



PLANNING COMMISSION AGENDA REPORT

MEETING DATE: MARCH 28, 2016

ITEM NUMBER:

PH-1

SUBJECT: 2015-2035 GENERAL PLAN AND DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) - SCH# 2015111068

DATE: MARCH 17, 2016

FROM: PLANNING DIVISION/DEVELOPMENT SERVICES DEPARTMENT

PRESENTATION BY: MINOO ASHABI, PRINCIPAL PLANNER AND LAURA STETSON AICP, MIG

FOR FURTHER INFORMATION CONTACT: MINOO ASHABI, PRINCIPAL PLANNER
(714) 754-5610 minoo.ashabi@costamesaca.gov

DESCRIPTION

The proposed project involves the following:

- 2015-2035 General Plan – an update to current General Plan including all ten elements with the exception of the 2013-2021 Housing Element which was adopted in 2014. The proposed amendment are related to: Land Use, Circulation, Growth Management, Conservation Element, Open Space and Recreation, Noise, Safety, Community Design, and Historic and Cultural Resources.
- Draft Environmental Impact Report (DEIR) - This is a Program EIR prepared in accordance with CEQA Guidelines Section 15168, which allows for the preparation of a Program EIR for a series of actions that can be characterized as a single project.

RECOMMENDATION

- Receive technical presentation of General Plan Amendment and Draft EIR and public comments; and,
- Continue to Planning Commission Meeting of April 11, 2016.

BACKGROUND

On March 4, 2016, the City released the draft 2015-2035 General Plan and DEIR for a 45-day public review. Both documents are available on the City's Website at the following link: <http://www.costamesaca.gov/index.aspx?page=1994>

On March 14, 2016, the Planning Commission held a public hearing on the General Plan and received public comments on the proposed draft 2015-2035 General Plan and DEIR. The meeting was continued to allow additional consideration of the proposed project to March 28, 2016.

ANALYSIS

The objectives of this report is to provide supplemental information on the General Plan and General Plan EIR based on comments from the public, Planning Commission, and interested parties received to date.

1. Responses to questions received at March 14th Planning Commission meeting
2. Errata of General Plan document

Responses to Comments at March 14th Hearing

The following includes a summary of the public comments and staff's response:

- 1) Affordable housing at Fairview Developmental Center Site** – More information is requested regarding affordable housing with development at the Fairview Center and the Residential Overlay areas. The proposed density of 25 du/acre at the Fairview Developmental Center will not provide for affordable housing projects. A high density of 40 du/acre should be considered to allow greater opportunities for affordable housing.

Response: At this time, the State Department of General Services has not specified a proposed density for an affordable housing project on the Shannon's Mountain site (approximately 12-acre site). The proposed Multi-Use Center Urban Plan allows a site-specific density up to 25 du/acre for Shannon's Mountain and a maximum 15 du/acre for the remaining site area for housing development. The State DGS has indicated that a Request for Proposal for a potential home builder is still pending for Shannon's Mountain. The proposed project will be a market rate apartment project with a component of affordable housing for the developmentally disabled.

- 2) Inclusionary Housing Requirements** – The General Plan needs to look into policies to provide affordable and transitional housing. Cities of Irvine and San Clemente provide examples of recently added affordable housing projects.

Response: The proposed General Plan does not include any policies mandating inclusionary housing requirements. Pursuant to Council direction; however, all

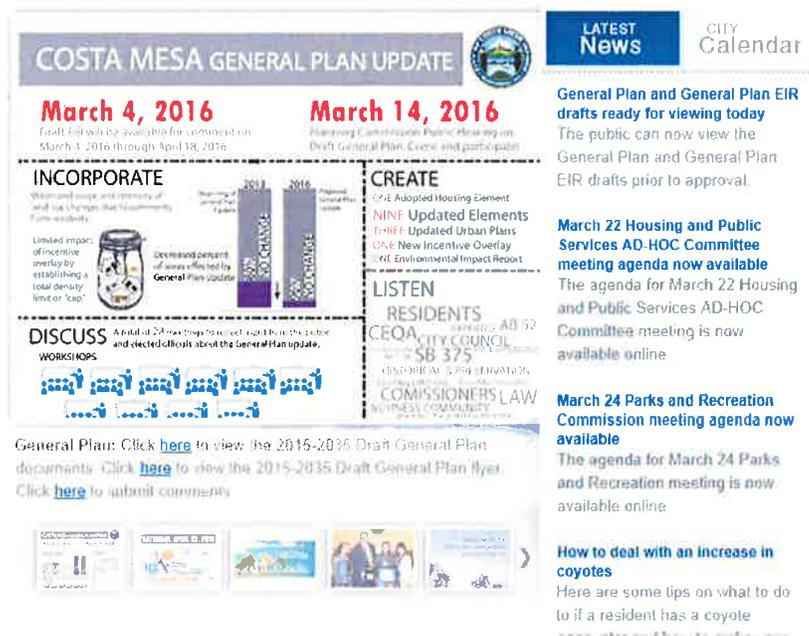
mobile home parks were removed from the new land use consideration and incentive areas. An affordable housing requirement would require policy direction from the City Council in order to be included in the General Plan.

With regard to transitional housing, according to the CEO's office, the City has been funding three (3) non profit organizations over the last few years which are providing transitional and rapid re-housing services to the homeless and low income community. Mercy House, Collette's Childrens Home and Families Forward serve populations as diverse as single men who are in recovery -- as well as emergency and transitional shelters for families with children. Over the past three (3) years 102 households have been assisted with this type of housing.

The City has committed to funding these sorts of housing projects with CDBG funds for over 25 years. These organizations also take direct referrals from city Outreach Workers to ensure that a streamlined service delivery system exists so that the most vulnerable have access to outreach services on a priority basis.

3) Public Input - How will the community be able to provide input on the impacts and alternatives? Provide a direct email access for public input on the City's Website.

Response: A direct email address has been provided on the City's home page for comments to the General Plan (GeneralPlan@costamesa.ca.gov). See screenshot below.



All public input will be included in a “Response to Comments” as it relates to the DEIR and included in all correspondence with the Planning Commission and City Council. Public comments could be submitted by mail, via City’s website or in person at the public hearings. The deadline to submit comments is April 18, 2016.

4) Open Space Element – the following items were noted by one speaker:

- OSR Page 5 – correct the name of the advisory committee to “Fairview Park Citizen Advisory Committee”. Noted

OSR Pages 14 and 17 – Clarification of the underserved areas that appear to be inaccurately represented with extended radius beyond a ¼ mile is requested.

Response: Figure OSR-2 of the Open Space and Recreation Element differs from the current General Plan in that it provides a more accurate representation of access/proximity to parks based on actual walking distance of a park user. The map does not depict distance “as the crow flies.” This map shows the half and quarter mile in walking distance vs. a radius map since there may be physical barriers in place (walls, etc.). Therefore, the underserved areas are accurately depicted and the parkland per person ratio is accurately calculated.

- OSR Page 18 – There are questions related to repurposing Fairview Park and General Plan objectives related to active sports fields at Fairview Park.

Response: The demand for sports fields continues to be an issue now and in the future same as the other key issues described in the Open Space Element. The City’s Open Space Master Plan of Parks and Recreation (OSMP) is a document that is based on the adopted General Plan. It answers, among an extensive number of parks and recreation questions, questions relative to the current and future demands for sports fields. The OSMP needs to be updated regularly to take into account population and use changes. The OSMP is currently being updated and will utilize a number of tools to determine the needs of the community including telephone surveys, community meetings, stakeholder interviews and public meetings.

- 5) **Bikeways** – Consideration of addition of bikeways along Adams Avenue similar to Anton Boulevard is suggested.

Response: The General Plan includes a comprehensive conceptual bicycle plan that if approved would require major widening and rights-of-way dedications to accommodate a variety of bike lane facilities. The Conceptual Bicycle Master Plan shows a Class II bike lane (striped lane) west of Harbor Blvd. and Class IV (protected bikeway) west of Mesa Verde. The proposed bike lane east of Harbor Blvd. is a combination of Class IV and Class I, which are both protected bike lanes.

- 6) **Density** – Graphic depictions of the 4% overall land use change at proposed densities of up to 40 du/acre are requested.

Response: The proposed densities of 40 du/acre could be accommodated in different forms depending on the parking arrangement. For example, the Blue Sol apartments is built at 44 du/acre with a separate parking structure and Azulon is built with 24 du/acre with surface parking since senior housing requires a lower parking ratio. Photo examples of these densities will be provided at the March 28th hearing.

- 7) **Circulation** – Consideration of downgrade of E. 17th Street from Tustin Avenue to Newport Boulevard from six lanes to four lanes is requested.

Response: The portion of 17th Street between Newport Boulevard and Tustin Avenue is currently a four lane divided facility (two lanes each direction and a median lane). The County's Master Plan of Arterial Highways (MPAH) as well as the City's General Plan shows that this segment of 17th Street is planned to be widened to a six lane (three lanes each direction and a median lane) facility. The City cannot downgrade 17th Street from a six lane Major Arterial to a four lane Primary Arterial on its own accord. The downgrade has to be approved by OCTA and then the City can downgrade it on the City Master Plan of Street and Highways (MPSH). Currently, the City has no intentions of widening this segment of 17th Street and plans on pursuing a downgrade with OCTA in the future.

- 8) Traffic Studies** – Clarification regarding the validity and current timing of traffic data in the traffic reports was requested.

Response: Major new traffic studies were conducted for the General Plan update. The General Plan is prepared for the next 20 years and includes development potential for important areas of the City such as the 19th Street and Newport Blvd. intersection which is considered the downtown area.

- 9) 55-freeway improvements** – Reference was made to an agreement between the City Caltrans and OCTA for the completion of the 55 freeway and how the funds for Measure M went to different agencies instead.

Response: The City, in cooperation with OCTA and Caltrans, conducted a study, SR-55/Newport Boulevard Improvement Study. This study which started in 2011-12 and concluded in 2014, identified several alternatives that could be carried forward for environmental review. The alternatives included addition of a lane in the southbound direction, major improvements at intersections, and construction of a new facility under current Newport Boulevard (also referred to as cut and cover). The cut and cover alternative cost estimate is about \$350 million and will require major funding contribution from Measure M2 as well as federal sources. The Measure M2 program did not allocate funding for this project as it was developed much earlier in 2005 and was approved by voters in 2006. At this point, the City needs to wait until the projects identified in the Measure M2 are completed to determine if there are any surplus funds that could be allocated towards the SR-55 project.

The City's General Plan includes an alternative called Constrained Network, that does not assume "cut and cover" of Newport Boulevard. It only assumes the widening of Newport Boulevard to add the fourth southbound lane. With this improvement and others listed under this Constrained Network scenario, the street network can adequately accommodate the proposed land uses in the General Plan.

DRAFT 2015-2035 GENERAL PLAN

The proposed amendments include revisions to all elements of the 2000 General Plan except the 2013-2021 Housing Element which was adopted in 2014. Those elements affected are Land Use, Circulation, Growth Management, Conservation Element, Open Space and Recreation, Noise, Safety, Community Design, and Historic and Cultural Resources.

