing commissioners Diane Russell and Byron de Arakal, acknowledged the significant responsibility of his new role, and expressed gratitude and excitement for the work ahead.

CONSENT CALENDAR:

None.

PUBLIC HEARINGS

1. PLANNING APPLICATION 22-32 AND TENTATIVE PARCEL MAP 2022-135 FOR A TWO-UNIT RESIDENTIAL SMALL LOT SUBDIVISION DEVELOPMENT AT 1592 REDLANDS PLACE

Project Description: Planning Application 22-32 is a Design Review and Tentative Parcel Map 2022-135 request for a residential small lot subdivision project to demolish two detached residential units and construct two, two-story, detached single-family dwelling units with attached two-car garages. Included is a request for the front home to deviate from Second Story coverage requirements to allow a 37-square-foot balcony. The project would divide the existing 7,910-square-foot lot into two parcels.

Environmental Determination: The project is exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15315 (Class 15), Minor Division of Land, and Section 15332 (Class 32) In-Fill Development.

One ex-parte communication reported by Commissioner Zich.

Patrick Achis, Assistant Planner, presented the staff report.

Commission and Staff:

During the discussion, the commission explored ways to address privacy concerns between the proposed development and neighboring properties. Staff explained that while initial landscaping would need to meet minimum size requirements, it could grow over time to provide full screening, and the commission could condition the planting of more mature trees if desired. Additional privacy measures such as raising windowsill heights, using frosted glass, and combining these with landscaping were also considered. Commissioner Vivar asked about the existing driveway width and received clarification that the new design would follow the current footprint. He also confirmed that each unit would have four parking spaces, totaling eight for the site. Commissioner Zich questioned the accuracy of floor area ratio calculations in the staff report and received confirmation that the numbers had been transposed, with the rear unit in compliance. He also raised concerns about the applicability of certain conditions of approval under the small lot subdivision ordinance, questioning whether shared driveways truly necessitate HOA-style agreements. Staff acknowledged his interpretation and explained that most small lot subdivisions do include shared features that justify the requirements. Commissioner Andrade Vallarta expressed appreciation for the focus on homeownership but urged consideration of who such developments truly serve, advocating for more equitable access.

Chair opened Public Hearing.

Daniel Morgan, applicants representative, stated he had read and agreed to the conditions of approval.

Discussion ensued between the applicant and the commission, Commissioner Zich asked whether the two homes being proposed were already sold or would be sold after construction. The applicant explained that the homes are not yet sold and that, due to current challenges in the construction financing market, they are still determining if they can proceed with building them. Commissioner Zich then pointed out that future buyers wouldn’t know if the windows were originally designed differently, to which the applicant agreed. However, the applicant emphasized that natural light is a significant selling point, especially in a primary bedroom, as it affects buyers' mood and appeal.

The Chair opened for public comments.

PUBLIC COMMENT:

Maura Gleason, expressed concern about the size and low placement of several second-story windows that would directly overlook her backyard and side yard, significantly impacting her privacy. She clarified that her comments were not against having windows but specifically requested raising the sill height and questioned whether landscaping within the five-foot setback would effectively address the issue.

The Chair closed public comments.

During the discussion, Commissioner Vivar asked the applicant about tenant notification and potential displacement, learning that the front unit has been uninhabitable for years and the rear unit is occupied by a local family on a month-to-month basis. The applicant stated there are no immediate plans to begin construction and assured that the tenants would not be displaced abruptly and would be supported if relocation became necessary. Vice Chair Toler then invited public commenter Maura Gleason to clarify her concerns about window privacy, to which she explained that her primary request was to raise the sill height to 48 inches, while also being open to alternatives like clerestory or frosted windows. She emphasized the long-term impact of losing backyard privacy, given her family's long-term residency. The applicant and architect responded that they were open to raising the sill height to four feet, which they agreed was reasonable and would help preserve privacy without significantly compromising natural light. They also discussed potential window coverings and noted that frosted glass could be replaced by future owners, making sill height a more reliable solution.

The Chair closed the Public Hearing.

Vice Chair Toler made a motion. Seconded by Commissioner Andrade.

Commissioners expressed overall support for the project while raising broader planning considerations. Vice Chair Toler noted the project fits zoning but highlighted concerns about small lot subdivisions altering neighborhood character and called for future shifts toward diverse housing types. Commissioners Vivar and Zich offered differing views on parking, with Vivar suggesting more green space and Zich defending the need for adequate parking for families. Zich also emphasized the value of homeownership opportunities and urged earlier notification for neighboring homeowners. Commissioner Taber suggested planting tall landscaping for privacy.

MOVED/SECOND: Toler/Andrade
MOTION: Move staff's recommendation
The motion carried by the following roll call vote:
Ayes: Chair Ereth, Vice Chair Toler, Andrade, Rojas, Taber, Vivar, Zich
Nays: None
Absent: None
Recused: None
Motion carried: 7-0

ACTION: The Planning Commission adopted a resolution to:

1. Find that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15315 (Class 15) Minor Division of Land, and Section 15332 (Class 32) In-Fill Development; and

2. Approve Design Review PA-22-32 and Tentative Parcel Map 2022-135, subject to conditions of approval.

RESOLUTION PC-2023-01 - A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA APPROVING PLANNING APPLICATION 22-32 FOR A TWO-UNIT SMALL LOT SUBDIVISION RESIDENTIAL DEVELOPMENT AND TENTATIVE PARCEL MAP 2022-135 IN THE R2-MD ZONE FOR PROPERTY AT 1592 REDLANDS PLACE

The Chair explained the appeal process.

2. PLANNING APPLICATION 21-36 FOR A RETAIL CANNABIS STOREFRONT BUSINESS LOCATED AT 167 CABRILLO STREET (CABRILLO COMMUNITY PROJECT LLC DBA NATIVE GARDEN)

Project Description: Planning Application 21-36 is a request for a Conditional Use Permit to allow a retail cannabis storefront use within an existing single-story commercial building located at 167 Cabrillo Street. The proposed use would be subject to Costa Mesa's Cannabis regulations, conditions of approval, and State Cannabis regulations.

Environmental Determination: The project is exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15301 (Class 1), Existing Facilities.

Five ex-parte communication reported by Chair Ereth, Vice Chair Toler, Commissioner Taber, Commissioner Vivar and Commissioner Zich.

Michelle Hallagen, Contract Planner, presented the staff report.

The discussion between the commission and staff focused on clarifying key details in the staff report and understanding the implications of the proposed cannabis retail use. Topics included correcting address and operational hour discrepancies, verifying separation requirements from sensitive uses, and ensuring compliance with parking standards. Commissioners questioned the methodology used to calculate vehicle trips, comparing staff's use of retail-based data to potential alternatives like warehouse rates, and staff explained their rationale using zoning context and comparisons with other cities. Concerns were also raised about lighting impacts, signage design, landscaping changes, and how off-site parking would be regulated. The commission further explored whether limiting business hours would affect staff's recommendation, and staff confirmed they had encouraged the applicant to reduce hours or consider a delivery-only model, though the applicant declined.

The Chair opened the Public hearing.

Chris Glew, applicants representative, stated he had read and agreed to the conditions of approval.

The discussion between the commission and the applicant focused on the applicant's experience operating cannabis businesses near residential areas, their proposed operations model, and neighborhood impact. The applicant shared positive experiences from other locations, highlighting proactive communication with neighbors, strict security measures, and staff responsiveness to complaints. They emphasized that the proposed store would operate on an appointment-only basis to manage traffic and ensure a personalized customer experience. Commissioners raised concerns about proximity to residential properties and clarified that the building, not the parking lot, is the basis for measuring required separation. Staff confirmed that the proposed parking is within five feet of a neighboring residential property, contrary to the applicant's belief. The applicant also clarified that delivery service would not be offered, as it could intensify traffic, and product deliveries to the site would be infrequent and low-impact. When asked about expansion, the applicant confirmed there are no plans to scale up operations at the site, as the business model is designed to remain small and focused.

Commissioners also noted that previous cannabis approvals have included reduced operating hours and encouraged the applicant to consider community concerns if traffic or other issues arise after opening.

The Chair Opened Public Comment.

Janice Hale, spoke in strong opposition to the project, citing concerns about increased traffic, neighborhood safety, and its impact on her three children. She described multiple recent car accidents at the corner, including one that totaled her new minivan, and questioned why a cannabis business needs to be placed in a residential area when there are already 14 approved elsewhere in the City.

Wendy Simo, voiced strong support for the proposed cannabis dispensary, arguing that it would not increase traffic or noise in the neighborhood. She compared it to a nearby gym that operates from 5 AM to 10 PM with heavy traffic and loud music, stating the dispensary would have far less impact and should be allowed to operate similarly.

Mario Robles, expressed opposition to the proposed dispensary, citing concerns about post-purchase behavior based on a past experience with a previous dispensary in the area. He described witnessing individuals, including teenagers, using marijuana in nearby parking lots after purchases and emphasized the need to consider the potential impact of impaired behavior on neighborhood safety and atmosphere.

Patrick Martin, spoke in support of the proposed dispensary. He praised the project for its potential to create jobs, improve the property's appearance, and provide safe, local access to cannabis from trusted operators.

Katherine Strouse who previously ran a nonprofit art, music, and yoga program for children near the proposed site, initially opposed the dispensary due to its proximity to her youth-focused business. However, after closing her business and speaking with the Native Garden team, she now supports the project, describing the applicants as professional and a positive addition to Costa Mesa.

Speaker Six , expressed strong support for the proposed dispensary, sharing that it would provide a convenient and safe local option for her to shop after work. She praised similar cannabis stores for being well-maintained, professional, and respectful to their surrounding communities, and believes the new shop would improve the area’s appearance without bringing negative impacts.

Alex Blangen, expressed support for the proposed dispensary, emphasizing the need to regulate cannabis to prevent continued black market activity. He shared his desire to revitalize the property, contribute to the community through job creation and tax revenue, and add value to the commercial area, stating the current use offers little benefit or visual appeal.

Speaker eight, voiced support for the proposed dispensary, noting the location is convenient and well-suited for the use. He praised the applicants for their efforts to improve the site and their willingness to adjust operating hours—something he hasn't seen other applicants offer in past meetings.

Julie Calzada, expressed support for the proposed dispensary, stating it would save her time and money by eliminating the need to travel to Santa Ana or Long Beach. She added that she feels safer in Costa Mesa and hopes the project is approved.

Andy Cohen, spoke in opposition to the proposed dispensary, expressing personal concerns about an individual associated with the project. He criticized the individual's professionalism and character, stating he would not recommend working with him.

Derek Smith, spoke in support of the applicant, emphasizing their strong track record of providing high-quality jobs and exceeding legal requirements. He highlighted the applicant's community outreach, willingness to make design and operational adjustments, and history of responsible cannabis operations, urging the commission to consider these factors when making their decision.

Kevin Harrington, expressed support for the proposed dispensary, highlighting its potential to create jobs and generate tax revenue that could be reinvested into the city. He argued that cannabis use will happen regardless and that a regulated local option is preferable, especially given the existing nightlife activity in nearby areas like Triangle Square.

Speaker thirteen, voiced strong support for the proposed dispensary, citing its convenience, especially compared to traveling to Santa Ana or Los Angeles. She shared her positive experiences at other dispensaries, praising their professionalism, cleanliness, and safety measures, and expressed confidence that the Cabrillo location would add value to the neighborhood and the city.

Speaker fourteen, spoke in favor of the proposed dispensary, highlighting its potential to create jobs across various roles and serve both recreational and medical cannabis users. She emphasized the industry's strong profit margins and tax benefits, suggesting the revenue could be used to improve infrastructure and support low-income communities while reducing reliance on enforcement-based approaches.

Speaker fifteen, spoke in support of the proposed dispensary, emphasizing the family's long-standing business roots and strong work ethic. He shared that Alex has been raised with the same values of integrity and community-mindedness, expressing confidence that the business aims to contribute positively to Costa Mesa, not just profit.

Virginia Gutierrez spoke in strong support of the proposed dispensary, calling it one of the best projects presented that day. She emphasized the benefits of safer, regulated cannabis access, professional security, and community inclusion, stating that the legal operation would help reduce stigma and foster a positive neighborhood presence.

Diana Vetter, expressed opposition to the dispensary, citing high traffic volume, frequent accidents, and poor visibility at nearby intersections. While not against cannabis itself, she questioned the location's suitability, raised concerns about increased congestion and safety risks, and argued that the storefront would negatively impact residents, especially after a daycare recently vacated the area.

Catherine Young, opposed the proposed dispensary, expressing concern about increased traffic and its impact on nearby families, including young children and teenagers. She cited the city's General Plan, emphasizing that the 17th Street commercial corridor is intended to serve residents with limited retail, and warned that adding multiple cannabis stores in the area would conflict with the plan's intent and compromise pedestrian and bicycle safety in the residential neighborhood.

Speaker nineteen, spoke in strong support of the proposed dispensary, arguing that concerns raised by the planning department—such as increased noise, traffic, and renter deterrence—are unfounded. They emphasized that cannabis businesses are highly regulated, often quieter than other uses, and that most traffic would avoid Cabrillo due to GPS routing and street layout. The speaker noted the project would improve the property, resolve existing code violations, and enhance neighborhood safety and aesthetics, urging the commission to approve it as a valuable upgrade and community asset.

The Chair Closed Public Comment.

The commission asked staff to summarize their reasons for recommending denial of the proposed cannabis storefront. Staff explained that the site is located on local residential streets within a CL zone, which is intended for low-intensity uses and includes language urging caution to ensure compatibility with surrounding neighborhoods. Unlike previously approved dispensaries located on major commercial corridors, this would be the first in a residential buffer zone, and staff emphasized that the need for significant adjustments to make the project viable indicates the site's inherent limitations. Commissioners also asked about public feedback, with staff confirming they received numerous opposition letters that echoed concerns about traffic, intensification of use, and neighborhood impact—concerns consistent with staff's analysis. Questions were also raised about allowable uses in the zone, with staff clarifying that only limited types of retail are permitted by right and that cannabis uses, subject to a Conditional Use Permit, allow the Planning Commission to impose stricter conditions. Finally, staff described what a six-month review would look like, including monitoring police activity, traffic patterns, and site visits, although the city has not yet conducted such a review due to the newness of cannabis storefront operations.

The Chair Closed the Public hearing.

Commissioner Vivar made a motion. Motion fails for a lack of second.

Commissioner Zich made a motion to continue the item. Seconded by Vice Chair Toler.

During the discussion on the motion, commissioners expressed interest in exploring conditions that could make the proposed cannabis storefront acceptable rather than focusing solely on reasons for denial. Suggestions included possibly shortening hours of operation to mitigate neighborhood impacts. The motion was made to continue the item to a specific date—February 27—to allow staff time to prepare two resolutions: one for approval with conditions and one for denial, so the commission could fully consider both options. While one commissioner felt a dual resolution approach was unnecessary, the consensus was to proceed with it, and the motion passed to revisit the item on the set date.

MOVED/SECOND: Zich/Toler
MOTION: Move staff's recommendation
The motion carried by the following roll call vote:
Ayes: Chair Ereth, Vice Chair Toler, Andrade, Rojas, Taber, Zich
Nays: Viviar
Absent: None
Recused: None
Motion carried: 6-1

ACTION: The Planning Commission continued the item to February 27, 2023.

OLD BUSINESS: None.

NEW BUSINESS: None.

DEPARTMENTAL REPORT(S)

1. Public Services Report – None.

2. Development Services Report – Ms. Le welcomed the new commissioners and congratulated the newly appointed Chair and Vice Chair, expressing confidence in their leadership. She noted that the department has a big year ahead and will soon begin sharing updates on last year's accomplishments, performance indicators, and upcoming priorities.

CITY ATTORNEY'S OFFICE REPORT(S)

1. City Attorney – None.

ADJOURNMENT AT 10:03 PM

Submitted by:

____
SCOTT DRAPKIN, SECRETARY
COSTA MESA PLANNING COMMISSION

CITY OF COSTA MESA

Agenda Report

77 Fair Drive
Costa Mesa, CA 92626

File #: 25-321 **Meeting Date:** 5/27/2025

TITLE:

PRESENTATION PERTAINING TO THE PROPOSED HIVE LIVE PROJECT (PGPA-23-0002) INCLUDING A FINAL ENVIRONMENTAL IMPACT REPORT, GENERAL PLAN AMENDMENT, REZONE, SPECIFIC PLAN AMENDMENT, MASTER PLAN, VESTING TENTATIVE PARCEL MAP, DENSITY BONUS AGREEMENT, AND DEVELOPMENT AGREEMENT FOR A THREE-PHASED, 1,050-UNIT, RESIDENTIAL DEVELOPMENT WITH 3,692-SQUARE-FOOT RETAIL COMPONENT AT 3333 SUSAN STREET

DEPARTMENT: ECONOMIC AND DEVELOPMENT SERVICES DEPARTMENT/ PLANNING DIVISION

PRESENTED BY: CHRIS YEAGER, SENIOR PLANNER

CONTACT INFORMATION: CHRIS YEAGER, 714-754-4883; Christopher.Yeager@costamesaca.gov

RECOMMENDATION:

STAFF RECOMMENDS THAT THE PLANNING COMMISSION CONDUCT A STUDY SESSION INCLUDING RECEIVING PRESENTATIONS FROM STAFF AND THE APPLICANT AND TAKING PUBLIC COMMENT

PLANNING COMMISSION AGENDA REPORT

MEETING DATE: May 27, 2025 **ITEM NUMBER: NB-1**

SUBJECT: **PRESENTATION PERTAINING TO THE PROPOSED HIVE LIVE PROJECT (PGPA-23-0002) INCLUDING A FINAL ENVIRONMENTAL IMPACT REPORT, GENERAL PLAN AMENDMENT, REZONE, SPECIFIC PLAN AMENDMENT, MASTER PLAN, VESTING TENTATIVE PARCEL MAP, DENSITY BONUS AGREEMENT, AND DEVELOPMENT AGREEMENT FOR A THREE-PHASED, 1,050-UNIT, RESIDENTIAL DEVELOPMENT WITH 3,692-SQUARE-FOOT RETAIL COMPONENT AT 3333 SUSAN STREET**

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

PRESENTATION BY: **CHRIS YEAGER, SENIOR PLANNER**

FOR FURTHER INFORMATION CONTACT:
CHRIS YEAGER
714-754-4883
Christopher.Yeager@costamesaca.gov

RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Conduct a study session including receiving presentations from staff and the applicant and taking public comments.

APPLICANT OR AUTHORIZED AGENT:

The authorized agent is Tim O'Brien representing Legacy Partners.

PLANNING APPLICATION SUMMARY

Location:	3333 Susan Street	Application Number:	DEIR (SCH No. 2024060115); PGPA-23-0002
Request:	The proposed Hive Live project would redevelop the 14.25-acre subject property with up to 1,050 residential units (rental units with a minimum of 105 affordable (low-income) units, 3,692 square feet of retail space, and 335,958-square feet of open space including private balconies. The request includes a General Plan Amendment to change the General Plan land use designation of the subject property from Industrial Park to Urban Center Commercial and High Density Residential and to establish a site-specific density of 62 dwelling units per acre, Rezone to change the site's zoning designation from Industrial Park (MP) to PDC (Planned Development Commercial) and PDR-NCM (Planned Development Residential – North Costa Mesa), North Costa Mesa Specific Plan Amendment to establish site-specific zoning regulations and guidelines, a Master Plan to implement the Specific Plan and provide site plan and architectural details, a Tentative Parcel Map for phasing purposes, and a Development Agreement between the applicant and the City.		

	SUBJECT PROPERTY:		SURROUNDING PROPERTY:
Zone:	Current: MP (Industrial Park) Proposed: • Phase 1: PDC (Planned Development Commercial) • Phase 2-3: PDR-NCM (Planned Development Residential – North Costa Mesa)	North:	Office complex within the City of Santa Ana.
General Plan:	Current: Industrial Park Proposed: Phase 1: Urban Center Commercial Phase 2: High Density Residential	South:	PCD – Planned Development Commercial (IKEA)
Lot Dimensions:	Irregular	East:	PDC – (AAA Parking Lot) PDR-MD, Planned Development Residential – Medium Density (Providence Park)
Lot Area:	14.25-acres	West:	PDC – Anduril
Existing Development:	Hive Creative Office Campus and former Chargers Training Field.		

DEVELOPMENT STANDARDS COMPARISON

Development Standard	Requirement	Proposed/Provided
Maximum Floor Area Ratio (FAR)	.40 (70,128 SF)	Phase 1: 0.01 (3,692 SF)
Base Dwelling Units per Acre	62	62
Maximum Building Height	7 stories 85 FT Maximum	Phase 1: 73'-3" Phase 2: 77'-6" Phase 3: 77'-6"
Minimum Lot Area	1 acre	Phase 1: 4.68 acres Phase 2: 4.44 acres Phase 3: 5.13 acres

Development Standard	Requirement	Proposed/Provided
Open Space	42%	Phase 1: 44% (90,685 SF) Phase 2: 42% (81,998 SF) Phase 3: 44% (98,539 SF)
Phase 1 Setbacks and Perimeter Open Space	20 ft perimeter landscaping abutting all right of ways.[1]	North – 26' East (Susan Street Frontage) – 2.3' South (South Coast Drive Frontage) – 16.5' West – 46.3'
Phase 2 Setbacks and Perimeter Open Space	20 ft perimeter landscaping abutting all right of ways. [1]	North – 10.5' East (Susan Street Frontage) – 12.2' South – 25.5' West – 37.6'
Phase 3 Setbacks and Perimeter Open Space	20 ft perimeter landscaping abutting all right of ways. [1]	North (Sunflower Avenue Frontage) – 10' East (Susan Street Frontage) – 10' South – 50.8' West – 37.9'
Parking		
Residential (Density Bonus)	1,224	1,741
Retail	15	15
Total Parking	1,239	1,756
[1] Reductions in the perimeter landscaping may be permitted. See the Open Space discussion below.		
CEQA Status	Environmental Impact Report (SCH No. 2024060115)	
Final Action	City Council	

EXECUTIVE SUMMARY:

Legacy Partners (applicant) has filed applications for the development of a three-phased, 1,050 unit residential development located at 3333 Susan Street. The application includes a General Plan Amendment, Rezone, North Costa Mesa Specific Plan Amendment, Master Plan, Tentative Parcel Map, Density Bonus Agreement, and Development Agreement. The approximately 14.25-acre site is currently designated for Industrial uses. The existing development is proposed to be demolished and redeveloped to accommodate the residential development. Each project phase would be a stand-alone apartment building with its own amenities, parking, and leasing office. While the Planning Commission typically serves as the final review authority for a Tentative Tract Map and Master Plan applications, in this case, all related applications– General Plan Amendment, Rezone, Specific Plan Amendment, Master Plan, Tentative Parcel Map, and Development Agreement require City Council approval. As these requests are being processed concurrently, the Planning Commission would provide a recommendation to the City Council for decision.

The proposed project complies with development standards, as demonstrated in the planning application summary tables, including lot area, private open space, and building separation and deviations are required for increased floor area ratio (FAR), reduced common use open space, landscape parkways, reduced setbacks, and reduced parking. On August 1, 2023, the City Council reviewed a General Plan screening application for the proposed 1,050-unit development and provided feedback. In accordance with the California Environmental Quality Act (CEQA), the project requires certification of a Final Environmental Impact Report (FEIR) and adoption of a Mitigation Monitoring and Reporting Program (MMRP). Staff recommends that the Planning Commission receive the project presentation, ask questions to staff and the applicant, and allow for public comment. The project will be presented as a public hearing to the Planning Commission on June 9, 2025 for review and recommendation to City Council.

BACKGROUND:

The project site located at 3333 Susan Street, is the current location of the "Hive Creative Office Campus," which is currently a 172,176-square-foot creative office space campus and a former practice field for the Los Angeles Chargers that was constructed in the early 2000's. While the majority of the suites are currently vacant, Table 1 below identifies the existing tenants.

Table 1	Existing Tenants		
Tenant	Unit Number	Square Footage	Lease Ends
3335 Susan Street			
Steelwave	250	4,432	12/31/2024
Agility Fuel Systems	100	12,072	11/30/2025
Lost Bean	Café	1,500	7/31/2027
3337 Susan Street			
Lazy Dog	100	13,901	05/31/2026
Anduril	150	4,924	04/30/2029
McCann CM Inc.	200	13,877	06/30/2027
Acclara Holdings	210	1,966	7/31/2025
Morrissey Associates	225	3,475	4/30/2028
Legacy Partners	250	3,500	12/31/2028

The property is bounded by Sunflower Avenue to the north, Susan Street to the east, South Coast Drive to the south, and the Rail Trail and the Anduril headquarters to the west. The site has a General Plan Land Use Designation of "Industrial Park", is zoned "Planned Development Industrial" (PDI), and is located within the North Costa Mesa Specific Plan (NCMSP) boundary - Specific Plan Area 1: Home Ranch.

The City adopted the 6th Cycle Housing Element on November 15, 2022. The four acre training field portion of the project site was identified as a candidate housing opportunity site in the 6th Cycle Housing Element, estimated for up to 90 dwelling units per acre and 432 total dwelling units, including 68 very low income units, 39 low income units, and 72 moderate income units.

Surrounding developments include the Anduril headquarters to the west, the Ikea home furnishing retail store to the south (across South Coast Drive), industrial office development to the north in the City of Santa Ana, and the Automobile Club of Southern California (AAA) parking lot and a gated residential community (Providence Park) with a mixture of multifamily and single-family dwellings to the east (across Susan Street). The site is situated generally in the northwest portion of the City, north of the I-405 Freeway.

The project site is entirely within the Airport Planning Area for John Wayne Airport, as defined by the Airport Land Use Commission (ALUC) of Orange County. Consequently, any proposed amendments to the General Plan or NCMSP must be referred to the ALUC for a consistency determination prior to adoption by the City Council. Following a recommendation from the Planning Commission, ALUC consistency must be confirmed before City Council action. This requirement aligns with Section 21676(b) of the California Public Utilities Code, which mandates that local agencies submit such proposals to the ALUC to ensure compatibility with the Airport Environs Land Use Plan (AELUP). Staff has requested that the project be heard by ALUC at its regular meeting on June 19, 2025.

The project site also resides within a "Measure K" corridor. This measure, approved by Costa Mesa voters on November 8, 2022, seeks to revitalize commercial corridors by promoting new housing in commercial and industrial areas while preserving the character of adjacent residential neighborhoods. The measure allows for land use changes within identified corridors including general plan amendments, rezoning, and specific plan amendments without a vote of the people.

Exhibit 1, below, shows the location of Specific Plan Area 1, Home Ranch. The location is north of the 405 freeway, generally between Fairview Road and Harbor Boulevard. The highlighted portion of the map shows the location of the subject site in relation to the rest of the Home Ranch subarea, in purple. Prior to the current development, the land was used for agricultural purposes.

Site History

The Costa Mesa City Council adopted the NCMSP (Specific Plan) in July 1994, which included the project site and surrounding area as Segerstrom Home Ranch (Area 1). Area 1 was amended on November 19, 2001, to increase the size and amend the land use designations, FAR, and trip budgets. In 2001, a Development Agreement (DA-00-01) was approved and authorized a maximum 0.40 FAR for the project site. In 2002, the current development was approved through Master Plan PA-02-34. On November 17, 2003, the specific plan was amended (SP-03-02) to modify acreage and building square footage allocation to allow for an additional parking area at IKEA within the area 1 sub-areas. In 2008, Final Master Plan PA-08-09 was approved to allow for a new office building in the southern portion of the lot. However, the building was never constructed and Final Master Plan PA-08-09 approval has since expired.

The project site was used for agricultural purposes and was undeveloped until 2002. In 2003, the project site was graded in preparation for the construction of the Hive Creative Office Campus. By 2004, the Hive Creative Office Campus had been built and in 2017, the southern, undeveloped, portion of the site was converted into the Los Angeles Chargers practice field. On November 1, 2023, the Los Angeles Chargers announced their intention to relocate their operations from the project site to the City of El Segundo.

While not proposed at this point, Anduril has a right of first offer to develop an additional office building on the Phase 1 site. If an office is proposed in the future of the southern parcel after the entitlement of Hive Live, then the future office project would require a Master Plan amendment, and would be reviewed on its own merits in compliance with the updated General Plan, Zoning district, and North Costa Mesa Specific Plan.

General Plan Amendment Screening

City Council Policy 500-2 establishes a procedure for processing privately-initiated General Plan Amendments. This procedure involves a City Council screening of these requests prior to their acceptance for formal processing. The General Plan Screening is not a public hearing but requires a majority vote by the City Council in order for the application to proceed and be evaluated under the City's entitlement process

On August 1, 2023, the City Council conducted a General Plan Screening for the proposed development. At that meeting, the City Council on a 7-0 vote directed staff to allow for the submittal of a land use application for a General Plan Amendment. The City Council staff report, minutes, and video of the Hive Live General Plan Screening are available at these links:

August 1, 2023 City Council staff report of the Hive Live General Plan Screening:
https://costamesa.legistar.com/LegislationDetail.aspx?ID=6302381&GUID=4796909F-C1D3-4E33-B520-43011BBAB271

Minutes from August 1, 2023 City Council meeting:
https://costamesa.legistar.com/View.ashx?M=M&ID=1110310&GUID=8F87A834-2BA3-42ED-A347-46BA72D47039

Video from August 1, 2023 City Council meeting:
https://costamesa.granicus.com/player/clip/4021?view_id=14&redirect=true

PROJECT DESCRIPTION

The project proposes to demolish the existing Hive Creative Office Campus and the former Los Angeles Chargers practice field and construct a new three-phased master-planned residential community ("Hive Live"). The project proposes up to 1,050 dwelling rental units in three buildings, 3,692 square feet of retail uses, and 335,958 square feet of open space. (i.e., publicly accessible open space area, private common open space, and private balconies). The phases are briefly summarizes as follows and described more in detail in the Master Plan section of the report.

- Phase 1, located at the corner of South Coast Drive and Susan Street, proposes to include 315 units, 523 parking spaces, 27 short-term and long-term bike parking spaces, and 3,692 square feet of retail space and would be five stories with a maximum height of 73 feet, 3 inches.
- Phase 2, located midblock on Susan Street between South Coast Drive and Sunflower Avenue, proposes 346 units, 574 parking spaces, 29 short-term and long-term bike parking spaces, and would be five stories with a maximum height of 77 feet, 6 inches.
- Phase 3 proposes 389 units, 644 parking spaces, 33 short-term and long-term bike parking spaces, and would be five stories with a maximum height of 77 feet, 6 inches.

Each phase would be independent of one another is proposed to have its own amenities, leasing office, and distinct architectural elements. Vehicular access is provided by existing drive approaches on Susan Street which will be reconstructed. Pedestrian access points are located throughout the project. All proposed infrastructure improvements would be located on-site with lateral connections located in the public right-of-way. The proposed development requires the following planning applications:

- General Plan Amendment
    - Existing Land Use Designation: Industrial Park
    - Proposed Land Use Designation: Urban Center Commercial and High Density Residential with base residential density of 62 dwelling units to the acre.

- Zone Change
    - Existing Zoning District: PDI – Planned Development Industrial.
    - Proposed Zoning District: PDC - Planned Development Commercial and PDR-NCM – Planned Development Residential – North Costa Mesa.

- North Costa Mesa Specific Plan Amendment
    - Existing: The existing Specific plan establishes the maximum development on the site for industrial park uses.
    - Proposed: New applicable development standards, site-specific base density (62 units/acre), intensity standards, and other necessary changes to the NCMSP.

- Master Plan – Required for development in Planned Development zones. Establishes architecture and site design for proposed development.

- Vesting Tentative Parcel Map – Proposed to subdivide the project site into three new parcels to facilitate phasing of development.

- Density Bonus Agreement – Request to provide 869 base units with a minimum of 10% affordable income (105 units proposed) for a 20% density bonus. The request includes waivers to deviate from the parking development standards and a request to utilize density bonus parking ratios.

- Development Agreement – Requested by the developer to extend vested term of development to 20 years with two five-year extensions in exchange for community benefits to be negotiated with the City.

- Environmental Impact Report - required to assess and disclose the potential significant environmental effects of the proposed project, as mandated by the California Environmental Quality Act ("CEQA").

ANALYSIS

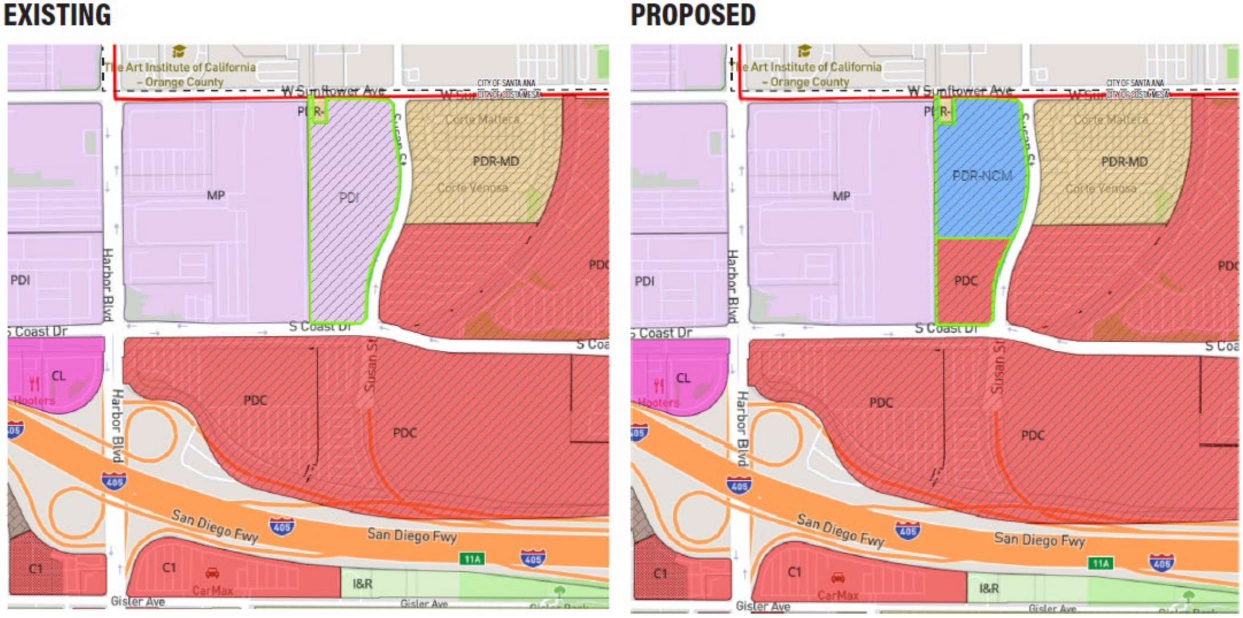
General Plan Amendment and Rezone

As shown in Exhibit 1 below, the project site has a current General Plan land use designation of "Industrial Park" which allows for development of office and industrial uses. The "Industrial Park" land use designation is characterized by large parcels near major transportations routes for regional accessibility. The overall City-wide land area dedicated to "Industrial Park" is 630.13 acres (this proposed site accounts for approximately two-percent of the City's "Industrial Park" land use area).

Exhibit 1 General Plan Amendment

To allow for the development of the project, an amendment to the Land Use Element of the General Plan is proposed. The amendment would change portions of the text, graphics, and tables within the Land Use Element; all other General Plan elements would remain the same. The Land Use Element would be amended to change the site's existing Industrial Park land use designation to Urban Center Commercial on the southern parcel and High Density Residential on the two northern parcels. The Urban Center Commercial designation is intended to allow high-intensity mixed-use commercial development within a limited area. Developments within this designation can range from one- and two-story office and retail buildings to mid- and high-rise buildings of four to approximately 25 stories, provided the maximum building height set forth in the North Costa Mesa Specific Plan is not exceeded. Appropriate uses include offices, retail shops, restaurants, residential, and hotels. High-Density Residential land use designations are intended for residential development with a density of up to 20 units to the acre with some exceptions. Sitewide, the proposed General Plan Amendment would allow for a site-specific density up to 62 dwelling units per acre.

Exhibit 2 Rezone


EXISTING

PROPOSED

As shown in Exhibit 2 above, the proposed rezone would replace the site's current PDI zoning district with PDC on the southern parcel and PDR-NCM on the two northern parcels to allow a mixed-use development with residential and commercial (retail) uses. Pursuant to Costa Mesa Municipal Code (CMMC) Section 13-20, *Zoning Districts*, PDC districts are intended for retail shops, offices and service establishments, including but not limited to, hotels, restaurants, theaters, museums, financial institutions, and health clubs. These uses are intended to serve adjacent residential areas, as well as the entire community and region. Complementary residential uses may also be included in the planned development. PDR-NCM districts are intended to provide for excellence in the design of residential projects. Site design could include single-and multiple-family residential developments containing any type or mixture of housing units, either 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.

According to the City's General Plan Land Use Element, areas designated as High-Density Residential are intended for residential development with a density of up to 20 units per acre with some exceptions. These exceptions include "density bonuses" or density as permitted through approved Specific Plans or Master Plans. The General Plan states that "High-Density Residential areas should be in proximity to transportation routes, especially those served by public transit, and also within convenient distances to shopping and employment centers. Although proximity to transportation routes can result in a residential development being subject to impacts, High-Density Residential development can be less susceptible to impacts when visual and acoustical shielding techniques are incorporated into the project.

The site is generally consistent with this description in that it is located on three major streets Susan Street, Sunflower Avenue and South Coast Drive. The project site is also easily accessible to the 405 freeway. There are OCTA bus routes 43, 47, 150 nearby on Sunflower Avenue, Fairview Road, and Harbor Boulevard. These routes connect the site to the remainder of the City and other surrounding cities in both a north-south and east-west direction. The closest bus stops are at Fairview Road and South Coast Drive, Fairview Road and Sunflower Avenue, Harbor Boulevard and Sunflower Avenue, and Harbor Boulevard north of South Coast Drive. There are also on-street Class 2 bike lanes on South Coast Drive, Susan Street, and Sunflower Avenue. The area north of the 405 generally has a mix of retail, restaurant, shopping and employment opportunities. The project site is surrounded primarily by employment opportunities and is also approximately ¾ mile from Sprouts grocery store and Target located south of the 405. Residents serving retail and restaurants exist in the area (Ikea across South Coast Drive, commercial retail center at the northeast corner of Harbor Boulevard and Sunflower Avenue, and other retail centers at the northern corners of Fairview and Sunflower Avenue.

If approved, the site-specific density would be reflected in the General Plan Land Use Element as well as Table 13-58 of the CMMC that specifies sites with a specific density allowance.

Fiscal Review:

Due to the unique nature of the proposed project including a General Plan Amendment and Rezone, staff evaluated the project's fiscal impact to the City. A fiscal impact analysis was prepared by RSG, Inc. and was reviewed by the City's Finance Department. The analysis projects the expenditures and revenue directly to the City as a result of the project. If a project has a net fiscal surplus, then the use itself has a fiscal benefit to the

City on its own. RSG projected the new fiscal impacts generated by the Project over a 28-year forecast period and found that once the project is fully built, the project would result in an estimated annual net review to the City of approximately $347,000 because RSG determined that the property tax and sales tax revenue would exceed the projected annual city expenditures related to public services.

North Costa Mesa Specific Plan Amendment (NCMSP)

The existing NCMSP acts as a bridge between the General Plan and project development. The Specific Plan Amendment would modify the NCMSP development standards, regulations, design guidelines, infrastructure systems, and implementation strategies on which project-related development activities would be founded. When a specific plan is adopted, it replaces portions or all of the current zoning regulations for specified parcels within the specific plan area and establishes an independent set of zoning regulations that govern use and development of properties within the bounds of that specific plan. As outlined in Table 2 below, the Specific Plan Amendment includes modification to NCMSP Table 4A to allow for up to 62 dwelling units per acre, building heights up to 7 stories and 85 feet in height, and a maximum commercial square footage of 70,128-square-feet on the southern parcel, should the southern parcel be developed by an office building instead of the proposed residential use. The NCMSP amendment also includes provisions for reconstructions should development be completely or partially destructed.

Table 2 NCMSP Amendment

Land Use	**Acreage**	**FAR/Density**	**Maximum Units/Square Footage**	**Maximum Stories/Height**	**Open Space**
C. HIVE LIVE[1]	14.25	0.40 FAR[2] (up to 62 units per acre)	70,128 square feet (875 multi-family units)	1-7 stories/45-85 feet	Balconies to average a min 50 SF except studios

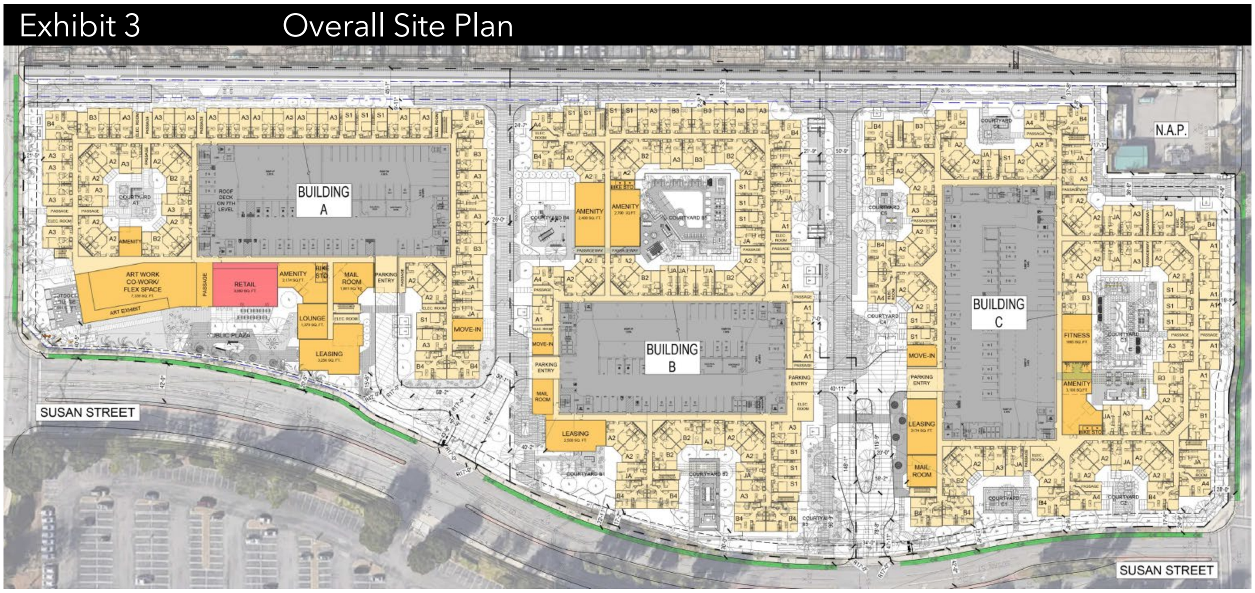
The NCMSP also assigns a trip budget to the site. Currently, the subject industrial park sub area of Home Ranch allows for 376 AM peak hour trips and 362 PM peak hour trips. The proposed project would include 376 AM peak hour trips and 443 PM peak hour trips. The applicant submitted a trip generation study that has been reviewed by the City's Transportation Division and is further discussed in the Traffic and Vehicular Circulation section of the Master Plan Analysis below.

Master Plan

The NCMSP provides guidance for the development of a specific area by outlining the allowed land uses, development standards, and general design guidelines. Master Plans are provided to implement the specific plan and detail the specific architecture, landscape architecture, and civil engineering attributes of a project. Master Plans are required for all Planed Development Zones. In addition, the Master Plan provides more details regarding the project's structural setbacks and distances between buildings; required right-of-way dedications and easements; property lines and dimensions; pedestrian access and circulation; landscape and open space areas; floor plans; roof plans; conceptual landscape plan; and renderings/streetscape views, among others. Overall, the Master Plan depicts the development plans that implement the amended Specific Plan's development standards and design guidelines. The Master Plan would include the overall site plan, floor plan, architectural design and elevations, site landscape/hardscape, site lighting design, and construction phasing.

The proposed site plan is shown below as Exhibit 3 and includes three distinct phases, each with its own parking structure, amenities, and leasing office. Pedestrian circulation is provided throughout the site via paseos between and behind the buildings which double as emergency vehicle access roads. The project includes the reconstruction of the two vehicular entrances on Susan Street to access all three buildings. The driveways will connect to the parking structures which are wrapped with the living space, concealing the parking structures from view on- or off-site. In addition to project vehicular driveways, the existing driveway along Sunflower Avenue and a new driveway along South Coast Drive would be modified for emergency access and pedestrian access only. Within the project site, four 20-foot-wide secondary emergency fire access roads would be provided.

Exhibit 3 Overall Site Plan



Phase 1

Phase 1 is proposed along the southernmost portion of the project site at the corner of South Coast Drive and Susan Street and would be five stories with a maximum height of 73 feet, 3 inches. The approximately 386,309-square foot building would consist of 315 residential units and amenities, including a leasing office, indoor and outdoor lounges, a ground-level internal courtyard, public plaza, general amenity space, mail room, bicycle storage space, art work/co-work/flex space, art exhibit, move-in area, and retail space. Additionally, a roof deck is proposed, above the wrap-around (aboveground) parking structure, featuring a 1,521-square-foot fitness facility, 2,215 square foot roof lounge, and outdoor deck and pool. In total, Building A would provide 382,617 square feet of residential square footage and 3,692 square feet of non-residential square footage (i.e., retail space). Approximately 538 parking spaces (523 parking spaces for residential uses and 15 for non-residential uses) would be provided for Building A within the 210,020-square foot southernmost wrap-around parking structure.

Exhibit 3 Phase 1 Rendering

As shown in exhibit 3 above, Phase 1 incorporates modern architectural elements including large open storefront windows at the public spaces, and modern building materials including stucco, wood like fiber cement siding, metal paneling, stone tile, glass guardrails, and metal accents. The southeast corner of the project includes a publicly accessible plaza area with direct access to the retail component. Artwork is proposed throughout the plaza and within the building itself.

Phase 2

Phase 2 would be located in the central portion of the project site adjacent to Susan Street and would be five stories with a maximum height of 77 feet, 6 inches. The approximately

388,293-square foot building would consist of 346 residential units and amenities, including a leasing office, ground-level courtyards, general amenity space, dog park, mail room, move-in area, and bicycle storage space. Approximately 572 parking spaces would be provided within the 216,794-square foot central wrap-around parking structure.

As shown in exhibit 4 below, Phase 2 also incorporates modern architectural elements, but also incorporates industrial elements to pay homage to the Industrial Park zoning and industrial history of Costa Mesa. Similar building materials are proposed from Phase 1 and other elements include standing seam metal roofs and gable roofs and saw-tooth roof forms.

Exhibit 4 Phase 2 Rendering

Phase 3

Phase 3 is proposed along the northernmost portion of the project site adjacent to Sunflower Avenue and would be five stories with a maximum height of 77 feet, 6 inches. To reduce impacts to the established neighborhood, Providence Park, to the east, the east façade is reduced down to four stories. The approximately 441,005-square foot building would consist of 389 residential units and amenities, including a leasing office, ground-level courtyards, fitness room, general amenity space, mail room, move-in area, and bicycle storage space. Approximately 643 parking spaces would be provided for Building C within the 232,496-square foot northernmost wrap-around parking structure.

As shown in Exhibit 5 below, Phase 3 also incorporates modern architectural elements and also incorporates modern Scandinavian architectural elements. Similar building materials are proposed from the other phases and other elements include multiple gabled roofs, a mix of cladding materials, inset balconies, and courtyards which break up the facade.

Exhibit 5 Phase 3 Rendering

Unit Breakdown

The proposed unit mix includes a mix of studio, one, and two-bedroom units in nine different floor plan layouts. The project includes 131 studios, 489 one-bedroom units, 399 two-bedroom units and 38 three-bedroom units. Each of the proposed floor plans includes a main living area (kitchen, living room), bedrooms (with walk-in-closet for some unit types), bathrooms, and washer/dryer. The one, two, and three-bedroom units would also include a balcony. A summary of the unit types and unit breakdown per building is shown in Table 3 below.

Table 3 Proposed Unit Breakdown

Unit Type	Bedrooms	Baths	Unit SF	Phase 1	Phase 2	Phase 3
S1	0	1	618	20 (6.3%)	57 (16.5%)	43 (11.1%)
S2	0	1	938	21 (6.7%)	0 (0%)	0 (0%)
JA	1	1	633	26 (8.3%)	51 (14.7%)	38 (9.8%)
A1	1	1	749	0 (0%)	44 (12.7%)	21 (5.4%)
A2	1	1	795	40 (12.7%)	53 (15.3%)	128 (32.9%)
A3	1	1	781	88 (27.9%)	38 (11.0%)	31 (8.0%)
A4	1	1	764	0 (0%)	0 (0%)	4 (1.0%)
JB	2	1	938	21 (6.7%)	0 (0%)	0 (0%)

Table 3	Proposed Unit Breakdown					
B1	2	2	1,027	0 (0%)	4 (1.2%)	9 (2.3%)
B2	2	2	1,088	26 (8.3%)	37 (10.7%)	9 (2.3%)
B3	2	2	1,118	47 (14.9%)	21 (6.1%)	46 (11.8%)
B4	2	2	1,077	26 (8.3%)	41 (11.8%)	60 (15.4%)
Total				315 (100%)	346 (100%)	389 (100%)

Proposed Density

The project is requesting a General Plan Amendment and Rezone to allow a site-specific density of 62 du/acre on the site. The proposed base density of 62 du/acre (and total density of 74 du/acre) is similar to nearby recently approved or constructed similar projects as follows:

- One Metro West – 1,057 units at 80 du/acre
- 580 Anton – 240 units at 125 du/acre
- Halcyon Apartments at 595 Anton Blvd. – 393 units at 80.9 du/acre
- The Baker Block – 250 units at 58 du/acre

The proposed density of 62 du/acre is appropriate given the property's location, site size, and design of the project. In addition, program 3C of the Housing Element identifies that the North Costa Mesa Specific Plan will be updated to allow for up to 90 dwelling units per acre. Residential developments near job centers also attract new employers since companies are drawn to convenient housing options for potential employees, especially where options exist to reduce or cut commuting time, as well as, providing convenient access to retail and commercial amenities.

The project site's location is conducive to higher density because of the close proximity to the I-405 Freeway, major roadways such as Harbor Boulevard, South Coast Drive, Sunflower Avenue, the rail trail, and Class 2 bike lanes and employment centers, different types of uses and amenities.

The site size is appropriate for a higher-density development because of the proposed site planning design. The buildings are situated and set back to ensure minimal impacts on surrounding developments while also providing adequate width for drive aisles and site circulation, emergency access lanes, open space areas, and opportunities for natural lighting. The buildings have been designed to provide ample private and common space areas at the ground, roof and internal levels. The site is also developed with an existing infrastructure system including water, sewer, and storm drain connections which would be adequate to support a higher-density development and not require the construction of new infrastructure systems; the project proposes to connect to the existing infrastructure lines and no other improvements are required.

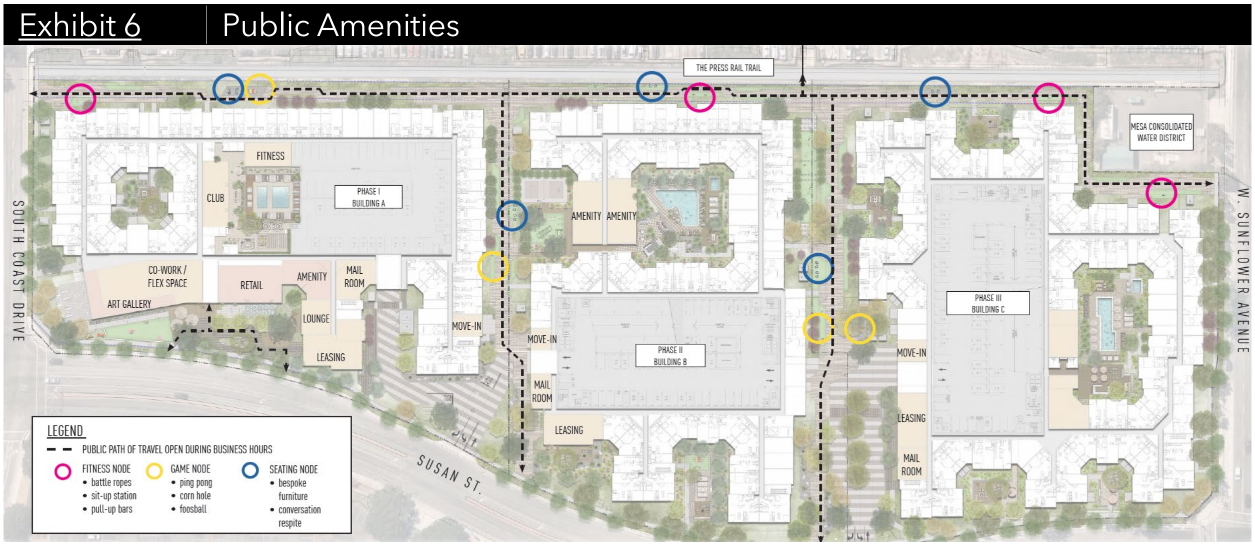
It should be noted again that the City has approved a number of projects with higher densities than the proposed project such as the One Metro West, 580 Anton and Halcyon Apartment projects noted above. Therefore, the density is in line with other similarly situated and approved projects, considering site size, context and project design.

<u>Open Space</u>

The proposed project would include a total of 335,958 square feet of public and private open spaces. As shown in Exhibit 6 below, the project includes a variety of public amenities including exercise stations, game stations, and seating areas. Public open space areas include paseos adjacent to and accessing the Rail Trail, landscaped perimeter, public plaza, and general amenity spaces. In addition to the publicly-accessible open space areas, the proposed project would include private open space (i.e., indoor and outdoor amenities) throughout the project site available exclusively for residents. The indoor and outdoor amenities include a leasing office, indoor and outdoor lounges, ground-level courtyards and pools, dog park, general amenity space, mail room, bicycle storage space, art exhibit, artwork, co-work/flex space available to residents, move-in area, fitness room, and roof deck (including a fitness facility, roof lounge, and outdoor deck and pool).

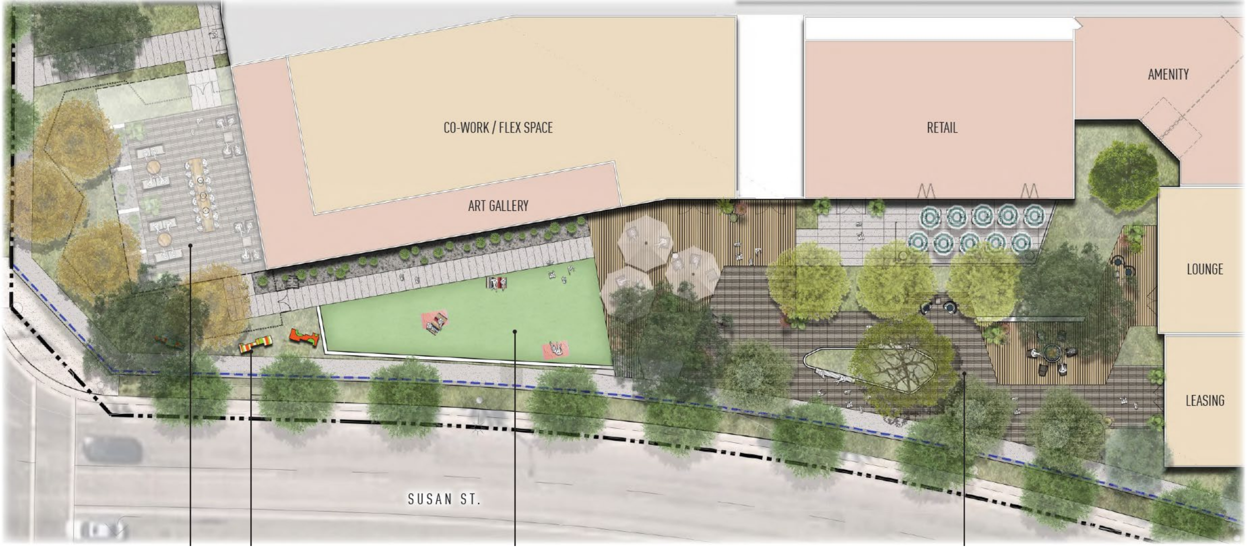
An existing bike trail is located along the westerly side of the project on the adjacent property, known as the Rail Trail, which will eventually connect Costa Mesa's and Santa Ana's bicycle infrastructure. The City has a public access easement over the area and the bike trail was recently resurfaced and landscaped as part of the Anduril Headquarters development. The project proposes to provide connectivity to the rail trail through the on site paseos. As currently proposed, the paseos will be opened to the public during regular business hours from 9:00 a.m. to 6:00 p.m. Monday through Friday.

<u>Exhibit 6</u> Public Amenities



As shown in exhibit 7 below, the project proposes to include a public plaza within the first phase of the project which would be accessible from the proposed retail space. The public plaza would be available to the public and would include seating areas, artwork, and enhanced landscaping. The plaza would be available to the public at all times.

Exhibit 7 Public Plaza



In PDC and PDR-NCM districts, buildings may encroach into the required perimeter open space if the project includes well defined pedestrian circulation system, pedestrian oriented landscape and public use areas are provided, the reduced open space will not be detrimental to the development on contiguous properties, the reduced setback would not deprived the street or neighbors of necessary light and air, and that the overall urban design concept complies with the City goals, General Plan, and applicable Specific Plan. As proposed, buildings are proposed within the permitted open space with various wings protruding. While wings of the proposed buildings temporarily encroach into the open space, the are various courtyards and pedestrian areas which include more perimeter landscaping than required.

Perimeter open space is required to be 20 feet but may include, in addition to landscaping, architectural features (such as arcades, awnings, and canopies) and hardscape features (such as paving, patios, planters, and street furniture) if the Planning Commission determines that these other features provide usable, visually interesting pedestrian amenities and facilitate pedestrian circulation, enhance the overall urban design concept, adequate landscaping is retained; and the design of the perimeter setback area will be compatible with contiguous development. The project includes various patios, planters, and architectural elements within the perimeter open space. The inclusion of these features contributes to the design and sense of place. In addition, landscaping is provided throughout the open space area and the setbacks will be contiguous throughout the development.

Landscaping

The project proposes new site landscaping consistent with CMMC standards. The project is proposed to include a combination of specimen trees, flowering trees, and screening trees in the public realm including Canary Island Pines, Fern Pines, Tree Aloe, Live Oak, Palo Verde, Brisbane Box, Mesquite, Sycamore, and Guadalupe palms. Additional trees are proposed in residential amenity courtyards. As part of the building permit plan check review, final landscape plans will be prepared and certified by a California licensed landscape architect confirming that they comply with the CMMC and water efficiency landscape guidelines.

Lighting is required to be provided in all parking areas, vehicular access areas, and on major walkways. The applicant will be required to submit lighting and photometric plans with the building plans demonstrating that there is limited to no spillover of lighting onto neighboring properties.

In addition, fences and walls are proposed throughout the project site. All walls shall comply with the visibility standards.

Parking

As proposed, each phase would be self-contained in terms of parking. The applicant proposes to provide a minimum parking ratio of 1.65 parking spaces per unit. According to the attached parking study prepared by LLG, this ratio provides adequate parking based on an analysis prepared using industry and jurisdictional standards, multi-family residential ratios approved for projects that have not yet been built, and using empirical ratios derived from a parking demand survey recently conducted in May 2023 at 580 Anton Boulevard Apartments.

In addition, projects that are proposing Density Bonus Agreements are subject to the parking requirements within the State Density Bonus Law. Two-bedroom units are required to provide 1.5 parking spaces per unit and one or less bedroom units are required to provide 1 parking space per unit. Therefore, the project is required to provide a minimum of 1,224 parking spaces for the residential component. The retail component of Phase 1 requires four parking spaces per 1,000 square feet and therefore requires an additional 15 parking spaces for the total project parking requirement of 1,239. The project exceeds the requirement by proposing 1,756 parking spaces. Use of these parking standards does not constitute as an incentive or concession and must be allowed for projects proposing density bonuses.

Traffic and Vehicular Circulation

A traffic impact analysis (TIA) was submitted and reviewed by the City's Transportation staff. The TIA is required for the project pursuant to City guidelines. The TIA studied and analyzed several scenarios to determine the impact of the project on the traffic network.

The existing industrial office use generates 1,866 average daily trips (ADT) with 376 vehicle trips in the AM peak hour and 362 vehicle trips in the PM peak hour. Pursuant to a trip generation study prepared by LLG, the proposed project would generate a net increase of 3,082 ADT from existing conditions with 376 AM peak hour and 432 PM peak hour trips. Per the City's TIA guidelines, the study area of the proposed TIA should include intersections where the project would add 50 or more vehicle trips. As a result, the TIA study area consists of a total of 8 key intersections.

The TIA concluded that all key study intersections are forecast to continue operating at acceptable level of service during the AM and PM peak hours under Year 2028 and 2050 buildout traffic conditions with the addition of project traffic. As such, improvements at the study intersections are not required. In addition, Caltrans conditions related to off-ramps are considered adequate to accommodate the anticipated traffic under year 2028 and 2050 build out as well.

An additional vehicle miles traveled (VMT) analysis was prepared by LLG and used for significant determination in accordance with CEQA. The VMT analysis estimates the total miles driven by all vehicles in a specific area over a given time period to assess transportation impacts and inform planning decisions. No significant impacts were determined pursuant to CEQA.

The project is also subject to the City's traffic impact fees based on the project's net trips at $235 per net increase in trips. Payment of traffic impact fees is required by the CMMC and is also included as a condition of approval.

Fire and Emergency Access

To ensure timely and adequate emergency responses, the project will prepare and submit a Fire Master Plan (FMP) to the Costa Mesa Fire and Rescue Department prior to the issuance of building permits. The FMP would identify the designated on-site emergency access routes and lanes, all access points to every building, roof access ladders, location of hydrants, location of stairways, among many other requirements. The project's FMP will be reviewed by the Costa Mesa Fire and Rescue Department during the plan check process with submittal of precise grading plans.

Furthermore, the buildings have been strategically designed with multiple access points and fire lane routes for each building. The project is conditioned to submit the FMP showing compliance for all phases of construction include fire hydrants, adequate fire lanes, and turn arounds prior to combustible construction.

Noise

Residential uses are considered sensitive land uses and the location of such sensitive uses should be considered with the site planning and building design. The City's noise ordinance (Chapter VIII of the Zoning Code) requires specific sound ratings within structures. The project is adjacent to a Mesa Water utility yard and pump and Anduril cooling towers which could result in adverse noise impacts to future residents, unless adequately addressed. The applicants have supplied a noise study prepared by Veneklasen Associates which identified that the inclusion of mechanical ventilation and STC 30 Rated windows and doors would allow the project to comply with the City's noise requirements. Conditions of approval have been included requiring compliance with the recommendations of the Noise Study.

Vesting Tentative Parcel Map

A Vesting Tentative Parcel Map is a subdivision map that gives the developer certain rights, or "vested rights," at the time the map is approved. These rights allow the developer to proceed with the project under the laws, ordinances, and regulations in effect at the time the map was approved. The project's vesting tentative tract map proposes to allow for three individual lots.

As indicated in the "Tentative Parcel Map Findings – CMMC Section 13-29(g)(13)" below, the project complies with the City's required findings to approve the Tentative Tract Map. In addition, pursuant to Section 66474 of the California Subdivision Map Act, a proposed subdivision must be denied if one or more of the below findings are made:

1. "That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451;
2. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans;
3. That the site is not physically suitable for the type of development;
4. That the site is not physically suitable for the proposed density of development;
5. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems; and

7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision."

None of the above findings of Section 66474 can be made or associated with the proposed subdivision.

Density Bonus

California's Density Bonus Law allows a developer to increase density on a property above the maximum set under a jurisdiction's General Plan land use plan if the project meets certain criteria. In exchange for the increased density, a certain number of the new affordable dwelling units must be reserved at below market rates. The base density of the project site would allow for 869 dwelling units. By providing 10 percent of the units at a low income level, the applicant is entitled to a 20 percent density bonus. The law also allows for reductions in required development standards, known as incentives, concessions and waivers. Greater benefits are available for projects that reach higher percentages of affordability.

Besides granting rights to housing developments to increase density, the law provides three provisions that require local governments to grant qualifying projects:

1) incentives or concessions;
2) waivers of development standards that would physically preclude the development of a project at the density permitted and with the incentives granted; and,
3) reductions in parking requirements.

The applicant is requesting two waivers or a reduction of a development standard that will have the effect of physically precluding the construction of the proposed development project. The project's parking stalls within the parking structure include vertical elements such as posts and walls. The City's parking standards require an additional 6 inches of width (9.5 feet) for parking stalls adjacent to vertical obstructions. The applicant requests a waiver to allow for the 9 feet width, as opposed to increasing the width to 9.5 feet as otherwise required. In addition, the parking design standards require that vertical supports be recessed 4 feet from the drive aisle. The project's parking structures are proposed to be recessed two feet from the accessible aisle, a two-foot reduction from the standard four-foot inset requirement.

Staff has reviewed the waiver requests and found that the proposed waivers will not create any unsafe conditions in the parking garage. In addition, the waiver would reduce the square footage dedicated to the structure which allows for additional square footage dedicated to the dwelling units and open space.

Development Agreement

The proposed project includes a Development Agreement (DA) between the applicant and the City pursuant to California Government Code Sections 65864 et seq. The Development Agreement would be adopted by Ordinance and vests the project entitlements for the period of the Agreement (currently proposed at 20 years plus two five year extensions) in exchange for specific public benefits. Several DA terms, including payment of public benefit fees for infrastructure and public safety, are currently being negotiated with the applicant. The terms of the Development Agreement will be presented at the next Planning Commission meeting.

GENERAL PLAN CONFORMANCE

Table HOU-12 in the City's General Plan Housing Element indicates that 43 percent of Costa Mesa households are owners while 57 percent are renters. As such, the City recognized it has a higher proportion of rental units compared to ownership units and included General Plan Land Use Element Policy LU-1.3 calling for a better balance between ownership and rental housing in Costa Mesa. The proposed development would provide additional rental housing that will further the gap between ownership and rental housing in the City. However, given the demand for housing and the City's RHNA allocation, rental housing units and deed-restricted affordable housing provided by the project continue to support the response to the City and regional housing crisis, providing a range of housing opportunities to residents. Additionally, the project would improve the City's overall jobs-housing balance.

The following analysis evaluates the proposed project's consistency with specific goals, objectives, and policies of the General Plan including the Land Use, Housing, Circulation, and Open Space Elements.

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. Building intensities for proposed new development projects shall not exceed the applicable floor area standards.*

The proposal exceeds the Land Use Element prescribed trip budget for the site (376 AM peak hour trips and 362 PM peak hour trips) and therefore requires a General Plan Amendment. Based on the preliminary trip generation study for the project, there will be a net increase (based on existing uses) of 3,082 average daily trips (ADT), including 13 additional AM and 69 additional PM peak hour trips. The project has submitted a comprehensive traffic study and a Vehicle Miles Traveled (VMT) analysis which evaluated local roadways and intersections and associated project impacts and found the impacts to be minimal.

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

The conducted fiscal analysis found that once the project is fully built, it would generate approximately $347,140 in total annual net new revenue to the City.

Policy LU-7.1: *Endeavor to create mixture of employment opportunities for all economic levels of residents and businesses.*

In keeping with this policy, the City will need to retain a sustainable level of industrial and commercial land uses to create a mixture of employment opportunities for all economic levels of residents and businesses. Although there will be fewer employment opportunities with the residential proposal in comparison with the current industrial park use, considering the State and regional objective to increase housing supply, housing units may be considered a higher local/regional priority at the Council's discretion. In addition, developing housing in proximity to major employment areas such as the area north of the I-405 Freeway would reduce the vehicle miles travelled and contribute to the overall sustainability goals of the region in terms of reducing greenhouse gas emissions. Finally, employment patterns have changed over the past five years where more employees are telecommuting, reducing the necessity for office space.

Policy HOU-2.1: *Facilitate the development of housing that meets the needs of all segments of the population including affordable housing and households with specialized needs.*

The project proposes to include 1,050 residential rental units including 105 low-income units. The project is located near job centers north of the I-405 freeway including Anduril and South Coast Metro. The project will be required to meet all building code requirements including the provision of ADA units.

Policy HOU-3.2: *Encourage the development of well-planned and designed residential or mixed-use projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project, neighborhood, or geographic area within the City.*

The project is subject to the development standards of the PDR-NCM zone and the development standards established for the Home Ranch sub area in the NCMSP unless modified. As proposed, the project complies with the modified NCMSP standard for height, intensity, and for trip budgets. The design elements as proposed are high quality and internally consistent and complementary to the surrounding area. The project incorporates public realms including the public plaza and paseos.

Policy HOU-3.4: *Consider the potential impact of new housing opportunities and their impacts on existing residential neighborhoods when reviewing development applications affecting residential properties.*

The project is proposed across Susan Street from a gated residential community known as Providence Park. Built between 2005-2006, the community includes 60 single family dwellings and 83 townhomes. Phase 3, the closest phase of the project to the community, reduces its height as it nears the east property line to reduce impacts on the neighborhood. Additionally, the neighborhood is screened by existing trees which further reduces the aesthetic impacts of the project on the neighborhood.

Policy HOU-3.5: *Encourage residential and mixed-use development along transportation routes and major commercial/mixed use corridors.*

The project is located in close proximity to the I-405 freeway. In addition, the north and south boundaries of the project are Sunflower Avenue and South Coast Drive, both of which are identified as Primary Arterials in the Master Plan of Streets Highways (MPSH).

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.*

The project includes approximately five-acres of open space area, including the public plaza in Phase 1, the Rail Trail, and its connecting paseos that can accommodate public access.

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

The site will does not include a dedicated park site and therefore, is subject to payment of park in lieu fees in the amount of $5,000 per unit for rental projects and will also be subject to Measure Z open space fees.

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.*

According to the applicant, the project includes design elements intended to appeal to three distinct target populations. In addition, the site is located in proximity to major commercial centers (Anduril, AAA, SOCO, South Coast Plaza, Metro Pointe, South Coast Metro, etc.). The project is also in close proximity to major commercial corridor on Harbor Boulevard.

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

The applicant worked closely with the Police Department regarding site access and security and CPTED compliant design features. The project includes lighting in all publicly accessible pedestrian and vehicular areas. In addition, the project is incorporating automatic license plate readers at all parking garage entrances which would automatically trigger a police response if the vehicle is reported to be stolen.

No Net Loss Law – Senate Bill 166

As shown in table 4 below, the City's 6th Cycle Housing Element has identified the project site as a potential site for assisting in achieving the City's 2021-2029 Regional Housing Needs Allocation (RHNA) requirement. Specifically, the southern four acres of the subject parcel is identified by the City's Housing Element to provide a total of 432 housing units that include 68 very-low-income units, 39 low-income units, 72 moderate-income units, and 252 above-moderate units. The project proposes 105 low-income units, and 945 above-moderate units, which therefore results in a Housing Element shortfall of 68 very-low income units and 72 moderate income units. However, the project would result in a surplus of 66 low-income units and 693 above-moderate income units.

Senate Bill 166 (Government Code Section 65863 - "No Net Loss Law") requires that housing development opportunities remain available throughout the housing element planning period to accommodate a jurisdiction's regional housing needs assessment (RHNA). One of the applicable requirements of this legislation states that "If a city approves the development of a parcel identified in its Housing Element sites inventory with fewer units than shown in the Housing Element, it must either make findings that the Housing Element's remaining sites have sufficient capacity to accommodate the remaining unmet RHNA by each income level, or identify and make available sufficient sites to accommodate the remaining unmet RHNA for each income category".

Table 4	Affordable Unit Comparison to Housing Element			
	Very Low Income Units	Low Income Units	Moderate Income Units	Above Moderate Income Units
Hive Live Proposal	0	105	0	945
Housing Element Site Analysis	68	39	72	252
Difference	-68	+66	-72	+693
Housing Element Buffer	145	46	1,144	4,011
HE Buffer after Hive Live	77	112	1,077	4,704

As a result of the proposed Housing Element discrepancy, as specified in the City Housing Element "Site Analysis", the City is required to make "No Net Loss" findings pursuant to Government Code Section 65863. The finding can be made as the Housing Element "Site Analysis" includes a planned surplus of very-low, low, moderate and above moderate-income housing units. This required finding is provided below in the "Findings" section of this report.

Conformance with Zoning Code

The proposed project includes an amendment to the NCMSP which establishes the intensity of the development (density, lot coverage, height) as well as development standards and guidelines for the site and building design. If adopted, the modified NCMSP would serve as the zoning document for the site and the adjacent areas as included in the project scope of the Specific Plan. As part of the project application, a master plan is included that depicts the specifics of the site and building design. If for any reason, the proposed Master Plan is not implemented, any future development on this site would be required to comply with the Specific Plan development standards and thus, the project would be consistent with the Zoning Code.

FINDINGS

Pursuant to Title 13, Section 13-29(g), Findings, of the Costa Mesa Municipal Code, in order to approve the project, the Planning Commission must find that the evidence presented in the administrative record substantially meets specified findings as follows.

General Plan Amendment and Specific Plan Amendment

There are no specifically required findings required for a General Plan Amendment or Specific Plan Amendments. However, amendments must be internally consistent and not conflict with other regulatory documents. Such amendments are considered legislative actions and are subject to the discretion of the City Council. In this case, the proposed General Plan Amendment seeks to modify the Land Use Element's maps, figures, text, and tables to apply High Density Residential and Urban Center Commercial land use designation to the subject property. The proposed Specific Plan Amendment seeks to modify the development standards on which future development would be based. The justification in support of the proposed General Plan amendment and Specific Plan Amendment is below:

- *The proposed project would contribute to the City meeting its City's 6th cycle RHNA allocations*

  The City of Costa Mesa's 6th Cycle (2021–2029) Housing Element identifies specific sites to meet the State-mandated Regional Housing Needs Allocation (RHNA) of 11,760 units. The proposed project site is designated as a housing opportunity site. The project proposes 1,050 housing units, which would contribute to the City meeting its RHNA obligations.

- *The proposed base density at 62 du/acre is appropriate given the property's location, site size, and design of the project.*

  Higher-density residential developments offer several community benefits, including reduced traffic congestion and enhanced walkability. By concentrating housing units within a compact area, such developments can decrease reliance on automobiles, leading to fewer vehicle trips compared to traditional low-density neighborhoods. This design fosters a pedestrian-friendly environment, allowing residents to access nearby amenities and promoting healthier lifestyles. North Costa Mesa has been identified as an area for development since it was included in Measure K.

  The proposed project's density aligns with the existing residential character in North Costa Mesa, where similar densities are present. Moreover, the development exemplifies thoughtful site planning and design, offering meaningful community amenities. These features contribute to the City's objective of enhancing community well-being.

- *Senate Bill 166 (Government Code Section 65863), the "No Net Loss Law".*

  The proposed Development project includes a total of 1,050 units, exceeding the City's Housing Element RHNA Sites Inventory capacity of 618 units for the subject site. However, according to the City's adopted Housing Element "Sites Analysis" (Appendix B), the property is identified with providing 68 very-low-income units, 38 low-income units, 72 moderate income units and 252 above moderate units. The proposed development includes no very-low-income units, 105 low-income units, no moderate-income units and 945 above-moderate units, therefore the project is deficient 68 very low-income units and 72 moderate-income units. Although the development, as proposed, would be deficient for very-low-income units, and moderate-income units (as specified in the City Housing Element "Sites Analysis"), the City's Housing Element includes a 145 unit surplus of very-low income units and a 1,144 surplus of moderate income units; therefore, a finding can be made that the City's adopted Housing Element's remaining sites have sufficient capacity to accommodate the remaining unmet RHNA by each income level.

Rezone

Pursuant to Title 13, Section 13-29(g)(11), Findings, of the CMMC, in order to approve the project, the Planning Commission must find that the evidence presented in the administrative record substantially meets the following applicable required Rezone findings:

- *The proposed rezone is consistent with the Zoning Code and the general plan and any applicable specific plan.*

  The proposed rezone is consistent with the Zoning Code, the amended General Plan, and applicable planning documents. Specifically, the applicant is requesting to rezone the project site by applying the Planned Development Residential – High Density zoning district and the Planned Development Commercial zoning district with a site specific density of 62 dwelling units per acre. This rezone would allow for the development of the 1,050 dwelling unit project pursuant to the provisions of Article 6 (Planned Development) of Chapter V of the Zoning Code.

  To facilitate this rezoning, a General Plan Amendment is also proposed to formally apply the zoning districts to the site. The General Plan amendment would modify the Land Use Element maps, figures, text, and tables to reflect the new Urban Center Commercial and High-Density Residential land use elements. Per *Table LU-19: General Plan and Zoning Consistency* of the General Plan Land Use Element, the zoning districts are considered consistent with the General Commercial land use designation. Therefore, the proposed rezone and General Plan Amendment align with the City's land use framework and are necessary to support the proposed residential development.

Vesting Tentative Parcel Map No. 2024-114

Pursuant to Title 13, Section 13-29(g)(13), Findings, of the CMMC, in order to approve the project, the Planning Commission must find that the evidence presented in the administrative record substantially meets the following applicable required Tentative Tract Map findings:

- *The creation of the subdivision and related improvements is consistent with the general plan, any applicable specific plan, and this Zone Code. proposed rezone is consistent with this Zoning* Code.

The creation of the subdivision aligns with the General Plan by promoting residential development that meets the community's housing needs. Additionally, the subdivision complies with the local Zoning Code and State laws by conforming to established development regulations. The proposed map will allow for the phasing of the project. Each individual phase complies with the respective zoning regulations, specific plan, and general plan designations.

- *The proposed use of the subdivision is compatible with the general plan.*

  The proposed development aligns with the General Plan by addressing the critical need for housing options within the community. Located near transportation routes and commercial and residential corridors, this development promotes the City's goals of increasing residential density while enhancing accessibility to essential services and transportation.

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

  The proposed development will be situated in an urbanized area. The site meets the minimum lot size requirement and is a typical shaped lot that can accommodate the buildings and necessary utilities. There are no wildlife habitat or bodies of water on the site or nearby, further ensuring that the development will not result in substantial environmental damage. This strategic location allows for the efficient use of already developed land, minimizing the need for additional site disturbance and preserving green spaces elsewhere in the community. By repurposing this existing office complex and training field, the project will provide much-needed housing opportunities.

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

  The design of the proposed development thoughtfully considers the orientation of the lot, aligning in a manner that maximizes solar exposure, ensuring natural passive heating during colder months. Additionally, the layout incorporates various outdoor amenity areas at the center of the development and green spaces to promote natural airflow and cooling, minimizing the need for artificial heating or air conditioning. This approach reflects the principles outlined in State Government Code section 66473.1.

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

  The proposed development has been designed to ensure that all existing public entity and utility rights-of-way and easements within the subdivision remain accessible and unobstructed. Coordination with utility providers and the City will be maintained throughout the development process to avoid any disruptions and ensure that essential services can continue to operate efficiently.

- *The discharge of sewage from this land division into the public sewer system will not violate the requirements of the State Regional Water Quality Control Board pursuant to Division 7 (commencing with State Water Code section 13000).*

  The applicant has submitted a Preliminary Water Quality Management Plan (PQWMB), which demonstrates that the project will implement best management practices to effectively manage wastewater and prevent any violations of water quality standards.

Master Plan

Pursuant to Title 13, Section 13-29(g)(5), Findings, of the CMMC, in order to approve the project, the Planning Commission must find that the evidence presented in the administrative record substantially meets the following applicable required Master Plan findings:

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

  The proposed development is consistent with the broader goals of the General Plan by promoting housing opportunities, as specified in General Plan Land Use Land Use Policies LU-5.10, 6.1, 7.1, and Housing Element Policies HOU-2.1, 3.2, 3.4, 3.5. Additionally, the project design reflects high-quality architectural standards and thoughtful site planning that maintains the character and integrity of the surrounding residential and commercial areas. By prioritizing amenity connectivity and experience, the development fosters a sense of place while contributing to the overall livability of a highly urbanized environment.

- *Master plan findings for mixed-use development projects in the mixed-use overlay district are identified in Chapter V, Article 11, mixed-use overlay district.*

  The proposed project is not located within a mixed-use overlay district.

- *As applicable to affordable multi-family housing developments, the project complies with the maximum density standards allowed pursuant to the general plan and provides affordable housing to low or very-low income households, as defined by the California Department of Housing and Community Development. The project includes long-term affordability covenants in compliance with state law.*

  The proposed development includes 1,050 residential ownership units including 105 units that will be rented at low income rates for no less than 55 years. The project complies with the maximum density standards allowed pursuant to the proposed General Plan amendment. The project is not required to comply with the City's inclusionary ordinance because they submitted an SB 330 application prior to the adoption of the Inclusionary Ordinance, however, the project as proposed would comply with the requirements of the ordinance.

Density Bonus

Pursuant to Title 13, Section 13-29(g)(3), Findings, of the CMMC, in order to approve the project, the Planning Commission must find that the evidence presented in the administrative record substantially meets the following applicable required Density Bonus findings:

- *The request is consistent with State Government Code section 65915 et. seq. regarding density bonuses and other incentives, the general plan, any applicable specific plan, and Chapter IX special regulations, Article 4 density bonuses and other incentives.*

  The requested density bonus agreement is consistent in that the applicants are requesting a 20 percent density bonus with the inclusion of 10 percent low income units. Pursuant to the Government code, the request allows the developer to request two incentives and unlimited waivers. The request also allows the developer to utilize reduced parking ratios as established by the government code. The request is consistent with General Plan Land Use Land Use Policies LU-5.10, 6.1, 7.1, and Housing Element Policies HOU-2.1, 3.2, 3.4, 3.5. The project would comply with the amended North Costa Mesa Specific Plan and other zoning regulations.

- *The requested density bonus and incentive or concession constitute the minimum amount necessary to provide housing at the target rents or sale prices and/or a child care facility.*

  The requested density bonus would allow the project to develop up to 1,106 dwelling units with the 20 percent density bonus. The project proposed 1,050 units while still including the 10 percent units dedicated to very low income units. The project is not requesting an incentive.

- *The granting of the incentive or concession is required in order to provide for affordable housing costs, as defined in Health and Safety Code section 50052.5 or for rents for the targeted units.*

  The project does not propose any incentives or concessions.

- *The granting of the incentive or concession and/or the waiver or reduction of development standards does not have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Government Code section 65589.5 upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.*

  The requested waiver is related to parking lot development standards. The requested waiver is minimal in that it will not impact the circulation or safety of the proposed development. The waiver is necessary to reduce the scale of the parking garage and to ensure that the columns are structurally sound. Therefore, granting the waiver will increase the safety of the parking structure while not impacting circulation.

- *The granting of the incentive or concession and/or the waiver or reduction of development standards does not have an adverse impact on any real property that is listed in the California Register of Historical Resources.*

  The proposed project is located approximately 1,800 feet from the Segerstrom House located at 3315 Fairview Road, the nearest property eligible for the National Register of Historic Resources. The waiver is related to the interior of the proposed parking structures and will have no impact on the potential historic resource.

Development Agreement

Pursuant to City Council Resolution No. 88-53 and Government Code section 65865(c), staff recommends approval of the request, based on the following assessment of facts and findings, which will be included in the future draft Resolution:

The Development Agreement between the City of Costa Mesa and Developer is:

- Consistent with the objectives, policies, general land uses and programs specified in the General Plan and with the General Plan as a whole;
- Compatible with the uses authorized in, and the existing land use regulations prescribed for, the zoning district in which the real property is and will be located; and

- Is in conformity with and will promote public convenience, general welfare, and good land use practice.

  The proposed Development Agreement is consistent with the General Plan as the agreement would contribute additional funding (beyond the required development impact fees) for public services such as police and fire and for City drainage and transportation improvements.

  Upon approval of the general plan amendment, rezone, and specific plan amendment, the proposed project would be consistent with the General Plan and Zoning Code.

The Development Agreement between the City of Costa Mesa and Developer will not:

- Be detrimental to the health, safety and general welfare; and
- Adversely affect the orderly development of property or the preservation of property values.

  The Development Agreement will not be detrimental to the health, safety and general welfare of the public or adversely affect the orderly development of property. The Development Agreement reflects the development plan phasing for the site and documents the additional public benefits of the project (such as affordable housing and funding to improve City infrastructure) agreed to by the applicant in exchange for vesting the project approvals for the term of the DA.

ALTERNATIVES:

There are no alternatives recommended at this time.

LEGAL REVIEW:

The City Attorney has reviewed this report and has approved it as to form.

ENVIRONMENTAL DETERMINATION

A Draft Environmental Impact Report (DEIR) has been prepared by the City in accordance with the California Environmental Quality Act (CEQA). The Public Review Draft EIR is provided on the City's website at the following link:
https://www.costamesaca.gov/government/departments-and-divisions/economic-and-development-services/planning/environmental-notices-and-reports

As shown in table 5 below, the DEIR examined the potential environmental impacts of the proposed project and focuses on the changes to the existing environment that would result from the proposed project. The DEIR examined all stages of the project, including construction and operation and identified specific mitigation measures to lessen environmental impacts whenever feasible. With the implementation of mitigation measures, environmental impacts were reduced to less than significant levels in all areas. Since the DEIR did not identify significant and unavoidable impacts, there is no need for a statement of overriding considerations.

Table 5	Environmental Impacts	
No Impact or Less than Significant Impact	Significant Impacts that can be mitigated to less than significant impact	Significant and Unavoidable Impacts
Aesthetics	Air Quality	
Energy	Biological Resources	
Greenhouse Gas Emissions	Cultural Resources	
Hydrology and Water Quality	Geology and Soils	
Land Use and Planning	Hazards and Hazardous Waste	
Noise	Public Services and Recreation	
Population and Housing	Transportation	
Recreation	Tribal Cultural Resources	
Utility and Service Systems		

In addition to studying the proposed project, the DEIR also analyzed four project alternatives including the following:

1. No Project/No Development Alternative;
2. No Project/Existing Zoning Alternative;
3. Commercial Building Alternative for Phase 1; and
4. Reduced Density Alternative assumes a 20 percent reduction in the number of units and the removal of the retail component.

In accordance with CEQA Guidelines Section 15073, the Draft EIR was made available for a public comment period beginning on February 14, 2025, and ending at 5PM on March 31, 2025. The DEIR was available online for the entirety of the public review period. Five comments were received. A copy of the comments and responses will be provided as part of the Final EIR at the next Planning Commission meeting.

CONCLUSION:

The proposed Hive Live project would redevelop an existing industrial office development into a three-phased residential development with retail and open space uses. Staff recommends that the Planning Commission conduct the study session. Staff will return with a recommendation at the next scheduled Planning Commission public hearing on June 9, 2025.

ATTACHMENTS

1. Applicant Letter
2. Density Bonus Letter
3. Vicinity Map and Zoning Map
4. Existing Site Photos
5. General Plan Land Use Modifications
6. North Costa Mesa Specific Plan Modifications
7. Noise Study
8. Fiscal Analysis
9. Parking Study
10. Plans

LEGACY
PARTNERS®

August 5, 2024

Mr. Chris Yeager
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

RE: HIVE LIVE Entitlement Application – Applicant Letter/Project Description:

Dear Chris,

Legacy Partners, on behalf of Invesco Real Estate, is pleased to present our application for The Hive Campus. In response to the City's identification of this location as a future housing site in the recently adopted Updated Housing Element, Legacy is proposing to evolve The Hive Campus into a multi-phased master-planned residential community dubbed "HIVE LIVE."

Legacy Partners has a reputation for delivering and operating highly-amenitized residential communities. Legacy developed and currently manages 580 Anton in South Coast Metro, which is widely considered to be one of the finest residential communities in Southern California. We also delivered another luxury community known as Bloom South Coast in the South Coast Metro area, adjacent to Costa Mesa. Through these projects, Legacy has developed a unique understanding and appreciation for the Costa Mesa community.

In addition to assisting the City in fulfilling its RHNA obligations, HIVE LIVE will provide an opportunity to create a true work live environment in North Costa Mesa. HIVE LIVE's location is conducive for a walk-bike environment to local employers and will support local retail and restaurants such as The Lab/Camp, SOCO, and South Coast Plaza.

The Hive Campus is currently a 14.25-acre site developed with three two-story office buildings and a fourth approved (but not built) office building on the former L.A Chargers practice field. The Chargers have completed a new practice facility in El Segundo, CA and are relocating, so this represents an actionable opportunity to plan and develop housing in the City in a master planned manner. The property currently has a land use designation of Industrial Park and is zoned MP (Industrial Park).

HIVE LIVE is envisioned to be a three phased community which would be developed over a number of years, likely starting on the vacant practice field on the site's south end and progressing to the north replacing the three two-story office buildings.

The project is seeking the following entitlements to allow for a mixed-use development with 1,050 residential dwelling units, various residential amenities, a small, 3,962-square foot retail component, and public art displays:

1) General Plan Amendment: The proposed General Plan Amendment would change the existing "Industrial Park" land use designation to (a) "Urban Center Commercial" on proposed Parcel 1 and (b) "High Density Residential" on proposed Parcels 2 and 3.

2) North Costa Mesa Specific Plan Amendment: The proposed NCMSP Amendment would modify the applicable development standards and establish site-specific base density (62 units/acre) and intensity standards and make other necessary changes to the NCMSP.

3) Zoning Amendment: The proposed Zoning Amendment would rezone the project site from Industrial Park to (a) Planned Development Commercial[1] on proposed Parcel 1, and (b) Planned Development Residential – High Density on proposed Parcels 2 and 3.

4) Master Plan.

5) Vesting Tentative Parcel Map to split the existing parcel to create three separate parcels.

6) Development Agreement for the 14.25-acre property.

The 1,050 units are split across three separate phases, each consisting of between 300 and 400 units. Each building includes its own residential amenities, including a clubhouse, fitness center, pool/spa, coworking lounge, and various other amenities along with ample open space. The HIVE LIVE proposes to reserve 10% of the 884 base density units (105 units) for low income households, which results in entitlement to a 20% density bonus (for a potential maximum of 1,061 dwelling units). The HIVE LIVE, however, only proposes to construct 166 bonus units, which amounts to an approximately 18.8% increase over the base density (less than the permitted 20% bonus).

Between each phase, there are paseos that will provide access to the "Rail Trail" on the western edge of the HIVE LIVE site. These paseos are envisioned to be publicly accessible during business hours and will also provide ample open space to residents of HIVE LIVE.

Once operational, the Rail Trail will serve as an additional amenity to residents of HIVE LIVE by providing pedestrian access (through gates from HIVE LIVE to the Rail Trail) for resident use. During business hours, these gates will be able to remain unlocked so non-resident members of the public can access the trail as well. HIVE LIVE will likely hire a security company to patrol the property and address resident concerns. The security company would also be tasked with monitoring the Rail Trail adjacent to HIVE LIVE, increasing public safety during the day and overnight.

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[1] The Urban Center Commercial designation and Planned Development Commercial zoning for proposed Parcel 1 provide for flexibility of development for non-residential development, consistent with an existing third-party agreement governing Parcel 1. The City previously approved the Urban Center Commercial designation and PDC zoning for the Sakioka Lot 2 (also part of the NCMSP) to allow for development of either non-residential development or residential development as stand-alone development options. The site-specific standards outlined in the NCMSP would govern development of Parcel 1, establishing maximum non-residential floor area for Parcel 1 and residential development across the entire HIVE LIVE project site.

Legacy Partners also operates a property management company and intends to manage HIVE LIVE. Typically, at other Legacy projects, the leasing office is open and staffed from 10am to 6pm. Security gates, including those to the Rail Trail will be open during this time as well. Staff will likely include eight offices personnel, including one Business Manager, one Assistant Manager, one Leasing Manager, and five Leasing Consultants. Maintenance staff will likely consist of one Maintenance Supervisor, two Assistant Supervisors, six Maintenance Technicians. The project includes three separate leasing offices, one for each phase. Due to the number of staff required to operate the property, this will allow the staff to spread across each phase and operate the property more efficiently, as well as giving residents easier access to staff if needed. Additionally, separate offices will allow each phase to operate independently in the future if needed or desired.

The retail component is included on the ground floor of Building A, as shown on the included plans. The retail will be approximately 3,500 square feet, located near the public art displays and on an open plaza in front of the building. The ground floor of the is anchored by an indoor art gallery which is prominent on the corner and adjacent to the open plaza.

Sincerely,

Timothy O'Brien

Timothy O'Brien
Senior Managing Director
LEGACY PARTNERS

cc: Scott Drapkin, Ben Mount, Dave Pinto

ATTACHMENT 2

LEGACY
PARTNERS

Rental
Real Estate

Property
Management

Marketing
Services

Corporate
Services

Acquisitions &
Development

Design Services

Construction
Management

Financial
Services

Ownership

May 19, 2025
Mr. Chris Yeager
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

RE: HIVE LIVE Government Code Section 65915 (Density Bonus Law) Compliance and Request

Dear Chris,

Legacy Partners ("Applicant") recently submitted an application for The Hive Campus ("HIVE LIVE"), a multi-phased, master-planned residential community. HIVE LIVE proposes 1,050 dwelling units comprised of 875 *base* dwelling units and 175 *density bonus* dwelling units. The 175 bonus units are permitted under the State Density Bonus Law ("DBL") (Govt. Code § 65915) because the project would deed-restrict 105 of the 875 base dwelling units for low income households ("Affordable Units"). The reservation of the 105 Affordable Units (i.e., 12% of the base dwelling units) entitles the project to a 23% density bonus (or 202 bonus units). Therefore, the HIVE LIVE is a DBL project. ***The HIVE LIVE, however, only requests a 20% density bonus (or 175 units)***.

The Applicant will deed-restrict the Affordable Units for a term of 55-years, consistent with the requirements of the DBL. The continued occupancy of the Affordable Units with qualifying households will be ensured through implementation of the HIVE LIVE Affordable Dwelling Management Plan ("ADMP"), which is attached hereto.

The Applicant team very much appreciates your time and attention to the HIVE LIVE project. Please do not hesitate to contact me if you have any additional questions.

Sincerely,

Timothy O'Brien

Legacy Partners

AFFORDABLE DWELLING MANAGEMENT PLAN

The Hive Live

This Affordable Dwelling Management Plan ("ADMP") provides obligations, procedures, and other management requirements for all deed-restricted affordable housing units constructed in conjunction with The HIVE LIVE ("HIVE") project, as approved by the City of Costa Mesa ("City") City Council on XXX. The HIVE project proposes the construction and reservation (though deed restriction) of one-hundred and five (105) dwelling units for low income households. Those units, as constructed, shall be governed by the requirements of this ADMP.

Section 1 – Definitions

The following terms shall have the definitions specified.

1. *Adjusted for Household Size Appropriate for the Unit* means a household of one person in the case of a studio unit, two persons in the case of a one-bedroom unit, three persons in the case of a two-bedroom unit and four persons in the case of a three-bedroom unit, all in accordance with California Health and Safety Code Section 50052.5(h).

2. *Low Income Affordable Rent* means a rent that, when added to the Utility Allowance, does not exceed thirty (30) percent of eighty (80) percent of the Orange County median income as determined annually by the California Department of Housing and Community Development, Adjusted for Household Size Appropriate for the Unit, all in accordance with California Health and Safety Code Section 50053(B)(3).

3. *Affordable Unit* means a dwelling unit that will be offered for rent exclusively to an Income Eligible Household at a Low Income Affordable Rent pursuant to this Agreement.

4. *Director* means City's Director of Economic and Development Services, or his or her designee.

5. *Income Eligible Household* means a Low-Income Household that is eligible to rent a Low-Income Unit.

6. *Income Documentation* means documentation demonstrating a Tenant qualifies an Income Eligible Household. This shall include at least one of the following: (1) three pay stubs for the most recent pay periods; (2) an income tax return for the most recent tax year; (3) results from a credit agency or similar search; (4) an income verification form from the Tenant's current employer; (5) three most recent bank statements for all savings and checking accounts; (6) an income verification form from the Social Security Administration and/or the California Department of Social Services if the Tenant receives assistance from either of such agencies; or (7) if the Tenant is unemployed and has no such tax return, obtain another form of independent verification.

7. *Low-Income Household* means a household whose income does not exceed the low-income limits applicable to Orange County, adjusted for household size, as published and

periodically updated in Title 25, California Code of Regulations, Section 6932 (or successor provision) by the Department of Housing and Community Development (approximately equal to eighty (80%) of Median Household Income).

8. *Occupancy Date* means the earlier to occur of (i) issuance of a Certificate of Occupancy by the City; or (ii) issuance of a Temporary Certificate of Occupancy by the City.

9. *Owner* means any owner of the Property, or any portion of the Property.

10. *Property* shall have the meaning defined in Recital "A," as more particularly described in Exhibit "A" attached hereto and incorporated herein.

11. *HIVE* means the development approved by the City Council on XXX, including the LIST ENTITLEMENTS.

12. *Tenant* means as person or persons legally entitled to occupy an Affordable Unit as a home or residence to the exclusion of others.

13. *Utility Allowance* means an amount designated annually by the Orange County Housing Authority as a reasonable estimate of the cost of utilities for the Affordable Unit, for purposes of calculating the applicable Affordable Rent, provided that such estimate is made as a part of the City of Costa Mesa's designation of utility allowances for all affordable housing projects in the City.

Section 2 – Rental of Affordable Units

The one-hundred and five (105) Affordable Units in the HIVE shall be rented exclusively to Low Income Households at an Affordable Rent consistent with the terms outlined below.

1. Affordable Rent. Affordable Rents for Affordable Units, including Utility Allowances, shall be based on the Orange County Area Median Income published in Title 25, California Code of Regulations, Section 6932 by the California Department of Housing and Community Development, as may be amended from time to time. Affordable Rents may not be increased more frequently than annually to reflect increases in Area Median Income.

2. Marketing of Affordable Units. To market the Affordable Units to qualifying households, the Owner shall (1) establish a property-specific website and advertise on several other online apartment websites (such as apartments.com), and (2) explain that rents vary depending on resident income and household size.

3. Rental of Affordable Units to Eligible Households. The Owner shall ensure that the Affordable Units are occupied by Income Eligible Households as follows:

    a. Income Documentation. The Owner may not enter into a lease or rental agreement or receive rent from a Tenant for an Affordable Unit unless the Owner has provided the City with Income Documentation that the Tenant household qualifies as an Income Eligible Household.

b. Annual Report. The Owner shall certify the Tenant's household income on an annual basis. The Owner shall provide the City with a report no later than June 30th of each year setting forth the following information with respect to each Tenant occupying an Affordable Unit: unit address, Tenant name, size of Tenant's household, unit size, and date first occupied, and a copy of the annual Income Documentation.

c. Increased Income of Tenants. If, upon recertification of a Tenant's income pursuant to Section 2.4 of this Agreement, the Owner determines that the Tenant household's income has increased and exceeds the qualifying income for the Affordable Unit, then the Tenant shall be given written notice that Tenant shall vacate the Affordable Unit six (6) months from the date of the notice or upon expiration of the Tenant's lease, whichever is later.

d. Changes in Tenant Income. Notwithstanding subdivision (c) above, a Tenant who initially qualified as a Low-Income Household but whose income subsequently exceeds the initially qualifying income limit for an Affordable Unit shall continue to qualify as a Low-Income Household provided that (A) any vacant residential unit in the HIVE of comparable or smaller size is rented to a qualifying household of the same income level (Low-Income Household) and (B) such over-income Tenant shall not be required to pay rent that exceeds an amount that is the least of the amount that would be payable by the Tenant under (i) low-income housing tax credit regulations, (ii) State or local law or (iii) thirty percent (30%) of the household’s adjusted gross income.

e. Lease Agreement. A fully executed copy of the lease agreement for each Affordable Unit shall be delivered to the City’s Economic and Development Services Department within ten (10) days after Owner’s receipt of a written request for same by the City.

f. Assignment and Sublease. A Tenant occupying an Affordable Unit may not assign or sublet the unit without the written permission of both Owner and City. The City shall not grant permission to lease, rent, assign or sublet the Affordable Unit if it finds that the prospective tenant or occupant is not an Income Eligible Household. Any individual who subleases or assumes an Affordable Unit in violation of the provisions of this Agreement shall be required to forfeit to City all monetary amounts so obtained.

g. Records. The Owner shall maintain reasonably complete and accurate records pertaining to the rental of the Affordable Units throughout the duration of each tenancy. Owner shall permit any authorized representative of the City to inspect the records of any current Tenant of an Affordable Unit upon reasonable notice, for the purpose of confirming compliance with the terms, conditions and covenants of this ADMP.

Section 3 – Maintenance of Units

1. Utilization of Affordable Rental Units. All Affordable Units required by this ADMP shall be leased or rented and fully utilized in accordance with this ADMP. Notwithstanding any other provision of law to the contrary, no Affordable Unit shall be withdrawn from the market or otherwise held vacant except during maintenance or rehabilitation of the Affordable Unit.

2. Maintenance of Rental Units. Owner shall: (a) maintain and operate all units at the HIVE property so as to provide decent, safe and sanitary housing consistent with federal housing quality standards and the Costa Mesa Municipal Code; (b) make any required repairs or provide any required cleanup; and (c) provide the Affordable Units with the same levels of services and maintenance as are provided to any of the other dwelling units on the property.

3. City Right to Inspect Units. For purposes of confirming compliance with this ADMP, an Affordable Unit shall be made available by Owner to be inspected by the City during regular business hours upon seventy-two (72) hours' written notice; provided, however, that any such inspection shall occur only once during any twelve (12) calendar month period unless: (i) the City receives a complaint that a Tenant is occupying an Affordable Unit in violation of this ADMP; or (ii) a new Tenant is occupying an Affordable Unit, in which case City may reinspect.

Costa Mesa

Vicinity Map

ATTACHMENT 3

Legend

☐ City Limit

Addresses

☐ Silver

N
W E
S

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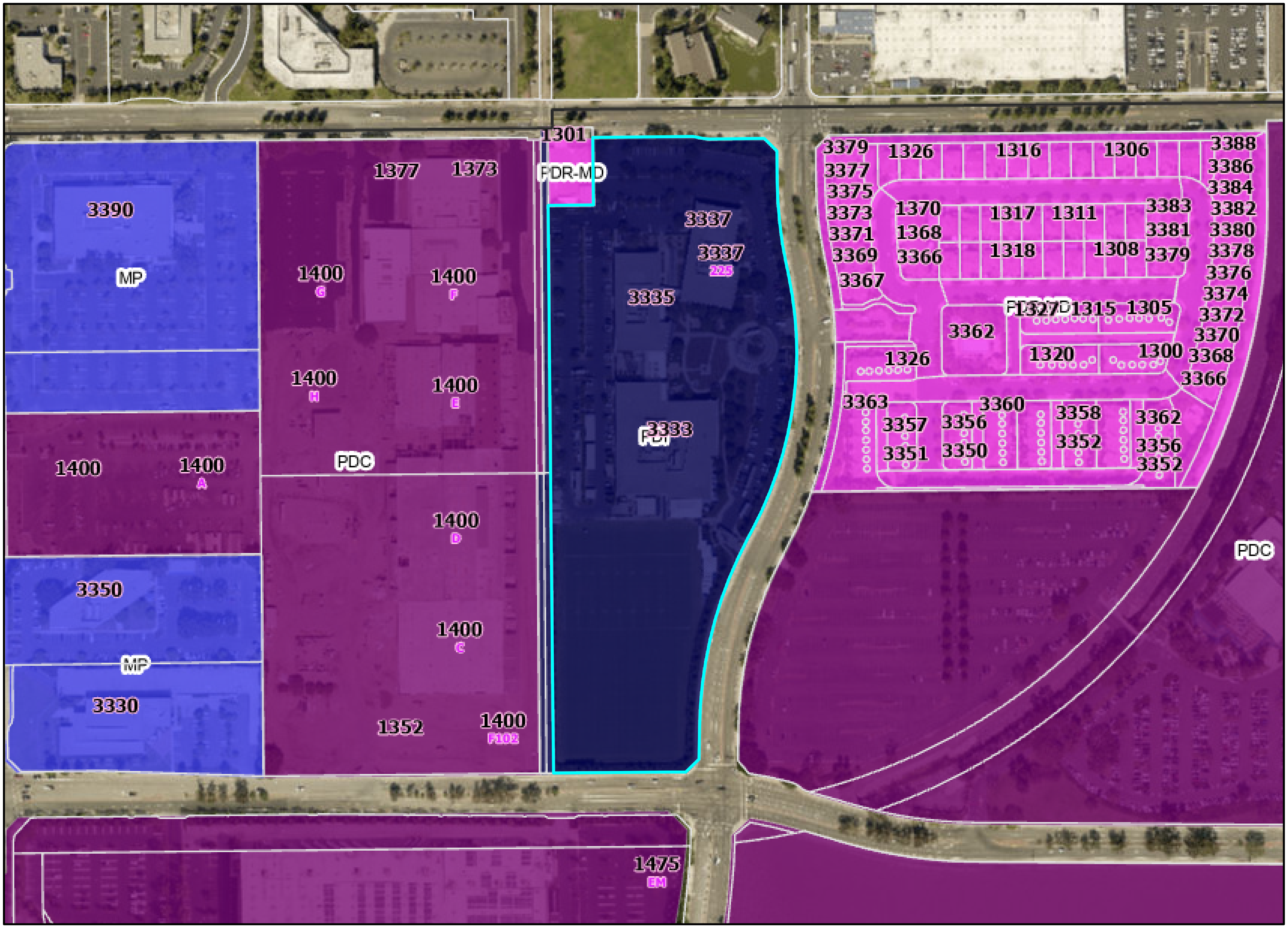
WGS 1984 Web Mercator Auxiliary Sphere

Costa Mesa

Zoning Map



Legend

☐ City Limit

Addresses

☐ Silver

Zoning

🟦 AP - Administrative Professional

🟩 IR-MLT - Institutional Recreational Multi-Use

🟨 R1 - Single-Family Residential

🟨 R2-MD - Multiple-Family Residential, Medium Density

🟫 R2-HD - Multiple-Family Residential, High Density

🟫 R3 - Multiple Family Residential

🟪 MG - General Industrial

🟦 MP - Industrial Park

🟦 PDI - Planned Development Industrial

🟥 C1 - Local Business

🟥 C2 - General Business

🟥 C1-S - Shopping Center

🟦 TC - Town Center

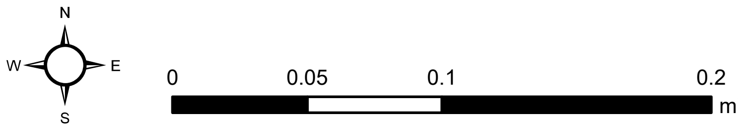
🟦 PDR-NCM - Planned Development Residential - North Costa Mesa

🟩 I&R - Institutional Recreactional

🟩 I&R-S - Institutional Recreational - School

⬜ P - Parking

🟧 CL - Commercial Limited



WGS 1984 Web Mercator Auxiliary Sphere

View across Susan Street to Providence Park's entry

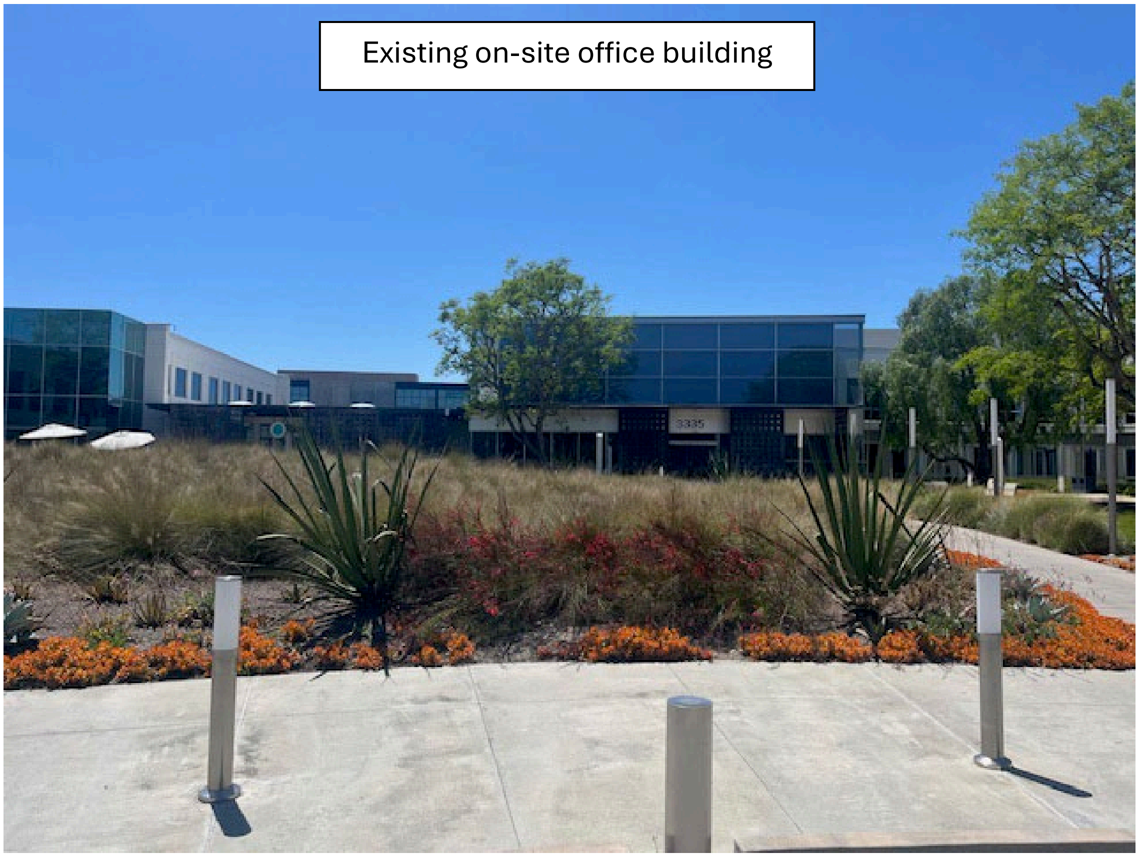
View of Providence Park across the street screened by mature trees

View of Providence Park across the street screened by mature trees

View of the AAA parking lot across Susan Street

Existing on-site office building

Existing on-site office building



Existing on-site office building

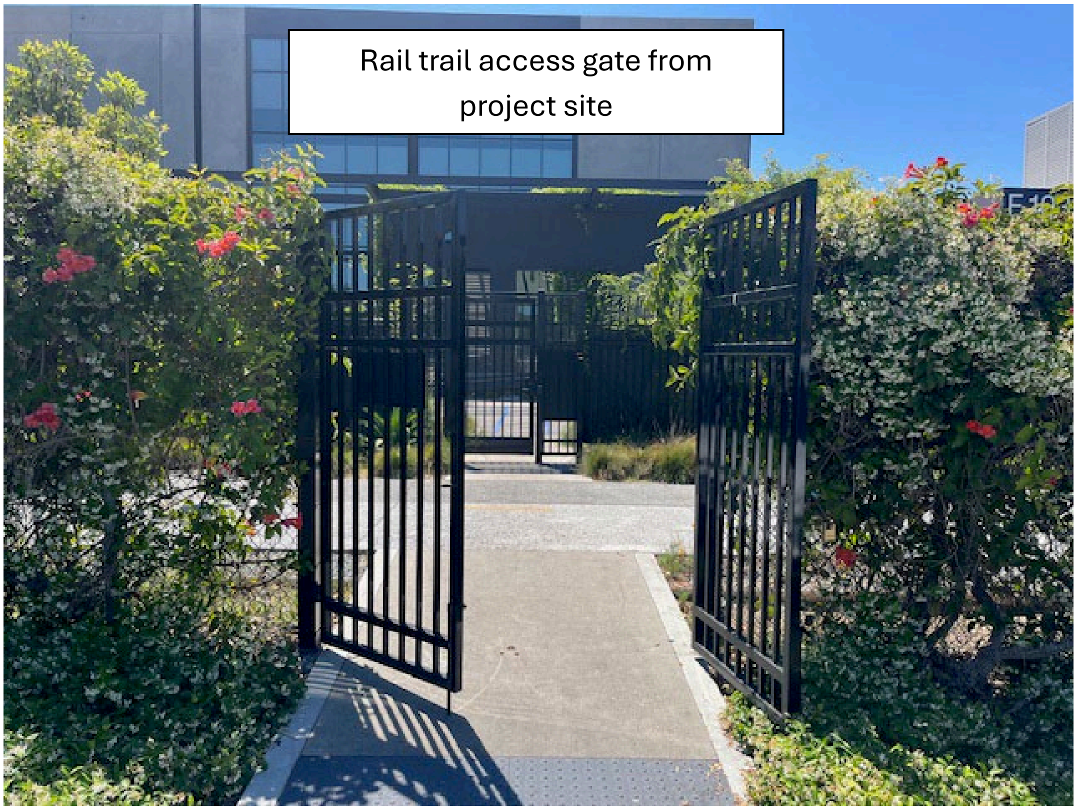
Existing Mesa Water Yard behind landscaping from project site

View northeast of the project site with exiting office development and USPS warehouse in Santa Ana

Empty lot directly across Sunflower Avenue in Santa Ana


Mesa Water yard to the northwest of the project site


Rail trail between project site and Anduril



Rail trail access gate from project site

Existing landscaping along Susan Street

Home Ranch southeast of the project site

Ikea across South Coast Drive from the project site.

Table LU-6: Land Use Density and Intensity Summary

Land Use Designations	Maximum Density			Maximum Intensity	
	Maximum Units	Dwelling Units per Acre (du/ac)	Persons per Acre (p/ac)	Floor-Area Ratio (FAR)	Employees per Acre (e/ac)
Residential					
Low-Density Residential	--	8 du/ac	26 p/ac	--	--
Medium-Density Residential	--	12 du/ac	38 p/ac	--	--
High-Density Residential[8,9, 10]	--	20 du/ac	50 p/ac	--	--
Non-Residential or Multi-Use					
Commercial-Residential	--	12 to 17.4 du/ac	40 p/ac	0.20 to 0.40 FAR	27 e/ac
Neighborhood Commercial	--	--	50 p/ac	0.15 to 0.75 FAR	27 e/ac
General Commercial	--	--	50 p/ac	0.20 to 0.75 FAR	27 e/ac
Commercial Center[3,4]	--	--	50 p/ac	0.25 to 0.75 FAR	27 e/ac
Urban Center Commercial[2]	660	20 du/ac 80 du/ac	50 to 210 p/ac	0.48 to 0.79 FAR	27 e/ac
Cultural Arts Center[2]	535	--	25 p/ac	1.77 FAR	275 e/ac
Regional Commercial[5,6]		--	50 p/ac	0.652 to 0.89 FAR	53 p/ac
Industrial Park	--	--	50 p/ac	0.20 to 0.75 FAR	58 e/ac
Light Industrial	--	--	50 p/ac	0.15 to 0.75 FAR	58 e/ac
Public and Institutional	--	--	--	0.25 FAR	44 e/ac
Golf Course	--	--	--	0.01 FAR	--
Fairgrounds	--	--	--	0.10 FAR	14 e/ac
Multi-Use Center[7]	582	6 du/ ac 40 du/ac	110 p/ac	0.25 FAR	4 to 15 e/ac
Overlays and Urban Plans					
Residential Incentive Overlay	--	30 du/acre	82 p/acre	N/A	N/A
SoBECA Mixed-Use Overlay[1]	450	40 du/ac	110 p/ac	1.00/1.25 FAR	27 to 44 e/ac
Harbor Mixed-Use Overlay[1]		20 du/ac	55 p/ac	1.00/1.25 FAR	27 to 44 e/ac
Westside Urban Plans[1]	--	20 du/ac	55 p/ac	1.00/1.25 FAR	27 to 44 e/ac

Notes:

1. *Increase in FAR from 1.00 to 1.25 may be allowed for mixed-use plans exhibiting design excellence.*
2. *Refer to the North Costa Mesa Specific Plan for detailed density/intensity and trip budgets for specific sites.*
3. *The Home Ranch site has a site-specific FAR of 0.64 for office development; residential development is not permitted due to the site-specific FAR.*
4. *For the LA Times site, 0.54 FAR applies to commercial development and 0.64 applies to office development.*
5. *Residential development is not permitted due to the site-specific FARs.*
6. *South Coast Plaza, west of Bear Street has a 0.89 FAR and east of Bear Street has a 0.652 FAR.*
7. *Of the 582 units, 332 would be designated at 40 du/ac that may be allowed at the Shannon Mountain's site within the Fairview Development Center.*
8. *The 38-unit residential project at 1957 Newport Blvd. and 390 Ford Road has a Site Specific Density of 20.4 du/acre.*
9. *The One Metro West Specific Plan has a site-specific FAR of 2.22 and density of 80 dwelling units per acre. Refer to Specific Plan text for further information.*

~~9.~~10. *The HIVE LIVE site has a site specific residential base density maximum of 62.3 units/acre (or maximum base density of 875 dwelling units.*

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building height and mix of dwelling units and hotel rooms, are contained in the North Costa Mesa Specific Plan.

In 2014, a site-specific density of 58 units/acre and site-specific building height of five and six stories were established for a 4.17-acre site at 125 East Baker Street. The project featured a five-story, 240-unit apartment building and six-story parking structure.

In 2015, a 224-unit apartment building on a 4.15-acre property at 2277 Harbor Boulevard was approved. The approved project involved: (1) Change of the land use designation from General Commercial to High Density Residential; (2) site-specific base density of 40 du/acre with a development incentive for an additional 58 dwelling units, for an overall site-specific density of 54 du/acre; (3) site-specific building height for a five-level parking structure. Rezone R-14-04 from C1 (Local Business District) to PDR-HD (Planned Development Residential – High Density) was also approved. Based on a Settlement Agreement executed on June 21, 2018, the project was modified to maximum 200 units including nine very low-income units subject to a fifty-five year restrictive covenant.

An approximately 9.57-acre portion of the HIVE LIVE site is designated High Density Residential. The HIVE LIVE site, which is within the North Costa Mesa Specific Plan, permits a site-specific base density of up to 62.3 units/acre (or a maximum base density of 875 dwelling units across the *entire* HIVE LIVE site).

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In 2021, the City Council approved the One Metro West project which is a mixed-use development on a 15.23-acre property located at 1683 Sunflower Avenue. The approval included the following entitlements: general plan amendment (GP-20-01), rezone (R-20-01), specific plan (SP-20-01), master plan (PA-19-19), and Tentative Tract Map No. 19015 (T-19-01). The land use plan for One Metro West depicts the following: three multi-family residential structures with 1,057 multi-family residential units and associated amenities including parking structures within a base building height of seven stories; one 25,000 square foot creative office building; 6,000 square feet of supporting special retail uses; a 1.5 acre open space; two off-site improvements that relate to the trail connection to the Santa Ana River Trail and improvements to the south side of Sunflower Avenue north of the South Coast Collection retail center.

buildings to mid- and high-rise buildings of four to approximately 25 stories, provided the maximum building height set forth in the North Costa Mesa Specific Plan is not exceeded. Appropriate uses include offices, retail shops, restaurants, residential, and hotels.

For mixed-use projects that include separate or distinct components, the nonresidential FAR standard and the residential density standard shall apply to each of the respective components, not the entire project site. For mixed-use projects that do not include distinct elements or include mixed-use buildings, the overall level of intensity shall be governed by the allowable nonresidential FAR and the maximum number of residential units identified in this designation for a specific project site. Developments shall also comply with the established trip budget standards and comply with the most restrictive standard.

Complementary residential uses within this designation may be allowed through the Planned Development zone process. The maximum allowable residential density within this designation shall be 20 dwelling units per acre, unless otherwise specified in the North Costa Mesa Specific Plan.

The Urban Center Commercial designation includes the following major developments:

- Automobile Club of Southern California
- Metro Pointe
- South Coast Metro Center/Experian
- Sakioka Lot 2 (as of 2015, unbuilt)
- HIVE LIVE (Parcel A)

All of these four properties had development agreements with the City of Costa Mesa that vested maximum development square footages, floor area ratios, trip budgets, and allowed uses. Provided in Table LU-11: *Urban Center Major Developments,* is a summary of the various land use standards that apply to these major developments. Please refer to the North Costa Mesa Specific Plan for additional information related to these properties. See Figure LU-6 for Sakioka Lot 2 land use plan.

