



## CHAPTER 2 LAND USE ELEMENT

### 2.1 PURPOSE

The Land Use Element serves as the long-range planning guide for development in the City by indicating the location and extent of development to be allowed. More than any other element, the Land Use Element will have a major impact on the form and character of Costa Mesa over the next 20 years.

Through the implementation of the Land Use Element, the City seeks to accomplish the following:

- ◆ Establish and maintain an orderly pattern of development in the City;
- ◆ Establish a land use classification system that implements land use policies;
- ◆ Identify acceptable land uses and their general location; and
- ◆ Establish standards for residential density and non-residential building intensity for existing and future development.

The essential components of the Land Use Element are the General Plan Land Use Plan Map (Exhibit LU-4) and the goals and policies that guide future development. While the General Plan Land Use Map may be seen as the most essential component of the entire 2000 General Plan, it is basically a graphic representation of the policies expressed by all of the 2000 General Plan's elements. Users of this document are advised to refer to the policies as well as the diagram when evaluating proposed development and capital improvement projects.

The requirements for the Land Use Element are contained in Government Code Section 65302(a). The element must designate the general distribution, location, and extent of land used for housing, business, industry, open space (including agriculture and parks), education, public buildings and lands, and waste disposal

facilities. Standards for population density and building intensity in each planning district are also required.

## 2.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

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The Land Use Element serves as the primary means of integrating the policies in other elements of the 2000 General Plan with the proposed pattern of land uses designated on the General Plan Land Use Map. The Housing Element contains policies for residential development, which also are considered in the Land Use Element. The Circulation Element provides for the maintenance of a transportation network that will support the ultimate land uses established on the Land Use Map. The Safety Element identifies hazards that need to be considered in land use planning for the City. The noise contours in the Noise Element are used as a guide to establish the land use patterns to ensure that future development minimizes exposure of residents to excessive noise. The Open Space and Recreation Element designates sites for community open space uses which are considered along with other provisions of the Land Use Element. The goals and policies of the Community Design Element establish criteria for quality development, which are also coordinated with development-oriented policies of the Land Use Element.

## 2.3 SUMMARY OF EXISTING CONDITIONS

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This section provides an overview of existing land use patterns throughout the City. Statistical land use information is summarized in Table LU-1, *Land Use Designations (2001)*. Vacant parcels in the City as of September 2001 are shown in Exhibit LU-1, *Vacant Land*.

### RESIDENTIAL AREAS

The Low-Density Residential land use designation covers 27 percent of the net acreage of the City and its sphere of influence. This high percentage of low-density is not unique to Costa Mesa, but is found throughout several communities in Orange County. The accelerated demand for suburban homes experienced in the mid 1950s and 1960s resulted in the conversion of thousands of agricultural acres to large single-family housing tracts. Today this use remains predominant in Costa Mesa. New opportunities for large-scale, single-family development are limited with less than two acres of undeveloped Low-Density Residential land remaining. Recent single-family construction has taken the form of in-fill development, especially in the area east of Newport Boulevard but at a higher density than traditional single-family neighborhoods.

Medium and High-Density Residential Land Uses account for 21 percent of the net acreage of the City. In many instances, existing residential development density exceeds the allowed number of dwelling units per acre

Insert Exhibit LU-1  
Vacant Land



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**TABLE LU-1: LAND USE DESIGNATIONS (2005)**

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

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



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within Medium and High-Density Residential designations. This is primarily the result of changes in the 1990 General Plan that reduced residential densities. This change was primarily a reflection of the community's concerns for quality of life issues related to traffic and a more appropriate balance between the amount of land devoted to multi-family and single-family development. The density of these existing legal, non-conforming residential developments is accounted for in the growth and traffic projections of this 2000 General Plan.

## COMMERCIAL AREAS

Commercial land use designations encompass 13 percent of the City's land area. The 1,086 acres designated for commercial uses contain approximately 16.6 million square feet of commercial space. These uses are spread throughout the City, divided into seven commercial designations and one mixed-use designation (Commercial-Residential) (refer to Table LU-1). South Coast Plaza contains the largest single concentration of retail uses in the City. It accounts for 30 percent of the City's commercial square footage and 25 percent of the retail sales. Within this same area, the development in the Town Center area contains 20 percent of the City's office space.

The Harbor Boulevard commercial district encompasses almost one-third of Costa Mesa's commercial land. The district is responsible for 40 percent of the City's retail sales, indicating that Harbor Boulevard's trade area is of a regional scale. The major factor for this is the concentration of new car dealerships on Harbor Boulevard.

The 92-acre East 17<sup>th</sup> Street commercial district contains a variety of commercial uses, including retail, service, and office. The area generally serves local residences and businesses. One-tenth of the City's retail sales is attributable to East 17<sup>th</sup> Street businesses.

## INDUSTRIAL AREAS

Industrial land use designations encompass 1,097 acres of land in Costa Mesa. These uses are primarily concentrated in three major districts: the Southwest District, the Airport Industrial District, and the North Costa Mesa Industrial District (refer to Table LU-2). The Southwest District is the City's oldest industrial area and the two other areas are more recently developed industrial parks located in the northwest and northeast sections of the City.

The Southwest District contains 312 acres and represents 88 percent of the City's land designated for Light Industry. This area contained a substantial amount of industrial development before the City was incorporated. The area contains several large manufacturing firms as well as a high percentage of smaller industrial operations, frequently in multi-tenant structures. The Southwest District is one of Costa Mesa's major employment centers employing approximately one-fourth of the City's employees engaged in manufacturing-related jobs. Forty-one (41) percent of the manufacturing employers are located in this district.

The 390-acre Airport Industrial Area is a portion of the much larger Irvine Industrial Complex, which extends into the cities of Irvine and Tustin. This area is characterized by large parcels and wide landscaped setbacks. Several firms have located their main or regional headquarters in the area and are often the single tenants in large structures.

**TABLE LU-2  
INDUSTRIAL AREAS**

<b>Industrial Area</b>	<b>General Plan</b>	<b>Total Acres</b>
Southwest	Light Industry	312
Airport	Industrial Park	390
North	Industrial Park	323
Other	Light Industry	72
<b>Total</b>		<b>1,097</b>

The third industrial area is the 323-acre industrial park located between the San Diego Freeway, Fairview Road, the Santa Ana River, and the northerly City limits. This district is a part of a larger industrial area which extends northward into the City of Santa Ana. The primary users of this industrial area are large single-tenant manufacturing firms and corporate offices. Included within this district is the 14.5-acre portion of the Home Ranch area located north of South Coast Drive and west of Susan Street.

The remaining 72 acres of land designated for light industrial uses are located in five smaller pockets in various sections of the City. These areas are generally characterized by small parcels in areas, which were designated for industrial uses by the City's original zoning plan.

#### PUBLIC AND INSTITUTIONAL AREAS

Costa Mesa contains a relatively high percentage of land designated for public and institutional use. A total of 1,281 acres is specified in this category. When combined with the golf course and fairgrounds designations, these uses constitute 25 percent of the City's area.

This high proportion is primarily the result of past actions of various governmental entities. The development of the Santa Ana Army Air Base during World War II was the first major land acquisition by a governmental agency. This site has since been divided and remains largely in public ownership. The current users of the site are: Orange Coast College, Costa Mesa High School, Davis Middle School, Presidio Elementary School, TeWinkle Park, the National Guard Armory, Orange County Fairgrounds, Costa Mesa Farm Soccer Complex, Civic Center Park, City Hall, and Vanguard University.

A major land acquisition by the State in 1950 was responsible for the public ownership of the Costa Mesa Golf and Country Club, and Fairview Park. In 1950, 750 acres were acquired for a State institution. Today, the Fairview Developmental Center occupies 111 acres of the original 750 acre site. The golf course and most of Fairview Park belong to the City. Acquisitions by the City and County have expanded this area to include the Talbert Regional Park site adjacent to the Santa Ana River and the adjoining City Canyon Park.

Three golf courses exist within Costa Mesa and its sphere of influence. The previously mentioned Costa Mesa Golf and Country Club is the only one of the three open to the public.



The 150-acre Orange County Fairgrounds is owned by the 32<sup>nd</sup> District Agricultural Association and as such, the City has limited land use control. The site is developed with an outdoor amphitheater; exhibit halls, and equestrian facilities. The Fair Board maintains a master plan, which depicts the future development of the site.

## LAND USE BALANCE

### BALANCE OF LAND USES

Promoting a balance among the various land uses is one of the primary purposes of the Land Use Element. The diverse needs of the community require that land be designated for different uses in order to accommodate these needs. Human beings need places to live, work, shop, relax, and play. Providing sufficient quantities and locations of land for the various human uses and needs is a key ingredient of a functional urban environment.

### HOUSING, POPULATION, AND EMPLOYMENT PROJECTIONS

Providing a land use arrangement that encourages a correlation of employment and housing opportunities is a local and regional responsibility. Providing sufficient commercial land to support residential development is primarily a local responsibility, although commercial uses, which serve regional needs are provided as well. Sufficient land must also be established to meet the recreational needs of the local community, although regional needs are often accommodated by land within individual cities.

Table LU-3, *Population, Housing, and Employment*, presents historical data for Costa Mesa's population, number of housing units, and employment opportunities, and includes projections to the year 2020. The table is based upon OCP-2000 Projections. Data, which is available for the 2000 Census, as of September 2001, has also incorporated in the Land Use and Housing Elements.

**TABLE LU-3  
POPULATION, HOUSING, AND EMPLOYMENT**

	1980	1985	1990	2000 <sup>1</sup>	2020 <sup>1</sup>
Population	82,562	85,127	94,900	106,237	118,764
Housing	33,998	35,326	39,000	40,577	42,469
Employment	56,828	73,372	87,553	88,294	106,708
Notes: <sup>1</sup> OCP-2000 Projections, Center for Demographic Research, California State University, Fullerton.					

### JOBS/HOUSING RELATIONSHIP

The City's current variety and distribution of land uses enables people to live near their jobs, to shop within a reasonable distance from their homes or work, to use recreational areas, and to conveniently carry out other daily activities. Information available from the 1990 Census indicates that 32 percent of the employees who reside in Costa Mesa also work in the City. An additional 51 percent work within 20 minutes of their homes.

The City recognizes the importance of providing both job and housing opportunities, and, therefore, this 2000 General Plan provides specific policies and actions to address this issue.

### **BALANCE OF INDUSTRIAL AND COMMERCIAL USES**

Since 1980, the amount of commercial acreage has increased while industrial acreage has slightly declined.

Current marketplace interest is in high-tech business parks and is moving away from light manufacturing structures. The high-tech business park developments are often more similar to office uses than traditional manufacturing uses. This has significant implications for parking requirements and estimates of traffic generation and employment.

There is also increasing marketplace pressure to utilize industrial areas for commercial uses due to lower land costs, product costs, etc. If this trend continues, the balance between commercial and industrial uses could change significantly.

Costa Mesa has established commercial areas, notably along the major arterials, the South Coast Metro Area (north of the I-405), and the Redevelopment Area (in the vicinity of Harbor Boulevard and 19<sup>th</sup> Street), which could be negatively impacted by the expansion of commercial uses into industrial zones. If commercial users are allowed to use the less expensive industrial space, the commercial zones may then begin to deteriorate as vacancy rates in commercial buildings increase.

## **2.4 KEY ISSUES**

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Often, the full impacts of development are not felt until an area is built to or near the intensity/density capacity of the general plan. The different types of development issues, along with their impacts and appropriate mitigations, are discussed below.

### **RESIDENTIAL DEVELOPMENT ISSUES**

Early subdivisions in Costa Mesa established patterns that markedly affect the design of current developments. Prior to the City's incorporation, much of the eastside and the westside south of Wilson Street were subdivided into parcels approximately 300 feet deep. Many lots were further divided, resulting in lot widths of 60 to 66 feet. Many of these lots were vacant for a number of years; development of others consisted mainly of single-family homes with large garden areas.

As Costa Mesa grew and development pressures increased, construction on these narrow, deep lots often took the form of multi-family apartments. A typical site plan consisted of a driveway along one side of the parcel, units on the other side, and little usable open space except for a small area at the rear of the lot. This development pattern decreased overall land use efficiency because of the need to provide separate driveway access to each parcel.

In the late 1970s, the problems associated with development of small, narrow, deep lots were officially addressed with the adoption of several specific plans. The specific plans encouraged lot consolidation by providing zoning incentives in the way of density increases.

The Placentia/Hamilton/Pomona/19th Street Specific Plan adopted in May 1979 allowed increased density on separate, smaller parcels if two or more parcels were developed as a single project. This unified development concept, illustrated in Exhibit LU-2, *Residential Lot Combination Opportunities*, permitted maintenance of separate ownerships while allowing the design flexibility of a larger site. The use of easements, deed restrictions, shared driveways, walkways, parking, and common open spaces give the impression of a single, unified development. Consistent architecture and landscaping themes also help to achieve the intent of lot combination.

Many of the constraints relating to narrow, deep lots also apply to small parcels. The same inefficiencies and hazards of multiple driveways also result. Of particular concern is the issue of constructing an additional unit while retaining the existing unit. The location of the existing unit severely constrains design and placement of the second unit.