The primary focus of the General Plan Amendments is to: 1) update the Land Use Policy Map to target revitalization efforts; 2) ensure that the Circulation Element comports with the amended land use plan, incorporates “complete streets” strategies, and addresses all current planning laws; and 3) update all other elements to incorporate provisions that respond to State laws adopted since 2002 (the adoption date of the current General Plan). The City has established 2035 as the horizon year for the amended General Plan, meaning that 2035 represents the year by which the City would expect that the General Plan’s policies and programs would be realized and a new comprehensive review of the plan may be warranted.

The following land use changes are proposed that affect four percent of the overall land uses in the City:

- A new land use designation (Multi-Use Center) that applies to the Fairview Development Center
- Two new land use overlays (Residential Incentive Overlay Zone and Harbor Mixed Use))
- Site-specific FAR of 0.64 for the Segerstrom Home Ranch site
- Site-specific density of 80 dwelling units per acre for Sakioka Lot 2
- Amended General Plan designation of Commercial Center and site specific FAR of 0.54 to 0.64 for the LA Times site

Draft Program Environmental Impact Report (DEIR) - SCH# 2015111068

This DEIR has been prepared in accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) and the State CEQA Guidelines (Cal. Code Regs., § 15000 et seq.). This DEIR is a Program EIR prepared in accordance with CEQA Guidelines Section 15168. Section 15168 allows for the preparation of a Program EIR for a series of actions that can be characterized as a single project.

The Draft EIR includes an analysis of potential environmental impacts associated with the long-term implementation of the updated General Plan in relation to the following environmental topics.

<ul style="list-style-type: none"> • Aesthetics • Air Quality • Cultural Resources • Geology and Soils • Greenhouse Gas Emissions • Hazards and Hazardous Materials • Hydrology and Water Quality • Land Use and Planning 	<ul style="list-style-type: none"> • Noise • Population and Housing • Public Services • Recreation • Transportation/Circulation • Utilities and Service Systems
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Unavoidable significant impacts have been identified with regard to air quality and greenhouse gas emissions. Sites exist within the City that are listed as hazardous waste facilities, hazardous waste properties, and/or hazardous waste disposal sites, as enumerated under California Government Code 65962.5.

In addition to the proposed land uses (referred to as Project in the DEIR), the Draft EIR evaluates four project alternatives that include:

- Alternative No. 1 - No Project/No Build Alternative (current General Plan)
- Alternative No. 2 – Fairview Development Center site remaining as a Public/Institutional land use
- Alternative No. 3 - LA Times site remaining an Industrial Park land use
- Alternative No. 4 - Segerstrom Home Ranch site remaining at the current development capacity of 0.40 Floor Area Ratio

Responses to Comments on Draft EIR

As required by CEQA, all public hearing comments and submitted comments during the 45-day public review period will be included and addressed in a “Response to comments” document that will be presented to the City Council for final consideration after the completion of the public review period.

PUBLIC NOTICE

Availability of the DEIR and 2015-2035 General Plan has been published in the Daily Pilot and notices have been sent to State and Local agencies and the resident interest list established during the Notice of Preparation process. An email was also provided to all on the interest list that has been developed with the Great Reach process.

The Draft EIR and Technical Appendices will be available for review and comment for 45 days commencing March 4, 2016 at 8:00 am and ending on April 18, 2016 at 5:00 pm.

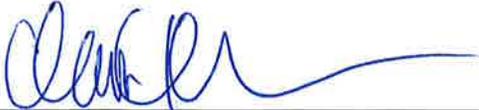
The Draft EIR and Technical Appendices are available at:

- 1) Costa Mesa City Hall, Development Services Department, 77 Fair Drive, Costa Mesa
- 2) Mesa Verde Library, 2969 Mesa Verde Drive East, Costa Mesa
- 3) Costa Mesa Library, 1855 Park Avenue, Costa Mesa.
- 4) City website: <http://www.costamesaca.gov/index.aspx?page=1994>.

CONCLUSION

The General Plan update process started in 2012. During the past three year, there were many workshops and study sessions that provided opportunities to obtain public input and discuss major land use and traffic issues. The draft 2015-2035 General Plan is a compilation of the revisions approved by the Council and updates in compliance with the latest state and regional requirements such as the Complete Street component. Most goals, policies and objectives have remained unchanged. The major land use changes are proposed for four percent of the City’s overall area, which if implemented, is anticipated to be supported by the circulation improvements within the General Plan time frame.


 MINOO ASHABI, AIA
 Principal Planner


 CLAIRE FLYNN, AICP
 Assistant Director
 Development Services

- Attachments:
1. Correspondence
 2. Errata of General Plan Elements
 3. Redlined General Plan Pages

Distribution:

- Director of Economic & Development Services/Deputy CEO
- Senior Deputy City Attorney
- Public Services Director
- City Engineer
- Transportation Services Manager
- Fire Protection Analyst
- File (2)

ASHABI, MINOO

From: HARBOR VICTORIA <2129harbor@gmail.com>
Sent: Thursday, March 17, 2016 7:33 PM
To: ASHABI, MINOO
Cc: FLYNN, CLAIRE
Subject: Re: 2015-2035 General Plan and DEIR

Follow Up Flag: Follow up
Flag Status: Flagged

Attention: Minoo Ashabi and Claire Flynn

From: Donald L. Sherman, Parcel 422-021-09

Pursuant to your instructions, I emailed my following email directly to the website referenced on the front page of the website mentioned in your email, so you can include it in your upcoming staff report.

donaldleesherman@aol.com
to generalplan
4 minutes ago
Details

Gentlemen:

I am the property owner of the above referenced .85 acre parcel number 422-021-09 commonly known as the SWC HARBOR BLVD & VICTORIA STREET which encompasses 2129, 2131, 2137, 2139, and 2145 Harbor Boulevard, Costa Mesa, CA 92627.

I am supportive of your previously approved inclusion of my property in the proposed residential overlay to the General Plan along Harbor Boulevard. With respect to your planned finalization of which parcels will be considered, please accept this email as MY EXPRESSED INTEREST AND APPROVAL OF HAVING MY PROPERTY INCLUDED IN THE PROPOSED RESIDENTIAL OVERLAY, provided it will not change my current zoning, but will also allow for residential development in the future.

Please feel free to include me on your email distribution of interested property owners. Thanks for your consideration.

Sincerely,

DONALD L. SHERMAN
100% OWNER OF 2129 THRU 2145 HARBOR BLVD, COSTA MESA, CA 92627
PARCEL NUMBER 422-021-09

On Thursday, March 17, 2016, ASHABI, MINOO <MINOO.ASHABI@costamesaca.gov> wrote:

Greetings,

This is a friendly reminder that the Planning Commission will be holding a public hearing on March 28, 2016, at their regularly scheduled meeting, to receive public comments on the Draft 2015-2035 General Plan and Draft Environmental Impact Report. The public review period ends on April 18, 2016; however, if you submit your comments/questions by next Monday, staff could include and address them in the upcoming staff report.

ERRATA

Staff has been making minor edits on the General Plan Elements that are included as strike through and red-marked corrections listed below and included as Attachment 3. The redlined corrections are noted as follows:

Land Use Element:

Page LU - 5

~~During~~ ~~From the~~ 1970s through 1990s, Costa Mesa experienced significant growth in retail and office development, with development of regional shopping malls and high-rise office buildings north of I-405.

Page LU - 6

~~Because many residential units were constructed prior to City incorporation, particularly on the Eastside,~~ ~~e~~Existing residential densities in the Medium- and High-Density land use designations may exceed the current allowed number of dwelling units per acre.

Costa Mesa contains six distinct commercial districts: 1) South Coast Metro District, 2) Harbor Boulevard Corridor, 3) Downtown/The Triangle Square 4) East 17th Street Corridor, 5)

Page LU – 7

South Coast Plaza contains the largest single concentration of retail uses in the City and accounts for 30 percent of the commercial square footage; the adjacent Town Center area accounts for nearly 20 percent of the area planned for office space throughout the City.

Major retail centers other than South Coast Plaza include the CAMP, the LAB Anti-Mall, South Coast Collection (SOCO), Metro Pointe, and the ~~TRIANGLE~~triangle. Each offers its own unique mix of shopping and dining experiences and as well as entertainment for the citizens of Costa Mesa and Orange County at large.

Page LU – 8

Industrial space directly adjacent to John Wayne Airport provides opportunities to airport-related industries. Some of these properties include hangars with access to the ~~tarmac~~ and runway.

Page LU – 9

In 1950, 750 acres were acquired for a State institution. Today, the Fairview Developmental Center occupies 114 acres of the original 750-acre site. Acquisitions by the City and County have expanded this area to include the County's Talbert Regional Park site adjacent to the Santa Ana River and the City's adjoining City Canyon Park. See Table LU-1: *Public and Institutional Land Acquisitions*, for various public and institution uses government land acquisitions.

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City and County expansion	Talbert Regional Park and City Canyon Park
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Source: City of Costa Mesa, 2015.

Costa Mesa is home to Orange Coast College, which is one of three colleges in the Coast Community College District. Orange Coast College is located at 2701 Fairview Road in the central portion of Costa Mesa.

Page LU -13

As residential development occurred, construction on these narrow, deep lots often took the form of small-lot subdivisions usually consisting of a row of detached or attached residential units on one side of the parcel and the driveway access for the residential units on the opposite side.

Page LU – 21

The development intensity standard used for most non-residential development is ~~floor-~~areafloor area ratio (FAR),

Page LU - 27

Note. 3 The Home Ranch site has a site-specific FAR of 0.64 for office development; ~~R~~residential development is not permitted due to the site-specific FAR.

Page LU – 28

Nonresidential uses that complement and serve the surrounding residential neighborhood are also appropriate within this designation. These uses typically include schools, parks, churches, libraries, and other public facilities.

~~These lots must be between 6,000 sq.ft. and 7,260 sq.ft. in size. less than 7,260-square feet in size, but not less than 6,000-square feet. On lots that have a density calculation fraction equal to or greater than 1.65 units per acre, two units may be constructed.~~

Page LU – 29

Sakioka Lot 42, a 41-acre vacant parcel, located in the Town Center area of the City adjacent to Anton Boulevard (Area 8 of the North Costa Mesa Specific Plan), has a higher density limit of 80 units per acre with a maximum residential cap of 660 units.

The two-acre property at 580 Anton Boulevard in the Lakes Area (Area 5 of the North Costa Mesa Specific Plan) has a site-specific density of 125 units/acre. Additionally, a resident-serving commercial/retail use component is permitted provided that minimal traffic-generation characteristics of this retail component can be demonstrated in review and approval of a master plan.

However, subject to comparable traffic generation characteristics, ~~t~~The North Costa Mesa Specific Plan contains provisions allowing development flexibility related to the maximum overall development of dwelling units, hotel rooms, and resident-serving retail/commercial uses.

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The density incentive program involved a proposed base density of 166 units (40 du/acre) with a density incentive for an additional 58 dwelling units. The density incentive was justified by (a) ~~Provision-provision~~ of 20 affordable units for moderate-income households and (b) ~~Complete-complete~~ demolition of the Costa Mesa Motor Inn and revitalization of the marginal property. Rezone R-14-04 from C1 (Local Business District) to PDR-HD (Planned Development Residential – High Density) was also approved.