Table LU-11: Urban Center Major Developments

Area	Acres	Maximum		Peak Hour Vehicle Trip Budget		North Costa Mesa Specific Plan Applies
		Development Agreement Non-Residential Building Sq.Ft./FAR	Allowable Residential Units	A.M.	P.M.	
Automobile Club of Southern California[1]	43	967,000 sf 0.56 FAR	0	1,190[2]	1,576[2]	No
South Coast Metro Center/ Experian[1]	45	Residential Option: 1,335,386 sf 0.69 FAR Non-Residential Option: 1,546,180 sf 0.79 FAR	Residential Option: 484 units	Residential Option: 1,931[2] Non-Residential Option: 1,886[2]	Residential Option: 1,976[2] Non-Residential Option: 1,994[2]	Yes
Sakioka Lot 2[1]	33	Non-Residential: 863,000 sf 1.0 retail FAR 1.0 office FAR	Residential Option: 660 units	1,062[2]	1,407[2]	Yes
HIVE LIVE	4.68	Non-Residential: 70,128 sf	Residential Option: 875 units[3]	376	362	Yes

Notes:

1. *A development agreement specifies the maximum building square footage and floor area ratio, which is consistent with the North Costa Mesa Specific Plan and General Plan.*
2. *Vehicle trips per hour*

~~2.~~3. *HIVE LIVE residential development is reflective of a maximum base density of 62.3 units/acre across the entire 14.25-acre HIVE LIVE site. Please refer to the North Costa Mesa Specific Plan*

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with strictly nonresidential development. In 2014, an alternative development option for 393 apartment units was approved. This scenario also results in decrease in trip budget. The North Costa Mesa Specific Plan provides further detail for these properties.

Sakioka Lot 2

The 33-acre Sakioka Lot 2 is located south and east of Anton Boulevard. This site is undeveloped except for farmhouses and farm operation facilities. Pursuant to a development agreement, the maximum allowable building square footage is of 863,000 square feet. A maximum 1.0 FAR shall be applied for nonresidential development.

The maximum residential density shall be 28 dwelling units per acre for the residential component of a mixed-use development (see "Mixed-Use" discussion in the Specific Plan) or a maximum of 80 dwelling units per acre if an independent parcel is developed as residential community including affordable housing (see "Affordable Housing/Density Bonus discussion in the Specific Plan).

Future development on Sakioka Lot 2 is subject to the trip budget limitation, applicable development standards of the PDC zone, and consistency with the both the North Costa Mesa Specific Plan and the General Plan.

HIVE LIVE

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An approximately 4.68-acre portion HIVE LIVE property is designated Urban Center Commercial. The HIVE LIVE property is located in the Segerstrom Home Ranch Sub-Area of the North Costa Mesa Specific Plan. It is located west of Susan Street and north of Coast Drive. The site is currently developed with an exiting office development and a grass field that was previously used for the LA Chargers training facility. Pursuant to a development agreement, site specific intensity and density were established: (1) up to 875 base dwelling units across the entire HIVE LIVE property, with minor accessory retail, and (2) 70,128 square feet of non-residential use on Parcel 1 (if residential uses are not established).

Future development on HIVE LIVE property is subject to an applicable trip budget limitation, applicable development standards of the PDC and PDR-HD zones, and consistency with the both the North Costa Mesa Specific Plan and the General Plan.

Cultural Arts Center

The Cultural Arts Center designation is applied to the 57.3 acres, including private streets, that comprise South Coast Plaza Town Center. This area is generally bounded by Sunflower Avenue to the north, Bristol Street to the west, Avenue of the Arts to the east, and the San Diego Freeway to the south. This designation is limited to this geographical area, and it is not intended to be applied to other locations in the City.

The Cultural Arts Center designation allows intensely developed mixed commercial and cultural uses within a limited area. The intended uses within this designation include mid- to high-rise offices, hotels, restaurants, retail, and cultural uses (theater, art museum or academy, etc.), as well as mid- to high-rise residential units in limited areas that are defined in the North Costa Mesa Specific Plan. It serves as the cultural center of the community and provides a focus to the arts-related uses, with the complement of nearby employment and shopping opportunities.

The overall allowable FAR standard for this designation is 1.77. Included in this FAR calculation is the land dedicated or reserved in 2000 for the Avenue of the Arts off-ramp and associated flood control channel improvements. The 1.77 FAR may be exceeded on individual parcels within South Coast Plaza Town Center, provided that over the entire 54-acre site the 1.77 FAR is not exceeded. Further delineation of the allocation within South Coast Plaza Town Center of the FAR and trip budget is provided in the North Costa Mesa Specific Plan.

In 2006, a high-rise residential development option for each of the three sub-areas in South Coast Plaza Town Center was approved. The maximum number of residential units allowed in the entire South Coast Plaza Town Center is 535 units. The high-rise residential development option is further detailed in the North Costa Mesa Specific Plan. As shown in Table LU-12, this scenario results in a corresponding decrease in the maximum allowable FAR and building square footages for non-residential buildings in order to maintain the A.M. and P.M. trip budgets established for the South Coast Plaza Town Center.

Table LU-20: General Plan Land Use 2035

Land Use Designations	Net Acres	Residential Dwelling Units		Non-Residential Square Feet	
		2015 Existing	2035 Future	2015 Existing	2035 Future
Residential					
Single-Family	2,088.2	14,210	14,791	--	--
Multi-Family	~~1,720.2~~ 1,729.57	28,413	36,958	--	--
Non-Residential					
Commercial-Residential	47.9	--	--	543,000	455,200
Neighborhood Commercial	40.5	--	--	338,000	472,100
General Commercial	616.3	--	--	7,065,300	8,556,100
Commercial Center	117.5	--	--	733,000	1,075,800
Urban Center Commercial	~~126.3~~130.98	--	--	4,550,700	5,581,200
Cultural Arts Center	57.3	--	--	2,673,300	4,869,800
Regional Commercial	147.9	--	--	2,723,700	3,260,800
Industrial Park	~~632.6~~618.4	--	--	8,684,500	9,895,000
Light Industrial	378.1	--	--	4,402,500	2,838,000
Public and Institutional	1,263.4	--	--	1,989,000	3,970,700
Golf Course	553.7	--	--	84,200	84,200
Fairgrounds	150.0	--	--	454,450	1,020,400
Multi-Use Center	102.6	--	--	--	279,000
Totals	**8,044.5**	**42,623**	**50,692**	**33,916,000**	**42,553,000**

Notes:

1. *Includes Low-Density Residential General Plan land use designation.*
2. *Includes Medium-Density, High-Density, and Commercial-Residential, Overlays General Plan land use designations.*

Table 1- General Plan Designations
North Costa Mesa Specific Plan

GENERAL PLAN DESIGNATION	TYPICAL USES	RESIDENTIAL DENSITY	FLOOR AREA RATIO	COMPATIBLE ZONING
Low Density Residential	Single family detached and attached units, granny units, accessory apartments, family day care	Less than or equal to 8 units per acre.	0.15 high traffic 0.25 moderate traffic 0.35 low traffic	R1, POR-LD, I &R
Medium Density Residential	Single-family attached units, multiple family units, senior congregate care facilities, convalescent hospitals, and group residential homes. Ancillary commercial uses are permitted the planned development zone.	Less than or equal to 12 units per acre	0.15 high traffic 0.25 moderate traffic 0.35 low traffic	R1, R2-MD, PDR-MD, MU, I&R
High Density Residential	Multiple family units, senior congregate care facilities, convalescent hospitals and group residential homes. Ancillary commercial uses are permitted in the planned development zones.	Less than or equal to 20 units per acre: except the density in the PDR-NCM zone is 25 to 35 units per acre. See also The Lakes for site-specific density. Segerstrom Home Ranch Sub-Area C has a site specific density of up to 62 units per acre.	0.15 high traffic 0.25 moderate traffic 0.35 high traffic	R2-HD,R3, PDR-HD, PDR-NCM, MU, I&R
Commercial Center	Major shopping, service, and office facilities designated serve city-wide and regional markets.	Less than or equal to 20 units/acre	0.25 high traffic 0.35 moderate traffic 0.45 low traffic 0.75 very low traffic *Except that Home Ranch has a site-specific FAR* 0.37 for the IKEA portion of the project and 0.64 for the office portion	C1, C2, C1-S, PDC, AP, P, CL
Regional Commercial	Regional scale uses including major department stores, specialty retail outlets, restaurants, offices, and hotels.	Less than or equal to 20 units/acre	0.652 South Coast Plaza (east of Bear Street) 0.89 South Coast Plaza (west of Bear Street)	PDC
Urban Center Commercial	Intensively developed mixed commercial including offices, retail shops, restaurants, and hotels. Residential uses are also permitted pursuant to the North Costa Mesa Specific Plan	Less than or equal to 20 units/acre. Exceptions: South Coast Metro Center (Area 6) has a site specific density of 100 units per acre; Sakioka Lot 2 may be up to 28 units/ac for mixed- use development; Segerstrom Home Ranch Sub-Area C has a site specific density of up to 62 units per acre.	South Coast Metro Center (Area 6) has a site- specific FAR of 0.79 Sakioka Lot 2 (Area 8) has a maximum site- specific FAR of 1.0. Segerstrom Home Ranch Sub-Area C has a site-specific FAR of 0.40.	PDC,TC
Cultural Arts Center	Mixed commercial, residential, office and cultural uses.	–	1.77 See also the South Coast Plaza Town Center discussion regarding the FAR.	TC
Industrial Park	Wide variety of industrial and compatible office and support commercial uses.	Less than or equal to 20 units/acre	0.20 high traffic 0.30 moderate traffic 0.40 low traffic	MP, POI, CL

Building Heights

Existing building heights in the plan area vary from single story single family homes to twenty-one story office buildings. Generally, the high-rise office buildings are located in the South Coast Plaza Town Center and South Coast Metro Center areas; the Metro Pointe area has approval for additional buildings that include two fifteen story buildings. The buildings at South Coast Plaza and Crystal Court vary from one to three stories in height.

The General Plan does not establish a general limit on building heights north of the I-405 but rather contains two policies that provide guidelines for determining the appropriate building height. Policy LU-1C.1 permits the construction of buildings over two stories or 30 feet only when it can be shown that the building height will not impact surrounding developments. Policy LU-1C.3 prohibits the construction of buildings that present a hazard to air navigation at John Wayne Airport as determined by the Federal Aviation Agency.[2]

Policy LU-1C.3 is particularly relevant to the plan area, since the portion of the plan area generally east of the Metro Pointe property is within the imaginary horizontal surface of John Wayne Airport. Beyond the horizontal surface for another 4,000 feet is the imaginary conical surface. See Figure 6. These imaginary surfaces are the trigger for requiring special studies and review by the Airport Land Use Commission for Orange County and the FAA. It should be noted that a number of existing buildings in South Coast Plaza Town Center encroach within the imaginary horizontal surface; however, each was determined not to pose a hazard to the airport's operations and were required to install obstruction lighting.

Building heights in North Costa Mesa have created public controversy in the past, especially in the Home Ranch area where high-rise development approvals were overturned by the voters in 1988. Table 2 specifies the maximum building heights for the plan area; these building height standards recognized existing patterns and surrounding land uses. Any new building proposed at 3 stories or more should require a shade and shadow impact analysis in relation to surrounding land uses.

~~It should be noted that Home Ranch has a specific height limitation of five stories and only in the center of the property. Any additional height above five stories (75 feet) would require a General Plan amendment. Exhibit~~ Figure 11b depicts the height limitations for Home Ranch.

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Please note that our revisions keep the naming of the project site consistent – Segerstrom Home Ranch Sub-Area C. However, if more desirable, we can change it to The Hive.

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[2] See Appendix C for full text of Policies LU-1C.1 and LU-1C.3.

Table 2- Maximum Building Heights
North Costa Mesa Specific Plan

SUB-AREA	MAXIMUM BUILDING HEIGHT[1]	NOTES
AREA 1 Home Ranch	Varies	See ~~Exhibit~~ Figure 11b.
AREA 2 Metro Pointe	30 feet-north of South Coast Drive (approx. 2 stories) 90 feet-south of South Coast Drive (approx. 6 stories)	Current development agreement allows buildings up to 15 stories. Buildings above 173 feet in height will require a determination of no hazard by the FAA.
AREA 3 South Coast Plaza and Crystal Court	85 feet (approx. 4 stories)	None
AREA 4 SCP Town Center	315 feet (approx. 25 stories)	Buildings above 173 feet in height will require a determination of no hazard by the FAA.
AREA 5 The Lakes	Mid-rise Residential-90 feet (approx. 6 stories) High-rise Residential - 280 feet (approximately 26 stories) Commercial-110 feet (approximately 11	Buildings above 173 feet in height will require a determination of no hazard by the FAA.
AREA 6 South Coast Metro	Varies-See Table 6B.	Buildings above 173 feet in height will require a determination of no hazard by the FAA. Buildings which encroach into the setback for Anton cannot exceed 30 feet (approx. 2 stories) within the setback area.
AREA 7 Sakioka Lot 1	60 feet (approx. 4 stories)	Buildings which encroach into the setback for Anton Blvd. and/or Sakioka Dr. cannot exceed 30 feet (approx. 2 stories) within the setback area.
AREA 8 Sakioka Lot 2	North of collector street-60 feet (approx.4 stories) South of collector street-180 feet (approx. 12 stories)	Buildings above 173 feet in height will require a determination of no hazard by the FAA. Buildings which encroach into the setback for Anton cannot exceed 30 feet (approx. 2 stories) within the setback area.

1. All building height measurements reference the height above grade- not mean sea level.

3.0 SUBAREA ANALYSIS

The plan area is composed of eight unique areas that are analyzed individually as well as in consideration of surrounding land uses.

AREA 1 - HOME RANCH

Existing Land Uses

A portion of this 93-acre site is in agricultural production. Onsite structures include a single-family residence, barn, related farm buildings, and an office building located on Fairview Road. These are all owned by C.J. Segerstrom family. The single family home and barn are identified in the 2016 General Plan in the Historical and Cultural Resources Element. The Segerstrom family, who continue to maintain the house, constructed the farmhouse in 1915. The barn was constructed in 1928. Several farm related structures are located near the house.

Single family attached and detached homes, an Emulex industrial park, and a large IKEA retail/warehouse facility also now sit on the original Home Ranch site.

General Plan and Zoning

The portions of this site owned by the Segerstrom family and IKEA are designated as Commercial Center by the General Plan and is zoned PDC. The General Plan establishes site specific FAR of 0.37 for the 19.27 acre IKEA site and a site specific FAR of 0.64 for remaining 43.6 acres located south of South Coast Drive.

In 2001, GP-00-05 was approved for Home Ranch to allow residential, commercial, office, and industrial uses. The overall allowable square footage was increased to 1,351,698 square feet and trip budget adjusted accordingly. In respect to this specific plan, the Home Ranch area was expanded to include the 30.5 acres located north of South Coast Drive. See following Sub-areas discussion.

In 2003, SP-03-02 was approved that reallocated a 2.074-acre portion of Sub-Area B to Sub-Area A to be used as the IKEA parking lot. This reallocation extinguished the square footage development rights attributable to the 2.074 acres, increasing the IKEA site to 19.27 acres and reducing the IKEA site FAR to 0.37 and the overall allowable square footage to 1,319,813; the overall trip budget remained unchanged.

In 2016, General Plan 2015-2035 was approved adjusting the FAR of Sub-Area B resulting in an increase in the FAR and a maximum development square footage of 1,200,000 SF. Table 4A was modified to reflect this change.

In 2024, General Plan XXXX-XXXX was approved to change the designation of Sub-Area C (also referred to as “HIVE LIVE”) to (1) Urban Center Commercial on the southern portion of HIVE LIVE (Parcel 1) and (2) High Density Residential on the remainder of HIVE LIVE (Parcels 2 and 3), and establish site-specific density and intensity standards for the HIVE LIVE property. Non-residential intensity was reduced to reflect that non-residential development may only occur on Parcel 1, with a maximum of 0.40 FAR, while residential density is permitted up to 62 units per acre across the entire HIVE LIVE property.

Sub-areas

The Segerstrom Home Ranch is divided into four sub-areas. Table 4A provides a statistical summary of the maximum number of dwelling units, floor area ratio, building square footage, and the trip budgets for each sub-area. Figure 11 illustrates the boundaries of the sub-areas.

Updated November 2001; November 2003; September 2016

To facilitate flexibility for Sub-Areas B and C, building square footages and trip budgets may be transferred, provided that the total nonresidential building square footage, floor area ratio, and trip budget for the combined two sub-areas are not exceeded as delineated in Table 4A. Transfers affecting Sub-Areas A and D are not permitted. Future development in Sub-Area B shall be limited to high quality office, office-related uses, and corporate office/headquarters with subsidiary support functions that may include research and design, minor assembly, light manufacturing, and storage. Retail uses in Sub-Area B shall be limited to those that are ancillary to the office development

Shown below are the development parameters for each distinct sub area.

Table 4A- Segerstrom Home Ranch Sub-Areas

Land Use	Acreage	Floor Area Ratio/ Density	Maximum Units/ Square Footage	Maximum Stories/Height	A.M. Peak Hour Trips	P.M. Peak Hour Trips
A. IKEA	19.27	0.37 FAR	308,000 sf	2 stories/45 feet	43	431
B. Office and Office-related uses	43.57[2]	0.64 FAR	1,200,000 sf	2-5 stories/36 - 75 feet See Figure 11b	1 1,860	1 1,788
C. ~~Industrial Park~~HIVE LIVE[4]	14.25	0.40 FAR[5] Up to 62 units/acre	~~252,648~~70,128 sf 875 multi-family	1-7~~5~~ stories/45-85 ~~60~~ feet See Figure 11b	376[3]	362[3]
D. Medium Density Residential	16.0	12 units/acre	136 single-family attached units[1]	3 stories/ 50 feet		
			56 single-family detached units' Total Maximum: 192 units	2 stories/27 feet	102	130
TOTAL:	**93.34**	**NA**	**~~192~~ 1,067 units** **1,~~760,648~~578,128f**		**2,381**	**2,711**

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Note:
1. The mix of units is for illustrative purposes only; the precise mix of product types will be determined during master plan review; in no instance shall the 192-unit maximum and/or the morning and evening peak hour trip budget be exceeded.
2. The 1,200,000 maximum square footage is calculated based on the full acreage originally in Home Ranch which includes acreage transferred to the State of California for public improvements. This full square footage intensity may be used for development in Sub-Area B.

3. See partial Assignment and Assumption of Development Agreement recorded on 02/05/2004 as Instrument No. 2004000089554 in official records Orange County. Peak hour trips are related to the maximum non-residential square footage only.
4. The permitted multi-family units reflects the total number of base units permitted across the 14.25-acre property, which is approximately 62 units/acre. However, individual projects within the HIVE LIVE may exceed 62 units/acre up to a maximum of 85 units/acre, provided that the average density across the HIVE LIVE property does not exceed 62 units/acre base density, exclusive of any increase in units/density permitted pursuant to the Density Bonus Law (Government Code Section 65915).
5. The 70,128 square feet of non-residential development is only available to Parcel 1 of HIVE LIVE, which has a General Plan designation of Urban Center Commercial and is zoned Planned Development Commercial (PDC).
6. Notwithstanding anything to the contrary in Title 13, Chapter 13-X of the City of Costa Mesa Code of Ordinances, including but not limited Table 13-204: (1) in the case of the unintentional damage and/or whole or partial destruction of any structure located on the HIVE LIVE sub-area existing as of [DA EFFECTIVE DATE], such structure may be repaired, restored and/or replaced to its pre-damage or pre-destruction intensity (floor area ratio), use, setback, lot coverage, height, parking ratio, open space, and landscaping; and (2) any structure located on the HIVE LIVE subs-area may be structurally altered, improved and/or maintained, including alterations, improvements and maintenance that extend the use or life of the such structures, provided however that such alterations, improvements and/or maintenance may not result in the expansion of an existing nonconforming use or physically enlarge the structures."

~~3.~~

Land Use Compatibility/Integration

The combination and/or transfer of trips shall not allow development intensities which result in abrupt changes in scale or intensity within the project or between the project and surrounding land uses.

The Segerstrom farmhouse provides a unique opportunity for preservation of a small piece of the City's agricultural heritage. This two-story home and accompanying barn are familiar sights in the area and stand as a reminder of the farming community that was evident here in the early 1900's. Although the Segerstrom home and barn are designated as Commercial Center on the General Plan Land Use Map, it would be in keeping with Policy HCR-1A.5 of the General Plan to preserve these historical structures.

Preservation of these structures in their current location has been accomplished by land use recorded restrictions which include provisions for the long-term preservation of these buildings as historical resources. The property covered by the recorded restrictions is a 1.5-acre site shown in Exhibit 11a and includes the home, barn, and two related structures. The boundaries of the property may be modified, as approved by the City's Development Services Director, so long as the site continues to include 1.5 acres and all four historic structures. The barn may be relocated within the site. Ownership of the property could remain with the Segerstrom family until such time they wished to transfer the property. At that time, the City, another public agency, or private owner could acquire the site subject to the recorded restrictions for preservation of this valuable community resource.

The retention of the farmhouse results in a site design consideration. Non-residential buildings should be set back from the farmhouse site so as to not visually encroach into this area. Buffering could include walls/fencing, landscaping, and/or parking areas. Consideration should be given to physically linking the adjacent development to the farmhouse site with pedestrian paths.

The development potential (square footage and trip budget) of the 1.5-acre site has been transferred to the portion of the Home Ranch site located south of South Coast Drive and east of the Susan Street.

Mesa Consolidated Water District at one time held a ground lease from the Segerstrom family for a small portion of the property in Sub-Area B and had expressed an interest in acquiring the site. The Water District has since removed all of its facilities from the site, terminated the lease, and abandoned the site. This leaves this site available for development as a part of Sub-Area B.

Building Heights

~~The General Plan specifically limits building heights to a maximum of five stories (and only in the project's center) for this site. Five~~ Seven stories approximate a 8~~7~~5-foot height limitation. Exhibit 11b indicates the various height limits for Home Ranch. The actual siting of future buildings shall take into account surrounding development in order to minimize visual impacts. The use of low- reflective materials for the building's exteriors will minimize glare impacts. In Building Height Area 1 adjacent to Fairview Road, the City of Costa Mesa shall also require a shade/shadow analysis for any building proposed to exceed 30 feet in height in order to ensure that building's shade or shadow does not extend beyond the project site or public rights-of-way.

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Maximum Building Heights Figure 11b

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Sub-Area C: HIVE LIVE

1. Residential Open Space

Any future residential development shall comply with the open space standards of the Costa Mesa Municipal Code, except that the project shall provide an average of 50 feet of private open space for each unit (patio or balcony), not including studio units which are not required to have private open space.

2. Parking

For any future development of the HIVE LIVE sub-area, projects shall comply with the then-existing parking and design standards of the Costa Mesa Municipal Code, except as otherwise provided in this NCMSP.

   a. Parking Stall Width: The standard stall width for residential projects is 8 feet 6 inches shall be provided, except that a width of 9 feet shall be provided when next to a vertical restriction.

   b. Vertical Support Recessed: All vertical supports within parking areas shall be recessed a minimum of two (2) feet from the drive aisle.

Circulation

The primary project access/egress points should be aligned with Susan Street and the existing Automobile Club entry to the north. Access to the farmhouse preservation site should be considered from within this area so as to minimize the number of driveways on South Coast Drive.

Freeway access improvements in the immediate area include the widening of the Fairview Road off-ramps, both northbound and southbound, and the construction of the new South Coast Drive off-ramp. Both are completed.

Final Program Environmental Impact Report No. 1048 for Home Ranch included a preliminary analysis of a Susan Street exit from the new South Coast Drive-Fairview Road- Harbor Boulevard collector road included in the I-405/SR-73 confluence project. Prior to approval of this additional exit by CalTrans, additional environmental documentation would be required. The Susan Street exit is not required for the Home Ranch project.

A future bikeway was shown on the Master Plan of Bikeways traversing this site to South Coast Drive from the I-405 bikeway undercrossing. However, in conjunction with GP-00- 05, this bike trail undercrossing and related linkages were deleted from the Master Plan of Bikeways. This deletion was necessitated by the CalTrans/FHWA freeway improvements in the general area.

Parks and Recreation

19a. In conjunction with high-rise residential projects, private on-site recreational amenities shall be provided to serve the high-rise residents. These amenities may be located on the ground level, roof top, and/or on a podium.

Area 1·- Home Ranch

20. Promote the preservation of the Segerstrom family house and barn in its current location by allowing the development potential of the site to be transferred to the adjacent Commercial Center area.

21. All buildings should be set back from the historical preservation area so as to n~~h~~ot visually encroach into this area. Buffering could include walls/fencing, landscaping, and/or parking areas.

22. Future development plans and environmental analyses for Home Ranch shall include an analysis regarding the future fire station in the North Harbor area; i.e.; location and timing of construction. Joint use with surrounding Central Net cities should also be considered in order to defray the costs of an additional fire station. A study could also reexamine the need/demand for the seventh station.

23A. Future development In Sub-Area B shall be limited to high quality office, office-related uses, and corporate office/headquarters with subsidiary support functions that may include research and design, minor assembly, light manufacturing, and storage. Retail uses shall be limited to those that are ancillary to the office development.

23B. In Building Height Area 1 adjacent to Fairview Road, the City of Costa Mesa shall require a shade/shadow analysis for any building proposed to exceed 30 feet in height in order to ensure that building's shade or shadow does not extend beyond the project site or public rights-of-way.

23C. In conjunction with the review and approval of any master plan for the areas containing the four-story industrial/office park buildings (and parking structures, as appropri~~1~~ate) north of South Coast Drive and west of Susan Street, the three-story townhomes (south of Sunflower Avenue and east of Susan Street), and the five-story office buildings (and parking structures, as appropriate) south of South Coast Drive and west of Fairview Road, the following provisions shall be applied:

1. Provision of sufficient setbacks, variation, or articulation between buildings and Sunflower Avenue, Susan Street, South Coast Drive, Fairview Road, adjacent to the 1-405, and from other buildings to ensure that buildings do not create a "canyon" effect.
2. Use of low-reflective materials on buildings and parking structures that do not promote glare.

3. Provision for architectural design, hardscape features, and landscaping i~~1~~n open space areas, in surface parking areas, or on parking structures that reflect a consistent design theme.

HOME RANCH

Site: Segerstrom Home Ranch

Available Area: 95 Acres

Potential Facilities: As the Segerstrom property lies within the service area of Wimbledon Park, its neighborhood park needs will already be served. The City should accept in-lieu fees from the development of this property, as 2.79 acres is not sufficient acreage to develop any active recreation facilities.

Improvement Costs: None

Acquisition Costs: 317 units planned x 2.07 person per unit = 656 persons; 656 persons @ 4.26 ac/1,000 = approx. **2.79 acres.**

There are three approaches the City could take to the acreage dedication requirement of this site:

-The City could accept the 2.79 acres and purchase an additional 37 .21 acres to meet the minimum 40-acre requirement for full recreation facilities.

-The City could require the development of a 2.79-acre neighborhood park to serve the new residents.

-As this portion of town is already sufficiently served by neighborhood parks, the City could accept in-lieu fees in replacement for parkland dedication.

Zoning: PDI and PDR-MD

General Plan Land Use Designation: Medium Density Residential and Industrial Park.

Location Suitability: This site would be difficult to include in the planning of a community sports complex as access would be difficult for community members in southern Costa Mesa. These residents have already voiced concern about the lack of accessibility to existing facilities. In addition, the location may tend to attract more people from surrounding communities north of Costa Mesa than from the City itself.

In conjunction with the adoption of GP-00-05, the land use designations for Segerstrom Home Ranch were amended to a combination of Commercial Center, Industrial Park, and Medium Density Residential. The maximum number of residential units anticipated was reduced to 192 units. The conclusion of this master plan stated above remains unchanged.

In conjunction with the adoption of GP-XXXX-XXXX, the land use designation of Sub-Area C was amended to Urban Center Commercial and site-specific intensities and densities were established.

ATTACHMENT 7

Veneklasen Associates
Consultants in Acoustics | Noise | Vibration | AV | IT

October 4, 2024

Legacy Partners
5141 California Avenue, Suite 100
Irvine, California 92617

Attention: Benjamin Mount

Subject: **Hive**
Costa Mesa, California
Exterior Noise and Exterior Façade Acoustical Analysis
Veneklasen Project No. 3287-008

Dear Benjamin:

Veneklasen Associates, Inc. (Veneklasen) has completed the review of the Hive project located in Costa Mesa, California. This report predicts the exterior noise level at the site using measurements and computer modeling. Using this information, interior noise levels were calculated based on the exterior noise exposure and the construction types proposed. From this, the exterior façade design was determined. This report discusses the results of the analysis.

1.0 INTRODUCTION

This study was conducted to determine the impact of the exterior noise sources on the Hive project in Costa Mesa, California. Veneklasen's scope of work included calculating the exterior noise levels impacting the site and determining the method, if any, required to reduce the interior and exterior sound levels to meet the applicable code requirements of the State of California and the City of Costa Mesa.

The project consists of a 1050-unit apartment building, three separate 5-story buildings retail space, art gallery, and public plaza will also be part of the project. The site is bounded by Sunflower Avenue to the north, Susan Street to the east, S Coast Drive to the south with I-405 approximately 1400 feet beyond, and a new commercial building complex to the west including its cooling tower yard. At the northwest corner of the parcel is a city utility lot, although very little equipment is unhoused.

2.0 NOISE CRITERIA

CNEL (Community Noise Equivalent Level) is the 24-hour equivalent (average) sound pressure level in which the evening (7 pm–10 pm) and nighttime (10 pm – 7 am) noise is weighted by adding 5 and 10 dB, respectively, to the hourly level. Since this is a 24-hour metric, short-duration noise events (truck pass-bys, buses, trains, etc.) are not as prominent in the analysis.

Leq (equivalent continuous sound level) is defined as the steady sound pressure level which, over a given period of time, has the same total energy as the actual fluctuating noise.

All reported noise levels are A-weighted.

2.1 Interior Noise Levels – Residential

The State of California Building Code (Title 24, Part 2, Section 1206 "Sound Transmission") and the City of Costa Mesa Noise Element state that interior CNEL for residential land uses are not to exceed 45 dB in any habitable room.

If the windows must be closed to meet an interior CNEL of 45 dB, then a mechanical ventilating system or other means of natural ventilation may be required.

2.2 CALGreen – Non-Residential

The California Green Building Standards Code (CALGreen Section 5.507.4.2) stipulates that for buildings exposed to a noise level of 65 dB or more when measured as a 1-hour Equivalent Sound Level (Leq), the building façade, including walls, windows, and roofs, shall provide enough sound insulation so that the interior sound level from exterior sources does not exceed 50 dB during any hour of operation. This applies to non-residential spaces such as retail space, leasing, and amenities.

3.0 EXTERIOR NOISE ENVIRONMENT

3.1 Noise Measurements

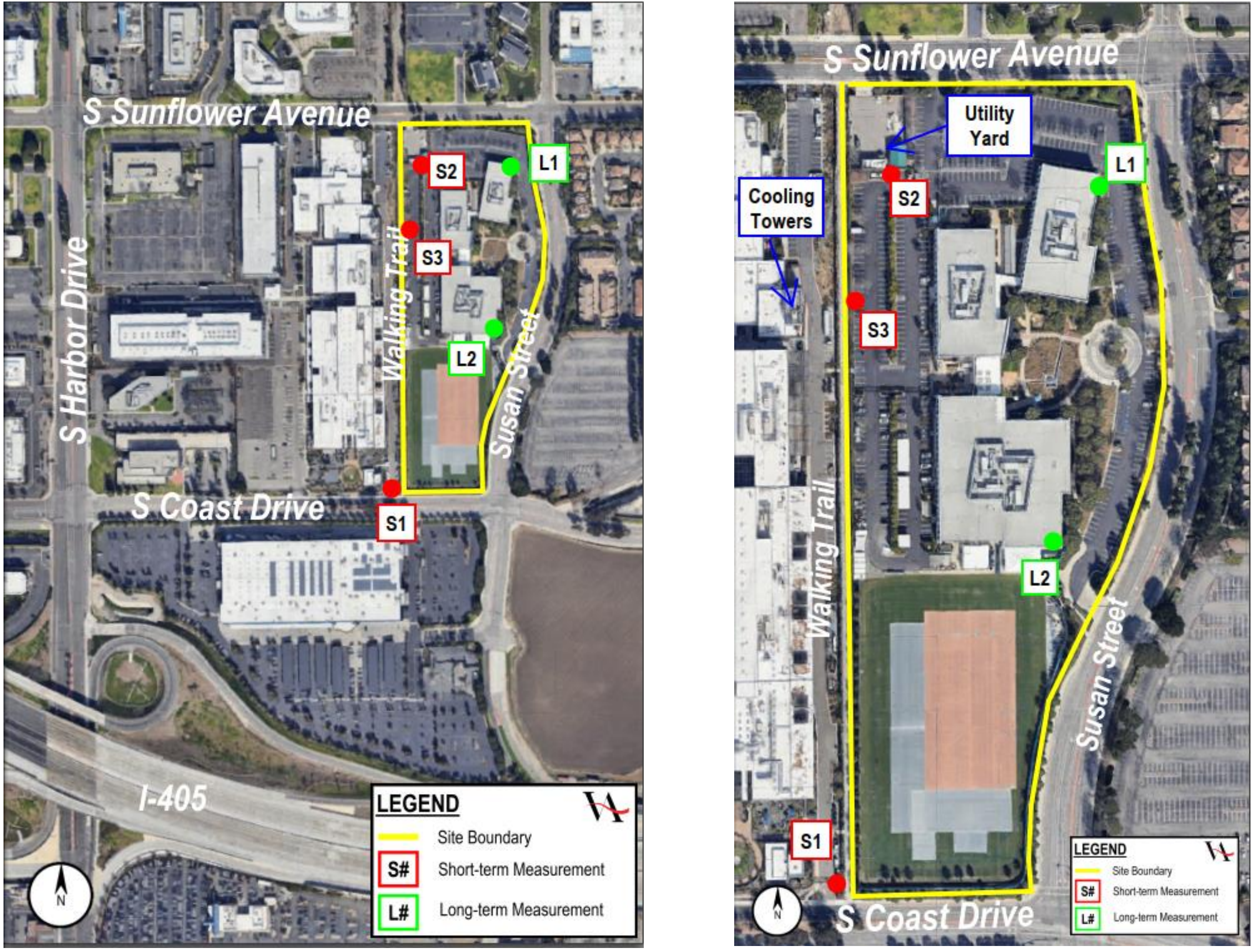
Traffic on all nearby streets are the primary sources affecting the site, along with the cooling tower from the commercial campus to the west. Veneklasen visited the site on Thursday, September 19, 2024 and completed short-term noise measurements. Long-term locations were also set up for 24-hours. Table 1 and Figure 1 show the location and summary of the noise measurements.

Table 1 – Measured Sound Levels

Location	Noise Source	Measured Level (dB)	Measured CNEL (dB)	Loudest Daytime Hour
S1	Coast	64	-	65
S2	Utility Yard/Sunflower	60*	-	-
S3	Cooling Tower	58**	-	58**
L1	Sunflower/Susan	61	64	66
L2	Susan/I-405	60	65	64

*Street noise was also reaching this location. Contribution of utility yard unclear.
**Operating load likely on lower side, weather was not warm

Figure 1 – Aerial View of Project Site Showing Measurement Locations



3.2 Computer Modeling

Veneklasen has utilized the Traffic Noise Model 2.5 software (TNM) developed by the Federal Highway Administration (FHWA) in order to predict vehicular noise levels at various locations. The primary purpose of the computer model was to determine how the noise environment will change due to traffic and site changes.

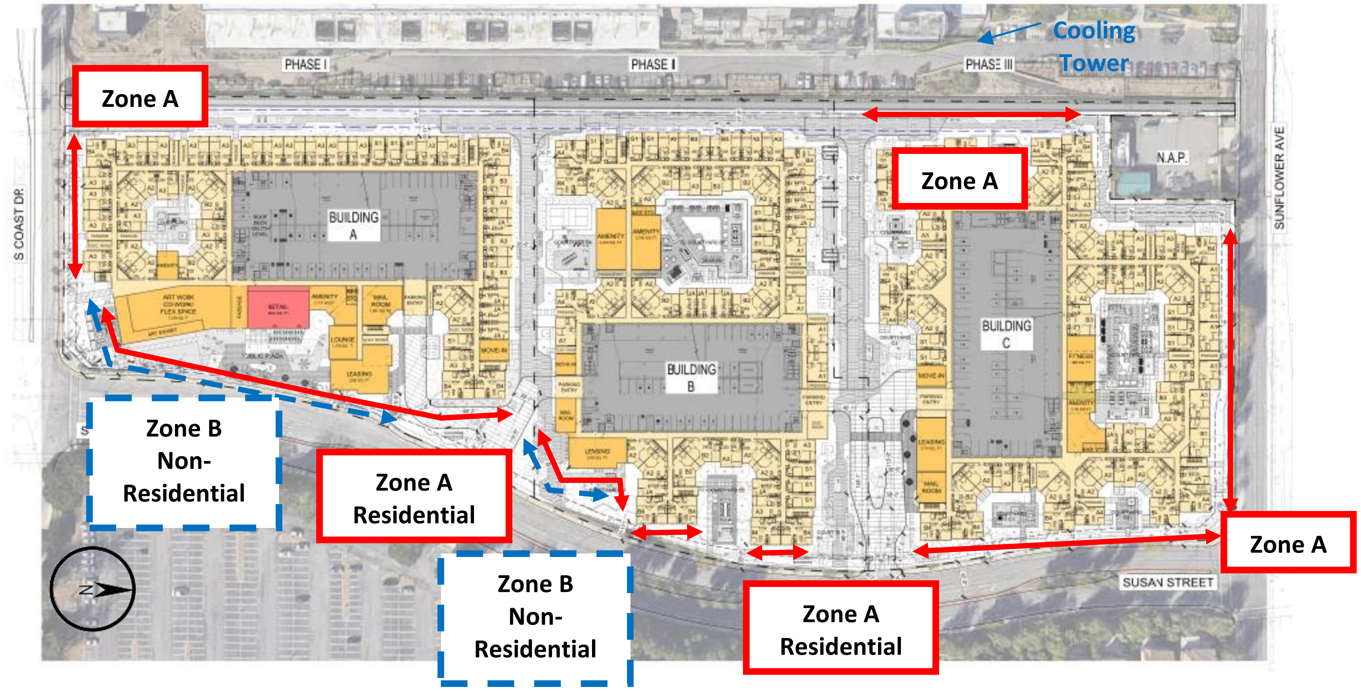
3.3 Overall Exterior Exposure

Based on the computer model and measurements, Veneklasen calculated the noise level at different locations across the project site. To simplify the presentation of the exterior noise levels, Veneklasen has separated the site into locations based on the sound exposure and required mitigation. The predicted sound levels at each zone, shown in Figure 2, are listed in Table 2 below.

Table 2 – Exterior Noise Levels

Location	Floor	Exterior CNEL (dB)
Zone A	All	64-67
Remaining Units	All	<64

Figure 2 – Noise Zones



4.0 INTERIOR NOISE CALCULATION

4.1 Exterior Façade Construction

Calculations were based on the conceptual site plan shown above. The it is assumed that the exterior wall will consist of 3-coat stucco over sheathing on wood studs with a single layer of gypsum board on the interior and batt insulation in the cavity.

Veneklasen's analysis included the roof path, but this was insignificant in the interior noise level calculated.

Veneklasen utilized the glazing ratings (glass, frame, and seals) shown in Appendix I.

4.2 Interior Average Noise Level (CNEL) – Residential

Veneklasen calculated the interior level within the residential units given the measured noise environment and the exterior façade construction described above. Table 3 shows the predicted interior CNEL based on the windows and doors with STC ratings as shown and glazing construction as described in Appendix I. Note that the STC ratings indicated in the table do not completely specify the building element performance, as the building element must also meet the octave band transmission loss across the frequency spectrum as specified in Appendix I.

Table 3 – Calculated Interior CNEL

Location	Floor	Exterior CNEL (dB)	Window/ Door Rating[1]	Interior CNEL (dB)
Zone A	All	64-67	STC 30	<45
Remaining Units	All	<64	No STC requirement. STC 28 recommended.	

---

[1] STC rating does not fully specify the building element performance. Refer to Appendix I.

4.3 Mechanical Ventilation – Residential

Because the windows and doors must be kept closed to meet the noise requirements, mechanical or other means of ventilation may be required for units in Zone A, units directly facing a street or the cooling towers. The ventilation system shall not compromise the sound insulation capability of the exterior façade assembly.

4.4 CALGreen – Non-Residential

In a similar manner, Veneklasen calculated the noise level within non-residential spaces. CALGreen is based on the loudest hourly Leq. Veneklasen utilized a statistical methodology to determine this level from the measurements[2]. The results are shown in Table 4 below.

Table 4 – Calculated Interior Average Noise Levels at Non-Residential Areas

Location	Exterior Loudest Daytime Hour (dB)	Minimum Glazing	Interior Loudest Daytime Hour (dB)
Zone B	65-66	STC 30	< 50

5.0 SUMMARY

The following summarizes the acoustical items required to satisfy the noise criteria as described in this report.

Residential

- Exterior wall assembly is acceptable as described in Section 4.1.
- The roof assembly was included in the analysis and is not a significant path of sound and can remain as designed.
- Windows and glass doors as shown in Table 3 with Transmission Loss values and STC ratings defined in Appendix I are required. Appendix I shall be the acoustical specification for all exterior windows and doors.
- Residential mechanical ventilation, or other means of natural ventilation, may be required for units in Zone A.

Non-Residential

- At retail, amenity, and other non-residential spaces, windows and glass doors as shown in Table 4 with Transmission Loss values and STC ratings defined in Appendix I are required to meet the CALGreen interior noise criterion.

Various noise mitigation methods may be utilized to satisfy the noise criteria described in this report. Alteration of mitigation methods that deviate from requirements should be reviewed by the acoustical consultant.

If you have any questions or comments regarding this report, please do not hesitate to contact the undersigned.

Sincerely,
Veneklasen Associates, Inc.

Cathleen C. Novak

Cathleen Novak
Associate

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[2] LoVerde, John; Dong, Wayland; Rawlings, Samantha. *Noise Prediction of Traffic on Freeways and Arterials from Measured Data*. (Fort Lauderdale, Florida: Noise-Con 2014).

APPENDIX I – GLAZING REQUIREMENTS

In order to meet the predicted interior noise levels described in Section 4.0, the glazing shall meet the following requirements:

Table 5 – Acoustical Glazing Requirements: Minimum Octave Band Transmission Loss and STC Rating

Nominal Thickness	Minimum Transmission Loss Octave Band Center Frequency (Hz)						Min. STC Rating
	125	250	500	1000	2000	4000	
1” dual	21	18	24	32	36	31	**28**
1” dual	21	18	27	34	37	32	**30**

The transmission loss values in the table above can likely be met with the following glazing assemblies:

1. Up to STC 35: nominal 1” insulated glazing unit

An assembly’s frame and seals may limit the performance of the overall system. Therefore, the window and door systems selected for the project shall not be selected on the basis of the STC rating of the glass alone, but on the entire assembly including frame and seals. Additionally, the assemblies given above are provided as a basis of design, but regardless of construction, the octave band Transmission Loss (TL) and STC value of the system selected must meet the minimum values in Table 5 above.

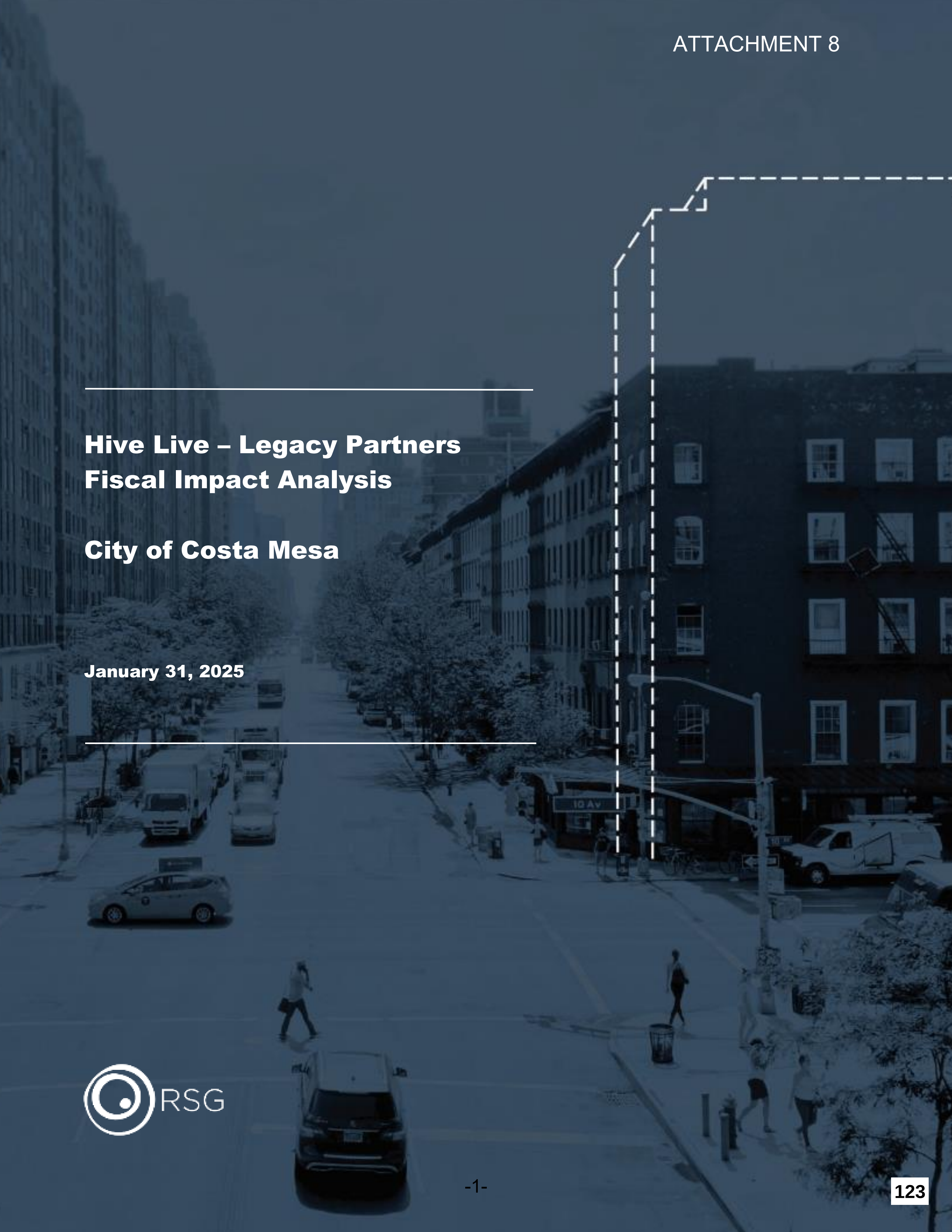
Independent laboratory acoustical test reports should be submitted for review by the design team to ensure compliance with glazing acoustical performance requirements. Laboratories shall be accredited by the Department of Commerce National Voluntary Laboratory Accreditation Program (NVLAP). Labs shall be pre-approved by Veneklasen Associates. Tests shall be required to be performed in North America. Lab tests and lab reports shall be in compliance with ASTM standard E90 and be no more than 10 years old from the date of submission for this project.

If test reports are not available for a proposed assembly, the assembly, including frame, seals and hardware, shall be tested at an independent pre-approved NVLAP-accredited laboratory to demonstrate compliance with the requirements of this report. Veneklasen shall be invited to witness acoustical testing completed and reserves the right to exclude test reports from laboratories that are not pre-approved by Veneklasen.

APPENDIX II – MEASURED HOURLY NOISE LEVELS

Start Time	Duration	L1 LAeq	L2 LAeq
1:00 pm	1:00:00	62	62
2:00 pm	1:00:00	61	60
3:00 pm	1:00:00	62	61
4:00 pm	1:00:00	63	61
5:00 pm	1:00:00	63	62
6:00 pm	1:00:00	61	61
7:00 pm	1:00:00	60	59
8:00 pm	1:00:00	58	58
9:00 pm	1:00:00	58	58
10:00 pm	1:00:00	56	56
11:00 pm	1:00:00	54	55
12:00 am	1:00:00	53	53
1:00 am	1:00:00	53	52
2:00 am	1:00:00	53	51
3:00 am	1:00:00	53	52
4:00 am	1:00:00	55	53
5:00 am	1:00:00	57	56
6:00 am	1:00:00	59	66
7:00 am	1:00:00	62	64
8:00 am	1:00:00	61	59
9:00 am	1:00:00	61	59
10:00 am	1:00:00	60	59
11:00 am	1:00:00	64	60
12:00 pm	1:00:00	63	61
1:00 pm	1:00:00	63	62

ATTACHMENT 8



Hive Live – Legacy Partners Fiscal Impact Analysis

City of Costa Mesa

January 31, 2025

RSG

TABLE OF CONTENTS

INTRODUCTION

RSG, Inc. ("RSG") is providing this Fiscal Impact Analysis of the Hive Live residential development ("Project") which is currently being proposed by Legacy Partners ("Developer") within the City of Costa Mesa ("City"). The Project, located at 3333 S. Susan Street, would follow the closure of the current use (Los Angeles Chargers training field and office) that is relocating elsewhere.

The objective is to provide the City, Developer, and community with an analysis of the net new revenues generated by the Hive Live Project as proposed. The scope of work involved analyzing recurring fiscal impacts and the one-time development impact fees generated by the Project over 28 years (including an 8-year construction period beginning 2026 and ending in 2033 plus 20 years of operations after completion).

EXECUTIVE SUMMARY

Based on the Project description, assumptions, and methodology outlined herein, RSG projected the net new fiscal impacts generated by the Project over a 28-year forecast period. This includes revenues generated from recurring taxes and one-time impact fees less the cost to provide municipal services to the new development. The fiscal impacts are analyzed relative to the Site's performance in its current condition to reflect the incremental impact of the proposed Project.

RSG estimates the following net new fiscal impacts:

- **Approximately $347,140 in total annual net new revenue to the City once the Project is fully built in FY 2033-34**. The cumulative value over 28 years will be $14.5 million ($10.7 million present value). These revenues include the following:
    - Property tax revenues are projected to produce approximately **$659,580** annually after buildout in FY 2033-34 and will total approximately $20.2 million ($9.7 million present value) over the 28-year projection period.
    - Property tax in lieu of motor vehicle license fee revenues are projected to produce approximately **$239,640** annually after buildout in FY 2033-24 and will total approximately $7.1 million ($3.4 million present value) over the 28-year projection period.
    - Sales tax revenues are projected to produce approximately **$158,670** annually after buildout in FY 2033-24 and will total approximately $5.9 million (2.9 million net present value) over the 28-year projection period. Sales taxes are generated from gross retail sales of the new commercial space and consumer spending by the new households living in the Project.
    - Municipal service costs are estimated to be approximately **$710,740** annually after buildout in FY 2033-24 and will total approximately $27.3 million ($13.3 million net present value) over the 28-year projection period.[1]
- **One-time development impact fee revenues are estimated to be approximately $10.0 million** ($9.0 million net present value) for the three buildings paid for at the issuance of building permits.

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[1] The total annual revenue reflects the net of municipal service costs.

Table 1 presents the conclusions of RSG's fiscal impact and impact fees forecast.

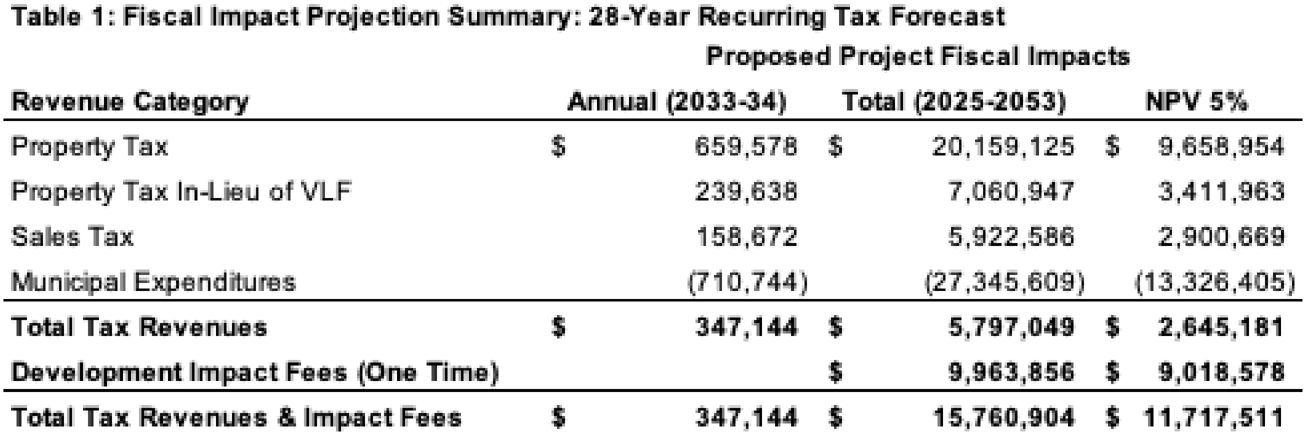

Table 1: Fiscal Impact Projection Summary: 28-Year Recurring Tax Forecast

	Proposed Project Fiscal Impacts		
Revenue Category	**Annual (2033-34)**	**Total (2025-2053)**	**NPV 5%**
Property Tax	$ 659,578	$ 20,159,125	$ 9,658,954
Property Tax In-Lieu of VLF	239,638	7,060,947	3,411,963
Sales Tax	158,672	5,922,586	2,900,669
Municipal Expenditures	(710,744)	(27,345,609)	(13,326,405)
Total Tax Revenues	**$ 347,144**	**$ 5,797,049**	**$ 2,645,181**
Development Impact Fees (One Time)		**$ 9,963,856**	**$ 9,018,578**
Total Tax Revenues & Impact Fees	**$ 347,144**	**$ 15,760,904**	**$ 11,717,511**

PROJECT DESCRIPTION

The project site is 14.3 acres in size and located east of Susan Street, north of Sunflower Street and south of Coast Drive. The existing tenant is the Los Angeles Chargers who currently use the space as a training field and office.

The Hive Live Project would include three residential buildings that collectively account for 1,050 new residential units consisting of studios and 1-2 - bedroom units. The Developer's proposal includes over 892,000 new residential square feet, a small 3,692-square foot retail space, and over 1,750 parking spaces.[2]

Construction of the three separate residential buildings is estimated to occur over 8 years beginning in January 2026 and ending October 2033, as summarized below.

- Construction is set to commence with Building A in January 2026 and end July 2028. Building A will consist of 315 residential units and 3,692 square feet of retail space.
- Construction of Building B is set to follow immediately after, beginning in July 2028 with an anticipated completion date of January 2031 and will consist of 346 residential units.
- Construction will conclude with Building C beginning in January 2031 and ending in October 2033. Building C will include the remaining 389 units.

The breakdown of the anticipated development program and site plan are detailed below.

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[2] Conceptual Site Plan 10/20/2023

Table 2: Project Summary

	Units	Parking Spaces	Square Feet
Building A	**315**	**537**	**390,001**
Residential Units			
Studio	41		
1BR	154	522	277,578
2BR	120		
Amenities			108,731
Commercial		15	3,692
Building B	**346**	**573**	**388,293**
Residential Units			
Studio	57		
1BR	186	573	284,277
2BR	103		
Amenities			104,016
Building C	**389**	**643**	**441,005**
Residential Units			
Studio	43		
1BR	222	643	330,467
2BR	124		
Amenities			110,538
Total	**1,050**	**1,753**	**1,219,299**

Source: Architechtural Set 10/20/23

Figure 1: Project Site Plan (10/20/23)

PROJECT FISCAL IMPACT ANALYSIS

The proposed development will provide benefits to the City in the form of site-specific tax revenues based on the methodology and assumptions used by RSG.

METHODOLOGY AND ASSUMPTIONS

In this Fiscal Impact Analysis, RSG projected the total revenues derived from the improvements, resident activity in the community, and the business operations on the Site.

Annual net new tax revenues are the estimated recurring site-specific taxes and one-time fees generated by the proposed development less the costs of providing municipal services to the new development. Total revenues are calculated as the amount generated by the Project at the end of the 28-year period, which consists of an 8-year construction period and 20 years of operation.

RSG anticipates that the City may realize material increases in the following impacts if the Project is developed:

- Property Tax
- Property Tax In-Lieu of Motor Vehicle License Fees
- Sales and Use Tax
- Municipal Expenditures
- Development Impact Fees

Our analysis does not include City business license taxes, which we believe may be immaterial and are therefore excluded from this study.

FISCAL IMPACT SUMMARY

Table 4 provides a summary by revenue source of the total revenues apportioned to the City over the 8-year construction period and the 20-year operating period. Total revenues apportioned to the City from the proposed Project through FY 2052-53 amount to approximately $15.3 million ($11.3 million net present value).

Table 4: Fiscal Impact Projections
Construction Period + 28-Year Recurring Tax Forecast

Year		Property Tax	Property Tax In-Lieu of VLF	Sales Tax (Retail + Residential Spending)[2]	Municipal Expenditures[2]	City Development Impact Fees[3]	Total City Tax Revenues
Current	*2023-24*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*
	2024-25						
CY1[A]	2025-26					3,058,417	3,058,417
CY2[A]	2026-27						
CY3[A]	2027-28	53,818	20,220			3,255,770	3,329,808
CY4[B]	2028-29	180,013	68,748	19,245	(76,773)		191,234
CY5[B]	2029-30	239,435	89,765	65,771	(262,199)		132,772
CY6[B,C]	2030-31	347,807	129,743	76,736	(312,313)	3,649,668	3,891,641
CY7[C]	2031-32	447,158	165,279	128,518	(567,712)		173,242
CY8[C]	2032-33	520,492	189,697	132,374	(584,744)		257,819
1	2033-34	659,578	239,638	158,672	(710,744)		347,144
2	2034-35	751,130	269,602	212,657	(988,623)		244,765
3	2035-36	769,041	274,994	219,036	(1,018,282)		244,789
4	2036-37	787,310	280,494	225,607	(1,048,831)		244,580
5	2037-38	805,944	286,104	232,376	(1,080,295)		244,128
6	2038-39	824,951	291,826	239,347	(1,112,704)		243,419
7	2039-40	844,338	297,662	246,527	(1,146,085)		242,442
8	2040-41	864,113	303,615	253,923	(1,180,468)		241,184
9	2041-42	884,283	309,688	261,541	(1,215,882)		239,630
10	2042-43	904,857	315,882	269,387	(1,252,359)		237,767
11	2043-44	925,842	322,199	277,469	(1,289,929)		235,581
12	2044-45	947,247	328,643	285,793	(1,328,627)		233,056
13	2045-46	969,080	335,216	294,367	(1,368,486)		230,177
14	2046-47	991,350	341,920	303,198	(1,409,541)		226,927
15	2047-48	1,014,065	348,759	312,293	(1,451,827)		223,291
16	2048-49	1,037,234	355,734	321,662	(1,495,382)		219,249
17	2049-50	1,060,867	362,849	331,312	(1,540,243)		214,785
18	2050-51	1,084,973	370,106	341,251	(1,586,450)		209,880
19	2051-52	1,109,560	377,508	351,489	(1,634,044)		204,513
20	2052-53	1,134,640	385,058	362,034	(1,683,065)		198,666
Total		**$ 20,159,125**	**$ 7,060,947**	**$ 5,922,586**	**$ (27,345,609)**	**$ 9,963,856**	**$ 15,760,904**
NPV	**5%**	**$ 9,658,954**	**$ 3,411,963**	**$ 2,900,669**	**$ (13,326,405)**	**$ 9,018,578**	**$ 11,717,511**
Inflation Rate[1]		*2%*	*2%*	*3%*	*3%*		

[1] The inflation rate for property related taxes is assumed at 2%. Sales and expenditure related taxes increase at 3% annually, the average rate of increase over the past 5 years as determined by the Bureau of Labor Statistics for the Los Angeles/ Orange County area.

[2] Sales taxes and municipal expenditures are assumed to begin in FY 2028-29 once building A is constructed and leasing begins. Each of the buildings is expected to have a gradual lease up period 15-19 months after construction is complete.

[3] Development impact fees are collected at the issuance of building permits, therefore the calculated fees for each building show up in the year before the start of construction.

[A, B, C] The three buildings will be built over an 8-year period beginning January 2026 and ending October 2033.

PROPERTY TAX

The City receives a portion of the ad valorem property taxes that cover costs for municipal services. According to the Orange County Auditor-Controller, the City's General Fund share of the FY 2023-24 property taxes within the Project's tax area (015-247) is 15.109 percent of the one percent property tax levy.

The projected property taxes are based on the Developer's estimated construction budget and schedule provided to RSG in April 2024. The Developer estimates the total Project cost would be $449.4 million over 8 years. Considering a market study has not yet been prepared, actual Project assessed valuations based on performance (rents, absorption) may differ. RSG utilized the total Project cost as a proxy for the assessed value.

Based on the total Project development cost upon completion of the three separate buildings in 2033, assuming no resale, and the existing maximum Proposition 13 inflation rate of two (2) percent annually, property tax revenues to the City are estimated to be $659,580 in Year 1 post construction (FY 2033-34). The total cumulative property taxes over 28 years would amount to $20.2 million ($9.7 million net present value).

RSG's estimate of the property tax revenues for the City is presented in Table 5.

Table 5: Property Tax Revenue

Current Valuation	**$ 90,064,975**
Proposed Project Costs	**$ 449,449,350**
Building A	*134,834,805*
Building B	*148,104,262*
Building C	*166,510,283*
City Share of 1% Property Tax	**15.11%**
Existing Property Tax Revenue	136,076
Annual Proposed Tax Revenues Year 1 (2033-34)	659,578
Total New Property Tax Revenue (28 year)	**$ 20,159,125**
NPV New Property Tax Revenue (28 year) (2024$)	**$ 9,658,954**

Sources: RSG Inc., Orange County Assessor, Orange County Auditor Controller

New construction is reassesed on the following fiscal year's tax roll. For example, Building A may see some construction completed in calendar year 2026 that would be assessed on the January 1, 2027 lien date for the 2027-28 tax roll.

Additionally, the County Assessor may issue supplemental assessments for construction in process after the January 1 lien date, but we have not included these one-time tax revenues due to the unpredicability of when the Assessor may complete these assessments.

PROPERTY TAX IN LIEU OF VEHICLE LICENSE FEES

Established in 1935, the Motor Vehicle License Fee ("VLF") is a tax on vehicle ownership. The State of California ("State") collects VLF annually when vehicles are registered, and historically, revenues have been allocated to cities and counties based on a statutory formula.

During the State's budget crisis in 2004, about 90 percent of each city's VLF revenue was replaced with property tax revenue, and cities began to receive an allocation of property tax from the Educational Revenue Augmentation Fund ("ERAF"). The ERAF allocations are generally equal to what each incorporated city would have received previously under the VLF allocation formula.

Under current law, the property tax in-lieu of VLF revenue increases based on assessed value growth within an agency's jurisdiction. For this fiscal impact analysis, the estimated net new revenues are based on changes in the assessed value created by the Project.

Based on projected assessed values, the Project would generate approximately $239,640 in annual property tax in-lieu of VLF revenues at build-out as depicted in Table 6.

Table 6: Property Tax In-Lieu of VLF Revenue

Current Valuation	$90,064,975
Current Property Tax In-Lieu of VLF (2024)	15,662,582
Proposed Project Total Assessed Value	449,449,350
Annual Proposed Tax Revenues Year 1 (2033-34)	$239,638
Total New Property Tax In-Lieu of VLF (28 year)	**$7,060,947**
NPV New Property Tax In-Lieu of VLF (28 year) (2024$)	**$3,411,963**

Sources: CaliforniaCityFinance.com, RSG Inc., Orange County Auditor Controller, Legacy Partners

Over the 28-year forecast, the cumulative property tax in-lieu of VLF from the Project is projected to be approximately $7.1 million ($3.4 million net present value).

SALES AND USE TAX

The Project will generate new sales tax revenue for the City's General Fund from the 3,692 square foot retail space's gross sales as well as new household spending on taxable goods. From taxable sales transactions, the City receives one (1) percent of gross sales through the Bradley Burns Sales Tax and does not have any additional sales or transactional taxes levied locally.

- <u>On-Site Commercial Space</u>: RSG assumes that the new retail space will generate $350 in taxable sales per square foot based on current industry standards for similar sized retail spaces. Once the commercial tenant is identified and operational, actual taxable sales may be higher or lower. RSG also assumes the retail space will open sometime in FY 2028-29 after the completion of Building A. During the first year or operations, RSG applied a 50% discount to account for a gradual ramp-up in business activity, with the retail space operating at full capacity in its second year (FY 2029-30).

- <u>Sales due to New Resident Spending</u>: To estimate the sales taxes generated by new household spending, RSG obtained household budget expenditure data for a 2.5-mile radius around the Project site using ESRI Business Analyst. Based on 2023 data, market rate households are estimated to spend approximately $31,610 on taxable items annually, while the 44 affordable units are assumed to spend approximately $25,290 annually. RSG used these household spending estimates to calculate the total new spending in the City and applied a 45 percent discount to account for transactions that will remain in Costa Mesa. RSG also assumes a 5 percent vacancy rate upon stabilization of the residential units and a gradual lease up period which are factored into the analysis.

Table 7 below summarizes the number of estimated occupied units for each building post construction.

Table 7: Project Lease Up Timeline

	Building A		**Building B**		**Building C**			
	Complete Jul 2028		Complete Jan 2031		Complete Oct 2033		**Total Leased**	
Year	Market	Aff.	Market	Aff.	Market	Aff.	**Units**	**Occupancy**
2028-29	90	5					**95**	**9%**
2029-30	286	13					**299**	**28%**
2030-31			49	3			**351**	**33%**
2031-32			314	15			**628**	**60%**
2032-33							**628**	**60%**
2033-34					112	6	**746**	**71%**
2034-35					354	16	**998**	**95%**
Available Units	**302**	**13**	**331**	**15**	**373**	**16**		

Sources: Legacy Partners 4/18/24

RSG estimates the Project will generate approximately $212,660 in sales tax revenue annually at stabilization in FY 2034-35 and will total of approximately $5.9 million ($2.9 million net present value) in sales tax revenue over the 28-year period, as presented in Table 8.

Table 8: Sales Tax Revenue

Esimated Taxable Retail Sales Stabilization (2034-35)		$1,788,707
Estimated Taxable Household Expenditures Stabilization (2034-35)		19,476,958
Annual City Share of Sales Tax from Retail	1.00%	17,887
Annual City Share of Sales Tax from Household Spending	1.00%	194,770
Annual Existing Sales Tax to City		0
Net New Sales and Transactions and Use Tax to City Stabilization		212,657
Total Sales and Transactions and Use Tax (28 year)		**$5,922,586**
NPV Sales and Transactions and Use Tax (28 year) (2024$)		**$2,900,669**

Sources: ESRI Business Analyst, RSG Inc.

BUSINESS LICENSE TAXES

The City collects business license taxes from businesses operating in the City based on the gross receipts earned by those businesses annually. According to the Costa Mesa Municipal Code (Title 9 Chapter 1), any business earning more than $500,000 annually must pay the City $200 in business taxes per year.

RSG assumes both the retail and apartment components will generate more than $500,000 annually for an estimated $400 per year in business taxes. Accounting for the site being currently occupied by the Los Angeles Chargers, RSG also assumes the City is already collecting business taxes from this site. As a result, the new Project would have a net neutral impact in terms of business license taxes.

Therefore, RSG excluded business license tax from this Fiscal Impact Analysis.

MUNICIPAL EXPENDITURES

The addition of new residents and employees occupying the Project are anticipated to have fiscal impacts on the City's General Fund.

To calculate the potential fiscal impacts resulting from the increase in the resident population, RSG determined the number of new residents based on the following assumptions: each studio would house one (1) resident; each one-bedroom unit would house two (2) residents; and each two-bedroom unit would house three (3) residents. Under these assumptions, RSG estimates that at full occupancy, including a 5 percent vacancy rate, the residential units would house approximately 2,191 residents.

The total number of residents is then converted into full-time equivalent ("FTE") residents to account for residents who work within versus outside of the City to get a more accurate reflection of how many residents will consistently rely on municipal services. The assumption is that new residents who work outside of the City, do not utilize or rely on City services (policing, fire and emergency medical services, etc.,) during the time they are working outside of the City.

Specifically, 57 percent of the City's total population is employed and of that total, approximately 37 percent of City residents work within the City limits. Therefore, the City is providing services to these resident employees 100 percent of the time. Whereas the remaining 63 percent of City residents work outside the City. Assuming residents that work outside of the City are outside City limits for a 40-hour work week, Costa Mesa is servicing these residents approximately 76 percent of the time. The City's remaining non-working residential population (about 43 percent) is assumed to be serviced by the City 100 percent of the time.[3] Accounting for all residents and employees - based on the percentage of time spent in the city - the Project will generate an FTE population of 2,006.

RSG identified variable costs, as opposed to fixed costs, by department in the City of Costa Mesa's FY 2023-24 Adopted Budget. Variable costs are City expenditures that increase or decrease based on the resident and employee population. For example, the City Manager and City Attorney offices are fixed costs that will not vary based on minor changes to population size due to the Project. However, the Police and Fire departments will need to scale based on population growth and development. Therefore, RSG estimates expenditure increases of approximately $710,740 during the first full year of operations in FY 2033-34. As detailed in Table 9, the Project will add approximately $27.3 million in City expenditures ($13.3 million net present value) over a 28-year projection period which represents an expenditure increase of 0.35 percent.

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[3] US Census Tables

Table 9: Municipal Expenditures

City Department	Net New Expenditures
Police	$ 536,237
Fire	160,316
Public Works	12,763
Non-Departmental	4,887
Total	
Total Net New Expenditures	**$ 714,203**
Annual Net New Expenditures at stabilizaion (2034-35)	**$988,623**
Total Net New Expenditures (28 year)	**$ 27,345,609**
NPV Net New Expenditures (28 year) (2024$)	**$ 13,326,405**

Sources: City of Costa Mesa FY 2023-24 Budget, RSG Inc., U.S. Census Bureau

DEVELOPMENT IMPACT FEES

The City has multiple impact fees which are charged on new development occurring in the City. These one-time fees are allocated to fund specific improvements to infrastructure throughout the City including parking, drainage, traffic, fire systems, and open space. The City publishes a master fee schedule which RSG utilized to calculate the estimated impact fees associated with the development of each building based on its size and number of units.[4] Traffic impact fees are based on net new daily trips generated by the project at a rate of $235 per net new daily trip.

Details regarding development impact fees are provided in Table 10.

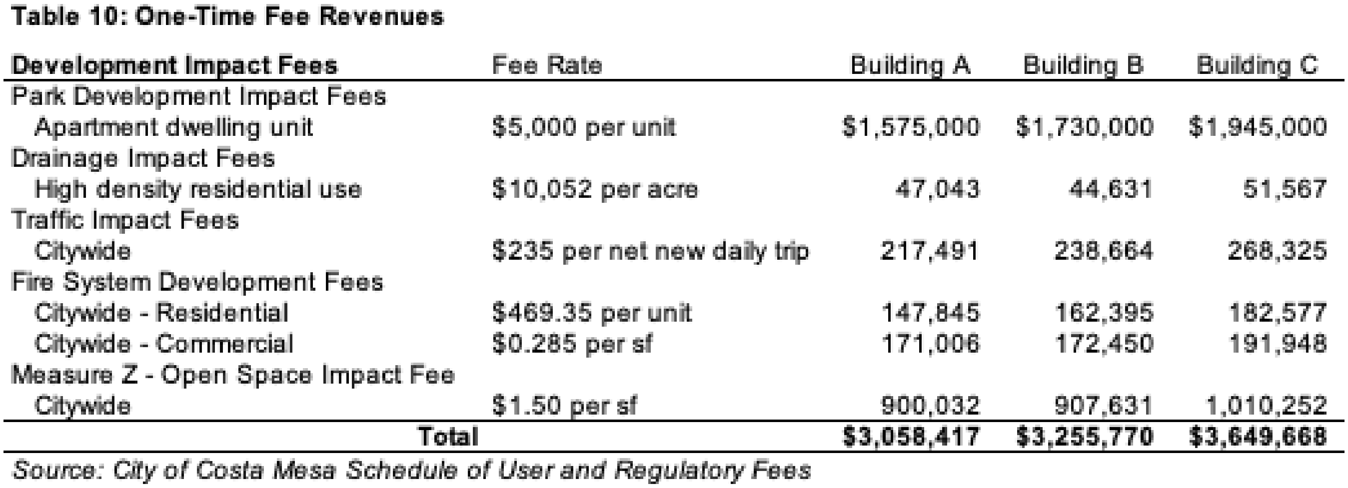

Table 10: One-Time Fee Revenues

Development Impact Fees	Fee Rate	Building A	Building B	Building C
Park Development Impact Fees				
Apartment dwelling unit	$5,000 per unit	$1,575,000	$1,730,000	$1,945,000
Drainage Impact Fees				
High density residential use	$10,052 per acre	47,043	44,631	51,567
Traffic Impact Fees				
Citywide	$235 per net new daily trip	217,491	238,664	268,325
Fire System Development Fees				
Citywide - Residential	$469.35 per unit	147,845	162,395	182,577
Citywide - Commercial	$0.285 per sf	171,006	172,450	191,948
Measure Z - Open Space Impact Fee				
Citywide	$1.50 per sf	900,032	907,631	1,010,252
Total		**$3,058,417**	**$3,255,770**	**$3,649,668**

Source: City of Costa Mesa Schedule of User and Regulatory Fees

The Project is projected to generate approximately $10 million in development impact fees revenue for the City. The total projected development impact fees amount to approximately $9,489 per residential unit. RSG assumes the development impact fees will be payable to the City upon issuance of building permits.

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[4] 2023-25 Schedule of User and Regulatory Fees adopted June 2023.

ECONOMIC IMPACT ANALYSIS

METHODOLOGY

In this Economic Impact Analysis, RSG employed the economic impact software IMPLAN to estimate the total direct, indirect, and induced economic impacts (jobs and economic output) that will result from the proposed Project development.

IMPLAN is an input-output analysis modeling software that measures the relationship between a given set of demands for final goods and services and the inputs needed to satisfy those demands based on specific industry data and economic trends for the local region. Different activities generate different amounts of employment or economic value and similarly have varying indirect and induced impacts on the larger regional economy. IMPLAN can be used to measure the varying impacts from both temporary activities, such as construction, and ongoing operations generated by the new businesses located in the Project. RSG analyzed these temporary and permanent impacts using the most recent data year available (2022) for Orange County, adjusted for 2024 dollars.

IMPLAN breaks down the resulting economic impacts into three categories: direct, indirect, and induced.

- Direct Effects: Direct effects that occur on the project site resulting from development costs and operational sales revenue.

- Indirect Effects: Changes in sales, jobs, and/or income within the businesses that supply goods and services to the Project. Indirect effects do not occur directly on the project-site but are an indirect effect on surrounding or related businesses.

- Induced Effects: Regional changes resulting from additional spending earned either directly or indirectly from the Project.

For instance, if a retail clothing store is being built, IMPLAN will determine how many direct temporary construction jobs will be needed to build the store, based on the total construction budget. IMPLAN will also project the number of indirect jobs generated from any expenditures on goods and services by a developer during construction such as building materials. Finally, IMPLAN tabulates any new employment created through the increased expenditures on goods and services by the direct and indirect employees created by the Project as induced jobs.

Full-Time Equivalency (“FTE”) employment is used in economic impact projections to determine how many full-time employees would be derived from a total headcount of full and part-time workers. This is done by taking the total anticipated workable hours and dividing that into the number of FTE employees. It is more informative to use FTE as it relays the employment impacts by aggregate hours worked instead of individuals working.

IMPLAN also provides the resulting labor income, increases to economic output from new jobs, and spending caused by the Project.

ANALYSIS

IMPLAN's analysis of temporary construction impacts is based on the assumed Project development cost of $449.4 million. On the contrary, permanent impacts from the annual operation of the apartment and retail developments are based on the estimated operating income from those Project components. Table 11 presents the major economic impact findings with additional details following.

- Aggregate Construction Period Employment: During the 8-year construction period from 2026-2033, the Project is estimated to generate **3,337** direct jobs, **253** indirect (business-to-business) jobs, and **979** induced (consumer spending) jobs.

- Aggregate Construction Period Economic Impact: Including the direct investment of $449.4 million in project costs as well additional indirect and induced economic activity generated from the Project's construction, the total economic impact is estimated to be $**697.7 million** over the two-year period.

- Annual Permanent Employment: Based on the estimated operating income generated by the retail and residential components, IMPLAN estimates the Project would produce **72** permanent direct jobs, **7** indirect jobs, and **16** induced jobs.[5]

- Annual Permanent Economic Impact: Based on the economic activity, including jobs and business and consumer spending, the Project is estimated to create an annual economic impact of **$50.5 million** in Orange County.

Table 11: Employment and Economic Outputs: Construction and Permanent Impacts

Construction Impacts	**Direct**	**Indirect**	**Induced**	**Total**
Employment	3,337	253	979	4,570
Economic Output	$ 449,449,350	$ 56,377,378	$ 191,876,148	$ 697,702,876
Permanent Impacts	**Direct**	**Indirect**	**Induced**	**Total**
New Employment	72	7	16	94
Economic Output	$ 45,642,183	$ 1,782,761	$ 3,028,213	$ 50,453,157

Sources: IMPLAN, US Census Bureau, U.S. Business Reporter, RSG Inc.

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[5] It is worth noting that IMPLAN returns all jobs created not only in the City but the County as well.

ATTACHMENT 9

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August 21, 2024

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Legacy Partners
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LLG Reference: 2.22.4668.1

Subject: **Traffic Circulation Assessment for the Proposed Hive Apartments Project**
Costa Mesa, California

Dear Mr. O'Brien:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the following parking demand analysis related to the proposed Hive Live Residential Project located on the west side of Susan Street, between Sunflower Avenue and South Coast Drive in the City of Costa Mesa (the "Project"). The Project proposes the development of 1,050 multifamily dwelling units within three (3) five-story apartments buildings with a total proposed parking supply of 1,751 parking spaces. Based on the proposed 1,736 on-site residential parking spaces (plus 15 retail spaces) for the 1,050 dwelling units and 1,397 bedrooms, results in a parking supply ratio of ***1.65 parking spaces per dwelling unit*** or ***1.24 parking spaces per bedroom***.

PROJECT DESCRIPTION

Existing Development

The existing development on the site consists of 172,176 (SF) office use within three (3) buildings and the entitled development consists of 80,000 SF of office use on the portion of the Project site currently occupied with a professional football training field.

Proposed Project

The proposed Project will consist of demolishing the existing office buildings and football training field to construct 1,050 multifamily dwelling units within three (3) five-story apartments buildings of which approximately 44 dwelling units will be affordable. In addition, 3,692 SF of ground floor retail is proposed in Building A. ***Figure 1*** presents the proposed site plan for the Project, prepared by Architects Orange, which shows the proposed apartment development.

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John A. Boarman, PE
Richard E. Barretto, PE
Keil D. Maberry, PE
KC Yellapu, PE
Dave Roseman, PE
Shankar Ramakrishnan, PE

An LG2WB Company Four

Specifically, each building will be comprised of the following residential spaces:

Building A [Supply: 521 residential parking spaces (*1.65 spaces per DU*)]:

- Studios: 41 Units
- One Bedrooms: 154 Units
- Two Bedrooms: 120 Units
- Retail: 3,692 SF

Building B [Supply: 572 parking spaces (*1.65 spaces per DU*)]:

- Studios: 57 Units
- One Bedrooms: 186 Units
- Two Bedrooms: 103 Units

Building C [Supply: 643 parking spaces (1.65 spaces per DU)]:

- Studios: 43 Units
- One Bedrooms: 222 Units
- Two Bedrooms: 124 Units

It should be noted that the reserved resident spaces will be unbundled and allocated during leasing, which will generally include one (1) parking space per dwelling unit plus an additional one (1) parking space the two bedroom units, if requested.

CODE PARKING REQUIREMENTS

The code parking calculation for the proposed Project is based on the City's requirements as outlined in *Chapter VI. OFF-STREET PARKING STANDARDS; Article 1. Residential Districts, Section 13-85* and *Article 2. Non-Residential Districts, Section 13-89: Parking Required* of the Municipal Code. The City's Municipal Code specifies the following parking requirements:

- Multi-Family Residential: 1 tenant covered parking space per unit and 0.5 tenant open parking space per unit for Bachelor; 1.0 tenant open parking space per unit for 1 Bedroom; 1.5 tenant open parking spaces per unit for 2 Bedrooms; 2.5 tenant open parking spaces per unit for 3 Bedrooms or more. Open parking can be reduced by 0.25 space per unit for one (1) bedroom and larger units if the covered parking is provided within either a carport or a parking structure. Guest parking may be reduced to 0.25 space per unit for each unit above fifty (50) in a large residential development.
- Retail/Offices/Establishments where food or beverages are served with a maximum of 300 SF of public area: 4 spaces per 1,000 SF with a minimum of 6

spaces. Note that the outdoor patio seating area(s) shall be added to the gross floor area of the building for purposes of determining the required parking.

Table 2, attached, presents the code parking requirements for each of the three (3) apartment buildings. As shown, application of City parking ratios to ***Building A*** results in a total parking requirement of 708 parking spaces. With a proposed Building A parking supply of 536 spaces, a theoretical code shortfall of 172 spaces is calculated. Next as shown, application of City parking ratios to ***Building B*** results in a total parking requirement of 743 parking spaces. With a proposed Building B parking supply of 572 spaces, a theoretical code shortfall of 171 spaces is calculated. Next as shown, application of City parking ratios to ***Building C*** results in a total parking requirement of 843 parking spaces. With a proposed Building C parking supply of 643 spaces, a theoretical code shortfall of 200 spaces is calculated. Lastly as shown at the bottom of Table 2, the total parking requirement is 2,294 parking spaces and with a proposed total parking supply of 1,751, a theoretical code shortfall of 543 spaces is calculated. However, based on industry standards, recent residential development in the region, and our experience/Engineering judgment, City Code significantly overstates the amount of parking that is needed to support this multifamily residential project.

PARKING DEMAND ANALYSIS

Table 3A through ***3C*** summarizes the proposed parking demand analysis allocation for the proposed Project by building based on industry and jurisdictional standards, similar approved projects not currently built, and similar residential projects developed by the Developer.

Table 3A
Building A Parking Demand Summary

Project Description	**Size**	**Recommended Parking Ratio**	**Spaces**
Hive Apartments Building A			
▪ Studio Units	41 units	1.0 spaces per unit	41
▪ One Bedroom Units	154 units	1.0 spaces per unit	154
▪ Two Bedroom Units	120 units	2.0 spaces per unit	240
▪ Guest Parking	315 units	0.25 spaces per unit	79
		Residential Subtotal	***514***
▪ Retail	3,692 SF	4 spaces per 1,000 SF	15
Total Building A Residential & Retail Parking Demand			**529**

As shown in *Table 3A*, the total recommended parking demand, which would correlate to a minimum recommended parking supply, is 529 parking spaces, which includes the retail parking demand that will share parking demand with the resident guest parking supply. The recommended residential parking demand of 514 parking spaces equates to a composite ratio of 1.63 spaces per dwelling unit for the 315 dwelling units within Building A. With the proposed Building A parking supply of 536 spaces, a surplus of seven (7) parking spaces is forecast.

Table 3B
Building B Parking Demand Summary

Project Description	Size	Recommended Parking Ratio	Spaces
Hive Apartments Building B			
▪ Studio Units	57 units	1.0 spaces per unit	57
▪ One Bedroom Units	186 units	1.0 spaces per unit	186
▪ Two Bedroom Units	103 units	2.0 spaces per unit	206
▪ Guest Parking	346 units	0.25 spaces per unit	87
		Total Building B Residential Parking Demand	**536**

As shown in *Table 3B*, the total recommended parking demand, which would correlate to a minimum recommended parking supply, is 536 parking spaces. The recommended residential parking demand of 536 parking spaces equates to a composite ratio of 1.55 spaces per dwelling unit for the 346 dwelling units within Building B. With the proposed Building B parking supply of 572 spaces, a surplus of 36 parking spaces is forecast.

Table 3C
Building C Parking Demand Summary

Project Description	Size	Recommended Parking Ratio	Spaces
Hive Apartments Building C			
▪ Studio Units	43 units	1.0 spaces per unit	44
▪ One Bedroom Units	222 units	1.0 spaces per unit	222
▪ Two Bedroom Units	124 units	2.0 spaces per unit	248
▪ Guest Parking	389 units	0.25 spaces per unit	97
		Total Building C Residential Parking Demand	**611**

As shown in *Table 3C*, the total recommended parking demand, which would correlate to a minimum recommended parking supply, is 611 parking spaces. The recommended residential parking demand of 611 parking spaces equates to a composite ratio of 1.57 spaces per dwelling unit for the 389 dwelling units within Building C. With the proposed Building C parking supply of 643 spaces, a surplus of 32 parking spaces is forecast.

Focusing to the predominant land use in the Project, multi-family residential, the following three methods were utilized in this analysis to justify the recommended parking demand and therefore the parking supply provided for the multi-family housing component of the proposed Project:

a. Comparative Method #1 (using industry and jurisdictional standards)
b. Comparative Method #2 (using multi-family residential ratios approved for projects that have not yet been built)
c. Comparative Method #3 (using empirical ratios derived from a parking demand survey recently conducted in May 2023 at 580 Anton Boulevard Apartments)

Individual multi-family residential projects and local settings have unique parking and tripmaking characteristics that may not be well represented in typical city code requirements. There are increasing concerns among parking/traffic engineering and planning experts that citywide code parking ratios and parking minimums are outdated, and that the “one-size-fits-all” approach to estimating parking requirements may not reflect actual, more current and realistic parking needs, operations, and management.

There is also the issue of “perceived” versus “actual” parking deficiencies. Perceived inadequacies in parking standards are often related to older multi-family developments built to outdated standards instead of newer market-rate housing projects built to current code. This underscores the importance of keeping parking standards current, and which “right size” required supply by being responsive to changing markets, demographics, decline in car ownership patterns, mobility/travel mode choices, creation of live/work/play environments and mixed-use settings, parking management strategies (i.e., unbundling parking), and emerging technologies.

Comparative Method #1 [using industry (ULI) standards]

Table 4 presents the proposed Project recommended parking ratios for multi-family residential (per resident and per guest) were compared against industry standards developed by Urban Land Use (ULI) and contained in the *Shared Parking Manual (3rd Edition)*.

As shown in the bottom portion of *Table 4,* the proposed Project’s recommended composite parking ratio is 1.58 spaces per unit while application of ULI’s residential ratios per dwelling unit by bedroom type for the proposed Project, results in a composite ratio of 1.29 parking spaces per unit. This comparison illustrates that the proposed Project recommended parking demand and composite parking ratio is greater than the recommended composite parking ratio recommended by ULI, which is a highly respected parking reference.

Table 4
Proposed Project vs. ULI Parking Requirements for Multifamily Residential

		Proposed Project Parking Demand		ULI Shared Parking (3rd Ed) Residential	
Project	**Dwelling Units**	**Ratio**	**Spaces**	**Ratio**	**Spaces**
Multi-Family Residential					
Studio (13%)	141	1 sp/unit	141	0.85 sp/unit	120
1-Bedroom (54%)	562	1 sp/unit	562	0.90 sp/unit	506
2-Bedroom (33%)	347	2.0 sp/unit	694	1.65 sp/unit	573
Total Resident:	**1,050**		**1397**		**1199**
Resident Guest Parking					
Studio (13%)	141	0.25 sp/unit	36	0.15 sp/unit	21
1-Bedroom (54%)	562	0.25 sp/unit	141	0.15 sp/unit	84
2-Bedroom (33%)	347	0.25 sp/unit	87	0.15 sp/unit	52
Total Guest:	**1,050**		**264**		**157**
Total Proposed/Required		--	**1661**	--	**1356**
Composite Parking Ratio (spaces per unit)		--	**1.58**	--	**1.29**

In addition, based on the ITE *Parking Generation Manual, 5th Edition* Land Use: 221 – Multifamily Housing (Mid-Rise), the 85th percentile parking demand ratio is 1.47 spaces per dwelling unit, which is less than the Project’s recommended parking demand ratio of 1.58 spaces per dwelling unit.

Comparative Method #2 [using multi-family residential ratios approved for projects that have not yet been built]

Other data points that are noteworthy, are the multi-family residential ratios that have been approved for projects that have not yet been built. For example, the City of Brea approved a composite parking ratio of 1.30 spaces per unit for the Brea Plaza

Shopping Center Project based on empirical studies of other comparable sites in the City. This ratio is below the proposed Project's parking supply ratio of 1.65 spaces per unit.

Comparative Method #3 [using empirical ratios derived from the survey recently conducted at 580 Anton Boulevard Apartments]

In order to supplement the Comparative Methods #1 and #2, a parking demand survey was conducted in May 2023 at 580 Anton Boulevard Apartments, which is considered to be comparable to the proposed multi-family residential component of the Project, and is located in a similar setting at the northeast corner of the Avenue of the Arts and Anton Boulevard intersection in the South Coast Metro area of the City of Costa Mesa. ***Table 5*** presents the results of the parking demand surveys performed on Wednesday, May 10, 2023 and Saturday, May 20, 2023, and indicates empirical parking ratios of 1.28 and 1.24 spaces per occupied unit were derived, respectively. These empirical ratios from 580 Anton Apartments are consistent with the ULI composite ratio of 1.29 spaces per unit from *Table 4*, which is considered to be an appropriate parking ratio for estimating the parking needs of the multi-family residential component of the Project.

Table 5
580 Anton Boulevard Apartments Parking Demands

	Parking Demand	
Time of Day	**Wed, May 10, 2023**	**Sat, May 20, 2023**
6:00 PM	209	238
7:00 PM	214	240
8:00 PM	238	235
9:00 PM	263	259
10:00 PM	270	264
11:00 PM	284	272
12:00 AM	295	288
1:00 AM	297	288
2:00 AM	**298**	288
3:00 AM	296	**290**
Peak Demand	**298**	**290**
Occupied Units	**233**	**233**
Parking Ratio (spaces per occupied unit)	**1.28**	**1.24**

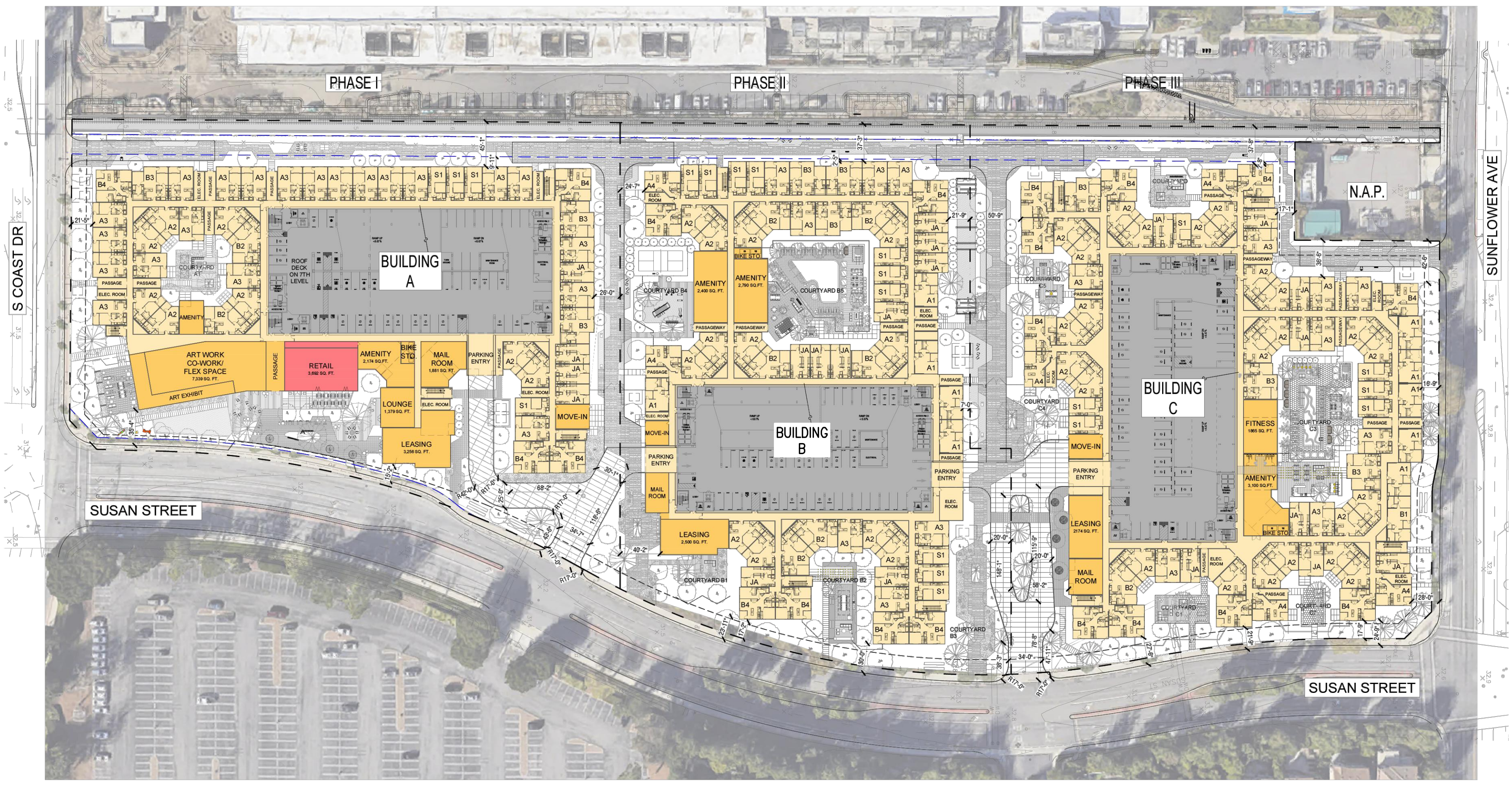
CONCLUSION

Based on the three (3) comparative methods described above and a recommended composite parking demand ratio of 1.58 parking spaces per unit (1,661 residential parking spaces for 1,050 units), the proposed parking supply of 1,736 residential parking spaces (1.65 spaces per unit) plus 15 retail parking spaces for a total of 1,751 parking spaces will adequately accommodate the parking demand for the proposed 1,050-unit (1,397 bedrooms) Hive Live Apartment Project.

We appreciate the opportunity to provide this Technical Memorandum. Should you have any questions regarding the memorandum, please contact us at (949) 825-6175

Attachments

REGISTERED PROFESSIONAL ENGINEER
NEIL D. MABERRY P.E.
No. 1802
Exp. 6/30/25
TRAFFIC
STATE OF CALIFORNIA



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SOURCE: ARCHITECTS ORANGE

NO SCALE

FIGURE 1

PROPOSED SITE PLAN

HIVE APARTMENTS, COSTA MESA

TABLE 2

CITY CODE PARKING REQUIREMENTS

HIVE LIVE APARTMENTS, COSTA MESA

Project Description	Units/SF	City of Costa Mesa Code Parking Ratio		Total City Code Requirement
		Covered	Open[1]	
Building A (536 Parking Spaces)				
▪ Studios	41 Units	1.00/ Unit	0.50/ Unit	62
▪ One Bedrooms	154 Units	1.00/ Unit	0.75/ Unit	270
▪ Two Bedrooms	120 Units	1.00/ Unit	1.25/ Unit	270
▪ Guest	315 Units	0.5/ Unit[2]		91
▪ Retail	3,692 SF	1/250 SF		15
Building A Subtotal				***708***
Building A Parking Supply				***536***
Building Surplus/Deficiency (+/-)				***-172***
Building B (572 Parking Spaces)				
▪ Studios	57 Units	1.00/ Unit	0.50/ Unit	86
▪ One Bedrooms	186 Units	1.00/ Unit	0.75/ Unit	326
▪ Two Bedrooms	103 Units	1.00/ Unit	1.25/ Unit	232
▪ Guest	346 Units	0.5/ Unit[2]		99
Building B Subtotal				***743***
Building B Parking Supply				***572***
Building B Surplus/Deficiency (+/-)				***-171***
Building C (643 Parking Spaces)				
▪ Studios	43 Units	1.00/ Unit	0.50/ Unit	65
▪ One Bedrooms	222 Units	1.00/ Unit	0.75/ Unit	389
▪ Two Bedrooms	124 Units	1.00/ Unit	1.25/ Unit	279
▪ Guest	389 Units	0.5/ Unit[2]		110
Building C Subtotal				***843***
Building C Parking Supply				***643***
Building C Surplus/Deficiency (+/-)				***-200***
Project Total City Code Requirement				**2,294**
Project Total Parking Supply				**1,751**
Total Project Parking Surplus/Deficiency (+/-)				**-543**

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[1] Source: Municipal Code Chapter VI. OFF-STREET PARKING STANDARDS: Open parking can be reduced by 0.25 spaces per unit for one (1) bedroom and larger units if the covered parking is provided within either a carport or a parking structure.

[2] Source: Municipal Code Chapter VI. OFF-STREET PARKING STANDARDS: Guest parking may be reduced to 0.25 space per unit for each unit above fifty (50) in a large residential development.

HIVE Live

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ARCHITECTURE

LANDSCAPE

CIVIL

PROJECT TEAM:

APPLICANT/OWNER:

LEGACY PARTNERTS
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Irvine, CA 92617
(949) 241-7988
Contact: Timothy O’Brien
tobrien@legacypartners.com

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ioannam@aoarchitects.com

LANDSCAPE ARCHITECT:

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CIVIL ENGINEER:

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(213) 988-8802
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sshirlock@fuscoe.com

LEGACY PARTNERS®

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HIVE LIVE
COSTA MESA, CA

SHEET INDEX

AO

A-1

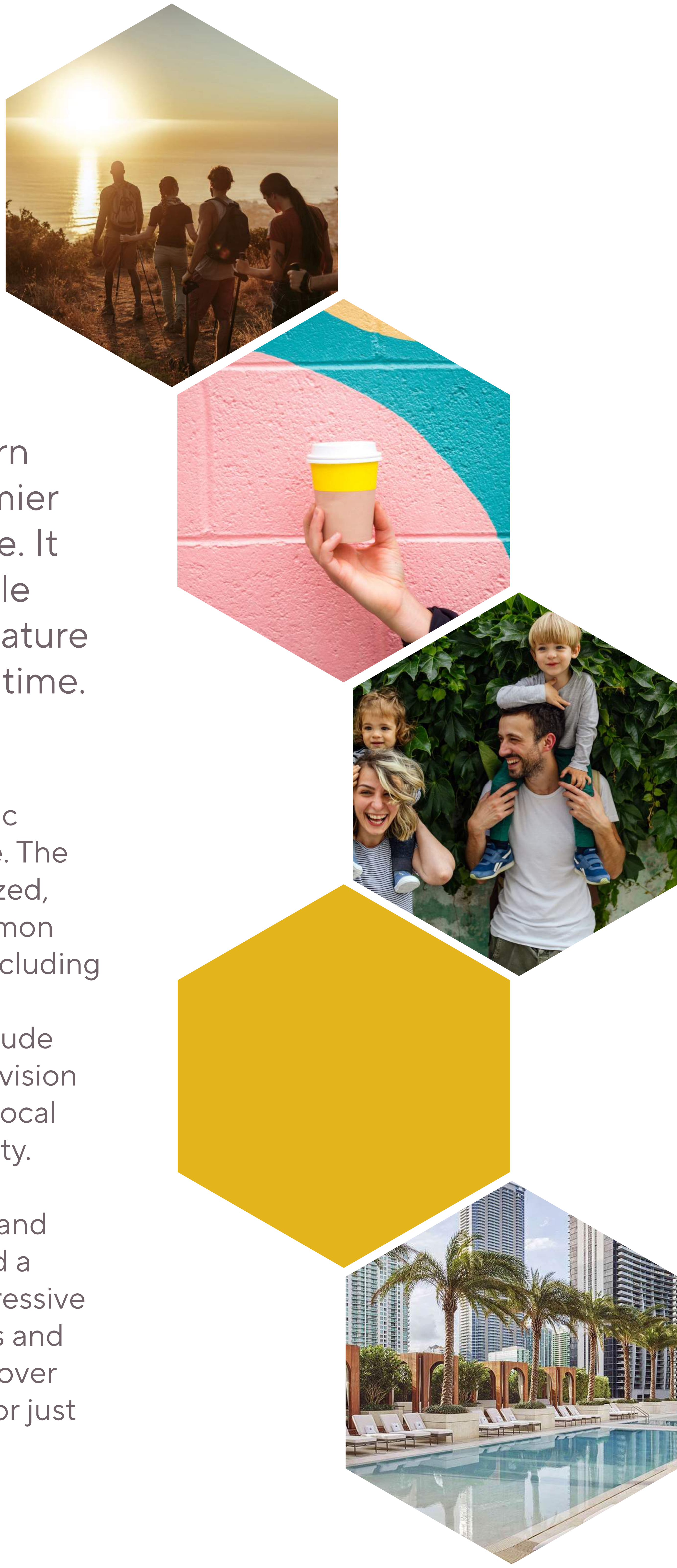
JOB NO.: 2022-1238
DATE: 02-26-2025

Calibrated just for Costa Mesa, **HIVE LIVE** is an exciting, new opportunity to unite modern living, lifestyle, and livelihood in a unique way with more agility and imagination. This premier campus concept will give the live, work, and play matrix more depth, strength, and nuance. It will be an experience, not merely an address. This energetic approach will appeal to people looking for their 'everything' place and those who didn't realize it was possible. Utilizing nature and intuitive design, **HIVE LIVE** will honor all the touch points that matter most — in real-time.

The Hive Campus is currently a 14.25-acre site developed with three two-story office buildings and a fourth approved (but not built) office building on the Chargers practice field. The Chargers have announced their intent to relocate their operations to Los Angeles, so this represents an actionable opportunity to plan and develop housing in the city in a master-planned manner.

The proposed 1050-unit development is envisioned to be a three-phased community developed over a number of years, starting on the vacant practice field and progressing to the north, replacing the two-story office buildings. This would occur based on market demand and the natural expiration of existing tenant leases. Understanding the significance and importance of Art in Costa Mesa, **HIVE LIVE** is inspired by the idea the "Architecture is Art". The phased communities are envisioned to be architecturally significant, "cousins" of one another under a common design umbrella and inspired by Costa Mesa's most iconic buildings, envisioned resident profiles, and nature. The communities at **HIVE LIVE** will be highly amenitized, with ample open space and common areas. Common area spaces include club and recreational uses, including expansive workspace areas conducive for a "work from home" environment. The projects would include meaningful interior and exterior art pieces. We envision incorporating a café used for residents as well as local employees immediately adjacent to the community.

HIVE LIVE will be inspired by human motivation and a core sense of self. Each building will be assigned a compelling and unique identity to convey an impressive emotional story. They will resonate with prospects and residents alike and will invite the audience to discover living that feels like it was curated and designed for just them.



HIVE LIVE
PLANNED DEVELOPMENT STANDARDS CODE ANALYSIS

Category	Section	PDC - Planned Development Commercial	Category	PHASE I - BUILDING A
		Municipal Code		
Lot Area		-	Lot Area	**Phase I: ±203,958 sf** (±4.68 ac) **Parcel III Remaining Area: 416,845 sf** (9.57 ac)
Building Height/ Number of Stories	NCMSP Figure 11b - Maximum Building Heights	Max. **4 stories/ 60 ft** NCMSP amendment proposes to revise the height standard to allow the height of the project.	Building Height/ Number of Stories	**5-stories** Residential: **55'-11"**(Top of Parapet) Parking Structure + Roof Deck: **73'-3"** (Top of Elevator)
Residential Density	Table 13-58	**Max. 20 du/ac** NCMSP amendments would establish a site-specific density (average) of 74 du/ac. CMMC Table 13-58 says the maximum density for the PDC district is generally 20 units/acre, but also says to look to the NCMSP for maximum density exceptions.	Residential Density	**67.3 du/ac (315 du)**
Floor Area Ratio	Table 1 - General Plan Designations; Table 13-69	West of Bear Street: **0.89** FAR applies to non-residential portions of the project and is limited to neighborhood commercial FAR. The property would change the designation to Urban Center Commercial. The GP estalibshes maximum FAR and we propose to maintain the site-specific FAR for the property in the NCMSP.	Floor Area Ratio	386,309 sf/ 203,598 sf = **1.89 FAR** w/o parking structure
Site Coverage	Table 13-58	**30%** outside Downtown Redevelopment Project Area **35%** within Downtown Redevelopment Project Area	Site Coverage	**Phase I:** 79,697 sf / 203,958 sf = **39% site coverage** **Parcel III Remaining Office Area: 99,392 sf**
Perimeter Open Space	Table 13-58; Section 13-61	**20 ft** abutting all public ROWs, excluding alleys; May be reduced in the PDC and PDR -NCMzones pursuant to Section 13-61. Buildings may encroach if PC finds that: (1) adequate circulation Is provided (2) pedestrian oriented landscape or plazas are provided (3) reduced open area is not detrimental (4) reduced setback doesn't deprive street or other properties of light and air (5) additional features enhance overall urban design concept	Perimeter Open Space	15 ft
Open Space	Table 13-58; Section 13-60	See Perimeter Open Space and Chapter VI Parking	Open Space	**Required: 42%** of 203,958 sf = 85,662 sf **Provided: 58%** OR 118,380 sf Common Open Space: 99,562 sf (including Perimeter Open Space: 9,529 sf) Private Open Space: 18,818 sf; **min 48 sf**; min. dim. 5 ft
Setbacks	Section 13-62	Unless otherwise noted in this article, no specific yard, setbacks or building height requirements shall be imposed in the planned development district, except as provided in the master plan; provided, that the spirit and intent of this section and the planned development ordinance are met.	Setbacks	Front: **15 ft.** Side Streets: **15 ft.** Side Interior: **10 ft.** Rear: **0 ft.**
Projections	Table 13-32	Roof/Eave: **2 ft 6 in into side** Overhang/Awning: **5 ft into front/rear** Open Stairway: **2 ft 6 in** Chimneys: **2 ft over max. height** Fireplaces: **2 ft into setback**	Projections	**Complies**
Off-Street Parking Standards	Table 13-89; Table 13-85	Residential Tenant Covered: **1.0 stalls/du** Tenant Open: Studio **0.5 stalls/du**; 1 Bed **1.0 stalls/du**; 2 Bed **1.5 stalls/du**; 3+ Bed **2.5 stalls/du**; Guest **0.5 stalls/du**; Tenant Open can be reduced by 0.25 stalls/du for 1+ bed units if covered parking is provided in a carport or parking structure; Guest may be reduced 0.25 stalls/du for each unit above 50 in a large residential development Compact: **max 10%** for projects w/ more than 25 req. spaces	Off-Street Parking Standards	**Residential Parking Provided: 1.65 stalls/du = 523 stalls**
		Retail, Office and Food&Beverage less than 300 SF: **4 per 1,000 sf, min. 6 stalls** Food & Beverage greater than 300SF: **10 per 1,000 SF first 3,000 & 12 per 1,000 SF above 3,000 SF** Office exceeeding 2 stories and 100,000 sf: **3 per 1,000 sf**		**Retail Parking Provided:3,692 retail sf. 4 per 1,000 sf = 15 stalls** **Parcel III Remaining Parking Provided: 494 Stalls** (99,392 sf 4 per 1,000 sf = 398 stalls Required)
Parking Design Standards	City of Costa Mesa Parking Design Standards	Standard Driveway(2-way) width: **25 ft** Standard Stall: **8.5'x18'** Compact Driveway(2-way) width: **22 ft** Compact stall: **8'x16'** Vertical Obstructions: **increase 1 ft** over normal required width Standard Parallel Stall: **8'x18';** Compact Parallel Stall: **7'x15';** (4' shall be provided at each end of each parallel parking space or 8' shall be provided every other parallel parking space).	Parking Design Standards	**Complies w/ standard stall and driveway dimensions. Seek reduction in vertical obstruction 1-ft distance increase on sides of parking stalls and location of columns from drive-aisle**
Bicycle Parking	Cal Green Bldg Code 2022	Short-Term Bicycle Parking: within 200 ft of visitor entrance; **5% of vehicle parking, min. one 2-bike rack** Long-Term Bicycle Parking: **5% of vehicle parking, min. one 2-bike rack**	Bicycle Parking	Short-Term Bicycle Parking: 5% of 523 = **27 bike stalls** Long-Term Bicycle Parking: 5% of 523 = **27 bike stalls**

HIVE LIVE
PLANNED DEVELOPMENT STANDARDS CODE ANALYSIS

Category	Section	PDR-NCM - Planned Development North Costa Mesa	Category	PHASE II - BUILDING B
		Municipal Code		
Lot Area		-	Lot Area	**Phase II Area: ±193,386 sf** (±4.44 ac) **Parcel III Remaining Area: 222,327 sf** (5.10 ac)
Building Height/ Number of Stories	NCMSP Figure 11b - Maximum Building Heights	Max. **3 stories/ 45 ft;** NCMSP amendment proposes to revise the height standard to allow the height of the project.	Building Height/ Number of Stories	**5-stories** Residential: **55'-11"** (Top of Roof) Parking Structure: **77'-6"** (Top of Elevator)
Residential Density	Table 13-58	Max. **35 du/ac** NCMSP amendments would establish a site-specific density (average) of 74 du/ac. CMMC Table 13-58 says the maximum density for the PDC district is generally 20 units/acre, but also says to look to the NCMSP for maximum density exceptions.	Residential Density	**77.9 du/ac (346 du)**
Floor Area Ratio	Table 1 - General Plan Designations; Table 13-69	High Density Residential: High Traffic Use **0.15**; Moderate Traffic Use **0.25**; Low Traffic Use **0.35.** The property would change the designation to Urban Center Commercial. The GP estalibshes maximum FAR and we propose to maintain the site-specific FAR for the property in the NCMSP.	Floor Area Ratio	388,293 sf/ 193,386 sf = **2.01** w/o parking structure
Site Coverage	Table 13-58	**N/A**	Site Coverage	**N/A**
Perimeter Open Space	Table 13-58; Section 13-61	**20 ft** abutting all public ROWs, excluding alleys; May be reduced in the PDC and PDR -NCMzones pursuant to Section 13-61. Buildings may encroach if PC finds that: (1) adequate circulation Is provided (2) pedestrian oriented landscape or plazas are provided (3) reduced open area is not detrimental (4) reduced setback doesn't deprive street or other properties of light and air (5) additional features enhance overall urban design concept	Perimeter Open Space	**15 ft**
Open Space	Table 13-58; Section 13-60	**42%** of total Size Area; inclusive of Perimeter Open Space Common Open: **min. 50%** of required open space;	Open Space	Required: **42%** of 193,386 sf = 81,222 sf Provided: **52%** OR 101,056 sf Common Open Space: 83,944 sf (Including Perimeter Open Space: 9,124 sf) Private Open Space: 17,112 sf; **min 48 sf**; min. dim. 5 ft
Setbacks	Section 13-62	Unless otherwise noted in this article, no specific yard, setbacks or building height requirements shall be imposed in the planned development district, except as provided in the master plan; provided, that the spirit and intent of this section and the planned development ordinance are met.	Setbacks	Front: **15 ft.** Side Interior : **10 ft.** Rear: **0 ft.**
Projections	Table 13-32	Roof/Eave: **2 ft 6 in into side** Overhang/Awning: **5 ft into front/rear** Open Stairway: **2 ft 6 in** Chimneys: **2 ft over max. height** Fireplaces: **2 ft into setback**	Projections	**Complies**
Off-Street Parking Standards	Table 13-89; Table 13-85	Residential Tenant Covered: **1.0 stalls/du** Tenant Open: Studio **0.5 stalls/du**; 1 Bed **1.0 stalls/du**; 2 Bed **1.5 stalls/du**; 3+ Bed **2.5 stalls/du**; Guest **0.5 stalls/du**; Tenant Open can be reduced by 0.25 stalls/du for 1+ bed units if covered parking is provided in a carport or parking structure; Guest may be reduced 0.25 stalls/du for each unit above 50 in a large residential development Compact: **max 10%** for projects w/ more than 25 req. spaces	Off-Street Parking Standards	**Residential Parking Provided: 1.65 stalls/du = 574 stalls**
		Retail, Office and Food&Beverage less than 300 SF: **4 per 1,000 sf, min. 6 stalls** Food&Beveerage greater than 300SF: **10 per 1,000 SF first 3,000 & 12 per 1,000 SF above 3,000 SF** Office exceeeding 2 stories and 100,000 sf**: 3 per 1,000 sf**		**Parcel III Remaining Parking Provided: 295 Stalls** (35,605 sf 4 per 1,000 sf = 143 stalls Required)
Parking Design Standards	City of Costa Mesa Parking Design Standards	Standard Driveway(2-way) width: **25 ft** Standard Stall: **8.5'x18'** Compact Driveway(2-way) width: **22 ft** Compact stall: **8'x16'** Vertical Obstructions: **increase 1 ft** over normal required width Standard Parallel Stall: **8'x18';** Compact Parallel Stall: **7'x15';** (4' shall be provided at each end of each parallel parking space or 8' shall be provided every other parallel parking space).	Parking Design Standards	**Complies w/ standard stall and driveway dimensions. Seek reduction in vertical obstruction 1-ft distance increase on sides of parking stalls and location of columns from drive-aisle**
Bicycle Parking	Cal Green Bldg Code 2022	Short-Term Bicycle Parking: within 200 ft of visitor entrance; **5% of vehicle parking, min. one 2-bike rack** Long-Term Bicycle Parking: **5% of vehicle parking, min. one 2-bike rack**	Bicycle Parking	Short-Term Bicycle Parking: 5% of 574 = **29 bike stalls** Long-Term Bicycle Parking: 5% of 574 = **29 bike stalls**

HIVE LIVE
PLANNED DEVELOPMENT STANDARDS CODE ANALYSIS

Category	Section	PDR-NCM - Planned Development North Costa Mesa	Category	PHASE III - BUILDING C
		Municipal Code		
Lot Area		-	Lot Area	**±223,460 sf** (±5.13 ac)
Building Height/ Number of Stories	NCMSP Figure 11b - Maximum Building Heights	Max. **3 stories/ 45 ft**; NCMSP amendment proposes to revise the height standard to allow the height of the project.	Building Height/ Number of Stories	**5-stories** Residential: **55'-11"** (Top of Parapet) Parking Structure: **77'-6"** (Top of Elevator)
Residential Density	Table 13-58	Max. **35 du/ac** NCMSP amendments would establish a site-specific density (average) of 74 du/ac. CMMC Table 13-58 says the maximum density for the PDC district is generally 20 units/acre, but also says to look to the NCMSP for maximum density exceptions.	Residential Density	**75.8 du/ac (389 du)**
Floor Area Ratio	Table 1 - General Plan Designations; Table 13-69	High Density Residential: High Traffic Use **0.15**; Moderate Traffic Use **0.25**; Low Traffic Use **0.35.** The property would change the designation to Urban Center Commercial. The GP estalibshes maximum FAR and we propose to maintain the site-specific FAR for the property in the NCMSP.	Floor Area Ratio	441,005 sf/ 223,460 sf = **1.97** w/o parking structure
Site Coverage	Table 13-58	**N/A**	Site Coverage	**N/A**
Perimeter Open Space	Table 13-58; Section 13-61	**20 ft** abutting all public ROWs, excluding alleys; May be reduced in the PDC and PDR -NCM zones pursuant to Section 13-61. Buildings may encroach if PC finds that: (1) adequate circulation Is provided (2) pedestrian oriented landscape or plazas are provided (3) reduced open area is not detrimental (4) reduced setback doesn't deprive street or other properties of light and air (5) additional features enhance overall urban design concept	Perimeter Open Space	**15 ft**
Open Space	Table 13-58; Section 13-60	**42%** of total Size Area; inclusive of Perimeter Open Space Common Open: **min. 50%** of required open space;	Open Space	Required: **42%** of 223,460 sf = 93,853 sf Provided: **52%** OR 115,759 sf Common Open Space: 94,890 sf (Including Perimeter Open Space: 14,862 sf) Private Open Space: 20,869 sf; min 48 sf; min. dim. 5 ft
Setbacks	Section 13-62	Unless otherwise noted in this article, no specific yard, setbacks or building height requirements shall be imposed in the planned development district, except as provided in the master plan; provided, that the spirit and intent of this section and the planned development ordinance are met.	Setbacks	Front: **15 ft.** Side Streets: **15 ft.** Side Interior : **10 ft.** Rear: **0 ft.**
Projections	Table 13-32	Roof/Eave: **2 ft 6 in into side** Overhang/Awning: **5 ft into front/rear** Open Stairway: **2 ft 6 in** Chimneys: **2 ft over max. height** Fireplaces: **2 ft into setback**	Projections	**Complies**
Off-Street Parking Standards	Table 13-89; Table 13-85	Residential Tenant Covered: **1.0 stalls/du** Tenant Open: Studio **0.5 stalls/du**; 1 Bed **1.0 stalls/du**; 2 Bed **1.5 stalls/du**; 3+ Bed **2.5 stalls/du**; Guest **0.5 stalls/du**; Tenant Open can be reduced by 0.25 stalls/du for 1+ bed units if covered parking is provided in a carport or parking structure; Guest may be reduced 0.25 stalls/du for each unit above 50 in a large residential development Compact: **max 10%** for projects w/ more than 25 req. spaces	Off-Street Parking Standards	Residential Parking Provided: **1.65 s/du = 644 stalls**
		Retail, Office and Food&Beverage less than 300 SF: **4 per 1,000 sf, min. 6 stalls** Food&Beveerage greater than 300SF: **10 per 1,000 SF first 3,000 & 12 per 1,000 SF above 3,000 SF** Office exceeeding 2 stories and 100,000 sf: **3 per 1,000 sf**		Not Applicable
Parking Design Standards	City of Costa Mesa Parking Design Standards	Standard Driveway(2-way) width: **25 ft** Standard Stall: **8.5'x18'** Compact Driveway(2-way) width: **22 ft** Compact stall: **8'x16'** Vertical Obstructions: **increase 1 ft** over normal required width Standard Parallel Stall: **8'x18';** Compact Parallel Stall: **7'x15';** (4' shall be provided at each end of each parallel parking space or 8' shall be provided every other parallel parking space).	Parking Design Standards	**Complies w/ standard stall and driveway dimensions. Seek reduction in vertical obstruction 1-ft distance increase on sides of parking stalls and location of columns from drive-aisle**
Bicycle Parking	Cal Green Bldg Code 2022	Short-Term Bicycle Parking: within 200 ft of visitor entrance; **5% of vehicle parking, min. one 2-bike rack** Long-Term Bicycle Parking: **5% of vehicle parking, min. one 2-bike rack**	Bicycle Parking	**Short-Term Bicycle Parking: 5% of 644 = 33 bike stalls** **Long-Term Bicycle Parking: 5% of 644 = 33 bike stalls**

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HIVE LIVE
COSTA MESA, CA

DEVELOPMENT STANDARDS

A-3
JOB NO.: 2022-1238
DATE: 02-26-2025

- Most dynamic city for young professionals in Orange County.
- Epicenter for fine shopping and dining, creative retail, restaurants, and breweries.
- Premier cultural center for arts, music, and stage at the Segerstrom Center for the Arts.

