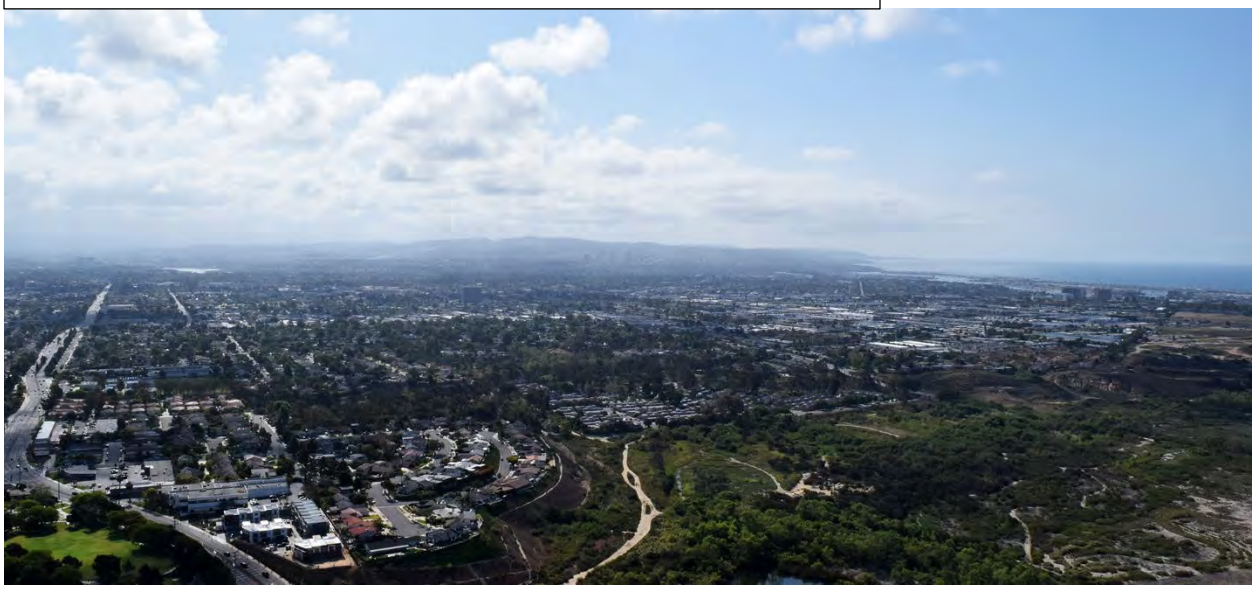
Updated September 24, 2025 – General Plan Amendments:

GP 18-02, October 2, 2018	**PGPA-24-01, July 15, 2025**
GP 18-03, November 13, 2018	**PGPA-24-02, August 5, 2025**
GP 20-01, July 12, 2021	**PCTY-25-04, November 4, 2025**



Looking southeast over Costa Mesa's Westside District.

Chapter 2
Land Use Element

Introduction

The Land Use Element is the keystone element of the Costa Mesa General Plan. This Element unifies the other elements by providing an overall policy context for future physical change. Goals and policies define the community's desired balance among social, environmental, and economic considerations, while maintaining those characteristics of the community that reinforce quality neighborhoods and viable business districts.

As Costa Mesa implements this General Plan, the City aspires to keep Costa Mesa an eclectic community with welcoming public spaces; attractive, walkable residential neighborhoods; exceptional parks and community services; and, a diverse economy that meets the needs of local residents while also attracting investment from regional and international markets.

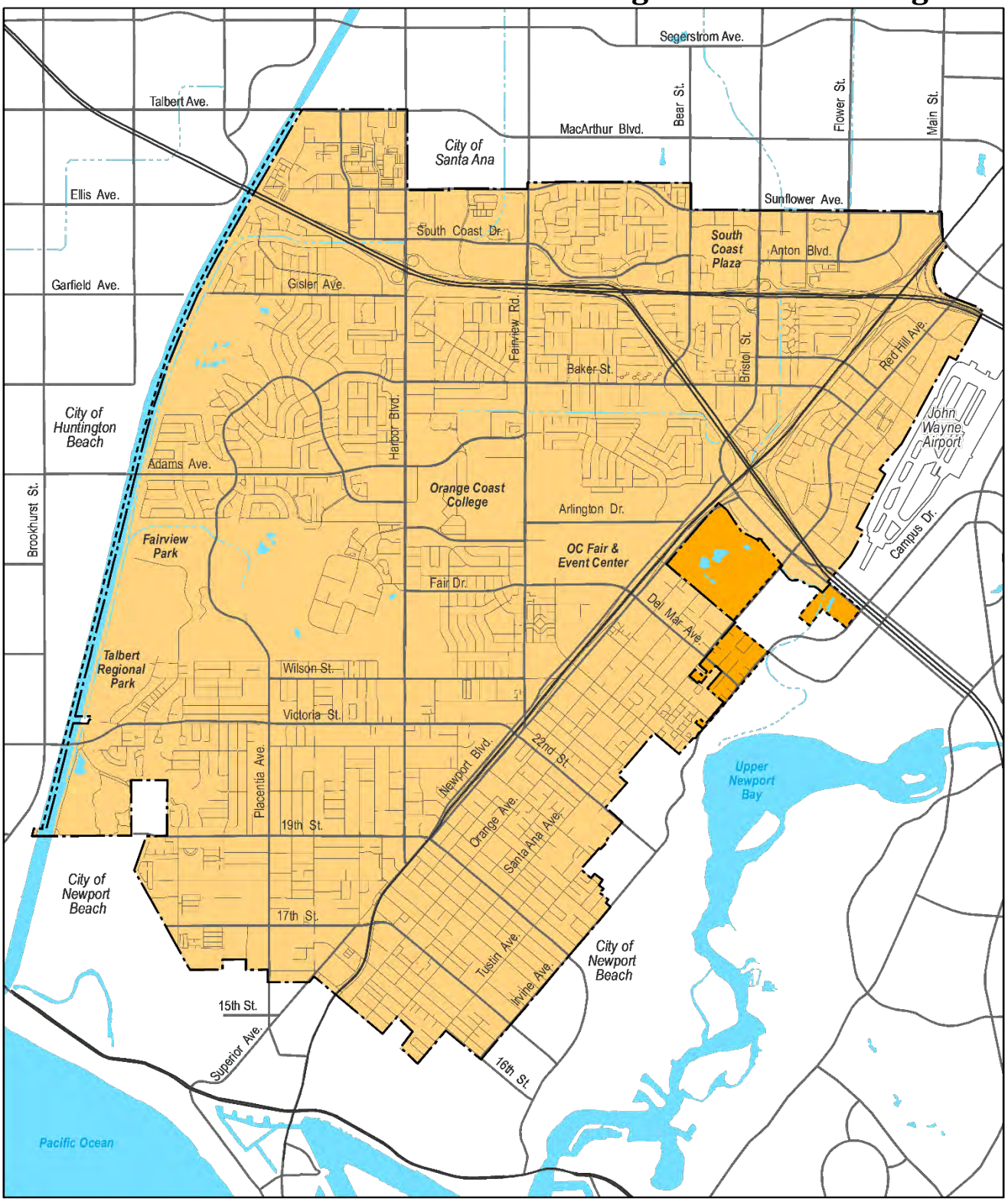
Purpose

The Land Use Element shapes new physical development in the City and its sphere of influence and provides strategies to preserve, protect, and enhance established neighborhoods and districts consistent with the community's vision. Through implementation of the Land Use Element, the City seeks to accomplish the following:

- Target new development opportunities at key locations while ensuring compatibility with established neighborhoods
- Increase homeownership opportunities in the City
- Establish and maintain an orderly pattern of development in the City
- Establish a land use classification system that implements land use policies
- Identify acceptable land uses and their general locations
- Promote consistency with standards for residential density and non-residential building intensity for existing and future development
- Accommodate a diversity of businesses to provide a solid tax base and ample employment opportunities, to attract visitor/tourist spending, and to hedge against periodic downturns in business sectors
- Provide open space, park areas, and public spaces where residents can enjoy passive and active recreational pursuits
- Ensure that new development is economically and environmentally sustainable

The Land Use Element serves as the long-range planning guide for development in the City by indicating the location and extent of development to be allowed, in conjunction with any future housing opportunities identified within a sites inventory of the Housing Element. More than any other element, the Land Use Element will have a major impact on the form and character of Costa Mesa over the next 20 years. The Land Use Element applies to all properties within the corporate City limits, as well as properties within Costa Mesa's sphere of influence, as established by the Orange County Local Agency Formation Commission (LAFCO). Together, these areas comprise the "planning area." Figure LU-1 illustrates the planning area boundaries in Chapter 1, Introduction.

Figure LU-1: Planning Area



City Boundaries

Costa Mesa City Boundary

Costa Mesa Sphere of Influence

Source: City of Costa Mesa, 2015.

0 1,000 2,000 4,000 6,000 8,000 Feet

Land Use Context-2015

The City has implemented strategic efforts over the years to provide a sustainable balance of residential, commercial, industrial, and public and institutional uses. Land use planning ensures that compatible and complementary uses are arranged in patterns that achieve efficiencies for projected growth, mobility, and commerce. This Land Use section describes the general location, type, and intensity of development throughout Costa Mesa in baseline year 2015.

Planning Context

Development History

Costa Mesa's incorporated city limits encompass approximately 10,143 acres, or approximately 15.8 square miles. The City lies on an elevated mesa landform less than one mile from the Pacific Ocean. The Spanish name *Costa Mesa* means coastal tableland. Like throughout much of Southern California, the earliest settlers were Native Americans who fished and farmed. Spanish land grants in the 1800s brought Europeans into the area, with additional growth facilitated by extension of the railroad and, later, discovery of oil. Until the 1950s, agriculture remained the most important economic component of Orange County, and Costa Mesa was home to thousands of acres of sweet potato, corn, tomato, and strawberry crops. Remnants of this agricultural heritage remains through 2015 on properties north of Interstate 405, amid the urban development of South Coast Plaza and the Segerstrom Center for the Arts.

During World War II, the U.S. military established a number of bases in Orange County, including the Santa Ana Army Air Base in Costa Mesa (now the Orange County Fairgrounds). In the years following World War II, the surge in population and demand for affordable housing soared as returning veterans with new families looked to buy homes. The accelerated demand for suburban homes resulted in the conversion of thousands of agricultural land to large single-family housing tracts. Today, single family homes remain the predominant use in Costa Mesa.

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.

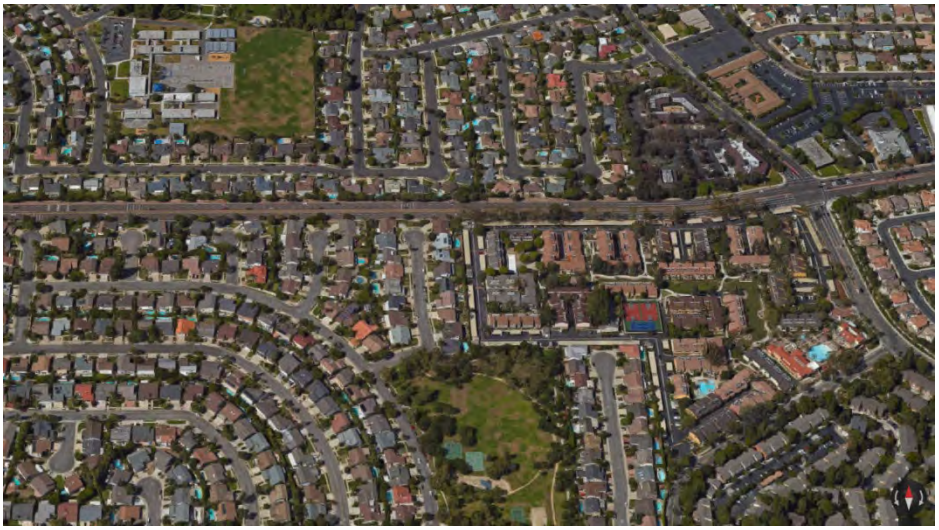
Established Land Uses (2015)

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

Residential

As of 2015, approximately 46.2 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 (28,413 units) than single-family units (14,210 units). 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
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 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 17 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. In addition, the Housing Element identifies where future housing opportunities are appropriate throughout the City. These sites are identified in the sites inventory of the Housing Element.

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 currently allowed number of dwelling units per acre.

Commercial Uses

Costa Mesa contains seven commercial corridors: 1) South Coast Corridor 2) Bristol Street Corridor, 3) Harbor Boulevard Corridor, 4) East 17th Street Corridor, 5) North Newport Boulevard Corridor, 6) South Newport Boulevard Corridor, and 7) West 19th Street Corridor. Established commercial land uses encompass 9.6 percent of the land area, or 770 acres.

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

South Coast Plaza, located along the Bristol Street Corridor, 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 corridor accounts for almost one-third of the City's 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 corridor 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. Each offers its own unique mix of shopping and dining experiences, as well as entertainment for the residents of Costa Mesa and Orange County at large.

Industrial Uses

Established industrial land uses encompass approximately 10.5 percent of land and are primarily concentrated in three major districts: The Westside District, the Airport Industrial/Business Park District, and the Harbor Gateway District.

The Westside District is the City's oldest industrial area; it covers approximately 312 acres and represents 82.5 percent of land area designated for Light Industrial. The remaining 17.5 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 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 runway.

The 323-acre Harbor Gateway District is an 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 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. In 2015, the Fairview Developmental Center occupied 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 adjacent to the Santa Ana River and the City's adjoining Canyon Park. See Table LU-1: *Public and Institutional Land Acquisitions*, for various public and institution uses government land acquisitions.

A total of 1,263.4 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.*

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-1: Public and Institutional Land Acquisitions

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, Jack R. Hammett Sports 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
City and County expansion	Talbert Regional Park and Canyon Park

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.

Table LU-2: Established Land Uses (2015)

Land Use	Net Acres[1]	% of Acres	Residential Units	Population	Building Square Feet	Lodging Rooms	Employees
Single-Family	2,314	28.8	14,210	39,508	--	--	--
Multi-Family	1,402	17.4	28,413	71,032	--	--	100
Office	332	4.1	--		7,224,000	--	24,000
Commercial	770	9.6	--		11,403,000	--	23,400
Lodging: Motel/Hotel	60	0.8	--		--	Motel: 2,272 Hotel: 1,877	1,400
Industrial	841	10.5	--		13,087,000	--	27,300
Public Facilities/ Institutional	491	6.1	--		--	--	6,200[5]
Schools/Colleges	525	6.5	--		--	--	4,300
Golf	553	6.9	--		--	--	100
Parks/Recreation	592	7.4	--		--	--	--[2]
Agriculture	72	0.9	--		--	--	200
Other[4]	70	0.9	--		555,000	--	300
Vacant Lands	20	0.3	--		--	--	--
Total	**8,042**	**100.0%**	**42,623**	**110,540**	**32,269,000**	**4,149**	**87,300[3]**

Sources: City of Costa Mesa, Stantec, and MIG, 2015.

Note:

1. *Net acres includes all private property land areas for the entire Planning Area, excluding all public right-of-way.*
2. *Park employment is counted under Public Facilities*
3. *Employees is calculated using building square footage and employment generation rates by land use category. Center for Demographic Research, California State University, Fullerton identifies 87,097 jobs for 2015 based on 2014 projections.*
4. *Other land uses refers to religious institutions, utilities, railroad properties, and other classifications that are not classified under the existing land use categories.*

PGPA-24-02, Adopted August 5, 2025

Table LU-3: Land Use Designations (2015)

Land Use Designations	Residential Density	Floor-Area Ratio	Acres Developed	Acres Undeveloped	Net Acres	% of Acres
Residential*						
Low-Density Residential	≤8 du/ac	N/A	2,087.4	0.8	2,088.2	25.9%
Medium-Density Residential	≤12 du/ac		858.1	1.1	859.1	10.7%
High-Density Residential[1,2]	≤20 du/ac		866.12	2.912	869.03	10.8%
Non-Residential*						
Commercial-Residential	≤17.4 du/ac	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic	47.9	0.0	47.9	0.6%
Neighborhood Commercial	≤20 du/ac	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic	40.3	0.2	40.5	0.5%
General Commercial	≤20 du/ac	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic 0.75/Very Low Traffic	599.82	8.5	608.32	7.5%
Commercial Center[3,]	≤20 du/ac	0.25/High Traffic 0.35/Moderate Traffic 0.45/Low Traffic 0.75/Very Low Traffic	117.18	0.3	117.48	1.5%
Urban Center Commercial[3]	20 to 80 du/ac	N/A[5]	59.74	66.6	126.34	1.6%
Cultural Arts Center[4]	Varies[4]	1.77[4]	57.3	0.0	57.3	0.7%
Regional Commercial	≤20 du/ac	0.652/0.89[4]	147.9	0.0	147.9	1.8%
Industrial Park	≤20 du/ac	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic 0.75/Very Low Traffic	630.13	2.4	632.53	7,9%
Light Industrial[6]	≤20 du/ac	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic	374.2	4.0	378.1	4.7%
Public and Institutional	--	0.25	1,263.2	0.3	1,263.4	15.7
Golf Course	--	≤0.01	553.7	0.0	553.7	6.9%
Fairgrounds	--	≤0.10	150.0	0.0	150.0	1.9%
Multi-Use Center	15 to 25 du/ac	0.25	102.6	0.0	102.6	1.3%
Totals			**7,955.6**	**87.1**	**8,042.4**	**100%**

*Notes: * Residential density may exceed those identified within Table LU-3 to accommodate the density of sites identified as housing opportunity sites within the sites inventory of the Housing Element.*

1. *Within the Medium and High Density Residential designation, existing residential units legally built in excess of the dwelling units per acre standard may be rebuilt at the same higher density subject to other zoning code standards. The allowable density or number of units to be redeveloped would be limited to the 1990 General Plan density with a 25% incentive bonus for Medium-Density or a 50% incentive bonus for High Density or the existing number of units, whichever is less.*
2. *See High Density Residential text regarding areas in North Costa Mesa where the density allowance exceeds 20 units per acre. Site Specific Density of 20.4 du/acre approved for 1.86-acre 38 unit project at 1957 Newport Blvd. and 390 Ford Road.*
3. *See Commercial Center, Regional Commercial, and Urban Center Commercial text for site specific density and FAR.*
4. *See text for Mixed-Use Development and Cultural Arts Center provisions for additional discussion.*
5. *Varies, depends on development agreement for site.*

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-4: *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-4: Housing, Population, and Employment

Year	2000[1]	2010[2]	2015[3]	2020[3]	2040[4]
Housing	40,406	40,104	42,496	43,484	54,503
Population	108,724	109,960	111,276	113,900	116,400
Employment	88,294	88,416	87,097	89,600	93,200

Sources: 1. 2000 U.S. Census; 2. 2010 U.S. Census and SCAG 2016-2040 Regional Growth Forecast by Jurisdiction Report.; 3. Center for Demographic Research, California State University, Fullerton, 2014 and SCAG 2016-2040 Regional Growth Forecast by Jurisdiction Report.; 4. Center for Demographic Research, California State University, Fullerton, 2022 and SCAG 2016-2040 Regional Growth Forecast by Jurisdiction Report.

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 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 maintenance mechanisms for underutilized multi-family residential lots within the densities allowed by the General Plan. The Small Lot Ordinance allowed new homeownership opportunities in the form of detached single-family residential development on small lots with a maximum of 15 dwelling units.

Promotion of Home Ownership

According to the 2010 Census data, Costa Mesa's renter-occupied units consisted of 58 percent of the total occupied units, whereas owner-occupied units consisted of 42 percent of the total occupied units, a difference of nearly 16 percent. Most owner-occupied units consist of single-family homes and condominiums, and the majority of renter-occupied residences consist of apartments. The City strives to improve the balance of owner-occupied and renter-occupied units to create more stability in terms of property maintenance and residents' social investment in their neighborhoods and the community.

Revitalization of Commercial Districts

Although most of the issues experienced with small parcels and narrow, deep parcels are related to residential development, several commercial districts face similar constraints. While large retail developments like the Triangle have resulted from lot consolidation, smaller commercial lots along Newport Boulevard and 19th Street, for example, pose challenges for new businesses due to substandard parking facilities. Along the east side of Newport Boulevard, many small parcels retain the original residential structures that have been converted to commercial use. Additionally, along Newport Boulevard, north of 19th Street, commercial uses have more limited exposure and visibility due to the one-way traffic flow and wide separation from land uses to the west. Newport Boulevard's one-way traffic flow, diversity of ownership patterns, and eclectic mix of uses contribute to its lack of unity and identity, which in turn makes it difficult to attract new development proposals and/or businesses. The City will need to continue to monitor activity on Newport Boulevard, Harbor Boulevard, and other commercial districts with similar challenging circumstances to determine if additional adjustments to land use policy and zoning regulations are needed to incentivize reinvestment.

Live/Work Development in Industrial Areas

The Westside has long supported an intertwined mix of industrial, commercial, and residential uses. Industrial uses have predominated in this southwest corner of the City, including many that once supported the marine industry. In 2005, the City adopted a mixed-use overlay zones within the Westside and SoBECA Urban Plans. The Urban Plans do not promote any major intensification of land uses. The emphasis is on improving the Urban Plan area by providing visual enhancement and encouraging the development of live/work units or residential lots with the plan area, thereby revitalizing marginal properties and creating opportunities for home ownership. The objectives of the Urban Plans include:

- Encourage the construction of Live/Work Units that combine residential and nonresidential uses in the same unit without exceeding the development capacity of the General Plan transportation system.
- Attract more residents and merchants by allowing mixed-use development in the form of a live/work loft, which offers first-floor retail/office uses and upper story living spaces in the same unit.
- Encourage adaptive reuse of existing industrial or commercial structures, which would result in rehabilitated buildings with unique architecture and a wider array of complementary uses.
- Stimulate improvement in the Urban Plan area through well-designed and integrated urban residential development that is nontraditional in form and designed with flexible open floor plans and which complements the surrounding existing development.
- Meet demand for a new housing type to satisfy a diverse residential population comprised of artists, designers, craftspeople, professionals, and small-business entrepreneurs.
- Promote new type of urban housing that would be target-marketed to people seeking alternative housing choices in an industrial area. An urban loft would be an alternative to a traditional single-family residence, tract home, or small-lot subdivision.

Costa Mesa values the opportunities the Westside provides to support enterprising industry and entrepreneurs. Land use regulations need to be crafted in a way that furthers economic development and business support while allowing residential development in the right locations in the Westside.

Mixed-Use Districts

The Westside and South Bristol Entertainment and Cultural Arts (SoBECA) areas contain eclectic uses that have emerged organically. In other areas of Costa Mesa, including High Density Residential areas and the Harbor Mixed-Use Overlay District, the City encourages mixed-use urban environments that include purposeful combinations of entertainment, retail, office, hospitality, and residential uses. Mixed-use development creates a productive use of space that adds vitality to urban areas and conserves land resources by allowing for shared parking and public spaces.

Airport Considerations

Both the Federal Aviation Administration (FAA) and the Airport Land Use Commission for Orange County have concern for the safety of air navigation around John Wayne Airport. Under Part 77 of the Federal Aviation Regulations (FAR), the FAA requires notice of proposed construction in excess of certain heights which may affect the safety of aircraft operations. The authority of the FAA in these matters extends only as far as issuing a notice of hazard to air navigation; the FAA does not have jurisdiction to prohibit construction. The issuance of a hazard notice, however, may adversely affect the ability of a developer to obtain financing and insurance. The FAA standard that is of most concern in Costa Mesa is the horizontal surface around John Wayne Airport. This surface is 206 feet above mean sea level and extends nearly two miles from the airport.

The South Coast Plaza Town Center Master Plan (the area east of Bristol Street and north of the I-405) was approved subject to the condition that building height be limited to that specified by FAR Part 77 unless evidence is presented that the structure will not pose a hazard to air navigation nor interfere with instrument guidance systems. Evidence may be in the form of an FAA determination of no hazard. A number of Town Center structures and proposed mid-rise and high-rise residential buildings have received City approval although they encroach beyond the established horizontal surface elevation. In all cases obstruction lighting was required and, in some cases, minor adjustments to seldom-used flight patterns were necessitated, but the safety of aircraft operations in the airport vicinity has not been compromised.

The horizontal surface established by the FAA places restrictions on future development proposals similar in scale to the Town Center buildings. These developments will also be required to provide mitigation for potential hazards to air safety. The California Public Utilities Code provides for creation of countywide commissions to work towards achieving compatible land uses in the vicinity of airports. Commissions are required to formulate comprehensive land use plans which may include acceptable uses, height restrictions, and other building standards, such as noise insulation. The Airport Land Use Commission for Orange County (ALUC) has established a planning area surrounding John Wayne Airport which sets forth standards for acceptable land uses and provides for review of development plans for properties within its planning area. The Airport Environs Land Use Plan (AELUP), adopted by the Airport Land Use Commission, specifies acceptable uses proximate to the airport. These are defined as uses that will not subject people to adverse noise impacts, will not concentrate people in areas with high potential for aircraft accidents, and will not adversely affect navigable airspace or aircraft operations.

