

# APPENDIX A

## DRAFT GOALS, POLICIES, AND OBJECTIVES

### ELEMENTS

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**LAND USE**

**CIRCULATION**

**GROWTH MANAGEMENT**

**COMMUNITY DESIGN**

**CONSERVATION**

**NOISE**

**SAFETY**

**OPEN SPACE AND RECREATION**

**HISTORICAL AND CULTURAL RESOURCES**

# LAND USE ELEMENT

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## Goal LU-1: A Balanced Community with a Mix of Land Uses to Meet Resident and Business Needs

**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.*

**Policy LU-1.1** 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.

**Policy LU-1.2** Balance economic gains from new development while preserving the character and densities of residential neighborhoods.

**Policy LU-1.3** Strongly encourage the development of residential uses and owner-occupied housing (single-family detached residences, condominiums, townhouses) where feasible to improve the balance between rental and ownership housing opportunities.

**Policy LU-1.4** Promote housing and employment opportunities within planned development areas to the extent feasible.

**Policy LU-1.5** Maintain a land use structure that strives to balance jobs and housing with available infrastructure and public and human services.

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## Goal LU-2: Preserve and Protect Residential Neighborhoods

**Objective LU-2.** *Promote land use patterns and development that contribute to community and neighborhood identity.*

**Policy LU-2.1** 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.

**Policy LU-2.2** Pursue maximum use of utility company funds and resources in undergrounding existing overhead lines, and encourage undergrounding of utilities in the public

right-of-way for residential development consisting of five units or more, to the extent feasible and practical.

- Policy LU-2.3** 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 being consistent with the neighborhood character of the surrounding community.
- Policy LU-2.4** 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.
- Policy LU-2.5** Allow creation of parcels without street frontage if sufficient easements are provided for planned developments or common-interest developments consistent with the neighborhood character. This policy does not apply to small lot subdivisions.
- Policy LU-2.6** Encourage increased private market investment in declining or deteriorating neighborhoods.
- Policy LU-2.7** 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.
- Policy LU-2.8** 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, unless otherwise approved by a General Plan amendment. (A four-story/five-level parking structure with roof deck parking on the fifth level is considered a four-story structure.)
- Policy LU-2.9** Require appropriate 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.
- Policy LU-2.10** Promote lot consolidation of residential properties to the extent feasible and practical, including the creation of larger single-family residential lots that exceed the minimum 6,000 square foot requirement in neighborhoods where the prevailing residential subdivision pattern features larger-sized residential lots.
- Policy LU-2.11** Ensure adequate noise attenuation in urban design, such as walls for sound attenuation, development of landscaped greenbelts, provision of landscape berms, etc.

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## **Goal LU-3: Development that Maintains Neighborhood Integrity and Character**

**Objective LU-3.** *Establish policies, standards, and procedures to minimize blighting influences, and maintain the integrity of stable neighborhoods.*

**Policy LU-3.1** 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.

**Policy LU-3.2** 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.

**Policy LU-3.3** Continue code enforcement as a high priority with regard to the regulation of property maintenance standards citywide and group homes and sober living homes in the single-family and multi-family residential areas.

**Policy LU-3.4** Ensure that residential densities can be supported by the infrastructure and are compatible with existing residential neighborhoods in the surrounding area.

**Policy LU-3.5** 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.

**Policy LU-3.6** Facilitate revitalization of aging commercial centers by working with property owners, developers, local businesses, and other community organizations to coordinate efforts.

**Policy LU-3.7** Promote development/design flexibility that encourages older or poorly maintained high-density residential uses to be rehabilitated.

**Policy LU-3.8** Ensure that new development reflects existing design standards, qualities, and features that are in context with nearby development and surrounding residential neighborhoods.

**Policy LU-3.9** 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.

**Policy LU-3.10** Minimize effects of new development on the privacy and character of surrounding neighborhoods.

**Policy LU-3.11** Promote small lot residential development on long, narrow, single parcels or combined residential lots.

- Policy LU-3.12** Ensure that new development reflects existing design standards, qualities, and features that are in context with nearby development.
- Policy LU-3.13** Prohibit construction of buildings which would present a hazard to air navigation, as determined by the Federal Aviation Administration (FAA).

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## **Goal LU-4: New Development that Is Sensitive to Costa Mesa's Environmental Resources**

**Objective LU-4.** *Encourage new development and redevelopment that protects and improves the quality of Costa Mesa's natural environment and resources.*

- Policy LU-4.1** 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.
- Policy LU-4.2** 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.
- Policy LU-4.3** Preserve or restore areas that provide water quality benefits and/or are necessary to maintain riparian and aquatic biota.
- Policy LU-4.4** Promote site development that limits impact on and protects the natural integrity of topography, drainage systems, and water bodies and protect the integrity of the bluff crest.
- Policy LU-4.5** 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.
- Policy LU-4.6** Incorporate the principles of sustainability into land use planning, infrastructure, and development processes to reduce greenhouse gas emissions consistent with State goals.

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## **Goal LU-5: Adequate Community Services, Transportation System, and Infrastructure to Meet Growth**

**Objective LU-5.** *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.*

- Policy LU-5.1** Pursue annexation of certain areas within the City's Sphere of Influence to provide land use regulation and city services within its jurisdiction.
- Policy LU-5.2** Strongly encourage protection and preservation of existing, but underutilized, school sites for future recreational, social, or educational uses.
- Policy LU-5.3** As appropriate and timely, consider the establishment of development impact fee program(s) to fund additional fire and police personnel, library facilities, and related equipment to meet the demands of additional growth in the City.
- Policy LU-5.4** 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.
- Policy LU-5.5** Ensure that new development pays its fair share for parkland impacts and traffic impacts. This includes fees related to community services (police protection services and fire emergency response services) or library facilities, once adopted and applicable.
- Policy LU-5.6** Promote development of revenue-generating land uses that help defray the costs of high quality public services.
- Policy LU-5.7** Encourage new development that is organized around compact, walkable, mixed-use neighborhoods and districts to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile.
- Policy LU-5.8** Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications.
- Policy LU-5.9** 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.
- Policy LU-5.10** 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 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.

- Policy LU-5.11** 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.
- Policy LU-5.12** Development Plans shall include an overall buildout plan, which can demonstrate the ability of the circulation system to support the proposed level of development.
- Policy LU-5.13** 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.

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## **Goal LU-6: Economically Viable and Productive Land Uses that Increase the City’s Tax Base**

**Objective LU-6:** *Ensure the long term productivity and viability of the community's economic base.*

- Policy LU-6.1** Encourage a mixed of land uses that maintain and improve the City’s long-term fiscal health.
- Policy LU-6.2** Continue to promote and support the vitality of commercial uses to meet the needs of local residents and that support regional-serving commercial centers.
- Policy LU-6.3** Continue to prioritize commercial and industrial park use of properties north of I-405 and within the Airport Industrial District.
- Policy LU-6.4** Support the continued presence of incubator businesses in the action sports industry and jobs-producing businesses in the Westside.
- Policy LU-6.5** Encourage revitalization of existing, older commercial and industrial areas in the Westside with new mixed-use development consisting of ownership housing stock and live/work units.

**Policy LU-6.6** Continue to encourage and retain land uses that generate sustainable sales and property tax revenues, including regional commercial destinations and automobile dealerships.

**Policy LU-6.7** Encourage new and retain existing businesses that provide local shopping and services.

**Policy LU-6.8** Provide efficient and timely review of development proposals while maintaining quality customer service standards for the business, development, and residential community.

**Policy LU-6.9** Support the retention and growth of Class A office tenants, including corporate headquarters for the action sports industry, pharmaceuticals, and high technology companies within the City.

**Objective LU-6B:** *Encourage and facilitate activities that expand the City's revenue base.*

**Policy LU-6.10** Encourage a broad range of business uses that provide employment at all income levels and that make a positive contribution to the City's tax base.

**Policy LU-6.11** Provide opportunities for mixed-use, office, manufacturing, and retail development that respond to market and community needs in terms of size, location, and cost.

**Policy LU-6.12** Track retail trends and tailor regulations to respond to market changes, maximize revenue, and maintain the appropriate the business mix.

**Policy LU-6.13** Encourage new development along major corridors that are pedestrian oriented and includes a mixture of retail/service, residential, and office uses.

**Policy LU-6.14** Improve ease and accessibility to information to capture opportunities for businesses to establish in Costa Mesa and bring high-skill and professional jobs and new revenue sources into the community.

**Policy LU-6.15** Promote unique and specialized commercial and industrial districts within the City which allow for incubation of new or growing businesses and industries.

**Policy LU-6.16** Examine options for the development of new infrastructure for new technologies and businesses that use those technologies.

**Objective LU-6C:** *Retain and expand the City's diverse employment base, including office, retail/service, restaurants, high-tech, action sports, boutique or prototype manufacturing, and industrial businesses.*

**Policy LU-6.17** Engage in activities that promote Costa Mesa as a good place to live, work, and develop a business.

**Policy LU-6.18** Continue to work with surrounding cities to strengthen regional economic development.

**Policy LU-6.19** Provide flexibility and support for development or residential, office, small retail centers, and similar uses that would serve local residents and would also benefit

from the high visibility along major corridors outside of significant commercial or industrial nodes.

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## **Goal LU-7: A Sound Local Sustainable Economy that Attracts Investment, Creates Educational Opportunities, and Generates Employment Opportunities**

- Policy LU-7.1** Endeavor to create mixture of employment opportunities for all economic levels of residents and businesses.
- Policy LU-7.2** Support linkages between local educational institutions and local industries and businesses. Foster training, collaboration with employers, and new innovative programs that increase job opportunities for residents and students attending school locally.
- Policy LU-7.3** Foster and provide useful and efficient partnerships to implement economic opportunities with private, non-profit, or other public agencies.
- Policy LU-7.4** Cultivate an entrepreneurial and academic environment that fosters innovation through non-traditional housing developments, flexible office spaces, experiential development, and ensuring the diversity of retail/service throughout the urban districts.
- Policy LU-7.5** Support and provide flexibility for development projects and businesses which produce, care, and maintain material goods or fixed assets meant to support the production of market goods, especially for niche industries within the City of Costa Mesa.
- Policy LU-7.6** Seek out opportunities to attract primary businesses within stable industries or industries that already exist within the City.
- Policy LU-7.7** Explore economic and employment opportunities to retain and strengthen the unique industry niches along Bristol and Paularino, in the Westside, on 17<sup>th</sup> Street, and throughout North Costa Mesa.
- Policy LU-7.8** Support the development of pedestrian plazas and gathering places, and institutional spaces as well as the more efficient use of existing spaces to support economic growth and branding of existing industries within the City.

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## **Goal LU-8: Promote a range of multiple uses at the Fairview Developmental Center site**

- Policy LU-8.1** In anticipation of the potential closure or repurposing of the Fairview Development Center site, the City will work with appropriate State agencies or private entity (if

the property is sold) to plan for a complementary mix of low-scale residential, institutional, public facilities, open spaces, and recreational uses within a campus setting.

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## **Goal LU-9: Ensure that Fairgrounds uses are consistent with the General Plan designation**

**Policy LU-9.1** Discourage changes in the allowable uses specified in the Fairgrounds General Plan land use designation for the Orange County Fair & Event Center property. Ensure that amendments to this General Plan designation are approved by the electorate.

# **CIRCULATION ELEMENT**

## **Goals, Objectives, and Policies**

The following goals, objectives, and policies work in concert with those in the Land Use Element.

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### **Goal C-1: Implement “Complete Streets” Policies on Roadways in Costa Mesa**

Plan, develop, and implement a comprehensive transportation system that serves all users and modes of travel.

**Objective C-1.A:** *Create a transportation network that meets the mobility needs of all Costa Mesa residents, businesses, and visitors.*

**Policy C-1.A.1:** Update the City’s engineering standards for public and private streets to provide for safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages, abilities, and travel mode preferences.

**Policy C-1.A.2:** Allow for flexible use of public rights-of-way to accommodate all users of the street system while maintaining safety standards.

**Policy C-1.A.3:** Complete and annually maintain a needs assessment for traffic service levels and traffic safety. Develop and annually update a priority list of improvement projects, with priorities based on: 1) correcting identified hazards; 2) accommodating multimodal trips; 3) improving and/or maintaining peak-hour traffic volumes at critical intersections; 4) improving efficiency of existing infrastructure utilization; and 5) intergovernmental coordination.