LEGACY PARTNERS®

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Hive Live
COSTA MESA, CA

SURROUNDING CONTEXT

AO

A-4

JOB NO.: 2022-1238
DATE: 02-26-2025

Complementing Costa Mesa's Vision

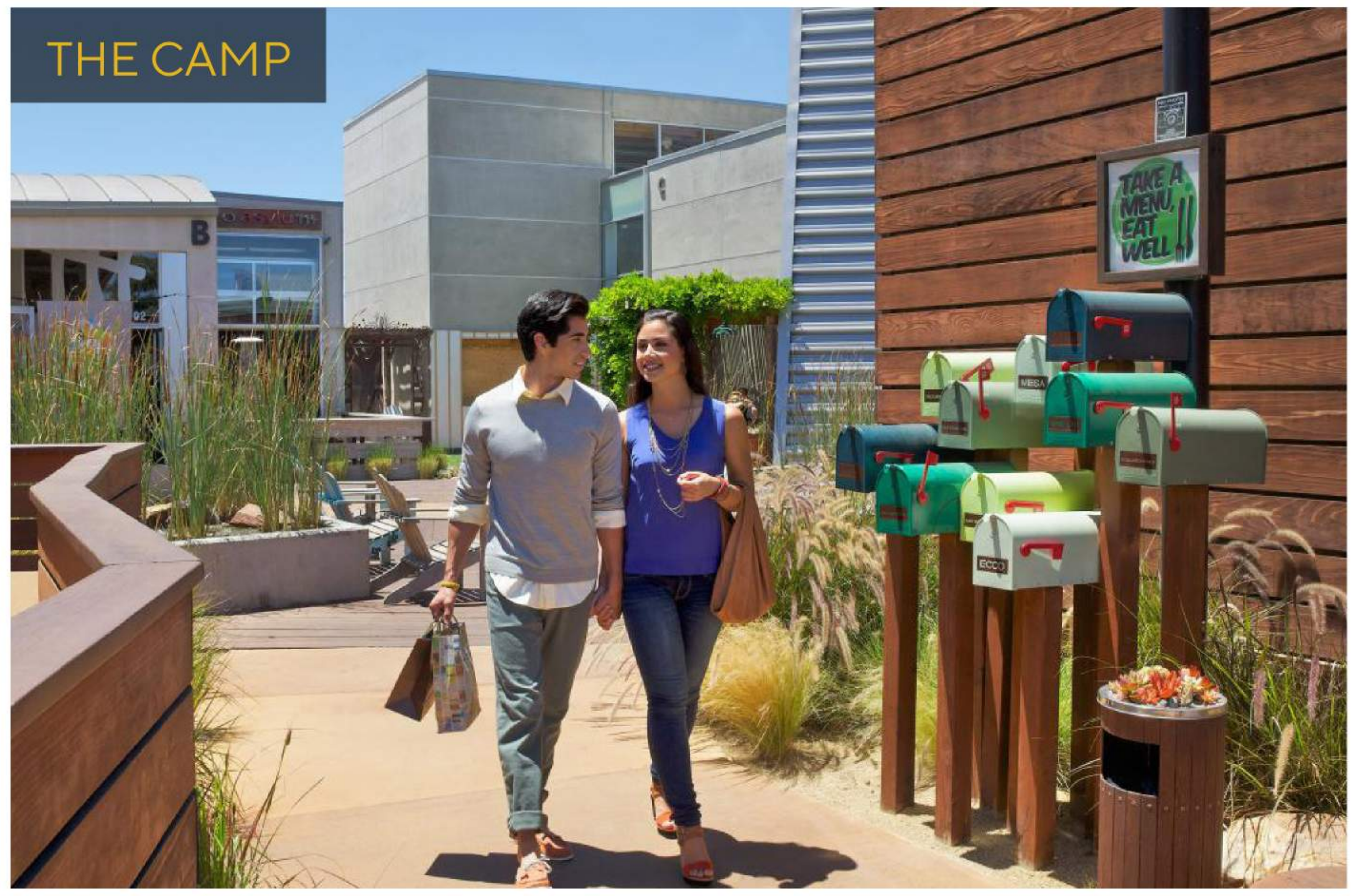
Costa Mesa is thriving in every way. The City of The Arts continues to lead the way for creativity with world-class venues such as South Coast Plaza, Segerstrom Center for the Arts, Orange County Museum of Art, The Lab/Anti-Mall, and the SOCO District. Home to the VANS Corporate Office, a vast Shepard Fairey mural, and located only a few miles from the beach, Costa Mesa is the epitome of Southern California. HIVE LIVE will perfectly align with Costa Mesa's vibe and continue the creative legacy of meaningful living. It will fuel the creative momentum for the city to experience an exciting and prosperous present and future.


COSTA MESA H. S. PERFORMING ARTS CENTER

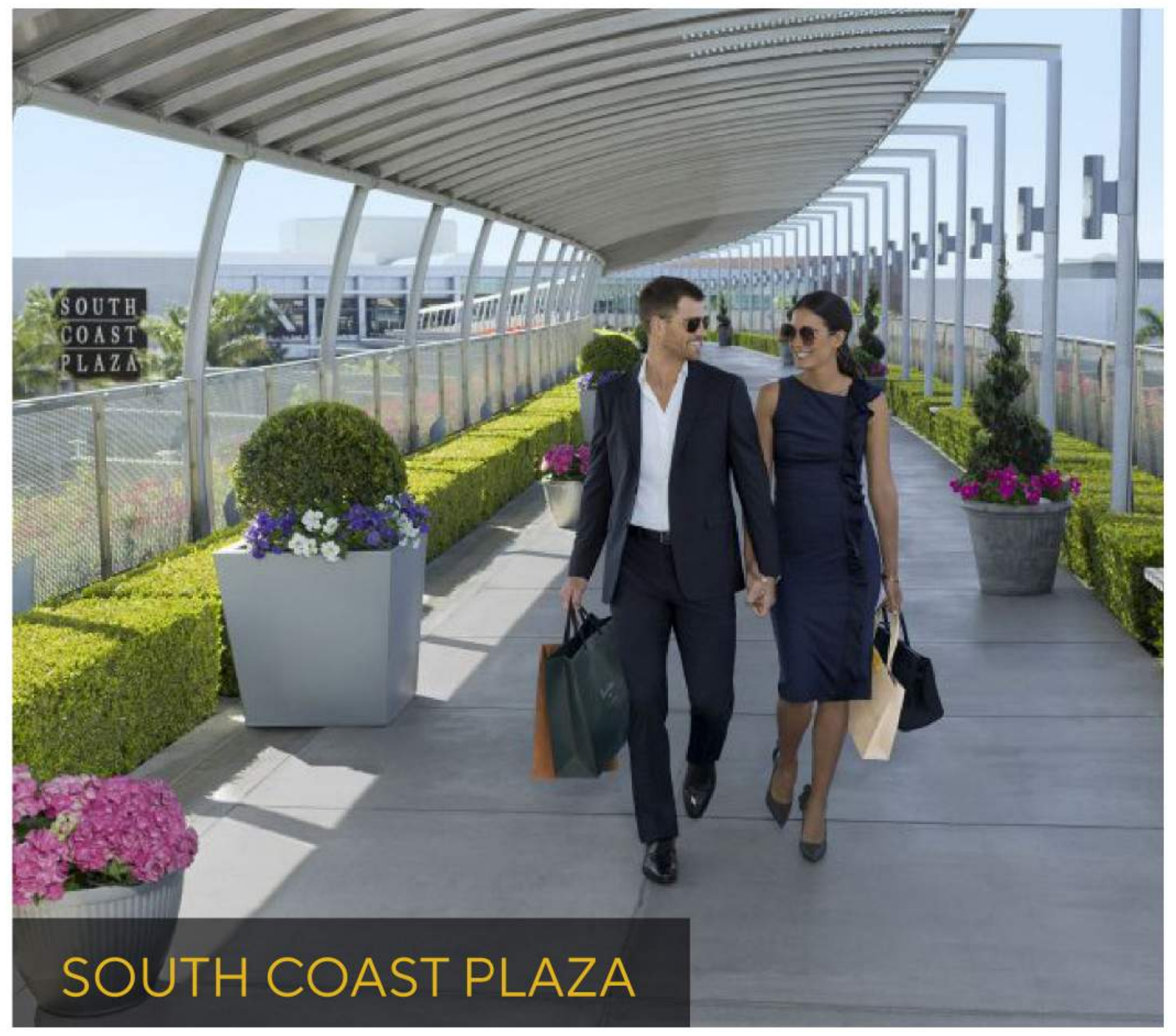

ORANGE COUNTY MUSEUM OF ART


NOGUCHI GARDEN

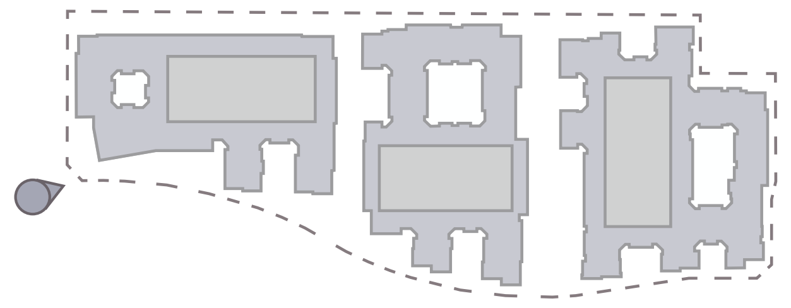

SHEPARD FAIREY MURAL


THE CAMP


THE LAB/ANTI-MALL


SOUTH COAST PLAZA


SEGERSTROM CENTER



LEGACY PARTNERS

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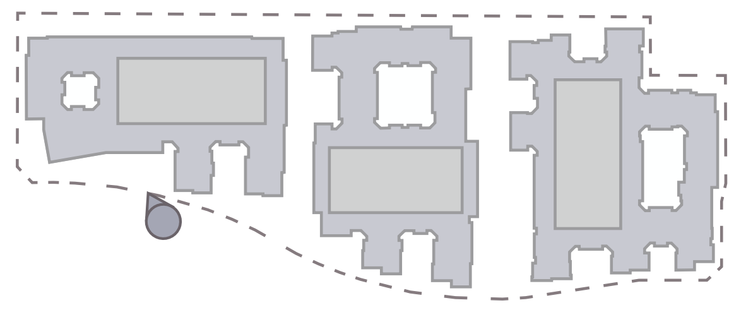
HIVE LIVE
COSTA MESA, CA

CONCEPTUAL 3D RENDERING
BUILDING A - S. COAST DR. & SUSAN ST CORNER

A-6

JOB NO.: 2022-1238
DATE: 07-26-2024



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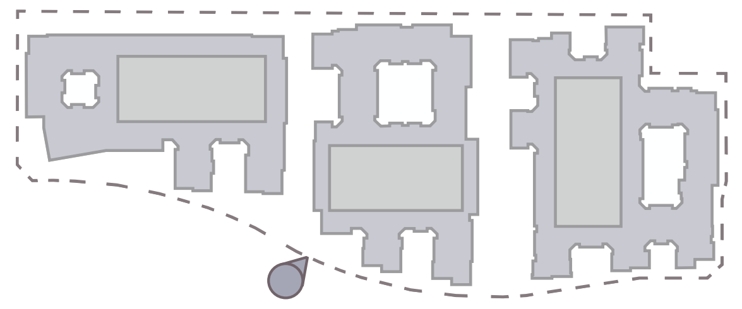
HIVE LIVE
COSTA MESA, CA

CONCEPTUAL 3D RENDERING
BUILDING A - PUBLIC PLAZA A

A-7

JOB NO.: 2022-1238
DATE: 07-26-2024



LEGACY PARTNERS®

Invesco

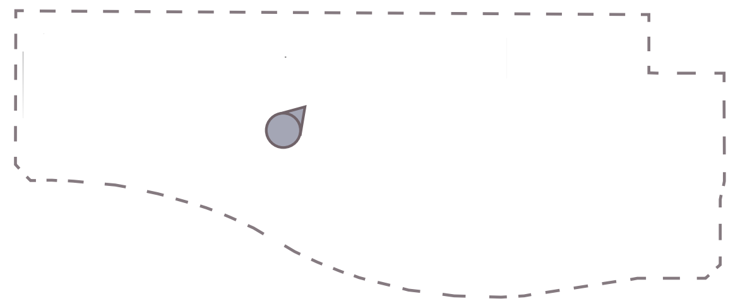
Hive Live
COSTA MESA, CA

CONCEPTUAL 3D RENDERING
BUILDING B - SOUTH-EAST CORNER

AO

A-8

JOB NO.: 2022-1238
DATE: 02-26-2025



LEGACY PARTNERS

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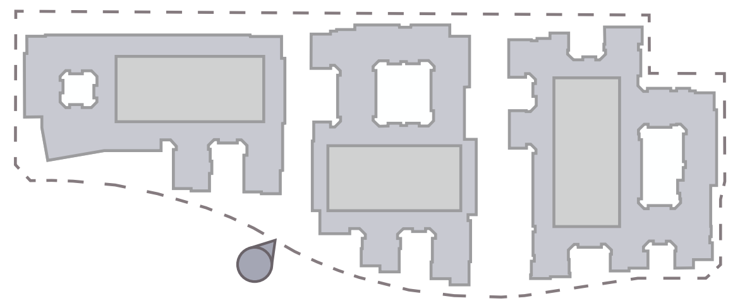
HIVE LIVE
COSTA MESA, CA

CONCEPTUAL 3D RENDERING
BUILDING B - COURTYARD B4

A-9

JOB NO.: 2022-1238
DATE: 02-26-2025



LEGACY PARTNERS

Invesco

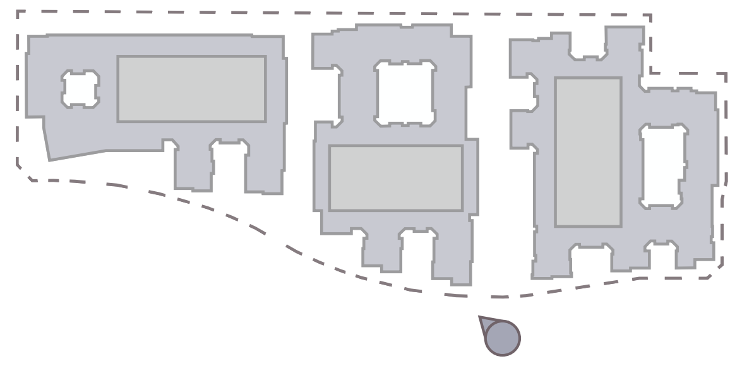
HIVE LIVE
COSTA MESA, CA

CONCEPTUAL 3D RENDERING
BUILDING B - SOUTH-EAST CORNER

AO

A-10

JOB NO.: 2022-1238
DATE: 07-26-2024



LEGACY PARTNERS

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Hive Live
COSTA MESA, CA

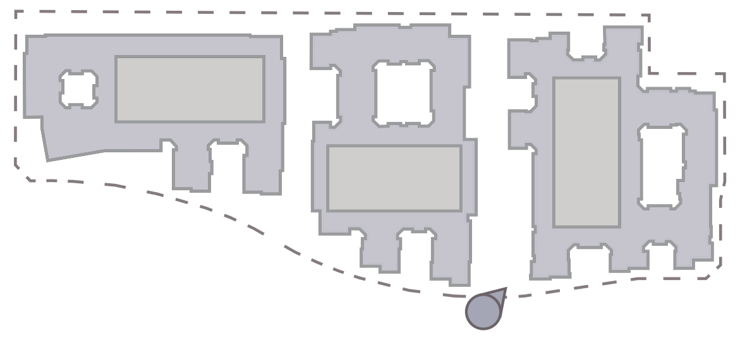
CONCEPTUAL 3D RENDERING

BUILDING B - NORTH-EAST CORNER

AO

A-11

JOB NO.: 2022-1238
DATE: 02-26-2025



LEGACY PARTNERS®

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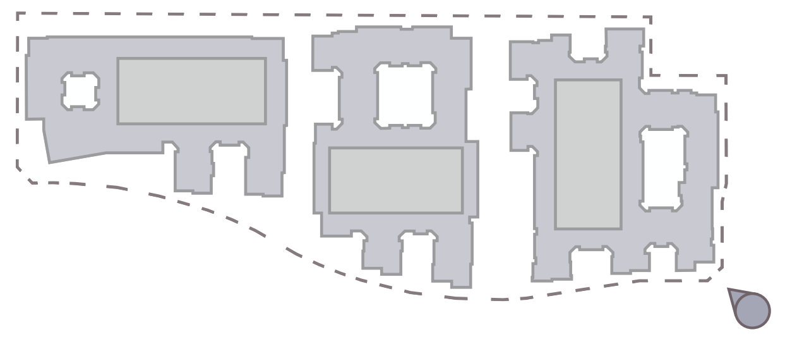
HIVE LIVE
COSTA MESA, CA

CONCEPTUAL 3D RENDERING
BUILDING C - SOUTHV-EAST CORNER

AO

A-12

JOB NO.: 2022-1238
DATE: 07-26-2024



LEGACY PARTNERS®

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HIVE LIVE
COSTA MESA, CA

CONCEPTUAL 3D RENDERING
BUILDING C - NORTH-EAST CORNER

AO

A-13

JOB NO.: 2022-1238
DATE: 02-26-2025

HIVE LIVE

PROJECT INFORMATION	A 1,050-UNIT PROJECT CONSISTING OF THREE SEPARATE 5-STORY MULTIFAMILY RESIDENTIAL BUILDINGS WITH ONE BUIDLING CONTAINING A ROOF DECK AND A MIXED-USE COMPONENT, INCLUDING AN ART GALLERY, RETAIL, AND A PUBLIC PLAZA.	
PROJECT ADDRESS	3333 S SUSAN ST., COSTA MESA, CA 92626	
ZONING DISTRICT EXISTING	PDI - PLANNED DEVELOPMENT INDUSTRIAL	
PROPOSED	PLANNED DEVELOPMENT COMMERCIAL PLANNED DEVELOPMENT NORTH COSTA MESA	
LAND USE EXISTING	INDUSTRIAL PARK	
PROPOSED	URBAN CENTER COMMERCIAL	
GROSS LOT AREA	620,804 SQ.FT.	14.3 AC
GROSS BUILDING AREA	1,874,917 SQ.FT.	
SITE COVERAGE	336,579 SQ.FT.	
FLOOR AREA RATIO (FAR)*	2.0	
TOTAL UNITS	1,050 DU	
DENSITY	73.7 DU/AC	

BUILDING A SUMMARY

TOTAL UNITS	315 UNITS
TOTAL ACRES	4.68 AC
RESIDENTIAL BUILDING DENSITY	67.3 DU/AC
RESIDENTIAL GFA	382,617 SF
NON-RESIDENTIAL GFA	3,692 SF
PARKING GFA	210,020 SF
FAR	1.89

BUILDING B SUMMARY

TOTAL UNITS	346 UNITS
TOTAL ACRES	4.44 AC
RESIDENTIAL BUILDING DENSITY	77.9 DU/AC
RESIDENTIAL GFA	388,293 SF
PARKING GFA	216,794 SF
FAR	2.01

BUILDING C SUMMARY

TOTAL UNITS	389 UNITS
TOTAL ACRES	5.13 AC
RESIDENTIAL BUILDING DENSITY	75.8 DU/AC
RESIDENTIAL GFA	441,005 SF
PARKING GFA	232,496 SF
FAR	1.97

BUILDING A UNIT SUMMARY

UNITS	AREA (SQ. FT.)	NO. OF UNITS	%
STUDIO	778	41	13%
J 1 BR	633	26	8%
1 BR	772	128	41%
J 2 BR	938	21	7%
2 BR	1,078	99	31%
TOTAL	**AVG. 868**	**315**	**100%**

BUILDING B UNIT SUMMARY

UNITS	AREA (SQ. FT.)	NO. OF UNITS	%
STUDIO	778	57	16%
J 1 BR	633	51	15%
1 BR	772	135	39%
J 2 BR	938	0	0%
2 BR	1,078	103	30%
TOTAL	**AVG. 844**	**346**	**100%**

BUILDING C UNIT SUMMARY

UNITS	AREA (SQ. FT.)	NO. OF UNITS	%
STUDIO	778	43	11%
J 1 BR	633	38	10%
1 BR	772	184	47%
J 2 BR	938	0	0%
2 BR	1,078	124	32%
TOTAL	**AVG. 857**	**389**	**100%**

RESIDENTIAL SUMMARY

UNITS	AREA (SQ. FT.)	NO. OF UNITS	%
STUDIO	778	141	13%
J 1 BR	633	115	11%
1 BR	772	447	43%
J 2 BR	938	21	2%
2 BR	1,078	326	31%
TOTAL	**AVG. 856**	**1,050**	**100%**

BUILDING A PARKING SUMMARY

UNITS	NO. OF UNITS	PARKING RATIO	TOTAL PARKING
STUDIO	41	1.65	68
J 1 BR	26	1.65	43
1 BR	128	1.65	212
J 2 BR	21	1.65	35
2 BR	99	1.65	164
USPS STALL	N/A	N/A	1
TOTAL	**315**	**RATIO: 1.65**	**523**

BUILDING B PARKING SUMMARY

UNITS	NO. OF UNITS	PARKING RATIO	TOTAL PARKING
STUDIO	57	1.65	95
J 1 BR	51	1.65	85
1 BR	135	1.65	223
J 2 BR	0	1.65	0
2 BR	103	1.65	170
USPS STALL	N/A	N/A	1
TOTAL	**346**	**RATIO: 1.65**	**574**

BUILDING C PARKING SUMMARY

UNITS	NO. OF UNITS	PARKING RATIO	TOTAL PARKING
STUDIO	43	1.65	71
J 1 BR	38	1.65	63
1 BR	184	1.65	304
J 2 BR	0	1.65	0
2 BR	124	1.65	205
USPS STALL	N/A	N/A	1
TOTAL	**389**	**RATIO: 1.65**	**644**

RETAIL SUMMARY

RETAIL	**3,692 SF**
BLDG A RETAIL	3,692 SF

BUILDING A RETAIL SUMMARY

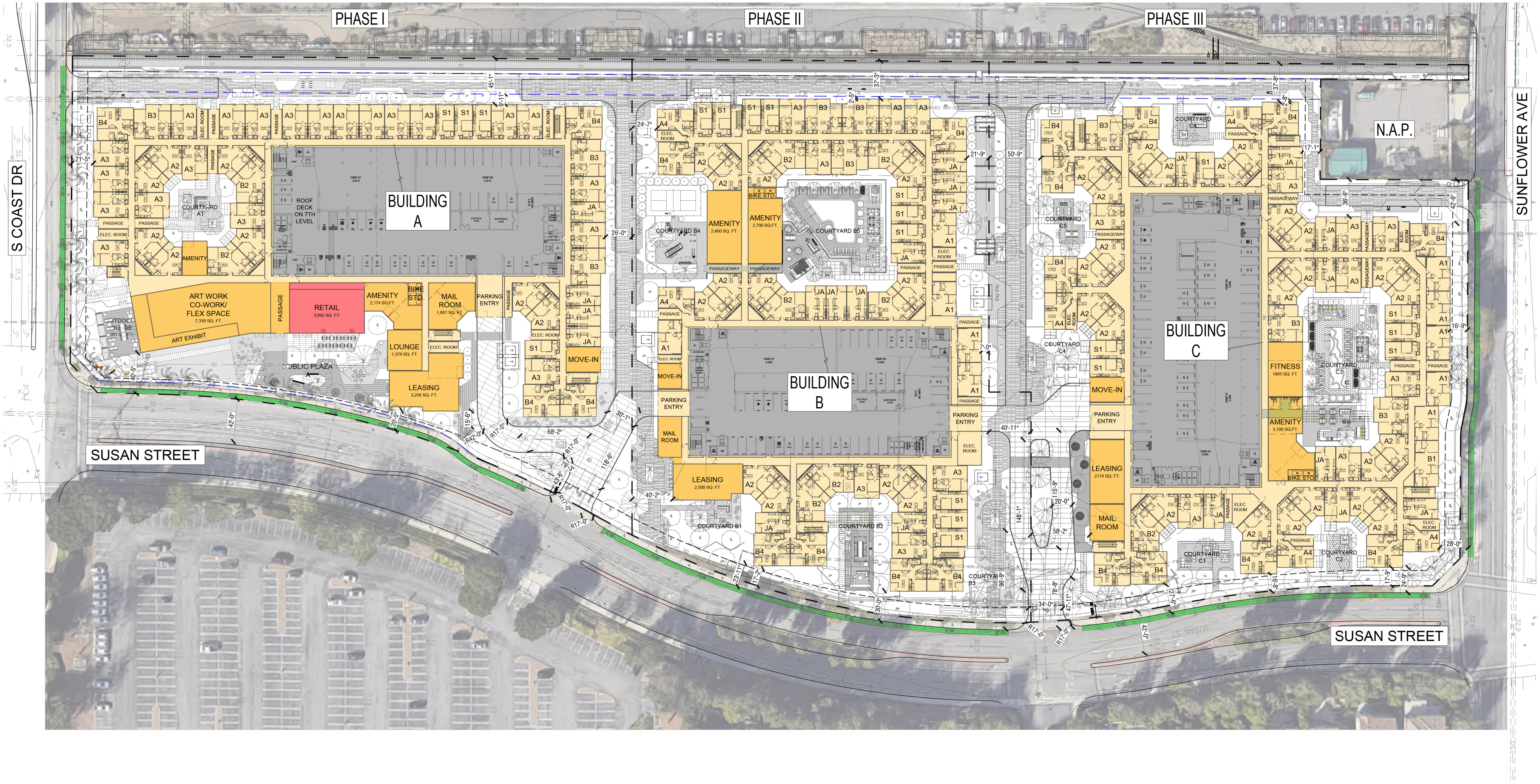
RETAIL AREA	3,692 SQ.FT.
PARKING PROVIDED (1 STALL PER 250 SQ.FT.)	15 STALLS

PER DENSITY BONUS

UNIT TYPE	UNIT TOTAL	REQUIRED RATIO
STUDIO	141	1
1 BEDROOM	562	1
2 BEDROOM	347	1.5
TOTAL	1,050	1,224
REQUIRED RESIDENTIAL PARKING		1,224
REQUIRED RETIAL PARKING (1 PER 250 SF)		15
TOTAL REQUIRED PARKING		1,239
PARKIGN PROVIDED		1,756

DENSITY BONUS CALCULATION

SITE AREA (ACRES)	14.25
BASE DENSITY (PER ACRE)	62
BASE DENSITY COUNT	884
AFFORDABLE UNITS (11.8% LI)	105
DENSITY BONUS	18.8%
BONUS UNITS	166
UNITS PROPOSED	1,050



LEGEND

🟥	RETAIL
🟧	LEASING & AMENITIES
🟨	RESIDENTIAL
■	PARKING
— · —	PROPERTY LINE
– – –	EASEMENT
- - - -	SETBACK
——	SITE CURB
▭	TRANSFORMERS

LEGACY PARTNERS

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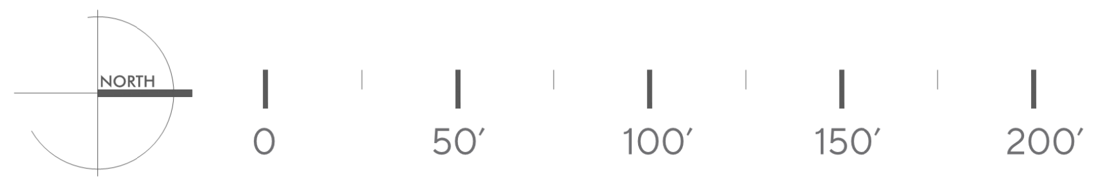
COSTA MESA, CA

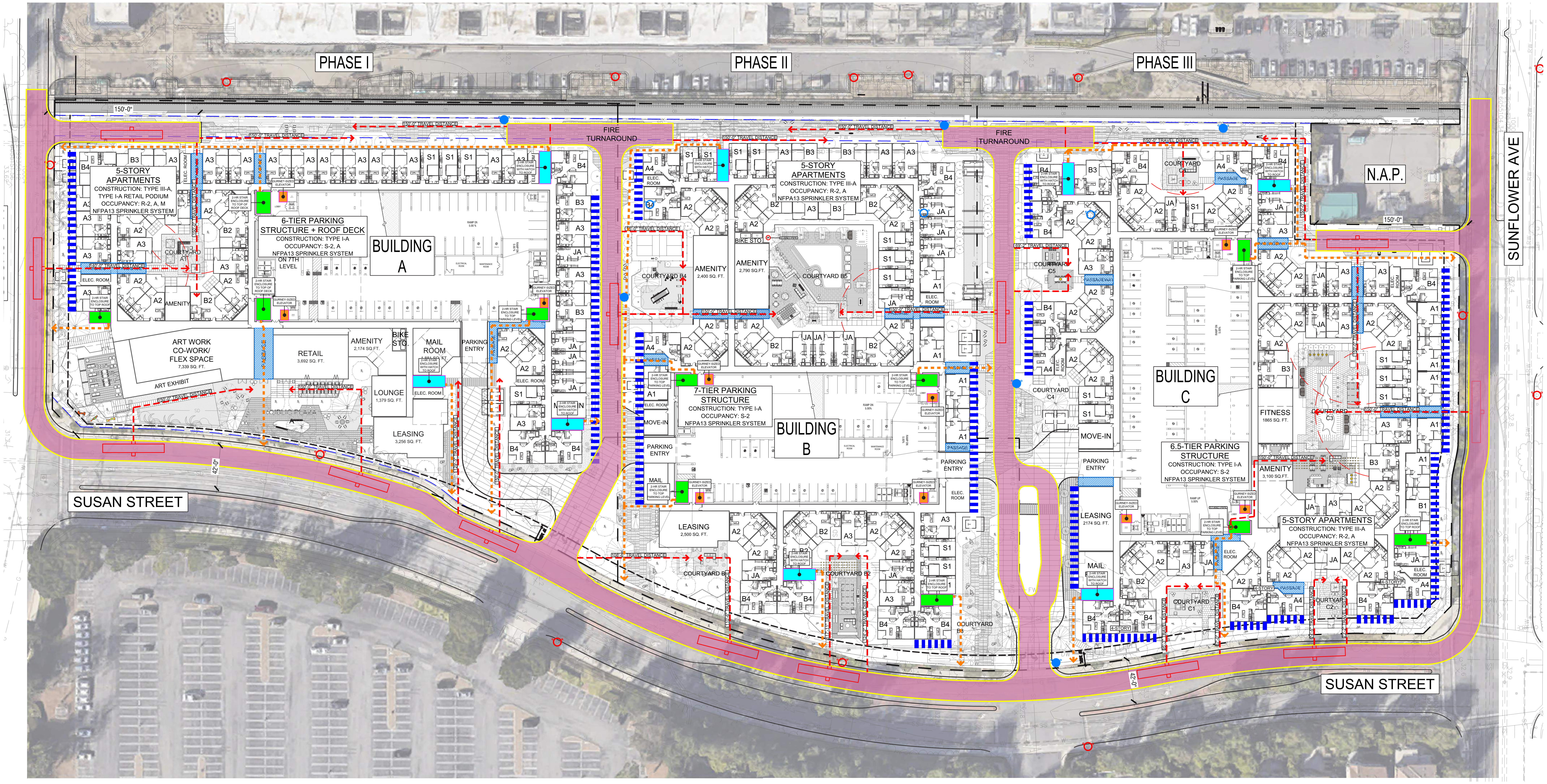
CONCEPTUAL SITE PLAN



AO

A-15

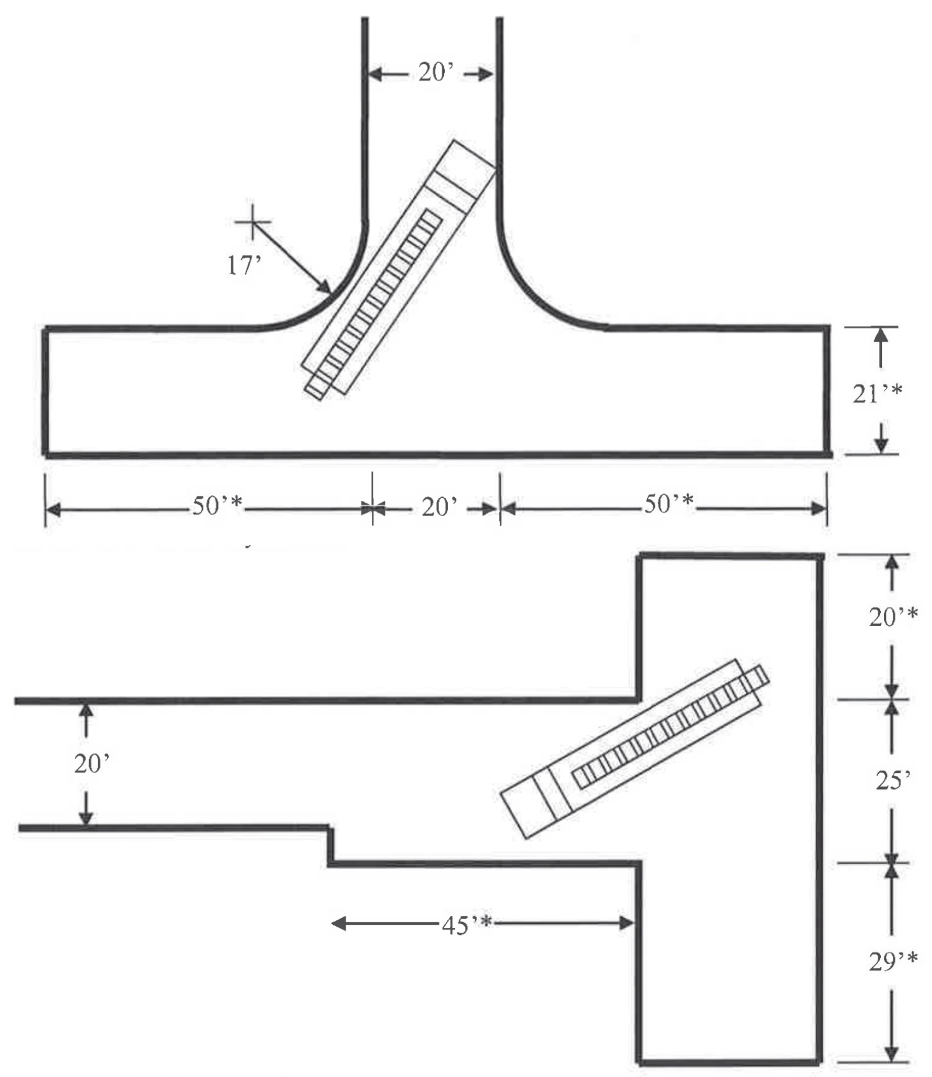
SCALE: 1" = 50'
JOB NO.: 2022-1238
DATE: 02-26-2025



LEGEND

- ▭ FIRE TRUCK APPARATUS
- ○ EXISTING FIRE HYDRANT
- ○ EXISTING FIRE HYDRANT TO BE RELOCATED
- ● PROPOSED FIRE HYDRANT
- Ⓢ STANDPIPE
- 🟩 ROOF ACCESSIBLE STAIR
- 🟧 GURNEY-SIZED ELEVATOR
- 🟪 20'-WIDE FIRE ACCESS ROAD
- ▨ 2-HR FIRE RATED PASSAGE
- - - → 150' MAX. FIRE HOSE PULL
- ······→ PATH OF EXIT
- ▮▮▮▮ AERIAL TRUCK LADDER ACCESS TO BUILDING

DEAD-END FIRE TURNAROUND TEMPLATES N.T.S.



LEGACY PARTNERS

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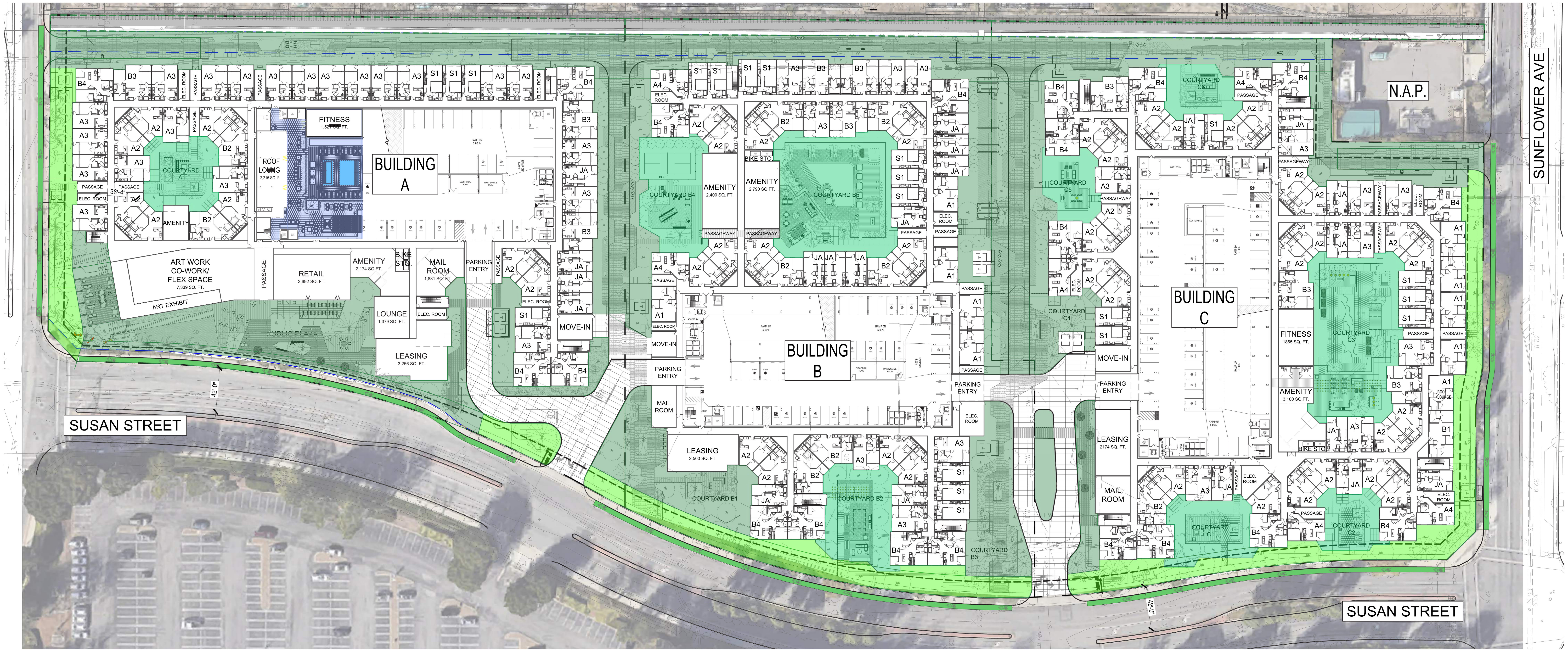
FIRE ACCESS PLAN

NORTH
0 50' 100' 150' 200'

AO

A-16

SCALE: 1" = 50'
JOB NO.: 2022-1238
DATE: 02-26-2025



LEGEND

🟩	PERIMETER OPEN SPACE
🟩	PUBLIC OPEN SPACE
🟩	COMMON OPEN SPACE
🟨	AMENITY
🟦	ROOF DECK

PHASE 1 OPEN SPACE REQUIRED		
LOT AREA	% OF LOT AREA	TOTAL OPEN SPACE REQUIRED (SQ. FT.)
203,958	42%	85,662
TOTAL OPEN SPACE REQUIRED		**85,662**

BUILDING A OPEN SPACE	
COMMON OPEN SPACE	
LOCATION	TOTAL AREA (SQ. FT.)
COURTYARD A1	4,277
OUTDOOR LOUNGE	2,091
ROOF DECK	7,149
BUILDING A COMMON OPEN SPACE PROVIDED	**13,517**
PUBLIC OPEN SPACE	
PUBLIC PLAZA A	14,726
ENTRY COURT & SIDE YARD	16,192
PERIMETER	9,529
REAR PASEO	17,903
BUILDING A PUBLIC OPEN SPACE PROVIDED	**58,350**
PRIVATE OPEN SPACE	
***BUILDING A PRIVATE OPEN SPACE PROVIDED**	**18,818**
TOTAL OPEN SPACE PROVIDED	**90,685**
TOTAL OPEN SPACE % OF LOT AREA	**44%**

*Private balconies average between 48-68 sf per unit.
Studio 1 doesn't include a balcony.

PHASE 2 OPEN SPACE REQUIRED		
LOT AREA	% OF LOT AREA	TOTAL OPEN SPACE REQUIRED (SQ. FT.)
193,386	42%	81,222
TOTAL OPEN SPACE REQUIRED		**81,222**

BUILDING B OPEN SPACE	
COMMON OPEN SPACE	
LOCATION	TOTAL AREA (SQ. FT.)
COURTYARD B1	7,476
COURTYARD B2	5,975
COURTYARD B3	7,410
COURTYARD B4	6,286
COURTYARD B5 (POOL)	12,518
BUILDING B COMMON OPEN SPACE PROVIDED	**39,665**
PUBLIC OPEN SPACE	
SIDE YARD	5,978
PERIMETER	9,022
REAR PASEO	10,221
BUILDING B PUBLIC OPEN SPACE PROVIDED	**25,221**
PRIVATE OPEN SPACE	
***BUILDING B PRIVATE OPEN SPACE PROVIDED**	**17,112**
TOTAL OPEN SPACE PROVIDED	**81,998**
TOTAL OPEN SPACE % OF LOT AREA	**42%**

*Private balconies average between 48-68 sf per unit.
Studio 1 doesn't include a balcony.

PHASE 3 OPEN SPACE REQUIRED		
LOT AREA	% OF LOT AREA	TOTAL OPEN SPACE REQUIRED (SQ. FT.)
223,460	42%	93,853
TOTAL OPEN SPACE REQUIRED		**93,853**

BUILDING C OPEN SPACE	
COMMON OPEN SPACE	
LOCATION	TOTAL AREA (SQ. FT.)
COURTYARD C1	4,541
COURTYARD C2	3,030
COURTYARD C3 (POOL)	12,380
COURTYARD C4	4,694
COURTYARD C5	3,114
COURTYARD C6	3,139
BUILDING C COMMON OPEN SPACE PROVIDED	**30,898**
PUBLIC OPEN SPACE	
SIDE YARD	22,390
PERIMETER	13,677
REAR PASEO	10,705
BUILDING C PUBLIC OPEN SPACE PROVIDED	**46,772**
PRIVATE OPEN SPACE	
***BUILDING C PRIVATE OPEN SPACE PROVIDED**	**20,869**
TOTAL OPEN SPACE PROVIDED	**98,539**
TOTAL OPEN SPACE % OF LOT AREA	**44%**

*Private balconies average between 48-68 sf per unit.
Studio 1 doesn't include a balcony.

LEGACY PARTNERS

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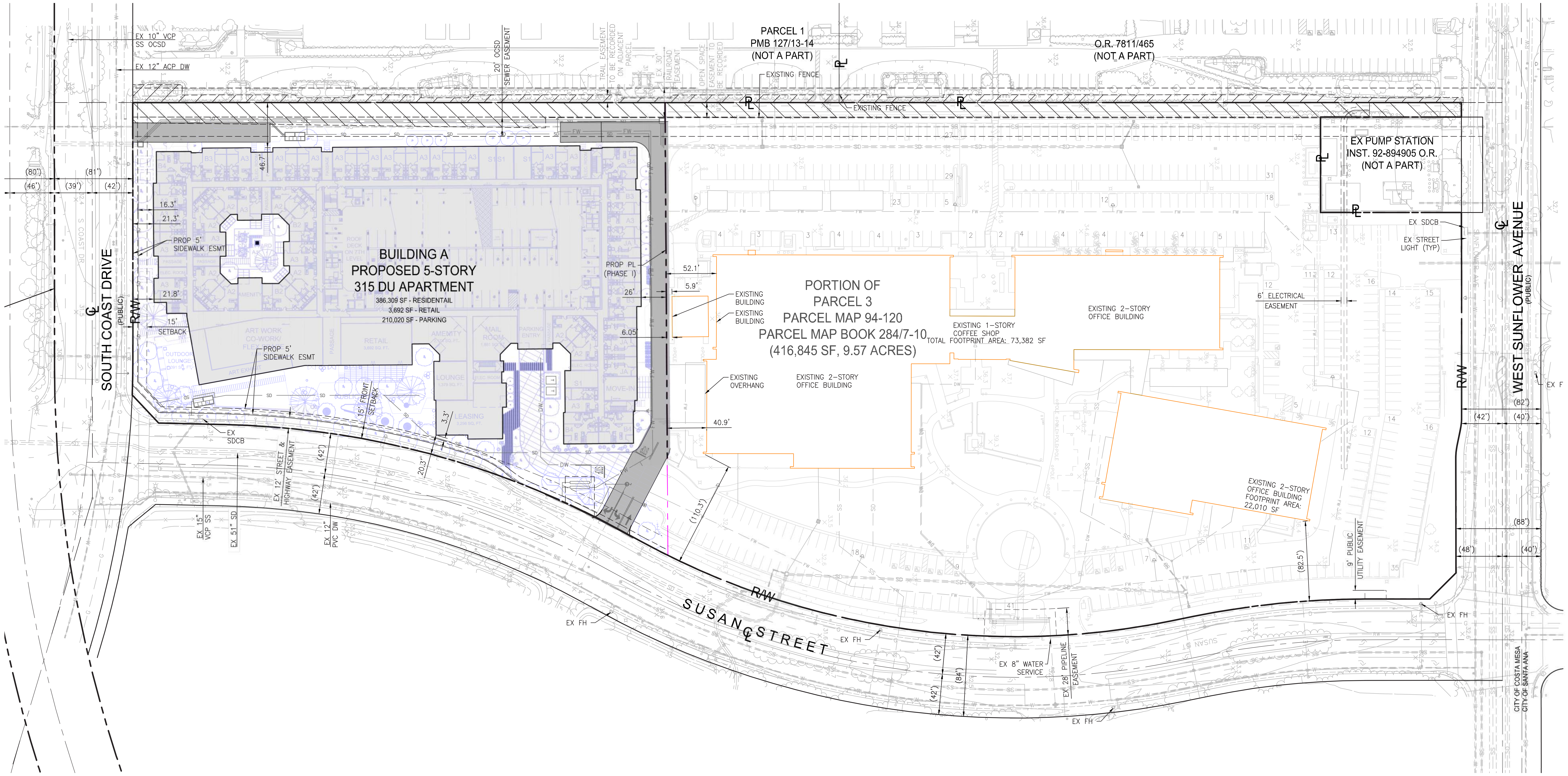
OPEN SPACE PLAN

NORTH
0 50' 100' 150' 200'

AO

A-17

SCALE: 1" = 50'
JOB NO.: 2022-1238
DATE: 02-26-2025



HIVE LIVE
PLANNED DEVELOPMENT STANDARDS CODE ANALYSIS

Category	Section	PDC - Planned Development Commercial Municipal Code	Category	PHASE I - BUILDING A
Lot Area		-	Lot Area	**Phase I: ±203,958 sf** (±4.68 ac) **Parcel III Remaining Area: 416,845 sf** (9.57 ac)
Building Height/ Number of Stories	NCMSP Figure 11b - Maximum Building Heights	Max. **4 stories/ 60 ft** NCMSP amendment proposes to revise the height standard to allow the height of the project.	Building Height/ Number of Stories	**5-stories** Residential: **55'-11"**(Top of Parapet) Parking Structure + Roof Deck: **73'-3"** (Top of Elevator)
Residential Density	Table 13-58	**Max. 20 du/ac** NCMSP amendments would establish a site-specific density (average) of 74 du/ac. CMMC Table 13-58 says the maximum density for the PDC district is generally 20 units/acre, but also says to look to the NCMSP for maximum density exceptions.	Residential Density	**67.3 du/ac (315 du)**
Floor Area Ratio	Table 1 - General Plan Designations; Table 13-69	West of Bear Street: **0.89** FAR applies to non-residential portions of the project and is limited to neighborhood commercial FAR. The property would change the designation to Urban Center Commercial. The GP estalibshes maximum FAR and we propose to maintain the site-specific FAR for the property in the NCMSP.	Floor Area Ratio	386,309 sf/ 203,598 sf = **1.89 FAR** w/o parking structure
Site Coverage	Table 13-58	**30%** outside Downtown Redevelopment Project Area **35%** within Downtown Redevelopment Project Area	Site Coverage	**Phase I:** 79,697 sf / 203,958 sf = **39% site coverage** **Parcel III Remaining Office Area: 99,392 sf**
Perimeter Open Space	Table 13-58; Section 13-61	**20 ft** abutting all public ROWs, excluding alleys; May be reduced in the PDC and PDR -NCMzones pursuant to Section 13-61. Buildings may encroach if PC finds that: (1) adequate circulation Is provided (2) pedestrian oriented landscape or plazas are provided (3) reduced open area is not detrimental (4) reduced setback doesn't deprive street or other properties of light and air (5) additional features enhance overall urban design concept	Perimeter Open Space	15 ft
Open Space	Table 13-58; Section 13-60	See Perimeter Open Space and Chapter VI Parking	Open Space	**Required: 42%** of 203,958 sf = 85,662 sf **Provided: 58%** OR 118,380 sf Common Open Space: 99,562 sf (including Perimeter Open Space: 9,529 sf) Private Open Space: 18,818 sf; **min 48 sf**; min. dim. 5 ft
Setbacks	Section 13-62	Unless otherwise noted in this article, no specific yard, setbacks or building height requirements shall be imposed in the planned development district, except as provided in the master plan; provided, that the spirit and intent of this section and the planned development ordinance are met.	Setbacks	Front: **15 ft.** Side Streets: **15 ft.** Side Interior: **10 ft.** Rear: **0 ft.**
Projections	Table 13-32	Roof/Eave: **2 ft 6 in into side** Overhang/Awning: **5 ft into front/rear** Open Stairway: **2 ft 6 in** Chimneys: **2 ft over max. height** Fireplaces: **2 ft into setback**	Projections	**Complies**
Off-Street Parking Standards	Table 13-89; Table 13-85	Residential Tenant Covered: **1.0 stalls/du** Tenant Open: Studio **0.5 stalls/du**; 1 Bed **1.0 stalls/du**; 2 Bed **1.5 stalls/du**; 3+ Bed **2.5 stalls/du**; Guest **0.5 stalls/du**; Tenant Open can be reduced by 0.25 stalls/du for 1+ bed units if covered parking is provided in a carport or parking structure; Guest may be reduced 0.25 stalls/du for each unit above 50 in a large residential development Compact: **max 10%** for projects w/ more than 25 req. spaces	Off-Street Parking Standards	**Residential Parking Provided: 1.65 stalls/du = 523 stalls**
		Retail, Office and Food&Beverage less than 300 SF: **4 per 1,000 sf, min. 6 stalls** Food & Beverage greater than 300SF: **10 per 1,000 SF first 3,000 & 12 per 1,000 SF above 3,000 SF** Office exceeeding 2 stories and 100,000 sf: **3 per 1,000 sf**		**Retail Parking Provided:3,692 retail sf. 4 per 1,000 sf = 15 stalls** **Parcel III Remaining Parking Provided: 494 Stalls** (99,392 sf 4 per 1,000 sf = 398 stalls Required)
Parking Design Standards	City of Costa Mesa Parking Design Standards	Standard Driveway(2-way) width: **25 ft** Standard Stall: **8.5'x18'** Compact Driveway(2-way) width: **22 ft** Compact stall: **8'x16'** Vertical Obstructions: **increase 1 ft** over normal required width Standard Parallel Stall: **8'x18';** Compact Parallel Stall: **7'x15';** (4' shall be provided at each end of each parallel parking space or 8' shall be provided every other parallel parking space).	Parking Design Standards	**Complies w/ standard stall and driveway dimensions. Seek reduction in vertical obstruction 1-ft distance increase on sides of parking stalls and location of columns from drive-aisle**
Bicycle Parking	Cal Green Bldg Code 2022	Short-Term Bicycle Parking: within 200 ft of visitor entrance; **5% of vehicle parking, min. one 2-bike rack** Long-Term Bicycle Parking: **5% of vehicle parking, min. one 2-bike rack**	Bicycle Parking	Short-Term Bicycle Parking: 5% of 523 = **27 bike stalls** Long-Term Bicycle Parking: 5% of 523 = **27 bike stalls**

LEGACY PARTNERS

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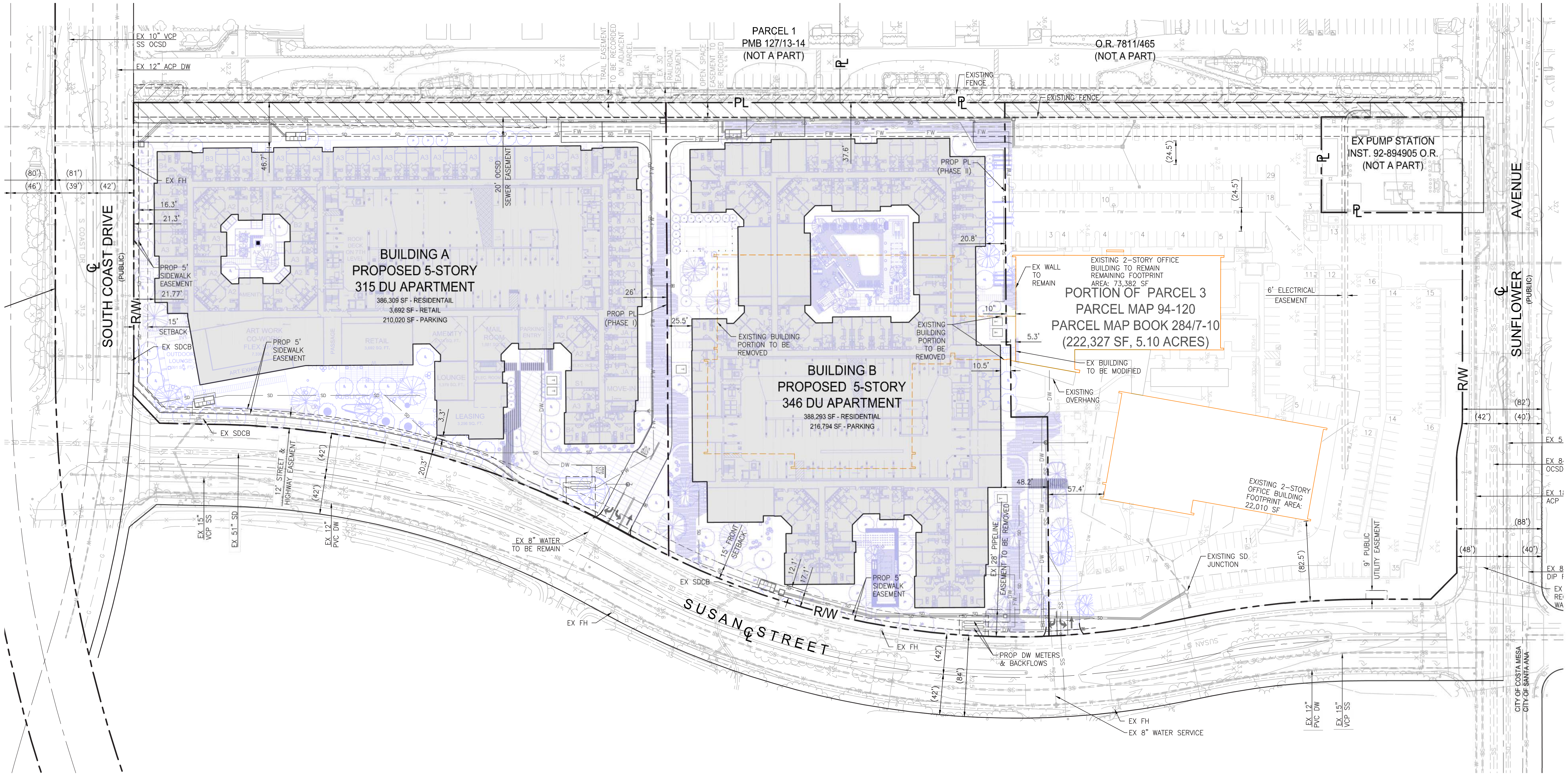
PHASING PLAN - PHASE I

NORTH
0 50' 100' 150' 200'

AO

A-18

SCALE: 1" = 50'
JOB NO.: 2022-1238
DATE: 02-26-2025



HIVE LIVE
PLANNED DEVELOPMENT STANDARDS CODE ANALYSIS

Category	Section	PDR-NCM - Planned Development North Costa Mesa Municipal Code	Category	PHASE II - BUILDING B
Lot Area		-	Lot Area	**Phase II Area: ±193,386 sf** (±4.44 ac) **Parcel III Remaining Area: 222,327 sf** (5.10 ac)
Building Height/ Number of Stories	NCMSP Figure 11b - Maximum Building Heights	Max. **3 stories/ 45 ft;** NCMSP amendment proposes to revise the height standard to allow the height of the project.	Building Height/ Number of Stories	**5-stories** Residential: **55'-11"** (Top of Roof) Parking Structure: **77'-6"** (Top of Elevator)
Residential Density	Table 13-58	Max. **35 du/ac** NCMSP amendments would establish a site-specific density (average) of 74 du/ac. CMMC Table 13-58 says the maximum density for the PDC district is generally 20 units/acre, but also says to look to the NCMSP for maximum density exceptions.	Residential Density	**77.9 du/ac (346 du)**
Floor Area Ratio	Table 1 - General Plan Designations; Table 13-69	High Density Residential: High Traffic Use **0.15**; Moderate Traffic Use **0.25**; Low Traffic Use **0.35.** The property would change the designation to Urban Center Commercial. The GP estalibshes maximum FAR and we propose to maintain the site-specific FAR for the property in the NCMSP.	Floor Area Ratio	388,293 sf/ 193,386 sf = **2.01** w/o parking structure
Site Coverage	Table 13-58	**N/A**	Site Coverage	**N/A**
Perimeter Open Space	Table 13-58; Section 13-61	**20 ft** abutting all public ROWs, excluding alleys; May be reduced in the PDC and PDR -NCMzones pursuant to Section 13-61. Buildings may encroach if PC finds that: (1) adequate circulation Is provided (2) pedestrian oriented landscape or plazas are provided (3) reduced open area is not detrimental (4) reduced setback doesn't deprive street or other properties of light and air (5) additional features enhance overall urban design concept	Perimeter Open Space	**15 ft**
Open Space	Table 13-58; Section 13-60	**42%** of total Size Area; inclusive of Perimeter Open Space Common Open: **min. 50%** of required open space;	Open Space	Required: **42%** of 193,386 sf = 81,222 sf Provided: **52%** OR 101,056 sf Common Open Space: 83,944 sf (Including Perimeter Open Space: 9,124 sf) Private Open Space: 17,112 sf; **min 48 sf**; min. dim. 5 ft
Setbacks	Section 13-62	Unless otherwise noted in this article, no specific yard, setbacks or building height requirements shall be imposed in the planned development district, except as provided in the master plan; provided, that the spirit and intent of this section and the planned development ordinance are met.	Setbacks	Front: **15 ft.** Side Interior : **10 ft.** Rear: **0 ft.**
Projections	Table 13-32	Roof/Eave: **2 ft 6 in into side** Overhang/Awning: **5 ft into front/rear** Open Stairway: **2 ft 6 in** Chimneys: **2 ft over max. height** Fireplaces: **2 ft into setback**	Projections	**Complies**
Off-Street Parking Standards	Table 13-89; Table 13-85	Residential Tenant Covered: **1.0 stalls/du** Tenant Open: Studio **0.5 stalls/du**; 1 Bed **1.0 stalls/du**; 2 Bed **1.5 stalls/du**; 3+ Bed **2.5 stalls/du**; Guest **0.5 stalls/du**; Tenant Open can be reduced by 0.25 stalls/du for 1+ bed units if covered parking is provided in a carport or parking structure; Guest may be reduced 0.25 stalls/du for each unit above 50 in a large residential development Compact: **max 10%** for projects w/ more than 25 req. spaces	Off-Street Parking Standards	**Residential Parking Provided: 1.65 stalls/du = 574 stalls**
		Retail, Office and Food&Beverage less than 300 SF: **4 per 1,000 sf, min. 6 stalls** Food&Beveerage greater than 300SF: **10 per 1,000 SF first 3,000 & 12 per 1,000 SF above 3,000 SF** Office exceeeding 2 stories and 100,000 sf: **3 per 1,000 sf**		**Parcel III Remaining Parking Provided: 295 Stalls** (35,605 sf 4 per 1,000 sf = 143 stalls Required)
Parking Design Standards	City of Costa Mesa Parking Design Standards	Standard Driveway(2-way) width: **25 ft** Standard Stall: **8.5'x18'** Compact Driveway(2-way) width: **22 ft** Compact stall: **8'x16'** Vertical Obstructions: **increase 1 ft** over normal required width Standard Parallel Stall: **8'x18';** Compact Parallel Stall: **7'x15';** (4' shall be provided at each end of each parallel parking space or 8' shall be provided every other parallel parking space).	Parking Design Standards	**Complies w/ standard stall and driveway dimensions. Seek reduction in vertical obstruction 1-ft distance increase on sides of parking stalls and location of columns from drive-aisle**
Bicycle Parking	Cal Green Bldg Code 2022	Short-Term Bicycle Parking: within 200 ft of visitor entrance; **5% of vehicle parking, min. one 2-bike rack** Long-Term Bicycle Parking: **5% of vehicle parking, min. one 2-bike rack**	Bicycle Parking	Short-Term Bicycle Parking: 5% of 574 = **29 bike stalls** Long-Term Bicycle Parking: 5% of 574 = **29 bike stalls**

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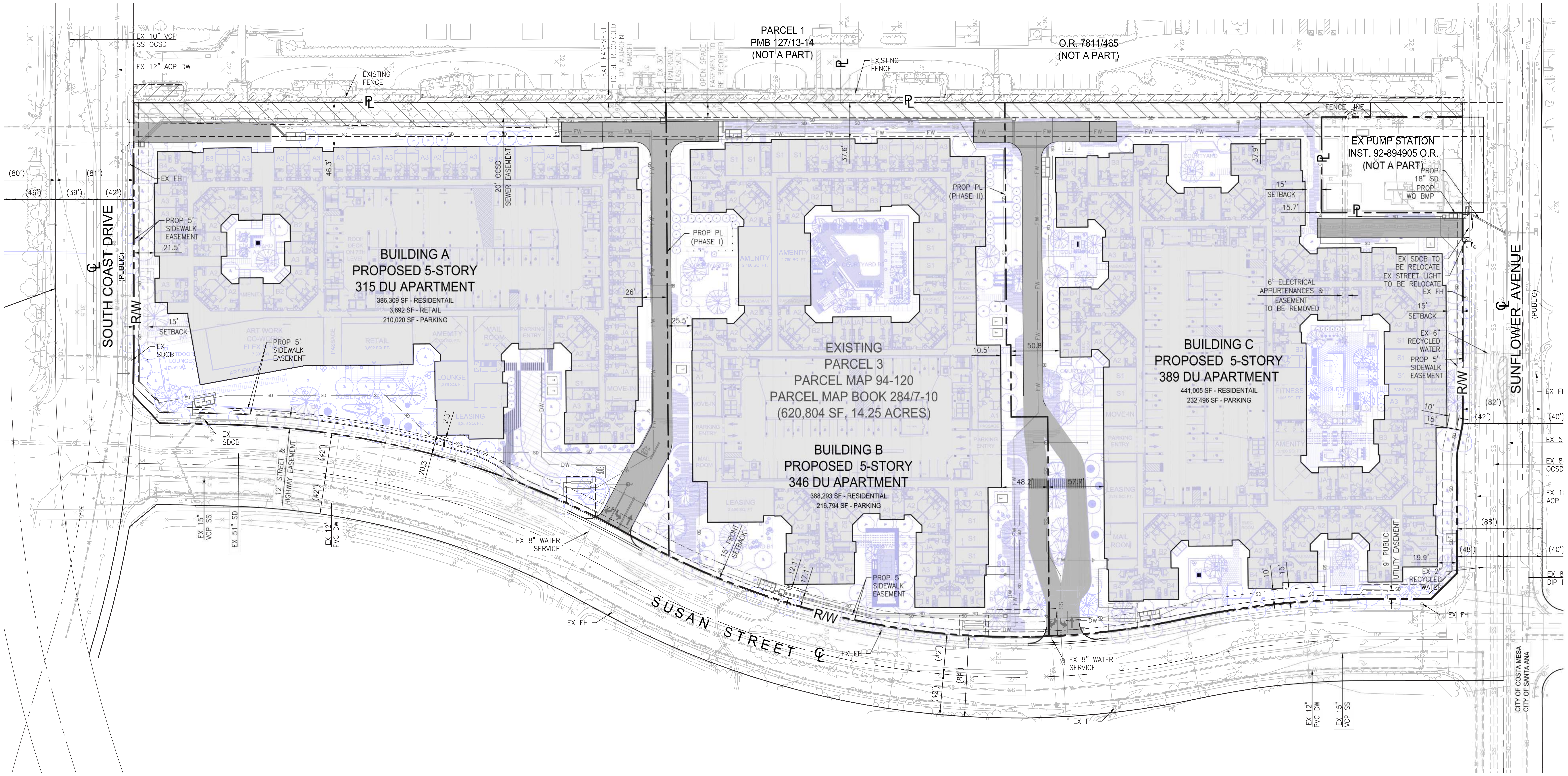
PHASING PLAN - PHASE II

NORTH
0 50' 100' 150' 200'

AO

A-19

SCALE: 1" = 50'
JOB NO.: 2022-1238
DATE: 02-26-2025



HIVE LIVE
PLANNED DEVELOPMENT STANDARDS CODE ANALYSIS

Category	Section	PDR-NCM - Planned Development North Costa Mesa Municipal Code	Category	PHASE III - BUILDING C
Lot Area		-	Lot Area	**±223,460 sf** (±5.13 ac)
Building Height/ Number of Stories	NCMSP Figure 11b - Maximum Building Heights	Max. **3 stories/ 45 ft**; NCMSP amendment proposes to revise the height standard to allow the height of the project.	Building Height/ Number of Stories	**5-stories** Residential: **55'-11"** (Top of Parapet) Parking Structure: **77'-6"** (Top of Elevator)
Residential Density	Table 13-58	Max. **35 du/ac** NCMSP amendments would establish a site-specific density (average) of 74 du/ac. CMMC Table 13-58 says the maximum density for the PDC district is generally 20 units/acre, but also says to look to the NCMSP for maximum density exceptions.	Residential Density	**75.8 du/ac (389 du)**
Floor Area Ratio	Table 1 - General Plan Designations; Table 13-69	High Density Residential: High Traffic Use **0.15**; Moderate Traffic Use **0.25**; Low Traffic Use **0.35**. The property would change the designation to Urban Center Commercial. The GP estalibshes maximum FAR and we propose to maintain the site-specific FAR for the property in the NCMSP.	Floor Area Ratio	441,005 sf/ 223,460 sf = **1.97** w/o parking structure
Site Coverage	Table 13-58	**N/A**	Site Coverage	**N/A**
Perimeter Open Space	Table 13-58; Section 13-61	**20 ft** abutting all public ROWs, excluding alleys; May be reduced in the PDC and PDR -NCM zones pursuant to Section 13-61. Buildings may encroach if PC finds that: (1) adequate circulation Is provided (2) pedestrian oriented landscape or plazas are provided (3) reduced open area is not detrimental (4) reduced setback doesn't deprive street or other properties of light and air (5) additional features enhance overall urban design concept	Perimeter Open Space	**15 ft**
Open Space	Table 13-58; Section 13-60	**42%** of total Size Area; inclusive of Perimeter Open Space Common Open: **min. 50%** of required open space;	Open Space	Required: **42%** of 223,460 sf = 93,853 sf Provided: **52%** OR 115,759 sf Common Open Space: 94,890 sf (Including Perimeter Open Space: 14,862 sf) Private Open Space: 20,869 sf; min 48 sf; min. dim. 5 ft
Setbacks	Section 13-62	Unless otherwise noted in this article, no specific yard, setbacks or building height requirements shall be imposed in the planned development district, except as provided in the master plan; provided, that the spirit and intent of this section and the planned development ordinance are met.	Setbacks	Front: **15 ft.** Side Streets: **15 ft.** Side Interior : **10 ft.** Rear: **0 ft.**
Projections	Table 13-32	Roof/Eave: **2 ft 6 in into side** Overhang/Awning: **5 ft into front/rear** Open Stairway: **2 ft 6 in** Chimneys: **2 ft over max. height** Fireplaces: **2 ft into setback**	Projections	**Complies**
Off-Street Parking Standards	Table 13-89; Table 13-85	Residential Tenant Covered: **1.0 stalls/du** Tenant Open: Studio **0.5 stalls/du**; 1 Bed **1.0 stalls/du**; 2 Bed **1.5 stalls/du**; 3+ Bed **2.5 stalls/du**; Guest **0.5 stalls/du**; Tenant Open can be reduced by 0.25 stalls/du for 1+ bed units if covered parking is provided in a carport or parking structure; Guest may be reduced 0.25 stalls/du for each unit above 50 in a large residential development Compact: **max 10%** for projects w/ more than 25 req. spaces	Off-Street Parking Standards	Residential Parking Provided: **1.65 s/du = 644 stalls**
		Retail, Office and Food&Beverage less than 300 SF: **4 per 1,000 sf, min. 6 stalls** Food&Beveerage greater than 300SF: **10 per 1,000 SF first 3,000 & 12 per 1,000 SF above 3,000 SF** Office exceeeding 2 stories and 100,000 sf: **3 per 1,000 sf**		Not Applicable
Parking Design Standards	City of Costa Mesa Parking Design Standards	Standard Driveway(2-way) width: **25 ft** Standard Stall: **8.5'x18'** Compact Driveway(2-way) width: **22 ft** Compact stall: **8'x16'** Vertical Obstructions: **increase 1 ft** over normal required width Standard Parallel Stall: **8'x18';** Compact Parallel Stall: **7'x15';** (4' shall be provided at each end of each parallel parking space or 8' shall be provided every other parallel parking space).	Parking Design Standards	**Complies w/ standard stall and driveway dimensions. Seek reduction in vertical obstruction 1-ft distance increase on sides of parking stalls and location of columns from drive-aisle**
Bicycle Parking	Cal Green Bldg Code 2022	Short-Term Bicycle Parking: within 200 ft of visitor entrance; **5% of vehicle parking, min. one 2-bike rack** Long-Term Bicycle Parking: **5% of vehicle parking, min. one 2-bike rack**	Bicycle Parking	**Short-Term Bicycle Parking: 5% of 644 = 33 bike stalls** **Long-Term Bicycle Parking: 5% of 644 = 33 bike stalls**

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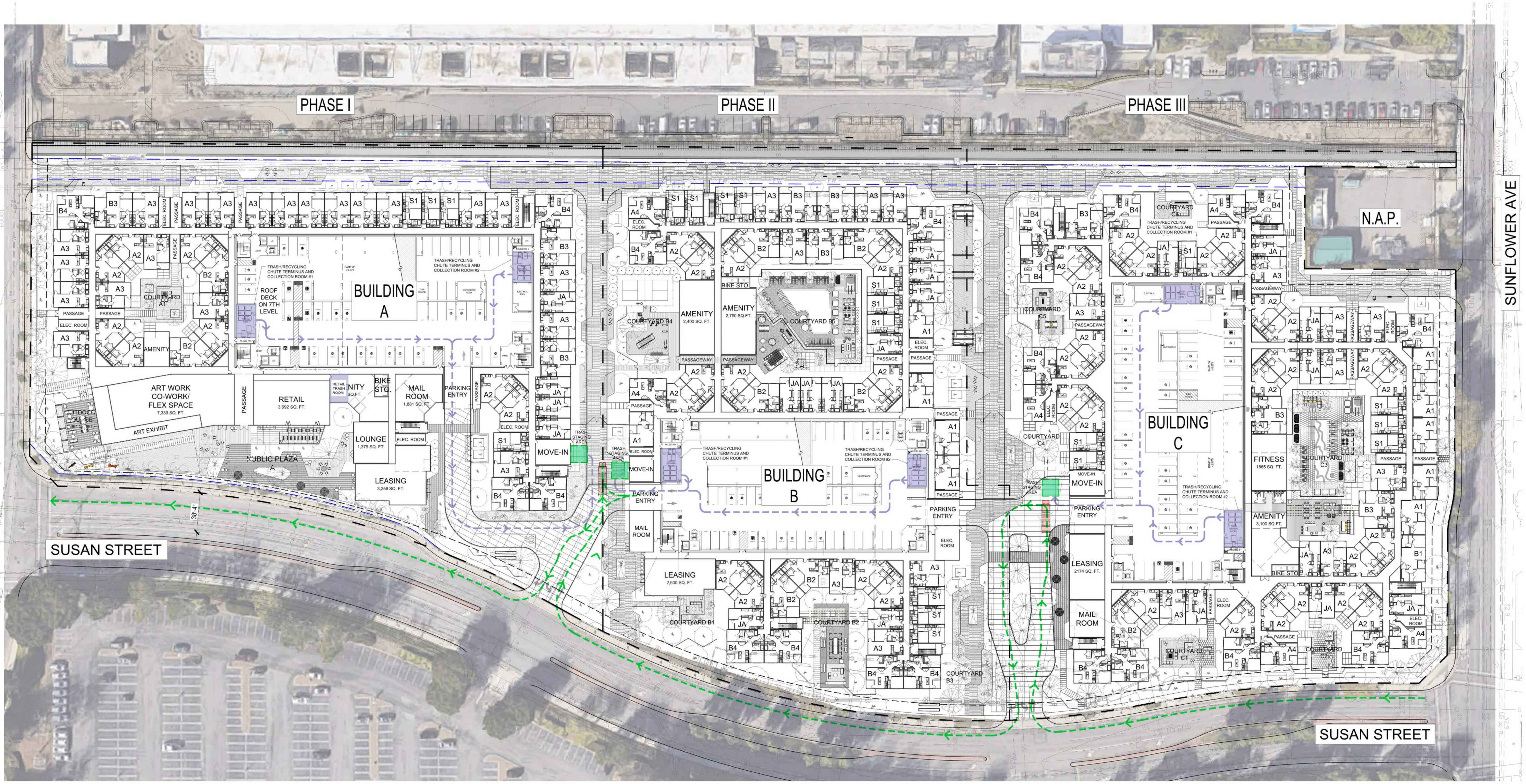
PHASING PLAN - PHASE III

NORTH
0 50' 100' 150' 200'

A-20

SCALE: 1" = 50'
JOB NO.: 2022-1238
DATE: 02-26-2025



LEGEND

- STINGER TRASH ROUTE
- TRASH TRUCK ROUTE
- 🟩 TRASH STAGING AREA
- ▨ TRASH TERMINATION ROOM

APARTMENT TRASH NARRATIVE

Per Trash Summary Table:
Building A requires four (4) 4-cu. yd. bins for compacted trash, twelve (12) 4-cu. yd. bins for recycling, and ten (10) bins for organics, one (1) found at each trash room per floor level.

Building B requires four (4) 4-cu. yd. bins for compacted trash, eleven (11) 4-cu. yd. bins for recycling, and ten (10) bins for organics, one (1) found at each trash room per floor level.

Building C requires three (3) 4-cu. yd. bins for compacted trash, nine (9) 4-cu. yd. bins for recycling, and ten (10) bins for organics, one (1) found at each trash room per floor level.

These will be divided evenly between Trash Terminal rooms 1 and 2 in each building.

Additionally, the two trash rooms on each level will have two chutes: 1 for trash and 1 for recycling.

Bins will be transported using a stinger truck from Trash Terminals 1 and 2 in the parking structures down to the Trash Staging Areas on trash pick-up days for twice a week pick-ups.

1. Trash truck will make a right from 4th street into the fire/service lane.
2. The truck will pull in all the way and then reverse into the Move-In Area and then make a right out, returning south toward 4th street.
3. Trash truck will then pull up to Trash Staging area and perform required trash pick-ups.
4. Trash truck will then exit south and make a right onto 4th street.

TRASH SUMMARY - BUILDING A

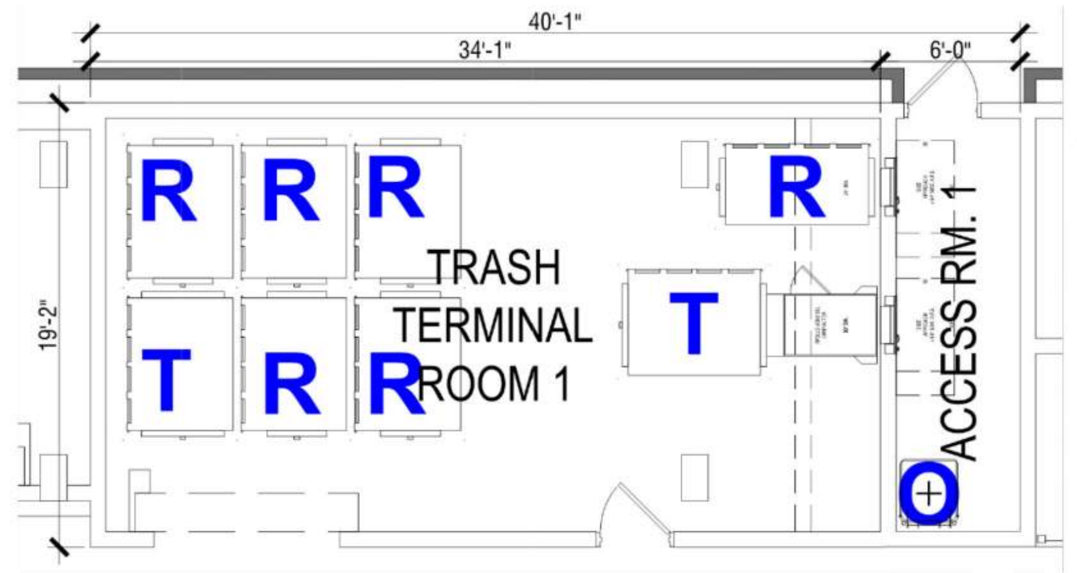
UNITS	C.Y. PER UNIT	TOTAL (/2)	COMPACTION RATIO	COMPACTED TRASH (C.Y.)	NUMBER OF 4 C.Y. BINS	# PICK-UPS/WK	TOTAL BINS REQUIRED
SOLID WASTE							
382	0.5	95.5	3	31.83	8	2	**4**
RECYCLING							
UNITS	C.Y. PER UNIT	TOTAL (/2)	COMPACTION RATIO	TRASH (C.Y.)	NUMBER OF 4 C.Y. BINS	# PICK-UPS/WK	TOTAL BINS REQUIRED
382	0.5	95.5	N/A	95.50	24	2	**12**
ORGANICS							
UNITS	C.Y. PER UNIT	TOTAL (/2)	COMPACTION RATIO	TRASH (C.Y.)	NUMBER OF 2 C.Y. BINS	# PICK-UPS/WK	TOTAL BINS REQUIRED
382	0.02	3.82	N/A	3.82	2	1	**2**

TRASH SUMMARY - BUILDING B

UNITS	C.Y. PER UNIT	TOTAL (/2)	COMPACTION RATIO	COMPACTED TRASH (C.Y.)	NUMBER OF 4 C.Y. BINS	# PICK-UPS/WK	TOTAL BINS REQUIRED
SOLID WASTE							
330	0.5	82.5	3	27.50	7	2	**4**
RECYCLING							
UNITS	C.Y. PER UNIT	TOTAL (/2)	COMPACTION RATIO	TRASH (C.Y.)	NUMBER OF 4 C.Y. BINS	# PICK-UPS/WK	TOTAL BINS REQUIRED
330	0.5	82.5	N/A	82.50	21	2	**11**
ORGANICS							
UNITS	C.Y. PER UNIT	TOTAL (/2)	COMPACTION RATIO	TRASH (C.Y.)	NUMBER OF 2 C.Y. BINS	# PICK-UPS/WK	TOTAL BINS REQUIRED
330	0.02	3.3	N/A	3.30	2	1	**2**

TRASH SUMMARY - BUILDING C

UNITS	C.Y. PER UNIT	TOTAL (/2)	COMPACTION RATIO	COMPACTED TRASH (C.Y.)	NUMBER OF 4 C.Y. BINS	# PICK-UPS/WK	TOTAL BINS REQUIRED
SOLID WASTE							
288	0.5	72	3	24.00	6	2	**3**
RECYCLING							
UNITS	C.Y. PER UNIT	TOTAL (/2)	COMPACTION RATIO	TRASH (C.Y.)	NUMBER OF 4 C.Y. BINS	# PICK-UPS/WK	TOTAL BINS REQUIRED
288	0.5	72	N/A	72.00	18	2	**9**
ORGANICS							
UNITS	C.Y. PER UNIT	TOTAL (/2)	COMPACTION RATIO	TRASH (C.Y.)	NUMBER OF 2 C.Y. BINS	# PICK-UPS/WK	TOTAL BINS REQUIRED
288	0.02	2.88	N/A	2.88	2	1	**2**



TRASH TERMINAL ROOM (TYP.)

SCALE: 3/16" = 1'-0"

T = 4-CU. YD. TRASH BIN
R = 4-CU. YD. RECYCLING BIN
O = ORGANICS BIN

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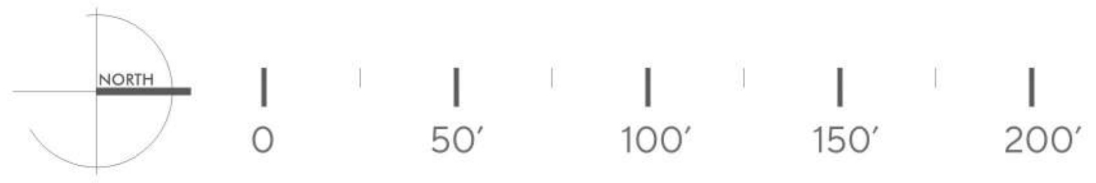
WASTE MANAGEMENT PLAN



AO

A-21

SCALE:	1" = 50'
JOB NO.:	2022-1238
DATE:	02-26-2025


SPRING/AUTUMN EQUINOX 9AM


SPRING/AUTUMN EQUINOX NOON


SPRING/AUTUMN EQUINOX 2PM


SPRING/AUTUMN EQUINOX 5PM


SUMMER SOLSTICE 9AM


SUMMER SOLSTICE NOON


SUMMER SOLSTICE 2PM


SUMMER SOLSTICE 5PM


WINTER SOLSTICE 9AM


WINTER SOLSTICE NOON


WINTER SOLSTICE 2PM


WINTER SOLSTICE 5PM

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SUN SHADOW STUDY

NORTH

AO

A-22

JOB NO.: 2022-1238
DATE: 02-26-2025

UNIT SUMMARY - BUILDING A

UNIT TYPE	UNIT NET AREA (SQ. FT.)	NUMBER OF UNITS	TOTAL NET AREA (SQ. FT.)	%	TOTAL UNIT %
S1	618	20	12,360	6.3%	13.0%
S2	938	21	19,698	6.7%	
JA	633	26	16,458	8.3%	8.3%
A1	749	0	0	0.0%	40.6%
A2	795	40	31,800	12.7%	
A3	781	88	68,728	27.9%	
A4	764	0	0	0.0%	
JB	938	21	19,698	6.7%	6.7%
B1	1,027	0	0	0.0%	31.4%
B2	1,088	26	28,288	8.3%	
B3	1,118	47	52,546	14.9%	
B4	1,077	26	28,002	8.3%	
TOTAL	**881 AVG.**	**315**	**277,578**	**100%**	

VEHICLE PARKING SUMMARY - BUILDING A

RESIDENTIAL STALLS REQUIRED

UNIT TYPE	NUMBER OF UNITS	RATIO	TOTAL STALLS
STUDIOS	41	1.65	68
JUNIOR 1 BEDROOM	26	1.65	43
1 BEDROOM	128	1.65	212
JUNIOR 2 BEDROOM	21	1.65	35
2 BEDROOM	99	1.65	164
TOTAL UNITS	315		
TOTAL RESIDENTIAL STALLS REQUIRED		**1.66**	**522**
USPS STALL REQUIRED			**1**

RETAIL STALLS REQUIRED

USE TYPE	FLOOR AREA (SQ. FT.)	RATIO	TOTAL STALLS
RETAIL	3,692	1 PER 250	15
TOTAL RETAIL STALLS REQUIRED			**15**
TOTAL STALLS REQUIRED			**538**

ACCESSIBLE STALLS REQUIRED

USE TYPE	QTY.	RATIO	REQ.	OF REQUIRED	
				STD	VAN
RESIDENTIAL (ASSIGNED)	364	0.02	8	7	1
RETAIL	11	0.05	1	0	1
TOTAL ACCESSIBLE STALLS REQUIRED:			**8**	**7**	**1**

NOTE:
THE REQUIRED ADA STALLS ARE INCLUDED IN PARKING COUNT. ONE (1) VAN ADA STALL FOR EVERY EIGHT (8) ADA RESIDENTIAL STALLS REQUIRED. ONE (1) VAN ADA STALL FOR EVERY SIX (6) ADA NON-RESIDENTIAL STALLS REQUIRED.

EVCS STALLS REQUIRED

EV CATEGORY	QTY.	RATIO	REQ.
RESIDENTIAL			
EVSE	522	5%	27
EV READY		25%	131
EV CAPABLE		10%	53
RESIDENTIAL EVCS STALLS REQUIRED		**40%**	**211**

VEHICLE PARKING SUMMARY - BUILDING A

EV ACCESIBLE (INCLUDED IN EVCS COUNT)	211	1 PER 25	**9**

NOTE:
THE REQUIRED EV STALLS ARE INCLUDED IN PARKING COUNT. ONE (1) ADA EV STALL FOR EVERY TWENTY-FIVE (25) EV STALLS W/ AN 8' MIN. ACCESSIBLE AISLE.

RETAIL

EV CATEGORY	QTY.	STD	ACCESSIBLE			STALLS REQ.
			VAN	STD	AMB	
EVSE	15	0	0	0	0	0
EV CAPABLE		**3**	**1**	0	0	4
RETAIL EVCS STALLS REQUIRED						**4**

NOTE:
ALL EV ACCESSIBLE STALLS ARE PROVIDED AT INITIAL BUILDOUT. ALL ACCESSIBLE EV STALLS SHALL COMPLY WITH 11B-228.2.3. ALL ACCESSIBLE EV EQUIPMENT SHALL COMPLY WITH 11B-309.4. ALL EVCS TO COMPLY WITH 11B-802.

RESIDENTIAL STALLS PROVIDED

PARKING LEVEL	STALL COUNT PER USE								TOTAL STALLS PROVIDED
	STANDARD VEHICLES				ELECTRIC VEHICLES				
	STANDARD		ACCESSIBLE		EVSE		EV READY	EV CAPABLE	
	STD	COMPACT	STD	VAN	CHARGER	CHARGER ACC			
1	23		1	1	1	2	12	5	45
2	57		1		4	2	26	11	101
3	56		2		4	2	26	11	101
4	57		2		4	2	26	11	102
5	59		1		5	1	26	11	103
6	41				4		18	7	70
TOTALS	**293**	**0**	**7**	**1**	**22**	**9**	**134**	**56**	**522**
	301				**221**				
USPS STALL PROVIDED									**1**

RETAIL STALLS PROVIDED

PARKING LEVEL	STALL COUNT PER USE								TOTAL STALLS PROVIDED
	STANDARD VEHICLES				ELECTRIC VEHICLES				
	STANDARD		ACCESSIBLE		STD	ACCESSIBLE			
	STD	COMPACT	STD	VAN		VAN	STD	AMB	
1	10			1	3	1			15
TOTALS	**10**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**15**
	11				**4**				

TOTAL STALLS PROVIDED

TOTAL STALLS PROVIDED	**538**

BICYCLE PARKING SUMMARY - BUILDING A

CATEGORY	BICYCLE PARKING REQUIRED		BICYCLE PARKING PROVIDED	
	REQUIRED RATIO	TOTAL STALLS REQUIRED	STORAGE TYPE	TOTAL STALLS PROVIDED
SHORT-TERM BIKE PARKING	5% MIN. ONE 2-BIKE RACK	27	SHORT-TERM BIKE RACKS	27
LONG-TERM BIKE PARKING	5% MIN. ONE 2-BIKE RACK	27	LONG-TERM BIKE LOCKER	27
TOTAL BICYCLE PARKING REQUIRED		**54**	**TOTAL BICYCLE PARKING PROVIDED**	**54**

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BUILDING A - BUILDING SUMMARY

AO

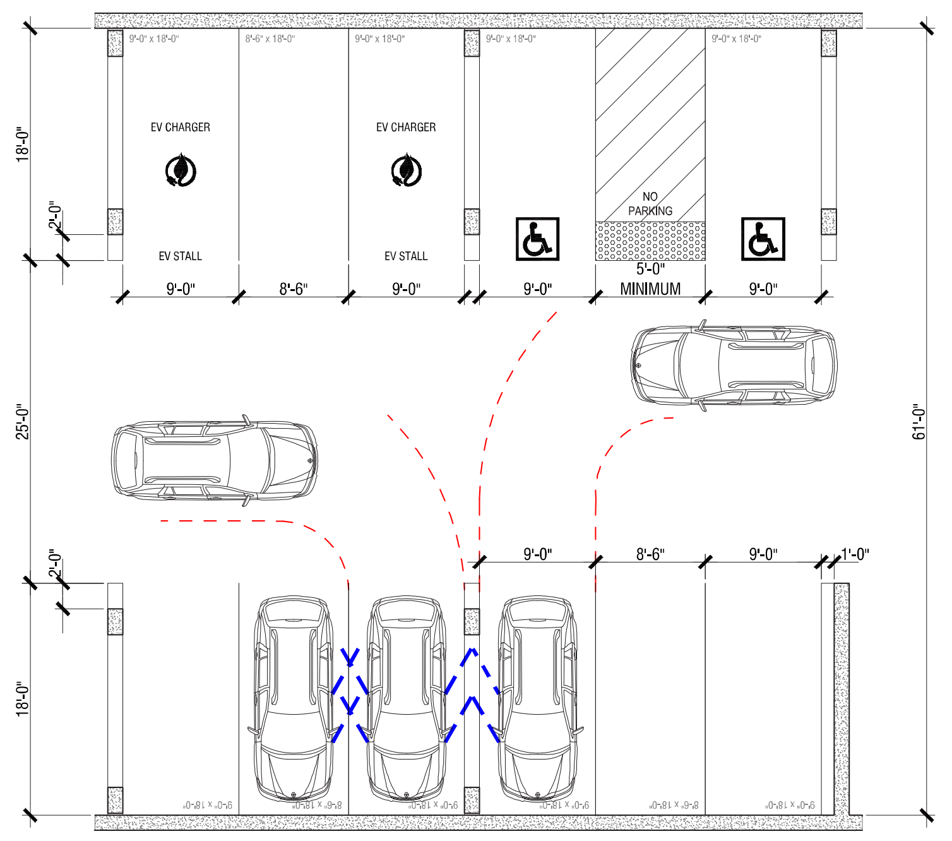
A-23

JOB NO.: 2022-1238
DATE: 02-26-2025

LEGEND

- 🟥 RETAIL
- 🟧 LEASING & AMENITIES
- 🟨 RESIDENTIAL
- ⬜ PARKING

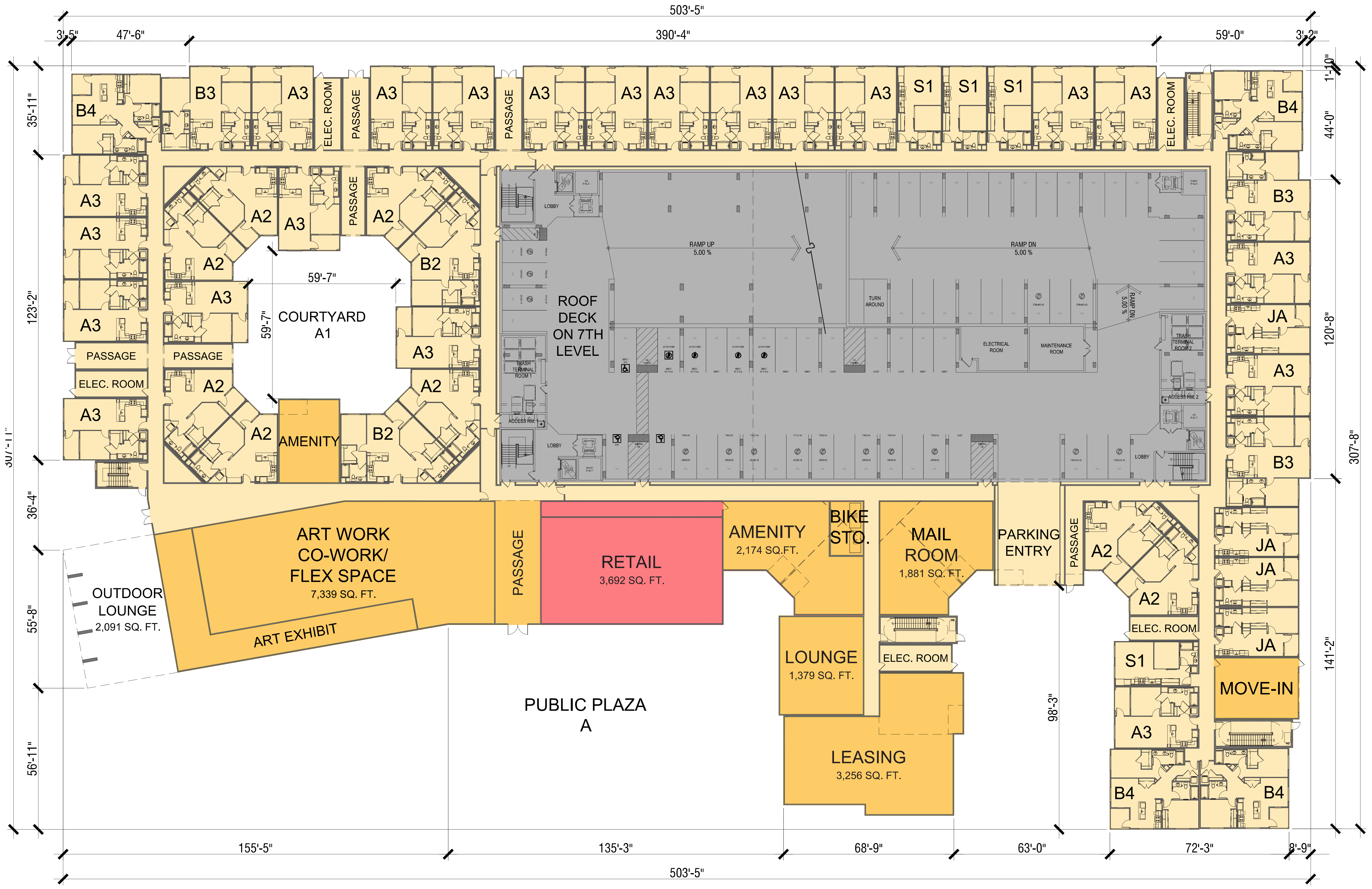
PARKING DIMENSIONS



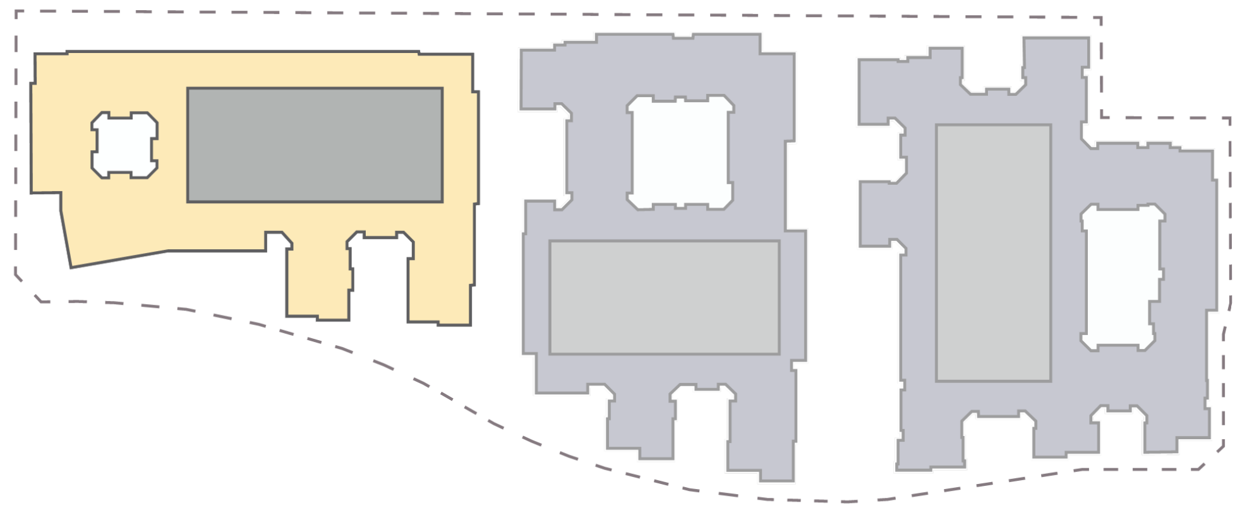
City of Costa Mesa Parking Design Standards
- Standard Stall Dimensions: 8'-6" x 18'-0"
- Vertical Support Recesses: 4-feet from drive aisle
- Stall Next to Vertical Restriction: 1-foot increase
- Drive Aisle: 25'-0"

Parking Design Standards Provided
- Standard Stall Dimensions: 8'-6" x 18'-0"
- Vertical Support Recesses: 2-feet from drive aisle
- Stall Next to Vertical Restriction: 6-inches increase
- Drive Aisle: 25'-0"

Notes:
1. The proposed dimensions provide equivalent access and maneuverability to allow parking within standard or column obstructed stalls.
2. The proposed dimensions provide equivalent or greater dimensions and access for passenger loading and unloading at the column obstructed stalls than what is provided at standard stalls.



LEVEL 1



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COSTA MESA, CA

BUILDING A - CONCEPTUAL PLAN

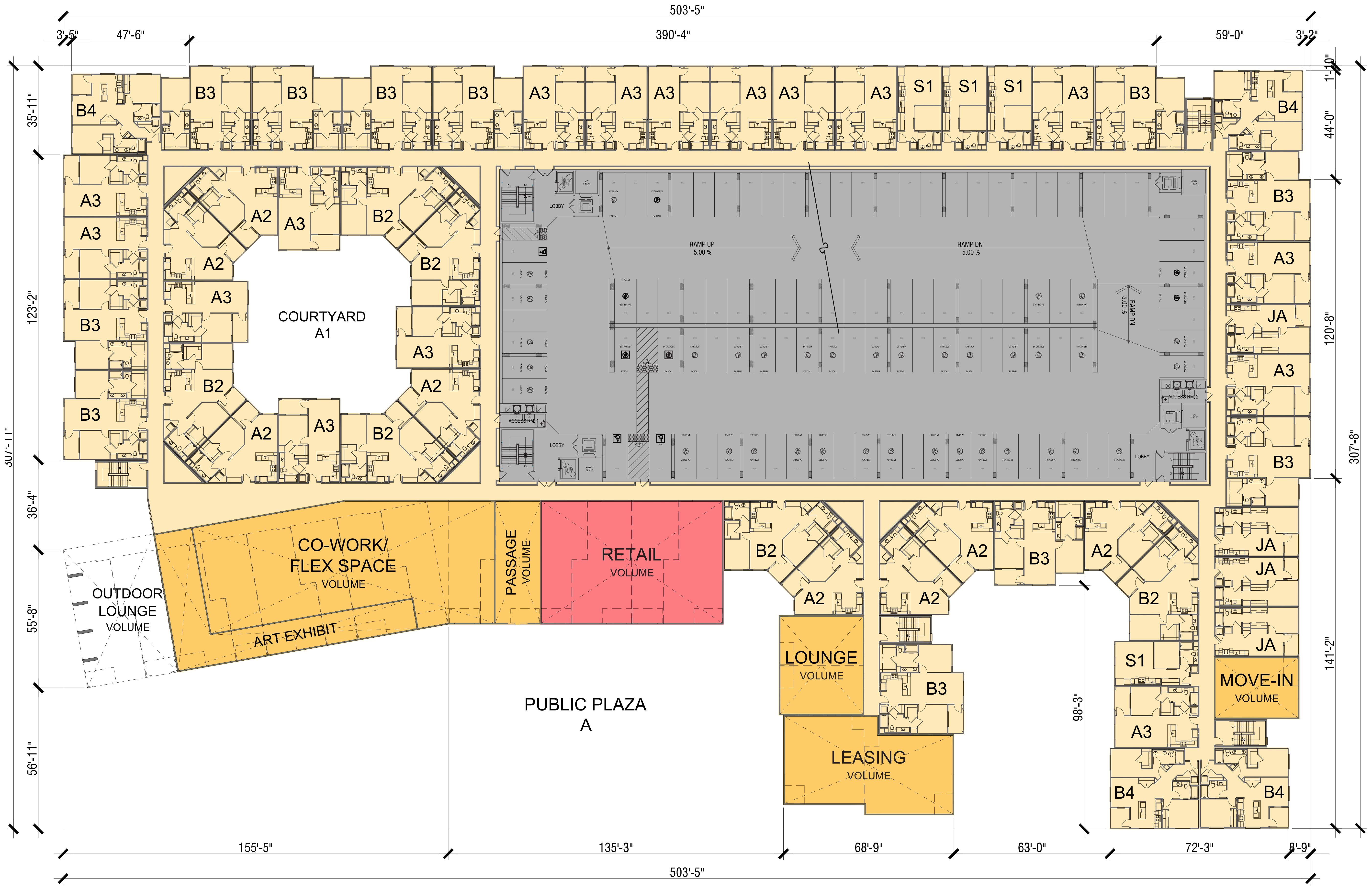
NORTH 0 30' 60' 90' 120'

A-24

SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025

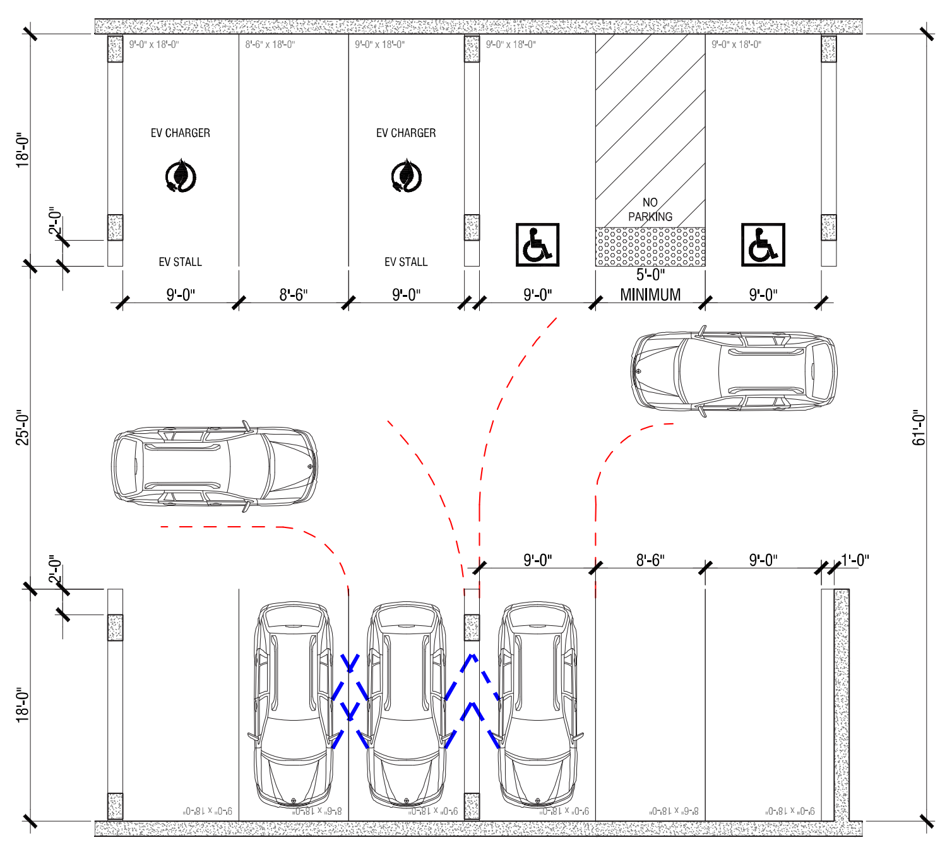
LEGEND

🟥	RETAIL
🟧	LEASING & AMENITIES
🟨	RESIDENTIAL
⬜	PARKING



LEVEL 2

PARKING DIMENSIONS



City of Costa Mesa Parking Design Standards
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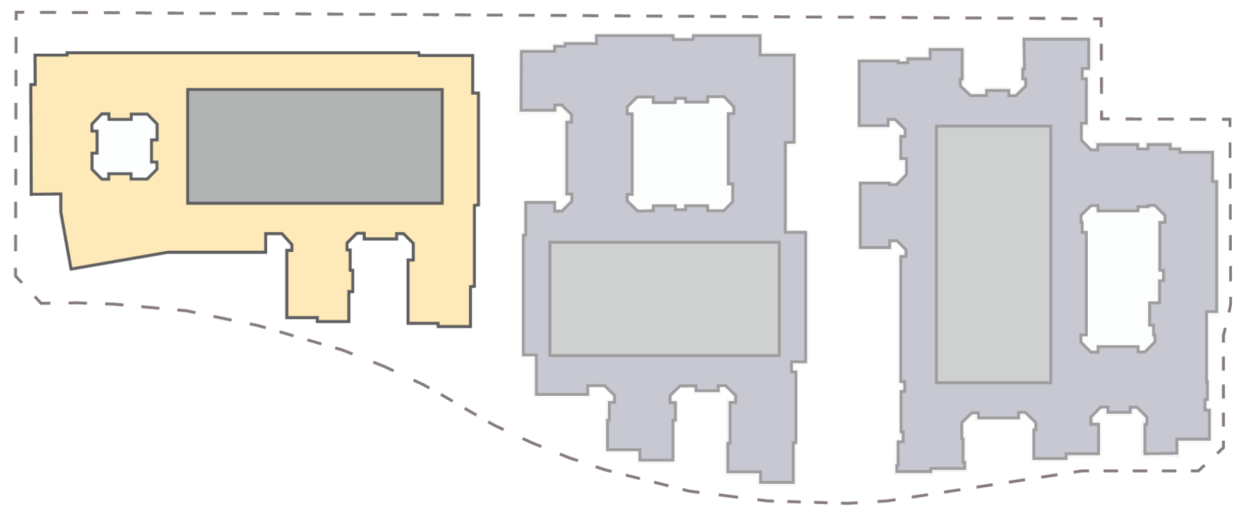
- Vertical Support Recesses: 4-feet from drive aisle
- Stall Next to Vertical Restriction: 1-foot increase
- Drive Aisle: 25′-0″

Parking Design Standards Provided
- Standard Stall Dimensions: 8′-6″ x 18′-0″
- Vertical Support Recesses: 2-feet from drive aisle
- Stall Next to Vertical Restriction: 6-inches increase
- Drive Aisle: 25′-0″

Notes:
1. The proposed dimensions provide equivalent access and maneuverability to allow parking within standard or column obstructed stalls.

2. The proposed dimensions provide equivalent or greater dimenions and access for passenger loading and unloading at the column obstructed stalls than what is provided at standard stalls.



