



PLANNING COMMISSION AGENDA REPORT

VI.3

MEETING DATE: MARCH 8, 2010

ITEM NUMBER:

SUBJECT: UPDATE ON THE COOLIDGE/FILLMORE NEIGHBORHOOD PRESERVATION PLAN

DATE: FEBRUARY 19, 2010

FOR FURTHER INFORMATION CONTACT: MINOO ASHABI, SENIOR PLANNER 714-754-5610
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COMMISSIONER INQUIRY

Pursuant to State Government Code Section 65400, every year staff prepares a report on the status of the General Plan and the progress of its implementation. At the February 8, 2010, Planning Commission meeting, the 2009 Annual Review of the Costa Mesa General Plan was presented. Commissioner McCarthy requested an update on the status of the Coolidge/Fillmore Neighborhood Preservation Plan (Plan) since it was referred to in the report as an on going item.

ANALYSIS

Coolidge/Fillmore Neighborhood:

The residential neighborhood is zoned R2-MD and contains 58 triplex structures and a total of 174 residential units. The area is located between West Baker Street and West Paularino Avenue east of Fairview Road (Attachment 1).

Coolidge-Fillmore Neighborhood Improvement Plan:

The neighborhood was one of three areas in the City along or in proximity to Baker Street that was noted as areas of concern by the City Council in 1998. The Plan was prepared in May 1999, to address a number of issues. The following lists the recommended improvements and the status updates:

Issue	History	Current Status
<i>Public Improvements:</i>		
1. Reconstruct alleys in concrete	Public alleys are maintained by City	The construction documents have been completed. As funds become available the alleys will be reconstructed with concrete within the next four fiscal years.
2. Close three alleys and pedestrian access on Fillmore Way at Baker Street	Completed	Maintained by City
3. Install traffic signal at Baker Street and Coolidge Avenue	Completed	Maintained by City

4. Retain olive trees (or replace with specimen trees), install irrigation, and replace icy with shrubs and ground cover	Completed	Maintained by City
5. Upgrade Baker Street parkway with landscaping and irrigation	Completed	Maintained by City
<i>Crime Prevention Through Environmental Design:</i>		
6. Improve lighting on triplexes and garages	Provided lighting is typical for residential neighborhoods. No additional lighting has been provided.	Enforced by City; maintained by property owners
7. Appropriate street address on street and alleys	Structures are preferred to have address on street and alley side. Most structures have adequate address numbers.	Enforced by City; maintained by property owners
8. Trim landscaping around windows and front doors for visibility	Ongoing	Enforced by City; maintained by property owners
<i>Building and Property Maintenance:</i>		
9. Compliance with Uniform Building Code	Ongoing but enforced on complaint basis	Enforced by City; maintained by property owners
10. Consistent exterior paint palette	Most structures are maintained and property owners have been responsive	Enforced by City; maintained by property owners
11. Trash collection services	The 2005 City Council policy to enclose all trash bins have been implemented.	Enforced by City; maintained by property owners
<i>Owners/Residents:</i>		
12. Establish a neighborhood association	Not established	
13. Establish a neighborhood watch program	Not established	

Follow Up:

At the time the Plan was prepared for this neighborhood, the City had not adopted Title 20 (Property maintenance Code) and property maintenance and crime was concentrated in several areas of the City. In 2002, Code Enforcement followed up with another sweep of the area and it was noted that the neighborhood was similar to other neighborhoods and nothing out of the ordinary was reported. In addition, in 2005, the City Council approved the trash enclosure policy for multiple family structures that has further helped with the improvement of the neighborhood alleys.

The Police Department also indicated the area has been relatively quiet and the neighborhood is not on any special watch by the police department. Other than occasional graffiti, Police Department staff has not had any serious issues in the past year.



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Senior Planner



KHANH NGUYEN
Acting Development Svs. Director

- Attachments: 1. Coolidge/Fillmore Neighborhood Improvement Plan
2. Current Photos of the neighborhood

cc: Acting Development Svs. Director
Deputy City Attorney
Public Services Director
City Engineer
Fire Protection Analyst
Staff (4)
File (2)

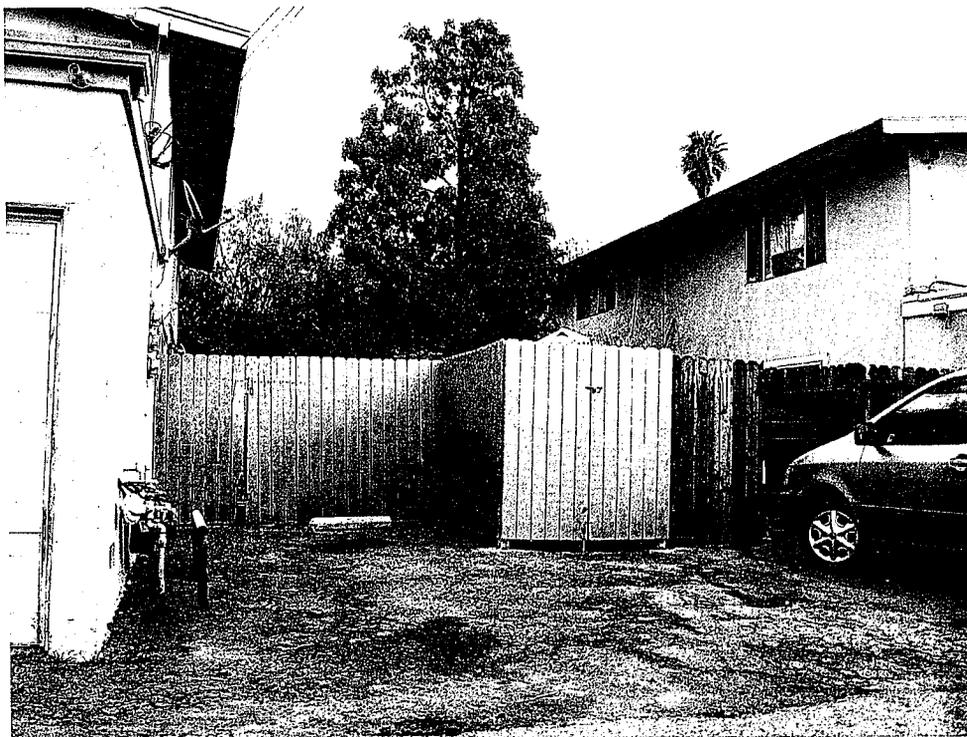
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Time: 11:30 a.m.