The AELUP for Heliports establishes regulations and restrictions for the siting of heliports and helipads/helistops. The purpose of the AELUP for Heliports is to protect the public from the adverse effects of aircraft noise by ensuring that heliports/helipads are sited in areas of compatible land use. A heliport is a small airport suitable only for use by helicopters, typically containing one or more helipads. A helipad or helistop is a designated area, including any buildings or facilities, intended to be used for the landing and takeoff of helicopters. Helipads/helistops may or may not be located within heliports.

Refueling and overnight maintenance of helicopters are permitted on heliports but prohibited on helipads/helistops.

The City will ensure that each applicant seeking a conditional use permit or similar approval for the construction or operation of a heliport or helistop complies fully with the State permit procedure provided by law and with all conditions of approval imposed or recommended by the FAA, by the Airport Land Use Commission for Orange County (ALUC), and by Caltrans/Division of Aeronautics. This requirement shall be in addition to all other City development requirements.

The City will also ensure that development proposals including the construction or alteration of a structure more than 200 feet above ground level, reference North American Vertical Datum 1988 (NAV88), must fully comply with procedures provided by Federal and State law, including with the referral requirements of the ALUC, and filing a Notice of Construction and Alteration (Form7460-I). This requirement shall be in addition to all other City development requirements.

Land Availability

As of 2015, of the 8,042 net acres in the City of Costa Mesa, only 87.1 acres—or 1.1 percent—were either vacant or support agricultural production. The agricultural uses are temporary, as the lands are entitled for development by the *North Costa Mesa Specific Plan*. Thus, new development will take the form of infill development, particularly on underutilized sites. The primary challenge for land use planning will be to determine the best use and development approach for remaining infill properties. A second challenge will be to guide re-use of aging commercial properties for long-term community and property owner benefit.

Sustainable Development Practices

Costa Mesa residents recognize the relationship between the use of resources to fuel a vibrant community (energy, water, air, and land) and unsustainable energy consumption can have long-term environmental consequences. Both the federal and State governments have established laws aimed at environmental protection and enhancement, and many of these regulations are being implemented through development practices that are far more sustainable than practices of a generation ago. The Orange County region historically has had an imbalance of land uses (availability of high paying jobs, but shortfall of affordable housing[1]) and roadway infrastructure primarily dedicated to the automobile.

These historical development patterns and practices have adversely affected Costa Mesa in terms of traffic congestion, high housing costs, increased air pollution, and disproportional impacts on the young, elderly, and disabled. While many laws require the City to adopt new ways of planning and conducting

[1] *The New Economy and Jobs/Housing Balance in Southern California. Southern California Association of Governments, April 2001.*

day-to-day operations—such as the Global Warming Solutions Act of 2006 (AB 32) and Executive Order S-3-05[2]—the City has broad latitude to establish local procedures and practices for addressing sustainability.

[2] The Global Warming Solutions Act of 2006 (AB 32) and Executive Order S-3-05 set a target to reduce California's greenhouse gas emissions to 1990 levels by year 2020 and by 80 percent below the 1990 levels by year 2050.

Land Use Plan

The Land Use Policy Map (Figure LU-3) 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 15 land use designations, Specific Plans 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.

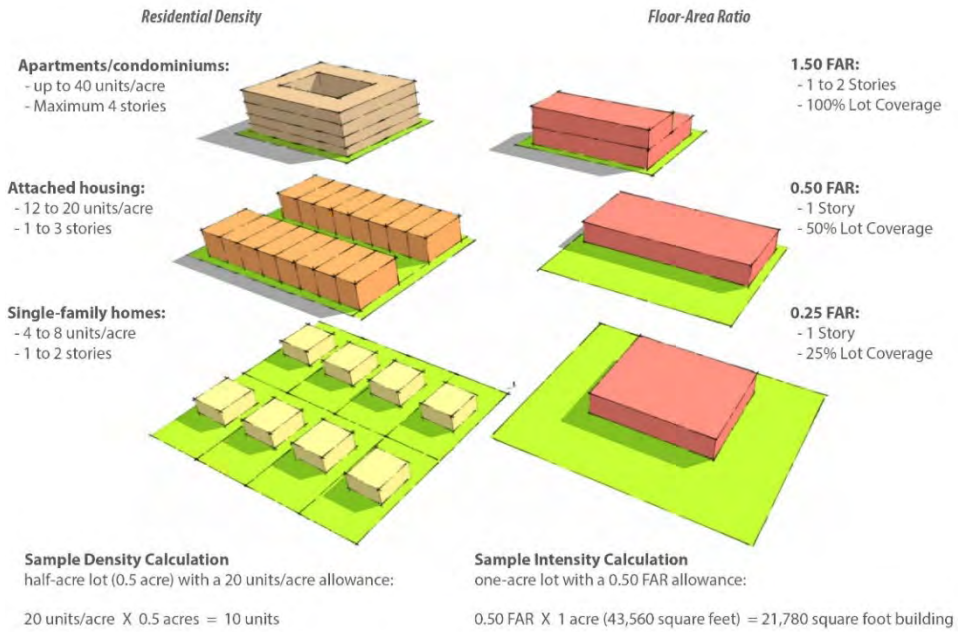
Density

The term *density* applies to 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 nonresidential 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 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.

Figure LU-2: Density and Floor-area Ratio



The determination of development density or intensity at which a proposed project can occur is a function of: 1) General Plan policies intended to maximize public safety, achieve high-quality site planning and design, retain significant natural resources, and ensure compatibility between uses; and 2) development standards contained in the Zoning Code, public works standards, and other regulations.

Trip Budgets

Building intensity can also be measured by the traffic impacts generated by a particular development. Because of the potential for significant traffic generation from major site developments, trip budgets are established to regulate development in terms of both building intensities and trip generation. Proposed development intensity with traffic generation allows the allocation of development based on current and planned roadway improvements and capacity.

The trip budget is expressed in terms of morning (A.M.) and afternoon (P.M.) peak-hour traffic volumes. The trip budget for each of the major land use designations is based upon the land use trip rates and FAR standard used in the Costa Mesa Traffic Model.

The allowable FAR and trip budget are applied on a project-planning rather than parcel-specific basis. This approach allows for consideration of multi-phased or multi-lot projects as a whole development rather than individual pieces of the whole. Graduated FAR standards divide nonresidential uses into four broad

categories based upon traffic generation characteristics, as shown in Table LU-5: *Nonresidential Maximum Floor-area Ratios*.

Trip Budget Transfers

The trip budgets established at the Traffic Analysis Zone (TAZ)[3] level in the Costa Mesa Traffic Model can be combined or transferred between TAZs in a specified area of the City and under certain conditions to account for large planned developments which contain multiple TAZs. Likewise, trips can be combined or transferred between individual parcels within single TAZs. Combinations and/or transfers shall only be allowed for projects which meet the following conditions:

- The combination and/or transfer of trips shall only be allowed in the area of the City that is north of I-405 and east of Harbor Boulevard, and shall be limited to parcels within a one-mile radius of each other.
- Trip budget transfers shall be evaluated in the review and approval of a planned development or master plan projects. Sufficient conditions of approval shall be applied to the master plan or development plan to ensure long-range control over subsequent phases of development.
- The combination and/or transfer of trips shall not result in any greater impacts on the surrounding circulation system than would occur if each Traffic Analysis Zone was developed independently.
- For the combination and/or transfer of trips between TAZs, such combination and/or transfer of trips shall not exceed the total trip budget of all parcels involved if each were developed independently according to the floor-area ratio and trip generation rates provided herein.
- The combination and/or transfer of trips shall not allow development intensities which result in abrupt changes in scale or intensity within the project or between the project and surrounding land uses.
- Approval of the master plan or development plan shall be conditioned to ensure compliance with the above criteria and to preclude future over-development on portions of the project or properties from which trips were transferred.
- Trip budget transfers shall be recorded against the properties.

[3] Traffic analysis zones (TAZs) are the basic geographic unit for inventorying demographic data and land use within a study area.

Table LU-5: Nonresidential Maximum Floor-Area Ratios

Land Use	Traffic Generation Characteristics			
	Very Low[4]	Low[3]	Moderate[2]	High[1]
Commercial Residential	NA	0.40	0.30	0.20
Neighborhood Commercial	0.75	0.35	0.25	0.15
General Commercial	0.75	0.40	0.30	0.20
Commercial Center	0.75	0.45	0.35	0.25
Regional Commercial[5]	--	--	0.652/0.89	--
Urban Center Commercial[5]	--	0.60	0.50	--
Light Industry	0.75	0.35	0.25	0.15
Industrial Park	0.75	0.40	0.30	0.20
Public/Semi-Public	0.25 and 0.01 for golf courses			
Fairgrounds	0.10			

Notes:

1. *For commercial designations, high traffic uses generate more than 75 daily trip ends per 1,000 square feet of gross floor area. For industrial designations, high traffic uses generate more than 15 daily trip ends per 1,000 square feet of gross floor area.*
2. *For commercial designations, moderate traffic uses generate between 20 and 75 daily trip ends per 1,000 square feet of gross floor area. For industrial designations, moderate traffic uses generate between 8 and 15 daily trip ends per 1,000 square feet of gross floor area.*
3. *For commercial designations, low traffic uses generate between three and 20 daily trip ends per 1,000 square feet of gross floor area. For industrial designations, low traffic uses generate between three and eight daily trip ends per 1,000 square feet of gross floor area.*
4. *For commercial and industrial designations, very low traffic uses generate less than three daily trip ends per 1,000 square feet of gross floor area.*
5. *Maximum FAR standards in the Regional Commercial and Urban Center Commercial designations shall be further limited by the maximum A.M. peak hour and P.M. peak hour trip budget as established in the General Plan, North Costa Mesa Specific Plan and One Metro West Specific Plan, as applicable.*
6. *Site-specific FAR standards are separately established for the Home Ranch site, LA Times site and One Metro West Specific Plan.*
7. *This table does not specify FAR standards as allowed in mixed-use overlay zones.*
8. *The FAR standards related to trip generation may be modified to accommodate the residential site capacity, or density, of sites identified as housing opportunity sites within the sites inventory of the Housing Element, but still apply to a commercial component of a development project.*

Land Use Designations

The Land Use Policy Map (Figure LU-3) graphically represents General Plan goals and policies. The following land use designations correspond to the categories shown on the Land Use Policy Map. See Table 6: *Land Use Density and Intensity Summary*, for a summary of the land use residential densities and commercial intensities. The Land Use Element contains 15 land use designations, Specific Plans, and six overlays as follows.

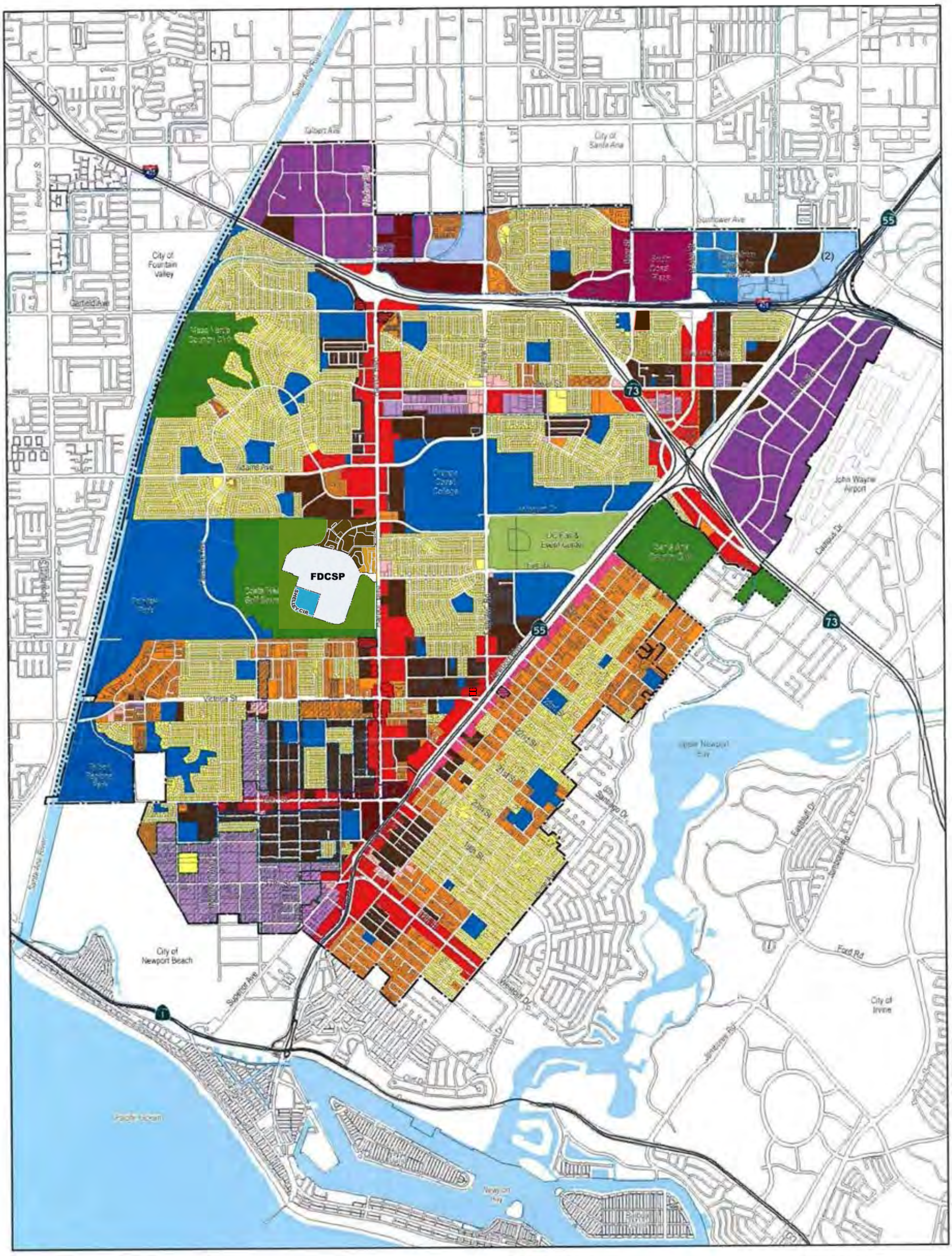
Residential Designations

Costa Mesa's residential designations are divided into Low-Density, Medium-Density, and High-Density Residential.

Low-Density Residential

Low-Density Residential areas are intended to accommodate detached single-family residences. Other housing types include attached housing that provide a greater portion of recreation or open space than typically found in multi-family developments and clustered housing which affords the retention of significant open space. Low-Density Residential areas are intended to accommodate outdoor living activities (front yards and backyards) in open space adjacent to dwellings. To avoid land use conflicts, these areas should be located away from or protected from the more intense nonresidential areas and major travel corridors.

Figure LU-3: Land Use Policy Map



General Plan Land Uses

- Low Density Residential (8 du/ac)
- Medium Density Residential (12 du/ac)
- High Density Residential (20 du/ac)
- Commercial-Residential (17.4 du/ac)
- Neighborhood Commercial
- General Commercial
- Commercial Center
- Regional Commercial
- ~~Multi-Use Center (6 to 40 du/ac)~~
- Urban Center Commercial
- Cultural Arts Center
- Light Industrial
- Industrial park
- Golf Course
- Fairgounds
- Public/Institutional

Land Use Overlays

- Residential Incentive Overlay (30 du/ac)
- Harbor Mixed-Use Overlay (20 du/ac; 1.25 FAR)
- SoBECA Mixed-Use Overlay (40 du/ac)*

Urban Plans and Specific Plan

- 19 West Urban Plan
- Mesa West Bluffs Urban Plan
- Mesa West Residential
- North Costa Mesa Specific Plan

(1) Segerstrom Home Ranch
(2) Sakioka Site (Lot 2)

Boundaries

- City Boundary
- Sphere of Influence
- Specific Plan Boundary

0 1,000 2,000 4,000 6,000 8,000 Feet

General Plan Amendments:
GP 18-02, Adopted Oct. 2, 2018
GP 18-03, Adopted Nov. 13, 2018
GP 20-01, Adopted Jul. 20, 2021
PGPA-24-01, Adopted July 15, 2025
PGPA-24-02, Adopted August 5, 2025

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Table LU-6: 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[8,9]	--	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	--	--	50 p/ac	0.15 to 0.75 FAR	27 e/ac
General Commercial	--	--	50 p/ac	0.20 to 0.75 FAR	27 e/ac
Commercial Center[3,4]	--	--	50 p/ac	0.25 to 0.75 FAR	27 e/ac
Urban Center Commercial[2]	660	20 du/ac 80 du/ac	50 to 210 p/ac	0.48 to 0.79 FAR	27 e/ac
Cultural Arts Center[2]	535	--	25 p/ac	1.77 FAR	275 e/ac
Regional Commercial[5,6]		--	50 p/ac	0.652 to 0.89 FAR	53 p/ac
Industrial Park	--	--	50 p/ac	0.20 to 0.75 FAR	58 e/ac
Light Industrial	--	--	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
Fairview Developmental Center Specific Plan	4,000	30 to 65 du/ac	105 p/ac	0.40 FAR	0.77 e/ac
Overlays and Urban Plans*					
Residential Incentive Overlay	--	30 du/acre	82 p/acre	N/A	N/A
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: * The maximum density may exceed those identified within Table LU-6 to accommodate the density of sites identified within the sites inventory of the Housing Element. FAR may also be modified to realize the site capacity identified within the sites inventory.*

1. *Increase in FAR from 1.00 to 1.25 may be allowed for mixed-use plans exhibiting design excellence.*
2. *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 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 has a 0.89 FAR and east of Bear Street has a 0.652 FAR.*
7. *The 38-unit residential project at 1957 Newport Blvd. and 390 Ford Road has a Site Specific Density of 20.4 du/acre.*
8. *The One Metro West Specific Plan has a site-specific FAR of 2.22 and density of 80 dwelling units per acre. Refer to Specific Plan text for further information.*

Costa Mesa contains seven distinct residential neighborhoods: 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. These existing, stable single-family neighborhoods should be preserved and maintained. The establishment of attached or clustered housing through the planned development concept can be allowed in appropriate Low-Density Residential areas as a means to encourage the consolidation of parcels or to make more efficient use of larger parcels.

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

Medium-Density Residential

The Medium-Density Residential designation is intended to support single-and multi-family developments with a density of up to 12 units to the acre. The 12 units to the acre standard can be exceeded for legal, nonconforming Medium-Density Residential lots between 6,000 and 7,260 square feet in size that existed as of March 16, 1992, or any sites identified as a housing opportunity site in the sites inventory of the Housing Element.

The 12 dwelling units per acre standard is exceeded by approximately 53 percent of the existing Medium-Density development. Existing nonconforming units that are voluntarily demolished may be rebuilt to the same existing density, subject to other standards of the zoning code and the following: The allowable density or number of units to be redeveloped is limited to the General Plan density plus a 25 percent density incentive bonus or the existing number of units, whichever is less. Because of the location and intensity of development, Medium-Density Residential areas are also appropriate for quasi-residential uses such as convalescent hospitals and private residential care. Schools, religious institutions, parks, libraries, and related public facilities are also appropriate.

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

High-Density Residential

Areas designated as High-Density Residential are intended for residential development with a density of up to 20 units to the acre with some exceptions, as described in this section, or any sites identified as a housing opportunity site in the sites inventory of the Housing Element. Density bonuses shall be granted by the City when a project is designed to provide housing for individuals and families with specialized requirements (e.g., senior citizens, disabled, 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 2, a 41-acre parcel located in the Town Center area of the City adjacent to Anton Boulevard (Area 8 of the North Costa Mesa Specific Plan), is an identified opportunity site within the sites inventory of the Housing Element and its overall density limit is identified in the Housing Element.

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 mixed use FAR of 2.12, which includes the hotel use and ancillary commercial uses. However, subject to comparable traffic generation characteristics, 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 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 approved 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 five-level parking structure. Rezone R-14-04 from C1 (Local Business District) to PDR-HD (Planned Development Residential – High Density) was also approved. Based on a Settlement Agreement executed on June 21, 2018, the project was modified to maximum 200 units including nine very low-income units subject to a fifty-five year restrictive covenant.

In 2021, the City Council approved the One Metro West project which is a mixed-use development on a 15.23-acre property located at 1683 Sunflower Avenue. The approval included the following entitlements: general plan amendment (GP-20-01), rezone (R-20-01), specific plan (SP-20-01), master plan (PA-19-19), and Tentative Tract Map No. 19015 (T-19-01). The land use plan for One Metro West depicts the following: three multi-family residential structures with 1,057 multi-family residential units and associated amenities

including parking structures within a base building height of seven stories; one 25,000 square foot creative office building; 6,000 square feet of supporting special retail uses; a 1.5 acre open space; two off-site improvements that relate to the trail connection to the Santa Ana River Trail and improvements to the south side of Sunflower Avenue north of the South Coast Collection retail center.

In order to encourage the development of additional residential ownership opportunities in the Westside, the 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 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). Schools, religious institutions, 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 FARs 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), or an adopted Specific Plan, and shall be identified on the Zoning Map by designating either the R2-HD and R-3 base zoning districts with the mixed-use overlay district, or by designating a site with “(SP)”. 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 nonresidential components, and the maximum number of stories is four. The FAR shall not exceed 1.25 FAR for a commercial component of a development project that is proposed in conjunction with a residential development project on a housing opportunity site identified within the sites inventory of the Housing Element. The FAR and height shall be modified to realize the residential site capacity, or density, for housing opportunity sites.

Major 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 Metro area, in the Downtown Redevelopment area, and in the southeast portion of the City.

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-7, *Commercial Floor-Area Ratio*). The density, FAR, height, and trip generation standards apply for commercial development projects but these standards may be modified to realize the residential site capacity, or density, for a residential development on a housing opportunity site identified within the sites inventory of the Housing Element.

Commercial-Residential

The Commercial-Residential designation is intended to be applied to a limited area on the eastside of Newport Boulevard between East 19th Street 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 commercial or residential use. A mix of both commercial and residential uses on one parcel should only be allowed as a Planned Development.

Residential development is encouraged, provided that certain development standards are met pursuant to the adopted Newport Boulevard Specific Plan. Residential density ranges from 12 units per acre to 17.4 units per acre, except where the Residential Overlay applies. It will be necessary to ensure adequate buffering between the residential development and non-residential uses.

Allowable floor area ratios are 0.20 for high-traffic-generating uses, 0.30 for moderate-traffic-generating uses, and 0.40 for low-traffic-generating uses, as shown on Table LU-7. Residential and nonresidential

uses may be integrated into a single development through the Planned Development process. Residential densities in planned development projects shall not exceed 17.4 units per acre pursuant to the development standards in the *Newport Boulevard Specific Plan*. Noncommercial uses would be subject to the same floor area standards as commercial uses in this designation.

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

Table LU-7: 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]	0.75	0.45	0.35	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.			

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.*

Neighborhood Commercial

The Neighborhood Commercial designation is intended to serve convenience shopping and service needs of local residents. Appropriate uses include markets, drug stores, retail shops, financial institutions, service establishments, and support office uses. Restaurants, hotels, and motels may be appropriate if properly located, designed, and operated to avoid adverse impacts to surrounding uses. Since Neighborhood Commercial uses are intended to serve nearby residential neighborhoods, the uses permitted should be among the least intense of the commercial uses.

General Commercial

The General Commercial designation is intended to permit a wide range of commercial uses that serve both local and regional needs. These areas should have exposure and access to major transportation

routes since significant traffic can be generated. General Commercial areas should be insulated from the most sensitive land uses either through buffers of less-sensitive uses or on-site design features. The most intense commercial uses should be 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 zoning 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 A.M. peak hour trips and 281 P.M. 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.

Development within this designation is intended for a variety of intensities ranging from one- to four-story buildings. The allowable FARs are 0.25 for high-traffic-generating uses, 0.35 for moderate-traffic-generating uses, 0.45 for low-traffic-generating uses, and 0.75 for very-low-traffic-generating uses. Because of the large service area, direct access to major transportation corridors is essential.

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.

Mixed-use development projects 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 Urban Plan and Harbor Boulevard Mixed-Use Overlay), or through an adopted Specific Plan and shall be identified on the Zoning Map by designating either the CL, C1, and/or C2 base zoning districts with the mixed-use overlay district, or by designating a site as "(SP)". The mix of uses can occur in either a vertical or horizontal design, up to four stories in height. This height limit may be increased to realize the development potential for sites identified within housing opportunity sites inventory of the Housing Element. 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.