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COSTA MESA, CA

BUILDING A - CONCEPTUAL PLAN

NORTH
0 30′ 60′ 90′ 120′

AO

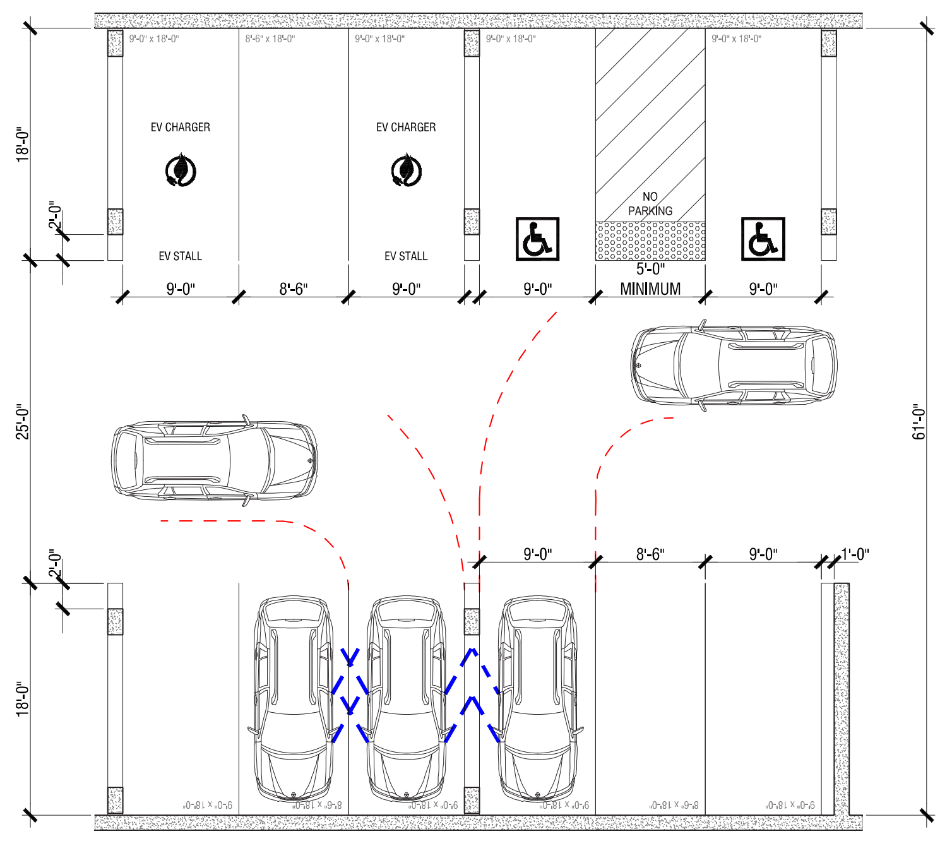
A-25

SCALE: 1″ = 30′
JOB NO.: 2022-1238
DATE: 02-26-2025

LEGEND

- 🟥 RETAIL
- 🟧 LEASING & AMENITIES
- 🟨 RESIDENTIAL
- ⬜ PARKING

PARKING DIMENSIONS



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- Drive Aisle: 25′-0″

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- Stall Next to Vertical Restriction: 6-inches increase
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Notes:
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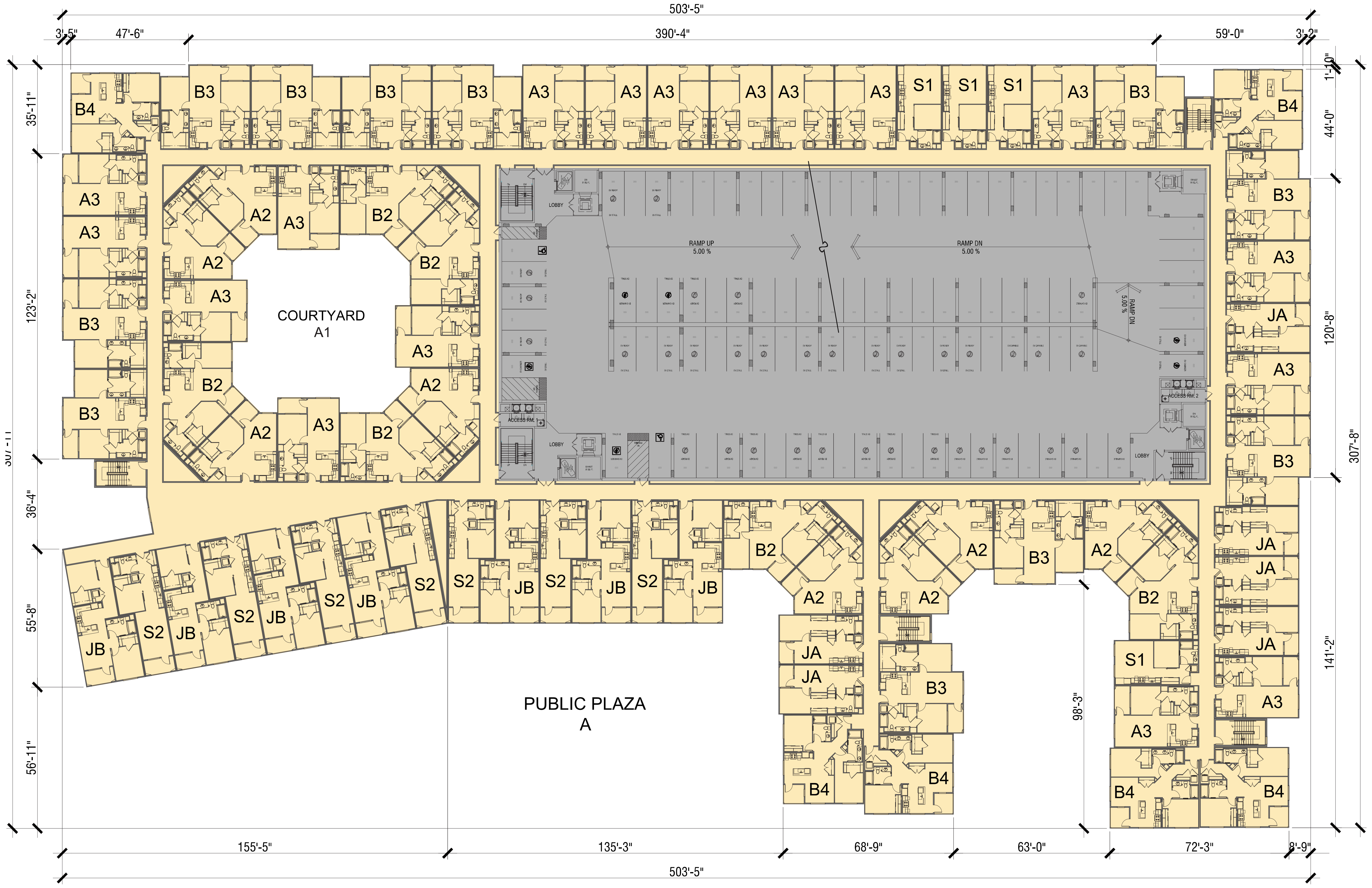

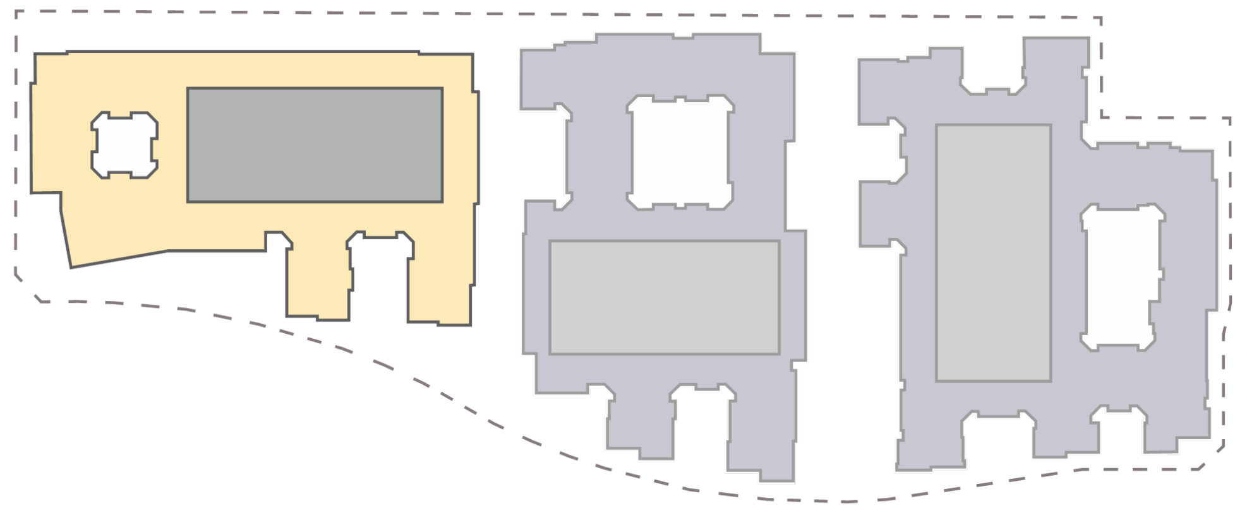

LEVEL 3-5

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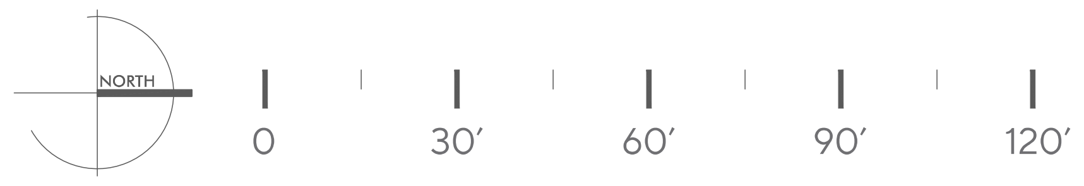
BUILDING A - CONCEPTUAL PLAN



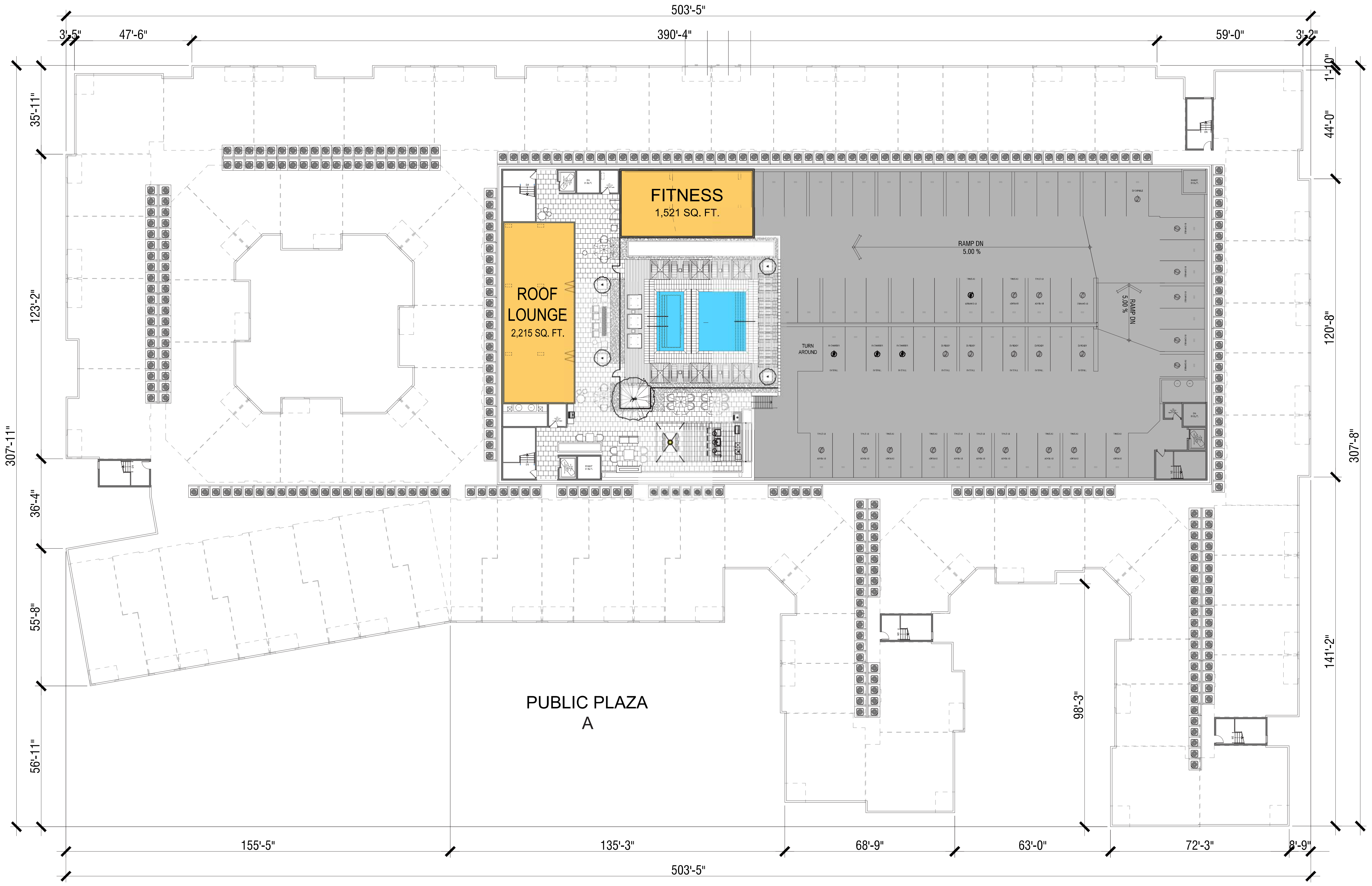
AO

A-26

SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025

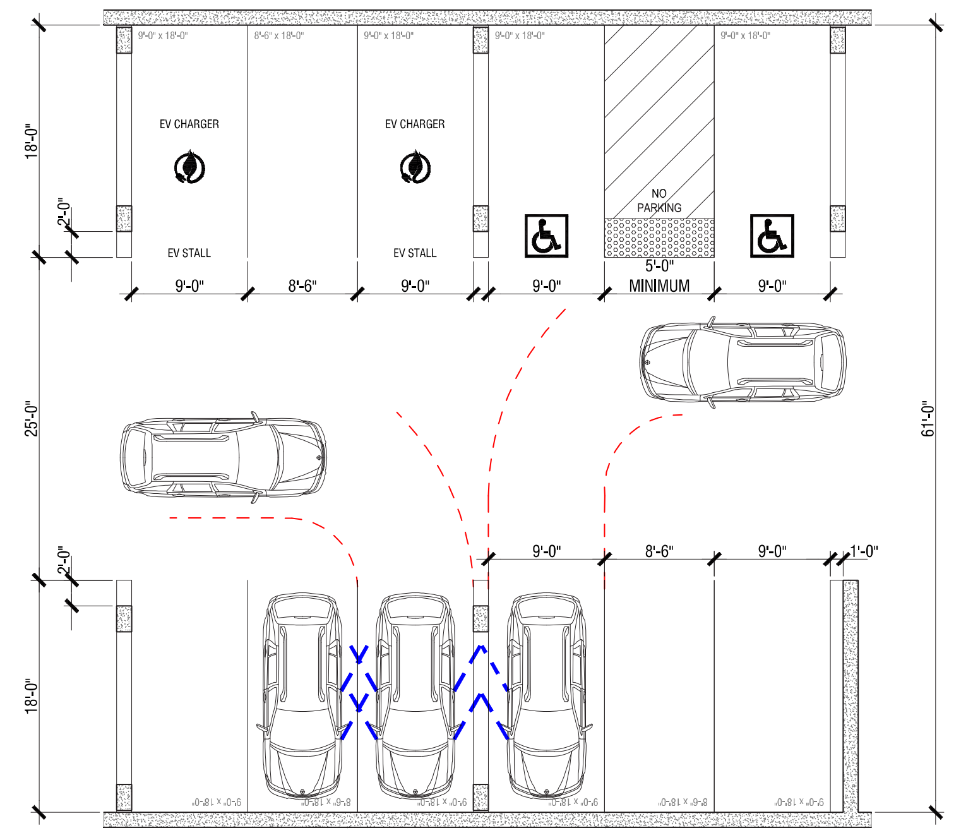
LEGEND

- 🟥 RETAIL
- 🟧 LEASING & AMENITIES
- 🟨 RESIDENTIAL
- ▨ PARKING



ROOF - LEVEL 6

PARKING DIMENSIONS



City of Costa Mesa Parking Design Standards
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- Stall Next to Vertical Restriction: 1-foot increase
- Drive Aisle: 25'-0"

Parking Design Standards Provided
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- Vertical Support Recesses: 2-feet from drive aisle
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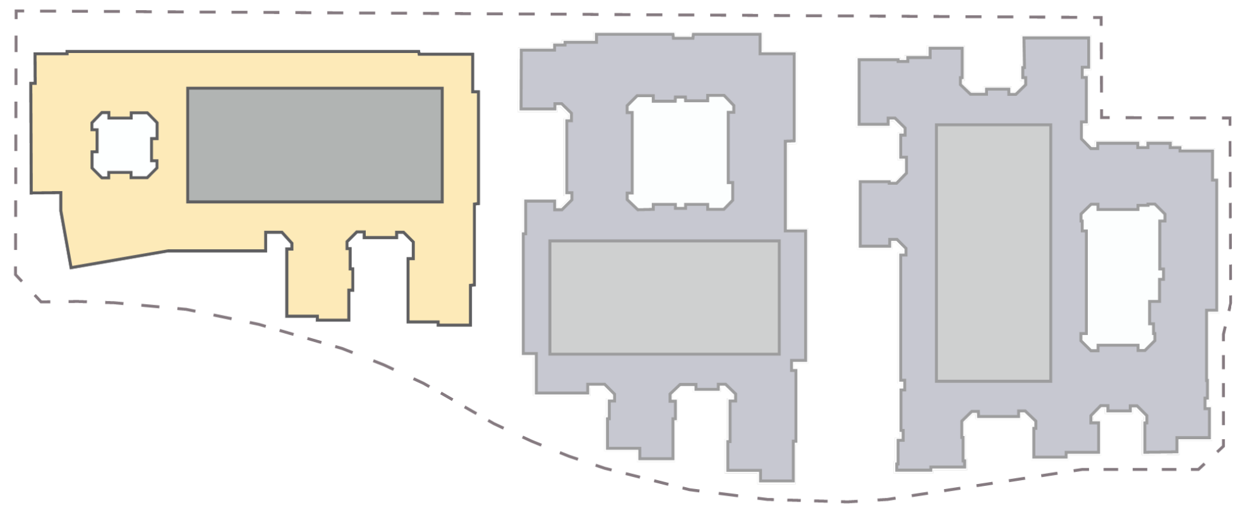

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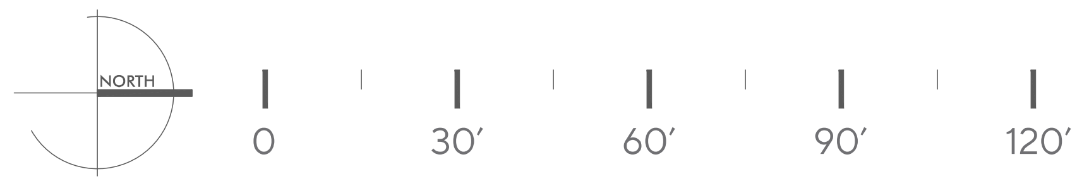
BUILDING A - CONCEPTUAL PLAN



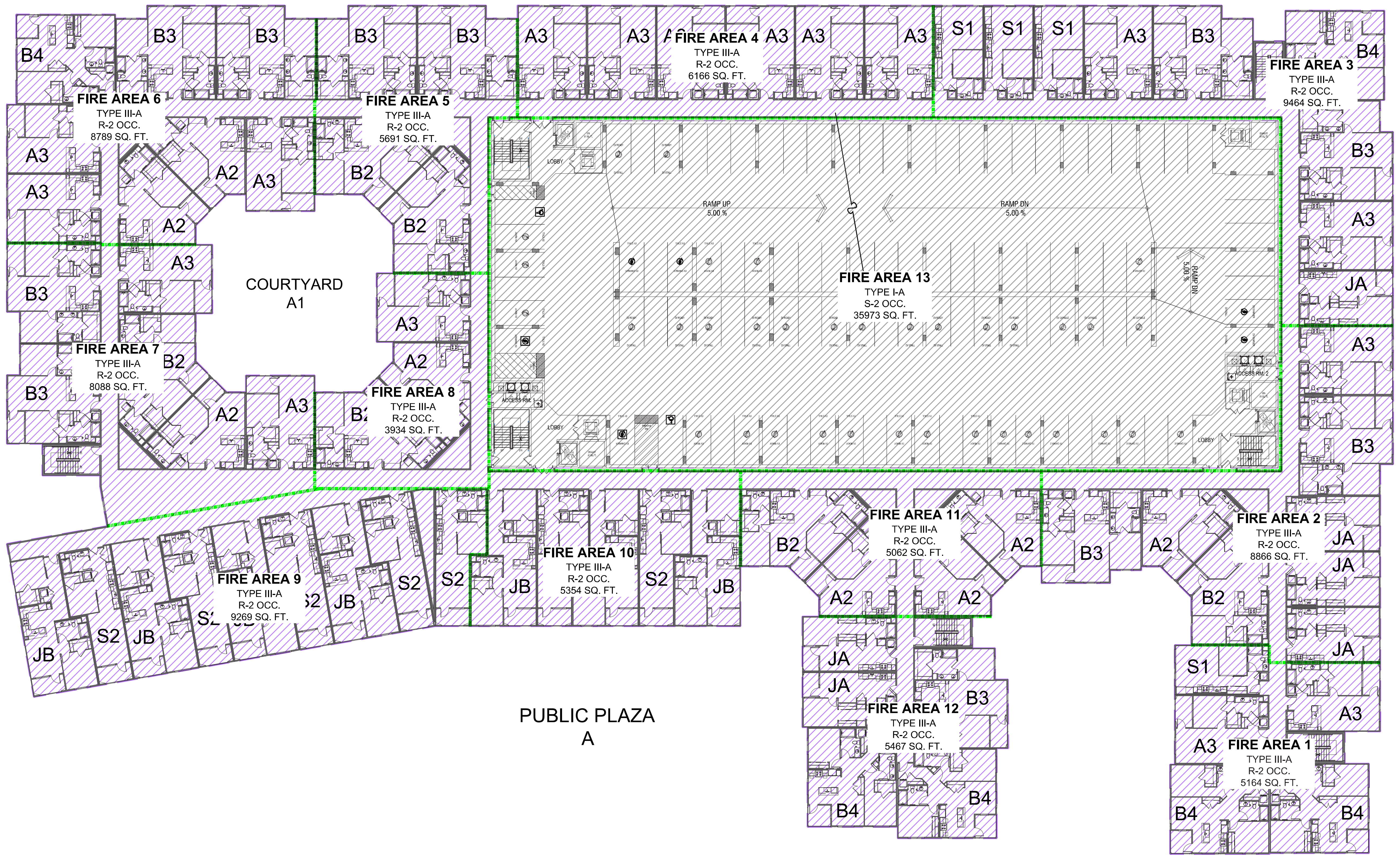
AO

A-27

SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025

LEGEND

▨	APARTMENTS
▨	PARKING STRUCTURE
🟩	2-HOUR FIRE RATED WALL



TYPICAL UPPER LEVEL

2022 CBC - BUILDING CODE ANALYSIS - BUILDING HEIGHT AND AREA - BUILDING A

BUILDING AREA	OCC. GROUP	CONSTR. TYPE	SPRINKLERS (903.1.1)	ALLOWABLE HEIGHT/ STORIES (SEC	HEIGHT/ STORIES PROVIDED	ALLOWABLE BUILDING AREA			MAX. BLDG. AREA PER BLDG. SECTION	AVG. BLDG. AREA PER STORY	ACTUAL BLDG. AREA PER BLDG. SECTION	AVG. BLDG. AREA PROVIDED PER STORY
						TAB. 506.2	FRONTAGE INCREASE (SEC. 506.3)	SEC. 506.2.3				
FIRE AREA 1	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	25,076	5,015
FIRE AREA 2	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	44,366	8,873
FIRE AREA 3	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	47,707	9,541
FIRE AREA 4	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	30,847	6,169
FIRE AREA 5	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	28,473	5,695
FIRE AREA 6	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	26,369	5,274
FIRE AREA 7	A-3, R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	49,314	9,863
FIRE AREA 8	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	19,664	3,933
FIRE AREA 9	A-3, R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	35,146	7,029
FIRE AREA 10	B, R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	21,834	4,367
FIRE AREA 11	A-3, R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	25,288	5,058
FIRE AREA 12	A-3, R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	23,666	4,733
FIRE AREA 13	A-3, S-2	I-A	NFPA 13	UL	86'-5"/ 7 St.	(UL	+ 0.00) x	N/A	UL	UL	251,811	35,973

FIRE WALL SEPARATION AREA NOTES

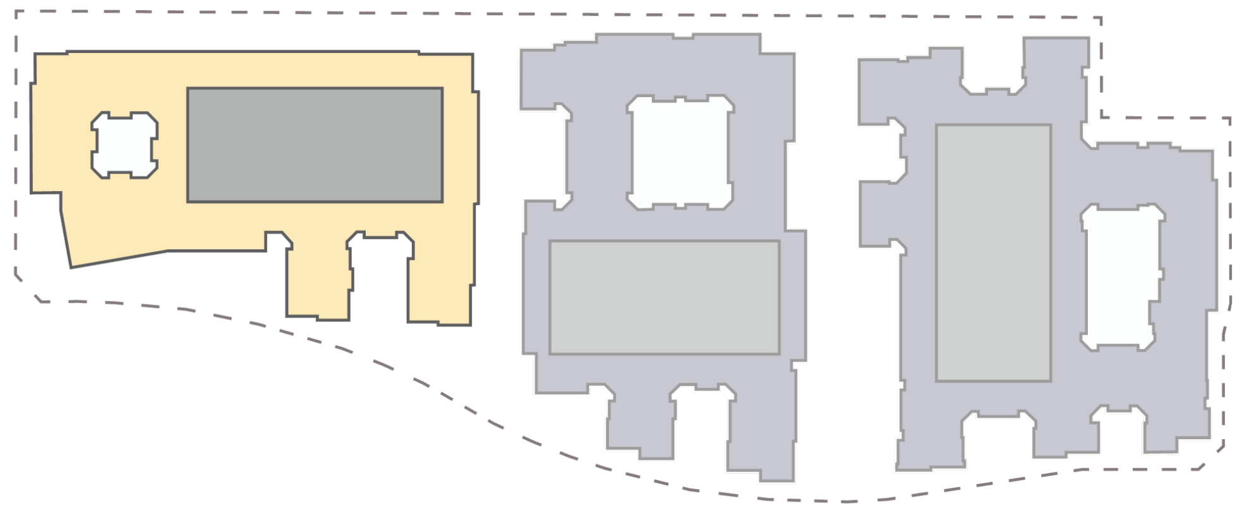
TYPES OF CONSTRUCTION

Apartments: Type III-A & Type I-A Podium
Parking Structure: Type I-A

ALLOWABLE BUILDING HEIGHT/STORIES

(Allowable stories and height w/ sprinkler system and no area Increase per tables 504.2 and 504.4)

R-2 Allowable Building Height: 85 feet/5 stories
Actual Building Height: 55'-11"/5 stories



LEGACY PARTNERS® Invesco

HIVE LIVE
COSTA MESA, CA

BUILDING A - FIRE AREA SEPARATION PLANS

NORTH
0 30' 60' 90' 120'

AO

A-28

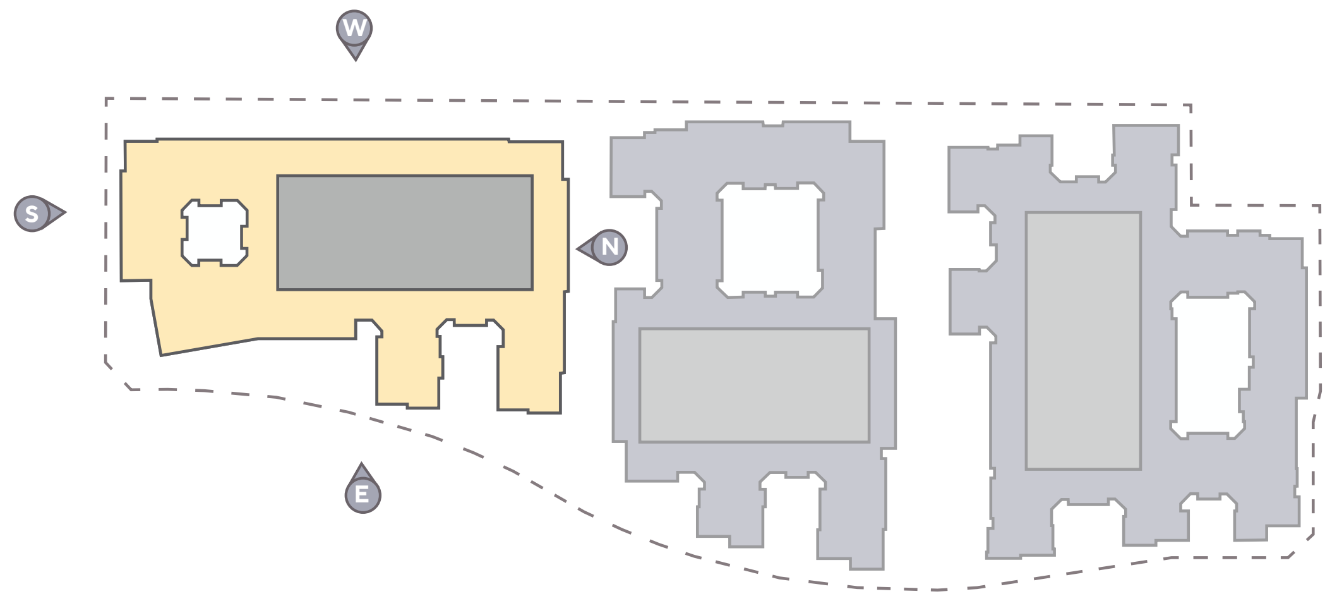
SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025

NORTH ELEVATION

EAST ELEVATION - SUSAN STREET

SOUTH ELEVATION - SOUTH COAST DRIVE

WEST ELEVATION



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HIVE LIVE

COSTA MESA, CA

BUILDING A - CONCEPTUAL ELEVATIONS

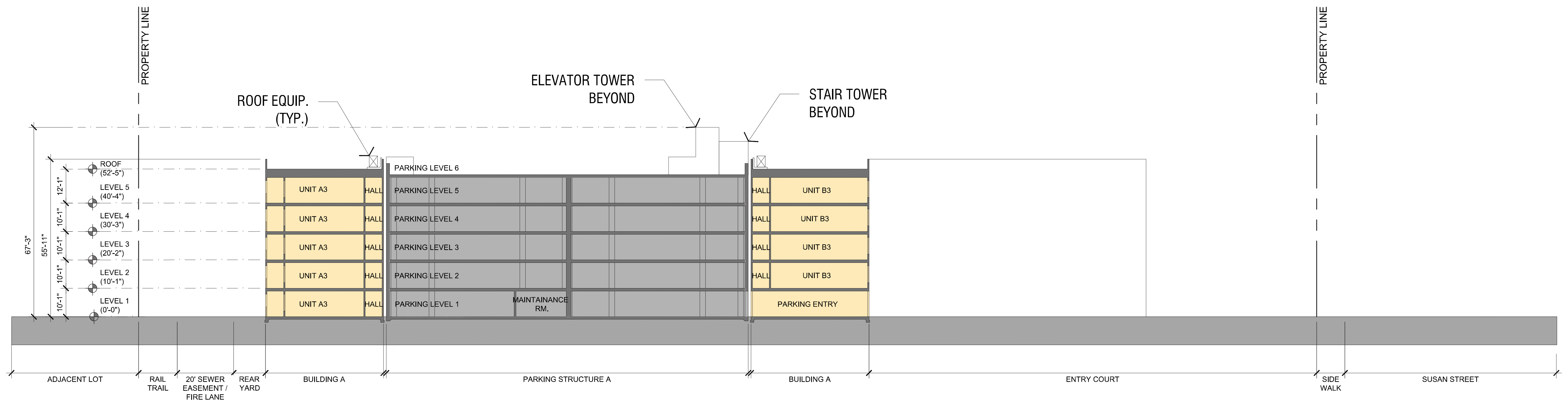
0 30' 60' 90' 120'

A-29

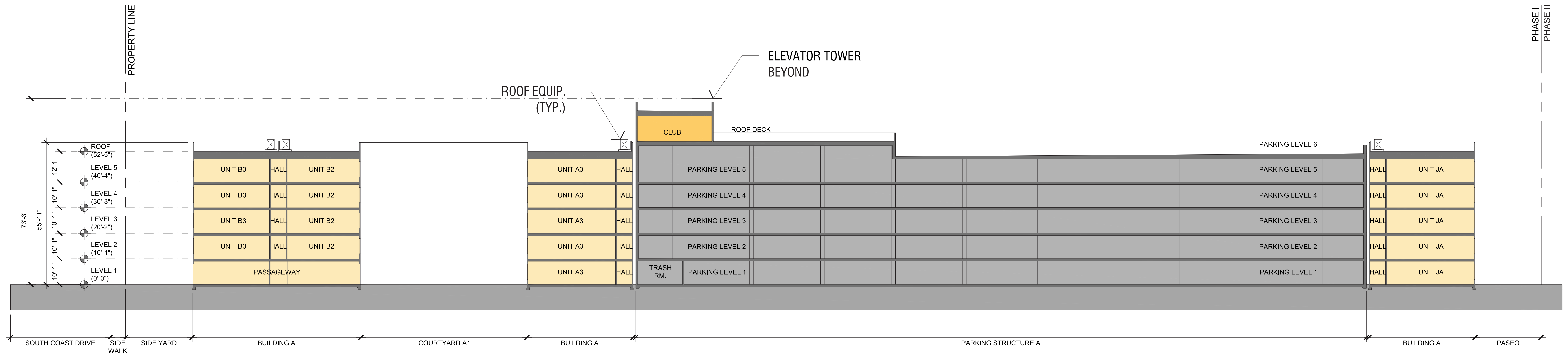
SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 07-26-2024

LEGEND

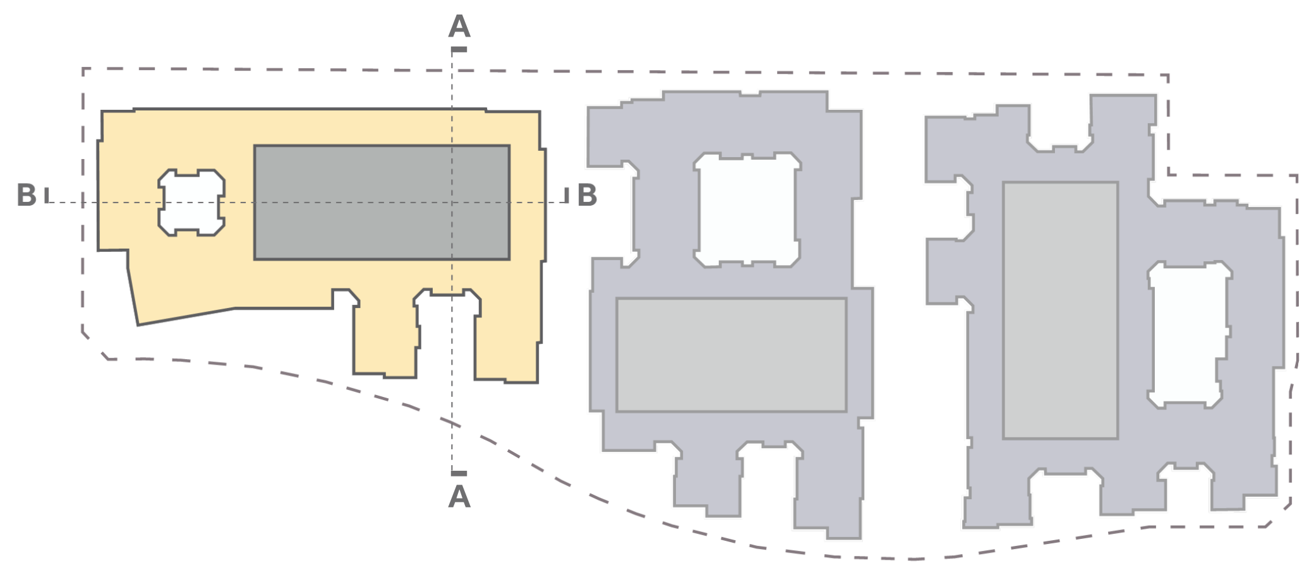
🟥 RETAIL
🟧 LEASING & AMENITIES
🟨 RESIDENTIAL
▨ PARKING



SECTION AA



SECTION BB



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HIVE LIVE
COSTA MESA, CA

BUILDING A - CONCEPTUAL SECTION

0 30' 60' 90' 120'

A-30

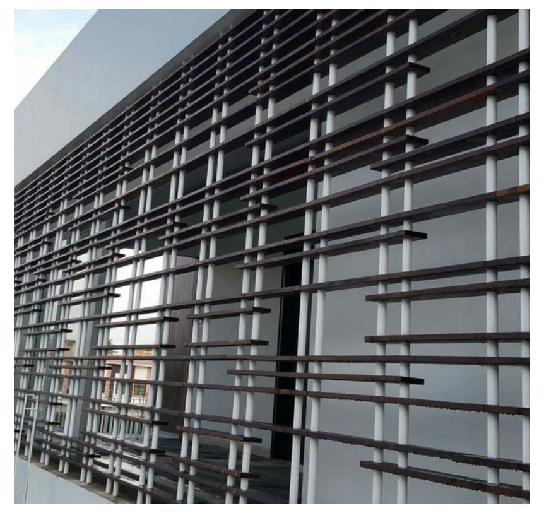
SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025

SOUTH ELEVATION


1. PAINTED STUCCO


2. ALUMINIMUM STOREFRONT


3. VINYL WINDOW

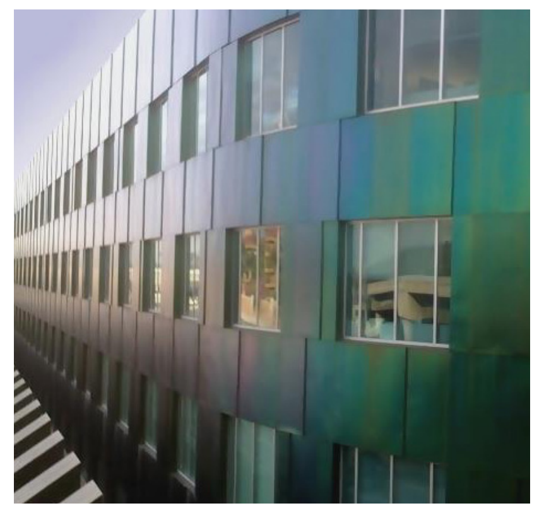

4. HORIZONTAL FINS

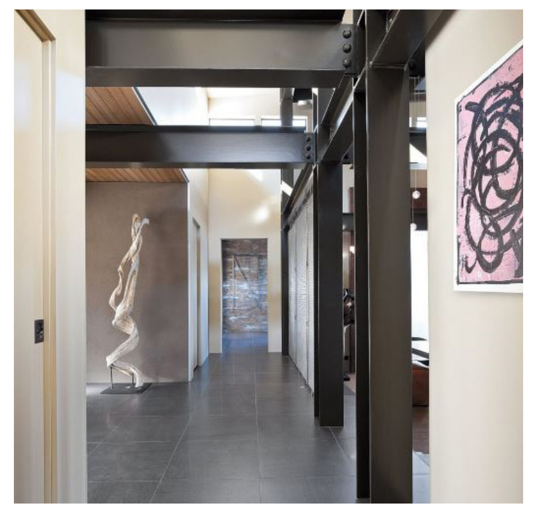

5. GLASS RAILING


6. METAL RAILING


7. STONE TILE: TRAVERTINE


8. HORIZONTAL FIBER CEMENT SIDING


9. METAL PANELING


10. METAL FLANGE COLUMNS

A. SW 7138 LAVENDAR WISP

D. SW 6251 OUTERSPACE

B. SW 7024 FUNCTIONAL GRAY

E. SW 9123 BARRO VERDE

C. SW 7652 MINERAL DEPOSIT

F. SW 7078 URBANE BRONZE

LEGACY PARTNERS

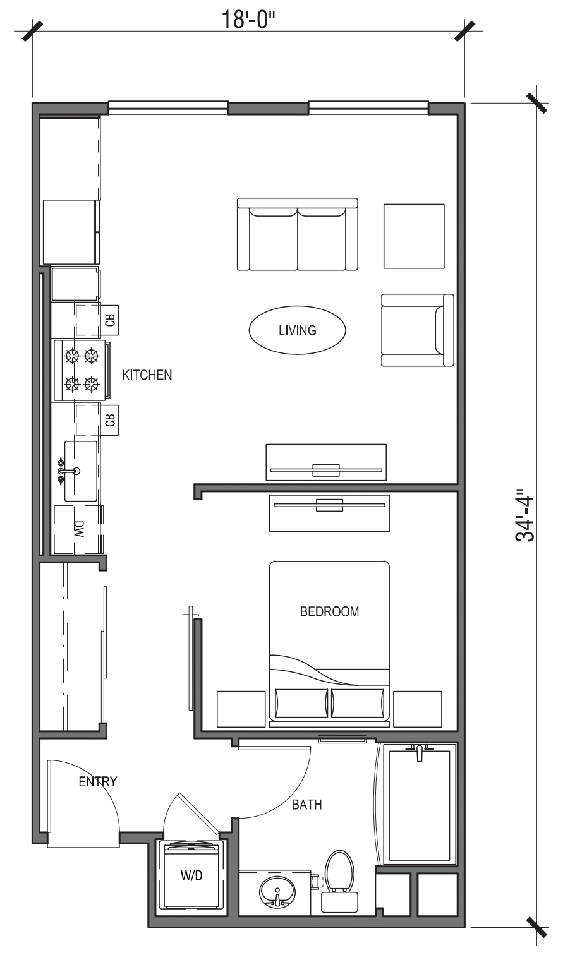
Invesco

HIVE LIVE
COSTA MESA, CA

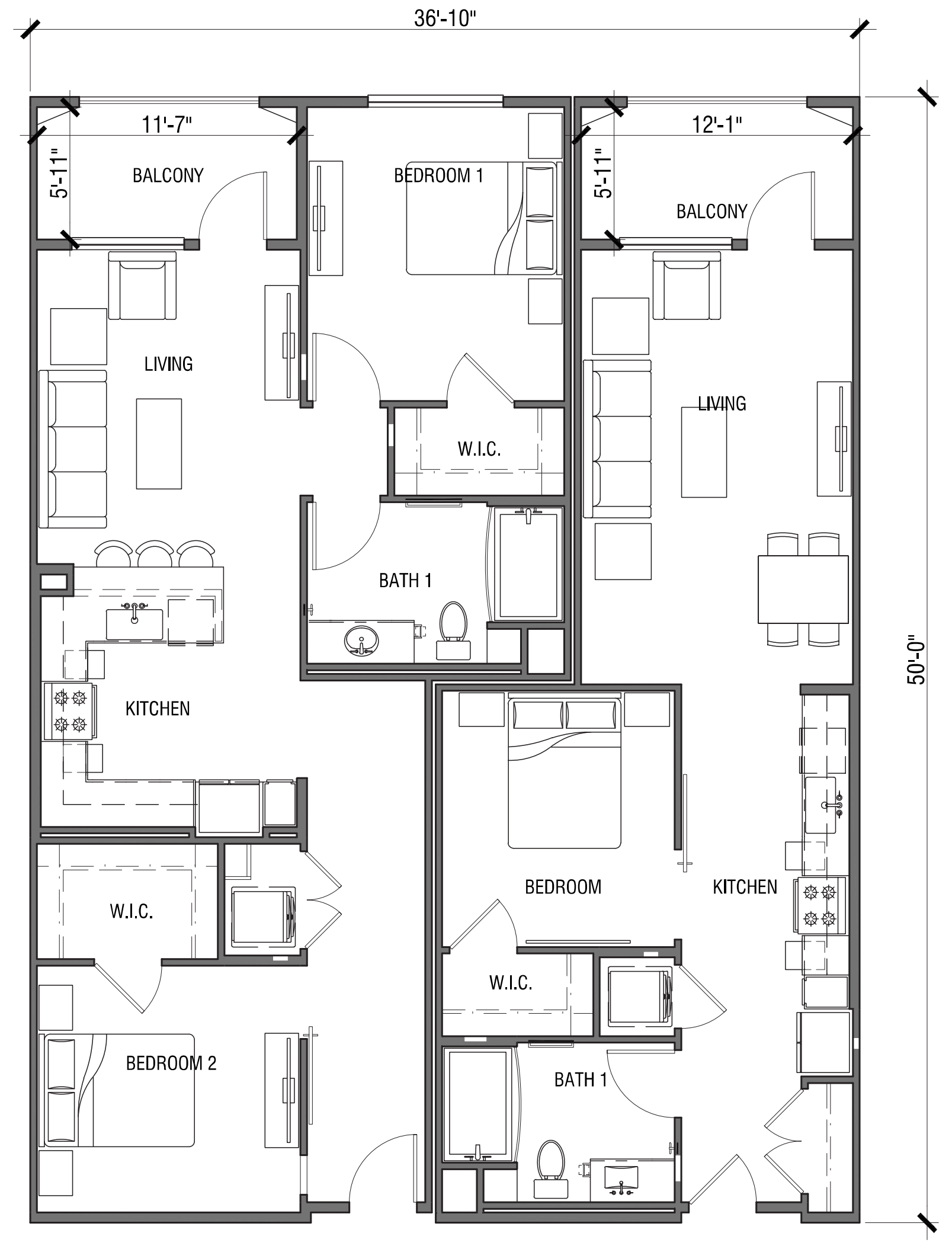
BUILDING A - CONCEPTUAL COLOR & MATERIAL BOARD

A-31

JOB NO.: 2022-1238
DATE: 07-26-2024

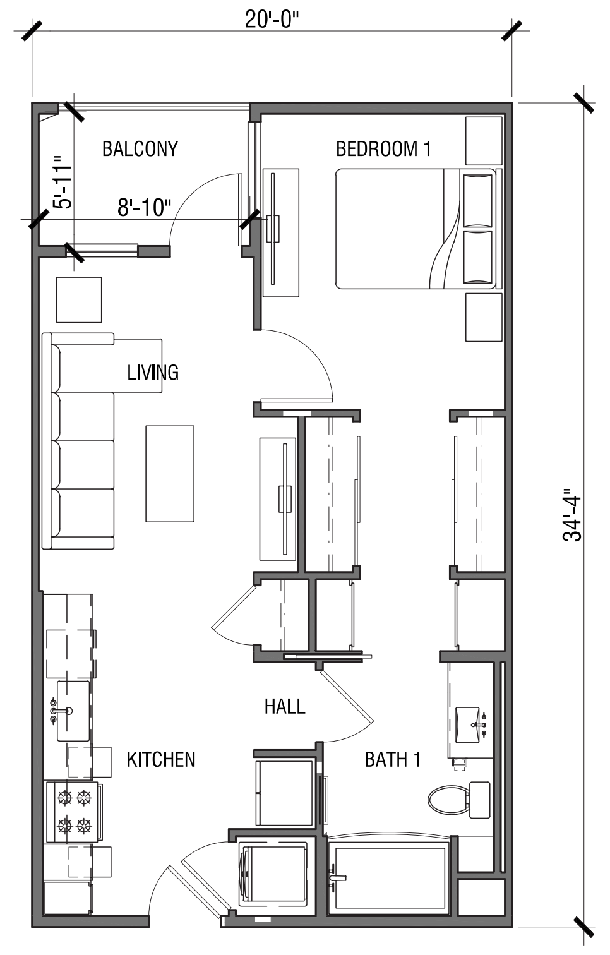


UNIT S1
STUDIO - 1 BATH
LIVABLE AREA: 601 SQ. FT.

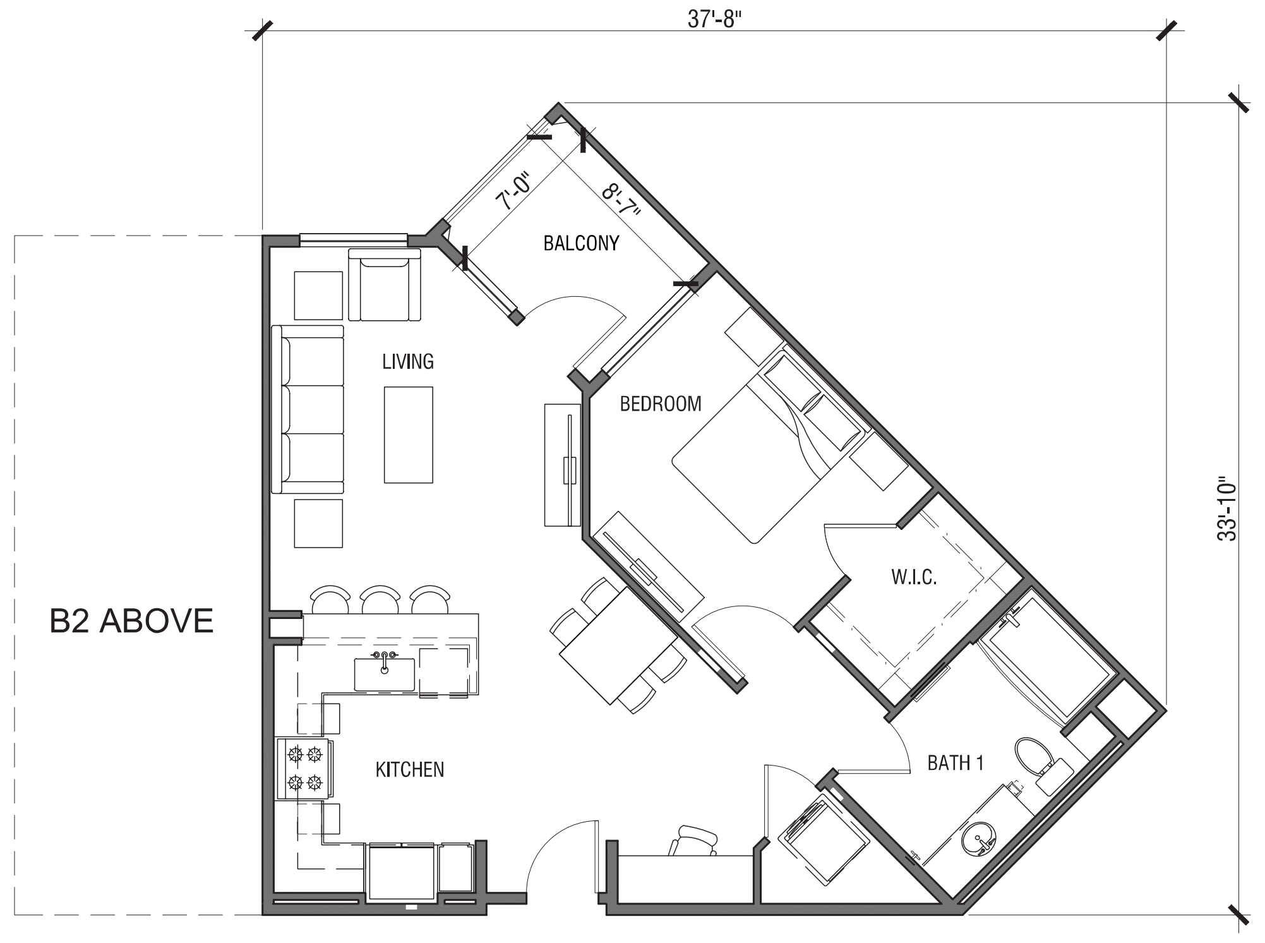


UNIT JB
2 BED - 1 BATH
LIVABLE AREA: 970 SQ. FT.
BALCONY: 68 SQ. FT.

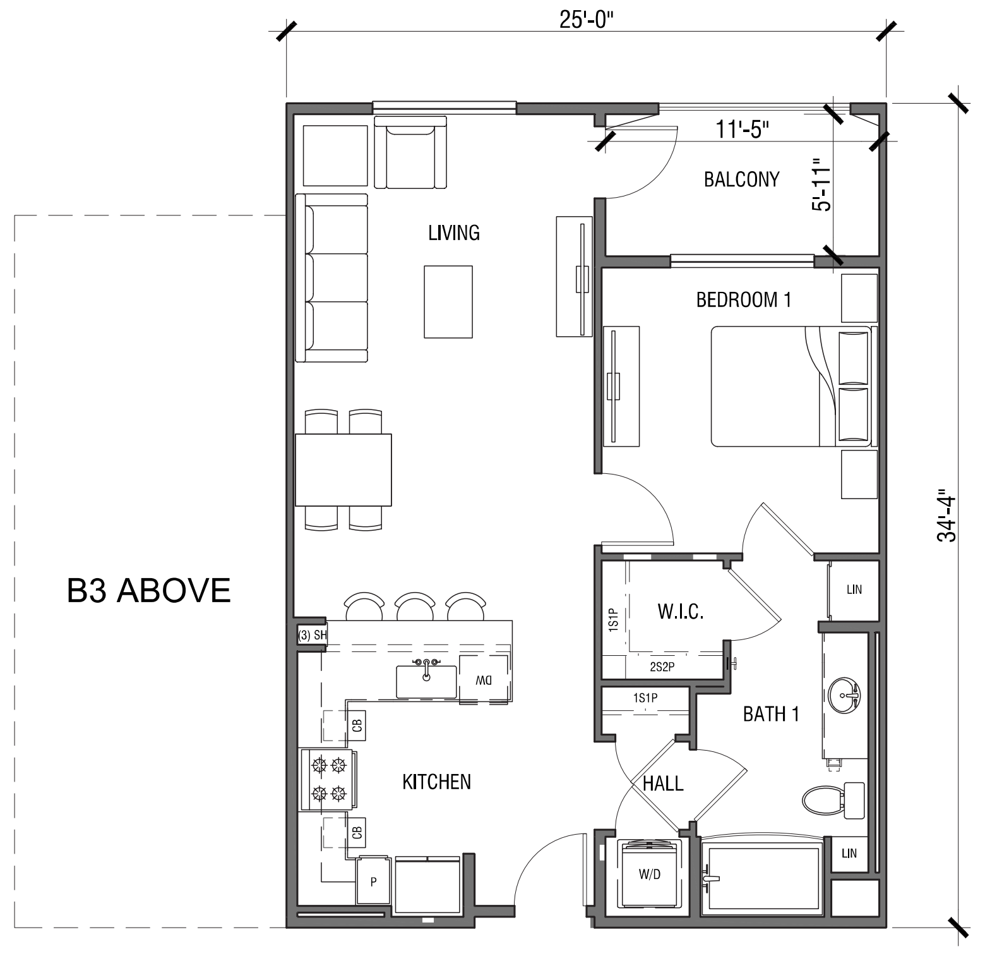
UNIT S2
STUDIO - 1 BATH
LIVABLE AREA: 698 SQ. FT.
BALCONY: 71 SQ. FT.



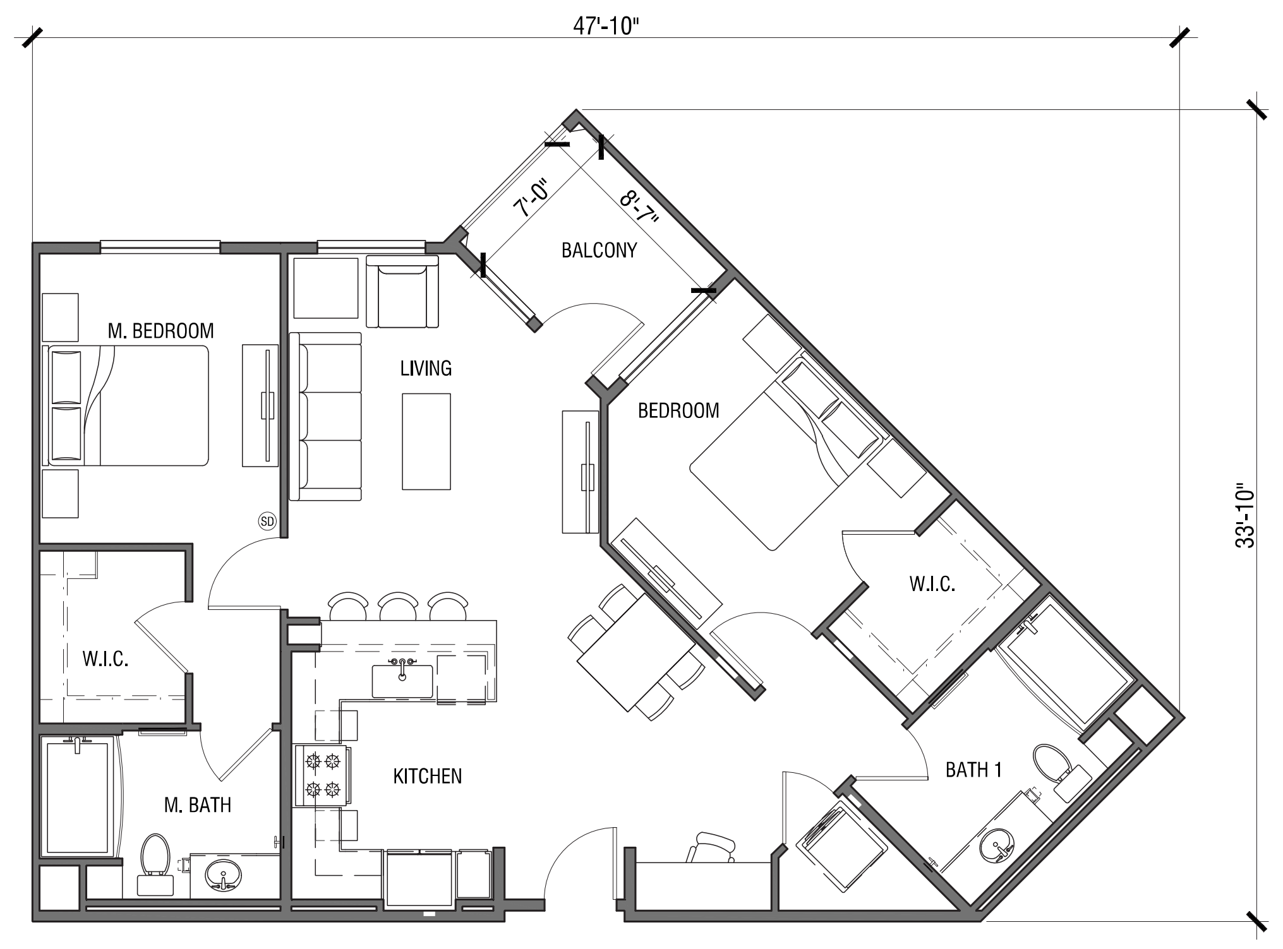
UNIT JA
1 BED - 1 BATH
LIVABLE AREA: 633 SQ. FT.
BALCONY: 48 SQ. FT.



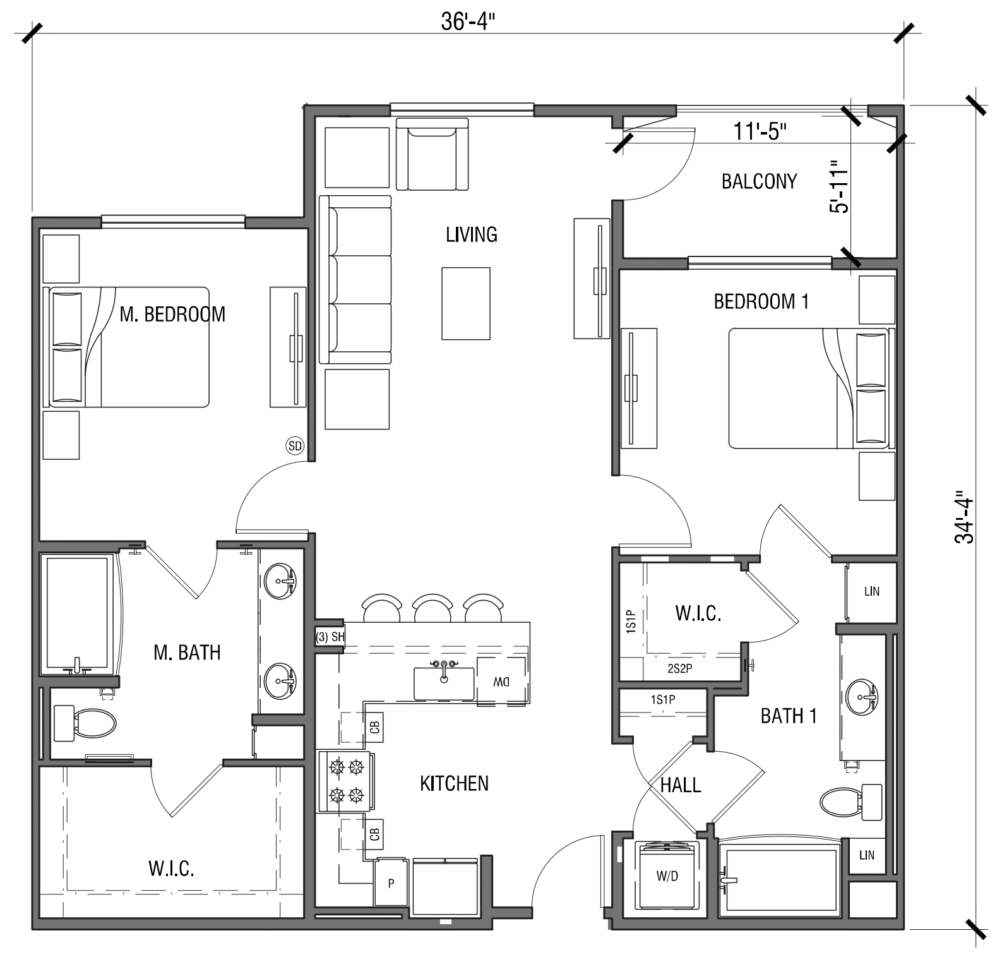
UNIT A2
1 BED - 1 BATH
LIVABLE AREA: 795 SQ. FT.
BALCONY: 61 SQ. FT.



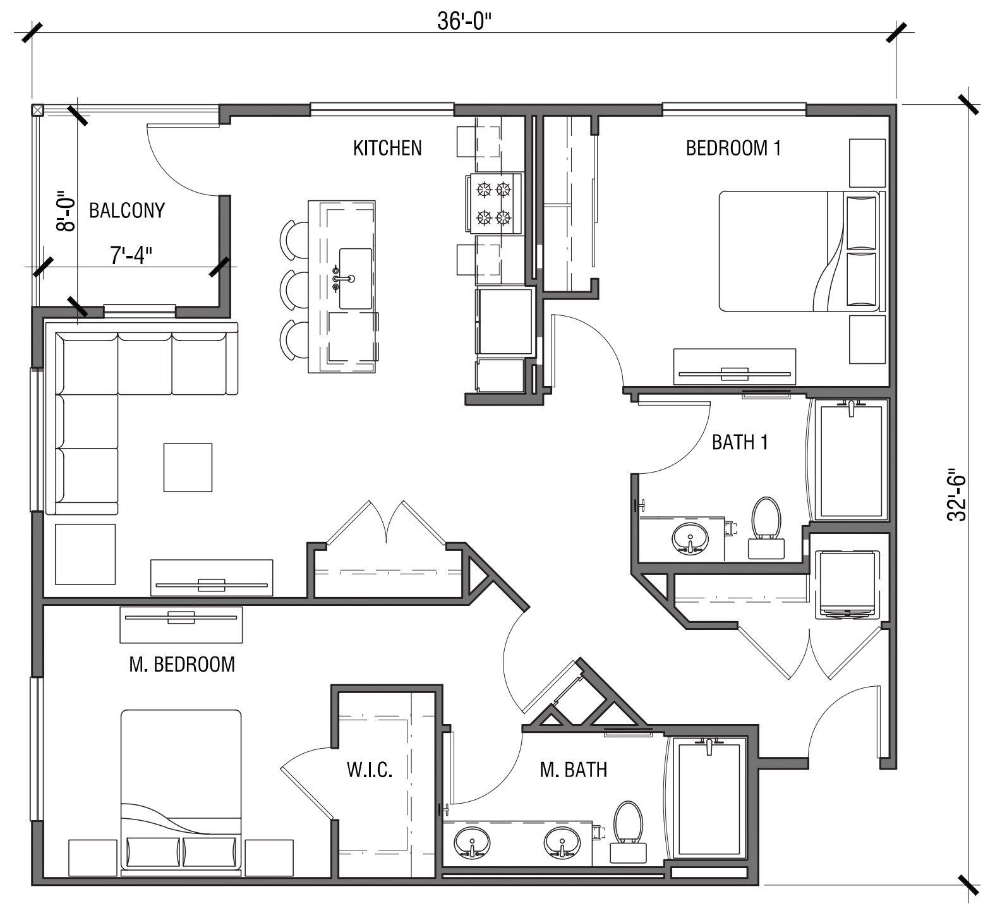
UNIT A3
1 BED - 1 BATH
LIVABLE AREA: 781 SQ. FT.
BALCONY: 68 SQ. FT.



UNIT B2
2 BED - 2 BATH
LIVABLE AREA: 1088 SQ. FT.
BALCONY: 61 SQ. FT.



UNIT B3
2 BED - 2 BATH
LIVABLE AREA: 1118 SQ. FT.
BALCONY: 68 SQ. FT.



UNIT B4
2 BED - 2 BATH
LIVABLE AREA: 1077 SQ. FT.
BALCONY: 58 SQ. FT.

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COSTA MESA, CA

BUILDING A - CONCEPTUAL UNIT PLANS

0 8' 16' 24' 32'

A-32

SCALE: 1/8" = 1'-0"
JOB NO.: 2022-1238
DATE: 02-26-2025

UNIT SUMMARY - BUILDING B

UNIT TYPE	UNIT NET AREA (SQ. FT.)	NUMBER OF UNITS	TOTAL NET AREA (SQ. FT.)	%	TOTAL UNIT %
S1	618	57	35,226	16.5%	16.5%
S2	938	0	0	0.0%	
JA	633	51	32,283	14.7%	14.7%
A1	749	44	32,956	12.7%	39.0%
A2	795	53	42,135	15.3%	
A3	781	38	29,678	11.0%	
A4	764	0	0	0.0%	
JB	938	0	0	0.0%	0.0%
B1	1,027	4	4,108	1.2%	29.8%
B2	1,088	37	40,256	10.7%	
B3	1,118	21	23,478	6.1%	
B4	1,077	41	44,157	11.8%	
TOTAL	**822 AVG.**	**346**	**284,277**	**100%**	

VEHICLE PARKING SUMMARY - BUILDING B

RESIDENTIAL STALLS REQUIRED

UNIT TYPE	NUMBER OF UNITS	RATIO	TOTAL STALLS
STUDIOS	57	1.65	95
JUNIOR 1 BEDROOM	51	1.65	85
1 BEDROOM	135	1.65	223
JUNIOR 2 BEDROOM	0	1.65	0
2 BEDROOM	103	1.65	170
TOTAL UNITS	346		
TOTAL RESIDENTIAL STALLS REQUIRED		**1.66**	**573**
USPS STALL REQUIRED			**1**
TOTAL STALLS REQUIRED			**574**

ACCESSIBLE STALLS REQUIRED

USE TYPE	QTY.	RATIO	REQ.	OF REQUIRED	
				STD	VAN
RESIDENTIAL (ASSIGNED)	400	0.02	8	7	1
TOTAL ACCESSIBLE STALLS REQUIRED:			**8**	**7**	**1**

NOTE:
THE REQUIRED ADA STALLS ARE INCLUDED IN PARKING COUNT. ONE (1) VAN ADA STALL FOR EVERY EIGHT (8) ADA STALLS REQUIRED.

EVCS STALLS REQUIRED

EV CATEGORY	QTY.	RATIO	REQ.
RESIDENTIAL			
EVSE	573	5%	29
EV READY		25%	144
EV CAPABLE		10%	58
RESIDENTIAL EVCS STALLS REQUIRED		**40%**	**231**
EV ACCESIBLE (INCLUDED IN EVCS COUNT)	231	1 PER 25	**10**

NOTE:
THE REQUIRED EV STALLS ARE INCLUDED IN PARKING COUNT. ONE (1) ADA EV STALL FOR EVERY TWENTY-FIVE (25) EV STALLS W/ AN 8' MIN. ACCESSIBLE AISLE.

VEHICLE PARKING SUMMARY - BUILDING B

RESIDENTIAL STALLS PROVIDED

PARKING LEVEL	STALL COUNT PER USE								TOTAL STALLS PROVIDED
	STANDARD VEHICLES				ELECTRIC VEHICLES				
	STANDARD		ACCESSIBLE		EVSE		EV READY	EV CAPABLE	
	STD	COMPACT	STD	VAN	CHARGER	CHARGER ACC			
1	22		1	1	1	2	11	5	43
2	50		1	1	3	2	23	9	89
3	50		2		3	2	23	9	89
4	50		2		3	2	23	9	89
5	52		1		3	2	23	9	90
6	53				5		23	10	91
7	47				5		21	9	82
TOTALS	**324**	**0**	**7**	**2**	**23**	**10**	**147**	**60**	**573**
	333				**240**				
USPS STALL PROVIDED									**1**
TOTAL STALLS PROVIDED									
TOTAL STALLS PROVIDED									**574**

BICYCLE PARKING SUMMARY - BUILDING B

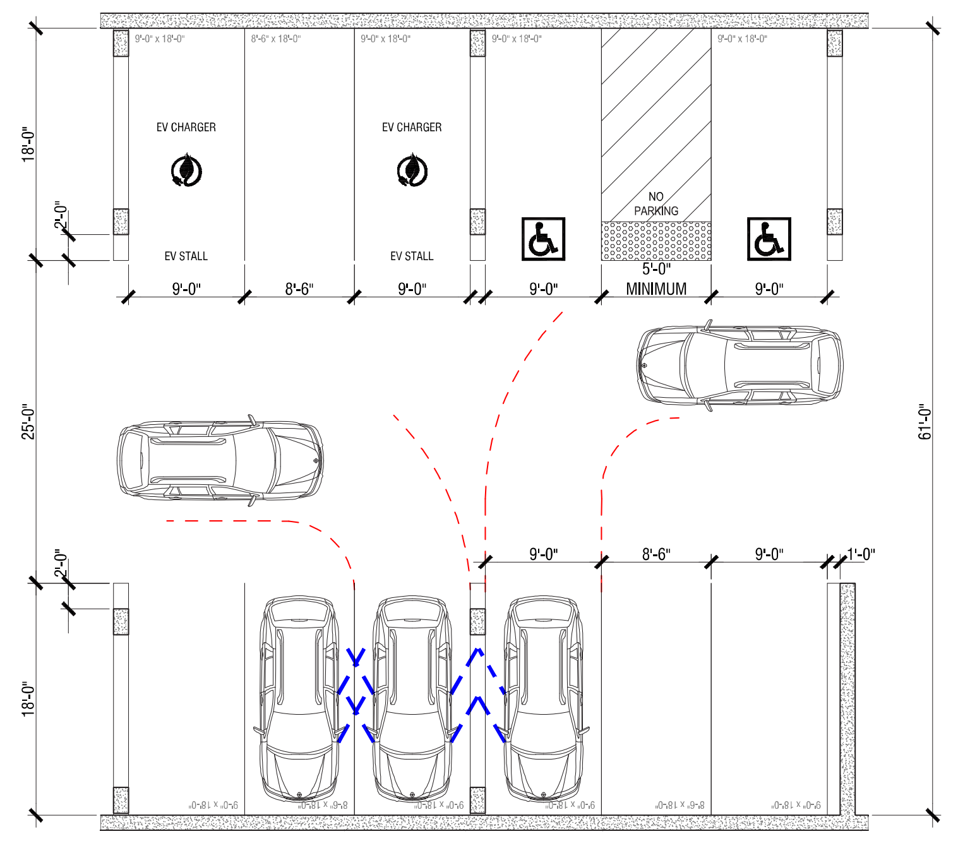
CATEGORY	BICYCLE PARKING REQUIRED		BICYCLE PARKING PROVIDED	
	REQUIRED RATIO	TOTAL STALLS REQUIRED	STORAGE TYPE	TOTAL STALLS PROVIDED
SHORT-TERM BIKE PARKING	5% MIN. ONE 2-BIKE RACK	29	SHORT-TERM BIKE RACKS	29
LONG-TERM BIKE PARKING	5% MIN. ONE 2-BIKE RACK	29	LONG-TERM BIKE LOCKER	29
TOTAL BICYCLE PARKING REQUIRED		**58**	**TOTAL BICYCLE PARKING PROVIDED**	**58**

LEVEL 1

LEGEND

🟥	RETAIL
🟧	LEASING & AMENITIES
🟨	RESIDENTIAL
⬜	PARKING

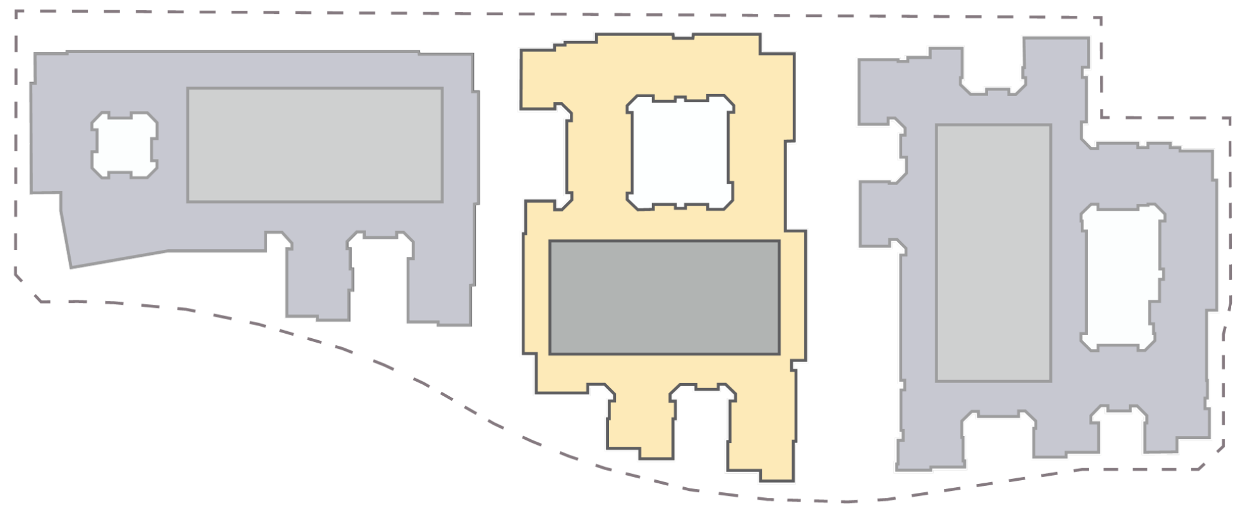
PARKING DIMENSIONS



City of Costa Mesa Parking Design Standards
- Standard Stall Dimensions: 8′-6″ x 18′-0″
- Vertical Support Recesses: 4-feet from drive aisle
- Stall Next to Vertical Restriction: 1-foot increase
- Drive Aisle: 25′-0″

Parking Design Standards Provided
- Standard Stall Dimensions: 8′-6″ x 18′-0″
- Vertical Support Recesses: 2-feet from drive aisle
- Stall Next to Vertical Restriction: 6-inches increase
- Drive Aisle: 25′-0″

Notes:
1. The proposed dimensions provide equivalent access and maneuverability to allow parking within standard or column obstructed stalls.
2. The proposed dimensions provide equivalent or greater dimenions and access for passenger loading and unloading at the column obstructed stalls than what is provided at standard stalls.



LEGACY PARTNERS® Invesco

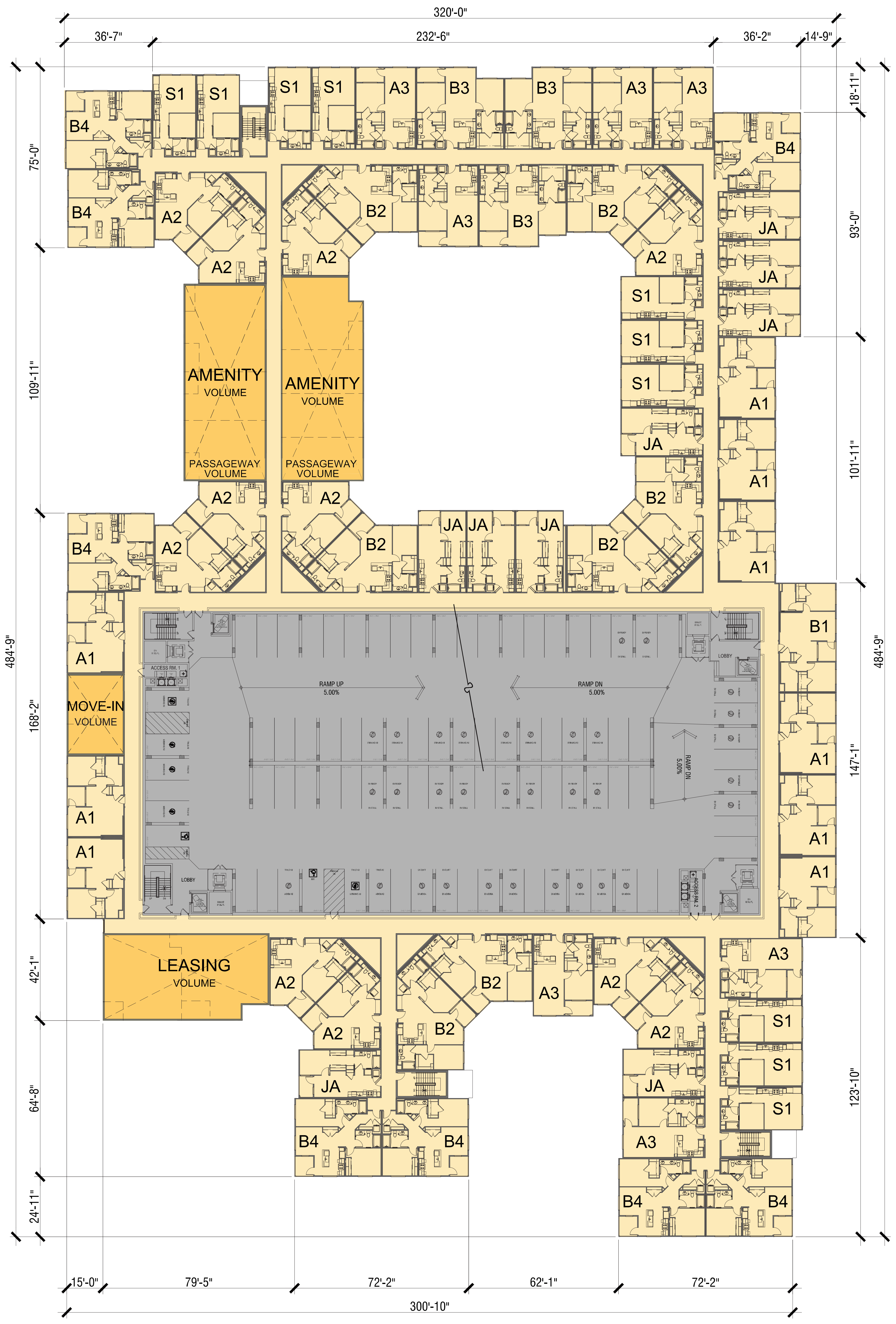
HIVE LIVE
COSTA MESA, CA

BUILDING B - CONCEPTUAL PLAN

NORTH
0 30′ 60′ 90′ 120′

A-34

SCALE: 1″ = 30′
JOB NO.: 2022-1238
DATE: 02-26-2025

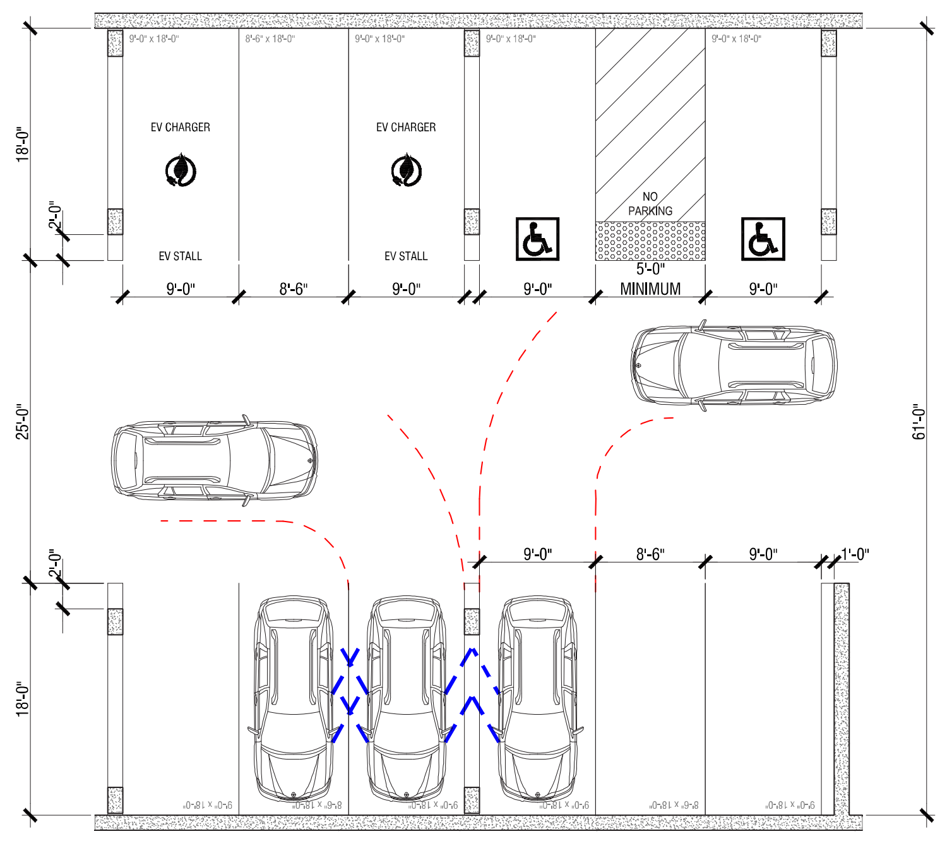


LEVEL 2

LEGEND

🟥	RETAIL
🟧	LEASING & AMENITIES
🟨	RESIDENTIAL
⬜	PARKING

PARKING DIMENSIONS



City of Costa Mesa Parking Design Standards
- Standard Stall Dimensions: 8′-6″ x 18′-0″
- Vertical Support Recesses: 4-feet from drive aisle
- Stall Next to Vertical Restriction: 1-foot increase
- Drive Aisle: 25′-0″

Parking Design Standards Provided
- Standard Stall Dimensions: 8′-6″ x 18′-0″
- Vertical Support Recesses: 2-feet from drive aisle
- Stall Next to Vertical Restriction: 6-inches increase
- Drive Aisle: 25′-0″

Notes:
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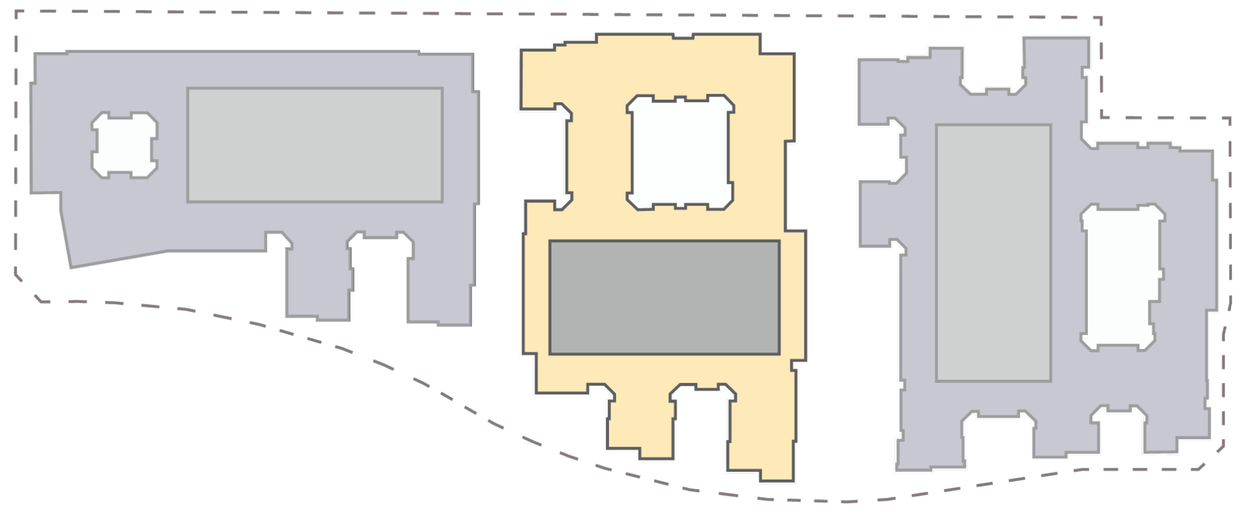

LEGACY PARTNERS®

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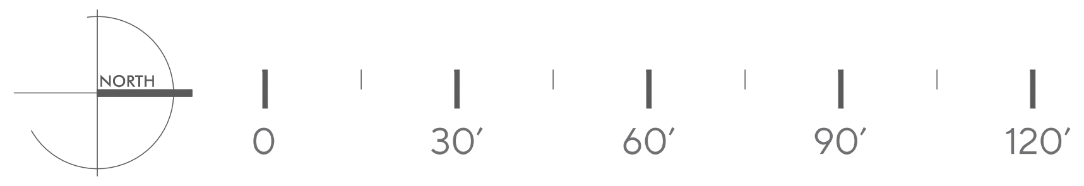
HIVE LIVE
COSTA MESA, CA

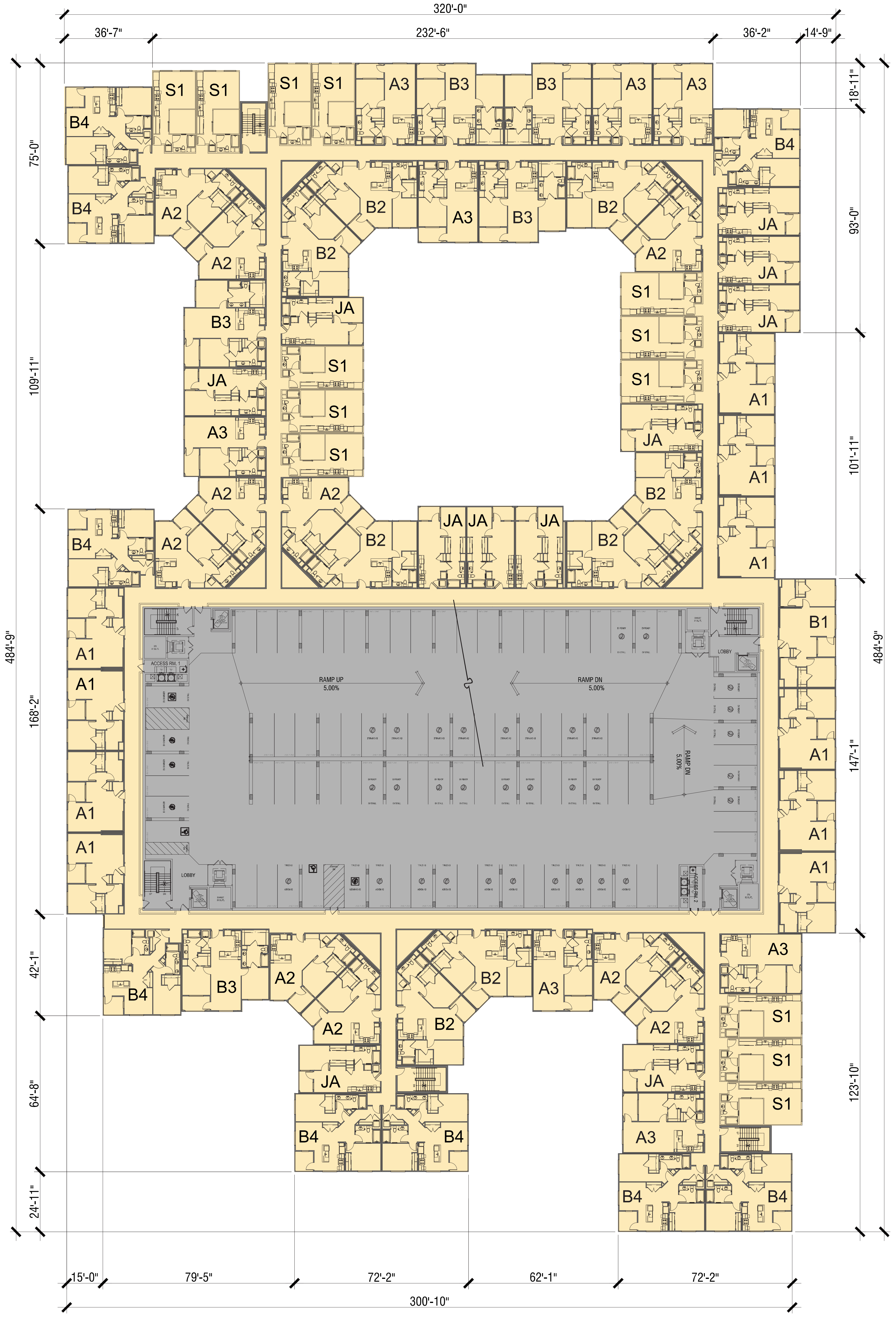
BUILDING B - CONCEPTUAL PLAN



AO

A-35

SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025



LEVEL 3-5

LEGEND

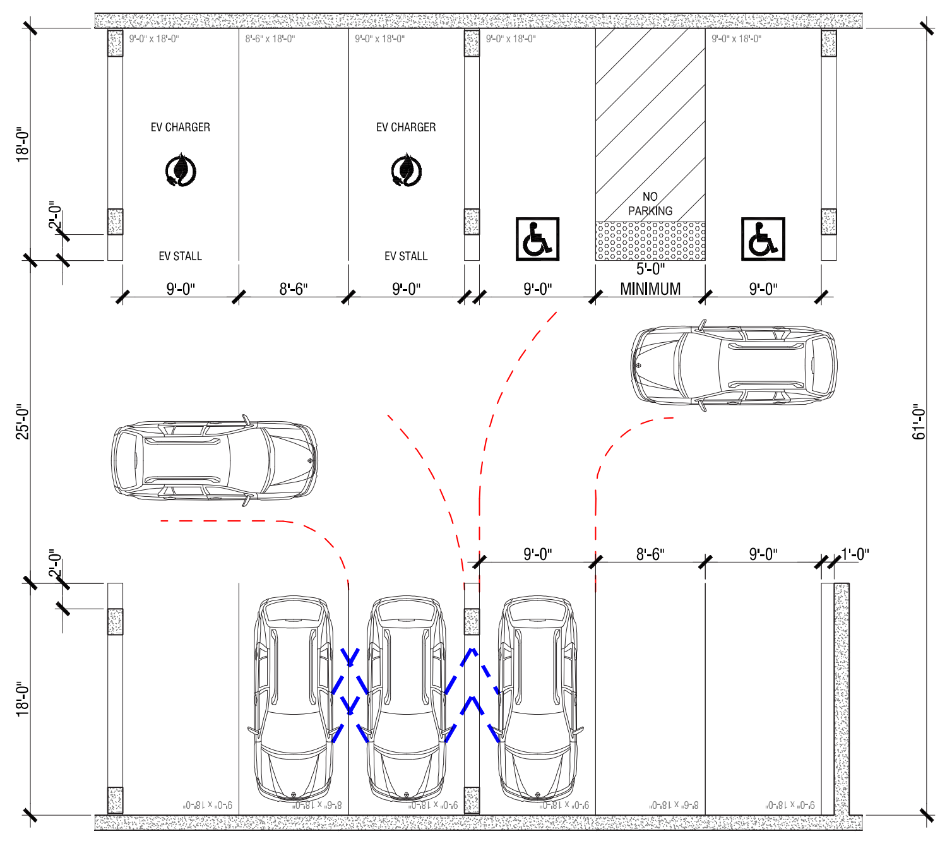
🟥 RETAIL

🟧 LEASING & AMENITIES

🟨 RESIDENTIAL

⬜ PARKING

PARKING DIMENSIONS



City of Costa Mesa Parking Design Standards
- Standard Stall Dimensions: 8'-6" x 18'-0"
- Vertical Support Recesses: 4-feet from drive aisle
- Stall Next to Vertical Restriction: 1-foot increase
- Drive Aisle: 25'-0"

Parking Design Standards Provided
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Notes:
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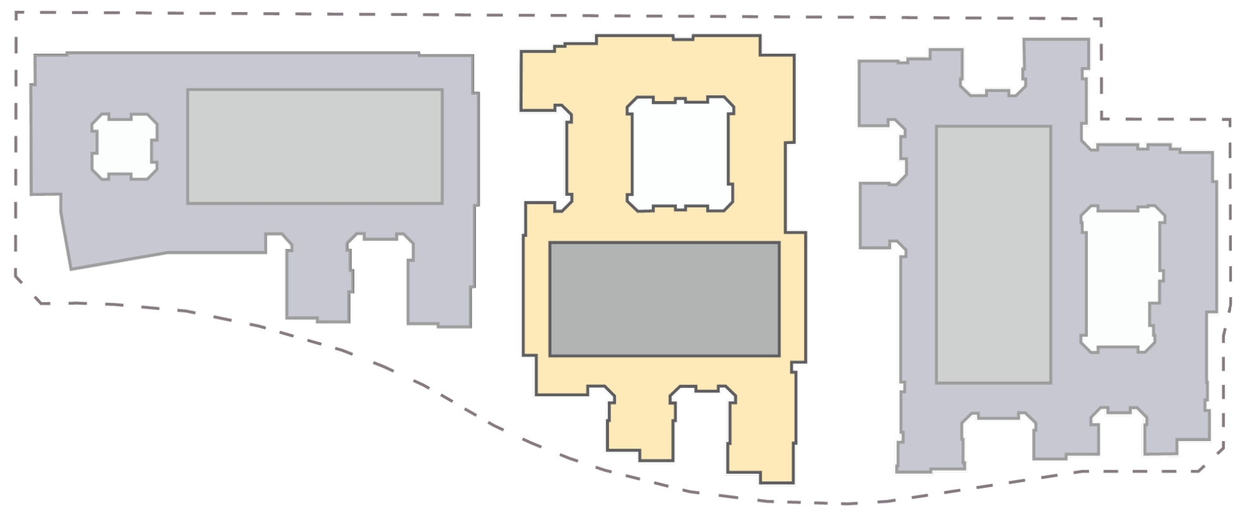

LEGACY PARTNERS

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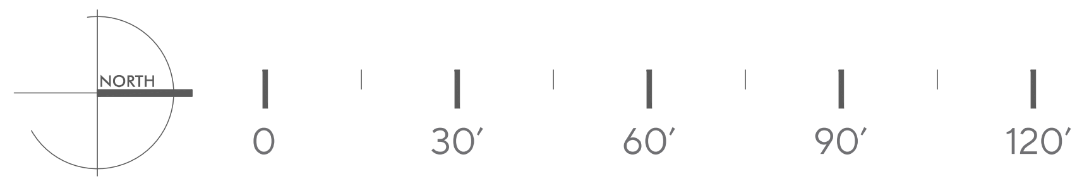
HIVE LIVE
COSTA MESA, CA

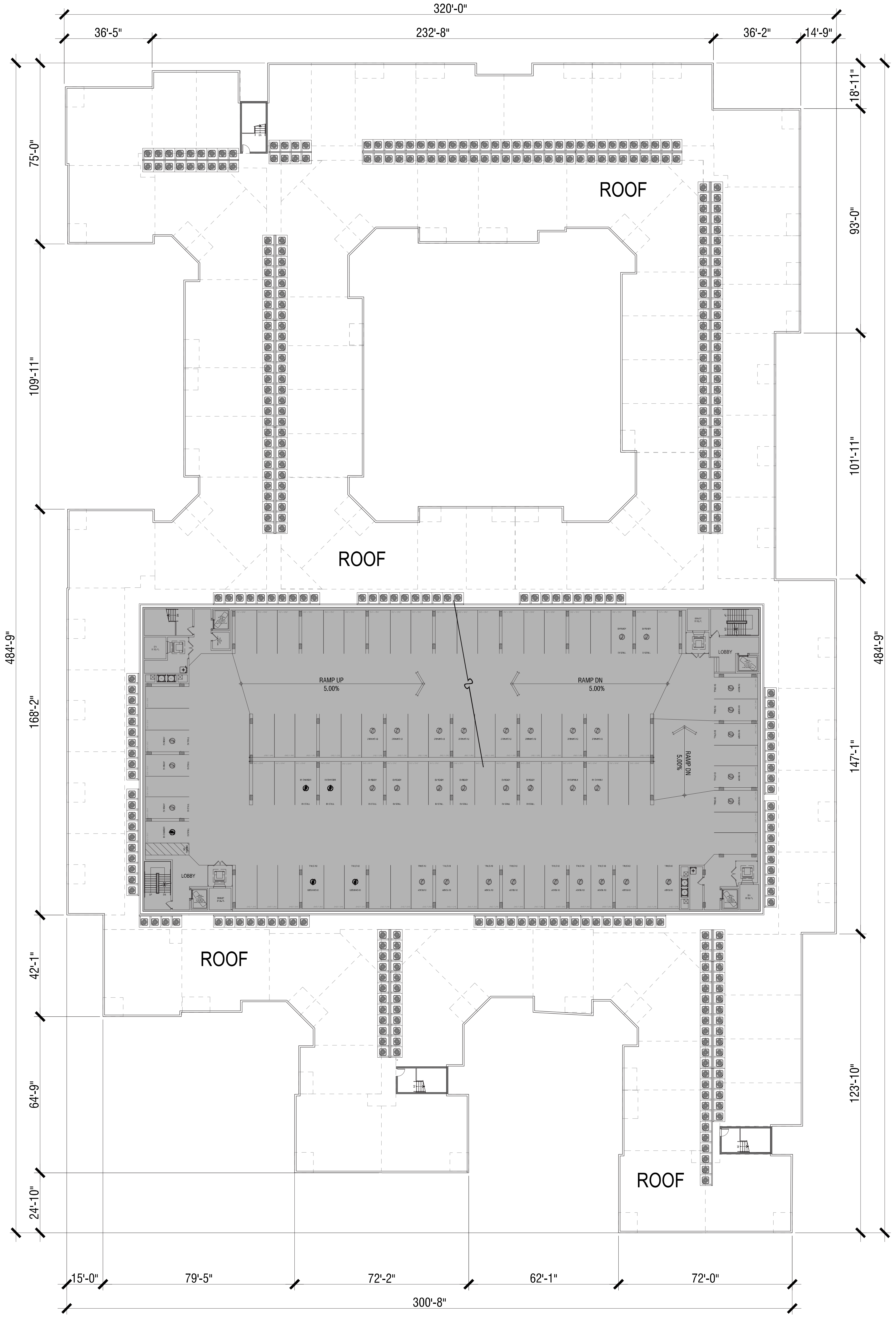
BUILDING B - CONCEPTUAL PLAN



AO

A-36

SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025

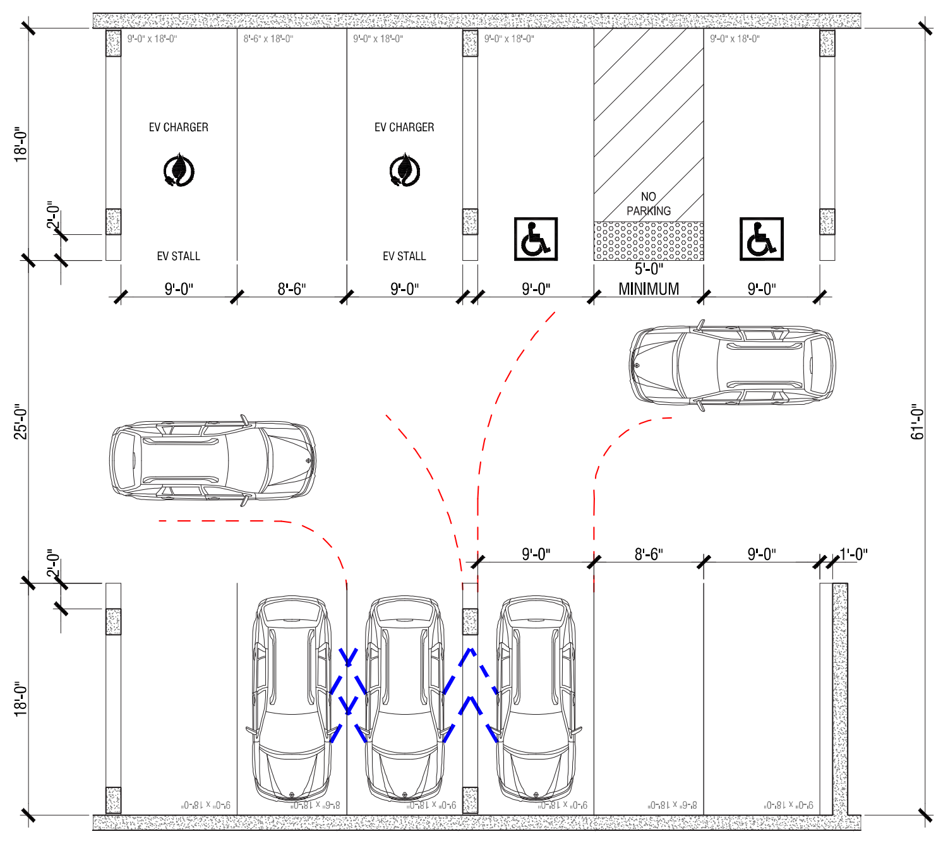


ROOF - LEVEL 6

LEGEND

- 🟥 RETAIL
- 🟧 LEASING & AMENITIES
- 🟨 RESIDENTIAL
- ⬜ PARKING

PARKING DIMENSIONS



City of Costa Mesa Parking Design Standards
- Standard Stall Dimensions: 8′-6″ x 18′-0″
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- Stall Next to Vertical Restriction: 1-foot increase
- Drive Aisle: 25′-0″

Parking Design Standards Provided
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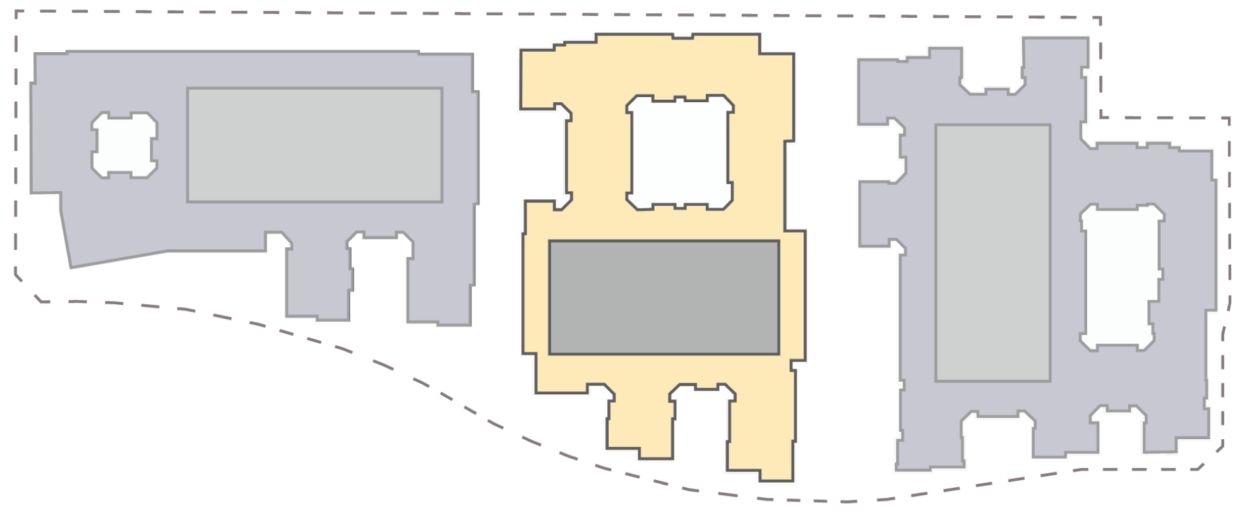

LEGACY PARTNERS®

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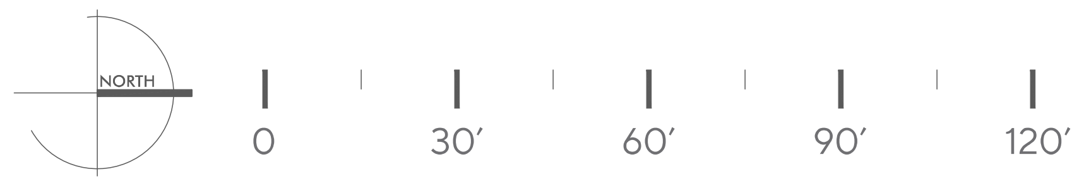
COSTA MESA, CA

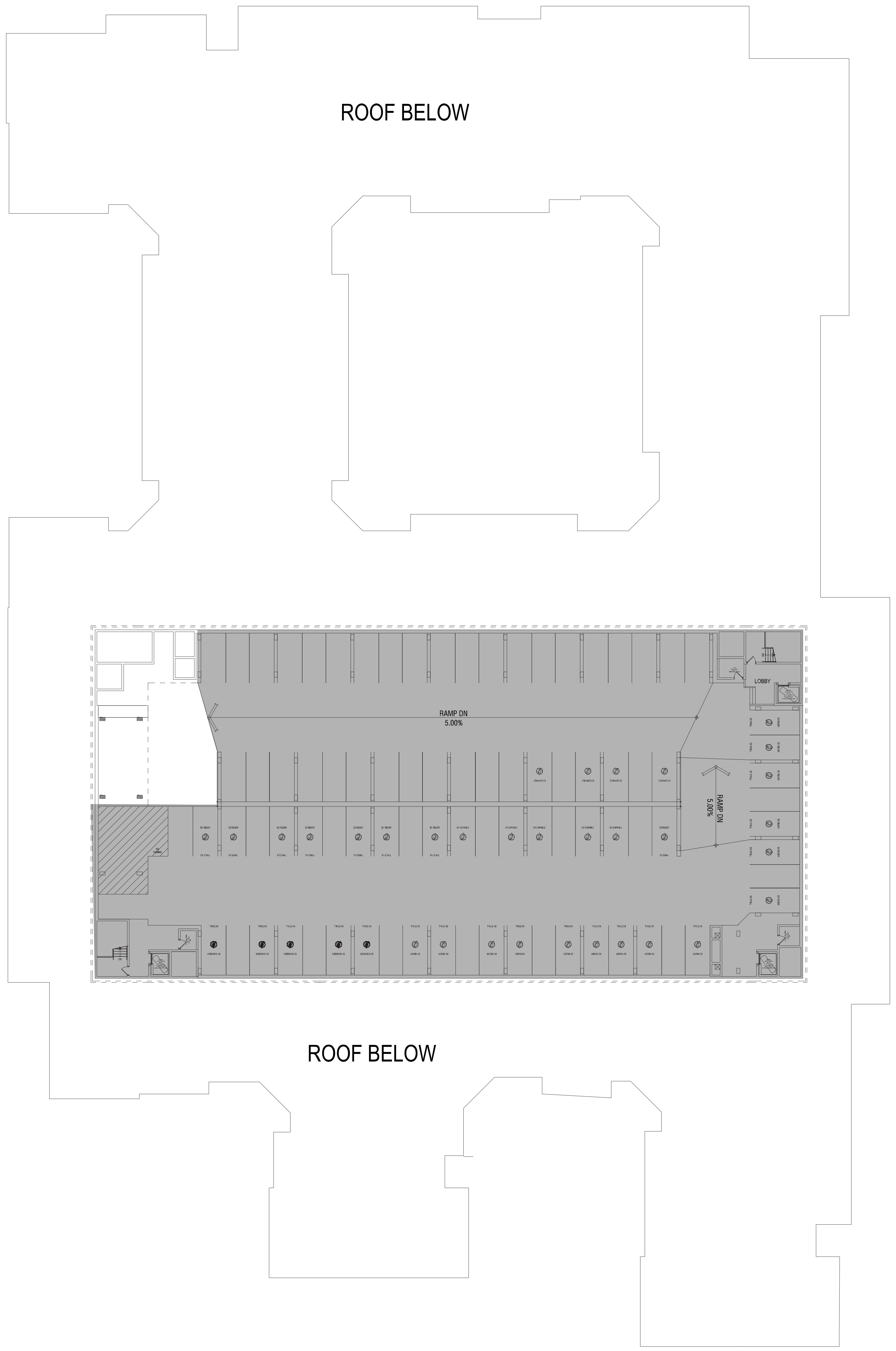
BUILDING B - CONCEPTUAL PLAN



AO

A-37

SCALE: 1″ = 30′
JOB NO.: 2022-1238
DATE: 02-26-2025

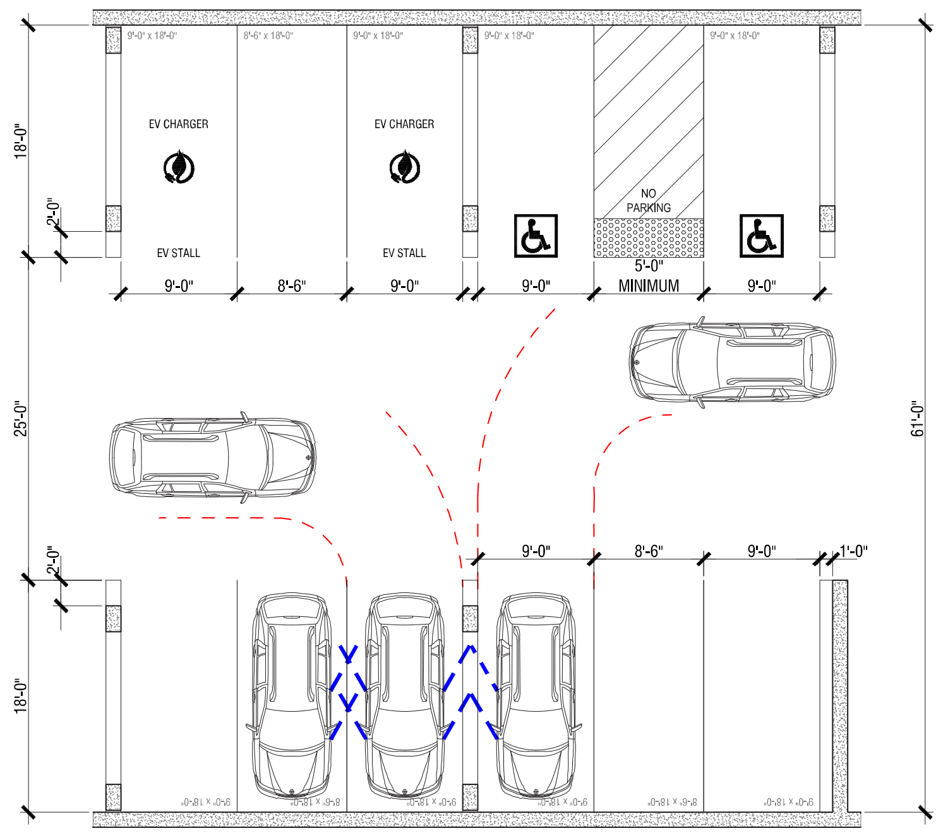


ROOF - PARKING STRUCTURE

LEGEND

🟥 RETAIL
🟧 LEASING & AMENITIES
🟨 RESIDENTIAL
▨ PARKING

PARKING DIMENSIONS



City of Costa Mesa Parking Design Standards
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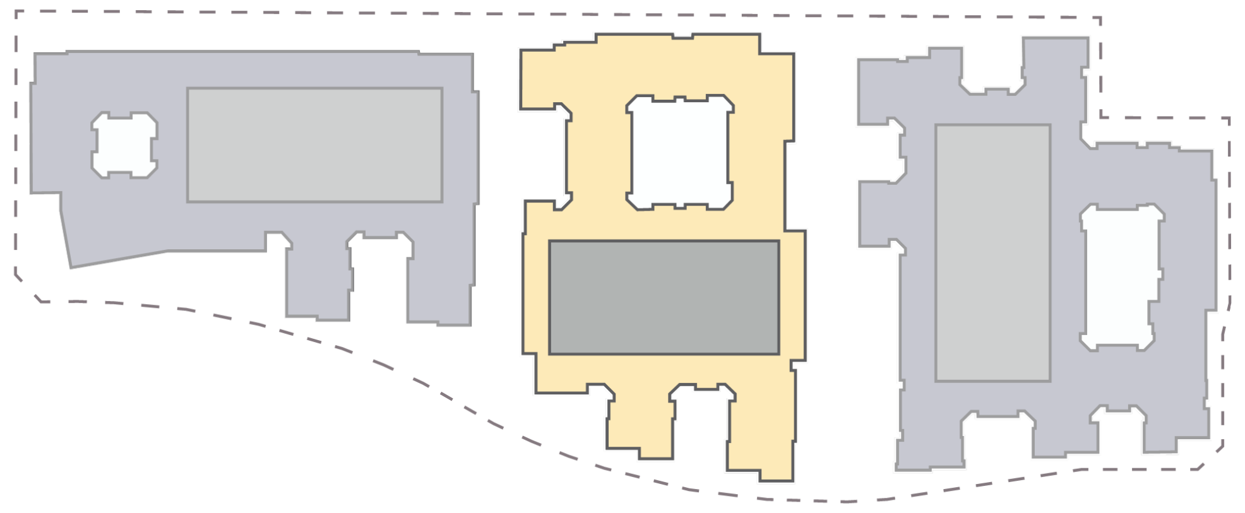


LEGACY PARTNERS® Invesco

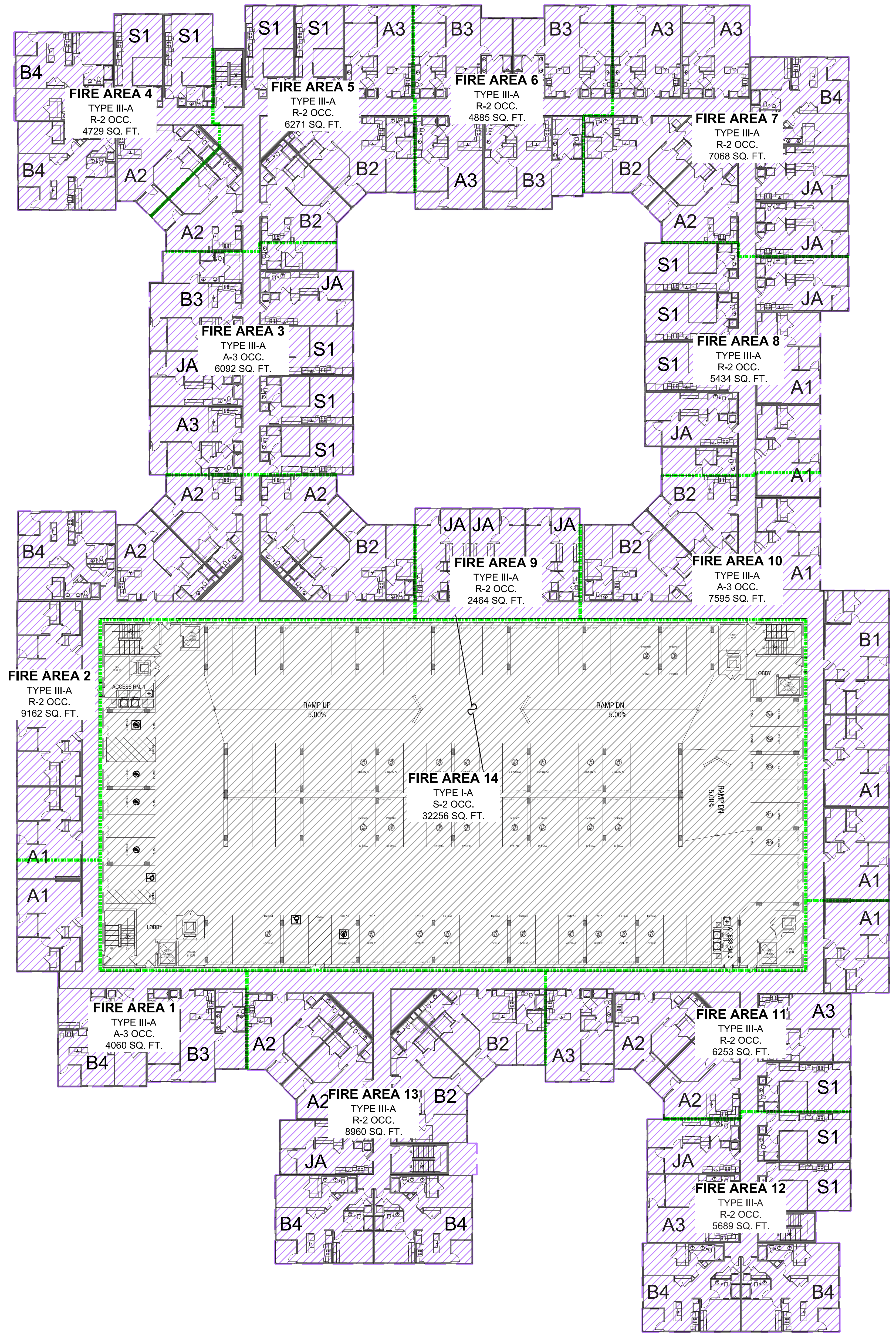
HIVE LIVE
COSTA MESA, CA

BUILDING B - CONCEPTUAL PLAN

NORTH
0 30' 60' 90' 120'

A-38

SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025



TYPICAL UPPER LEVEL

LEGEND

▨	APARTMENTS
▨	PARKING STRUCTURE
🟩	2-HOUR FIRE RATED WALL

2022 CBC - BUILDING CODE ANALYSIS - BUILDING HEIGHT AND AREA - BUILDING B

BUILDING AREA	OCC. GROUP	CONSTR. TYPE	SPRINKLERS (903.1.1)	ALLOWABLE HEIGHT/ STORIES (SEC	HEIGHT/ STORIES PROVIDED	ALLOWABLE BUILDING AREA			MAX. BLDG. AREA PER BLDG. SECTION	AVG. BLDG. AREA PER STORY	ACTUAL BLDG. AREA PER BLDG. SECTION	AVG. BLDG. AREA PROVIDED PER STORY
						TAB. 506.2	FRONTAGE INCREASE (SEC. 506.3)	SEC. 506. 2.3				
FIRE AREA 1	A-3, R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000 +	0.00) x	2	48,000	9,600	17,973	3,595
FIRE AREA 2	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000 +	0.00) x	2	48,000	9,600	45,810	9,162
FIRE AREA 3	A-3, R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000 +	0.00) x	2	48,000	9,600	25,008	5,002
FIRE AREA 4	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000 +	0.00) x	2	48,000	9,600	23,645	4,729
FIRE AREA 5	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000 +	0.00) x	2	48,000	9,600	31,474	6,295
FIRE AREA 6	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000 +	0.00) x	2	48,000	9,600	24,425	4,885
FIRE AREA 7	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000 +	0.00) x	2	48,000	9,600	35,340	7,068
FIRE AREA 8	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000 +	0.00) x	2	48,000	9,600	27,170	5,434
FIRE AREA 9	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000 +	0.00) x	2	48,000	9,600	12,320	2,464
FIRE AREA 10	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000 +	0.00) x	2	48,000	9,600	37,975	7,595
FIRE AREA 11	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000 +	0.00) x	2	48,000	9,600	31,265	6,253
FIRE AREA 12	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000 +	0.00) x	2	48,000	9,600	28,564	5,713
FIRE AREA 13	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000 +	0.00) x	2	48,000	9,600	44,800	8,960
FIRE AREA 14	S-2	I-A	NFPA 13	UL	86'-5"/ 7 St.	(UL +	0.00) x	N/A	UL	UL	225,792	32,256

FIRE WALL SEPARATION AREA NOTES

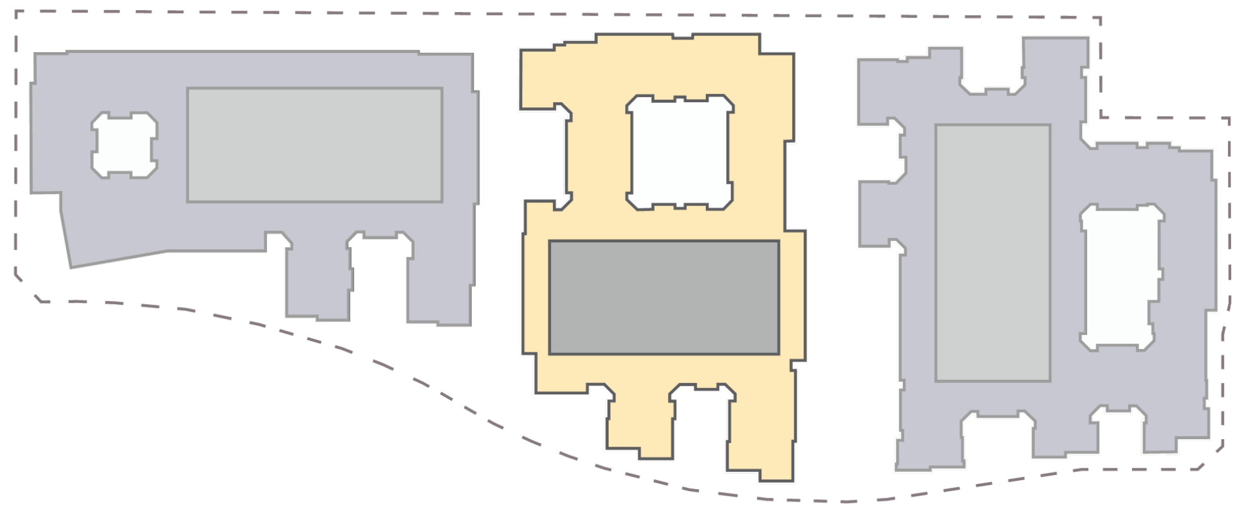
TYPES OF CONSTRUCTION

Apartments: Type III-A
Parking Structure: Type I-A

ALLOWABLE BUILDING HEIGHT/STORIES

(Allowable stories and height w/ sprinkler system and no area Increase per tables 504.2 and 504.4)

R-2 Allowable Building Height: 85 feet/5 stories
Actual Building Height: 55'-11"/5 stories



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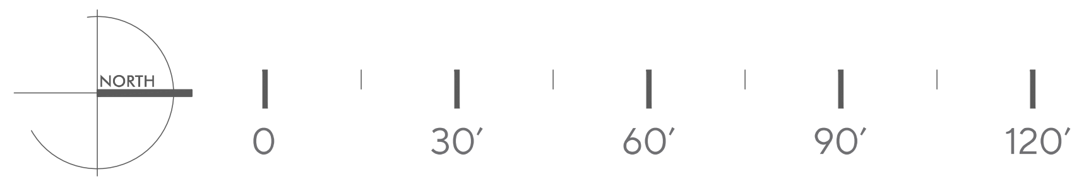
COSTA MESA, CA

BUILDING B - FIRE AREA SEPARATION PLANS



AO

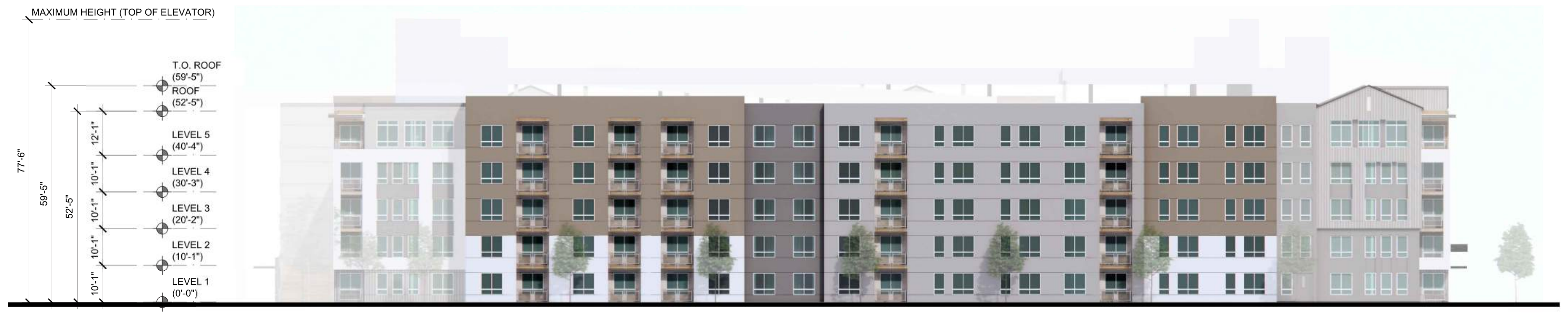
A-39

SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025

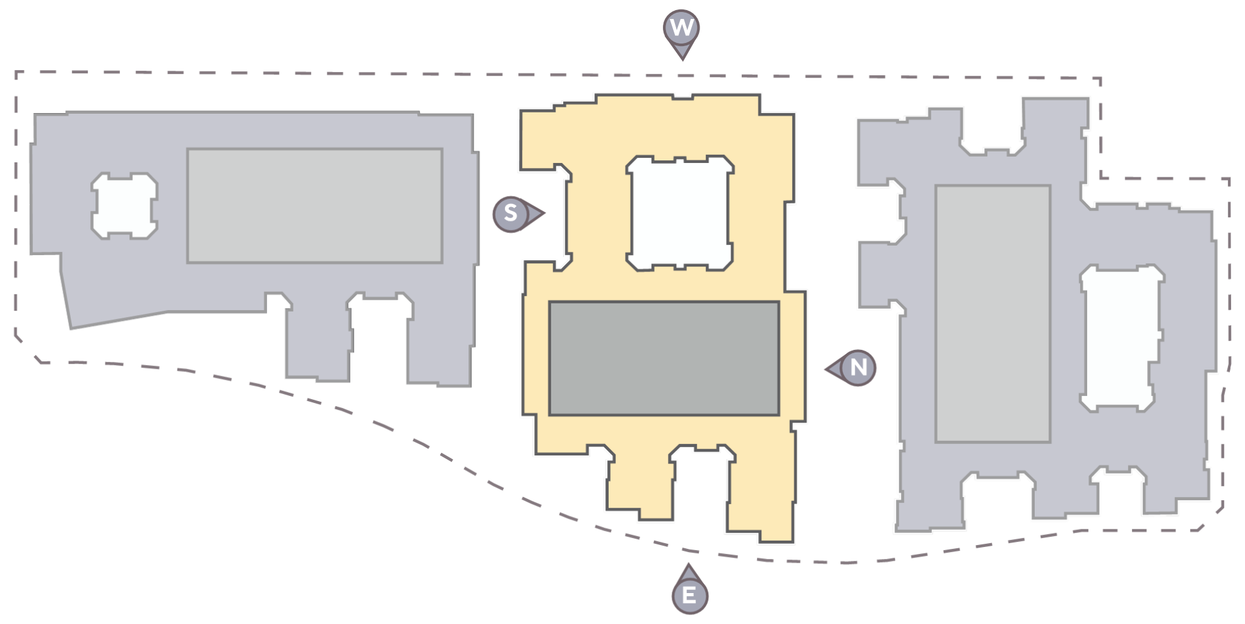
NORTH ELEVATION

EAST ELEVATION - SUSAN STREET

SOUTH ELEVATION



WEST ELEVATION



LEGACY PARTNERS
Invesco

HIVE LIVE
COSTA MESA, CA

BUILDING B - CONCEPTUAL ELEVATIONS

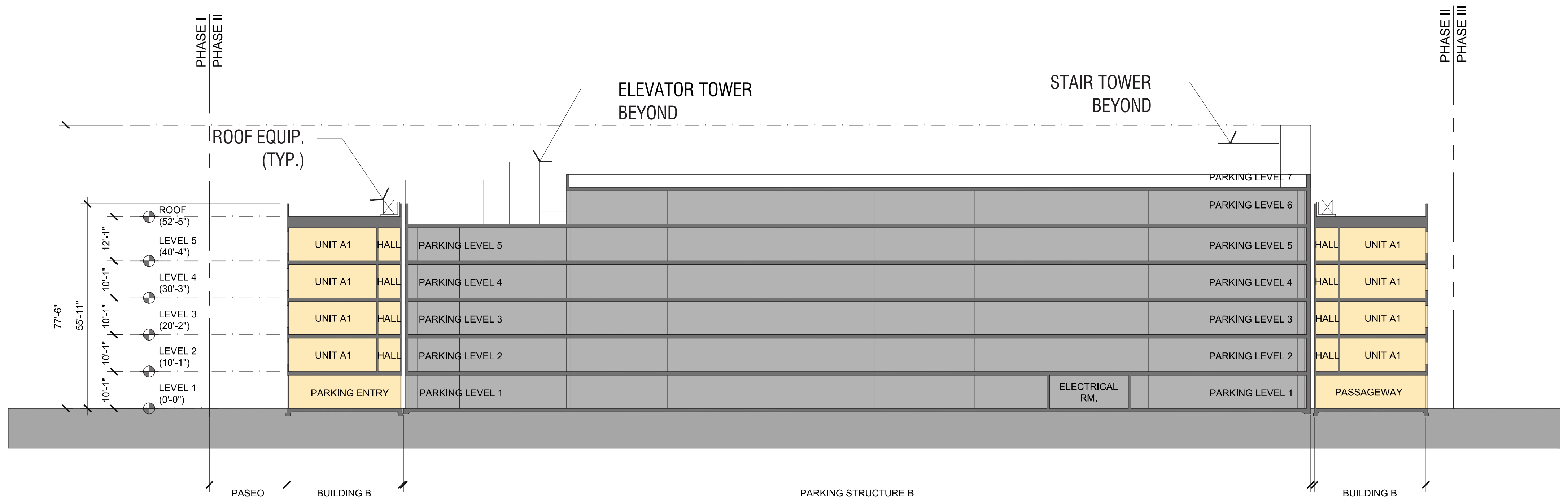
0 30' 60' 90' 120'

A-40

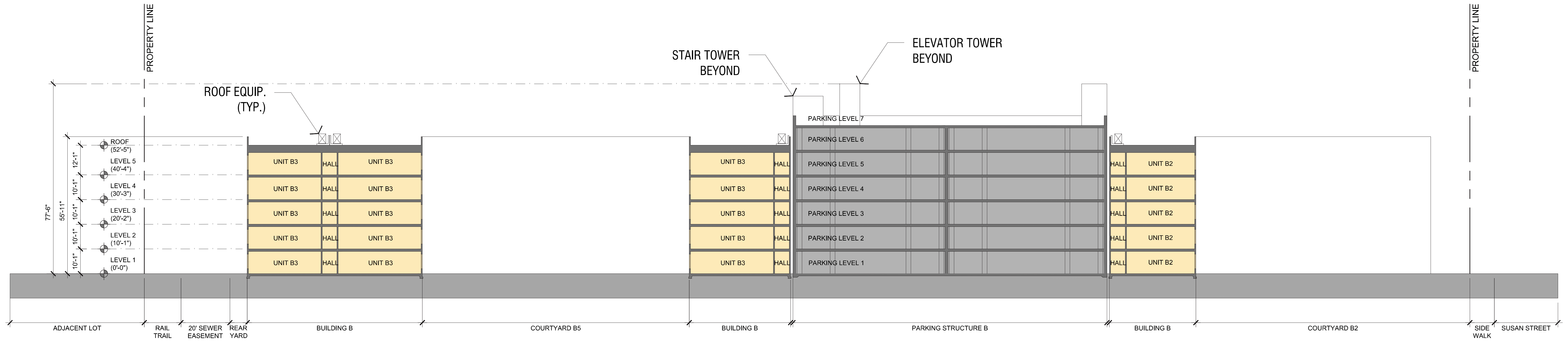
SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025

LEGEND

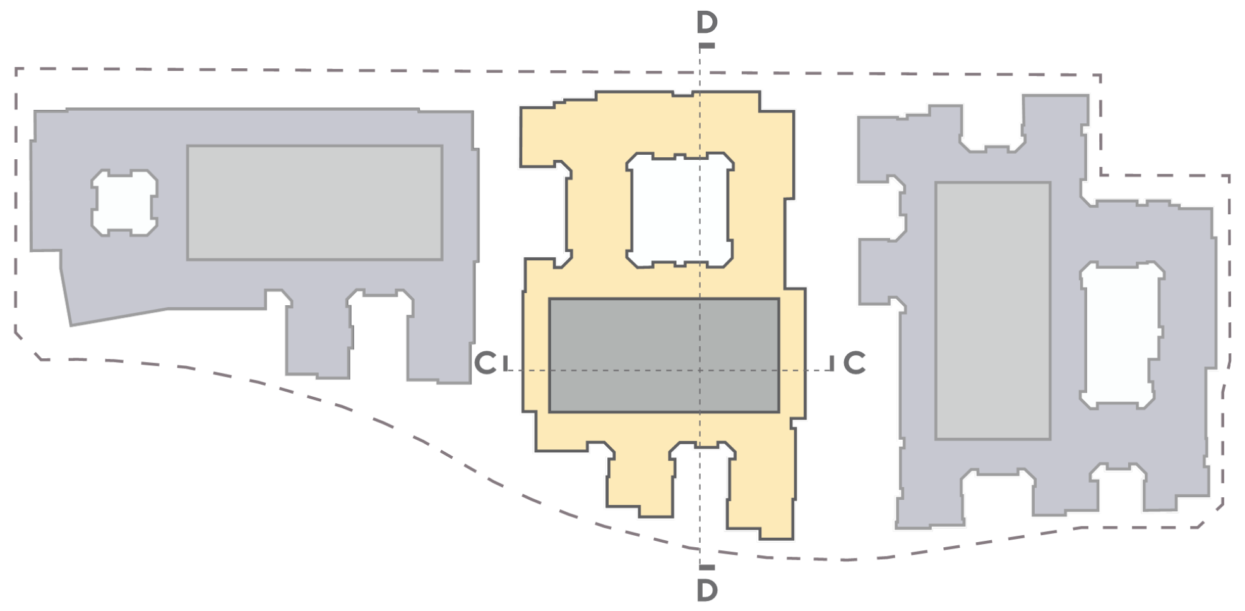
🟥 RETAIL
🟧 LEASING & AMENITIES
🟨 RESIDENTIAL
⬜ PARKING



SECTION CC



SECTION DD



LEGACY PARTNERS®

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HIVE LIVE
COSTA MESA, CA

BUILDING B - CONCEPTUAL SECTION

0 30′ 60′ 90′ 120′

AO

A-41

SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025

SOUTH ELEVATION


1. PAINTED STUCCO


2. ALUMINMUM STOREFRONT


3. VINYL WINDOW


4. STANDING SEAM METAL


5. GLASS GARAGE DOOR


6. METAL RAILING


7. METAL AWNING


8. HORIZONTAL FIBER CEMENT SIDING

A. SW 9542 NATURAL WHITE

B. SW 9611 MINIMALIST

C. SW 9609 LANDMARK

D. SW 7674 PEPPERCORN

E. SW 0077 CLASSIC FRENCH GREY

F. SW 7078 URBANE BRONZE

LEGACY PARTNERS

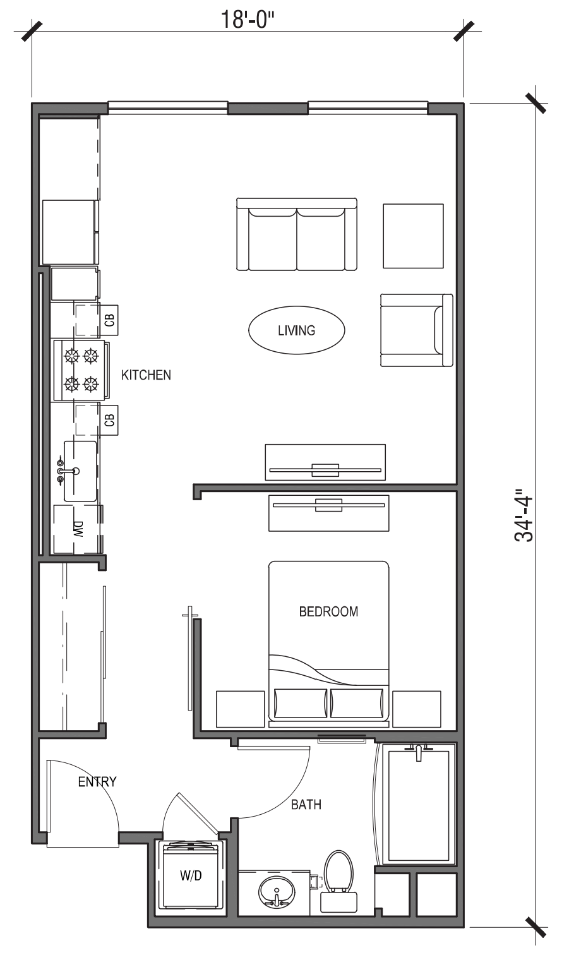
Invesco

HIVE LIVE
COSTA MESA, CA

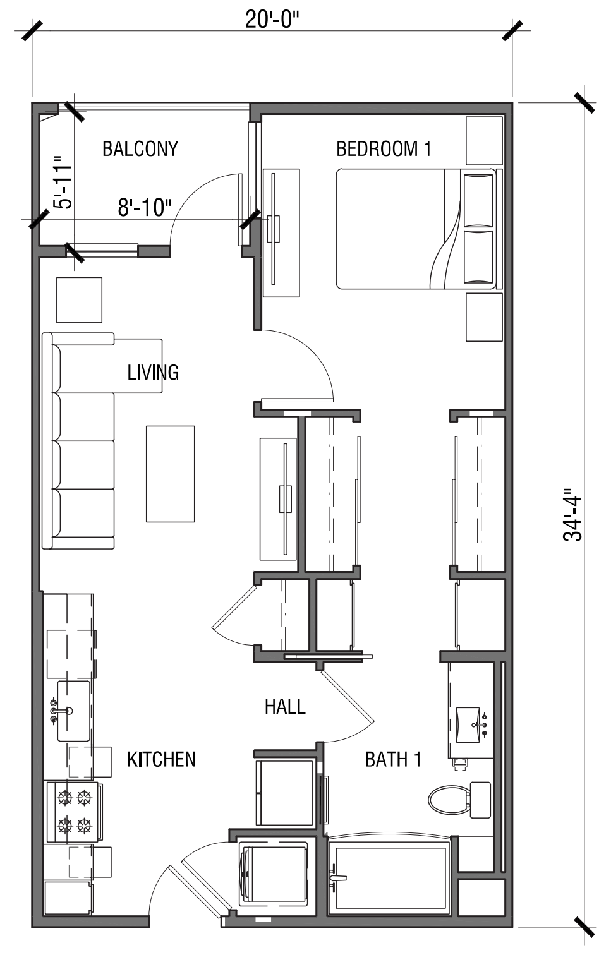
BUILDING B - CONCEPTUAL COLOR & MATERIAL BOARD

A-42

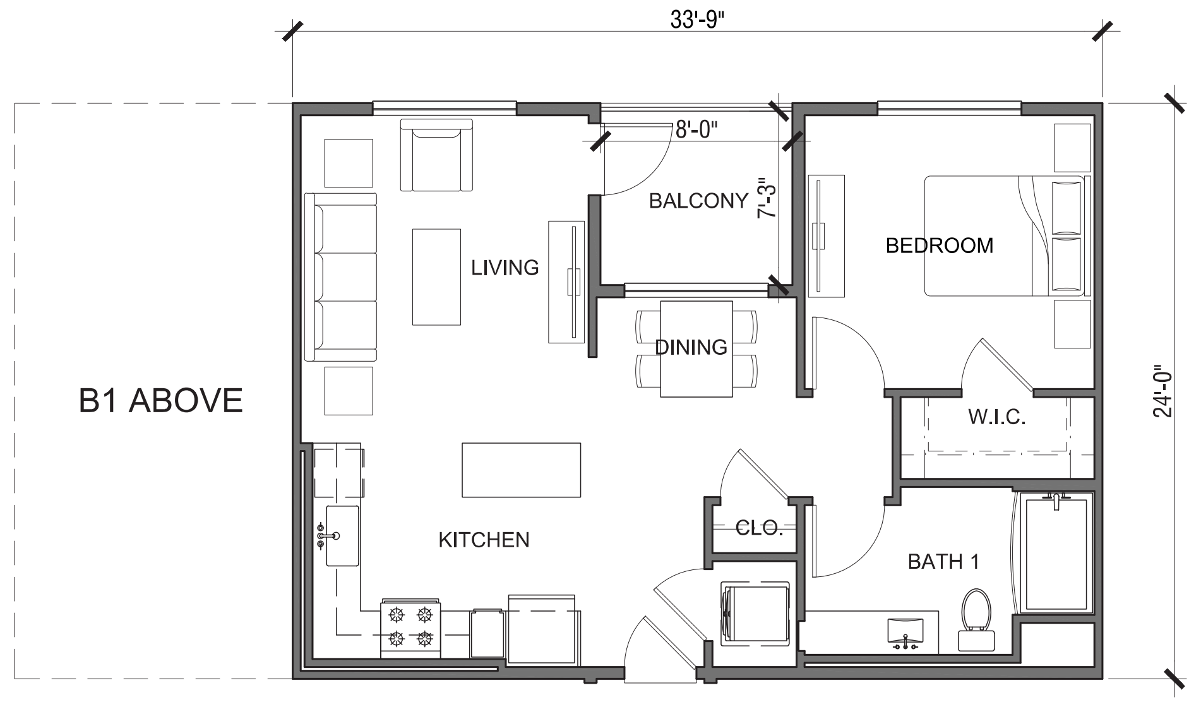
JOB NO.: 2022-1238
DATE: 02-26-2025



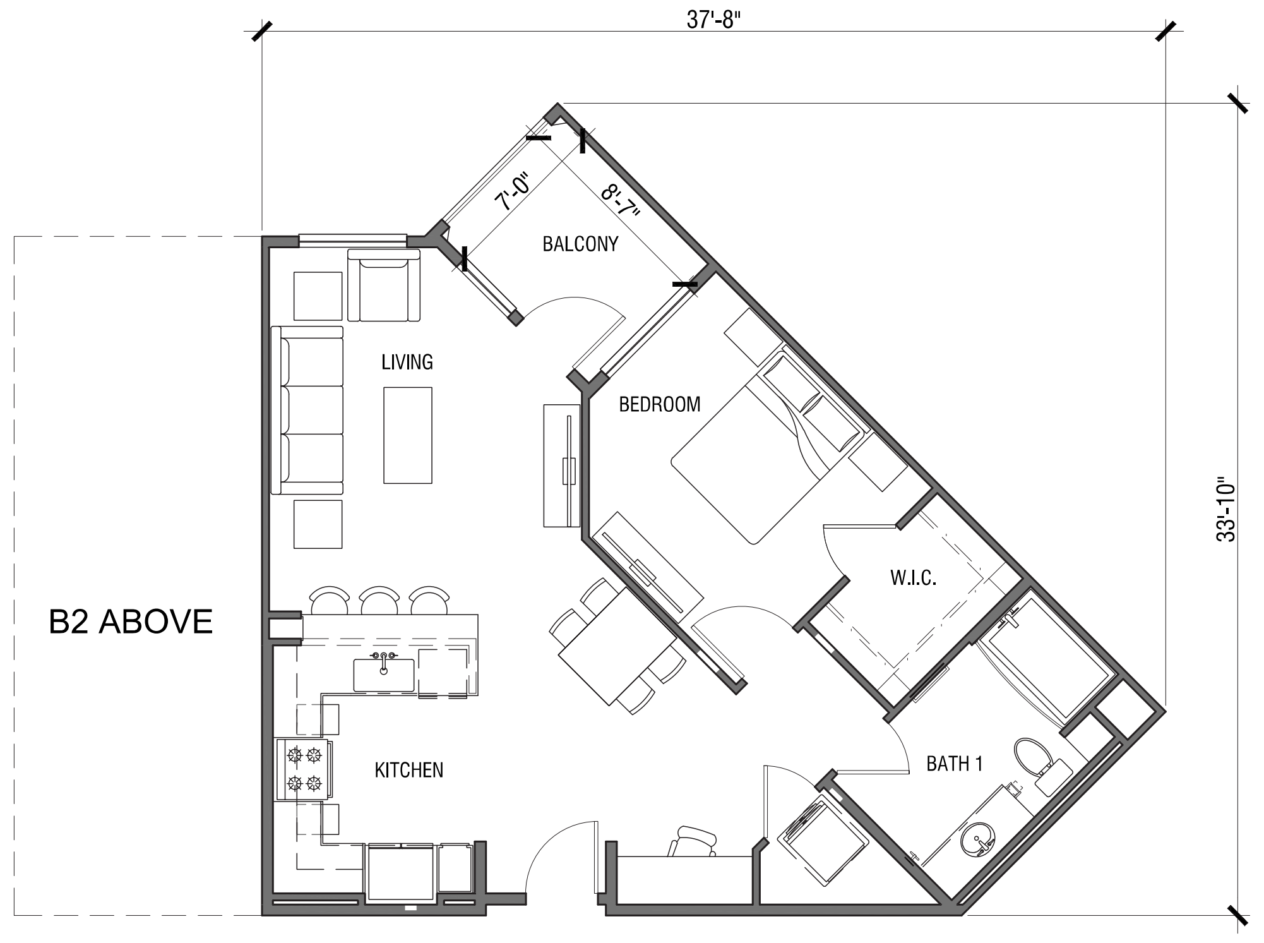
UNIT S1
STUDIO - 1 BATH
LIVABLE AREA: 601 SQ. FT.