Previous development standards establish 7,260 square feet for R2-MD as the minimum area for multi-family residential lots except individual lots within common-interest developments, known as small-lot subdivisions. Division of existing parcels according to this standard increases the number of subdivision-related development problems. To prevent continuation of this trend, minimum parcel area requirements for newly created multi-family lots was increased in 2001. For example, the Downtown Redevelopment Plan contains a minimum area requirement of 18,000 square feet for new multi-family parcels.

Common interest developments (i.e. an undivided interest in common in a portion of real property coupled with a separate interest in air space) also became popular in the 1970's. Since the mid- to late-1980's, small lot, single-family detached residential developments have become an emerging trend in homeownership. Along with the popularity of this type of housing has come a number of problems associated with individual lot sizes, building setbacks, building mass, neighborhood compatibility, and the provision of landscaping, open space and parking. Impacts to adjoining residential units often include decreases in natural light and fresh air as well as "overbearing" and "dwarfing" existing units.

Neighborhood compatibility issues surrounding small-lot residential developments occurring on long, narrow properties have intensified in recent years, especially throughout Costa Mesa's eastside. New development standards were created for small-lot subdivisions in 2001. These standards increased the minimum lot size and parking requirements for this type of development. Discretionary review and approval procedures were also added to ensure compatibility with the existing surrounding neighborhoods.

## COMMERCIAL DEVELOPMENT ISSUES

Although most of the issues experienced with small parcels and narrow, deep parcels are related to residential development, a number of older commercial properties are subject to the same constraints. Most of the smaller commercial lots have been combined over the years to create larger building sites, but some,

Insert Exhibit LU-2, Residential Lot Combination Opportunities

mostly those developed in the City's early years, prior to incorporation, have substandard parking facilities. Along the east side of Newport Boulevard, many small parcels retain the original residential structures - some of which have been converted to commercial use.

Commercial intensity incentives could be offered in the form of increased building height or lot coverage. As building height limits are established primarily to protect adjacent properties, increased height on a larger parcel, where the structure can be further removed from the property line, would achieve the same purpose. Present development standards require commercial buildings to be set back from adjacent residential properties by a distance equal to twice the height of the commercial structure. The statutory height limit, however, is two stories, except that additional height may be granted by discretionary review and approval. This mechanism could be used to provide commercial lot consolidation incentives.

Increased lot coverage allowance is another potential incentive. Greater coverage can be achieved by eliminating the required side yard setback. Additional site planning efficiencies are realized as the number of driveways is reduced. Elimination of driveways through lot consolidation reduces the number of potential traffic conflict points, as well as improving on-site circulation.

Land use compatibility and traffic are also issues addressed in the 1996 "Newport Boulevard Specific Plan". Newport Boulevard has always served as the main thoroughfare in Costa Mesa's traditional downtown area. The area's first commercial buildings were constructed along the boulevard and many of the original buildings still stand today, particularly in the 1800 block.

Along Newport Boulevard, north of 19<sup>th</sup> Street, commercial uses have always had more limited exposure and visibility due to the one-way traffic flow and wide separation from land uses to the west. The boulevard's linear nature, one-way traffic flow, diversity of ownership patterns, and random mix of land uses contribute to its lack of unity and identity which in turn makes it difficult to attract new patrons and/or compatible businesses.

As an incentive to encourage private commercial redevelopment, the Newport Boulevard Specific Plan provides for an increase of 0.05 FAR over the Neighborhood Commercial land use designation. Based on the proximity of residential development that abuts the rear of many of the parcels along Newport Boulevard, and the fact that vacant land for residential development is very limited, the specific plan provides for residential development or neighborhood serving commercial as the most compatible land uses. The "Commercial-Residential" designation allows a complementary mix of residential and commercial uses, unlike any other land use designation in the 2000 General Plan. It is anticipated that individual parcels would be developed as either a commercial or residential use. A mix of both commercial and residential on one parcel would only occur in a Planned Development zoning district. Residential development would be encouraged provided that certain development standards are met pursuant to the Newport Boulevard Specific Plan. Density would range from 12 units per acre to 17.4 units per acre.

#### LAND USE COMPATIBILITY

As Costa Mesa continues to grow and to become more intensely urbanized, the potential for increased conflicts between existing and new land uses will also grow. The redevelopment of underutilized properties will continue to add more

intense uses to the existing land use mix as the availability of developable land decreases and property values increase. This will create an overall increase in population and employment and all of the associated impacts of traffic congestion, noise, public safety, etc.

Residential infill projects in the way of small lot subdivisions could have negative impacts on established smaller scale neighborhoods. The design quality of such subdivisions is a key issue to be addressed during the design review process. The preservation of stable, quiet, and homogeneous neighborhoods is a prime concern of this 2000 General Plan.

One area that is experiencing a disproportionate amount of land use conflict is “Westside” Costa Mesa. The Westside was among the earliest areas in the City to develop and is characterized by a considerable diversity of people, land uses, job opportunities, and housing choices.

In an effort to address issues relating to economic redevelopment, deterioration of the 19<sup>th</sup> Street corridor, incompatible land uses (particularly in the area south of 19<sup>th</sup> Street), lack of code enforcement, deteriorating infrastructure, and blighted appearance of the streetscapes, the City Council commissioned the “Westside Specific Plan”. Although not adopted, the plan will be used as a resource document for future planning and improvement work efforts in the area.

## NOISE

The Noise Element defines noise as unwanted sound. Although this definition could encompass a wide spectrum of sound types, the most common noise sources in Costa Mesa are traffic and aircraft. Thus, existing and future noise levels have been examined and the Noise Element provides information on community noise impacts and appropriate mitigation measures.

## AIRPORT CONSIDERATIONS

Both the Federal Aviation Administration (FAA) and the Airport Land Use Commission for Orange County have concern for the safety of air navigation around John Wayne Airport. Under Part 77 of the Federal Aviation Regulations (FAR), the FAA requires notice of proposed construction in excess of certain heights, which may affect the safety of aircraft operations. The authority of the FAA in these matters extends only as far as issuing a notice of hazard to air navigation; the FAA does not have jurisdiction to prohibit construction. The issuance of a hazard notice, however, may adversely affect the ability of a developer to obtain financing and insurance.

The FAA standard that is of most concern in Costa Mesa is the horizontal surface for John Wayne Airport. This surface is 203.68 feet above mean sea level and extends nearly two miles from the airport.

The South Coast Plaza Town Center Master Plan (the area east of Bristol Street and north of the I-405) was approved subject to the condition that building height be limited to that specified by FAR Part 77 unless evidence is presented that the structure will not pose a hazard to air navigation nor interfere with instrument guidance systems. Evidence may be in the form of an FAA determination of no hazard.

A number of Town Center structures have received City approval although they encroach beyond the established horizontal surface elevation. In all cases obstruction lighting was required, and in some cases minor adjustments to seldom-used flight patterns were necessitated, but the safety of aircraft operations in the airport vicinity has not been compromised.

The horizontal surface established by the FAA places restrictions on future development proposals similar in scale to the Town Center buildings. These developments will also be required to provide mitigation for potential hazards to air safety.

The California Public Utilities Code provides for creation of countywide commissions to work towards achieving compatible land uses in the vicinity of airports. Commissions are required to formulate comprehensive land use plans, which may include acceptable uses, height restrictions, and other building standards, such as noise insulation. The Airport Land Use Commission for Orange County (ALUC) has established a planning area surrounding John Wayne Airport which sets forth standards for acceptable land uses and provides for review of development plans for properties within its planning area.

The Airport Environs Land Use Plan (AELUP), adopted by the Airport Land Use Commission, specifies acceptable uses proximate to the airport. These are defined as uses that will not subject people to adverse noise impacts, will not concentrate people in areas with high potential for aircraft accidents, and will not adversely affect navigable airspace or aircraft operations. Due to the small number of off-airport accidents in the history of John Wayne Airport, the ALUC has not found it necessary to designate an accident potential zone.

The AELUP for Heliports establishes regulations and restrictions for the siting of heliports and helipads/helistops. The purpose of the AELUP for Heliports is to protect the public from the adverse effects of aircraft noise by ensuring that heliports/helipads are sited in areas of compatible land use.

A heliport is a small airport suitable only for use by helicopters, typically containing one or more helipads. A helipad or helistop is a designated area, including any buildings or facilities, intended to be used for the landing and takeoff of helicopters. Helipads/helistops may or may not be located within heliports. Refueling and overnight maintenance of helicopters are permitted on heliports but prohibited on helipads/helistops.

The City will ensure that each applicant, seeking a Conditional Use Permit or similar approval for the construction or operation of a heliport or helistop, complies fully with the state permit procedure provided by law and with all conditions of approval imposed or recommended by the Federal Aviation Administration (FAA), by the Airport Land Use Commission for Orange County (ALUC) and by Caltrans/Division of Aeronautics. This requirement shall be in addition to all other City development requirements.

The City will also ensure that development proposals including the construction or alteration of a structure more than 200 feet above ground level, reference North American Vertical Datum 1988 (NAVD88), must fully comply with procedures provided by Federal and State law, including with the referral requirements of the ALUC, and filing a Notice of Landing Area Proposal (Form 7480-I). This requirement shall be in addition to all other City development requirements.

The City of Costa Mesa is opposed to any expansion of operations at John Wayne Airport due to noise impacts to existing residential uses, as well as air quality, traffic, and economic impacts to potentially displaced businesses.

## LAND AVAILABILITY

In 2000, only a small portion of the land (213 acres) within the City and sphere of influence was vacant and ready for development (refer to Exhibit LU-1, *Vacant Land*). The limited amount of vacant land results in an increased demand for redevelopment of existing properties. This trend is not new in Costa Mesa, and the extent of private redevelopment can be expected to increase.

In considering future general plan amendments, attention must be given to potential impacts on existing development and impacts on the character of neighborhoods. Methods to promote the orderly transition of areas to other uses or densities should be developed. Such methods could be in the form of zoning regulations or specific plans. Similar methods may also be applicable to promote the retention of historic structures, rental housing, mature vegetation, and other existing socially or environmentally significant components of a neighborhood.

## REDEVELOPMENT

Many factors - physical, economic, and social - contribute to the need for redevelopment. The most obvious indicators are the visual and economic effects of deteriorating properties due to age and/or lack of maintenance, declining property values, high business turnover rates, declining sales activity, or high vacancy rates. Usually, the physical impacts can be mitigated by appropriate repair and rehabilitation, but occasionally, when combined with other economic constraints, complete removal of the structures and redevelopment of the site is the most economically feasible approach.

The City adopted the Redevelopment Plan for the Downtown Redevelopment Project (Project Area No. 1) on December 21, 1973. During the first decade of the Redevelopment Plan, activities centered around public improvements within Lions Park, including construction of a fire station and neighborhood community center. Across from the park, a 75-unit privately owned apartment complex for low- and moderate-income senior citizens was built. Since 1980, street improvements including realignment of 17<sup>th</sup> Street, widening of 19<sup>th</sup> Street, and Harbor Boulevard redesign and construction, have been completed. The Pacific Savings Plaza was completed in 1982, and the retail and office complex known as the Costa Mesa Courtyards was constructed in 1985. Façade improvements for 26 store fronts were completed in 1986. In 1989, a 185,000 square foot multi-level center (Triangle Square) was completed.

The role of the City in redevelopment may take the form of providing incentives or assistance for private redevelopment, providing stimuli to spark private improvement activities, or becoming actively involved in associated public development or redevelopment projects.

## INCENTIVES

The primary incentive the City can offer to encourage private redevelopment is flexible land use regulations such as increased density, increased lot coverage and height or relaxed parking standards. Incentives can be used not only to encourage redevelopment of existing properties, but also to influence the type



and design of new development. An example is the flexible setback standards for new commercial development in the Newport Boulevard Specific Plan area.

The most obvious incentive for the recycling of existing structures is economic savings to the developer. The City might add to this incentive by waiving or reducing development fees. Again, the reduced traffic impact fee schedule for projects in the Newport Boulevard Specific Plan area is an example.

Financial assistance to owners of properties in need of rehabilitation may ease the burden of making the necessary improvements. Since 1975, Costa Mesa's applications for Community Development Block Grants, under the Federal Housing and Community Development Act of 1974, have included programs of grants and low-interest loans for rehabilitation of low- and moderate-income owner-occupied housing units. Low-interest loans for owner/investors of rental housing are also available when a majority of tenants are low- and very low-income.

### **STIMULI**

The upgrading of public facilities can also act as a stimulus to new development or private property improvement. Paving of streets and alleys; installation of landscaped medians, parkways, curbs, gutters, and sidewalks; correction of drainage problems; construction of parks; construction of public parking facilities and upgrading or undergrounding of utility services do much to improve the image of a community. As the image of an area is elevated, the level of pride and interest is also raised, and this is often reflected in higher levels of property maintenance and increased improvement activity. The City should remain vigilant for opportunities to upgrade public facilities to stimulate private property improvement.

### **PUBLIC SECTOR REDEVELOPMENT**

Local governments are authorized to create redevelopment agencies and redevelopment project areas under §33000 et seq. of the California Health and Safety Code (Community Redevelopment Law). Redevelopment areas as defined by the declaration of State policy must be designated on the basis of being blighted.

