

PLANNING ENGINEERING SURVEYING GOVERNMENT RELATIONS

> IRVINE LOS ANGELES PALM DESERT RIVERSIDE SAN DIEGO

Mr. Kevin Canning Contract Planner OC DEVELOPMENT SERVICES 601 North Ross Street Santa Ana, CA 92701

HUNSAKER

RVINE,

October 20, 2021

& ASSOCIATES

IN C

Subject:

Project Description Letter Vesting Tentative Tract Map 19116 & Use Permit Applications Wass Street Single-Family Detached Condominiums 1091, 1111, & 1121 Wass Street North Tustin Specific Plan Area Unincorporated Territory of the County of Orange, CA

#### PRINCIPALS: Dear Kevin:

FRED GRAYLEE BRADLEY HAY KAMAL KARAM DOUGLAS STALEY KRIS WEBER JOSEPH E. WIGHTMAN

On behalf of the applicant, REECO Communities LLC, Hunsaker & Associates Irvine, Inc. is submitting the Vesting Tentative Tract Map for Condominium Purposes and Use Permit applications for the County of Orange's review of the proposed development of 1091, 1111, & 1121 Wass Street (APNs 501-071-07, 501-071-08 and 501-071-09) in the Unincorporated Territory of Orange County. The 0.87-acre (gross area) site is located approximately 100 feet west of the intersection of Wass Street and Elizabeth Way in the North Tustin Specific Plan area. The proposed development will consist of the demolition of one, single-family home (totaling approximately 3,218 square feet of building area) on one of the three existing lots to be combined for development of 10 detached single-family condominium units and associated infrastructure and common area improvements. The proposed residential community will be compatible with the surrounding residential development and will add value to the neighborhood by providing greatly needed, high-quality for-sale housing opportunities in the North Tustin area.

#### FOUNDING PARTNERS:

RICHARD HUNSAKER TOM R. McGANNON JOHN A. MICHLER DOUGLAS G. SNYDER

> Three Hughes Irvine, California 92618-2021 (949) 583-1010 PH (949) 583-0759 FX www.hunsaker.com

#### **Existing Site Conditions**

The approximate 0.87-gross acre (0.83-net acre) project site, fronts on the north side of Wass Street, approximately 100 feet west of the intersection of Elizabeth Way and Wass Street. The entire project site is designated on the County of Orange General Plan Land Use Map as 1B Suburban Residential (0.5 – 18 dwelling units per acre). The zoning for the project site is North Tustin Specific Plan, Residential Multiple Family (RMF) District for 1091 and 1111 Wass Street and Single-Family Residence (R1) for 1121 Wass Street. The existing land uses on-site consists of a single-family home with two accessory structures on 1091 Wass Street and two vacant lots covering 1111 and 1121 Wass Street. Above ground utilities front the property along Wass Street and traverse the site along the westerly property line of 1121 Wass Street in a north-south alignment, extending beyond to the north. Vegetation on site is sparse. The property's surrounding land uses consist of existing single-family homes to the east, multiple-family residential to the north and west, and Wass Street with multiple-family residential beyond on the south.



#### **Proposed Project**

The proposed redevelopment will consist of the demolition of the existing single-family home (and accessory structures totaling approximately 3,218 square feet of building area) located on 1091 Wass Street and merging the three existing lots (1091, 1111 and 1121 Wass Street) with Vesting Tentative Tract Map No. 19116 (VTTM 19116) to one lot (0.83 net acres) for condominium purposes. The proposed residential community will be a planned unit development, with 10 single-family detached residential units, to be subdivided with condominium air space, and associated infrastructure and common landscape areas. As part of VTTM 19116, a 10-foot wide strip of Wass Street will be dedicated to the County of Orange in fee, to complete the 60-foot wide local street section for Wass Street. With the right-of-way dedication, Wass Street will include a 36-foot wide roadway width (curb to curb) and 12-foot wide parkways with landscaping and 4-foot sidewalks on both sides of the street.

#### Architecture

The project's architecture for the 10 single-family detached residential units will consist of a contemporary style with clean facades that feature geometric roof lines and building articulation, architectural elements with different building materials and colors, balconies, extended eaves and large glass windows. The homes will be provided in two plan types – five Plan 1 units and five Plan 2 units. The two-story Plan 1 units will front on Wass Street with large elevated porches to activate the street-scene. Approximately 2,033 square feet of living area, including 3 bedrooms and 2.5 bathrooms will be provided in the Plan 1 units. The two-story Plan 2 units will line the north site of the property and will feature spacious rear yards. Approximately 2,082 square feet of living area, including 4 bedrooms (or 3 bedrooms with a bonus room option) and 2.5 bathrooms will be provided in the Plan 2 units. Both plan types will have an attached 2-car garage and give residents a variety of outdoor living spaces, including porches, decks and private yard areas.

#### **Circulation & Parking**

Vehicular access to the site will be provided off Wass Street near the property's southeast corner. The entry drive will bring residents and visitors to the surface parking area at the northeastern edge of the site, which will accommodate all of the project's guest parking (10 spaces) within 200 feet of the homes. Heading west off the entry drive is the alley drive, which will provide access to all of the residents' garages. The project's location on Wass Street also has great access to the area's arterial highway system, being located off of nearby arterials Newport Avenue (north-south) and Irvine Boulevard (east-west) and in very close proximity to the 5 and 55 Freeways, thereby linking residents to all of Orange County's business and entertainment centers.

Parking for the proposed development will be provided on-site in garages and surface parking spaces to comply with County of Orange zoning requirements. The following tables summarize the project's required and provided parking.



#### **Parking Summary Tables**

Required Parking							
Use	Number of Dwelling Units	Bedroom Count	Required Parking Ratio	Required Parking	Off- Street Guest Parking Ratio (per Dwelling Unit)	Total Off- Street Guest Parking	Total Required Parking
Multifamily (Two (2) or more dwelling units on one (1) building site)	5	3 Bedroom	2.5	12.5	0.2	1	13.5
	5	4 Bedroom	3	15	0.2	1	16
Total	10	-	-	28*	-	2	30*

\*Required parking has been rounded up per Zoning Code Section 7-9-70.3

Provided Parking				
Garage Spaces	20 Spaces (2 per dwelling unit)			
Off-Street Parking Spaces	10 Spaces			
Total	30 Spaces			

Along with the on-site garage and surface parking provided, additional on-street parking is also available on Wass Street.