- Policy C-1.A.4:** Pursue downgrade of arterials that no longer have the demand requiring their buildout to planned capacity.
- Policy C-1.A.5:** Implement road diets on street segments with excess capacity to enhance bicycle and pedestrian facilities.
- Policy C-1.A.6:** Encourage the conversion of excess on-street parking spaces for expanded sidewalk gathering places or landscaping.
- Policy C-1.A.7:** Encourage community participation in City processes and programs focused on improving mobility and transportation facilities.
- Objective C-1.B:** *Preserve the character of our residential neighborhoods*
- Policy C-1.B.1:** Implement traffic calming measures that discourage speeding and cut-through traffic on residential streets.
- Policy C-1.B.2:** Encourage non-motorized transportation in residential areas by providing sidewalks and implementing bicycle friendly design of local streets.
- Policy C-1.B.3:** Reduce or eliminate intrusion of traffic related to non-residential development on local streets in residential neighborhoods.
- Policy C-1.B.4:** Prioritize intersection improvements which improve through traffic flow on Major, Primary, and Secondary Arterials, and reduce impacts on local neighborhood streets with emphasis on pedestrian safety.
- Policy C-1.B.5:** Promote engineering improvements such as physical measures constructed to lower speeds, improve safety, and otherwise reduce the impacts of motor vehicles.
- Policy C-1.B.6:** Design and Implement transportation projects to meet local and regional system capacity needs in accordance with the Master Plan of Streets and Highways.
- Policy C-1.B.7:** Implement neighborhood approved traffic-calming measures in residential neighborhoods and appropriate commercial areas, such as street narrowing, curb extensions, roundabouts, landscaped medians, and radar speed feedback signs.
- Policy C-1.B.8:** Establish priority-ranking system to evaluate traffic-calming requests for implementation throughout the City.
- Policy C-1.B.9:** Pursue programs that reduce vehicle speeds and cut-through traffic on local streets.

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## **Goal C-2: Effectively Manage and Improve the Roadway System**

Develop and maintain a robust and efficient vehicular circulation network.

**Objective C-2.A:** *Implement policies that encourage and accommodate all users while maintaining the efficiency of the circulation system.*

**Policy C-2.A.1:** Establish a citywide crosswalk policy to address installation, maintenance, removal, and enhancements of crosswalks at intersections and mid-block locations. Crosswalk locations and treatment will be based on criteria including, but not limited to safety, traffic volume, and concentration of pedestrian activity. Potential enhancements may include leading pedestrian intervals at signalized intersections, bulb-outs, and median refuges to reduce crossing distances.

**Policy C-2.A.2:** Avoid creation of frequent driveways for new development access in active pedestrian areas that create conflict points between pedestrians and vehicles.

**Policy C-2.A.3:** Encourage property owners to use shared driveway access and interconnected roads within blocks, where feasible. Require driveway access closures or consolidations, or both when a site is remodeled or redeveloped.

**Policy C-2.A.4:** Collaborate with law enforcement and public safety organizations to coordinate policies and programs that would reduce injuries and deaths on the roadways.

**Policy C-2.A.5:** Designate routes for truck traffic to minimize potential conflicts between trucks and cars, pedestrians, bicycles, transit, and vehicle access and circulation. Establish by ordinance a truck map that depicts allowable truck routes within the City.

**Policy C-2.A.6:** Periodically review and update traffic signal timing at all signalized intersections to maintain traffic signal coordination and to accommodate bicycle and pedestrian needs.

**Policy C-2.A.7:** Develop new traffic level of services criteria in accordance with SB 743 to meet the California Environmental Quality Act (CEQA).

**Policy C-2.A.8:** Continue the use of the Intersection Capacity Utilization (ICU) methodology to address local traffic level of service and impacts, with Level of Service “D” as the threshold for meeting the City’s significance criteria.

**Objective C-2.B:** *Construct street improvements and apply congestion management tools to obtain efficient performance of the transportation system.*

**Policy C-2.B.1:** Incorporate the street system improvements identified in the General Plan Environmental Impact Report (EIR) into the Capital Improvement Program.

**Policy C-2.B.2:** Continue to deploy intelligent transportation systems (ITS) strategies—such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, and real-time parking availability information—to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, and cyclists.

- Policy C-2.B.3:** Investigate all operational measures, including the use of one-way streets, to improve traffic circulation and to minimize congestion for all travel modes.
- Policy C-2.B.4:** Investigate and utilize state-of-the-art transportation system management technology and industry practices to address recurring and non-recurring traffic events (i.e., special events, incident/emergency management).
- Policy C-2.B.5:** Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, parking or turn restrictions, etc.) to improve the efficiency of intersections.

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## **Goal C-3: Enhance Regional Mobility and Coordination**

Encourage development of a regional transportation network that addresses regional mobility needs for all modes of travel.

**Objective C-3.A:** *Promote development of transportation projects along regional corridors.*

- Policy C-3.A.1:** Maintain compliance with Orange County Congestion Management Plan (CMP) requirements, including consistency with CMP level of service standards, adoption of a seven-year capital improvement program, analysis of impacts of land use decisions on the CMP highway system, and adoption and implementation of deficiency plans when intersections do not meet adopted performance standards.
- Policy C-3.A.2:** Support the goals and objectives of the Orange County Long Range Transportation Plan, including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.
- Policy C-3.A.3:** Support the goals and objectives of the SCAG Regional *Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.
- Policy C-3.A.4:** Coordinate signal timing on all major arterials with a local signal synchronization program consistent with the Orange County Traffic Signal Synchronization Master Plan (TSSMP).
- Policy C-3.A.5:** Ensure Costa Mesa’s input, participation, and discretionary review of applicable region-wide transportation system policies, programs, and construction.
- Policy C-3.A.6:** Develop short-term and long-term improvements to the SR-55 corridor in coordination with Caltrans and OCTA to address regional mobility needs.
- Policy C-3.A.7:** Promote the City’s preferred alternative of undergrounding the SR-55 freeway south of 19<sup>th</sup> Street within the City limits.

**Objective C-3.B:** *Coordinate and partner with local and regional agencies to promote projects and policies that improve regional mobility.*

**Policy C-3.B.1:** Coordinate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard Level of Service no worse than “D” at all intersections under State or joint control. Intersection Level of Service analyses for General Plan conditions for locations under State or joint control will be updated periodically and presented to the City Council.

**Policy C-3.B.2:** Consult with Caltrans and OCTA regarding the I-405 widening project to minimize adverse impacts to Costa Mesa’s neighborhoods, businesses, and streets.

**Policy C-3.B.3:** Coordinate with OCTA and other jurisdictions to remove Gisler Avenue Bridge over the Santa Ana River from the City’s Master Plan of Streets and Highways and County’s Master Plan of Arterial Highways.

**Policy C-3.B.4:** Collaborate with Caltrans and neighboring jurisdiction to improve signal timing and coordination along major arterials across jurisdictional boundaries.

**Policy C-3.B.5:** Work closely with the State of California and other government agencies to control traffic-related impacts of uses on State- or other agency-owned land (i.e., Orange County Fairgrounds, Orange Coast College, etc.).

**Policy C-3.B.6:** Coordinate with other responsible agencies the planning, funding, prioritization, and implementation of bicycle, pedestrian, and transit programs and supporting infrastructure.

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## **Goal C-4: Promote Transportation Demand Management, Transit, and Efficiency**

Utilize Transportation Demand Management strategies to manage demand and maximize available capacity.

**Objective C-4.A:** *Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.*

**Policy C-4.A.1:** Support South Coast Air Quality Management District (SCAQMD) trip reduction programs, including park and ride lots, transit subsidies, carpool and vanpool programs, flexible working hours, bicycle facilities, and other traffic reduction strategies.

**Policy C-4.A.2:** Support local and multi-jurisdictional car-sharing and bike-sharing programs.

**Policy C-4.A.3:** Consider implementing park-once approaches for multiuse districts and regional destinations areas.

- Policy C-4.A.4:** Embrace innovative parking solutions that reduce the required spaced needed for parking, such as automated parking lifts and elevators.
- Policy C-4.A.5:** Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles, and flex cars.
- Policy C-4.A.6:** Encourage and support programs that increase vehicle occupancy, including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods.
- Policy C-4.A.7:** Promote the combination of TDM measures as much more effective than any single measure.
- Policy C-4.A.8:** Require discussion of transportation system management (TSM) and TDM measures in all EIRs prepared for major projects.
- Policy C-4.A.9:** Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.
- Policy C-4.A.10:** Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips to achieve consistency with allocated trip budgets.
- Objective C-4.B:** *Promote regional and local transit services as an alternative to automobile travel.*
- Policy C-4.B.1:** Ensure that roadways designated as transit routes can accommodate transit vehicle circulation and convenient pedestrian access to and from transit stops.
- Policy C-4.B.2:** Review all capital improvement projects to ensure improvements located on existing and planned transit routes include modification of street, curb, and sidewalk configurations to allow for easier and more efficient transit operations and improved passenger access.
- Policy C-4.B.3:** Provide transit stop amenities that facilitate access to and from transit stops and transfer locations. These may include pedestrian pathways approaching stops, high-quality benches and shelters, traveler information systems (real-time transit arrival information), and bike storage and bicycle connections. Bus stops should accommodate timed transfers between buses and other transit services where necessary.
- Policy C-4.B.4:** Encourage new development along major transit corridors to provide efficient and safe access to transit stops and public sidewalks.

- Policy C-4.B.5:** Support and participate with OCTA ACCESS Service in providing transportation assistance to senior citizens and the handicapped.
- Policy C-4.B.6:** Consult with OCTA for transit services, such as changes to bus routes, bus stops, and hours of operation. Additionally, coordinate with OCTA for changes to transit services provided for seniors, the disabled, and transit dependent populations.
- Policy C-4.B.7:** Consult with the Newport-Mesa Unified School District to maintain school bus services provided for local schoolchildren.
- Policy C-4.B.8:** Coordinate with OCTA to improve transit services in the City, including strategies such as bus rapid transit, express services, community circulators, and other strategies.
- Policy C-4.B.9:** Encourage new local transit programs in coordination with OCTA, consisting of shuttle services to local and regional destinations.
- Policy C-4.B.10:** Coordinate with OCTA to construct bus turnouts at appropriate locations, with attractive shelters designed for safe and comfortable use.
- Policy C-4.B.11:** Require discussion of transit service needs and site design amenities for transit ridership in EIR for major projects.

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## **Goal C-5: Ensure Coordination between the Land Use and Circulation Systems**

Facilitate close coordination between development of land use and circulation system.

- Objective C-5.A:** *Coordinate land use policies and development activities that support a sustainable transportation system.*
- Policy C-5.A.1:** Ensure that new development projects are consistent with the vehicular trip budgets, where adopted.
- Policy C-5.A.2:** Require that large developments and redevelopments provide short-term and long-term vehicular traffic impact studies.
- Policy C-5.A.3:** Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transit and transportation corridors to minimize vehicle use, congestion, and delay.
- Policy C-5.A.4:** Maintain balance between land use and circulation systems by phasing new developments to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.
- Policy C-5.A.5:** Promote development of mixed-use projects to reduce number of vehicle trips.

- Policy C-5.A.6:** Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities.
- Policy C-5.A.7:** Require dedication of right-of-way, in an equitable manner, for development that increases the intensity of land use.
- Policy C-5.A.8:** Minimize circulation improvements that will necessitate the taking of private property on existing developed properties.
- Policy C-5.A.9:** Require that circulation necessary to provide or attain the minimum traffic level of service standard at an intersection to which a development project contributes measureable traffic be completed within three years of issuance of the first building permit for such development project, unless additional right-of-way or coordination with other government agencies is required to complete the improvement. Improvements may be required sooner if, because of extraordinary traffic generation characteristics of the project or extraordinary impacts to the surrounding circulation system, such improvements are necessary to prevent significant adverse impacts.
- Policy C-5.A.10:** Allow for construction of circulation improvements for a phased development project to be constructed commensurate with the project construction, based upon the findings of a traffic study approved by the City of Costa Mesa.
- Policy C-5.A.11:** Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.
- Policy C-5.A.12:** Support consistency with the Orange County *Sustainable Communities Strategy* (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375.
- Objective C-5.B:** *Establish strategies and processes that allow large developments to analyze and mitigate traffic impacts and infrastructure needs.*
- Policy C-5.B.1:** Require that new development projects improve access to and accommodations for multimodal transportation.
- Policy C-5.B.2:** Require developers of new building and redevelopment/reuse projects as part of the project development review process that are located along bus routes to pay a designated fair share of the cost of providing improved bus stop facilities and related street furniture or, where appropriate, dedicate land for improved bus stop facilities.
- Policy C-5.B.3:** Consider the needs of the transportation and infrastructure system early for large developments and coordinate with developers to design projects that minimize

traffic impacts and infrastructure demands, and implement complete streets wherever feasible. Alternatively, address transportation and infrastructure system impacts through the implementation of development agreements.