Institutional uses are also appropriate in this commercial designation, provided that land use compatibility and traffic issues have been addressed. Institutional uses require discretionary approval.

As complementary uses, residential and other noncommercial uses may be allowed through the Planned Development process. Residential densities in planned development projects should not exceed 20 dwelling units per acre. The corresponding population density range is up to 50 persons per acre. A site-specific residential density of 40 du/ac was approved for 1901 Newport Boulevard. The corresponding density range for the project is 100 persons per acre.

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 West 19th Street and Newport Boulevard. The General Plan amendment recognized the existing development intensity of the 1901 Newport Plaza commercial building (127,500 square feet) 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

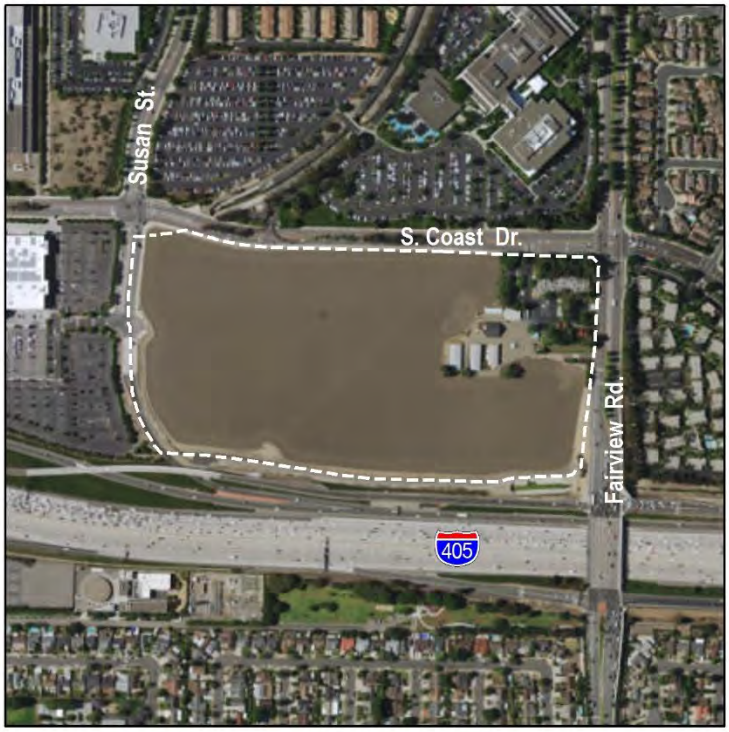
The Segerstrom Home Ranch is a 93.34-acre located at 3315 Fairview Road. It has a base land use designation of Commercial Center and is a part of the North Costa Mesa Specific Plan. In conjunction with approval of Home Ranch Alternative A, a site-specific FAR of 0.41 was established for the 17.2-acre 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 two stories to five stories/75 feet within this subarea. The Planned Development Commercial zoning may allow mixed-use

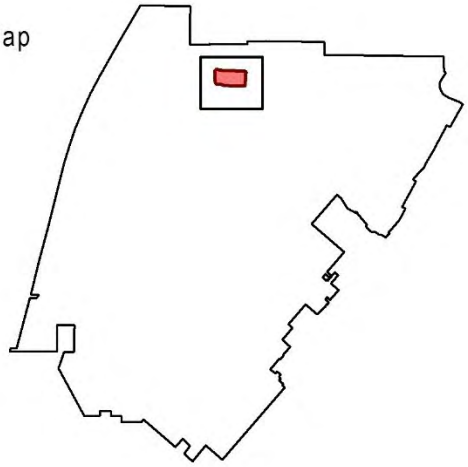
development (i.e., housing as a complementary use). The established trip budgets for this subarea of Home Ranch is 1,860 A.M. and 1,788 P.M. See Table LU-7 and Figure LU-4. However, the parcel is identified as a housing opportunity site within the sites inventory of the Housing Element, and the density, including the resulting total number of units, of the parcel may be increased to align with the residential site capacity and deviate from the trip budget.

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

Aerial



Key Map



General Plan Designations

- Low Density Residential (8 du/ac)
- Medium Density Residential (12 du/ac)
- High Density Residential (20 du/ac)
- General Commercial
- Commercial Center
- Urban Center Commercial
- Industrial Park
- Public/Institutional

General Plan

Baseline (2015)

Square Feet.....0

Total Area.....43.6 acres

Land Use Plan

Office Square feet.....1,200,000

FAR.....0.64 FAR*

* Building intensity shall not exceed maximum allowable development set forth by the trip budget in the North Costa Mesa Specific Plan, unless modifications are needed to accommodate the residential site capacity identified within the sites inventory of the Housing Element.

Figure LU-4: Segerstrom Home Ranch

Table LU-8: Segerstrom Home Ranch

Categories	Baseline (2015)	Segerstrom Home Ranch
Floor-Area Ratio (FAR)	N/A	0.64 Maximum trip budget for this subarea of Segerstrom Home Ranch is 1,860 A.M. and 1,788 P.M. Building intensity shall not exceed maximum allowable development set forth by the trip budget in the North Costa Mesa Specific Plan, unless needed to accommodate the residential site capacity identified within the sites inventory of the Housing Element.
Building Square Feet	N/A	1,200,000

Los Angeles Times Site

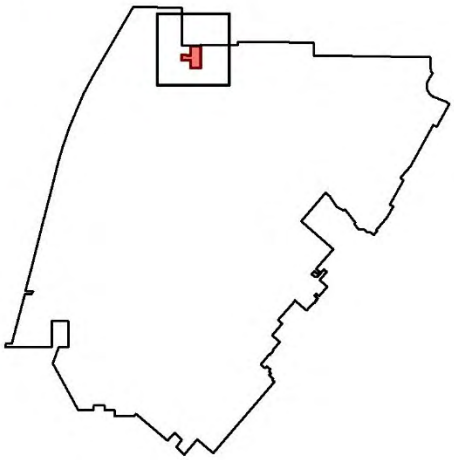
The Los Angeles Times Site is a 24-acre site located at 1375 West Sunflower Avenue, near the intersection of Harbor Boulevard and South Coast Drive. The intent is to create opportunities for either office or commercial retail development at a strategic location. Office development is allowed at a maximum 0.64 FAR (up to 655,000 square feet office). Commercial/retail development is allowed at a maximum FAR of 0.54 (up to 553,000 square feet). Maximum allowable building height is five stories/75 feet. 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 its location. The maximum trip budget established for the Los Angeles Times site is 1,015 A.M. and 976 P.M. peak hour trips. See Table LU-9 and Figure LU-5.

Table LU-9: Los Angeles Times Site

Categories	Baseline (2015)	Los Angeles Times Site
Floor-Area Ratio (FAR)	N/A	0.64 FAR for office development 0.54 FAR for commercial/retail Maximum trip budget is 1,015 A.M. and 976 P.M. Building intensity shall not exceed maximum allowable development set forth by the trip budget.
Building Square Feet	374,000	655,000 sf for office development 553,000 sf for commercial/retail

Aerial

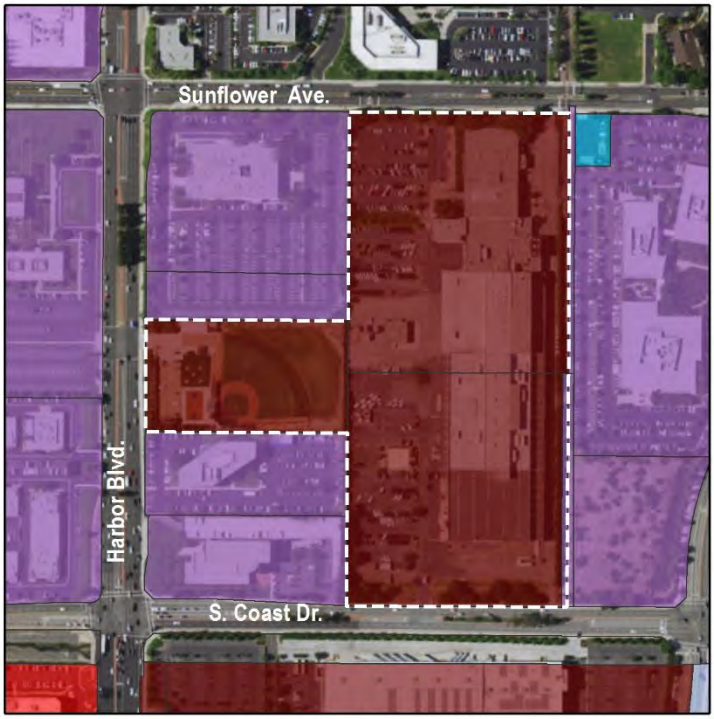
Key Map



General Plan Designations

- Industrial Park
- General Commercial
- Commercial Center

General Plan



Baseline (2015)

Land Use .....Manufacturing, Private Open Space
Square Feet.....374,000 sq. ft.
Total Area.....23.5 acres

Land Use Recommendation

Land Use.....Office or Retail
FAR.....0.64 FAR for Office
FAR.....0.54 FAR for Retail
Square Feet.....553,000 to 655,000

* No residential use is permitted.

Figure LU-5:
Los Angeles Times Site

Regional Commercial

The Regional Commercial designation is intended to apply to large concentrated shopping centers of regional scale and importance. The intended uses within this designation include major department stores, specialty retail outlets, restaurants, offices, hotels, and other complementary uses.

Application of the Regional Commercial designation is limited to the existing South Coast Plaza sites. This includes the original 97-acre site between Bristol and Bear Street and the additional 18-acre site located west of Bear Street. This designation and locational criteria recognizes the evolution of South Coast Plaza as a regionally significant retail trade center served by major regional transportation facilities and services.

The Costa Mesa General Plan assigns a trip budget for the original South Coast Plaza site of 1,166 A.M. peak hour trips and 5,036 P.M. peak hour trips. The trip budget for the site west of Bear Street is 293 A.M. peak hour trips and 1,264 P.M. peak hour trips.

Complementary residential uses within this designation are allowed through the Planned Development process. The maximum allowable residential density shall be 20 dwelling units per acre, unless a site is identified as a housing opportunity site within the sites inventory of the Housing Element, then the density shall be allowed to increase to the density specified therein. The trip budget for South Coast Plaza is identified in Table LU-10, and in the North Costa Mesa Specific Plan.

Table LU-10: Trip Budget for Regional Commercial

Area	Maximum Square Footage	Floor Area Ratio	A.M. Peak Hour Trip Budget	P.M. Peak Hour Trip Budget
South Coast Plaza West of Bear Street	690,350	0.890	293	1,264
South Coast Plaza East of Bear Street	2,750,000	0.652	1,166	5,036
Metro Pointe	592,287	0.48	729	965

Urban Center Commercial

The Urban Center Commercial designation is intended to allow high-intensity mixed-use commercial development within a limited area. Developments within this designation can range from one- and two-story office and retail buildings to mid- and high-rise buildings of four to approximately 25 stories, provided the maximum building height set forth in the North Costa Mesa Specific Plan is not exceeded. Appropriate uses include offices, retail shops, restaurants, residential, and hotels.

For mixed-use projects that include separate or distinct components, the nonresidential FAR standard and the residential density standard shall apply to each of the respective components, not the entire project site. For mixed-use projects that do not include distinct elements or include mixed-use buildings, the

overall level of intensity shall be governed by the allowable nonresidential FAR and the maximum number of residential units identified in this designation for a specific project site. Developments shall also comply with the established trip budget standards and comply with the most restrictive standard.

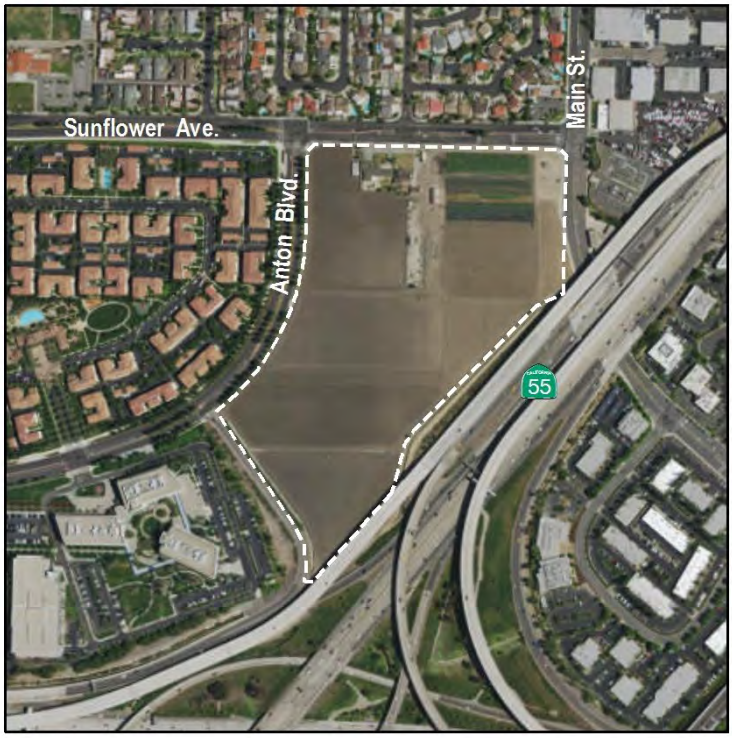
Complementary residential uses within this designation may be allowed through the Planned Development zone process. The maximum allowable residential density within this designation shall be 20 dwelling units per acre, unless otherwise specified in the North Costa Mesa Specific Plan, or a higher density is allowed on sites identified as a housing opportunity site in the sites inventory of the Housing Element.

The Urban Center Commercial designation includes the following major developments:

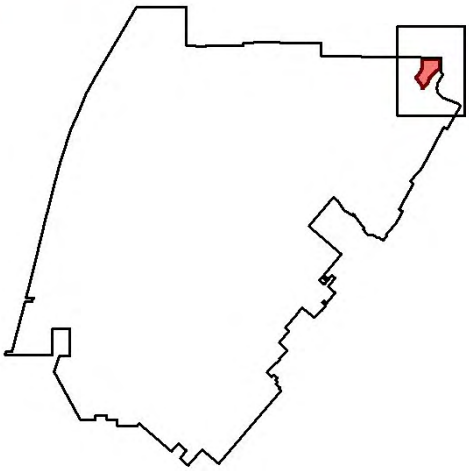
- Automobile Club of Southern California
- Metro Pointe
- South Coast Metro Center/Experian
- Sakioka Lot 2 (as of 2015, unbuilt)

All of these four properties had development agreements with the City of Costa Mesa that vested maximum development square footages, floor area ratios, trip budgets, and allowed uses. Provided in Table LU-11: *Urban Center Major Developments,* is a summary of the various land use standards that apply to these major developments. Please refer to the North Costa Mesa Specific Plan for additional information related to these properties. See Figure LU-6 for Sakioka Lot 2 land use plan.

Aerial



Key Map



General Plan Designations

High Density Residential (20 du/ac)

Urban Center Commercial

General Plan

Baseline (2015)

Square Feet.....0.0

Total Area.....33 acres

Land Use Plan

Residential Units..... 660 minimum

Density..... 28 or 90 DU/AC

FAR.....1.00 FAR*

Maximum Building Height.....8 stories

* Building intensity shall not exceed maximum allowable development set forth by the trip budget in the North Costa Mesa Specific Plan, unless modifications are needed to accommodate the site capacity identified within the sites inventory of the Housing Element.

LU-6:
Sakioka Lot 2

Table LU-11: Urban Center Major Developments

Area	Acres	Maximum		Peak Hour Vehicle Trip Budget		North Costa Mesa Specific Plan Applies
		Development Agreement Non-Residential Building Sq.Ft./FAR	Allowable Residential Units	A.M.	P.M.	
Automobile Club of Southern California[1]	43	967,000 sf 0.56 FAR	0	1,190[2]	1,576[2]	No
South Coast Metro Center/ Experian[1]	45	Residential Option: 1,335,386 sf 0.69 FAR Non-Residential Option: 1,546,180 sf 0.79 FAR	Residential Option: 484 units	Residential Option: 1,931[2] Non-Residential Option: 1,886[2]	Residential Option: 1,976[2] Non-Residential Option: 1,994[2]	Yes
Sakioka Lot 2[1]	33	Non-Residential: 863,000 sf 1.0 retail FAR 1.0 office FAR	Residential Option: 660 units	1,062[2]	1,407[2]	Yes

Notes:

1. *A development agreement specifies the maximum building square footage and floor area ratio, which is consistent with the North Costa Mesa Specific Plan and General Plan. However, the South Coast Metro Center/Experian plan area and Sakioka Lot 2 include sites identified as a housing opportunity site within the sites inventory of the Housing Element, and the FAR, residential units, trip generation, and heights may be modified to realize the site capacity identified within the sites inventory of the Housing Element.*
2. *Vehicle trips per hour*

Automobile Club of Southern California Processing Center

This 39.2-acre site consists 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 square feet of office and support service uses. An additional 250,000 square feet 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 592,287 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 100 units/acre, or a total of 484 high-rise units. The residential development option results in a corresponding decrease in the maximum allowable FAR 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 Center/Experian sites with strictly nonresidential development. In 2014, an alternative development option for 393 apartment units was approved. This scenario also results in decrease in trip budget. The North Costa Mesa Specific Plan provides further detail for these properties. Certain parcels within the South Coast Metro Center/Experian plan area include sites identified as a housing opportunity site within the sites inventory of the Housing Element. For these sites, the FAR, residential units, trip generation, and heights may be modified to realize the residential site capacity, or density, identified within the sites inventory of the Housing Element.

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. A maximum 1.0 FAR shall be applied for nonresidential development.

The maximum residential density shall be 28 dwelling units per acre for the residential component of a mixed-use development (see "Mixed-Use" discussion in the Specific Plan) or a maximum of 80 dwelling units per acre if an independent parcel is developed as residential community including affordable housing (see "Affordable Housing/Density Bonus discussion in 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. However, this site is identified as a housing opportunity site in the sites inventory of the Housing Element and the density, FAR, heights and trip budgets may be modified accordingly to achieve the site capacity identified within the sites inventory.

Cultural Arts Center

The Cultural Arts Center designation is applied to the 57.3 acres, including private streets, 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 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 FAR 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 Table LU-12, this scenario results in a corresponding decrease in the maximum allowable FAR 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. The South

Coast Plaza Town Center plan area includes sites identified as a housing opportunity site within the sites inventory of the Housing Element, and the FAR, residential units, trip generation, and heights may be modified to realize the residential site capacity, or density, identified within the sites inventory of the Housing Element.

Table LU-12: 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 sf	535	5,123	6,632
Non-Residential Option	1.77[3,4]	4,161,813 sf	80	5,180	6,632

*Notes: * The FAR, residential units and trip budgets may be modified accordingly to realize the site capacity identified for the sites that are included as housing opportunity sites within the sites inventory of the Housing Element.*

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.

4. This maximum FAR may not be increased if the 80-unit residential component is not constructed; see North Costa Mesa Specific Plan.

Industrial Designations

Two industrial land use designations apply to over 1,000 acres. These designations accommodate a variety of industrial and compatible office uses, as well as limited and supportive commercial uses. Development intensity potential is measured using FAR in relation to the amount of traffic expected, as shown in Table LU-13: *Industrial Floor-Area Ratio*. The density, FAR, height, and trip generations may be modified accordingly to accommodate the residential site capacity, or density, for the housing opportunity sites identified within the sites inventory of the Housing Element.

Table LU-13: Industrial Floor-Area Ratio

Industrial Use[1]	Traffic FAR			
	Very Low	Low	Moderate	High
Light Industry	0.75	0.35	0.25	0.15
Industrial Park	0.75	0.40	0.30	0.20

Note:

1. With an application of the mixed-use overlay district, the FAR may range from 1.0 to 1.25. Refer to Mixed-Use discussion and Table LU-15: Overlay and Urban Plan Residential Density.

Light Industry

The Light Industry designation applies to areas intended for a variety of light and general industrial uses. Uses are limited to small manufacturing and service industries, as well as larger industrial operations that can demonstrate design features or restricted operations that limit disruptions to surrounding uses. Although the uses within Light Industry areas are intended to be less intense than those allowed in Industrial Parks, the frequent lack of a physical separation between Light Industry areas and residential development necessitates design features that limit disturbances between uses. Access to industrial areas should be provided in a manner that directs industrial traffic away from more sensitive uses.

Development within this designation would be characterized by a combination of one- and two-story buildings. Because of the location of Light Industry areas and their proximity to residential uses, taller buildings should be restricted to areas that will not disrupt the surrounding residential uses.

Certain commercial uses may be allowed, provided that the commercial use is determined to be complementary to the industrial area. Commercial recreational uses may also be appropriate under the same condition.

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 will be identified on the 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 will 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 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 that 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.

Industrial parks have major physical separations from areas designated for other uses to maintain their distinctiveness and avoid potential land use incompatibilities.

Development within this designation would consist of one- and two-story buildings. Additional height may be permitted when compatible with adjacent development and provided uses are consistent with other constraints, such as height limits and use restrictions within John Wayne Airport influence area, as identified in the Safety Element. The Industrial Park portion of the Home Ranch site may include buildings up to five stories in height near the center of the development. The North Costa Mesa Specific Plan provides specific building height information for the Segerstrom Home Ranch (Area 1).

Commercial uses may be allowed, provided that the use is determined to be complementary to the industrial area. Commercial recreational uses may also be appropriate under the same condition. Institutional uses may also be appropriate, provided that land use compatibility and traffic issues have been addressed. Institutional uses will require discretionary approval.

Proposed industrial development must be analyzed for potential significant impacts to air quality, aesthetics, land use, and other environmental issues.

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 shall not exceed 20 dwelling units per acre. However, sites identified as housing opportunity sites within the sites inventory of the Housing Element shall be allowed to develop a project at the specified density within the Housing Element.

Institutional and Open Space

Costa Mesa has thousands of acres of land set aside for public, semi-public, and open space type uses, all identified by one of these three land use designations: Public/Institutional, Golf Course, and Fairgrounds.

Public/Institutional

The Public/Institutional designation applies to both publicly and privately owned land that provides recreation, open space, health, and educational opportunities, as well as uses that provide a service to the public. Since this designation includes many different types of land uses, the Land Use Plan is labeled to identify the individual uses.

Areas included in this designation are park sites, health care facilities, educational institutions, religious facilities, fairgrounds, State Regional Emergency Operations Center, and public facilities. Since many of the uses are recreational and open space in nature, levels of building intensity are minimal.

Golf Course

Three golf courses are located within the City's planning area. Two of these, the Costa Mesa Golf Course and Mesa Verde Country Club, lie within City limits. Santa Ana Country Club is in the unincorporated area east of Newport Boulevard. Because of the large area devoted to open space, the building intensity for this designation is 0.01 FAR.