#### Landscaping

To welcome residents and visitors and provide a sense of place, large evergreen and flowering canopy street trees will line the community's Wass Street frontage and signify entry to the site at the access driveway. Combined with the site's trees will be drought tolerant/low water planting in the common areas to complement the contemporary architecture and to add color and interest along the street-scene, interior access drives and surface parking area. In addition to the common area landscaping, the residential units will provide generous private yard areas including porches, decks, side yards and rear yards for the residents to enjoy indoor/outdoor living extending from their home's structure. Together, landscaping from a portion of the private yards and the common areas will provide the community's required 20% landscape area (totaling 7,212 square feet) pursuant to the North Tustin Specific Plan's landscape guidelines for planned unit developments. Furthermore, a variety of walls with different materials and heights will be used in the community to blend with the landscaping and architecture and provide privacy for the residents and existing neighbors.



To address the site's setting and interface with existing residential uses abutting the community, large evergreen trees will be planted along the north and east property lines to help screen and transition the neighboring properties. In addition, a proposed eight-foot perimeter masonry wall will be located along the interface with the adjacent single-family homes along the east property line and a portion of the north property line for privacy. The balance of the north property line and the west property line will provide a proposed six-foot perimeter wall to provide privacy, screening and a physical transition to the adjacent properties.

#### Site Design

The proposed single-family detached residential units have been thoughtfully sited to blend the homes with the surrounding neighborhood with smaller massing and wellarticulated architecture. Two different two-story product types have been used to transition the proposed building massing from patio oriented units fronting along Wass Street, to more traditional backyard oriented units at the rear of the site. Both of the plan types will provide garage access from an internal access drive, not visible from Wass Street, ensuring an appropriately scaled and attractive street-scene. The community's on-site access drive also helps to create a 50-foot buffer from the adjacent single-family residences to the east, with surface parking spaces, landscape screening (evergreen trees) and a perimeter block wall transitioning the neighboring properties. Together with the architecture and landscaping, the community's site design features will provide a very livable residential community, which is compatible with the surrounding neighborhood.

#### Location

The site's location, central to Orange County, with great access to arterial highways and freeways, provides reasonable commutes to job centers and entertainment destinations in Orange, Los Angeles and Riverside Counties. The site is also within short walking distances to shopping opportunities in North Tustin, and transit routes along Newport Avenue and Irvine Boulevard, thereby making the project a very attractive housing option for young professionals and families looking to live in central Orange County.

#### Consistency with General Plan, Zoning & North Tustin Specific Plan

The proposed planned unit development for 10 single-family detached condominium units is consistent with the County of Orange General Plan, County of Orange Zoning Code and North Tustin Specific Plan relative to the proposed land use, intensity, site development standards and parking requirements.

#### **Requested Entitlements**

The following entitlements are requested as part of the proposed project.

1. **Vesting Tentative Tract Map No. 19116 for Condominium Purposes** to consolidate the project site's three existing parcels into one lot, with the ability to further subdivide the property into condominium air space for the proposed 10 residential units and associated common areas.



2. Use Permit for a proposed planned unit development with 10 residential units within the North Tustin Specific Plan, Residential Multiple-Family (RMF) District and County of Orange R1 zone. The Use Permit will also provide for the proposed planned unit development's development standards including building setbacks and landscape area, in order to achieve an innovative project design that will preserve community health, safety and general welfare and maintain the character of the surrounding neighborhood.

As part of the project's proposed entitlements a CEQA exemption will be requested pursuant to Public Resources Code Section 21159.25 for a residential or mixed-use housing project for infill development.

#### **Conclusion**

Thank you for your consideration of the proposed Vesting Tentative Tract Map and Use Permit applications for the Wass Street planned unit development. We look forward to working with the County of Orange on this exciting project.

Should you have any questions regarding the proposed project or need additional information, please call me at (949) 283-2294 or email to <u>tfrattone@hunsaker.com</u>.

Sincerely,

HUNSAKER & ASSOCIATES IRVINE, INC.

Ted D. Frattone Project Manager, Planning & Entitlements

TF:tl cc: Curtis Cummins, REECO W.O 4398-1 (ftc\wo\4398\1 L03-tf.docx)

# MEETING MINUTES

# North Tustin Advisory Committee (NTAC) Wednesday, February 17, 2001 – 1:30pm PDT (Virtual Meeting)

Brian Kurnow (County of Orange) stared the virtual meeting and explained how attendees can ask questions and use the WebEx system.

# I. CALL TO ORDER / FLAG SALUTE

Peter called the virtual meeting to order at 1:37PM. No flag salute due to online forum.

- *NTAC members in attendance*: David Feldberg, Mike Fioravanti (joined initially via phone, then video), Kendra Carney Mehr, Peter Schneider, Dessa Schroeder (via phone), Kirk Watilo, Pat Welch.
- County of Orange attendees: Brian Kurnow, Kevin Canning, Bellinda Erikson

# II. APPROVAL OF THE MINUTES FROM PREVIOUS MEETING

Kirk made a motion to approve the minutes from the August 2020 meeting. David Feldberg seconded the motion and the committee then voted to approve the minutes.

# III. COMMITTEE BUSINESS - None

IV. OLD BUSINESS - None

# V. **NEW BUSINESS**

# Project: Planning Application - PA20-0133 and VTTM 19116

**Owner:** REECO Communities LLC

Agent: Ted Frattone, Hunsaker & Associates

Location: 1091, 1111, and 1121 Wass Street, North Tustin

**Proposal:** Use Permit for a Planned Development (PD) to develop ten (10) detached single-family condominiums and associated Vesting Tentative Tract Map (VTTM).

PRESENTATION FROM APPLICANT:

Curtis Cummins (Managing Member, REECO Communities), Ted Frattone (Project Manager for Hunsaker & Associates), Doug Cummins (Project Manager for Dahlin Group)

<u>Curtis Cummins</u> led the approximate 15-minute presentation to the committee:

Shared an aerial rendering of the site plan showing the ten (10) detached homes. South row of homes along Wass would have front and side yard space and the north row homes would have front, side, and rear yard space.

CC&R will be in place that garages can only be used for parking, not storage. Garage and parking designed to act as a buffer between existing single-family homes.

Explained location of site and surrounding structures and uses in the immediate neighborhood.