Coolidge/Fillmore Alley Conditions



Coolidge/Fillmore Alley Conditions

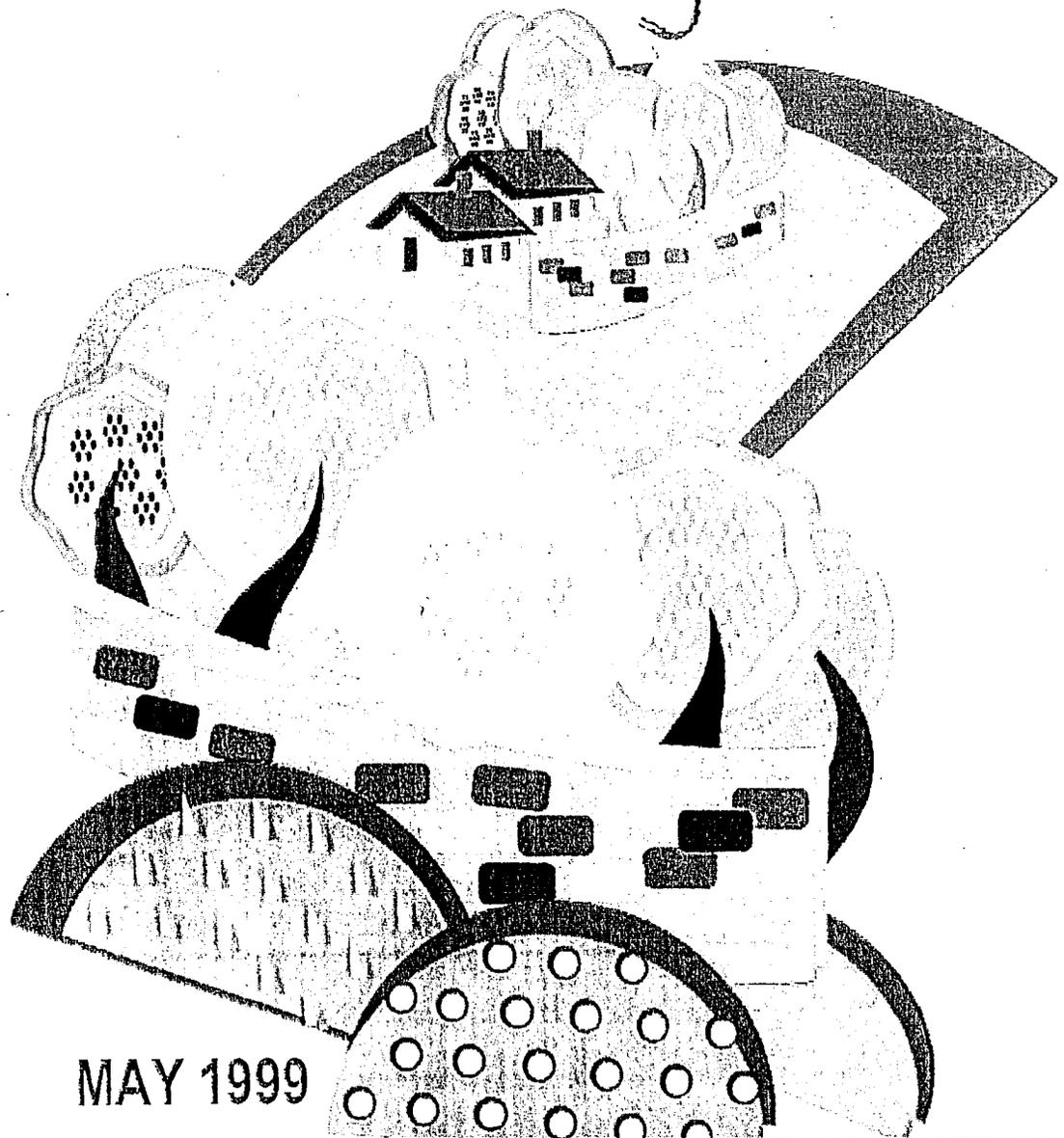


Median and Landscaping Conditions



Exterior Building Conditions

Coolidge Avenue/ Fillmore Way



MAY 1999

NEIGHBORHOOD IMPROVEMENT PLAN

City of Costa Mesa

COOLIDGE AVENUE/FILLMORE WAY

NEIGHBORHOOD IMPROVEMENT PLAN

Approved May 17, 1999

TABLE OF CONTENTS

1.0 BACKGROUND	2
2.0 IMPROVEMENT PLAN SUMMARY	5
3.0 RESULTS OF NEIGHBORHOOD MEETINGS	11
4.0 IMPROVEMENT PLAN	14
4.1 CIRCULATION IMPROVEMENTS	14
4.2 NEIGHBORHOOD PARK	18
4.3 COOLIDGE AVENUE MEDIANS	19
4.4 BAKER STREET IMPROVEMENTS	20
4.5 CRIME PREVENTION THROUGH DESIGN	21
4.6 BUILDING AND PROPERTY MAINTENANCE	24
4.7 OWNERS/RESIDENTS	28
5.0 FINANCING OPTIONS	30

1.0 BACKGROUND

City Council Community Objective 98-04 is to develop neighborhood improvement strategies for three multiple-family neighborhoods along or in proximity to Baker Street (see Figure 1). The Coolidge Avenue/Fillmore Way area is the first of these to be developed (see Figure 2). This area is comprised of 58 triplexes for a total of 174 units. These buildings were constructed in 1962 and are nearly 40 years old. The majority of the buildings are leased with the leases to expire in 2020. Building conditions vary, and onsite parking is limited with many garages being used for storage. The triplexes are serviced by four alleys providing connections to Baker and Paularino Streets.

In November 1998, Council directed staff to begin communications with property owners, tenants, and other interested community members to identify concerns and issues. Furthermore, key representatives from various City departments were assigned to assist in the development of this improvement plan.

The City Council reviewed the preliminary draft plan at their April study session. This final report has been expanded to include additional information on funding resources for the recommended public improvements.

COOLIDGE/FILLMORE AREA

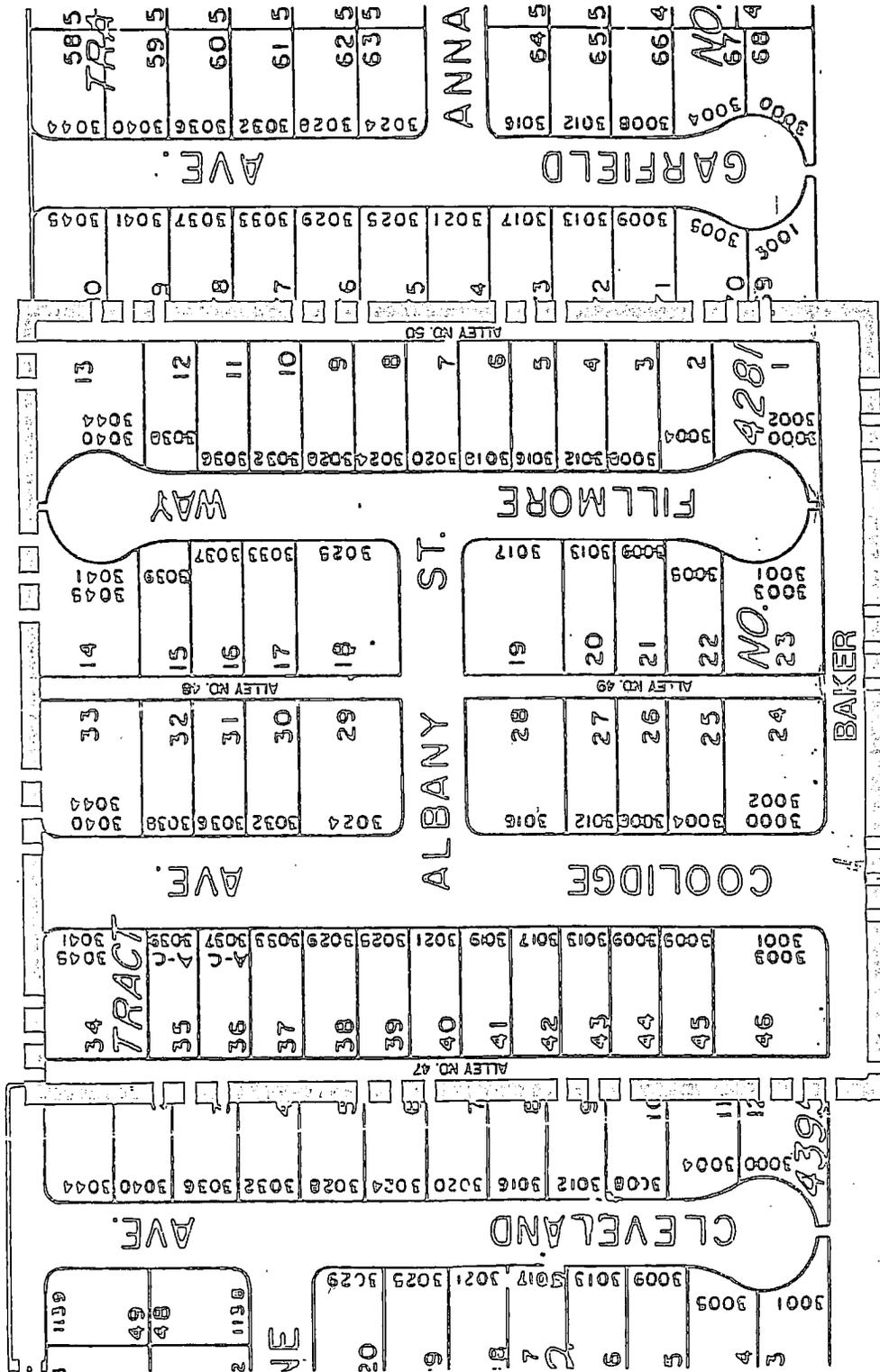


FIGURE 2

2.0 IMPROVEMENT PLAN SUMMARY

The recommendations for the Coolidge Avenue/Fillmore Way neighborhood include improvements to both private and public property, structures, and landscaping. Additionally, it is also very important to improve communications between neighbors, property and building owners, City Staff, and the surrounding community to ensure the ongoing success of the neighborhood.