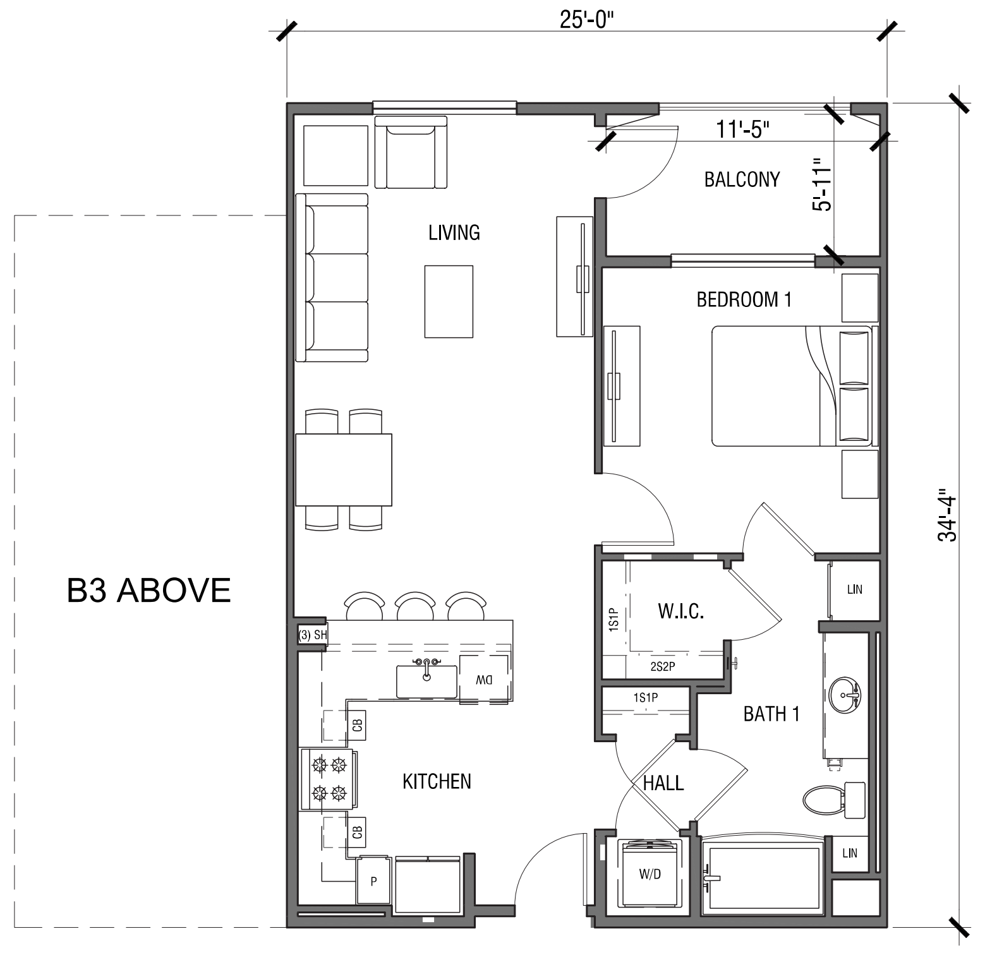
UNIT JA
1 BED - 1 BATH
LIVABLE AREA: 633 SQ. FT.
BALCONY: 48 SQ. FT.



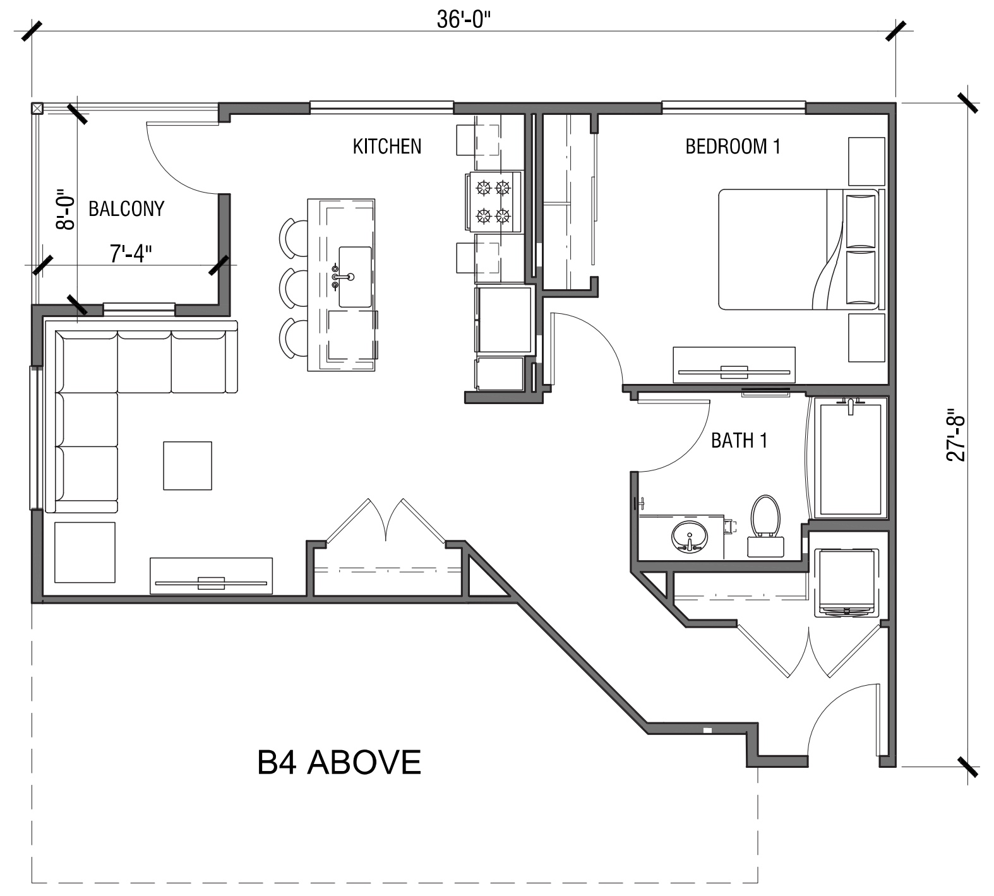
UNIT A1
1 BED - 1 BATH
LIVABLE AREA: 749 SQ. FT.
BALCONY: 58 SQ. FT.



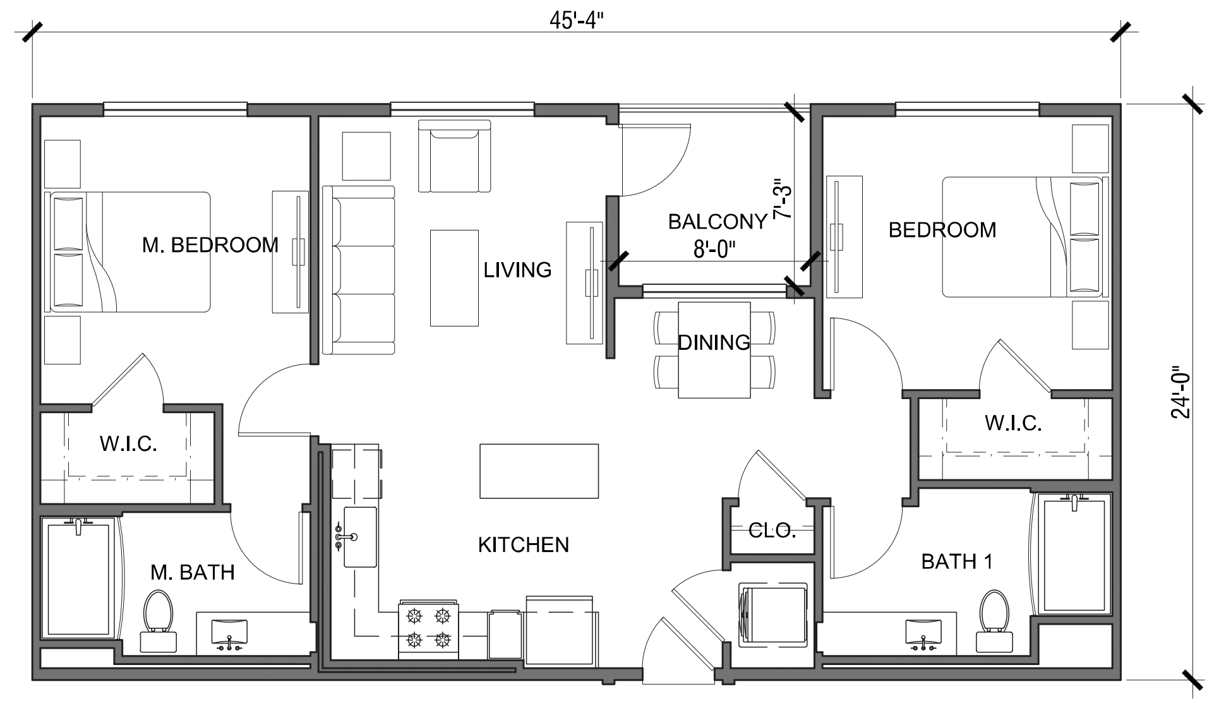
UNIT A2
1 BED - 1 BATH
LIVABLE AREA: 795 SQ. FT.
BALCONY: 61 SQ. FT.



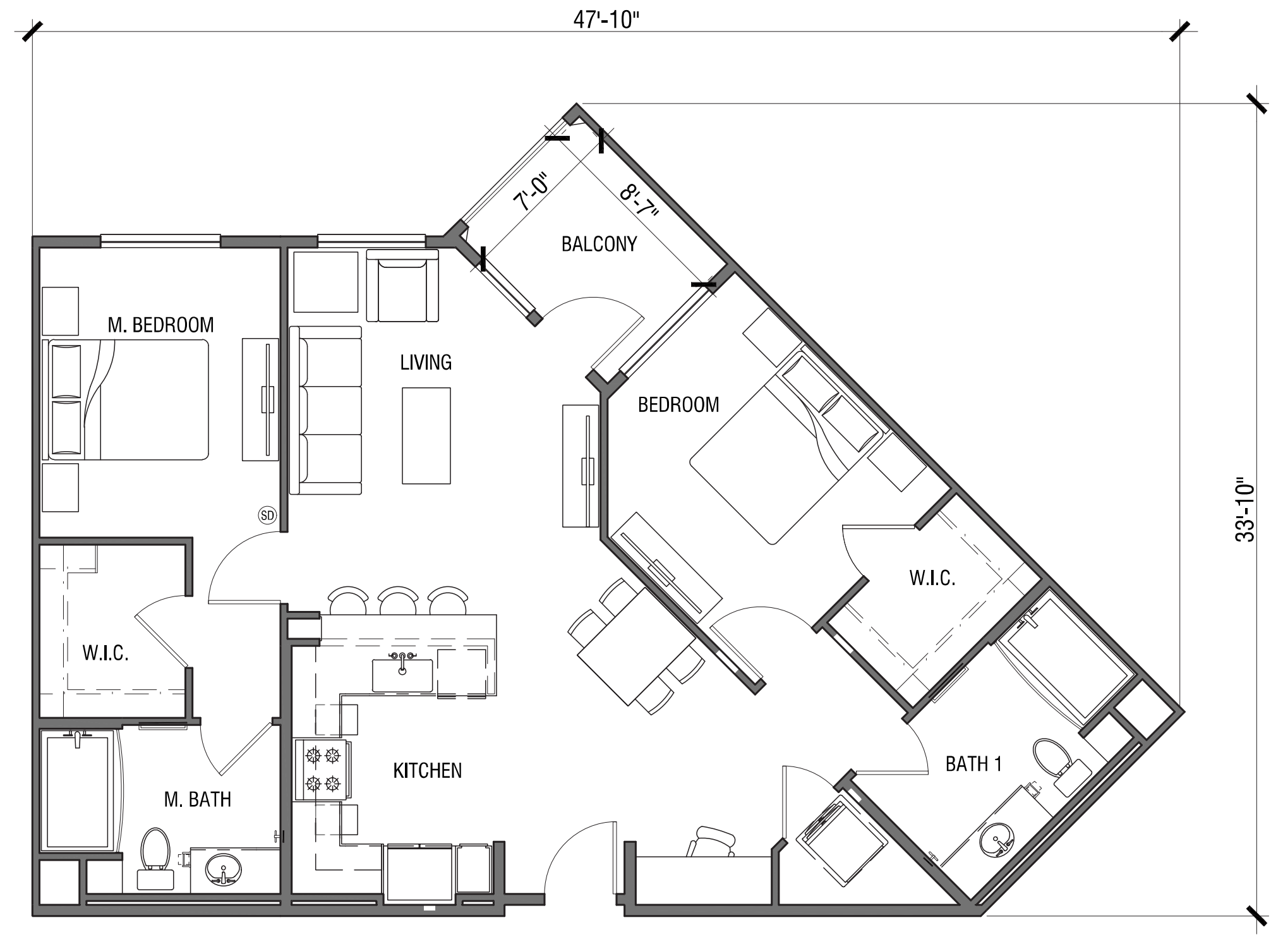
UNIT A3
1 BED - 1 BATH
LIVABLE AREA: 781 SQ. FT.
BALCONY: 68 SQ. FT.



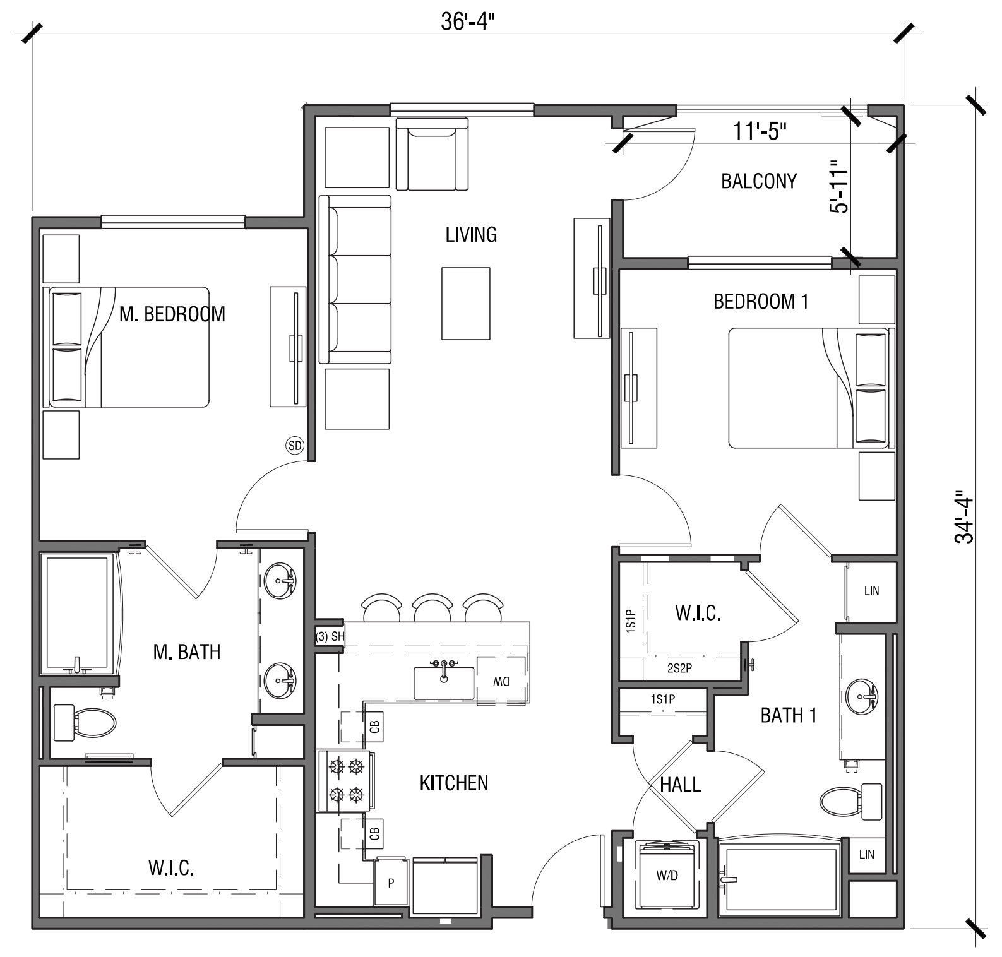
UNIT A4
1 BED - 1 BATH
LIVABLE AREA: 764 SQ. FT.
BALCONY: 58 SQ. FT.



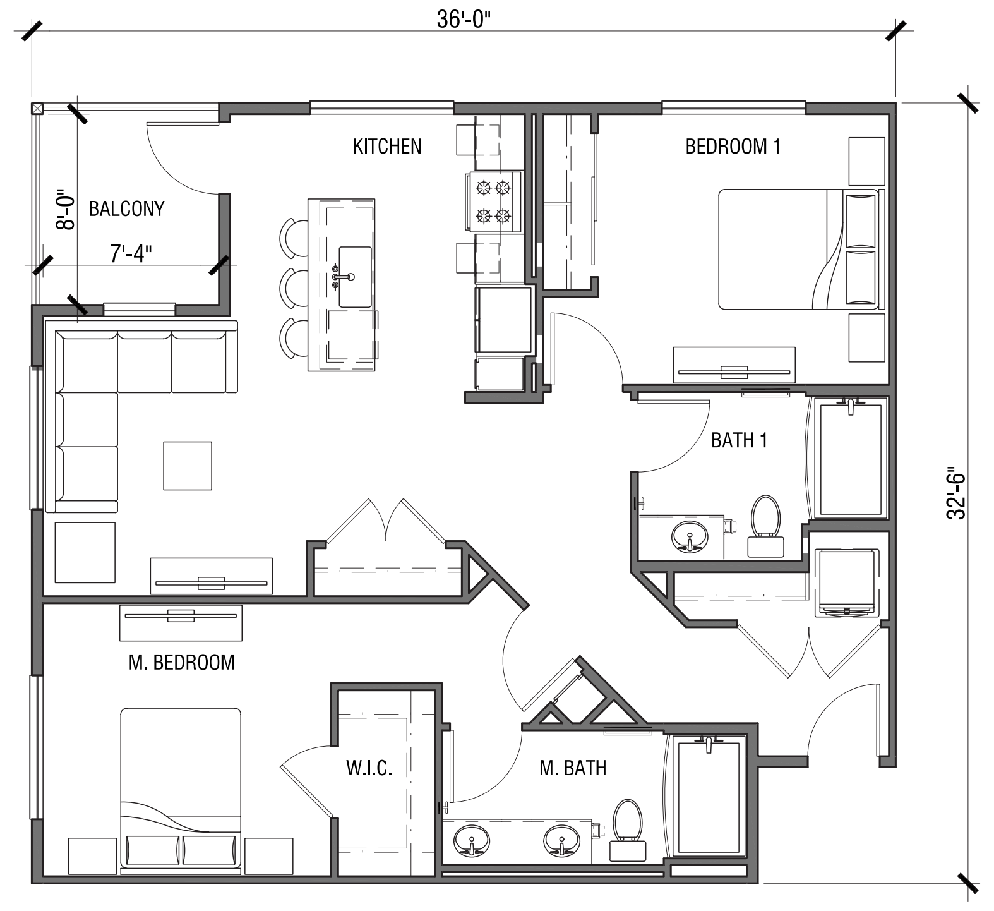
UNIT B1
2 BED - 2 BATH
LIVABLE AREA: 1027 SQ. FT.
BALCONY: 58 SQ. FT.



UNIT B2
2 BED - 2 BATH
LIVABLE AREA: 1088 SQ. FT.
BALCONY: 61 SQ. FT.



UNIT B3
2 BED - 2 BATH
LIVABLE AREA: 1118 SQ. FT.
BALCONY: 68 SQ. FT.



UNIT B4
2 BED - 2 BATH
LIVABLE AREA: 1077 SQ. FT.
BALCONY: 58 SQ. FT.

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COSTA MESA, CA

BUILDING B - CONCEPTUAL UNIT PLANS

0 8' 16' 24' 32'

A-43

SCALE: 1/8" = 1'-0"
JOB NO.: 2022-1238
DATE: 02-26-2025

UNIT SUMMARY - BUILDING C

UNIT TYPE	UNIT NET AREA (SQ. FT.)	NUMBER OF UNITS	TOTAL NET AREA (SQ. FT.)	%	TOTAL UNIT %
S1	618	43	26,574	11.1%	11.1%
S2	938	0	0	0.0%	
JA	633	38	24,054	9.8%	9.8%
A1	749	21	15,729	5.4%	47.3%
A2	795	128	101,760	32.9%	
A3	781	31	24,211	8.0%	
A4	764	4	3,056	1.0%	
JB	938	0	0	0.0%	0.0%
B1	1,027	9	9,243	2.3%	31.9%
B2	1,088	9	9,792	2.3%	
B3	1,118	46	51,428	11.8%	
B4	1,077	60	64,620	15.4%	
TOTAL	**850 AVG.**	**389**	**330,467**	**100%**	

VEHICLE PARKING SUMMARY - BUILDING C

RESIDENTIAL STALLS REQUIRED

UNIT TYPE	NUMBER OF UNITS	RATIO	TOTAL STALLS
STUDIOS	43	1.65	71
JUNIOR 1 BEDROOM	38	1.65	63
1 BEDROOM	184	1.65	304
JUNIOR 2 BEDROOM	0	1.65	0
2 BEDROOM	124	1.65	205
TOTAL UNITS	389		
TOTAL RESIDENTIAL STALLS REQUIRED		**1.65**	**643**
USPS STALL REQUIRED			**1**
TOTAL STALLS REQUIRED			**644**

ACCESSIBLE STALLS REQUIRED

USE TYPE	QTY.	RATIO	REQ.	OF REQUIRED STD	OF REQUIRED VAN
RESIDENTIAL (ASSIGNED)	449	0.02	9	7	2
TOTAL ACCESSIBLE STALLS REQUIRED:			**9**	**7**	**2**

NOTE:
THE REQUIRED ADA STALLS ARE INCLUDED IN PARKING COUNT. ONE (1) VAN ADA STALL FOR EVERY EIGHT (8) ADA STALLS REQUIRED.

EVCS STALLS REQUIRED

EV CATEGORY	QTY.	RATIO	REQ.
RESIDENTIAL			
EVSE	643	5%	33
EV READY		25%	161
EV CAPABLE		10%	65
RESIDENTIAL EVCS STALLS REQUIRED		**40%**	**259**
EV ACCESIBLE (INCLUDED IN EVCS COUNT)	259	1 PER 25	**11**

NOTE:
THE REQUIRED EV STALLS ARE INCLUDED IN PARKING COUNT. ONE (1) ADA EV STALL FOR EVERY TWENTY-FIVE (25) EV STALLS W/ AN 8' MIN. ACCESSIBLE AISLE.

VEHICLE PARKING SUMMARY - BUILDING C

RESIDENTIAL STALLS PROVIDED

PARKING LEVEL	STALL COUNT PER USE								TOTAL STALLS PROVIDED
	STANDARD VEHICLES				ELECTRIC VEHICLES				
	STANDARD		ACCESSIBLE		EVSE		EV READY	EV CAPABLE	
	STD	COMPACT	STD	VAN	CHARGER	CHARGER ACC			
1	34		1	1	2	2	16	7	63
2	59		1	1	4	2	26	11	104
3	59		2		4	2	26	11	104
4	59		2		4	2	26	11	104
5	60		1		4	2	26	11	104
6	61				5	1	26	11	104
7	36				3		15	6	60
TOTALS	**368**	**0**	**7**	**2**	**26**	**11**	**161**	**68**	**643**
	377				**266**				
USPS STALL PROVIDED									**1**
TOTAL STALLS PROVIDED									
TOTAL STALLS PROVIDED									**644**

BICYCLE PARKING SUMMARY - BUILDING C

CATEGORY	BICYCLE PARKING REQUIRED		BICYCLE PARKING PROVIDED	
	REQUIRED RATIO	TOTAL STALLS REQUIRED	STORAGE TYPE	TOTAL STALLS PROVIDED
SHORT-TERM BIKE PARKING	5% MIN. ONE 2-BIKE RACK	33	SHORT-TERM BIKE RACKS	33
LONG-TERM BIKE PARKING	5% MIN. ONE 2-BIKE RACK	33	LONG-TERM BIKE LOCKER	33
TOTAL BICYCLE PARKING REQUIRED		**66**	**TOTAL BICYCLE PARKING PROVIDED**	**66**

LEGACY PARTNERS®

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HIVE LIVE
COSTA MESA, CA

BUILDING C - BUILDING SUMMARY

A-44

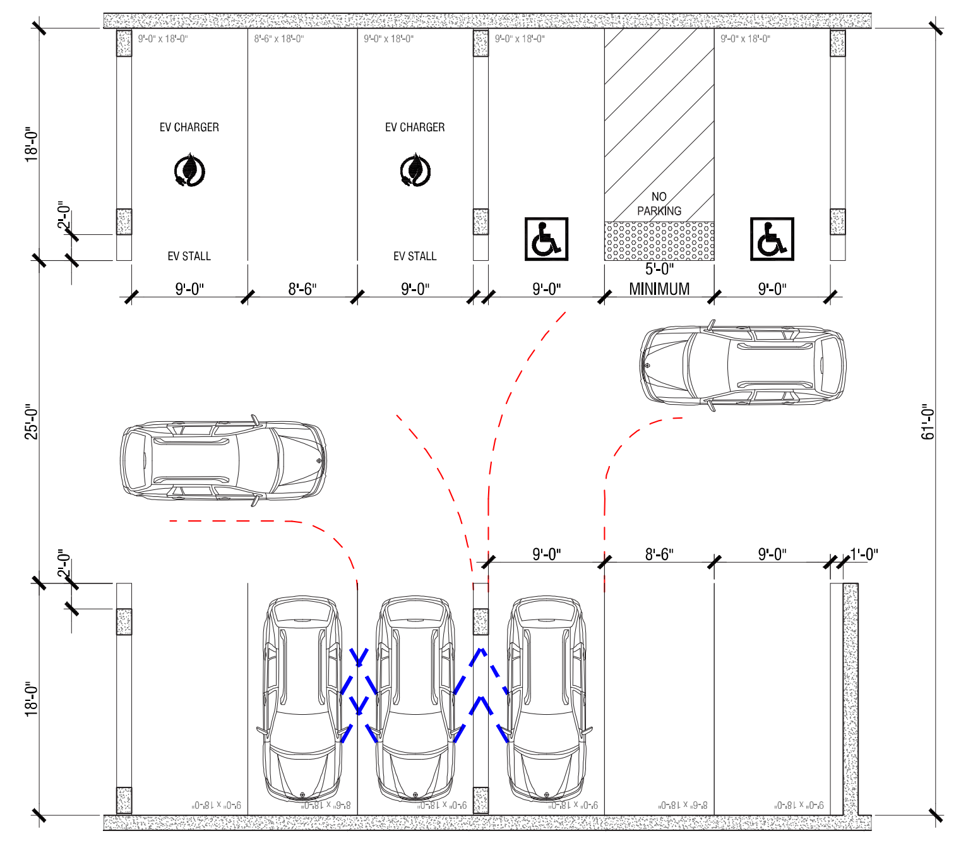
JOB NO.: 2022-1238
DATE: 02-26-2025

LEVEL 1

LEGEND

🟥 RETAIL
🟧 LEASING & AMENITIES
🟨 RESIDENTIAL
⬛ PARKING

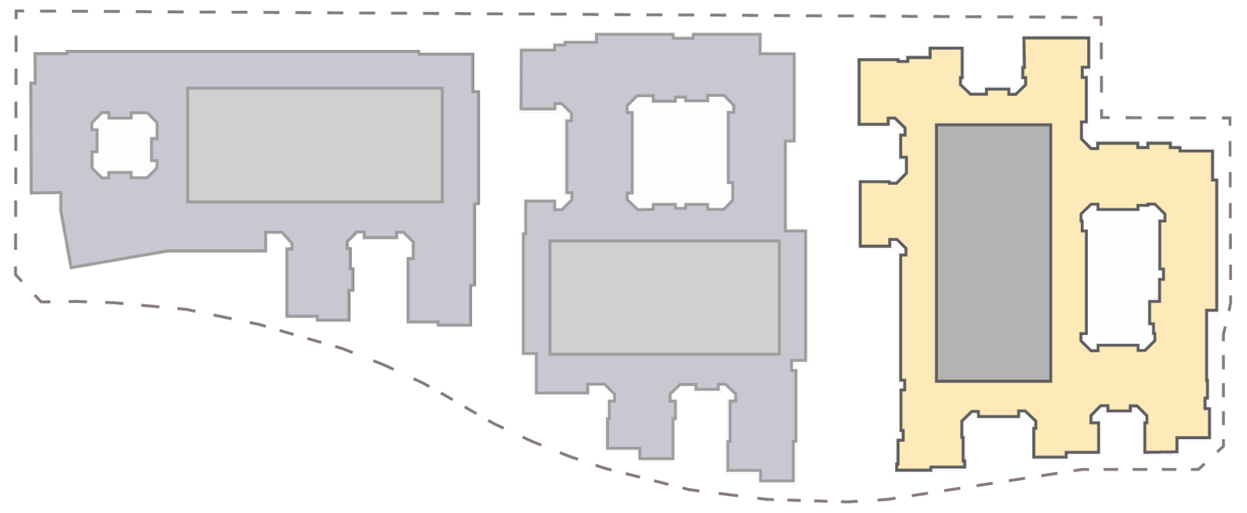
PARKING DIMENSIONS



City of Costa Mesa Parking Design Standards
- Standard Stall Dimensions: 8'-6" x 18'-0"
- Vertical Support Recesses: 4-feet from drive aisle
- Stall Next to Vertical Restriction: 1-foot increase
- Drive Aisle: 25'-0"

Parking Design Standards Provided
- Standard Stall Dimensions: 8'-6" x 18'-0"
- Vertical Support Recesses: 2-feet from drive aisle
- Stall Next to Vertical Restriction: 6-inches increase
- Drive Aisle: 25'-0"

Notes:
1. The proposed dimensions provide equivalent access and maneuverability to allow parking within standard or column obstructed stalls.
2. The proposed dimensions provide equivalent or greater dimensions and access for passenger loading and unloading at the column obstructed stalls than what is provided at standard stalls.



LEGACY PARTNERS®

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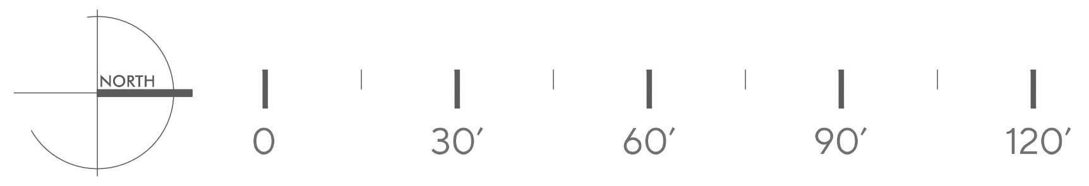
HIVE LIVE
COSTA MESA, CA

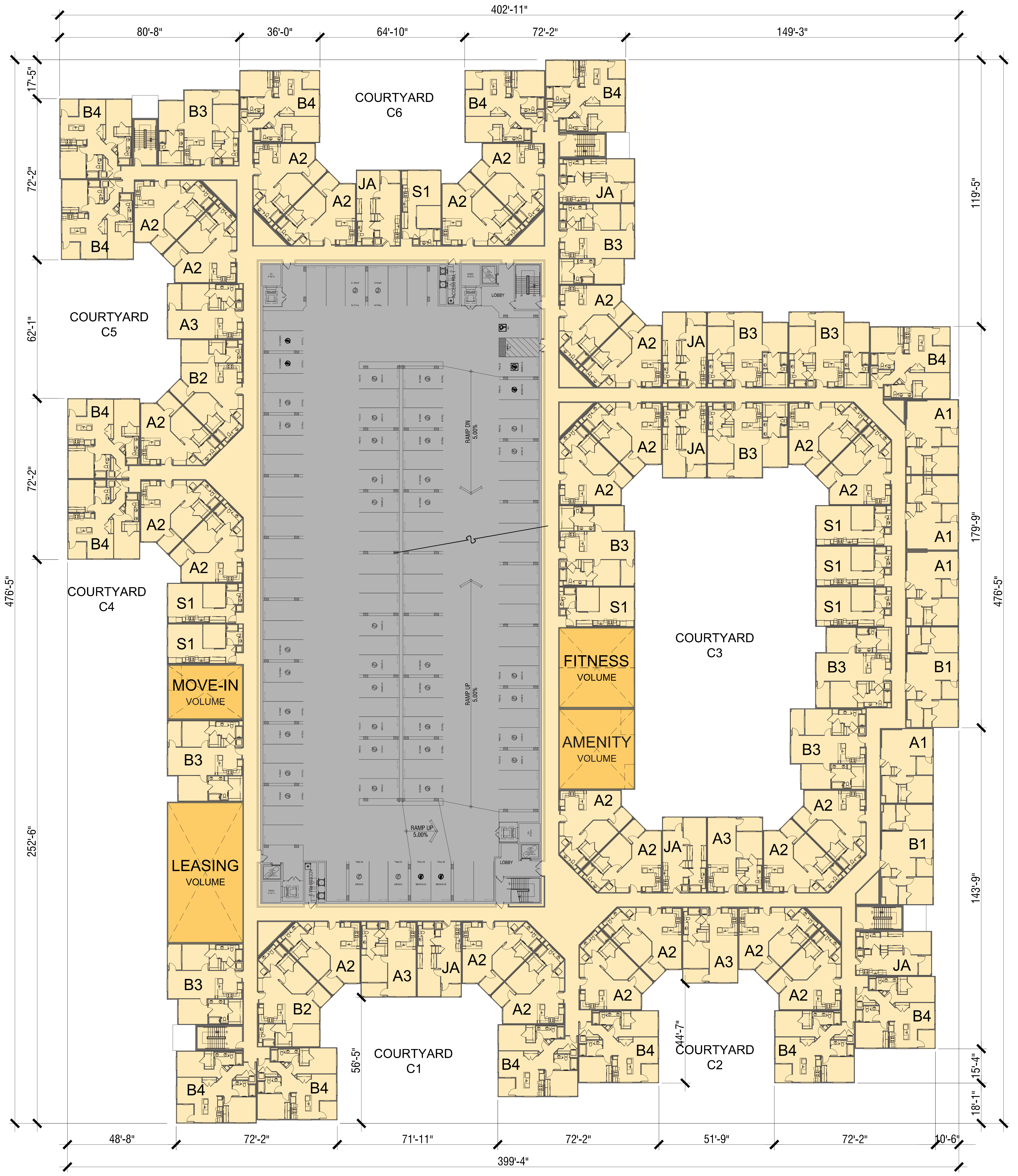
BUILDING C - CONCEPTUAL PLAN



AO

A-45

SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025



LEVEL 2

LEGEND

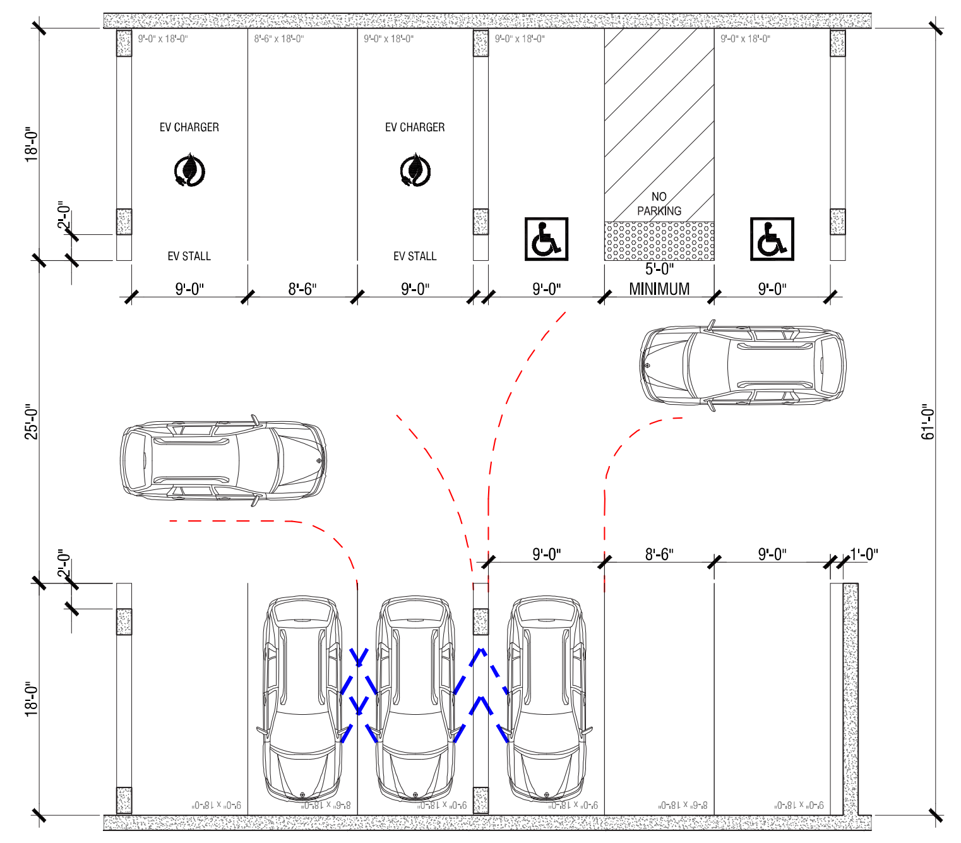
🟥 RETAIL

🟧 LEASING & AMENITIES

🟨 RESIDENTIAL

▨ PARKING

PARKING DIMENSIONS



City of Costa Mesa Parking Design Standards
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- Vertical Support Recesses: 4-feet from drive aisle
- Stall Next to Vertical Restriction: 1-foot increase
- Drive Aisle: 25'-0"

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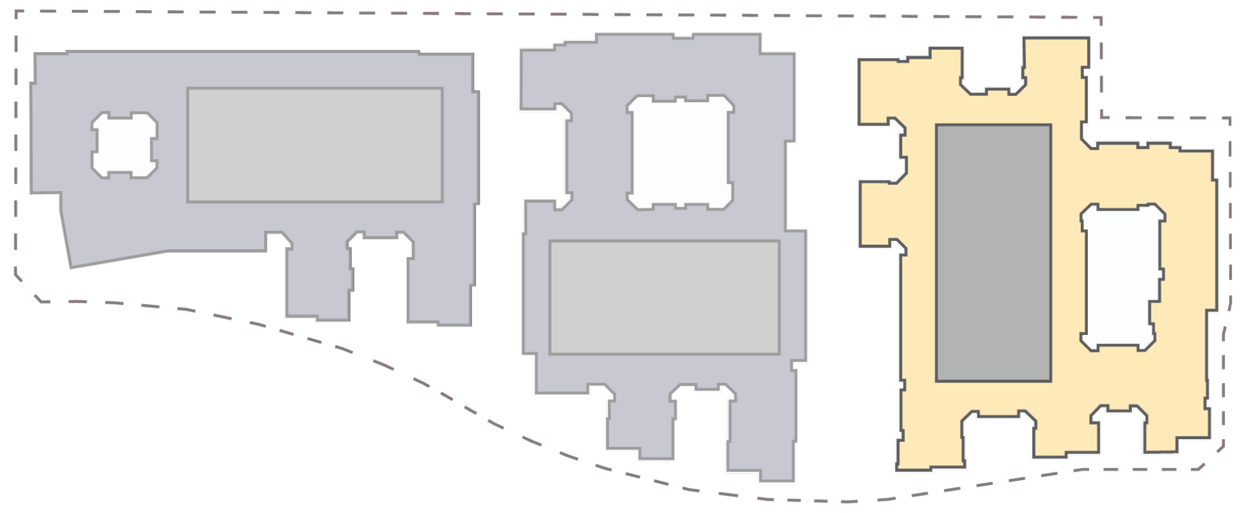
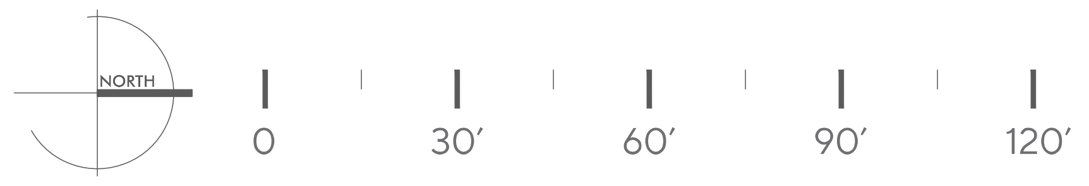


LEGACY PARTNERS

Invesco

HIVE LIVE
COSTA MESA, CA

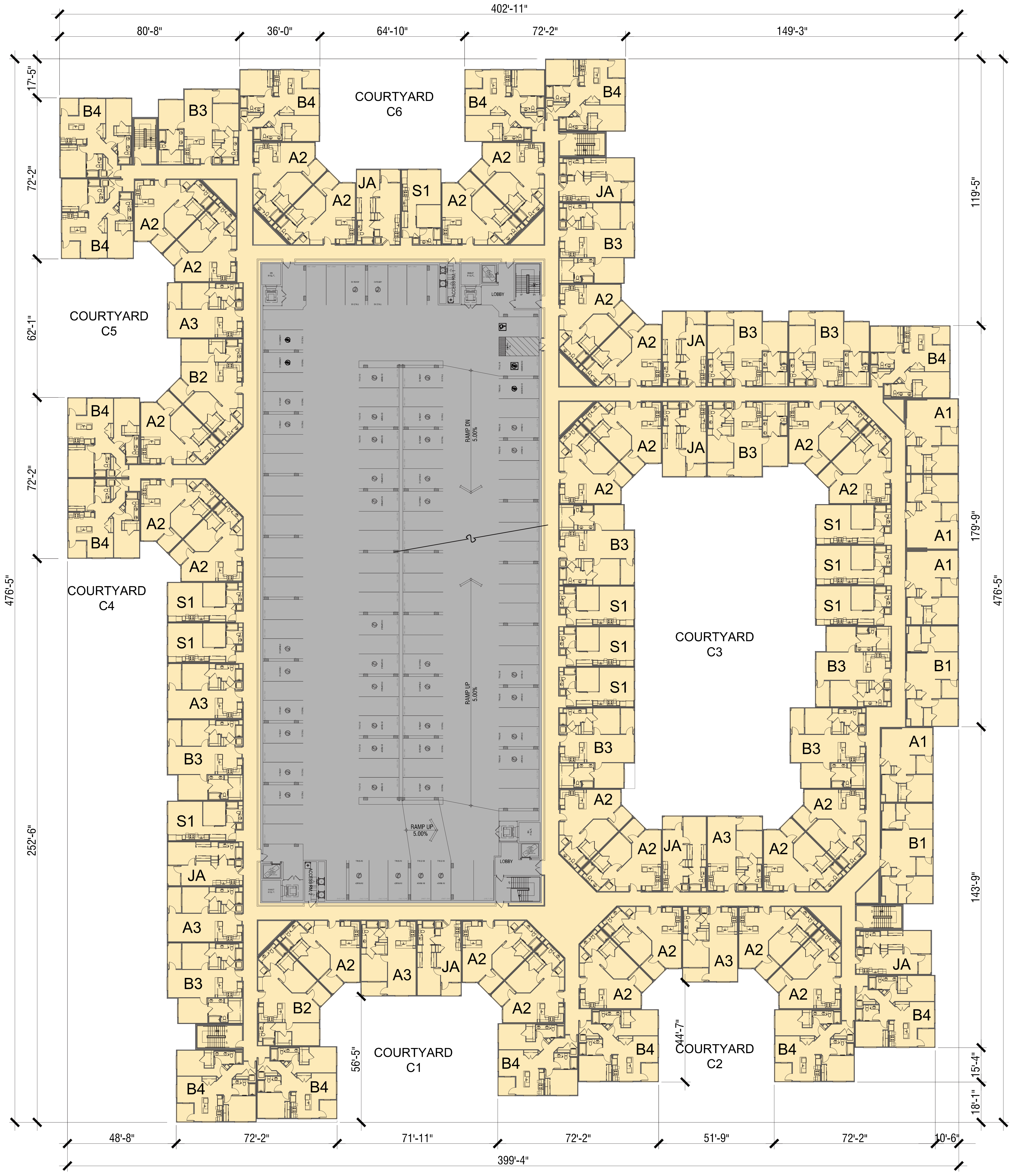
BUILDING C - CONCEPTUAL PLAN



AO

A-46

SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025

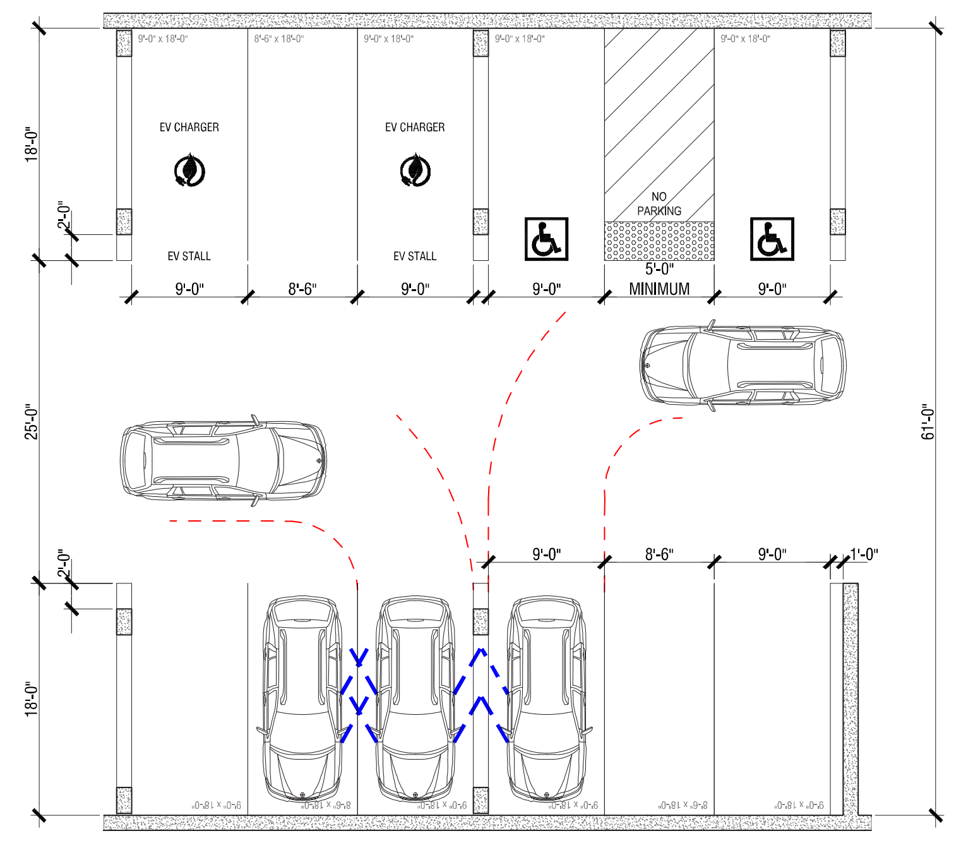


LEVEL 3-4

LEGEND

🟥	RETAIL
🟧	LEASING & AMENITIES
🟨	RESIDENTIAL
⬜	PARKING

PARKING DIMENSIONS



City of Costa Mesa Parking Design Standards
- Standard Stall Dimensions: 8′-6″ x 18′-0″
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- Stall Next to Vertical Restriction: 1-foot increase
- Drive Aisle: 25′-0″

Parking Design Standards Provided
- Standard Stall Dimensions: 8′-6″ x 18′-0″
- Vertical Support Recesses: 2-feet from drive aisle
- Stall Next to Vertical Restriction: 6-inches increase
- Drive Aisle: 25′-0″

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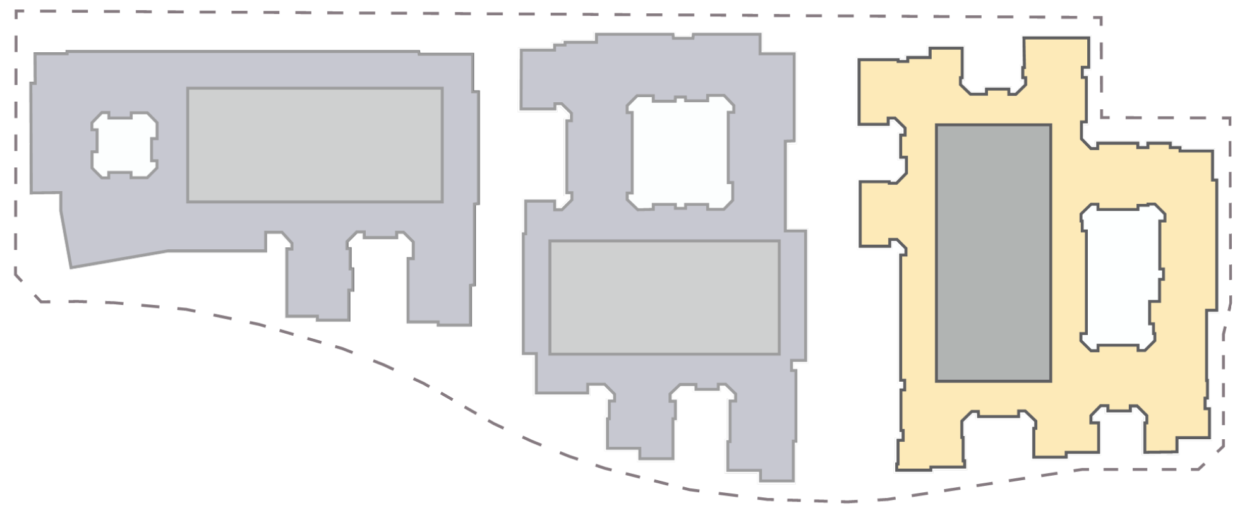
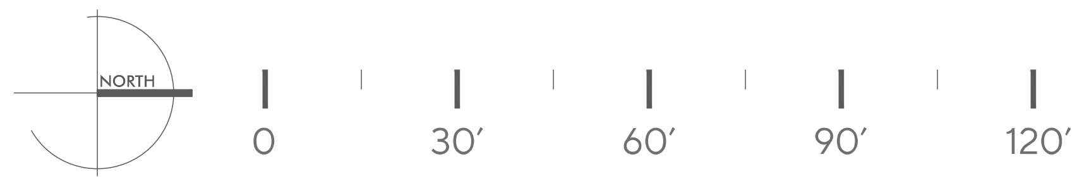


LEGACY PARTNERS®

Invesco

HIVE LIVE
COSTA MESA, CA

BUILDING C - CONCEPTUAL PLAN



AO

A-47

SCALE: 1″ = 30′
JOB NO.: 2022-1238
DATE: 02-26-2025

LEVEL 5

LEGEND

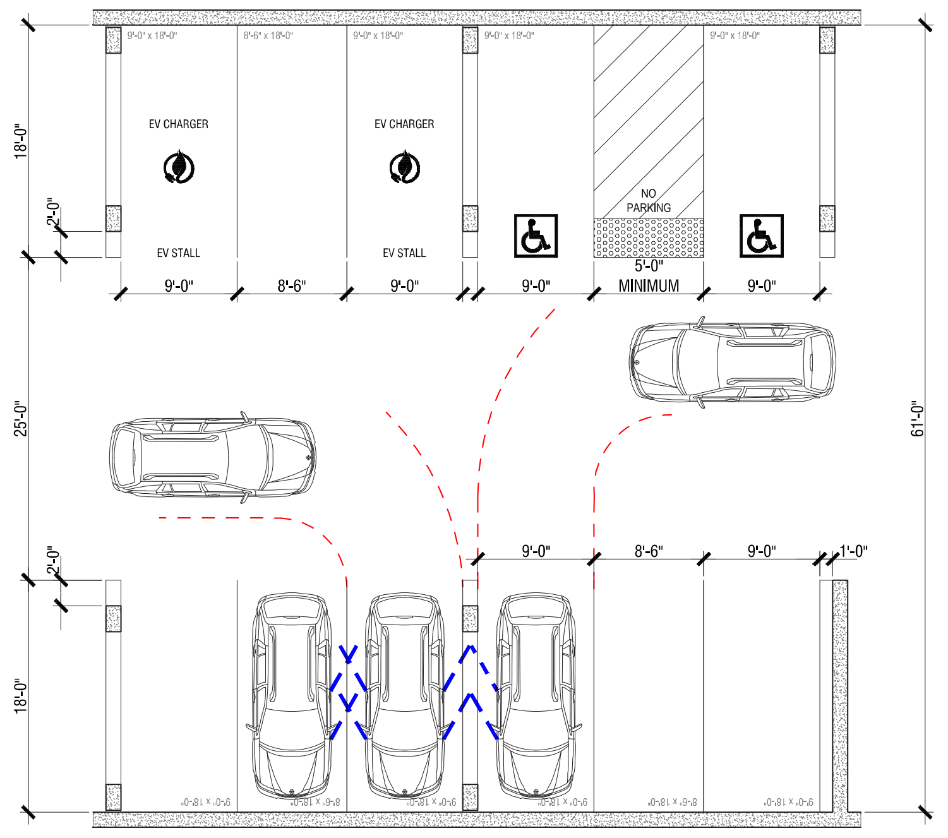
🟥 RETAIL

🟧 LEASING & AMENITIES

🟨 RESIDENTIAL

⬜ PARKING

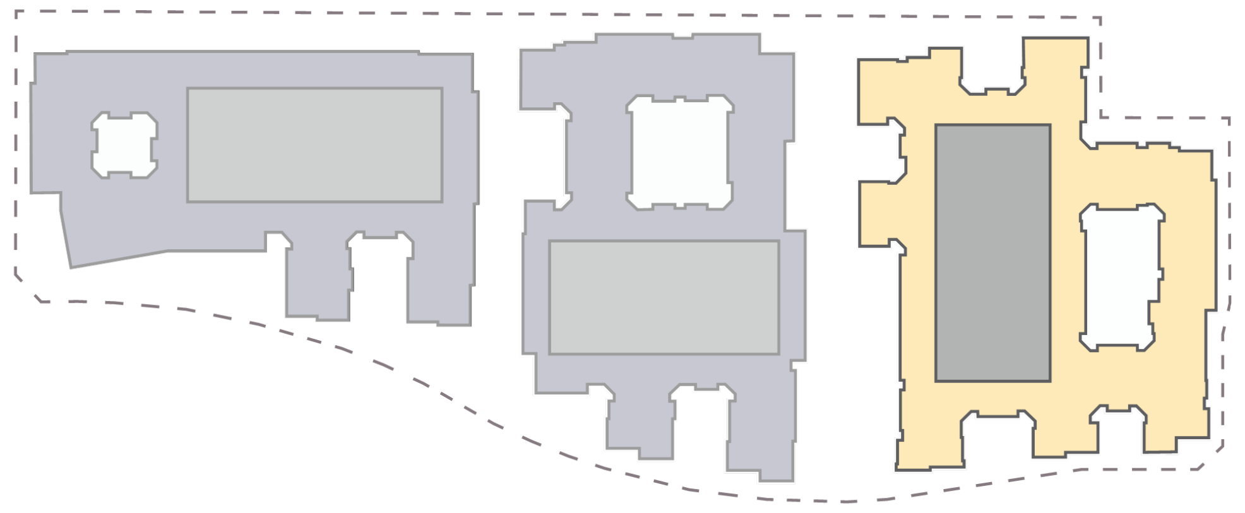
PARKING DIMENSIONS



City of Costa Mesa Parking Design Standards
- Standard Stall Dimensions: 8′-6″ x 18′-0″
- Vertical Support Recesses: 4-feet from drive aisle
- Stall Next to Vertical Restriction: 1-foot increase
- Drive Aisle: 25′-0″

Parking Design Standards Provided
- Standard Stall Dimensions: 8′-6″ x 18′-0″
- Vertical Support Recesses: 2-feet from drive aisle
- Stall Next to Vertical Restriction: 6-inches increase
- Drive Aisle: 25′-0″

Notes:
1. The proposed dimensions provide equivalent access and maneuverability to allow parking within standard or column obstructed stalls.
2. The proposed dimensions provide equivalent or greater dimenions and access for passenger loading and unloading at the column obstructed stalls than what is provided at standard stalls.

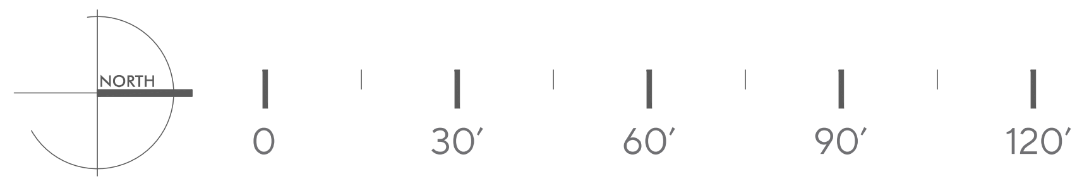


LEGACY PARTNERS®

Invesco

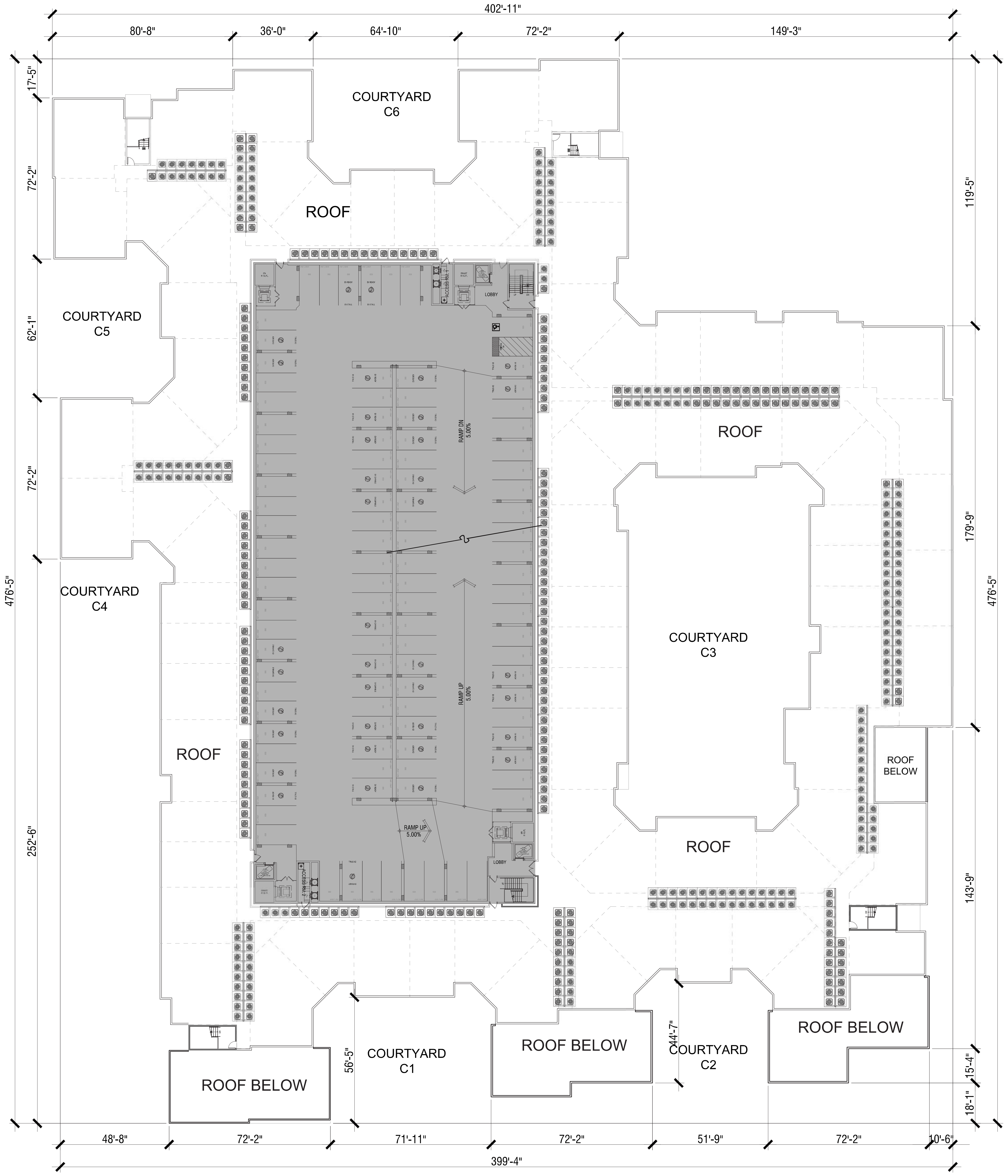
HIVE LIVE
COSTA MESA, CA

BUILDING C - CONCEPTUAL PLAN



A-48

SCALE: 1″ = 30′
JOB NO.: 2022-1238
DATE: 02-26-2025

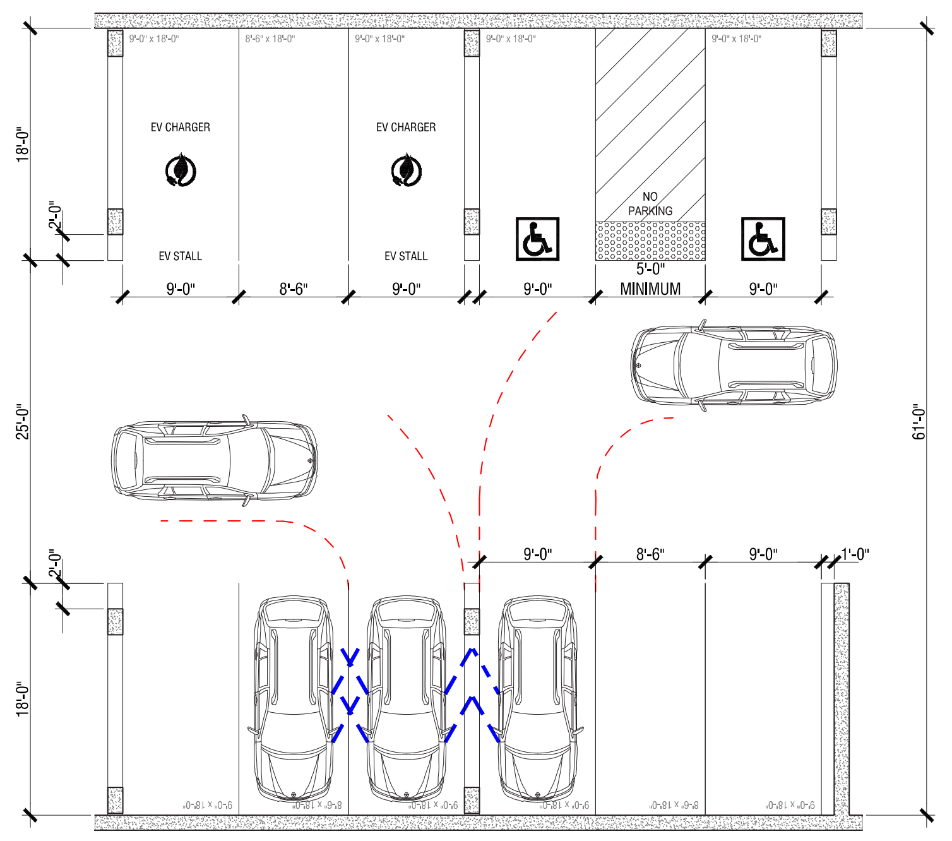


ROOF - LEVEL 6

LEGEND

🟥	RETAIL
🟧	LEASING & AMENITIES
🟨	RESIDENTIAL
⬜	PARKING

PARKING DIMENSIONS



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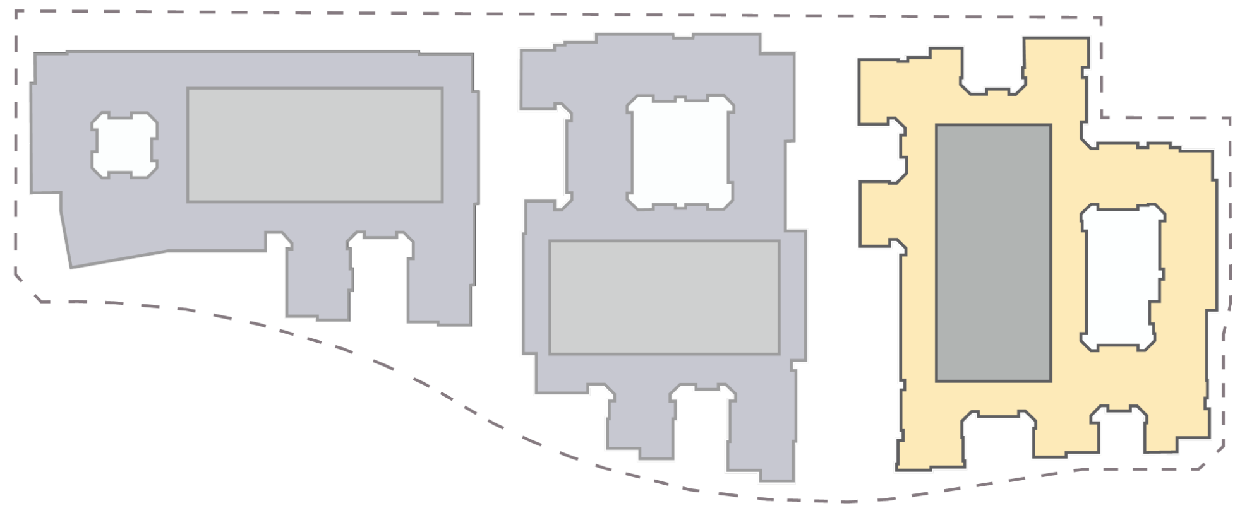

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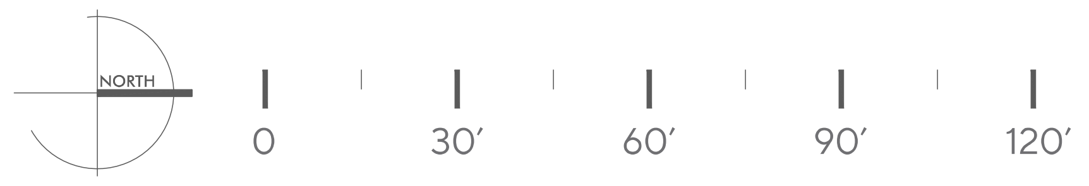
HIVE LIVE
COSTA MESA, CA

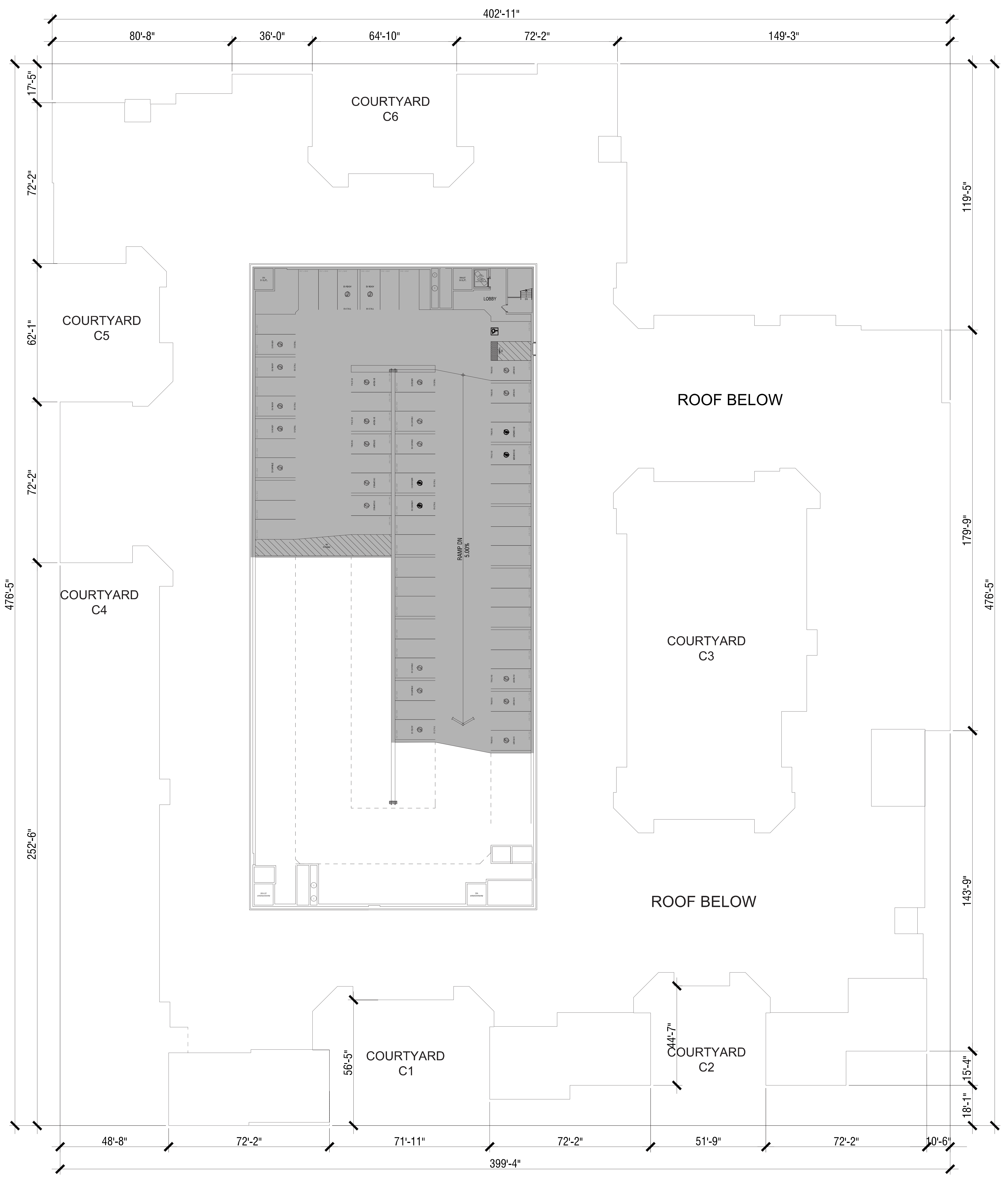
BUILDING C - CONCEPTUAL PLAN



AO

A-49

SCALE: 1″ = 30′
JOB NO.: 2022-1238
DATE: 02-26-2025

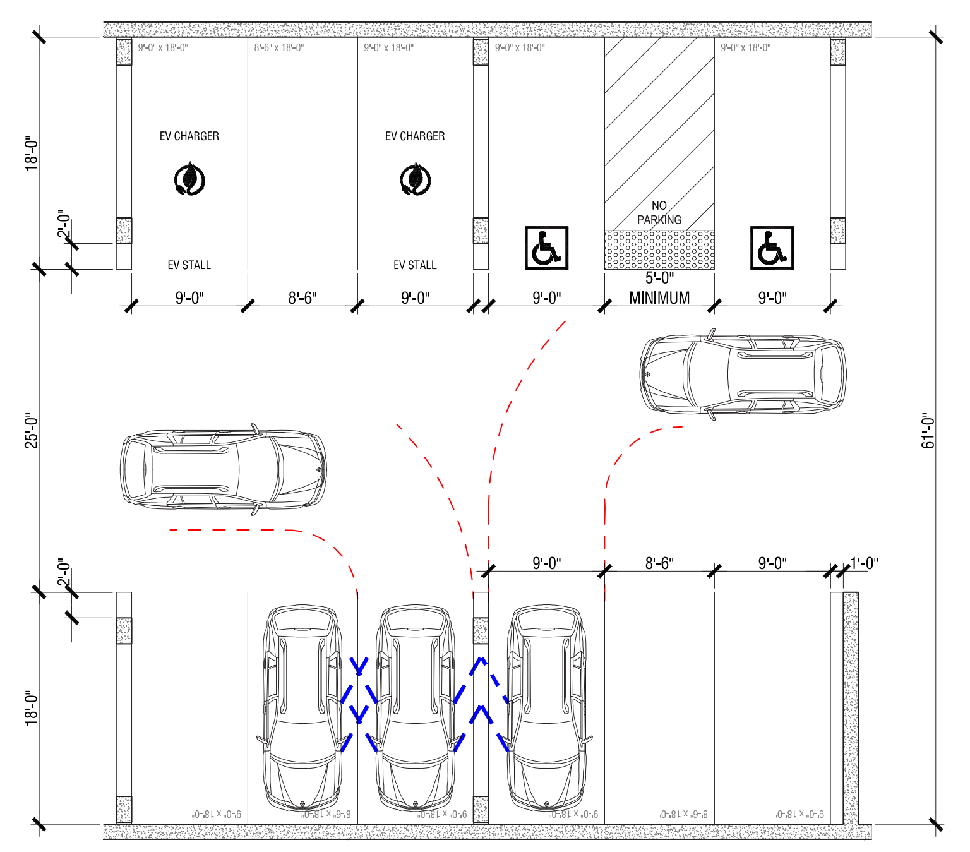


ROOF - PARKING STRUCTURE

LEGEND

🟥	RETAIL
🟧	LEASING & AMENITIES
🟨	RESIDENTIAL
⬜	PARKING

PARKING DIMENSIONS



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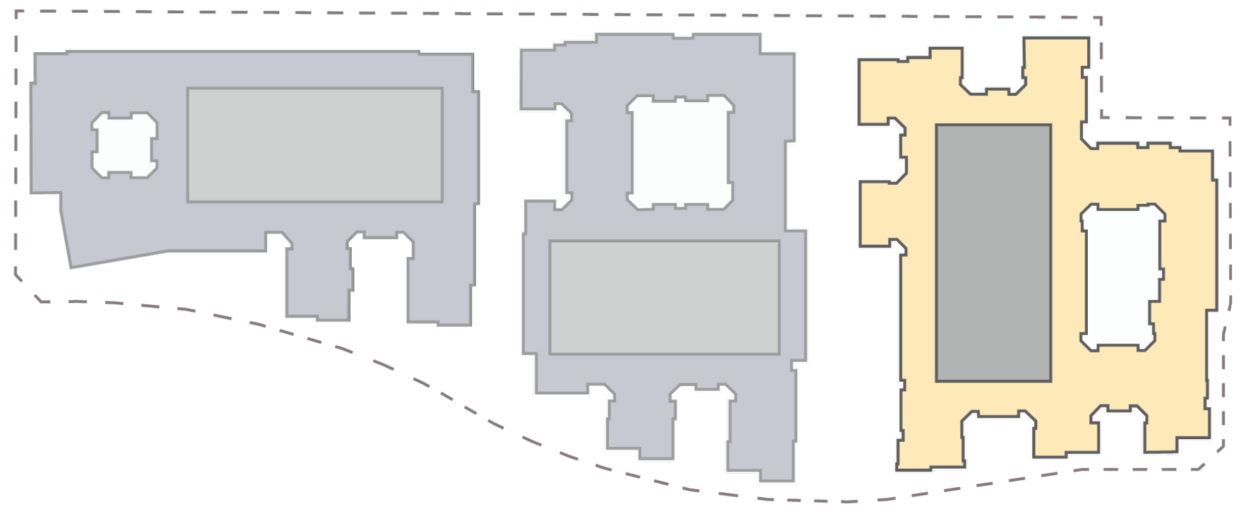
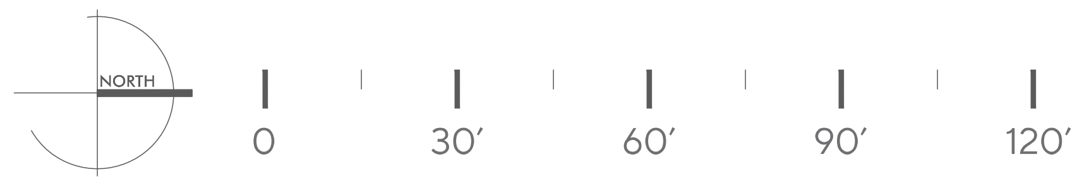


LEGACY PARTNERS

Invesco

HIVE LIVE
COSTA MESA, CA

BUILDING C - CONCEPTUAL PLAN

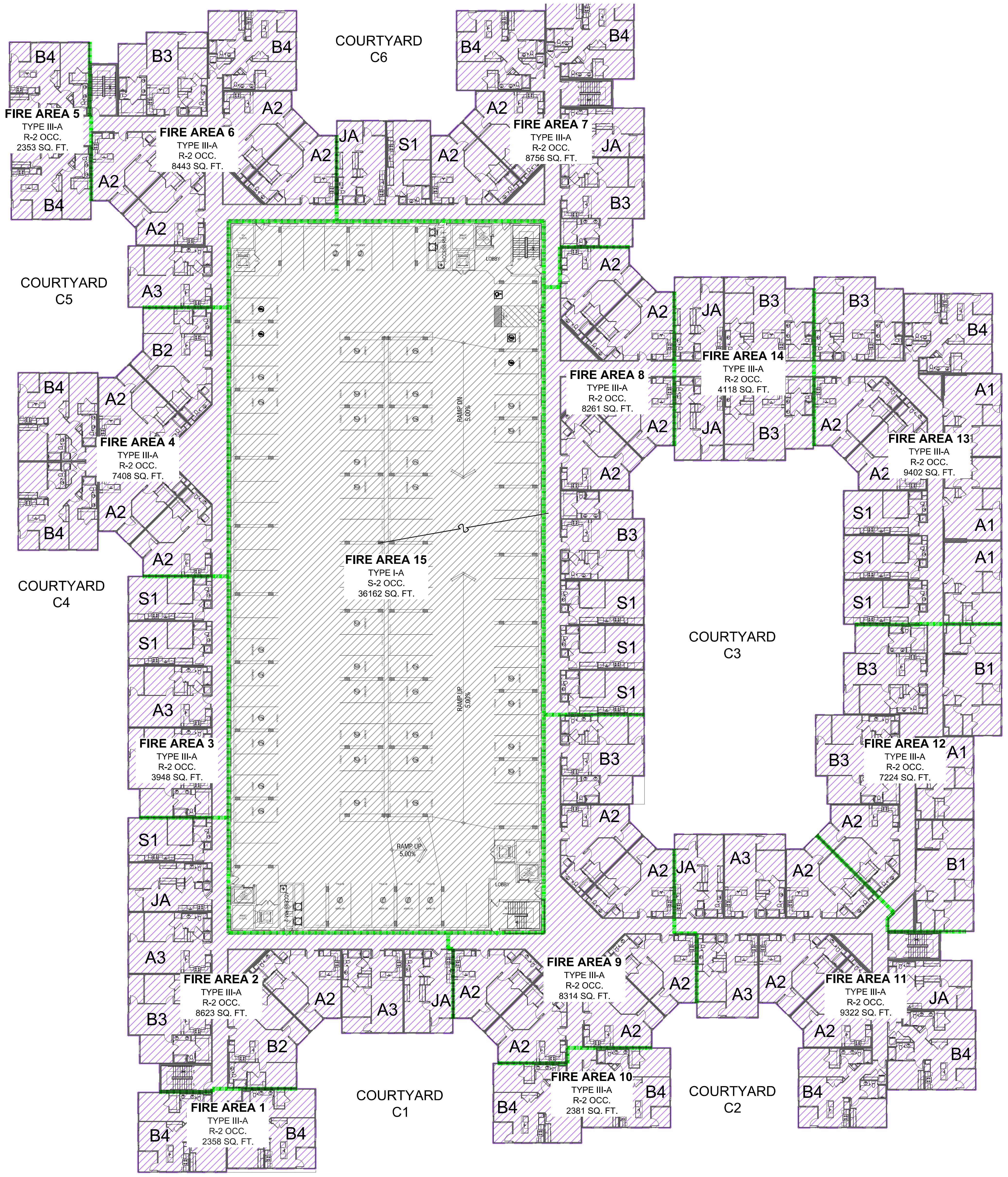


A-50

SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025

LEGEND

- ▨ APARTMENTS
- ▨ PARKING STRUCTURE
- 🟩 2-HOUR FIRE RATED WALL



TYPICAL UPPER LEVEL

2022 CBC - BUILDING CODE ANALYSIS - BUILDING HEIGHT AND AREA - BUILDING C

BUILDING AREA	OCC. GROUP	CONSTR. TYPE	SPRINKLERS (903.1.1)	ALLOWABLE HEIGHT/ STORIES (SEC	HEIGHT/ STORIES PROVIDED	ALLOWABLE BUILDING AREA			MAX. BLDG. AREA PER BLDG. SECTION	AVG. BLDG. AREA PER STORY	ACTUAL BLDG. AREA PER BLDG. SECTION	AVG. BLDG. AREA PROVIDED PER STORY
						TAB. 506.2	FRONTAGE INCREASE (SEC. 506.3)	SEC. 506. 2.3				
FIRE AREA 1	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	9,432	2,358
FIRE AREA 2	A-3, R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	41,116	8,223
FIRE AREA 3	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	18,936	3,787
FIRE AREA 4	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	37,040	7,408
FIRE AREA 5	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	11,766	2,353
FIRE AREA 6	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	42,331	8,466
FIRE AREA 7	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	43,897	8,779
FIRE AREA 8	A-3, R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	40,057	8,011
FIRE AREA 9	A-3, R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	40,425	8,085
FIRE AREA 10	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	9,524	2,381
FIRE AREA 11	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	44,387	8,877
FIRE AREA 12	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	36,120	7,224
FIRE AREA 13	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	47,010	9,402
FIRE AREA 14	R-2	III-A	NFPA 13	85' / 5 St.	55'-11"/ 5 St.	(24,000	+ 0.00) x	2	48,000	9,600	20,596	4,119
FIRE AREA 15	S-2	I-A	NFPA 13	UL	86'-5"/ 7 St.	(UL	+ 0.00) x	N/A	UL	UL	238,697	34,100

FIRE WALL SEPARATION AREA NOTES

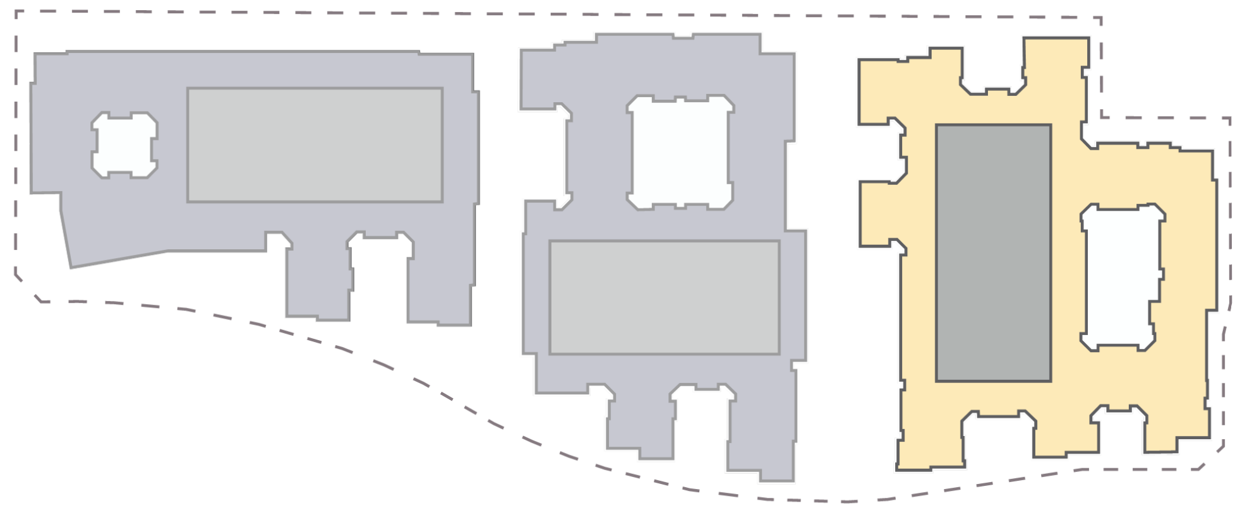
TYPES OF CONSTRUCTION

Apartments: Type III-A
Parking Structure: Type I-A

ALLOWABLE BUILDING HEIGHT/STORIES

(Allowable stories and height w/ sprinkler system and no area Increase per tables 504.2 and 504.4

R-2 Allowable Building Height: 85 feet/5 stories
Actual Building Height: 55'-11"/5 stories



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COSTA MESA, CA

BUILDING C - FIRE AREA SEPARATION PLANS

AO

A-51

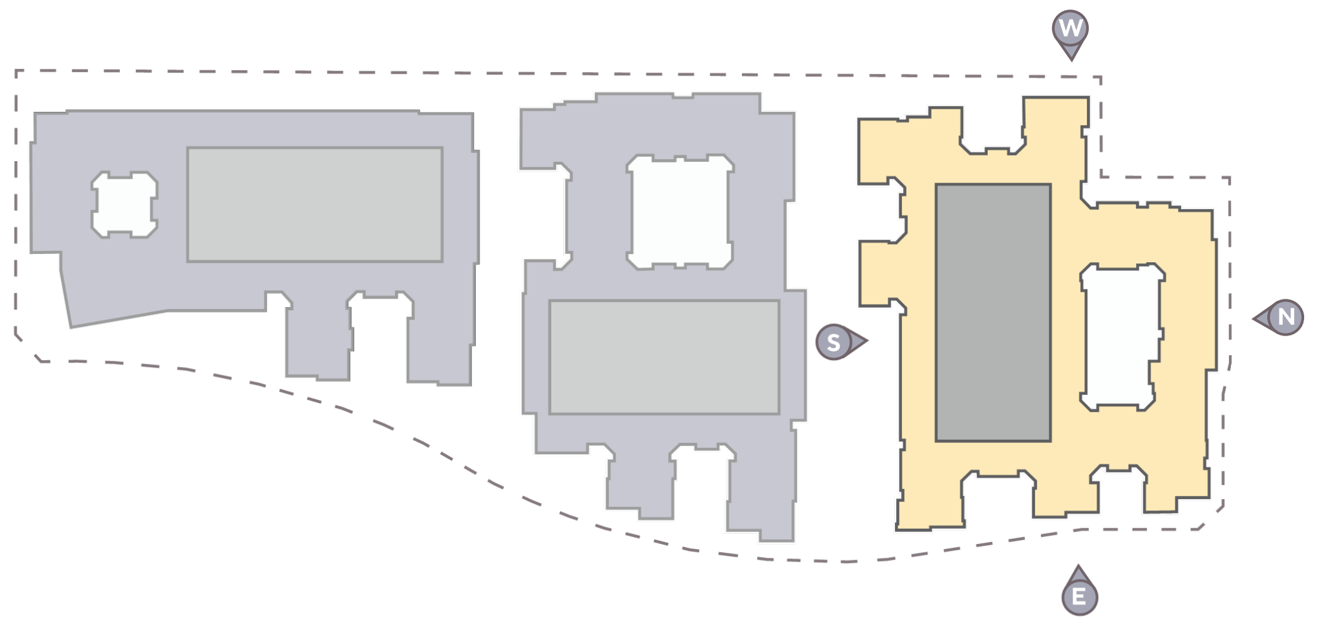
SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025

NORTH ELEVATION - SUNFLOWER AVENUE

EAST ELEVATION - SUSAN STREET

SOUTH ELEVATION

WEST ELEVATION



LEGACY PARTNERS

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HIVE LIVE
COSTA MESA, CA

BUILDING C - CONCEPTUAL ELEVATIONS

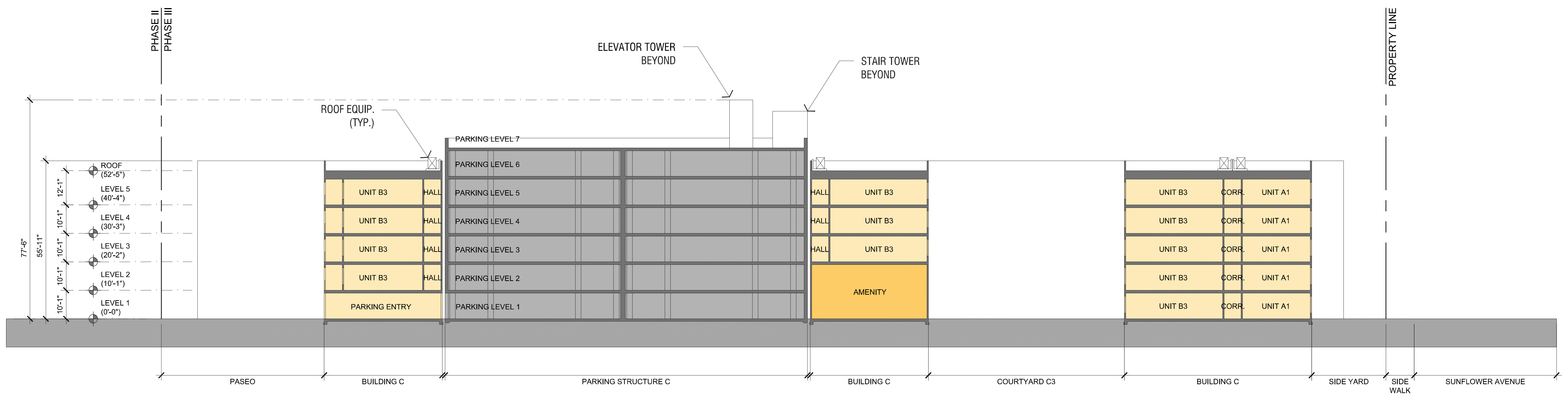
0 30′ 60′ 90′ 120′

A-52

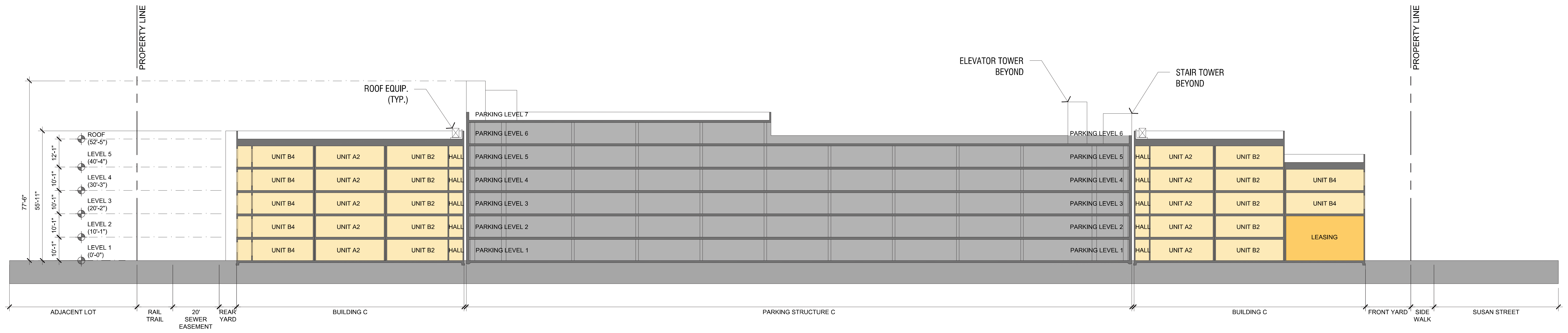
SCALE: 1″ = 30′
JOB NO.: 2022-1238
DATE: 02-26-2025

LEGEND

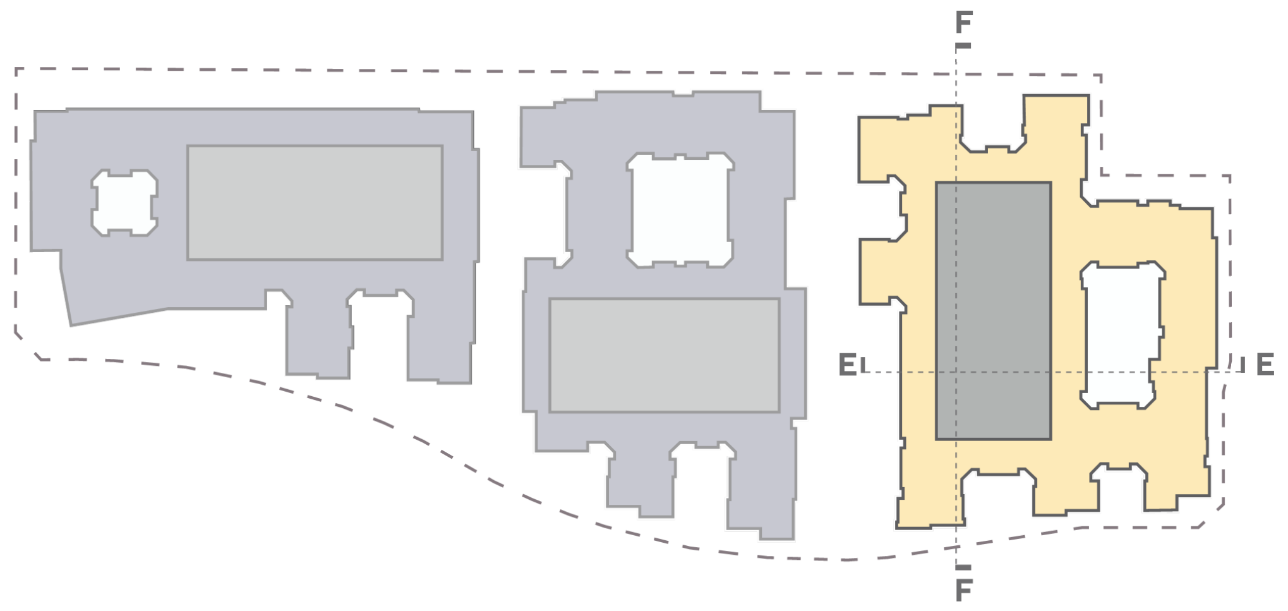
🟥	RETAIL
🟧	LEASING & AMENITIES
🟨	RESIDENTIAL
⬜	PARKING



SECTION EE



SECTION FF



LEGACY PARTNERS

Invesco

HIVE LIVE
COSTA MESA, CA

BUILDING C - CONCEPTUAL SECTION

0 30′ 60′ 90′ 120′

A-53

SCALE: 1" = 30'
JOB NO.: 2022-1238
DATE: 02-26-2025

SOUTH ELEVATION

1. PAINTED STUCCO

2. ALUMINMUM STOREFRONT

3. VINYL WINDOW

4. STANDING SEAM METAL

5. METAL RAILING

6. METAL AWNING

7. STONE TILE: TRAVERTINE

A. SW 9542 NATURAL WHITE

B. SW 6162 ANCIENT MARBLE

C. SW 9603 QUARRY STONE

D. SW 6254 LAZY GRAY

E. SW 7652 MINERAL DEPOSIT

F. SW 2849 WESTCHESTER GRAY

G. SW 7069 IRON ORE

H. SW 7650 ELLIE GRAY

LEGACY PARTNERS

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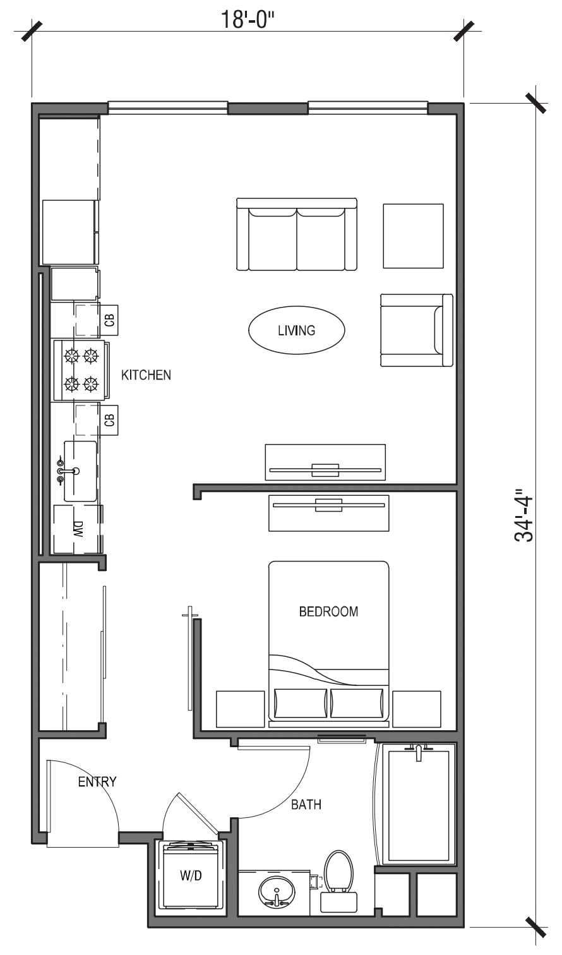
HIVE LIVE
COSTA MESA, CA

BUILDING C - CONCEPTUAL COLOR & MATERIAL BOARD

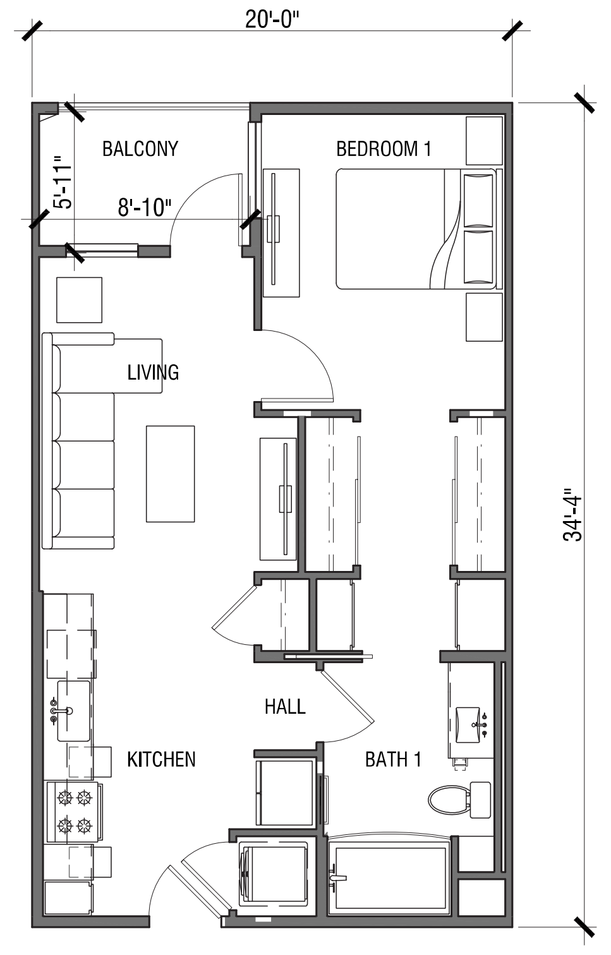
AO

A-54

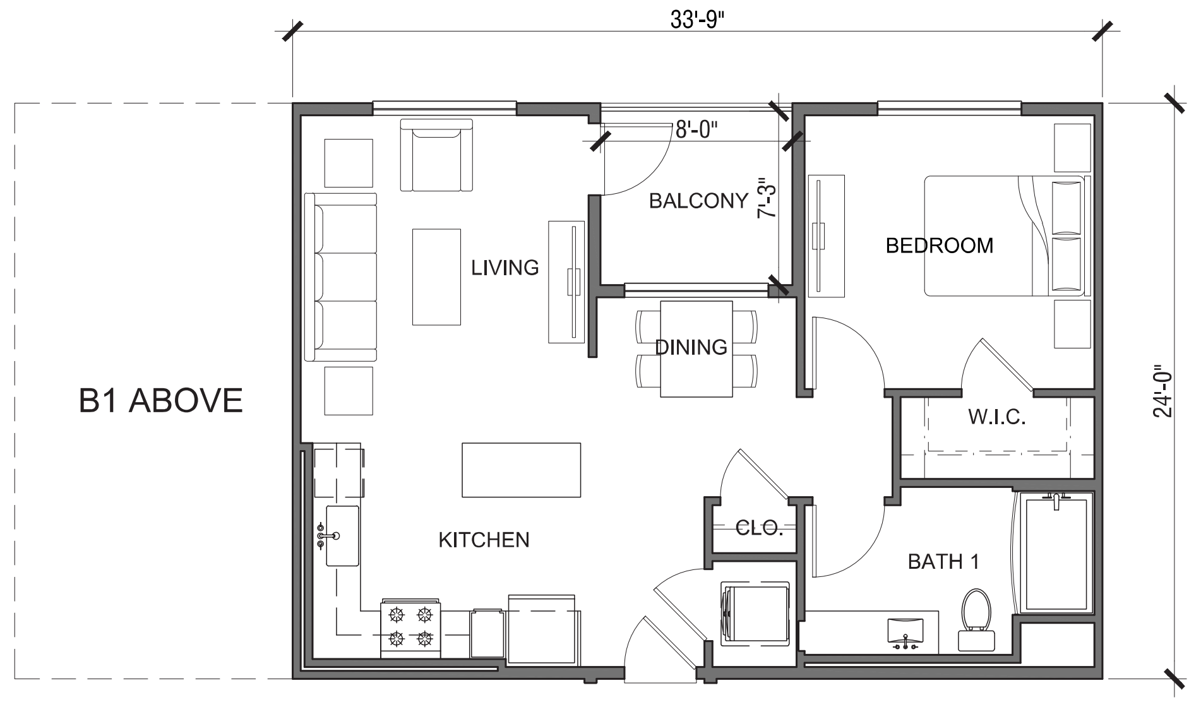
JOB NO.: 2022-1238
DATE: 02-26-2025



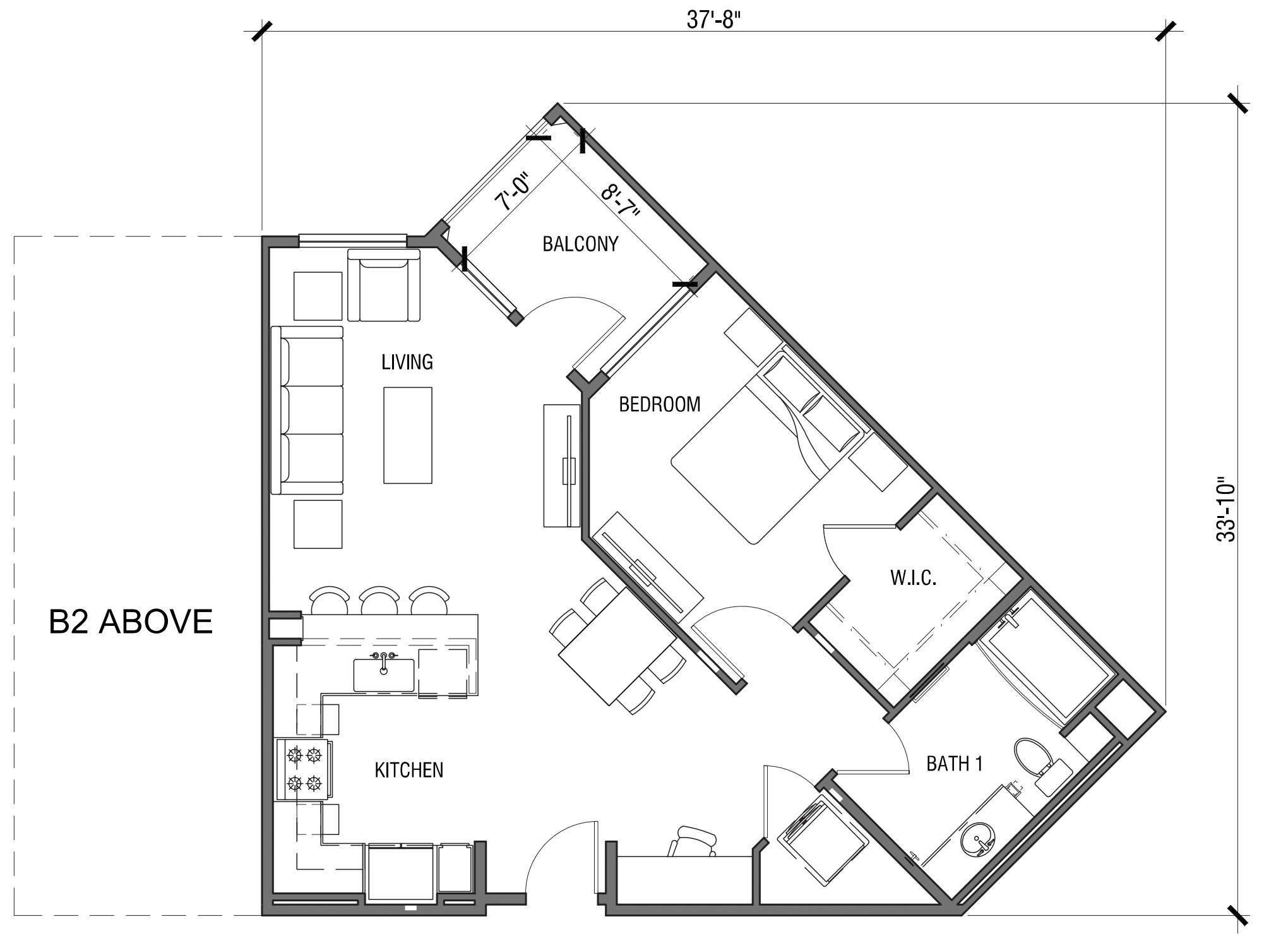
UNIT S1
STUDIO - 1 BATH
LIVABLE AREA: 601 SQ. FT.



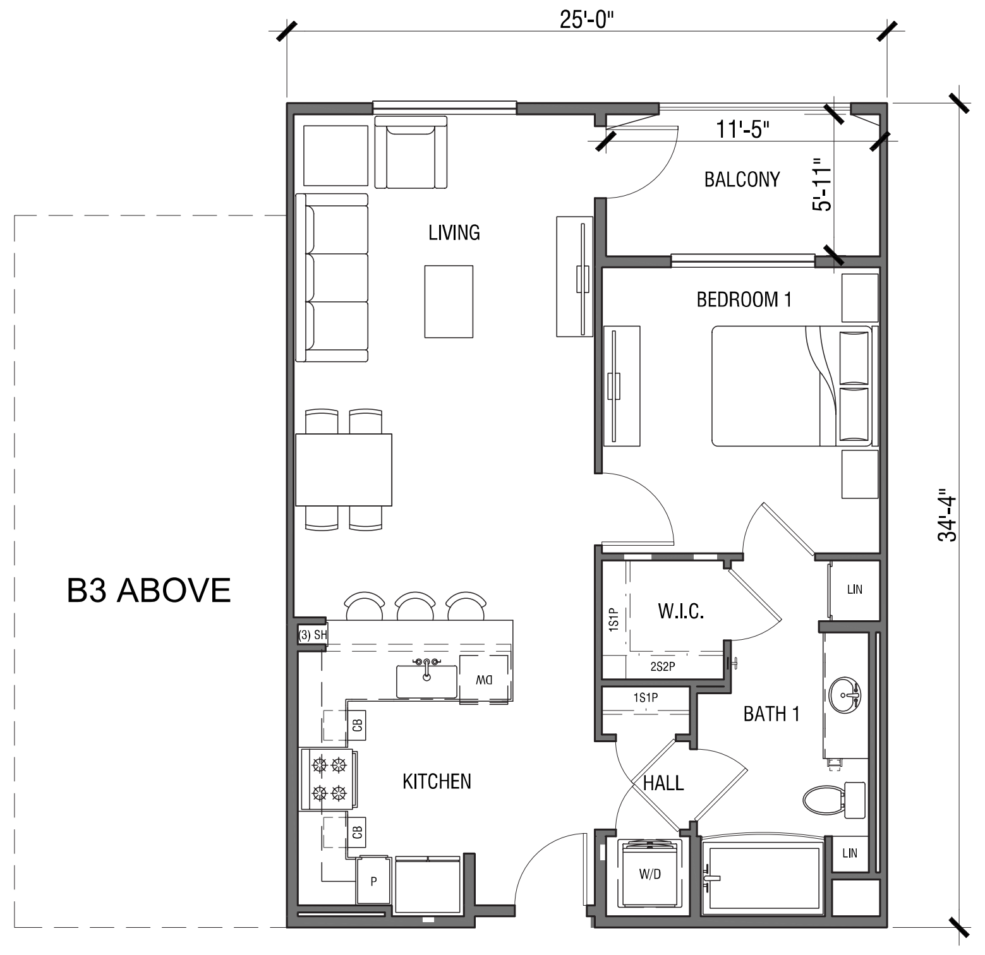
UNIT JA
1 BED - 1 BATH
LIVABLE AREA: 633 SQ. FT.
BALCONY: 48 SQ. FT.



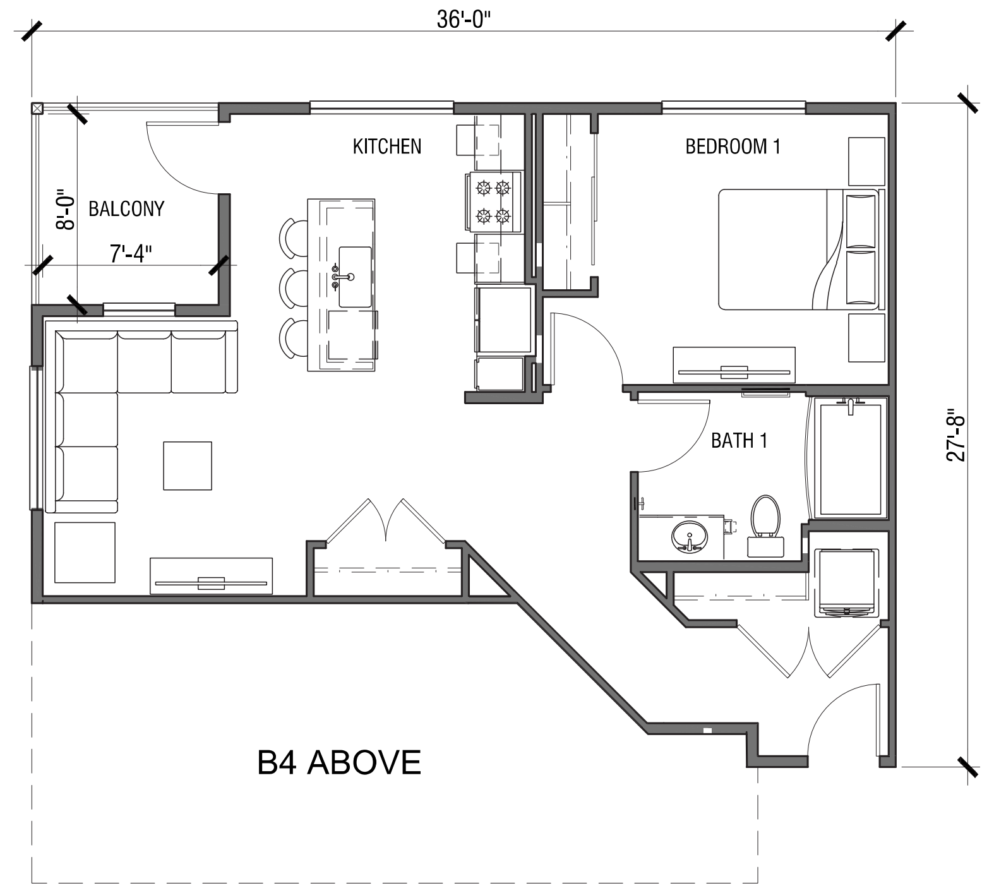
UNIT A1
1 BED - 1 BATH
LIVABLE AREA: 749 SQ. FT.
BALCONY: 58 SQ. FT.