Detailed the Zoning Density & Height details. The plan mixes two heights: Plan One (front) is 28 ft. and Plan Two is 35 ft. (at back of site).

Curtis explained the two different zoning designations: RMF will have the project development (condominiums) and the R1 lot will not be separately developed in the future (for parking only).

Showed the conceptual landscape plan and how this addresses line of sight potential issues. Proposing a 6' perimeter wall around the entire project. However, a neighbor asked for 8' wall and Curtis said they would make this adjustment as part of their package for submittal.

Curtis shared street view photo, possibility of undergrounding the SCE equipment/lines. Parkway and sidewalk will be added.

Plan Summary table showed the details of the Plan One and Plan Two homes including square footage, bedrooms, baths, etc.

Showed the Proposed Elevation Sample: Plan One and Plan Two images

After the presentation was concluded, Peter and the committee made the decision to have public comment first before the committee asked any questions of the applicant(s).

# VI. PUBLIC COMMENT

#### Public speakers:

#### Chad Hundeby (12881 Elizabeth Way)

Concerned about the 3-story structure since there are no other 3-story structures in the area, including the apartments, and will be out of place. Also said Wass is a very small street and the overflow from the neighborhood apartments is a problem now and more people could impact the area. He feels the density and parking are the two main concerns.

#### Curtis responded to Chad:

"We addressed the 3-story issue by allotting the size and will be off Wass Street (for the north side buildings)". "We meet all of the requirements from the County for parking".

Ted responded to Chad: "The project will have a right of way improvement to the roadway" and the street size "is typical in the County"

<u>Ryan Haney</u> (1131 Wass Street) - adjacent to the project Stated he is in support of the project, had already voiced any of his concerns to REECO including the 8' wall request and potential traffic emissions.

Peter Schneider asked Ryan to confirm that he sent an email to Darren B. at REECO regarding this project. Ryan confirmed.

# Anne Pham (Ryan's wife, same address)

Concerned about the development but has spoken with Darren B. at REECO. She was told it "could be zoned for sixteen (16) units" and feels the ten (10) would be preferred. She also said eight (8) would be better. Would like to increase the width of the landscaping adjacent to their property. She's concerned about safety of cars on other side of their yard and requested safety measures.

#### <u>Gregory Duckett</u> (12821 Elizabeth Way)

His property is adjacent to the project. He's very much in favor of the project and developing the land. He knows something will be developed and he likes Darren B's project "a lot".

#### <u>Gladys Burk</u> (12771 Elizabeth Way)

She realized the lot(s) was going to be built up one of these days. Only concern (as expressed in letter she sent in) is in line with Chad's comments earlier. When the local school is in session the cars are lined up waiting to get the kids or parking on the side of street. These streets don't have sidewalks, so the kids are walking in the street. More cars on Wass will create a dangerous situation.

#### NTAC COMMITTEE QUESTIONS:

<u>David Feldberg</u> asked the applicant if a sidewalk is in the plan on Wass. Curtis said, Yes, and will also be widening the street by 10'. Also said the 8' wall (as requested) will be added to the Use Permit request.

<u>Kirk Watilo</u> inquired about the HOA and if the CC&R's would have a requirement stating the garage be used for two car parking at all times with inspection criteria as

well. He is concerned that there could be four drivers due to size of the home. The CC&R must always have the two cars.

Kirk also referenced the FCA letter and the neighbor letters. He then asked the applicant(s) how the FCA letter correlates to the NTSP and how the project will be processed.

Kevin Canning said the RMF and R1 are PD's and are allowed under both zoning codes. As a PD the applicant can make a request for the project to meet different standards.

Curtis addressed the CC&R and confirmed the stipulation for two car parking in garages, not for storage. Also, the CC&R would include limits on car idling to limit any emissions to the neighboring properties (as requested by the neighbors).

Kirk also noted the trash pickup subject with individual trash cans and wanted clarity on the plan. Ted addressed the issue stating the plan was reviewed by Waste Management (WM) and included multiple options: (1) individual bins for each residential property brought to Wass Street on trash day, (2) the truck could come onto the property for a group pickup, (3) the truck could pick up at two different points on site. Ted stated that WM can serve any of three options and the pickup would be one day per week.

<u>Mike Fioravanti</u> said he likes the spirit of the project, is well thought out and appreciates that the concerns of some of the neighbors have been addressed. His issue is tied to the 3-story height and that the North Tustin Specific Plan (NTSP) says the height limit is very clear. Mike expressed there aren't any 3-story properties in North Tustin, and this would be an exception --- which would also set a precedent for other 3-story properties. The NTSP states the language as: "Two (2) stories and not to exceed thirty-five (35) feet maximum" (III-9).

Mike expressed concern and clarity to the applicant about the reason for the 3-story design and why it isn't 2-story as per the NTSP. Curtis responded that the RMF district zoning allows up to 38 feet height. The reasons for the north homes at 35 feet is to allow those homes to have private yards for each. Their design plan allows a more indoor/outdoor space. He understood the concern with the 3-story.

Mike clarified it's 2-stories and 35 feet maximum per the NTSP. Curtis acknowledged that fact but stated the reason for the 3-stories is to allow more yard space. The other matter is the setbacks are closer to the adjacent properties, so the 2-story design won't work for the homes in the north area.

Mike asked Kevin Canning for any clarity on this matter. Kevin said the Use Permit allows the applicant to ask for anything without a justification or hardship issue associated with the property. He confirmed the applicant can propose whatever they'd like but it's up to NTAC, the planning commission and the County to approve.

Mike inquired with Curtis that the adjacent neighbors were involved but wondered if the neighbors behind the project (the multi-family apartments to the north) if they were contacted about the development. Curtis said they have not spoken with the owner of the property. Mike asked why not. Curtis said they spoke with neighbors they felt would be most affected by the project (homeowners) and that the multifamily rentals to the north could change occupants at any time due to the apartment livings. Ted noted the setback is "significant' plus there is a car port separating some of the units.

<u>Pat Welch</u> wanted clarification on the previous setback distance. The property is 23' setback but it is 46' building-to-building with the neighboring multi-family building to the north. Pat felt the 3-story questions have been asked/answered.

Pat stated that NTAC had sent out approximately 40 letters of notification of the project to the neighbors in the area within 300 feet as part of the normal process. He said that "over a half dozen" people sent written replies as opposed to the project and four telephone calls from neighbors also opposed the project. In summary, ten neighbors out of 40 responded (as opposed) which is a higher than normal number of responses that NTAC usually receives.