Provided in the following table is a summary of the 14 recommendations made in this draft plan. For some of the recommendations there are alternatives that are discussed in Section 4.0. Financing options are discussed in Section 5.0. Furthermore, the recommendations have been given a ranking of either high, medium, or low priority. High priority recommendations are to be accomplished in FY 98/99 - FY 99/00. Medium priority items are recommended for FY 00/01, and low priority items do not have a specified time frame.

A computer simulation was done to show the effect of some of the proposed improvements in one of the alleys (see Figures 3 and 4). The alley is shown repaved in concrete, a wrought iron gate is installed at the south end, and the buildings are painted in complementary colors.

Table 1

COOLIDGE AVENUE/FILLMORE WAY

SUMMARY OF RECOMMENDED IMPROVEMENTS

RECOMMENDATION	ESTIMATED COST	RESPONSIBILITY	IMPLEMENTATION SCHEDULE	FUNDING SOURCE
<i>Circulation Improvements</i>				
1. Reconstruct alleys in concrete.	\$435,460	City of Costa Mesa	Low Priority (Time frame unknown)	Unknown
2. Close the three alleys and one pedestrian access on Fillmore Way at Baker St.	\$ 5,000	City of Costa Mesa	High Priority (FY 98/99- 99/00)	Engineering Division, Street Maintenance
3. Install traffic signal at Baker Street and Coolidge Avenue.	\$100,000	City of Costa Mesa	High Priority (Proposed in FY 99/00 Budget)	Special Gas Tax Fund and Centroccs
<i>Neighborhood Park</i>				
4. Encourage the use of Paularino Park.	None	City of Costa Mesa	Ongoing	NA
<i>Coolidge Avenue Median Island</i>				
5a. Retain olive trees, install irrigation, and replace ivy with shrubs and groundcover consistent with the City's median standards; OR	\$74,000	City of Costa Mesa	Medium Priority (Pursue funding in FY 00/01)	Unknown
5b. Replace olive trees with specimen trees, install irrigation, and replace ivy with shrubs and groundcover consistent with the City's median standards.	\$80,000	City of Costa Mesa	Medium Priority (Pursue funding in FY 00/01)	Unknown
<i>Baker Streetscape Improvements</i>				
6. Upgrade Baker Street parkway with landscaping and irrigation.	Construction costs unknown at this time.	City of Costa Mesa	High Priority (Design- FY 98/99) (Construction- FY 00/01)	Capital Asset Funds

Table 1

COOLIDGE AVENUE/FILLMORE WAY

SUMMARY OF RECOMMENDED IMPROVEMENTS

RECOMMENDATION	ESTIMATED COST	RESPONSIBILITY	IMPLEMENTATION SCHEDULE	FUNDING SOURCE
Baker Streetscape Improvements (continued)				
7. Replace existing private walls with masonry walls covered with stucco.	\$20.00 per linear foot	Private property and building owners	High Priority (FY 99/00)	Private funds
Crime Prevention through Environmental Design				
8. Improve lighting on triplexes and garages.	Cost unknown at this time.	Private property and building owners	High Priority (FY 99/00)	Private funds
9. Trim landscaping around windows and front doors to improve views and effects of lighting.	Minimal	Private property and building owners	High Priority (FY 99/00)	Private funds
10. Ensure appropriate address numbering on triplexes and individual units (includes size, color, and location); add address to alley garages.	Minimal	Private property and building owners	High Priority (FY 99/00)	Private funds
Building and Property Maintenance				
11. Inspect buildings to ensure compliance with minimum Uniform Housing Code standards.	Staff salaries	City of Costa Mesa and Orange County Environmental Health Agency.	High Priority (FY 99/00)	Department Budgets
12. Suggest that a consistent paint palette for the exterior of the buildings may improve property values.	None	Private property and building owners	High Priority (FY 99/00)	NA