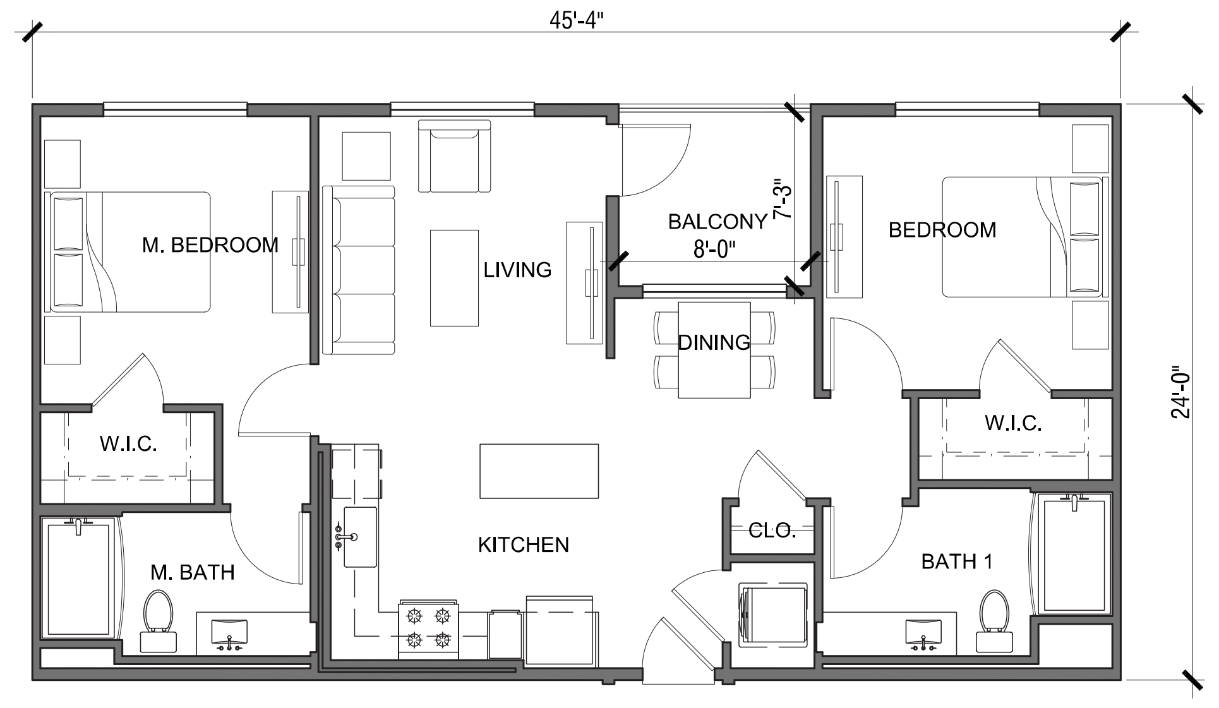
UNIT A2
1 BED - 1 BATH
LIVABLE AREA: 795 SQ. FT.
BALCONY: 61 SQ. FT.



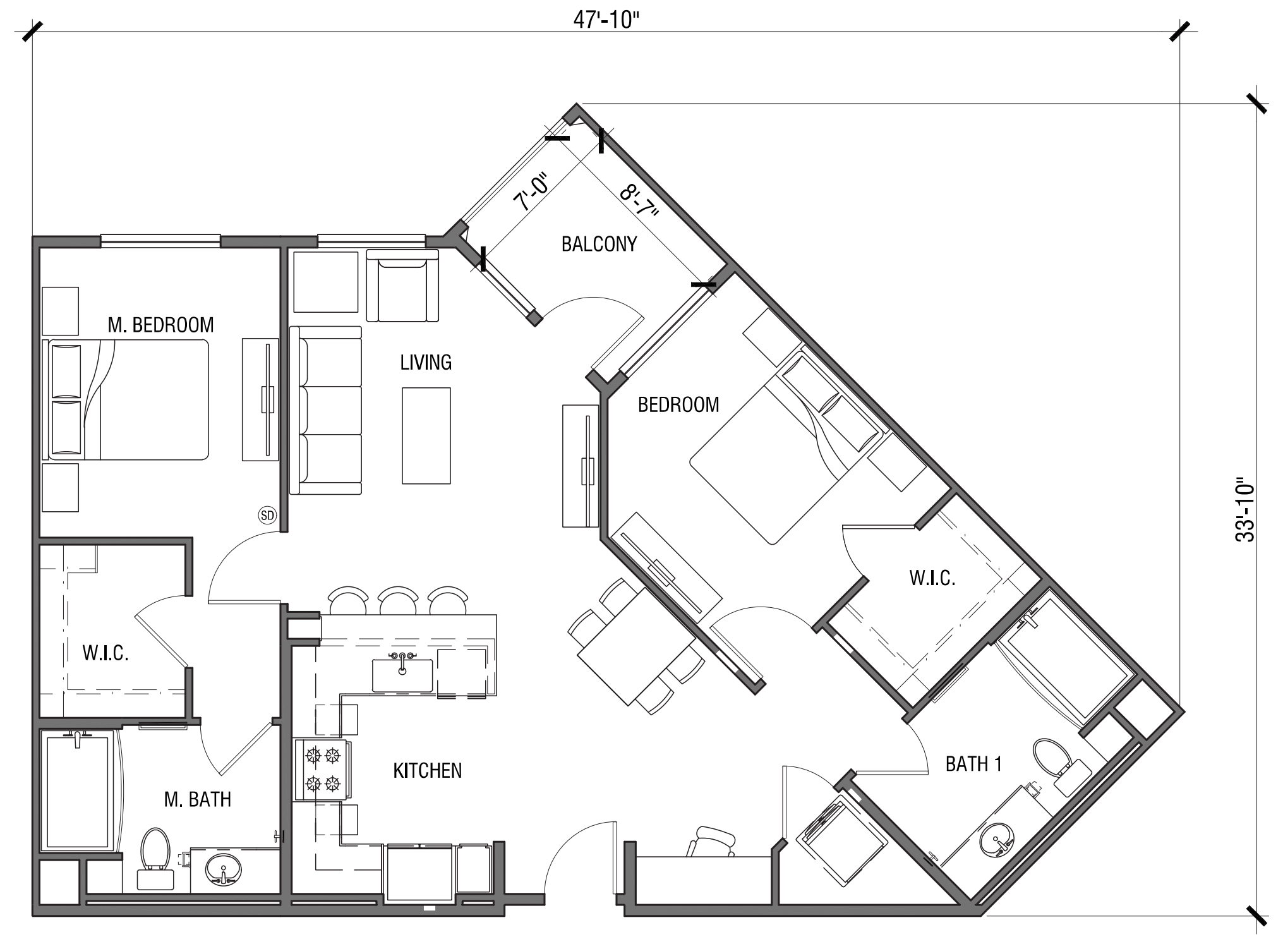
UNIT A3
1 BED - 1 BATH
LIVABLE AREA: 781 SQ. FT.
BALCONY: 68 SQ. FT.



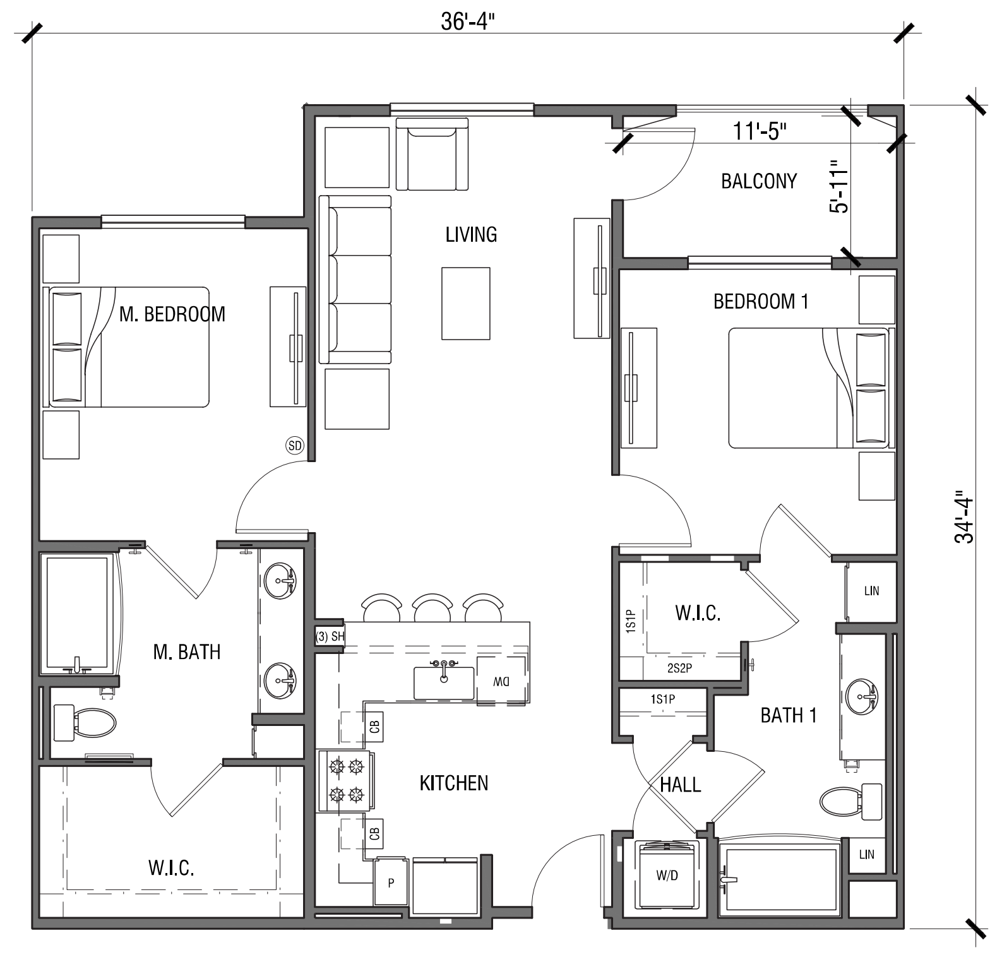
UNIT A4
1 BED - 1 BATH
LIVABLE AREA: 764 SQ. FT.
BALCONY: 58 SQ. FT.



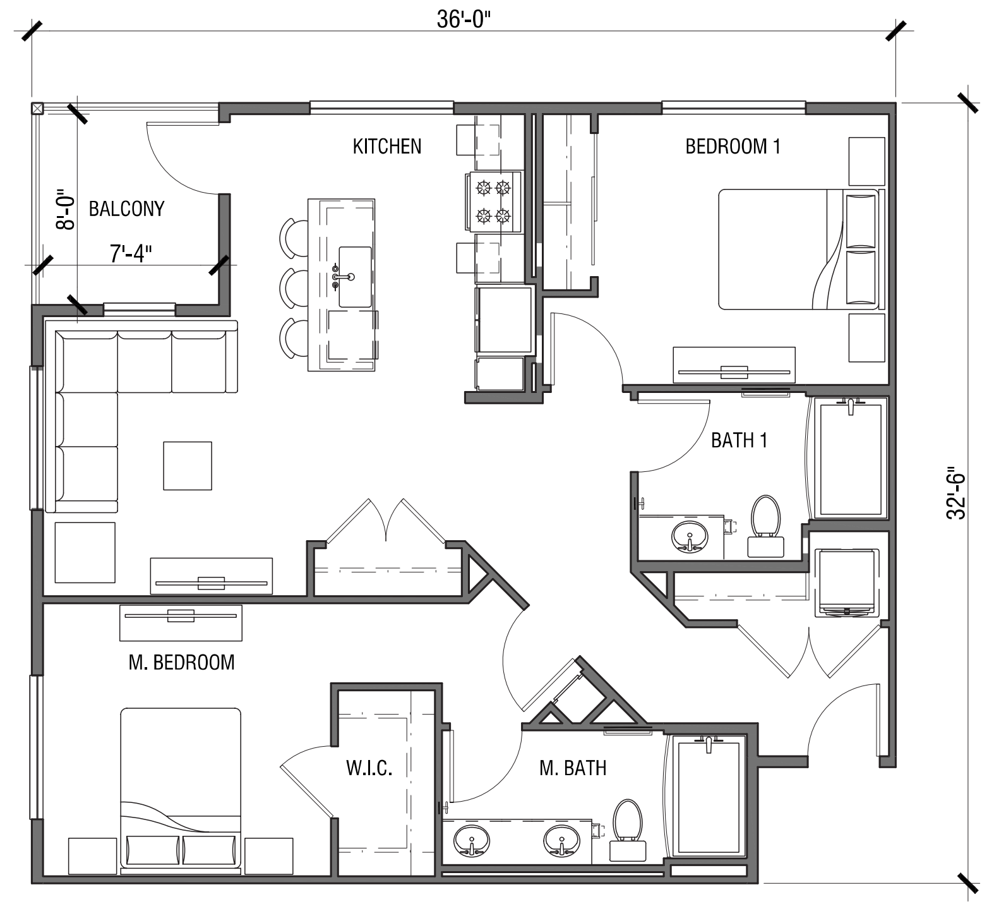
UNIT B1
2 BED - 2 BATH
LIVABLE AREA: 1027 SQ. FT.
BALCONY: 58 SQ. FT.



UNIT B2
2 BED - 2 BATH
LIVABLE AREA: 1088 SQ. FT.
BALCONY: 61 SQ. FT.



UNIT B3
2 BED - 2 BATH
LIVABLE AREA: 1118 SQ. FT.
BALCONY: 68 SQ. FT.



UNIT B4
2 BED - 2 BATH
LIVABLE AREA: 1077 SQ. FT.
BALCONY: 58 SQ. FT.

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COSTA MESA, CA

BUILDING C - CONCEPTUAL UNIT PLANS

0 8' 16' 24' 32'

AO

A-55

SCALE: 1/8" = 1'-0"
JOB NO.: 2022-1238
DATE: 02-26-2025

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COSTA MESA, CA

SITE ILLUSTRATIVE

MJS LANDSCAPE ARCHITECTURE

L-1

02-26-2025

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COSTA MESA, CA

THE LINK IMAGERY

MJS
LANDSCAPE ARCHITECTURE

L-2

02-26-2025

LEGEND

- - PUBLIC PATH OF TRAVEL OPEN DURING BUSINESS HOURS

○ FITNESS NODE
- battle ropes
- sit-up station
- pull-up bars

○ GAME NODE
- ping pong
- corn hole
- foosball

○ SEATING NODE
- bespoke furniture
- conversation respite

○ FITNESS NODE

○ GAME NODE

○ SEATING NODE

LEGACY PARTNERS

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HIVE LIVE
COSTA MESA, CA

THE LINK ACTIVATED AMENITES

MJS LANDSCAPE ARCHITECTURE

0' 20' 40' 80'

L-3

02-26-2025

RESIDENT OUTDOOR LOUNGE
- community tables
- lounge seating
- decorative louver fence
- roof structure

CORNER ART EXHIBIT

THE LAWN
- outdoor art events
- open play
- seat wall
- shade trees

RETAIL PLAZA
- bench seating
- shade trees
- fire pit
- outdoor dining
- umbrellas

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COSTA MESA, CA

PLAZA ENLARGEMENT

MJS LANDSCAPE ARCHITECTURE

L-4

02-26-2025

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HIVE LIVE
COSTA MESA, CA

BUILDING A "THE INNOVATOR" IMAGERY

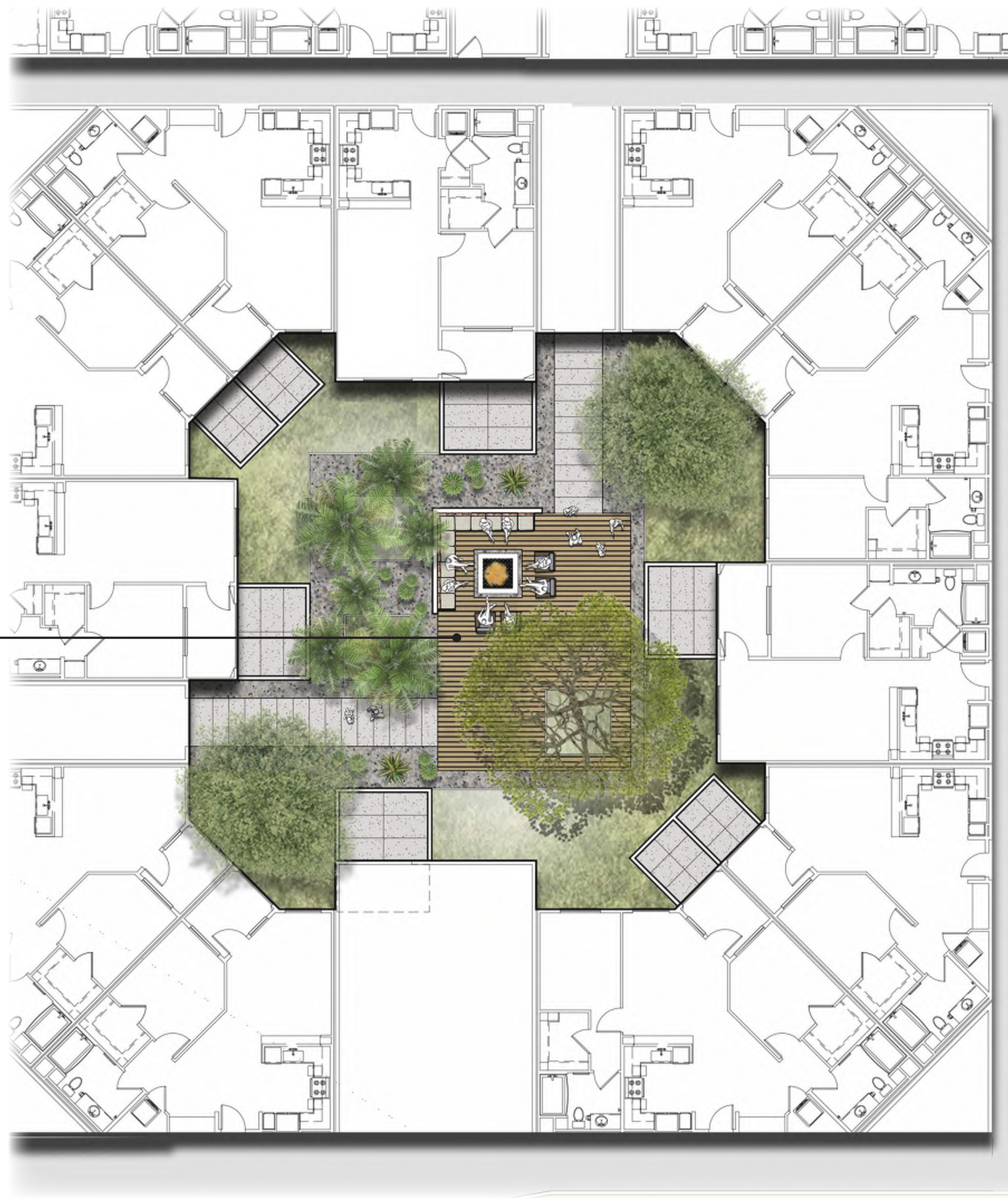
MJS
LANDSCAPE ARCHITECTURE

L-5

02-26-2025

FIRESIDE LOUNGE

- built-in bench seating
- fire pit
- specimen tree



GROUND LEVEL COURTYARD 60' X 60'

ROOFTOP POOL TERRACE 85' X 95'

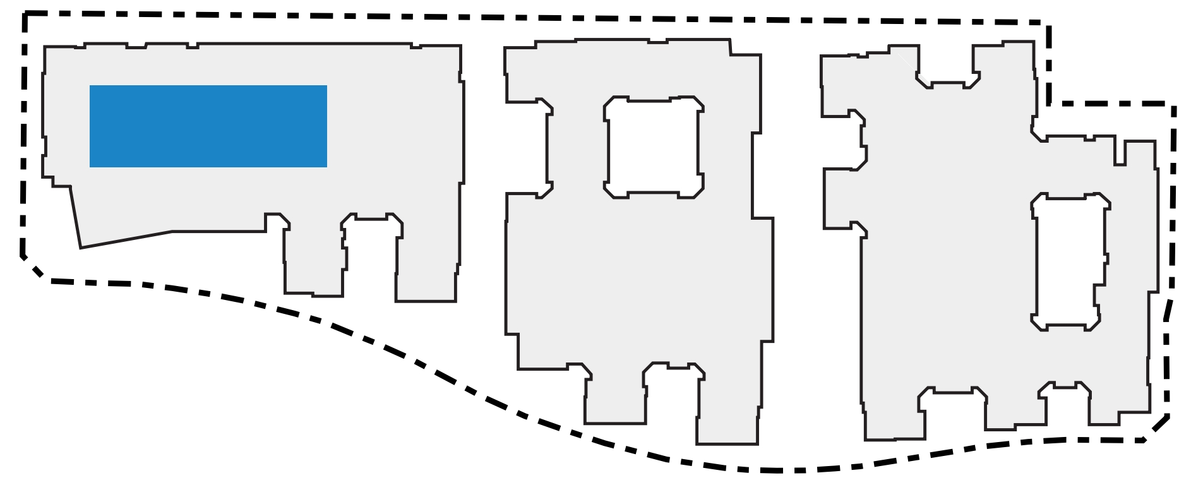
SWIM CLUB

- pool and spa
- cabanas
- chaise lounge chairs
- mountain views

DINNER CLUB

- outdoor kitchen
- shade structure
- dining table
- fire place
- lounge furnishings

KEY MAP



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COSTA MESA, CA

BUILDING A "THE INNOVATOR" ENLARGEMENT

MJS LANDSCAPE ARCHITECTURE

02-26-2025

LEGACY PARTNERS®

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COSTA MESA, CA

BUILDING B "THE EXPLORER" IMAGERY

MJS
LANDSCAPE ARCHITECTURE

L-7

02-26-2025

PICKLEBALL

OUTDOOR FITNESS
- fitness equipment
- synthetic turf
- shade trees
- lounge seating

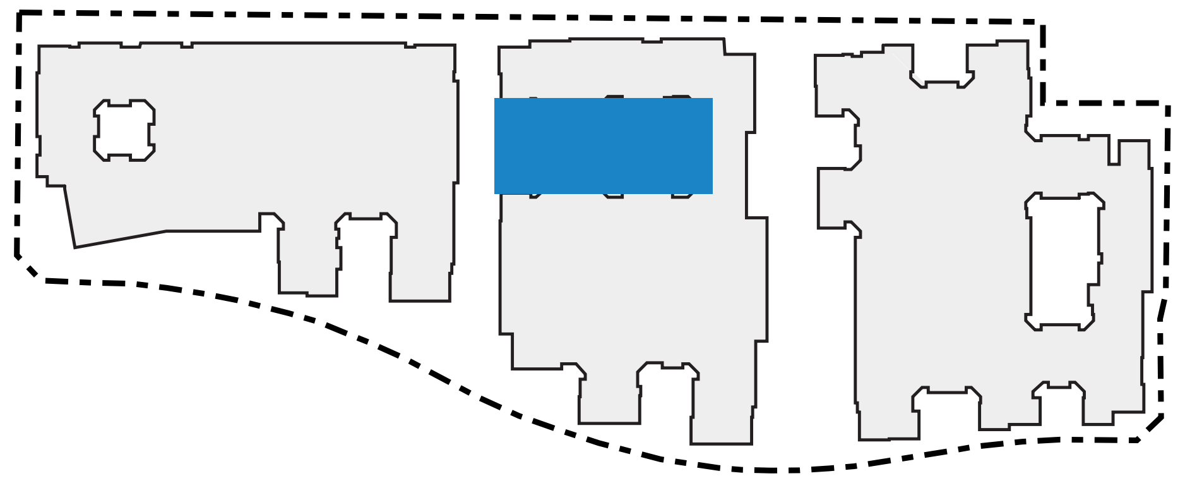
SWIM CLUB
- iconic pool
- spa
- cabanas
- day beds
- chaise lounge chairs

DINNER CLUB
- outdoor kitchen
- shade structure
- dining table
- fire pit
- lounge furnishings

FITNESS COURTYARD 60' X 100'

SWIM CLUB 100' X 100'

KEY MAP



COSTA MESA, CA

BUILDING B "THE EXPLORER" ENLARGEMENT

L-8

02-26-2025

LEGACY PARTNERS®

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COSTA MESA, CA

BUILDING C “THE ECO-ENTHUSIAST” IMAGERY

MJS
LANDSCAPE ARCHITECTURE

L-9

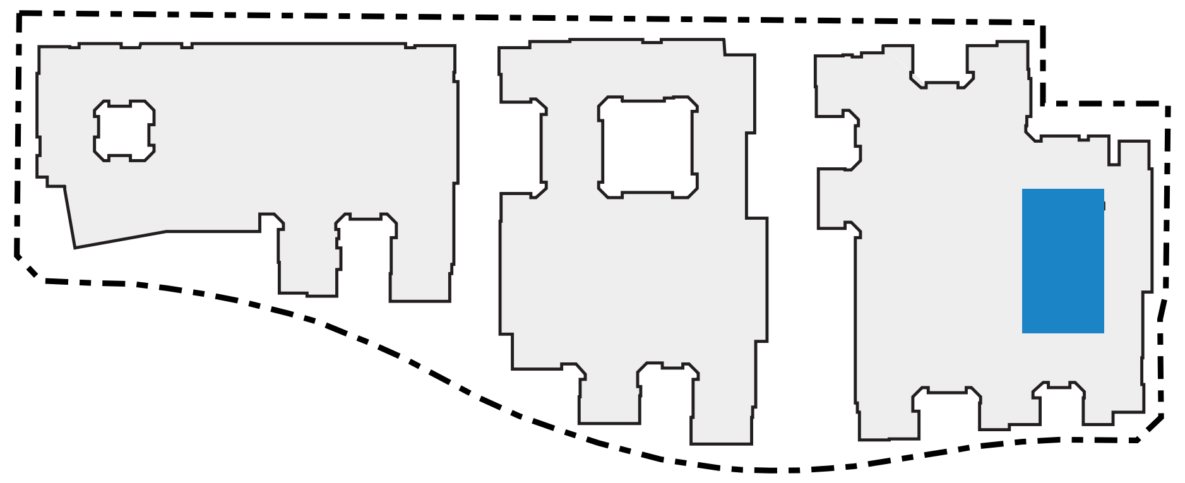
02-26-2025

DINING RETREAT
- outdoor kitchen
- group dining table
- sit up bar
- fire place
- lounge furniture
- accent lighting
- specimen tree

WELLNESS POOL
- 60' lap pool
- spa
- cabanas
- day beds
- chaise lounge chairs
- fire feature

WELLNESS RETREAT 75' X 150'

KEY MAP



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HIVE LIVE
COSTA MESA, CA

BUILDING C "THE ECO-ENTHUSIAST" ENLARGEMENT

MJS LANDSCAPE ARCHITECTURE

L-10

02-26-2025

PROPOSED SHRUBS - ALL COMMON AREAS

BOTANICAL NAME	COMMON NAME	CONT	WUCOLS	SPACING
LARGE SHRUBS				
ARCTOSTAPHYLOS DENSIFLORA `HOWARD MCMINN`	HOWARD MCMINN MANZANITA	5 GAL	LOW	5` O.C.
FEIJOA SELLOWIANA	PINEAPPLE GUAVA	5 GAL	MODERATE	4` O.C.
FREMONTODENDRON X `KEN TAYLOR`	FLANNEL BUSH	15 GAL	LOW	4` O.C.
FURCRACEAE MEDIOPICTA	MAURITIUS HEMP	15 GAL	LOW	5` O.C.
HETEROMELES ARBUTIFOLIA	TOYON	15 GAL	VERY LOW	5` O.C.
PRUNUS ILICIFOLIA LYONII	CATALINA CHERRY	15 GAL	LOW	5` O.C.
RHAMNUS CALIFORNICA `EVE CASE`	CALIFORNIA COFFEEBERRY	15 GAL	LOW	3` O.C.
RHUS INTEGRIFOLIA	LEMONADE BERRY	15 GAL	VERY LOW	4` O.C.
MEDIUM SHRUBS				
ARTEMISIA CALIFORNICA	CALIFORNIA SAGEBRUSH	5 GAL	LOW	3` O.C.
CEANOTHUS SPECIES	CALIFORNIA LILAC	5 GAL	LOW	3` O.C.
GREVILLEA SPECIES	GREVILLEA	5 GAL	LOW	3` O.C.
LEUCOPHYLLUM FRUTESCENS `LOS ALAMITOS`	TEXAS SAGE	5 GAL	LOW	3` O.C.
PITTOSPORUM CRASSIFOLIUM `NANA`	KARO PITTOSPORUM	5 GAL	MODERATE	3` O.C.
SALVIA CLEVELANDII `ALLEN CHICKERING`	CLEVELAND SAGE	5 GAL	LOW	3` O.C.
TEUCRIUM FRUTICANS `AZUREUM`	AZURE BUSH GERMANDER	5 GAL	LOW	3` O.C.
VERBENA LILACINA `DE LA MINA`	LILAC VERBENA	5 GAL	LOW	3` O.C.
WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL	LOW	3` O.C.
SMALL SHRUBS and GROUNDCOVERS				
AGAPANTHUS X `STORM CLOUD`	DARK BLUE LILY OF THE NILE	5 GAL	MODERATE	1`-2` O.C.
ARCTOSTAPHYLOS X `PACIFIC MIST`	PACIFIC MIST MANZANITA	5 GAL	LOW	3` O.C.
ASPARAGUS DENSIFLORUS `MYERS`	MYERS ASPARAGUS	5 GAL	MODERATE	
ASTER CHILENSIS	PACIFIC ASTER	1 GAL	LOW	1`-2` O.C.
ERIGERON GLAUCUS `WAYNE RODERICK`	SEASIDE DAISY	1 GAL	LOW	1`-2` O.C.
KNIPHOFIA UVARIA `SHINING SCEPTRE`	POKER PLANT	5 GAL	LOW	1`-2` O.C.
LUPINUS EXCUBITUS	GRAPE SODA LUPINE	1 GAL	LOW	1`-2` O.C.
PITTOSPORUM TENUIFOLIUM `GOLF BALL`	GOLF BALL TAWHIWHI	5 GAL	MODERATE	3` O.C.
ROSMARINUS OFFICINALIS `PROSTRATUS`	ROSEMARY	5 GAL	VERY LOW	3` O.C.
SALVIA LEUCOPHYLLA `POINT SAL SPREADER`	PURPLE LEAF SAGE	5 GAL	LOW	3` O.C.
SENECIO MANDRALISCAE	BLUE FINGER	1 GAL	LOW	1`-2` O.C.
ACCENT/COLOR SHRUBS				
AEONIUM X `MINT SAUCER`	MINT SAUCER AEONIUM	5 GAL	LOW	-
AGAVE ATTENUATA	FOXTAIL AGAVE	5 GAL	LOW	-
AGAVE VILMORINIANA	OCTOPUS AGAVE	5 GAL	VERY LOW	-
ALOE PLICATILIS	FAN ALOE	5 GAL	LOW	-
ALOE X SPINOSISSIMA	ALOE	5 GAL	LOW	-
FURCRAEA MACDOUGALII	FALSE AGAVE	15 GAL	LOW	-
SEDUM NUSSBAUMERIANAUM	COPPERTONE STONECROP	1GAL	LOW	-
ORNAMENTAL GRASSES				
CAREX DIVULSA	BERKELEY SEDGE	1 GAL	MODERATE	1`-2` O.C.
FESTUCA MAIREI	ATLAS FESCUE	1 GAL	LOW	1`-2` O.C.
LYGEUM SPARTUM	FALSE ESPARTO GRASS	5 GAL	LOW	3` O.C.
LOMANDRA LONGIFOLIA 'BREEZE	BREEZE LOMANDRA	1 GAL	LOW	3` O.C.
MUHLENBERGIA LINDHEIMERI `AUTUMN GLOW` TM	LINDHEIMER`S MUHLY	1 GAL	LOW	3` O.C.
MUHLENBERGIA RIGENS	DEER GRASS	1 GAL	LOW	3` O.C.
PENNISETUM X `FAIRY TAILS`	EVERGREEN FOUNTAIN GRASS	5 GAL	MODERATE	1`-2` O.C.
SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS	1 GAL	MODERATE	1`-2` O.C.

VINES ATTACHED to FENCES and WALLS

CLEMATIS LASIANTHA	PIPESTEM CLEMATIS	1 GAL	MODERATE	-
LONICERA HISPIDULA	HONEYSUCKLE	1 GAL	LOW	-
ROSA X `CECILE BRUNNER`	CLIMBING ROSE	5 GAL	MODERATE	-
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	1 GAL	MODERATE	-

PROPOSED TREE LIST

PUBLIC STREET TREES
per City of Costa Mesa Tree List for Residential Parkways & ext'g.

	BOTANICAL / COMMON NAME	SIZE	WUCOLS
SUSAN STREET:			
	PINUS CANARIENSIS CANARY ISLAND PINE (planted behind back-of-sidewalk)	36" BOX	MOD
SOUTH COAST DRIVE:			
	PODOCARPUS GRACILIOR FERN PINE (planted behind back-of-sidewalk)	36" BOX	MOD
W. SUNFLOWER AVENUE:			
	PINUS CANARIENSIS CANARY ISLAND PINE (planted behind back-of-sidewalk)	36" BOX	MOD

PUBLIC PASEOS and FIRE LANES

	BOTANICAL / COMMON NAME	SIZE	WUCOLS
	ALOE BARBERAE TREE ALOE	24" BOX	LOW
	BISMARCKIA NOBILIS BISMARCKIA PALM LIVE OAK	48" BOX	LOW
	BRAHEA EDULIS GUADALUPE PALM	36" BOX	LOW
	DRACEANA DRACO DRAGON TREE	24" BOX	LOW
	ELAEOCARPUS DICIPIENS JAPANESE BLUEBERRY TREE	24" BOX	MOD
	PARKINSONIA 'DESERT MUSEUM' 'DESERT MUSEUM ' PALO VERDE	48" BOX	LOW
	PLATANUS WRIGHTII - MULTI-TRUNK ARIZONA SYCAMORE	36" BOX	LOW
	PROSOPIS GLANDULOSA 'MAVERICK' TEXAS HONEY MESQUITE	36" BOX	LOW
	QUERCUS AGRIFOLIA CALIFORNIA LIVE OAK	48" BOX	LOW
	TRISTANIA CONFERTA BRISBANE BOX	36" BOX	MOD

RESIDENT AMENITY COURTYARDS

	BOTANICAL / COMMON NAME	SIZE	WUCOLS
	ARBUTUS X 'MARINA' HYBRID STRAWBERRY TREE	36" BOX	MOD
	BRAHEA ARMATA BLUE HESPER PALM	36" BOX	LOW
	CERCIS CANADENSIS 'MERLOT' MERLOT RED BUD	24" BOX	LOW
	CHAMAEROPS HUMILIS MEDITERRANEAN FAN PALM - MULTI	24" BOX	LOW
	LAGERSTROEMIA 'NATCHEZ' WHITE CREPE MYRTLE	36" BOX	MOD
	LAURUS NOBLIS 'SARATOGA' SARATOGA BAY LAUREL	24" BOX	LOW
	OLEA EUROPAEA `SWAN HILL` SWAN HILL FRUITLES OLIVE	48" BOX	LOW
	PARKINSONIA 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE	36" BOX	LOW
	PHOENIX DACTYLIFERA 'MEDJOOL' MEDJOOL DATE PALM	22' BTH	MOD
	PROSOPIS GLADULOSA 'MAVERICK' MAVERICK MESQUITE	36" BOX	LOW
	QUERCUS AGRIFOLIA CALIFORNIA LIVE OAK	36" BOX	LOW
	TRISTANIA CONFERTA BRISBANE BOX	36" BOX	MOD
	PLATANUS x ACERIFOLIA 'COLUMBIA' LONDON PLANE TREE	24" BOX	MOD

PROJECT PERIMETER VERTICAL FORM for SCREENING

	BOTANICAL / COMMON NAME	SIZE	WUCOLS
	MAGNOLIA GRANDIFLORA SOUTHERN MAGNOLIA	36" BOX	MOD
	LAURUS NOBLIS "COLUMN' BAY LAUREL	24" BOX	MOD
	MELALEUCA QUINQUENERVIA CAJEPUT TREE - MULTI TRUNK	24" BOX	MOD
	PODOCARPUS GRACILIOR 'COLUMN' FERN PINE	24" BOX	MOD
	PRUNUS CAROLINIANA `BRIGHT `N TIGHT` BRIGHT `N TIGHT CAROLINA LAUREL	24" BOX	MOD
	TRISTANIA CONFERTA 'LOW BRANCH' BRISBANE BOX	36" BOX	MOD

ABOVE-GROUND UTILITY SCREENING

	BOTANICAL / COMMON NAME	SIZE	WUCOLS
	LIGUSTRUM JAPONICUM TEXANUM GLOSSY PRIVET	15 GAL.	MOD
	PRUNUS CAROLINIANA `BRIGHT `N TIGHT` BRIGHT `N TIGHT CAROLINA LAUREL	24" BOX	MOD

SYNTHETIC TURF in PASEOS, FIRELANES and AMENITY COURTYARDS

IMPERIAL RYE FESCUE 90 OZ. TURF

PLANTING DESIGN STATEMENT and NOTES:

1. THE OBJECTIVE OF THE OVERALL LANDSCAPING CONCEPT IS TO PROVIDE A DISTINCT VISUAL IMPRESSION AND COMMUNITY IDENTITY, SOFTEN THE URBAN EXPERIENCE, PROVIDE THE HIGHEST LEVEL OF AESTHETIC STANDARDS COMPLIMENTED BY THE QUALITY OF THE BUILDING MATERIALS THAT WILL ASSURE AN ATTRACTIVE ENVIRONMENT ENHANCING THE QUALITY OF LIFE AMONG ITS RESIDENTS AND VISITORS.
2. THE LANDSCAPE IRRIGATION CONCEPT FOR THE SITE WILL BE DESIGNED TO PROVIDE THE MOST EFFICIENT AND CONSERVING MEANS TO DISTRIBUTE IRRIGATION WATER AND PROVIDE THE PROPERTY MANAGEMENT COMPANY WITH THE LATEST TECHNOLOGY FOR WATER CONSERVATION.
3. THE FOLLOWING PLANT MATERIAL AS SELECTED IS COMPLIANT WITH CITY OF COSTA MESA AND STATE OF CALIFORNIA GREEN INITIATIVES OR CAL GREEN EQUIVALENT INCLUDING CONSIDERATION FOR WATER CONSERVATION AND NON-INVASIVE SPECIES .

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PLANT PALETTE AND NOTES

MJS
LANDSCAPE ARCHITECTURE

L-11

02-26-2025

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CONNECTIVITY EXHIBIT

MJS LANDSCAPE ARCHITECTURE

0' 20' 40' 80'

L-12

02-26-2025

LEGEND

- 🟪 6FT. HIGH METAL LOUVER FENCE
- 🟦 6FT. HIGH GLASS POOL ENCLOSURE
- 🟪 3FT. HIGH MONUMENT SIGNAGE
- 🟩 2FT. HIGH SEAT WALL
- 🟩 6FT. HIGH PICKLEBALL FENCE
- 🟩 6FT. HIGH DECORATIVE WALL
- 🟩 4FT. HIGH DOG PARK FENCE
- 🟨 3FT. HIGH RETAIL PATIO FENCE
- ⬛ EXISTING BLOCK WALL
- 🟥 FENCE TO MATCH EXISTING
- ● 4FT. HIGH DOG PARK GATE
- ● 6FT. HIGH T.S. PEDESTRIAN GATE
- ● 6FT. HIGH GLASS PEDESTRIAN GATE
- ● 6FT. HIGH EVA GATE
- ● 6FT. HIGH SECURITY GATE OPEN TO THE PUBLIC BETWEEN BUSINESS HOURS

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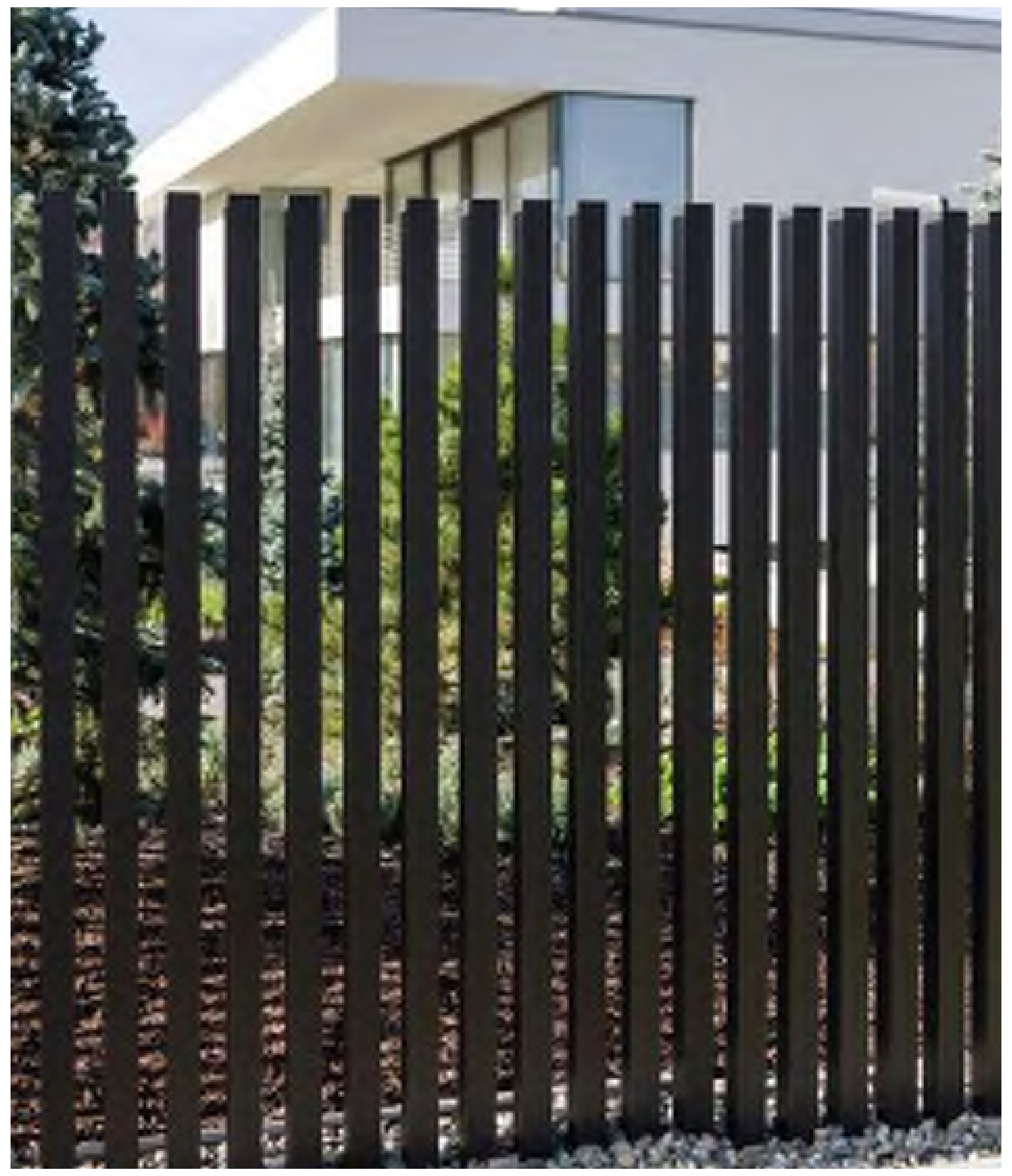
WALL AND FENCE PLAN

MJS LANDSCAPE ARCHITECTURE

0' 20' 40' 80'

L-13

02-26-2025

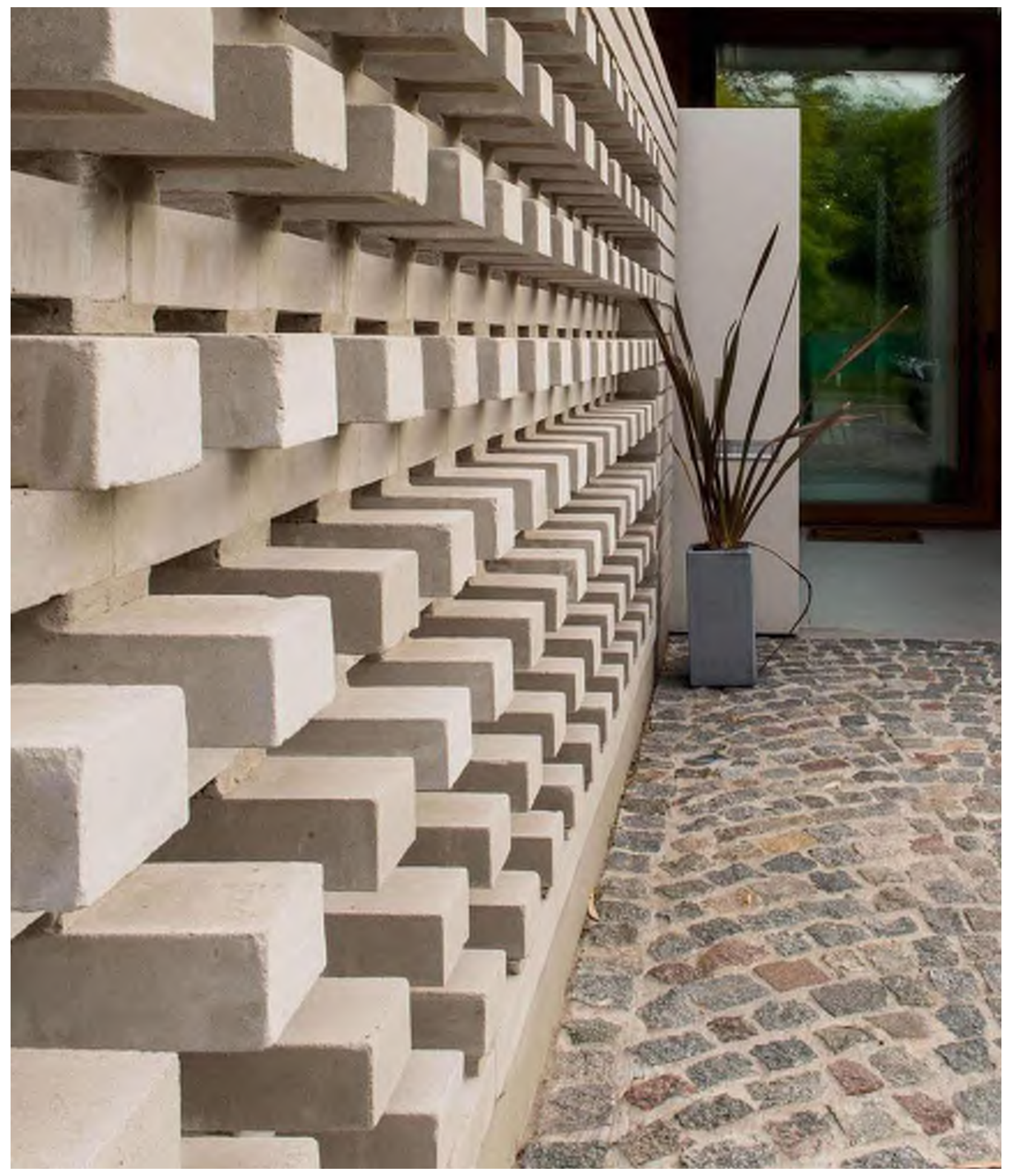

━●●● 6' HT. METAL LOUVER FENCE AND GATES

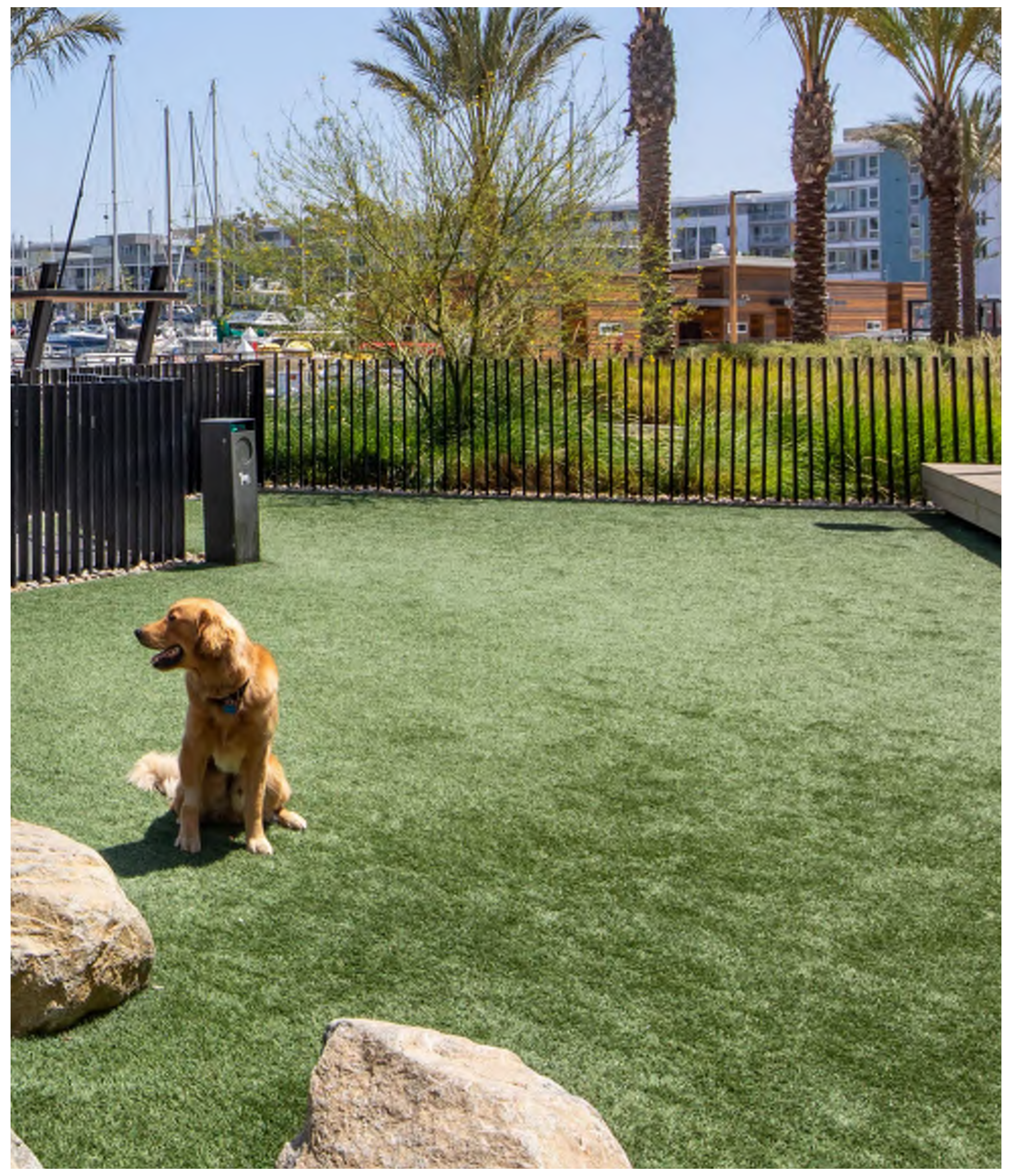

━● 6' HT. GLASS FENCE AND GATES

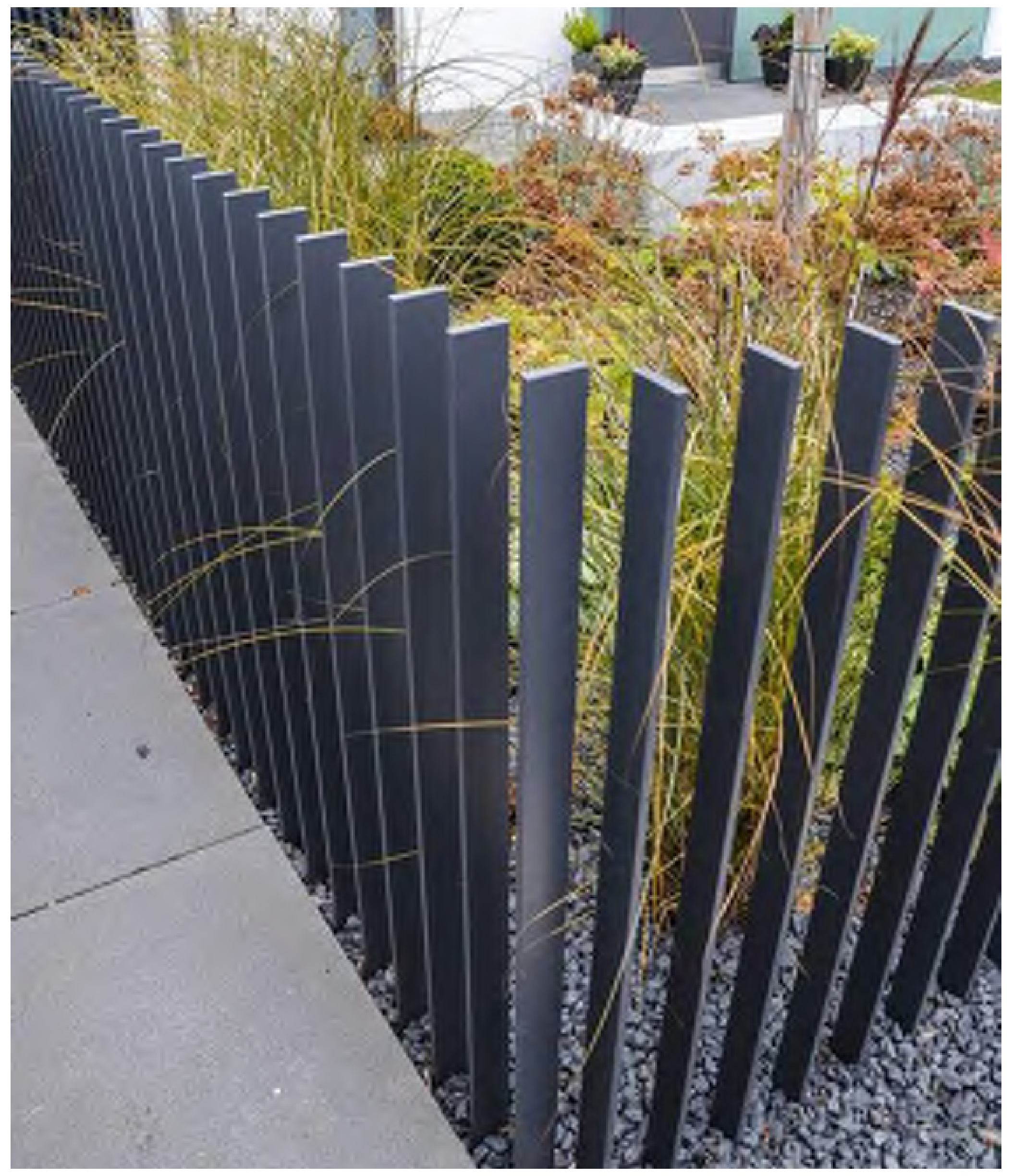
━ 3' HT. MONUMENT SIGNAGE

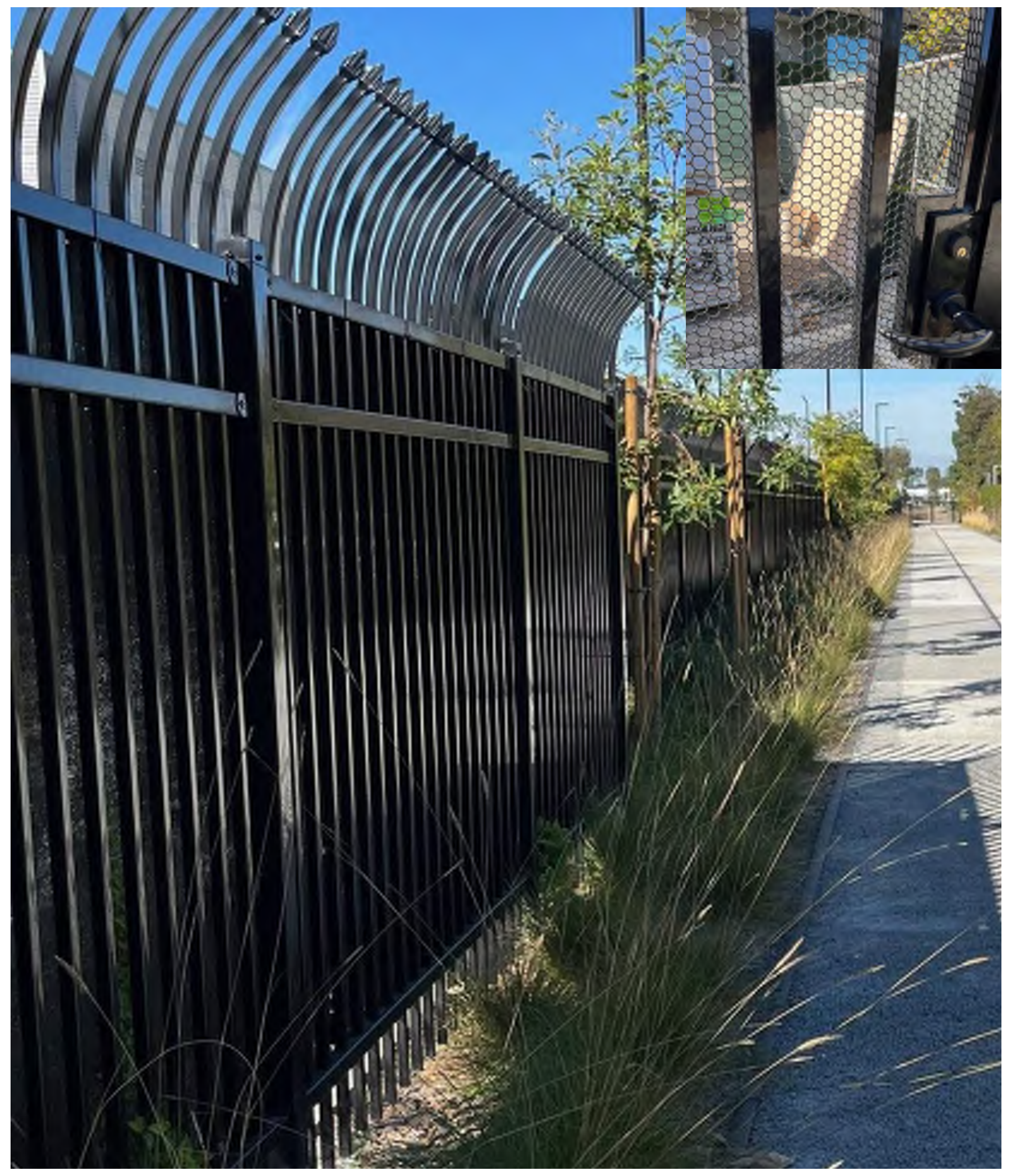

━ 2' HT. SEAT WALL

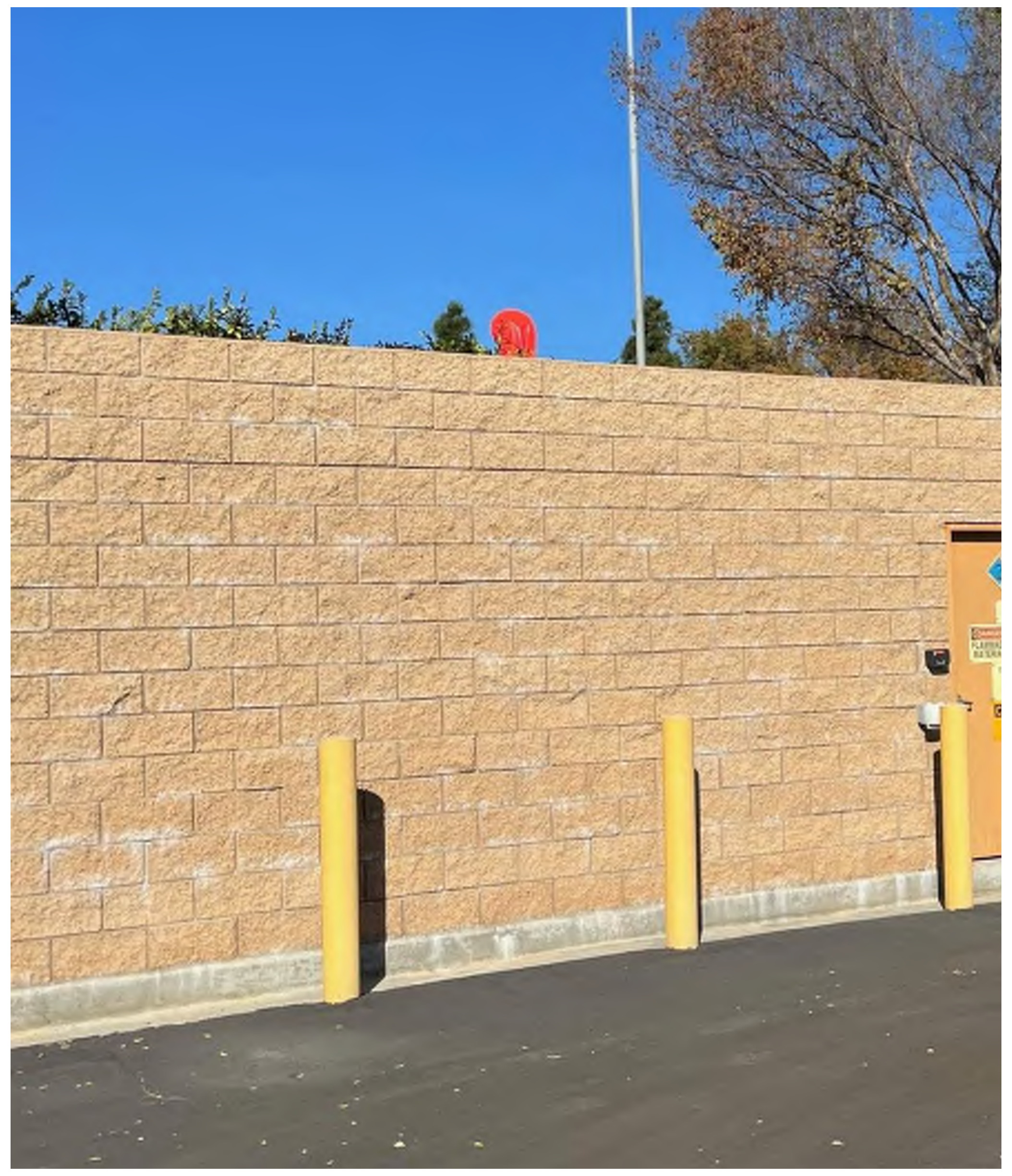

- - - - 9' HT. PICKLEBALL FENCE


━ 6' HT. DECORATIVE WALL


━● 4' HT. METAL DOG PARK FENCE AND GATES


━ 3' HT. METAL RETAIL FENCE


━ PROPOSED FENCE TO MATCH EXISTING STEEL FENCE (ANDURIL PROPERTY)


━ EXISTING WALL AT MESA WATER DTRICT SITE

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WALL and FENCE IMAGERY

MJS
LANDSCAPE ARCHITECTURE

L-14

02-26-2025

EXTERIOR LIGHTING LEGEND

SYMBOL	TYPE/TECHNIQUE:	MANU. / MODEL / WATTS:	LOCATION:
●	A VEHICULAR LIGHT AT DRIVE 14' HIGH W/ CUT-OFF SHIELD	BEGA POLE LIGHT 99529 - K27 - BLK 31.5 WATTS	AT DRIVEWAYS
●	B THEME POLE LIGHT AT PUBLIC WALKWAYS 12' HIGH W/ CUT OFF SHIELD	LANDSCAPE FORMS MOTIVE - AJ500-T4-60F 24.1 WATTS	PUBLIC WALKWAYS
●	C THEME POLE LIGHT AT COURTYARDS 10' HIGH W/ CUT OFF SHIELD	LANDSCAPE FORMS MOTIVE - AJ500-T4-40F 24.1 WATTS	RESIDENT AMENITY AREAS
●	D THEME POLE LIGHT 22' HIGH W/ CUT OFF SHIELD	LIGHT SELUX/ OLIVIO PICCOLO LED OLPL-F80-U-2G175-27-BK-120-DS POLE STRUCTURA BOL-T-22-70-4.0"-S4-C6	PUBLIC RETAIL AREAS
●	E BOLLARD MAX. 42" HIGH	BOVER NUT B/90 OUTDOOR - 19603400016U 6.3 WATTS	RESIDENT PEDESTRIAN PATH OF TRAVEL
■	F BUILDING MOUNTED SCONCE	BEGA 66516 15 WATTS	RESIDENT AMENITY AREAS
●	G ACCENT PENDANT	BOVER ELIPSE S/50 LED 25 WATTS	RESIDENT AMENITY AREAS
○-○-○	H STRING LIGHTING	TOKISTAR EXHIBITOR .48 WATTS LED	RESIDENT AMENITY AREAS

EXTERIOR LIGHTING NOTES

1. THE OUTDOOR LIGHTING CONCEPT IS TO PROVIDE LEVELS OF LIGHTING SUFFICIENT TO MEET SAFETY AND ORIENTATION NEEDS.
2. LIGHTING WILL BE DESIGNED TO CREATE A UNIFORM ILLUMINATION GENERALLY IN A DOWNWARD DIRECTION AND NOT CREATE ILLUMINATION HOT SPOTS ON ADJACENT SURFACES
3. WITHIN PUBLIC AREAS LIGHTING WILL BE WARM COLORED AND UNOBTRUSIVE.
4. LIGHTING SOURCES FOR THE LANDSCAPE AND PAVED AREAS WILL BE CONCEALED AND THE LIGHTING INDIRECT NOT VISIBLE FROM A PUBLIC VIEWPOINT. LIGHT SOURCES WILL BE DIRECTED SO THAT IT DOES NOT FALL OUTSIDE THE AREA TO BE LIGHTED.
5. ALL EXTERIOR SURFACE AND ABOVE-GROUND MOUNTED FIXTURES WILL BE SYMPATHETIC AND COMPLIMENTARY TO THE ARCHITECTURAL THEME.
6. OUTDOOR LIGHTING WILL NOT BE MORE THAN 2.00 FOOT-CANDLE (FC) AT THE PROPERTY LINE IN A NONRESIDENTIAL ZONE OR LOT CONTAINING ONLY NONRESIDENTIAL USES.
7. OUTDOOR LIGHTING WILL BE SHIELDED IN A MANNER THAT PREVENTS A DIRECT LINE BETWEEN ITS LUMINARY AND ANY DEVELOPED PARCEL.
8. LIGHTING WILL BE PROVIDED BY DECORATIVE DOWNWARD SHIELDED LIGHT FIXTURES, RECESSED IN A DOWNWARD DIRECTION FROM RECESSED DOORWAYS. DECORATIVE ARCHITECTURAL LIGHT FIXTURES WILL BE INSTALLED ON THE BUILDING WALLS.

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LANDSCAPE LIGHTING PLAN

MJS LANDSCAPE ARCHITECTURE

0' 20' 40' 80'

L-15

02-26-2025

● VEHICUALR LIGHT AT DRIVES

● THEME POLE LIGHT AT PUBLIC WALKWAYS

● THEME POLE LIGHT AT COURTYARDS

● THEME POLE LIGHT AT RETAIL PLAZA

● BOLLARD

■ BUILDING MOUNTED SCONCE

● ACCENT PENDANT

● STRING LIGHTING

PROPOSED EASEMENT NOTES

A	PUBLIC SIDEWALK ACCESS EASEMENT	
B	PUBLIC WATER EASEMENT (MESA WATER DISTRICT)	▨
C	PUBLIC SEWER EASEMENTS (COSTA MESA SANITARY DISTRICT)	▨
D	EMERGENCY ACCESS EASEMENT (FIRE & RESCUE)	🟥

PROPOSED PRIVATE UTILITY, SHARED ACCESS, AND CROSS–LOT DRAINAGE EASEMENTS TO BE PROVIDED WITHIN SEPARATE RECIPROCAL EASEMENT AND ACCESS (REA) AGREEMENT PER SEPARATE INSTRUMENT.

LEGEND

— – —	CENTERLINE
- - - - -	EX EASEMENT LINE
━ ╸ ╸ ━	EX R/W OR PROPERTY LINE
🟥	PROPOSED FIRE ACCESS LANE
⊢	TRANSFORMER

50' 0' 25' 50' 100'
SCALE: 1" = 50'

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Los Angeles, Ca 90017
213.988.8802
fuscoe.com

SHELBY L. SHIRLOCK
NO. C75912
EXP. 06/30/26

TECHNICAL SITE PLAN
ENTITLEMENT PACKAGE
3333 SUSAN ST
COSTA MESA CA 92626

C3

SCALE: PER PLAN
JOB NO.: 424–028
DATE: 02–26–2025

LEGAL DESCRIPTION:

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF ORANGE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 3 OF PARCEL MAP 94–120, IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS PER MAP FILED IN THE BOOK 284, PAGES 7 TO 10 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING AND RESERVING UNTO GRANTOR, ITS SUCCESSORS AND ASSIGNS, TOGETHER WITH THE RIGHT TO GRANT AND TRANSFER ALL OR A PORTION OF THE SAME, ANY AND ALL UNDERGROUND WATER, WATER RIGHTS, OIL, OIL RIGHTS, MINERALS, MINERAL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS AND OTHER HYDROCARBONS BY WHATSOEVER NAME KNOWN AND ALL RIGHTS THEREIN, GEOTHERMAL STEAM, AND ALL PRODUCTS DERIVED FROM ANY OF THE FOREGOING, THAT MAY BE WITHIN OR UNDER THE PROPERTY, TOGETHER WITH THE PERPETUAL RIGHT OF DRILLING, PUMPING, MINING, EXTRACTING, EXPLORING AND OPERATING THEREFOR AND STORING IN AND REMOVING THE SAME FROM THE PROPERTY OR ANY OTHER PROPERTY, INCLUDING THE RIGHT TO WHIPSTOCK OR DIRECTIONALLY DRILL, PUMP AND MINE FROM PROPERTY OTHER THAN THE PROPERTY, WATER, OIL OR GAS WELLS, TUNNELS AND SHAFTS INTO, THROUGH OR ACROSS THE SUBSURFACE OF THE PROPERTY, AND TO BOTTOM SUCH WHIPSTOCKED OR DIRECTIONALLY DRILLED WELLS, TUNNELS AND SHAFTS UNDER AND BENEATH OR BEYOND THE EXTERIOR LIMITS THEREOF, AND TO REDRILL, RETUNNEL, EQUIP, MAINTAIN, REPAIR, DEEPEN AND OPERATE ANY SUCH WELLS, TUNNELS OR SHAFTS; PROVIDED, HOWEVER, THAT IN NO EVENT SHALL GRANTOR OR ITS SUCCESSORS OR ASSIGNS HAVE THE RIGHT TO DRILL, PUMP, MINE OR EXCAVATE THROUGH THE SURFACE OR THE UPPER 200 FEET OF THE SUBSURFACE OF THE PROPERTY PROVIDED, HOWEVER, THAT GRANTOR SHALL HAVE NO RIGHT TO ENTER UPON THE SURFACE OF THE PROPERTY, TO DEPRIVE THE PROPERTY OF STRUCTURAL SUPPORT OR OTHERWISE INTERFERE IN ANY WAY WITH GRANTEE'S DEVELOPMENT, CONSTRUCTION OR OPERATION OF THE PROPERTY FOR GRANTEE'S INTENDED USE THEREOF., AS RESERVED IN THE GRANT DEED RECORDED FEBRUARY 5, 2004 AS INSTRUMENT NO. 2004000089551 OF OFFICIAL RECORDS.

EXISTING EASEMENT NOTES:

② EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: COUNTY SANITATION DISTRICT NO. 7 OF ORANGE COUNTY, CALIFORNIA, A PUBLIC CORPORATION
PURPOSE: SEWERS
RECORDING DATE: NOVEMBER 10, 1966
RECORDING NO: IN BOOK 8101, PAGE 439, OFFICIAL RECORDS

③ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: AUGUST 2, 1999
RECORDING NO: 19990561798, OFFICIAL RECORDS

④ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CITY OF COSTA MESA, A MUNICIPAL CORPORATION
PURPOSE: STREET AND HIGHWAY
RECORDING DATE: APRIL 3, 2003
RECORDING NO: 2003000368842, OFFICIAL RECORDS

⑦ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: SEPTEMBER 24, 2003
RECORDING NO: 2003001171879, OFFICIAL RECORDS

⑧ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: MESA CONSOLIDATED WATER DISTRICT
PURPOSE: PIPELINES
RECORDING DATE: DECEMBER 12, 2003
RECORDING NO: 2003001476872, OFFICIAL RECORDS

LEGEND

——— — ———	CENTERLINE
- - - - - - - - -	EX EASEMENT LINE
━━ ━ ━ ━━	EX R/W OR PROPERTY LINE
—— SS ——	EX SEWER
—— SD ——	EX STORM DRAIN
—— DW ——	EX DOMESTIC WATER
—— FW ——	EX FIRE WATER
⟨#⟩	EX ESMT

ABBREVIATIONS

AC	ASPHALT CONCRETE
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY
EX	EXISTING
FH	FIRE HYDRANT
INST	INSTRUMENT
OCSD	ORANGE COUNTY SANITATION DISTRICT
OR	OFFICIAL RECORD
PMB	PARCEL MAP BOOK
SD	STORM DRAIN
SS	SANITARY SEWER

LAND AREA:

THE GROSS LAND AREA IS: 620,804 SF / 14.252 ACRES

50' 0' 25' 50' 100'
SCALE: 1" = 50'

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Los Angeles, Ca 90017
213.988.8802
fuscoe.com

SHELBY L. SHIRLOCK
NO. C75912
EXP. 06/30/26

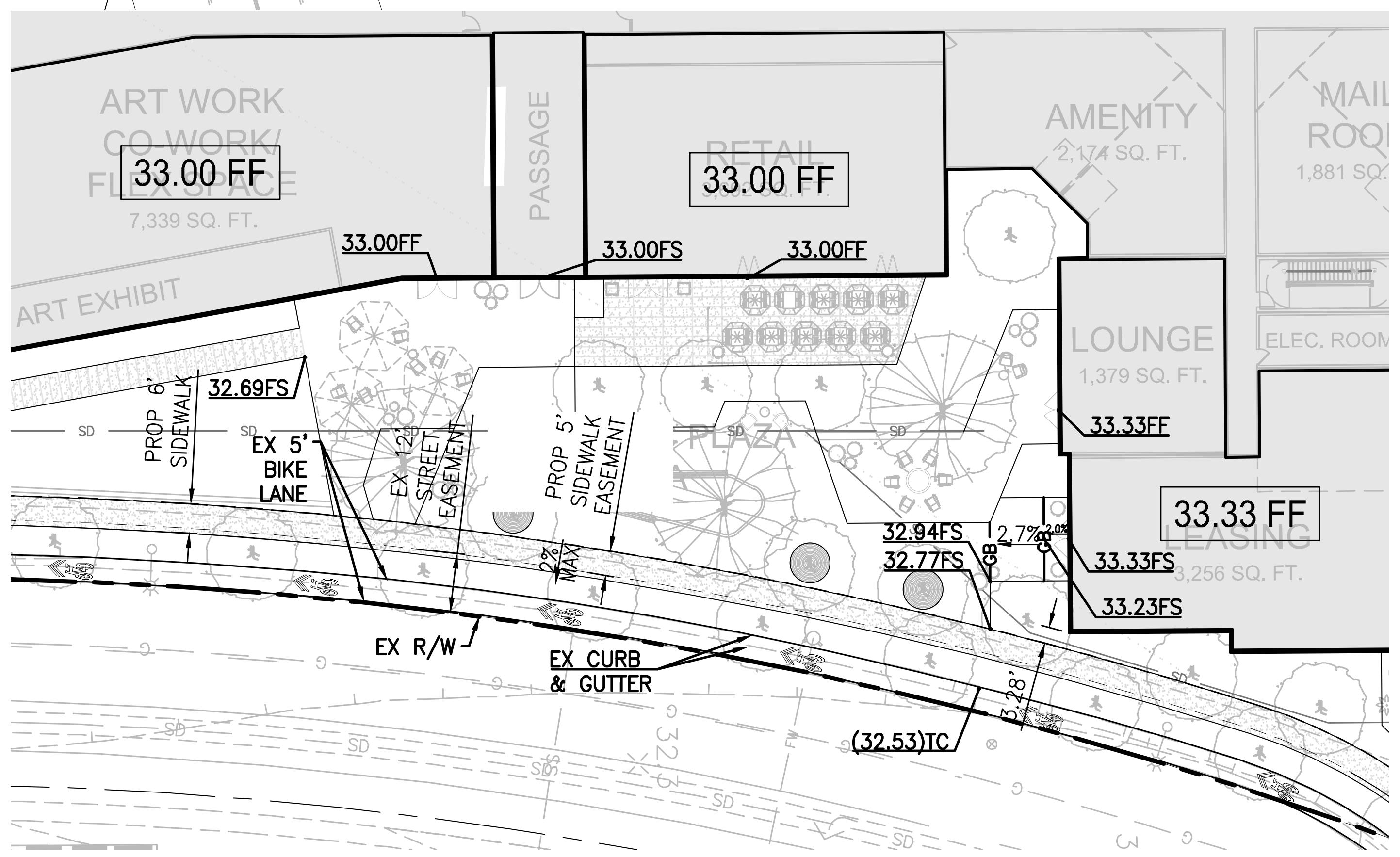
EXISTING CONDITIONS
ENTITLEMENT PACKAGE
3333 SUSAN ST
COSTA MESA CA 92626

AO

C4

SCALE: PER PLAN
JOB NO.: 424–028
DATE: 02–26–2025

F:\Projects\424\028\Plans\Entitlements\Conceptual Grading Plan\x424-028et04ec.dwg (2/26/2025 2:05 PM) Plotted by: Brian Stinson



ENLARGED GRADING DETAIL 'A'

SCALE: 1"=30'

ABBREVIATIONS

BW	BACK OF WALK
CL	CENTERLINE
DW	DOMESTIC WATER
EX	EXISTING
FF	FINISHED FLOOR
FS	FINISHED SURFACE
FH	FIRE HYDRANT
FW	FIRE WATER
MH	MANHOLE
PL	PROPERTY LINE
PROP	PROPOSED
R/W	RIGHT OF WAY
SD	STORM DRAIN
SS	SANITARY SEWER
VCP	VITRIFIED CLAY PIPE

LEGEND

——— — ———	CENTERLINE
– – – – – –	EX EASEMENT LINE
━━ ━ ━ ━━	EX R/W OR PROPERTY LINE
—GB—GB—GB—	GRADE BREAK
—R—R—R—R—	RIDGE
▨	PROP FIRE ACCESS ROAD
▦	PROP PAVEMENT
░	PROP SIDEWALK

NOTES

- CALIFORNIA BUILDING CODE 1804.
  THE GROUND IMMEDIATELY ADJACENT TO THE FOUNDATION SHALL BE SLOPED AWAY FROM THE BUILDING 5% AWAY FROM THE BUILDING WITHIN 10 FEET.
- A SLOPED WALKWAY WITH A GRADIENT EXCEEDING 5% UP TO 8.3% REQUIRES A HANDRAIL TO ENSURE SAFETY AND COMPLIANCE WITH ACCESSIBILITY STANDARDS

PAD ASSUMPTIONS

1. BUILDING FG = FF – 12"
2. FIRE ACCESS ROAD FG = FS – 12"
3. HARDSCAPE FG = FS –6"

ESTIMATED GRADING QUANTITIES

	CUT (CY)	FILL (CY)	NET (CY)
RAW VOLUMES:	32,470	6,470	26,000
	32,470	6,470	26,000(EXPORT)

DISTURBED AREA: 13.4 AC

50' 0' 25' 50' 100'

SCALE: 1" = 50'

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ENGINEERING
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Los Angeles, Ca 90017
213.988.8802
fuscoe.com

SHELBY L. SHIRLOCK
NO. C75912
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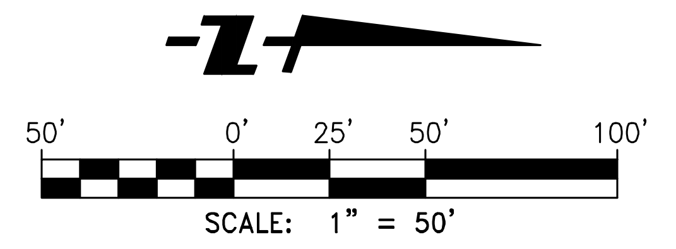

ABBREVIATIONS

CL	CENTERLINE
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY
DW	DOMESTIC WATER
EX	EXISTING
FH	FIRE HYDRANT
FW	FIRE WATER
INV	INVERT
MH	MANHOLE
PL	PROPERTY LINE
PROP	PROPOSED
RPP	REDUCED PRESSURE PRINCIPLE ASSEMBLY
R/W	RIGHT OF WAY
SD	STORM DRAIN
SS	SANITARY SEWER
VCP	VITRIFIED CLAY PIPE

LEGEND

— —	CENTERLINE
- - - -	EX EASEMENT LINE
— — —	EX R/W OR PROPERTY LINE
FW	PROPOESD FIRE WATER LINE
DW	PROPOSED DOMESTIC WATER LINE
SS	PROPOSED SANITARY SEWER LINE
SD	PROPOSED STORM DRAIN
▭	PROPOSED TRANSFORMER

NOTE

1. BACKFLOWS PER MESA WATER STANDARDS (36" MINIMUM FROM CURBS AND SIDEWALKS). TO BE SCREENED PER LANDSCAPE PLANS.

EXISTING UTILITY DEPTHS ARE BEST ESTIMATED FROM RECORD DRAWINGS AND AERIAL TOPOGRAPHY. PRECISE FIELD SURVEY VERIFICATION IS NECESSARY TO CONFIRM DURING FINAL ENGINEERING

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CONCEPTUAL UTILITIES

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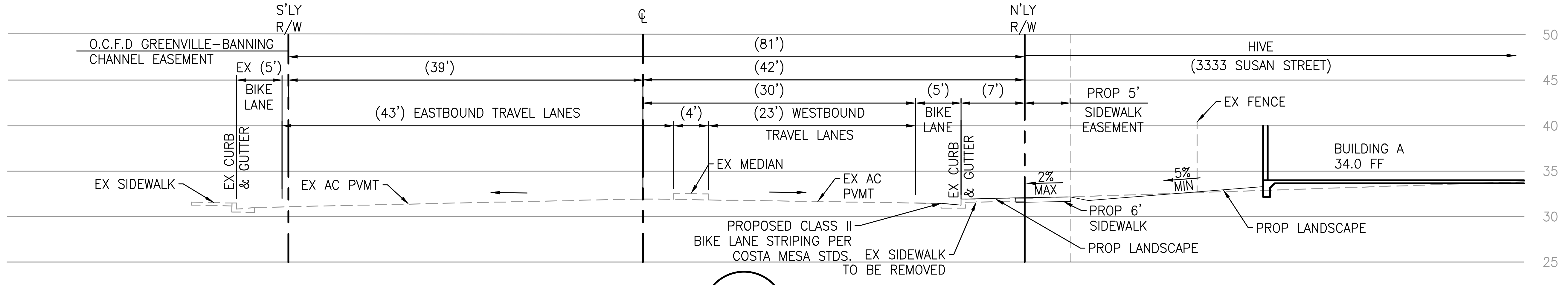
SOUTH COAST DRIVE



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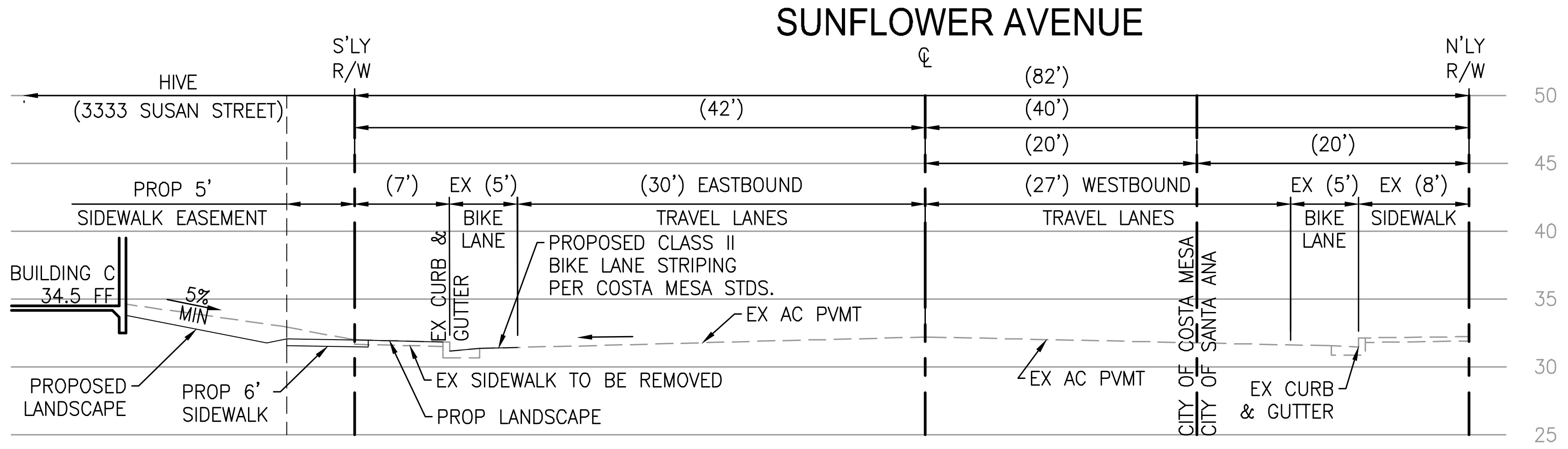
SUNFLOWER AVENUE



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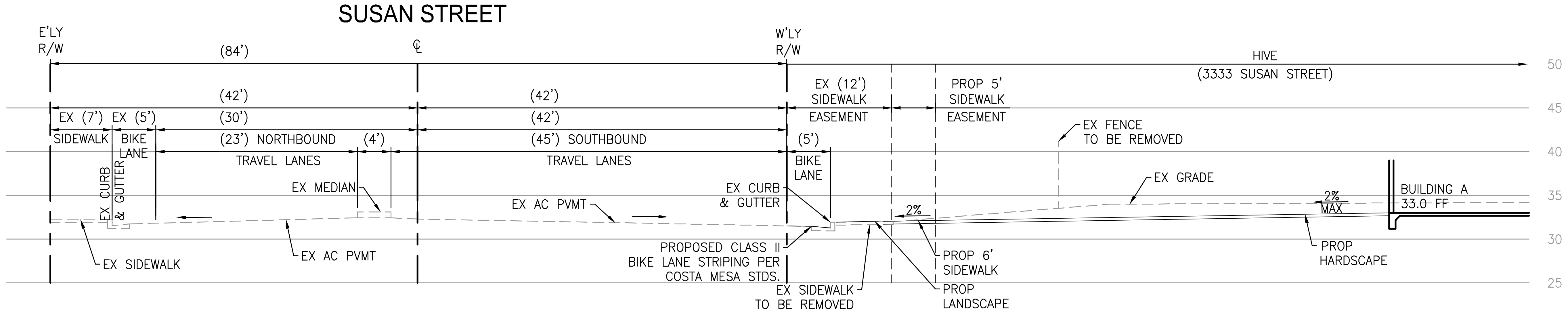

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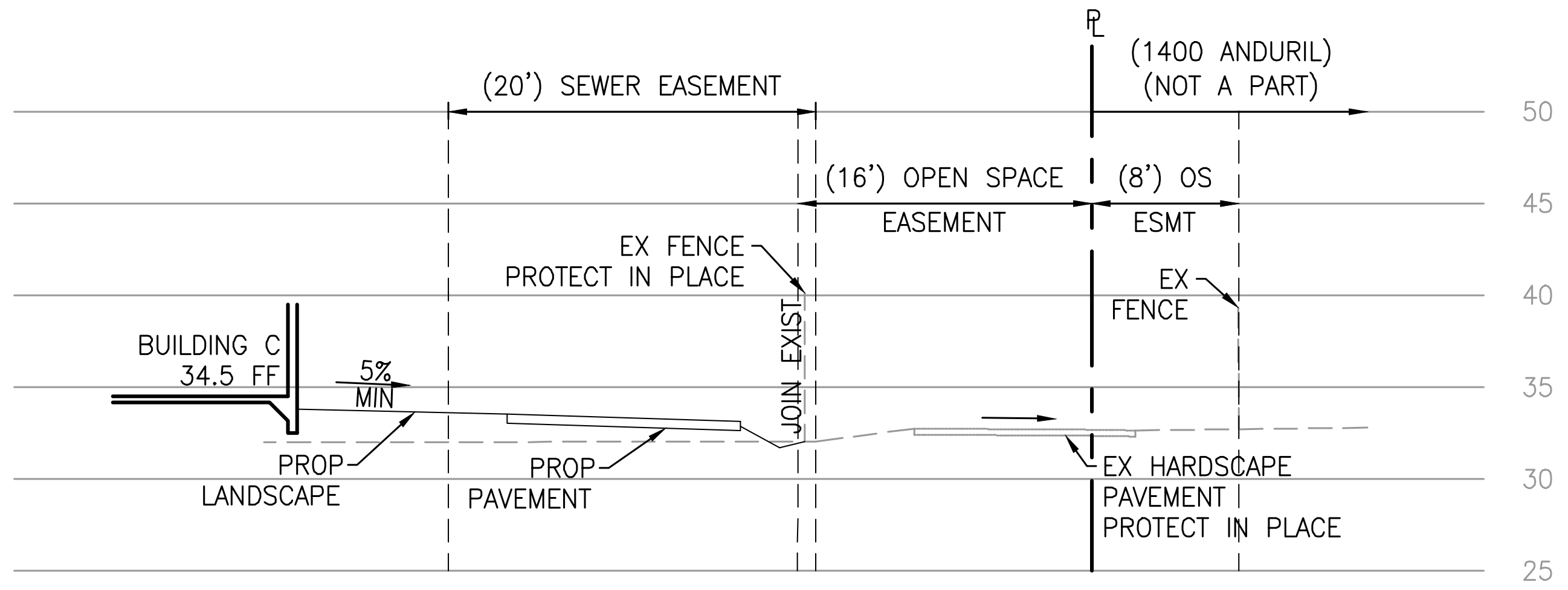

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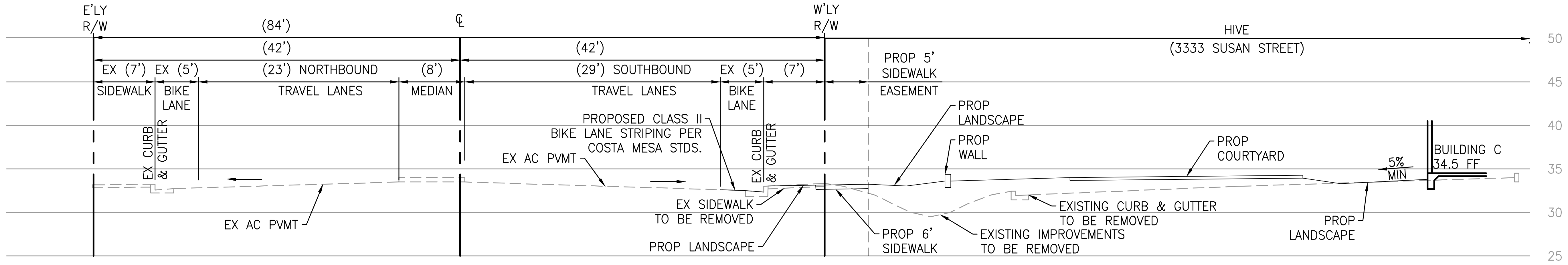

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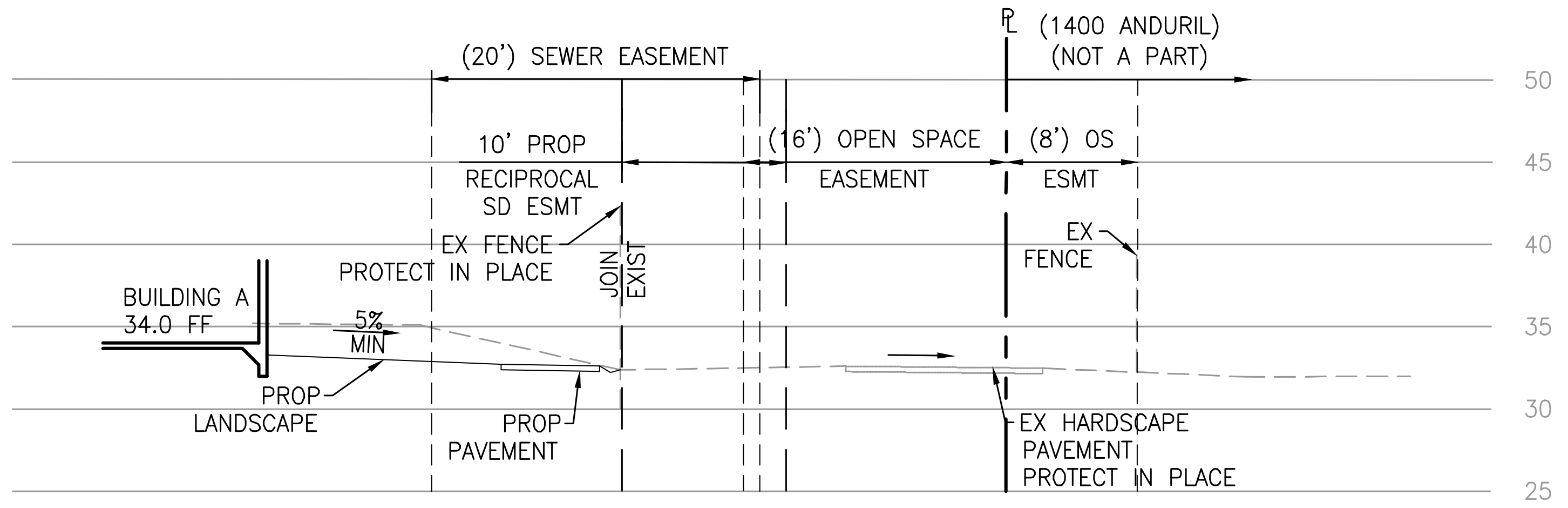

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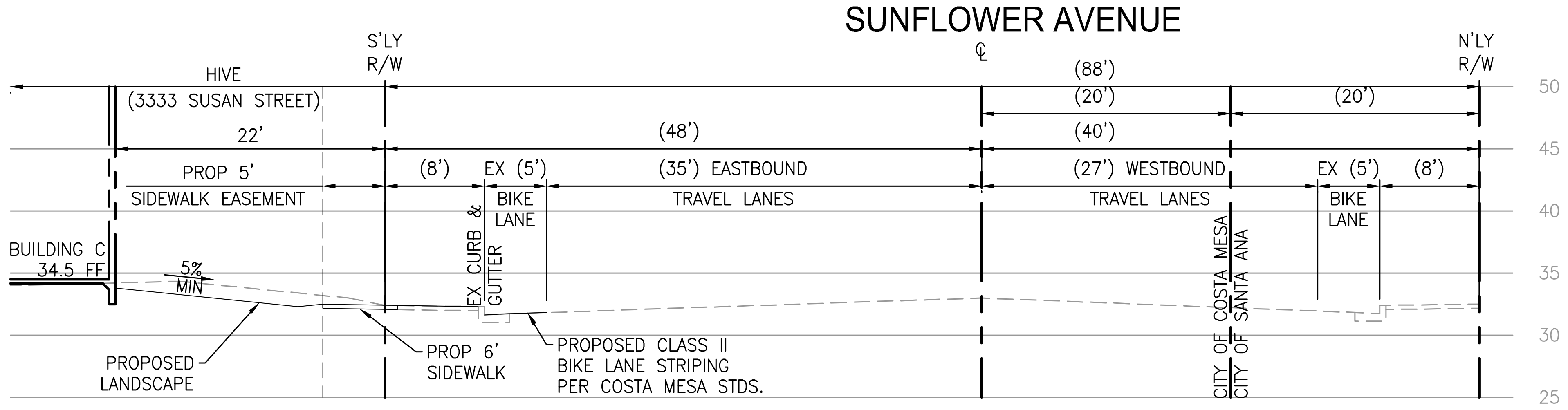

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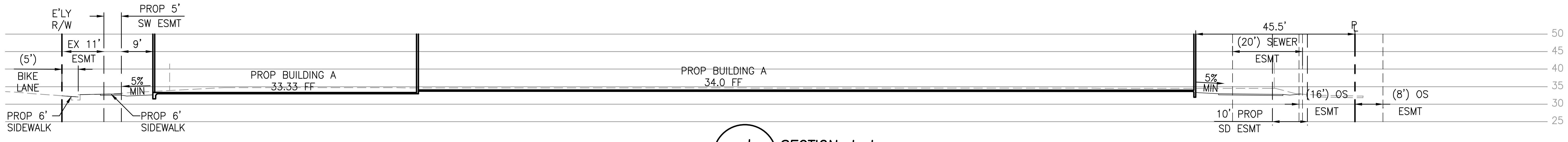

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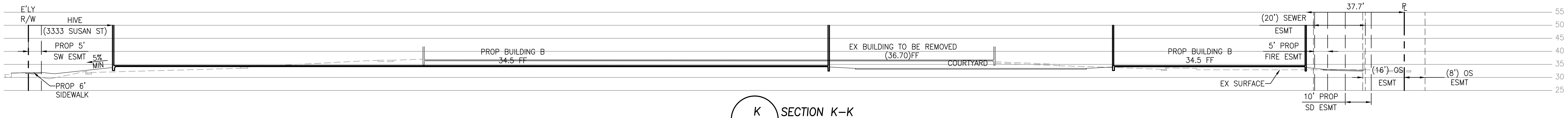

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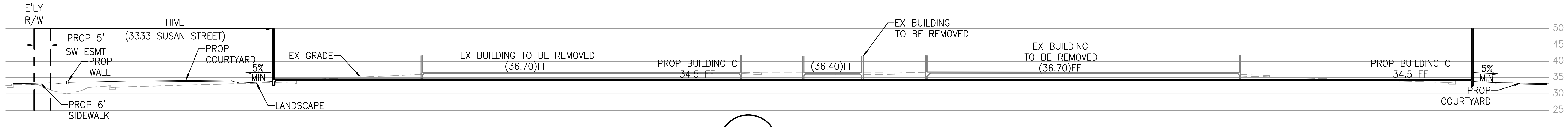

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77 Fair Drive
Costa Mesa, CA 92626

CITY OF COSTA MESA

Agenda Report

File #: 25-322 **Meeting Date:** 5/27/2025

TITLE:

STUDY SESSION REGARDING THE FAIRVIEW DEVELOPMENTAL CENTER SPECIFIC PLAN LAND USE PLAN

DEPARTMENT: ECONOMIC AND DEVELOPMENT SERVICES DEPARTMENT/ PLANNING DIVISION

PRESENTED BY: ANNA MCGILL, PLANNING AND SUSTAINABLE DEVELEOPMENT MANAGER, PHAYVANH NANTHAVONGDOUANGSY, PRINCIPAL PLANNER, KAREN GULLEY, PLACEWORKS, SUZANNE SCHWAB, PLACEWORKS, STEVE GUNNELLS, PLACEWORKS

CONTACT INFORMATION: PHAYVANH NANTHAVONGDOUANGSY (714) 754-5611 PHAYVANH@COSTAMESACA.GOV

RECOMMENDATION:

STAFF RECOMMENDS THE PLANNING COMMISSION RECEIVE THE STAFF PRESENTATION AND PROVIDE FEEDBACK ON COMMUNITY VARIABLES THAT WILL SHAPE THE LAND USE PLAN FOR THE FAIRVIEW DEVELOPMENT CENTER SPECIFIC PLAN.

PLANNING COMMISSION AGENDA REPORT

MEETING DATE: MAY 27, 2025 ITEM NUMBER: NB-2

SUBJECT: **STUDY SESSION REGARDING THE FAIRVIEW DEVELOPMENTAL CENTER SPECIFIC PLAN LAND USE PLAN**

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

PRESENTATION BY: ANNA MCGILL, PLANNING AND SUSTAINABLE DEVELEOPMENT MANAGER, PHAYVANH NANTHAVONGDOUANGSY, PRINCIPAL PLANNER, KAREN GULLEY, PLACEWORKS, SUZANNE SCHWAB, PLACEWORKS, STEVE GUNNELLS, PLACEWORKS

FOR FURTHER	**PHAYVANH NANTHAVONGDOUANGSY**
INFORMATION	**(714) 754-5611**
CONTACT:	**PHAYVANH@COSTAMESACA.GOV**

RECOMMENDATION:

Staff recommends the Planning Commission receive the staff presentation and provide feedback on community variables that will shape the land use plan for the Fairview Developmental Center Specific Plan.

APPLICANT OR AUTHORIZED AGENT:

City of Costa Mesa

PURPOSE OF THE STUDY SESSION:

The purpose of this study session is to provide the Planning Commission and the public with a comprehensive update on the progress of the Fairview Developmental Center Specific Plan (FDC-SP) project. and offer an opportunity for the Planning Commission to review and discuss the land use concepts and key components of the plan prior to providing a recommendation on the preferred land use plan and its components to the City Council. The City developed three land use concepts that were studied and presented to the public to solicit input (detailed later in the report). The purpose of the land use concepts was to test housing unit thresholds and other plan components (such as circulation network, open space, commercial square footage, etc.).

Over the past several months, City staff—working in partnership with the State—has made progress on addressing State requirements and factors influencing the land use plan, while incorporating community input and preliminary findings of the financial feasibility analysis. This work has provided a perspective on the actual feasibility of the conceptual land use plans and project components.

The preferred plan is intended to comprise of the preferred components from all concepts studied, coupled with the likelihood that the plan is desirable from a development standpoint. At this stage, the information presented will also help define the scope of the project to initiate the environmental review process pursuant to the California Environmental Quality Act (CEQA). Additional discussion is under the "Recommendations for the Preferred Land Use Plan" section of this report.

This study session is intended to set the stage for a formal recommendation by the Planning Commission to the City Council in July 2025. While no formal action will be taken at this meeting, staff respectfully requests feedback from the Planning Commission on the draft land use concepts and project components presented in this report. Input is particularly encouraged on the proposed land use distribution, open space framework, circulation network, and overall site organization. This feedback will inform the refinement of the project description, support the creation of a preferred land use plan, and shape the environmental analysis moving forward.

Following tonight's study session, staff will return on June 9, 2025, with a refined Preferred Plan, updated project description, and a set of draft vision and guiding principles. The Planning Commission will be asked at that time to make a formal recommendation to the City Council, enabling the City to begin the CEQA process and continue advancing the FDC Specific Plan project.

Once the City Council selects a preferred land use plan, staff will begin a formal environmental analysis in accordance with CEQA. The City will assess potential environmental impacts—such as traffic, noise, air quality, and biological resources—and identify feasible ways to avoid or minimize those impacts. Based on the findings of this analysis, the Preferred Plan may be refined to ensure that future development aligns with State environmental standards and community goals.

In parallel with the CEQA process, staff will continue community outreach efforts to help shape and finalize the development standards and policies that will be memorialized in the Specific Plan.

BACKGROUND:

The Fairview Developmental Center (FDC) is a 115-acre property located at 2501 Harbor Boulevard in the City of Costa Mesa. Owned by the State of California, the site was historically developed and operated as a residential care facility for individuals with developmental disabilities. Today, the facility is largely unoccupied and in a "warm shutdown" phase, meaning it is no longer serving its original residential function. The State has relocated all remaining residents to community-based homes and has acknowledged that it does not intend to follow the traditional State surplus property process for this site.

Over the years, the future of the FDC property has been the subject of considerable interest and discussion among local and state agencies. In 2020, the Costa Mesa City Council created an Ad Hoc Committee to advise staff and provide recommendations related to the FDC. That same year, the Council adopted a vision for the site supporting approximately 1,500 mixed-use, mixed-income housing units—including workforce, veterans, and permanent supportive housing. The Council directed staff to collaborate with the State to preserve local input and influence over future development decisions and land use outcomes.

The FDC site is one of the largest housing opportunity sites identified in the City's Housing Element, adopted on February 1, 2022. The Housing Element anticipated accommodating approximately 2,300 units on this site and includes a specific program directing the City to pursue a Specific Plan for residential development, in partnership with the State. The Housing Element plan for the site became Concept 1.

In June 2022, the State Legislature approved Government Code Section 14670.31, which provides a framework for the reuse of the FDC property. The legislation codifies a partnership between the Department of General Services (DGS), the Department of Developmental Services (DDS), and the City of Costa Mesa, with defined roles for each entity. While the site is owned and controlled by the State, under this framework, the City is responsible for leading the land use planning process, which includes preparation of a Specific Plan, identifying and defining public benefits, amending the General Plan, updating the zoning regulations, and conducting the CEQA review. Defining key components of the plan-such as affordable housing, open space, and community-serving amenities- is a key effort of the Specific Plan Process and will help ensure that redevelopment of the site aligns with local priorities and State policy goals. In parallel, the State—through DGS—will lead the property disposition process, as property owner, which will include either sale or lease of the land to a master developer, for the purposes of building a project in compliance with the City's Specific Plan.

To support this effort, the legislation allocated $3.5 million in State funding to the City to develop a Specific Plan, conduct necessary studies, and manage a community-based planning process. The law also expresses the Legislature's intent that the property be redeveloped as a mixed-use project, prioritizing affordable housing to the greatest extent feasible, including a minimum of 200 units of permanent supportive housing, open space, and housing for individuals with developmental disabilities.

The FDC-SP project will implement the provisions of Government Code Section 14670.31. As outlined in the agreement between the City and State, the final development plan must align with both the City's adopted vision and the State's interests. While the City will guide the planning process with opportunities for community engagement and transparency, the ultimate disposition of the property will be made by DGS, based on terms and conditions deemed to be in the best interests of the State.

HOUSING ELEMENT IMPLEMENTATION – HOUSING PROGRAM 3B

The approved 6th Cycle Housing Element identifies the property as a housing opportunity site that may accommodate 2,300 future residential units. Approximately 40% of the residential units projected for this site will meet a portion of the City's Regional Housing Needs Assessment (RHNA) shortfall for low- and very- low-income households. As such, the Housing Element Program 3B outlines the implementation objectives for the FDC site to accommodate future housing development. This project, which includes the development of a Specific Plan (SP), and the disposition of the FDC site, requires a coordinated planning effort with the State Department of General Services (DGS), Office of Emergency Services (OES), and Department of Developmental Services (DDS).

Figure 1: Site Location

In August 2023, the City retained PlaceWorks to complete the community outreach, land use planning and environmental review process for this project.

PROJECT PROGRESS:

This section outlines the key milestones that informed the development of the land use concepts, which illustrate a range of site design, circulation, and housing scenarios that will shape a future neighborhood. The land use concepts were formulated utilizing feedback solicited from the community engagement events, public meetings held at City Council and Planning Commission, ongoing coordination meetings with state agencies, and input from housing developers and affordable housing advocates.

Community Workshops

Launched in October 2023, the project's community engagement program was designed to optimize public participation and encourage the public to provide input at critical stages of the plan development. The community engagement process will continue to be dynamic and improve as the project progresses forward. The project's website, www.fdcplan.plan, is continually updated to share project information and encourage participation at upcoming events. The City has held 18 community outreach events thus far for this project.

The outreach events have included in-person and virtual workshops, pop-up events, and study sessions. Materials for all workshop and pop-up events were provided both in English and Spanish, with Spanish interpreters available to assist attendees when needed. For in-person meetings, the City's Parks and Community Services Department provided activities for children to enable parents to engage more fully in the outreach process.

The workshops focused on drafting the community vision and guiding principles, as well as gathering input on the conceptual plans. A summary of the workshops and all related outreach materials are available online at: https://fdcplan.com/participate/. The results of the fourth workshop is described in the "Land Use Concepts Outreach" section of this report.

FDC Project Updates at City Council and Planning Commission

In addition to the community outreach events, project updates for the FDC Specific Plan were presented to the City Council on December 12, 2023, and Planning Commission on March 25, 2024.

- The City Council Meeting (December 12, 2023): Staff provided an overview of the planning process, the historic background of the FDC site, potential housing types (including both market-rate and affordable options), and considerations for future development. The staff report and attachments are available online at: https://costamesa.legistar.com/MeetingDetail.aspx?ID=1141509&GUID=345AA40A-863E-4705-8AC0-6F703488A2F9

- The Planning Commission Meeting (March 25, 2024): In addition to the Council update, this presentation included a summary of the public workshops and outlined the upcoming steps in the planning process. The staff report and attachments are available online at: https://costamesa.legistar.com/LegislationDetail.aspx?ID=6600445&GUID=BE5C5BFB-7FF3-4EC5-B6A4-16240D272894

At both meetings, staff and PlaceWorks presented detailed information on the economic and market considerations for affordable housing development. Topics included financing strategies, eligibility requirements, and the trade-offs needed to achieve feasibility. As part of the research and analysis, PlaceWorks conducted interviews with affordable and market-rate housing developers, advocacy groups, and industry experts familiar with the Orange County housing trends. These interviews explored preferences related to housing types, supportive services, private and public open space amenities, and neighborhood design. Insights gathered have directly informed the market demand and market feasibility analysis, the outcomes of which are included in this report to guide the development of a preferred land use plan.

State Agencies Coordination Meetings

The City held weekly coordination meetings with the State DGS and DDS Representatives from April 2024 through August 2024 and has continued to meet on an as-needed basis thereafter. These meetings focus on aligning future land use planning with State legislative requirements, DDS housing needs, and the development of the future Regional Emergency Operations Center (EOC) to ensure that the land uses are compatible and occur in a coordinated manner. Key State factors influencing the land use concepts include Senate Bill (SB) 82, SB 188, SB 138, and SB 166, along with the State agencies programmatic and operational requirements. A summary of these factors is provided as Attachment 1.

As a result of the meetings, the original project boundary was modified to remove the plant operations area, the segment of Merrimac Way running through Harbor Village Apartments, and the Mark Lane residential development. These areas are owned, operated, and maintained by DDS and management company. The revised Specific Plan boundary now encompasses approximately 95 acres. Of this, the State will retain ownership of 20 acres for the EOC and DDS complex needs housing which are not included in the Specific Plan area. DDS will retain 15 acres for housing similar to Harbor Village Apartments, leaving approximately 80 acres available for the Master Developer, as shown in Figure 2.

Each of the land use concepts has been designed to meet the needs of DDS housing programs and the EOC operations. In accordance with SB 138, the existing 5-acre plant operations site will be redeveloped for residential use serving adolescents and adults with complex needs. Additionally, approximately 15 acres shown in Figure 2 will be used for DDS State housing consistent with SB 82. DDS anticipates developing up to 480 residential units adjacent to the existing Harbor Village Apartments, with 20% of the units dedicated to individuals with developmental disabilities, similar to the Harbor Village model. This 15-acre portion of the property will be included in the Specific Plan area.

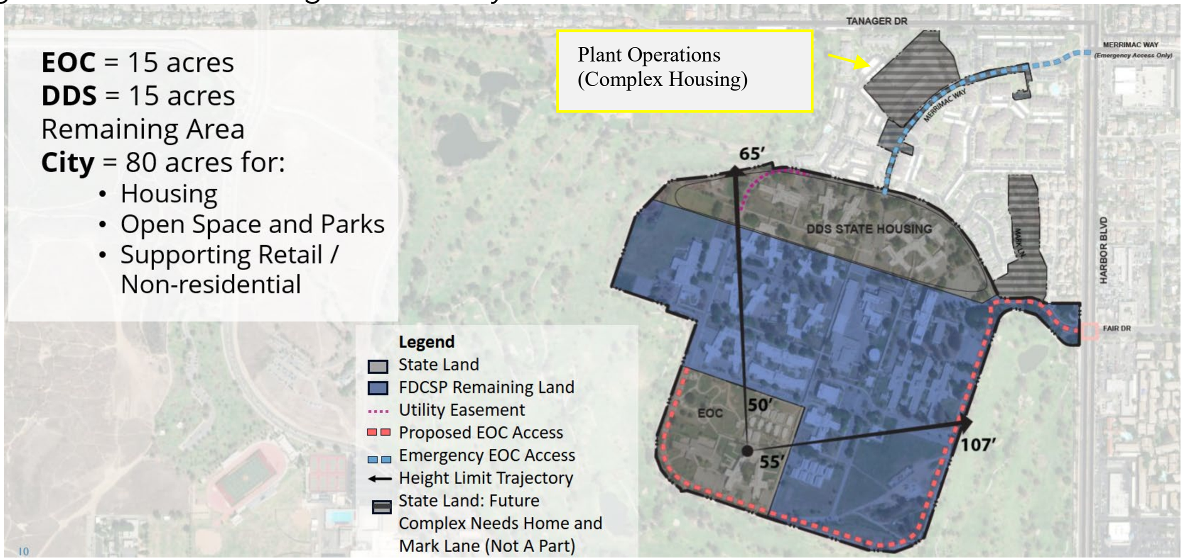
While the land use concepts identify approximate planning areas for DDS housing, the final boundaries will be determined by the State, potentially through future legislation. The Specific Plan's land use policies will ensure that future planning areas support the State's DDS housing goals.

DDS also expressed opposition to the inclusion of large open space areas that could support a regional sports and recreation complex. In its letter dated June 28, 2024, submitted in response to the proposed land use concepts, DDS stated that the primary focus of the plan should be to maximize the provision of affordable housing, and that large open space areas are incompatible with this objective. The letter is included as Attachment 2.

The State DGS is also moving forward with construction of the EOC. Additional information is available online at: https://buildcaloessreoc.turnersocal.com/. Following the development of the land use concepts used and the launch of the summer workshop series, the State agreed to align Shelley Circle with the southeast corner of the project boundary. This revised alignment, shown as a dashed red line in Figure 2, will be incorporated in the preferred land use plan.

Figure 2 also identifies the location of the EOC Communication Tower, which stands approximately 120 feet tall. To ensure a clear line of sight with other State communication towers, height restrictions will apply to development located directly north and east of EOC site. In these areas, buildings will be limited to approximately six to eight stories to preserve the operational effectiveness of the communication system.

Figure 2: FDC Remaining Area for City Process



LAND USE CONCEPTS:

This report presents three land use concepts, each representing a distinct development scenario based on input from the community, while aligning with State requirements. The concepts explore variations in urban design, circulation networks, and distribution of open space recreational areas. They were created to evaluate a range of residential densities and affordability levels. The conceptual illustrations and associated acreages included in this section were originally prepared for the community outreach efforts and were developed prior to the State's final decision to redevelop the plant operations area for the complex needs housing and before the final alignment of Shelley Circle was confirmed. This section includes the illustrations that were presented to the community in summer 2024 during outreach events. The feedback received from these outreach events have been incorporated into the draft preferred land use plan shown later in this staff report.

Since summer 2024, each concept has been analyzed for its market and development feasibility, traffic and circulation impacts, consistency with City and State goals, and potential funding sources and implementation timelines. The conceptual plan names are provided for ease of reference. The planning areas configuration are illustrative and intended to demonstrate different development patterns. The analysis provided in this report will help identify and prioritize trade-offs of various land use components that will shape the preferred land use plan and form the foundation for the Specific Plan. The Land Use Concepts are provided as Attachment 3.

Concept 1: Fairview Promenade (Housing Element)

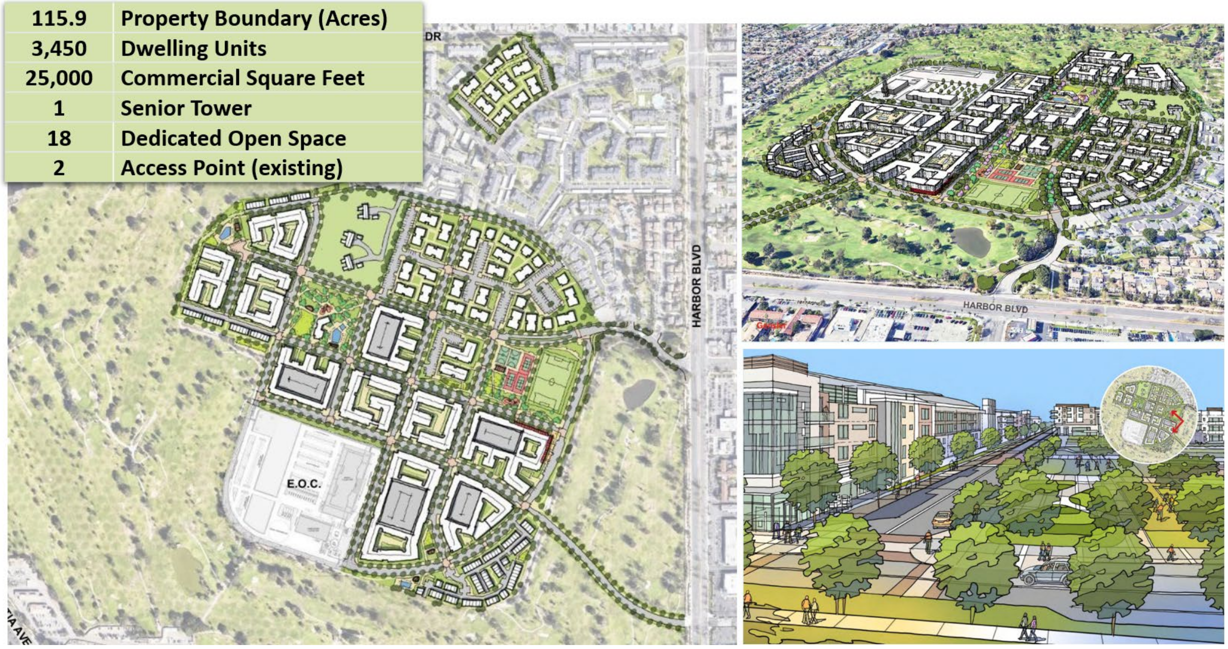
114.7	Property Boundary (Acres)
2,300	Dwelling Units
25,000	Commercial Square Feet
14.1	Dedicated Open Space
1	Access Point (existing)

Concept 1 reflects the Housing Element household income distribution assumptions for this site: 25% Very Low-Income, 15% Low-Income, 30% Moderate-Income, and 30% Above Moderate-Income. The land use configuration might feature a central grand boulevard or signature street that defines the character of the site and provides a strong visual and functional connection to the secondary road network. The corridor could include a wide landscaped median with pedestrian pathways, integrated public art, or streetscape treatments that enhances the identity of the development along the sidewalks and pathways.

This concept would accommodate 2,300 residential units with an average density of 39 dwelling units per acre. Higher-density residential development would be concentrated toward the center of the site, with lower-density areas positioned along the edges, particularly near Harbor Boulevard. Planning Areas 1 through 5, totaling 20 acres and located adjacent to the existing Harbor Village Apartments, are designated to accommodate 483 DDS units. This includes three (3) complex needs units, 99 very low-income units, and 384 moderate-income units.

Open space areas would be distributed throughout the project area, with individual park areas ranging from 1.6 to 3.5 acres. The open space network would include greenways and trails designed to connect residential neighborhoods to recreational areas. Park facilities may support a variety of active uses such as soccer and baseball fields, and other recreational uses. To reduce traffic circulation through the stie, open space and commercial uses would be strategically located near the Habor Boulevard - Fair Drive entrance.

Concept 2: Fairview Fields



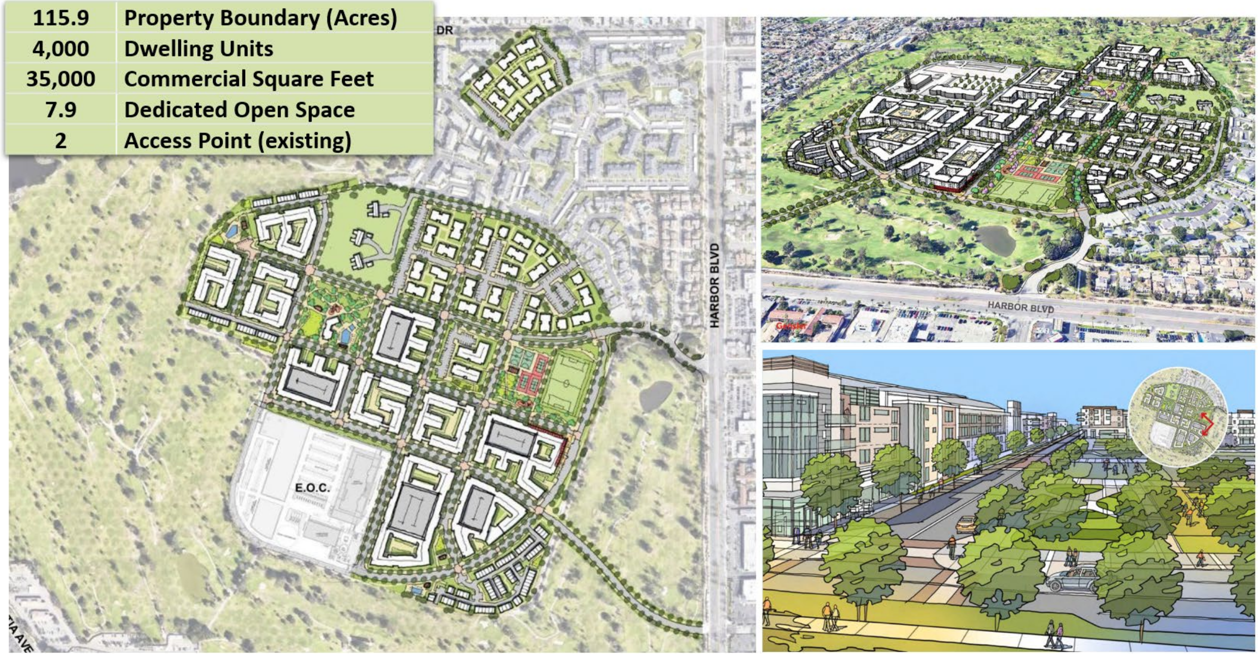
115.9	Property Boundary (Acres)
3,450	Dwelling Units
25,000	Commercial Square Feet
1	Senior Tower
18	Dedicated Open Space
2	Access Point (existing)

Concept 2 features a more formal grid street pattern, with slightly smaller blocks than Concept 1, which enhances walkability and connectivity throughout the site. This scenario assumes that a future developer would utilize the State Density Bonus Law to increase the number of above moderate units to subsidize the affordable requirements.