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In addition to the above locational preferences, viable ~~High-Density-high density~~ development is also dependent upon site characteristics.

Major ~~High-Density-high density~~ neighborhoods are clustered around Orange Coast College; along Mesa Verde Drive East; between Adams and Harbor; around Vanguard University;

Page LU – 33 (previously 32)

The Commercial-Residential designation is intended to be applied to a limited area on the eastside of Newport Boulevard between ~~Walnut Street East 19th~~ and Mesa Drive.

Page LU – 35 (previously 34)

In areas designated General Commercial, development typically will result in combinations of one- and two-story commercial buildings. Buildings in excess of two stories may be permitted in select areas ~~via discretionary approval~~ where the additional height would not impact surrounding uses.

Page LU – 37 (previously 36)

In 2016, a specific site FAR allowed a maximum of 0.64 FAR on the 44-acre subarea of Segerstrom Home Ranch, ~~located south of South Coast Drive~~. Maximum building height varies from 2 stories to 5 stories/75 feet within this subarea. Although the Planned Development Commercial zoning may allow mixed-use development (i.e. housing as a complementary use), housing is not permitted on this property due to the site-specific FAR allowance. The established trip budgets for this subarea of Home Ranch is 1,860 AM and 1,788 PM. See Table 7 and Figure 4.

The North Costa Mesa Specific Plan provides ~~more additional~~ FAR, building height, and trip budget information for Segerstrom Home Ranch (Area 1).

Page LU – 45

The development agreement vests the property owner with the ability to construct 592,281 square feet of office and commercial uses with a resultant floor area ratio of 0.48. This property is also located in the North Costa Mesa Specific Plan ~~area~~.

Page LU – 46

...Center/Experian sites ~~for with~~ strictly ~~a~~ non-residential development. The North Costa Mesa Specific Plan provides further detail for these properties.

Future development on Sakioka Lot 2 is subject to the trip budget limitation, applicable development standards of the PDC zone, and consistency with the ~~both the North Costa~~

Mesa Specific Plan and the General Plan. A maximum 1.0 FAR shall be applied for nonresidential development.

Page LU – 47

In 2006, a high-rise residential development option for each of the three sub-areas in South Coast Plaza Town Center was approved.

Page LU – 49

The required Mesa West Bluff urban-Urban plan-Plan shall include development standards to ensure compatibility with surrounding land uses.

Page LU – 53

The Fairgrounds site contains approximately 400,000 square feet of buildings, including:

- Pacific Amphitheater
- Arlington Theater
- Grandstand Arena
- Equestrian Centercenter
- Exhibit and Administration-administration buildings Buildings
- Concession and Restaurant-restaurant Buildingsbuildings
- Memorial Gardens
- Centennial Farms
- Livestock Barnsbarns

Page LU – 55

The compatible zoning district is Institutional & Recreational - Multi-use-Use District (I&R-MLT).

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Uses that are industrial or commercial in nature are expressly prohibited. Prohibited uses include, but are not limited to, corporate office parks, casinos/gambling venues, shopping centers, concerts/entertainment venues, hotel/motels, Exposition exposition/conference uses, shopping center, and swap meet.

Page LU – 67

A maximum 1.25 FAR applies to projects that consist of both residential and commercial mixed uses; Maximum building height is four stories. See Table LU-17: *Harbor Mixed-Use Overlay* and Figure LU-13.

Table LU-17: Harbor Mixed-Use Overlay

Categories	Baseline (2015)	Harbor Mixed-Use Overlay
Density (DU/AC)	N/A	20 DU/AC
Units	13	491
Floor-Area Ratio (FAR)	N/A	1.00 to 1.25
Building Square Feet	337,300	varies

Source: *City of Costa Mesa, 2015.*

The *Mesa West Residential Ownership Urban Plan* encompasses approximately 238 acres located between Victoria Street and 17th Street, ~~east~~ west of SR-55.

Table LU-18: General Plan and Zoning Consistency

Land Use Plan Designations	Consistent Zoning Classification
Low Density	R1, PDR-LD, I&R, I&R-S
Medium Density	R1, R2-MD, PDR-MD, I&R, I&R-S, MU, RI
High Density	R2-MD, R2-HD, R3, PDRHD, PDR-NCM, I&R, I&R-S, MU, RI
Commercial-Residential	AP, CL, C1, P, PDC, R2-MD, R2-HD, PDR-MD, PDR-HD, RI
Neighborhood Commercial	CL, C1, AP, P
General Commercial	CL, C1, C2, C1-S, PDC, AP, P, RI, MU

Open Space and Recreation Element:

In April 2013, the Costa Mesa City Council voted to reconvene the Fairview Park Citizen Advisory Committee (FPAC) to examine several issues regarding the park, and to evaluate the Fairview Park Master Plan relative to the City’s needs.

The Upper Bay is a recreational and educational resource for the area, with a multipurpose ~~trial~~ trail and many wildlife viewing stations.

Circulation Element:

Note No. 2:

Additional right-of-way may be required along streets that are planned to included future bicycle facilities, consistent with the ~~Conceptual~~ Bicycle Master Plan (Figure C-3)

The Costa Mesa MPSH is shown in Figure C-2. Prior traffic studies and the General Plan analysis ~~A traffic study was conducted in 2015-16 to evaluated~~ a number of potential modifications that are now either included in the MPSH or could be considered based on coordination with OCTA. Those modifications are discussed below.

West 19th Street west of Placentia Avenue ~~has been~~ could be downgraded from a Primary Arterial to a Divided Collector Arterial on the MPSH, a downgrade that is supported by the results of the General Plan traffic study.

West 17th Street west of Placentia Avenue ~~has been~~ could be downgraded from a Secondary Arterial to a Divided Collector Arterial on the MPSH, a downgrade that is supported by the results of the General Plan traffic study.

East 22nd Street between northbound Newport Boulevard and Orange Avenue has been downgraded from a Secondary Arterial to a Collector Arterial on the MPSH. This downgrade is supported by ~~the results of~~ earlier studies as well as the General Plan traffic study, and the Orange County MPAH has been amended by OCTA to incorporate this downgrade.

Baker Street between Mesa Verde Drive and Royal Palm Drive ~~has been~~ could be downgraded from a Secondary Arterial to a Collector Arterial on the MPSH, a downgrade that is supported by the results of the General Plan traffic study.

Page C-20

Recommendations to implement Safe Routes Streets to School programs, provide bike lockers, require new developments to provide adequate bicycle parking, and implement a bicycle sharing system will all contribute to the complementary infrastructure necessary for completing Costa Mesa's planned comprehensive bicycle network.

Page C-27

The City has prioritized improving intersections near schools to create enhanced pedestrian-friendly environments under the suggested Safe Routes to School program.

Noise Element

Page N-10

Former Los Angeles ATimes building, 1375 West Sunflower Avenue

~~During~~ From the 1970s through 1990s, Costa Mesa experienced significant growth in retail and office development, with development of regional shopping malls and high-rise office buildings north of I-405. Investment in the industrial district south of West 19th Street included a substantial presence of surfing and similar action sports businesses, several of which have grown to be multi-million dollar international brands.

Established Land Uses (2015)

Costa Mesa is 99 percent built out, with the largest vacant parcels located in the North Costa Mesa area. The two largest available properties—both in agriculture production as of 2015—lie north of I-405: the 31-acre Segerstrom Home Ranch and the 33-acre Sakioka Lot 2 sites. The *North Costa Mesa Specific Plan* regulates land uses on these properties.

Residential

As of 2015, approximately 47 percent of land in the planning area consisted of residential neighborhoods. Single-family neighborhoods cover approximately 30 percent of the land in the City. There are a greater number of multi-family units (24,000 units) than single-family homes (18,500 homes). Costa Mesa contains a number of distinct residential neighborhoods, including: 1) Eastside, 2) Westside, 3) Mesa Verde, 4) College Park, 5) North Costa Mesa/Mesa Del Mar/Halecrest Hall of Fame, 6) Bristol/Paularino, and 7) South Coast/Wimbledon Village.

Mesa Verde residential neighborhood with a mixture of single-family and multi-family units, as well as parks and schools



Opportunity for new large-scale, single-family development is limited due to the built-out nature of the City’s residential areas and limited acreage of

Land Use Element

vacant land. The accelerated demand for suburban homes experienced in the mid-1950s and 1960s resulted in the conversion of thousands of agricultural acres to large single-family housing tracts. Single-family residential construction primarily consists of infill development, particularly in Eastside and Westside Costa Mesa. From 2012 to 2016, new small lot subdivisions have been approved in multi-family zones in Eastside Costa Mesa. Medium- and High-Density Residential land uses account for 18 percent of the net acreage. Medium-Density Residential areas are distributed throughout the City. High-Density neighborhoods are clustered around Orange Coast College, along Mesa Verde Drive East, along Adams Avenue, around Vanguard University, in the northeast portion of the South Coast Metro area, in Downtown, and in the southeast portion of the City.

Because many residential units were constructed prior to City incorporation, particularly on the Eastside, Existing residential densities in the Medium- and High-Density land use designations may exceed the current allowed number of dwelling units per acre.

Commercial Uses

Costa Mesa contains six distinct commercial districts: 1) South Coast Metro District, 2) Harbor Boulevard Corridor, 3) Downtown/~~The Triangle Square~~, 4) East 17th Street Corridor, 5) Newport Boulevard Corridor, and 6) Bristol Street Corridor. Commercial land use designations encompass 14 percent of the land area, or 1,210 acres.



*Costa Mesa Downtown and **The Triangle Square** consists of a mixture of neighborhood and community-serving commercial uses.*

South Coast Plaza contains the largest single concentration of retail uses in the City and accounts for 30 percent of the commercial square footage; the adjacent Town Center area accounts for nearly 20 percent of the area planned for office space throughout the City.

The Harbor Boulevard commercial district accounts for almost one-third of commercial land. Businesses along the boulevard account for 40 percent of the City's total retail sales, indicating that Harbor Boulevard's trade area is of a regional scale. The major factor for this is the concentration of auto dealerships on Harbor Boulevard.

The 92-acre East 17th Street commercial district contains a variety of commercial uses, including retail, service, and office. The area generally serves local residences and businesses. Major retail centers other than South Coast Plaza include the CAMP, the LAB Anti-Mall, South Coast Collection (SOCO), Metro Pointe, and The Triangle ~~RIANGLE~~. Each offers its own unique mix of shopping and dining experiences and as well as entertainment for the citizens of Costa Mesa and Orange County at large.

Industrial Uses

Industrial land use designations encompass approximately 10 percent of land and are primarily concentrated in three major districts: the Westside District, the John Wayne Airport Industrial District, and the North Costa Mesa Industrial District.

The Westside District is the City's oldest industrial area; it covers approximately 312 acres and represents 88 percent of land area designated for Light Industrial. The remaining 12 percent of Light Industrial uses are located in areas along Baker Street. Light Industrial uses consist of small manufacturing and service industries, as well as larger industrial operations.

