



PLANNING COMMISSION AGENDA REPORT

MEETING DATE: SEPTEMBER 26, 2005

TTL.6.
ITEM NUMBER:

**SUBJECT: GENERAL PLAN AMENDMENT 05-05 AMENDING THE MASTER PLAN OF HIGHWAYS
IN THE CIRCULATION ELEMENT OF THE 2000 GENERAL PLAN**

DATE: SEPTEMBER 13, 2005

**FOR FURTHER INFORMATION CONTACT: PETER NAGHAVI, TRANSPORTATION SERVICES
MANAGER, 714-754-5182**

DESCRIPTION

The subject General Plan amendment downgrades the arterial classification of Arlington Drive from Primary Arterial to Collector and Red Hill Avenue from Major Arterial to Primary Arterial.

RECOMMENDATION

Recommend to the City Council, the approval of the attached resolution (Attachment 1) for General Plan Amendment GP-05-05.



PETER NAGHAVI
Transportation Services Manager



R. MICHAEL ROBINSON, AICP
Asst. Development Services Director

BACKGROUND

In January 2002, the Costa Mesa City Council approved the City's General Plan update. The traffic analysis conducted as part of the Circulation Element in the General Plan identified that certain streets in the City's Master Plan of Highways (MPH) (Attachment 2) may be downgraded without creating any adverse traffic impacts. These streets included Red Hill Avenue between the north City limits and Bristol Street, and Arlington Drive between Newport Boulevard southbound frontage road and Fairview Road. The City Council objectives listed in the General Plan Circulation Element, CIR-1A.18, CIR-1A-20, CIR-1A-21 and CIR-1A-22, directed staff to work with OCTA on various arterial downgrades.

At present, the City's transportation system is consistent with the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways (MPAH). In order to downgrade any arterials, OCTA requires that a traffic analysis documenting the impacts due to the downgrade be conducted. If there are regional traffic impacts with the proposed downgrade, OCTA requires a consensus from the affected jurisdictions to the downgrade in order provide their formal approval. Any unilateral downgrade without OCTA's approval will render the City ineligible to receive any funding from the Measure M program.

ANALYSIS

In order to address the downgrade issues and to be consistent with the regional Orange County Transportation Analysis Model (OCTAM) 3.1, staff undertook an extensive update of the City's transportation model. The update of the regional model was initiated in October 2002 and was completed in October 2003. The model was certified by OCTA as consistent with the regional model in September 2003.

Following the certification, the City's model was used on several projects, most notably, the OCTA Master Plan of Arterial Highways (MPAH) downgrade of Arlington Drive and Red Hill Avenue. Arlington Drive was classified as a 4-lane Primary Arterial and Red Hill Avenue was classified as a 6-lane Major Arterial according to the MPAH. At present Arlington Drive, generally has 1 lane in each direction and Red Hill Avenue has 2 lanes in each direction. The results from the traffic model indicated that existing and projected future traffic volumes with General Plan buildout do not justify widening of Arlington Drive and Red Hill Avenue to the current MPAH classification. This information was presented to OCTA staff and Board.

The OCTA Board of Directors approved the downgrade of Arlington Drive to a 2-lane Collector and Red Hill Avenue between Bristol Street and north City Limits to a 4-lane Primary Arterial in September 2004. Accordingly, staff requests the Planning Commission to recommend to Council approval of the above downgrades through adoption of the attached resolution to amend the City's Master Plan of Highways (MPH) in the City of Costa Mesa General Plan Circulation Element.

General Plan Intersection Improvements:

The transportation model was also used to update future circulation needs of the City. The current General Plan Circulation Element is based on the earlier version of the transportation model. The current General Plan circulation improvements are documented in Pages C-48 and C-49 of the Technical Appendix to the City of Costa Mesa General Plan, January 2002 (Attachment 3). Several of the improvements listed have been completed since the update of the traffic impact fee program.

The proposed General Plan circulation improvements with the new transportation model are included in Attachment 4.

ALTERNATIVES

The Planning Commission may recommend that the City Council not approve the proposed downgrades. This will void the OCTA action to downgrade Red Hill Avenue and Arlington Drive. These streets will remain at their current classification, and will require further widening, which is inconsistent with the earlier City Council direction.