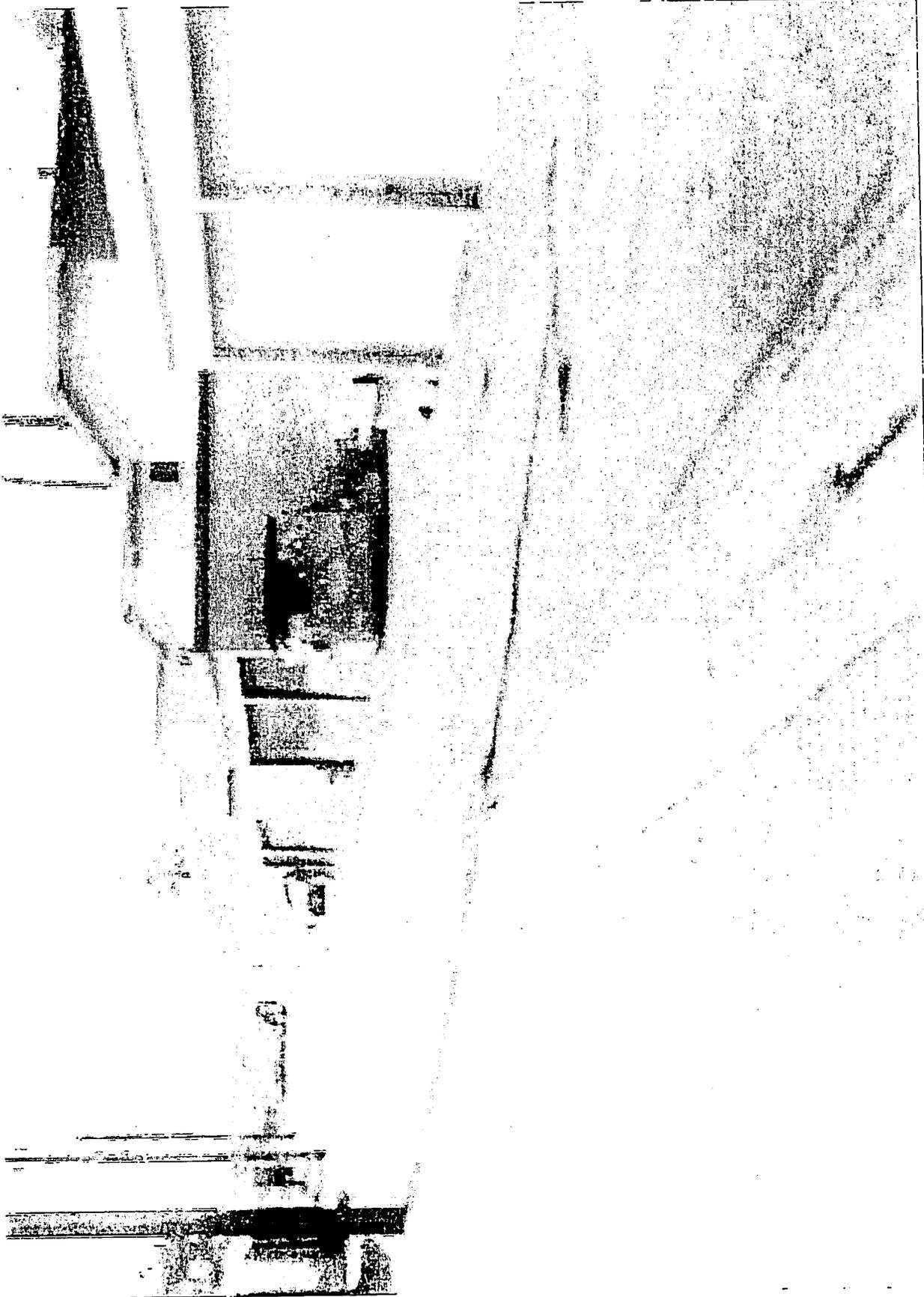
Table 1

COOLIDGE AVENUE/FILLMORE WAY

SUMMARY OF RECOMMENDED IMPROVEMENTS

RECOMMENDATION	ESTIMATED COST	RESPONSIBILITY	IMPLEMENTATION SCHEDULE	FUNDING SOURCE
<i>Building and Property Maintenance (continued)</i>				
13. Improve trash collection services.	Unknown	Private property and building owners; City staff	High Priority (FY 99/00)	Private funds; Department budgets for city staff assistance
<i>Owners/Residents</i>				
14. Establish a Property and Building Owners Association	Staff salaries	Private property and building owners, City staff	High Priority (FY 99/00)	Department budgets for city staff assistance
15. Establish a Neighborhood Watch Program for the residents	Staff salaries	City of Costa Mesa	High Priority (FY 99/00)	Department Budgets

FIGURE 3



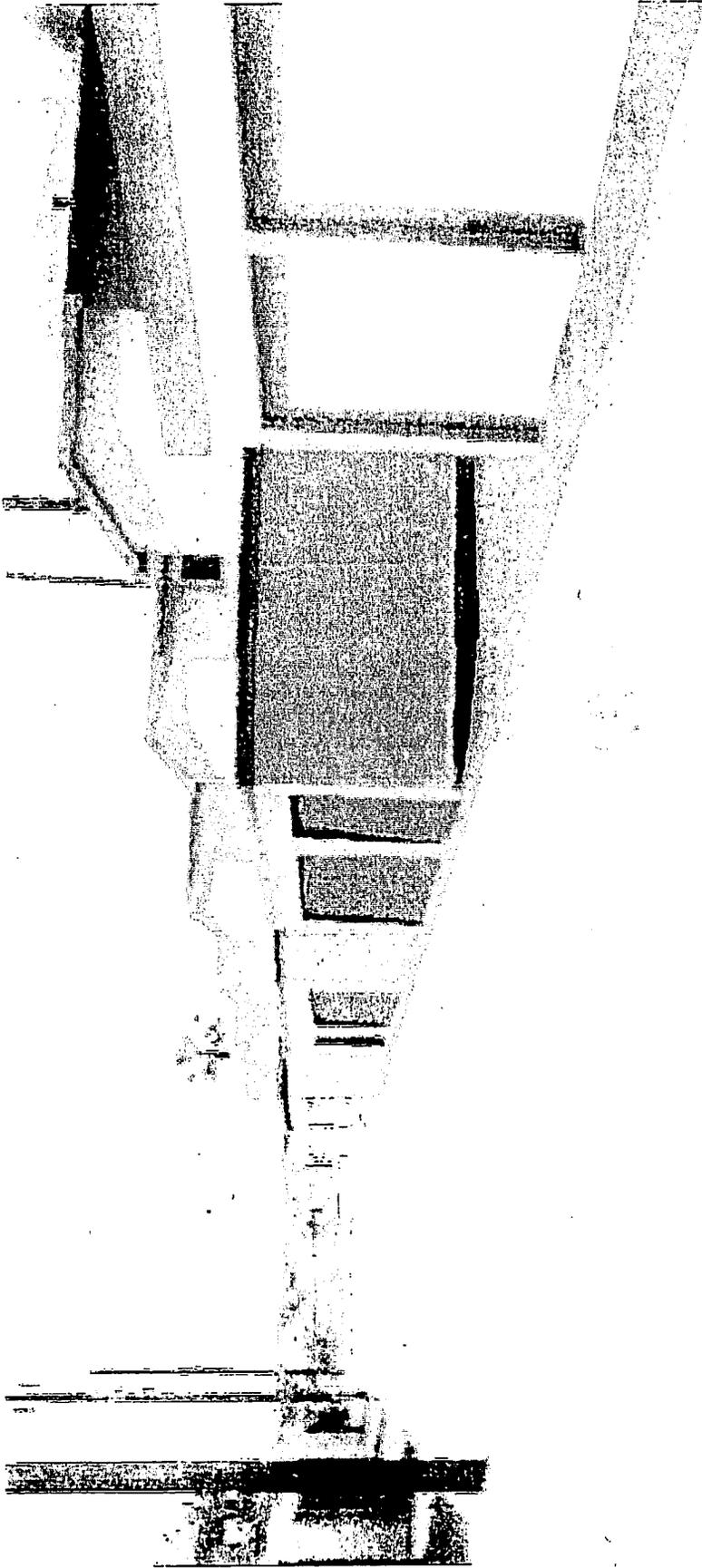


FIGURE 4

3.0 RESULTS OF NEIGHBORHOOD MEETINGS

Staff has held two community meetings to date. The first meeting was held on January 13, 1999 for property owners and leaseholders, and the second meeting was held on March 9, 1999 for the residents. The purpose of the meetings was to explain the neighborhood improvement plan process and solicit input regarding key issues facing the neighborhood and ideas for resolving these issues. Presentations by staff members (Police, Development Services, Public Services, Community Services and Community Development and Housing) were given, and input was solicited through the distribution of surveys.

Approximately 15 persons representing 25 properties attended the owners and leaseholders meeting in January, and 18 residents/families attended the tenant neighborhood meeting in March.

The results of the surveys are shown in Tables 2 and 3; the survey questions varied slightly between the owners (Table 2) and residents (Table 3).

The owners rated their top 3 concerns as:

- o Elimination of gang and drug activity,
- o Alley resurfacing, and
- o The closure of the alleys to pedestrian and vehicular activities at Baker.

The owners lowest 3 concerns were:

- o A uniform paint palette for the building exteriors,
- o A new tot lot in the neighborhood, and
- o Retention of the olive trees in the Coolidge median.

The residents top 3 concerns were:

- o Elimination of gang and drug activity,
- o A traffic signal at Baker/Coolidge, and
- o Correction of substandard building conditions.

The residents 2 lowest-rated concerns were:

- o The closure of the alleys to pedestrian and vehicular activities at Baker, and
- o Placing the building addresses the garages in the alleys.

**TABLE 2
RESULTS OF COOLIDGE/FILLMORE SURVEY
BUILDING AND PROPERTY OWNERS**

QUESTION SUMMARY	PRIORITY AVERAGE (1 = HIGH; 5 = LOW)	# OF RESPONSES
ALLEY IMPROVEMENTS		
1. Closing pedestrian and vehicular access at one or all 3 alleys on Baker St.	2.0	15
2. Improving alley lighting	2.1	15
3. Placing building addresses on garages	2.6	14
4. Alley resurfacing	1.9	15
TRASH/DUMPSTERS		
5. Negotiating with 1 trash hauler for entire area.	2.2	13
6. Dumpster location	2.7	13
COOLIDGE AVE. MEDIANS AND OLIVE TREES		
7. Improving current conditions	3.3	13
8. Retention of olive trees	3.5	14
9. NEW TOT LOT IN NEIGHBORHOOD	3.6	14
BAKER STREET SIDEWALK/WALL/PARKWAY IMPROVEMENT		
10. Consistent private wall treatment on Baker	2.4	15
11. ELIMINATION OF GANG AND DRUG ACTIVITY	1.9	14
12. CORRECTION OF SUBSTANDARD BUILDING CONDITIONS	2.6	14
13. UNIFORM PAINT COLOR PALETTE FOR BUILDING EXTERIORS	4.2	14