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## **Goal C-6: Fund and Evaluate the City's Transportation Network**

Explore opportunities to secure funding for enhancing the circulation system.

**Objective C-6.A:** *Pursue funding sources to maintain and enhance the transportation and infrastructure system.*

**Policy C-6.A.1:** Evaluate traffic collision data regularly, and identify top collision locations for automobiles, bicycles, pedestrians, transit in Costa Mesa. Develop appropriate countermeasures and pursue funding from all available sources to implement them.

**Policy C-6.A.2:** Continue to develop and maintain long-range capital improvement programs consistent with the General Plan and M2 eligibility requirements.

**Policy C-6.A.3:** Coordinate with OCTA to fund, develop, and maintain a Master Plan of Streets and Highways consistent with the Master Plan of Arterial Highways (MPAH).

**Policy C-6.A.4:** Require a locally collected and administered traffic mitigation fee program to guarantee that new development pays for its fair share toward improvements resulting in reductions in air pollutant and GHG emissions and traffic impacts generated by the development.

**Policy C-6.A.5:** Actively pursue local, State, and federal funding to implement, maintain, and evaluate the transportation and infrastructure system.

**Policy C-6.A.6:** Balance funding from annual fees or assessments on existing and new development with grants and other nonlocal sources.

**Policy C-6.A.7:** Develop strategies to implement an infrastructure and transportation system to be consistent with State policies on resiliency and sustainability.

**Policy C-6.A.8:** Amend the General Plan, if necessary, to be responsive to evolving funding requirements and to comply with State and federal regulations affecting the goals and policies of the Circulation Element.

**Policy C-6.A.9:** Coordinate with OCTA and Caltrans to seek funding and implementation solutions to improve Newport Boulevard at the terminus of the State Route 55 freeway to relieve congestion from regional traffic.

- Policy C-6.A.10:** Review the City’s transportation impact fee program on a regular basis, and adjust fees as needed to ensure that funding is available for planned transportation improvements that will benefit all travel modes.
- Policy C-6.A.11:** Prioritize funding and timing for implementing transportation improvements. Consider prioritizing multimodal projects that provide the most benefit to all users.
- Policy C-6.A.12:** Require that every new development project pay its share of costs associated with the mitigation of project generated impacts.
- Policy C-6.A.13:** Measure M2 sales tax revenues shall not be used to replace private developer funding which has been committed for any project.
- Policy C-6.A.14:** The City’s seven-year capital improvement program shall be adopted and maintained in conformance with the provisions of Measure M2 for the purpose of maintaining the established level of service standard.
- Policy C-6.A.15:** Maintain a traffic impact fee for circulation system improvements to the Master Plan of Streets and Highways; review and update fees on a regular basis.
- Objective C-6.B:** *Evaluate the transportation system to ensure that it meets the City’s circulation goals.*
- Policy C-6.B.1:** Provide an annual Capital Improvement Program General Plan consistency report.
- Policy C-6.B.2:** Provide annual public review of implementation status reports of goals, policies, and objectives stated in the Circulation Element.
- Policy C-6.B.3:** Adopt and seek out methods and processes that provide appropriate and accurate data for evaluating the performance of the transportation and infrastructure system.

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## **Goal C-7: Promote a Friendly Active Transportation System in Costa Mesa**

Create a bicycle and pedestrian friendly environment throughout Costa Mesa for all types of users and all trip purposes in accordance with the five “Es:” Education, Encouragement, Enforcement, Engineering, and Evaluation.

- Objective C-7.A:** *Expand, enhance, and protect the existing bicycle and pedestrian network to provide a comprehensive, system of Class I, Class II, Class III, and Class IV facilities to increase connectivity between homes, jobs, schools transit, and recreational resources in Costa Mesa.*

## Bikeways and Pedestrian Paths

- Recommendation C-7.A.1:** Develop an extensive bicycle and pedestrian backbone network through the use of standard and appropriate innovative treatments.
- Recommendation C-7.A.2:** Plan and install new bicycle lanes on Major Arterials, where feasible and appropriate.
- Recommendation C-7.A.3:** Plan and install shared lane markings (“sharrows”) and signage on appropriate existing and planned bicycle routes where bicycle lane implementation is demonstrated to be not feasible.
- Recommendation C-7.A.4:** Where feasible, Class I shared-use paths should be a priority for future developments.
- Recommendation C-7.A.5:** Plan and install new shared-use paths in utility corridors and/or along flood control channels, and extend existing bicycle and shared-use paths.
- Recommendation C-7.A.6:** Plan and complete north/south multi-purpose and bicycle routes through the City to augment the east/west route.
- Recommendation C-7.A.7:** Consider the identification and feasibility of potential Class IV cycle tracks.
- Recommendation C-7.A.8:** When feasible, implement the completion through regional coordination of the Costa Mesa roadway and trail segments of regional bikeway plans.
- Recommendation C-7.A.9:** Encourage reallocation of roadway rights-of-way where appropriate to accommodate shared-use path and bicycle facilities, while preserving and respecting the character of each adjacent neighborhood.
- Recommendation C-7.A.9:** Support bicycle improvement projects that close gaps in the regional bicycle network either by implementing specific projects recommended in the Plan or through other treatments.
- Recommendation C-7.A.10:** Encourage bicycle projects that connect local facilities and neighborhoods to major bicycle corridors.
- Recommendation C-7.A.11:** Work cooperatively with adjoining jurisdictions and local/regional agencies to coordinate bicycle planning, and implementation activities. Where required, develop consistent active transportation plans and policies with regional and adjacent agencies.
- Recommendation C-7.A.12:** Prioritize safe access to major regional trails such as the OC Loop/Santa Ana River Trail and the Newport Back Bay Trail System. Where feasible, plan and provide a continuous low-stress Class I and/or Class IV facility from east to west across the city between these facilities.

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*The following recommendations are aimed at providing the maximum flexibility in meeting the goals and policies in this Circulation Element.*

- Recommendation C-7.A.13:** Explore favorable opportunities to remove parking to accommodate bicycle lanes.
- Recommendation C-7.A.14:** Identify favorable opportunities to retain parallel parking adjacent to sidewalks to maintain pedestrian safety.
- Recommendation C-7.A.15:** Consider every street in Costa Mesa as a street that cyclists could use.
- Recommendation C-7.A.16:** Link on-road and off-road bicycle and pedestrian facilities within Costa Mesa to existing and planned facilities in adjacent and regional jurisdictions.
- Recommendation C-7.A.17:** Low-stress design techniques should be considered where necessary to attract a wide variety of users.
- Recommendation C-7.A.18:** Establish designated safe routes to schools for biking and walking.
- Recommendation C-7.A.19:** Designate walkable districts in the City.

### **Bike and Pedestrian Facilities**

- Objective C-7.B:** *Provide end-of-trip facilities that support the bicycle network.*
- Recommendation C-7.A.1:** Provide bike parking and bike-related amenities at public facilities and along public rights-of-way.
- Recommendation C-7.A.2:** Pursue public-private partnerships to furnish local businesses with secure bike parking and other related amenities.
- Recommendation C-7.A.3:** Develop and adopt bicycle parking equipment standards for bicycle parking to be installed within the public right-of-way and post on the City website.
- Recommendation C-7.A.4:** Work with local schools and colleges to provide ample and secure bike parking and other related amenities for students and employees.
- Recommendation C-7.A.5:** Work with OCTA to maximize bicycle amenities, such as bus stop solar lighting and bicycle lockers, at high-volume transit stops.
- Recommendation C-7.A.6:** Prioritize the installation of bicycle-scale and/or pedestrian-scale lighting.
- Recommendation C-7.A.7:** Encourage and incentivize providing attended bicycle parking services, such as a bicycle valet, at major City events, OC Fair, Farmers' Markets, holiday festivals, and other community events.
- Recommendation C-7.A.8:** Prioritize schools with the highest auto traffic volume during peak hours and insufficient parking for staff and parents. Plan and install bicycle facilities adjacent those schools.
- Recommendation C-7.A.9:** Provide bike parking and bike-related amenities at public facilities and along public right-of-way.

## **“First and Last Mile” Programs**

**Objective C-7.C:** *Encourage sustainable modes of transportation to fill gaps between the first and last miles of trips (walking, biking, ride sharing, transit, taxi and car-sharing).*

**Recommendation C-7.C.10:** Identify citywide infrastructure needed to create the interconnected multi-trail system.

**Recommendation C-7.C.11:** Improve the quality, aesthetics, and safety of high-use pedestrian corridors.

**Recommendation C-7.C.12:** Development and implement a bicycle sharing system.

**Recommendation C-7.C.13:** Proposed new mode split goals:

- 50 percent motor vehicles
- 10 percent transit
- 10 percent bicycles
- 20 percent walking
- 10 percent carpools, taxi, transportation network company services, and car sharing

**Recommendation C-7.C.14:** Establish a goal for all trips of less than three miles to be 30 percent by bicycle, and establish a goal of less than 1 mile to be 30 percent by walking.

**Recommendation C-7.C.15:** Consider implementing a small-scale transportation system to encourage mode shift to popular destinations as defined by users.

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## **Goal C-8: Create a Safer Place to Walk and Ride a Bicycle**

Provide a safe, convenient, and attractive bicycling and pedestrian environment. Apply design standards, enforcement of traffic laws, maintenance practices, and safety awareness campaigns to encourage and increase the use of bicycle and pedestrian facilities.

### **Design and Way-finding**

**Objective C-8.A:** *Develop bicycle and pedestrian facilities with approved uniform design standards, and implementation of way-finding signage providing information on various destinations.*

**Recommendation C-8.A.1:** Require that all facilities be designed in accordance with the latest federal, state, and local standards.

**Recommendation C-8.A.2:** Provide and maintain bicycle and pedestrian signal detectors, informational signage, and lighting, along City bikeways.

- Recommendation C-8.A.3:** Develop, install and maintain a bicycle and pedestrian way-finding signage program to indicate route turns, the presence of intersecting bikeways, streets and distances to nearby local and major destinations.
- Recommendation C-8.A.4:** Develop a list of acceptable plant materials for shared use paths that will not damage, create security problems or hazards for bicyclists. Incorporate canopy trees and native, drought-tolerant landscaping as a standard Class I facility (shared use path) feature. Encourage the use of sustainable drainage designs, such as bio-swales.
- Recommendation C-8.A.5:** Utilize Complete Streets elements as demonstrated in most recent versions of National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Bikeway Design Guide.
- Recommendation C-8.A.6:** Crosswalks will include high visibility crossing treatments.
- Recommendation C-8.A.7:** Paint direction arrows on all bike lanes and bike paths to reduce the risk of collisions.

### **Safety Enforcement and Reporting**

**Objective C-8.B:** *Continue and expand enforcement activities that enhance safety of bicyclists on bike paths and roadways.*

- Recommendation C-8.B.1:** Enforce laws that reduce bicycle/pedestrian/motor vehicle incidents and conflicts.
- Recommendation C-8.B.2:** Train police officers on bicyclists' rights and responsibilities and bicycle/pedestrian/vehicle collision evaluation.
- Recommendation C-8.B.3:** Utilize the City's bicycle-mounted patrol officer program to educate and enforce pedestrian and bicycle user violations not necessarily to punish, but to correct.
- Recommendation C-8.B.4:** Promote efficient reporting mechanisms for behaviors that endanger cyclists and pedestrians.
- Recommendation C-8.B.5:** Develop a partnership with the school community to establish and update suggested routes to schools for biking and walking.