<u>Kendra Carney Mehr</u> noted her interest as well in the 3-story matter but wanted clarification about the street improvements/sidewalk --- was that the whole street or just in front of the site? Curtis said the improvements would be just in front of the site.

No other questions from the committee.

#### COMMITTEE DISCUSSION

Mike Fioravanti expressed his continued concern with the 3-story design as much as he likes the project, but a decision is to be made by NTAC based on the facts of the project presented (including the 3-story). Mike said he is not able to support this as it would be setting a new precedent for North Tustin (even in the RMF). This is entirely new to the area.

Peter thought that Mike's concerns could be re-stated for the committee's consideration. He suggested the committee would approve the application with the following stipulations and conditions: all of the items set forth in the neighbor emails, including from Ryan Haney (block wall height 8', install barrier bollards safety measures, plant thick hedges along wall, enact a HOA rule for excessive idling) as well as the HOA requirement for two cars parked in garage at all times so parking isn't on the streets, the CC&R would state the garages are for parking only and not storage, and all units be no more than 2 stories. Peter felt the committee was focused on these concerns and thought this summary addressed all.

Kirk made the motion to vote on the statement/summary as is. Mike second the motion.

No one felt further discussion was needed.

Committee was about to vote on Kirk's motion...

However, Brian Kurnow interjected that NTAC member Dessa Schroeder has been on the phone and had been listening since she was unable to use the WebEx. Dessa said she would abstain from voting as she was neither for or against the project.

Committee voted: Five YEA's for the motion and one NAY from Pat. Final tally: 5-1-1 (YEA/NAY/ABSTAIN)

Motion carried

# PUBLIC COMMENT (OTHER)

No additional public commenters

Kevin noted the public survey sent out by the County about housing for Orange County. Encouraged everyone to submit their opinions.

# VII. ADJOURNMENT

Pat Welch motioned to adjourn. Kendra Carney Mehr second. All agreed.

MEETING ADJORNED @ 2:50pm

Meeting notes complied by Mike Fioravanti (Secretary) 21 February 2021



**FOOTHILL COMMUNITIES ASSOCIATION** 

Serving the Entire Unincorporated North Tustin Area Post Office Box 261, Tustin, CA 92781 FCAhome.org

February 13, 2021

North Tustin Advisory Committee

Re: Planning Application PA20-0133 and VTTM 19116

Dear Committee Members:

Foothill Communities Association (FCA) does not recommend approval of the above planning application and vesting tentative tract map as proposed. The project fails to meet the intent of the PD (Planned Development) Combining District and does not provide innovative site planning. It lacks appropriate common areas and open space. By removing the required setbacks for the base districts, the proposal would result in an overbuilt project adversely affecting adjacent uses and the character of the surrounding neighborhood.

FCA has the following additional comments:

- 1. A cross section should be included that shows the relationship between the structure on proposed lot 5 and the single family property located at 12821 Elizabeth Way. The North Tustin Specific Plan (NTSP) requires a rear setback of 25 feet and a side setback of 15 feet from any abutting Residential Single Family District (NTSP III-9). Additionally, a statement is required of how direct line of sight from the lot 5 structure into adjoining residential properties and structures (i.e., 12821 Elizabeth Way) will be avoided (NTSP III-27).
- Lots 1–5 have planned three-story structures. The NTSP limits the Residential Multiple Family District (RMF) to "Two (2) stories and not to exceed thirty-five (35) feet maximum" (III-9). Additionally, regarding PD projects, the NTSP limits "Planned (unit) development for residential uses ... [to a] 28 feet maximum building height" (NTSP III-8).
- 3. The NTSP requires all RMF "... parking shall be on the rear half of the building site" (NTSP III-10). The project's proposed guest parking does not meet this

requirement. Additionally, there is only a 4 foot buffer from the guest parking to a residential single-family parcel.

- 4. A Planned Development project should "provide for safe and efficient vehicular and pedestrian circulation" (OC Comprehensive Zoning Code 7-9-48.1). The five rear units have no pedestrian sidewalk.
- 5. Sheet C-6 of the Use Permit Exhibits shows waste bins utilizing about 50 per cent of the projects frontage requiring the "no parking" sign shown on the plan and limiting street parking. An alternate location on Drive A requires closely placed bins which may not meet the requirements of the waste management company while infringing on the width of the driveway. Additionally, once a week up to 30 bins would be processed by three trash trucks very close to a single family home.
- 6. The submitted plans do not include all the elements of the required landscape plan: "A landscape plan for the project including the height, materials, and location of all fences and walls, the location, type and size of plant materials and the method by which the landscaping, fences and walls will be preserved and maintained" (NTSP III-27).

Although a Planned Development project is not required to adhere to the setback requirements of the base district, the requirements set forth in the North Tustin Specific Plan were carefully determined to insure compatibility between adjacent development and different base districts. The proposed project does not meet the intent of the Planned Development District nor is it compatible with the adjacent single-family residential area.

Thank you for your consideration of our comments.

RONalson

Richard Nelson, President FOOTHILL COMMUNITIES ASSOCIATION rnelson@fcahome.org 714-730-7810



February 16, 2021

Foothill Communities Association Attn: Mr. Richard Nelson PO Box 261 Tustin, CA 92781 +1 714 730 7810 rnelson@fcahome.org

Re: Planning Application PA20-0133 and VTTM 19116

Dear Mr. Nelson,

Thank you for taking the time to prepare the letter to the North Tustin Advisory Committee (NTAC) concerning the above referenced planning application. As the developer for this project and a fellow North Tustin resident, I appreciate your engagement and participation in the review process.

Through the course of our conversations with neighbors and community members we learned that there exists a strong desire to see the subject parcels improved. We endeavored to design a plan which would offer a balanced and gradual transition between the single family homes and the multi-family apartments with nearby commercial uses which exist today and surround the subject parcels. Please see attached *Exhibit A: Surrounding Use Map*.

Although State laws and local zoning codes allow for uses of much greater intensity and density, we've elected to propose only ten new, detached homes available for individual purchase and home ownership. We partnered with two reputable local firms to design and engineer the project: Dahlin Group (architecture) and Hunsaker & Associates (planning and engineering). A key objective of our unified project team is to create an integrated development which embraces the character of North Tustin and the surrounding neighborhood, while being respectful of and sensitive to adjacent uses.