**TABLE 3
RESULTS OF COOLIDGE/FILLMORE SURVEY
RESIDENTS**

QUESTION SUMMARY	PRIORITY AVERAGE (1 = HIGH; 5 = LOW)	# OF RESPONSES
ALLEY IMPROVEMENTS		
1. Closing pedestrian and vehicular access at one or all 3 alleys on Baker St.	3.2	25
2. Traffic signal at Baker/Coolidge	1.3	26
3. Improving alley lighting	2.0	15
4. Placing building addresses on garages	2.6	24
5. Alley resurfacing	2.2	24
TRASH/DUMPSTERS		
6. More frequent trash pick-up.	1.8	23
7. Dumpster location	2	25
COOLIDGE AVE. MEDIANS AND OLIVE TREES		
8. Improving current conditions	2.2	22
9. Retention of olive trees	2.2	22
10. NEW TOT LOT IN NEIGHBORHOOD	2.1	15
BAKER ST. SIDEWALK/WALL/PARKWAY IMPROVEMENT		
11. Consistent private wall treatment on Baker	2.2	24
12. ELIMINATION OF GANG AND DRUG ACTIVITY	1.2	23
13. CORRECTION OF SUBSTANDARD BUILDING CONDITIONS	1.5	22

4.0 IMPROVEMENT PLAN

Based on the input received from the owners and community, staff has drafted the following recommendations for the overall improvement of the Coolidge Avenue/Fillmore Way neighborhood.

4.1 CIRCULATION IMPROVEMENTS

Alley resurfacing: As shown on Figure 2, four alleys provide north/south access between Baker Street and Paularino Avenue (Alleys #47- #50). The alleys are in a deteriorated condition. There are three alternatives to repair the alleys.

Proposed Solution:

Alternative 1- Slurry seal. Dig out various locations, replace with 6-inch full depth asphalt, and apply slurry. Except that Alley #48 and #49 need total reconstruction. Protect existing concrete "V" gutter in-place.

Alternative 2- Full depth asphalt. Remove entire existing roadway section and replace with 8 inch full-depth asphalt. Protect existing concrete "V" gutter in-place.

Alternative 3- Concrete. Remove entire existing roadway section and replace with 8 inch-depth of concrete. Although the most costly, staff recommends concrete for its long-term durability and low maintenance requirements.

Cost Estimate: Provided in the following table are the cost estimates associated with the three alternatives.

ALLEY #	ALT. 1-SLURRY	ALT. 2- ASPHALT	ALT. 3- CONCRETE
47	\$ 75,840.00	\$104,210.00	\$146,450.00
48 & 49	\$103,250.00	\$103,250.00	\$141,510.00
50	\$ 90,380.00	\$105,890.00	\$147,500.00
TOTAL:	\$269,470.00	\$313,350.00	\$435,460.00

Funding Source: This would be a public improvement project; the source of funds is unknown at this time. As discussed further in Section 5.0, there are other alleys in the city which have been previously identified for improvement.

Responsible Party: Public Services Department

Implementation Schedule: Unknown at this time.

Mid-block pedestrian and vehicle crossing of Baker Street between Coolidge Avenue and Grace Lane: Due to the nature of development in this area, pedestrian and vehicular activities are spread among many locations on Baker Street. There are many drive approaches serving the various businesses on the south side of the street, and several locations where pedestrians have access into the residential area on the north side of the street. Pedestrians tend to take the shortest route to their destination; therefore, there are numerous locations where pedestrians cross without the protection of a signal or crosswalk.

In 1997, a detailed survey was conducted to determine the number of pedestrians crossing Baker Street in the vicinity of Coolidge Avenue and Grace Lane/Fillmore Way. The survey was concentrated in the area from the alley west of Coolidge Avenue to the alley east of Fillmore Way. The results revealed that 327 pedestrians crossed Baker Street for the period 7:00 a.m. to 5:00 p.m. The observed pedestrian activity was not concentrated to a specific location such as an intersection or alley entrance. A recent "spot survey" of this area indicates that the pedestrian crossing activity in this area remains high.

The three alleys which have direct access to Baker Street result in turning movements in and out of the neighborhood occurring without the protection of a signal.

Proposed Solutions: Two solutions are proposed. The first is to close the alleys and the pedestrian access at Fillmore Way on the north side of Baker Street, and the second is to install a traffic signal at the intersection of Baker Street and Coolidge Avenue.

The closure of the alleys and the pedestrian access point would channel pedestrian and vehicle activity to the Baker Street/Coolidge Avenue intersection. This centralized activity would significantly reduce the existing mid-block crossing of pedestrians. Furthermore, the installation of a traffic signal would provide specified crossing times for the pedestrians/vehicles and reduce the disruption of vehicular traffic on Baker Street.

The alleys and access point are proposed to be closed with a wrought iron fence, with emergency vehicle access available with a Knox Box. The wrought iron will provide visibility from Baker Street into the alleys and neighborhoods. It is also felt that the alley closures will help minimize illegal dumping in the alleys.

Trash haulers would no longer be able to service these alleys with large trucks; since there is insufficient area to turn around and the distance is too long to back out. Similar to what is being done in the Shalimar area, a small vehicle would be used to transport the trash to a large truck waiting on a nearby

street. Restricting large trash trucks in the alleys will also help to prolong the life of the alley surface.

Cost estimate: Closure of alleys and pedestrian access with wrought iron fencing -- \$5,000

Traffic Signal Installation -- \$100,000

Funding Source: Funding for closures on Baker Street is available in the current FY 98/99 budget. Funding for the traffic signal is proposed in FY 99/00; see Section 5.0 for further detail.

Responsible Party: Public Services Department- Transportation Services Division

Implementation Schedule:

Closure of alleys and pedestrian access points: 6 months- can be accomplished beginning in FY 98/99.

Design and installation of traffic signal: 12 months- proposed for funding in FY 99/00.

Speed humps on Coolidge Avenue, Fillmore Way, and in the alleys:

The City Council has adopted guidelines for installation of speed humps on residential streets. The guidelines have been developed to address traffic conditions that are uncommon and higher than those normally encountered in a similar residential environment. In developing these guidelines, it was clear that the traffic volume is a key factor in the determination of the use of speed humps as a traffic control device. The minimum threshold established by the guidelines to qualify for speed humps is a traffic volume of at least 3,500 vehicles per day. The results of staff review indicate a traffic volume of approximately 2,300 vehicles per day on Coolidge Avenue. This volume is well below the minimum threshold necessary to qualify for speed humps. The alley traffic volume is estimated to be less than 500 vehicles per day. The survey also indicated an 85th percentile speed on Coolidge Avenue and the speed in the alleys to be within normal range.

The average daily traffic volume on Fillmore Way is less than 500 vehicles per day, and vehicle speeds were observed between 15 and 25 mph.

Based on staff observations and the results of surveys, the installation of speed humps on Coolidge Avenue, Fillmore Way and/or the alleys is not warranted.

Limited On-street Parking: Staff observations of this neighborhood confirmed the concerns of limited on-street parking. A recent visit of this area during the evening hours revealed the on-street parking being used to capacity.

Furthermore, assigned parking spaces in the alley were also observed to be full.

In developing alternatives to provide additional parking, staff discussed the consolidation of trash bins from the individual parcels to centralized locations in the alley. The intention of this proposal is to create additional parking spaces in the areas currently occupied by trash bins. However, during field investigations, staff determined that existing utility meters also encroach into the 32-foot wide parking area, and, as such, preclude the option of striping one more parking space (standard or compact) in this 32-foot wide parking area.

During the public hearing on this plan, it was suggested that additional parking could be provided by removing the median island on Coolidge Avenue. In response, staff reviewed the roadway geometrics and City Parking Design Standards and concluded that diagonal parking could not be provided in the center of the street and still maintain adequate travel lane width. However, the width of Coolidge Avenue was determined to be sufficient to consider providing parallel parking stalls by replacing the existing 20-foot wide medians with 4-foot wide medians. In order to maintain adequate lighting along the street, new light standards need to be installed in the modified street medians. The proposed lighting standards would each have 2 mast arms to provide lighting for both sides of the street. The existing olive trees would also require removal. A total of 44 additional parallel parking spaces can be provided between Baker Street and Paularino Avenue with these modifications to the medians.