ENVIRONMENTAL DETERMINATION

The proposed downgrades of Arlington Drive and Red Hill Avenue were addressed in Final Environmental Impact Report (EIR) No. 1049, which was prepared for the 2000 General Plan update. City Council certified the Final EIR on January 22, 2002. There is no need for any further environmental analysis.

CONCLUSION

As part of the 2000 General Plan update, the City Council directed staff to pursue the downgrade of several arterials in the City of Costa Mesa. These included Red Hill Avenue and Arlington Drive. OCTA staff concurred with the downgrades of Red Hill Avenue and Arlington Drive and has obtained their Board of Director's approval.

- Attachments:
1. Draft City Council Resolution
 2. Master Plan of Highways
 3. General Plan Circulation Improvements
 4. Proposed General Plan Circulation Improvements

Distribution:

- Deputy City Manager - Dev. Svs. Director
- Assistant Dev. Svs. Director
- City Attorney
- City Engineer
- Transportation Services Manager
- Staff (4)
- File (2)

RESOLUTION NO. 05-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COSTA MESA, CALIFORNIA APPROVING GP-05-05 THAT AMENDS THE MASTER PLAN OF HIGHWAYS, CONTAINED IN THE CITY OF COSTA MESA 2000 GENERAL PLAN TO DOWNGRADE ARLINGTON DRIVE, FROM A PRIMARY ARTERIAL TO A COLLECTOR STREET, AND TO DOWNGRADE RED HILL AVENUE, FROM A MAJOR ARTERIAL TO PRIMARY ARTERIAL.

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

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

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

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

WHEREAS, General Plan Amendment GP-05-05 amends the Master Plan of Highways contained in 2000 General Plan as shown in Exhibit "A" to downgrade Arlington Drive, from a Primary Arterial to a Collector street, and to downgrade Red Hill Avenue, from a Major Arterial to Primary Arterial. .

WHEREAS, General Plan Amendment GP-05-05 is consistent with 2000 General Plan Policies CIR-1A.21 and 1A.22, which specifically address both downgrades.

WHEREAS, a public hearing was held on September 26, 2005 by the Planning Commission in accordance with Section 65355 of the Government Code of the State of California, with all persons having been given the opportunity to be heard both for and against said Amendment GP-05-05 to the General Plan and the Planning Commission recommended the City Council adopt GP-05-05.

A

WHEREAS, a public hearing was held on October 18, 2005 by the City Council in accordance with Section 65355 of the Government Code of the State of California, with all persons having been given the opportunity to be heard both for and against said Amendment GP-05-05 to the General Plan.

WHEREAS, the environmental review for the project was processed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Costa Mesa Environmental Guidelines.

WHEREAS, GP-05-05 was addressed in Final Environmental Impact Report No. 1049 which the City Council certified on January 22, 2002 by separate resolution.

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

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COSTA MESA that the Costa Mesa City Council does hereby adopt General Plan Amendment GP-05-05 that amends the 2000 General Plan as set forth in Exhibit "A", which is attached to this resolution.

PASSED AND ADOPTED this 18th day of October 2005.

Mayor, City of Costa Mesa

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

I, Julie Folcik, Deputy City Clerk and ex-officio Clerk of the City Council of the City of Costa Mesa, hereby certifies that the above and foregoing Resolution No. __ was duly and regularly passed and adopted by said City Council at a regular meeting thereof held on the __ day of _____, 2005.