The proposed project contributes to the betterment and character of the local community in many ways, including but not limited to:

- **Pride of Ownership.** Homeownership promotes longer residency and investment in the surrounding community;
- **Open Space.** Detached homes, as opposed to "townhomes" or apartments, offer open space between individual homes. All ten homes have private yards which will contribute to the well-being of the residents;
- **Creating Curb Appeal.** We learned through our conversations with the community and prospective residents, that private yard space is more highly coveted than a single, shared amenity which may not suit everyone. The proposed project chooses to provide private yard areas to every home. The project's common area focuses on beautification and function. Lush greenspace and landscaping run along the access drives and project frontage. The balance between common area and private yard space is appropriate and consistent with other similar-sized developments. The effective use of these common and private areas enhance the curb appeal of the community by allowing for a beautifully designed Wass Street scene, absent of multiple driveways, garages, and cars parked in front of garages. Please see attached <u>Exhibit B:</u> <u>Wass Street Scene</u>;

• **Highly Designed for Harmony:** Thoughtful planning and a variety of distinct elevation styles and color schemes enhance individuality and embody the rich architectural heritage of North Tustin.

To address the FCA's additional comments listed in your letter to the NTAC, please consider the following:

1. The project is surrounded by multi-family residential uses on all sides except for one, Southeast, which abuts a single-family residential use district. Although the proposed Planned Development (PD) project is not required to adhere to the setback requirements of the base district, the proposed plan has prescribed setbacks which are respectful of and sensitive to the adjacent single-family residential uses. In many cases the proposed plan's setbacks substantially meet or exceed those minimum setbacks required by the base district. For example, while the base district requires a minimum side setback of 15 feet from any abutting single-family residential district, the proposed project's side setbacks are <u>over 50 feet</u> from the nearest single-family residential use.

Line of sight privacy concerns from the new homes in the proposed project to the existing singlefamily residential uses have been mitigated using architectural and landscape design. The new home elevations have been designed with careful window placement, special window types (i.e. clearstories), and architectural screening to restrict any direct of line of sight into adjacent singlefamily homes. Additionally, floor plans have been intentionally designed so that the side of the homes that face other single-family residences are predominantly utilized as circulation space, and not gathering space. Finally, lush, year-round evergreen trees and hedges will be planted and maintained as a complementary design element to enhance privacy for the abutting single-family residential district.

- 2. There are five "Plan Two" homes which are under 35 feet in height. These homes consist of two main living levels above an enclosed two-car garage. The Plan Two homes are located along the rear boundary of the development, which is adjacent to existing multi-family uses of greater intensity. The tallest homes in the community were intentionally set furthest back from Wass Street to create a diverse and unimposing height relationship within the development and be compatible with the surrounding uses. The zoning code for all uses adjacent to and surrounding the subject property, including NTSP-RMF (multi-family residential district) and R1 (single-family residential district), allows for building structures up to 35 feet in height. Furthermore, the proposed height for the Plan Two homes is within the spirit of the PD code and the intent of the base district when considering the use of modern planning techniques for detached homes. The ability to build just these five homes up to 35 feet in height will benefit the community by allowing the implementation of greater setbacks and more private yard space. The submitted application requests a use permit to allow for such height to be implemented as part of the overall PD.
- 3. The proposed project achieves the intent of the NTSP's parking design requirements by reducing or eliminating the visibility of vehicles parked on-site. All vehicle parking is enclosed in garages (which do not directly face Wass Street), or screened behind architectural and landscape elements toward the rear of the development.

It is very common in the immediate area to have driveways and parking adjacent to single-family residential uses – in most cases with no landscape buffer, at all. Please see <u>Exhibit C: Driveway and</u> <u>Parking Examples</u>. The project proposes four feet of lush landscaping which incorporates evergreen trees and hedges, along with a six-foot high wall to provide buffer between the parking

and adjacent single-family residential use. During our neighborhood outreach efforts, we learned that some of the adjacent neighbors prefer an eight-foot high wall to be constructed along the shared property line. We are willing to provide the requested eight-foot high wall if it is the desire of NTAC to make that recommendation.

- 4. The entire proposed development will be compliant with all applicable federal, state, and local safety codes and laws. Widely-accepted, modern site planning techniques have been implemented to the site design.
- 5. The County's contracted sanitation provider, WM, has reviewed all alternatives identified on the proposed waste management plan and has no objections. WM has confirmed they are ready and capable of safely executing on all alternatives shown on the waste management plan. The proposed waste management plan utilizes an extremely common waste collection method found in nearly all suburban neighborhoods throughout the County. The proposed waste bins and sanitation trucks are the same as those already in use throughout North Tustin and surrounding communities. Although residents will receive three waste bins (trash, recycle, yard), it is unlikely that every resident will require all three bins to be collected on a weekly basis. All yard waste produced from common area landscaping will be collected and hauled for off-site disposal by the landscape management company.
- 6. Detailed landscape plans are included with the submitted application, including a Conceptual Landscape Plan, Conceptual Image Gallery (with Plant Palette), and a Conceptual Fence and Wall Plan. The selection of evergreen trees and hedges ensures year-round privacy and screening where needed. The landscaping will be professionally maintained. The landscape, fence, and wall placement will be preserved through recordation.

As a husband and father that has chosen to raise his family in this same close-knit North Tustin community, I care deeply about what happens around my home. The proposed project presents a balanced and thoughtful solution to a unique and complicated site. As a neighbor, I understand the tremendous value that this project will contribute to the character and quality of life for the community. It is exactly what should be built here. I welcome the opportunity to discuss this project with you further. Please feel free to let me know if you are available to have a conversation regarding the proposed project.