The cost associated with the removal and reconstruction of the medians, installing paving and striping in the parking areas, and installing lighting standards is estimated at \$125,000.00

Staff also observed that some garages were being utilized as storage or living areas rather than parking. Although it is not known how many garages are being used for purposes other than parking, residents concerned with the lack of on-street parking should be encouraged to use their assigned garages for parking. There are 174 garages in this neighborhood.

Staff recommends that dialog continue with the residents to use their assigned garages for parking rather than storage in order to resolve parking issues.

4.2 NEIGHBORHOOD PARK

Due to the age of the development, there are no on-site recreational amenities provided in the neighborhood, and open space is very limited. The six, 20-foot wide medians on Coolidge Avenue provide visual relief to the neighborhood, but are not recommended for recreational use due to the volume of traffic on the street. Directly north of the neighborhood and across Paularino Avenue is Paularino Park.

Paularino Park has been recently renovated by Community Services including the installation of new tot lot equipment. A comment received at the residents meeting, is that dogs are allowed to roam off-leash in the park, and that dog owners are not cleaning up after their animals. The loose dogs are a deterrent to residents who want to take small children to the park.

Proposed Solutions: Staff analyzed the possibility of creating a small pocket park/tot lot in the immediate neighborhood. One possible solution could be the acquisition of one of the properties and demolition of the buildings for the creation of a pocket park, as was done in the Shalimar area. Staff also identified another potential location in the southernmost cul-de-sac on Fillmore Way. This alternative design would not incur any acquisition costs, but on-street parking would be lost.

Staff's recommended solution is to not develop a pocket park in the neighborhood, but rather encourage the use of Paularino Park. The park is 2.23 acres in size, and it is located directly across Paularino Avenue from the neighborhood. It has been recently renovated with new tot lot and play equipment. In response to the concerns of loose dogs, Community Services has requested additional patrols of the park by Animal Control and Park Rangers to minimize off-leash violations.

Cost Estimate: The estimated cost of the construction of a tot lot in the Fillmore Way cul-de-sac is approximately \$58,000, as shown below.

Demolition:	5,000
Concrete curbing installation:	3,000
Drainage system:	5,000
Tot lot equipment:	30,000
Safety surfacing:	15,000
<hr/>	
Total:	\$58,000

The other alternative is to acquire one of the improved properties for a pocket park. Land acquisition and demolition costs are unknown at this time. The estimated cost of installation of park amenities is \$138,000. There would not be any additional costs associated with the Paularino Park recommendation.

Funding Source: This would be a public improvement project; the source of funds for constructing a new park is unknown at this time.

Responsible Party: Public Services Department

4.3 COOLIDGE AVENUE MEDIANS

There are six separate 20-foot wide medians located in Coolidge Avenue. The medians are planted with a total of 12 mature olive trees, and the ground cover is ivy. The medians are not irrigated, and the ivy is in poor condition. The ivy is also reported to contain rats. The olive trees interfere with the light standards that are located in the medians and drop fruit which creates a nuisance and provides a food source for rats.

Proposed Solution: The renovation of the medians is proposed. Alternative 1 is to retain the olive trees and implement a regular pruning schedule plus include annual spraying to minimize fruit growth. The islands would be irrigated, and the ivy replaced with shrubs and groundcover. The City's median standards for shrubs include Wheeler's Dwarf Pittosporum, White India Hawthorn, California Lilac. Accent shrubs are Yellow Cassia, yellow/orange Daylilies, Blue Salvia, and Deer Grass. The recommended groundcover is white Gazania and shredded bark mulch.

Alternative 2 is to replace the 12 olive trees with 12 new specimen trees that are more suited to the location; the City's standards call out Fern Pine and Brisbane Box. As with the first alternative, the islands would be irrigated, and the ivy replaced with the shrubs and groundcover stated in Alternative 1.

In addition, reducing the height of the 12 existing light standards was also investigated so as to minimize interference by the trees. The existing standards are 31-feet tall. Southern California Edison has indicated that the shortest pole available is 18-feet tall with a 4-foot arm. The cost of installing these poles is \$2,300 per pole, or \$27,600 total. Staff recommends that this option be given further evaluation at the time the median is being renovated.

Cost Estimate: Alternative 1- which retains the olive trees, is estimated to cost \$74,000.

Alternative 2-which completely renovates the medians is \$80,000.

Funding Source: This would be a public improvement project; the source of funds is unknown at this time.

Responsible Party: Public Services Department

Implementation Schedule: It is recommended that funding for this improvement be pursued for FY 00/01.

4.4 BAKER STREET IMPROVEMENTS

Baker Street Parkway: The publicly-owned parkway on the north side of Baker Street, between Babb Street and Mesa North Shopping Center, is presently unimproved with the exception of street trees. Irrigation is provided by water trucks. The sidewalk is also in need of repair.

Proposed Solutions: This parkway (between Coolidge Avenue and Babb Street) has been included as one of four landscaping demonstration projects in the city. Design money has been set aside in this fiscal year budget. The proposed improvements for this parkway include ground cover, shrubbery, and irrigation.

Cost Estimate: The parkway design costs are included in the FY 98/99 budget. Preliminary cost estimates for the parkway improvements have not been determined to date. It is anticipated the actual improvements will be requested in FY 00/01.

Funding Source: The anticipated source for construction of the parkway improvements is the Capital Asset Fund, Capital Rehabilitation.

Responsible Party: Public Services Department

Implementation Schedule: Design in FY 98/99 and construction in FY 00/01.

Private Wall Treatment: The private walls which border the public right-of-way on Baker Street are in poor condition. Furthermore there are existing tree wells (on private property) adjacent to the walls that contain palm tree stumps. Property owners with damaged wall were notified some time ago to repair or replace their walls, but the repairs were placed on hold pending the recommendations of this plan. The property owners were receptive to the needed improvements.

Proposed Solution: In order to improve the overall appearance on Baker Street, a consistent wall treatment of masonry covered with stucco is recommended. The tree stumps are to be removed and the tree well areas incorporated behind the new walls. Four properties side onto Baker Street. It is expected that the property owners will be responsible for the new wall construction.

Cost Estimate: Approximately 530 linear feet of wall would need to be replaced; the estimated cost is \$10,600 (assumes \$20.00 per linear foot).

Funding Source: Private property and building owners

Responsible Party: Private property and building owners

Implementation Schedule: FY 99/00.

4.5 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The lighting along Coolidge Avenue, Fillmore Way, Alleys #47 and #49 is inadequate. Adequate lighting can act as a deterrent against crime and also enhance natural surveillance of homes and surrounding property.

Currently the light standards along Coolidge and Fillmore are not providing adequate lighting for the neighborhood. During the evening hours the light from each light standard is barely visible at ground level. The numerous trees in the Coolidge median do block some of the light, and they have been recently trimmed so as to not completely block the light standards. The street lights are a considerable distance from the homes. They are not designed to give light to individual residences, but rather to light the street and the sidewalk.

The light output for these lights is "5,800 Lumens", which is the average for Orange County for residential areas. The next increase would be "9,000 Lumens" which is a marked increase in light, but it could possibly be too much light for a residential tract. If the City were to increase the lumens, all residents in the area should agree to it. A type of "light shield" could be installed to deflect the light from the homes, down towards the ground instead of into windows.

The addressing for the triplexes and units is extremely hard to locate, especially during evening hours.

During inspections, it was noted that a majority of the residents had their porch lights on. However, due to the high, overgrown bushes, this very important light source was not very effective.

Proposed Solutions:

Lighting: Lighting should be added to the front of each individual triplex. These could be on motion sensor or timer. This light should not be a wall-pak type light, as it might shed too much light into windows. It should have a weather- and vandal-resistant cover.