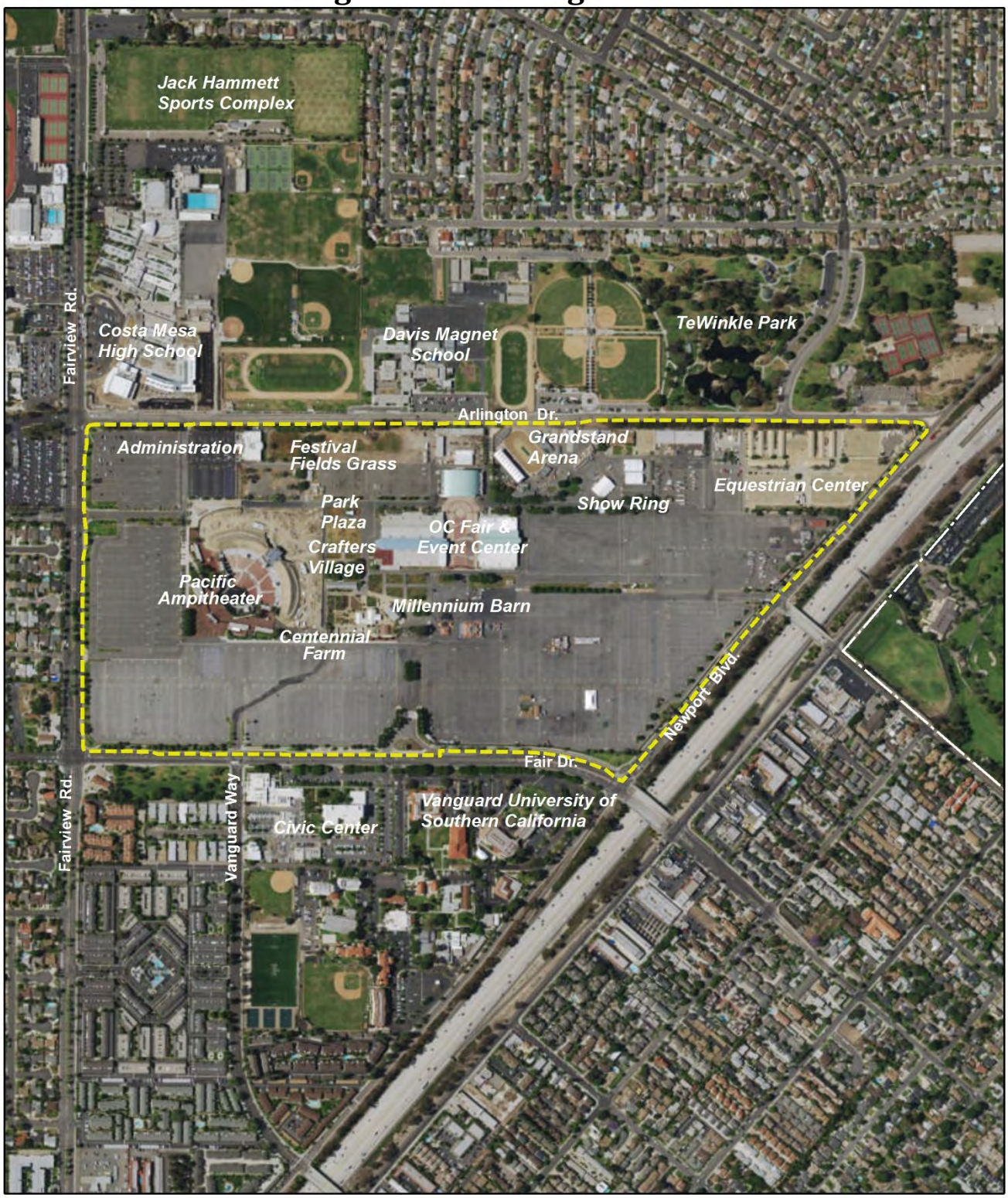
Fairgrounds

The Fairgrounds land use designation is applicable to only one property known as the Orange County Fair & Event Center (OCFEC) in the City of Costa Mesa. The Fairgrounds is a 150-acre site located at 88 Fair Drive. This designation is intended to:

- Ensure continued development of the property as an integrated complex that is composed of recreational, agriculture-related educational institutions, open space, farmland, equestrian, and commercial uses; and
- Promote the continued and sustained use of the property for the annual Orange County Fair in recognition of its value as a regionally significant resource in the City of Costa Mesa.

Home to the annual Orange County Fair since 1949, the site is bounded by Arlington Drive (north boundary), Fair Drive (south), Fairview Road (west), and Newport Boulevard (east). Regional access is primarily provided to the site by State Route 55 at the interchanges of Fair Drive/Del Mar Avenue and 22nd Street/Victoria Street. Access from Interstate 405, which is approximately one-mile north of the Fairgrounds, is provided via interchanges at Bristol Street, Fairview Road, and Harbor Boulevard. See Figure LU-7.

Figure LU-7: Fairgrounds



Source: City of Costa Mesa, 2015.

OC Fair & Event Center

0 250 500 1,000 1,500 2,000 Feet

The site was formerly a portion of the Santa Ana Army Air Base, and in 1949 the California 32nd District Agricultural Association (DAA) acquired the 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 collectively the OCFEC.

The 32nd DAA Fair Board adopted the current OCFEC 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.

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
- Exhibit and administration buildings
- Concession and restaurant buildings
- Memorial Gardens
- Centennial Farms
- Livestock 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 timeframes. However, further development of the Fairgrounds will need to be balanced with the development capacity of the City's transportation system and with the protection of surrounding neighborhoods.

Permitted uses include ancillary office uses, exposition/conference uses, equestrian uses, agricultural/livestock activities, restaurants, temporary specialty retail sales (including vehicle sales), outdoor marketplace, emergency operational uses, and concerts/live entertainment uses. Complementary uses to the fairground and event center uses may include botanical gardens, animal

exhibits, museum, art/historical artifacts gallery, and performance art theaters that are supportive of the fairground uses.

Uses that are not supportive of fairground and event center uses are expressly prohibited. Prohibited uses include, but are not limited to, casinos/gambling venues, shopping centers, hotel/motels, residential uses, self-storage facilities, hospitals, and medical uses. In addition, exclusive use or dedicated athletic sports facilities and educational uses that are unrelated to the OCFEC are prohibited.

As a State-owned property, the Fairgrounds is not normally subject to the City's Noise Ordinance. However, pursuant to a 1990 Court Order (Case Nos. 42 07 28 and 55 65 08), exterior noise standards comparable to the City's noise regulations have been applied to the property. Noise sensitive uses include neighboring residences, Davis Intermediate School, and Costa Mesa High School. The court-ordered noise restrictions apply to the operation of the Pacific Amphitheater. Development within the Fairgrounds designation is intended for buildings ranging from one- to four-story structures. The maximum allowable FAR for this designation shall be 0.10.

Land Use Overlays and Urban Plans

The City has adopted land use overlays that are intended to encourage reuse and revitalization of underutilized properties. The incentives provided expand land uses, provide development flexibility, stimulate economic growth, and create integrated areas complementary to the surrounding environs. Refer to Figure LU-8 for the location of the Overlay and Urban Plan boundaries. The density, FAR, height, and trip generations may be modified accordingly to accommodate the residential site capacity, or density, for the housing opportunity sites identified within the sites inventory of the Housing Element.

Mixed-Use Overlay Zone/Urban Plan Areas

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 without exceeding the capacity of the General Plan transportation system. Mixed-use developments shall be implemented through an adopted urban plan and shall be identified on the Zoning Map with the mixed-use overlay district. The mix of uses can occur in either a vertical or horizontal design.

General Plan Amendments:
GP 18-03, Adopted Nov. 13, 2018
GP 20-01, Adopted Jul. 20, 2021
PGPA-24-01, Adopted July 15, 2025

Figure LU-8: Overlays and Urban Plans

Housing 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, the FAR includes both residential and non-residential components. Table LU-14: *Overlay and Urban Plan Residential Density*, lists the appropriate land uses and the necessary base zoning district where mixed-use development is permitted.

Table LU-14: Overlay and Urban Plan Residential Density

Base Land Use Designations That Allows Mixed Use[3]	Residential Dwelling Units Per Acre (D/A) and Floor-Area Ratio (FAR)*			
	Overlays			Urban Plans
	Residential Incentive	Harbor Mixed-Use	SoBECA Mixed-Use[1]	Westside Urban Plans[2]
Commercial-Residential	30 du/acre	--	--	--
Neighborhood Commercial	--	--	--	1.00/[2] 1.25 FAR
General Commercial	30 du/acre	20 DU/A	40 D/A[1]	
Light Industry	--		40 D/A[1]	
Commercial Center	--	--	--	

*Notes: * The density, FAR, height, and trip generations may be modified accordingly to realize the residential site capacity, or density, for the housing opportunity sites identified within the sites inventory of the Housing Element.*

1. The SoBECA Overlay has a maximum capacity of 450 residential units over the entire district, with individual projects having a maximum density of 40 dwelling units per acre. However, sites identified as housing opportunity sites within the sites inventory of the Housing Element shall be allowed to develop the site according to the specified density therein.

2. Under the Westside Urban Plans, a maximum FAR of 1.0 is allowed for mixed-used projects that include a residential component. An increase to 1.25 FAR may be allowed for mixed-use plans exhibiting design excellence. FAR calculations are based on the total site area (subarea) of the commercial component and does include the residential site area.

Residential Incentive Overlay

The Residential Incentive Overlay allows the maximum 30 du/acre unit residential density option at strategic locations along Harbor Boulevard and Newport Boulevard. The Residential Incentive Overlay expands development opportunities on commercial properties not developed to their full potential or supporting outdated buildings and underperforming uses.

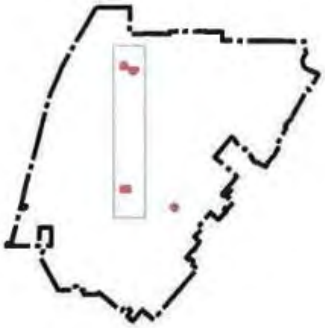
Maximum building height is three stories, provided privacy concerns of adjacent established residential neighborhoods are adequately addressed through the setback of upper stories or other design approaches. Housing within the Residential Incentive Overlay is limited to a maximum density of 30 units per acre. See Table LU-15*: Residential Incentive Overlay* and Figures LU-9 and LU-10.

Table LU-15: Residential Incentive Overlay

Categories		Baseline (2015)	Residential Incentive Overlay
Density (DU/AC)		N/A	30
Units	Harbor Boulevard	84	361
	Newport Boulevard	237	117
	Total Units	**321**	**478**

Aerial

General Plan: Overlay



Land Use Designations

- Low Density Residential (8 du/ac)
- Medium Density Residential (12 du/ac)
- High Density Residential (20 du/ac)
- Neighborhood Commercial
- General Commercial
- Light Industrial
- Golf Course
- Public/Institutional

Baseline (2015)

Total Area.....9.45 acres
Residential Units.....0
Commercial Square Feet.....149,976

Land Use Plan

Density.....30 du/ac
Residential Units.....361 Max
Commercial Square Feet.....149,976 Max

✦ Per settlement agreement executed on June 21, 2018, the project at 2277 Harbor Blvd. (APN. 422-163-31) shall not exceed 200 units including nine (9) very low-income units subject to a fifty-five (55)-year restrictive covenant.

REVISED Nov. 13, 2018:

General Plan Amendments:

* GP 18-03, Adopted Nov. 13, 2018

Figure LU-9: Residential Incentive Overlay: Harbor Boulevard

Aerial

General Plan: Overlay

Land Use Designations

- Low Density Residential (8 du/ac)
- Medium Density Residential (12 du/ac)
- High Density Residential (20 du/ac)
- Commercial-Residential (17.4 du/ac)
- Neighborhood Commercial
- General Commercial
- Light Industrial
- Golf Course
- Fairgounds
- Public/Institutional

General Plan Amendments:
* GP 18-03, Adopted Nov. 13, 2018
* PGPA-24-01, Adopted July 15, 2025

Baseline (2015)

Total Area.....9.45 arces
Residential Units.....0
Commercial Square Feet.....43,208

Land Use Plan

Density.....30 du/acre
Residential Units.....64 Max
Commercial Square Feet.....43,208 Max

Figure LU-10: Residential Incentive Overlay: Newport Boulevard

South Bristol Entertainment & Cultural Arts (SoBECA) Overlay and Urban Plan

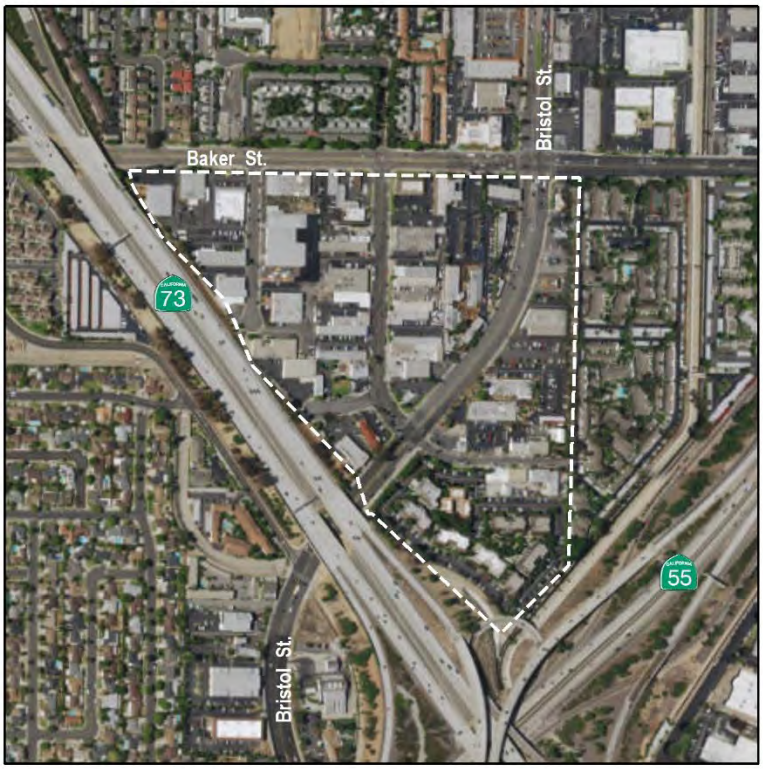
The SoBECA Overlay applies to properties within the *SoBECA Urban Plan* area. Allowed uses include a mix of housing and retail/service commercial businesses, light industrial uses, creative studios, retail campuses, and entertainment and restaurant uses that attract local residents and visitors. Permitted development approaches are mixed-use development that combines residential and commercial uses, as well as stand-alone commercial and residential uses. This designation emphasizes commercial uses and aims to expand the established innovative, eclectic, and unique uses that support homegrown and incubator-type businesses important to the local economy. The integration of innovative public spaces and "hangout" areas for special events are highly encouraged.

The maximum residential density within the SoBECA overlay is 40 units per acre. A maximum 1.25 FAR applies to mixed-use buildings that integrate residential and commercial uses. Stand-alone commercial or industrial buildings have a maximum 1.0 FAR. The maximum building height for all projects is four stories. The maximum number of residential units allowed within the entire SoBECA Urban Plan area is 450 units. See Table LU-16: *SoBECA Mixed-Use Overlay*. See also Figure LU-11: *SoBECA Mixed-Use Overlay*. However, the density, FAR, and height may be modified accordingly to realize the residential site capacity, or density, for the housing opportunity sites identified within the sites inventory of the Housing Element.

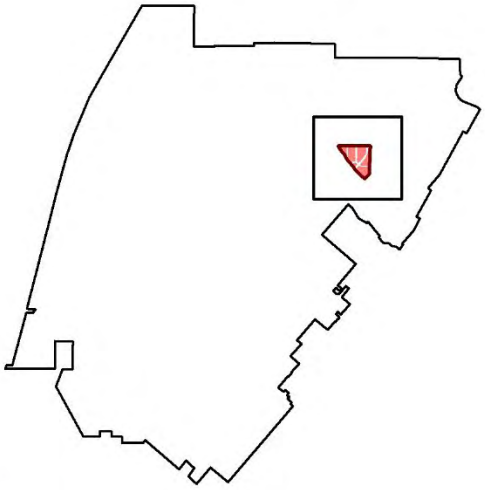
Table LU-16: SoBECA Mixed-Use Overlay

Categories	Baseline (2015)	SoBECA Mixed-Use Overlay
Density (DU/AC)	N/A	40 DU/AC Not to exceed 450 units for Overlay
Units	0	450
Floor-Area Ratio (FAR)	N/A	1.00 to 1.25
Building Square Feet	491,000	420,359

Aerial



Key Map



General Plan Designations

- Low Density Residential (8 du/ac)
- Medium Density Residential (12 du/ac)
- High Density Residential (20 du/ac)
- General Commercial
- Light Industrial
- Public/Institutional

General Plan: Overlay

SoBECA Overlay
Individual residential projects cannot exceed 40 dwelling units per acre, unless the site is a housing opportunity site, then the density may increase to align with the density identified within the sites inventory of the Housing Element.

Baseline (2015)
Units.....0
Square Feet.....491,000
Acres.....39.2 Acres

Land Use Plan
Units.....450 Maximum
Square Feet..... 420,359
FAR.....1.00 to 1.25 FAR
Density.....40 DU/AC*

* Density may be increased to the densities identified for housing opportunity sites within the sites inventory of the Housing Element.

Figure LU-11: SoBECA Urban Plan

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 residential and retail 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; maximum building height is four stories. See Table LU-17: *Harbor Mixed-Use Overlay* and Figure LU-12. However, the density, FAR, and height may be modified accordingly to realize the residential site capacity, or density, for housing opportunity sites identified within the sites inventory of the Housing Element.

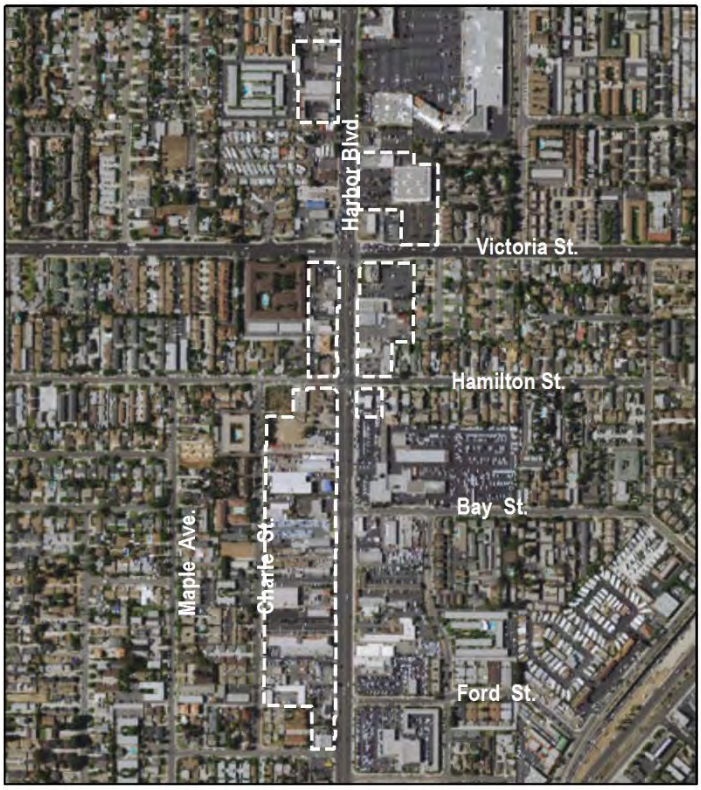
Table LU-17: Harbor Mixed-Use Overlay

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

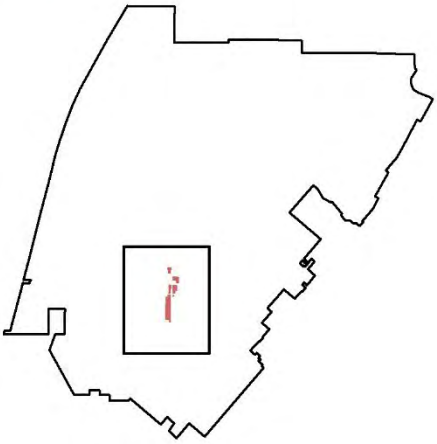
Westside Urban Plans

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. However, the density, FAR, and height may be modified accordingly to realize the residential site capacity, or density, for housing opportunity sites identified within the sites inventory of the Housing Element.

Aerial



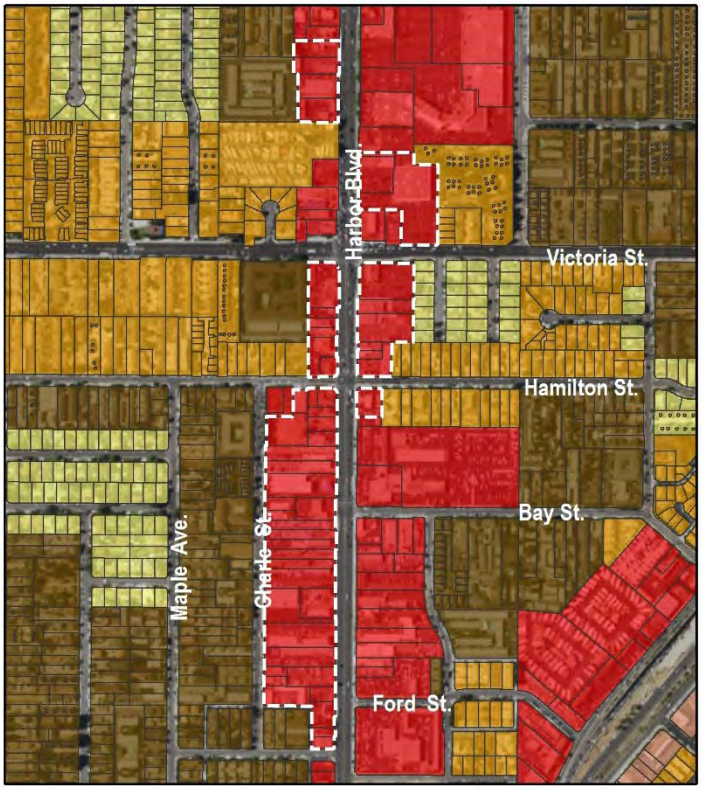
Key Map



General Plan Designations

- Low Density Residential (8 du/ac)
- Medium Density Residential (12 du/ac)
- High Density Residential (20 du/ac)
- General Commercial

General Plan: Overlay



Harbor Mixed-Use Overlay *

General Plan land use overlay that allows a maximum residential density of 20 dwelling units per acre. Mixed-use projects that do not include residential components can be developed at a 1.00 FAR. Mixed-use projects with both residential and commerical components can be developed at 1.25 FAR.

Baseline (2015)

Residential Units.....13
Commercial Square Feet.....337,300
Total Area.....24.6 acres

Land Use Plan *

Residential Units.....491
Commercial Square Feet.....321,000
Density.....20 DU/AC
FAR.....1.00 to 1.25 FAR

* The total residential units, density and FAR may be modified to realize the residential site capacity, or density, of the housing opportunity sites identified within the sites inventory of the Housing Element.

Figure LU-12: Harbor Mixed-Use Overlay

19 West Urban Plan

The *19 West Urban Plan* provides commercial and residential mixed-use opportunities primarily along West 19th Street and Harbor Boulevard, at a cluster of properties between Newport Boulevard and Superior Avenue, and at the south side 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

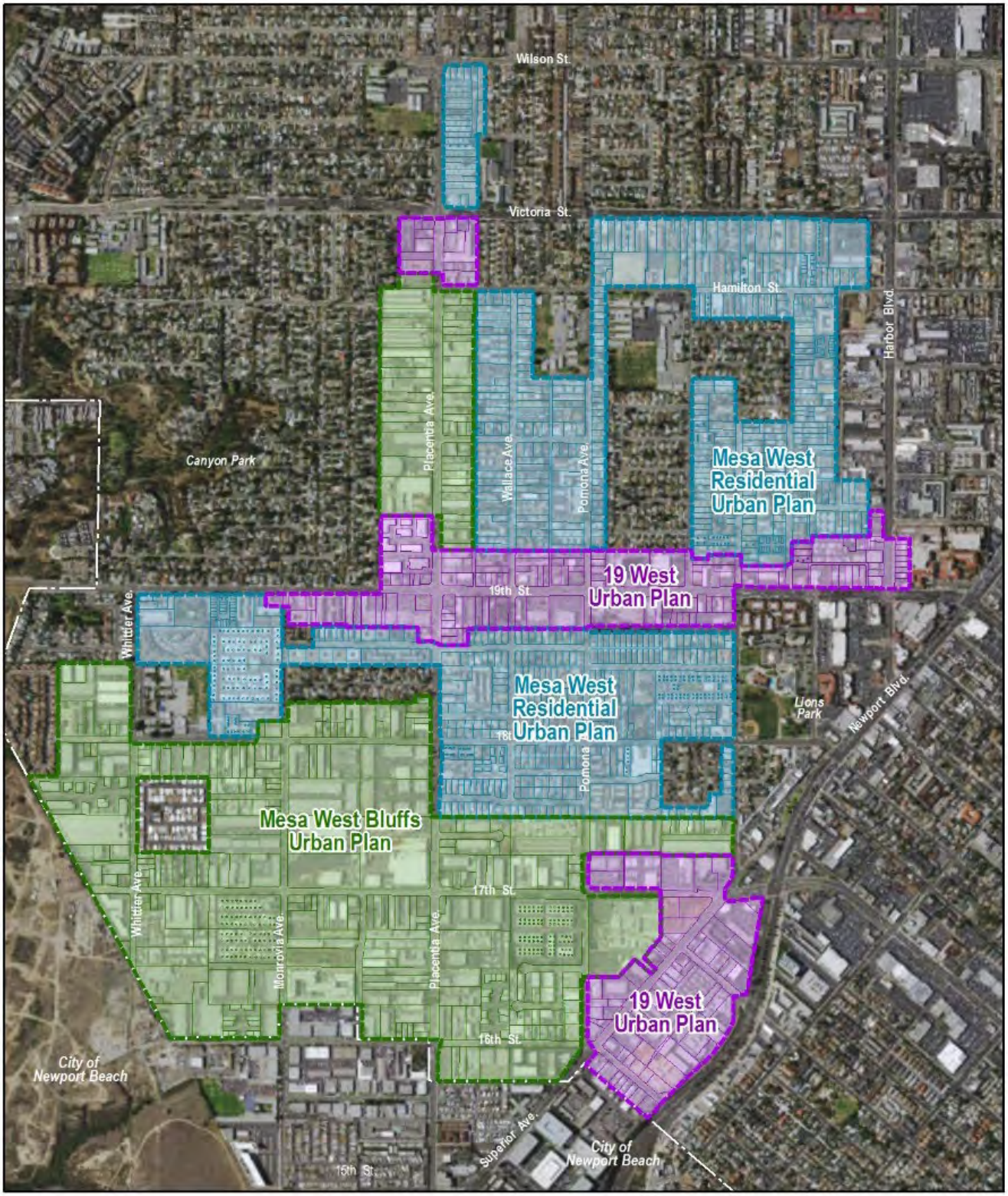
The *Mesa West Bluffs Urban Plan* encompasses approximately 277 acres and was adopted to provide an overlay zone encouraging the development of live/work units or residential development, with the goal of revitalizing and providing new high-quality residences. The *Mesa West Bluffs Urban Plan* applies 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, 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 developments), 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 Figure LU-13: *Westside Urban Plans*, for the location and boundaries for each Westside Urban Plan.