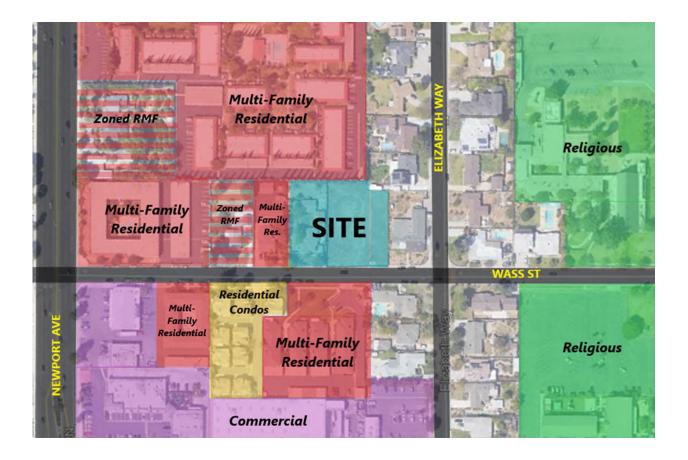
Sincerely,

Curtis Cummins Managing Member Reeco Communities LLC +1 714 747 2093 Curtis@goReeco.com

Enclosures: Exhibit A: Surrounding Use Map Exhibit B: Wass Street Scene Exhibit C: Driveway and Parking Examples

# Exhibit A

# Surrounding Use Map



Attachment 4

# Exhibit B

# Wass Street Scene



# Exhibit C

# **Driveway and Parking Examples**



Madison Court: 1036 Hope Lane, North Tustin



St. Joseph Heritage Parking: 12911 Elizabeth Way, Tustin



Reeco | 76 Discovery, Irvine, CA 92618 | +1 877 967 3326



Darren B <darren@goreeco.com>

# Proposed on Wass Street, North Tustin, CA 92780

Greg Duckett <grumpyducky@icloud.com> To: Darren@goreeco.com Tue, Feb 16, 2021 at 6:17 PM

Darren,

My name is Gregory Duckett and I reside at 12821 Elizabeth way, Tustin, CA 92780 along with my wife Sherry Duckett.

Our homes backyard is adjacent to the proposed project at 1091, 1111 & 1121 Wass Street, North Tustin, CA 92780, and we are in favor of the proposed 10 home project as presented.

We think this project will be a very nice addition to our neighborhood. We really like the fact the homes will be owned and hopefully taken care of by the new home owners. In our conversations Darren has assured us that an HOA will be set up to make sure the property will be maintained and taken care of.

If you have any questions feel free to reach out to us at grumpyducky@gmail.com

Thank you Gregory & Sherry Duckett

Sent from my iPad



# Wass Street Feedback

**Ryan Haney** <ryanhaney@yahoo.com> To: Darren B <darren@goreeco.com> Tue, Feb 16, 2021 at 6:56 PM

Darren,

As requested, here is an update on our current standing with regards to the proposed construction on Wass St in North Tustin.

Overall, we're in support of the project as planned/communicated. Our main concerns are safety, noise, and vehicle emissions. The driveway and parking area are adjacent to the entire length of our property, to which our garden, bedrooms, and main living areas are nearest.

To address our concerns, we're itemizing the following concessions:

- Make the block wall height 8ft for the entire length of the wall

- Install barrier bollards or other equivalent safety measures that would help prevent the block wall from being breached by vehicles

- Plant thick hedges along the entire length of the wall as an additional noise and safety barrier

- HOA rules prohibiting excessive idling, with fines for offenders and warning signs posted near the parking area

We'd really appreciate it if the above items could be included in your plan.

Thanks!

Ryan [Quoted text hidden] Sec. 7-9-48. - PD "Planned Development" Combining District.

All references to this section shall include sections 7-9-48.1 through 7-9-48.6.

(<u>Ord. No. 20-006</u>, § 1, 7-28-20)

#### Sec. 7-9-48.1. - Purpose and intent.

The purpose of the PD "Planned Development" Combining District is to provide flexibility whereby land may be developed utilizing innovative site planning techniques (e.g., clustering of units and shared parking) to produce a development project that will preserve the community health, safety and general welfare and maintain the character of the surrounding neighborhood.

The regulations of this district are intended to produce planned development projects that assure adequate levels of open space, light, and air, and density of land uses, which provide for better use of common areas, open space, and off-street parking facilities. They also provide for safe and efficient vehicular and pedestrian circulation. These regulations are intended to be utilized only for planned development projects and shall not be utilized for the establishment of individual land uses or structures unless they would become an integral part of an existing planned development.

(<u>Ord. No. 20-006</u>, § 1, 7-28-20)

#### Sec. 7-9-48.2. - Application.

In any district where the district symbol is followed by, as a part of such symbol, the letters "(PD)," planned development projects shall be permitted subject to the use regulations, development standards, and other provisions set forth in this section. The district symbol shall constitute the base district, and the PD suffix shall constitute the combining district. Projects located within this district that are not a planned development, or not part of a planned development, shall comply with the regulations of the base district and are not subject to the provisions of this section.

( <u>Ord. No. 20-006</u>, § 1, 7-28-20)

Sec. 7-9-48.3. - Principal uses permitted subject to a Use Permit.

In the PD District the following principal uses are permitted, subject to the approval of a Use Permit by the Planning Commission per section 7-9-125.

- (a) Planned (unit) developments not otherwise permitted through base district regulations.
- (b) Any other use which the Planning Commission finds consistent with the purpose and intent of this district.

(<u>Ord. No. 20-006</u>, § 1, 7-28-20)

#### Attachment 5

In the PD District accessory uses and structures that are customarily associated with and subordinate to a permitted principal use within the same project net development area, that are consistent with the design of the planned development project, and that are consistent with the purpose and intent of this district are permitted subject to a Use Permit, or a changed plan per<u>section 7-9-125</u>, or as stated below.

For residential planned developments, the following accessory structures and uses are permitted subject to an approved Site Development Permit or changed plan per<u>section 7-9-125</u>.

- (a) Patio covers.
- (b) Sunscreens.
- (c) Spas, jacuzzies, and swimming pools.
- (d) Accessory uses and structures that the Director finds to be consistent with the design of the planned development project and consistent with the purpose and intent of this district.

(<u>Ord. No. 20-006</u>, § 1, 7-28-20)

Sec. 7-9-48.5. - Prohibited uses.

Uses not permitted by section 7-9-48.3 or 7-9-48.4 are specifically prohibited.

( Ord. No. 20-006, § 1, 7-28-20)

Sec. 7-9-48.6. - Site development standards.

The following site development standards are in addition to the site development standards of the base district, unless otherwise stated below.