Wall-pak lighting should be installed above individual garages or every other garage unit in the alleys. The light fixture should be weather- and vandal-resistant (an example is attached). The wall-pak can be mounted between two garages, if expense is an issue.

The alleys also have a recessed area where the trash container is located and where vehicles park. In this particular area where there is a fence (between the cars and the walkway to each home) additional lighting needs to be added. Due to the height of the fence, the individual porch lights are not illuminating this area.

Increasing the amount of light on Coolidge, Fillmore and the alleys, will permit residents to see and recognize hazards, it will allow criminals to be seen, and it will also provide a "friendly" more inviting entry to the neighborhood.

Adequate lighting will also help police patrol more effectively, residents will take back their neighborhoods and feel more secure and participating owners should see a lower vacancy rate, as tenants prefer well-lit buildings.

Landscaping: It is recommended that the bushes next to front doors be trimmed to three feet in height. This will allow the light from the porch light to be more effective. The landscaping in the front of each unit (facing the street) should also be trimmed to three feet in height, so the bushes do not block the windows and the view onto the street.

Addressing: Every triplex should be addressed with numbers at least 6"-8" in height, visible from the street, of contrasting color to the background and illuminated during the hours of darkness. Each individual unit should be addressed with numbers at least 4"-6" in height and of contrasting color to the door. It is further recommended that the "street address" numbers also be placed on the alley side (on garages) to aid any responding emergency personnel.

Cost Estimate: Unknown at this time.

Funding Source: Private property and building owners

Responsible Party: Private property and building owners

Implementation Schedule: FY 99/00

PERIMALITER®

WALL/POLE MOUNT LUMINAIRES

The energy-saving area lighter combining efficient lighting, vandal resistance and aesthetic appearance.

The growing demand for energy conservation has influenced luminaire designs to use energy-efficient lamps that provide maximum lighting performance. Hubbell Lighting's PERIMALITER® luminaire is a highly efficient lighting fixture designed for maximum spacing between luminaires, utilizing energy-efficient H.I.D. lamps. This luminaire can provide the same uniformity at a 6 to 1 spacing-to-mounting height ratio other wall lighters achieve at a 4 to 1 spacing-to-mounting height ratio.

This luminaire is perfectly suited for safety and security applications, as well as commercial and industrial wall and area lighting for:

- parking lots
- office buildings
- banks
- schools
- shopping centers
- stores
- fast food restaurants
- warehouses
- parking garages

In short, it can be used to illuminate the outside perimeter of virtually any building. With its optical efficiency and performance, fewer Perimaliter luminaires are needed to light any given area, thereby reducing electrical cost and energy consumption.

This lighting fixture's aesthetic appearance will complement any architectural setting, and its vandal-resistant construction is designed to last.

Front Access Door Incorporating Lens Assembly — Removable, one-piece, injection molded, UV stabilized door and clear lens hinges for full front access. H.P.S. units feature polycarbonate for maximum vandal resistance. Metal Halide units come standard with Hubbell's exclusive ULTRACRYL™ non-yellowing high temperature acrylic. Interior door surface finished in bronze.

Rear Housing — One-piece heavy-duty die-cast aluminum for long life and cooler ballast operation.

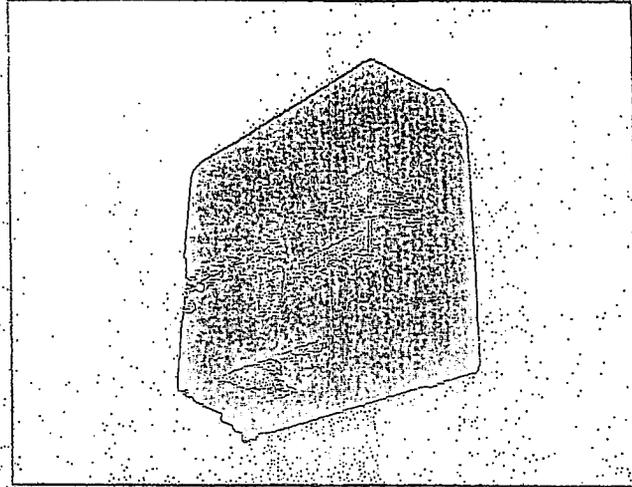
Reflector — ANODAL® finished high quality specular grade aluminum for optimum photometrics and maximum light transmission.

Ballast — Class "H" insulated, -20°F (-40°F for HPS) starting, 60 Hz, high power factor ballast. Normal power factor reactor ballast available for HPS (50 Hz ballasts also available). An aluminum ballast compartment cover isolates the electrical components from the optical assembly.

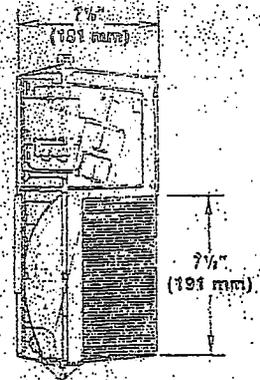
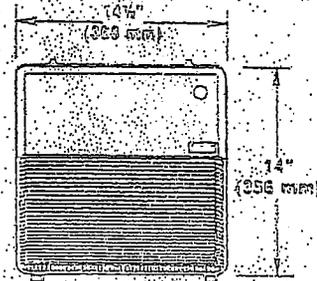
Photocontrol Accessory — A button-type photocell can be field installed behind the prismatic window for photocontrol operation. The prismatic window does not allow light below 90° to activate photocontrol.

Pole Mounting Accessory — Aluminum slipfit housing accepts 2 3/8" O.D. tenon for field installation of single, or back to back double, post top mounted Perimaliter luminaires with Hubbell's bronze LEKTROCOTE® finish.

Additional Features — Bronze Lektrocote finish; two side entries provided for through conduit wiring if required; U.L. 1572 listed, suitable for wet locations.



DIMENSIONS



Project	
Type	Catalog Number
Remarks	



4.6 BUILDING AND PROPERTY MAINTENANCE

Site Inspections: Due to the age and visible conditions of the buildings, staff recommends inspections of each building by Orange County Environmental Health Agency's Special Housing Unit and the Code Enforcement Officer assigned to the area. This would include inspections of each unit in each building to ensure minimum Uniform Housing Code standards.

Cost Estimate: Staff salary only

Funding Source: Department budget

Responsible Party: Code Enforcement staff

Paint Palette: The existing 58 buildings within the neighborhood are painted with a variety of paint colors. One recommendation to help visually tie the area together is to create a paint palette of color choices for the building exteriors. Each respective owner may select from the palette when repainting his/her buildings. Vista Paint has voluntarily reviewed the neighborhood and selected six complementary color combinations for the siding, fascia, and trim. See Figures 5 and 6.

This palette could be voluntarily administered through the Property Owners Association when formed. The Association would have the final approval on the paint palette. It is anticipated that over time the neighborhood would all be painted in the complementary colors.

Cost Estimate: The cost of repainting the buildings is the responsibility of the building owner.

Funding Source: Private funds, rental rehabilitation loans - if qualified.

Responsible Party: Private property and building owners

Implementation Schedule: FY 99/00

Trash Collection: As noted throughout this improvement strategy, improved trash collection service is primary concern. The closures of the alleys at Baker Street should help to minimize illegal dumping in the alleys. Presently, there are multiple collection companies servicing this neighborhood. Code Enforcement staff will coordinate a meeting between the various building/property owners and the trash collection companies with the goal of improving service in the area. Possible solutions include contracting with one waste collection company to service the entire neighborhood; increasing the number of trash collections made each week, and increasing the number of special large item pick-ups.

Another possible solution is to have the Costa Mesa Sanitary District (CMSD) service the area. CMSD would distribute a Hauler 100 (90 gallon) trash container to each unit (3 containers per triplex). The trash containers could be

stored in the same location as the dumpsters in the alleys. The 3 containers have more capacity than 1-cubic yard dumpster (270 gallons versus 202 gallons).

