

RESOLUTION NO. 07-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COSTA MESA, CALIFORNIA APPROVING GP-07-01 THAT AMENDS THE MASTER PLAN OF HIGHWAYS, CONTAINED IN THE CITY OF COSTA MESA 2000 GENERAL PLAN TO REDESIGNATE GARFIELD AVENUE/GISLER AVENUE BRIDGE OVER SANTA ANA RIVER AND GISLER AVENUE FROM SECONDARY ARTERIAL TO RIGHT-OF-WAY RESERVE STATUS.

THE CITY COUNCIL OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:

WHEREAS, the City Council of the City of Costa Mesa adopted the 2000 General Plan on January 22, 2002.

WHEREAS, the City Council certified Final Program Environmental Impact Report (EIR) No. 1049 for the 2000 General Plan on January 22, 2002.

WHEREAS, the General Plan is a long-range, comprehensive document that serves as a guide for the orderly development of Costa Mesa.

WHEREAS, by its very nature, the General Plan needs to be updated and refined to account for current and future community needs.

WHEREAS, General Plan Amendment GP-07-01 involves the following: (1) amendment to the Master Plan of Highways contained in 2000 General Plan to redesignate Garfield Avenue/Gisler Avenue bridge over Santa Ana River and Gisler Avenue from Secondary Highway to a Right-of-Way Reserve status; and (2) a text amendment to the Circulation Element to include a description of the Right-of-Way Reserve designation. The General Plan amended pages are shown in Exhibit "A".

WHEREAS, the Cities of Costa Mesa, Fountain Valley, and Huntington Beach in association with OCTA entered into a Memorandum of Understanding (MOU) in December 2006, following the conduct of a detailed traffic study titled "Circulation Feasibility Study and Cost Estimate." This study sets forth

implementation strategies and circulation improvements required to redesignate Gisler Avenue and Gisler Bridge as Right-of-Way Reserve.

WHEREAS, General Plan Amendment GP-07-01 is consistent with 2000 General Plan Policies CIR-1A.21 and 1A.22, which specifically address the Garfield Avenue/Gisler Avenue bridge.

WHEREAS, the environmental review for the project was processed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Costa Mesa Environmental Guidelines. The 2000 General Plan Final Program EIR suffices as environmental documentation since the proposed project is considered a minor revision to the Circulation Element and does not involve any new significant impacts or mitigation measures. Specifically, the proposed project involves circulation improvements that would maintain Level of Service "D" at all affected intersections. Subsequent project-specific environmental review shall be required, as applicable, for the circulation improvements mandated by the Memorandum of Understanding.

WHEREAS, a public hearing was held on March 26, 2007 by the Planning Commission in accordance with Section 65355 of the Government Code of the State of California, with all persons having been given the opportunity to be heard both for and against said Amendment GP-07-01 to the General Plan and the Planning Commission recommended the City Council adopt GP-07-01.

WHEREAS, a public hearing was held on May 1, 2007 by the City Council in accordance with Section 65355 of the Government Code of the State of California, with all persons having been given the opportunity to be heard both for and against said Amendment GP-07-01 to the General Plan.

WHEREAS, this Council deems it to be in the best interest of the City that said Amendment to the General Plan be adopted.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COSTA MESA that the Costa Mesa City Council does hereby adopt

General Plan Amendment GP-07-01 that amends the 2000 General Plan as set forth in Exhibit "A", which is attached to this resolution.

PASSED AND ADOPTED this 1st day of May 2007.

Mayor, City of Costa Mesa

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF COSTA MESA)

I, Julie Folcik, City Clerk and ex-officio Clerk of the City Council of the City of Costa Mesa, hereby certifies that the above and foregoing Resolution No. ___ was duly and regularly passed and adopted by said City Council at a regular meeting thereof held on the ___ day of _____, 2007.

IN WITNESS WHEREOF, I have hereby set my hand and affixed the Seal of the City of Costa Mesa this ___ day of _____, 2007.