The concept of redevelopment is based on the premise that public participation and assistance are necessary in order to correct the blighting influences and obsolete and inefficient development and ownership patterns of older communities. The function of redevelopment offers a variety of ways to solve the development problems of otherwise undevelopable properties.

In the early 1970's, concern began to grow about the physical, economic, and social condition of Costa Mesa's traditional "downtown". The area is identified by the intersection of the two most heavily traveled streets in the City: Harbor Boulevard and Newport Boulevard.

As one of the oldest parts of Costa Mesa, the downtown area contained commercial and residential properties in declining condition. The large number of small, separately owned parcels made private assembly of land difficult.

Because the problems of the area were not likely to be solved by private development, the City adopted the Redevelopment Plan for the Costa Mesa

Downtown Redevelopment Project (Project Area No.1) on December 21, 1973 (see Exhibit LU-3).

In 1983, the Redevelopment Agency requested that a panel of members of the Urban Land Use Institute (ULI) help to identify a redevelopment strategy for Project Area No. 1. The panel concluded that the "downtown" area needed a strong retail core with medium-density residential use surrounding the service and retail activities. To achieve tangible results, the ULI panel recommended giving high priority to expansion and development of a "superblock" area.

The Costa Mesa Courtyards, Triangle Square, Parcel "A", and Borders Books are projects which were developed to fulfill this recommendation.

## COMMUNITY DESIGN

In recent years, the City Council has expressed concern with the aesthetic qualities of the community. Some areas are experiencing a significant amount of blight while others lack a clear identity to distinguish them from other areas of the City. Neighborhoods should be unified through design to achieve "cohesiveness." Roadways are challenged by sign clutter, commercial strip development, blank walls, and the absence of streetscape amenities and landscaping.

As a result of the Council's concern, a Community Design Element of the 2000 General Plan was created to provide for the promotion of quality design and construction for buildings, structures, paths, districts, nodes, landmarks, natural features, and significant landscaping. The Community Design Element of the 2000 General Plan strives to establish a strong visual image for the community that emphasizes quality design, compatibility in form and scale, and the incorporation of significant landscaping.

Insert Exhibit LU-3, Downtown Redevelopment Project Area

## REGIONAL PLANNING

Regional planning issues play an important role in local-level planning within the City of Costa Mesa. Region-wide issues such as transportation, air quality, growth management, affordable housing, and open space must be integrated into the City's planning efforts in order to effectively address and provide consistency with issues that effect not only Costa Mesa residents, but residents of the region as well.

Traffic congestion and transportation is one of the most important planning problems facing southern California. Recognizing the role that each City plays in regional traffic problems, Costa Mesa has been an active participant in regional Growth Management programs.

Coordination with regional agencies, such as the County of Orange, the Orange County Council of Governments, Southern California Association of Governments, Regional Water Quality Control Board, South Coast Air Quality Management District, and Caltrans, ensures that local-level policies reinforce region-wide goals and programs.

## 2.5 DESCRIPTION OF LAND USE PLAN

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Land use designations indicate the type and nature of development allowed in a given location. While terms like "residential", "commercial", and "industrial" are generally understood, State General Plan law requires a clear and concise description of land use categories that are depicted on Exhibit LU-4, *General Plan Land Use Map*.

The Land Use Element contains 15 land use designations as follows:

- ◆ Low-Density Residential
- ◆ Medium-Density Residential
- ◆ High-Density Residential
- ◆ Commercial – Residential
- ◆ Neighborhood Commercial
- ◆ General Commercial
- ◆ Commercial Center
- ◆ Regional Commercial
- ◆ Urban Center Commercial
- ◆ Cultural Arts Center
- ◆ Industrial Park
- ◆ Light Industry
- ◆ Public/Institutional
- ◆ Golf Course
- ◆ Fairgrounds

These are also shown later in this element in Table LU-9, *General Plan/Zoning Relationships*, along with their corresponding zoning districts.

## GENERAL PLAN LAND USE MAP

The General Plan Land Use Map (Exhibit LU-4) indicates the location of the land use designations within the City and its Sphere of Influence. Copies of the General Plan Land Use Map may be obtained from the Planning Division.

## LAND USE INTENSITY/DENSITY

State General Plan law requires the Land Use Element to indicate the maximum building intensities/densities allowed in the City. The Land Use Element contains 15 land use designations; each allows certain land uses and establishes corresponding intensity/density standards (refer to Table LU-1 on page LU-3). Table LU-1 also includes the expected overall levels of development within each land use designation.

A number of terms are used to describe the land use designations. The term “intensity” refers to the degree of development based on building characteristics such as height, bulk, floor area ratio, and percent of lot coverage. Intensity is most often used to describe non-residential development levels.

For most non-residential land use categories (commercial, industrial, and public), the “floor area ratio” (FAR) provides the most convenient method of describing levels of development. The FAR is the relationship of total gross floor area of all buildings on a lot to the total land area of the lot expressed as a ratio. For example, a 21,780 square-foot building on a 43,560 square-foot lot (one acre) yields an FAR of 0.50. The FAR describes use intensity on a lot, but not the actual building height, bulk, or lot coverage. These are regulated through the zoning code or specific plans.

Building intensity can also be measured by the impacts generated by a particular development. One critical impact is traffic generation. Because of the scale of major development sites in North Costa Mesa and their potential for significant traffic generation, trip budgets have been established for the major land holdings covered by the North Costa Mesa Specific Plan. These trip budgets are shown on Table LU-7 (see following discussion). Also, the FAR in many of the land use designations is “stepped” in correlation to the traffic-generating characteristics of a particular land use.

The term “density,” in a land use context, is a measure of the desired population or residential development capacity of the land. Residential density is described in terms of dwelling units per gross acre (du/ac); thus, the density of a residential development of 100 dwelling units occupying 20 acres of land is 5.0 du/acre. A dwelling unit is a building or a portion of a building used for human habitation and may vary considerably in size (square footage) from small apartments at 400-500 square feet to large single-family homes exceeding 5,000 square feet. For purposes of calculating population, an average number of persons per acre or dwelling unit for all types and sizes of dwelling units is assumed.

Insert Exhibit LU-4, General Plan Land Use Map  
11 x 17

## TRIP BUDGETS

The concept of regulating development potential in terms of both building intensities and trip generation limits was first used to control major developments within the Regional Commercial and Urban Center Commercial designations in the mid-1980s. The thought behind this concept was to design a combination of freeway access improvements and local arterial improvements and to allocate development rights to the major landholdings in northern Costa Mesa based upon land use intensities which could be accommodated by the planned improvements. These major landholdings include the Industrial Park portion of Segerstrom Home Ranch, Metro Pointe, South Coast Plaza, South Coast Plaza Town Center, South Coast Metro Center and the currently undeveloped portions of Sakioka Farms.

The trip budget is expressed in terms of morning (AM) and afternoon (PM) peak hour traffic volumes. The trip budget for each of the major landholdings is based upon the general office trip rates and office FAR standard as used in the Costa Mesa Traffic Model prepared for this 2000 General Plan; and the Regional Commercial, Urban Center Commercial are described in the Land Use Classifications portion of this element. The trip budget for the Industrial Park portion of Segerstrom Home Ranch are also based on assumptions from the 2000 General Plan Traffic Model.

The allowable floor area ratios and trip budgets shall be applied on a project-planning rather than parcel-specific basis. This approach will allow consideration of multi-phased or multi-lot projects as a whole development rather than individual pieces of the whole. An example would be a commercial condominium subdivided as a planned unit development where each building is located on a separate lot which conforms to its building footprint and where the parking and landscaped areas are located on common lots. In this example, the individual building lots would have a floor area ratio of at least 1.00 FAR, but the overall project (individual building lots and all common lots) would meet the allowable floor area ratio building intensity standard for the given land use classification. However, the rates could be applied at a parcel-specific level if the project is or can be developed on a single lot and not subdivided at a later date.

Subdivisions of existing developments or projects shall not cause the development to become nonconforming or, if already nonconforming, shall not make the development more nonconforming with respect to the density and intensity standards for the land use designation in which the project is located unless binding agreements restricting development of the newly created parcel(s) are recorded as a part of the subdivision.

## TRIP BUDGET TRANSFERS

The trip budgets established at the Traffic Analysis Zone (TAZ) level in the Costa Mesa Traffic Model can also be combined or transferred between TAZs in a specified area of the City and under certain conditions to account for large master planned developments which contain multiple TAZs. Likewise, trips can be combined or transferred between individual parcels within single TAZs. Combinations and/or transfers shall only be allowed for projects, which meet the following conditions:

- ◆ The combination and/or transfer of trips shall only be allowed in the area of the City that is north of the I-405 and east of Harbor Boulevard, and shall be limited to parcels within a one mile radius of each other.
- ◆ Trip budget transfers shall be evaluated in the review and approval of a planned development or master plan projects. Sufficient conditions of approval shall be applied to the master plan or development plan to ensure long-range control over subsequent phases of development.
- ◆ The combination and/or transfer of trips shall not result in any greater impacts on the surrounding circulation system than would occur if each Traffic Analysis Zone was developed independently.
- ◆ For the combination and/or transfer of trips between TAZs, such combination and/or transfer of trips shall not exceed the total trip budget of all parcels involved if each were developed independently according to the floor area ratio and trip generation rates provided herein.
- ◆ 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.
- ◆ Approval of the master plan or development plan shall be conditioned to ensure compliance with the above criteria and to preclude future over-development on portions of the project or properties from which trips were transferred.
- ◆ Trip budget transfers shall be recorded against the properties.

## DEFINITIONS

The following definitions and interpretations shall be used to implement this portion of the General Plan Land Use Element:

**Effective Trip Generation** shall mean the AM and PM peak hour traffic volumes generated onto the public streets by a specific project proposal.

**Floor Area Ratio** shall mean the gross floor area of a building or project divided by the project lot area upon which it is located.

**Gross Floor Area** shall mean the total building area of all floors within the walls of all structures except elevator and other vertical shafts (including stairwells) and elevator equipment areas. Parking structures shall not be considered building area for the purposes of calculating allowable floor area ratios.

**Peak Hour** shall mean the hour during the AM peak period (typically 7:00 a.m. – 9:00 a.m.) or the PM peak period (typically 3:00 p.m. – 6:00 p.m.) in which the greatest number of vehicle trips are generated by a given land use or are traveling on a given roadway.

**Project Lot Area** shall mean the total area of a project after all required dedications or reservations for public improvements, including but not limited to streets, parks, schools, flood control channels, etc., unless otherwise noted in this 2000 General Plan.

**Project** shall mean a development proposal submitted under a single ownership or control at the time of the initial plan submittal and approval. A project may be subdivided or developed in phases by subsequent multiple owners. However, the initial building intensity established by the initial project approval shall be maintained throughout the development of the entire project.

**Trip** shall mean a one-way vehicular journey either to or from a site, or it may be a journey totally within the site. The latter is usually referenced to as an internal trip. Each trip will have two trip ends, one at the beginning and the other at the destination.

**Trip Budget** shall mean the maximum number of AM and PM peak hour trips allocated to a project site. The trip budget shall be derived by multiplying the project area by the allowable floor area ratio and by the AM and PM peak hour trip generation rates for the applicable land use classification.

**Trip Rate** shall mean the anticipated number of trips to be generated by a specific land use type or land use classification. The trip rate shall be expressed as a given number of trips for a given unit of development intensity (i.e., trip per unit, trip per 1,000 sq.ft., etc.). Trip rates used in the calculation of trip budgets under the provisions of this section of the Land Use Element shall be those rates established by City Council resolution. Trip rates for determining Low, Moderate and High Traffic uses are those contained in the 4<sup>th</sup> Edition Trip Generation Manual published by the Institute of Transportation Engineers (ITE).

## LAND USE DESIGNATIONS

### RESIDENTIAL

Costa Mesa's 3,865 residential acres are divided into the Low-, Medium-, and High-Density Residential designations.

#### Low-Density Residential

Low-Density Residential areas generally are intended to accommodate single-family residences on their own parcels. Other housing types include attached housing that provide a greater portion of recreation or open space than typically found in multi-family developments, and clustered housing which affords the retention of significant open space. Low-Density Residential areas are intended to accommodate family groups and outdoor living activities in open space adjacent to dwellings. In order to avoid land use conflicts, these areas should be located away from or protected from the more intense non-residential areas and major travel corridors. The density for this land use designation shall be up to eight units to the acre. At an average household size of 2.74 persons per dwelling unit, the projected population density within this designation would be up to 21.9 persons per acre.

Costa Mesa contains seven distinct residential neighborhoods: 1) Eastside, 2) Westside, 3) Mesa Verde, 4) College Park, 5) North Costa Mesa/Mesa Del Mar/Halecrest Hall of Fame, 6) Bristol/Paularino, and 7) South Coast/Wimbledon Village. These existing, stable single-family neighborhoods should be preserved and maintained. The establishment of attached or clustered housing through the planned development concept can be allowed in appropriate Low-Density Residential areas as a means to encourage the consolidation of parcels or to make more efficient use of larger parcels.



As the majority of land for Low-Density Residential use has become fully developed, future large scale single-family tract development is precluded. It can be expected that larger single-family lots will be proposed for subdivision in the future. Planned developments near the maximum density may also become more common, perhaps through combination of parcels and replacement of single-family development.