CMSD also has Christmas tree and large item pick-ups days. Code Enforcement staff could monitor the schedule for these events and help publicize them in the neighborhood.

These solutions will be discussed with the property owners and waste haulers in the area.

Cost Estimate: unknown

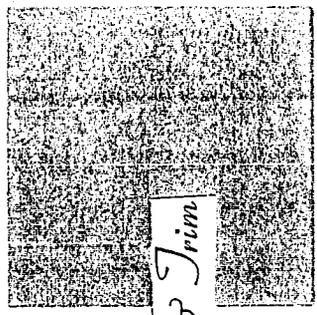
Funding Source: Private funds; Department budgets for staff assistance

Responsible Party: Code Enforcement staff, private property and building owners.

Implementation Schedule: FY 99/00

Stucco/Concrete

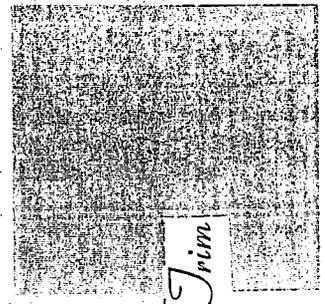
Sample Paint Palette



Siding/Fascia & Trim

Scheme 2

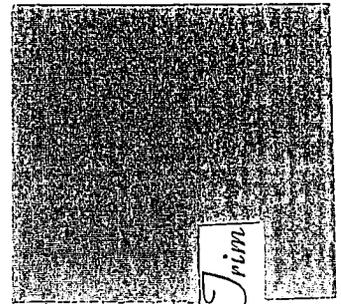
Stucco/Concrete



Siding/Fascia & Trim

Scheme 3

Stucco/Concrete



Siding/Fascia & Trim

FIGURE 5

Stucco/Concrete

Siding/Fascia & Trim

Scheme 5

Stucco/Concrete

Siding/Fascia & Trim

Scheme 6

Stucco/Concrete

Siding/Fascia & Trim

FIGURE 6

4.7 OWNERS/RESIDENTS

Property Owner Association formation: There currently is not any formal association of the various property and building owners.

Proposed Solution: Staff recommends assisting the property and building owners in the formation of a property owner association. Some of the benefits of a formal association are:

- Better communication between owners and City staff;
- Provision of a better vehicle for communication with the surrounding community;
- Establishment of tenant screening criteria;
- Selection of one trash hauler for entire neighborhood; this may result in an overall cost savings and an improved service level, such as an increase in the frequency of regular trash pick-up and large items. The number of trucks in the neighborhood will also be reduced;
- Selection of a paint palette for building and structure exteriors;
- Provision of a better negotiation position with contractors and service companies;
- Hiring of a private security company to patrol neighborhood to discourage unlawful activity; and
- Hiring of a Property Management Company to meet the needs of the neighborhood in a more timely and efficient matter. This could be an effective way to communicate to the residents the need to keep the area free of trash and debris and inoperative vehicles.

Cost Estimate: The cost of forming the association would be minimal, any future operating costs would be the decision of the association.

Funding Source: Private funds

Responsible Parties: Property and building owners with help from City Staff.

Implementation Schedule: FY 99/00

Neighborhood Watch: To help foster and promote neighborhood relationships and support between the residents, it is recommended that a strong and active Neighborhood Watch Program be established. A Neighborhood Watch group will not only assist in identifying and deterring criminal activity but will also serve in giving the area a sense of unity, identity, and ownership. This is very important in any area which is predominately multi-family dwellings.

Due to the high number of multi-family residences, the most effective method of integrating Neighborhood Watch would be to break the area down into

smaller groups of four buildings (12 individual units) with a goal of presenting the Neighborhood Watch Program at ten individual meetings. This would greatly assist in a thorough education of Neighborhood Watch and the responsibilities of the residents.

As noted in Section 3.0, the elimination of gang and drug activity is a top concern of the residents and property owners. Implementation of the Neighborhood Watch Program is an important component in achieving this goal. The Police Department can also use traditional nuisance abatement laws to seek an injunction, if the Police Department finds that a criminal street gang has taken over a neighborhood. Gang-related injunctions may prohibit named-defendant gang members from standing, sitting, walking, driving, gathering, or appearing together anywhere within the terrorized neighborhood. Similarly, the narcotics abatement process may be used for the unlawful use of controlled substances in buildings or places. The Police Department will continue to build upon their relationships they have established with residents.

Cost Estimate: No additional costs/expenditures are anticipated. Crime Prevention Specialist currently on City payroll.

Funding Source: Police Department Budget

Responsible Party: Crime Prevention Specialist, Patrol Division, Costa Mesa Police Department

Implementation Schedule: Ten programs to be presented at weekly intervals over a ten- to twelve-week time frame. More consolidated presentations are possible at the expense of thoroughness and sureness of understanding. This program can be implemented in FY 99/00.

5.0 FINANCING OPTIONS

Public Improvements: There are several capital improvement recommendations contained in this report which are the City's responsibility. The preliminary 1999-00 budget, currently being developed, does not include any of these recommendations.

It should be noted that the Coolidge/Fillmore neighborhood is not located in a Community Development Block Grant (CDBG) target area, so CDBG funding is not available for public improvements.

Provided below are financing options for the recommended public improvements.

1. **Reconstruct the alleys in concrete (\$435,000):** City Council Community Objective 98-B1 "Alleys" states the following: "Prepare a study on all publicly owned alleys and determine if the City needs to keep, improve, maintain or vacate. Prepare a plan for the City to improve public alleys and for homeowners to improve private alleys". To date, the City has spent \$70,000 on a study to identify the alleys and has prepared a plan to improve those alleys as funds become available. The study identifies almost \$800,000 of improvements. The four alleys in this area (#47-#50) are currently paved and they were not considered as needing improvement in this study.

Therefore, financing of these alley improvements could result in the delay of improvements slated for other alleys in the city that are in a worse condition.

Private funding of the needed alley improvements is another option. Assuming equal participation by all 58 properties, the estimated cost per property is \$7,500.00.

2. **Close the 3 alleys and pedestrian access at Baker Street (\$5,000):** This can be accomplished out of existing 1998-99 funds in the Engineering Division, Street Maintenance Account.

3. **Install traffic signal at Baker Street and Coolidge Avenue (\$100,000):** For this project, the recommended funding source is Measure M funds. However, this would reduce the amount available for residential and citywide street maintenance projects in the next fiscal year. Additionally, funding of this signal is in potential conflict with Community Objective 98-B9 Street Repairs which has identified street repairs as needing greater effort. This Objective is currently short funded by approximately \$43 million dollars. Public Services staff believes that this signal would not compete well for Measure M competitive funds.

Since the approval of this improvement plan by the City Council, the Baker/Coolidge traffic signal has been included in the FY 99/00 Preliminary Budget. The proposed sources of funding are the Special Gas Tax Fund and Centrococs.

4. Upgrade of the Coolidge Avenue median island: The City Council budgeted \$100,000 in 1998-99 for Streetscape and Median improvements. These funds have already been approved to be used for design of four landscaping demonstration projects.(see following discussion). Funding of this median improvement is not included in next year's draft budget.

5. Upgrade of the Baker Street Streetscape: As mentioned previously, \$100,000 is allocated in FY 98/99 for Streetscape and Median improvements. This funding is to be used for the design of four landscaping demonstration projects which includes the north side of Baker Street between Coolidge Avenue and Babb Street. Construction funding will be requested in FY 00/01. Funding for this project will come from the Capital Asset fund, Capital Rehabilitation account. This will reduce the amount of funding for other future capital rehabilitation projects.

Private Improvements: The draft plan does include improvements to private property, specifically, the replacement of the private walls along Baker Street (estimated at \$20.00/lineal foot) and needed improvements to the private structures (costs will vary from property to property). This neighborhood is eligible to receive rental rehabilitation funds available through the Redevelopment Agency. In order to qualify, the property owner must demonstrate that 50% of the residents are low income.