Westside Urban Plans

- 19 West Urban Plan
- Mesa West Bluffs Urban Plan
- Mesa West Residential

Source: City of Costa Mesa, 2015

0 500 1,000 2,000 Feet

Figure LU-13: Westside Urban Plans

Specific Plans

While the General Plan establishes broad parameters of development on a long-term horizon, a specific plan is designed to identify particular land uses and development standards relating to a specific area, site or development proposal. California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 allows cities and counties to prepare specific plans to develop policies, programs, regulations, and guidelines to implement the jurisdiction's adopted general plan. As prescribed by law, specific plans include text and diagrams that generally describe the following:

- The distribution, location, and extent of all land uses;
- The standards and criteria by which new development will proceed;
- The proposed distribution, location, extend, and intensity of major components of public infrastructure, such as transportation and utility systems; and
- A program of implementation measures, such as financing options, policies, regulations, and public works projects.

The City's adopted specific plans will serve the best interests of the City by establishing detailed controls on the nature of future development and facilitate the processing of subsequent development plans within the area governed by the Specific Plan. In some cases, City adopted specific plans may utilize the land use designations of this Element and specific details relating to the land use designations can be found in the applicable adopted document.

Fairview Developmental Center Specific Plan

On January 5, 1959, the Fairview Developmental Center opened as a State hospital originally occupying 750 acres. Fairview Developmental Center had an initial bed capacity of 2,622 and was intended to house some 4,125 residents. The population at the facilities peaked in 1967 and has been declining since. In 2015, the current population was 275 persons, and the downward trend is expected to continue due to the restructuring of the State of California's approach to providing institutionalized care for the developmentally disabled. 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 1987 and 2005, other parcels were converted to residential uses. These areas are planned developments with one-story, single-family residences, a two-story, small-lot residential subdivision, and two-story apartment buildings (Harbor Village Apartments).

In February 2016, the State of California Department of Development Services initiated the process for closure of Fairview Developmental Center. In June 2022, the State Legislature through Senate Bill (SB) 188 approved Government Code Section 14670.31, which provides a framework for the reuse of the FDC property. The legislation codifies a partnership between the Department of General Services (DGS), the

Department of Developmental Services (DDS), and the City of Costa Mesa, with defined roles for each entity. The City's role was to develop a Specific Plan, conduct necessary studies, and manage a community-based planning process. The Legislature's intent for the redevelopment of the FDC site is to prioritize affordable housing to the greatest extent feasible, including a minimum of 200 units of permanent supportive housing, open space, and housing for individuals with developmental disabilities, and a City created Specific Plan for the FDC site that implements the provisions of Government Code Section 14670.31.

The Fairview Developmental Center Specific Plan consists of 95 acres of the prior Fairview Developmental Center state hospital site and was prepared in conformance with State requirements outlined in Government Code Section 65450 et seq. The Fairview Developmental Center Specific Plan was adopted on XXXX through City Council Resolution No. XX-XX and establishes land use designations, site specific zoning regulations, permitted uses, development and design standards, and mobility and infrastructure improvements. Future redevelopment proposed within the Fairview Developmental Center Specific Plan must be consistent with the plan, and it provides a future developer, City staff, the public and decision makers with information on the overall intent for the area, design standards to facilitate implementation, and future changes thereto. Figure LU-3 identifies the specific plan area, whereas Table LU-6 identifies the specific plans residential and non-residential development intensities.

General Plan and Zoning Ordinance Consistency

The relationship between the General Plan land use designations and zoning districts is shown in Table LU-19: *General Plan and Zoning Consistency*. This table indicates how properties will be zoned to be consistent with the General Plan Land Use Plan. The Zoning Ordinance has the following Zoning Districts:

- Single-Family Residential (R1)
- Multiple-Family Residential, Medium Density (R2-MD)
- Multiple-Family Residential, High Density (R2-HD)
- Multiple-Family Residential (R3)
- Administrative and Professional (AP)
- Commercial Limited (CL)
- Local Business (C1)
- General Business (C2)
- Shopping Center (C1-S1)
- Town Center (TC)

- Off-Street Parking (P)
- Institutional and Recreational (I & R)
- Institutional and Recreational - School (I & R-S1)
- General Industrial (MG)
- Industrial Park (MP)
- Planned Development Residential (PDR)
- Planned Development Commercial (PDC)
- Planned Development Industrial (PDI)
- Mixed-Use Overlay District (MU)
- Residential Incentive Overlay District (RI)

Table LU-19: 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
High Density	R2-MD, R2-HD, R3, PDR-HD, PDR-NCM, I&R, I&R-S, MU, RI
Commercial-Residential	AP, CL, C1, PDC, R2-MD, R2-HD, PDR-MD, PDR-HD, RI
Neighborhood Commercial	CL, C1, AP
General Commercial	CL, C1, C2, C1-S, PDC, AP, RI, MU
Commercial Center	C1, C2, C1-S, PDC, AP
Regional Commercial	PDC
Urban Center Commercial	PDC
Cultural Arts Center	TC
Industrial Park	MG, PDI, CL
Light Industrial	MP, PDI, CL
Public and Institutional	I&R, I&R-S
Golf Course	I&R
Fairgrounds	I&R
Fairview	R2-MD, R2-HD, R3, I&R

Off-Street Parking (P) zoning classification is consistent with any land use plan designation, with the exception of Low Density.

Residential development shall be allowed, regardless of the underlying zoning or land use designations, for any housing opportunity site identified within the sites inventory of the Housing Element, including any densities identified therein.

Revised February 20, 2019
Consistent with Table LU-9
of 2002 General Plan

Housing and Employment Projections

Providing a land use arrangement that encourages a correlation of employment and housing opportunities is a local and regional responsibility. Providing sufficient commercial land to support residential development is primarily a local responsibility, although commercial uses serving regional needs are provided as well. Sufficient land must also be established to meet the recreational needs of the local community, although regional needs are often accommodated by land within individual cities. Table LU-20: *General Plan Land Use 2035*, identifies the projected future growth and implications of the Land Use Plan.

Table LU-20: General Plan Land Use 2035

Land Use Designations	Net Acres	Residential Dwelling Units		Non-Residential Square Feet	
		2015 Existing	2035 Future*	2015 Existing	2035 Future
Residential					
Single-Family[1]	2,088.2	14,210	14,811	--	--
Multi-Family[2]	1,718.2	28,413	37,291	--	--
Non-Residential					
Commercial-Residential	47.9	--	--	543,000	455,200
Neighborhood Commercial	40.5	--	--	338,000	472,100
General Commercial	616.3	--	2,254	7,065,300	8,556,100
Commercial Center	117.5	--	2,215	733,000	1,075,800
Urban Center Commercial	126.3	--	1,735	4,550,700	5,581,200
Cultural Arts Center	57.3	--	851	2,673,300	4,869,800
Regional Commercial	147.9	--	1,959	2,723,700	3,260,800
Industrial Park	632.6	--	3,626	8,684,500	9,895,000
Light Industrial	378.1	--	1,668	4,402,500	2,838,000
Public and Institutional	1,278.4	--	--	1,989,000	3,970,700
Golf Course	553.7	--	--	84,200	84,200
Fairgrounds	150.0	--	--	454,450	1,020,400
Fairview Developmental Center Specific Plan[3]	95	--	4,000	--	35,000
Totals	**8,044.5**	**42,623**	**68,690**	**33,916,000**	**42,553,000**

*Notes: * The residential dwelling units added to the Land Use Designations for 2035 reflect the site capacity identified within the sites inventory of the Housing Element. The total unit counts are not intended to reflect a maximum build-out scenario.*

1. Includes Low-Density Residential General Plan land use designation.

2. Includes Medium-Density, High-Density, and Commercial-Residential, Overlays General Plan land use designations.

The Fairview Developmental Center Specific Plan has a buildout horizon of 15-20 years from adoption.

General Plan Amendment: PGPA-24-02, Adopted August 5, 2025

Goals, Objectives, and Policies

Maintaining and enhancing the great quality of life in Costa Mesa is the foundation of this General Plan. The City will look towards focusing future change within targeted growth areas. Some of these areas already have a mix of commercial, office, hotel, and residential uses, and are located along roadways that will be enhanced with "Complete Streets" features (see Circulation Element), improved landscaping, and expanded public spaces (such as parks and plazas). In turn, the City will also protect and enhance neighborhoods throughout Costa Mesa to ensure these largely residential areas continue to provide value to residents and the community as whole.

Foremost, attention will be given to protecting the character and quality of residential neighborhoods, including those features that distinguish an area, such as building scale, historical structures, well-maintained rental housing, mature vegetation, and attractive streetscapes.

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

Objective LU-1A. ***Establish and maintain a balance of land uses throughout the community to preserve the residential character of the City at a level no greater than can be supported by the infrastructure.***

Policy LU-1.1 Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.

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

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

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

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

Policy LU-1.6 Promote sustainable development patterns that consider negative economic and health impacts on existing residents and businesses.

Policy LU 1.7 Consider the attraction and retention of full service grocery stores and similar purveyors of healthy foods a part of the community's economic development strategy, with consideration to neighborhoods that lack suitable access to healthy food options.

Goal LU-2: Preserve and Protect Residential Neighborhoods

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

Policy LU-2.1 In the event of damage or destruction, allow any legal conforming use in existence at the time of adoption of the General Plan that is located in a nonconforming development to be rebuilt to its original building intensity, as long as any such rebuilding would not increase the development's nonconformity, and the damage or destruction was in no way brought about by intentional acts of any owner of such use or property.

Policy LU-2.2 Pursue maximum use of utility company funds and resources in undergrounding existing overhead lines, and encourage undergrounding of utilities in the public right-of-way for residential development consisting of five units or more, to the extent feasible and practical.

Policy LU-2.3 Develop standards, policies, and other methods to encourage the grouping of individual parcels to eliminate obsolete subdivision patterns and to provide improved living environments while being consistent with the neighborhood character of the surrounding community.

Policy LU-2.4 Do not allow "rounding up" when calculating the number of permitted residential units, except for lots existing as of March 16, 1992, zoned R2-MD that have less than 7,260 square feet in area, and no less than 6,000 square feet, where density calculation fractions of 1.65 or greater may be rounded up to two units.

Policy LU-2.5 Allow creation of parcels without street frontage if sufficient easements are provided for planned developments or common-interest developments consistent with the neighborhood character. This policy does not apply to small lot subdivisions.

Policy LU-2.6 Encourage increased private market investment in declining or deteriorating neighborhoods, prioritizing neighborhoods located within designated environmental justice area boundaries.

Policy LU-2.7 Permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.

Policy LU-2.8 Limit building height to four stories above grade south of the I-405 Freeway, except for special purpose housing such as elderly, affordable, or student housing, unless otherwise approved by a General Plan amendment. (A four-story/five-level parking structure with roof deck parking on the fifth level is considered a four-story structure.) The height limitation may be increased further to realize the residential site capacity, or density, of housing opportunity sites identified within the sites inventory of the Housing Element.

Policy LU-2.9 Require appropriate building setbacks, structure orientation, and placement windows to consider the privacy of adjacent residential structures within the same project and on adjacent properties.

Policy LU-2.10 Promote lot consolidation of residential properties to the extent feasible and practical, including the creation of larger single-family residential lots that exceed the minimum 6,000-square-foot requirement in neighborhoods where the prevailing residential subdivision pattern features larger-sized residential lots.

Policy LU-2.11 Ensure adequate noise attenuation in urban design, such as walls for sound attenuation, development of landscaped greenbelts, provision of landscape berms, etc.

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

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

Policy LU-3.1 Protect existing stabilized residential neighborhoods, including mobile home parks (and manufactured housing parks), from the encroachment of incompatible or potentially disruptive land uses and/or activities.

Policy LU-3.2 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings, and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a health, safety, or fire hazard.

Policy LU-3.3 Continue code enforcement as a high priority with regard to the regulation of property maintenance standards citywide.

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

Policy LU-3.5 Provide opportunities for the development of well-planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

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

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

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

Policy LU-3.9 Locate high-intensity developments or high-traffic-generating uses away from low-density residential in order to buffer the more sensitive land uses from the potentially adverse impacts of the more intense development or uses.

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

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

Policy LU-3.12 Ensure that new development reflects existing design standards, qualities, and features that are in context with nearby development.

Policy LU-3.13 Prohibit construction of buildings which would present a hazard to air navigation, as determined by the Federal Aviation Administration (FAA).

Policy LU-3.14 Certain development proposals which may include the construction or alteration of structures more than 200 feet above ground level may require filing with the Federal Aviation Administration (FAA) and Airport Land Use Commission (ALUC) pursuant to federal and State law. If a filing requirement is determined to be necessary in accordance with the procedures provided by State/federal agencies, the filing of a Notice of Proposed Construction or Alteration (FAA Form 7460-1) shall be required prior to review and consideration of the proposed development." Land Use Element (page LU-18) refers to the threshold stated

above. It shall be amended to refer to Filing FAA Form 7460-1 Notice of Construction and Alteration, and not to Form 7480-1.

Policy LU-3.15 The City will ensure that development proposals, including the construction or operation of a heliport or helistop comply fully with permit procedures under State law, including referral of the project to the ALUC by the applicant, and with all conditions of approval imposed or recommended by the Federal Aviation Administration, ALUC, and Caltrans, including the filing of Form 7480-1 (Notice of Landing Area Proposed) with the FAA. This requirement shall be in addition to all other City development requirements.

Policy LU-3.16 The City shall refer certain projects to the Airport Land Use Commission for Orange County, as required by Section 21676 of the California Public Utilities Code to determine consistency of the project(s) with the Airport Environs Land Use Plan for John Wayne Airport.

Policy LU 3.17 New residential developments within the 60 dB CNEL noise contour of the airport shall provide designated outdoor signage informing the public of the presence of operating aircraft.

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

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

Policy LU-4.1 Ensure that appropriate watershed protection activities are applied to all new development and significant redevelopment projects that are subject to the National Pollutant Discharge Elimination System Stormwater Permit during the planning, project review, and permitting processes.

Policy LU-4.2 Avoid conversion of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and/or establish development guidelines that identifies these areas and protects them from erosion and sediment loss.

Policy LU-4.3 Preserve or restore areas that provide water quality benefits and/or are necessary to maintain riparian and aquatic biota.

Policy LU-4.4 Promote site development that limits impact on and protects the natural integrity of topography, drainage systems, and water bodies, and protect the integrity of the bluff crest.

Policy LU-4.5 Promote integration of stormwater quality protection into construction and post-construction activities, as required by the NPDES Stormwater Permit and the City's Local Implementation Plan.

Policy LU-4.6 Incorporate the principles of sustainability into land use planning, infrastructure, and development processes to reduce greenhouse gas emissions consistent with State goals.

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

Objective LU-5A. ***Ensure availability of adequate community facilities and provision of the highest level of public services possible, taking into consideration budgetary constraints and effects on the surrounding area.***

Policy LU-5.1 Pursue annexation of certain areas within the City's Sphere of Influence to provide land use regulation and city services within its jurisdiction.

Policy LU-5.2 Strongly encourage protection and preservation of existing but underutilized school sites for future recreational, social, or educational uses.

Policy LU-5.3 As appropriate and timely, consider the establishment of development impact fee program(s) to fund additional fire and police personnel, library facilities, and related equipment to meet the demands of additional growth in the City.

Policy LU-5.4 Require appropriate site and environmental analysis for future fire and police station site locations or for the relocation or closure of existing fire and police facilities.

Policy LU.5.5 Ensure that new development pays its fair share of impact fees such as park fees and traffic impact fees. This can also include impact fees related to community services (police protection services and fire emergency response services) or library facilities, once adopted and applicable.

Policy LU-5.6 Promote development of revenue-generating land uses to help defray the costs of high quality public services.

Policy LU-5.7 Encourage new development that is organized around compact, walkable, mixed-use neighborhoods and districts to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile.

Policy LU-5.8 Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications.

Policy LU-5.9 Phase or restrict future development in the City to that which can be accommodated by infrastructure at the time of completion of each phase of a multi-phased project.

Policy LU-5.10 Building densities/intensities for proposed new development projects shall not exceed the trip budget for applicable land use classifications, as identified in the Land Use Element, unless the site is identified as a housing opportunity site within the sites inventory of the Housing Element, then the density and intensity may be modified to realize the residential site capacity, or density, identified therein. Building intensities for proposed new development projects shall not exceed the applicable floor area standards, except for the following conditions:

(a) Limited deviations from the graduated floor-area ratio standards for the commercial and industrial land use designations may be approved through a discretionary review process. No deviation shall exceed a 0.05 increase in the FAR in the moderate traffic category, and no deviation shall be allowed in the very low, low, and high traffic categories. Deviations from the FAR standards shall not cause the daily trip generation for the property to be exceeded when compared to the existing daily trip generation for the site without the proposed project or maximum allowable traffic generation for the Moderate Traffic FAR category, whichever is greater.

(b) Additions to existing nonconforming nonresidential developments may be allowed if the additions do not affect the overall traffic generation characteristics of the development and if the additions do not substantially affect the existing height and bulk of the development. Additions to nonresidential developments shall be limited to those land uses with traffic generation rates based on variables other than building area square footage. Examples of such additions include, but are not limited to: 1) Hotels/motels: Increases in the size of hotel rooms or lobbies where no increase in the total number of rooms is proposed, and 2) theaters: Increases to “back-stage” support areas or lobbies where no increase in the total number of seats is proposed.

(c) In the above conditions, the new development shall be compatible with surrounding land uses.

(d) Additional criteria for approving deviations from the FAR standards may be established by policy of the City Council.

Policy LU-5.11 Development plans shall be required for all phased development and approvals and shall be approved by the Planning and Transportation Services Divisions prior to the issuance of building permits.

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

Policy LU-5.13 The City shall continue its annual preparation of the Development Phasing and Performance Monitoring Program. The annual review will specifically address major intersection operations in any mixed-use overlay area.

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

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

Policy LU-6.1 Encourage a mix of land uses that maintain and improve the City's long-term fiscal health.

Policy LU-6.2 Continue to promote and support the vitality of commercial uses to meet the needs of local residents and that support regional-serving commercial centers.

Policy LU-6.3 Continue to prioritize commercial and industrial park use of properties north of I-405 and within the Airport Industrial District.

Policy LU-6.4 Support the continued presence of incubator businesses in the action sports industry and jobs-producing businesses in the Westside.

Policy LU-6.5 Encourage revitalization of existing, older commercial and industrial areas in the Westside with new mixed-use development consisting of ownership housing stock and live/work units.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy LU-6.19 Provide flexibility and support for development of residential, office, small retail centers, and similar uses that would serve local residents and would also benefit from the high visibility along major corridors outside of significant commercial or industrial nodes.

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

Policy LU-7.1 Endeavor to create mixture of employment opportunities for all economic levels of residents and businesses.

Policy LU-7.2 Support linkages between local educational institutions and local industries and businesses. Foster training, collaboration with employers, and new innovative programs that increase job opportunities for residents and students attending school locally.

Policy LU-7.3 Foster and provide useful and efficient partnerships to implement economic opportunities with private, non-profit, or other public agencies.

Policy LU-7.4 Cultivate an entrepreneurial and academic environment that fosters innovation through non-traditional housing developments, flexible office spaces, experiential development, and ensuring the diversity of retail/service throughout the urban districts.

Policy LU-7.5 Support and provide flexibility for development projects and businesses which produce, care, and maintain material goods or fixed assets meant to support the production of market goods, especially for niche industries within the City of Costa Mesa.

Policy LU-7.6 Seek out opportunities to attract primary businesses within stable industries and support industries that already exist within the City.

Policy LU-7.7 Explore economic and employment opportunities to retain and strengthen the unique industry niches along Bristol and Paularino, in the Westside, on East 17th Street, and throughout North Costa Mesa.

Policy LU-7.8 Support the development of pedestrian plazas and gathering places, and institutional spaces, as well as the more efficient use of existing spaces, to support economic growth and branding of existing industries within the City.

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

Policy LU-8.1 In anticipation of the potential closure or repurposing of the Fairview Development Center site, the City will work with appropriate State agencies or private entity (if the property is sold) to plan for a complementary mix of residential, institutional, public facilities, open spaces, and recreational uses.

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

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

Goal LU-10: Promote the growth of tourism

Objective LU-10A: ***Promote structural improvements of visitor-oriented land uses.***

Policy LU-10.1 Engage with property owners, developers, and business owners to encourage the revitalization of the hotel/motels.

Policy LU-10.2 Provide incentives to motel development projects seeking to improve existing motel facilities by increasing the hotel rating. These projects may include:

(a) Updating building mechanical, electrical, or plumbing to comply with current building standards

(b) Updating physical improvements to the site

(c) Adding hotel amenities to the site

(d) Updating or improving the landscaping on the site

(e) Updating or improving the façade of the building(s)

Objective LU-10B: ***Promote growth of visitor-oriented land uses.***

Policy LU-10.3 Motel and hotel land uses should be encouraged to be located near major transportation corridors and close to key tourist/visitor draws, other recreation venues, the airport, regional, and general local shopping centers.

Policy LU-10.4 Consider the interest of quality of stay for visitors when evaluating projects near visitor-oriented land uses by requiring on-site amenities and upscale guest services.

Objective LU-10C: ***Promote uses and events that make visitor-oriented business more economically viable.***

Policy LU-10.5 Celebrate and promote the arts, culture, and industries of Costa Mesa through special events, civic gatherings, and City marketing and tourism promotion efforts.

Policy LU-10.6 Promote the development of small-scale manufacturing uses or other uses that generate multiple secondary and tertiary markets that support business travel tourism-related uses.

Policy LU-10.7 Maintain and enhance the City's status and image as a centrally located destination and cultural center in Orange County.

Bicyclists traveling along 17th Street

Chapter 3:
Circulation Element

Introduction

Costa Mesa's transportation system consists of a comprehensive network of sidewalks, bicycle routes, trails, bus transit facilities, local streets, major roadways, and freeways. This integrated system supports connectivity among the major activity areas and residential neighborhoods, and brings people to and through the City. Although the established street system moves many people every day to local and regional destinations, the system—not unlike most road systems in Southern California established long ago—has been designed primarily for automobiles. This Circulation Element changes the paradigm for transportation planning by giving equal attention to planning and building systems that accommodate all mobility means, including on foot, by bicycle, and via transit.

This element includes goals, objectives, and policies that the City will use to make decisions regarding transportation improvements that significantly

expand bicycle and pedestrian travel capabilities, manage the established roadway system efficiently and effectively, enhance transit facilities, and implement “complete street” strategies that ensure all users and mobility options are addressed in future street improvements.

Purpose

Costa Mesa will pursue strategies and programs that not only address relieving vehicular congestion but also create local conditions that emphasize active transportation. With its mild climate and flat terrain, Costa Mesa should be a place where people can easily bike and walk. The transportation system described in this element is a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel. Those users include children, cyclists of all ages, pedestrians, persons with disabilities, motorists, movers of commercial goods, transit riders, and seniors. The City’s aim is to balance the ability of this varied circulation network to accommodate planned growth in a manner that minimizes delay, creates efficiencies, and supports the community’s environmental and economic goals.

The Circulation Element establishes policies governing the system of roadways, intersections, bike paths, pedestrian ways, and other components of the circulations system, which collectively provide for the movement of persons and goods throughout Costa Mesa. Most significantly, the element:

- Applies “Complete Streets” strategies for street improvements
- Defines active transportation improvements that will create improved conditions for walking and cycling
- Coordinates land use planning and transportation improvements to effectively manage and improve the established roadway system
- Identifies linkages and connectivity among all transportation modes.