City Clerk and ex-officio Clerk of the City
Council of the City of Costa Mesa

EXHIBIT “A”

GENERAL PLAN AMENDED PAGES

As of 2000, development within the City is comprised of 40,330 residential dwelling units, 17,397,000 square-feet of commercial and office use, and 14,416,000 square-feet of industrial use. The "other" category includes uses such as colleges, schools, parks, agriculture, and uses quantified in units other than dwelling units and square footage. The total average daily vehicle trips generated by existing uses within the City is estimated at 1,061,000 ADT, 30 percent of which is attributed to residential uses, and the remaining 70 percent to non-residential uses, primarily office and commercial. The 2000 General Plan projects increases in dwelling units to 42,469 and industrial/office/commercial/public/institutional uses to just over 41 million square-feet by 2020. These increases result in a total trip generation within the City of an estimated 1,278,000 ADT, an increase of 20 percent over the existing ADT estimate. At the regional level, 20 year traffic volume forecasts for the portion of Orange County within the vicinity of Costa Mesa area are also anticipated to increase by approximately 20 percent over existing traffic conditions.

TRAFFIC VOLUME FORECASTS

Traffic volumes on the City circulation system were estimated for conditions representing buildout of the City's 2000 General Plan. The long-range time frame established for analyzing the 2000 General Plan is the year 2020. The 2020 circulation system assumed for the forecasts is based on the City's Master Plan of Highways (discussed in the following section) and the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways (MPAH). Exhibit CIR-3, *2020 ADT Volumes*, illustrates the projected 2020 traffic volumes.