### **Safe Roadway Conditions**

**Objective C-8.C:** *Maintain bicycle and pedestrian facilities that are clear of debris and provide safe conditions for all users.*

- Recommendation C-8.C.1:** Establish routine maintenance schedule/standards for bicycle and pedestrian facilities for sweeping, litter removal, landscaping, repainting of striping, signage, and signal actuation devices.

- Recommendation C-8.C.2:** Encourage and empower citizens to report maintenance issues that impact bicyclist and pedestrian safety including, but not limited to, potholes, sidewalk lifting, and overgrown vegetation.
- Recommendation C-8.C.3:** Establish procedures for responding to citizen reports in a timely manner.
- Recommendation C-8.C.4:** Where feasible reduce or eliminate conflict points such as driveways that cross the sidewalk.

## **Safety Education**

**Objective C-8.D:** *Increase education of bicycle and pedestrian safety through programs and training of school children and public.*

- Recommendation C-8.D.1:** Create, fund, and implement bicycle-safety curricula and provide to the public, tourists, various ethnic groups, diverse ages and disadvantaged communities.
- Recommendation C-8.D.2:** Provide multilingual bicycle-safety maps and brochures (print and electronic versions) in languages that are widely used in Costa Mesa.
- Recommendation C-8.D.3:** Encourage schools to develop and provide bicycle-safety curricula for use in elementary, middle, and high schools, such as the Bicycle Rodeo events.
- Recommendation C-8.D.4:** Support marketing and public awareness campaigns aimed at improving bicycle and pedestrian safety.
- Recommendation C-8.D.5:** Provide a user education program developed and promoted to encourage proper trail use and etiquette.
- Recommendation C-8.D.6:** Work with local bicycle advocacy organizations to develop, promote and support a series of bicycle education classes. Include information on bicycle safety, maintenance, and security.
- Recommendation C-8.D.7:** Develop and distribute education material regarding bicycle and pedestrian responsibilities and laws.

## **Safety Data**

**Objective C-8.E:** *Monitor and analyze bicycle and pedestrian safety.*

- Recommendation C-8.E.1:** Request bicycle and pedestrian collision reports from local law enforcement periodically and consider improvements to address problem areas.
- Recommendation C-8.E.2:** Establish an expedited process to report maintenance and safety concerns, e.g. pavement markings (sharrows, missing bike lane lines), ramps, curb cut-outs, broken walk/bike signal buttons, signage, minor maintenance of bike lanes/paths (street/path sweeping, minor surface patching, inoperable traffic signal bicycle detection).

**Recommendation C-8.E.3:** Conduct Roadside Safety Audits (RSAs) on a regular basis to provide periodic snapshots of roadway safety, including bicycle, pedestrian, equestrian, skateboard, and other non-motorized modes of travel.

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## **Goal C-9: Integrate Active Transportation Elements into Circulation System and Land Use Planning**

Provide bikeway and walkway facilities that are integrated with other transportation systems and land use planning decisions.

### **Land Use Planning Decisions and Active Transportation**

**Objective C-9.A:** *Consider bicycle and pedestrian facilities during land use planning process.*

**Recommendation C-9.A.1:** Incorporate the Costa Mesa Bicycle and Pedestrian Master Plan into the City's General Plan.

**Recommendation C-9.A.2:** Ensure that all current and proposed land use planning is consistent with the Costa Mesa Bicycle and Pedestrian Master Plan.

**Recommendation C-9.A.3:** Require new developments provide adequate bicycle parking and pedestrian access.

**Recommendation C-9.A.4:** Collaborate with property owners to increase bicycle parking over time.

**Recommendation C-9.A.5:** Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

**Recommendation C-9.A.6:** Provide a fully integrated network of modern active transportation facilities to and from major activity centers and residential centers.

**Recommendation C-9.A.7:** Identify areas where an increase in the need for active transportation can reasonably be anticipated due to housing/business growth.

**Recommendation C-9.A.8:** Make commercial and recreational areas more enjoyable for pedestrians by implementing measures such as providing shade, planting trees, eliminating visible parking lots and vacant land, and minimizing long stretches of building façade.

**Recommendation C-9.A.9:** Develop creative, artistic, and functional bicycle parking solutions, and install them throughout the City as a standard.

### **Active Transportation in Developments**

**Objective C-9.B:** *Integrate bicycle and pedestrian facility improvements during planning, design and implementation of transportation projects.*

- Recommendation C-9.B.1:** Promote the preservation of bicycle access within all roadway rights-of-way, as well as the development of innovative, safety-enhanced on-street facilities, such as bicycle boulevards and cycle tracks.
- Recommendation C-9.B.2:** Establish bike boulevards on streets with low traffic volumes and slow speeds to encourage bicycling.
- Recommendation C-9.B.3:** Proactively seek new opportunities for acquisition of abandoned rights-of-way and other lands for the development of new multi-use pathways that integrate with the planned network.
- Recommendation C-9.B.4:** Improve the safety of all road users through the implementation of neighborhood traffic-calming treatments.
- Recommendation C-9.B.1** Detours through or around construction zones should be designed for safety, and convenience, and with adequate signage for cyclists and pedestrians.
- Recommendation C-9.B.5:** Provide opportunity for public input prior to the removal of an existing bicycle or pedestrian facility or the approval of any development or street improvement that would preclude these planned facilities.

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## **Goal C-10: Promote an Active Transportation Culture**

Develop educational and promotional programs to increase bicycle and pedestrian usage that respects and accommodates all users to foster a more balanced transportation system.

### **An Active Transportation Culture**

- Objective C-10.A:** *Encourage more people to walk and bicycle by supporting programs that foster community support for bicycling and walking, and raise public awareness about active transportation.*
- Recommendation C-10.A.1:** Support marketing and public awareness campaigns through a variety of media aimed at promoting bicycling and walking as a safe, healthy, cost-effective, environmentally friendly transportation choice.
- Recommendation C-10.A.2:** Support programs aimed at increasing bicycle and walk trips by providing incentives, recognition, or services that make bicycling and walking a more convenient transportation mode.
- Recommendation C-10.A.3:** Promote bicycling and walking at City-sponsored and public events, such as Earth Day, Bike to Work Day/Month, farmers' markets, public health fairs, art walks, craft fairs, and civic events.
- Recommendation C-10.A.4:** Encourage and promote bicycle related businesses within Costa Mesa including, but not limited to, involvement of civic clubs and organizations.
- Recommendation C-10.A.5:** Promote active transportation events in Costa Mesa to raise awareness and encourage bicycling, including, but not limited to, those that may

involve temporary road closures, bike to work/school, senior walks, historic walks, and ciclovias.

**Recommendation C-10.A.6:** Encourage major employment centers and employers to promote commuting by bicycle including the use of flex-time work schedules to support non-rush bicycle commuting. Build a coalition with City, businesses, schools, and residents to promote active transportation.

**Recommendation C-10.A.7:** Encourage participation in bicycle and pedestrian promotion activities by education facilities, arts programs, active transportation clubs, and entertainment providers.

**Recommendation C-10.A.8:** Achieve “Silver Level Bicycle Friendly Community” by League of American Bicyclists by 2025.

**Recommendation C-10.A.9:** Achieve “Walk Friendly Community” status from WalkFriendly.org by 2025.

**Recommendation C-10.A.10:** Achieve “HEAL City” designation by 2017.

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## **Goal C-11: Promote the Positive Air Quality, Health, and Economic Benefits of Active Transportation**

Encourage active transportation by promoting air quality, health, and economic benefits, and by pursuing multiple sources of funding for active transportation programs and facilities.

### **Improving the Environment with Active Transportation**

**Objective C-11.A:** *Improve air quality and public health and reduce ambient noise by promoting Active Transportation programs.*

**Recommendation C-11.A.1:** Determine baseline emissions levels, then track and communicate changes in emissions as modes of transportation trips shift to encourage more walking and biking.

**Recommendation C-11.A.2:** Improve the quality of life in Costa Mesa by reducing neighborhood traffic and noise.

**Recommendation C-11.A.3:** Increase pedestrian and bicycle trips, thereby reducing vehicle trips and vehicle miles Traveled.

**Recommendation C-11.A.4:** Coordinate with appropriate federal, state, and county health agencies on active transportation programs to achieve health benefits.

### **Economic and Other Incentives**

**Objective C-11.B:** *Provide economic incentives for expanding and enhancing bicycle and pedestrian facilities.*

- Recommendation C-11.B.1:** Incentivize the business community to support pedestrians and bicycle users in tangible ways.
- Recommendation C-11.B.2:** Partner with the business and school communities to create a marketing strategy to encourage individual businesses to market Costa Mesa as a bicycle-friendly City.
- Recommendation C-11.B.3:** Encourage developers to include features, amenities and programs that are proven to increase walking and/or bicycling.
- Recommendation C-11.B.4:** Offer incentives for businesses whose employees walk or bike to work.
- Recommendation C-11.B.5:** Encourage the Chamber of Commerce and the business community to promote active transportation in commercial areas to stimulate economic vitality.

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## **Goal C-12: Monitor, Evaluate, and Pursue Funding for Implementation of the Bicycle and Pedestrian Master Plan**

**Objective 12.A:** *Continuously monitor and evaluate Costa Mesa's implementation progress on the Bicycle and Pedestrian Master Plan policies, programs, and projects.*

- Recommendation C-12.A.1:** Establish a monitoring program to measure the effectiveness and benefits of the Costa Mesa Bicycle and Pedestrian Master Plan.
- Recommendation C-12.A.2:** Track citywide trends in active transportation through the use of Census data, bicycle and pedestrian counts, travel surveys, and online surveys as part of annual reviews of the General Plan.
- Recommendation C-12.A.3:** Ensure that Bicycle and Pedestrian Master Plan programs and projects are implemented in an equitable manner, geographically, socioeconomically, and serving disadvantaged communities.

### **Fund the Plans**

**Objective C-12.B:** *Pursue grants and other sources of funding for bicycle and pedestrian projects.*

- Recommendation C-12.B.1:** Strategize use of resources on developing effective and efficient grant application and program administration.
- Recommendation C-12.B.2:** Pursue multiple sources of funding and support efforts to maintain or increase federal, state and local funding for the implementation of the Bicycle and Pedestrian Master Plan.
- Recommendation C-12.B.3:** Consider designating a portion of development traffic impact fees to fund bicycle and pedestrian facilities.

# GROWTH MANAGEMENT ELEMENT

## Goals, Objectives, and Policies

The following goals, objectives, and policies work in concert with those in the Land Use and Circulation Elements.

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### Goal GM-1: Interjurisdictional Coordination

**Objective GM-1:** *Coordinate land use and transportation planning policies with State, regional, and local growth management efforts.*

**Policy GM-1.A:** Cooperate with the Orange County Transportation Authority (OCTA) and other jurisdictions on development, all future regional transportation plans, and land use planning on a countywide basis.

**Policy GM-1.B:** Coordinate population, housing, and employment projections with the State Department of Finance, Southern California Association of Governments, Center for Demographic Research, Newport-Mesa Unified School District, and County of Orange agencies in terms of infrastructure planning.

**Policy GM-1.C:** Work with interjurisdictional forums such as the City-County Coordinating Committee to make sure that the City's fees are consistent with minimally acceptable impact fees in the region.

**Policy GM-1.D:** Participate in interjurisdictional planning forums to discuss implementation of traffic improvements, cooperative land use planning, and appropriate mitigation measures for developments with multijurisdictional impacts.

**Policy GM-1.E:** Continue to require that any new large developments prepare a master plan and environmental impact analysis. This allows the City to anticipate the impacts of large projects prior to development of any portion and permits more time to plan for public services and facilities needed to support the project.

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### Goal GM-2: Integration of Land Use and Transportation Planning

**Objective GM-2:** *Maintain the Level of Service standards by integration of land use and transportation planning*

**Policy GM-2.A:** Ensure that land use designations are reflected in the sub-regional county model and SCAG's model through consistent assumptions and methodologies.

- Policy GM-2.B:** Coordinate with State, county, and local agencies for planning and construction of public utilities to minimize negative impacts on the circulation system.
- Policy GM-2.C:** Use the Development Phasing and Performance Monitoring Program to assess the impact of existing and new development on the circulation system.
- Policy GM-2.D:** Support uses and development which create synergistic relationships with neighboring uses and development, especially those whose addition does not create mutually exclusive additional vehicular trips but adds to the value of the destination by any potential visitor.
- Policy GM-2.E:** Support creative and flexible solutions that provide for additional economic or physical growth within the City but does not place greater impact on the circulation system. These would include shared parking agreements, offset hours of operation, and clustering of harmonious and supportive uses.