The Westside District contains several large manufacturing firms and a high percentage of smaller industrial operations, frequently in multi-tenant structures. The Southwest District is one of Costa Mesa's major employment centers, providing about one-fourth of all local manufacturing-related jobs.

The 390-acre Airport Industrial Area is a component of the much larger Irvine Business and Industrial Complex, which extends into the cities of Irvine and Tustin. This area is characterized by large parcels and wide landscaped

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building setbacks. Several firms have located their main or regional headquarters in the area and are often the single tenants in large structures.



*The Airport Industrial/
Business Park District includes
a concentration of industrial,
office, and commercial uses.*

Industrial space directly adjacent to John Wayne Airport provides opportunities to airport-related industries. Some of these properties include hangars with access to the ~~tarmac and~~ runway.

The third industrial area is the 323-acre North Industrial/Business Park located within the north part of Costa Mesa, northeast of I-405 and the Santa Ana River. This district is a part of a larger industrial area extending northward into the city of Santa Ana. The primary users of this industrial area (Harbor Gateway) are large single-tenant manufacturing firms and corporate offices. Included within this district is a 14.5-acre portion of the Home Ranch area property and the unique “lifestyle” South Coast Collection (SOCO) shopping center. SOCO includes over 300,000 square feet of design showrooms, creative studios, specialty retail and food stores, a weekly farmers’ market, and outdoor gathering spaces. The OC Mix, located in SOCO, is a marketplace for gourmet foods, coffee, wine, and over 30 owner-operated retail and specialty shops under one roof.

Public/Institutional, Golf Course, and Fairground Uses

The Public/Institutional designation applies to publicly and privately owned properties that provide recreation, open space, health, and educational opportunities, as well as uses that provide a service to the public.

A major land acquisition by the State in 1950 was responsible for the public ownership of the Costa Mesa Golf Course and Country Club and Fairview Park.

In 1950, 750 acres were acquired for a State institution. Today, the Fairview Developmental Center occupies 114 acres of the original 750-acre site. Acquisitions by the City and County have expanded this area to include the County's Talbert Regional Park site-adjacent to the Santa Ana River and the City's adjoining City-Canyon Park. See Table LU-1: *Public and Institutional Land Acquisitions*, for various public and institution uses government land acquisitions.

A total of 1,210 acres are designated Public/Institutional. When combined with the Costa Mesa Golf Course and Orange County Fair & Event Center, these uses constitute 25 percent of the planning area. This high percentage of land area designated for public and institutional use primarily reflects past and current use by various governmental agencies: the Santa Ana Army Air Base during World War II, the original 750-acre land acquisition by the State of California, and land acquisitions by the City and Orange County.

Orange Coast College, founded in 1947, includes over 80 academic program areas and over 50 career and technical programs.



Table LU-1: Public and Institutional Lands

Government Land Acquisition	Public and Institutional Uses
Santa Ana Army Air Base	Orange Coast College, Costa Mesa High School, Davis Middle School, Presidio Elementary School, TeWinkle Park, the National Guard Armory, Orange County Fairgrounds, Costa Mesa Farm Soccer Complex, Civic Center Park, City Hall, and Vanguard University
750-acre land (1950)	Costa Mesa Golf Course and Country Club and Fairview Park, Fairview Developmental Center (see Multi-Use Center designation)

Land Use Element

Government Land Acquisition	Public and Institutional Uses
City and County expansion	Talbert Regional Park and City Canyon Park

Source: City of Costa Mesa, 2015.

The golf course designation includes the Mesa Verde and Santa Ana Country Clubs (both private) and the City-owned Costa Mesa Golf Course and Country Club. The Fairgrounds property includes the 150-acre Orange County Fair & Event Center, which is owned by the 32nd District Agricultural Association, a state special-purpose district in the Division of Fairs and Expositions of the California Department of Food and Agriculture formed in 1949. Its board is appointed by the Governor of California.

Table LU-2: *Established Land Uses (2015)*, summarizes the existing land uses in Costa Mesa that were surveyed in 2015, including number of acres, residential units, building square feet, hotel and motel rooms, and estimated employees.

Orange Coast College Vision 2020 Facilities Master Plan

Costa Mesa is home to Orange Coast College, which is one of three colleges in the Coast Community College District. Orange Coast College is located at 2701 Fairview Road in the central portion of Costa Mesa. The District has been involved in preparing the Orange Coast College Vision 2020 Facilities Master Plan, which involves construction of new academic, administrative, residential, and parking facilities on the campus. In November 2015, the Coast Community College District Board of Trustees approved the Final Orange Coast College Vision 2020 Facilities Master Plan Program EIR.

The proposed Master Plan involves following improvements:

- Renovation of two existing buildings, totaling approximately 54,000 assignable square feet (ASF) and demolition of approximately 200,900 ASF
- A new Planetarium and an 818-bed student housing project would be added to the campus; the proposed project would also involve improvements to the pedestrian circulation network in and around campus, and the enhancement of open-space areas through landscape and pedestrian plaza improvements
- Reconfiguration of existing parking lots and vehicular entryways, and the addition of a parking structure in the Adams Avenue parking lot on campus

Jobs/Housing Relationship

The variety and distribution of land uses in Costa Mesa enable people to live near their jobs, to shop within a reasonable distance from their homes or work, to use the City’s parks and recreational facilities, and to carry out other daily activities conveniently. Information from the 2010 Census indicates that 32 percent of residents work in the City. Fifty-one percent work within 20 minutes of their homes. The City recognizes the importance of providing both job and housing opportunities to reduce vehicle trips and overall, create a higher quality of life.

Table LU-3: *Housing, Population, and Employment*, presents historical data for Costa Mesa’s population, number of housing units, and employment opportunities, and includes projections to the year 2040. The table is based upon OCP-2015 Projections and data from the U.S Census.

Table LU-3: Housing, Population, and Employment

Year	2000 ¹	2010 ²	2015 ³	2020 ³	2040 ³
Housing	40,406	42,120	42,496	43,484	44,359
Population	108,724	109,929	111,276	112,001	113,332
Employment	88,294	N/A	87,097	89,590	93,222

Sources: 1. 2000 U.S. Census; 2. 2010 U.S. Census; 3. Center for Demographic Research, California State University, Fullerton, 2014.

Key Land Use Issues

Residential Neighborhood Compatibility

Early subdivisions in Costa Mesa established patterns that markedly affect the design of current developments. Prior to the City’s incorporation, residential development—particularly in the Eastside and Westside neighborhoods—consisted of subdivisions with long, narrow lots. As residential development occurred, construction on these narrow, deep lots often took the form of small-lot subdivisions usually consisting of a row of detached or attached residential units on one side of the parcel and the driveway access for the residential units on the opposite side.

In 2013 the Small Lot Ordinance was adopted to promote affordable ownership housing by providing more flexible development standards and

Land Use Plan

The Land Use Plan Map (Figure LU-2) presents a pictorial representation of the land use and development policies set forth in this element. The colored land use designations indicate the type and nature of development allowed on all properties within the City of Costa Mesa and its sphere of influence. The map shows 14 land use designations and six overlays that largely reflect long-established land use patterns and development intensities, with the overlays indicating where targeted efforts are planned to encourage reuse and revitalization. The City will use the land use designation descriptions and the trip budget limitations described below—together with the Land Use Element Goals, Objectives, and Policies—to evaluate proposed development and land use projects. General Plan users are advised to refer to all components when evaluating proposed development and improvement projects.

Density/Intensity and Trip Budgets

Density and intensity are quantitative measures used to describe how much development may occur on a property. The City will use both density/intensity and the trip budget metric to determine the carrying capacity of each individual property or group of properties.

Density

The term *density* is used for residential uses and refers to the development and population capacity of residential land. Density is described in terms of dwelling units per acre of land (du/ac).

Floor-Area Ratio

For non-residential land use categories, the term *intensity* is used.

Development intensity refers to the amount of development on a parcel of land or lot based on building characteristics such as building height, bulk, floor-area ratio, and/or percent of lot coverage. The development intensity standard used for most non-residential development is $\frac{\text{floor-area}}{\text{floor area}}$ ratio (FAR), which is the ratio of the total gross floor area of all buildings on a lot to the total area of the lot. For example, a 21,780-square-foot building on a 43,560-square-foot lot (one acre) yields an FAR of 0.50. A 0.50 FAR allows a single-story building, which covers half the lot, or a two-story building with reduced lot coverage. Figure LU-2 illustrates an example of density and FAR.

Table LU-5: Land Use Density and Intensity Summary

Land Use Designations	Maximum Density			Maximum Intensity	
	Maximum Units	Dwelling Units per Acre (du/ac)	Persons per Acre (p/ac)	Floor-Area Ratio (FAR)	Employees per Acre (e/ac)
Residential					
Low-Density Residential	--	8 du/ac	26 p/ac	--	--
Medium-Density Residential	--	12 du/ac	38 p/ac	--	--
High-Density Residential	--	20 du/ac	50 p/ac	--	--
Non-Residential or Multi-Use					
Commercial-Residential	--	12 to 17.4 du/ac	40 p/ac	0.20 to 0.40 FAR	27 e/ac
Neighborhood Commercial	--	20 du/ac	50 p/ac	0.15 to 0.75 FAR	27 e/ac
General Commercial	--	20 du/ac	50 p/ac	0.20 to 0.75 FAR	27 e/ac
Commercial Center	--	20 du/ac	50 p/ac	0.25 to 0.75 FAR	27 e/ac
Urban Center Commercial ²	660	20 to 80 du/ac	50 to 210 p/ac	0.50 to 0.79 FAR	27 e/ac
Cultural Arts Center ²	535	20 du/ac	25 p/ac	1.77 FAR	275 e/ac
Regional Commercial	--	20 du/ac	50 p/ac	0.652 to 0.89 FAR	53 p/ac
Industrial Park	--	20 du/ac	50 p/ac	0.20 to 0.75 FAR	58 e/ac
Light Industrial	--	20 du/ac	50 p/ac	0.15 to 0.75 FAR	58 e/ac
Public and Institutional	--	--	--	0.25 FAR	44 e/ac
Golf Course	--	--	--	0.01 FAR	--
Fairgrounds	--	--	--	0.10 FAR	14 e/ac
Multi-Use Center ⁵	500	15 to 25 du/ac	58 p/ac	0.25FAR	4 to 15 e/ac
Overlays and Urban Plans					
Residential Incentive Overlay ¹	--	40 du/ac	110 p/ac	0.20 to 0.75 FAR	27 e/ac
SoBECA Mixed-Use Overlay ¹	450	40 du/ac	110 p/ac	1.00/1.25 FAR	27 to 44 e/ac
Harbor Mixed-Use Overlay ¹	--	20 du/ac	55 p/ac	1.00/1.25 FAR	27 to 44 e/ac
Westside Urban Plans ¹	--	20 du/ac	55 p/ac	1.00/1.25 FAR	27 to 44 e/ac

Notes:

1. Increase in FAR from 1.00 to 1.25 may be allowed for mixed-use plans exhibiting design excellence.
2. Please refer to the North Costa Mesa Specific Plan for detailed density/intensity and trip budgets for specific sites.
3. The Home Ranch site has a site-specific FAR of 0.64 for office development; **Residential-residential** development is not permitted due to the site-specific FAR.
4. For the LA Times site, 0.54 FAR applies to commercial development and 0.64 applies to office development.
5. Residential development is not permitted due to the site-specific FARs.
6. South Coast Plaza, west of Bear Street applies a 0.89 FAR and east of Bear Street applies a 0.652 FAR.
7. Of the 500 units, 300 would be designated at 25 du/ac and 200 designated for 15 du/ac.