Baseline Conditions-2015

Established Roadways

Regional Transportation

Costa Mesa is centrally located in Orange County near the Pacific Coast and is well served by the regional freeway system consisting of:

- San Diego Freeway (I-405), which traverses east-west across the northern portion of the City
- Corona del Mar Freeway (SR-73), which begins at I-405 between Fairview Road and Bear Street and extends southeast, where it becomes the San Joaquin Hills Transportation Corridor
- Costa Mesa Freeway (SR-55), which enters at the northeast corner of the City and extends southwest, transitioning into Newport Boulevard south of 19th Street

These freeways provide regional access throughout Orange County and points beyond, which is convenient but also can be severely congested during weekday and weekend peak-hour periods, placing additional burden on parallel streets.

Street System

North/south arterial roadways serving the City include Harbor Boulevard, Fairview Road, Bear Street, and Bristol Street, all of which are six-lane facilities; and Placentia Avenue and Red Hill Avenue, both of which are four-lane facilities. East-west arterial roadways serving the City include Anton Boulevard and Adams Avenue, which are six-lane facilities; Sunflower Avenue, which is a six-lane facility east of Bear Street and a four-lane facility west of Bear Street; and South Coast Drive, Baker Street, Fair Drive, Victoria Street, West 19th Street, and East 17th Street, all four-lane facilities.

Looking north on Bristol Street from the pedestrian bridge connecting South Coast Plaza and the Segerstrom Center for the Arts

East-west access to Costa Mesa is constrained by the Santa Ana River on the west and on the east by John Wayne Airport and Upper Newport Bay. The Santa Ana River runs along the entire western City boundary, with crossings only at Adams Avenue, Victoria Street, and MacArthur Boulevard. Besides I-405, these roadways represent the only locations where Costa Mesa residents can travel to Huntington Beach and Fountain Valley. Although a crossing had one time been planned via West 19th Street, the Orange County Transportation Authority (OCTA) amended its Master Plan of Arterial Highways[1] in 2014 to remove this connection. To the east, the airport and Upper Newport Bay entirely constrain surface street connections extending east, except via Pacific Coast Highway to the south, Bristol Street parallel to SR-73, and MacArthur Boulevard north of I-405.

The circulation system layout is notable for its two grid patterns. Streets east of and including Newport Boulevard were constructed at approximately 45 degree angles from the traditional north/south streets in north Orange County. This results in odd-angled intersections along Newport Boulevard; west of Newport Boulevard, the streets are generally in a more traditional grid pattern.

[1] Cities throughout Orange County must ensure that their own circulation master plans are consistent with OCTA's Master Plan of Arterial Highways to remain eligible for M2 funds, as described later in this element.

Long-Term Regional Transportation Projects

I-405 Improvement Project

In 2015, I-405 through Orange County carried as many as 370,000 vehicles per day, making it one of the busiest roadways in the nation. OCTA, in cooperation with the California Department of Transportation (Caltrans), plans to widen the 16-mile length of I-405 between I-605 and SR-73 to handle forecasted vehicle volumes and to address ongoing congestion challenges. Project improvements include widening the freeway to include a general purpose lane and an express lane, improved overcrossings at Fairview Road and Santa Ana River, and a new bridge that will connect I-405 and SR-73. Several freeway ramps will be reconstructed; adjacent roads will be configured to accommodate the widening; and new sound walls will be built where necessary.

The San Diego Freeway (I-405) in Orange County

State Route 55 (SR-55) Freeway Extension Alternatives

One of the keystone projects for alleviating congestion are the planned improvements for SR-55/Newport Boulevard. In 2015, close to 100,000 vehicles passed through the terminus of the Costa Mesa Freeway at 19th Street every day. OCTA has examined several alternatives of a freeway extension of SR-55 to address congestion resulting from the terminus of SR-55 at 19th Street in Costa Mesa. Alternatives include transportation systems management and traffic synchronization, construction of a single lane elevated structure at 17th Street, and a cut-and-cover tunnel that would run below SR-55/Newport Boulevard from 19th Street to Industrial Way. The cut-and-cover strategy offers the most benefits to Costa Mesa; in addition to

completely removing freeway traffic from the local road network, it would allow the City to repurpose Newport Boulevard, including possibly using excess right-of-way for enhancing the downtown experience by adding landscaping and facilities that support other modes of transportation.

This General Plan assumes that the cut-and-cover approach, which the City supports, will not occur within the year 2035 planning horizon due to the significant costs and planning required.

Key Issues

Freeway Congestion

Interstate 405, between I-605 and SR-73, is one of the most congested freeways in Southern California during commute hours. In addition to particularly heavy traffic volumes, I-405 suffers from a lack of alternative routes plus closely spaced on- and off-ramps that interfere with smoothly flowing vehicle movements. The congestion impacts Costa Mesa by pushing non-local trips onto City streets and hindering easy access to commercial districts.

Traffic congestion at the terminus of SR-55 is caused by local and regional commuters. Through trips to Newport Beach and other coastal areas use capacity that would better serve local residents and businesses; these trips also clog intersections that affect east-west travel within the City.

Local Traffic Conditions

Residents cite congestion on local streets as a key concern. Due to the City's geographic location, accessibility from freeways, proximity to Orange County beaches, and popular attractions and destinations, many local streets experience frequent heavy traffic loads.

Need for a Comprehensive Bicycle System

While Costa Mesa has long had several Class I bicycle paths such as the Santa Ana River Trail, Banning Channel Trail, Victoria Street path, and the Joann Street Bike Trail, connectivity has been limited. Gaps in the bicycle network create challenges for cross-town travel and easy access to major activity areas and residential neighborhoods. While Costa Mesa's weather and terrain make for great biking, the lack of efficient and safe bike routes and supporting bike

infrastructure have made it difficult for bicycling to be a good alternative mode of travel.

Accommodating Pedestrians

Many residential neighborhoods in Costa Mesa are near shopping districts, schools, and parks. Pedestrian access improvements including attractive streetscape and landscape features, lighting, decorative crosswalks, enhanced traffic signal timing, and other amenities will attract higher use of pedestrian facilities.

Neighborhood Cut-Through Traffic

Three major freeways and several regional arterials provide access to the City and adjacent jurisdictions. As a result, some neighborhood streets are affected by cut-through traffic, resulting in higher than normal traffic volumes at higher speeds. Additionally, due to limited vehicle access routes over the Santa Ana River, a significant number of vehicles converge along Adams Avenue and Victoria Street to get to Huntington Beach. Many neighborhood streets in proximity to these streets are affected by cut-through traffic, especially by vehicles attempting quicker routes via Costa Mesa streets. Mobile technologies such as smart phone apps that alert motorists of congested streets and suggest alternative routes through residential neighborhoods compound the issue.

Circulation Plan

Efficient movement within and through Costa Mesa and the region will be facilitated by developing and maintaining a well-designed and integrated multimodal transportation network for all users. Easy and convenient access to transit, pedestrian, and bicycle options within the City are essential to an efficient network.

Streets are the backbone of Costa Mesa's circulation system. They lend identity to our neighborhoods and have always served as a determining force in the shape, form, and function of the City. Streets should be considered as places with many functions beyond moving people and goods, such as connecting neighborhoods, providing social spaces, and serving as statements of civic pride.

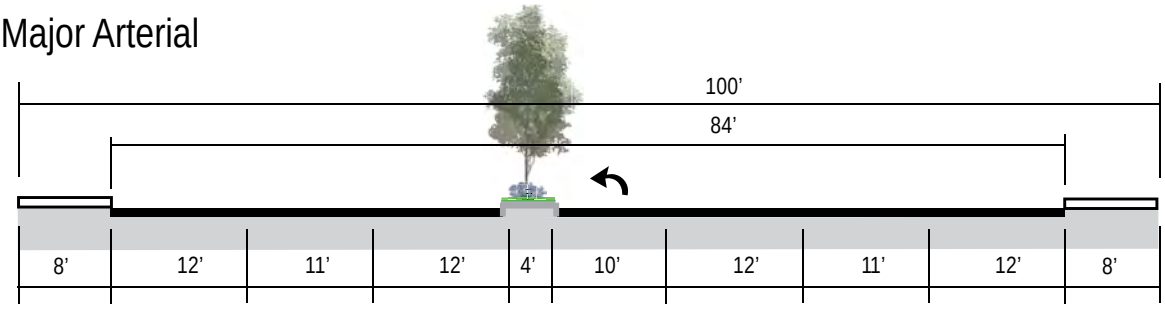
Master Plan of Streets and Highways (MPSH)

The City of Costa Mesa MPSH defines the existing and future roadway system in the City. One of the objectives of the MPSH is to maintain consistency with the Orange County Master Plan of Arterial Highways (MPAH). OCTA administers the MPAH, including the review and approval of amendments requested by local agencies. In order for Costa Mesa to receive funding from Orange County M2 funds for planned local road network improvements, the City's MPSH must be consistent with the County's MPAH.

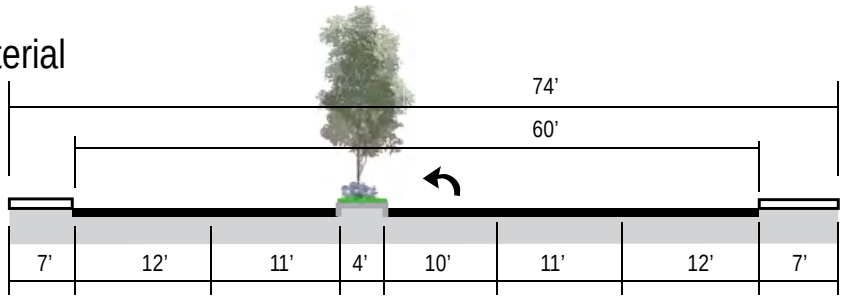
Roadway Classifications

Roadway classifications are designated on the MPSH as a general guideline for arterial highway right-of-way requirements. Additional right-of-way beyond the typical sections may be required for any classification when an arterial highway coincides with an adopted route for an additional public facility (e.g., special transit facilities, bikeways, wider landscaped parkways, wider sidewalks, or riding and hiking trails), or a scenic highway. Figure C-1 shows typical cross-sections for the arterial roadway designations on the MPSH, and Table C-1 lists the daily number of vehicles that can be accommodated by each type of arterial roadway.

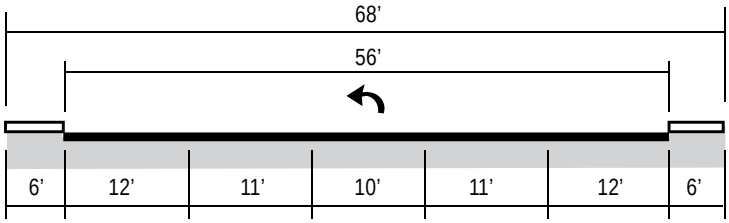
Major Arterial



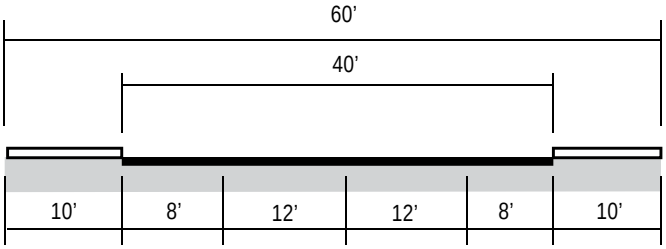
Primary Arterial



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 included future bicycle facilities, consistent with the Conceptual Bicycle Master Plan (Figure C-3).*

Figure C-1: Roadway Typical Cross Sections

Table C-1: Master Plan of Streets and Highways

Arterials	Lanes	Typical Right-of-Way	Daily Vehicle Trips Accommodated
Major	Six-lane divided (median)	100 Feet	56,000-68,000
Primary	Four-lane divided (median)	74 Feet	38,000-45,000
Secondary	Four-lane undivided (no median)	68 Feet	25,000-30,000
Divided Collector	Two-lane divided (continuous two-way left-turn lane)	68 Feet	22,000
Collector	Two-lane undivided (no median)	60 Feet	12,500

Major Arterial

A Major Arterial highway is a six-lane divided (raised or painted median) roadway. A Major Arterial may be designed with emphasis for automobile, goods movement, and/or transit. Major Arterials carry a large volume of regional through traffic not handled by the freeway system.

Primary Arterial

A Primary Arterial highway is a four-lane divided (raised or painted median) roadway. A Primary Arterial may be designed with emphasis for automobile, goods movement, transit, and/or bicycle. A Primary Arterial's function is similar to that of a Major Arterial. The principal difference between the two classifications is capacity.

Secondary Arterial

A Secondary Arterial highway is a four-lane undivided (no median) roadway. A Secondary Arterial may be designed with emphasis for automobile and/or bicycle. A Secondary Arterial serves as a connector, distributing traffic between local streets and Major and Primary Arterials. Although some Secondary Arterials serve as through routes, most provide direct access to surrounding land uses.

Divided Collector Arterial

A Divided Collector Arterial is a modified Secondary Arterial with a reallocation of pavement width to emphasize bicycle and pedestrian use. It provides one bicycle lane per direction on bicycle corridors and one through 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.

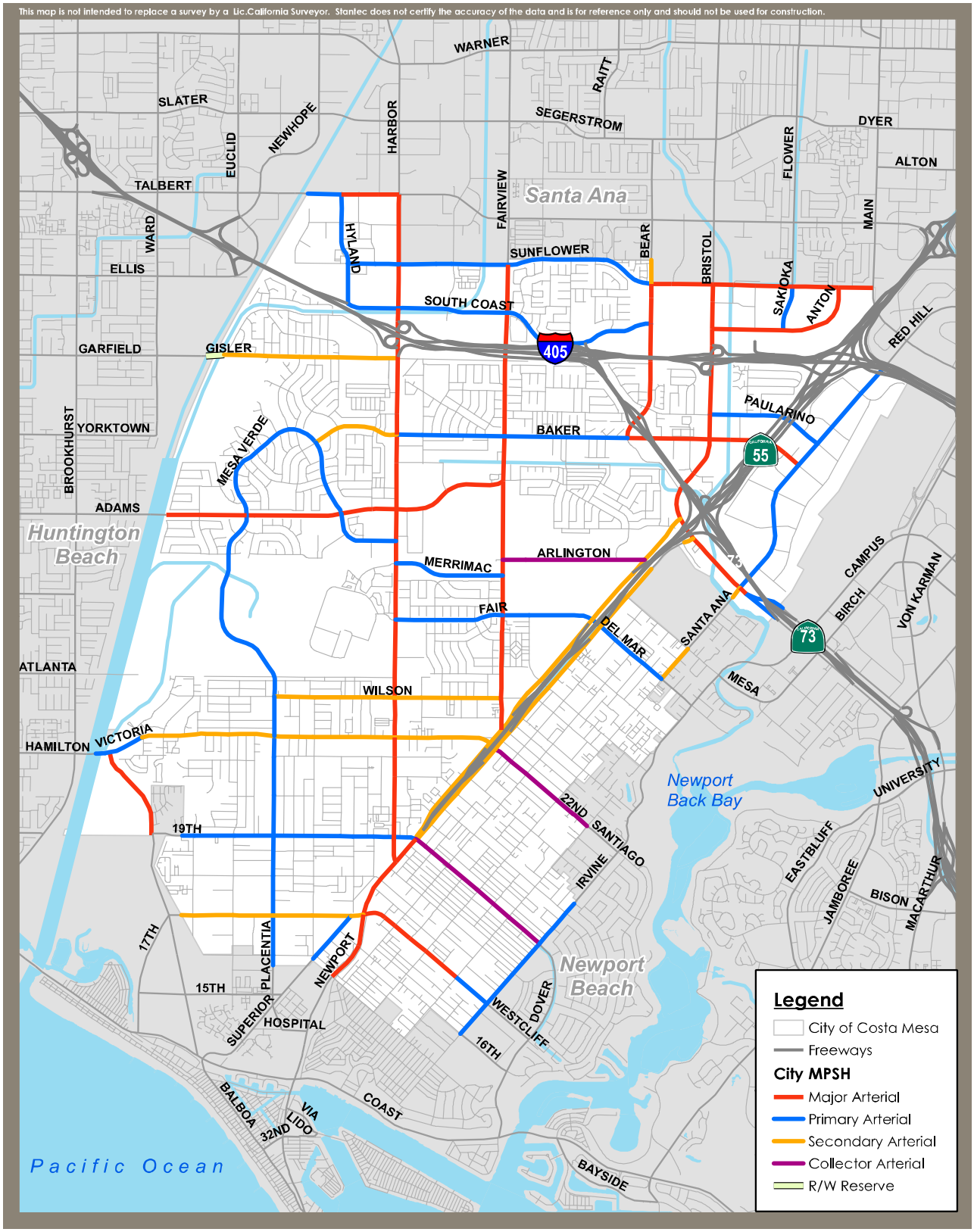
Roadway Plan

The Costa Mesa MPSH is shown in Figure C-2. Prior traffic studies and the General Plan analysis 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.

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.

Map prepared by Stantec, Inc.



West 19th Street Downgrade

West 19th Street west of Placentia Avenue 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 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 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 East and Royal Palm Drive 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

served without this roadway. Therefore, Bluff Road between Victoria Street and West 19th Street could be deleted from the MPSH. To maintain consistency with the MPAH, Costa Mesa will initiate an MPAH amendment process with OCTA to delete this roadway from the MPAH.

Balanced Approach to Complete Streets

The California Complete Streets Act (2008) places the planning, designing, and building of "Complete Streets" into the larger planning framework of the General Plan by requiring jurisdictions to plan for multimodal transportation networks. Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, the disabled, motorists, seniors, users of public transportation, and movers of commercial goods. These networks allow people to effectively travel to key destinations within their community and the larger region. In addition, all transportation projects should be evaluated as to their ability to improve safety, access, and mobility for all travelers and to recognize pedestrian, bicycle, and transit modes as integral elements of their transportation system.

Costa Mesa has already begun the work of reviewing the existing street network and looking for opportunities to improve alternative modes of transportation through the construction of bike paths, such as the Joann Street Bicycle Trail. The goals, objectives, and policies in this element continue the work of making enhancements to the transportation network to accommodate all modes of mobility.

Active Transportation

"Active transportation" refers to non-motorized travel modes such as walking, biking, or skateboarding. Because everyone uses a mode of active transportation at some point in a trip, such as walking to a bus stop or from a parking lot to work or school, active transportation is a critical component of a Complete Streets network. The Active Transportation Plan—divided in this element into a bicycle component and pedestrian component—responds to direct comments from residents for more active transportation facilities and increased connectivity throughout Costa Mesa and regional destinations.

Bicycle Master Plan

A transportation system that incorporates a well-designed bicycle network results in fewer motorized vehicle trips and miles of vehicle travel (and related pollutant emissions) while providing an option for healthful physical activity. Costa Mesa is committed to improving the bicycle experience with implementation of the comprehensive Bicycle Master Plan. The Conceptual Bicycle Master Plan is shown in Figure C-3. Following a detailed analysis and public review of the proposed facilities, a final Bicycle Master Plan will be incorporated into the Circulation Element. New bicycle facilities and amenities will be added to complement the established bicycle network.

Costa Mesa follows Caltrans' standards and recognizes four classes of bicycle facilities: Class I – Bike Paths or Bike Trails, Class II - Bike Lanes, Class III - Bike Routes (On-Street), and Class IV - Protected Bike Lanes. Figures C-4 and C-5 illustrate typical cross sections for each bicycle classification.

Class I: Off-Street Paved Bike Paths

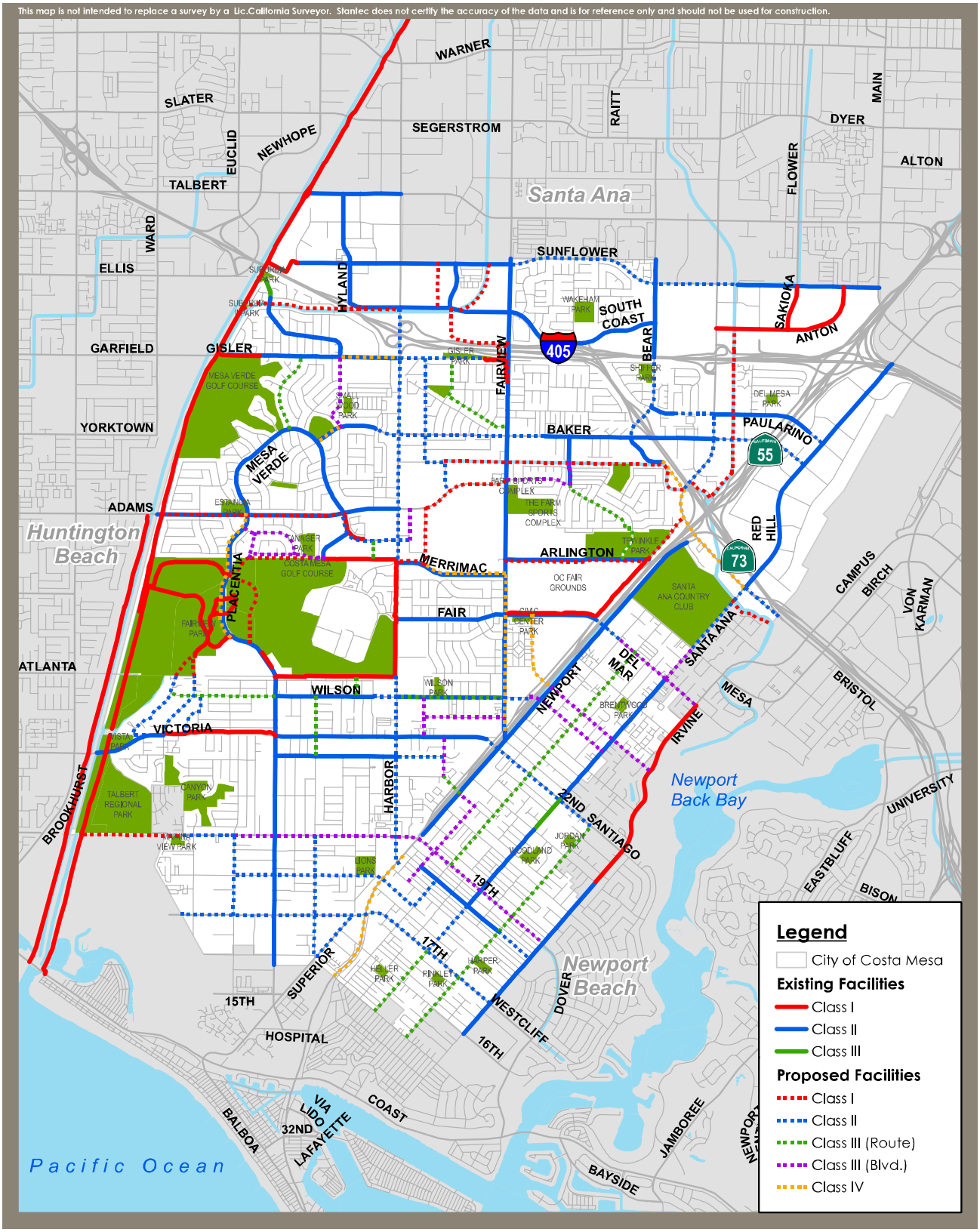
This class provides a pathway exclusive to bicycles and other active transportation modes, with no motor vehicle use of the roadway. Costa Mesa has extensive Class I bike routes within and adjacent to the City boundaries. Examples of Class I trails include Joann Street Bicycle Trail, Harbor Boulevard Bicycle Trail, Victoria Street Bicycle Trail, Fairview Channel Trail, Santa Ana River Trail, Greenville-Banning Channel Bikeway, and Back Bay Trail.

Class II: On-Street Striped and Signed Bicycle Lanes

Most of the functional bicycle trips in Costa Mesa are on Class II bicycle lanes on many of the arterial and collector streets in the City. The lanes are striped and signed for exclusive use of bicycles and are located adjacent to curb. The lanes use existing rights-of-way and share roadways with motor vehicles. Class II can be found along Placentia Avenue, Newport Boulevard, Santa Ana Avenue, Fairview Road, and South Coast Drive.