# COMMUNITY DESIGN ELEMENT

## Goals, Objectives, and Policies

Physical elements such as landscaping, architecture, signs, streets, and open spaces collectively form Costa Mesa's visual environment and character. Through the implementation of these goals, objectives, and policies, the City aims to gradually improve the visual environment and character of Costa Mesa to achieve the high level of quality desired.

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### Goal CD-1: Vehicular and Pedestrian Corridors

Strengthen the image of the City as experienced from sidewalks and roadways.

**Objective CD-1.1**      *Contribute to City beautification by enhancing the visual environment of Costa Mesa's vehicular and pedestrian paths and corridors.*

**Policy CD-1.A**      Implement the City of Costa Mesa Streetscape and Median Development Guidelines in all new streetscape corridor and parkway projects. Coordinate with new development adjacent to public rights-of-ways to integrate landscape features and design elements consistent with the streetscape standards and recommendations.

**Policy CD-1.B**      Coordinate street furniture elements (benches, bus shelters, newspaper racks, trash receptacles, kiosks, etc.) whenever possible. Develop design standards and guidelines for the street furniture within and adjacent to public rights-of-way to complement the specific recommendations provided for streets in the City of Costa Mesa Streetscape and Median Development Guidelines.

- Policy CD-1.C** Promote treatments for walls and fences and utility cabinets along public rights-of-way that contribute to an attractive street and sidewalk environment. Require that new walls and fences complement the style and character of the local district and adjacent buildings. Newly constructed or reconstructed walls and fences adjacent to sidewalks and roadways should incorporate architectural treatments such as pilasters, masonry or wrought iron, and should integrate tiered plantings to soften their appearance.
- Policy CD-1.D** Require a consistent landscape character along City streets to reinforce the unique qualities of each corridor and district, including the development of landscaped medians. Support implementation of the recommended street tree palette for each City street, as identified in the City of Costa Mesa Streetscape and Median Development Guidelines.
- Policy CD-1.E** Encourage electric and communication lines to be placed underground and electrical substations and telephone facilities to be screened to minimize visual impacts from sidewalks, streets, and adjacent properties. Support utility undergrounding through conditions of project approval, preparation of undergrounding plans, and the formation of assessment districts.
- Objective CD-1.2.** *Encourage clear connections between districts within the City.*
- Policy CD-1.F** Promote linkages between separate districts using bike trails, pedestrian paths, common medians or parkway landscaping, and other location-appropriate physical improvements. Through conditions of approval, public improvement projects, and other measures, support development of new connections and the enhancement of existing connections between districts.

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## **Goal CD-2: Cohesive and Identifiable Districts**

Enhance the existing character and strengthen the identity of Costa Mesa's districts.

- Objective CD-2.1** *Encourage future development and redevelopment to reinforce district scale, identity, and urban form.*
- Policy CD-2.A** Adopt urban design guidelines for each identified district in Costa Mesa that recognizes, maintains, and enhances the character and identity of each district; integrate existing specific plans' policies and design guidelines as applicable.
- Policy CD-2.B** Support and seek land uses and development that correspond or enrich our existing districts.

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## **Goal CD-3: High Quality and Visually Interesting Nodes**

Heighten the design quality and visual interest of nodes within Costa Mesa.

**Objective CD-3.1.** *Create a sense of arrival to Costa Mesa, and develop prominent community focal points at key nodes within the City.*

**Policy CD-3.A** Introduce entry monument signs at key gateway locations, as identified in Figure CD-4. Utilize the standard design specifications for entry signs included in the City of Costa Mesa Streetscape and Median Development Guidelines.

**Policy CD-3.B** Reinforce a sense of arrival into the City by promoting architecturally significant development and significant landscape plantings at key nodes. Undertake a visioning process to develop specific design guidelines that articulate the desired character for each node within Costa Mesa.

**Policy CD-3.C** Design and development entry and internal way finding signage to be located throughout the City that corresponds to the existing nodes and districts.

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## **Goal CD-4: Identifiable and Protected City Landmarks.**

**Objective CD-4.1.** *Promote the maintenance, use, and improvement of landmarks to enhance the visual image and identity of Costa Mesa.*

**Policy CD-4.A** Support efforts to introduce new monuments and landmarks, and preserve, maintain, and improve the condition of Costa Mesa landmarks.

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## **Goal CD-5: Edges**

Utilize Costa Mesa's edges as opportunities to enhance the City's image along its boundaries.

**Objective CD-5.1.** *Develop and implement programs that preserve and enhance City edges.*

**Policy CD-5.A** Preserve and optimize natural views and open spaces in Costa Mesa.

**Policy CD-5.B** Control the visual impacts of new development on natural views of the coast and the wetlands.

**Policy CD-5.C** Develop open space corridors and trails along the edges of Costa Mesa where feasible.

**Policy CD-5.D** Continue to preserve natural open space, including restoration of the natural areas of Talbert Regional Park.

**Policy CD-5.E** Continue protection of Fairview Park as an open space and recreation area.

**Policy CD-5.F** Work with Caltrans to improve the design quality of freeway edges.

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## **Goal CD-6: Image**

Enhance opportunities for new development and redevelopment to contribute to a positive visual image for the City of Costa Mesa and consistent with district image.

**Objective CD-6.1.**      ***Establish development policies and design guidelines that create an aesthetically pleasing and functional environment.***

**Policy CD-6.A**      Encourage the inclusion of public art and attractive, functional architecture into new development that will have the effect of promoting Costa Mesa as the “City of the Arts.”

**Policy CD-6.C**      Encourage the use of creative and well-designed signs that establish a distinctive image for the City.

**Policy CD-6.D**      Continue to work with Code Enforcement to ensure continued maintenance of properties and compliance with adopted development standards.

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## **Goal CD-7: Quality Residential**

Promote and protect the unique identity of Costa Mesa’s residential neighborhoods.

**Objective CD-7.1**      ***Encourage excellence in architectural design.***

**Policy CD-7.A**      Ensure that new and remodeled structures are designed in architectural styles that reflect the City’s eclectic quality, yet are compatible in scale and character with existing buildings and the natural surroundings within residential neighborhoods. Continue to update and maintain the Costa Mesa Residential Guidelines.

**Policy CD-7.B**      Preserve the character and scale of Costa Mesa’s established residential neighborhoods where possible; when new residential development is proposed, require that the new structures are consistent with the prevailing character of existing development in the immediate vicinity, and that new development does not have a substantial adverse impact on adjacent areas.

**Objective CD-7.2.**      ***Encourage the use of native plant palettes in the creation of landscaping plans used to establish a sense of place in neighborhood identification efforts.***

**Policy CD-7.D**      Ensure that California native plants are used to support the local ecology and save water. Develop landscaping guidelines that reflect the local community.

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## **Goal CD-8: Quality Commercial Development**

Achieve a high level of design quality for commercial development.

**Objective CD-8.1.**      ***Encourage high level of architectural and site design quality.***

**Policy CD-8.A**      Require that new and remodeled commercial structures and properties be designed to reflect architectural diversity, yet be compatible with the scale and character of the district.

**Policy CD-8.B**      Use distinctive commercial architectural styles to reinforce a positive sense of place. Commercial architectural design elements and materials must be of high quality and style as well as suitable for long-term maintenance. Consistent

architectural design should be considered in choosing materials, finishes, decorative details, color, accent features and include the following elements and materials appropriate for their context (see Table CD-3: Elements and Materials):

**Table CD-3: Elements and Materials**

Design Elements	Design Materials
<ul style="list-style-type: none"> <li>▪ Simple, multi-planed pitched roofs</li> <li>▪ Open rafters/tails with large overhangs</li> <li>▪ Appearance of “thick” walls</li> <li>▪ Courtyards, arcades, and intimate spaces</li> <li>▪ Tile details</li> <li>▪ Deep-set window and door openings</li> <li>▪ Offset wall planes</li> <li>▪ Fountains and other unique details</li> <li>▪ Building masses with the incorporation of one and two story architecture</li> <li>▪ Sequencing of enclosed space/arches</li> </ul>	<ul style="list-style-type: none"> <li>▪ Stucco, smooth, sand or light lace finish</li> <li>▪ Wood, as an exposed structural material</li> <li>▪ Clay or concrete roof tiles</li> <li>▪ Native fieldstone</li> <li>▪ Wood window casements</li> <li>▪ Wood, as an accent material</li> <li>▪ Brick, as an accent material</li> <li>▪ Wrought iron (rust proof; anodized aluminum)</li> <li>▪ Tile, as an accent material</li> <li>▪ Slumpstone garden walls</li> </ul>

**Policy CD-8.C** Encourage the use of entrance patios, courtyards, plazas, arcades, fountains, porches, tower elements, covered walks, and other features in commercial areas. Promote pedestrian amenities.

**Policy CD-8.D** Ensure that common areas, walkways, driveways, and parking spaces be landscaped consistent with landscaping standards contained in the Planning, Zoning, and Development Code. Utilize landscaping to provide project amenities for new and remodeled commercial uses, and to screen parking and equipment areas. Landscaped areas generally should incorporate planting utilizing a three-tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees.

**Policy CD-8.E** Ensure that site access, parking, and circulation for commercial uses are designed in a logical, safe manner. Parking should not dominate the site in areas adjacent to street, and should be well landscaped with a clear hierarchy of

circulation. Wherever possible, parking lots should be divided into a series of connected smaller lots utilizing walkways and raised landscape strips. Parking lots should also include landscaping that accents the importance of driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways.

**Policy CD-8.F** Require that areas for outside equipment, trash receptacles, storage, and loading areas be located in the least conspicuous part of the site. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, and junction boxes) should be concealed from view from public streets, neighboring properties, and nearby higher buildings. Trash enclosures should be architecturally compatible with the project. Landscaping should be incorporated into the design of trash enclosures to deter graffiti.

**Policy CD-8.G** Encourage decorative paving treatments to be incorporated throughout commercial developments, including driveway entries, pedestrian walkways, plazas, and other areas. The design, materials, and colors of decorative paving treatments (e.g., stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete) should complement the architectural style of the primary buildings and make a positive contribution to the aesthetic and function of the site.

**Policy CD-8.H** Require that exterior lighting on commercial properties be consistent with the architectural style of the commercial building. On each commercial site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light. Lighting sources should be shielded, diffused or indirect to avoid spillover on adjacent properties, nighttime sky light pollution, and glare to pedestrians and motorists. To minimize the total number of freestanding light standards, wall-mounted and pathway lights should be utilized to the greatest extent possible.

**Objective CD-8.2.** *Preserve the scale and character of established neighborhoods near commercial uses.*

**Policy CD-8.I** Ensure that new commercial development utilize site planning and design features that optimize compatibility with adjacent residential neighborhoods. The following guidance should be considered:

- When adjacent residential and nonresidential uses can mutually benefit from connection, appropriate linkages (e.g., walkways, common landscape areas, and building orientation) are encouraged. Successful interaction between commercial and residential uses may be achieved through adequate setbacks, landscape buffers, screening, decorative masonry walls, berms, building orientation, and limitations of commercial activities.

- Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should be located as far as possible from adjacent residences.
- Building orientation and landscaping of commercial buildings should minimize direct lines of sight into adjacent residential private open space.

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## Goal CD-9: Mixed Use

Promote development of mixed-use projects that seamlessly integrate multiple uses both functionally and aesthetically.

**Objective CD-9.1.**      *Design mixed use development projects to achieve a high quality character.*

**Policy CD-9.A**      Require that mixed-use development projects be designed to mitigate potential conflicts between uses. Consider noise, lighting, and security.

**Policy CD-9.B**      Provide adequate parking, open space and recreational facilities to serve residents in mixed-use development projects. Design parking and other areas to acknowledge different users (residents versus shoppers) and to be compatible with the architectural character of the building(s).

**Objective CD-9.2.**      *Provide for the development of projects that integrate housing with commercial uses and other compatible uses.*

**Policy CD-9.C**      Encourage mixed-use development along the east side of Newport Boulevard between Mesa Drive and Walnut Street. Establish incentives for the development of projects in planned development zones that integrate housing with retail and office uses.

