

CITY OF COSTA MESA

FAIRVIEW PARK MASTER PLAN

March 1998
Revised February 2001



Council Meeting 8-21-00:
Revision of Trail Widths

Council Meeting 9-5-00:
Reduce the number of Trails

Prepared for :
CITY OF COSTA MESA

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6. THE MASTER PLAN

The Master Plan presents a park for passive uses. The natural setting will dominate and provide the opportunity for walking, jogging, biking and quiet contemplation. The large size of the park allows for the inclusion of a model railroad, glider and kite flying, and a group picnic area without compromising the overall passive nature of the plan. The landscape includes play areas for children, lawn areas for play and picnicking, and large areas of restored native plant communities. A trail system will provide access by foot, bicycle, wheelchair, park maintenance, emergency and security vehicles. Interpretive opportunities are to be subtly provided as part of the trail system. Defined trails offer the possibility for a roaming walk among undeveloped nature for those seeking solitude or to explore the varied terrain of the mesa, bluffs, and low alluvial plain. Natural areas will contain extensive areas of local native plant communities, and a botanic garden will display a collection of California plants from many regions.

The plan is intended to provide a detailed framework for the restoration and construction work. Completion of the work will undoubtedly be by phases. Some change in anticipated uses may be expected, as in the case of the museum site. However, the overall policy direction for passive, natural preservation and restoration is to guide all detail development decisions. The Master Plan will guide the creation of a rich and varied park which will serve the residents of Costa Mesa for generations to come.

The following provides detail to the master plan by geographic section of the park.

6.1 PARK ENTRANCES AND PARKING

The major entrance to Fairview Park is planned to be at the location of the existing entrance to the western portion of the park from north or south bound Placentia Avenue. The existing entrance to Fairview Park is currently controlled by a traffic signal. This intersection is to be expanded to provide entrances to the eastern train area as well as the current western access.

Parking for 106 cars is currently provided in the existing 13 acre park area west of Placentia Avenue. These spaces are to be retained. Existing parking for 26 cars opposite Marion Parsons School is to be retained. An additional new parking area for approximately 35 cars is to be provided in the new group picnic area north of the existing entry and parking.

The new eastern entrance is to connect to parking for approximately 110 cars. This parking area will serve the train area, picnic areas and trail system in the eastern park. This parking area is to be connected to the current eastern signal controlled entrance in the southeastern corner of the park at the Estancia High School intersection. Parking for 20 cars is to be provided south of the existing train yard for the dog park.

Buses are to be unloaded in the paved parking areas near the interpretive area or near the train station. Buses are to be parked in car spaces or staged in nearby circulation areas. In order to make efficient use of parking and paving areas, no bus only parking is provided.

A new entrance is planned for the northwest lowlands from Placentia Avenue. This entry



will be accessed by a right turn only function from south bound Placentia Avenue and egress will be by right turn only into south bound Placentia Avenue. Deceleration and acceleration lanes will be required in Placentia Avenue. Parking for approximately 60 cars is to be provided near this entrance. This entry and parking is intended to give greater accessibility to the northwest low lying portion of the park, and to allow improved accessibility to Talbert Nature Preserve. The County of Orange has indicated a willingness to participate in the construction of this entry and parking due to the potential for shared use with Talbert Nature Preserve.

A cul-de-sac drop off entrance is to be created at the dead end of Pacific Avenue with parking for 10 cars including 4 handicap spaces. This entry is intended to allow handicapped access to the bluff trail and the local park improvements at the south boundary of the park.

The Master Plan calls for parking space for a total of 367 cars.

6.2 EAST OF PLACENTIA AVENUE

Canary Drive Access and Facilities

The area of the park which lies east of Placentia Avenue is further divided by the Fairview Channel, a concrete lined storm drain, which isolates the northern area of 9.8 acres. A trail connection to the end of Canary Drive is to be provided for local community access to Fairview Park. This access is to be accessible to the handicapped, if conflict with the grades and existing water mains can be resolved in an economically feasible manner. Facilities in this area must be kept very limited in scope in order not to attract vehicular traffic for which there will be no suitable parking. Benches are to be provided which allow for enjoyment of the expansive views available from this site. No play equipment, restrooms or group picnic facilities are planned for this area. The trail system will connect three points: the point where Placentia Avenue crosses the Fairview Channel, the end of Canary Drive, and the bridge over the Fairview Channel. Planting is to be an oak woodland as a portion of the California botanic garden which extends over the eastern portion of the site. The northern boundary is to be permanently irrigated 100 feet into the park in order to provide a fire barrier for the residential area.

Model Railroad Operations

South of the Fairview Channel and east of Placentia is the site of the existing model railroad operations. Over three miles of narrow gauge track, bridges, station paving and a work area (steaming bay) are in place. The railroad is operated by the Orange County Model Engineers, Inc., a club made up of enthusiasts who own the trains and have constructed all of the facilities at no cost to the City of Costa Mesa. The railroad is to be retained with its track system in its current location. The station area of the model railroad is expanded to include permanent toilet facilities and a children's play area. Space is available for minimal expansion of the station which provides shade for waiting passengers. An additional rail line planned to be north of the existing northern extension of the railroad will complete the track layout on the east side of Placentia Avenue. A bridge over Placentia Avenue will allow the train operation to reach the vicinity of the proposed interpretive center in the west portion of the park. At that point the track is to make a loop and return to the east side via the bridge. The train is not to extend into the