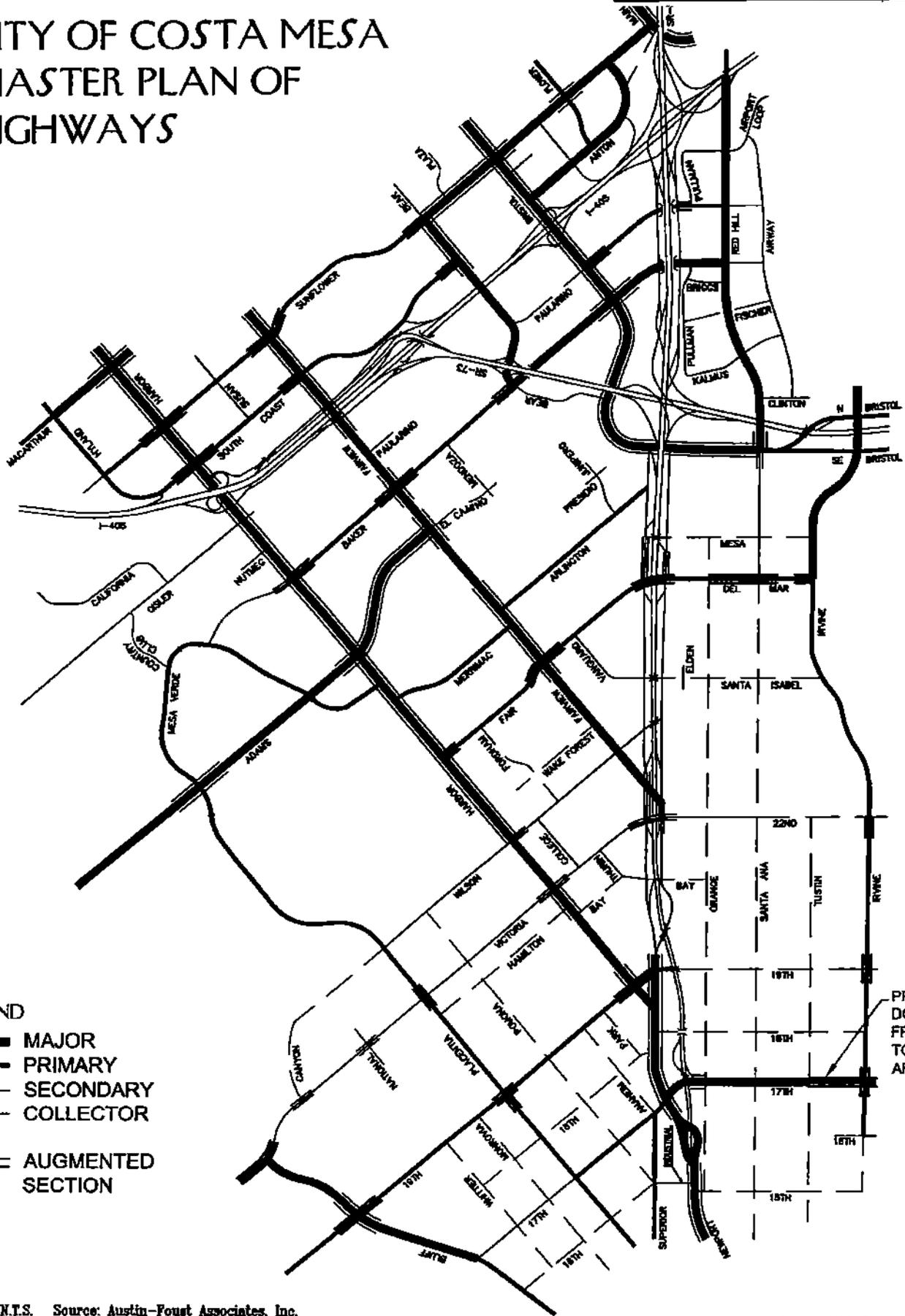
IN WITNESS WHEREOF, I have hereby set my hand and affixed the Seal of the City of Costa Mesa this __ day of _____, 2005.

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

EXHIBIT "A"