Table LU-5: Land Use Density and Intensity Summary

Land Use Designations	Maximum Density			Maximum Intensity	
	Maximum Units	Dwelling Units per Acre (du/ac)	Persons per Acre (p/ac)	Floor-Area Ratio (FAR)	Employees per Acre (e/ac)
Residential					
Low-Density Residential	--	8 du/ac	26 p/ac	--	--
Medium-Density Residential	--	12 du/ac	38 p/ac	--	--
High-Density Residential	--	20 du/ac	50 p/ac	--	--
Non-Residential or Multi-Use					
Commercial-Residential	--	12 to 17.4 du/ac	40 p/ac	0.20 to 0.40 FAR	27 e/ac
Neighborhood Commercial	--	20 du/ac	50 p/ac	0.15 to 0.75 FAR	27 e/ac
General Commercial	--	20 du/ac	50 p/ac	0.20 to 0.75 FAR	27 e/ac
Commercial Center	--	20 du/ac	50 p/ac	0.25 to 0.75 FAR	27 e/ac
Urban Center Commercial ²	660	20 to 80 du/ac	50 to 210 p/ac	0.50 to 0.79 FAR	27 e/ac
Cultural Arts Center ²	535	20 du/ac	25 p/ac	1.77 FAR	275 e/ac
Regional Commercial	--	20 du/ac	50 p/ac	0.652 to 0.89 FAR	53 p/ac
Industrial Park	--	20 du/ac	50 p/ac	0.20 to 0.75 FAR	58 e/ac
Light Industrial	--	20 du/ac	50 p/ac	0.15 to 0.75 FAR	58 e/ac
Public and Institutional	--	--	--	0.25 FAR	44 e/ac
Golf Course	--	--	--	0.01 FAR	--
Fairgrounds	--	--	--	0.10 FAR	14 e/ac
Multi-Use Center ⁵	500	15 to 25 du/ac	58 p/ac	0.25FAR	4 to 15 e/ac
Overlays and Urban Plans					
Residential Incentive Overlay ¹	--	40 du/ac	110 p/ac	0.20 to 0.75 FAR	27 e/ac
SoBECA Mixed-Use Overlay ¹	450	40 du/ac	110 p/ac	1.00/1.25 FAR	27 to 44 e/ac
Harbor Mixed-Use Overlay ¹	--	20 du/ac	55 p/ac	1.00/1.25 FAR	27 to 44 e/ac
Westside Urban Plans ¹	--	20 du/ac	55 p/ac	1.00/1.25 FAR	27 to 44 e/ac

Notes:

1. Increase in FAR from 1.00 to 1.25 may be allowed for mixed-use plans exhibiting design excellence.
2. Please refer to the North Costa Mesa Specific Plan for detailed density/intensity and trip budgets for specific sites.
3. The Home Ranch site has a site-specific FAR of 0.64 for office development; **Residential-residential** development is not permitted due to the site-specific FAR.
4. For the LA Times site, 0.54 FAR applies to commercial development and 0.64 applies to office development.
5. Residential development is not permitted due to the site-specific FARs.
6. South Coast Plaza, west of Bear Street applies a 0.89 FAR and east of Bear Street applies a 0.652 FAR.
7. Of the 500 units, 300 would be designated at 25 du/ac and 200 designated for 15 du/ac.

the City when a project is designed to provide housing for individuals and families with specialized requirements (e.g., senior citizens, handicapped, very-low, low-income, and moderate income households with needs not sufficiently accommodated by conventional housing) or provide other facilities or land as required by State law. The City may also grant additional incentives or concessions pursuant to State law.

Sakioka Lot 12, a 41-acre vacant parcel, located in the Town Center area of the City adjacent to Anton Boulevard (Area 8 of the North Costa Mesa Specific Plan), has a higher density limit of 80 units per acre with a maximum residential cap of 660 units.

The two-acre property at 580 Anton Boulevard in the Lakes Area (Area 5 of the North Costa Mesa Specific Plan) has a site-specific density of 125 units/acre. This equates to a maximum of 250 units on the site with an approximate building height of 26 stories. Additionally, a resident-serving commercial/retail use component is permitted provided that minimal traffic-generation characteristics of this retail component can be demonstrated in review and approval of a master plan. Additional development standards for this planned development are contained in the North Costa Mesa Specific Plan.

A three-acre property at 3350 Avenue of the Arts is located north of Anton Boulevard along the east side of Avenue of the Arts in The Lakes area (Area 5 of the North Costa Mesa Specific Plan). The following standards have been established: (1) a site-specific density of a maximum 44 units/acre for a mixed-use development comprised of a boutique hotel and high-rise residential building and (2) a maximum nonresidential FAR of 2.12 FAR which includes the hotel use and ancillary commercial uses. However, subject to comparable traffic generation characteristics, ~~t~~The North Costa Mesa Specific Plan contains provisions allowing development flexibility related to the maximum overall development of dwelling units, hotel rooms, and resident-serving retail/commercial uses. Additional development standards for this planned development, including maximum allowable building height and mix of dwelling units and hotel rooms, are contained in the North Costa Mesa Specific Plan.

In 2014, a site-specific density of 58 units/acre and site-specific building height of five and six stories were established for a 4.17-acre site at 125 East Baker

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Street. The project featured a five-story, 240-unit apartment building and six-story parking structure.

In 2015, a 224-unit apartment building on a 4.15-acre property at 2277 Harbor Boulevard was approved. The project involved: (1) change of the land use designation from General Commercial to High Density Residential; (2) site-specific base density of 40 du/acre with a development incentive for an additional 58 dwelling units, for an overall site-specific density of 54 du/acre; (3) site specific building height for a 5-level parking structure. The density incentive program involved a proposed base density of 166 units (40 du/acre) with a density incentive for an additional 58 dwelling units. The density incentive was justified by (a) ~~Provision~~ provision of 20 affordable units for moderate-income households and (b) ~~Complete~~ complete demolition of the Costa Mesa Motor Inn and revitalization of the marginal property. Rezone R-14-04 from C1 (Local Business District) to PDR-HD (Planned Development Residential – High Density) was also approved.

In order to encourage the development of additional residential ownership opportunities in the Westside, City Council designated an overlay area by adoption of the Mesa West Residential Ownership urban plan. For existing developments that exceed 20 dwelling units per acre, the Mesa West Residential Ownership urban plan may allow redevelopment of residential projects to existing densities provided that certain development standards are met for encouraging ownership housing.

In the High-Density Residential designation, existing non-conforming developments, that are voluntarily destroyed, may be rebuilt to the original density subject to other standards of the zoning code and the following: the allowable density or number of units to be redeveloped would be limited to the General Plan density plus a 50 percent density incentive bonus or the existing number of units, whichever is less.

High-density areas should be located in proximity to transportation routes, especially those served by public transit, and also within convenient distances to shopping and employment centers. Although proximity to the above uses and transportation routes often results in a residential development being subject to adverse impacts, High-Density Residential development can be less susceptible to impacts than lower densities if visual and acoustical shielding techniques are incorporated into the project.

In addition to the above locational preferences, viable ~~High-Density-high~~ density development is also dependent upon site characteristics. A site should be of appropriate size and dimension before the higher densities within this designation are allowed.

Because of their location and intensity of development, High-Density Residential areas are also appropriate for quasi-residential uses (e.g., convalescent hospitals, and group residential homes). Schools, churches, parks, libraries, and related public facilities are also appropriate.

Complementary commercial uses within this designation may be allowed in planned development projects provided that the commercial uses will have Floor Area Ratios that are the same as the Neighborhood Commercial land use designation.

Mixed-use development projects are intended to provide additional housing opportunities in the City by combining residential and nonresidential uses in an integrated development. Additionally, this type of development is intended to revitalize areas of the city (such as the Westside) without exceeding the capacity of the General Plan transportation system. Mixed-use developments shall be implemented through an adopted urban plan (such as the 19 West Urban Plan) and shall be identified on the City's Zoning Map by designating either the R2-HD and R-3 base zoning districts with the mixed-use overlay district. The mix of uses can occur in either a vertical or horizontal design, up to four stories in height. Product types shall be identified in the applicable urban plan and may include live/work units and commercial/residential units where the residential uses are located above or adjacent to the nonresidential component. Nonresidential uses may include office, retail, business services, personal service, public spaces and uses, and other community amenities. In conjunction with areas that are designated with the mixed-use zoning overlay district, the maximum FAR is 1.0. An increase to 1.25 FAR may be allowed for mixed-use plans exhibiting design excellence. In a mixed-use overlay district area, this FAR includes both residential and non-residential components, and the maximum number of stories is four.

Major ~~High-Density-high~~ density neighborhoods are clustered around Orange Coast College; along Mesa Verde Drive East; between Adams and Harbor; around Vanguard University; in the northeast portion of the South Coast

Commercial Designations

Seven commercial land use designations are established. These designations vary in location and intensity to accommodate the full range of commercial activity present and desired in Costa Mesa. Development intensity potential is measured using FAR in relation to the amount of traffic expected (see Table LU-6, *Commercial Floor-Area Ratio*).

Table LU-6: Commercial Floor-Area Ratio

Land Use	Traffic FAR			
	Very Low	Low	Moderate	High
Commercial-Residential	--	0.40	0.30	0.20
Neighborhood Commercial ²	0.75	0.35	0.25	0.15
General Commercial ²	0.75	0.40	0.30	0.20
Commercial Center ^{1,2,3}	0.72	0.45	0.35 ^a	0.30
Regional Commercial	0.652/0.890 FAR. Refer to Regional Commercial discussion			
Urban Center Commercial	0.50 FAR for Retail, 0.60 FAR for Office, 0.79 FAR for S.C. Metro Center. Refer to Urban Center Commercial discussion and the North Costa Mesa Specific Plan for additional discussion.			
Cultural Arts Center	1.77 FAR. Refer to Cultural Arts Center discussion and the North Costa Mesa Specific Plan for additional discussion.			
Multi-Use Center ⁴	0.25 FAR for Institutional/Recreational Uses.			

Notes:

1. Refer to Commercial Center discussion for site-specific FARs on certain properties.
2. With application of the mixed-use overlay district, the FAR may range from 1.0 to 1.25. Refer to appropriate land use designation discussion.
3. Los Angeles Times Site has a 0.54 (commercial) to 0.64 (office) FAR.
4. Refer to Multi-Use Center discussion for description of other uses allowed within this designation.