**Policy CD-9.D**      Encourage the development of mixed-use urban villages along specified areas of West 17<sup>th</sup> Street, West 19<sup>th</sup> Street, and Superior Avenue that integrates residential with office, retail, business services, personal services, public spaces and uses, and other community amenities in a single building (vertical mixed-use development) or in proximity on the same site (horizontal mixed-use development).

**Policy CD-9.E**      Promote new types of urban housing that could be target-marketed to people seeking alternative housing choices in proximity to a major commercial area.

**Policy CD-9.F**      Support efforts to mix compatible uses and activities. Encourage the siting of community-oriented services, businesses, and amenities in and near mixed-use neighborhoods, including schools, libraries, open space and parks including "tot lots," and commercial uses.

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## Goal CD-10: Industrial and Business Parks

Promote quality design approaches for the redevelopment of existing industrial buildings, encourage the design to incorporate or provide flexibility for the needs of emerging types of industrial uses, and strive to match design with overall character of node, corridor, or district if applicable.

**Objective CD-10.1.**     ***Require that industrial and business park projects meet high-quality design standards.***

**Policy CD-10.A**        Require that industrial projects be designed to convey visual interest and a positive image. Architectural qualities and design elements for industrial uses encouraged are:

- Building modulation indentations and architectural details
- Building entry accentuation
- Screening of equipment and storage areas
- Landscaping to soften building exteriors and to serve as a buffer between uses

**Policy CD-10.B**        Encourage that the design of industrial buildings consider the visual and physical relationship to adjacent uses. An industrial structure which dominates its surrounding environment by its relative size shall generally be discouraged.

**Policy CD-10.C**        Encourage adaptive reuse of existing industrial structures which results in rehabilitated buildings with distinctive and attractive architecture.

**Policy CD-10.D**        Promote the use of materials and colors that produce diversity and visual interest in industrial buildings. The use of various siding materials (i.e., masonry, concrete texturing, cement or plaster) can produce effects of texture and relief that provide architectural interest.

**Policy CD-10.E**        Require that landscaping be used to define areas such as entrances to industrial buildings and parking lots; define the edges of developments; provide transition between neighboring properties; and provide screening for outdoor storage, loading, and equipment areas. Landscaping should be in scale with adjacent buildings and be of an appropriate size at maturity to accomplish its intended purpose.

**Policy CD-10.F**        Require that the design of lighting fixtures and their structural support be of a scale and architectural design compatible with on-site industrial buildings. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects.

**Objective CD-10.2**     ***Ensure that the development of industrial projects are positive additions to the City's community setting and do not result in adverse impacts with adjacent uses.***

- Policy CD-10.G** Require industrial projects to incorporate landscape setbacks, screening walls, and/or other elements that mitigate negative impacts with adjacent uses.
- Policy CD-10.H** Protect transitional areas between industrial and other uses.
- Policy CD-10.I** Storage yards, parking areas, and service areas should be screened from public view.

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## **Goal CD-11: Attractive Signs that Reflect Costa Mesa**

Ensure that signs contribute positively to Costa Mesa's image and overall economic development.

**Objective CD-11.1.** *Facilitate the installation of signs that contribute to a positive image of the public realm.*

**Policy CD-11.A** Encourage homeowners' associations and neighborhoods to maintain housing tract entrance signs in an attractive condition, and encourage the placement of such signs at the entrance of major developments which do not have such identification.

**Policy CD-11.B** Encourage the use of common design elements in signs for commercial and industrial centers through the development of planned sign programs to improve center identity by publicizing the benefits of such programs to developers and local business operators.

**Policy CD-11.C** Develop citywide sign design guidelines that promote creativity and flexibility while upholding design quality. Design guidelines could include the design and placement of business signs, public street graphics, street signs, locational and directional signs, traffic signs, etc.

**Policy CD-11.D** Introduce distinctive entry signage within the Costa Mesa Streetscape and Median Development Guidelines which effectively announces arrival to unique districts and neighborhoods.

**Policy CD-11.E** Develop and design signage that helps with way-finding throughout the City so visitors and residents can easily access destination locations and identify landmarks.

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## **Goal CD-12: Public Safety through Design**

Use design approaches to enhance public safety.

**Objective CD-12.1.** *Incorporate public safety considerations into community design.*

**Policy CD-12.A** Decrease the opportunity for criminal activity by addressing high-risk circumstances (e.g., dark alley, enclosed stairwell, and dark entrances). Involve the Police and Fire Departments in reviewing and making design recommendations during the project review process.

- Policy CD-12.B** Continue to implement and refine development standards and/or guidelines based on Crime Prevention Through Environmental Design (CPTED) for new development and redevelopment with emphasis on site and building design to minimize vulnerability to criminal activity.
- Policy CD-12.C** Continue to provide CPTED training to City staff and local planning and design professionals to optimize public safety through community design.

# CONSERVATION ELEMENT

## Goals, Objectives, and Policies

The following goals, objectives, and policies mandate or encourage specific actions the City, residents, the business community, and local institutions will pursue to achieve objectives relative to resource conservation.

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### Goal CON-1: Preserved and Restored Natural Coastal Habitat and Landforms

It is the goal of the City of Costa Mesa to provide residents with a high-quality environment through the conservation of resources, including land, water, wildlife, and vegetation; and protection of areas of unique natural beauty.

**Objective CON-1:** *Evaluate existing biotic resources and preserve them in ecologically viable and natural conditions, where possible; and/or restore and integrate these resources into the urban environment, where feasible.*

#### Habitat and Biological Resources Protection and Restoration

- Policy CON-1.A:** Natural habitat is essential to ensuring biodiversity and protecting sensitive biological resources. Protect these areas and consult with the California Department of Fish and Wildlife, Orange County Water District, Orange County Parks, and other regional agencies to identify areas for special protection, and establish appropriate protection measures for these areas.
- Policy CON-1.B:** Contribute to regional biodiversity and the preservation of rare, unique, and sensitive biological resources by maintaining functional wildlife corridors and habitat linkages.
- Policy CON-1.C:** Coordinate with the United States Fish and Wildlife service, the California Department of Fish and Wildlife, and other regulatory agencies to mitigate project impacts affecting open and natural spaces.

- Policy CON-1.D:** Promote and protect native plant species within Fairview Park, and remove and control the spread of invasive species, including plants, animals, and fungi.
- Policy CON-2.E:** Ensure that all future development is reviewed with regard to protecting natural topography and bluffs to preserve and enhance Costa Mesa’s natural beauty.
- Policy CON-2.F:** Minimize soil depletion and erosion in development projects. Prevent erosion caused by construction activities, and encourage preservation of natural vegetation and topography.

### **Access to Large-Scale Natural Areas**

- Policy CON-2.G:** Improve access to large-scale natural areas in the City. These areas should be open for controlled access to improve public enjoyment. Access should be limited where natural habitat is extremely sensitive. Work with transit agencies to improve connections and access to open space and recreation facilities from all Costa Mesa neighborhoods.
- Policy CON-2.H:** Require the provision of adequate visitor-serving on-site parking facilities that do no impact sensitive resources within the Coastal Zone.
- Policy CON-2.I:** Coordinate the development of plans, policies, and design standards for projects within the Coastal Zone with appropriate local, regional, and federal agencies.

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## **Goal CON-2: Conserved Natural Resources through Environmental Sustainability**

Reduce the City’s carbon footprints and manage resources wisely to meet the needs of a growing population and economy. Base community planning decisions on sustainable practices that reduce environmental pollutants, conserve resources, and minimize waste. Encourage the design of energy-efficient buildings, use renewable energy, and promote alternative methods of transportation.

**Objective CON-2:** *Work to conserve energy resources in existing and new buildings, utilities, and infrastructure.*

### **Energy Efficiency and Conservation**

- Policy CON-2.A:** Promote efficient use of energy and conservation of available resources in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.
- Policy CON-2.B:** Consult with regional agencies and utility companies to pursue energy efficiency goals. Expand renewable energy strategies to reach zero net energy for both residential and commercial new construction.
- Policy CON-2.C:** Continue to develop partnerships with participating jurisdictions to promote energy efficiency, energy conservation, and renewable energy resource development by

leveraging the abilities of local governments to strengthen and reinforce the capacity of energy efficiency efforts.

**Policy CON-2.D:** Encourage new development to take advantage of Costa Mesa’s optimal climate in the warming and cooling of buildings, including use of heating, ventilation and air conditioning (HVAC) systems.

### **Green Building Sustainable Development Practices**

**Policy CON-2.E:** Promote environmentally sustainable development principles for buildings, master planned communities, neighborhoods, and infrastructure.

**Policy CON-2.F:** Encourage construction and building development practices that reduce resource expenditures throughout the lifecycle of a structure.

**Policy CON-2.G:** Continue to require all City facilities and services to incorporate energy and resource conservation standards and practices and the new municipal facilities be built within the LEED Gold standards or equivalent.

**Policy CON-2.H:** Continue City green initiatives in purchases, equipment, and agreements that favor sustainable products and practices.

### **Solid Waste Reduction and Recycling**

**Policy CON-2.J:** Encourage waste management programs that promote waste reduction and recycling to minimize materials sent to landfills. Maintain robust programs encourage residents and businesses to reduce, reuse, recycle, and compost.

**Policy CON-2.K:** Support waste management practices that provide recycling programs. Promote organic recycling, landfill diversion, zero waste goals, proper hazardous waste collections, composting, and the continuance of recycling centers.

**Policy CON-2.L:** Continue construction and demolition programs that require recycling and minimize waste in haul trips.

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## **Goal CON-3: Improved Water Supply and Quality**

Pursue a multijurisdictional approach to protecting, maintaining, and improving water quality and the overall health of the watershed. A comprehensive, integrated approach will ensure compliance with federal and State standards, and will address a range of interconnected priorities, including water quality and runoff; stormwater capture, storage and flood management techniques that focus on natural drainage; natural filtration and groundwater recharge through green infrastructure and habitat restoration; and water recycling and conservation.

**Objective CON-3:** *Work towards the protection and conservation of existing and future water resources by recognizing water as a limited resource that requires conservation.*

## **Water Supply**

**Policy CON-3.B:** Continue to consult with local water districts and the Orange County Water District to ensure reliable, adequate, and high-quality sources of water supply at a reasonable cost.

## **Water Conservation**

**Policy CON-3.C:** Encourage residents, public facilities, businesses, and industry to minimize water consumption, especially during drought years.

**Policy CON-3.D:** Restrict use of turf in new construction and landscape reinstallation that requires high irrigation demands, except for area parks and schools, and encourage the use of drought-tolerant landscaping.

## **Water Recycling**

**Policy CON-3.E:** Consult with local water districts and the Orange County Water District to advance water recycling program for new and existing developments, including the use of treated wastewater to irrigate parks, golf courses, roadway landscaping, and other intensive irrigation consumers.

## **Water Quality and Urban Runoff**

**Policy CON-3.F:** Work with public and private property owners to reduce stormwater runoff in urban areas to protect water quality in storm drainage channels, Santa Ana River, and other local water courses that lead to the Pacific Ocean.

**Policy CON-3.G:** Continue to develop strategies to promote stormwater management techniques and storm drain diversion programs that collectively and naturally filter urban runoff.

**Policy CON-3.H:** Continue to comply with the National Pollutant Discharge Elimination System Program (NPDES) by participating in the Countywide Drainage Area Management Plan (DAMP), which stipulates water quality requirements for minimizing urban runoff and discharge from new development and requires the provisions of applicable Best Management Practices (BMP).

**Policy CON-3.I:** Require all applicable development project be reviewed with regards to requirements of on-site Water Quality Management Plan and State requirements for runoff and obtaining a Storm Water Pollution Prevention Plan (SWPPP) permit.

## **Municipal Sewer System**

**Policy CON-3.J:** Continue to consult with the Costa Mesa Sanitation District and the Orange County Sanitation District to modernize wastewater treatment facilities to avoid overflows of untreated sewage.

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## **Goal CON-4: Improved Air Quality**

Take steps to improve and maintain air quality for the benefit of the health and vitality of residents and the local economy. In alignment with State emissions reduction goals and in cooperation with the South Coast Air Quality Management District, pursue regional collaboration to reduce emissions from all sources.

