



PARKS AND RECREATION COMMISSION AGENDA REPORT

MEETING DATE: FEBRUARY 27, 2008

ITEM NUMBER:

SUBJECT: JOANN STREET BIKE TRAIL

DATE: FEBRUARY 14, 2008

FROM: PUBLIC SERVICES DEPARTMENT/ENGINEERING DIVISION

PRESENTATION BY: BALTAZAR MEJIA, PARKS PROJECT MANAGER

FOR FURTHER INFORMATION CONTACT: BALTAZAR MEJIA, PARKS PROJECT MANAGER,
(714) 754-5291

RECOMMENDATION:

1. Recommend to the City Council the appropriate type of fencing on the south side of Joann Street Bike Trail.
2. Recommend to the City Council the consideration to move up the construction of landscape, and irrigation improvements on the west side of Harbor Boulevard from north of 2299 Harbor Boulevard to Fair Drive from its current ranking on the priority list.
3. Approve the proposed planting palette for the project.
4. Approve the removal of existing trees where necessary within the project limits.

BACKGROUND:

The Joann Street Bike Trail was constructed along the east and south perimeters of the Costa Mesa Golf Course in 1988. The trail extends from the intersection of Harbor Boulevard and Fair Drive south to the southern edge of the golf course, and west approximately 1,000 feet east of Placentia Avenue (Attachment 1). The Joann Street Bike Trail provides an off-street alternative to on-street bicycle routes within the vicinity.

Most of the fences along the south side of the Joann Street Bike Trail adjacent to multifamily residential dwellings are in poor condition. In addition, some of the residents adjacent to the trail approached the City a few years ago to request that issues such as trash thrown over the fence, improvements to the aesthetics of the trail, and added safety be addressed by installing a type of fence that provides a higher level of security. In the past, the staff, Parks and Recreation Commission, and the City Council have worked on a number of alternatives and funding issues. Following is a summary of some of the events that have taken place:

- A public workshop took place on November 14, 2001. At this meeting, some of the residents adjacent to the trail requested the installation of security fencing to mitigate safety concerns. Staff also received a petition from Joann Street homeowners supporting the installation of fencing similar to the fencing on the golf course side of the bike trail.
- March 4, 2002, City Council considered deleting the Joann Street Bike Trail from the Master Plan of Bikeways (MPB) and the installation of fencing to mitigate safety concerns. The City Council retained the Joann Street Bike Trail on the Master Plan of Bikeways and approved the installation of fencing along the entire south side of the bike trail, except at 662 Joann Street.
- June, 2002, City Council approved funding in fiscal year 2002-2003 to design and install security fencing adjacent to the Joann Street Bike Trail.

- July 1, 2002, City Council accepted public works project 02-01 that included among other items, the installation of approximately 700 L.F. of six-foot high wrought iron fence along the south side of the Joann Street Bike Trail between Miner Street and Fountain Way.
- At the January 5, 2004 meeting, the City Council considered the award of a construction contract for the installation of chain link fencing along the south side of the bike trail. The item was continued and staff was directed to consider other types of fences.
- At the May 10, 2004, City Council Study Session, staff presented a report on the use of chain link fencing on City property. A number of materials were evaluated, including synthetic fencing (resin and vinyl), concrete block walls, wrought iron, and chain link. City Council's preference was that the City should avoid the use of chain link fencing except for specific sports applications, and that wrought iron fence should be used in areas of high visibility.
- At the May 26, 2004, Parks and Recreation Commission Meeting, the commission approved planting palettes for City entry ways and parkways, including the area between the east property line of the Costa Mesa Golf Course and Harbor Boulevard and recommended to the City Council to amend the Streetscape and Median Development Standards and approve the proposed priority list.
- At the August 2, 2005 meeting, the City Council approved a resolution to amend the Streetscape and Median Development Standards and approve the priority list for landscape improvements for parkways and entryways.
- At the August 9, 2005, City Council Study Session, staff requested direction on the type of fencing to be used if the project was to continue. City Council confirmed that wrought iron fencing and drought tolerant landscaping would be the best application for the south side of the bike trail.
- At the September 11, 2007, City Council Study Session, staff presented a report on the status of the project and requested direction on future actions. In their discussion, City Council recommended that this item be presented to the Parks and Recreation Commission in February, 2008, to allow public participation and determine the type or types of fencing that would be appropriate for this project.
- In January, 2008, the Orange County Transportation Authority (OCTA) approved the City's grant application for the Joann Street Bicycle Trail project for funding through the Transportation Enhancements (TE) activities program. The TE program award granted the City \$500,000 to fund landscaping and scenic beautification improvements for the entire length of the project on Harbor Boulevard, and Joann Street Bike Trail.

ANALYSIS:

Fencing (South Side of Bike Trail between Harbor Boulevard and Placentia Avenue)

1. First 100 L.F. west of Harbor Boulevard
This segment (Attachment 2) is the most visible from Harbor Boulevard. The only property within this segment, 2299 Harbor Boulevard, is zoned C2, General Commercial, with an existing business that has two sides (the east and a portion of the north property lines) visible from Harbor Boulevard. Staff considers this segment a good candidate for wrought iron fencing.