Commercial-Residential

The Commercial-Residential designation is intended to be applied to a limited area on the eastside of Newport Boulevard between ~~Walnut Street~~ East 19th and Mesa Drive. It is the intent of this land use designation to allow a complementary mix of commercial and residential zoning along Newport Boulevard. It is anticipated that individual parcels will be developed as either a

encouraged to locate on sites of adequate size to avoid compatibility issues with surrounding uses. Appropriate uses include those found in the Neighborhood Commercial designation plus smaller retail stores, theaters, restaurants, hotels and motels, and automobile sales and service establishments.

In areas designated General Commercial, development typically will result in combinations of one- and two-story commercial buildings. Buildings in excess of two stories may be permitted in select areas via discretionary approval where the additional height would not impact surrounding uses.

As complementary uses, residential and other noncommercial uses may be allowed through the Planned Development process. Residential densities in planned development projects shall not exceed 20 dwelling units per acre. Noncommercial uses would be subject to the same FAR standards as commercial uses.

Institutional uses are also appropriate in the General Commercial designation, provided that land use compatibility and traffic issues have been addressed. Institutional uses would require discretionary approval.

For a 4.4-acre site at 1626/1640 Newport Boulevard, a site-specific FAR of 0.40 and trip budget of 186 AM peak hour trips and 281 PM peak hour trips was established. These two standards allowed the development of medical office uses or similar “moderate-traffic” generating uses provided that the site-specific trip budget is not exceeded.

Commercial Center

The Commercial Center designation is intended for large areas with a concentration of diverse or intense commercial uses serving local and regional needs. Appropriate uses include a wide variety and scale of retail stores, professional offices, restaurants, hotels and theaters. Intense service uses, such as automobile repair and service, should be discouraged. Because of the large service area, direct access to major transportation corridors is essential.

A site-specific FAR of 0.70 and a site-specific density of 40 units/acre was established for the property located at 1901 Newport Boulevard, a 7.79-acre site located on the northwest corner of W. 19th Street and Newport Boulevard. The General Plan amendment recognized the existing development intensity of the 1901 Newport Plaza commercial building (127,500 sq. ft.) and allowed additional development of 145 multi-family units with a site-specific building height allowed for a five-level parking structure.

Segerstrom Home Ranch

The Segerstrom Home Ranch is a 93.34-acre located at 3315 Fairview Road, and has a base land use designation of Commercial Center and is a part of the North Costa Mesa Specific Plan. In conjunction with approval of Home Ranch Alternative A, a site-specific FAR of 0.41 was established for the 17.2-acre IKEA site. (IKEA is a large retail/warehouse use.) This property is located at the southeast corner of South Coast Drive and Harbor Boulevard. A maximum allowable FAR of 0.40 for office uses was established for the 14.5-acre Industrial Park parcel located to the north of South Coast Drive.

In 2016, a specific site FAR allowed a maximum of 0.64 FAR on the 44-acre subarea of Segerstrom Home Ranch, located south of South Coast Drive. Maximum building height varies from 2 stories to 5 stories/75 feet within this subarea. Although the Planned Development Commercial zoning may allow mixed-use development (i.e. housing as a complementary use), housing is not permitted on this property due to the site-specific FAR allowance. The established trip budgets for this subarea of Home Ranch is 1,860 AM and 1,788 PM. See Table 7 and Figure 4.

The North Costa Mesa Specific Plan provides ~~more~~ additional FAR, building height, and trip budget information for Segerstrom Home Ranch (Area 1).

Land Use Element

Automobile Club of Southern California Processing Center

This 39.2-acre site is comprised of two parcels and is located on the southwest corner of Sunflower Avenue and Fairview Road. The primary site contains 29.5 acres and is located west of Fairview Road, between South Coast Drive and Sunflower Avenue. The second parcel contains approximately 9.7 acres and is located across the adjacent flood control channel to the west, just north of South Coast Drive. As of 2000, the site was developed with 717,000 sq. ft. of office and support service uses. An additional 250,000 sq. ft. of development is allowed pursuant to a development agreement for a total of 967,000 square feet; the resultant maximum FAR is 0.56. Future construction will be developed in phases during the 30-year term of the agreement.

Metro Pointe

Metro Pointe includes two office building sites located north of South Coast Drive at its intersection with Greenbrook Drive and approximately 28.5 acres of land located south of South Coast Drive along the San Diego Freeway. A development agreement approved in 1994 addresses the site south of South Coast Drive. The development agreement vests the property owner with the ability to construct 592,281 square feet of office and commercial uses with a resultant floor area ratio of 0.48. This property is also located in the North Costa Mesa Specific Plan area.

South Coast Metro Center/Experian

The 44.72-acre South Coast Metro Center/Experian sites are located south of Anton Boulevard and east of Avenue of the Arts. Upon completion, the site will include nearly 1,546,180 square feet of office and commercial development. A site-specific FAR of 0.79 was established for the combined South Coast Metro Center and Experian sites.

In 2006, a site-specific residential density increase for a 4.86-acre site portion of this development was approved as an optional development scenario for this property. The maximum density allowed is 100 units/acre with integrated ancillary retail uses. This equates to a maximum density of 484 high-rise units at 100 units/acre. The residential development option results in a corresponding decrease in the maximum allowable floor area ratio and building square footages for non-residential buildings in order to be similar to the a.m. and p.m. trip budgets established for the South Coast Metro

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Center/Experian sites ~~for~~ with strictly a non-residential development. The North Costa Mesa Specific Plan provides further detail for these properties.

Sakioka Lot 2

The 33-acre Sakioka Lot 2 is located south and east of Anton Boulevard. This site is undeveloped except for farmhouses and farm operation facilities. Pursuant to a development agreement, the maximum allowable building square footage is of 863,000 square feet with a corresponding maximum floor area ratio of 0.50 retail/0.60 office.

The maximum residential density shall be 28 dwelling units per acre for the residential component of a mixed-use development (See “Mixed-Use” discussion of the Specific Plan) or a maximum of 80 dwelling units per acre if the entire site is developed as an independent residential community including affordable housing (See “Affordable Housing / Density Bonus discussion of the Specific Plan).

Future development on Sakioka Lot 2 is subject to the trip budget limitation, applicable development standards of the PDC zone, and consistency with the both the North Costa Mesa Specific Plan and the General Plan. A maximum 1.0 FAR shall be applied for nonresidential development.

Cultural Arts Center

The Cultural Arts Center designation is applied to the 54 acres that comprise South Coast Plaza Town Center. This area is generally bounded by Sunflower Avenue to the north, Bristol Street to the west, Avenue of the Arts to the east, and the San Diego (I-405) Freeway to the south. This designation is limited to this geographical area, and it is not intended to be applied to other locations in the City.

The Cultural Arts Center designation allows intensely developed mixed commercial and cultural uses within a limited area. The intended uses within this designation include mid- to high-rise offices, hotels, restaurants, retail and cultural uses (theater, art museum or academy, etc.), as well as mid- to high-rise residential units in limited areas that are defined in the North Costa Mesa Specific Plan. It serves as the cultural center of the community and provides a focus to the arts-related uses, with the complement of nearby employment and shopping opportunities.

The overall allowable FAR standard for this designation is 1.77. Included in this FAR calculation is the land dedicated or reserved in 2000 for the Avenue of the Arts off-ramp and associated flood control channel improvements. The 1.77 FAR may be exceeded on individual parcels within South Coast Plaza Town Center provided that over the entire 54-acre site the 1.77 FAR is not exceeded. Further delineation of the allocation within South Coast Plaza Town Center of the floor area ratio and trip budget is provided in the North Costa Mesa Specific Plan.

In 2006, a high-rise residential development option for each of the three sub-areas in South Coast Plaza Town Center was approved. The maximum number of residential units allowed in the entire South Coast Plaza Town Center is 535 units. The high-rise residential development option is further detailed in the North Costa Mesa Specific Plan. As shown in the following table, this scenario results in a corresponding decrease in the maximum allowable floor area ratio and building square footages for non-residential buildings in order to maintain the a.m. and p.m. trip budgets established for the South Coast Plaza Town Center.

Table LU-11: Town Center Intensity

	Maximum Allowable			Peak Hour Trip Budget	
	NonResidential		High-Rise Residential Units	A.M.	P.M.
	FAR	Building Square Footage			
Residential Option	1.70 ¹	3,991,008 sq. ft.	535	5,123	6,632
Non-Residential Option	1.77 ⁴	4,161,813 sq. ft.	80	5,180	6,632

Notes:

1. This maximum FAR may be increased to no more than 1.77 in direct relation to the decrease in the maximum number of high-rise residential units.
2. This maximum peak hour trip budget may be increased to no more than 5,180 a.m. peak hour trips in direct relation to the decrease in the maximum number of high-rise residential units.
3. This alternative includes the 80 high-rise residential units associated with the museum site in Segerstrom Center for the Arts; see North Costa Mesa Specific Plan.

Institutional uses may also be appropriate, provided that land use compatibility and traffic issues have been addressed. Institutional uses would require discretionary review.

Combinations of residential, institutional, and commercial uses may be allowed through the Planned Development process. FARs and population densities for commercial projects would be similar to the Neighborhood Commercial land use designation. Residential densities in Planned Development projects are not to exceed 20 dwelling units per acre.

Mixed-use development projects in overlay zones are intended to provide additional housing opportunities in the City (such as the Westside) by combining residential and nonresidential uses in an integrated development. Additionally, this type of development is intended to revitalize areas of the city, without exceeding the capacity of the General Plan transportation system. Mixed-use developments shall be implemented through an adopted urban plan (such as the 19 West and Mesa West Bluff Urban Plan) and shall be identified on the City's Zoning Map by designating the MG base zoning district with the mixed-use overlay district. The mix of uses can occur in either a vertical or horizontal design, up to four stories in height. Product types shall be identified in the applicable urban plans and may include live/work units and commercial/residential units where the residential uses are located above or adjacent to the nonresidential component. Nonresidential uses may include office, retail, business services, personal service, public spaces and uses, and other community amenities. Residential development may be allowed in conjunction with the mixed-use overlay district for Mesa West Bluff Urban Plan area at density that does not exceed 13 units per acre. The required Mesa West Bluff ~~urban~~ Urban plan ~~Plan~~ shall include development standards to ensure compatibility with surrounding land uses.

Industrial Park

The Industrial Park designation is intended to apply to large districts that contain a variety of industrial and compatible office and support commercial uses. Industrial parks are characterized by large parcels and landscaped setbacks which create a campus-like environment. Industrial parks must have proximity to freeways and other major transportation routes to provide the accessibility they require. An internal circulation system consisting of lesser highways is also necessary to accommodate the vehicle demands created.

property from the Federal Government. Since that time, the annual Orange County Fair has occurred at this location. Through the years the 32nd DAA has expanded the use of the property into a year-round exhibition, conference, equestrian, activity, and event center; these uses compose collectively the OC FEC.

The 32nd DAA Fair Board adopted the current OC FEC Master Plan in 2003. Given that the 32nd DAA is a state entity for administration of the Orange County Fair, Costa Mesa has limited land use and permitting authority over the property while it is controlled by the State.