Class III: On-Street Shared-Lane Signed Bicycle Routes

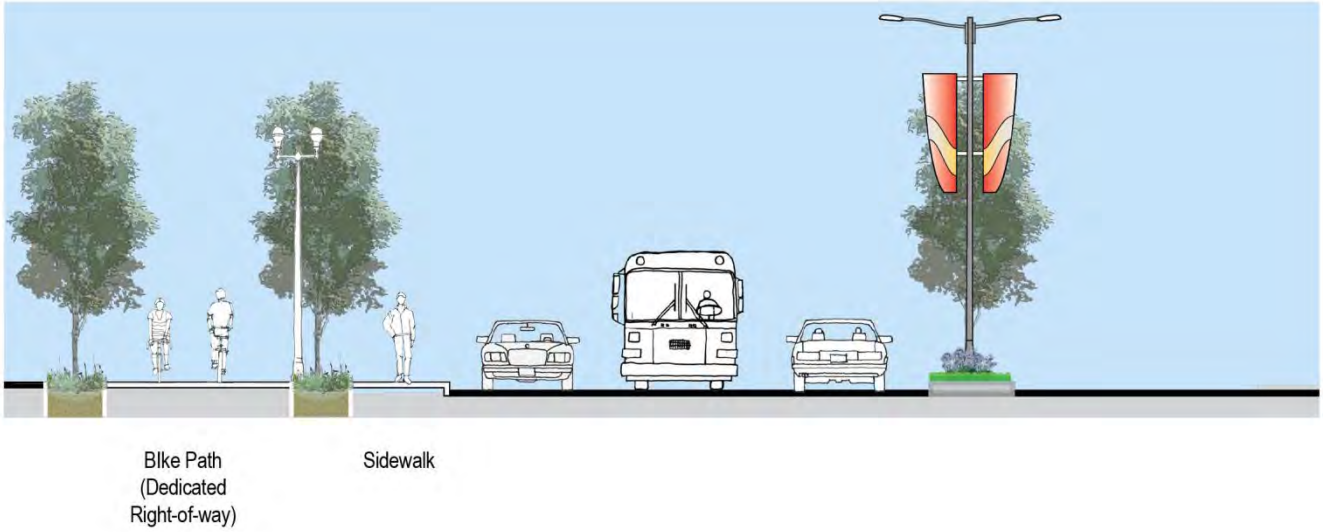
Similar to Class II bicycle lanes, Class III routes are multimodal but generally are located on low-traffic residential streets; they are identified as bikeways through signage only. On these routes, several short-distance "Bicycle Boulevards" are planned to connect the eastside and westside Class II bike lanes.



Map prepared by Stantec, Inc.

Figure C-3: Conceptual Bicycle Master Plan

Class I: Off-Street Paved Bike Paths



Class II: On-Street Striped and Signed Bicycle Lanes

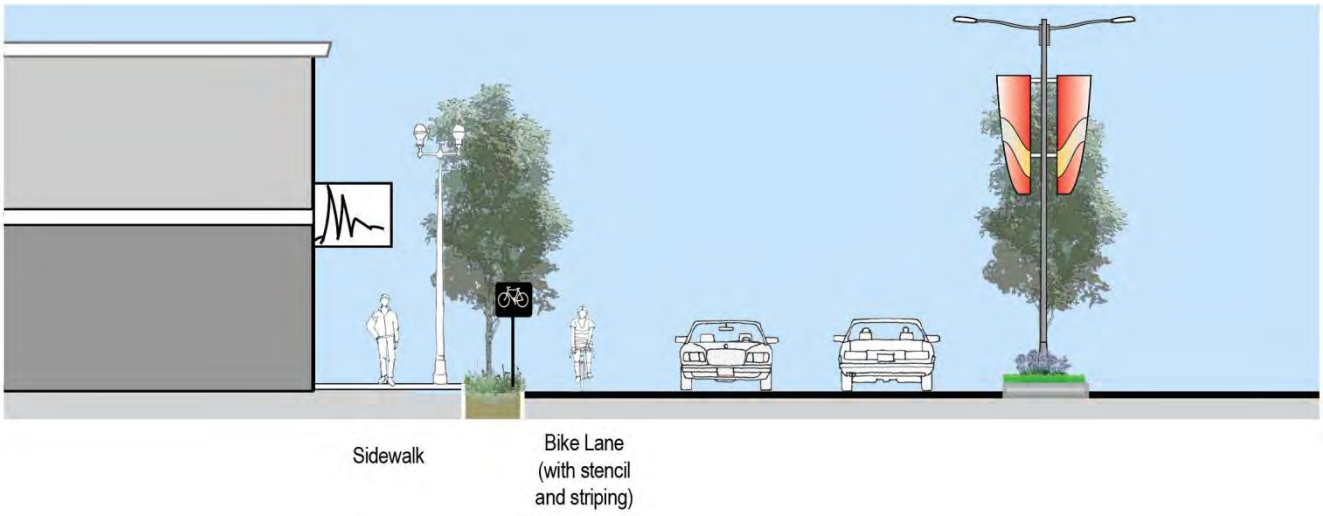
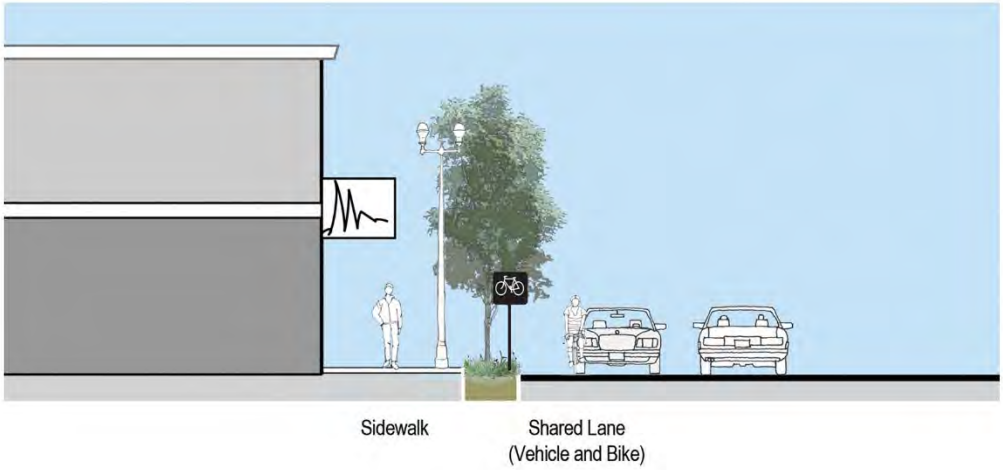


Figure C-4: Bike Cross Sections
Class I and Class II

Class III: On-Street Shared-Lane Signed Bicycle Routes



Class IV: Protected Bike Lanes (Cycle Tracks), an On-Street and Separated Bike Lane

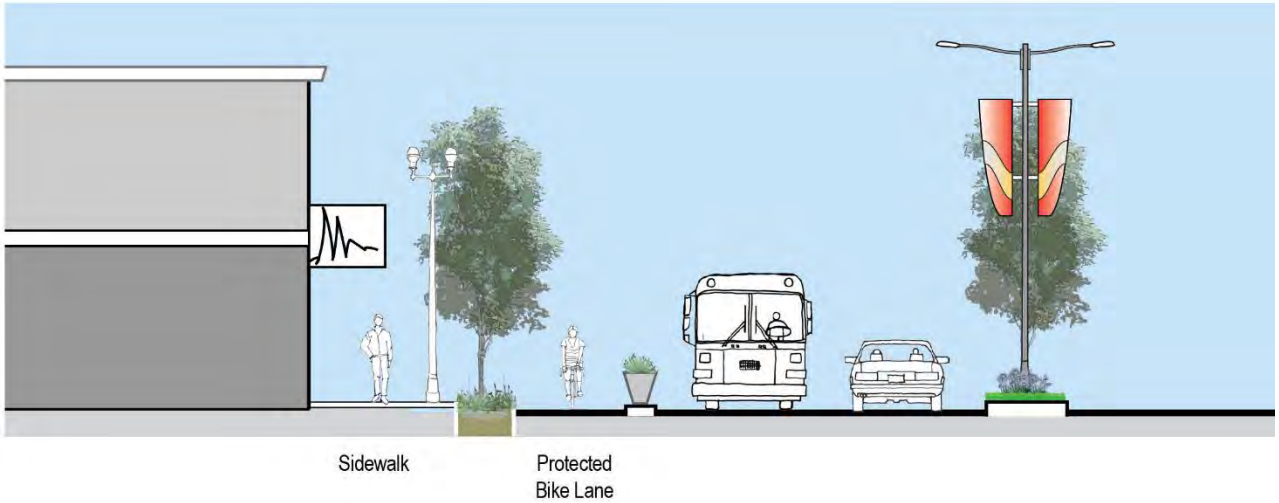


Figure C-5: Bike Cross Sections
Class III and Class IV

Bicycle Boulevards are achieved mostly through signage, pavement markings, landscaping, and other vehicular traffic-calming measures to optimize bicycle travel. They never require widening of streets or removal of curb parking. Santa Ana Avenue between 22nd Street and 21st Street is a Class III bicycle facility.

Class IV: Protected Bike Lanes (Cycle Tracks) - On-Street and Separated Bike Lanes

A cycle track is marked out by a separate bike lane, or multidirectional bike lane, that protects it from other traffic—vehicular, transit, and pedestrian—by a physical barrier such as a curb, planters, or parked cars. Cycle tracks can be configured either for one-way travel (with a lane on each side of the street) or for two-way travel (with each lane on one side of the street). The lane is for exclusive use by bicycles.

Physical separation can also be vertical, with the bike lane raised above ground (i.e., bicycle freeway). When cycle tracks are built, they tend to attract even more bicycle riders, as they are perceived to be safer. In this manner, cycle tracks can increase cycling as a share of the overall mode of travel and address roadway safety by minimizing collisions between vehicles and cyclists. No Class IV facilities are currently located in Costa Mesa.

Framework Bicycle Facilities

The Conceptual Bicycle Master Plan builds upon long-established bicycle assets in Costa Mesa, including the Santa Ana River Bicycle Trail, Greenville-Banning Channel Bikeway, Joann Street Bicycle Trail, and Victoria Street Bicycle Trail.

Santa Ana River Bicycle Trail and Banning Channel Bikeway

The Santa Ana River Trail is a dedicated bike path along the banks of the Santa Ana River. As a segment of the OC Loop, the Santa Ana River Trail provides bicycle access to Orange County beaches, as well as to Fairview Park, Talbert Nature Preserve, and Talbert Regional Park. A bridge over the Santa Ana River near Fairview Park and Talbert Nature Preserve provides pedestrian and bicycle access to both sides of the Santa Ana River Trail and the Banning Channel Bikeway.

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.

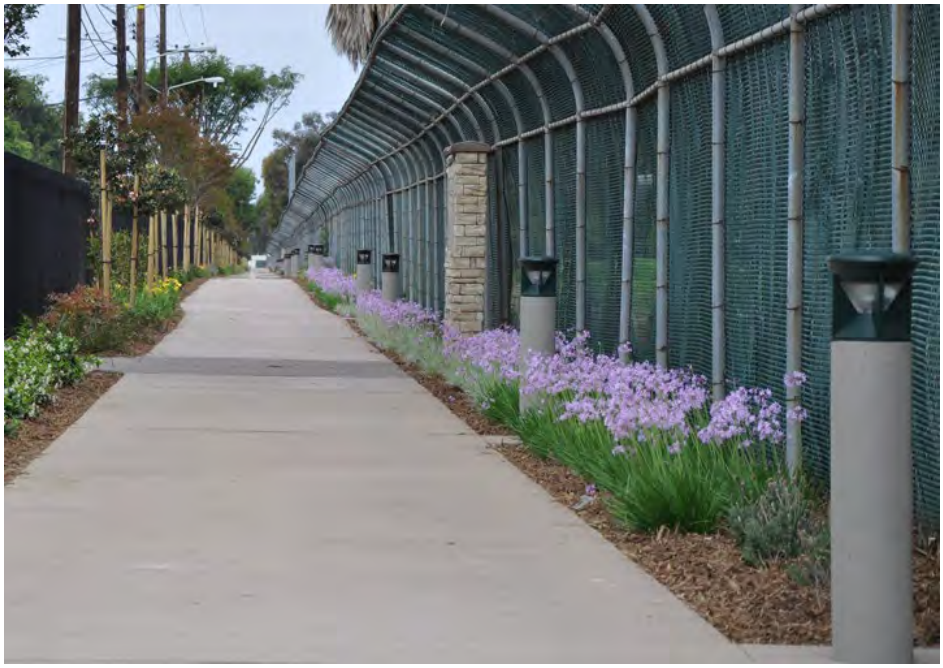
Victoria Street Bike Trail

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 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 infrastructure needed to complete Costa Mesa's planned comprehensive bicycle network.



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

Bike racks: from the simple to the artistic to the whimsical. They all serve the same intended

Bicycle Parking Facilities

Safe and convenient bike parking is an essential component of a comprehensive bicycle network. Bike racks are required to be provided in most new development projects. However, larger bicycle parking facilities should be located at schools and colleges, major activity centers and venues, parks and community centers, office complexes, and major shopping centers. Examples of bicycle parking facilities can include:

- **Bike racks, lockers, and shelters.** A bicycle rack is a device to which bicycles can be securely attached for parking purposes. A bike rack may be attached to the ground or some stationary object such as a building. A bicycle locker is a box in which a single bicycle can be placed and locked in. They are usually provided at places where numerous cyclists need bike parking for extended times, yet where the bikes might otherwise get damaged or stolen. Bicycle shelters typically include bike racks that are covered by a permanent structure to protect against the elements.
- **Secure bicycle parking areas**. Secure bicycle parking areas are enclosures for storing bicycles. They are commonly located in larger residential complexes or at colleges. They typically include 24-hour controlled access to limit bicycle theft and vandalism.
- **Attended bicycle stations.** Bike stations provide indoor bike parking served by an attendant. Stations can include various services, including valet parking, day-use lockers, self-repair stations, bike rentals, professional bike repair, classes, and events.

Bicycle Boulevards

Bicycle boulevards are low-traffic streets that have been optimized for use by cyclists. A variety of traffic-calming elements and signage are used to reduce car volumes and speeds, thus fostering a safe bicycling environment. Bicycle boulevards often include features that allow cyclists to travel farther without stop controls or intersection treatments that allow cyclists to continue through intersections, while cars are forced to turn. Bike boulevards often make use of “sharrows”— shared-lane markings—that communicate the presence of bicyclists to drivers.

Colored Bicycle Lanes and Boxes

Bike boxes, painted at intersections, allow cyclists to move in front of the travel lane in order to be more visible to cars and avoid turning conflicts. Bicycle lanes are another technique to provide dedicated space in the street for cyclists and to increase driver awareness to the presence of cyclists. Increasingly, cities are using colored pavement treatments to designate bike lanes, either by coloring the beginning of the lane or the entire lane.

Example of a painted bicycle box at an intersection

Bicycle Programs

Developing a healthy bicycling environment and culture is an important part of supporting good bicycle access. Building a strong and lasting bicycling constituency requires a multifaceted approach that provides required infrastructure and makes cyclists feel they are part of a broad and growing community.

Safety Campaigns

Bicycle safety campaigns and programs are critical to creating a bicycle-friendly culture. Safe travels by bicyclists can be actively integrated into traffic safety programs such as training law enforcement officers on bicyclists' rights and responsibilities, promoting efficient reporting mechanisms for behaviors that endanger bicyclists, employing traffic safety officers to educate, and correcting bicyclists' traffic violations.

Celebrating Bicycling

Programs and activities can stimulate community spirit toward cycling, such as events that celebrate those who ride or allow families to ride safely together. Common events include organized and supported rides, where local streets

are closed to cars and cyclists are free to ride; bike commute month (or week), where local companies can compete for the highest cycling rates; or events that showcase numerous types of cycling. All these events can help to build a cycling culture.

An example of a cyclovía in Southern California

Accommodating Pedestrians

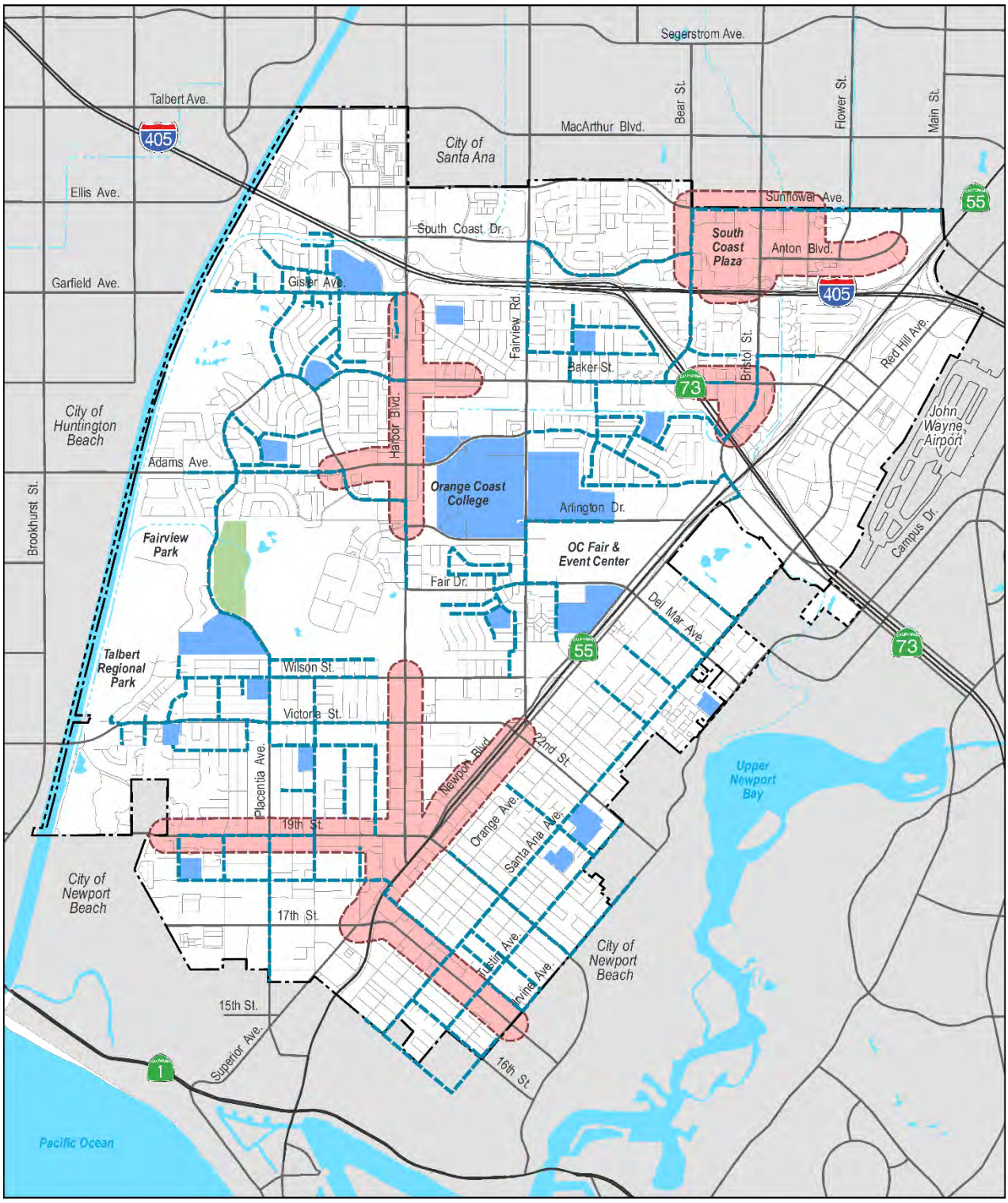
Walkability, access, and connections are essential components of a circulation system that accommodates pedestrians. Walkability includes design features such as wide sidewalks, safe street crossings, treatments that encourage cautious driving, and comfortable and safe walking environments. Comfortable sidewalks, well-designed pedestrian crossings, pathways, and pedestrian shortcuts allow people to get from one destination point to another with ease.

The City supports the integration of pedestrian-oriented improvements and amenities within the circulation system to improve walkability. Figure C-6 identifies the primary pedestrian districts in Costa Mesa that will receive focused attention.

Example of pedestrian-friendly streets with wide sidewalks, street furniture, and lighting that illuminates the sidewalk

Sidewalks and Sidewalk Zones

Sidewalks are not merely places for pedestrians to move about. As public spaces, sidewalks serve as the front steps to the City, activating streets socially and economically. Safe, accessible, and well-maintained sidewalks can enhance general public health and create vibrant social settings. In districts with heavy pedestrian activity—such as in the Westside, SoBECA and South Coast Plaza/Orange County Performing Arts districts—sidewalks should have several zones that accommodate pedestrians. The zones should include a frontage zone, pedestrian-through zone, street furniture zone, and enhancement/buffer zone. Figure C-7: *Sidewalk Zones*, provides an example.



Pedestrian Priority Areas

- Pedestrian Priority Areas
- Suggested Route to School

Parks and Schools

- Parks and Open Spaces
- <all other values>
- Schools and Colleges

City Boundaries

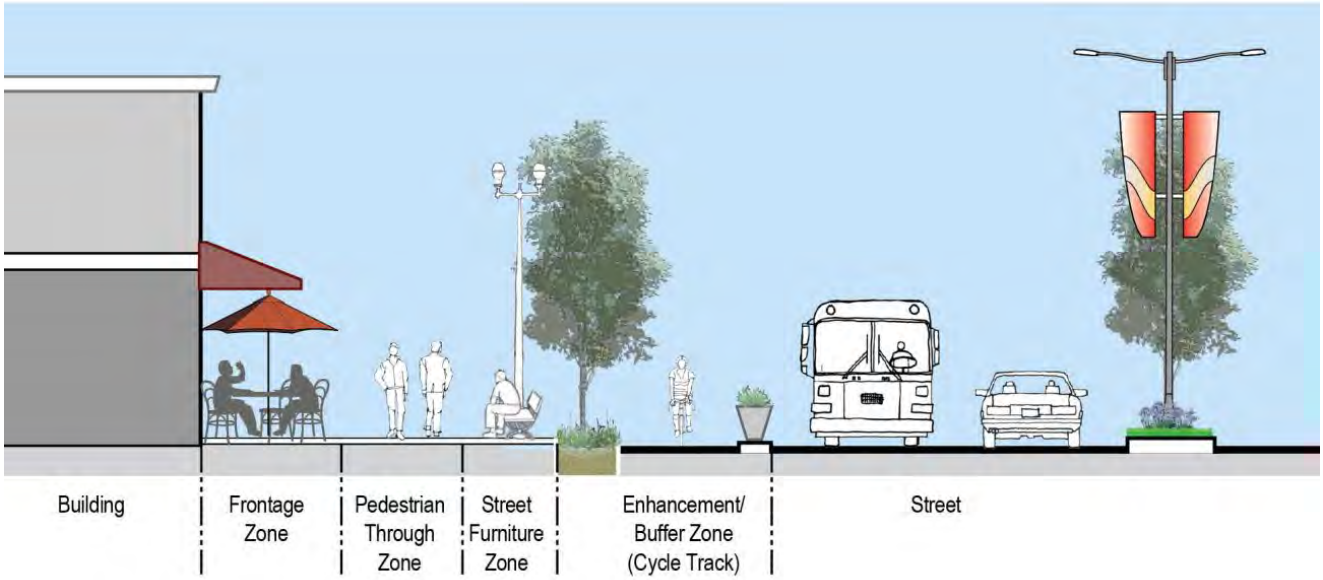
- City Boundary
- Sphere of Influence

Source: City of Costa Mesa, 2015.

0 1,000 2,000 4,000 6,000 8,000 Feet

Figure C-6: Pedestrian Opportunity Zones

Figure C-7: Sidewalk Zones



Frontage Zone

The frontage zone is that section of the sidewalk that functions as an extension of the building, whether through entryways and doors or sidewalk cafes and sandwich boards. The frontage zone consists of both the structure and the façade of the building fronting the street, as well as the space immediately adjacent to the building.

Pedestrian through Zone

The pedestrian through zone is the primary accessible pathway that runs parallel to the street. The through zone ensures that pedestrians have a safe and adequate place to walk and should be five to seven feet wide in residential settings and eight to 12 feet wide in downtown or commercial areas.

Street Furniture Zone

The street furniture zone is defined as the section of the sidewalk between the curb and the pedestrian through zone in which street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree wells, and bicycle parking are provided.

Enhancement/Buffer Zone

The enhancement/buffer zone is the space immediately next to the sidewalk that may consist of a variety of different elements. These include curb extensions, parklets, stormwater management features (e.g, bioswales), parking, bike racks, bike share stations, and curbside bike lanes or cycle tracks.

Crosswalks and Markings

Properly designed, marked, and signed crossings improve 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 pedestrian-friendly environments under the suggested Safe Routes to School program. Figure C-6: *Pedestrian Opportunity Zones*, identifies areas where the City will pursue street enhancements 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
▪ Traffic Signal ▪ Stop Sign ▪ High-Visibility Crosswalks ▪ Mid-Block Crosswalks ▪ Pedestrian Refuge Islands	▪ Advance Stop and Yield Lines ▪ Flashing Lights and Beacons ▪ Special Intersection Paving ▪ Raised Crosswalk and Intersections ▪ RRFB and HAWKs

HAWK – High Intensity Activated Crosswalk is a pedestrian hybrid beacon that is used at busy crosswalks. The beacon is activated to solid red followed by flashing red when the pedestrian button is pushed.