MASTER PLAN OF HIGHWAYS

CITY OF COSTA MESA MASTER PLAN OF HIGHWAYS

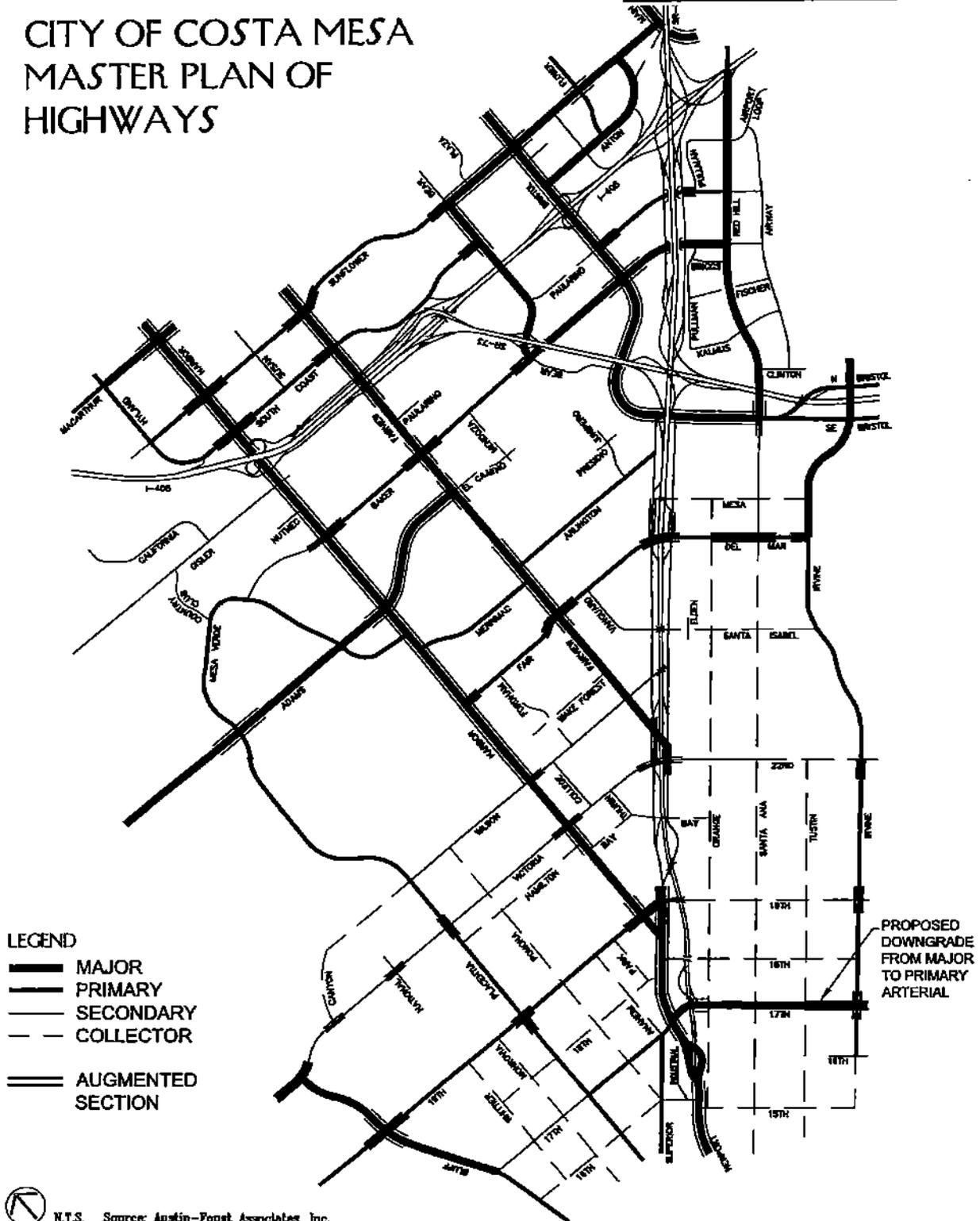


- LEGEND**
- MAJOR
 - PRIMARY
 - SECONDARY
 - COLLECTOR
 - AUGMENTED SECTION

PROPOSED DOWNGRADE FROM MAJOR TO PRIMARY ARTERIAL



CITY OF COSTA MESA MASTER PLAN OF HIGHWAYS



- LEGEND**
- MAJOR
 - PRIMARY
 - SECONDARY
 - - COLLECTOR
 - == AUGMENTED SECTION

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

Table 1
2020 INTERSECTION IMPROVEMENTS

INTERSECTION	IMPROVEMENT
2. Harbor & Adams ¹	Add NB RT, 3 rd EB LT; Remove EB RT; Convert SB TH to SB TH+RT
6. Harbor & Wilson	Add WB RT
7. Fairview & Wilson	Add 3 rd NB TH, 2 nd EB TH, 2 nd WB TH; Convert SB RT to 3 rd SB TH+RT
11. Placentia & Victoria	Add 2 nd EB RT
13. Harbor & Victoria	Add EB RT, WB RT
16. Newport SB & Victoria	Add 4 th EB TH; Convert SB RT to SB Freeflow RT
17. Newport NB & Victoria/22nd	Add 2 nd EB TH, WB TH+RT; Convert NB RT to NB TH+RT; Convert NB LT to NB LT+TH
19. Placentia & 19th	Add SB RT, EB RT
21. Harbor & 19th	Convert NB RT to NB TH+RT; Convert SB RT to SB TH+RT
27. Placentia & 17th	Add 2 nd EB TH, 2 nd WB TH
29. Newport & 17th	Add SB RT
31. Superior & 16th	Add WB LT
34. Newport & Industrial	Add SB RT
36. Harbor & Sunflower	Add NB RT, EB RT, WB RT
38. Fairview & Sunflower	Add SB RT, EB RT
42. Bristol & Sunflower ¹	Add 3 rd NB LT, 4 th WB TH; Convert NB TH to NB TH+RT
43. Harbor & South Coast	Convert SB TH to SB RT; Convert EB TH+RT to EB TH; Add 2 nd EB RT, 2 nd WB LT, WB RT
45. Fairview & South Coast	Add 4 th SB TH, WB RT; Convert EB TH to EB TH+RT
49. Harbor & I-405 NB Ramps	Add 4 th NB TH, WB RT
50. Harbor & I-405 SB Ramps	Add EB RT; Add NB Freeflow TH to NB I-405 Ramp (behind bridge piers)