***Objective CON-4.A: Pursue the prevention of the significant deterioration of local and regional air quality.***

### **Air Quality**

**Policy CON-4.A:** Support regional policies and efforts that improve air quality to protect human and environmental health, and minimize disproportionate impacts on sensitive population groups.

**Policy CON-4.B:** Encourage businesses, industries and residents to reduce the impact of direct, indirect, and cumulative impacts of stationary and non-stationary pollution sources.

**Policy CON-4.C:** Require that sensitive uses such as schools, childcare centers, parks and playgrounds, housing, and community gathering places are protected from adverse impacts of emissions.

**Policy CON-4.D:** Continue to participate in regional planning efforts with the Southern California Association of Governments, nearby jurisdictions, and the South Coast Air Quality Management District to meet or exceed air quality standards.

### **Climate Change**

**Policy CON-4.E:** Encourage compact development, infill development, and a mix of uses that are in proximity to transit, pedestrian, and bicycling infrastructures.

**Policy CON-4.F:** Enhance bicycling and walking infrastructure, and support public bus service, pursuant to the Circulation Element's goals, objectives, and policies.

**Policy CON-4.H:** Encourage installation of renewable energy devices for businesses and facilities and strive to reduce community-wide energy consumption.

**Policy CON-4.I:** Develop long-term, communitywide strategies and programs that work at the local level to reduce greenhouse gases and Costa Mesa's "carbon footprint".

# NOISE ELEMENT

## Goals, Objectives, and Policies

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### Goal N-1: Noise Hazards and Conditions

The City of Costa Mesa aims to protect residents, local workers, and property from injury, damage, or destruction from noise hazards and to work toward improved noise abatement.

**Objective N-1:** *Control noise levels within the City for the protection of residential areas and other sensitive land uses from excessive and unhealthy noise.*

**Policy N-1.A:** Enforce the maximum acceptable exterior noise levels for residential areas at 65 CNEL.

**Policy N-1.B:** Give full consideration to the existing and projected noise environment when considering alterations to the City's circulation system and Master Plan of Highways.

**Policy N-1.C:** Encourage Caltrans to construct noise attenuation barriers along I-405, SR-55, and SR-73 where these freeways adjoin residential and other noise-sensitive areas.

**Policy N-1.D:** Ensure that appropriate site design measures are incorporated into residential developments, when required by an acoustical study, to obtain appropriate exterior and interior noise levels.

When necessary, require field testing at the time of project completion to demonstrate compliance.

**Policy N-1.E:** Apply the standards contained in Title 24 of the California Code of Regulations as applicable to the construction of all new dwelling units.

**Policy N-1.F:** Discourage sensitive land uses from locating within the 65 CNEL noise contour of John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed.

**Policy N-1.G:** Support alternative methods for the reduction of noise impacts at John Wayne Airport while continuing to maintain safety and existing limitations on aircraft daily departures.

**Policy N-1.H:** Monitor the noise levels at OC Fair and Event Center and the Pacific Amphitheater, and continue to monitor the status of legally binding noise levels on the OC Fair and the Event Center and the Pacific Amphitheater.

## Goal N-2: Noise and Land Use Compatibility

Integrate the known impacts of excessive noise on aspects of land use planning and siting of residential and non-residential projects.

**Objective N-2:** *Plan for the reduction in noise impacts on sensitive receptors and land uses.*

**Policy N-2.A:** Require the use of walls, berms, interior noise insulation, double-paned windows, and other noise mitigation measures, as appropriate, in the design of new residential or other new noise sensitive land uses that are adjacent to arterials, freeways, or adjacent to industrial or commercial uses.

**Policy N-2.B:** Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment.

**Policy N-2.C:** Consider supplemental noise level standards for mixed-use projects that take into consideration the interaction of industrial operation noise impacts and the mixed-use developments planned for the Westside and SoBeca.

**Policy N-2.D:** Require that all proposed projects are compatible with adopted noise/land use compatibility criteria

**Policy N-2.E:** Enforce applicable interior and exterior noise standards.

**Policy N-2.F:** Allow a higher exterior noise level standard for infill projects in existing residential areas adjacent to major arterials if it can be shown that there are no feasible mechanisms to meet the exterior noise levels. The interior standard of 45 dBA CNEL shall be enforced for any new residential project.

**Policy N-2.G:** Encourage effective site planning in mixed-use areas that provides the optimal distance between source of excessive sound and residents.

**Policy N-2.H:** Require new mixed-use developments to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development and adjacent established residential development.

**Policy N-2.I:** Limit hours and/or require attenuation of commercial/entertainment operations adjacent to residential and other noise sensitive uses in order to minimize excessive noise to these receptors.

# SAFETY ELEMENT

## Goals, Objectives, and Policies

The following policies strategic directions for City staff and partners, highlighting where time and resources should be focused.

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### Goal S-1: Risk Management of Natural and Human-Caused Disasters

Minimize the risk of injury, loss of life, property damage, and environmental degradation from seismic activity, geologic hazards, flooding, fire, and hazardous materials. Promote a sustainable approach to reduce impacts of natural disasters, such as flooding and fire.

*Objective S-1: Work to mitigate and prevent potential adverse consequences of natural and human-caused disasters.*

#### Geologic and Seismic Safety

- Policy S-1.A:** Continue to incorporate geotechnical hazard data into future land use decision-making, site design, and construction standards.
- Policy S-1.B:** Enforce standards, review criteria, and ensure that structures on or adjacent to bluffs are set back sufficiently to preserve the natural contours and aesthetic value of the bluff line and to provide sufficient access for fire protection.
- Policy S-1.C:** Require geologic surveys of all new development located on or adjacent to bluffs.
- Policy S-1.D:** Encourage retrofitting of structures—particularly older buildings—to withstand earthquake shaking and landslides consistent with State and historical building codes.
- Policy S-1.E:** Enforce applicable building codes relating to the seismic design of structures to reduce the potential for loss of life and property damage.
- Policy S-1.E:** Identify through a study the issue of unreinforced masonry buildings in Costa Mesa. Provide assistance if necessary to unreinforced masonry building owners once those buildings have been identified.

#### Liquefaction and Landslides

- Policy S-1.F:** Continue to implement the Seismic Hazard Mapping Act, which requires sites within liquefaction hazard areas to be investigated for liquefaction susceptibility prior to building construction or human occupancy.

**Policy S-1.G:** Consider site soils conditions when reviewing projects in areas subject to liquefaction or slope instability.

### **Localized Flooding**

**Policy S-1.H:** Continue to consult with appropriate local, State, and federal agencies to maintain the most current flood hazard and floodplain information; use the information as a basis for project review and to guide development in accordance with federal, State, and local standards.

**Policy S-1.I:** Regularly review and update Article 10 - Floodway and Floodplain Districts of the City's Municipal Code consistent with federal and State requirements.

**Policy S-1.J:** Improve and maintain local storm drainage infrastructure in a manner that reduces flood hazards.

**Policy S-1.K:** Continue to develop hazards preparedness plans to prepare for large storms that could bring flooding hazards and other related issues.

**Policy S-1.L:** Actively promote public education, research, and information dissemination on flooding hazards.

### **Tsunami and Sea Level Rise**

**Policy S-1.M:** Minimize flood hazard risks to people, property, and the environment by addressing potential damage tsunamis and sea level rise.

**Policy S-1.N:** Consult with regional agencies and study strategies that employ engineering defensive methods along the Santa Ana River that limit potential flooding hazards from sea level rise.

### **Dam Inundation**

**Policy S-1.O:** Develop emergency response, early warning notification, and evacuation plans for areas that are within dam inundation areas, where feasible.

### **Aviation Safety and Protection**

**Policy S-1.P:** Utilize the John Wayne Airport Environs Land Use Plan (AELUP) as a planning resource for evaluation of land use compatibility and land use intensity in areas affected by airport operations. In particular, future land use decisions within the Safety/Runway Protection Zone will be evaluated in light of the risk to life and property associated with aircraft operations.

**Policy S-1.Q:** Comply with Federal Aviation Regulations (FAR) and the John Wayne AELUP requirements relative to Objects Affecting Navigable Airspace.

**Policy S-1.R:** Use the Federal Aviation Regulations as a guideline to establish the ultimate height of structures as defined in FAR Part 77.

**Policy S-1.S:** Minimize hazards to aeronautical operations by ensuring land uses do not emit excessive glare, light, steam, smoke, dust, or electronic interference in compliance with FAR regulations and the John Wayne AELUP.

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## **Goal S-2: High Level of Police and Fire Services and Emergency Preparedness**

Provide a high level of security in the community to prevent and reduce crime, and to minimize risks of fire to people, property, and the environment.

**Objective S-2:** *Plan, promote, and demonstrate a readiness to respond and reduce threats to life and property through traditional and innovative emergency services and programs.*

### **Crime Prevention and Response**

**Policy S-2.A:** Promote crime prevention strategies and provide a high level of response to incidents.

**Policy S-2.B:** Emphasize and prioritize crime prevention strategies, such as pedestrian-scale lighting in targeted areas.

**Policy S-2.C:** Timely response to incidents and monitoring areas with high crime rates should be part of a comprehensive strategy to reduce crime in the community.

### **Police and Fire Level of Service**

**Policy S-2.D:** Provide a high level of police and fire service in the community. Secure adequate facilities, equipment, and personnel for police and fire.

**Policy S-2.E:** Consult with neighboring jurisdictions and partner agencies to respond appropriately to emergencies and incidents in all parts of the City.

**Policy S-2.F:** Require that water supply systems for development are adequate to combat structural fires in terms of location and minimum required fire-flow pressures.

**Policy S-2.G:** Require development to contribute its fair share toward funding the provision of appropriate fire and emergency medical services as determined necessary to adequately serve the project.

### **Fire and Medical Services**

**Policy S-2.H:** Regularly update regulations that will protect the community from fire hazards.

**Policy S-2.I:** Emphasize prevention and awareness of fire safety guidelines to minimize risk and potential damage to life, property, and the environment. In areas designated by the Costa Mesa Fire Department as having a high fire hazard, ensure adequate fire equipment, personnel, firebreaks, facilities, water, and access for a quick and efficient response in any area.

## **Emergency and Disaster Preparedness**

- Policy S-2.J:** Maintain staff and facilities that will continue to support a coordinated and effective response to emergencies and natural disasters throughout the City.
- Policy S-2.K:** Consult with neighboring jurisdictions, local employers, and industries to ensure that emergency preparedness and disaster response programs equitably serve all parts of the City.
- Policy S-2.L:** Continue to maintain adequate police and fire staffing, facilities, equipment, and maintenance sufficient to protect the community.

## **Hazardous Materials Operations**

- Policy S-2.M:** Continue to consult with the County of Orange in the implementation of the Orange County Hazardous Waste Management Plan.
- Policy S-2.N:** Ensure that appropriate in-depth environmental analysis is conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility.
- Policy S-2.O:** Continue to consult with the County of Orange to identify and inventory all users of hazardous materials and all hazardous waste generators, and prepare clean-up action plans for identified disposal sites.
- Policy S-2.P:** Require the safe production, transportation, handling, use, and disposal of hazardous materials that may cause air, water, or soil contamination.
- Policy S-2.Q:** Encourage best practices in hazardous waste management, and ensure consistency with City, County, and federal guidelines, standards, and requirements.
- Policy S-2.R:** Consult with federal, State, and local agencies and law enforcement to prevent the illegal transportation and disposal of hazardous waste.

# **OPEN SPACE AND RECREATION ELEMENT**

## **Goals, Objectives, and Policies**

These goals, objectives, and policies guide policy decisions regarding open space and recreation in Costa Mesa, and allow for the continued expansion, improvement, and maintenance of community facilities and services for the enjoyment of current and future residents. Additional opportunities include integrating public art throughout the community to highlight predominant themes in Costa Mesa's history.

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# Goal OSR-1: Balanced and Accessible System of Parks and Open Spaces

Provide a high-quality environment through the development of recreation resources and preservation of open space that meets community needs in Costa Mesa.

**Objective OSR-1:** *Maintain and preserve existing parks, and strive to provide additional parks, public spaces, and recreation facilities that meet the community's evolving needs.*

## Adequate Neighborhood and Community Park Recreational Facilities

**Policy OSR-1.A:** Maintain a system of Neighborhood and Community Parks that provide a variety of active and passive recreational opportunities throughout the City.