For this scenario, the base residential capacity in the Specific Plan would be 1,725 units. However, by applying a 50% density bonus for both Very Low- and Moderate-income units—as permitted by State Density Bonus Law—100% total density bonus could be achieved, resulting in a maximum of 3,450 residential units. This would include the base units and an assumed bonus of 1,725 units. Approximately 20 acres adjacent to Harbor Village Apartments would be reserved to meet DDS housing needs.

There would be two access roads, one at Fair Drive and another via a new roadway extension through the golf course, connecting to the Harbor Shopping Center. Open space would be concentrated into large, centralized neighborhood park designed to support various active recreational uses, including sports fields and other community amenities.

Concept 3: Fairview Commons



115.9	Property Boundary (Acres)
4,000	Dwelling Units
35,000	Commercial Square Feet
7.9	Dedicated Open Space
2	Access Point (existing)

Concept 3 represents the highest reasonable level of residential development across the Planning Areas. All Planning Areas would be designated for high-density residential uses, with the exception of the southeast corner, which is envisioned for high-end townhomes. This concept would accommodate the income distribution projected in the Housing Element for Very Low, Low, and Moderate, which totals 1,610 units—or 40% of the total units—to meet the City's affordability housing goals for this site. The remaining 2,390 units (60%) would be allocated to the Above Moderate category, which help subsidize affordable housing.

This scenario assumes the City would enter into a Development Agreement with the master developer to secure the final housing mix. Concept 3 supports the highest residential yield and allows for a variety of housing types, including townhomes, apartments, and condominiums. To accommodate the increased density and improve site circulation, this concept would also require a secondary access point to Harbor Boulevard.

FINANCIAL FEASIBILITY:

As required by the agreement with the State, a Financial Feasibility Analysis was conducted for each land use concept and provides a detailed summary of the cost to develop each planning area—excluding the cost that affordable housing developers will pay to build and operate their projects. The analysis also includes project-wide infrastructure costs—demolition, roads, water, and sewer into the equation. Feasibility alternatives (i.e., changes in the assumptions for each land use alternative that would make each alternative more feasible) are included to identify adjustments that could make the overall project financially feasible. The Financial Feasibility Analysis is attached to the report as Attachment 6.

The financial feasibility is prepared and analyzed from the perspective of a potential master developer: do the concepts provide for a sufficient number of market rate housing units to offset the costs to support the affordable housing, the DDS housing, and other amenities, such as parks and recreation facilities. The Analysis is a 'snapshot' of the current market and its considerations. It can be used to predict the potential feasibility of a project with the most accurate information at hand at the time the analysis is conducted. While these analyses try to anticipate future market trends, unforeseen trends or market factors could adjust identified feasibility when the master developer is ready to construct. The Financial Feasibility Analysis evaluates the three concepts to determine whether a developer could redevelop the site, achieve a 15% internal rate of return (an industry standard for determination of project feasibility) and potentially have enough surplus provide the public benefits the State is looking for and the benefits that the City and community may expect.

The State intends to dispose of the site by turning the property over to a master developer, excluding certain portions that will be retained by the State. The master developer would demolish the existing buildings, remediate any contamination, and construct the necessary infrastructure to support the ultimate buildout allowable under the specific plan.

A sizeable number of the new housing units constructed would be restricted to households qualified as lower income. The master developer might develop this affordable housing, but they are more likely to turn the prepared land over to an affordable housing developer. Another sizeable number of housing units would be constructed separately for and under contract to the state's DDS. However, the master developer would prepare the sites for the DDS housing. The remainder of the housing units would be constructed by the master developer to be rented or sold at market rates. The intent is that the specific plan would allow the number of market rate housing units that would generate sufficient profit to compensate for the demolition, the site preparation, and the infrastructure that will support the affordable housing units and the DDS housing units.

To prepare a viable Specific Plan and conduct environmental review under CEQA, the City must evaluate a version of the project that is both physically and financially viable. The Financial Feasibility Analysis was a critical step in this process. It evaluated whether each land use concept could cover the costs of demolition, infrastructure, DDS and affordable housing site preparation, and still generate a sufficient return to attract private investment. This ensures the plan can be implemented and that key public benefits—such as affordable housing, open space, and community amenities—can be delivered. The analysis informed staff's recommendation on a Preferred Plan and provides a foundation for drafting the Specific Plan.

Infrastructure and Site Development

Each of the three land use concepts will require significant infrastructure upgrades, including new sewer, storm drain, water, and utility improvements. All concepts also involve site demolition and environmental remediation, with associated costs varying by concept.

The cost estimates for each scenario are summarized in the table below and include site preparation, impact fees, soft costs (such as engineering, environmental review, and bonding), infrastructure improvements, and a standard contingency. It is important to note that higher development costs do not necessarily determine a concept's financial feasibility. These considerations are incorporated and addressed in the financial feasibility analysis that follows.

Table 3: Total Development Costs

	Concept 1	**Concept 2**	**Concept 3**
Total Planning Area Development Cost	$434,300,000	$776,100,000	$1,046,400,000
Project-wide site Development Cost	$130,300,000	$174,600,000	$148,500,000
Offsite improvement Cost	$13,420,000	$18,400,000	$18,400,000
Total project development cost	**$578,100,000**	**$959,100,000**	**$1,213,000,000**

In evaluating the three land use concepts, this analysis estimates whether or not the market rate development would generate a fifteen percent (15%) Internal Rate of Return (IRR) for the equity investment needed for the project. This rate is an industry standard and is considered the minimum return to entice outside investors to invest equity in a development project. The table below is a summary of the results of the financial feasibility analysis:

Table 1: Total Cash Flow and Annual Internal Rate of Return

	Concept 1	**Concept 2**	**Concept 3**
Cash Flow Sums with Financing and Cost/Revenue Escalation			
Total Cash Inflow	$810,300,000	$2,148,000,000	$2,905,000,000
Total Cash Outflow	-$962,700,000	-$1,779,000,000	-$2,235,000,000
Total Net Cash Flow	-$152,360,000	$369,100,000	$669,8900,000
Financial Feasibility Metrics			
Annual Internal Rate of Return (IRR)	-20%	14.6%	16.7%
Feasibility Surplus/(Gap)	($233,000,000)	($5,020,000)	$26,700,000

Note: The total cash inflow and outflow is a simple sum of the monthly estimates. The data are not discounted and thus do not reflect the time value of money. However, the IRR does account for the timing of inflows versus out-flows.

Based on the analysis above, Concept 1 would cost more to develop than it would generate in income. This concept would need additional funding of over $233 million to be feasible at a 15.0 percent IRR. Concept 2, which showing slightly less than the industry standard IRR of 15% would still be considered financially feasible as it is anticipated a developer could make minor adjustments to their own pro forma or to the project to bring it to the 15% rate that would make the project viable. Finally, Concept 3 is financially feasible, with an IRR of 16.7% and would generate $26.7 million in residual land value that could be used for additional public benefits.

Traffic and Mobility

All three land use concepts will require improvement to the intersection at Fair Drive and Harbor Boulevard. Concept 1 relies solely on the existing access point at this intersection, while Concepts 2 and 3 introduce a secondary access road through the golf course connecting to Harbor Boulevard. Due to its higher housing capacity, Concept 3 is expected to generate the most traffic and may require additional offsite improvements such as added lanes and signal timing adjustments.

While Level of Service (LOS) is no longer required to be studied under CEQA for significance thresholds, the City continues to study LOS for public transparency and as part of its City requirements. The City has adopted Level of Service (LOS) D as the acceptable threshold for intersection performance. Each land use concept was analyzed for its impact on traffic, with LOS ratings ranging from LOS A (free-flowing conditions) to LOS F (significant delays requiring multiple signal cycles). The table below summarizes projected daily trip generation and LOS for each concept.

Table 4: Traffic and Level of Service

	Concept 1	**Concept 2**	**Concept 3**
Access Points to Harbor Boulevard	1	2	2
Daily Trip Generation	11,342	16,640	18,501
Morning Peak Hour Trips	842	1,229	1,407
Evening Peak Hour Trips	997	1,449	1,639
Level Of Service	With No Improvements: • Morning Peak: LOS C • Evening Peak: LOS D	With No Improvements: • Morning Peak: LOS C • Evening Peak: LOS E	With No Improvements • Morning Peak: LOS C • Evening Peak: LOS E
	With Improvements: • Morning Peak: LOS A • Evening Peak: LOS C	With Improvements • Morning Peak: LOS B • Evening Peak: LOS D	With Improvements: • Morning Peak: LOS B • Evening Peak: LOS D

If a secondary roadway is constructed through the Mesa Linda Golf Course, it will result in operational impacts as future development phases are implemented. Based on the land use concepts and phasing assumptions, it is anticipated that this roadway may not be needed until residential development exceeds 2,300 units, which could take approximately 10 to 12 years. While this connection may affect current golf course operations, it also presents an opportunity to improve the course layout and enhance the overall user experience.

To evaluate this opportunity, the City engaged Todd Eckenrode Origins Golf Design, a local golf course architect firm, to evaluate potential design adjustments to the golf course in order to accommodate the secondary access route. Origins Golf Design developed preliminary concepts that reimagine the driving range and nearby areas in a way that maintains functionality and elevates the golfing experience. The associated costs for this design enhancement are included in the financial feasibility analysis, ensuring that long-term planning reflects both the infrastructure needs of the project and the ongoing success of the golf course as a valued community amenity. This information will be used to inform and memorialize the Specific Plan if the City Council proceeds with a maximum unit count above 2,300 units. It is anticipated that it may be further refined once a master developer submits to the City for entitlements.

Additionally, each concept incorporates an interconnected network of pedestrian and bicycle paths. These facilities are designed to link residential areas with parks, community amenities, and key destinations within the project area and the broader City, promoting active transportation and reducing reliance on cars.

Parks and Open Space

The three land use concepts offer different approaches to open space distribution. Concept 1 features a linear park with open space dispersed throughout the site. Concept 2 concentrates parkland into a larger, centralized area, while Concept 3 prioritizes housing and provides the least amount of park/open space.

State Government Code Section 66477, known as the Quimby Act, authorizes cities to require the dedication of parkland or payment of in-lieu fees from residential subdivisions to support the development of park and recreational facilities. The law sets a baseline requirement of up to 3.0 acres per 1,000 residents. It also allows jurisdictions to adopt higher local standards if supported by their General Plan and local ordinance.

In accordance with this authority, the City has established a local parkland dedication standard of 4.26 acres per 1,000 residents, as outlined in General Plan Policy OSR-1.18. This requirement is implemented through the City's Park and Recreation Dedications Ordinance (Municipal Code Title 13, Chapter XI, Article 5). Based on projected population levels, none of the land use concepts currently meet the 4.26-acre standard.

Table 2: Recreational/Open Space

	Concept 1	**Concept 2**	**Concept 3**
Dedicated Recreational/Open Space Areas (acres)	14.1	18	4.9
Population Projection[1]	5,744	7,816	10,232
Required Open Space based on Policy OSR-1.18	~22 acres of open space	~36 acres of open space	~42 acres of open space
NOTES: *1. Persons Per Household: 2.64, Source: American Community Survey 2022.* *Includes estimated 480 DDS units for each concept (mix of 20% Very Low and 80% Moderate income). Assumes 1 person per household for Very Low and permanent supportive units.*			

The current General Plan Land Use Designation for the Fairview Developmental Center site is Mixed-Use Center (MUC). The MUC designation—unique to this site—also includes an open space goal requiring that at least 25% of the site be preserved as open space. Based on the 80 acres available for development, this equates to a minimum of approximately 22 acres.

While none of the current land use concepts fully meet the open space goal of preserving 25% of the site as required under the existing MUC designation, a component of the project is a General Plan Amendment to align the designation with the Specific Plan's final land use and open space framework. This amendment will update the MUC land use designation to reflect the allowable uses and revised open space standards established through the Specific Plan.

As the planning process progresses, the Specific Plan will define a realistic and implementable open space goal—supported by future land dedication and developer-funded improvements—that will guide how open space is integrated into the site's long-term development. It is anticipated that the open space goal will be met during implementation through a combination of land dedication, in-lieu fees, development impacts fee and/or developer-funded improvements as part of the future development agreement.

LAND USE CONCEPTS OUTREACH

Survey Details and Structure

To gather community input on the three land use concepts, the City conducted public outreach throughout July and August 2024. Engagement activities included in-person and virtual workshops, pop-up events, and an online survey available from July 24 to August 30, 2024. All materials and events were offered in both English and Spanish, and paper surveys were made available at in-person events (see Attachment 4). In total, the City received 719 survey responses, along with 10 emails and 8 comment cards submitted during the outreach events.

To encourage broad participation, the online survey did not require responses to every question, resulting in varying response rates. The survey was hosted on the Social Pinpoint platform and was designed to reflect the same information presented at public workshops, allowing participants who could not attend in person to access an equivalent level of detail. The survey featured the following informational tabs:

- Introduction – Included instructions for navigating the survey, explained the purpose and development of land use concepts for the FDC Specific Plan, and outlined the survey's goals.
- Land Use Concepts – Provided detailed descriptions of each concept, results from traffic and infrastructure studies, and an interactive map.
- Summary – Offered side-by-side comparisons of the concepts, including the results of the traffic and infrastructure studies. The summary also provided an overall comparison of the concepts intended to inform participants about the various tradeoffs between each concept.

Survey Outreach

The survey was promoted extensively during Workshop 4 open-house series and at pop-up events hosted by the City.

- Wednesday, July 24, 2024 - Open House/Workshop Night 1, 6-8 p.m., Norma Hertzog Community Center, 1845 Park Avenue
- Thursday, July 25, 2024 - Open House/Workshop Night 2, 6-8 p.m., Saint John Paul the Baptist Church, 1021 Baker Street
- Wednesday, July 31, 2024 - Virtual Open House/Workshop Night 3, 6-8 p.m., hosted via Zoom.

The City publicized the survey through the following media and print forms:

- Direct mailer to 40,000 households via USPS
- Social Media (Instagram and Facebook) –~1,000 average reach
- City Manager's Weekly Newsletter (Snapshot) – 12,000 subscribers
- Costa Mesa Minute Video (broadcast on CMTV and social media)
- Three pop-up events: Harbor Iglesia Church, Music in the Park, Northgate Mercado Gonzalez
- Announced at City Council meeting
- Project Website: fdcplan.com
- Flyers at City Facilities

Survey Results

The survey results are provided in Attachment 5. Below is a summary of key findings:

- A total of 719 survey responses were received. Additional feedback included ten emails and eight comment cards submitted during in-person events.
- The physical layout of Concept 1 was the most preferred among respondents.
- Open Space configuration most influenced a participant's preference when selecting a preferred layout.
- 52% of respondents support adding a secondary access road; 32% opposed it, and 16% indicated they need more information.
- 65% of respondents are supportive of 2,300 dwelling units in the plan. About 20% support 3,450 units, while 13.5% support a higher density of 4,000 units.

- 66% of respondents believe the plan should maintain the 920 affordable dwelling units (Very low- and Low-income categories) designated in the City's Housing Element.
- A majority of the respondents were primarily unsupportive of reducing open space/park space for more housing.
- Over 315 open-ended comments were submitted, covering a wide range of topics including strong support of affordable housing, concerns about increased traffic, and importance of preserving open space.

Considerations for the Preferred Land Use Plan

The land use concepts analysis—including financial feasibility findings—identifies several considerations to inform the development of a preferred land use plan:

1. *Ensuring Financial Viability*

   A sufficient number of market-rate housing units will be necessary to generate revenue to fund critical project components, including demolition, infrastructure, open space improvements, and the preparation of sites for DDS and affordable housing.

2. *Balance Land Use Components*

   The preferred plan will need to strike an appropriate balance between affordable housing, market-rate housing, and open space to meet community goals, financial feasibility, and State expectations.

3. *Support the Delivery of Affordable Housing*

   If there is a desire to increase the likelihood and shorten the time frame for developing affordable housing, a sufficient number of market rate units are needed to help pay the cost of structured parking.

4. *Plan for Long-Term Flexibility*

   Incorporating residual land value into the planning approach will help maintain project feasibility in the face of potential changes in economic and market conditions over the anticipated 10- to 18-year buildout period.

RECOMMENDATIONS FOR THE PREFERRED LAND USE PLAN:

The land use concept analysis and the financial feasibility findings, staff recommends the following key elements and considerations for the preferred land use plan:

1. *Residential Development range from 3,600-3,800 units*

   This range strikes a balance between market feasibility and achieving City and State housing goals. It also provides flexibility for detailed site planning, phasing, and housing mix adjustments as the project progresses.

2. *Circulation Network: Grand Promenade*

   The plan includes a central Grand Promenade that has received strong community support. It should serve as the site's primary spine, enhancing connectivity, reinforcing a sense of place, and promoting walkability across the development.

3. *Open Space: Minimum Publicly Accessible Open space of 10-12 acres*

   A defined amount of minimum publicly accessible open space is essential to ensure a high quality of life, meet local and State parkland standards, and provide accessible recreational opportunities for future residents and visitors. In addition, staff will look at including incentives into the Specific Plan that will further encourage the provision of publicly accessible open space.

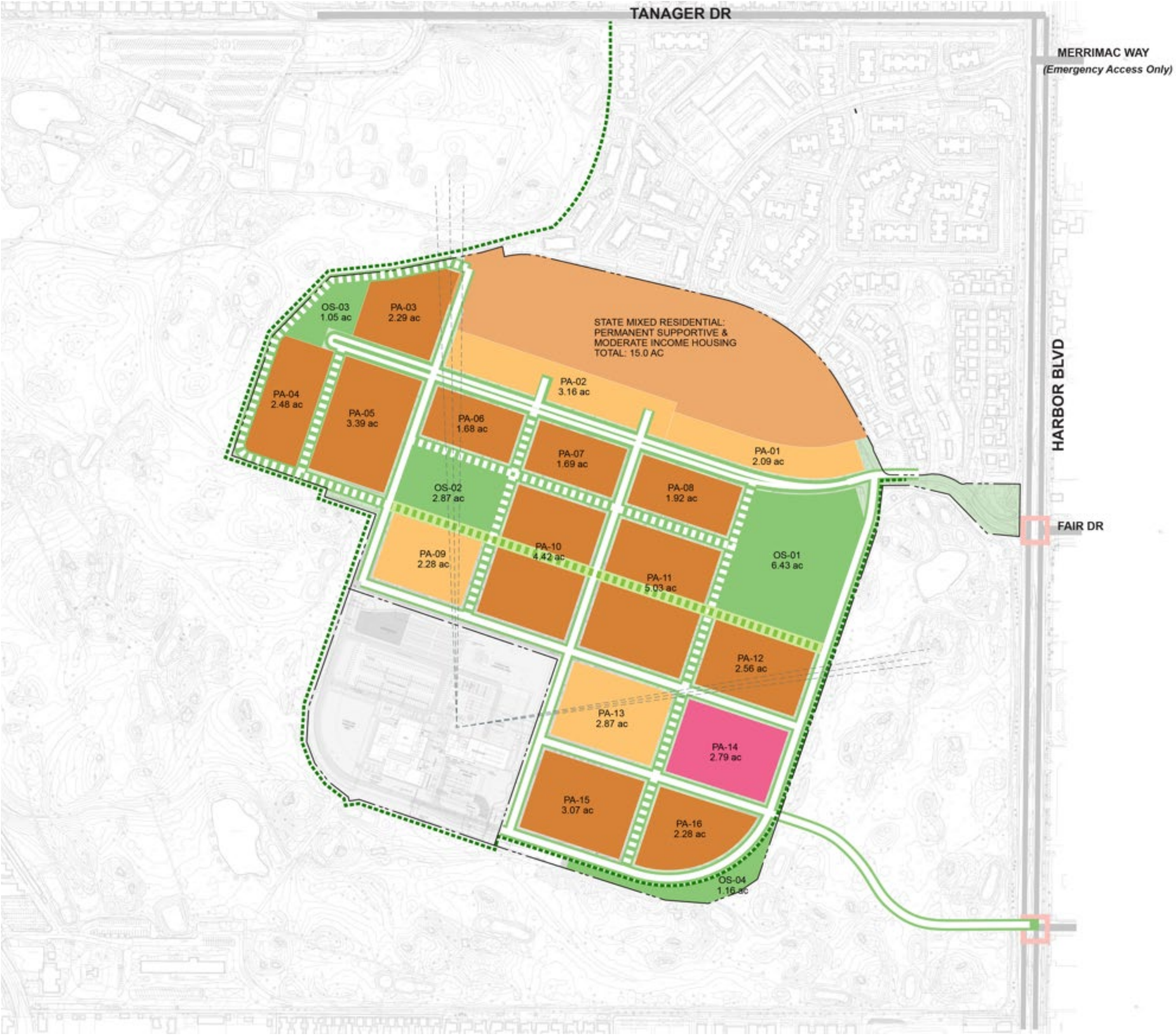
4. *Specific Plan Land Use Plan and Development Standards: Built-in flexibility for future Master Developer with certainty for the community*

   The Specific Plan should be designed with flexibility to accommodate changing market conditions and evolving housing products, while not compromising on community decisions and certainty around the plan. This includes adaptable land use designations (including a maximum of 35,000 square feet of commercial and/or retail space) and phasing strategies while maintaining the plan's core principles and community objectives.

5. Working Draft FDC Preferred Land Use Concept Map

   Figure 3 illustrates the working draft preferred plan that incorporates the staff recommendations outlined in this section. The draft plan can accommodate a maximum unit range of 3,600-3,800 units, a grand boulevard, minimum open space of at least 10 acres and pedestrian trails and a street network that can accommodate all modes of transportation (vehicles, bicycle lanes and pedestrian routes), including a secondary access route from Harbor Boulevard. The draft plan also maintains flexibility to be memorialized into the Specific Plan to accommodate changing market conditions, evolving housing products and a range of potential housing developers depending on the State's disposition process.

Figure 3: Working Draft FDC Preferred Land Use Concept Map



GENERAL PLAN CONFORMANCE:

The City’s 2021–2029 Housing Element identifies the site as a Housing Opportunity Site and allocates 2,300 residential units, with 40% of those units expected to be affordable to very low- and low-income households. To implement this vision, a General Plan Amendment will be required to reconcile the current MUC land use designation with the housing capacity and policy direction in the Housing Element. The Fairview Developmental Center Specific Plan will serve as the guiding planning document to implement these goals and provide a comprehensive framework for future development.

Specific Plan, General Plan Amendment and Environmental Review Process

The Fairview Developmental Center Specific Plan is being prepared to establish detailed land use designations, development standards, infrastructure improvements, and design guidelines for the site. A Specific Plan is a planning tool authorized under California Government Code Sections 65450–65457 that allows cities to implement General Plan policies within a defined area. Once adopted, the Specific Plan will govern all future development proposals for the site, and any development must conform to its requirements.

Following Planning Commission and City Council input on the land use concepts presented in this report, staff will begin drafting the Specific Plan, along with the associated General Plan Amendment. While the City Council will not take formal action or select a final land use concept at this stage, their input—along with feedback from the Planning Commission and community—will help inform a preferred land use plan and define the scope of the environmental review pursuant to the California Environmental Quality Act (CEQA).

Once the project description and land use plan is refined, a Notice of Preparation (NOP) will be issued to initiate the CEQA process. A Scoping Meeting will be held to gather public input on the scope of the Draft Environmental Impact Report (DEIR), which will be prepared and circulated for public review. The Specific Plan, General Plan Amendments, and DEIR will be prepared concurrently over the course of several months. The Planning Commission and City Council will consider these documents during future public hearings. Additional community meetings will also be held to share the draft plan and gather further input prior to formal consideration.

PUBLIC NOTICE:

There is no public notice requirement for the Planning Commission Fairview Developmental Center Specific Plan Study Session. However, to encourage public engagement, the City provided the following informal outreach:

- The date and time of the study session were posted on the project website.
- Information about the study session was shared via the City's social media channels and distributed to the project email list.

NEXT STEPS:

The redevelopment of the Fairview Developmental Center offers a unique opportunity to transform an underutilized site into a vibrant, mixed-use community that reflects the City's goals for sustainability, open space, and active transportation.

The Planning Commission's feedback is a critical step in shaping the vision and structure of the Specific Plan.

Staff will present a summary of the Planning Commission's input, including a refined preferred land use along, draft project description, draft vision statement, draft guiding principles and any additional information requested, back to the Planning Commission at their June 9, 2025, meeting for further review and a formal recommendation of the Preferred Plan to the City Council. Following this meeting, the City Council will consider the aforementioned materials, along with the Planning Commission's recommendation and to provide direction on the preferred plan use project, project description, vision statement and guiding principles at their July 15, 2025, meeting.

Following input from the City Council, staff will proceed with the environmental review process. A Notice of Preparation (NOP) will be issued to initiate the environmental review, leading to the preparation of a Draft Environmental Impact Report (DEIR). Concurrently, staff will continue to develop proposed Specific Plan policies, development standards, and objective design guidelines. An outreach event will be held to present the proposed plan and DEIR to the community for feedback. A follow-up study session with the Planning Commission and City Council will be held on the draft Specific Plan, with additional opportunity for discussion and refinement. Upon completion of the DEIR public review period, the City will initiate the formal public hearing process to consider adoption of the Specific Plan and associated project approvals. In addition, following completion of the DEIR public review period, DGS anticipates release a request for proposals for a Master Developer.

ATTACHMENTS:

1. State Factors
2. Department of Developmental Services (DDS) June 28, 2024 Letter
3. Land Use Concepts for Survey
4. Land Use Concepts Survey
5. Survey Results
6. Financial Feasibility Analysis

Attachment 1: State Factors

1. State Legislation

The parameters of the applicable state laws are summarized in the following table.

State Bill	**Intent/Parameters**
Senate Bill 82 (2015) [Government Code Section 14670.36]	The parameters of this legislature stipulate that up to 20 acres of the Fairview Developmental Center (FDC) campus will be leased for the development of affordable housing for people with developmental disabilities. The legislature outlines the terms of the lease subject to approval of the State Department of General Services (DGS) with the consent of the State Department of Developmental Services (DDS). A minimum of 20% of the housing units developed will be available and affordable to individuals with developmental disabilities. Revenue from the project authorized in this bill will be utilized by the DDS to support individuals with developmental disabilities, including subsidizing rents for those individuals. Previous planning efforts by DDS identified the southeast portion of the FDC campus to locate the mixed-income affordable housing project for up to 332 residential units on approximately 15 acres. This area of the FDC campus is often referred to as “Shannon’s Mountain”. Since the passage of the bill, the State has not moved forward with the proposed housing development at the Shannon’s Mountain site. The State agreed that 15 acres is satisfactory. Government Code Section 14670.36 is attached as Exhibit A.
Senate Bill 188 (2022) [Government Code Section 14670.31]	This legislature allocated $3.5 million of State funds to the City to develop a specific plan for the property, and to manage the land use planning process integrated with a disposition process for the property, to be carried out by the DGS. The disposition of the property shall provide for affordable housing to the greatest extent feasible and shall be upon terms and conditions the director of DGS deems to be in the best interests of the State. The intent of the legislature is that the FDC property be utilized for a mixed-use development, including mixed-income housing. The development would include and prioritize affordable housing, including at least 200 units of permanent supportive housing, and open space. The FDC – SP project will implement the provisions of this bill. Government Code Section 14670.31 is attached as Exhibit B.

Senate Bill 138 (2023) [Government Code Section 14670.35e]	This bill established a residential program in the community for adolescents and adults with complex needs as part of the safety net plan to provide access to crisis services. The bill authorized the development of up to three (3) complex needs homes, as defined, with a maximum capacity of five (5) beds per home and would prohibit any stay in a complex needs home from exceeding 18 months, except as specified in the bill. The bill does not specify the acreage needed for the complex needs homes; it however, allowed DDS to determine the type of housing units to be developed for providing services to individuals with complex needs. The bill authorized the department to utilize support funds to facilitate the demolition of any existing improvements in the area of the lease amendment. DDS has determined that the complex needs housing development will require five (5) acres for three (3) homes and three (3) supportive structures. A large area is needed for clients with significant behavioral concerns. This housing development will be gated and requires a 50' safety clearance. The supportive structures will be used to provide for a variety of programs such as daytime training centers, exercise arts/crafts, storage, etc. The supporting structures will not be used for housing. DDS has indicated that the construction and operations of the complex needs homes is an immediate need and anticipates site preparation for the complex needs housing to begin this winter, December 2024. Government Code Section 14670.35e is attached as Exhibit C.
Senate Bill 166 (2017) [Government Code Section 65863]	Senate Bill 166 is an amendment to the "No Net Loss Law" that is intended to ensure that development opportunities remain available throughout the housing element planning period to accommodate a jurisdiction's regional housing needs assessment (RHNA). The city will need to consider the following when making land use decisions related to this project pursuant to SB 166: • The city must maintain adequate sites to accommodate its remaining unmet RHNA by each income category at all times throughout the entire planning period. • The city may not take any action to reduce a parcel's residential density unless it makes findings that the remaining sites identified in its Housing Element sites inventory can accommodate the jurisdiction's remaining unmet RHNA by each income category, or if it identifies

	additional sites so that there is no net loss of residential unit capacity. • If the city approves a development of a parcel identified in its Housing Element sites inventory with fewer units than shown in the Housing Element, it must either make findings that the Housing Element's remaining sites have sufficient capacity to accommodate the remaining unmet RHNA by each income level or identify and make available sufficient sites to accommodate the remaining unmet RHNA for each income category. • The city may not disapprove a housing project on the basis that approval of the development would trigger the identification or zoning of additional adequate sites to accommodate the remaining RHNA. If the Specific Plan prescribes less affordable units than what is specified in the Housing Element for this site, the city will need to ensure that it still has adequate sites to accommodate its shortfall. Government Code Section 65863 is attached as Exhibit D.

2. *State Agencies' Operational Requirements*

The following table is a summary of State operation's needs for Cal-OES Regional Emergency Operations Center (EOC) and DDS Housing Programs.

Project	**Operational Requirements**
California Governor's Office of Emergency Services (OES) and Department of General Services (DGS) – Regional Emergency Operations Center (EOC)	Cal OES approved plans for the EOC and certified the associated Environmental Impact Report in December 2023. The future EOC encompasses 15 acres of the FDC southwest corner. The EOC includes a 32,000-square-feet office building, 20,000-square-feet warehouse building, and a 120-foot-tall communications tower. The approved EOC plan does not include a helipad. DGS anticipates completing the EOC site design in Fall 2024 and construction to begin Spring/Summer 2025. Shelley Circle Road and Utility Easement: The State collaborated with City to establish the alignment of Shelley Circle and associated utilities along the southeast boarder of the project site. The Preferred Land Use Plan will incorporate this final alignment, with Shelley Circle and utilities easements following the

	southeast corner of the FDC project boundary. <u>Communication Tower</u>: The 120-foot-tall communication tower requires a clear line of site to other regional OES communication towers. to maintain this, building height limitations are imposed along two key sightlines. 1) From the EOC to the Santiago Peak (east of the FDC site), allowable building heights range from ~54 feet at the tower location to ~104 feet at the eastern edge of the FDC property. 2) From the EOC to La Habra Peak (north of the FDC site), allowable heights range from ~53 feet at the tower to ~63 feet at the northern boundary of the tower's sightline. These constraints will limit building heights for future development located to the north and east of the communication tower.
Agency: DDS Housing Development	• Required acreage and Ideal location: DDS has identified 20 acres to be reserved for housing, in accordance with SB 82 and SB 138. This includes 15 acres for mixed-income housing within the Fairview Developmental Center (FDC) Specific Plan boundary, and 5 acres—located at the existing plant operations site surrounded by the Harbor Village Apartments—for homes serving individuals with complex needs. The preferred location lies within planning areas adjacent to Harbor Village. Consistent with the model used for Harbor Village and the Mark Lane residential development, the State will retain ownership of the land and enter into a long-term lease with a qualified housing management entity. • Operations of the mixed-income housing pursuant to SB 82 will be based on the DDS reverse integration model that is currently utilized for Harbor Village Apartment. This model will set aside at least 20% of the residential units for DDS clients and the remaining 80% is expected to provide housing for moderate income level households.

	• DDS request the removal of Merrimac Way and the existing residential development along Mark Lane from the Specific Plan boundary. Merrimac Way will remain a private road and to be used for emergency purposes only. • DDS requests that traffic through State operated residential development are minimized. Specifically, no increase in traffic through Mark Lane to Harbor Boulevard. Shelley Circle North should be designed to include a cul-de-sac and crossings for golf carts and pedestrians. • The State employee parking lot for the Mark Lane residential development shall remain accessible. • In DDS letter dated June 28, 2024, DDS “would not support the inclusion of regional sports and recreation complex in the City’s Specific Plan for the state-owned property as it would be detrimental to the State’s pursuit of affordable housing...”

Exhibit A

State of California

GOVERNMENT CODE

Section 14670.36

14670.36. (a) Notwithstanding any other law, the Director of General Services, with the consent of the Director of Developmental Services, may, in the best interests of the state, let to any person or entity real property not exceeding 20 acres located within the grounds of the Fairview Developmental Center for a period not to exceed 55 years, at a price that will permit the development of affordable housing for people with developmental disabilities.

(b) Notwithstanding any other law, the lease authorized by this section may be assignable subject to approval by the Director of General Services, with the consent of the Director of Developmental Services. The lease shall do all of the following:

(1) Provide housing for individuals who qualify based upon criteria established by the Department of Developmental Services. A minimum of 20 percent of the housing units developed shall be available and affordable to individuals with developmental disabilities served by a regional center pursuant to the Lanterman Developmental Disabilities Services Act (Chapter 1 (commencing with Section 4500) of Division 4.5 of the Welfare and Institutions Code). When filling vacancies, priority for housing shall be given to individuals transitioning from a developmental center or at risk for admission to a developmental center.

(2) Allow for lease revenues or other proceeds received by the state under the leases for projects authorized by this section and Section 14670.35, to be utilized by the Department of Developmental Services to support individuals with developmental disabilities, including subsidizing rents for those individuals.

(3) Include provisions authorizing the Department of Developmental Services, or its designee, to provide management oversight and administration over the housing for individuals with developmental disabilities and the general operations of the project sufficient to ensure the purposes of the lease are being carried out and to protect the financial interests of the state.

(c) The Department of Developmental Services may share in proceeds, if any, generated from the overall operation of the project developed pursuant to this section. All proceeds received from the project authorized by this section and the project authorized by Section 14670.35, in accordance with the terms of the lease, shall be deposited in the Department of Developmental Services Trust Fund, which is hereby created in the State Treasury. Moneys in the Department of Developmental Services Trust Fund shall be used, upon appropriation by the Legislature, for the purpose of providing housing and transitional services for people with developmental disabilities. Any funds not needed to support individuals with developmental disabilities shall be transferred to the General Fund upon the order of the Director of Finance.

(d) The Director of General Services, with the consent of the Director of Developmental Services, may enter into a lease pursuant to this section at less than market value, provided that the cost of administering the lease is recovered.

(e) The project and lease, including off-site improvements directly related to the housing project authorized by this section, shall not be deemed a “public works contract” as defined by Section 1101 of the Public Contract Code. However, construction projects contemplated by the lease authorized by this section shall be considered “public works,” as defined by paragraph (1) of subdivision (a) of Section 1720 of the Labor Code, for the purpose of prevailing wage requirements.

(Amended by Stats. 2016, Ch. 86, Sec. 158. (SB 1171) Effective January 1, 2017.)

Exhibit B

State of California

GOVERNMENT CODE

Section 14670.31

14670.31. (a) The Legislature finds and declares all of the following:

(1) The Fairview Developmental Center is located in the City of Costa Mesa, in the County of Orange, and is composed of a developed campus covering approximately 102 acres adjacent to Costa Mesa Country Club.

(2) The Fairview Developmental Center opened in 1959 and is a state-run residential care facility dedicated to serving individuals with developmental disabilities.

(3) The State Department of Developmental Services announced the warm shutdown of the facility and acknowledged that it was not the intent of the state to follow the traditional state surplus property process.

(4) The State Department of Developmental Services is relocating all Fairview Developmental Center residents to homes in the community, and may use former active units for short-term needs.

(5) California is experiencing an acute affordable housing crisis. The cost of land significantly limits the development of affordable housing. It is the intent of the Legislature that priority be given to affordable housing in the disposition of the Fairview Developmental Center state real property.

(6) It is the intent of the Legislature to establish a partnership among the Department of General Services, the State Department of Developmental Services, and the City of Costa Mesa that provides for an expedited land use planning process. During this process, the City of Costa Mesa will manage the planning process. The planning and disposition process is expected to be less than three years in duration.

(7) It is the intent of the Legislature that the Fairview Developmental Center property be utilized for a mixed-use development, including mixed-income housing. The development would include and prioritize affordable housing, including at least 200 units of permanent supportive housing, and open space.

(8) It is further the intent of the Legislature that priority be given to redevelopment concepts that include housing that is deed restricted to provide housing for individuals with developmental disabilities.

(b) The following definitions apply for purposes of this section:

(1) "Agreement" means the formal agreement between the State Department of Developmental Services and the City of Costa Mesa to implement a disposition and land use planning process.

(2) "City" means the City of Costa Mesa.

(3) "Council" means the City Council of the City of Costa Mesa.

(4) "Director" means the Director of the Department of General Services.

(5) "Department" means the State Department of Developmental Services.

(6) “Property” means all state-owned real property comprising the Fairview Developmental Center, less any acreage transferred to other state agencies by the Department of General Services.

(7) “Specific plan” means a comprehensive planning and zoning document for the Fairview Developmental Center property.

(c) (1) The department, upon those terms and conditions that it deems to be in the best interests of the state, may enter into an agreement with the city for the city to develop a specific plan for the property, and to manage the land use planning process integrated with a disposition process for the property, to be carried out by the Department of General Services. The disposition may include the sale or lease of the property, or property interest, the director deems to be in the best interests of the state. From funds appropriated by the Legislature for this purpose, the department shall allocate three million five hundred thousand dollars ($3,500,000) to the city to facilitate the disposition of the property by amending the general plan of the city and any appropriate planning documents and zoning ordinances, completing any environmental review, and addressing the economic feasibility of future development for the purposes intended by the Legislature.

(2) In carrying out the land use planning and disposition process pursuant to the agreement, the department, the director, and the city shall provide for the expeditious planning of future land uses for the site and an opportunity for community input, with the intent to provide certainty for the community and a potential developer, expedite marketing, and maximize interested third-party potential purchasers.

(3) The disposition of the property or property interests shall provide for affordable housing to the greatest extent feasible, and shall be upon terms and conditions the director deems to be in the best interests of the state.

(4) The agreement shall require that housing be a priority in the planning process and that any housing proposal determined to be appropriate for the property shall include affordable housing. The agreement and the development plan shall provide for housing and affordable housing at a level consistent with the January 2020 council-adopted strategy of 1,500 units and the housing assessment in the Department of General Services’ 2021 Infrastructure Assessment of up to 2,500 units for the site.

(d) (1) The department may enter into any additional agreements, upon terms and conditions that the department determines to be in the best interests of the state, to provide for the management, operations, and maintenance of the property.

(2) The intent of the Legislature is for expeditious planning and disposition for affordable and permanent supportive housing at the property. The agreement, any necessary land use approvals, including modifying the general plan, rezoning the property, approving a specific plan or plans, and any other action necessary for the implementation of the development plan or the disposition of the property, following CEQA review, shall only be subject to approval by the director and the council. Should the director determine that the transfer, sale, or final disposition of the property has been unduly delayed, the director may dispose of the property as deemed to be in the best interests of the state.

(e) The city shall provide quarterly reports to the department that shall include expenditures, contracts, and an update describing the progress of the expedited planning process.

(Added by Stats. 2022, Ch. 49, Sec. 1. (SB 188) Effective June 30, 2022.)

Exhibit C

State of California

GOVERNMENT CODE

Section 14670.35

14670.35. (a) Notwithstanding Section 14670, the Director of General Services, with the consent of the State Department of Developmental Services, may let in the best interests of the state and at a price which will permit the development of affordable housing for persons eligible under this section, to any person, including, but not limited to, any corporation or partnership, real property not exceeding 60 acres located within the grounds of Fairview State Hospital, for the purpose of developing affordable housing, which may include manufactured housing, for the employees of Fairview State Hospital, and for a period not to exceed 55 years. The lease authorized by this section shall be nonassignable, except it may be assignable, subject to approval by the Department of General Services and the State Department of Developmental Services, to a partnership in which the lessee has an interest of not less than 50 percent or to an individual, corporation or partnership which has a net worth of at least three million dollars ($3,000,000) and has experience substantially equal to that of the lessee in building, marketing, managing, and leasing residences of the type to be built under the lease, and is subject to review every five years by the Director of General Services, to assure the state that the original purposes of the lease are being carried out.

(b) In the event of default by the lessee under the terms of the lease, the state shall take all necessary steps to cure the default but in no event shall state general funds, except funds collected pursuant to Section 15863, be expended to operate the property.

(c) (1) The housing developed pursuant to this section shall be available for the employees of Fairview State Hospital and to provide transitional housing for patient-clients of Fairview State Hospital returning to the community; provided that the housing available for transitional housing for patient-clients shall not be in excess of 10 percent of the units developed. In the event that vacancies occur in the units which cannot be filled by either employees of Fairview State Hospital or transitional patient-clients, then the units may be made available to persons who are in need of affordable housing and whose incomes do not exceed 80 percent of the median income for Orange County as that income may be defined from time to time by the United States Department of Housing and Urban Development. If any vacancies exist in excess of 60 days after lessee has conducted a marketing program in cooperation with the Orange County Housing Authority and approved by the State Department of Developmental Services, and during the 60 days the vacancies were made available to employees, transitional patient-clients, and persons whose incomes do not exceed 80 percent of the median income for Orange County, then, upon approval by the State

Department of Developmental Services, the vacant units may be made available to any persons employed in the City of Costa Mesa.

(2) The housing developed for employees of Fairview State Hospital or transitional patient-clients pursuant to paragraph (1) shall first be available for individuals with developmental disabilities receiving services from a regional center pursuant to Division 4.5 (commencing with Section 4500) of the Welfare and Institutions Code, and then to individuals in need of affordable housing as described in this subdivision.

(d) The Director of General Services, with the approval of the State Department of Developmental Services, shall, no later than July 1, 2017, amend the existing lease established pursuant to subdivision (a) to include a portion of the Fairview Developmental Center property in the area of Mark Lane for the purpose of developing additional housing units to serve individuals with developmental disabilities. The amendment shall provide that the additional acreage is subject to the existing lease conditions. The amendment shall require that a management agreement between the lessee and the State Department of Developmental Services be established, including terms and conditions determined by the Director of Developmental Services to be in the best interests of the state. The management agreement shall allow the State Department of Developmental Services to determine the type of housing units to be developed and whether housing is developed by renovation of existing units or construction of new units suitable for providing services to individuals with developmental disabilities. The management agreement shall also give the State Department of Developmental Services the right of first refusal for all housing established pursuant to this section on the subject acreage.

(e) The Director of General Services, with the approval of the State Department of Developmental Services, may amend the existing lease established pursuant to subdivision (a) to include a portion of the Fairview Developmental Center property for the purpose of developing complex needs homes pursuant to Section 4418.8 of the Welfare and Institutions Code. The amendment shall provide that the additional acreage is subject to the existing lease conditions, except any changes determined by the Director of General Services to be in the best interests of the state, including the term of the lease. The amendment shall require that a management agreement between the lessee and the State Department of Developmental Services be established, including terms and conditions determined by the Director of Developmental Services to be in the best interests of the state. The management agreement shall allow the State Department of Developmental Services to determine the type of housing units to be developed for providing services to individuals with complex needs, as defined in paragraph (2) of subdivision (h) of Section 4418.8 of the Welfare and Institutions Code. The management agreement shall also give the State Department of Developmental Services the right of first refusal for all housing established pursuant to this section on the subject acreage.

(f) To expedite the delivery of the housing authorized under subdivision (e), the Department of Developmental Services may utilize support funds to facilitate the demolition of any existing improvements within the area of the lease amendment. Alternatively, the Department of Developmental Services, acting by and through the

Department of General Services, may directly undertake the demolition of such improvements utilizing the same funds.

(g) The Legislature finds and declares that the provision of decent and affordable housing for state employees and transitional patients (i.e. clients of state mental hospitals) is a public purpose of great statewide importance.

(Amended by Stats. 2023, Ch. 192, Sec. 3. (SB 138) Effective September 13, 2023.)

Exhibit D

State of California

GOVERNMENT CODE

Section 65863

65863. (a) Each city, county, or city and county shall ensure that its housing element inventory described in paragraph (3) of subdivision (a) of Section 65583 or its housing element program to make sites available pursuant to paragraph (1) of subdivision (c) of Section 65583, including sites rezoned pursuant to Section 65584.09, can accommodate, at all times throughout the planning period, its remaining unmet share of the regional housing need allocated pursuant to Section 65584, and any remaining unaccommodated portion of the regional housing need from the prior planning period, except as provided in paragraph (2) of subdivision (c). At no time, except as provided in paragraph (2) of subdivision (c), shall a city, county, or city and county by administrative, quasi-judicial, legislative, or other action permit or cause its inventory of sites identified in the housing element to be insufficient to meet its remaining unmet share of the regional housing need for lower and moderate-income households.

(b) (1) No city, county, or city and county shall, by administrative, quasi-judicial, legislative, or other action, reduce, or require or permit the reduction of, the residential density for any parcel identified to meet its current share of the regional housing need or any unaccommodated portion of the regional housing need from the prior planning period to, or allow development of any parcel at, a lower residential density, as defined in paragraphs (1) and (2) of subdivision (g), unless the city, county, or city and county makes written findings supported by substantial evidence of both of the following:

(A) The reduction is consistent with the adopted general plan, including the housing element.

(B) The remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction’s share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction’s share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.

(2) If a city, county, or city and county, by administrative, quasi-judicial, legislative, or other action, allows development of any parcel with fewer units by income category than identified in the jurisdiction’s housing element for that parcel, the city, county, or city and county shall make a written finding supported by substantial evidence as to whether or not remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction’s share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction’s share of the regional

housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.

(c) (1) If a reduction in residential density for any parcel would result in the remaining sites in the housing element not being adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584, the jurisdiction may reduce the density on that parcel if it identifies sufficient additional, adequate, and available sites with an equal or greater residential density in the jurisdiction so that there is no net loss of residential unit capacity.

(2) If the approval of a development project results in fewer units by income category than identified in the jurisdiction's housing element for that parcel and the jurisdiction does not find that the remaining sites in the housing element are adequate to accommodate the jurisdiction's share of the regional housing need by income level, the jurisdiction shall within 180 days identify and make available additional adequate sites to accommodate the jurisdiction's share of the regional housing need by income level. Nothing in this section shall authorize a city, county, or city and county to disapprove a housing development project on the basis that approval of the housing project would require compliance with this paragraph.

(d) The requirements of this section shall be in addition to any other law that may restrict or limit the reduction of residential density.

(e) This section requires that a city, county, or city and county be solely responsible for compliance with this section, unless a project applicant requests in their initial application, as submitted, a density that would result in the remaining sites in the housing element not being adequate to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. In that case, the city, county, or city and county may require the project applicant to comply with this section. The submission of an application for purposes of this subdivision does not depend on the application being deemed complete or being accepted by the city, county, or city and county.

(f) This section shall not be construed to apply to parcels that, prior to January 1, 2003, were either (1) subject to a development agreement, or (2) parcels for which an application for a subdivision map had been submitted.

(g) (1) If the local jurisdiction has adopted a housing element for the current planning period that is in substantial compliance with Article 10.6 (commencing with Section 65580) of Chapter 3, for purposes of this section, "lower residential density" means the following:

(A) For sites on which the zoning designation permits residential use and that are identified in the local jurisdiction's housing element inventory described in paragraph (3) of subdivision (a) of Section 65583, fewer units on the site than were projected by the jurisdiction to be accommodated on the site pursuant to subdivision (c) of Section 65583.2.

(B) For sites that have been or will be rezoned pursuant to the local jurisdiction's housing element program described in paragraph (1) of subdivision (c) of Section

65583, fewer units for the site than were projected to be developed on the site in the housing element program.

(2) (A) If the local jurisdiction has not adopted a housing element for the current planning period within 90 days of the deadline established by Section 65588 or the adopted housing element is not in substantial compliance with Article 10.6 (commencing with Section 65580) of Chapter 3 within 180 days of the deadline established by Section 65588, "lower residential density" means any of the following:

(i) For residentially zoned sites, a density that is lower than 80 percent of the maximum allowable residential density for that parcel or 80 percent of the maximum density required by paragraph (3) of subdivision (c) of Section 65583.2, whichever is greater.

(ii) For sites on which residential and nonresidential uses are permitted, a use that would result in the development of fewer than 80 percent of the number of residential units that would be allowed under the maximum residential density for the site parcel or 80 percent of the maximum density required by paragraph (3) of subdivision (c) of Section 65583.2, whichever is greater.

(B) If the council of governments fails to complete a final housing need allocation pursuant to the deadlines established by Section 65584.05, then for purposes of this paragraph, the deadline pursuant to Section 65588 shall be extended by a time period equal to the number of days of delay incurred by the council of governments in completing the final housing need allocation.

(h) An action that obligates a jurisdiction to identify and make available additional adequate sites for residential development pursuant to this section creates no obligation under the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) to identify, analyze, or mitigate the environmental impacts of that subsequent action to identify and make available additional adequate sites as a reasonably foreseeable consequence of that action. Nothing in this subdivision shall be construed as a determination as to whether or not the subsequent action by a city, county, or city and county to identify and make available additional adequate sites is a "project" for purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(i) For purposes of this section, "unaccommodated portion of the regional housing need" means the portion of the local government's regional housing need from the prior planning period that is required to be accommodated onsite zoned or rezoned pursuant to Section 65584.09.

(j) Notwithstanding Section 65803, this section shall also apply to a charter city.

(Amended by Stats. 2022, Ch. 654, Sec. 2. (AB 2339) Effective January 1, 2023.)

State of California—Health and Human Services Agency
Department of Developmental Services
1215 O Street, Sacramento, CA 95814
www.dds.ca.gov

NANCY BARGMANN
DIRECTOR

GAVIN NEWSOM
GOVERNOR

June 28, 2024

SENT VIA EMAIL: kgulley@placeworks.com, phayvanh@costamesaca.gov

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Phayvanh Nanthavongdouangsy, Principal Planner
Economic and Development Services
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

SUBJECT: FAIRVIEW DEVELOPMENT CENTER – SPECIFIC PLAN

Dear Karen Gulley and Phayvanh Nanthavongdouangsy:

This letter is in response to Specific Plan features discussed during an April 25, 2024 call where Placeworks shared with Department of Developmental Services (DDS) and Department of General Services (DGS) staff the enclosed alternatives in the City of Costa Mesa's "Land Use Alternative" Powerpoint dated April 25, 2024.

In Alternatives 2 and 3, an approximate 13 acre regional sports and recreation complex is proposed. As DDS staff advised during previous discussions, the inclusion of such a sports and recreation complex is incompatible with the State's interests as specified in Government Code 14670.31. Government Code §14670.31(c)(3) states that "[t]he disposition of the property or property interests ***shall*** provide for affordable housing to the greatest extent feasible, and shall be upon terms and conditions the director deems to be in the best interests of the state."

While the State does support some areas of open space as a desirable feature for the enjoyment of residents living on the property as proposed in Alternative 1, the State would not support inclusion of a regional sports and recreation complex in the City's Specific Plan for the state-owned property as it would be detrimental to the State's pursuit of affordable housing as detailed throughout Government Code 14670.31 and does not recognize the legislative declaration of an acute affordable housing crisis in the State nor the intent of the legislation to prioritize affordable housing, including affordable housing for individuals with developmental disabilities as required by the subject code. In accordance with Government Code §14670.31(d)(2), approving a specific plan and any necessary land use approvals for the state-owned real property comprising the Fairview Development Center, less any acreage transferred to other state agencies (Property), is subject to approval by the Director of the Department of General Services (Director) and the City Council of the City of Costa Mesa. Consequently, we can agree it is important for the City's proposed plans for the Property to be communicated to the Department early in the decision-making process, prior to sharing with the public as a viable alternative for consideration. Nevertheless, we acknowledge the City can utilize its golf course land that lies outside of the state-owned Property without Director approval.

We commend the City and Placeworks for timely communication with State staff on this matter. We look forward to continuing to work collaboratively on the Specific Plan for development of the Property to be mutually beneficial.

Should you have any questions or concerns regarding this letter, please contact John Doyle, Special Consultant, Director's Office, at (916) 205-8664 or email at john.doyle@dds.ca.gov.

Sincerely,

Carla Castañeda

CARLA CASTAÑEDA
Chief Deputy Director, Operations

Enclosure(s)

cc: Madelynn McClain, DGS, Real Estate Services Division
Gerald McLaughlin, DGS, Asset Management Branch
Micky Chen, DGS, Project Management

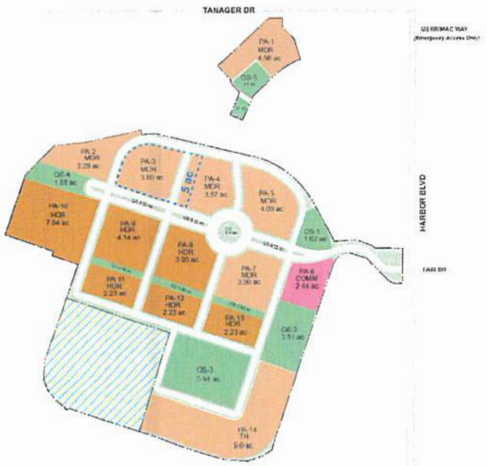
FAIRVIEW
DEVELOPMENTAL CENTER
SPECIFIC PLAN

Land Use Alternatives

PLACEWORKS   Gensler

City of Costa Mesa
April 25, 2024

Land Use Alternatives

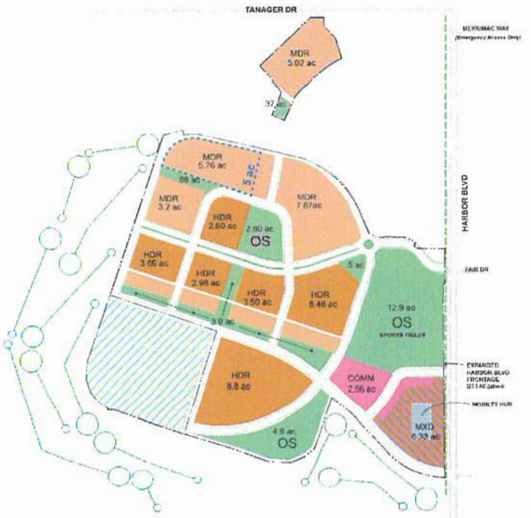


Alt 1: The Promenade

115.5 AC Property Boundary (Existing)
2,300 Dwelling Units
25,000 SF Commercial
15.8 Acres Dedicated Open Space
1 Access Point (Existing)

Alt 2: The Grid

116.5 AC Property Boundary (Add'l Access Point)
2,300 (includes Density Bonus) Dwelling Units
35,000 SF Commercial
18.5 Acres Dedicated Open Space
2 Access Points



Alt 3: Harbor Frontage

Revised 132.6 AC Property Boundary (2 Add'l Access)
4,341 Dwelling Units (Max. Density Bonus)
175,000 SF Commercial + Light Office
25.7 Acres Dedicated Open Space
3 Access Points

WORKING DRAFT – GOLF COURSE LAND NOT A PART OF THE PROJECT – CONCEPTUAL LAND USE

Land Use and Circulation Alternatives

Alternatives Comparison Summary

Overview: Each Land Use and Circulation Alternative varies in terms of build-out potential, roadway layout, street design, access assumptions, size and configuration of blocks, residential density range, the location and function of open space, and opportunities for commercial/light office uses. Below is a summary of the differences between the options, along with high-level pros and cons. The goal is to test a range of options, incorporate input from the community where possible, and allow the analysis to document what works and doesn't work. Once the analysis of each alternative is complete, a more detailed summary of the pros and cons will be provided.

Alternative 1- The Promenade

Land Use

115.5 AC Property Boundary (Existing)

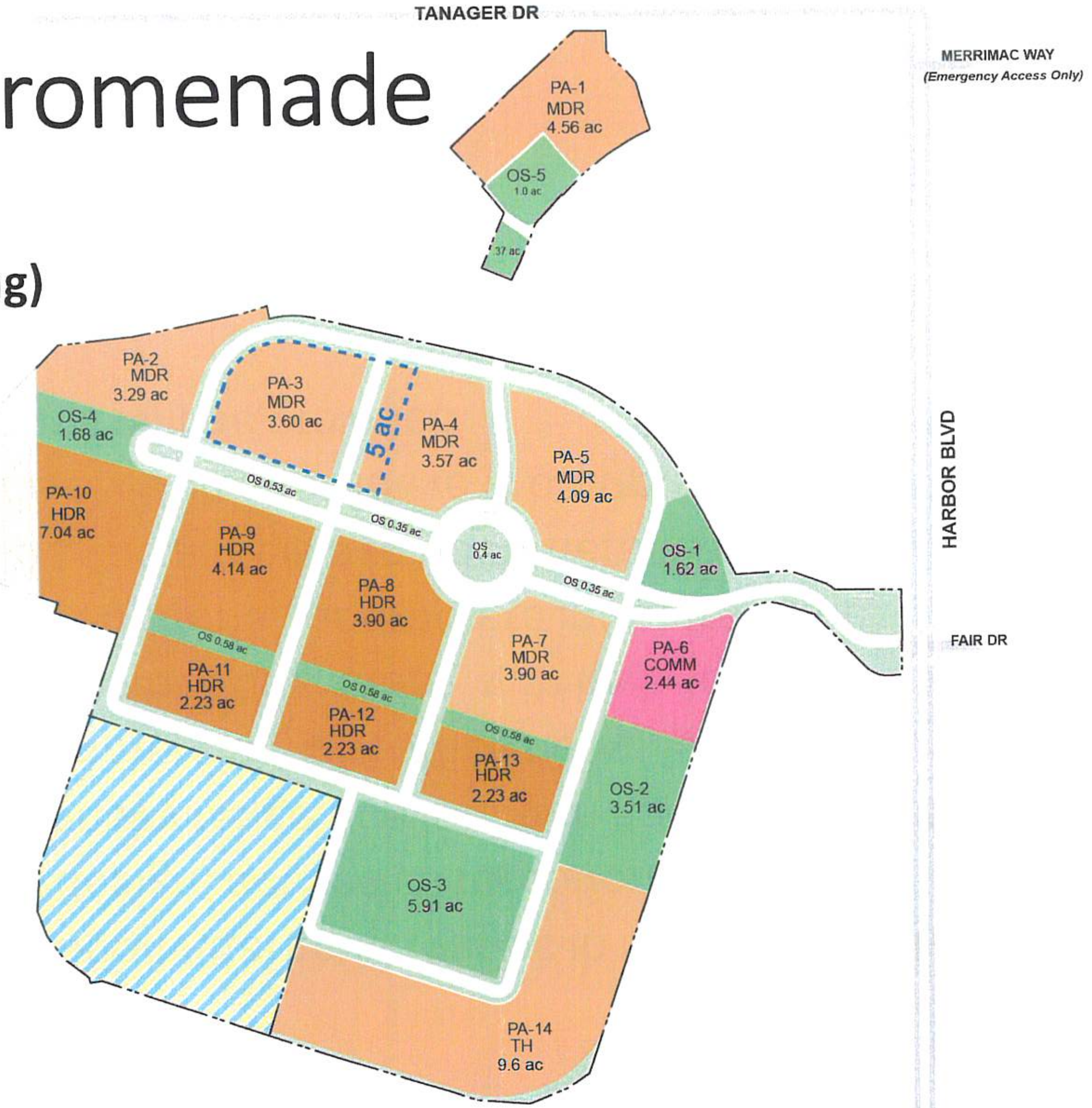
2,300 Dwelling Units

- 575 Very Low
- 345 Low
- 690 Moderate
- 690 Above Moderate

25,000 SF Commercial

15.8 Acres Dedicated Open Space

1 Access Point (Existing)



Legend

- 🟨 Single Family Residential (Existing)
- 🟧 Medium Density Residential/ Townhomes: 3-4 Stories
- 🟫 High Density Residential: 4-12 Stories
- 🟥 Commercial
- 🟩 Open Space
- ▨ EOC

WORKING DRAFT – GOLF COURSE LAND NOT A PART OF THE PROJECT – CONCEPTUAL LAND USE

Alternative 2- The Grid

Land Use

116.5 AC Property Boundary

2,300 Dwelling Units (1,219 base with 88.75% DB)

- 305 Very Low
- 183 Low
- 366 Moderate
- 366 Above Moderate

35,000 SF Commercial

18.5 Acres Dedicated Open Space

2 Access Points

- *New Road through existing course at signalized intersection.*

Legend

🟨 Single Family Residential (Existing)

🟧 Medium Density Residential/ Mixed-Use: 3-4 Stories

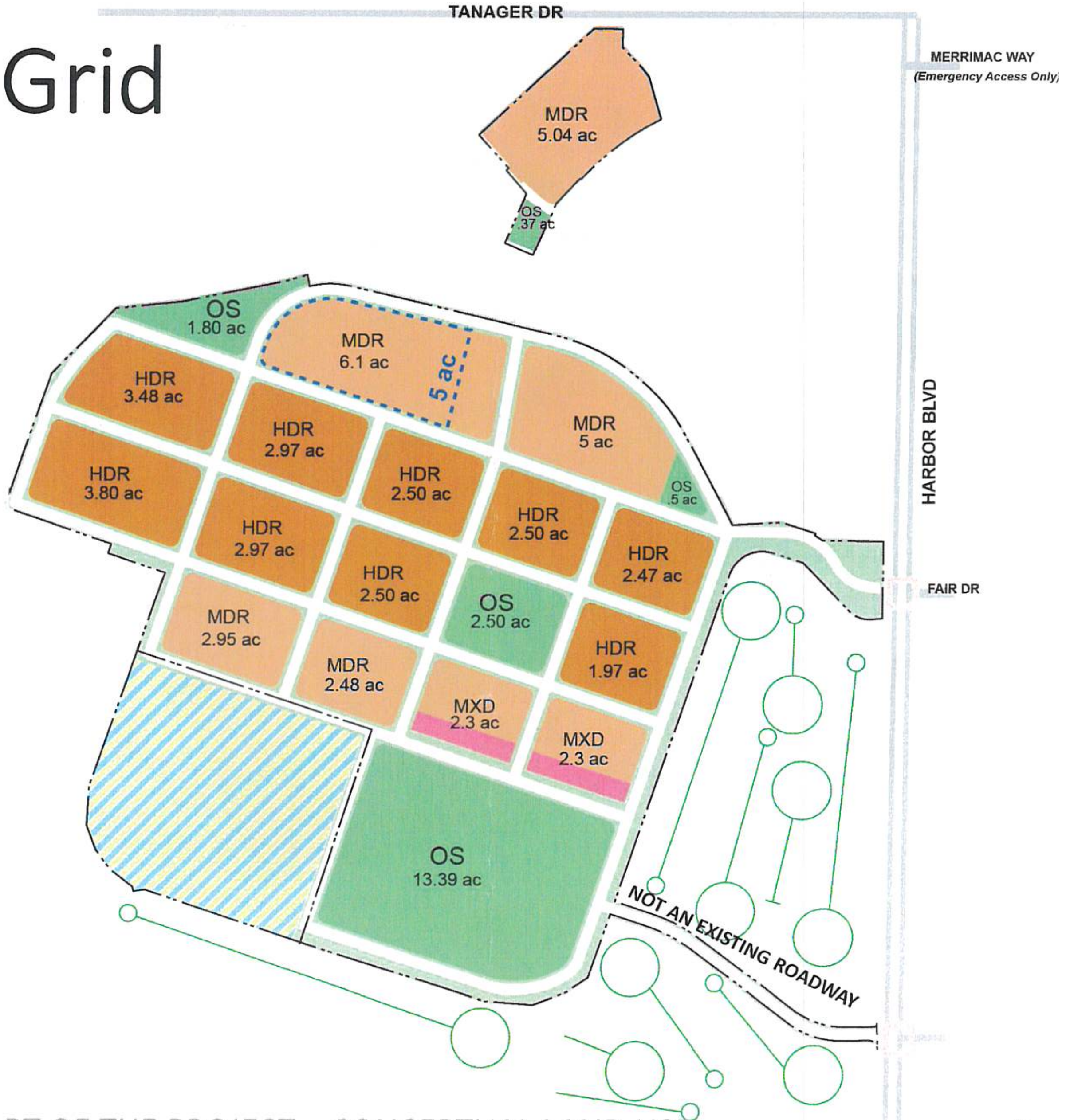
🟫 High Density Residential: 4-7 Stories

🟥 Commercial

🟩 Open Space

▨ EOC

○ Golf Course Hole Reconfiguration



WORKING DRAFT – GOLF COURSE LAND NOT A PART OF THE PROJECT – CONCEPTUAL LAND USE

Alternative 3- Harbor Frontage

Land Use

Revised 132.6 AC Property Boundary

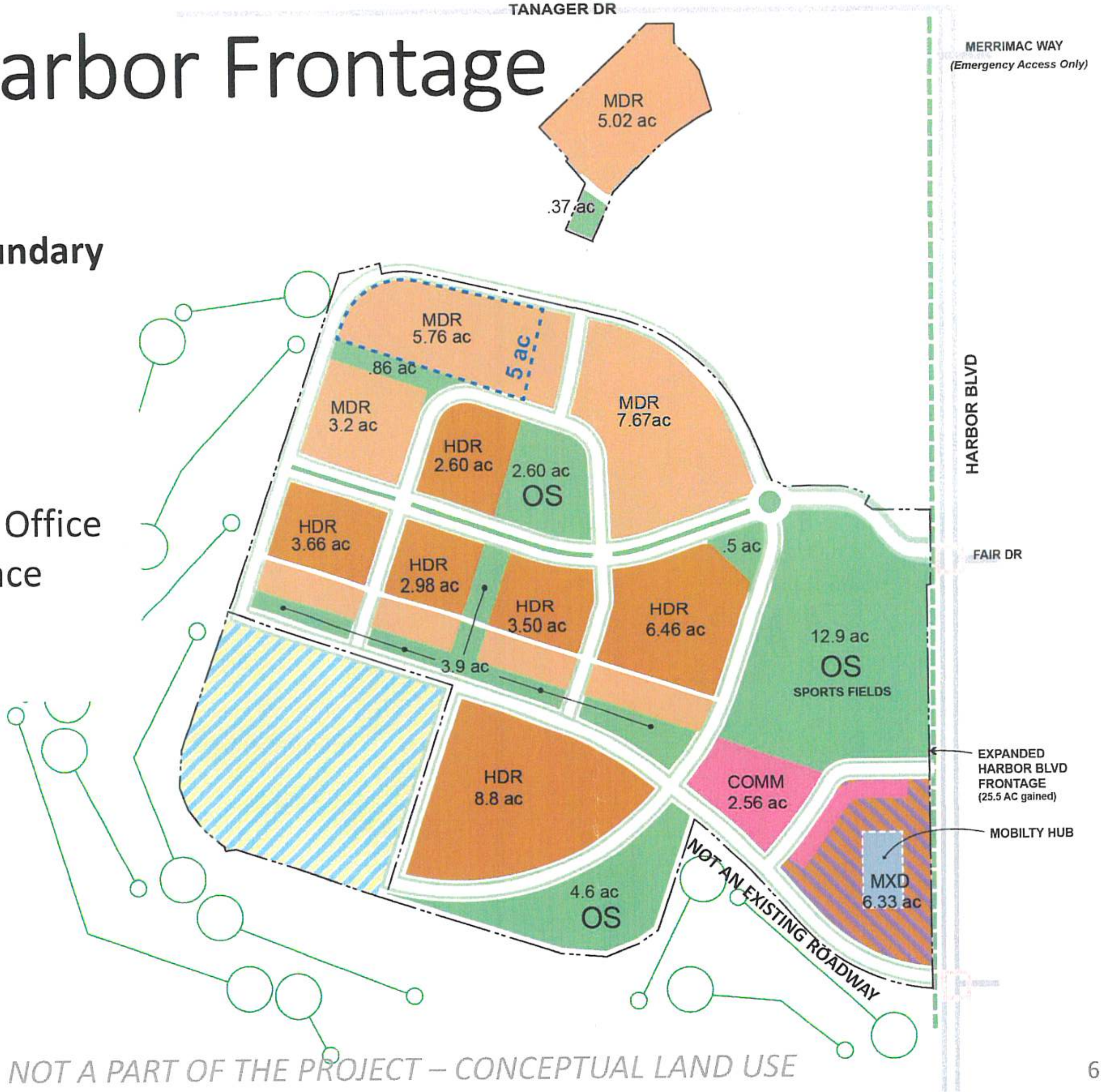
4,341 Dwelling Units

- 575 Very Low
- 345 Low
- 690 Moderate
- 690 Above Moderate
- 2,358 Bonus Units

175,000 SF Commercial + Light Office

25.7 Acres Dedicated Open Space

3 Access Points



Legend

- 🟨 Single Family Residential (Existing)
- 🟧 Medium Density Residential: 3-4 Stories
- 🟫 High Density Residential: 4-7 Stories
- 🟥 Commercial
- ▨ Mixed-Use
- 🟩 Open Space
- ▨ EOC
- ○ Golf Course Hole Reconfiguration

WORKING DRAFT – GOLF COURSE LAND NOT A PART OF THE PROJECT – CONCEPTUAL LAND USE

Alternative 3 – Example Illustrative

Developable Area

- Remaining State Land – 158.6 Acres
- Less Harbor Village Apartments/SF Homes
- = Specific Plan Boundary -121.08 Acres
- Less Potential EOC Site -15 Acres
- Less Existing Fair Drive, Merrimac Way
- Less Properties on Mark Lane
- = 99 Acres of New Development Potential
- = 23 Dwelling Units/Acre Average for 2,300 homes (includes roads & public parks)

Alternatives Comparison

Program[1]	Alternative 1 'The Promenade'	Alternative 2 'The Grid'	Alternative 3 'Harbor Frontage'
Planned Multi Family Residential	Minimum Units = **2,300 Units**	Minimum Units 1,219 + Density Bonus = **2,300 Units**	Minimum Units + Density Bonus = **4,341 Units**
Existing Single Family Residential	3.5 AC, 10 Units	3.5 AC, 10 Units	3.5 AC, 10 Units
Open Space	+/- 15.8 Acres	+/- 18.5 Acres	+/- 25.7 Acres
Commercial Uses	+/- 25,000 SF	+/- 35,000 SF	+/- 175,000 SF
Right of Ways	+/- 28 Acres	+/- 30 Acres	+/- 31 Acres
EOC	15 Acres	15 Acres	15 Acres
Net-Net[2], Average Density	42 du/acre	42 du/acre	85 du/ac

Note: All area takeoffs and program counts are approximate and subject to change

1. *The Specific Plan Boundary is approximately 115.5 acres. The net developable area is 99 acres for Alternatives 1 and 2, and 133 acres for Alternative 3, which excludes the EOC, existing single-family, and Merrimac Way.*
2. *Density is shown here based on the net-net acreage, which further excludes the amount of open space, roadways for new development, and commercial uses assumed for each alternative (essentially the residential that can be built within the blocks).*

Permanent Supportive Housing in California

Rockwood

Anaheim, California

Year Built: 2017

Building Type: 3-story Podium

Partners:

- Jamboree Housing Corporation,
- Innovative Opportunities (IHO)

Site: 1.83 AC

Density: 38.25 du/ac

Units: 70 units

- 17 1-Bedroom Units
- 32 2-Bedroom Units
- 21 3-Bedroom Units
- Includes 15 fully-furnished permanent supportive housing units for Mental Health Services Act (MHSA)

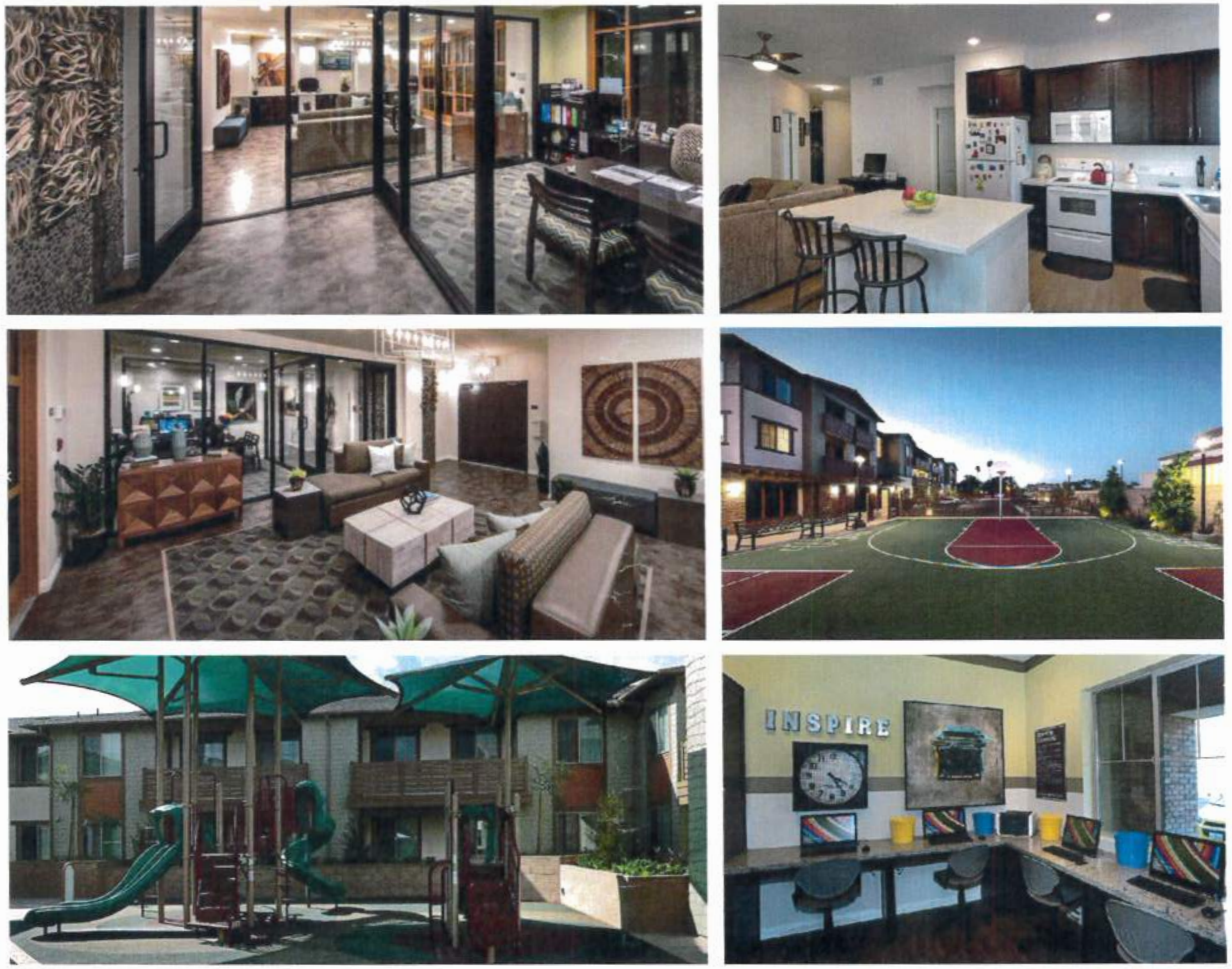
Rockwood

Anaheim, California

- Includes 6 affordable apartments for large families
- 48 apartments serve families who are a part of the Homeless Pilot Program (HAPP)

Amenities: 3,000 sf community building, teaching kitchen, computer lab/ multi-purpose room, basketball court, outdoor exercise stations, outdoor dining area/ BBQ stations, tot lot for children

Services: On-site resident services coordinator provides 20 hrs. of adult education programming & 20 hrs. of after-school programs, IHO's Economic Self Reliance (ESR) financial education program, Health & wellness programs, Community building activities



Star Apartments

Los Angeles, California

Year Built: 2014

Building Type: Repurposed parking deck as podium, prefabricated units, 6 stories

Partners:

- Skid Row Housing Trust

Size: 0.5 ac, 95,000 sf

Density: 204 du/ac

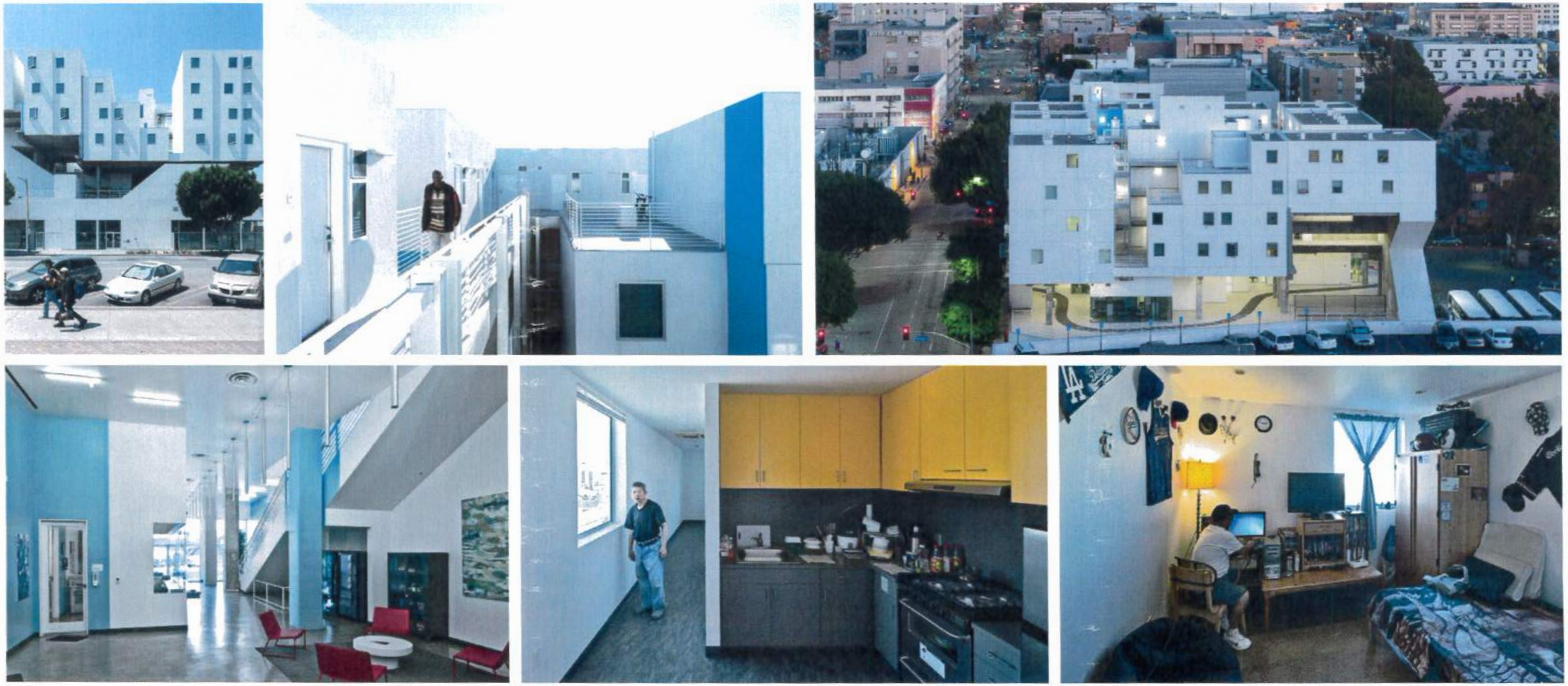
Units: 102 units

Amenities: 15,220- square-foot terrace with gardens and a jogging track, alongside a communal kitchen, lounge, and rooms for art and exercise, market-rate retail at ground level, onsite medical clinic, a 15,000 square foot Health and Wellness Center, and the new headquarters of the LA County Department of Health Services' (DHS) Housing for Health Division.

Services: Social Services Counseling, Community Activities

Star Apartments

Los Angeles, California



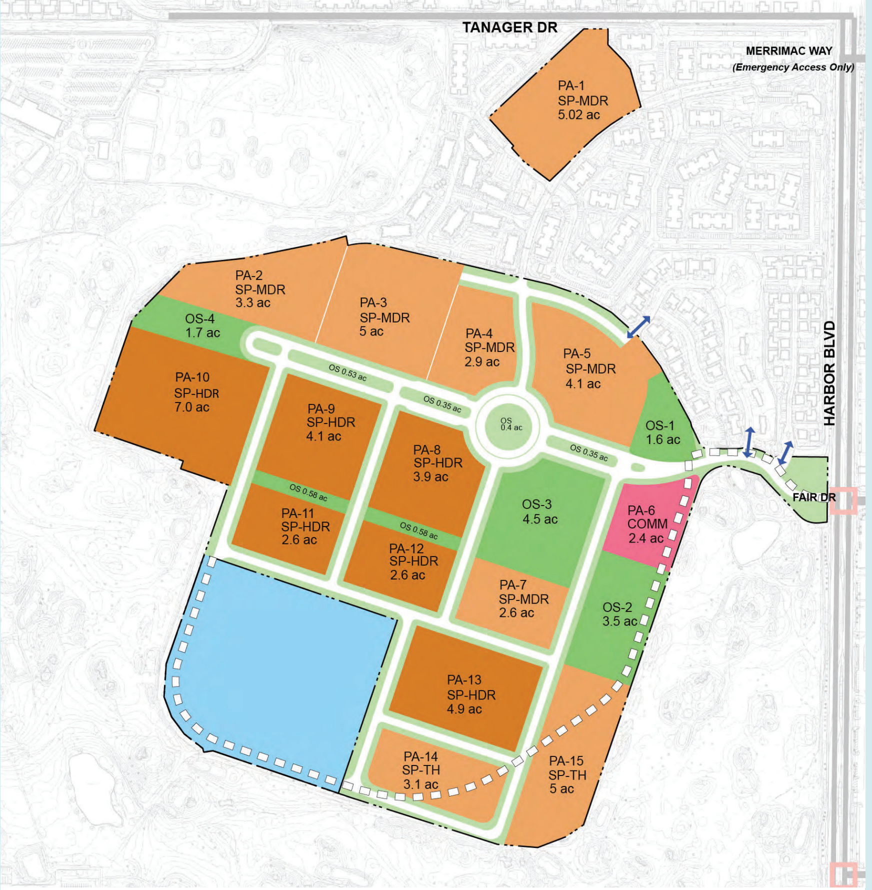
ATTACHMENT 3

FAIRVIEW
DEVELOPMENTAL CENTER
SPECIFIC PLAN

LAND USE CONCEPTS
CONCEPTOS DE USO DEL SUELO

CITY OF COSTA MESA CALIFORNIA INCORPORATED 1953

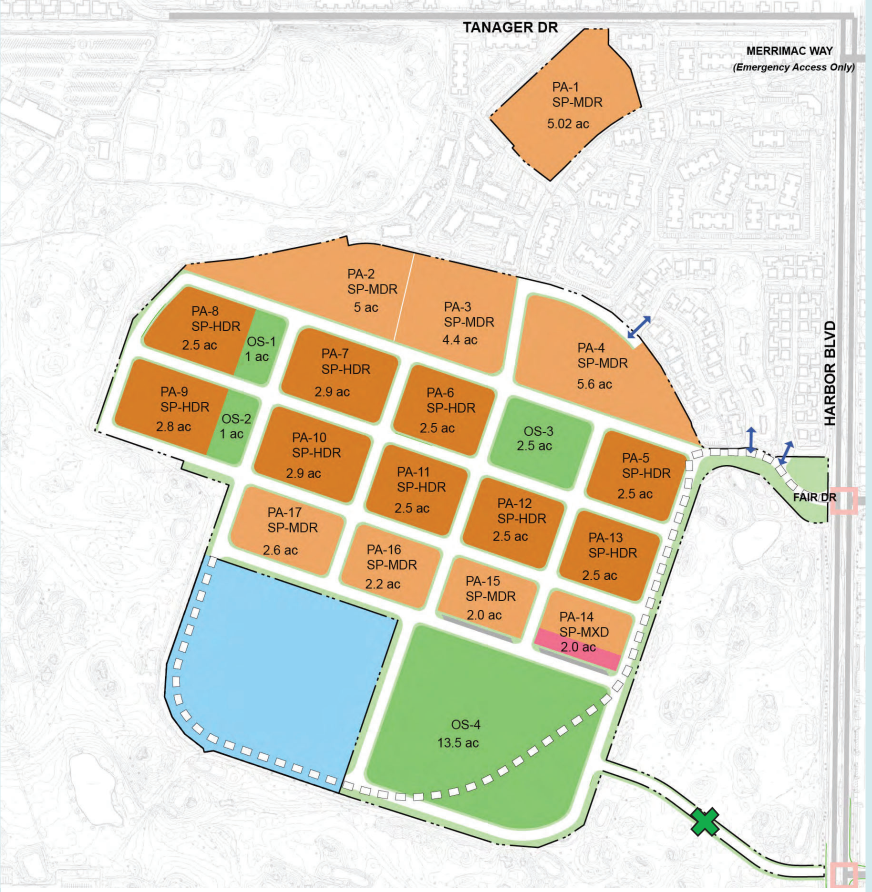
1 Fairview Promenade
Fairview Paseo



Legend

- 🟧 Medium Density Residential Townhomes: 3-4 Stories | Casas adosadas residenciales de densidad media: 3-4 plantas
- 🟫 High Density Residential: 4-6 Stories | Residencial de alta densidad: 4-6 plantas
- 🟦 EOC | Centro de Operaciones de Emergencia
- 🟩 Open Space | Espacios abiertos
- 🟥 Commercial | Comercial
- □□ Proposed EOC Access | Acceso propuesto al EOC

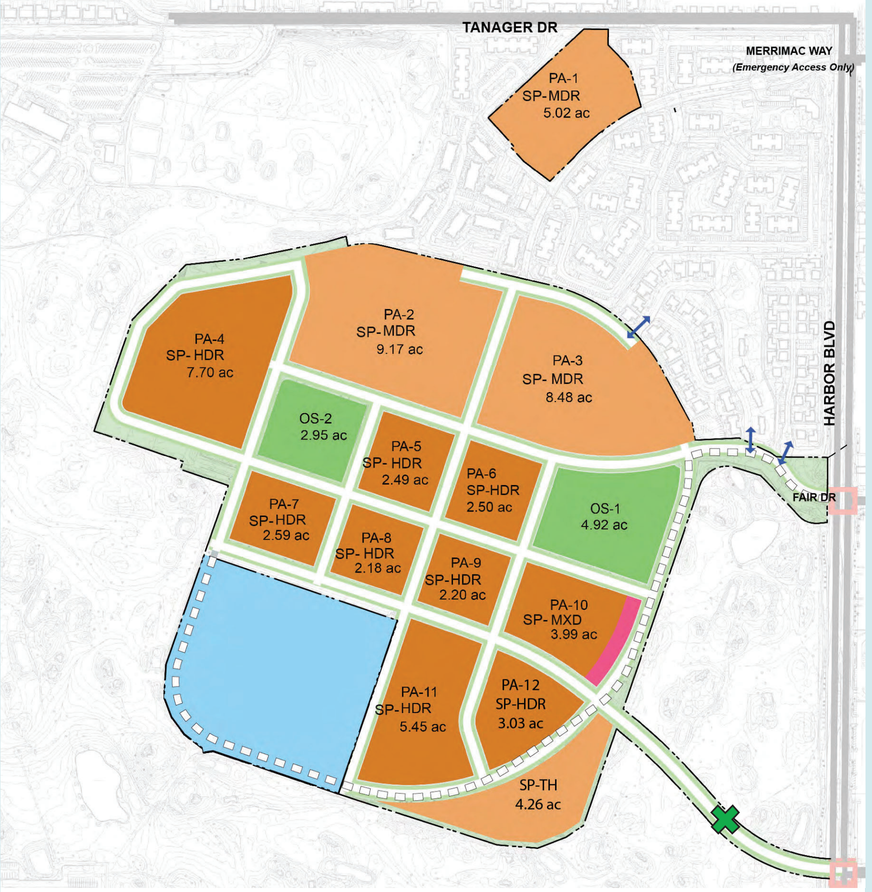
2 Fairview Fields
Fairview Campos



Legend

- 🟧 Medium Density Residential Townhomes: 3-4 Stories | Casas adosadas residenciales de densidad media: 3-4 plantas
- 🟫 High Density Residential: 4-8 Stories | Residencial de alta densidad: 4-6 plantas
- ✖ Golf Course Crossing | Cruce del campo de golf
- 🟦 EOC | Centro de Operaciones de Emergencia
- 🟩 Open Space | Espacios abiertos
- 🟥 Commercial | Comercial
- □□ Proposed EOC Access | Acceso propuesto al EOC

3 Fairview Commons
Los Comunes De Fairview



Legend

- 🟧 Medium Density Residential Townhomes: 3-4 Stories | Casas adosadas residenciales de densidad media: 3-4 plantas
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- □□ Proposed EOC Access | Acceso propuesto al EOC

CONCEPT SUMMARY | RESUMEN DEL CONCEPTO

Fairview Promenade Summary | Resumen del Fairview Paseo

Count | Contar	Unit | Unidad
114.7	Property Boundary (Acre) Límite de la propiedad (acre)
2,300	Dwelling Units Unidades de vivienda
25,000	Commercial square feet Pies cuadrados comerciales
14.1	Dedicated open space (Acre) Espacio abierto dedicado (acre)
1	Access point (existing) Punto de acceso (existente)

Fairview Fields Summary | Resumen del Fairview Campos

Count | Contar	Unit | Unidad
115.9	Property Boundary (Acre) Límite de la propiedad (acre)
3,450	Dwelling Units Unidades de vivienda
25,000	Commercial square feet Pies cuadrados comerciales
1	Senior Housing Tower Torre de viviendas para mayores
18	Dedicated open space (Acre) Espacio abierto dedicado (acre)
2	Access points, requires fairway realignment Puntos de acceso, requiere realineación de calles

Fairview Commons Summary | Resumen del Los Comunes De Fairview

Count | Contar	Unit | Unidad
115.9	Property Boundary (Acre) Límite de la propiedad (acre)
4,000	Dwelling Units Unidades de vivienda
35,000	Commercial square feet Pies cuadrados comerciales
7.9	Dedicated open space (Acre) Espacio abierto dedicado (acre)
2	Access points, requires fairway realignment Puntos de acceso, requiere realineación de calles

FDC Land Use Concepts Survey

Based on the information provided, please take a moment to provide your input on the Land Use Concepts for the Fairview Developmental Center Specific Plan. The feedback from the survey will be used to develop the preferred plan, which can consist of a mix of preferences from each category (housing, parks, mobility, etc.). Your input will direct the preferred plan and ultimately the plan selected by City Council.

1. Of the three Land Use Concepts, which physical layout do you prefer? Please rank the options.

Think about the layout of roads, possible housing types, the location/programming of public open space, and the location of retail and services. Rank options in the line provided from most preferred (1) to least preferred (3).

_____ Concept 1: Fairview Promenade

_____ Concept 2: Fairview Fields

_____ Concept 3: Fairview Commons

2. For the concept you prefer the most, which use or feature most influenced your decision? Please rank the options.

Rank the options in the line provide, from the feature that influenced your choice the most (1) to the least (7).

_____ Parks and Open Space Configuration (allocation of park and open space)

_____ Parks and Open Space Amenities (programming of parks, availability of trails, etc.)

_____ Mix of Housing Types

_____ Amount of Affordable Housing

_____ Commercial/Retail

_____ Roadway layout (including access)

_____ "Other", please describe below.

____

3. There is currently one point of ingress and egress for FDC located at Harbor Blvd. and Fair Dr. A secondary access from FDC to Harbor Blvd. is necessary if the site is developed with more than 2,300 dwelling units. Do you support a secondary access?

☐ Yes
☐ No
☐ I need more information.

4. How many dwelling units would you support in a preferred plan?

☐ Concept 1 – 2,300 units
☐ Concept 2 – 3,450 units
☐ Concept 3 – 4,000 units

5. Do you think a preferred plan should maintain the same number of very-low and low affordable units per the Housing Element on this site (920 of the total 2,300 housing units)?

☐ Yes
☐ No

6. Would you support less open space/park area for more housing? Please circle your answer.

●	●	●	●	●
Unsupportive	Somewhat Unsupportive	Neutral	Somewhat Supportive	Very Supportive

7. Please use the box below to submit additional ideas.

About You!

The questions help us understand a little more about you, they are not required, and you have the option to select "Prefer not to say."

8. What is your affiliation to the City of Costa Mesa? Please check all boxes that apply.

- ☐ Resident - Renter
- ☐ Resident - Homewowner
- ☐ Business Owner
- ☐ I work in Costa Mesa
- ☐ I own property that I rent to others
- ☐ Non-Profit
- ☐ City Staff
- ☐ Non-Governmental Organization (NGO)
- ☐ Community-based Organization (CBO)
- ☐ Other (Please describe below)
- ☐ Prefer not to say

If you selected other, please describe below.

____

9. What is your zipcode?

- ☐ 92626
- ☐ 92627
- ☐ 92628
- ☐ 92646
- ☐ 92707
- ☐ Other (Please describe below)
- ☐ Prefer not to say

If you selected other, please describe below.

____

Thank You!

To stay up to date on the project, please provide your email below.

____

Encuesta de conceptos de Uso de la Tierra de la FDC

Con base en la información proporcionada, tómese un momento para brindar su opinión sobre los Conceptos de uso de la tierra para el Plan específico del Centro de desarrollo de Fairview. Los comentarios de la encuesta se utilizarán para desarrollar el plan preferido, que puede consistir en una combinación de preferencias de cada categoría (vivienda, parques, movilidad, etc.). Su opinión orientará el plan preferido y, en última instancia, el plan seleccionado por el Concejo Municipal.

1. De los tres Conceptos de Uso del Suelo, ¿cuál distribución física prefieres?

Piense en el trazado de las carreteras, los posibles tipos de vivienda, la ubicación/programación de los espacios públicos abiertos y la ubicación de los comercios y servicios. Clasifique los diseños conceptuales desde el más preferido (punto 1) hasta el menos preferido (punto 3).

_____ Concepto 1: Fairview Paseo

_____ Concepto 2: Fairview Campos

_____ Concepto 3: Los Comunes De Fairview

2. Respecto al concepto que prefieres, ¿qué uso o característica influyó más en tu decisión?

El punto 1 es la característica que más influyó en su elección y el punto 7 es la que menos.

_____Configuración de parques yespacios abiertos (asignaciónde parques y espacios abiertos)

_____Servicios de parques y espaciosabiertos (programación deparques, disponibilidad desenderos, etc.)

_____Mezcla de tipos de vivienda

_____Cantidad de viviendasasequibles

_____Comercial/minorista

_____Diseño de la carretera (incluidoel acceso)

_____Otro (describa a continuación)

____

3. Actualmente hay un punto de entrada y salida para FDC ubicado en Harbor Blvd. y Fair Dr. Un acceso secundario desde FDC hasta Harbor Blvd. Es necesario si el sitiose desarrolla con más de 2,300 unidades de vivienda. ¿Admite un accesosecundario?

☐ Sí
☐ No
☐ Necesito más información.

4. ¿Cuántas unidades de vivienda apoyaría en un plan preferido?

☐ Concepto 1 – 2,300 unidades
☐ Concepto 2 – 3,450 unidades
☐ Concepto 3 – 4,000 unidades

5. ¿Cree que un plan preferido debería mantener la misma cantidad de unidades demuy bajo y bajo costo según el Elemento de Vivienda en este sitio (920 del total de2,300 unidades de vivienda)?

☐ Sí
☐ No

6. ¿Apoyaría menos espacios abiertos/áreas de parques para más viviendas?

●	●	●	●	●
Insolidario	Algo Insolidario	Neutral	Algo Solidario	Apoyador

7. Utilice el cuadro a continuación para enviar ideas adicionales.

¡Acerca de ti!

Las preguntas nos ayudan a comprender un poco más sobre usted, no son obligatorias y tiene la opción de seleccionar "Prefiero no decir."

8. ¿Cuál es su afiliación a la Ciudad de Costa Mesa? Por favor marque todas las casillas que correspondan.

☐ Residente - Inquilino
☐ Residente - Propietario
☐ Propietario de la empresa
☐ Yo trabajo en costa mesa
☐ Soy dueño de una propiedad que alquilo a otros
☐ Sin ánimo de lucro
☐ Personal de la ciudad
☐ Organización No Gubernamental (NGO)
☐ Organización de base comunitaria (CBO)
☐ Otro (describa a continuación)
☐ Prefiero no decirlo

Si seleccionó otro, descríbalo a continuación.

____

9. ¿Cuál es tu código postal?

☐ 92626
☐ 92627
☐ 92628
☐ 92646
☐ 92707
☐ Otro (describa a continuación)
☐ Prefiero no decirlo

Si seleccionó otro, descríbalo a continuación.

____

¡Gracias!

Para mantenerse actualizado sobre el proyecto, proporcione su correo electrónico a continuación.

____

Fairview Developmental Center Specific Plan
Workshop Series 4 Outreach Summary

Key Findings

Below is a summary of survey results and key findings:

- Most respondents prefer the physical layout of Concept 1 – Fairview Promenade.
    - Open Space configuration most influenced a participant's preference when selecting a preferred layout.
- 51.7% of respondents support a secondary access road.
- 65.9% of respondents are supportive of 2,300 dwelling units in the plan.
    - Roughly 20% support 3,450 units and 13.5% support 4,000 units.
- 65% of respondents believe the plan should maintain the 920 affordable dwelling units designated by the 2021-2029 Housing Element.
- Respondents were primarily unsupportive of less open space/park space for more housing.
- An additional 315 comments were submitted through the survey, ranging in topics from an emphasis on affordable housing to concerns about increased traffic. A summary of these comments is provided in the Survey Results section, and the unedited comments are provided in the appendix.

Workshop Series 4 and Survey Purpose

The purpose of Workshop Series #4 and associate survey is to gather feedback from the community regarding the land use concepts for the Fairview Developmental Center Specific Plan (FDCSP). The feedback will be used to create the preferred land use plan for the FDCSP. Three land use concepts were created to showcase different development scenarios that reflect input from the community and City and are in accordance with State requirements. Each land use concept represents different urban design strategies, street network design and distribution of open space recreational areas. The land use concepts were created to test different ranges of house development and affordability.

The feedback received from this outreach event highlights the variables that are most supported in response to the land use concepts analyses. These land use concepts were analyzed for traffic impacts and circulation opportunities, development feasibility, the extent to which the land use concept meets City and State goals for the property, anticipated funding, and timing of improvements.

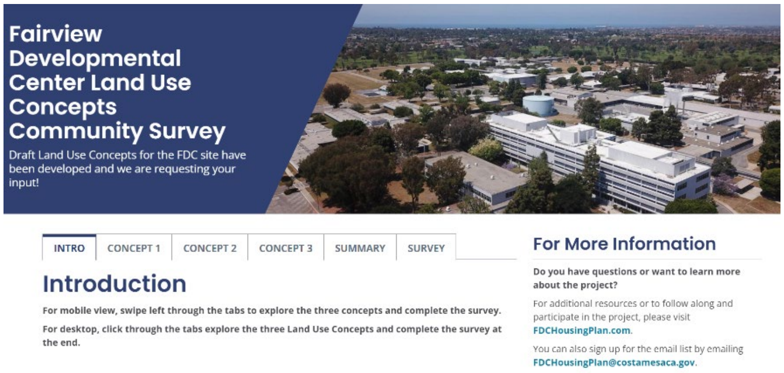
Following the workshops, the City of Costa Mesa conducted a survey to gather feedback from the community regarding Draft Land Use Concepts for the Fairview Developmental Center Specific Plan (FDCSP). The survey gathered community preference and priorities for different features of the draft land use concepts, including traffic and site access, housing, and open space. The survey also collected input on overall preference between three land use concepts and asked participants to share which feature (housing type, open space, roadway layout, affordability, etc.) most influenced their response.

The responses collected and provided in this report will help identify and prioritize trade-offs of various land use components that will shape the preferred land use plan that will set the foundation for the Specific Plan.

Survey Details and Structure

The survey was available online from July 24, 2024, to August 30, 2024. A paper version of the survey was also made available in at in-person workshops and pop-ups, in both Spanish and English. The survey received a total of 719 responses. Additionally, community members provided written feedback, including ten emails and eight comment cards completed during in-person events. To increase participation, a response was not required for each question, response rates vary by question.

The online survey was developed to replicate the information provided at workshops regarding the three land use concepts, this format provided details for each concept so that respondents who were not able to attend an in-person event would have the same information. The on-line survey was conducted using Social Pinpoint and included the following informational tabs:



Fairview Developmental Center Land Use Concepts Community Survey

Draft Land Use Concepts for the FDC site have been developed and we are requesting your input!

Introduction

For mobile view, swipe left through the tabs to explore the three concepts and complete the survey.

For desktop, click through the tabs explore the three Land Use Concepts and complete the survey at the end.

For More Information

Do you have questions or want to learn more about the project?

For additional resources or to follow along and participate in the project, please visit FDCHousingPlan.com.

You can also sign up for the email list by emailing FDCHousingPlan@costamesaca.gov.

- Introduction – Provided instructions for navigating the survey website, answered the questions, what are land use concepts and how they were developed for the FDCSP, and provided an overview of the survey’s purpose and goals.
- Land Use Concepts: Provided key details, results of traffic and infrastructure studies, and an interactive map for users to learn about each land use concept:
  - Concept 1 – Fairview Promenade
  - Concept 2 – Fairview Field
  - Concept 3 – Fairview Commons
- Summary: Provided a summary of each concept including the results of the traffic and infrastructure studies. The summary also provided an overall comparison of the concepts intended to inform participants about the various tradeoffs between each concept.

Survey Outreach

The survey was publicized during three separate Open Houses for the Workshop 4 series and at pop-up events hosted by the city.

- Open House/Workshop Night 1 – Wednesday, July 24, 2024
    - 6 p.m. to 8 p.m.
    - Norma Hertzog Community Center, 1845 Park Ave, Costa Mesa
- Open House/Workshop Night 2 – Thursday, July 25, 2024
    - 6 p.m. to 8 p.m.
    - Saint John Paul the Baptist Church, 1021 Baker St, Costa Mesa
- Virtual Open House/Workshop Night 3 – Wednesday, July 31, 2024
    - 6 p.m. to 8 p.m.
    - Hosted virtually using Zoom.

The city also advertised the survey through the following media and print forms:

- USPS Mail – 40k residents
- Social Media (Instagram and Facebook) – 1k average reach
- City Manager Weekly Newsletter (Snapshot) – 12k list
- Costa Mesa Minute Video (CMTV and Social Media)
- Three Pop Ups (Harbor Iglesia Church, Music in the Park, Northgate Mercado Gonzalez)
- Announced at City Council meeting
- Project Website
- Flyers at City Facilities

Survey Results

Question 1: Of the 3 Land Use Concepts, which physical layout do you prefer?

Think about the layout of roads, possible housing types, the location/programming of public open space, and the location of retail and services. Rank the concept layouts from most preferred (#1) to least preferred (#3).

Questions 1 Results

The data in the chart shows a weighted score that represents how each option was ranked by participants. The weighted score was calculated by summing the weight of each ranked position, multiplied by the response count for the position (ranking) choice, divided by the total contributions (total participant responses for question 1). For example, if participants primarily rated Concept 2: Fairview Fields in the second position, it received a higher weighted score for being ranked second instead of third.

The figure shows that participants favored the physical layout of Concept 1, which included a promenade and linear park through the center of the site.

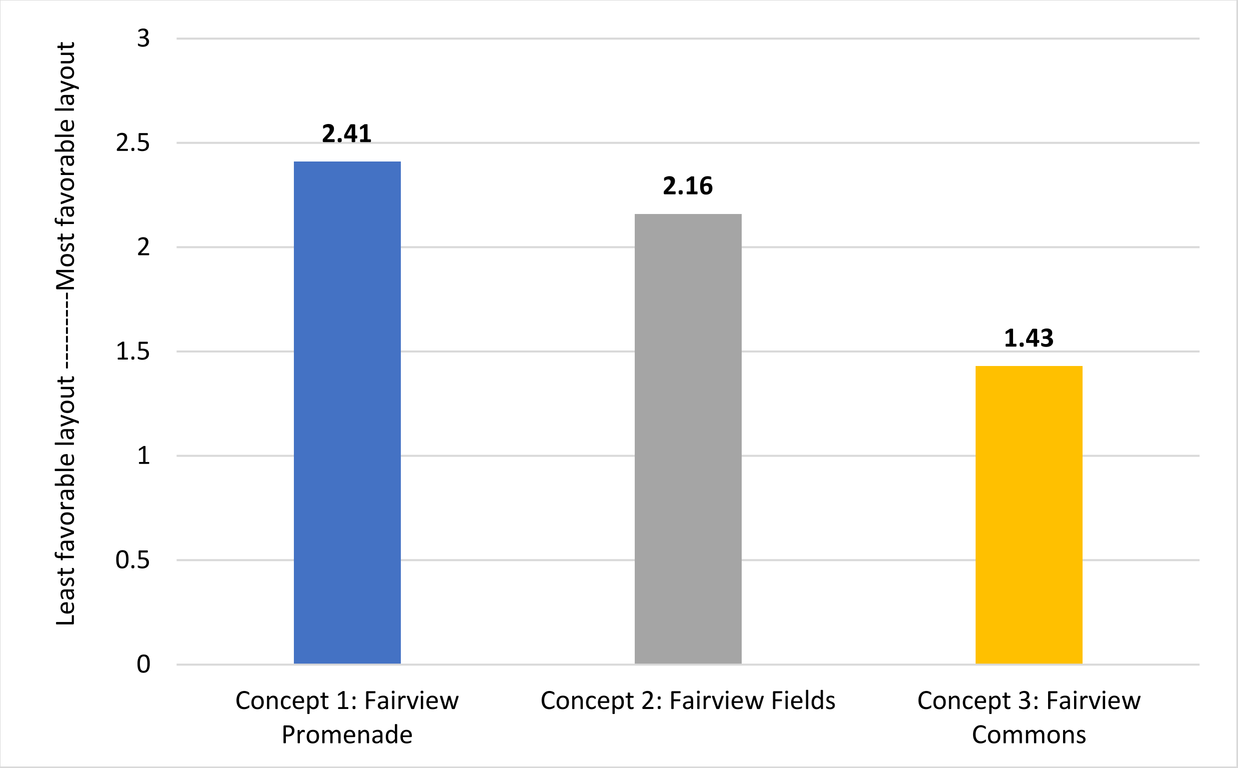


Figure 1: Survey Results for Question 1

Question 2: For the concept you prefer the most which use or feature most influenced your decision?

Rank 1 as the feature that influenced your choice the most, and 7 for the least.

Questions 2 Results

The data in the chart shows a weighted score that represents how each option was ranked by participants. The weighted score was calculated by summing the weight of each ranked position, multiplied by the response count for the position (ranking) choice, divided by the total contributions (total participant responses for question 1). For example, if participants primarily rated Mix of Housing Types in the second position, it received a higher weighted score adjustment for being commonly ranked second. Though it may not have received mostly first rankings, a higher average rank results in a higher weighted score.

Participants could also provide other options, the top comments listed in the “Other” category, are as follows:

- Lowest number of housing units
- Traffic
- Golf course

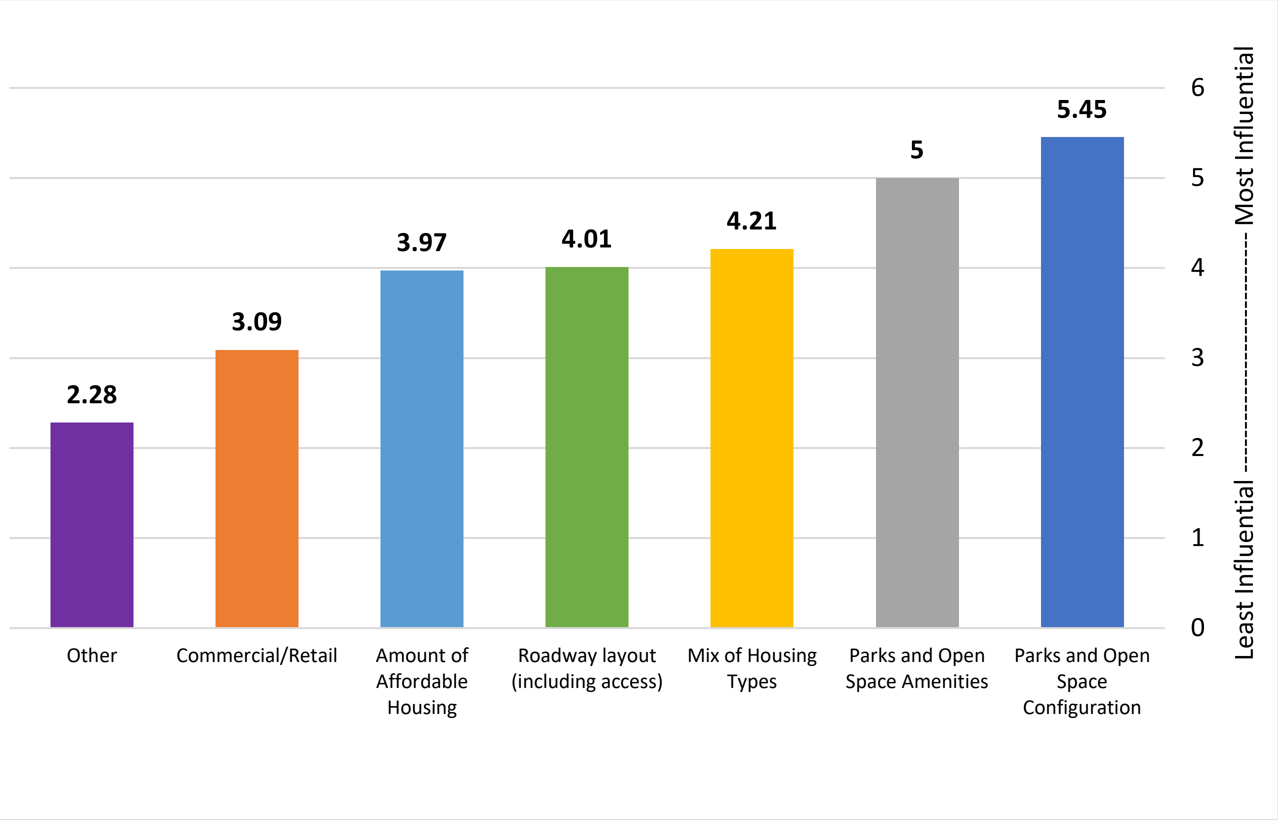


Figure 2: Scores for Question 2

Question 3: There is currently one point of ingress and egress for FDC located at Harbor Blvd. and Fair Dr. A secondary access from FDC to Harbor Blvd. is necessary if the site is developed with more than 2,300 dwelling units. Do you support secondary access?

Concepts 2 and 3 require an additional access point because of the unit count being greater than 2,300 units. In both these concepts, an additional access point was proposed to be added at the existing intersection of the Harbor Shopping Center.

Questions 3 Results

The count of responses for each option is as follows:

- Yes: 368 (51.7%)
- No: 227 (31.9%)
- I need more information: 117 (16.4%)

Most respondents support a secondary access point with 368 "Yes" responses and 227 "No" responses. 117 individuals indicated that they would need more information to decide.

Additionally, of the 368 people who said "Yes" and support another access road for the project, **155** selected Concept 2 as their preferred layout, followed by **115** who selected Concept 1 as their preferred layout, and **68** who selected Concept 3 as their preferred layout.

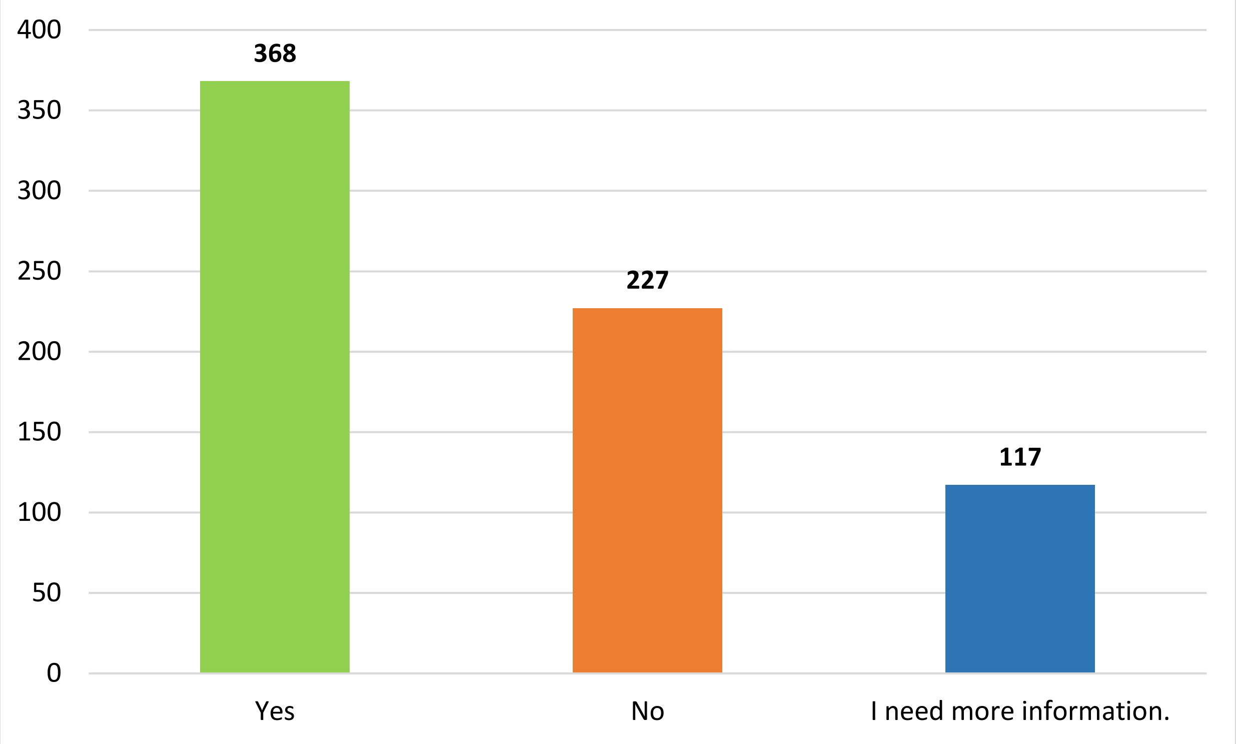


Figure 3: Survey Results for Question 3

Question 4: How many dwelling units would you support in a preferred plan?

Question 4 Results

Specific counts for the concepts are as follows:

- Concept 1 - 2,300 units: 458 (65.9%)
- Concept 2 - 3,450 units: 143 (20.6%)
- Concept 3 - 4,000 units: 94 (13.5%)

Consistent with the overall preference for physical layout, participants also preferred Concept 1 for total unit count.

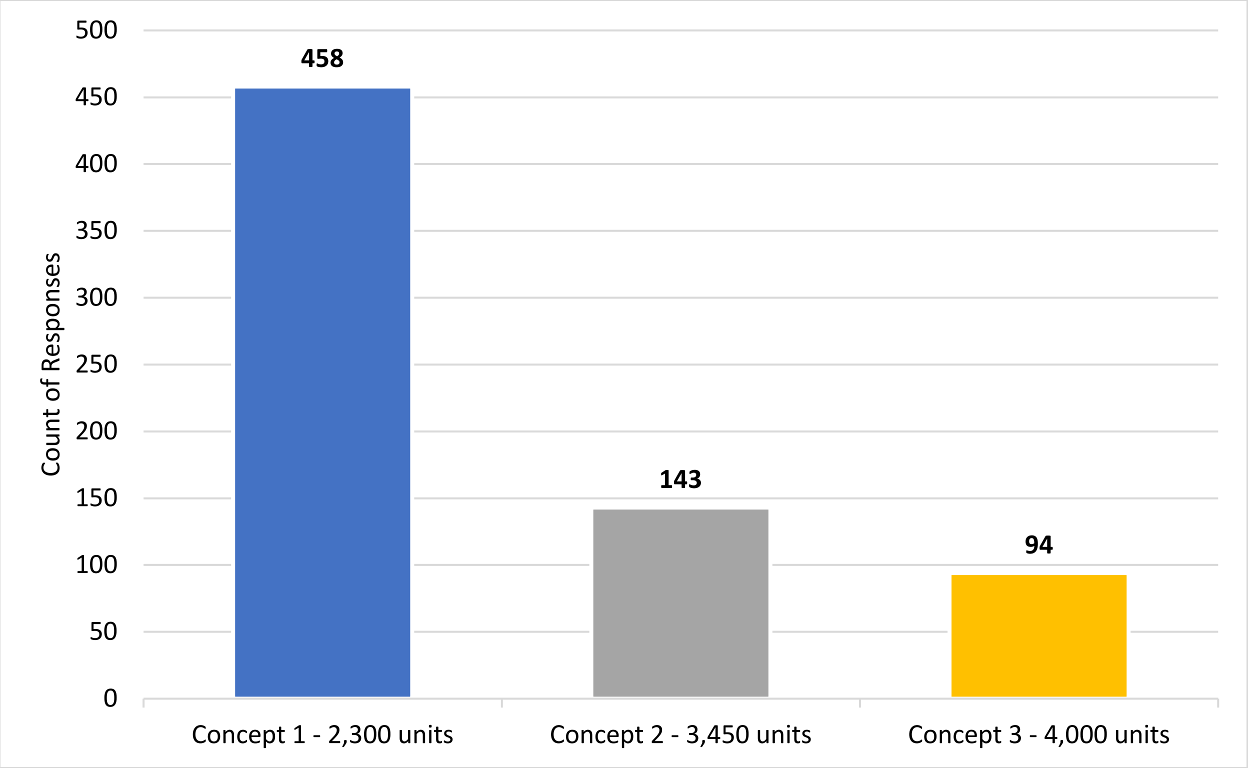


Figure 4: Survey Results for Question 4

Question 5: Do you think a preferred plan should maintain the same number of very-low and low affordable units per the Housing Element on this site (920 of the total 2,300 housing units)?

Question 5 Results

Responses to this question were as follows:

- Yes: 457 (65.1%)
- No: 245 (34.9%)

Most participants were in favor of keeping the 920 affordable units set by the City's Housing Element. A total of 65.1% chose Yes compared to 34.9% who chose No.