- (a) *Building site area.* For planned developments, the project's net development area shall be used. The size, location, and configuration of individual lots shall be determined by the required Use Permit and the tract map for the project.
- (b) *Building site coverage.* For planned developments, there shall be no maximum building coverage for any individual site. However, the project's net development area shall not exceed the following building coverage.
  - (1) Forty percent (40%) for residential projects.
  - (2) Twenty-five percent (25%) for office and commercial projects.
  - (3) Thirty-five percent (35%) for industrial projects.
- (c) Area per unit. For residential planned developments, there shall be no minimum land area per unit for any individual site. However, the project's net development area shall have an average land area per unit no less than the minimum area per unit required by the base district or per <u>section 7-9-61.2</u>, unless otherwise stated. (Note. This is normally designated by a number following the district symbol "PD" and enclosed in parenthesis on the zoning district map.)
- (d) Number of dwelling units. The project net development area divided by the minimum land area

Attachment 5 per dwelling unit shall determine the maximum number of permitted dwelling units for the project.

- (e) *Building setbacks*. For planned developments, building locations need not satisfy the base district setback regulations but shall be determined by the approved Use Permit. Building locations shall be dimensioned on the Use Permit plans including distances between buildings and distances from streets and common driveways.
- (f) Planned development projects shall provide the following unless a waiver is granted as part of the Use Permit process.
  - (1) *Open space.* Planned developments shall maximize common open space and provide an adequate level of private open space for each unit. The intent of this district is to provide the opportunity to maximize common open space areas and minimize overall impacts to the site.
  - (2) *Sidewalks.* Planned developments shall provide accessible sidewalks adjacent to each private road to ensure safety of pedestrians within the planned development.
  - (3) *Walls.* Planned developments shall construct a wall or privacy fence around the entire development.

( <u>Ord. No. 20-006</u>, § 1, 7-28-20)

CHAPTER 5. LANDSCAPING, BUFFERING, AND SCREENING

A. Landscaping

The RGO and GO districts, planned (unit) developments, and multifamily projects of five or more units shall be subject to Zoning Code section 7-9-132.2 and the following landscaping requirements:

- A minimum of fifteen (15) percent (and twenty (20) percent for planned developments) of building site or project net area shall be landscaped. A landscaped area shall consist of trees, shrubs, vines, ground cover, or any combination thereof. Landscaped area shall not include buildings, paving, swimming pools, gravel or any other assemblage of building materials upon or over the land.
- 2. Existing mature trees shall be preserved and integrated into the landscape plan wherever possible. Existing mature trees which are removed shall be replaced at a minimum rate of one (1) specimen of twenty-four (24) inch box size per one (1) mature tree removed.
- 3. Boundary landscaping along primary and major arterial highways shall create a parkway appearance which softens/screens undesirable views. Street trees shall be randomly grouped to create an informal or natural character and be provided at a rate of not less than one (1) tree per twenty-five (25) feet of road frontage.
- 4. In the interest of public safety, street trees shall be planted a minimum of twenty-five (25) feet from the beginning of curb returns at intersections and a minimum of ten (10) feet from street lights, fire hydrants and driveways.
- 5. Outdoor off-street parking areas shall be planted at a rate of one (1) tree per one thousand (1,000) square feet of parking area surface and at a minimum of every fifth parking space in parking bays exceeding ten (10) spaces in length.
- 6. The required use permit or site development permit shall include a landscape plan in compliance with the above requirements.

#### B. Buffering from Residential Areas

The RGO and GO districts shall be subject to the following requirements where an interior property line abuts a residential district/area.

- 1. Satisfy "a" and "b" below.
  - a. Provide and maintain a landscape buffer at least eight (8) feet wide. Landscape materials within the buffer shall include trees and shrubs. Trees shall be spaced a maximum of twenty (20) feet on center and create an opaque screen above the wall within twenty-four (24) months from initial installation. Shrubs shall achieve a mature height of between two (2) and six (6) feet. Such landscaping shall be in compliance with Zoning Code section 7-9-137.5, "Pences and walls."

b. Provide solid masonry wall per Zoning Code section 7-9-132.1.

2. Such buffer or opaque screen shall be included on the required landscape plan.

#### C. Screening Parking Areas

The RGO and GO districts shall screen outdoor parking areas from public streets by use of evergreen plant materials in combination with one or more of the following:

- Walls: A wall shall consist of colored concrete, stone, brick, tile or similar type of solid masonry material a minimum of four (4) inches thick and three (3) feet high but not more than three and one-half (3-1/2) feet high.
- Fences, solid: A solid fence shall be constructed of wood, masonry or other materials to form an opaque screen of at least three (3) feet in height but not more than three and one-half (3-1/2) feet high.
- 3. Fences, open: An open-weave or mesh type fence shall be combined with plant materials to form an opaque screen of at least three (3) feet in height but not more than three and one-half (3-1/2) feet high.
- 4. Berm: Earth material when used as a screen shall be seeded with grass or planted with an evergreen ground cover. The berm height shall have a minimum height of three (3) feet but not more than three and one-half (3-1/2) feet high.

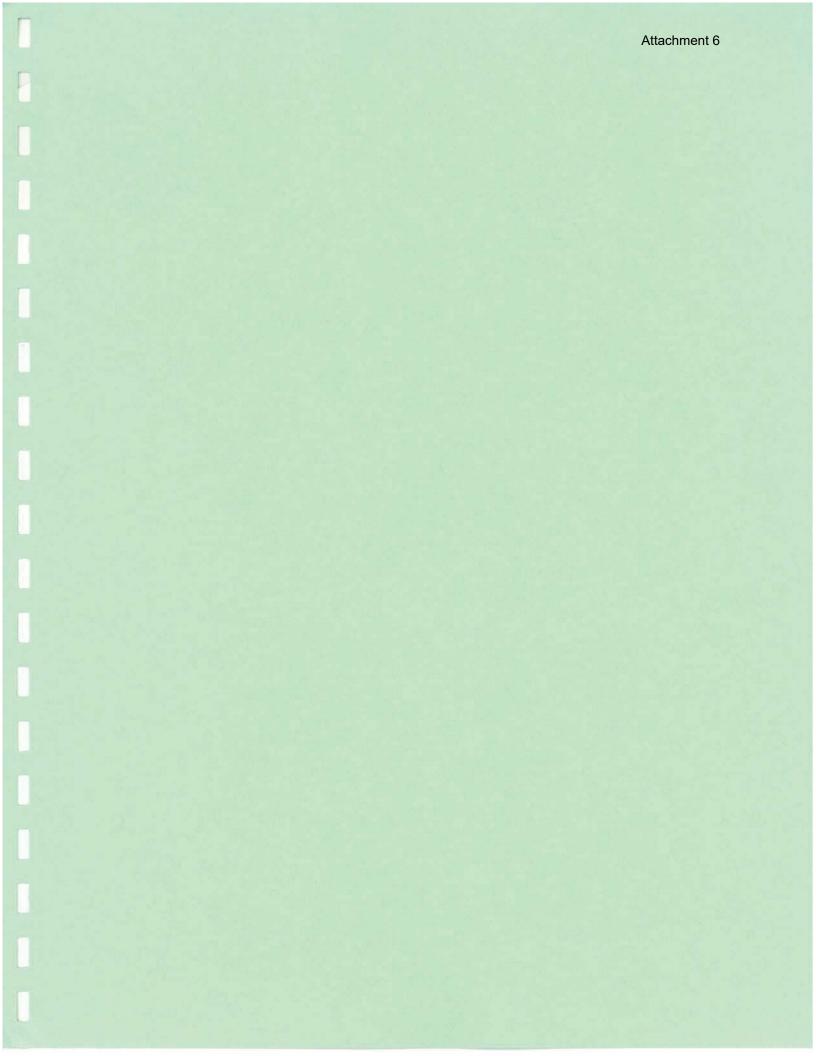
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#### CHAPTER 7. BUILDING ORIENTATION AND CHARACTER