**Policy OSR-1.B:** Provide parks and recreation facilities appropriate for the individual neighborhoods in which they are located and reflective of the needs and interests of the population they serve.

## Acquisition of New Parkland

**Policy OSR-1.C:** Pursue the acquisition and development of pocket and neighborhood parks within park-deficient areas, as identified in Figure OSR-3: Planning Areas and Underserved Park Areas.

**Policy OSR-1.D:** Prioritize the acquisition of land for parks in underserved neighborhoods.

**Policy OSR-1.F:** Maximize public space by requiring plazas and public gathering spaces in private developments that can serve multiple uses, including recreation and social needs.

**Policy OSR-1.G:** Provide maximum visibility and accessibility for future public parks by locating facilities in close proximity to public streets.

**Policy OSR-1.H:** Adjust and update development fee programs to accumulate funds for the acquisition and improvement of parks and recreation facilities commensurate with identified need and population growth.

## Balance of Passive and Active Recreation

**Policy OSR-1.I:** Require that parks and recreation facilities reflect new trends and population changes, and are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots, and picnic areas.

**Policy OSR-1.J:** Conduct a sports facility study to review current outdoor facility locations and resources and a demographic study for future facility requirements as they relate to planned growth within the City.

**Policy OSR-1.K:** Pursue additional community garden lots and spaces to meet demand and need by the community.

### **Park Maintenance and Retrofit**

- Policy OSR-1.L:** Perform regular maintenance of facilities to ensure proper working order of all recreation facilities and equipment.
- Policy OSR-1.M:** Retrofit parks and recreation facilities to provide disability access as required by law.
- Policy OSR-1.N:** Design and reform parks to reflect the latest recreational features that respond to demographic changes and community needs.
- Policy OSR-1.O:** Consult with law enforcement agencies, surrounding cities, community policing groups, and OC Parks to create a safe and healthy environment at Talbert Regional Park, Fairview Park, and along the Santa Ana River.

### **Long-Term Planning of Institutional Uses**

- Policy OSR-1.P:** Continue to pursue opportunities to create joint-use community space at facilities owned by private organizations such as private schools, faith-based groups, service clubs, and hospitals.
- Policy OSR-1.Q:** Continue to coordinate with the Newport-Mesa Unified School District to supplement City park facilities through joint-use agreements.
- Policy OSR-1.R:** Consult with Orange County Fairgrounds in implementing OC Fair & Event Center Master Plan.

### **Level of Service and Access**

- Policy OSR-1.S:** Provide a minimum of 4.26 acres of parkland per 1,000 residents.
- Policy OSR-1.T:** Update the Parks, Recreation and Open Space Master Plan every 10 years, as feasible.
- Policy OSR-1.U:** Enhance pedestrian, bicycle, and transit linkages to meet the needs of residents and to provide better access to parks, recreation, and public spaces.
- Policy OSR-1.V:** Provide opportunities for public access to all open space areas, except where sensitive resources may be threatened or damaged, public health and safety may be compromised, or access would interfere with the managed production of resources.

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## **GOAL OSR-2: Community Services Programs Meeting Community Needs**

Enhancing the community through the delivery of innovative recreational programs, quality parks and facilities and services that promote social, physical, and emotional well-being. High-quality community services programs demonstrate the City's commitment to providing opportunities for recreational, physical, and educational activities for residents of all ages.

**Objective OSR-2:** *Provide activities, classes, and a variety of programs to meet the year-round recreational needs of all residents: children, adult, seniors, and persons with special needs.*

### **High-quality Community Services**

**Policy OSR-2.A:** Provide high-quality community services programs that are flexible and responsive to the community's changing needs.

**Policy OSR-2.B:** Plan and conduct citywide special events that bring residents together to create an enhanced quality of life and promote economic development.

**Policy OSR-2.C:** Continue to consult with nonprofit sports organizations and recreational groups to support their offering of diverse recreational programs that complement and supplement those offered by the City.

**Policy OSR-2.D:** Update existing facilities and facilities for senior citizens, youth, adult, and overall community use.

### **Community Services to Support Community Needs**

**Policy OSR-2.E:** Monitor and research the ever-changing community services needs of the community, and develop action plans to address those needs through partnerships with service agencies.

**Policy OSR-2.F:** Continue to provide rental opportunities at community facilities and parks for residents, nonprofit groups, and businesses to meet their recreational and professional needs.

**Policy OSR-2.G:** Continue broad-based public outreach activities that inform residents of all available community services programs, and obtain input from the community regarding program and service needs.

**Policy OSR-2.H:** Encourage resident input and utilize demographic data, partnerships, volunteers, and existing resources to meet the needs of community.

**Policy OSR-2.I:** Identify innovative funding and development opportunities to support and sustain a responsive community services network.

**Policy OSR-2.J:** Continue and expand the development of community partnerships to offer both standard and innovative services to meet residents' needs.

**Policy OSR-2.K:** Develop and implement community services programs and activities that meet the needs of specialized populations through the development of community partnerships.

**Policy OSR-2.L:** Provide support for volunteer groups that conduct special activities open to the entire community.

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## **GOAL OSR-3: Conserved Open Space**

Costa Mesa is committed to open space conservation to ensure that the network of parklands, trails, hillsides, and undeveloped natural areas remain viable for supporting biological communities and providing sanctuary for future generations. This commitment includes expanding public access to open space, where appropriate, and acquiring additional lands where feasible.

***Objective OSR-3: Preserve the City's open space lands and provide additional community and neighborhood parkland in underserved areas.***

### **Open Space Preservation and Stewardship**

**Policy OSR-3.A:** Preserve open space areas along The Santa Ana River, large open space parks, and along the mesa formations to protect natural habitat and to maintain the integrity of the natural environment.

**Policy OSR-3.B:** Encourage the preservation of coastal views from City and County parkland and public streets within Costa Mesa.

**Policy OSR-3.C:** Identify current open space areas for protection, management, and potential enhancement to maintain and, if possible, increase its value as wildlife habitat.

### **Management and Maintenance of Open Space**

**Policy OSR-3.D:** Encourage the long-term maintenance and management of open space lands through open space easements, development rights transfers or acquisition, zoning regulations, and other incentives.

**Policy OSR-3.E:** Encourage the greening and beautifying of the Santa Ana River.

**Policy OSR-3.F:** Encourage opportunities for recreation, history, education, interpretive materials, and art associated with the Santa Ana River open spaces.

**Policy OSR-3.G:** Promote water quality strategies to improve water quality along the Santa Ana River.

### **Coordination and Organization Development**

**Policy OSR-3.H:** Consult with State and regional agencies regarding open space planning efforts.

**Policy OSR-3.I:** Consult with the Orange Coast River Park, Inc. and surrounding cities and other government agencies in maintaining and rehabilitating open space lands along the Santa Ana River.

**Policy OSR-3.J:** Consult with OC Parks over the enhancements and management of Talbert Regional Park without adversely impacting surrounding residential neighborhoods.

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## **GOAL OSR-4: Extensive Arts and Culture Programs and Services**

Provide comprehensive and multifaceted arts and culture programs and services that provide education and entertainment to the community and a broader audience.

**Objective OSR-4:** *Support performing and visual arts programs, facilities, and activities that stimulate the minds and intellectual thinking of community members to increase awareness of the City's motto, "The City of the Arts."*

### **Cultural Arts Venues**

- Policy OSR-4.A:** Continue to support the mission of the Segerstrom Center for the Arts and associate venues and facilities.
- Policy OSR-4.B:** Support the development and operations of an arts museum at the Segerstrom Center for the Arts.
- Policy OSR-4.C:** Encourage additional indoor and outdoor facility spaces citywide to display public art and host arts and culture special events.

### **Leader in the Arts**

- Policy OSR-4.D:** Expand the City's role as a supporter of the arts.
- Policy OSR-4.E:** Encourage financial support of the arts by supporting non-profit groups and foundations.
- Policy OSR-4.F:** Consider preparation of an arts and culture master plan for the City.
- Policy OSR-4.G:** Consult with local agencies and surrounding cities to address the creation and implementation of arts-friendly policies.
- Policy OSR-4.H:** Enhance Costa Mesa's position as a leader in the arts in Southern California and its recognition nationally as a city devoted to arts institutions of superior quality.
- Policy OSR-4.I:** Engage community members in arts activities, and utilize the arts to provide educational and cultural awareness opportunities.
- Policy OSR-4.J:** Continue the City's commitment to its arts in cooperation with the private sector.
- Policy OSR-4.K:** Provide opportunities for local artists to create and display their work.

### **Arts Programs and Events**

- Policy OSR-4.L:** Support arts activities, programs, events, and facilities for patrons to enjoy and share experiences, and that enhance the City's economic vitality.
- Policy OSR-4.M:** Designate Community Services Department staff with the responsibility for expanding and implementing activities related to recreational arts programming.

**Policy OSR-4.N:** Pursue cooperative educational cultural programs enlisting the aid of public and private institutions.

### **Arts in Public Places and in Private Development**

**Policy OSR-4.O:** Continue to review adopting an Arts in Public Places Program.

**Policy OSR-4.P:** Pursue the placement of public art in prominent locations, particularly along major travel corridors to enliven and beautify the public realm .

**Policy OSR-4.Q:** Develop incentives or programs that encourage art in new developments.

# **HISTORICAL AND CULTURAL RESOURCES ELEMENT**

## **Goals, Objectives, and Policies**

The City aims to preserve, enhance, and promote its history and cultural resources, and to integrate these efforts with broader community goals of economic development. Costa Mesa seeks to continue its progress to actively preserve historical resources, identify economically viable uses, encourage public knowledge of resources, and foster civic pride.

The potential for adaptive reuse and revitalization of existing structures, which would add to the character of Costa Mesa, is high. The City will promote the development of appropriate land uses, site design, and architectural treatments to ensure compatibility of new development with the character of surrounding historical resources.

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## **Goal HCR-1: Historical, Archeological, and Paleontological Resource Preservation**

The City of Costa Mesa supports focused efforts to provide residents with a sense of community and history through the protection and preservation of historical and cultural resources.

**Objective HCR-1:** *Encourage preservation and protection of the City's archaeological, paleontological, and historical resources.*

### **Preserving Historical Resources**

**Policy HCR-1.A:** Encourage protection and enhancement of the diverse range of historical sites and resources in the City for the benefit of current and future residents and visitors.

- Policy HCR-1.B:** Encourage the preservation of significant historical resources (as identified in Table HCR-1) by developing and implementing incentives such as building and planning application permit fee waivers, Mills Act contracts, grants and loans, and implementing other incentives identified in the Historical Preservation Ordinance.
- Policy HCR-1.C:** Promote context-sensitive design that respects and celebrates the history and historical character of sites and resources while meeting contemporary needs of the community.
- Policy HCR-1.D:** Require, as part of the environmental review procedure, an evaluation of the significance of paleontological, archaeological, and historical resources, and the impact of proposed development on those resources.
- Policy HCR-1.E:** Continue to identify local landmarks with markers and way-finding signage. Include informational signage about local history, utilizing maps to highlight locations of other historical resources at popular historical sites.
- Policy HCR-1.F:** Encourage development of an interpretive center for paleontological, archaeological, and historical resources at Fairview Park. The center may contain resources found in the park area as well as resources found throughout the City.

### **Preserving Archaeological Resources**

- Policy HCR-2.A:** Require cultural resources studies (i.e., archaeological and historical investigations) for all applicable discretionary projects, in accordance with CEQA regulations. The studies should identify cultural resources (i.e., prehistorical sites, historical sites, and isolated artifacts and features) in the project area, determine their eligibility for inclusion in the California Register of Historical Resources, and provide mitigation measures for any resources in the project area that cannot be avoided. Cultural resources studies shall be completed by a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistorical or historical archaeology.
- Policy HCR-2.B:** Comply with requirements of the California Environmental Quality Act regarding protection and recovery of archaeological resources discovered during development activities.

### **Preserving Paleontological Resources**

- Policy HCR-3A:** Require paleontological studies for all applicable discretionary projects. The studies should identify paleontological resources in the project area, and provide mitigation measures for any resources in the project area that cannot be avoided.
- Policy HCR-3B:** Comply with the California Environmental Quality Act regarding the protection and recovery of paleontological resources during development activities.