Non-residential uses that complement and serve the surrounding residential neighborhood are also appropriate within this designation. These uses typically include schools, parks, churches, libraries, and public facilities. Additional uses authorized by State law, such as group residential facilities, accessory apartments, granny flats, and family day care homes are also appropriate.

Compatible zoning districts include R1, PDR-LD, I&R, and I&R-S.

### **Medium-Density Residential**

The Medium-Density Residential designation is intended for single-and multi-family developments with a density of up to 12 units to the acre. The 12 units to the acre standard can be exceeded for legal, non-conforming Medium-Density Residential lots of a certain size that existed as of March 16, 2000. These lots must be less than 7,260 square feet in size, but not less than 6,000 square feet. On lots that have a density calculation fraction equal to or greater than 1.65 units per acre, two units may be constructed.

The 12 dwelling units per acre standard is exceeded by approximately 53 percent of the existing Medium-Density development. Existing non-conforming units, that are voluntarily destroyed, may be rebuilt to the same density, subject to other standards of the zoning code and the following: the allowable density or number of units to be redeveloped is limited to the 2000 General Plan density plus a 25 percent density incentive bonus or the existing number of units, whichever is less.

At an average household size of 2.74 persons per dwelling unit, the projected population density within this designation would be 32.9 persons per acre.

Density bonuses shall be granted by the City when a project is designed to provide housing for individuals and families with specialized requirements (e.g., senior citizens, handicapped, very-low, low-income, and moderate income households with needs not sufficiently accommodated by conventional housing) with needs not sufficiently accommodated by conventional housing) or provide other facilities or land as required by State law. The City may also grant additional incentives or concessions pursuant to State law.

In order to encourage the development of additional residential ownership opportunities in the Westside, City Council may designate an overlay area by adoption of the Mesa West Residential Ownership urban plan. The Mesa West Residential Ownership urban plan may allow residential densities up to 20 units per acre provided that certain development standards are met for encouraging ownership housing. With an average household size of 2.74, the projected population density for the urban plan area would be 54.8 persons per acre.

The type of development in this designation is generally less oriented to outdoor living activities and is thus more tolerant to impacts that might adversely affect low-density residential development. Although still susceptible to the impacts caused by more intense uses and noise, a Medium-Density Residential

development has greater potential to provide mitigation through visual and acoustical shielding. Areas for Medium-Density Residential use can be established closer to potentially disparate uses than can Low-Density Residential, providing the potential impacts are not of a severity that precludes mitigation.

Because of the location and intensity of development, Medium-Density Residential areas are also appropriate for quasi-residential uses such as convalescent hospitals and group residential homes. Schools, churches, parks, libraries, and related public facilities are also appropriate.

Complementary commercial uses within this designation may be allowed in planned development projects provided that the commercial uses will have floor area ratios that are the same as the Neighborhood Commercial land use designation.

Medium-Density Residential areas are distributed throughout the City. The main concentration is located southeast of Newport Boulevard between Mesa Drive and 19<sup>th</sup> Street; northwest of Orange Avenue; southeast of Orange Avenue between 16<sup>th</sup> and 18<sup>th</sup> Streets; and between Santa Ana and Irvine Avenue north of Santa Isabel.

Compatible zoning districts include R1, R2-MD, PDR-MD, I&R, and I&R-S.

### **High-Density Residential**

Areas designated as High-Density Residential are intended for residential development with a density of up to 20 units to the acre with the exception of Sakioka Lot 1 and The Lakes, both of which are discussed in the following paragraphs. Density bonuses shall be granted by the City when a project is designed to provide housing for individuals and families with specialized requirements (e.g., senior citizens, handicapped, very-low, low-income, and moderate income households with needs not sufficiently accommodated by conventional housing) or provide other facilities or land as required by State law. The City may also grant additional incentives or concessions pursuant to State law.

Sakioka Lot 1, a 41-acre vacant parcel, located in the Town Center area of the City adjacent to Anton Boulevard, has a higher density limit of 25 to 35 units to the acre. The upper limit of 35 units per acre shall include any density bonus.

In 2006, General Plan Amendment (GP-06-02) was approved for a 2-acre portion of the 27-acre The Lakes planned development project located at the northeast corner of Avenue of the Arts and Anton Boulevard. The approval consisted of a site-specific density increase for the 2-acre retail site to 125 units/acre. This equates to a maximum of 250 units on the site with an approximate building height of 26 stories. Additionally, resident-serving commercial/retail use component is permitted provided that minimal traffic-generation characteristics of this retail component can be demonstrated in review and approval of a master plan. Based on an average household size of 2.5, the projected population density for this 2-acre site would be 312.5 persons per acre. Additional development standards for this planned development are contained in the North Costa Mesa Specific Plan.

In 2007, General Plan Amendment GP-06-03 was approved for a 3-acre property located at 3350 Avenue of the Arts, north of Anton Boulevard along the east side of Avenue of the Arts in The Lakes area (Area 5 of the North Costa Mesa Specific Plan). This approval consisted of: (1) a site-specific density increase to a maximum of 44 units/acre for a mixed-use development comprised of a boutique hotel and high-rise residential building and (2) a maximum nonresidential FAR of 2.12 FAR which includes the hotel use and ancillary commercial uses. The North Costa Mesa Specific Plan contains provisions related to the maximum overall development of dwelling units, hotel rooms, and resident-serving retail/commercial uses. Based on the average household size of 2.5 persons per unit, the projected population density for this 3-acre site would be 110 persons per acre. Additional development standards for this planned development, including maximum allowable building height and mix of dwelling units and hotel rooms, are contained in the North Costa Mesa Specific Plan.

The maximum density of 20 dwelling units per acre is exceeded by approximately 46 percent of existing High-Density development. Existing non-conforming developments, that are voluntarily destroyed, may be rebuilt to the original density subject to other standards of the zoning code and the following: the allowable density or number of units to be redeveloped would be limited to the 2000 General Plan density plus a 50 percent density incentive bonus or the existing number of units, whichever is less.

In order to encourage the development of additional residential ownership opportunities in the Westside, City Council may designate an overlay area by adoption of the Mesa West Residential Ownership urban plan. For existing developments that exceed 20 dwelling units per acre, the Mesa West Residential Ownership urban plan may allow redevelopment of residential projects to existing densities provided that certain development standards are met for encouraging ownership housing.

With an average household size of 2.74, the projected population density within this designation would be 54.8 persons per acre.

High-Density areas should be located in proximity to transportation routes, especially those served by public transit, and also within convenient distances to shopping and employment centers. Although proximity to the above uses and transportation routes often results in a residential development being subject to adverse impacts, High-Density Residential development can be less susceptible to impacts than lower densities if visual and acoustical shielding techniques are incorporated into the project.

In addition to the above locational preferences, viable High-Density development is also dependent upon site characteristics. A site should be of appropriate size and dimension before the higher densities within this designation are allowed.

Because of their location and intensity of development, High-Density Residential areas are also appropriate for quasi-residential uses (e.g., convalescent hospitals, and group residential homes). Schools, churches, parks, libraries, and related public facilities are also appropriate.

Complementary commercial uses within this designation may be allowed in planned development projects provided that the commercial uses will have Floor Area Ratios that are the same as the Neighborhood Commercial land use designation.

Mixed-use development projects are intended to provide additional housing opportunities in the City by combining residential and nonresidential uses in an integrated development. Additionally, this type of development is intended to revitalize areas of the city (such as the Westside) without exceeding the capacity of the General Plan transportation system. Mixed-use developments shall be implemented through an adopted urban plan (such as the 19 West Urban Plan) and shall be identified on the City's Zoning Map by designating either the R2-HD and R-3 base zoning districts with the mixed-use overlay district. The mix of uses can occur in either a vertical or horizontal design, up to four stories in height. Product types shall be identified in the applicable urban plan and may include live/work units and commercial/residential units where the residential uses are located above or adjacent to the nonresidential component. Nonresidential uses may include office, retail, business services, personal service, public spaces and uses, and other community amenities. In conjunction with areas that are designated with the mixed-use zoning overlay district, the maximum FAR is 1.0. An increase to 1.25 FAR may be allowed for mixed-use plans exhibiting design excellence. In a mixed-use overlay district area, this FAR includes both residential and non-residential components, and the maximum number of stories is four.

The mix of residential and nonresidential uses would result in an average employee population of 22 employees per acre in the nonresidential component, and in the residential component, the average number of residents per acre is anticipated 65 persons. The total average population per acre is 87 persons.

Major High-Density neighborhoods are clustered around Orange Coast College; along Mesa Verde Drive East; between Adams and Harbor; around Vanguard University; in the northeast portion of the South Coast Metro area; in the Downtown Redevelopment area; and the southeast portion of the City.

Compatible zoning districts include R2-MD, R2-HD, R3, PDR-HD, PDR-NCM, MU, I&R, and I&R-S.

## **COMMERCIAL**

Seven commercial land use designations are applied throughout the City. These designations vary in location and intensity in order to accommodate the full range of commercial activity present in Costa Mesa. Development "intensity" potential is measured/prescribed using Floor Area Ratios in relation to the amount of traffic expected.

Employment generation for commercial uses varies dependent upon the specific use within the commercial designations. Population density standards range from 1 employee/300 square feet for office uses to 1 employee/500 square feet for retail shopping center uses. Employment generation rates for a variety of commercial uses are provided in Table LU-5.

### **Commercial Designations**

Graduated floor area ratio standards divide commercial uses into four broad categories based upon their traffic generation characteristics. The following table and text lists and describes these standards.

**TABLE LU-4  
COMMERCIAL BUILDING INTENSITY STANDARDS**

Land Use Designation	Very Low Traffic FAR	Low Traffic FAR	Moderate Traffic FAR	High Traffic FAR
Commercial –Residential	NA	0.40	0.30	0.20
Neighborhood Commercial <sup>e</sup>	0.75	0.35	0.25	0.15
General Commercial <sup>e</sup>	0.75	0.40	0.30	0.20
Commercial Center <sup>d, e</sup>	0.75	0.45	0.35 <sup>d</sup>	0.25
Regional Commercial	a.	a.	a.	a.
Urban Center Commercial	b.	b.	b.	b.
Cultural Arts Center	c.	c.	c.	c.

Notes:

- a. 0.652/0.89 FAR. Refer to Regional Commercial discussion.
- b. 0.50 FAR for Retail, 0.60 FAR for Office, 0.79 FAR for S.C. Metro Center. Refer to Urban Center Commercial discussion and the North Costa Mesa Specific Plan for additional discussion.
- c. 1.77 FAR. Refer to Cultural Arts Center discussion and the North Costa Mesa Specific Plan for additional discussion.
- d. 0.70 Site-Specific FAR for 1901 Newport Boulevard. Refer to Commercial Center discussion.
- e. With application of the mixed-use overlay district, the FAR may range from 1.0 to 1.25. Refer to appropriate land use designation discussion.

The Very-Low Traffic category allows commercial uses with daily trip generation rates of less than 3 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include mini-warehouse developments.

The Low Traffic category allows commercial uses with daily trip generation rates between 3 and 20 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include general offices, hospitals, motels, hotels, and furniture stores.

The Moderate Traffic category allows commercial uses with daily trip generation rates of between 20 and 75 trip ends per 1,000 square-feet of floor area. Allowable uses within this standard include general retail uses, car dealers, medical and government offices, auto repair, and dry cleaners.

The High Traffic category allows commercial uses with daily trip generation rates in excess of 75 trip ends per 1,000 square-feet of floor area. Allowable uses in this category include restaurants, convenience markets, service stations, and banks.

**TABLE LU-5  
SELECTED EMPLOYMENT GENERATION RATES/POPULATION DENSITY  
STANDARDS FOR COMMERCIAL AND INDUSTRIAL USES**

<b>Commercial Uses</b>	<b>Generation Rate/Population Density Standard</b>
General Retail	1 Employee/450 Square Feet <sup>1</sup>
Restaurant	1 Employee/450 Square Feet
Service Uses	1 Employee/333 Square Feet <sup>1</sup>
Corporate Headquarters	1 Employee/337 Square Feet <sup>2</sup>
Office	1 Employee/300 Square Feet <sup>2</sup>
Retail Shopping Center	1 Employee/500 Square Feet <sup>1</sup>
Hotel	1 Employee/2.5 Rooms
Performing Arts Theatre	1 Employee/2,500 Square Feet
<b>Industrial Uses</b>	<b>Generation Rate/Population Density Standard</b>
Light Industry	1 Employee/470 Square Feet <sup>2</sup>
Industrial Park	1 Employee/420 Square Feet <sup>2</sup>
Office	1 Employee/300 Square Feet <sup>2</sup>
Warehouse	1 Employee/750 Square Feet
Manufacturing	1 Employee/300 Square Feet
Notes: <sup>1</sup> Accounts for net leasable area (10% discount from gross floor area). <sup>2</sup> Accounts for 8% assumed future vacancy rate.	

### **Commercial-Residential**

The Commercial-Residential designation is intended to be applied to a limited area on the eastside of Newport Boulevard between Walnut Street and Mesa Drive. It is the intent of this land use designation to allow a complementary mix of commercial and residential zoning along Newport Boulevard. It is anticipated that individual parcels will be developed as either a commercial or residential use. A mix of both commercial and residential uses on one parcel should only be allowed as a Planned Development.