2. From 100 L.F. west of Harbor Boulevard to Miner Street (Attachment 3)
After the first 100 L.F. west of Harbor Boulevard, the trail is only visible by the adjacent property owners, trail users, and golf course patrons. Staff recommends the use of vinyl coated chain link fence similar to the one on the north side of the trail for this segment.
3. Miner Street to Fountain Way (Attachment 4)
This stretch of approximately 700 L.F. was constructed in 2002. The work included removal of existing fences and installation of six-foot high wrought iron fence without landscape and irrigation improvements. If the segments on both sides are approved for vinyl coated chain link fence, this segment should also be recommended for the same type of fence. The existing wrought iron fence can be salvaged and reused at other City facilities.
4. Fountain Way to end of Bike Trail approximately 1,000 L.F. east of Placentia Avenue (Attachment 5)
This segment, like the previous ones, is far away from major arterials and is also considered a good candidate for vinyl coated chain link fence.

Landscape and Irrigation Improvements

1. Harbor Boulevard to end of Bike Trail (approximately 1,000 L.F. east of Placentia Avenue)
The total available width for this stretch is twelve (12) feet; the existing paved trail is eight (8) feet wide; thus leaving a two-foot wide strip on either side of the paved trail. With these constraints in mind, staff proposes a concept plan (Attachment 6) and plant palette (Attachment 7) that is relatively low maintenance but that provides a good visual experience. Vines would be planted where residents request a visual barrier but do not want to construct a private fence on their property.

There are a total of eighteen (18) trees growing along the alignment of the proposed fence, none of which were planted by the City. A survey of these trees was conducted by the City's arborist (Attachment 8) on February 14, 2008, and concluded that these trees cannot be preserved if the fences are replaced. Consequently, staff requests approval to remove these trees and plant replacement trees on a one-to-one basis within the project limits.

2. Parkway between 2299 Harbor Boulevard to Fair Drive
This area provides a greater opportunity to explore different landscape alternatives. A planting palette was previously approved for this area; however, the goal at the time was for a more monochromatic, lower maintenance, plant selection. Staff's proposed landscape plan (Exhibit 9) brings color and variety while at the same time preserving the vistas of the Costa Mesa Golf Course. The plant palette (Attachment 7), incorporates species that, when combined, provide color all year around. In order to implement the proposed landscape plan, it will be required to remove all the Myoporum, and the Sycamore trees that are in decline as recommended by the City's arborist (Attachment 8). Staff requests approval to remove the above-mentioned trees and plant replacement trees on a one-to-one basis within the project limits.

As previously mentioned, this area was considered previously by this commission and the City Council and was eventually incorporated in the Streetscape and Median Development Standards as Exhibit E (Attachment 10). This area is currently ranked fourth on the priority list; however, since grant funds have been secured for this project ahead of the other projects, staff requests the Commission's recommendation to the City Council to amend the Streetscape and Median Development Standards to move up this project on the priority list to number one, and to move up any other projects on the priority list if grant funds are obtained. The remaining projects on the list would be completed in the order listed as funds become available.

Safety Lighting

1. Harbor Boulevard to end of Bike Trail (approximately 1,000 L.F. east of Placentia Avenue)
In order to provide added security and for better visibility for our Police Department staff, low level lighting is recommended for this stretch (Attachment 6). The lights would be installed at approximately every thirty feet, with the back side shielded to eliminate direct lighting into private properties. The proposed type of light for this stretch is the bollard type and is approximately three (3) feet in height as shown in Attachment 6.
2. Parkway between 2299 Harbor Boulevard to Fair Drive
The proposed type of lighting for this segment is more open and decorative designed to provide minimum light levels over the paved trail and accent lighting for the adjacent landscape (Attachment 9). The proposed type of lighting for this stretch is similar to the light standards used at various City parks such as Marina View and TeWinkle Park. They are approximately twelve (12) feet in height as shown in Attachment 9.

ALTERNATIVES CONSIDERED:

The Commission may recommend to the City Council any of the concept plans presented, specific elements from either one of them, or none. If none of the concepts presented are recommended for approval, the Commission may provide direction to staff as to a specific design motif or element to be considered and if a new presentation would be required.

FISCAL REVIEW:

Approximately \$109,000 remains unencumbered from previous allocations for the project. Staff has requested additional funds be considered in Fiscal Year 2008-09 for the design and construction of the project as City match for TE grant received from OCTA.

LEGAL REVIEW:

A legal review is not required for this item.

CONCLUSION:

The Joann Street Bike Trail is in need of landscape improvements to provide added safety and security to the residents along the south side of the trail and to enhance the appearance of the trail and its surroundings. The Parks and Recreation Commission is requested to make recommendations to City Council, after receiving public input, as to the type of fencing that would be appropriate for the project; to approve a planting and lighting plan for the project; and to approve the removal and replacement of certain trees on a one-to basis.



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City Engineer



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Acting Director of Public Services



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Parks Project Manager



BRUCE HARTLEY
Maintenance Services Manager

- Attachments:
- 1 - Location Map
 - 2 - Eye-level view of the first 100-ft west of Harbor Boulevard (Segment 1)
 - 3 - Plan view of Segment 2
 - 4 - Plan view of Segment 3
 - 5 - Plan View of Segment 4
 - 6 - Concept Plan No. 1 – Harbor to 1,000-ft east of Placentia
 - 7 - Plant Palette for the entire project
 - 8 - Tree Survey
 - 9 - Concept Plan No. 2 – Fair Drive to 2299 Harbor Boulevard
 - 10 - Streetscape and Median Development Standards Parkway Priority List (Exhibit E)

- c
- City Manager
 - Assistant City Manager
 - City Attorney
 - City Clerk
 - Staff
 - File