52. Fairview & I-405 SB Ramps ¹	Add 3 rd SB LT; Convert NB TH to NB TH+RT; Convert EB RT to EB LT+RT
55. Harbor & Gisler	Add 5th NB TH, SB RT, WB RT
57. Fairview & Baker	<i>Improvements underway</i> (4 th SB TH, 3 rd WB TH)
59. Bristol & Paularino	Add 2 nd NBL, 4 th NB TH, 2 nd WB LT, EB RT
61. Bear & Baker	Add 3 rd WB TH
62. Bristol & Baker ¹	Add 4 th NB TH, 3 rd EB LT, 3 rd EB TH, 3 rd WB TH

Table 1 (Cont.)

2020 INTERSECTION IMPROVEMENTS

INTERSECTION	IMPROVEMENT
63. Fairview & Adams	Convert SB RT to SB Freeflow RT
66. Orange & 17th	Add NB RT, SB RT, 3 rd EB TH, 3 rd WB TH, WB RT
67. Santa Ana & 17th	Add NB RT, SB RT, 3 rd EB TH, EB RT, 3 rd WB TH, WB RT
68. Tustin & 17th	Add NB RT, EB RT, WB RT
71. Park Center & Sunflower	Convert NB TH to NB LT + TH, Convert SB LT to SB LT + TH, Convert SB TH to SB RT
74. Anton & Sunflower	Add 2nd WB LT
75. Bristol & Town Center	Add 2nd WB LT
80. I-405 SB Ramp & Anton (Future Intersection)	Provide 2 NB LT, 1 NB RT, 2 EB TH, 2 EB RT, 2 WB LT, 2 WB TH
83. Bristol & Lion/Holiday Inn	Convert NB RT to NB TH+RT
84. SR-55 SB Ramps & Paularino	Add SB RT
85. SR-55 NB Ramps & Paularino	Add WB RT
87. SR-55 SB Ramps & Baker	Add SB Freeflow RT, Convert EB TH to EB TH + RT
88. SR-55 NB Ramps & Baker	Add NB LT, 2 nd EB LT
97. Mesa Verde E & Adams	Convert SB TH to SB TH+RT
107. Newport NB & Del Mar	Add NB RT, Convert WB TH to WB TH+RT
111. Harbor & Hamilton	Add SB RT
117. Hyland & I-405 NB On-Ramp/South Coast (Future)	Provide 1 SB LT, 1 SB RT, 1 EB TH, 1 EB TH+RT
118. Bristol & Bear	Add 3 rd SB TH

Notes:

1 - The proposed improvements exceed the buildout configuration recommended in the 1990 General Plan and is subject to City Council Approval.