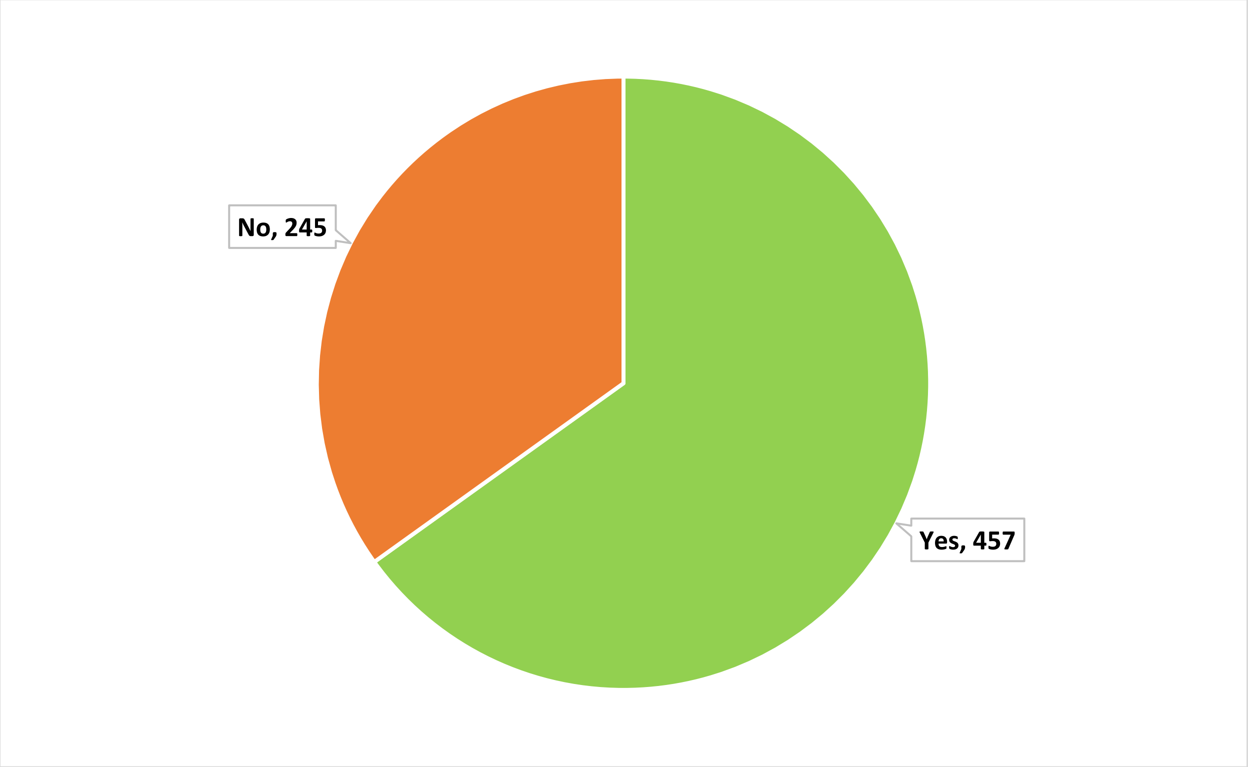


Figure 5: Survey Results for Question 5

Question 6: Would you support less open space/park area for more housing?

Participants were provided a scale from unsupportive to very supportive. Participants provided a scaled response which gauged how they felt about the statement above.

Question 6 Results

When considering the tradeoff of open space for housing respondents were unsupportive, see the breakdown below:

- Unsupportive: 400 (65.7%)
- Somewhat Unsupportive: 92 (15.1%)
- Neutral: 17 (2.8%)
- Supportive: 52 (8.5%)
- Very Supportive: 48 (7.9%)

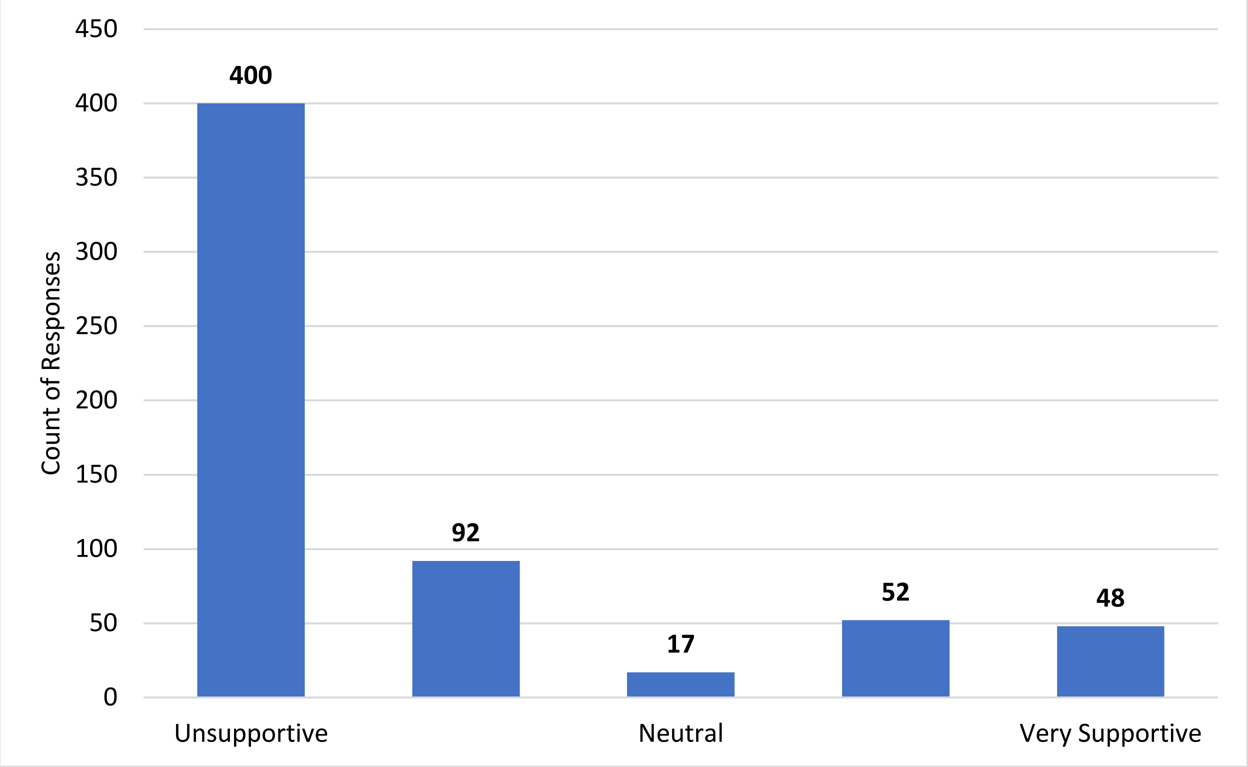


Figure 6: Survey Results for Question 6

Question 7: Please use the box below to submit additional ideas.

This question allowed respondents to provide additional ideas and general comments related to the Land Use Concepts, 315 responses were submitted. Below is a summary of comments based on common themes. Comment counts are approximated, as certain comments can be applied to multiple topics

Question 7 Results

The comments are quantified and summarized by topical categories below:

- Housing: 121 Comments
    - Concerns about high-density developments and preference for lower density.
    - Emphasis on affordable and low-income housing.
    - Comments regarding the impact on local infrastructure and quality of life.
    - Concerns about high-density developments and preference for lower density.
- Open Space: 75 Comments
    - Strong support for increasing and maintaining open space and parks.
    - Requests for recreational facilities like pickleball courts, baseball fields, and general green spaces.
    - Concerns about losing green space to new developments and preference for parks over additional housing.
- Traffic: 30 Comments
    - Concerns about increased traffic and congestion due to new developments.
    - Requests for improved traffic management and additional road access.
    - Worries about the strain on existing infrastructure and overall traffic flow.
- Golf Course: 21 Comments
    - Concerns about the impact of new roads or developments on the golf course.
    - Strong support within these comments to preserve the golf course.
- Commercial Space: 17 Comments
    - Calls to reduce commercial space in favor of housing or open space.
    - Support for mixed-use developments integrating residential and commercial elements.
    - Concerns about the necessity of additional retail space.

See ***Appendix A*** for a full list of all comments provided for Question 7.

Question 8: What is your affiliation to the City of Costa Mesa?

Most participants were residents of Costa Mesa, most of which identified as homeowners, followed by renters.

Question 8 Results

Respondents marked their affiliation to the city as follows:

- Resident – Homeowner: 468 (65.4%)
- Resident – Renter: 175 (24.4%)
- Business Owner: 4 (0.6%)
- I work in Costa Mesa: 17 (2.4%)
- I own property that I rent to others: 3 (0.4%)
- Non-Profit: 2 (0.3%)
- City Staff: 3 (0.4%)
- Community-Based Organization: 1 (0.1%)
- Other: 21 (2.9%)
    - Homeowner and Business Owner combination: 5 (0.7%)
    - Mobile Homeowner: 3 (0.4%)
    - Orange County Resident: 5 (0.7%)
    - Golfer at Mesa Linda Golf Course: 7 (1%)
    - Prefer not to say: 22 (3.1%)

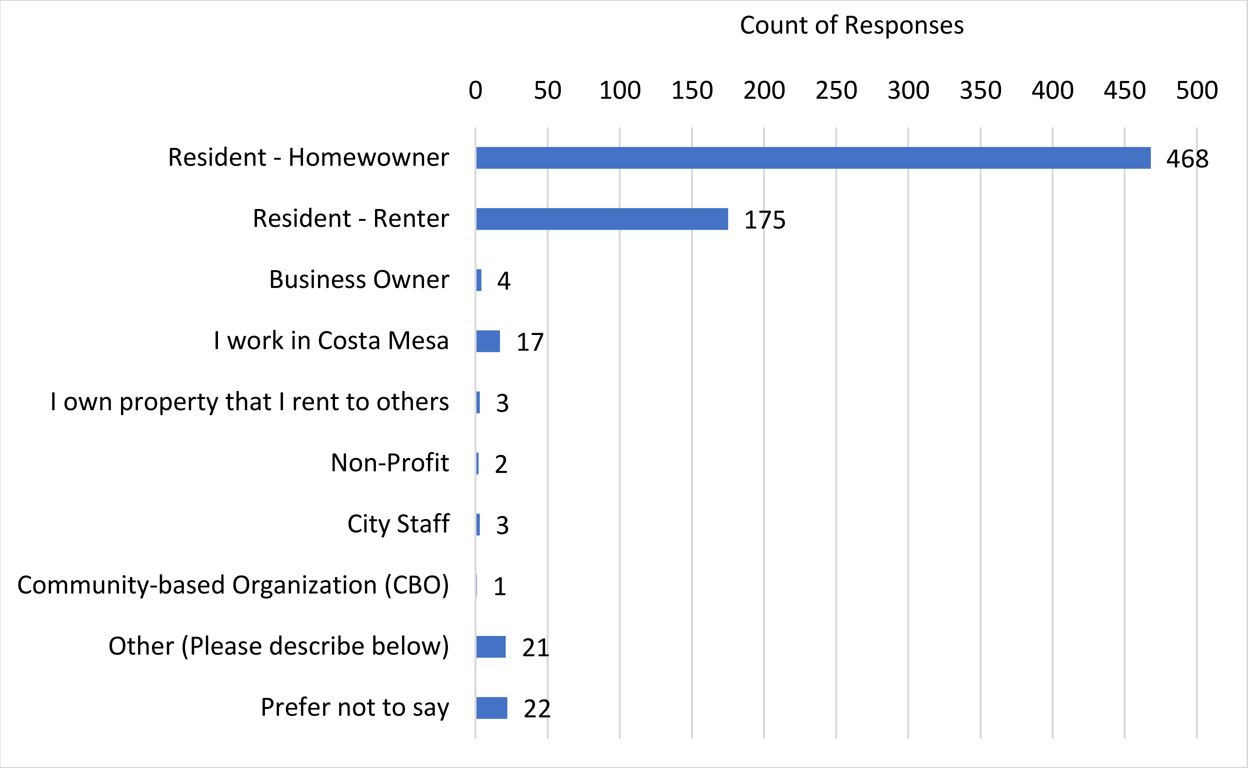


Figure 8: Survey Results for Question 8

Question 9: What is your zip code?

Most participants were from 92626 or 92627, these are the two largest zip codes in the City.

Those who marked "Other" and provided their zip code resided outside of the city. These 13 individuals reported living in southern California as close as Newport and further out to Long Beach. Of these 13 respondents who do not reside within the city, four individuals commented at least once about the golf course.

Question 9 Results

Respondents provided their zip codes to be as follows:

Zip code	Count of Responses	Percent
92626	370	52.1%
92627	301	42.4%
92646	4	0.6%
92707	1	0.1%
Other, Irvine (92617, 92603, 92612)	3	0.4%
Other, Santa Ana (92701)	1	0.1%
Other, Newport Beach (92663)	1	0.1%
Other, Westminster (92683)	1	0.1%
Other, Fountain Va (92648)	1	0.1%
Other, Tustin (92780)	1	0.1%
Other, Fountain Valley (92708)	2	0.3%
Other, Long Beach (90802)	1	0.1%
Other, Garden Grove (92843)	1	0.1%
Other, Buena Park (90620)	1	0.1%
Prefer not to say	21	3%
Total Responses	**710**	**100%**

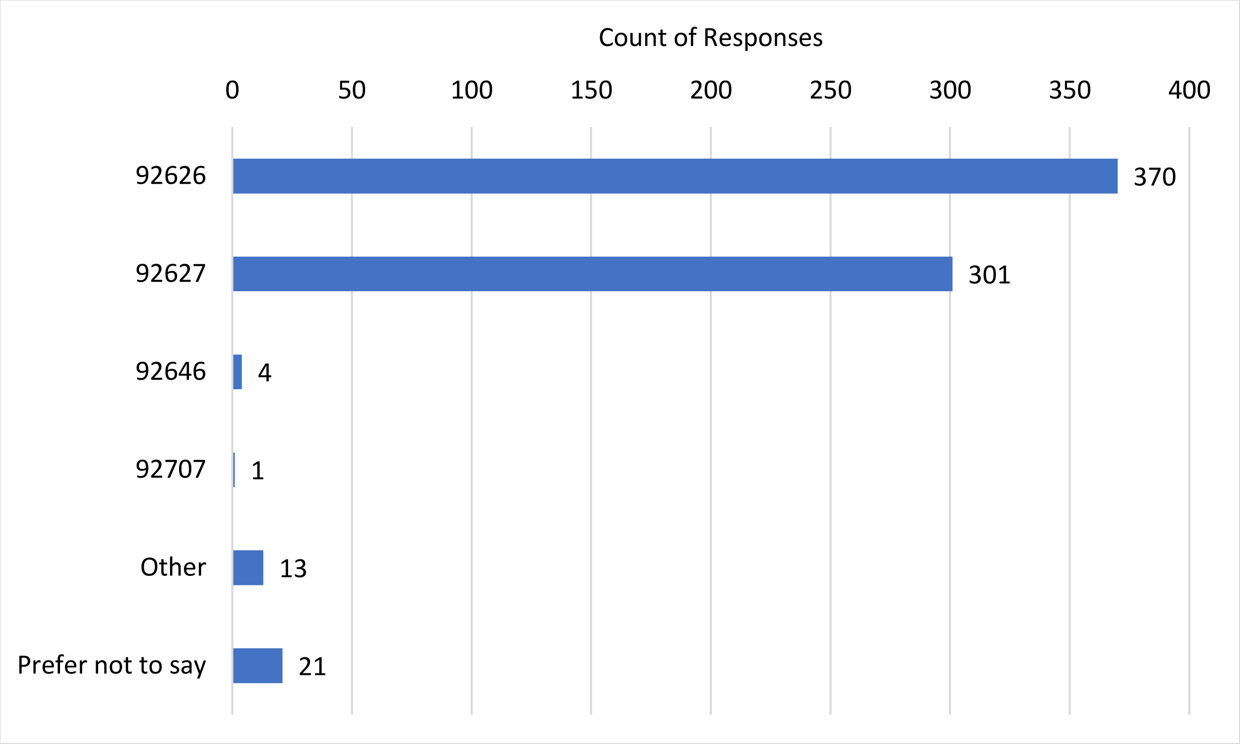


Figure 9: Survey Results for Question 9

Survey Pop-Up Event Photos

The photos below were taken at the in-person pop-up event held on August 24, 2024, at the Harbor Shopping Center.

The photos below were taken at the in-person pop-up event held on July 30, 2024.

Appendix A: Question 7 Responses and Email Comments

Participants were given an option to provide comments at the end of the survey. All the comments provided are included below. They have not been edited for spelling or grammar; they are reported as entered.

All 3 high density housing concepts are bad for Costa Mesa. Concept 1 also needs 2nd access road.

An actual sports complex, please less housing!

Anything with less housing and more open space and sports fields. Just no more green bike lane paint

Besides housing to keep the homeless off the streets, what about a rec center for games and films?

CM IHO means no afford housing built in CM. FDC must include all low & very low RHNA units

Combine the number of housing elements in Option1 with the concentrated open space layout of Option2

Community Center for the School and Auditorium!! The Greenhouse should be a Community Garden!!

Community fast EV charging MUST be planned at Fair pricing or available at level 2 speed at townhome

Concept 2 with more affordable housing

Connect with Hoag, nurses and other employees could use housing nearby.

Consider more density. Planning buildings of 8 stories would allow more housing

Costa Mesa has so little open space and is already overcrowded. OC needs more low income housing.

Costa Mesa residence should be the first to be able to apply for housing. No outsiders!

Demolish the golf course to build more housing.

Development should consider some housing allocation for disabled.

Dispute state laws requiring dense housing, keto this space open. We aren't San Fransisco.

Do #2’s layout with higher density (&mixed use) to build more housing. & make 1 field totally open

Do not need more housing

Do not want 8 story housing buildings!

Due to lack of housing, everything should be residential, and there should be single family houses.

Even more housing, and turn the remaining area of the golf course into a park

Great concern with parking with density housing

Housing is a large need in Costa Mesa. There are tons of neighboring parks to FDC already

How do we ensure the housing is affordable? If developers pay fine they can build anything. See HB.

I am concerned with traffic added to already busy Harbor Blvd created by this housing.

I do not support any of these concepts. The last thing we need here is housing density.

I do not support the FDC land to become housing. The land should serve as a hospital or college.

I don't support housing with 3-4 level. I would support more housing with 2 levels

I need more information about the emergencies system. I also prefer 4 to 5 bedroom housing and Park.

I prefer single dwelling houses to units and conglomerates & No more than two stories tall.

I think 2300 homes is plenty for that area.

I think Concept 2 presents a reasonable mix of housing units with open space & additional access.

I think the plans are missing higher end housing. Not having a mix of single family homes is a miss

I think theFDC property should be used to treat and house those with mental health issues.

I think you should do housing towers and do entertainment, restaurants and retail

I would like to see amenities for seniors. Green space with small housing

I would like to see more affordable housing. I like Concept 3 the most... read paper submittal.

I would prefer more parks and commercial with less housing, but with the additional access road.

If more housing, need more income based senior housing.

If you are planning on building more housing, add more police. Safe cities are best!

Include more parks and roads to the project. Place dense senior housing a short walk from shopping.

Increase housing for all income levels and seniors w/o decreasing open sp. Use schools 4 sports.

It should all be low income housing. Rents too high. Why folks are moving out of CA.

Just be sure not to develop this for homeless or low income people, that would destroy Costa Mesa

Least amount of housing as possible. The maximum amount of open space and resident amenities.

LEAST number of units please especially the low cost housing

Less houses, baseball. More modern amenities like Pickeball

Less housing and more roads- this will make Harbor blvd unisable.

Less housing. More open space parks healthy activity centers. City is already overpopulated.

Less low income/high density the better!   Keep our home values better, please.

Love the idea of beautiful open spaces but need more housing. Perhaps setting a distinctive architectural style that's "Costa Mesa" would be ideal.

make it costa mesas' great park-no housing

maybe less commercial space for concept 2 to reach housing element requirement

Mental hospital! The need is so great. Would help solve homeless problem!

Minimum housing density and maximum open space is what I support.

More affordable housing

More affordable housing

More affordable housing to be supported to create better income diversity and to become a role model

More affordable housing units. Add Permanent Supportive Housing units and less retail.

More green, less housing. Need 2 access points regardless... If an accident, LOS will be F

More high rises and more open space. Accommodate same number of housing units with more green space

More housing, more people… how much stress is it going to put on our resources/utilities?

More open park space affordable low income senior single homes. Not apartment

more park less houses

More park space. Less housing. Less commercial.

More parks and less housing. Too much impact to city services

More parks less high density housing

More very low / low affordable housing units. Less upper priced housing in favor of more open space.

Need less housing and commercial use but more parks and fields for the localCommunity.

Needs more very-low and low affordable housing. Love the Senior tower idea!

No commercial, less housing, more open space. Plan for infrastructure like road and parking.

No housing for homeless

No housing, all open space/park. Expand the golf course. Add shaded trails. Add housing in santa ana

No more housing. They just built a HUGE condo complex by Wilson St. Density is getting ridiculous.

Offer low density, single family homes or no housing at all and make it green/open space/wildlife.

Only one concept provides for senior housing. I believe all should.

Only required very low and low income housing. We don't need "the projects" in CM

Open lottery for ALL income housing units with requirements for each level. No political rewards.

Open space/less housing. Limit to 4 story. Too many large multi-level residential units in city

Please consider a land swap with the golf course so that housing and commercial can be on Harbor

Please don't put dense housing here. Even 2300 units are too many units.

Please prioritize affordable housing first, then accommodations to active transportation

Reduce the commercial space to provide additional affordable housing. Open space is vital.

Remember to consider current homeowners in the area - we don't want our property value going down

revert back to a State hospital and support the mentally ill and drug-impacted homeless.

Senior housing should be next to the shopping center for easy access.

Should be a sports complex with no more housing.

Social Service/UrgentCare/Crisis/Resource Center for homeless, mentally ill with needle exchange .

Space for the developmentally disabled? 2300 homes will make Harbor crazy! No more commercial space.

State healthcare and support housing.

Suggest the State uses the land for Homeless Housing, Mental Facility & Drug Rehab Facility

The land should have been used to address this county's homeless problem. But it's all about the $

The max housing for disabled/supportive/senior - disable can not advocate for themselves-we must!

The number of affordable housing should be increased. We need more mid income and low income units

These suck. All this low income, high density housing will make the parks garbage.

Tiny Homes between 150 square feet and 450 square feet.

Towers for more housing, air flow, and green space for healthier work life balance please.

track homes

Transform to house veterans..keep the golf course

Turn it over to the state and give the homeless and mental patients living quarters.

use for low-end for senior citizens and the mental health we need m/h for home to

Very low/low affordable housing at least half of housing. Smaller units not less open space.

We already have an over crowded city, more houses means more crowding - taking away from open nature

We do not need more low income housing in our city.

We don’t need more housing, it’s too crowded here in Costa Mesa

We don't need more "upper" cost housing in CM, we need affordable housing with green space.

We have to many homes. We need more open space

We must consider city resources when developing more housing

We need more details, or concept. I think the apartments are enough housing for this little area!!

We need more housing, not more Commercial/Retail. Park area designed for the residential components.

We need more open space not housing.

With the current downward trend toward commercial space - less commercial space more parks/housing

Would prefer no high density housing and more park.

Yes if the housing was more affordable.

More mixed use zoning! More density for biking etc

Please make these for sale rather than leave people at the mercy of whatever landlord gets chosen.

Strongly support mixed use areas, and walking/biking access between commercial and residential areas

To match the surrounding buildings, building heights should be mostly one story tall, two at most.

We don’t need “projects” in Costa Mesa. There is enough crime as it is.

Why only 8 stories? Build higher...like Bethel Towers. Cram more people in.

Would not like to see too many people packed into a small space. Priority senior & disabled.

Don’t forget all C.M. residents and traffic problems thereof. Big projects have many ups & downs!

Harbor Blvd is a traffic mess, currently. please do all you can to streamline traffic flow.

I don’t believe we have the infrastructure to handle all the traffic on Harbor Boulevard.

Just turn the whole place into open space or recreation. We don't need all the extra traffic

More people, more traffic, we have enough. That’s why we live here.

need more traffic flow in and out. and why low affordable?

Please really consider the traffic on harbor and the impact on fair drive from the 55 freeway

Quit over building in CM. Traffic will be more nightmare than it is. Lived in CM since 1968. quit!

Too dense. Too much traffic added to a road that is already backed up to the freeway.

Too many people causing too much traffic here already, we don't need more cheap development

Too much traffic build entertainment

Traffic is already a problem on Harbor blvd.

Traffic is already bad enough. All of these plans look to make it worse.

Traffic is already horrific over here

Very important to add as many roads in as possible. Traffic will be bad.

We need a third access point off Tanager Dr. Traffic will be unbearable for Cornerstone Lane

Worry about all the traffic congestion on Harbor Blvd.

You are doing a tremendous disfavor to the CM residents with all the additional traffic.

You’re gonna need to figure out traffic on Harbor Blvd with 5-10k more people living there.

A land swap with the golf course could help with site planning and site access. Roundabout at Fair.

Another access road would severely impact the Mesa Linda Course (ML). Option 1 does not impact ML.

As at Costa Mesa resident I urge you not to put any roadway through the existing golf courses

Don't impact the golf course

Don't mess with the golf course

Focus needs 2b on recreational & open space! Add 18 ho par 3 golf course- CMCC is constant ov-bookd.

Focus needs 2b on recreational & open space! Add 18 ho par 3 golf course- CMCC is constant ov-bookd.

Focus on open space & recreation.Add practice par 3 golf course w lights. The CMCC is not for youth.

Focus should be on recreational & open space! Add 18 h par 3 golf course- CMCC is always TOO PACKED.

Golfers need to be safe when crossing the new road. Maybe it can be a one way road.

i am a golfer and want to understand the impact on Mesa Linda - will the golf course be maintained

If a road is going through the golf course, be prepared for the on slaught of outraged golfers.

I'm against going through the golf course.

It would be a travesty to build a road through the course. Please make concept 1 work for all

No road through course

No road through course

Putting a road through the golf course is unnecessary and ridiculous. Leave the gilf course alone!!

reduce the golf club from 36 to 18 holes, connect through to placentia

The above "Very Supportive" 5 is because of how the area is surrounded by green space/golf course.

Too much golf course. EOC should not be in CM. Max open space is vital. Need new schools here, too!

Widen the original Road do not put a row through the golf course to Harbor Boulevard

2 points of access, can't just be a high speed through cut back to Harbor. No good concepts

25,000 SF of commercial space is nothing. It will be hard to lease & will be vacant. Get rid of it.

55plus instead of low income. Sports fields

Additional ideas: college site, more open space, no high density

Additional transit should be built into the plan. Should have better connection to regional rail

All options undesirable for families. Best concentrate on maximizing satisfying state requirements!

All plans have too much unnecessary commercial space.

All these plans are awful!!! Will be a hideous eyesore!

another 4500+ cars on our streets?

Avoid Grid layout if possible

Bike lanes and quality of life features are VERY important

Bike routes should be SEPARATED from motor vehicle routes.

Build a Jr High School. This specific area is dense & adding a school has the potential to help.

Can a second be created via altering access that already exists nearby with other decelopments?

Central CM neighborhoods were designed as suburban, lots of open space. These designs are too urban.

City of Costa Mesa residents should have the 1st opportunity to purchase.

Clean retail businesses only

Closing FDC was a tragic decision. As a Costa Mesa I was very proud to have the residents in our cit

Concept one is a good mix for the FDC property, without adding very tall high density structures.

Cost saving idea to use some of the existing structures already on site stead of starting 100% new?

Costa Mesa does not need high rise, high density, low income, high crime living

Density bonus provides an incentive to increase the number of very low and low units

Don't give contracts to Wall Street firms and fake "luxury" apartments

Edible public garden, public pool in natural looking style (like Austin Barton Springs)

Fire the City Manager

Focus on family sized units with more bedrooms. Open space is insufficient in all options, add more!

Great information! Thank you for considering the citizen opinions.

Great to ask for feedback

Guys, you have an opportunity to make a regenerative rotational grazing farm, looks like a prison

Harbor Blvd. is a mess during rush hour. How will this project not make the situation worse?

Have oversight of how money is spent & stay on budget

How can you possibly have an EOC without providing for helicopter access? That's idiotic!

I do feel in this concept there should be another entrance/exit roadway

I do not like any of the 3 plans. This will congest Harbor at Fair even more.

I don’t understand why access is limited to/from harbor blvd, will it choke access in an emergency

I don't really care for the added population to Costa Mesa

I encourage and support more open space, building sustainably and regeneratively.

I thought the EOC site was going to be moved to Tustin.

I would like more information on what will be in the commercial space.

I wrote suggestions less than 33 characters but number seven would not accept my answer!

I’m happy with the amount and levels of affordable on this plan.

Include community buildings for classes, events, clubs, services, day care.

Increasing the density of Concept 2 while keeping its walkability and open space

ingress/egress is big concern along with keeping buildings and street widths at human scale.

Irregardless of what the state is trying to mandate, I would welcome much less affordable units.

It's already over crowded here on the West side. It's dirty and loud. WAY too many cars.

Just putting this here: https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4556255/

Keep the density low and find another location to meet the state's mandates.

Leave it alone… CM has no clue wtf there doing , just look at the 19th street project 😂

Like to see a public pool. There are nice pools in town, CMHS, ESH, OCC, but none open to public.

make sure all pass background is checks

Make the streets narrower and sidewalk wider so it's safer for residents who walk and slows cars

Make whole thing EOC

Mas parques y espacios abiertos

Me gustaría q los vecindad sea accesible a todos los parques y q tenga seguridad en las calles!

Mental health lock down units for severely disabled.

Mixed use buildings which can be converted into living quarters or vice versa. Protected bike infra!

More commercial is unnecessary for that site.

More height for more units can still allow for lots of open space.

More people! Boo!

NEEDS MORE TREES -- Prioritize a tree CANOPY. PRESERVE and BUILD ON the existing old-growth trees.

No building above 4 units

No residential-only zoning! Allow mixed use every block. No street widening or car-dependent design

One thing I love about Costa Mesa is the green space

Outdoor car theater

Para mi repetar la naturaleza y espacios verdes ,sobretodo los animales.

para viviendas porque a vemos muchas familias con muy bajos recursos viviendo al límite

Please build cycle tracks along access road.

Que las señales viales estén accesibles

residents need outdoor space ; it should be available within the project site.

Service workers need affordable places to live

State Complex needs to be downsized , incorporated into the general plan, not separate.

Streets should be narrow, low speed streets with ample space allocated for pedestrians and bikes.

Thank you for seeking input

Thank you for surveying the community. A lot of thought has gone into this.

Thankful I live in Mesa Verde so I can easily shop in HB and avoid this mess!

The amount of sports fields proposed is now much less than originally proposed. Political lies?

Whichever plan is selected, please design safe walkable and bike-able streets.

Work & job center, recycling on-site help OCC's effort; electronics: repairs,recycling &job training

Would the developer be open to incur remodeling cost of MLGC impacted by a second driveway?

100% open space park. Less traffic in Costa Mesa

Add a racquetball court and pickleball court.

Add more opens space. Stop building on every single spot. Plant trees and parks for families

Add tennis and pickleball courts!

Additional parks not preferred to be built since faiwveiw park/ santa ana bike trail is so close.

Can/Would the EOC area be used for parking for the OpenSpace/ Fields area

City does not have free tennis courts. Densely populated area add dog park & equip like NB Mariners

consolidated park & petit green belt through community for shaded walking. ANIMAL FRIENDLY. NO BSL

Costa Mesa feels too crowded & urban already. We need to maintain parks & open space.

Creating a "3rd place" for locals within the park area like a huge courtyard with food, music etc.

Extra open park space helps offset additional pollution created by traffic & commercial buildings

Families will need parking!

For the number of units parking isn’t there

Have the baseball fields tied so they can be multi use and used for softball as well as baseball

How will this impact Fairview Park ecosystem?

I am concerned about the traffic stress around and within the College Park neighborhood - bad today

I really value the use of parks and commercial space and their proximity to each other.

I wish 3 had more park space. If only there was a colossal amount of greenspace available nearby...

Keep the parks it's good for the families that live in the community kids have more places to go

Lakes and bridges over streams in the parks would be nice.

Less retail more park space

More very-low and low affordable units instead of moderate and no sacrificing of the parks either

Need for additional parking for the sports fields. Why is EOC next to golf course ?

Need nature trails and parks for future generations without turning the space into an inner city

Not having baseball diamonds would allow for additional units, but I like the green space throughout

Open space; Park lane access; trees; streams and walking paths would seev our community well.

Parking is going to be needed for parks & fields

permit parking for residents

Pickle ball courts, basketball, need areas for outdoor activities. See park at Magnolia/Hamilton HB

Pickleball courts

Pickleball courts throughout

Pickleball has become very popular and is great for a wide variety of people. We need more courts!!

Preference to develop entire site as park/rec area

Provide pedestrian/bike connect thru golf course to Fairview Park

Skatepark skate plaza would be nice Vans could sponsor it

solar panels over parking spaces

The city has one dedicated baseball field at Eagle Park presently.We are in need of more BB fields.

The city need’s a large dog park. There is plenty of space. Let’s get creative!

The more open space and parks, the better. Must be public access and free parking

There isn't many more places to put parks/open space now. Hate to see us turn into a mini-L.A.

They wanted to strip fairview park for needed sports fields. Here's the opportunity to build, do it

Turn the whole area into on large park

Use for recreational open space with parking access from a few access points

We like parks! More open space is better. High rise apartments are great!

We should use the space to create a large park, similar to the Great Park planned for Ontario.

Where is the dog park?

While all elements of the decision are important, CM absolutely needs more baseball fields.

Would like a dog park with grass and trees, not dirt.

I am for minimal density and maximum open space

More bike trails and public walking space

More green space especially towards the entry so others in the city can use. Two roads needed still.

More open space

More open space and larger properties

More open space. Less residential / commercial

Native landscaping, particularly lots of native trees would be a good happy medium.

Nature is air and very well important for nature life.

Open space is essential, in my opinion, to maintain the beauty and quality of life in Costa Mesa.

Open space only gets worse in any city. We must max out open space now.

Please don’t make this a concrete jungle. People need green space.

Sports Complex like HB and FV have for their kids.

The space should be converted to something like the OC rescue mission to get people help.

Trees and landscaping to cut down noise and decrease the increased emissions

walkability

Want more open space

We have more than enough commercial space in the area . Take it out and concentrate on green space

We need a bigger aquatic center.

We need more open, undeveloped space

Will fully support a walkable neighborhood with vibrant public spaces and retail.

Molly Mendoza

From: HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov>
Sent: Tuesday, September 3, 2024 3:39 PM
To: [redacted]
Subject: Another FDC email FW: Reopening the facility for its intended purpose!

[You don't often get email from michelle.halligan@costamesaca.gov. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hi Molly,

Please add the email below to the pdf of Workshop 4/survey emails from earlier today.

Michelle Halligan
Senior Planner
Economic and Development Services Department
77 Fair Drive 2nd Floor| Costa Mesa | CA 92626 | (714) 754-5608

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-----Original Message-----
From: [redacted]
Sent: Friday, August 30, 2024 10:14 AM
To: Fairview Developmental Center Housing Plan <FDCHousingPlan@costamesaca.gov>
Subject: Reopening the facility for its intended purpose!

Sent from my iPhone

HALLIGAN, MICHELLE

From: HALLIGAN, MICHELLE
Sent: Monday, August 26, 2024 5:14 PM
To: [redacted] Fairview Developmental Center Housing Plan
Subject: RE: Fairview Developmental Center Survey

Hi Geoff,

Thank you for participating. Your responses will be recorded.

Michelle Halligan
Senior Planner
Economic and Development Services Department
77 Fair Drive 2nd Floor| Costa Mesa | CA 92626 | (714) 754-5608

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-----Original Message-----
From: [redacted]
Sent: Monday, August 26, 2024 3:41 PM
To: Fairview Developmental Center Housing Plan <FDCHousingPlan@costamesaca.gov>
Cc: CITY COUNCIL <CITYCOUNCIL@costamesaca.gov>; GREEN, BRENDA <brenda.green@costamesaca.gov>
Subject: Fairview Developmental Center Survey

THE CLOCK IS TICKING...As the deadline approaches for completing the survey about the potential use of the Fairview Developmental Center (FDC) site I visited the survey and found that the choices provided are inadequate to properly present my views. Hence, this email, which might answer some of your questions - or not.

THE EOC
First, the "elephant in the room" is the apparently unshakeable demand by the State for the use of 15 prime acres for an Emergency Operations Center. When the EOC was first proposed it included an office building, warehouse and a heliport. Having flown helicopters, I have a pretty clear understanding of the amount of space necessary to land and take off and tend to the needs - fueling, maintenance, etc. However, the heliport has been abandoned but the State apparently insists on retaining that site in full.

MOVE THE BUILDINGS
In my opinion the remaining needs for the EOC - office building and warehouse - would probably require only 2-3 acres and should be located closer to one of the entrances proposed from Harbor Boulevard to provide quicker access for emergency vehicles and not have them routed through a residential community. On Choice 3, The Fairview Commons, there is a recreational element - pickleball courts, etc. - near the Harbor Blvd entrance. That location seems to be the PERFECT location for the buildings in question. I can think of no reason, if we MUST have the EOC located within the FDC footprint, that this location would not be THE BEST site for that activity.

MORE HIGH-END HOUSINGI

f that change was made, then that 15 acres of prime residential land could be more properly used for market rate housing to help defray the costs of development and support affordable housing options. AND, it likely would provide more recreational space AND, possibly, more housing units to be added to the 4,000 proposed for that choice.

MY CHOICE
As I mentioned above, the third choice - The Fairview Commons - seems to be the best use of the land and provides the most housing - except for the EOC problem, above. This is a once-in-a-generation opportunity for the City of Costa Mesa to create a very special place - The Village of Fairview - within our boundaries. By maximizing the housing units we can take a huge bite out of the onerous RHNA demands placed on us by the State.

GO TALLER
In my view, we miss an opportunity if we don't go taller in our planning. By including at least a couple 10+ story buildings in the mix - primarily for low income units - we miss a chance to actually fully utilize the space. And, as I said earlier, by freeing up that 15 acre location fronting the golf course, we could build market rate ocean view condos to help offset the cost of affordable units elsewhere.

ACCESS
I agree that we need more than one entrance/exit for this property. The proposal for two roads in from Harbor might do the trick. Unless we are willing to slash a road across the golf course to Placentia, they will have suffice. Also, although it's not clearly defined, I believe there is a path designated from the Fire Station on Placentia across the golf course to the FDC site. That should be codified and made a controlled access way so emergency vehicles don't have to drive all around to Harbor to get to the FDC site in an emergency. With new resident numbers approaching 10,000, there will be plenty of those calls for service. Such a codified pathway should not adversely affect golfers - they can just choose a different club as they approach it.

SHUTTLE BUS
In order to encourage fewer motor vehicles within the site we should consider a free or low cost shuttle bus system - a feeder transport to shuttle folks to and from the community to the bus lines on Harbor and to shopping venues nearby. I suspect the Orange County Transportation Authority would participate, Even if the OCTA didn't I suspect a private contractor could be enticed to provide that service.

TIMETABLE
I know we have a long, long road ahead on this project. It's unlikely that I'll see it completed - except for that darn EOC, which someone said will break ground next year! I hope the leaders of our city will do their very best to make this project one that serves the residents of our city.

Thanks for reading.

Geoff [redacted]
50 year Costa Mesa resident, and counting

From: [redacted]
Sent: Sunday, August 18, 2024 11:06 AM
To: Fairview Developmental Center Housing Plan
Subject: Parking for Fairview housing plan

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone
I have looked at both proposals and like parts of both of them.
1. I think both for safety and traffic ease, two roads are needed.
2. I don't see parking lots for the ball fields or courts. If the community wants to use them they will need adequate parking, otherwise parking in the neighborhood will be a problem.
3. Is there adequate parking for the apartments and condos?
4. I like the smaller number of apartments as Proposal 2 increases the number of units.

Sincerely,
Susan [redacted]

HALLIGAN, MICHELLE

From: [redacted]
Sent: Friday, July 26, 2024 9:54 AM
To: Fairview Developmental Center Housing Plan
Subject: No vote for our family do to traffic

Sent from the all new AOL app for iOS

HALLIGAN, MICHELLE

From: [redacted]
Sent: Thursday, August 29, 2024 4:51 PM
To: HALLIGAN, MICHELLE
Subject: Re: Housing for disabled

Fantastic thank you Michelle
Sent from my iPhone

> On Aug 29, 2024, at 4:35 PM, HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov> wrote:
>
> Yes, the Shannon Mountain area would be State housing. When you have time, look at the three draft land use concepts online: https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.myinput.com%2ffdcplan&c=E,1,1rMJbjN5JznrFq4WSYVjFS_eBjEj6V_moxRbxAWUZAXWRu-MtleSELa2UthazZP723yQY1opdEmDpZVhruPw1x2PmUzNklCYSpN0KoekCtofUvSW-4tq&typo=1 If you click on the bright orange capitol building icon, you will see which Planning Areas are expected to contain State housing developments.
>
> Michelle Halligan
> Senior Planner
> Economic and Development Services Department
> 77 Fair Drive 2nd Floor| Costa Mesa | CA 92626 | (714) 754-5608
>
> “The City of Costa Mesa serves our residents, businesses and visitors while promoting a safe, inclusive, and vibrant community.”
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>
>
> -----Original Message-----
> From: [redacted]
> Sent: Thursday, August 29, 2024 4:23 PM
> To: HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov>
> Subject: Re: Housing for disabled
>
> Thank you for your response, Michelle. Do you know if that’s planned for the Shannon Mountain area?
> Sent from my iPhone
>
>> On Aug 29, 2024, at 4:20 PM, HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov> wrote:
>>
>> Hi Cindy,
>>
>> The State is planning new housing for persons with developmental disabilities to be located on the Fairview Developmental Center site. The State is planning to construct some complex needs homes that are staffed 24 hours per day on the site as well. The State owns all the land and has the option to locate special needs housing throughout the project or they could concentrate it in specific areas if they wish.

>>
>> Michelle Halligan
>> Senior Planner
>> Economic and Development Services Department
>> 77 Fair Drive 2nd Floor| Costa Mesa | CA 92626 | (714) 754-5608
>>
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>>
>> -----Original Message-----
>> From: [redacted]
>> Sent: Wednesday, August 21, 2024 9:52 AM
>> To: HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov>
>> Subject: Re: Housing for disabled
>>
>> Good morning Michelle, thank you very much for your response. I worked at Fairview developmental Center for 40 years. I know that there are existing homes there for developmentally disabled with 24 hour staff. My question is more for the multi story apartments complex for people with developmental disabilities and physical disabilities. That may or may not include staff assistance. Is that still part of the plan?
>> Sent from my iPhone
>>
>>>> On Aug 21, 2024, at 8:40 AM, HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov> wrote:
>>>
>>> Hi Cindy,
>>>
>>> Some of the multifamily housing will be designed specifically for persons with disabilities. SB 82, passed in 2015, allows up to 20 acres of the Fairview Developmental Center plan area to be used for new housing for the developmentally disabled. SB 138, passed in 2023, authorizes the State Department of Developmental Services to construct up to three complex needs homes (5 persons per home, 15 people max) that would have staff onsite 24 hours per day. The State budget includes up to $10.5 million to construct these homes.
>>>
>>> Michelle Halligan
>>> Senior Planner
>>> Economic and Development Services Department
>>> 77 Fair Drive 2nd Floor| Costa Mesa | CA 92626 | (714) 754-5608
>>>
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>>>
>>> -----Original Message-----
>>> From: [redacted]
>>> Sent: Sunday, August 18, 2024 3:08 PM

>>> To: Fairview Developmental Center Housing Plan <FDCHousingPlan@costamesaca.gov>
>>> Subject: Housing for disabled
>>>
>>>
>>> I would like to know if the multi story housing is planned for people with developmental disabilities and physical disabilities. I know that part of the land was to be for that use. This would give people a safe space with accessibility to shopping restaurants, and grocery stores.

HALLIGAN, MICHELLE

From: HALLIGAN, MICHELLE
Sent: Wednesday, August 21, 2024 12:11 PM
To: [redacted]
Cc: Fairview Developmental Center Housing Plan
Subject: RE: Feedback

Hi Charlene,

Thank you for the feedback!

- There is a written description of the EOC in the FDC frequently asked questions webpage: https://fdcplan.com/faq/Information. Here is a link to the State EOC website: https://oesregionsoutheoc.org/
- SB 82, passed in 2015, allows up to 20 acres of the Fairview Developmental Center plan area to be used for new housing for the developmentally disabled. SB 138, passed in 2023, authorizes the State Department of Developmental Services to construct up to three complex needs homes (5 persons per home, 15 people max) that would have staff onsite 24 hours per day. The State budget includes up to $10.5 million to construct these homes.
- The State will select a master developer. Developers can utilize California Density Bonus Law, California Tax Credit Allocation Committee programs, and other tools to provide housing that is affordable to seniors, families, veterans, artists, etc. at the FDC. A variety of housing for different populations could be provided at the FDC.

Michelle Halligan
Senior Planner
Economic and Development Services Department
77 Fair Drive 2nd Floor | Costa Mesa | CA 92626 | (714) 754-5608

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TESSA
TOTALLY ELECTRONIC SELF SERVICE APPLICATION

From: [redacted]
Sent: Wednesday, July 24, 2024 8:39 PM
To: Fairview Developmental Center Housing Plan <FDCHousingPlan@costamesaca.gov>
Subject: Feedback

Thank you for providing the workshop on FDC.

Questions and Feedback:

- EOC at 15 acres - Can we see a plan on how that will be developed?
- Concept 2 & 3 allocate 25k sq ft for commercial - given all the commercial property on Harbor, Adams, and Mesa Verde, that number seems high. We have a lot of vacant commercial property in the area.
- Concept 2 suggests specialized housing. Can it be designated for seniors, or veterans, or affordable housing for artists (to support the city of the arts)

I know this is premature, but I hope the Fairview plan will include public art features and a much-needed art venue such as an art center/creative center for the arts!

Thank you,

Charlene [redacted]

ART NEVER SLEEPS!

From: HALLIGAN, MICHELLE
Sent: Thursday, August 1, 2024 8:26 AM
To: [redacted] Fairview Developmental Center Housing Plan
Subject: RE: Please add me to list.

Hi Greg,

Thanks for your interest in the Fairview Development Center Specific Plan. You have been added to the email list. There is an open house style meeting for the project tonight at the Harbor Iglesia Church at 740 W. Wilson Street. I hope you can stop by to learn more about the project. We will be there from 6 to 8 PM.

A summary of the proposed land use concepts is available online as well as a brief survey:
https://www.myinput.com/fdcplan

The survey closes on August 9th.

Michelle Halligan
Senior Planner
Economic and Development Services Department
77 Fair Drive 2nd Floor| Costa Mesa | CA 92626 | (714) 754-5608

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-----Original Message-----
From: [redacted]
Sent: Wednesday, July 31, 2024 7:10 PM
To: Fairview Developmental Center Housing Plan <FDCHousingPlan@costamesaca.gov>
Subject: Please add me to list.

Very concerned about this project and would like more information.

Sent from my iPhone

HALLIGAN, MICHELLE

From:	HALLIGAN, MICHELLE
Sent:	Tuesday, August 20, 2024 5:13 PM
To:	[redacted]; Fairview Developmental Center Housing Plan
Subject:	RE: FDC Mailing List

Hi Lori,

Thank you for taking the survey!

Throughout the State, developers can use California Density Bonus Law to construct units beyond what is allowed by zoning (if the project meets State requirements). It is a common tool used to develop units that are affordable to seniors and/or families. The number of units in Concepts 2 and 3 are higher than in Concept 1, because Concepts 2 and 3 assume the master developer will use California Density Bonus Law to build additional units. I hope this information answers your question.

Regards,
Michelle

Michelle Halligan
Senior Planner
Economic and Development Services Department
77 Fair Drive 2nd Floor | Costa Mesa | CA 92626 | (714) 754-5608

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TESSA
TOTALLY ELECTRONIC SELF SERVICE APPLICATION

From: [redacted]
Sent: Monday, August 19, 2024 7:15 PM
To: Fairview Developmental Center Housing Plan <FDCHousingPlan@costamesaca.gov>
Subject: FDC Mailing List

Hello,

I would like to be on your mailing list.

I have lived in Costa Mesa for many years as a homeowner and currently as a renter. I'm getting close to retirement age and the prospect of surviving the rental market in the coming years is very troubling for many people.

I selected Plan 2 Because it designated senior housing when the other two plans did not. I would like to see an income based housing option for seniors. Rather than so-called affordable housing.

When you listed the amount of housing, it referred to "assuming the developer..." what does that mean?.

Thank you for your time

Sincerely
[redacted]

HALLIGAN, MICHELLE

From: [redacted]
Sent: Tuesday, August 20, 2024 2:42 PM
To: HALLIGAN, MICHELLE
Subject: Re: How do u take the survey?

Thanks, I didn't see the entire concept data

Sent from Yahoo Mail for iPhone

On Tuesday, August 20, 2024, 2:36 PM, HALLIGAN, MICHELLE <MICHELLE.HALLIGAN@costamesaca.gov> wrote:

Hi [redacted]

Please review the information online under Introduction, Concept 1, Concept 2, Concept 3, Summary, and then select the Survey tab (on the right side of the screen). Access the information and survey here: https://www.myinput.com/fdcplan

Michelle Halligan

Senior Planner

Economic and Development Services Department

77 Fair Drive 2nd Floor| Costa Mesa | CA 92626 | (714) 754-5608

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TESSA
TOTALLY ELECTRONIC SELF SERVICE APPLICATION

From: [redacted]
Sent: Tuesday, August 20, 2024 2:24 PM
To: Fairview Developmental Center Housing Plan <FDCHousingPlan@costamesaca.gov>
Subject: How do u take the survey?

Sent from Yahoo Mail for iPhone

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report any suspicious activities to the Information Technology Department.

HALLIGAN, MICHELLE

From: HALLIGAN, MICHELLE
Sent: Thursday, August 29, 2024 12:19 PM
To: V. V.; Fairview Developmental Center Housing Plan
Subject: RE: I don’t understand why you want my survey. Thanks

Good Afternoon,

The City of Costa Mesa is collecting feedback about development options for the Fairview Developmental Center site. You can read about the three development concepts and take the survey online here: https://www.myinput.com/fdcplan You do not need to provide any personal information to take the survey. The survey closes at 5 PM on August 30, 2024.

Michelle Halligan
Senior Planner
Economic and Development Services Department
77 Fair Drive 2nd Floor | Costa Mesa | CA 92626 | (714) 754-5608

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TESSA
TOTALLY ELECTRONIC SELF SERVICE APPLICATION

From: V. V. [redacted]
Sent: Friday, August 23, 2024 10:45 AM
To: Fairview Developmental Center Housing Plan <FDCHousingPlan@costamesaca.gov>
Subject: I don’t understand why you want my survey. Thanks

[redacted]

From: NANTHAVONGDOUANGSY, PHAYVANH <PHAYVANH@costamesaca.gov>
Sent: Tuesday, September 3, 2024 4:35 PM
To: [redacted]
Cc: [redacted] MCGILL, ANNA
Subject: FDC - Comment Phone Call

Hi Molly,

I received one phone call this afternoon regarding the survey – She requests that her comment is included in the survey results as she was unable to submit it online on Friday.

Please add the following comment to the survey results:

Caller states that she was unable to fill out the survey through the phone app. States that the QR code and survey is prohibitive to those who are not technical savvy. She suggests post card that includes the survey with a return postage. She would like the preferred land use plan to maximize the open space park spaces to extent feasible for this site and other projects within the City.

Thank you,
Phayvanh

COSTA MESA
FIRST
Working for a Livable City

August 9, 2024

VIA EMAIL – phayvahn@costamesaca.gov

City of Costa Mesa
Economic and Development Services
Attn: Phayvahn Nanthavongdouangsy, Principal Planner
77 Fair Drive
Costa Mesa, California 92626

Re: Fairview Developmental Center Specific Plan

Dear Ms. Nanthavongdouangsy:

First, we appreciate the time and effort put into Workshop #4 for the Fairview Developmental Center Specific Plan (FDCSP). The posters had a lot of information packed into them, so the opportunity to ask questions and receive further information was important. We note there was not a sticker exercise. Thank you! One of the reasons we dislike those exercises is that the public is capable of formulating opinions based on their experience of living in Costa Mesa. Eliciting unstructured comments is critical because not only do you get those comments, but you also get the reasoning behind them.

In terms of the survey, the questions are designed to direct the person surveyed to select an option the City wants. In our case, none of the options are appealing, so we could not proceed with the survey. We could have selected one, despite our distaste for all, and proceeded, but that would skew the results of the survey. How many participants did that? Perhaps "none of the above" should have been a choice, along with space to explain why. The only other option is to send comments, so here we are.

We find it interesting that at the recent meetings we attended that the City is now discussing with the public the fact that the Shannon's Mountain project is proceeding and, therefore, less land is available for the City to plan for housing. One of the flaws of all the options presented by the City is the assumption that the State will want to build housing in the areas shown on the three site plans. While it initially makes sense to have all the State housing located together, the condition of the site may dictate other plans.

We obtained copies of environmental reports the State of California (State) had prepared in connection with planning for the sale of Fairview Developmental Center (FDC). We presume the City obtained these reports as well, but if it did not, we are happy to supply them. It concerns us that the State went beyond having a Phase I Environmental Site Assessment (Phase I) prepared and had a two (2) Phase II Environmental Site Assessments (Phase II) prepared as well, one for the Main Campus and the other for the Plant Operations Area. An additional Phase II Environmental Phase Assessment for the Plant Operations Area was commissioned in July 2021 (Additional Phase II). As full disclosure, the State sent a draft of that document, but we have not been able to locate a final version of it in all the many documents it sent. We have requested a copy of the final document.

It is typical for a Phase I to be prepared when there is a prior use of the land (lenders often want one). A Phase II being needed tells us something in the Phase I raised a red flag. And it did. We now understand why the State selected the parcel it did for the Emergency Operations Center as it is the one with the fewest problems. But if that is true, then why would it also select the Plant Operations Area for housing, as it is contaminated?

While the reports indicated that none of the contamination is beyond remediation, more than just the usual steps should be taken to protect the public, such as golfers on the golf course, from breathing the dust from the contaminated/hazardous substances during demolition and grading. In addition, the Additional Phase II indicates that (i) a further Phase II investigation be performed to collect indoor air samples to verify the preliminary vapor intrusion assessment, (ii) performance of site-specific Human Health Screening Risk Evaluation, and (iii) consideration of engaging a regulatory agency (e.g., Department of Toxic Substances Control) to provide oversight. The referenced air samples would be collected from the Harbor Village apartments. Why would the State select the Plant Operations Area for housing, if there is contamination warranting a further investigation and air samples? In addition, it does not appear that the State has taken the air samples of Harbor Village, as there is no report in the documents it supplied. The people in Harbor Village deserve to know they are living near a contaminated property and that contamination could be drifting into their apartments.

With respect to the planning options provided by the City, we have the following comments:

> **CONCEPT 1 – FAIRVIEW PROMENADE**. This Concept was designed to meet the Housing Element (HE) goal of 2,300 dwelling units at specific income levels (575 units for very low-income households, 345 units for low-income households, 690 units for moderate-income households, and 690 units for above-moderate income households).

Included in those income levels are the 483 units on 20.32 acres that are required by the State. Which of the income levels are those units? The City cannot determine if this will meet the HE goals without that information.

We understand the reasoning behind putting the approximately 25,000 square feet of commercial space near Harbor Boulevard, however, it would not serve any disabled resident of FDCSP or Shannon's Mountain well. The same is true of the approximately 14 acres of open space that would be mostly concentrated near Harbor Boulevard.

Concept 1 widens and extends Fair Drive, including a rotary that might be large enough for park space in the middle of it, in addition to what is labeled parkland in the median, but that park space likely won't be used much due to its proximity to traffic. There is a chunk of green space at the end of the Fair Drive extension. We do not consider this new, wider roadway a "promenade." Making the roadway the focus of a new residential development does not reflect modern urban planning principles.

The single entry/exit of Fair Drive discourages residents from outside FDCSP from entering the redeveloped space. This means FDCSP will not satisfy the request that it become an amenity that all of Costa Mesa can enjoy. The new neighborhood needs to connect with the rest of Costa Mesa, both physically and socially. The active transportation facilities should connect to the Harbor and Joann trails. It needs a central gathering place to meet societal needs. There is no commercial development near the parks, which are the only gathering places. This garnered a "NO" vote from us because of the parkland deficiency, the strange layout of buildings and streets, the remote commercial, and the lack of social amenities and connection to the rest of the city. Further, most developers will find this Concept to be a nonstarter due to its economic infeasibility.

CONCEPT 2 – FAIRVIEW FIELDS. This Concept introduces the notion of a density bonus, and we appreciate the consultant's transparency in pointing out the lessons learned by studying what is happening with the Sonoma Developmental Center Specific Plan in that regard. The number of dwelling units would be 3,450 which, despite the increase, misses the target in the HE in the low-income and moderate-income categories but bounces up the above-moderate income substantially because the density bonus is going there (575 units for very low-income households, 325 units (misses the RHNA target by 20) for low-income households, 325 units (misses by 365) for moderate-income households, and 2,225 units for above-moderate income households). It includes 213 units of senior housing contained in an eight to nine story building. This option anticipates that the State housing would consume the entirety of the northernmost portion of the property.

This Concept is laid out with a gridwork of tree-lined streets, which makes the neighborhoods more walk and bike friendly. In addition to the Fair Drive entrance, a second entrance located across from the main entrance to Home Depot would be added to accommodate the additional traffic generated by the extra above-moderate income housing units. That entrance would cut across the golf course to a new roadway on the perimeter of the southeast corner of the property. This new roadway would require realignment of a fairway.

The parkland has increased to 18 acres, which is 22% of the 80 acres. The City has noted that its calculation excludes the projected population for the State-owned land, but it could meet the park level of service if an exemption for density bonus units was used, but otherwise the developer would need to subsidize it by the payment of fees. That sort of mentality is what has made Costa Mesa park deficient. Harbor Village does not have easy access to park space and the residents there will want to use the new park facilities, so a mathematical trick will not help.

This option shows most of the park space being in the lower southeast corner of the property, next to the EOC. It is large enough to accommodate a sports complex, particularly if the proposed roadway by the State is relocated at the perimeter of the property. The remaining parkland would be in two areas near the north and west of the parcel. The 25,000 square feet of commercial would be in the buildings off Harbor Boulevard that parallel the largest chunk of parkland.

This Concept is (i) designed to satisfy the public's desire for sports fields, and (ii) likely favored by developers because it gives them the ability to sell more market-rate homes, which would help them recoup the costs of the "affordable" housing. This is an improvement over Concept 1, but still has many of the same problems. Due to the fact the density bonus will only be used to build higher-income units, this Concept fails to address the fact that Costa Mesa needs more housing for lower-income residents. The affordable housing ordinance approved by a slim margin by the City Council on Tuesday night will do nothing to help, so the burden will fall on the FDCSP. Because of this, along with the parkland issue and the odd location of commercial development, Option 2 also gets it a thumbs down.

CONCEPT 3 – FAIRVIEW COMMONS. This Concept has the least amount of parkland (7.9 acres) the most housing units (4,000 consisting of 575 units for very low-income households, 345 units for low-income households, 690 units for moderate-income households, and 2,390 units for above-moderate income households), none of which are designed for seniors, and more commercial development (35,000 square feet) than the other Concepts, and would only make sense to a developer. It contains the two entry/exit

> points from Harbor Boulevard, but this version preserves the location of the roadway requested by the State for the EOC. The increase in commercial might include an office/medical building, which would alter the peak traffic counts. More land (22.7 acres) would be set aside for the housing the State wants. Almost all the housing is high-density (four to eight stories). It incorporates all the worst things about Concepts 1 and 2, and then adds some of its own blemishes, making it the most terrible of the three.

We understand the City is only starting on the planning concepts and it needs to get more information from the State before proceeding. The State may appear invested in beginning construction on the EOC later this year, but has the State provided the final plans? If the plans are not final, now is the time to try to make adjustments.

With respect to putting a road through the golf course, realigning the fairway is easy to say, but harder to do, and would involve a loss of income to the operator of the golf course and the City. If the design of the golf course changes, it should be improved. Why not do a land exchange with the State for the EOC property? Placing the EOC on the current golf course property abutting Harbor Boulevard would give it a separate entrance and cueing lane off Harbor and leftover land from the golf course could be swapped for the land that is currently the school at the rear of FDC. This would allow the commercial to move to Harbor Boulevard where it would be visible for everyone and shrink the traffic impacts for the FDCSP area.

The focus of the Concepts has been on housing and playing fields. But what happened to the things the public wanted? Daycare center? Preservation of historic trees? City facilities (like an art center and community garden)? Ensuring a high ratio of very low- and low-income affordable housing? Mixed-use housing? Central community gathering place? Some of those items were contained in the draft “guiding principles,” that still need revision.

In addition, active transportation and/or public transportation improvements in this area will be needed. This community requires more connections to the rest of the city than one or two roads. Multiuser paths connecting to Joann, Tanager/Golf Course and Harbor paths are required to encourage active transportation.

It does not seem that the input given by the citizens at the first few meetings has had much impact on the planning. It is not too late for an advisory committee comprised of residents, advocates for people with disabilities, seniors, and affordable housing, representatives of youth and sports groups, along with builders and developers to be engaged in the planning process. That group can be guided by professional urban planning staff, and City Council members and Planning Commission members can act as liaisons. The more the community is engaged in the planning process, the better!

We appreciate consideration of our thoughts and look forward to the next steps of the FDCSP project. Please feel free to contact us should you have any questions.

Very truly yours,

Richard J. [redacted]
Treasurer

Cynthia McDonald

Cynthia [redacted]
Assistant Treasurer

cc: Assembly Member Cottie Petrie-Norris
Senator Dave Min
Supervisor Katrina Foley
Costa Mesa Mayor and City Council
FDCHousingPlan@costamesaca.gov

Costa Mesa First's mission is to educate Costa Mesans about planning policies in Costa Mesa so they make knowledgeable choices when voting. We encourage residents to choose walkable, bikeable, and inclusive neighborhoods, and the land use and transportation policies and investments needed to make Costa Mesa flourish. Our primary objective is to require Costa Mesa's leaders to put the residents of Costa Mesa first.

MEMORANDUM

Date: DRAFT July 19, 2024, Revised 4/18/25

To: Phayvanh Nanthavongdouangsy, Principal Planner
City of Costa Mesa, Development Services Department

From: Karen Gulley, Managing Principal
Suzanne Schwab, Associate Principal
Steve Gunnells, Chief Economist

Subject: FDCSP, Financial Feasibility Overview for Land Use Plans Concepts

Summary

The consulting team, in collaboration with city staff and the community, prepared three conceptual plans for the potential redevelopment of the Fairview Developmental Center. The three concepts have been reviewed from a variety of perspectives, including infrastructure requirements and traffic, and have been vetted through substantive public engagement. The evaluations from these other perspectives are reported elsewhere. This memorandum has a singular perspective: it is intended to identify what is and is not financially feasible to be developed.

The state currently intends to turn most of the site over to a master developer for no or a relatively low cost with the stipulation that the developer will provide certain public benefits. These benefits include demolishing existing buildings, providing ready-to-building sites for the CA Department of Developmental Services (DDS) to construct housing to serve the needs of its clients, and include a significant amount of affordable housing in the redevelopment of the site. This report evaluates the three concepts to determine whether or not a developer should be able to afford to redevelop the site and provide the public benefits the state is looking for and the benefits that the city and community may expect.

Concept 1, Fairview Promenade

This plan would achieve the housing element target, providing 2,300 total housing units, of which 920 units would be restricted to low- and very low-income households (these units would include housing built by DDS and housing built by affordable housing developers) and another 690 units would be restricted to moderate income households (these units would include housing built for DDS and housing built by the master developer). This concept would also provide 14.1 acres of open space. In addition to the housing restricted to income-qualified households, this concept would provide 690 market-rate housing units (units without income or price/lease rate restrictions).

The analysis finds that this concept is not currently financially feasible at an industry standard IRR of 15 percent: it would cost more to develop than the master developer would earn from the market rate housing. As proposed, this concept would require an additional $233 million in funding from an outside source to be considered financially feasible. Options that could be explored to potentially make this concept financially feasible (in the absence of a $233 million gift) would be a preferred plan that:

- Reduces the number of affordable units and increases the number of market rate units, while maintaining a total unit count of 2,300 dwelling units (this is similar to Concept 2, although Concept 2 also increases the total number of housing units).
- Increases the number of market rate units and maintains the same number of affordable units, while building more than 2,300 dwelling units (this is, in essence, Concept 3).
- The City could explore other options to maintain the unit count and further subsidize the project. These options could include potential grants or bond financing.

Concept 2, Fairview Fields

This concept results in fewer affordable dwelling units than the other two concepts provide, and it accommodates a larger number of market-rate units than are provided in Concept 1. It also increases the amount of open space to 18 acres. With more open space and more overall units (3,450 total housing units), the housing becomes taller and denser, resulting in the need for parking structures for most of the housing, other than the DDS housing.

The analysis finds that this concept should be very close to financially feasible. It would generate an IRR of 14.27 percent, just shy of the industry standard 15 percent. It is conceivable that a developer could pursue this concept plan with minor adjustments that would make it financially feasible. As analyzed, this concept would require additional funding of $5.02 million to be financially feasible. Structured parking does not factor into the concept plan's area for DDS housing, which is anticipated to be at a medium density that can be accommodated with surface parking.

Although Concept 2 would be financially feasible for the master developer, it is not certain that affordable developers would be able to fund parking structures. The likelihood of all the planned affordable housing being developed will depend on the availability of funding and the requirements of funding agencies and organizations at the time individual affordable housing projects move forward. If funding is available, it will likely take longer to secure all necessary funding for affordable housing projects that require parking structures.

If there is a desire for the preferred plan to resemble Concept 2, the city may want to consider the following:

- As presented, Concept 2 would not need some additional funding or some minor plan changes. However, it would not generate additional income, as does Concept 3. This leaves no wiggle room for the master developer if economic and market conditions change significantly over the 10 to 15 years it might take to fully develop this concept plan.

- Because affordable developers will have to obtain funding for parking structures as well as funding for building construction, it will likely take longer for all the affordable housing to be built. Furthermore, it is possible that the affordable developers will not be able to fund the parking structures, in which case they might build fewer affordable units at a lower density.

Concept 3, Fairview Commons

Concept 3 provides the largest number of housing units, 4,000, with the same number of affordable units as Concept 1 (i.e., the Housing Element target for the site). In part, Concept 3 accommodates the larger number of units by providing less open space, 7.9 acres.

The analysis finds that this concept is financially feasible. It would generate a sufficient return that would pay for the cost of the structured parking that is needed to accommodate the low- and very low-income affordable housing. Typically, a master developer will expect at least a 15 percent internal rate of return (IRR), an industry standard. Concept 3 would generate $26.7 million above the 15 percent return, and this amount could be used for additional public benefits. Any amount above a 15 percent IRR is referred to as residual land value. It also represents a cushion for the master developer if economic and market conditions change over the 18 years it could take to build this concept.

If there is a desire for the preferred plan to resemble Concept 3, there are several considerations:

- The percentage of affordable units could be increased (keeping the same unit count) and the cost could be off-set using the residual land value; or
- The number of market rate units could be reduced while keeping the same number of affordable units; or
- The residual land value, or a portion of it, could be used to pay for some of the cost of constructing affordable housing (which could quicken the pace at which affordable housing gets built), and/or used to support other community benefits/amenities; or
- Some residual land value could remain to provide the ability for the master developer to respond to changing economic and market conditions.

The Preferred Plan

The financial feasibility analysis suggests several considerations for the preferred plan:

- There will need to be a sufficient number of market rate units to generate the project income needed to pay for demolition, infrastructure, open space, and ready to build sites for DDS housing and affordable housing.
- In deciding on the land use mix for the preferred plan, there will need to be a balance among the number of affordable units, the number of market rate units, and the amount of open space.

- If there is a desire to increase the likelihood and shorten the time frame for developing affordable housing, a sufficient number of market rate units are needed to help pay the cost of structured parking.
- Planning for some residual land value will help ensure that the overall project remains feasible if economic and market conditions change during the 18-year period it could take to fully build out the project.

The financial feasibility analysis represents a planning level estimation of the financial risk and rewards that a master developer would face undertaking development of the Fairview Developmental Center. It is based on industry standards, but the selected master developer will have their own business model and approach to financial feasibility.

Comments

1. INTRODUCTION

This memo provides an overview of the financial feasibility analysis of the three land use concepts for the Fairview Developmental Center Specific Plan. The purpose of this report is to highlight what is and is not feasible and to identify key takeaways.

The state intends to dispose of the site by turning the property over to a master developer, excluding certain portions that will be retained by the state. The master developer would demolish the existing buildings, remediate any contamination, and construct the necessary infrastructure to support the ultimate buildout allowable under the specific plan.

A sizeable number of the new housing units constructed would be restricted to households qualified as lower income. The master developer might develop this affordable housing, but they are more likely to turn the prepared land over to an affordable housing developer. Another sizeable number of housing units would be constructed separately for and under contract to the state's Department of Developmental Services (DDS). However, the master developer would prepare the sites for the DDS housing. The remainder of the housing units would be constructed by the master developer and rented or sold at market rates. The intent is that the specific plan would allow the number of market rate housing units that would generate sufficient profit to compensate for the demolition, the site preparation, and the infrastructure that will support the affordable housing units and the DDS housing units.

The cost estimates indicate that building demolition and abatement alone could cost nearly $30 million. Depending on the concept plan, major infrastructure could cost over $50 million.

The assessment of financial feasibility is prepared and analyzed from the perspective of a potential master developer: do the concepts provide for a sufficient number of market rate housing units to offset the costs to support the affordable housing, the DDS housing, and other amenities, such as parks and recreation facilities?

2. RETURN ON INVESTMENT EVALUATION

For a common development process, a developer will obtain a construction loan for about 60 percent of the cost of development. As housing units are sold or leased and the project begins generating income, the developer is obligated to repay the construction loan on a set schedule.

The developer must supply the other 40 percent of the funding to pay for the project, and this amount is referred to as the equity investment. Evaluating the financial feasibility of a potential development project means estimating the expected rate of return that the developer will earn on the equity investment.

For the equity investment, the developer will typically bring in outside investors—wealthy individuals, real estate investment trusts, and other investment funds—for a majority of the investment. The developer has to convince these outside investors that they will develop a project that can generate a competitive rate of return. Generally, an internal rate of return (IRR) of 15 percent is considered to be threshold at which outside investors will be interested in investing in a development project. It is worth noting again that this rate of return is based on the equity investment, not the entire cost of development (the other 60 percent of the cost of development earns the construction loan interest rate, currently about 10 percent).

In evaluating the three land use concepts, this analysis estimates whether or not the market rate development would generate a 15 percent IRR for the equity investment needed for the project. This rate is an industry standard and is considered the minimum return to entice outside investors to invest equity in a development project.

3. DEVELOPMENT PROGRAM

The features and components of the three concept plans are described in other planning documents. Table 1 below compares aspects of each concept relevant to the financial feasibility evaluation. A detailed description of the planning areas in each concept is provided in Table 7, Table 8, and Table 9 in the appendix at the end of this report.

Table 1: Comparison of Development Characteristics for Three Concept Plans

	Concept 1	Concept 2	Concept 3
Project area (acres)	114.7	115.9	115.9
- open space area (acres)[1]	14.1	18.0	7.9
Total number of housing units	2,300	3,450	4,000
- Master developer housing units[2]	996	2,166	2,696
- Affordable developer housing units[3]	821	801	821
- DDS housing units[4]	483	483	483
Housing for low- & very low-income households	920	900	920
Housing for moderate-income households	690	325	690

Market rate housing	690	2,225	2,390
Residential planning areas density (du/net acre)			
- master developer planning areas	40	100	91
- affordable housing developer areas	63	74	114
- DDS housing areas[5]	31	31	21

Source: PlaceWorks, 2025.

Notes to Table 1:

1. The number of acres in open space planning areas is included in the total number of acres in the project.
2. The number of housing units constructed by the master developer includes some of the housing units that would be reserved for moderate-income households.
3. The housing constructed by affordable housing developer would include housing reserved for low- and very-low-income housing, senior housing, and permanent supportive housing.
4. Three of the DDS housing units are for DDS' complex needs clients. About 20 percent of the remaining DDS housing units will provide housing for DDS clients (who qualify as low- and very-low-income households, and 80 percent will provide housing for moderate-income households.
5. The data for DDS planning area densities exclude the complex needs housing.

4. PHASING

The financial feasibility analysis assumes a phasing schedule for each concept representative of a typical large-scale development. The first phase includes entitlement, demolition and abatement for the existing Developmental Center, the roads and trunkline infrastructure for the overall project, and the first phase of building construction. Each phase includes the costs to the master developer for constructing market rate housing as well as the costs to prepare the site for each planning area that will support affordable housing and DDS housing. The phasing assumes that sales or lease-up begin at the completion of construction. Table 2 summarizes the phasing for each concept.

Table 2: Phasing Duration and Number of Housing Units for 3 Concept Plans

	Concept 1	Concept 2	Concept 3
Phase 1			
- Duration (months)	56	64	58
- Number of housing units	513	867	354
Phase 2			
- Duration (months)	32	40	34
- Number of housing units	370	805	238
Phase 3			
- Duration (months)	40	40	50
- Number of housing units	963	883	841

Phase 4			
- Duration (months)	30	40	38
- Number of housing units	454	654	401
Phase 5			
- Duration (months)		32	40
- Number of housing units		241	547
Phase 6			
- Duration (months)			34
- Number of housing units			315
Total project duration	10 years	14 years, 8 months	18 years, 1 month
Total project housing units	2,300	3,450	4,000

Source: PlaceWorks, 2025.

5. DEVELOPMENT COSTS

The development costs included in the analysis include the project area-wide costs for demolition and abatement, the roads and trunkline infrastructure, the development of the open space planning areas, and grading and infrastructure stubs for each planning area. The costs were estimated by Developers Research, Inc., and details are included in Table 10, Table 11, and Table 12 in the appendix at the end of this report. The development costs also include the construction of the market rate buildings. The costs were estimated by PlaceWorks based on our experience, data from Craftsman National Construction Cost Manual, and interviews with developers. The planning area costs in Table 3 includes an allowance for a potential future public safety impact fee to offset the capital cost for expanding public safety facilities and services to serve the new residents in the plan area.

The total site development and construction costs for each planning area in each of the concepts are provided in Table 13 in the appendix. The cost to construct buildings (including landscaping and parking) for the affordable housing will be the responsibility of the affordable housing developers. In addition, the feasibility analysis is based on the assumption that DDS will secure a developer to build the DDS housing as part of a large multifamily housing project that provides moderate-income housing. These costs for affordable housing and DDS do not factor into the evaluation of the financial feasibility for the master developer.

Table 3: Master Developer Total Development Cost for Three Concept Plans

	Concept 1	Concept 2	Concept 3
Total planning area development cost	434,300,000	766,100,000	1,046,400,000
Project-wide site development costs	130,300,000	174,600,000	148,500,000
Offsite improvement costs	13,420,000	18,400,000	18,400,000
Total project development cost	578,100,000	959,100,000	1,213,000,000

Totals may differ from sum of column data due to rounding.

The costs estimated in Table 3 reflect costs in current dollars. However, over the ten or more years that the project can be expected to buildout, costs will likely rise. The analysis adjusts the costs based on the year that each phase of development is assumed to begin, as described in the cost and income escalation section.

The financial feasibility analysis begins with an assumption that the state will provide the land to a master developer at no cost, in exchange for the master developer making ready-to-build parcels available to the state for DDS housing and to affordable developers to build and operate affordable housing.

6. PROJECT INCOME

The three concepts provide a mix of for-sale and for-rent housing. With for-sale housing, the net proceeds from the sale of each new dwelling (assuming a 5 percent cost for market, brokerage, legal, and related services) are used to retire the construction loan. Once the construction loan is paid off, any additional net sales proceeds are returned to the developer.

For-rent housing is more complicated. Once the housing product is completed in a typical for-rent development, the developer takes out a permanent loan to repay the construction loan. The net rents (assuming a 35 percent allowance for vacancies and operations) are used to make debt service payments on the permanent loan. Although some developers might build and hold a for-rent building for the long-term, the more common practice is that the developer owns and operates the for-rent building for five years after stabilized operations. At this point, the biggest tax value from depreciation has been utilized, and the developer will typically sell the for-rent building. The net proceeds from the sale are used to repay the outstanding principal from the permanent loan, and the remaining funds are returned to the developer. However, in a project of this size, it is more likely that the master developer would sell the for-rent housing project once it has reached stabilized occupancy. This would provide fresh equity for the master developer to use in the next phase of construction. This analysis uses this latter approach, which produces a more conservative assessment of feasibility because it is slightly less lucrative than holding the project for five years before selling.

The estimated sales value for the for-sale housing is based on an analysis of sales data for newly constructed townhouse and condominium sales in Costa Mesa, Irvine, and Newport Beach over the past two years. The estimated rents are based on PlaceWorks' assessment of asking rents in newer apartments and townhouses. Both sales values and rents are escalated over time to the year in which each the sales/lease-ups begin for each phase, as described in the cost and income escalation section below. Table 4 provides the estimated average sales values and estimated average monthly rents for the product types that each concept plan expects the master developer to build. Income generated by the affordable housing units and the DDS housing would flow to those developers instead of the master developer. However, the rents and sales values in Table 4 represent an average for the master developer-constructed housing across market-rate units and moderate-income housing.

Table 4: Estimated Average Sales Values and Rents by Housing Type

Housing Type	Average Estimated Sales Value	Average Estimated Monthly Rent
3-story MF, tuck-under parking		3,150
4-story wrap		3,320
5-story wrap	813,000	3,220
Podium 5/2	838,150	3,390
Townhomes	1,068,000	5,230

Source: PlaceWorks, 2025.

7. COST AND INCOME ESCALATION

The financial feasibility analysis assumes that the development costs are covered by a single construction loan for each phase, with drawdowns and equity investment occurring on a monthly basis over the entirety of the construction portion of each phase. Lending rates are expected to decline over the next two years. The analysis assumes that the master developer would be able to access construction financing at a rate of 3.75 percentage points above the secured overnight funds rate (SOFR), with a loan fee of 1.00 percent. The analysis uses the forward projection of SOFR from Chatham Financial (https://chathamdirect.com/rates). Similarly, the analysis assumes that the permanent loan would be available at a rate of 2.23 percentage points above SOFR, with a debt service coverage ratio of 1.43 (i.e., the maximum loan payment would be the rental products net operating income divided by 1.43). The resulting financing rates are presented in Table 5.

Table 5: Projected Financing Rates

Year	SOFR	Construction Loan Rate	Permanent Loan Rate
2024	5.29%	9.039%	7.519%
2025	3.90%	7.652%	6.132%
2026	3.46%	7.211%	5.691%
2027	3.39%	7.136%	5.616%
2028	3.41%	7.163%	5.643%
2029	3.48%	7.229%	5.709%
2030	3.54%	7.295%	5.775%
2031	3.60%	7.350%	5.830%
2032	3.65%	7.403%	5.883%
2033	3.71%	7.457%	5.937%
2034	3.76%	7.511%	5.991%
2035	3.76%	7.511%	5.991%
2036	3.76%	7.511%	5.991%
2037	3.76%	7.511%	5.991%
2038	3.76%	7.511%	5.991%
2039	3.76%	7.511%	5.991%
2040	3.76%	7.511%	5.991%

2041	3.76%	7.511%	5.991%
2042	3.76%	7.511%	5.991%
2043	3.76%	7.511%	5.991%
2044	3.76%	7.511%	5.991%
2045	3.76%	7.511%	5.991%

Source: SOFR projections from Chatham Financial, 2024; Construction loan and permanent loan rates from PlaceWorks, 2024, based on SOFR.

The analysis escalates the construction costs at an assumed rate of 3.0 percent per year, which approximates a linear 21-year forward projection of the California Construction Cost Index annual data from July 1999 to July 2024. The analysis escalates rents at an assumed rate of 4.0 percent per year, which approximates a linear 21 year forward projection of the rent for a primary residence component of the consumer price index for all urban consumers for the Los Angeles-Long Beach-Anaheim metropolitan area data for June 1999 to June 2024. Finally, the analysis escalates the housing sales values at a rate of 5.0 percent per year, which approximates a linear 21-year projection of the Federal Reserve-reported S&P CoreLogic Case-Shiller U.S. National Home Price Index data from April 1999 to April 2024.

8. PROJECTED CASH FLOW

The financial feasibility analysis projects the master developer's cash flow on a monthly basis through the period in which the last home or rental building is sold. Cash outflow represents costs for construction, costs to repay construction loans, and debt services on permanent loans and taxes. Cash inflow represents drawdowns of the construction loan, net operating income before debt service and taxes, net sales proceeds from for-sale housing, and net sale proceeds from rental buildings after five years of stabilized occupancy. Negative cash flow in any month represents the equity investment by the developer. Positive cash flow in any month represents cash returned to the developer.

This cash flow is then consolidated on an annual basis. The IRR is calculated on the annual cash flow. The annual cash flow and resulting IRR for each concept are provided in Table 14, Table 15, and Table 16 in the appendix at the end of this document. The total cash flow and IRR are provided in Table 6.

Table 6: Total Cash Flow and Annual IRR for Three Concept Plans.

	Concept 1	Concept 2	Concept 3
Total Cash Inflow	810,300,000	2,148,000,000	2,910,000,000
Total Cash Outflow	-962,700,000	-1,779,000,000	-2,200,000,000
Total Net Cash Flow	-152,360,000	369,100,000	670,000,000
Annual Internal Rate of Return (IRR)	-20.0%	14.6%	16.7%
Feasibility Surplus/(Gap)	(233 million)	($5.02 million)	$26.7 million

Note: The total cash inflow and outflow is a simple sum of the monthly estimates. The data are not discounted and thus do not reflect the time value of money. However, the IRR does account for the timing of inflows versus outflows. Totals may differ from sum of column data due to rounding.

Findings and Recommendations

9. BASIC FINANCIAL FEASIBILITY FINDINGS

The analysis finds that Concept 1 is not financially feasible. As currently conceptualized, this concept would cost more to develop than it would generate in income. This concept would need additional funding of $233 million to be feasible, at a 15.0 percent IRR. Another option would be to increase the number of market rate units.

The analysis finds that Concept 2 is close to financially feasible, with a 14.57 percent IRR. While minor adjustments would make this concept financially feasible, there is the possibility that affordable housing developers would not be able to fund parking structures and, thus, may build fewer affordable housing units.

Finally, the analysis finds that Concept 3 is financially feasible, with an IRR of 16.75 percent. This intensity of development would be lucrative, and the residual land value is $26.7 million, while still supporting the cost of parking structures for affordable housing.

9A. Feasibility Implications for Concept 2

Concept 2 is close to financially feasible. However, it provides less affordable housing than the Housing Element planned for the project site (shortfall of 20 low and 365 moderate units). In addition, the need to obtain an additional $41 million for parking structures could slow the development of affordable housing or result in even fewer units being constructed.

9B. Feasibility Implications of Concept 3

Concept 3 has the largest number of housing units and the most intensity of development, with the least amount of open space. It is also the most financially feasible. With an IRR reduced to the threshold of 15 percent, this concept would generate a residual land value of $26.7 million while still paying for the cost of parking structures for the affordable housing.

With the higher residual land value with this concept, the question arises as to whether the number of housing units that would be affordable housing could be increased so that the percentage of affordable housing in Concept 3 is the same as the percentage in Concept 1 (40 percent Low and Very Low, 30 percent Moderate). Doing so results in a development that is infeasible, in which the cost of development exceeds the total income it would generate. This approach defeats the purpose of increasing the density—to allow enough market rate housing to offset the cost to prepare the land for the development of affordable housing and housing to serve DDS clients. However, an option that increases the number of affordable units beyond Concept 1 could still be potentially feasible. The higher residual land value also raises the question of reducing the number of market rate units to provide more open space.

10. FEASIBILITY IMPLICATIONS FOR THE PREFERRED LAND USE PLAN

Financial feasibility for a master developer is a prerequisite for the preferred land use plan, but it is only one of many factors to consider in defining a preferred land use plan. This analysis indicates that the overall number of housing units should be somewhere between 3,450 and 4,000 in the absence of additional state assistance or subsidy.

The more lucrative the preferred land use plan is (i.e., the higher the expected rate of return) the more likely it is that the development will generate a residual land value which could be used to fund community benefits. One important benefit would be to defray the cost of the parking structures required for the affordable housing. Affordable housing developers may or may not be able to secure funding to construct structured parking in addition to the funding needed to construct the housing units as discussed above. It would likely require additional time and competitive bidding process to acquire the extra funding. Faced with this funding squeeze, affordable developers might be forced to build less dense affordable housing, which could be served with surface parking. Lastly, there is a similar relationship with open space. The more open space the preferred land use plan provides, the higher the net density must be for the housing, which in turn means more structured parking.

Appendix

The remainder of this report provides tables with data referenced in the report.

Table 7: Development Characteristics for Concept 1

	Plan Area 1	Plan Area 2	Plan Area 3	Plan Area 4	Plan Area 5	Plan Area 6	Plan Area 7	Plan Area 8	Plan Area 9	Plan Area 10	Plan Area 11	Plan Area 12	Plan Area 13	Plan Area 14	Plan Area 15
Land Area															
Acres	5.0	3.3	5.0	2.9	4.1	2.4	2.6	3.9	4.1	7.0	2.6	2.6	4.9	3.1	5.0
Product Type															
Building type	3-story MF, surface parked	3-story MF, surface parked	State Complex Needs	3-story MF, surface parked	3-story MF, surface parked	Mixed-use podium (PSH)	3-story MF, tuck-under parking	4-story wrap	4-story wrap	4-story wrap	3-story MF, tuck-under parking	3-story MF, tuck-under parking	Townhomes	Townhomes	Townhomes
Tenure	Rental	Rental	Rental	Rental	Rental	Rental	Rental	Rental	Rental	Rental	Rental	Rental	Rental	Ownership	Ownership
Residential stories	3	3	3	3	3	4	3	4	4	4	3	3	3	3	3
Number of units	157	103	3	91	129	104	82	309	325	562	85	85	100	63	102
Unit/Building Size															
Average unit size	900	900	900	900	900	500	900	900	900	900	900	900	1,500	1,500	1,500
Residential NFA sq. ft.	141,300	92,700	2,700	81,900	116,100	52,000	74,238	278,393	292,669	506,136	76,149	76,149	149,492	94,576	152,542
Residential GFA sq. ft.	162,495	106,605	3,105	94,185	133,515	59,800	85,374	320,152	336,570	582,056	87,572	87,572	149,492	94,576	152,542
Commercial GFA sq. ft.	0	0	0	0	0	25,000	0	0	0	0	0	0	0	0	0
Commercial NFA sq. ft.	0	0	0	0	0	20,000	0	0	0	0	0	0	0	0	0
Total NFA sq. ft.	141,300	92,700	2,700	81,900	116,100	72,000	74,238	278,393	292,669	506,136	76,149	76,149	149,492	94,576	152,542
Total GFA sq. ft.	303,795	199,305	5,805	176,085	249,615	131,800	159,612	598,544	629,239	1,088,192	163,721	163,721	298,983	189,153	305,085
Unit Mix															
Percentage															
Studios						50.0%				1.4%	1.4%	1.4%			
1-BR	40.6%	40.6%		40.6%	40.6%	50.0%	50.0%	50.0%	50.0%	46.0%	36.9%	36.9%			
2-BR	47.3%	47.3%		47.3%	47.3%		25.0%	25.0%	25.0%	43.5%	43.5%	43.5%	20.0%	15.0%	15.0%
3-BR	12.2%	12.2%		12.2%	12.2%		25.0%	25.0%	25.0%	9.1%	13.6%	13.6%	80.0%	80.0%	80.0%
4-BR										0.0%	4.5%	4.5%	0.0%	5.0%	5.0%
Unit Count															
Studios	0	0	0	0	0	52	0	0	0	8	1	1	0	0	0
1-BR	64	42	0	37	52	52	40	155	163	258	31	31	0	0	0
2-BR	74	49	0	43	61	0	21	77	81	245	37	37	20	9	15
3-BR	19	13	0	11	16	0	21	77	81	51	12	12	80	50	81
4-BR	0	0	0	0	0	0	0	0	0	0	4	4	0	3	5
Total	157	104	0	91	129	104	82	309	325	562	85	85	100	62	101

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Table 7 Continued

	Open Space Area 1	Open Space Area 2	Open Space Area 3	Open Space Area 4	Right-of-Way
Land Area					
Acres	1.6	3.5	4.5	1.7	29.9

Source: PlaceWorks, 2025.

Table 8: Development Characteristics for Concept 2

	Plan Area 1	Plan Area 2	Plan Area 3	Plan Area 4	Plan Area 5	Plan Area 6	Plan Area 7	Plan Area 8	Plan Area 9	Plan Area 10	Plan Area 11	Plan Area 12	Plan Area 13	Plan Area 14	Plan Area 15	Plan Area 16	Plan Area 17
Land Area																	
Acres	5.0	5.0	4.4	5.6	2.5	2.5	2.9	2.5	2.8	2.9	2.5	2.5	2.5	2.0	2.0	2.2	2.6
Product Type																	
Building type	3-story MF, surface parked	State Complex Needs	3-story MF, surface parked	3-story MF, surface parked	3-story MF, surface parked	Mixed-use podium (PSH)	5-story wrap	5-story wrap	5-story wrap	5-story wrap	5-story wrap	5-story wrap	Podium 5/2	Podium 5/2	Podium 5/2	Podium 5/2	5-story wrap
Tenure	Rental	Rental	Rental	Rental	Rental	Rental	Rental	Ownership	Ownership	Rental	Rental	Rental	Rental	Rental	Rental	Rental	Rental
Residential stories	3	3	3	3	3	4	5	5	5	5	5	5	5	5	5	5	5
Number of units	147	128	3	205	201	200	200	231	258	200	234	234	286	219	219	241	244
Unit/Building Size																	
Average unit size	900	900	900	900	900	500	900	900	900	900	900	900	900	900	900	900	900
Residential NFA sq. ft.	132,300	115,200	2,700	184,500	180,900	100,000	180,000	207,900	232,200	180,000	210,600	210,600	257,400	197,100	197,100	216,900	219,600
Residential GFA sq. ft.	152,145	132,480	3,105	212,175	208,035	115,000	207,000	239,085	267,030	207,000	242,190	242,190	296,010	226,665	226,665	249,435	252,540
Commercial GFA sq. ft.	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000	0	0	0
Commercial NFA sq. ft.	0	0	0	0	0	0	0	0	0	0	0	0	0	20,000	0	0	0
Total NFA sq. ft.	132,300	115,200	2,700	184,500	180,900	100,000	180,000	207,900	232,200	180,000	210,600	210,600	257,400	217,100	197,100	216,900	219,600
Total GFA sq. ft.	284,445	247,680	5,805	396,675	388,935	215,000	387,000	446,985	499,230	387,000	452,790	452,790	553,410	443,765	423,765	466,335	472,140
Unit Mix																	
<u>Percentage</u>																	
Studios						50.0%		1.4%	1.4%		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.3%
1-BR	40.6%		40.6%	40.6%	90.0%	50.0%	50.0%	36.9%	36.9%	50.0%	46.0%	46.0%	46.0%	46.0%	46.0%	46.0%	37.6%
2-BR	47.3%		47.3%	47.3%	10.0%		25.0%	43.5%	43.5%	25.0%	43.5%	43.5%	43.5%	43.5%	43.5%	43.5%	47.3%
3-BR	12.2%		12.2%	12.2%			25.0%	13.6%	13.6%	25.0%	9.1%	9.1%	9.1%	9.1%	9.1%	9.1%	12.2%
4-BR								4.5%	4.5%								1.6%
<u>Unit Count</u>																	
Studios	0	0	0	0	0	100	0	3	4	0	3	3	4	3	3	3	3
1-BR	60	0	1	83	181	100	100	85	95	100	108	108	131	101	101	111	92
2-BR	69	0	1	97	20	0	50	101	112	50	102	102	124	95	95	105	115
3-BR	18	0	0	25	0	0	50	32	35	50	21	21	26	20	20	22	30
4-BR	0	0	0	0	0	0	0	11	12	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	100	0	3	4	0	3	3	4	3	3	3	3

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Table 8 Continued

	Open Space Area 1	Open Space Area 2	Open Space Area 3	Open Space Area 4	Right-of-Way
Land Area					
Acres	1.0	1.0	2.5	13.5	30.5

Source: PlaceWorks, 2025.

Table 9: Development Characteristics for Concept 3

	Plan Area 1	Plan Area 2	Plan Area 3	Plan Area 4	Plan Area 5	Plan Area 6	Plan Area 7	Plan Area 8	Plan Area 9	Plan Area 10	Plan Area 11	Plan Area 12	Plan Area 13
Land Area													
Acres	5.0	9.2	8.5	7.7	2.5	2.5	2.6	2.2	2.2	4.0	5.5	3.3	4.3
Product Type													
Building type	3-story MF, surface parked	3-story MF, surface parked	3-story MF, surface parked	Podium 5/2	Podium 5/2	Mixed-use podium (PSH)	5-story wrap	Podium 5/2	Podium 5/2	5-story wrap	5-story wrap	5-story wrap	Townhomes
Tenure	Rental	Rental	Rental	Ownership	Rental	Rental	Rental	Rental	Rental	Rental	Rental	Rental	Ownership
Residential stories	3	3	3	5	5	4	5	5	5	5	5	5	3
Number of units	141	121	221	841	380	106	260	238	335	401	547	315	94
Unit/Building Size													
Average unit size	141	120	220	838	386	108	259	237	341	399	545	314	94
Residential NFA sq. ft.	126,504	108,900	198,900	756,900	342,000	53,000	234,000	214,200	301,500	360,900	492,300	283,500	141,000
Residential GFA sq. ft.	145,480	125,235	228,735	870,435	393,300	60,950	269,100	246,330	346,725	415,035	566,145	326,025	141,000
Commercial GFA sq. ft.	0	0	0	0	0	0	0	0	0	0	0	35,000	0
Commercial NFA sq. ft.	0	0	0	0	0	0	0	0	0	0	0	28,000	0
Total NFA sq. ft.	126,504	108,900	198,900	756,900	342,000	53,000	234,000	214,200	301,500	360,900	492,300	311,500	141,000
Total GFA sq. ft.	271,984	234,135	427,635	1,627,335	735,300	113,950	503,100	460,530	648,225	775,935	1,058,445	637,525	282,000
Unit Mix													
Percentage													
Studios				1.3%			1.3%	1.4%		1.3%	1.3%	1.3%	
1-BR	40.6%	40.6%	40.6%	37.6%	50.0%		37.6%	46.0%	50.0%	37.6%	37.6%	37.6%	
2-BR	47.3%	47.3%	47.3%	47.3%	25.0%		47.3%	43.5%	25.0%	47.3%	47.3%	47.3%	15.0%
3-BR	12.2%	12.2%	12.2%	12.2%	25.0%		12.2%	9.1%	25.0%	12.2%	12.2%	12.2%	80.0%
4-BR				1.6%			1.6%			1.6%	1.6%	1.6%	5.0%
Unit Count													
Studios	0	0	0	11	0	53	3	3	0	5	7	4	0
1-BR	57	49	90	316	190	53	98	109	168	151	206	118	0
2-BR	66	57	104	398	95	0	123	104	84	190	259	149	14
3-BR	17	15	27	102	95	0	32	22	84	49	67	38	75
4-BR	0	0	0	14	0	0	4	0	0	7	9	5	5
Total	140	121	221	841	380	106	260	238	336	402	548	314	94

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Table 9 Continued

	Open Space Area 1	Open Space Area 2	Right-of-Way
Land Area			
Acres	4.9	3.0	33.7

Source: PlaceWorks, 2025.

Table 10: Total Finished Lot Costs Including Onsite and Offsite Costs for Concept 1

	Townhomes PA 13, 14, 15	HDR 32 DU/AC PA 7, 11, 12	HDR 80 DU/AC PA 8, 9, 10	Commercial Superpad	State DDS Superpads	Intract Backbone	Offtract Backbone	Total	Townhomes PA 13, 14, 15	HDR 32 DU/AC PA 7, 11, 12	HDR 80 DU/AC PA 8, 9, 10	DR Cost Per Lot
	Cost Summary by Planning Area								Cost Summary per Dwelling Unit			
Number of Units	260	249	1,200	0	0	0	0	1,709	260	249	1,200	1,709
Dwelling Units per Acre	20.0	31.9	80.0	0.0	0.0	0.0	0.0	47.7	20.0	31.9	80.0	47.7
Buildable Acres	13.0	7.8	15.0	0.0	0.0	0.0	0.0	35.8	13.0	7.8	15.0	35.8
Total Project Acreage	13.0	7.8	15.0	2.4	20.3	41.2	0.0	99.7	13.0	7.8	15.0	99.7
Lot Improvement Indirect Costs												
Civil Engineering	$1,409,328	$997,367	$2,467,698	$136,523	$954,465	$6,270,136	$1,141,980	$13,377,497	$5,420	$4,005	$2,056	$7,828
Soils Engineering	$134,415	$90,981	$216,630	$14,280	$112,285	$342,380	$40,000	$950,971	$517	$365	$181	$556
Environmental Processing	$63,550	$37,830	$74,250	$11,640	$94,205	$319,820	$0	$601,295	$244	$152	$62	$352
Other Development Consulting	$420,960	$355,132	$1,273,398	$6,000	$50,750	$2,649,834	$0	$4,756,074	$1,619	$1,426	$1,061	$2,783
Planning Fees, Deposits, Permits	$931,875	$664,242	$1,469,053	$38,941	$321,589	$2,697,529	$943,703	$7,066,932	$3,584	$2,668	$1,224	$4,135
Impact Fees	$7,367,573	$6,091,174	$28,981,423	$24,125	$204,056	$414,142	$0	$43,082,493	$28,337	$24,463	$24,151	$25,209
Bonds	$181,090	$115,500	$175,756	$10,849	$90,264	$973,753	$180,996	$1,728,208	$696	$464	$146	$1,011
Indirect Contingency (@10%)	$1,050,879	$835,223	$3,465,821	$24,236	$182,761	$1,366,759	$230,668	$7,156,347	$4,042	$3,354	$2,888	$4,187
Lot Improvement Indirect Costs	$11,559,670	$9,187,450	$38,124,029	$266,593	$2,010,374	$15,034,354	$2,537,347	$78,719,817	$44,460	$36,897	$31,770	$46,062
Lot Improvement Direct Costs												
Site Preparation	$1,117,040	$672,320	$1,287,920	$204,000	$1,725,500	$31,657,876	$0	$36,664,656	$4,296	$2,700	$1,073	$21,454
Rough Grading	$1,335,305	$801,484	$1,541,890	$222,450	$1,875,676	$3,807,713	$0	$9,584,518	$5,136	$3,219	$1,285	$5,608
Erosion and Dust Control	$381,090	$231,234	$434,490	$66,240	$560,280	$1,182,315	$0	$2,855,649	$1,466	$929	$362	$1,671
Retaining Walls	$195,000	$117,000	$225,000	$36,000	$304,500	$618,000	$0	$1,495,500	$750	$470	$188	$875
Storm Drain System	$2,208,120	$1,370,620	$2,391,600	$264,000	$2,233,000	$7,695,500	$3,317,500	$19,480,340	$8,493	$5,504	$1,993	$11,399
Sanitary Sewer System	$769,051	$580,305	$762,830	$10,000	$50,000	$2,489,426	$5,112,300	$9,773,911	$2,958	$2,331	$636	$5,719
Water Distribution System	$1,810,126	$1,145,974	$933,555	$10,000	$50,000	$3,011,808	$0	$6,961,462	$6,962	$4,602	$778	$4,073
Street Improvements - Concrete	$685,835	$525,423	$475,785	$0	$0	$2,470,100	$0	$4,157,143	$2,638	$2,110	$396	$2,433
Street Improvements - Asphalt	$771,989	$465,375	$587,487	$0	$0	$3,146,503	$620,000	$5,591,354	$2,969	$1,869	$490	$3,272
Fencing and Walls	$167,500	$165,000	$336,000	$0	$0	$250,500	$0	$919,000	$644	$663	$280	$538
Landscaping	$1,279,068	$768,843	$1,869,640	$0	$0	$25,448,614	$0	$29,366,165	$4,919	$3,088	$1,558	$17,183
Common Costs	$872,900	$802,250	$1,073,000	$0	$0	$250,000	$0	$2,998,150	$3,357	$3,222	$894	$1,754
Repairs For Bond Release	$95,603	$68,830	$68,141	$0	$0	$357,138	$21,700	$611,412	$368	$276	$57	$358
Dry Utilities	$2,303,571	$1,790,612	$4,975,243	$0	$0	$8,674,358	$0	$17,743,785	$8,860	$7,191	$4,146	$10,383

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Table 10 Continued

	Townhomes PA 13, 14, 15	HDR 32 DU/AC PA 7, 11, 12	HDR 80 DU/AC PA 8, 9, 10	Commercial Superpad	State DDS Superpads	Intract Backbone	Offtract Backbone	Total	Townhomes PA 13, 14, 15	HDR 32 DU/AC PA 7, 11, 12	HDR 80 DU/AC PA 8, 9, 10	DR Cost Per Lot
	Cost Summary by Planning Area								Cost Summary per Dwelling Unit			
Reimbursements	($742,810)	($600,229)	($1,928,448)	$0	$0	$0	$0	($3,271,487)	($2,857)	($2,411)	($1,607)	($1,914)
Direct Contingency (@20%)	$2,649,878	$1,781,008	$3,006,826	$162,538	$1,359,791	$18,211,970	$1,814,300	$28,986,311	$10,192	$7,153	$2,506	$16,961
Lot Improvement Direct Costs	$15,899,265	$10,686,048	$18,040,959	$975,228	$8,158,748	$109,271,821	$10,885,800	$173,917,869	$61,151	$42,916	$15,034	$101,766
Total Lot Improvement Costs	**$27,458,936**	**$19,873,498**	**$56,164,988**	**$1,241,821**	**$10,169,122**	**$124,306,175**	**$13,423,147**	**$252,637,686**	**$105,611**	**$79,813**	**$46,804**	**$147,828**

Source: Developer's Research, Inc., 2024.

Table 11: Total Finished Lot Costs Including Onsite and Offsite Costs for Concept 2

	HDR 110 DU/AC PA 13, 14, 15, 16	HDR 90-95 DU/AC PA 7-12 & 17	Age-Qualified PA 5	State Superpads	Intract Backbone	Offtract Backbone	Total	HDR 110 DU/AC PA 13, 14, 15, 16	HDR 90-95 DU/AC PA 7-12 & 17	Age-Qualified PA 5	DR Cost Per Lot	HDR 110 DU/AC PA 13, 14, 15, 16
	Cost Summary by Planning Area								Cost Summary per Dwelling Unit			
Number of Units	957	1,748	212	0	0	0	2,917	957	1,748	212	2,917	957
Dwelling Units per Acre	110.0	93.5	84.8	0.0	0.0	0.0	97.6	110.0	93.5	84.8	97.6	110.0
Buildable Acres	8.7	18.7	2.5	0.0	0.0	0.0	29.9	8.7	18.7	2.5	29.9	8.7
Total Project Acreage	8.7	18.7	2.5	22.5	48.5	0.0	100.9	8.7	18.7	2.5	100.9	8.7
Lot Improvement Indirect Costs												
Civil Engineering	$1,807,975	$3,416,840	$451,348	$1,053,027	$7,098,209	$1,611,470	$15,438,870	$1,889	$1,955	$2,129	$5,293	$1,807,975
Soils Engineering	$146,282	$283,673	$34,977	$123,375	$424,215	$50,000	$1,062,522	$153	$162	$165	$364	$146,282
Environmental Processing	$42,945	$91,945	$11,875	$103,875	$353,475	$0	$604,115	$45	$53	$56	$207	$42,945
Other Development Consulting	$945,144	$1,757,954	$221,092	$56,250	$4,455,308	$0	$7,435,748	$988	$1,006	$1,043	$2,549	$945,144
Planning Fees, Deposits, Permits	$1,093,908	$2,044,238	$270,389	$355,258	$3,781,191	$1,282,042	$8,827,025	$1,143	$1,169	$1,275	$3,026	$1,093,908
Impact Fees	$21,847,502	$41,209,880	$4,738,968	$226,170	$487,522	$0	$68,510,042	$22,829	$23,575	$22,354	$23,486	$21,847,502
Bonds	$112,163	$224,773	$31,673	$99,835	$1,370,211	$247,094	$2,085,749	$117	$129	$149	$715	$112,163
Indirect Contingency (@10%)	$2,599,592	$4,902,930	$576,032	$201,779	$1,797,013	$319,061	$10,396,407	$2,716	$2,805	$2,717	$3,564	$2,599,592
Lot Improvement Indirect Costs	$1,807,975	$3,416,840	$451,348	$1,053,027	$7,098,209	$1,611,470	$15,438,870	$1,889	$1,955	$2,129	$5,293	$1,807,975
Lot Improvement Direct Costs												
Site Preparation	$749,340	$1,603,940	$217,780	$1,912,500	$32,278,376	$0	$36,761,936	$783	$918	$1,027	$12,603	$749,340
Rough Grading	$894,078	$1,921,755	$256,919	$2,079,275	$4,481,993	$0	$9,634,020	$934	$1,099	$1,212	$3,303	$894,078
Erosion and Dust Control	$256,113	$542,682	$74,868	$621,000	$1,396,620	$0	$2,891,283	$268	$310	$353	$991	$256,113
Retaining Walls	$130,500	$280,500	$37,500	$337,500	$727,500	$0	$1,513,500	$136	$160	$177	$519	$130,500
Storm Drain System	$1,471,926	$3,049,704	$395,376	$2,475,000	$9,397,000	$3,317,500	$20,106,506	$1,538	$1,745	$1,865	$6,893	$1,471,926
Sanitary Sewer System	$621,679	$1,109,665	$194,689	$50,000	$3,187,817	$7,577,200	$12,741,050	$650	$635	$918	$4,368	$621,679
Water Distribution System	$730,514	$1,291,117	$227,947	$50,000	$3,832,827	$0	$6,132,405	$763	$739	$1,075	$2,102	$730,514
Street Improvements - Concrete	$383,151	$681,389	$106,466	$0	$3,018,480	$0	$4,189,486	$400	$390	$502	$1,436	$383,151
Street Improvements - Asphalt	$468,792	$854,206	$106,978	$0	$5,100,675	$1,460,000	$7,990,651	$490	$489	$505	$2,739	$468,792
Fencing and Walls	$0	$0	$0	$0	$694,500	$0	$694,500	$0	$0	$0	$238	$0
Landscaping	$907,515	$2,050,305	$257,757	$0	$38,764,278	$0	$41,979,855	$948	$1,173	$1,216	$14,391	$907,515
Common Costs	$877,400	$1,537,750	$274,800	$0	$9,750,000	$0	$12,439,950	$917	$880	$1,296	$4,265	$877,400
Repairs For Bond Release	$54,723	$98,036	$14,391	$0	$480,372	$51,100	$698,621	$57	$56	$68	$239	$54,723
Dry Utilities	$3,966,220	$7,237,470	$886,534	$0	$10,912,925	$0	$23,003,150	$4,144	$4,140	$4,182	$7,886	$3,966,220

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Table 11 Continued

	HDR 110 DU/AC PA 13, 14, 15, 16	HDR 90-95 DU/AC PA 7-12 & 17	Age-Qualified PA 5	State Superpads	Intract Backbone	Offtract Backbone	Total	HDR 110 DU/AC PA 13, 14, 15, 16	HDR 90-95 DU/AC PA 7-12 & 17	Age-Qualified PA 5	DR Cost Per Lot	HDR 110 DU/AC PA 13, 14, 15, 16
	Cost Summary by Planning Area								Cost Summary per Dwelling Unit			
Reimbursements	($1,537,937)	($2,809,106)	($340,692)	$0	$0	$0	($4,687,736)	($1,607)	($1,607)	($1,607)	($1,607)	($1,537,937)
Direct Contingency (@20%)	$1,994,802	$3,889,883	$542,263	$1,505,055	$24,804,672	$2,481,160	$35,217,835	$2,084	$2,225	$2,558	$12,073	$1,994,802
Lot Improvement Direct Costs	$11,968,815	$23,339,296	$3,253,575	$9,030,330	$148,828,035	$14,886,960	$211,307,010	$12,507	$13,352	$15,347	$72,440	$11,968,815
Total Lot Improvement Costs	$40,564,324	$77,271,528	$9,589,929	$11,249,900	$168,595,179	$18,396,627	$325,667,488	$42,387	$44,206	$45,236	$111,645	$40,564,324

Source: Developer's Research, Inc., 2024.

Table 12: Total Finished Lot Costs Including Onsite and Offsite Costs for Concept 3

	HDR 155 DU/AC PA 5, 9	HDR 95-110 DU/AC PA 4, 7, 8, 10, 11, 12	Townhomes PA 13	State Superpads	Intract Backbone	Offtract Backbone	Total	HDR 155 DU/AC PA 5, 9	HDR 95-110 DU/AC PA 4, 7, 8, 10, 11, 12	Townhomes PA 13	DR Cost Per Lot	HDR 155 DU/AC PA 5, 9
	Cost Summary by Planning Area								Cost Summary per Dwelling Unit			
Number of Units	727	2,604	94	0	0	0	3,425	727	2,604	94	3,425	727
Dwelling Units per Acre	155.0	103.3	22.1	0.0	0.0	0.0	100.3	155.0	103.3	22.1	100.3	155.0
Buildable Acres	4.7	25.2	4.3	0.0	0.0	0.0	34.2	4.7	25.2	4.3	34.2	4.7
Total Project Acreage	4.7	25.2	4.3	25.2	41.6	0.0	100.9	4.7	25.2	4.3	100.9	4.7
Lot Improvement Indirect Costs												
Civil Engineering	$1,259,578	$4,909,605	$513,099	$1,172,647	$6,755,669	$1,611,470	$16,222,068	$1,733	$1,885	$5,459	$4,736	$1,259,578
Soils Engineering	$96,436	$406,054	$48,058	$137,912	$380,397	$50,000	$1,118,855	$133	$156	$511	$327	$96,436
Environmental Processing	$23,022	$123,744	$20,511	$116,150	$322,190	$0	$605,615	$32	$48	$218	$177	$23,022
Other Development Consulting	$707,159	$2,577,017	$163,982	$62,925	$3,190,899	$0	$6,701,983	$973	$990	$1,744	$1,957	$707,159
Planning Fees, Deposits, Permits	$773,858	$2,956,132	$351,933	$396,110	$3,305,204	$1,282,042	$9,065,279	$1,064	$1,135	$3,744	$2,647	$773,858
Impact Fees	$17,568,668	$62,741,307	$2,660,735	$253,009	$417,862	$0	$83,641,580	$24,166	$24,094	$28,306	$24,421	$17,568,668
Bonds	$69,672	$307,636	$66,806	$111,445	$1,005,840	$247,094	$1,808,493	$96	$118	$711	$528	$69,672
Indirect Contingency (@10%)	$2,049,839	$7,402,149	$382,512	$225,020	$1,537,806	$319,061	$11,916,387	$2,820	$2,843	$4,069	$3,479	$2,049,839
Lot Improvement Indirect Costs	$22,548,232	$81,423,643	$4,207,636	$2,475,217	$16,915,865	$3,509,667	$131,080,261	$31,015	$31,269	$44,762	$38,272	$22,548,232
Lot Improvement Direct Costs												
Site Preparation	$405,890	$2,159,610	$368,980	$2,139,450	$31,689,326	$0	$36,763,256	$558	$829	$3,925	$10,734	$405,890
Rough Grading	$481,980	$2,590,774	$437,790	$2,326,015	$3,841,576	$0	$9,678,136	$663	$995	$4,657	$2,826	$481,980
Erosion and Dust Control	$140,327	$731,802	$127,530	$694,692	$1,203,837	$0	$2,898,188	$193	$281	$1,357	$846	$140,327
Retaining Walls	$70,350	$378,150	$63,900	$377,550	$623,550	$0	$1,513,500	$97	$145	$680	$442	$70,350
Storm Drain System	$842,600	$4,200,412	$750,128	$2,768,700	$8,528,200	$3,317,500	$20,407,540	$1,159	$1,613	$7,980	$5,958	$842,600
Sanitary Sewer System	$444,121	$1,585,116	$290,770	$50,000	$3,105,409	$7,577,200	$13,052,616	$611	$609	$3,093	$3,811	$444,121
Water Distribution System	$483,761	$1,696,551	$784,280	$50,000	$3,724,447	$0	$6,739,038	$665	$652	$8,343	$1,968	$483,761
Street Improvements - Concrete	$274,425	$1,007,412	$263,428	$0	$3,019,985	$0	$4,565,250	$377	$387	$2,802	$1,333	$274,425
Street Improvements - Asphalt	$298,879	$1,272,125	$281,078	$0	$5,094,001	$1,460,000	$8,406,082	$411	$489	$2,990	$2,454	$298,879
Fencing and Walls	$0	$0	$179,500	$0	$543,500	$0	$723,000	$0	$0	$1,910	$211	$0
Landscaping	$587,505	$2,651,247	$468,930	$0	$22,354,824	$0	$26,062,505	$808	$1,018	$4,989	$7,609	$587,505
Common Costs	$687,950	$2,224,650	$362,000	$0	$9,750,000	$0	$13,024,600	$946	$854	$3,851	$3,803	$687,950
Repairs For Bond Release	$37,903	$145,266	$36,181	$0	$480,289	$51,100	$750,738	$52	$56	$385	$219	$37,903
Dry Utilities	$2,900,289	$10,775,115	$837,934	$0	$10,655,888	$0	$25,169,226	$3,989	$4,138	$8,914	$7,349	$2,900,289

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Table 12 Continued

	HDR 155 DU/AC PA 5, 9	HDR 95-110 DU/AC PA 4, 7, 8, 10, 11, 12	Townhomes PA 13	State Superpads	Intract Backbone	Offtract Backbone	Total	HDR 155 DU/AC PA 5, 9	HDR 95-110 DU/AC PA 4, 7, 8, 10, 11, 12	Townhomes PA 13	DR Cost Per Lot	HDR 155 DU/AC PA 5, 9
	Cost Summary by Planning Area								Cost Summary per Dwelling Unit			
Reimbursements	($1,537,937)	($2,809,106)	($340,692)	$0	$0	$0	($4,687,736)	($1,607)	($1,607)	($1,607)	($1,607)	($1,537,937)
Direct Contingency (@20%)	$1,994,802	$3,889,883	$542,263	$1,505,055	$24,804,672	$2,481,160	$35,217,835	$2,084	$2,225	$2,558	$12,073	$1,994,802
Lot Improvement Direct Costs	$11,968,815	$23,339,296	$3,253,575	$9,030,330	$148,828,035	$14,886,960	$211,307,010	$12,507	$13,352	$15,347	$72,440	$11,968,815
Total Lot Improvement Costs	$40,564,324	$77,271,528	$9,589,929	$11,249,900	$168,595,179	$18,396,627	$325,667,488	$42,387	$44,206	$45,236	$111,645	$40,564,324

Source: Developer's Research, Inc., 2024.

Table 13: Master Developer Planning Area Development Costs

	Plan Area 1	Plan Area 2	Plan Area 3	Plan Area 4	Plan Area 5	Plan Area 6	Plan Area 7	Plan Area 8	Plan Area 9	Plan Area 10	Plan Area 11	Plan Area 12	Plan Area 13	Plan Area 14	Plan Area 15	Plan Area 16	Plan Area 17
Concept 1																	
Construction costs										101,400,000	13,360,000	13,360,000	38,100,000	24,100,000	38,900,000		
Parking and landscaping costs										31,700,000	1,363,000	1,363,000	3,900,000	2,470,000	3,980,000		
Assumed soft costs @15%										19,970,000	2,210,000	2,210,000	6,300,000	3,990,000	6,430,000		
Total planning area site costs[1]	2,950,000	1,938,000		1,704,000	2,410,000	1,488,000	6,810,000	15,320,000	16,100,000	27,800,000	6,980,000	6,980,000	10,800,000	6,830,000	11,020,000		
Total Planning Area Development Cost	2,950,000	1,938,000		1,704,000	2,410,000	1,488,000	6,810,000	15,320,000	16,100,000	180,900,000	23,900,000	23,900,000	59,100,000	37,400,000	60,300,000		
Concept 2																	
Construction costs								42,800,000	47,800,000		43,400,000	43,400,000	58,300,000	44,700,000	44,700,000	49,100,000	45,200,000
Parking and landscaping costs								13,660,000	15,140,000		13,090,000	13,090,000	15,910,000	15,170,000	12,240,000	13,460,000	14,130,000
Assumed soft costs @15%								8,500,000	9,480,000		8,500,000	8,500,000	11,130,000	8,970,000	8,540,000	9,390,000	8,930,000
Total planning area site costs[2]	2,910,000		2,550,000	3,350,000	9,640,000	1,791,000	9,380,000	10,840,000	12,100,000	9,380,000	10,980,000	10,980,000	12,900,000	9,880,000	9,880,000	10,870,000	11,450,000
Total Planning Area Development Cost	2,910,000		2,550,000	3,350,000	9,640,000	1,791,000	9,380,000	75,800,000	84,500,000	9,380,000	75,900,000	75,900,000	98,300,000	78,700,000	75,300,000	82,900,000	79,700,000
Concept 3																	
Construction costs				171,500,000	21,600,000	21,600,000	48,200,000	48,500,000	19,070,000	74,300,000	101,400,000	58,400,000	36,700,000				
Parking and landscaping costs				48,800,000			15,190,000	13,350,000		23,500,000	32,000,000	22,500,000	3,520,000				
Assumed soft costs @15%				33,000,000			9,510,000	9,280,000		14,670,000	20,000,000	12,130,000	6,030,000				
Total planning area site costs[3]	2,890,000	4,920,000	4,830,000	39,100,000	17,680,000	1,537,000	12,100,000	11,070,000	15,590,000	18,660,000	25,400,000	14,660,000	10,440,000				
Total Planning Area Development Cost	2,510,000	4,590,000	4,230,000	290,000,000	38,200,000	22,800,000	84,300,000	81,600,000	33,800,000	130,000,000	177,400,000	106,800,000	56,400,000				

[1] Includes Planning Areas' share of $6.23 million allowance for potential future public safety development impact fee.

[2] Includes Planning Areas' share of $9.34 million allowance for potential future public safety development impact fee.

[3] Includes Planning Areas' share of $10.83 million allowance for potential future public safety development impact fee.

Table 14: Annual Cash Flow for Concept 1

	Total	2026	2027	2028	2029	2030	2031	2032	2033	2034
Annual Cash Inflow	810,000,000	10,540,000	20,500,000	58,400,000	73,700,000	234,000,000	60,800,000	128,900,000	55,100,000	168,200,000
Annual Cash Outflow	-960,000,000	-17,800,000	-60,000,000	-120,000,000	-250,000,000	-43,000,000	-154,000,000	-85,000,000	-240,000,000	0
Net Annual Cash Flow	-152,000,000	-7,300,000	-40,000,000	-61,000,000	-174,000,000	190,700,000	-93,000,000	44,400,000	-181,000,000	168,200,000
IRR: -20%										

Source: PlaceWorks, 2025.

Table 15: Annual Cash Flow for Concept 2

	Total	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Annual Cash Inflow	2,150,000,000	13,970,000	27,300,000	82,900,000	75,900,000	202,000,000	207,000,000	122,200,000	281,000,000	132,900,000	198,900,000	324,000,000	57,400,000	24,200,000	244,000,000	24,200,000	129,000,000
Annual Cash Outflow	-1,780,000,000	-24,000,000	-82,000,000	-168,000,000	-240,000,000	-134,000,000	-82,000,000	-176,000,000	-84,000,000	-87,000,000	-176,000,000	-104,000,000	-240,000,000	-19,900,000	-54,000,000	-112,000,000	0
Net Annual Cash Flow	369,000,000	-10,000,000	-54,000,000	-85,000,000	-163,000,000	68,200,000	124,900,000	-53,000,000	197,200,000	46,000,000	23,300,000	220,000,000	-179,000,000	4,260,000	189,900,000	-88,000,000	129,000,000
IRR: 14.57%																	

Source: PlaceWorks, 2025.

Table 16: Annual Cash Flow for Concept 3

	Total	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
Annual Cash Inflow	2,900,000,000	12,260,000	23,500,000	68,400,000	79,400,000	228,000,000	33,200,000	39,900,000	190,500,000	270,000,000	481,000,000	558,000,000	52,400,000	55,800,000	41,000,000	305,000,000	46,200,000	18,640,000	166,600,000
Annual Cash Outflow	-2,200,000,000	-21,000,000	-70,000,000	-141,000,000	-220,000,000	-119,000,000	-55,000,000	-150,000,000	-162,000,000	-330,000,000	-67,000,000	-104,000,000	-230,000,000	-65,000,000	-220,000,000	-67,000,000	-77,000,000	-21,000,000	0
Net Annual Cash Flow	674,000,000	-8,800,000	-47,000,000	-72,000,000	-139,000,000	109,100,000	-22,000,000	-110,000,000	28,600,000	-56,000,000	414,000,000	454,000,000	-177,000,000	-9,700,000	-181,000,000	238,000,000	-30,000,000	-2,300,000	166,600,000
IRR: 16.85%																			

Source: PlaceWorks, 2025.