Residential development is encouraged provided that certain development standards are met pursuant to the adopted Newport Boulevard Specific Plan. Residential Density ranges from 12 units per acre to 17.4 units per acre. Using average household size data from the 1990 census, the projected population density in residential developments would be up to 44 persons per acre. It will be necessary to ensure adequate buffering between the residential development and non-residential uses.

It is also the intent of this land use designation to allow commercial uses, which serve and complement the residential neighborhoods to the east and within the specific plan area. Appropriate uses include markets, drug stores, retail shops, financial institutions, service establishments and support office uses. Restaurants and residency hotels such as single-room occupancy (SRO) hotels may be appropriate if properly located to avoid adverse impacts to the surrounding residential areas.

Population densities in commercial development within the Commercial-Residential designation are largely a factor of the employment-generating ratios of the uses permitted. Table LU-5 identifies the ratios used to estimate employment projections throughout this plan. The standard mix of uses in this

designation would generate an average population density of 27 employees per acre. A development that consisted of office use only would require up to 60 employees per acre. Residency hotels, such as single room occupancy (SROs), may have resident populations of up to 117 persons per acre.

Institutional uses are also appropriate in this designation, provided that land use compatibility and traffic issues have been addressed. Institutional uses would require discretionary approval.

Allowable floor area ratios are 0.20 for high traffic generating uses, 0.30 for moderate traffic generating uses, and 0.40 for low traffic generating uses as shown on Table LU-4.

Residential and non-residential uses may be integrated into a single development through the Planned Development process. Residential densities in planned development projects shall not exceed 17.4 units per acre pursuant to the development standards in the Newport Boulevard Specific Plan. Non-commercial uses would be subject to the same floor area standards as commercial uses in this designation.

Compatible zoning districts include AP, CL, C1, P, PDC, R2-MD, R2-HD, PDR-MD, and PDR-HD.

### **Neighborhood Commercial**

The Neighborhood Commercial designation is intended to serve convenience shopping and service needs of local residents. Appropriate uses include markets, drug stores, retail shops, financial institutions, service establishments and support office uses. Restaurants, hotels and motels, and residency hotels such as single room occupancy (SRO) hotels may be appropriate if properly located, designed, and operated to avoid adverse impacts to surrounding uses. Since Neighborhood Commercial uses are intended to serve nearby residential neighborhoods, the uses permitted should be among the least intense of the commercial uses.

Allowable floor area ratios are 0.15 for high traffic generating uses, 0.25 for moderate traffic generating uses, 0.35 for low traffic generating uses, and 0.75 for very-low traffic generating land uses. See Table LU-4.

Population densities in the Neighborhood Commercial designation are largely a factor of the employment-generating ratios of the uses permitted. Table LU-5 identifies the ratios used to estimate employment projections within this land use designation. Typically, the building intensity range of this designation would generate a corresponding population density of 23 employees per acre for a standard mix of uses. A development that consisted of office use only would require up to 51 employees per acre. SRO hotels would have resident population of up to 105 persons per acre.

In conjunction with areas that are designated with the mixed-use zoning overlay district, the maximum FAR is 1.0. An increase to 1.25 FAR may be allowed for mixed-use plans exhibiting design excellence. In a mixed-use overlay district area, this FAR includes both residential and non-residential components, and the maximum number of stories is four.

Mixed-use development projects are intended to provide additional housing opportunities in the City (such as the Westside) by combining residential and nonresidential uses in an integrated development. Additionally, this type of

development is intended to revitalize areas of the city, without exceeding the capacity of the General Plan transportation system. Mixed-use developments shall be implemented through an adopted urban plan (such as the 19 West urban plan) and shall be identified on the City's Zoning Map by designating the CL and/or C1 base zoning district with the mixed-use overlay district. The mix of uses can occur in either a vertical or horizontal design, up to four stories in height. Product types shall be identified in the applicable urban plan and may include live/work units and commercial/residential units where the residential uses are located above or adjacent to the nonresidential component. Nonresidential uses may include office, retail, business services, personal service, public spaces and uses, and other community amenities. The mix of residential and nonresidential uses would result in an average employee population of 22 employees per acre in the nonresidential component, and in the residential component, the average number of residents per acre is anticipated 65 persons. The total average population per acre is 87 persons.

The Neighborhood Commercial developments are found at several intersections found throughout the City. The main concentration of these developments are found at the intersections of Baker Street and Fairview Road and Victoria Street and Placentia Avenue.

Compatible zoning districts include CL, C1, AP, MU, and P.

### **General Commercial**

The General Commercial designation is intended to permit a wide range of commercial uses, which serve both local and regional needs. These areas should have exposure and access to major transportation routes since significant traffic can be generated. General Commercial areas should be insulated from the most sensitive land uses, either through buffers of less sensitive uses or on-site mitigation techniques. The most intense commercial uses should be encouraged to locate on sites of adequate size to allow appropriate mitigation. Appropriate uses include those found in the Neighborhood Commercial designation plus junior department stores and retail clothing stores, theaters, restaurants, hotels and motels, and automobile sales and service establishments.

In the General Commercial designation, the allowable floor area ratios (FAR) are 0.20 for high traffic generating uses, 0.30 for moderate traffic generating uses, 0.40 for low traffic generating uses, and 0.75 for very low traffic generating uses (see Table LU-4). Development within this range would typically result in combinations of one- and two-story commercial buildings. Buildings in excess of two stories may be permitted in select areas where the additional height would not impact surrounding uses.

In conjunction with areas that are designated with the mixed-use zoning overlay district, the maximum FAR is 1.0. An increase to 1.25 FAR may be allowed for mixed-use plans exhibiting design excellence. In a mixed-use overlay district area, this FAR includes both residential and non-residential components, and the maximum number of stories is four.

Because of the wider range of uses and more building intensity permitted in the General Commercial designation, the population density within this designation will also be more intense than that found in the Neighborhood Commercial designation. The standard mix of uses in this designation would generate an average population density of 27 employees per acre. A development that



consisted of office use only would require up to 60 employees per acre. Residency hotels such as single room occupancy (SRO) hotels may be located in the General Commercial district. These hotels would have resident populations of up to 117 persons per acre.

Mixed-use development projects are intended to provide additional housing opportunities in the City (such as the Westside) by combining residential and nonresidential uses in an integrated development. Additionally, this type of development is intended to revitalize areas of the city, without exceeding the capacity of the General Plan transportation system. Mixed-use developments shall be implemented through an adopted urban plan (such as the 19 West Urban Plan) and shall be identified on the City's Zoning Map by designating either the CL, C1 and/or C2 base zoning districts with the mixed-use overlay district. The mix of uses can occur in either a vertical or horizontal design, up to four stories in height. Product types shall be identified in the applicable urban plan and may include live/work units and commercial/residential units where the residential uses are located above or adjacent to the nonresidential component. Nonresidential uses may include office, retail, business services, personal service, public spaces and uses, and other community amenities. The mix of residential and nonresidential uses would result in an average employee population of 22 employees per acre in the nonresidential component, and in the residential component, the average number of residents per acre is anticipated 65 persons. The total average population per acre is 87 persons.

Institutional uses are also appropriate in the General Commercial designation, provided that land use compatibility and traffic issues have been addressed. Institutional uses would require a discretionary approval.

As complementary uses, residential and other noncommercial uses may be allowed through the Planned Development process. Residential densities in planned development projects shall not exceed 20 dwelling units per acre. The corresponding population density is up to 50 persons per acre. Noncommercial uses would be subject to the same floor area standards as commercial uses in this designation.

The adoption of General Plan amendment (GP-02-06) established a site-specific FAR of 0.40 and trip budget of 186 AM peak hour trips and 281 PM peak hour trips for the 4.4-acre site located at 1626/1640 Newport Boulevard. These two standards allow the development of medical office uses or similar "moderate-traffic" generating uses provided that the site-specific trip budget is not exceeded.

Facilities that transfer, store, or dispose of hazardous wastes that are generated at another source (off-site) are most appropriately located in the Industrial Park and Light Industry land use designations; however, a facility with a purpose and scale of operation that is compatible with this commercial designation may be allowed pursuant to the issuance of a conditional use permit.

General Commercial developments are mainly located along major arterials such as Harbor Boulevard, East 17<sup>th</sup> Street and Bristol Street south of the I-405 and SR-55.

Compatible zoning districts include CL, C1, C1-S, C2, PDC, AP, MU, and P.

### Commercial Center

The Commercial Center designation is intended for large areas with a concentration of diverse or intense commercial uses serving local and regional needs. Appropriate uses include a wide variety and scale of retail stores, professional offices, restaurants, hotels and theaters. Intense service uses, such as automobile repair and service, should be discouraged. Because of the large service area, direct access to major transportation corridors is essential.

Development within this designation is intended for a variety of intensities ranging from one- to four-story buildings. The allowable floor area ratios are 0.25 for high traffic generating uses, 0.35 for moderate traffic generating uses, 0.45 for low traffic generating uses, and 0.75 for very-low traffic generating uses.

In conjunction with approval of Home Ranch Alternative A, a site-specific FAR of 0.41 was established for the 17.2-acre IKEA site. (IKEA is a large retail/warehouse use.) This property is located at the southeast corner of South Coast Drive and Harbor Boulevard. A trip budget of 43 AM peak hour trips and 431 PM peak hour trips was also adopted for the IKEA site. A maximum allowable FAR of 0.40 for office uses was also established for the remaining 45.4 acres located south of South Coast Drive. The combined trip budget for this site and the 14.5-acre Industrial Park parcel located to the north of South Coast Drive is 1,593 AM peak hour trips and 1,569 PM peak hour trips. The North Costa Mesa Specific Plan provides more FAR, building height, and trip budget information for Segerstrom Home Ranch (Area 1).

In conjunction with areas that are designated with the mixed-use zoning overlay district, the maximum FAR is 1.0. An increase to 1.25 FAR may be allowed for mixed-use plans exhibiting design excellence. In a mixed-use overlay district area, this FAR includes both residential and non-residential components, and the maximum number of stories is four.

Anticipated population density for the standard mix of uses in the Commercial Center designation would be 45 employees per acre. A development that consisted of office use only would require up to 66 employees per acre. Residency hotels such as single room occupancy (SRO) hotels may be located in the Commercial Center district. These hotels would have resident populations of up to 131 persons per acre. Again, these estimates are generalized and should be more refined as specific development proposals are approved.

Mixed-use development projects are intended to provide additional housing opportunities in the City (such as the Westside) by combining residential and nonresidential uses in an integrated development. Additionally, this type of development is intended to revitalize areas of the city, without exceeding the capacity of the General Plan transportation system. Mixed-use developments shall be implemented through an adopted urban plan (such as the 19 West Urban Plan) and shall be identified on the City's Zoning Map by designating either the CL, C1 and/or C2 base zoning districts with the mixed-use overlay district. The mix of uses can occur in either a vertical or horizontal design, up to four stories in height. Product types shall be identified in the applicable urban plan and may include live/work units and commercial/residential units where the residential uses are located above or adjacent to the nonresidential component. Nonresidential uses may include office, retail, business services, personal service, public spaces and uses, and other community amenities. The mix of residential and nonresidential uses would result in an average employee population of 22 employees per acre in the nonresidential component, and in the residential component, the average number of residents per acre is anticipated 65 persons. The total average population per acre is 87 persons.

Institutional uses are also appropriate in this commercial designation provided that land use compatibility and traffic issues have been addressed. Institutional uses require discretionary approval.

As complementary uses, residential and other noncommercial uses may be allowed through the Planned Development process. Residential densities in planned development projects should not exceed 20 dwelling units per acre. The corresponding population density range is up to 50 persons per acre. A site-specific residential density of 40 du/ac was approved for 1901 Newport Boulevard. The corresponding density range for the project is 100 persons per acre.

The adoption of General Plan amendment (GP-02-04) established a site-specific FAR of 0.70 and a site-specific density of 40 units/acre for the property located at 1901 Newport Boulevard, a 7.79 acre site located on the northwest corner of W. 19<sup>th</sup> Street and Newport Boulevard. The General Plan amendment recognized the existing development intensity of the 1901 Newport Plaza commercial building (127,500 sq. ft) and allowed additional development of 145 single-family attached condominiums, a five-level parking structure, and two-level subterranean parking structure.

Facilities that transfer, store, or dispose of hazardous wastes that are generated at another source (off-site) are most appropriately located in the Industrial Park and Light Industry land use designations; however, a facility with a purpose and scale of operation that is compatible with this commercial designation may be allowed pursuant to the issuance of a conditional use permit. The Commercial Center designation is applied to major developments in the Downtown Redevelopment Area and is centered around the intersection of Harbor Boulevard and 19th Street. These developments include Triangle Square, 1901 Newport Plaza, the Costa Mesa Courtyards, and Border's Books.

Compatible zoning districts include C1, C2, C1-S, PDC, AP, MU, and P.

### **Regional Commercial**

The Regional Commercial designation is intended to apply to large concentrated shopping centers of regional scale and importance. The intended uses within this designation include major department stores, specialty retail outlets, restaurants, offices, hotel and other complementary uses.