NB = Northbound
 SB = Southbound
 EB = Eastbound
 WB = Westbound

TH = Through Lane
 LT = Left-Turn Lane
 RT = Right-Turn Lane
 Freeflow = Freeflow Turn Lane (traffic does not stop)



2025 GENERAL PLAN CIRCULATION IMPROVEMENTS - CONSTRAINED SCENARIO

	LOCATION	IMPROVEMENT
INTERSECTION MODIFICATIONS		
2	Harbor & Sunflower	Add EBR, WBR, <i>NBR</i>
3	Susan & Sunflower	Add WBR
4	Fairview & Sunflower	Add SBR & EBR
13	Anton & Sunflower	Add WBL
17	I-405 NB Onramp & Hyland/SC Dr	Restripe WBR to WBT+R
18	Harbor & South Coast	Add EBR; Convert EBT+R to EBT
20	Fairview & South Coast	Add SBT, WBR
38	Harbor & I-405 NB Ramps	Add NBT (Tieback wall under I-405), SBT¹
39	Harbor & I-405 SB Ramps	Add NBT (Tieback wall under I-405)¹
40	Fairview & I-405 NB Ramps	Restripe WBL to WBL+R
41	Fairview & I-405 SB Ramps	Add SBL, Restripe EBR to EBL+R¹
44	Harbor & Gisler	Add SBR, NBT, WBR
52	SR-55 NB Ramps & Paularino	Add WBR, Extend EBL pocket
53	Redhill & Paularino	Add SBR, EBL
54	Bear & SR-73 NB Ramps	Add NBL
58	Fairview & Baker	Add NBT
63	Bear & Baker	Add-3rd WBT
64	Bristol & Baker	Add WBT, EBR
65	SR-55 SB Ramps & Baker	Add SBR
66	SR-55 NB Ramps & Baker	Add EBL, NB Lane
67	Redhill & Baker	Add SBR
81	Placentia & Adams	Add NBT
84	Harbor & Adams	Add NBR, NBL, EBL
86	Fairview & Adams	Add Free SBR
100	Newport SB & Fair/Del Mar	Add SBR¹
101	Newport NB & Del Mar	Convert WBT to WBT+R
116	Harbor & Wilson	Add WBR
117	Fairview & Wilson	Add EBT, WBT
125	Placentia & Victoria	Add EBR
127	Harbor & Victoria	Add EBR
129	Newport NB & Victoria/22nd	Add WBT+R, NBT
130	Harbor & Hamilton	Add SBR
134	Placentia & 19th	Add SBR, EBR
140	Newport & 19th	Add NBT, SBT
140	Newport & Broadway	Add NBT, SBT
142	Newport & Harbor	Add NBT, SBT
144	Newport & 18th/Rochester	Add NBT, SBT
150	Placentia & 17th	Add EBT, WBT
152	Newport & 17th	Add NBT, SBT, SBR

2025 GENERAL PLAN CIRCULATION IMPROVEMENTS - CONSTRAINED SCENARIO

LOCATION		IMPROVEMENT
153	Orange & 17th	Add NBR, SBR, WBR ¹
154	Santa Ana & 17th	Add NBR, SBR, EBR, WBR ¹
155	Tustin & 17th	Add NBR, EBR, WBR
156	Irvine & 17th	Add SBR, EBR
157	Newport & Industrial	Add NBT, SBT+R, EBL
SIGNIFICANT ARTERIAL IMPROVEMENTS		
17th (City Limits to Pomona)		Widen to 4 Lanes
17th Street (Orange to Tustin)		Widen to 6 Lanes
19th (Whittier to Monrovia)		Widen to 4 Lanes
19th Street Bridge		New Bridge Crossing
Anton (Sunflower to Sakioka)		Restripe to 6 Lanes
Baker (Bristol to SR-55)		Widen to 6 Lanes
Bear Street Overcrossing		Widen to 6 Lanes
Del Mar (Elden to Santa Ana)		Widen to 4 Lanes
Fairview (Wilson to Avocado)		Improve to 6 Lanes
Garfield/Gisler Bridge		New Bridge Crossing
Hyland (South Coast to Sunflower)		Restripe to 4 Lanes
Newport Boulevard (19th to 17th)		Widen to 8 Lanes
Santa Ana (Mesa to Del Mar)		Widen to 4 Lanes
Wilson (College to Fairview)		Widen to 4 Lanes
Wilson (Fairview to Newport)		Widen to 4 Lanes
Wilson (Pomona to Harbor)		Widen to 4 Lanes

1 - Improvements are currently underway or funded by others.