In addition to the general guidelines contained in Division II, Chapter 1 of this specific plan, the following standards shall be incorporated in project design.

- Roofs shall be sloped, of hip, gable or shed design. Roofs shall have a minimum pitch of one (1) foot of rise to three (3) feet of run and shall have a maximum pitch of one (1) foot of rise to one (1) foot of run.
- 2. Direct line of site to abutting residential districts from second story openings, windows, balconies, stairways, stairway landings or other architectural features shall be prohibited. Design solutions for meeting this standard include, but are not limited to, clear story windows, skylights, opaque screens designed as an integral part of the building, recessed windows, setback of the second story, and building siting or orientation. Landscape materials may be used in combination with but not as a substitution for an architectural design solution.
- 3. Buildings shall create a residential appearance in conformity with the design guidelines and criteria of the North Tustin Specific Plan.
- 4. All roof equipment shall be screened from view. The screening material shall be in harmony with building lines, materials and color. Special consideration will be given to mechanical equipment typically located on the roof being enclosed within the building attic (pitched roof), located at grade and screened from view, or located below grade when accessible from subterranean parking facilities or a parking structure.
- 5. The reflectivity of all exposed surfaces (walls, roofs, windows, frames, and paved surfaces) shall be mitigated by such devices as overhangs, awnings, trellises, plantings and similar features.

PM:jnPP18-1 6120 III-34



# PA21-0133 CEQA – ADDITIONAL INFORMATION

# Consistency with Section 21159.25

# ARTICLE 6. Special Review of Housing Projects [21159.20 - 21159.28]

(Article 6 added by Stats. 2002, Ch. 1039, Sec. 12.)

# 21159.25.

(a) For purposes of this section, the following definitions apply:

(1) "Residential or mixed-use housing project" means a project consisting of multifamily residential uses only or a mix of multifamily residential and nonresidential uses, with at least two-thirds of the square footage of the development designated for residential use.

(2) "Substantially surrounded" means at least 75 percent of the perimeter of the project site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. The remainder of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that have been designated for qualified urban uses in a zoning, community plan, or general plan for which an environmental impact report was certified.

(b) Without limiting any other statutory exemption or categorical exemption, this division does not apply to a residential or mixed-use housing project if all of the following conditions described in this section are met:

(1) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(Staff – consistent with (b)(1) - the proposed project is in conformity with the general plan and zoning criteria)

(2)

(A) The public agency approving or carrying out the project determines, based upon substantial evidence, that the density of the residential portion of the project is not less than the greater of the following:

(i) The average density of the residential properties that adjoin or are separated only by an improved public rightof-way from, the perimeter of the project site, if any.

(Staff – the average density of the adjoining lots is 7.25 du/ac, the project proposes 11.49 du/ac)

(ii) The average density of the residential properties within 1,500 feet of the project site.

(Staff – although there are several high-density projects in the vicinity, the majority of approximately 400+ residential lots within the 1500-foot radius are single family lots ranging between 0.25 to 0.3 acre lots, bringing the average density within this radius to approximately 5 du/ac)

(iii) Six dwelling units per acre.

(Staff – Consistent with (b)(2)(A) - the subject project proposes a density of 11.49 du/ac. The greater of the three criteria listed in i, ii and iii is 7.25 du/ac. The project density is not less than this and therefore meets the criteria of paragraph (b)(2)(A))

(B) The residential portion of the project is a multifamily housing development that contains six or more residential units.

# (Staff – Consistent with (b)(2)(B) - the project proposes 10 units and thus meets this criteria)

(3) The proposed development occurs within an unincorporated area of a county on a project site of no more than five acres substantially surrounded by qualified urban uses.

(4) The project site has no value as habitat for endangered, rare, or threatened species.

(5) Approval of the project would not result in any significant effects relating to transportation, noise, air quality, greenhouse gas emissions, or water quality.

(6) The site can be adequately served by all required utilities and public services.

(7) The project is located on a site that is a legal parcel or parcels wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.

(Staff – the proposed project meets the criteria of paragraphs (b)(2)(A-3 through A-7)

(c) Subdivision (b) does not apply to a residential or mixed-use housing project if any of the following conditions exist:

(1) The cumulative impact of successive projects of the same type in the same place over time is significant.

(2) There is a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.

(3) The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or

similar resources, within a highway officially designated as a state scenic highway.

(4) The project is located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(5) The project may cause a substantial adverse change in the significance of a historical resource.

(Staff – because Subdivision B is applicable, this subsection does not apply)

(d) If the lead agency determines that a project is not subject to this division pursuant to this section and it determines to approve or carry out the project, the lead agency shall file a notice with the Office of Planning and Research and with the county clerk in the county in which the project will be located in the manner specified in subdivisions (b) and (c) of Section 21152.

(Staff – because this division is applicable to the project, this subsection does not apply)

(e) This section shall remain in effect only until January 1, 2025, and as of that date is repealed.

(Amended by Stats. 2019, Ch. 497, Sec. 224. (AB 991) Effective January 1, 2020. Repealed as of January 1, 2025, by its own provisions.)