Application of the Regional Commercial designation is limited to the existing South Coast Plaza sites. This includes the original 97-acre site between Bristol and Bear Street and the additional 18-acre site located west of Bear Street. This designation and locational criteria recognizes the evolution of South Coast Plaza as a regionally significant retail trade center served by major regional transportation facilities and services. Population density standards for this designation are projected to be up to 53 employees per acre.

The Costa Mesa 2000 General Plan Traffic Model assigns a trip budget for the original South Coast Plaza site of 1,166 AM peak hour trips and 5,036 PM peak hour trips. The trip budget for the site west of Bear Street is 293 AM peak hour trips and 1,264 PM peak hour trips (see Table LU-6).

**TABLE LU-6: TRIP BUDGETS FOR SOUTH COAST PLAZA**

	<b>Maximum Building Square Footage</b>	<b>Floor Area Ratio</b>	<b>A.M. Peak Hour Trip Budget</b>	<b>P.M. Peak Hour Trip Budget</b>
South Coast Plaza (west of Bear Street)	690,350	0.89	293	1,264
South Coast Plaza (east of Bear Street)	2,750,000	0.652	1,166	5,036

Development within this designation is largely characterized by multi-story commercial uses and parking structures. The maximum allowable floor area ratio for the portion of South Coast Plaza west of Bear Street site shall be 0.89 (690,350 sq.ft.) The maximum floor area ratio for the original South Coast Plaza site east of Bear Street is 0.652 (2,750,000 sq.ft.). Future expansion or redevelopment of the South Coast Plaza site is also governed by the trip budgets stated above.

Complementary residential uses within this designation are allowed through the Planned Development process. The maximum allowable residential density shall be 20 dwelling units per acre. The corresponding population density is up to 50 persons per acre.

The compatible zoning district is PDC.

**Urban Center Commercial**

The Urban Center Commercial designation is intended to allow high intensity mixed 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 that the maximum building height in the North Costa Mesa Specific Plan is not exceeded. Appropriate uses include offices, retail shops, restaurants, residential, and hotels.

Allowable floor area ratio (FAR) standards for this designation are 0.50 for retail uses and 0.60 for office uses with the exception of South Coast Metro Center that has a site-specific FAR of 0.79 for combined office and retail uses. See Table LU-7 and discussion for the South Coast Metro Center for further detail.

For mixed-use projects that include separate or distinct components, the non-residential floor area ratio standard and the residential density standard shall apply to each of the respective components, not the entire project site. For mixed-use projects which do not include distinct elements or which include mixed-use buildings, the overall level of intensity shall be governed by the allowable non-residential floor area ratio 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 Table LU-7.

The corresponding population density is 2.74 persons per household for residential projects of 20 dwelling units per acre, which equates to 54.8 persons per acre.

Facilities that transfer, store, or dispose of hazardous wastes that are generated at another source (off-site) are most appropriately located in the Industrial Park and Light Industry land use designations; however, a facility with a purpose and scale of operation that is compatible with this commercial designation may be allowed pursuant to the issuance of a conditional use permit. The conditional use permit process shall comply with the procedures and siting criteria established by the Orange County Hazardous Waste Management Plan, the City of Costa Mesa's zoning ordinance provisions for these types of facilities, and other state legislation, as appropriate.

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

In 2000, 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. It should be noted that with the adoption of the 2000 General Plan, a new traffic model was developed and approved. This updated traffic model differs in methodology assumptions and trip rates when compared to the 1990 General Plan Traffic Model. Thus the 1990 trip budgets contained in these existing development agreements are not directly comparable to the 2000 trip budgets. The trip budgets contained in existing development agreements will continue to govern these properties with appropriate adjustments made to account for differences in the traffic models when necessary.

Provided in Table LU-7 is a summary of the various land use standards that apply to these major developments.

**TABLE LU-7  
MAJOR DEVELOPMENTS  
URBAN CENTER COMMERCIAL LAND USE DESIGNATION**

Major Development	Development Agreement Maximum Non-Residential Building Sq.Ft./FAR	Maximum Allowable Residential Units	General Plan Maximum A.M. Peak Hour Trip Budget	General Plan Maximum P.M. Peak Hour Trip Budget	North Costa Mesa Specific Plan Applies
Automobile Club of Southern California* (3333 Fairview Road)	967,000 sq.ft. 0.56 FAR	0	1,190**	1,576**	No
Metro Pointe* (901 South Coast Drive only)	592,281 sq.ft. 0.48 FAR	0	729**	965**	Yes
South Coast Metro Center/Experian* (443-595 Anton Blvd.- odd numbers only)	Residential Option: 1,335,386 sq.ft. 0.69 FAR Non-Residential Option: 1,546,180 sq.ft. 0.79 FAR	Residential Option: 484 high-rise residential units per the location in the North Costa Mesa Specific Plan.	Residential Option: 1,931** Non-Residential Option: 1,886**	Residential Option: 1,976** Non-Residential Option: 1,994**	Yes
Sakioka Lot 2* (325 Anton Blvd.)	863,000 sq.ft. 0.50 retail FAR 0.60 office FAR	0	1,062**	1,407**	Yes
<p>* A development agreement governs this property that specifies the maximum building square footage and floor area ratio. ** Vehicle trips per hour.</p>					

**Automobile Club of Southern California Processing Center.** This 39.2-acre site is comprised of two parcels and is located on the southwest corner of Sunflower Avenue and Fairview Road. The primary site contains 29.5 acres and is located west of Fairview Road, between South Coast Drive and Sunflower Avenue. The second parcel contains approximately 9.7 acres and is located across the adjacent flood control channel to the west, just north of South Coast Drive. As of 2000, the site was developed with 717,000 sq. ft. of office and support service uses. An additional 250,000 sq. ft. of development is allowed pursuant to a development agreement for a total of 967,000 square feet; the resultant maximum FAR is 0.56. Future construction will be developed in phases during the 30-year term of the agreement. The 2000 General Plan Traffic Model establishes a trip budget of 1,190 a.m. peak hour trips and 1,576 p.m. peak hour trips for this site. Based on an expected employment population of 2,574 employees, the population density standard for the site would be approximately 66 employees per acre.

**Metro Pointe.** Metro Pointe includes two office building sites located north of South Coast Drive at its intersection with Greenbrook Drive and approximately 28.5 acres of land located south of South Coast Drive along the San Diego Freeway. A development agreement approved in 1994 addresses the site south of South Coast Drive. The development agreement vests the property owner with the ability to construct 592,281 square feet of office and commercial uses with a resultant floor area ratio of 0.48. The 2000 General Plan Traffic Model establishes a trip budget of 729 a.m. peak hour trips and 965 p.m. peak hour trips for Metro Pointe. This property is also located in the North Costa Mesa Specific Plan. Using the employment generation rates in Table LU-5, this results in an allowable population density standard of up to 150 employees per acre.

**South Coast Metro Center/Experian.** The 44.72-acre South Coast Metro Center/Experian sites were the subjects of a development agreement in 2000. The project is located south of Anton Boulevard and east of Avenue of the Arts. Upon completion, the site will include nearly 1,546,180 square feet of office and commercial development. GP 99-06 created a site-specific FAR of 0.79 for the combined South Coast Metro Center and Experian sites. The 2000 General Plan Traffic Model establishes a trip budget of 1,886 a.m. peak hour trips and 1,994 p.m. peak hour trips. This property is also located in the North Costa Mesa Specific Plan. The anticipated population density standard is up to 90 employees per acre.

In 2006, General Plan Amendment (GP-06-02) was approved, and it consisted of a site-specific residential density increase for a 4.86-acre site portion of this development as an optional development scenario for this property. The maximum density allowed is 100 units/acre with integrated ancillary retail uses. This equates to a maximum density of 484 high-rise units at 100 units/acre. The residential development option results in a corresponding decrease in the maximum allowable floor area ratio and building square footages for non-residential buildings in order to be similar to the a.m. and p.m. trip budgets established for the South Coast Metro Center/Experian sites for strictly a non-residential development. See Table LU-7 for the trip budget and floor area ratio for the residential option. The North Costa Mesa Specific Plan provides further detail for these properties. The anticipated population density standard is 255 residents/employees per acre for this 4.86-acre site.

**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 for the site, the maximum allowable building square footage is 863,000 square feet with a corresponding maximum floor area ratio of 0.50 retail/0.60 office. The 2000 General Plan Traffic Model establishes a trip budget of 1,062 a.m. peak hour trips and 1,407 p.m. peak hour trips. This property is also located in the North Costa Mesa Specific Plan. The anticipated population density standard for Sakioka Lot 2 is up to 90 employees per acre.

The compatible zoning district is PDC.

### **Cultural Arts Center**

As part of GP-00-02, the Cultural Arts Center designation was applied to the 54 acres 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 (I-405) 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 floor area ratio (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 floor area ratio and trip budget is provided in the North Costa Mesa Specific Plan. Based on the employment generation analysis contained in Final Program EIR No. 1047 prepared for South Coast Plaza Town Center, the anticipated population density is 275 employees per acre.

In 2006, General Plan Amendment (GP-06-02) was approved, and it established a high-rise residential development option for each of the three sub-areas in South Coast Plaza Town Center. The maximum number of residential units allowed in the entire South Coast Plaza Town Center is 535 units, which results in an average residential population density of 25 persons per acre over the entire 54-acre area. The high-rise residential development option is further detailed in the North Costa Mesa Specific Plan. As shown in the following table, this scenario results in a corresponding decrease in the maximum allowable floor area ratio 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-7A**

**SOUTH COAST PLAZA TOWN CENTER**

	Maximum Allowable Non-Residential FAR	Maximum Non-Residential Building Square Footage	Maximum Allowable Number of High-Rise Residential Units	A.M. Peak Hour Trip Budget	P.M. Peak Hour Trip Budget
Residential Option	1.70 <sup>1</sup>	3,991,008 sq.ft.	535	5,123 <sup>2</sup>	6,632
Non-Residential Option <sup>3</sup>	1.77 <sup>4</sup>	4,161,813 sq.ft.	80	5,180	6,632
<p>1. This maximum FAR may be increased to no more than 1.77 in direct relation to the decrease in the maximum number of high-rise residential units.</p> <p>2. This maximum peak hour trip budget may be increased to no more than 5,180 a.m. peak hour trips in direct relation to the decrease in the maximum number of high-rise residential units.</p> <p>3. This alternative includes the 80 high-rise residential units associated with the museum site in Segerstrom Center for the Arts; see North Costa Mesa Specific Plan.</p> <p>4. This maximum FAR may not be increased if the 80-unit residential component is not constructed; see North Costa Mesa Specific Plan.</p>					

The compatible zoning district is TC.

**INDUSTRIAL DESIGNATIONS**

Two industrial land use designations are applied to over 1,000 acres in the City. These designations accommodate a variety of industrial and compatible office uses and support some commercial uses. Development “intensity” potential is measured/prescribed using Floor Area Ratios in relation to the amount of the traffic generated.

The graduated floor area ratio standards also divide the industrial uses into four broad categories based upon their traffic generation characteristics. Although the categories are the same as the commercial ones, the thresholds are different because of the lower overall traffic generation characteristics of industrial uses. The following table and text lists and describes these standards:

**TABLE LU-8  
INDUSTRIAL BUILDING INTENSITY STANDARDS**

Land Use Designation	Very-Low Traffic FAR	Low Traffic FAR	Moderate Traffic FAR	High Traffic FAR
Light Industry <sup>a</sup>	0.75	0.35	0.25	0.15
Industrial Park	0.75	0.40	0.30	0.20
Notes:				
a. With application of the mixed-use overlay district, the FAR may range from 1.0 to 1.25. Refer to Light Industry discussion.				

The Very-Low Traffic category allows industrial uses with daily trip generation rates of less than 3 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include mini-warehouse developments.

The Low Traffic category allows industrial uses with daily trip generation rates between 3 and 8 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include a wide range of manufacturing and assembly uses.

The Moderate Traffic category allows uses with daily trip generation rates between 8 and 15 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include support of office, research and business park type uses.

The High Traffic category allows uses with daily trip generation rates in excess of 15 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include support commercial service uses and restaurants.

### **Industrial Park**

The Industrial Park designation is intended to apply to large districts that contain a variety of industrial and compatible office and support commercial uses. Industrial parks are characterized by large parcels and landscaped setbacks, which lend to the creation of a spacious campus-like environment. Industrial parks must have proximity to freeways and other major transportation routes in order to provide the accessibility they require. An internal circulation system consisting of lesser highways is also necessary to accommodate the vehicle demands created. Industrial parks have major physical separations from areas designated for other uses in order to maintain their distinctiveness and avoid potential land use incompatibilities.

Development within this designation would consist of one- and two-story buildings. Additional height may be permitted when compatible with adjacent development and the uses are consistent with other constraints such as height limits near John Wayne Airport. The Industrial Park portion of the Home Ranch site may include buildings up to five stories in height near the center of the development. The North Costa Mesa Specific Plan provides more building height information for Segerstrom Home Ranch (Area 1).