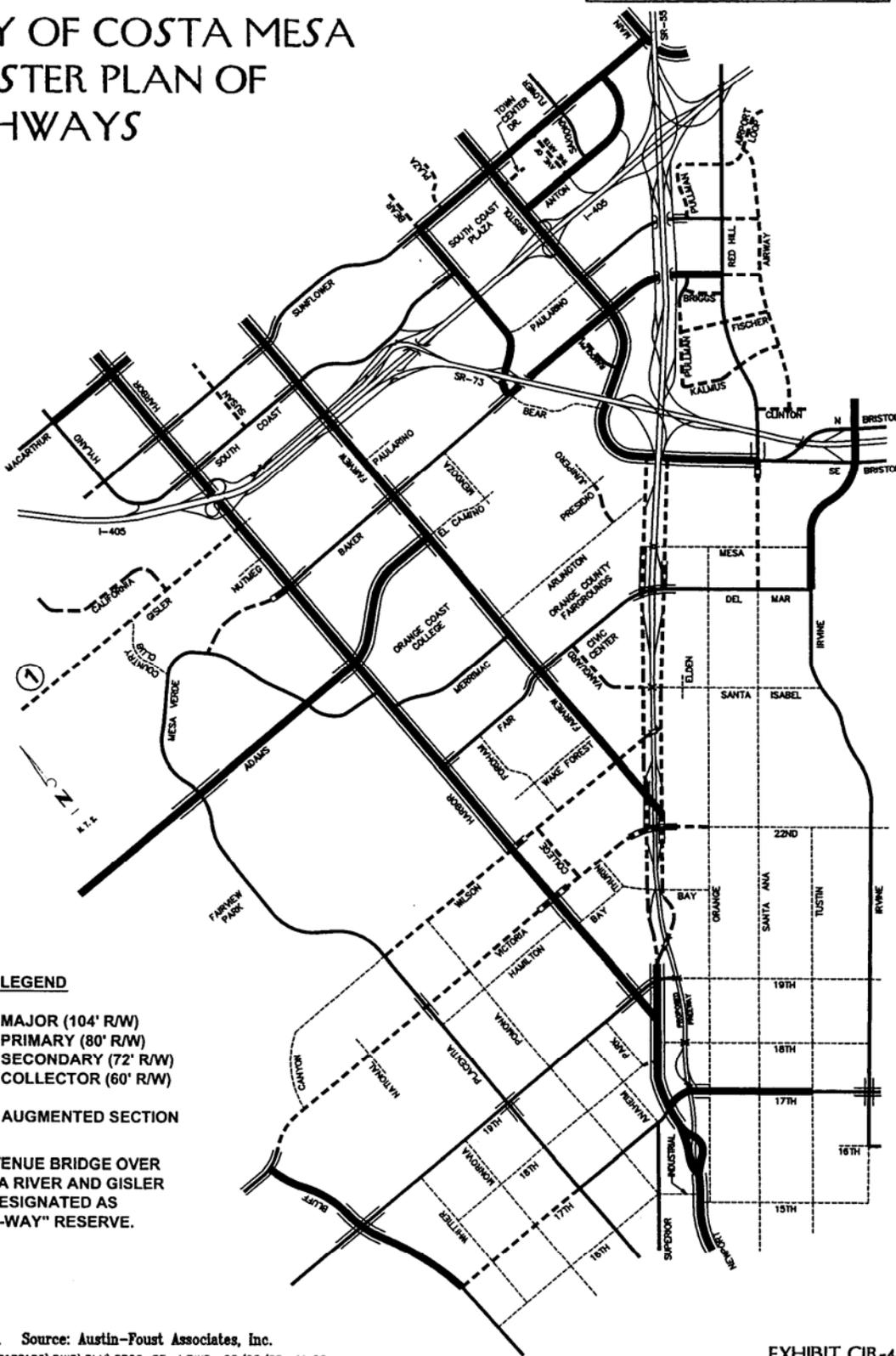
3.6 MASTER PLAN OF HIGHWAYS

With adoption of the 2000 General Plan, modifications to the roadway classifications were made to the City's Master Plan of Highways (MPH) to make consistent with OCTA's Master Plan of Arterial Highways (MPAH). The change in classifications did not result in any changes to the physical characteristics of the roadway. The following table summarizes the change.

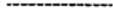
**TABLE CIR-2
CITY AND COUNTY ARTERIAL DESIGNATIONS**

| Classification | 1990 General Plan Designations | 2000 General Plan/ County MPAH Designations |
|--|--|---|
| Major Arterial | 6 lanes – 2 left turn lanes – median | 6 lane divided roadway |
| Primary Arterial | 6 lanes – 1 left turn lane – median | 4 lane divided roadway |
| Secondary Arterial | 4 lanes – median optional | 4 lane undivided roadway |
| Collector Arterial | 2 lanes – no median – no parking | 2 lane undivided roadway |
| Right-of-Way Reserve | <p>The Right-of-Way Reserve classification allows local jurisdictions considering deletion of a planned MPAH facility to request OCTA to redesignate the adopted facility as a "Right-of-Way Reserve" corridor for a specified length of time in order to assess the actual need for it. If OCTA agrees to redesignate the subject facility as a "Right-of-Way Reserve" corridor on the MPAH, then all appropriate City General Circulation Elements shall be revised to reflect such redesignation. During the "reserve" period, the right-of-way shall be preserved, however, the planned street shall not be considered as mitigation for development planning purposes. At the end of the designated period, a final decision shall be made regarding reinstatement or deletion of the street on the MPAH.</p> | |
| <p>Source: <i>Costa Mesa General Plan Traffic Analysis</i>, Austin-Foust Associates, Inc., March 2000.</p> | | |

CITY OF COSTA MESA MASTER PLAN OF HIGHWAYS



LEGEND

-  MAJOR (104' R/W)
-  PRIMARY (80' R/W)
-  SECONDARY (72' R/W)
-  COLLECTOR (60' R/W)
-  AUGMENTED SECTION

① GISLER AVENUE BRIDGE OVER SANTA ANA RIVER AND GISLER AVENUE DESIGNATED AS "RIGHT-OF-WAY" RESERVE.



N.T.S. Source: Austin-Foust Associates, Inc.
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EXHIBIT CIR-4