If in the future, if the State no longer controls the property, any proposed new development or change of use shall be subject to review for consistency with the City's General Plan and zoning regulations. The new property owner/operator may continue to operate the Fairgrounds as it existed at the time of sale as a legal nonconforming use and development. The property's legal nonconforming status will remain in effect until such time as the property owner submits and receives approval of a master plan by Costa Mesa.

The Fairgrounds site contains approximately 400,000 square feet of buildings, including:

- Pacific Amphitheater
- Arlington Theater
- Grandstand Arena
- Equestrian ~~Center~~center
- Exhibit and ~~Administration~~administration buildings Buildings
- Concession and ~~Restaurant~~restaurant Buildingsbuildings
- Memorial Gardens
- Centennial Farms
- Livestock ~~Barns~~barns

The Fairgrounds designation recognizes the existing fairground and event center uses associated with this site. The General Plan traffic model does not take into account the trip generation from the annual OC Fair or weeknight/weekend special event uses (i.e. Orange County Marketplace) because peak vehicle trips to the site occur outside normal business

decade, the State has been focusing on residential care options (as opposed to institutional care) for these disabled individuals.

A large portion of the original land was transferred in 1979 to the City of Costa Mesa and now encompasses Fairview Park and the golf course. In 1985, the City granted a General Plan amendment and rezone of 54 acres of surplus land immediately to the north of the hospital facilities for high density residential uses. In 2004 and 2006, other parcels were converted to residential uses. These areas are planned developments with one-story, single-family residences, a two-story, small-lot residential subdivisions, and two-story apartment buildings (Harbor Village Apartments).

In February 2016, the State of California Department of Development Services initiated the process for the closure of the Fairview Developmental Center.

Multi-use refers to the integration of a variety of land uses and intensities. This land use category includes uses which are low to moderate intensity and urban in character. The Multi-Use Center designation is applicable only to the Fairview Developmental Center property at 2501 Harbor Boulevard. The compatible zoning district is Institutional & Recreational - Multi-use-Use District (I&R-MLT). The allowable land uses are as follows:

- 0.25 FAR Institutional & Recreational Uses
- 25 percent minimum requirement for park and open space purposes (approximately 25.6 acres).
- Maximum cap of 500 dwelling units for the entire site at 15 dwelling units per acre. Exception: 300 dwelling units at 25 dwelling units per acre allowed for the Shannon's Mountain site (12-acre development area at Shannon's Mountain)

In anticipation of the future closure of the Fairview Development Center, this property is assigned a unique General Plan land use plan designation. The Multi-Use Center designation is comprised of a variety of residential, open space, and institutional uses.

These multi-uses are to be complementary to the Costa Mesa Golf Course and surrounding residential neighborhoods. The maximum residential density for the Fairview Developmental Center property would be a maximum density of 15 dwelling units per acre, with a maximum number of 500 residential units for the entire site. However, a maximum of 300 dwelling units at a maximum density of 25 dwelling units per acre may be allowed at the Shannon Mountain's site within the Fairview Developmental Center. Under these density limitations, the overall cap in total housing buildout shall not exceed

Land Use Element

500 units for the entire Fairview Developmental Center site. Additional housing units may be built, as long as they meet the density bonus provisions pursuant to State law (Government Code Section 65915- 65918). At least 25 percent of the site shall be dedicated to open space. A maximum 0.25 FAR for institutional/recreational uses would be allowed for undeveloped area not assigned to housing or permanent open space. See Table LU-13: *Fairview Land Use Designation*. Permitted uses include:

- Institutional uses, such as public and private recreational facilities, dedicated athletic fields, athletic complex, sports parks, community centers, and public facilities.
- Hospital, medical, dental, physical therapy, in-patient care, psychiatric facilities, administrative offices and facilities for the developmentally disabled.
- Residential uses, such single-family detached housing, apartments, condominiums, and townhouses.
- Open space uses, such as active play fields, recreational areas, parkland, and botanical gardens.

Uses that are industrial or commercial in nature are expressly prohibited. Prohibited uses include, but are not limited to, corporate office parks, casinos/gambling venues, shopping centers, concerts/entertainment venues, hotel/motels, ~~Exposition~~ exposition/conference uses, shopping center, and swap meet.

The maximum 0.25 FAR for institutional development within the Multi-Use Center designation is intended for buildings ranging from one- to four-story structures. Residential uses shall also be limited to a maximum height of four stories.

The Multi-Use Center General Plan land use designation (and corresponding Zoning District) will require a Master Plan for any future development project, whether or not the State retains the property or sells to a private entity. A Master Plan is required to be approved by the City Council if the property is owned by a non-State entity or if the State elects to participate in the City's planning process for Master Plan adoption.

The City will require the dedicated parkland component in order to activate a master plan for new development. The 25 percent open space requirement would apply, and, therefore, future development would need to include a specific acreage of active park uses for sports fields or the master plan cannot

Harbor Mixed-Use Overlay

The Harbor Mixed-Use Overlay applies to select areas along Harbor Boulevard, between Wilson Street and 19th Street. The intent is to introduce a diverse mix of uses, with the objective of creating a much more integrated, walkable, and complementary balance of creative industrial and office spaces, neighborhood-serving retail and commercial services, and residential uses along the southern portion of Harbor Boulevard that intersects with 19th Street. The designation allows residential development at up to 20 dwelling units per acre. A maximum 1.25 FAR applies to projects that consist of both residential and commercial mixed uses; ~~a 1.00 FAR applies to stand-alone commercial projects.~~ Maximum building height is four stories. See Table LU-17: Harbor Mixed-Use Overlay and Figure LU-13.

Table LU-17: Harbor Mixed-Use Overlay

Categories	Baseline (2015)	Harbor Mixed-Use Overlay
Density (DU/AC)	N/A	20 DU/AC
Units	13	491
Floor-Area Ratio (FAR)	N/A	1.00 to 1.25
Building Square Feet	337,300	321,000 of Commercial

Source: City of Costa Mesa, 2015.

Westside Urban Plans

In April 2006, the City adopted three Westside urban plans that created overlay zones in designated areas of the Westside: the *19 West Urban Plan*, the *Mesa West Bluffs Urban Plan*, and the *Mesa West Residential Ownership Urban Plan*. Development proposed within the Westside Urban Plans requires approval of a Master Plan pursuant to the City of Costa Mesa Municipal Code.

19 West Urban Plan

The *19 West Urban Plan* provides commercial and residential mixed-use opportunities primarily along 19th Street and Harbor Boulevard, at a cluster of properties between Newport Boulevard and Superior Avenue, and at the south corner of Victoria Street and Placentia Avenue. This mixed-use overlay zone (over the Commercial and Industrial base districts) is intended to promote commercial/residential mixed-use development, encourage adaptive reuse, stimulate private investments and improvements, promote new

housing types, and meet housing demand. Development is subject to the trip budget established in the zoning code.

Mesa West Bluffs Urban Plan

The *Mesa West Bluffs Urban Plan* encompasses approximately 277 acres and was adopted to provide an overlay zone encouraging the development of live/work units or residential development, with the goal of revitalizing and attracting new high-quality residences. The *Mesa West Bluffs Urban Plan* applies to industrial properties predominantly south of 18th Street, north of 16th Street, and along Placentia Avenue. The Urban Plan intends to stimulate live/work and residential development without exceeding the development capacity of the General Plan transportation system. With regard to industrial uses, established industrial uses may continue and expand. New residential development must recognize long-established industrial uses and be designed to minimize conflicts. New creative industrial workspace is permitted, provided that activities limit or confine noise, dust, and vibration impacts.

Mesa West Residential Ownership Urban Plan

The *Mesa West Residential Ownership Urban Plan* encompasses approximately 238 acres located between Victoria Street and 17th Street, east west of SR-55. The objective of the *Mesa West Residential Ownership Urban Plan* is to promote economic viability in existing medium-density and high-density residential areas, encourage the conversion of existing rental apartments to residential common-interest development (i.e., condominiums, planned unit development, and cooperatives), and encourage new residential common-interest development to improve the balance between rental and ownership opportunities.

The *Mesa West Residential Ownership Urban Plan* provides flexible development regulations to create additional incentives for new development.

See LU-14: *Westside Urban Plans*, for the location and boundaries for each Westside Urban Plan.

Land Use Element

Table LU-18: General Plan and Zoning Consistency

Land Use Plan Designations	Consistent Zoning Classification
Low Density	R1, PDR-LD, I&R, I&R-S
Medium Density	R1, R2-MD, PDR-MD, I&R, I&R-S, MU, <u>RI</u>
High Density	R2-MD, R2-HD, R3, PDRHD, PDR-NCM, I&R, I&R-S, MU, RI
Commercial-Residential	AP, CL, C1, P, PDC, R2-MD, R2-HD, PDR-MD, PDR-HD, RI
Neighborhood Commercial	CL, C1, AP, P
General Commercial	CL, C1, C2, C1-S, PDC, AP, P, RI, <u>MU</u>
Commercial Center	C1, C2, C1-S, PDC, AP, PDC, P
Regional Commercial	PDC
Urban Center Commercial	PDC
Cultural Arts Center	TC
Multi-Use Center	I&R-MLT
Industrial Park	MG, PDI, CL
Light Industrial	MP, PDI, CL
Public and Institutional	I&R, I&R-S, P
Golf Course	I&R
Fairgrounds	I&R
Fairview	R2-MD, R2-HD, R3, I&R

Source: City of Costa Mesa, 2015.

Fairview Park encompasses over 200 acres of open space and passive park areas consisting of bluffs, vernal pools, trails, native plant communities and wildlife. Park visitors also can enjoy community events fly, model aircraft, or take a train ride at Goat Hill Junction Railroad Station.



In April 2013, the Costa Mesa City Council voted to reconvene the Fairview Park [Citizens](#) Advisory Committee (FPAC) to examine several issues regarding the park, and to evaluate the Fairview Park Master Plan relative to the City's needs. Based on those needs, the FPAC will recommend the addition, reduction, elimination, and modification of park uses and master-planned elements. Key elements included providing various sport fields and facilities, community gardens, trail exercise stations, a nature center, and a variety of improvements to the passive open space uses. Completion of the review is anticipated in 2016. As part of the citywide Open Space Master Plan of Parks and Recreation initiated in 2015, the community will be engaged in further discussion of improvement plans for Fairview Park.

Costa Mesa Community Gardens

Community gardens provide opportunities for Costa Mesa residents to nurture their physical and social health. As of 2015, the City managed two community gardens. The Del Mar Community Garden has 60 plots, each measuring 15 feet by 15 feet. Hamilton Community Garden has 42 plots with the same dimensions. The City rents garden plots to residents to grow vegetables, flowers, fruits, and plants for personal consumption. Both community gardens are immensely popular and have long waiting lists for new urban farmers to participate.

diverse system of public interpretive trails connecting to the Talbert Nature Preserve and Santa Ana River Trail in Costa Mesa.

Upper Newport Bay

Upper Newport Bay is located just east of Costa Mesa in the City of Newport Beach. It is the largest of only a few remaining natural estuaries in Southern California. An estuary is a coastal wetland where saltwater from the ocean mixes with nutrient-rich fresh water from inland sources to provide a fertile feeding area for birds, fish, and other animals. The Upper Bay is a recreational and educational resource for the area, with a multipurpose ~~trail~~ and many wildlife viewing stations.