In the Industrial Park designation, the allowable floor area ratios are 0.20 for high traffic generating uses, 0.30 for moderate traffic generating uses, 0.40 for low traffic generating uses, and 0.75 for very low traffic generating uses. The exception to the above standards is the 14.5-acre Segerstrom Home Ranch site. This site is governed by the maximum allowable FAR standard of 0.40, a

maximum building square footage of 252,648. The combined trip budget for this site and the 45.4-acre Commercial Center parcel located to the south of South Coast Drive is 1,593 AM peak hour trips and 1,569 PM peak hour trips. The North Costa Mesa Specific Plan provides more FAR and trip budget information for Segerstrom Home Ranch (Area 1).

Anticipated population densities are dependent upon the particular mix of the uses within a given project. However, based upon the standards provided in Table LU-6, the population density would be an average of 40 employees per acre. An office development would have a population density of 58 employees per acre.

Commercial uses may be allowed provided that the use is determined to be complementary to the industrial area. Commercial recreational uses may also be appropriate under the same condition. Institutional uses may also be appropriate provided that land use compatibility and traffic issues have been addressed. Institutional uses shall require discretionary approval.

Proposed Industrial development would be analyzed for potential significant impacts to air quality, aesthetics, land use, and other environmental issues. The Planned Development process encourages the approval of industrial development with minimal impacts to the environment; thereby promoting cleaner and environmentally sensitive business. Generally, commercial uses are not compatible with industrial uses. However, ancillary commercial uses that support industrial uses are allowed.

Combinations of residential, institutional, and commercial uses may be allowed through the Planned Development zone process. Floor area ratios and population densities for commercial projects would be similar to the Neighborhood Commercial land use designation. Residential densities in planned development projects shall not exceed 20 dwelling units per acre. The corresponding population density range is up to 50 persons per acre.

Large industrial park developments are located in two areas of the City of Costa Mesa. First, the Airport Industrial Area is located south of the I-405, east of SR-55 and north of SR-73 adjacent to John Wayne Airport. The second is located in the northeast portion of the City north of the I-405 between the Santa Ana River and Fairview Road.

Facilities that transfer, store or dispose of hazardous wastes that are generated at another source (off-site) may be allowed in this land use designation, subject to the issuance of a Conditional Use Permit.

Compatible zoning districts include MP, PDI, and CL.

## Light Industry

The Light Industry designation applies to areas intended for a variety of light and general industrial uses. Uses are expected to be small manufacturing and service industries as well as larger industrial operations. Although the uses within Light Industry areas are intended to be less intense than those allowed in Industrial Parks, the frequent lack of a physical separation between Light Industry areas and residential areas necessitates on-site mitigation of impacts. Access to industrial areas should be provided in a manner that directs industrial traffic away from more sensitive uses.

Development within this designation would be characterized by a combination of one- and two-story buildings. Because of the location of Light Industry areas and their proximity to residential uses, higher buildings should be restricted to areas that will not impact the surrounding residential uses. The allowable building intensity standards are floor area ratios (FAR) of 0.15 for high traffic generating land uses, 0.25 for moderate traffic generating land uses, 0.35 for low traffic generating uses, and 0.75 for very-low traffic generating uses. The average population density would be 31 employees per acre, and 53 employees per acre for office uses based on standards provided in Table LU-5.

Mixed-use development projects are intended to provide additional housing opportunities in the City (such as the Westside) by combining residential and nonresidential uses in an integrated development. Additionally, this type of development is intended to revitalize areas of the city, without exceeding the capacity of the General Plan transportation system. Mixed-use developments shall be implemented through an adopted urban plan (such as the 19 West and Mesa West Bluff Urban Plan) and shall be identified on the City's Zoning Map by designating the MG base zoning district with the mixed-use overlay district. The mix of uses can occur in either a vertical or horizontal design, up to four stories in height. Product types shall be identified in the applicable urban plans and may include live/work units and commercial/residential units where the residential uses are located above or adjacent to the nonresidential component. Nonresidential uses may include office, retail, business services, personal service, public spaces and uses, and other community amenities. The mix of residential and nonresidential uses would result in an average employee population of 16 employees per acre in the nonresidential component, and in the residential component, the average number of residents per acre is anticipated to be 24 persons. The total average population per acre is 40 persons. Residential development may be allowed in conjunction with the mixed-use overlay district for Mesa West Bluff Urban Plan area at density that does not exceed 13 units per acre, with a projected population density of 36 persons per acre. The required Mesa West Bluff urban plan shall include development standards to ensure compatibility with surrounding land uses.

Commercial uses may be allowed provided that the commercial use is determined to be complementary to the industrial area. Commercial recreational uses may also be appropriate under the same condition.

Institutional uses may also be appropriate in this industrial designation provided that land use compatibility and traffic issues have been addressed. Institutional uses would require a discretionary review and approval process.

Combinations of residential, institutional and commercial uses may be allowed through the Planned Development zone process. Floor area ratios and population densities for commercial projects would be similar to the Neighborhood Commercial land use designation. Residential densities in

Planned Development projects are not to exceed 20 dwelling units per acre. The corresponding population density range is up to 50 persons per acre.

The largest concentrations of Light Industry land are in the southwest industrial area along Placentia Avenue between 19<sup>th</sup> and Victoria Streets.

Facilities that transfer, store, or dispose of hazardous wastes that are generated at another source (off-site) may be allowed in this land use designation, subject to the issuance of a Conditional Use Permit.

Compatible zoning districts include MG, PDI, MU, and CL.

### **INSTITUTIONAL AND OPEN SPACE**

Costa Mesa's large portion of land set aside for public, semi-public, and open space type uses is designated under one of three land use designations: Public/Institutional, Golf Course, and Fairgrounds.

#### **Public/Institutional**

The Public/Institutional designation is intended for both publicly and privately owned land that provides recreation, open space, health and educational opportunities as well as uses that provide a service to the public.

Since this designation includes many different types of land uses, the land use map has been further labeled to identify the individual uses within this designation.

Areas that are included in this designation are park sites, health care facilities, educational institutions, religious facilities, fairgrounds, and public facilities. As many of the uses in this designation are recreational and open space in nature, levels of building intensity are minimal. The maximum building intensity for this designation is a floor area ratio of 0.25 and a population density of 44 employees per acre.

The adoption of GP-02-5 established a site-specific floor area ratio of 0.35 for the 9.44-acre Civic Center. This General Plan amendment recognized existing development intensity and allowed an expansion to the Police Facility. The Civic Center contains the 5-story City Hall, the 2-story Police Facility, Fire Station Number 5 and the Communications Center.

Compatible zoning districts include I&R, I&R-S, and P.

#### **Golf Course**

Three golf courses are located within the City's planning area. Two of these, the City's course and Mesa Verde Country Club, are located within the current City limits. Santa Ana Country Club is in the unincorporated area east of Newport Boulevard. Because of the large area devoted to open space, the building intensity for this designation is a floor area ratio of 0.01.

The compatible zoning district is I&R.

## **Fairgrounds**

The Fairgrounds land use designation is applicable to only one property known as the Orange County Fair and Event Center (OCFEC) in the City of Costa Mesa. The Fairgrounds is a 150-acre site located at 88 Fair Drive. This designation is intended to:

- Ensure continued development of the property as an integrated complex that is composed of recreational, agriculture-related educational institutions, open space, farmland, equestrian, and commercial uses, and
- Promote the continued and sustained use of the property for the annual Orange County Fair in recognition of its value as a regionally significant resource in the City of Costa Mesa.

Home to the annual Orange County Fair since 1949, the site is bounded by Arlington Drive (north boundary), Fair Drive (south), Fairview Road (west), and Newport Boulevard (east). Regional access is primarily provided to the site by State Route 55 (SR-55) at the interchanges of Fair Drive/Del Mar Avenue and 22<sup>nd</sup> Street/Victoria Street. Access from Interstate 405 (I-405), which is approximately one mile north of the Fairgrounds, is provided via interchanges at Bristol Street, Fairview Road, and Harbor Boulevard.

The site was formerly a portion of the Santa Ana Army Air Base, and in 1949 the California 32<sup>nd</sup> District Agricultural Association (DAA) acquired the property from the Federal Government. Since that time, the annual Orange County Fair has occurred at this location. Through the years the 32<sup>nd</sup> DAA has expanded the use of the property into a year-round exhibition, conference, equestrian, activity, and event center; these uses compose collectively the OCFEC.

The 32<sup>nd</sup> DAA Fair Board adopted the current OCFEC Master Plan in 2003. Given that the 32<sup>nd</sup> DAA is a state entity for administration of the Orange County Fair, Costa Mesa has limited land use and permitting authority over the property while it is controlled by the State. Therefore, the City of Costa Mesa did not have the authority to adopt the 2003 OCFEC Master Plan.

If in the future, the State no longer controls the property, any proposed new development or change of use shall be subject to review for consistency with the City's General Plan and zoning regulations. The new property owner/operator may continue to operate the Fairgrounds as it existed at the time of sale as a legal nonconforming use and development. The property's legal nonconforming status will remain in effect until such time as the property owner submits and receives approval of a master plan by Costa Mesa.

During the timeframe that General Plan Amendment GP-09-01 for the OCFEC was adopted, Costa Mesa was in the process of preparing a ballot initiative for the June 2010 election. The ballot measure intends to preserve the property for fairground and event center uses by requiring Costa Mesa voter approval of any General Plan amendment in respect to the Fairgrounds designation. Additionally, the City was preparing a Fairgrounds Specific Plan that would further establish land use regulations that reinforce the fairground uses.

As of 2009, the Fairgrounds site contains a total of 400,000 square feet of buildings, including:

- Pacific Amphitheater
- Arlington Theater
- Grandstand Arena
- Equestrian Center
- Exhibit and Administration Buildings
- Concession and Restaurant Buildings
- Memorial Gardens
- Centennial Farms
- Livestock Barns

Orange County Fair (OC Fair) attendance from 1995 to 2006 ranged from 750,000 to 950,000 visitors during the 4-week long period. From 2006 to 2009, OC Fair attendance exceeded a million visitors. Based on peak attendance of approximately 60,000 visitors per day during the OC Fair event, approximately 48,000 vehicle trips per day is expected (based on average vehicle occupancy of 2.5 persons per vehicle).

Although best known for the annual OC Fair, the site hosts many “non-fair” activities and events year round, including the weekly Orange County Marketplace and Farmer’s market, equestrian events, trade and consumer shows, special vehicle sales events, agricultural events, and cultural festivals. In 2009, the Fairgrounds were also home to the Centennial Farm, Equestrian Center, 4-H Clubs, and All American Boys Chorus. In addition, Orange Coast College used a portion of the parking lot for off-site parking during the school year.

The Fairgrounds designation recognizes the existing fairground and event center uses associated with this site. The 2000 General Plan traffic model does not take into account the trip generation from the annual OC Fair or weeknight/weekend special event uses (i.e. Orange County Marketplace) because peak vehicle trips to the site occur outside normal business timeframes. However, further development of the Fairgrounds will need to be balanced with the development capacity of the City’s transportation system and with the protection of surrounding neighborhoods.

Permitted uses include ancillary office uses, exposition/conference uses, equestrian uses, agricultural/livestock activities, restaurants, temporary specialty retail sales (including vehicle sales), outdoor marketplace, emergency operational uses, and concerts/live entertainment uses. Complementary uses to the fairground and event center uses may include botanical gardens, animal exhibits, museum, art/historical artifacts gallery, and performance art theaters that are supportive of the fairground uses.

Uses that are not supportive of fairground and event center uses are expressly prohibited. Prohibited uses include, but are not limited to, casinos/gambling venues, shopping centers, hotel/motels, residential uses, self-storage facilities, hospitals, and medical uses. In addition, exclusive use or dedicated athletic sports facilities and educational uses that are unrelated to the OCFEC are prohibited.

As a State-owned property, the Fairgrounds is not normally subject to the City’s Noise Ordinance. However, pursuant to a 1990 Court Order (Case Nos. 42 07 28 and 55 65 08), exterior noise standards comparable to the City’s noise

regulations have been applied to the property. Noise sensitive uses include neighboring residences, Davis Intermediate School, and Costa Mesa High School. The court-ordered noise restrictions apply to the operation of the Pacific Amphitheater.

Development within the Fairgrounds designation is intended for buildings ranging from one- to four-story structures. The maximum allowable floor area ratio for this designation shall be 0.10.

Employment generation for fairground and event center uses vary dependent upon the specific use within this designation. For example, typical employment density standards are 1 employee per 300 square feet of office use, 1 employee per 333 square feet of service uses, and 1 employee per 500 square feet for retail. Because of the limited range of uses and lower building intensity permitted in the Fairgrounds designation compared to other nonresidential land use designations, the standard mix of uses in this designation would generate a population density in the range of 4 to 15 employees per acre. Office development consisting of a maximum buildout of 653,400 square feet at 0.10 FAR would generate up to 14.5 employees per acre, although it is important to note that office uses are ancillary to the primary fair and event center uses.

The compatible zoning district is I&R.

## GENERAL PLAN/ZONING RELATIONSHIP

The relationship between the 2000 General Plan land use designations and zoning districts is shown in Table LU-9. This table indicates how properties should be zoned to be consistent with the General Plan Land Use Plan Map. As presented in the table, there are 15 General Plan land use designations and 21 zoning categories.

## HOUSING AND EMPLOYMENT PROJECTIONS

Providing a land use arrangement that encourages a correlation of employment and housing opportunities is a local and regional responsibility. Providing sufficient commercial land to support residential development is primarily a local responsibility, although commercial uses, which serve regional needs are provided as well. Sufficient land must also be established to meet the recreational needs of the local community, although regional needs are often accommodated by land within individual cities.

Refer to Table LU-3, *Population, Housing, and Employment*, to review historical data for Costa Mesa's population, number of housing units, and employment opportunities.



**TABLE LU-9  
GENERAL PLAN/ZONING RELATIONSHIPS**

<b>General Plan Designation</b>	<b>Description/Discussion</b>	<b>Consistent Zoning Classification</b>
<b>Residential</b>		
Low-Density Residential	Residential development with a density up to 8 units per acre.	R1, PDR-LD, I&R, I&R-S
Medium-Density Residential	Residential development with a density of up to 12 units per acre.	R1, R2-MD, PDR-MD, I&R, I&R-S, MU
High-Density Residential	Residential development with a density of up to 20 units per acre; except the density in the PDR-NCM zone is 25 to 35 units per acre and The Lakes subarea in the North Costa Mesa Specific Plan is a site specific density of 125 units per acre.	R2-MD, R2-HD, R3, PDR-HD, PDR-NCM, MU, I&R, I&R-S
<b>Commercial</b>		
Commercial – Residential	A complementary mix of commercial and residential and zoning along Newport Boulevard. Typically, individual parcels would be developed as commercial or residential. The maximum residential density is 17.4 units/acre.	AP, CL, C1, P, PDC, R2-MD, R2-HD, PDR-MD, PDR-HD
Neighborhood Commercial	Small, well-defined commercial areas designed to serve local convenience and service needs of adjacent residential areas.	CL, C1, AP, P, MU
General Commercial	Large shopping areas along major transportation routes servicing both local and regional markets.	CL, C1, C2, C1-S, PDC, AP, MU, P
<b>General Plan Designation</b>	<b>Description/Discussion</b>	<b>Consistent Zoning Classification</b>
Commercial Center	Major shopping, service, and office facilities designed to serve citywide and regional markets. Complementary residential uses are permitted in the PDC zone.	C1, C2, C1-S, PDC, AP, PDC, P
Regional Commercial Center	Large concentrated shopping centers of a regional scale.	PDC
Urban Center Commercial	Intensely-developed mixed commercial including offices, residential, retail shops, restaurants, and hotels.	PDC
Cultural Arts Center	Intensely-developed mix of commercial, office, residential, and cultural arts uses.	TC
<b>Industrial</b>		
Light Industry	Manufacturing, distribution, and service industries located on small sites.	MG, PDI, CL, MU
Industrial Park	Planned, large site research, manufacturing, office, and industrial development.	MP, PDI, CL
<b>Other</b>		
Golf Course	Public and private golf and country club.	I&R
Public/Institutional	Government offices, hospitals, educational institutions, cemeteries, parks, and other public facilities.	I&R, I&R-S, P
Fairgrounds	Orange County Fairgrounds and Exposition Center.	I&R

Table LU-10, *General Plan Residential Land Use 2020*, and Table LU-11, *General Plan Non-Residential Land Use 2020*, presents data regarding Costa Mesa's growth by land use category for the year 2020 planning horizon.

**TABLE LU-10  
GENERAL PLAN RESIDENTIAL LAND USE 2020<sup>1</sup>**

<b>Residential Land Use</b>	<b>Gross Acres</b>	<b>2000 Existing Dwelling Units</b>	<b>2020 Dwelling Units</b>
Single-Family <sup>2</sup>	2,167	19,122	19,576
Multi-Family <sup>3</sup>	1,842	21,455	22,893
<b>Total</b>	<b>4,009</b>	<b>40,577</b>	<b>42,469</b>

Notes:

<sup>1</sup> Based upon OCP-2000 projections, Center for Demographic Research, California State University, Fullerton.

<sup>2</sup> Includes Low-Density Residential General Plan land use designation.

<sup>3</sup> Includes Medium-Density, High-Density, and Commercial-Residential General Plan land use designations.

**TABLE LU-11  
GENERAL PLAN NON-RESIDENTIAL LAND USE 2020**

Land Use Designation	Gross Acres	2000 Existing Development (SF)	2020 Development (SF)
Commercial-Residential (commercial uses) <sup>1</sup>	434	588,339	571,007
Neighborhood Commercial	44	424,648	567,371
General Commercial	632	8,344,029	10,607,341
Commercial Center	30	611,227	653,383
Regional Commercial	115	2,926,203	3,440,350
Urban Center Commercial	160	2,126,024	3,914,357
Cultural Arts Center	54	2,801,368	4,161,813
Industrial Park	763	10,028,934	12,207,260
Light Industry	383	4,903,788	5,996,712
Public and Institutional	1,287	1,072,037	3,892,286
Golf Course	560	84,180	243,961
Fairgrounds	146	128,765	427,396
<b>Total</b>	<b>4,608</b>	<b>34,039,542</b>	<b>46,683,237</b>
Source: City of Costa Mesa, Development Services Department, February 2000.			
Notes: <sup>1</sup> Commercial-Residential land use designation acreage was also included in the multi-family residential land use in Table 3-3. SF = square feet			

## 2.6 GOALS, OBJECTIVES AND POLICIES

The goals, objectives, and policies that address land use are as follows:

### **GOAL LU-1: LAND USE**

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

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

- LU-1A.1 Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.

- LU-1A.2 Consider the effects of new employment, particularly in relation to housing impacts, when new commercial or industrial development is proposed.
- LU-1A.3 Locate high-intensity developments or high traffic generating uses away from low-density residential in order to buffer the more sensitive land uses from the potentially adverse impacts of the more intense development or uses.
- LU-1A.4 Strongly encourage the development of low-density residential uses and owner-occupied housing where feasible to improve the balance between rental and ownership housing opportunities.
- LU-1A.5 Provide housing and employment opportunities within planned development areas to the extent feasible.
- LU-1A.6 Aggressively pursue methods to discourage the development of multiple units on long, narrow, single parcels. Possible methods could include a lot combination zoning incentive or the creation of new lower density zoning to be applied to lots with less than a certain minimum frontage.

**Objective LU-1B.** Ensure the long term productivity and viability of the community's economic base.

- LU-1B.1 Permit adequate quantities and locations of commercial land to serve residential neighborhoods.

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

- LU-1C.1 Permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.
- LU-1C.2 Limit building height to four stories above grade south of the I-405 Freeway, except for special purpose housing, such as elderly, affordable, or student housing. An exception is for the Newport Plaza property at 1901 Newport Boulevard where a five-level parking structure is allowed.
- LU-1C.3 Prohibit construction of buildings which would present a hazard to air navigation as determined by the FAA.
- LU-1C.4 Require building setbacks, structure orientation, and the placement of windows to consider the privacy of adjacent residential structures within the same project and on adjacent properties.
- LU-1C.5 Develop incentives for lot combination, or disincentives for development without lot combination. Consider policies such as zoning designations, which fall between zones, or development standards, which tie density to lot width as well as area.

- LU-1C.6 Provide assistance to neighborhoods with excessive noise impacts, such as walls for sound attenuation, development of landscaped greenbelts, etc.

**Objective LU-1D.** Ensure consideration of utility system capacities in land use planning and development processes.

- LU-1D.1 Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications.
- LU-1D.2 Phase or restrict future development in the City to that which can be accommodated by infrastructure at the time of completion of each phase of a multi-phased project.

**Objective LU-1E.** Ensure correlation between buildout of the General Plan Land Use Plan Map and the Master Plan of Highways.

- LU-1E.1 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, except for the following conditions:
- (a) Limited deviations from the graduated floor area ratio standards depicted in Tables LU-4 and LU-8 for the commercial and industrial land use designations may be approved through a discretionary review process. No deviation shall exceed a 0.05 increase in the FAR in the moderate traffic category, and no deviation shall be allowed in the very-low, low, and high traffic categories. Deviations from the FAR standards shall not cause the daily trip generation for the property to be exceeded when compared to the existing daily trip generation for the site without the proposed project or maximum allowable traffic generation for the Moderate Traffic FAR category, whichever is greater.
  - (b) Additions to existing nonconforming non-residential developments may be allowed if the additions do not affect the overall traffic generation characteristics of the development, and, if the additions do not substantially affect the existing height and bulk of the development. Additions to non-residential developments shall be limited to those land uses with traffic generation rates based on variables other than building area square footage. Examples of such additions include, but are not limited to: 1) Hotels/Motels: increases in the size of hotel rooms or lobbies where no increase in the total number of rooms is proposed; 2) Theaters: increases to "back-stage" support areas or lobbies where no increase in the total number of seats is proposed.
  - (c) In the above conditions, the new development shall be compatible with surrounding land uses. Additional criteria for approving deviations from the FAR standards may be established by policy of the City Council.

- LU-1E.2 Development Plans shall be required for all phased development and approvals and shall be approved by the Planning and Transportation Services Divisions prior to the issuance of building permits.
- LU-1E.3 Development Plans shall include an overall buildout plan, which can demonstrate the ability of the circulation system to support the proposed level of development.
- LU-1E.4 The City shall continue its annual preparation of the Development Phasing and Performance Monitoring Program. The annual review will specifically address major intersection operations in any mixed-use overlay area.

**Objective LU-1F.** Establish policies, standards, and procedures to minimize blighting influences and maintain the integrity of stable neighborhoods.

- LU-1F.1 Protect existing stabilized residential neighborhoods, including mobile home parks (and manufactured housing parks) from the encroachment of incompatible or potentially disruptive land uses and/or activities.
- LU-1F.2 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a health, safety, or fire hazard.
- LU-1F.3 Continue code enforcement as a high priority and provide adequate funding and staffing to support code enforcement programs.
- LU-1F.4 Ensure that residential densities can be supported by the infrastructure and that high-density residential areas are not permitted in areas, which cause incompatibility with existing single-family areas.
- LU-1F.5 Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

**GOAL LU-2:  
DEVELOPMENT**

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

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

- LU-2A.1 Use eminent domain in redevelopment project areas when necessary to effect lot combination and to ensure optimum size

and configuration of parcels experiencing development pressures.

- LU-2A.2 Continue to implement, review, and update the redevelopment plan for the adopted project area.
- LU-2A.3 Prepare a specific plan to ensure that the portion of the Route 55 extension from 19th Street through the Redevelopment Area is compatible with the Redevelopment Area and to review development related issues on the remainder of the alignment.
- LU-2A.4 In the event of damage or destruction, allow any legal conforming use in existence at the time of adoption of the General Plan that is located in a nonconforming development to be rebuilt to its original building intensity, as long as any such rebuilding would not increase the development's nonconformity, and the damage or destruction was in no way brought about by intentional acts of any owner of such use or property.
- LU-2A.5 Develop standards, policies, and other methods to encourage the grouping of individual parcels to eliminate obsolete subdivision patterns and to provide improved living environments while retaining the single-family zoning or single-family character of such areas in the City.
- LU-2A.6 Do not allow "rounding up" when calculating the number of permitted residential units except for lots existing as of March 16, 1992, zoned R2-MD that have less than 7,260 square feet in area, and no less than 6,000 square feet, where density calculation fractions of 1.65 or greater may be rounded up to two units.
- LU-2A.7 Allow creation of parcels without street frontage if sufficient easements are provided for planned developments or common-interest developments.
- LU-2A.8 Encourage increased private market investment in declining or deteriorating neighborhoods.
- LU-2A.9 Pursue maximum use of utility company funds and resources in undergrounding existing overhead lines.
- LU-2A.10 Ensure that appropriate watershed protection activities are applied to all new development and significant redevelopment projects that are subject to the NPDES Stormwater Permit, during the planning, project review, and permitting processes.
- LU-2A.11 Avoid conversion of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and/or establish development guidelines that identifies these areas and protects them from erosion and sediment loss.
- LU-2A.12 Preserve or restore areas that provide water quality benefits and/or are necessary to maintain riparian and aquatic biota.

- LU-2A.13 Promote site development that limits impact on and protects the natural integrity of topography, drainage systems, and water bodies.
- LU-2A.14 Promote integration of stormwater quality protection into construction and post-construction activities, as required by the NPDES Stormwater Permit and the City's Local Implementation Plan.

**GOAL LU-3:  
SOCIO-ECONOMIC CONSIDERATIONS**

It is the goal of the City of Costa Mesa to respond to the needs of its citizens for housing, public services, community facilities, and safety of persons and property, to the extent possible within budgetary constraints, and when deemed appropriate for local governmental involvement.

**Objective LU-3A.** Ensure availability of adequate community facilities and provision of the highest level of public services possible, taking into consideration budgetary constraints and effects on the surrounding area.

- LU-3A.1 Pursue annexation of certain areas within the City's Sphere of Influence to control development or uses which may be detrimental to the City.
- LU-3A.2 Strongly encourage protection and preservation of existing, but underutilized, school sites for future recreational, social, or educational uses.
- LU-3A.3 Establish a development impact fee program to fund additional fire and police personnel, facilities, and equipment to meet the demands of additional growth in the City.
- LU-3A.4 Require appropriate site and environmental analysis for future fire and police station site locations or for the relocation or closure of existing fire and police facilities.