Open Space Conservation Efforts

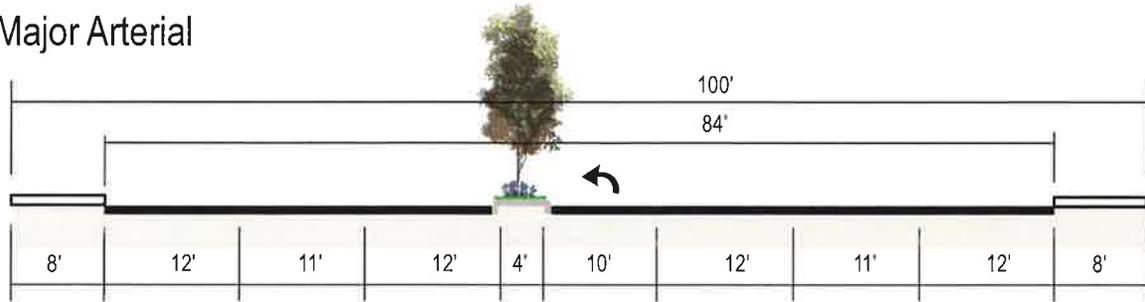
Orange Coast River Park, Inc. is a 501(c)(3) nonprofit independent organization originally founded as a committee by the Friends of Harbors, Beaches and Parks. Orange Coast River Park’s mission is to facilitate coordination among stakeholders, agencies, landowners, and the public to create a 1,000-acre Open Space Master Plan at the mouth of the Santa Ana River between the Mesa Verde residential community in Costa Mesa and the Pacific Ocean. The organization’s major goals are to “restore the historic ecological staircase, extend a seamless passageway to the coast from inland, and create access for residents and visitors to an oasis of tranquility.”

Key Open Space Issues

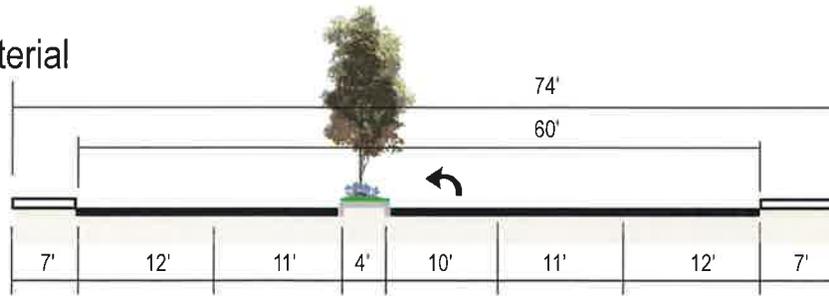
Open Space Preservation and Management

Open space lands within Fairview Park, Canyon Park, and Talbert Regional Park need to be managed to prevent impacts to sensitive habitat and wildlife. Wetlands, vernal pools, and other sensitive habitats need to be protected from human activity and accidental and intended damage. Invasive plant and wildlife species and hazardous material from pesticides, pollution, trash, and other toxic materials need to be controlled and/or restricted to prevent severe damage to these resources. Unauthorized trails by bicyclists and hikers can also damage sensitive habitat areas. Public agencies need to continue to provide and enforce management and educational strategies to protect, preserve, and steward these limited resources.

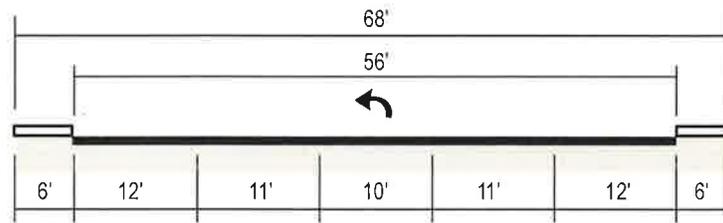
Major Arterial



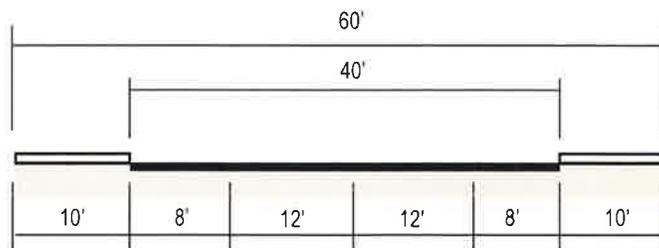
Primary Arterial



Secondary Arterial



Collector



- Notes:
1. Additional right-of-way may be required at intersections for accommodating turn lanes.
 2. Additional right-of-way may be required along streets that are planned to include future bicycle facilities, consistent with the **Conceptual** Bicycle Master Plan (Figure C-3)

Figure C-1: Roadway Typical Cross Sections

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vehicle lane per direction. The two directions of travel are divided by a continuous two-way left-turn lane.

Collector Arterial

A Collector Arterial is a two-lane undivided (no median), unrestricted access roadway. Collector Arterials differ from local collector streets in their ability to handle through traffic movements between two arterials.

Roadway Plan

The Costa Mesa MPSH is shown in Figure C-2. Prior traffic studies and the General Plan analysis ~~A traffic study was conducted in 2015-16 to~~ evaluate a number of potential modifications that are now either included in the MPSH or could be considered based on coordination with OCTA. Those modifications are discussed below.

Santa Ana River Crossings

A cooperative study was carried out by the cities of Costa Mesa, Newport Beach, Fountain Valley, and Huntington Beach and OCTA to support OCTA’s amendment to the Orange County MPAH to downgrade the Gisler Avenue/Garfield Avenue crossing of the Santa Ana River to a “Right-of-Way Reserve” status and to delete the West 19th Street crossing of the Santa Ana River from the MPAH. To maintain consistency with the amended MPAH, the cities of Costa Mesa, Fountain Valley, and Huntington Beach have subsequently changed the designation of the Gisler Avenue/Garfield Avenue crossing to “Right-of-Way Reserve” status in their respective General Plan Circulation Element roadway systems, including the Costa Mesa MPSH presented here. The City of Huntington Beach has subsequently deleted the West 19th Street crossing from its General Plan circulation system. With this deletion, there is no possible connection for a vehicular bridge from Costa Mesa towards Huntington Beach. The Costa Mesa General Plan traffic study concluded that the future traffic demand in Costa Mesa can be adequately served without the West 19th Street crossing. Therefore, the West 19th Street crossing over the Santa Ana River has been deleted from the Costa Mesa MPSH.

West 19th Street Downgrade

West 19th Street west of Placentia Avenue ~~has been~~ could be downgraded from a Primary Arterial to a Divided Collector Arterial on the MPSH, a downgrade that is supported by the results of the General Plan traffic study. This roadway is designated as a Primary Arterial on the Orange County MPAH. To maintain consistency with the MPAH, the City of Costa Mesa will initiate an MPAH amendment process with OCTA to downgrade this roadway to a Divided Collector Arterial.

West 17th Street Downgrade

West 17th Street west of Placentia Avenue ~~has been~~ could be downgraded from a Secondary Arterial to a Divided Collector Arterial on the MPSH, a downgrade that is supported by the results of the General Plan traffic study. This roadway is designated as a Secondary Arterial on the Orange County MPAH. To maintain consistency with the MPAH, the City of Costa Mesa will initiate an MPAH amendment process with OCTA to downgrade this roadway to a Divided Collector Arterial on the MPAH.

East 22nd Street Downgrade

East 22nd Street between northbound Newport Boulevard and Orange Avenue has been downgraded from a Secondary Arterial to a Collector Arterial on the MPSH. This downgrade is supported by earlier studies as well as the results of the General Plan traffic study, and the Orange County MPAH has been amended by OCTA to incorporate this downgrade.

Baker Street Downgrade

Baker Street between Mesa Verde Drive and Royal Palm Drive ~~has been~~ could be downgraded from a Secondary Arterial to a Collector Arterial on the MPSH, a downgrade that is supported by the results of the General Plan traffic study. This roadway is designated as a Secondary Arterial on the Orange County MPAH. To maintain consistency with the MPAH, Costa Mesa will initiate an MPAH amendment process with OCTA to downgrade this roadway to a Collector Arterial on the MPAH.

Bluff Road Deletion

The previous Costa Mesa MPSH included Bluff Road between Victoria Street and West 19th Street as a Major Arterial. The General Plan traffic study concluded that the future traffic demand in Costa Mesa can be adequately

Circulation Element

The Greenville-Banning Channel Bikeway is located on the eastern bank of the Santa Ana River and merges into the Santa Ana River Trail just south of Adams Avenue.

Joann Street Bike Trail

The Joann Street Bike Trail is a Class I bike path located along the southern edge of the Costa Mesa Golf Course and the western side of Harbor Boulevard. The trail connects Placentia Avenue and Tanager Drive.

Victoria Street Bike Trail

The Victoria Street Bike Trail is a Class I bike path located along the northern side of Victoria Street, between Canyon Drive and Placentia Avenue.

Bicycle Infrastructure to Increase Bicycling

This Circulation Element recognizes that a complete bicycle network must include infrastructure improvements and amenities for bicyclists that add comfort and convenience for commuters and recreational bicyclists.

Recommendations to implement Safe [Routes Streets](#)-to School programs, provide bike lockers, require new developments to provide adequate bicycle parking, and implement a bicycle sharing system will all contribute to the complementary infrastructure necessary for completing Costa Mesa's planned comprehensive bicycle network.



The Joann Street Bicycle Trail along the southern boundary of the Costa Mesa Golf Course.

Crosswalks and Markings

Properly designed, marked, and signed crossings contribute to higher levels of motorist courtesy toward pedestrians. The City supports the provision of marked crosswalks at protected (signalized or stop-controlled) intersections, if their presence minimizes pedestrian-auto conflicts. The City has prioritized improving intersections near schools to create enhanced pedestrian-friendly environments under the suggested Safe Routes to School program. Figure C-6: *Pedestrian Opportunity Zones*, identifies areas where the City will pursue enhancements to streets and crossings to create pedestrian-friendly environments. Table C-2: *Street and Intersection for Pedestrian Safety*, outlines the types of design improvements that create safer streets and intersections for pedestrians.

Table C-2: Street and Intersection Improvements for Pedestrian Safety

Design Improvements	Supplemental Design Improvements
<ul style="list-style-type: none"> ▪ Traffic Signal ▪ Stop Sign ▪ High-Visibility Crosswalks ▪ Mid-Block Crosswalks ▪ Pedestrian Refuge Islands 	<ul style="list-style-type: none"> ▪ Advance Stop and Yield Lines ▪ Flashing Lights and Beacons ▪ Special Intersection Paving ▪ Raised Crosswalk and Intersections ▪ RRFP and HAWKS

Costa Mesa has approved several projects under its Capital Improvement Programs that invest in all neighborhoods with proven methods to enhance pedestrian safety, including:

- Implementation of traffic-calming devices
- Illuminated crosswalks
- New landscaped parkways and medians to both address pedestrian-orientation and provide effective visual cue to slow traffic
- Completion of sidewalks and curbs
- Extensive traffic signal synchronization