RRFB – Rectangular Rapid Flash Beacons are used at mid-block pedestrian crossings to increase driver awareness of potential pedestrian conflicts. They use irregular flash patterns when activated by pedestrians to get driver attention.

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

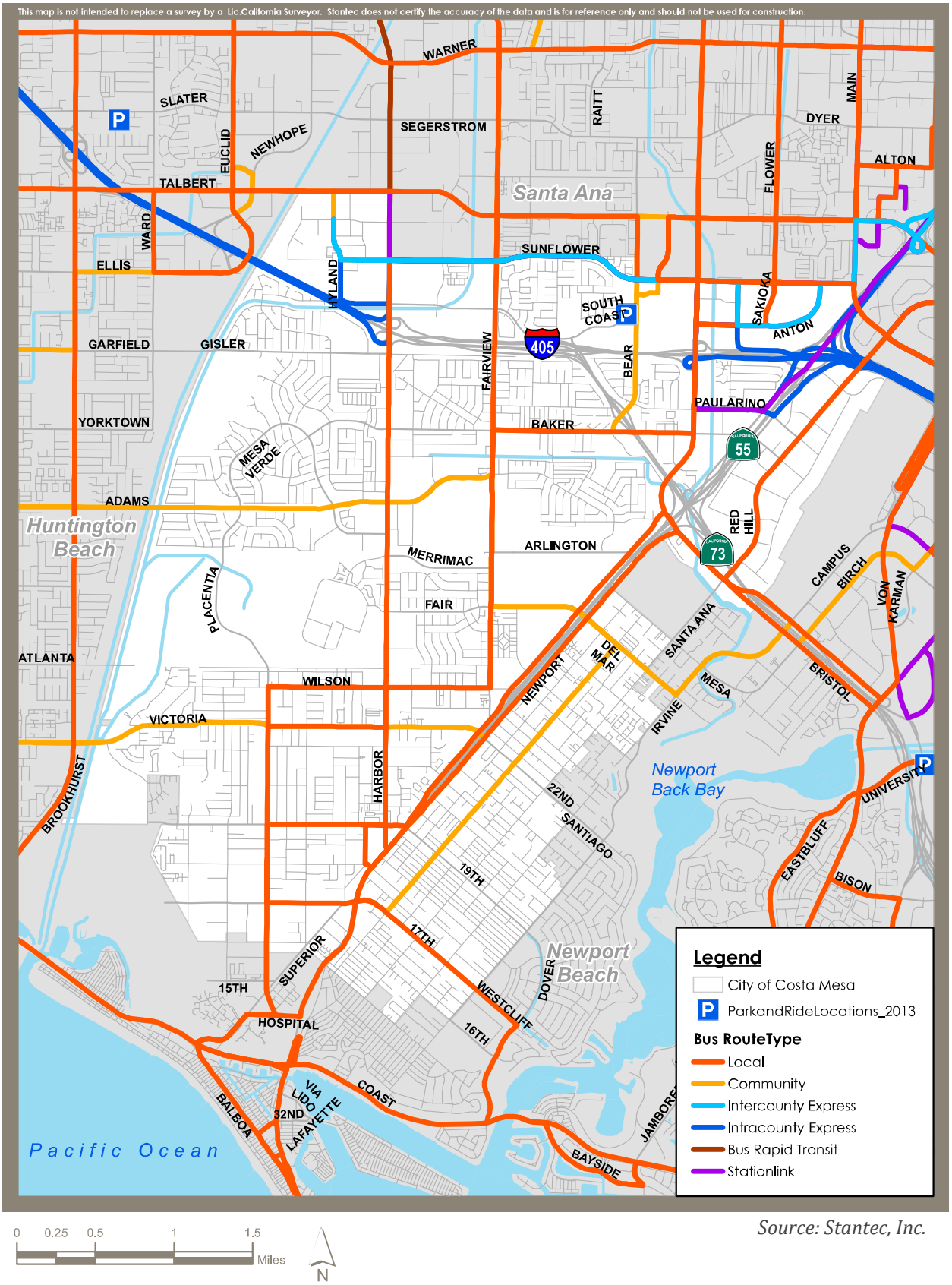
Transit Services

Transit services—which includes buses, trains, commuter shuttles, paratransit, and emerging forms of multi-passenger transport—offer a mobility alternative for residents, employees, students, and visitors who either do not have access to, or prefer not to use, a car. OCTA provides local bus and paratransit services within Orange County, with several routes in Costa Mesa.

One of the primary goals of this element is to make transit use a more viable option for both work and non-work trips. Accomplishing this goal will require an improved transit system capable of providing faster and more frequent trips while maintaining safe, clean, and dependable service. As OCTA and the City continue to enhance public transit, the City will also prioritize these activities, particularly when it comes to improvements and investments made in street design and land uses that take into account transit transportation. Figure C-8 identifies Transit Corridors in Costa Mesa that will receive focused transit improvement attention. Transit Corridors feature improvements such as enhanced signal coordination, transit amenities, bicycle accommodations, and an improved pedestrian experience.

Limited-Stop Bus Service: Bravo!

A limited-stop bus service route is a service that stops less frequently than local service. OCTA operates Bravo!, a limited-stop bus route (Route 543) along Harbor Boulevard, with buses making stops every 10 to 15 minutes. Bravo! extends from the Fullerton Transportation Center through Anaheim, Garden Grove and Santa Ana, ending at MacArthur Boulevard at the Costa Mesa city limit.



Source: Stantec, Inc.

Figure C-8: Transit Corridors

Paratransit

Through OCTA's Senior Mobility Program and ACCESS, the City supports discounted bus fares to seniors and flexible paratransit shuttles. ACCESS is OCTA's shared-ride service for people who are unable to use the regular fixed-route bus service because of functional limitations caused by a disability. OCTA's Senior Mobility Program is designed to fill the gap between local fixed-route buses and ADA paratransit by providing local transportation services to seniors.

Improving Vehicular Travel

Traffic congestion impacts many of Costa Mesa's roadways. This results in driver frustration, added pollution from idling vehicles, and residents constrained as they try to get to work, school, and other local destinations. Costa Mesa is committed to improving local traffic conditions both to address the harmful effects of congestion and to support of the Orange County Congestion Management Plan (CMP) goals of:

1. Achieving regional mobility and air quality objectives
2. Providing a mechanism for coordinating land use and development decisions that support the regional economy
3. Determining gas tax fund eligibility

In 2013, Senate Bill 743, a law that introduced Vehicle Miles Traveled (VMT) as the replacement to Level of Service (LOS) as the primary metric of

transportation system performance. The law requires that the new metric be used when analyzing the impacts of a project under the California Environmental Quality Act (CEQA) and will go into effect in 2017 when new CEQA guidelines are adopted.

While the law specifies that VMT will be the baseline metric for future CEQA analysis, it allows the local agencies to continue using LOS for purposes of long-term transportation planning. Consistent with current State law, Costa Mesa continues to use LOS as the performance metric for land use and circulation planning, although the City supports policies that would reduce VMTs primarily through the implementation of a transportation demand management and the active transportation and transit strategies. Overall, the City's goal is to prevent the deterioration of LOS at key intersections within the City. The City will pursue a broad array of projects that will help maintain and improve of LOS for vehicular travel.

Concurrent with the project-specific transportation system LOS improvements, the City will:

- Complete and annually maintain a needs assessment for traffic service levels and traffic safety
- Develop and annually update a priority list of improvement projects
- Regularly assess peak-hour traffic volumes at critical intersections
- Minimize circulation improvements that will necessitate the taking of developed private property
- Pursue programs that reduce vehicle speeds and cut-through traffic on local streets
- Develop a program to regularly evaluate traffic collision data

Transportation Demand Management

Transportation Demand Management, or TDM, is a general term for strategies that promote the efficient use of transportation systems without adding physical capacity (additional lanes or widening) on the roadway system. TDM strategies can help address a variety of traffic problems and provide secondary economic, social, and environmental benefits. When all are considered, TDM strategies are often the most cost-effective way to improve transportation. Examples of TDM include:

- Telecommuting
- Bike/Transit Integration
- Carpool/Vanpool
- Pedestrian Facility Improvements
- Transit Improvements/Transit Pass Subsidy
- Encouraging Walking and Cycling
- Parking Management and Pricing
- Bicycle Parking/Facilities
- Alternative Work Schedules
- Flexible Work Hours

To implement these strategies and support regional air quality objectives, the City has adopted a Transportation Demand Management Ordinance. The City will continue to work with major employers to implement TDM strategies.

Neighborhood Traffic Management

Managing traffic in neighborhoods that are most affected by congestion and cars traveling at unsafe speeds requires the multiple-prong approach that Costa Mesa has practiced for many years, such as installing traffic-calming infrastructure, reclassifying minor streets, and deploying Intelligent Transportation Systems (ITS). The added strategy of implementing Complete Streets plans will augment past and ongoing efforts to protect residential neighborhoods from the ill effects of cut-through traffic.

Goals, Objectives, and Policies

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

Goal C-1: Implement "Complete Streets" Policies on Roadways in Costa Mesa

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

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

Policy C-1.1: Update the City's engineering standards for public and private streets to provide for safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages, abilities, and modes of travel.

Policy C-1.2: Allow for flexible use of public rights-of-way to accommodate all users of the street system while maintaining safety standards.

Policy C-1.3: Complete and annually maintain a needs assessment for traffic safety and traffic service levels. Develop and annually update a priority list of improvement projects, with priorities based on: 1) correcting identified hazards; 2) accommodating multimodal trips; 3) improving and/or maintaining peak-hour traffic volumes at critical intersections; 4) improving efficiency of existing infrastructure utilization; and 5) intergovernmental coordination.

Policy C-1.4: Pursue downgrade of arterials that no longer have the demand requiring their buildout to planned capacity.

Policy C-1.5: Implement road diets on street segments with excess capacity to enhance bicycle and pedestrian facilities. For

roadways with excess vehicle capacity, consider the reduction of travel lanes and use the reclaimed space for active modes of transportation including pedestrian and bicycle.

Policy C-1.6: Encourage the conversion of excess on-street parking spaces for expanded sidewalk gathering places or landscaping.

Policy C-1.7: Encourage community participation in City processes and programs focused on improving mobility and transportation facilities. Outreach should facilitate participation of underserved populations.

Policy C-1.8: Pursue downgrade of 17th Street from 6-lane Major Arterial to 4-lane Primary Arterial between Orange Ave and Tustin Avenue, through Master Plan of Arterial Highways (MPAH) Amendment process with the Orange County Transportation Authority.

Objective C-1B: ***Preserve the character of our residential neighborhoods.***

Policy C-1.9: Implement traffic calming measures that discourage speeding and cut-through traffic on residential streets. Identify opportunities to update signal timing and phases with high collision frequencies.

Policy C-1.10: Encourage non-motorized transportation in residential areas by providing sidewalks, implementing pedestrian and bicycle friendly design of local streets, and incorporating street trees in new projects wherever feasible. Provide additional consideration in implementing such enhancements within designated environmental justice area boundaries.

Policy C-1.11: Reduce or eliminate intrusion of traffic related to non-residential development on local streets in residential neighborhoods.

Policy C-1.12: With an emphasis on safety, prioritize intersection improvements which improve through traffic flow on Major, Primary, and Secondary Arterials, and reduce impacts on local neighborhood streets.

Policy C-1.13: Promote engineering improvements such as physical measures constructed to improve safety, lower speeds, and otherwise reduce the impacts of motor vehicles.

Policy C-1.14: Design and Implement transportation projects to meet local and regional system capacity needs in accordance with the Master Plan of Streets and Highways.

Policy C-1.15: Implement neighborhood approved traffic-calming measures in residential neighborhoods and appropriate commercial areas, such as street narrowing, curb extensions, roundabouts, landscaped medians, and radar speed feedback signs. Additional consideration should be given to working with neighborhoods located within designated environmental justice area boundaries to identify and implement appropriate measures.

Policy C-1.16: Establish priority-ranking system to evaluate traffic-calming requests for implementation throughout the City.

Policy C-1.17: At regular intervals, conduct a study to re-evaluate speeds along the city's roadways, and pursue programs that reduce vehicle speeds and cut-through traffic on local streets in accordance with the most recent version of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

Policy C-1.18: Leverage the tools discussed in the Pedestrian Master Plan Infrastructure Toolbox (e.g. sidewalk connectivity, curb ramps, and crosswalks) to continue to develop a pedestrian network that is safe and accessible by users of all ages and abilities.

Policy C-1.19: Develop a network of walking paths in different commercial districts and neighborhoods to encourage community members to walk. The walking paths could be artistic and each path could have its own wayfinding signs and stylistic flair to create a sense of place.

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

Develop and maintain a robust and efficient multimodal circulation network.

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

Policy C-2.1: Establish a citywide crosswalk policy to address installation, maintenance, removal, and enhancements of crosswalks at intersections and mid-block locations. Crosswalk locations and treatment will be based on criteria including, but not limited to safety, traffic volume, and concentration of pedestrian activity. Potential enhancements may include leading pedestrian intervals at signalized intersections, bulb-outs, and median refuges to reduce crossing distances.

Policy C-2.2: Avoid creation of frequent driveways for new development access in active pedestrian areas that create conflict points between pedestrians and vehicles.

Policy C-2.3: Encourage commercial property owners to use shared driveway access and interconnected roads within blocks, where feasible. Require driveway access closures or consolidations, or both when a site is remodeled or redeveloped.

Policy C-2.4: Collaborate with law enforcement and public safety organizations to coordinate policies and programs that would reduce injuries and deaths on the roadways.

Policy C-2.5: Designate routes for truck traffic to minimize potential conflicts between trucks and cars, pedestrians, bicycles, transit, and vehicle access and circulation. Establish by ordinance a truck map that depicts allowable truck routes within the City.

Policy C-2.6: Periodically review and update traffic signal timing at all signalized intersections to improve safety, maintain traffic signal coordination and to accommodate bicycle and pedestrian needs.

Policy C-2.7: Develop new traffic level of services criteria in accordance with SB 743 to meet the California Environmental Quality Act (CEQA).

Policy C-2.8: Continue the use of the Intersection Capacity Utilization (ICU) methodology to address local traffic level of service and impacts, with Level of Service "D" as the threshold for meeting the City's significance criteria.

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

Policy C-2.9: Incorporate the street system improvements identified in the General Plan Environmental Impact Report (EIR) into the Capital Improvement Program.

Policy C-2.10: Continue to deploy intelligent transportation systems (ITS) strategies—such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, and real- time parking availability information—to enhance safety, reduce traffic delays, lower greenhouse gas emissions, improve travel times for pedestrians, cyclist, and motorists.

Policy C-2.11: Investigate all operational measures, including the use of one-way streets, to improve safety, improve traffic circulation, and to minimize congestion for all travel modes.

Policy C-2.12: Investigate and utilize state-of-the-art transportation system management technology and industry practices to address recurring and non-recurring traffic events (i.e., special events, incident/emergency management).

Policy C-2.13: Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, prohibited or regulated right-turn-on-red movements in pedestrian opportunity zones including safe routes to school and near transit stops, parking restrictions or setbacks; ADA Accessibility, etc.) to improve the safety and efficiency of intersections.

Goal C-3: Enhance Regional Mobility and Coordination

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

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

Policy C-3.1: Maintain compliance with Orange County Congestion Management Plan (CMP) requirements, including consistency with CMP level of service standards, adoption of a seven-year capital improvement program, analysis of impacts of land use decisions on the CMP highway system, and adoption and implementation of deficiency plans when intersections do not meet adopted performance standards.

Policy C-3.2: Support the goals and objectives of the Orange County Long Range Transportation Plan, including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.

Policy C-3.3: Support the goals and objectives of the SCAG Regional *Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.

Policy C-3.4: Coordinate signal timing on all major arterials with a local signal synchronization program consistent with the Orange County Traffic Signal Synchronization Master Plan (TSSMP).

Policy C-3.5: Ensure Costa Mesa's input, participation, and discretionary review of applicable region-wide transportation system policies, programs, and construction.

Policy C-3.6: Develop short-term and long-term improvements to the SR-55 corridor in coordination with Caltrans and OCTA to address safety and regional mobility needs.

Policy C-3.7: Promote the City's preferred alternative of undergrounding the SR-55 freeway south of 19th Street within the City limits.

Policy C-3.8: Collaborate with Caltrans, OCTA, and other local agencies to re-envision the future of Newport Boulevard in the area between and adjacent to 17th Street and 19th Street as a destination that improves safety and facilitates placemaking and pedestrian and bicycle activities by implementing enhanced pedestrian and bicycle infrastructure that provides for connectivity, especially in the east-west direction.

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

Policy C-3.9: Coordinate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard Level of Service no worse than "D" at all intersections under State or joint control. Intersection Level of Service analyses for General Plan conditions for locations under State or joint control will be updated periodically and presented to the City Council.

Policy C-3.10: Consult with Caltrans and OCTA regarding the I-405 widening project to minimize adverse impacts to Costa Mesa's neighborhoods, businesses, and streets.

Policy C-3.11: Coordinate with OCTA and other jurisdictions to remove Gisler Avenue Bridge over the Santa Ana River from the City's Master Plan of Streets and Highways and County's Master Plan of Arterial Highways.

Policy C-3.12: Collaborate with Caltrans and neighboring jurisdiction to improve signal timing and coordination along major arterials across jurisdictional boundaries.

Policy C-3.13: Work closely with the State of California and other government agencies to control traffic–related impacts of uses on State- or other agency-owned land (i.e., Orange County Fairgrounds, Orange Coast College, etc.).

Policy C-3.14: Coordinate with other responsible agencies the planning, funding, prioritization, and implementation of bicycle,

pedestrian, and transit programs and supporting infrastructure.

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

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

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

Policy C-4.1: Support South Coast Air Quality Management District (SCAQMD) trip reduction programs, including park and ride lots, transit subsidies, carpool and vanpool programs, flexible working hours, bicycle facilities, and other traffic reduction strategies.

Policy C-4.2: Support local and multi-jurisdictional car-sharing and bike-sharing programs.

Policy C-4.3: Consider implementing park-once approaches for multiuse districts and regional destinations areas.

Policy C-4.4: Embrace innovative parking solutions that reduce the required spaced needed for parking, such as automated parking lifts and elevators.

Policy C-4.5: Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles, and flex cars.

Policy C-4.6: Encourage and support programs that increase vehicle occupancy, including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods.

Policy C-4.7: Promote the combination of TDM measures as much more effective than any single measure.

Policy C-4.8: Require discussion of transportation system management (TSM) and TDM measures in all EIRs prepared for major projects.

Policy C-4.9: Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

Policy C-4.10: Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips to achieve consistency with allocated trip budgets.

Objective C-4B: Promote regional and local transit services as an alternative to automobile travel.

Policy C-4.11: Ensure that roadways designated as transit routes can accommodate transit vehicle circulation and safe and convenient pedestrian access to and from transit stops.

Policy C-4.12: Review all capital improvement projects to ensure improvements located on existing and planned transit routes include modification of street, curb, and sidewalk configurations to allow for easier and more efficient transit operations and improved passenger safety and access.

Policy C-4.13: Provide transit stop amenities that facilitate access to and from transit stops and transfer locations. These may include pedestrian pathways approaching stops, high-quality benches and shelters, traveler information systems (real-time transit arrival information), and bike storage and bicycle connections. Bus stops should

accommodate timed transfers between buses and other transit services where necessary.

Policy C-4.14: Encourage new development along major transit corridors to provide safe and efficient access to transit stops and public sidewalks.

Policy C-4.15: Support and participate with OCTA ACCESS Service in providing transportation assistance to senior citizens and the disabled.

Policy C-4.16: Consult with OCTA for transit services, such as changes to bus routes, bus stops, and hours of operation. Additionally, coordinate with OCTA for changes to transit services provided for seniors, the disabled, and transit dependent populations.

Policy C-4.17: Consult with the Newport-Mesa Unified School District to maintain school bus services provided for local schoolchildren.

Policy C-4.18: Coordinate with OCTA to improve transit services in the City, including strategies such as bus rapid transit, express services, community circulators, and other strategies.

Policy C-4.19: Encourage new local transit programs in coordination with OCTA, consisting of shuttle services to local and regional destinations.

Policy C-4.20: Coordinate with OCTA to construct bus turnouts at appropriate locations, with attractive shelters designed for safe and comfortable use.

Policy C-4.21: Require discussion of transit service needs and site design amenities for transit ridership in EIR for major projects.

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

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

Objective C-5A: ***Coordinate land use policies and development activities that support a sustainable transportation system.***

Policy C-5.1: Ensure that new development projects are consistent with the vehicular trip budgets, where adopted.

Policy C-5.2: Require that large developments and redevelopments provide short-term and long-term vehicular traffic impact studies.

Policy C-5.3: Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transit and transportation corridors to minimize vehicle use, congestion, and delay.

Policy C-5.4: Maintain balance between land use and circulation systems by phasing new developments to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

Policy C-5.5: Promote development of mixed-use projects to reduce number of vehicle trips.

Policy C-5.6: Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities.

Policy C-5.7: Require dedication of right-of-way, in an equitable manner, for development that increases the intensity of land use.

Policy C-5.8: Minimize circulation improvements that will necessitate the taking of private property on existing developed properties.

Policy C-5.9: Require that circulation necessary to provide or attain the minimum traffic level of service standard at an intersection to which a development project contributes measurable traffic be completed within three years of issuance of the first building permit for such development project, unless additional right-of-way or coordination with other government agencies is required to complete the improvement. Improvements may be required sooner if, because of extraordinary traffic generation characteristics of the project or extraordinary impacts to the surrounding circulation system, such improvements are necessary to prevent significant adverse impacts.

Policy C-5.10: Allow for construction of circulation improvements for a phased development project to be constructed commensurate with the project construction, based upon the findings of a traffic study approved by the City of Costa Mesa.

Policy C-5.11: Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

Policy C-5.12: Support consistency with the Orange County *Sustainable Communities Strategy* (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375.

Objective C-5B: ***Establish strategies and processes that allow large developments to analyze and mitigate traffic impacts and infrastructure needs.***

Policy C-5.13: Require that new development projects improve access to and accommodations for multimodal transportation, provide pedestrian access that serves the intensity of use and compliments the existing pedestrian network, and whenever feasible incorporate pedestrian improvements in to the public right-of-way as a part of conditions of approval.

Policy C-5.14: Require developers of new building and redevelopment/reuse projects as part of the project development review process that are located along bus

routes to pay a designated fair share of the cost of providing improved bus stop facilities and related street furniture or, where appropriate, dedicate land for improved bus stop facilities.

Policy C-5.15: Consider the needs of the transportation and infrastructure system early for large developments and coordinate with developers to design projects that minimize traffic impacts and infrastructure demands, and implement complete streets wherever feasible. Alternatively, address transportation and infrastructure system impacts through the implementation of development agreements.

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

Explore opportunities to secure funding for enhancing the circulation system.

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

Policy C-6.1: Evaluate traffic collision data regularly, and identify top collision locations for pedestrians, bicycles, transit, and automobiles in Costa Mesa. Develop appropriate countermeasures and pursue funding from all available sources to implement them.

Policy C-6.2: Continue to develop and maintain long-range capital improvement programs consistent with the General Plan and M2 eligibility requirements.

Policy C-6.3: Develop an annual list of Active Transportation projects to be proposed as part of the City's Capital Improvement Program (CIP), including identification and additional consideration of such projects within designated environmental justice area boundaries

Policy C-6.4: Coordinate with OCTA to fund, develop, and maintain a Master Plan of Streets and Highways consistent with the Master Plan of Arterial Highways (MPAH).

Policy C-6.5: Require a locally collected and administered traffic mitigation fee program to guarantee that new development pays for its fair share toward improvements resulting in reductions in air pollutant and GHG emissions and traffic impacts generated by the development.

Policy C-6.6: Actively pursue local, State, and federal funding to implement, maintain, and evaluate the transportation and infrastructure system.

Policy C-6.7: Supplement funding from annual fees or assessments on existing and new development with grants and other nonlocal sources.

Policy C-6.8: Develop strategies to implement an infrastructure and transportation system to be consistent with State policies on resiliency and sustainability.

Policy C-6.9: Amend the General Plan, if necessary, to be responsive to evolving funding requirements and to comply with State and federal regulations affecting the goals and policies of the Circulation Element.

Policy C-6.10: Coordinate with OCTA and Caltrans to seek funding and implementation solutions to improve Newport Boulevard at the terminus of the State Route 55 freeway to increase safety and relieve congestion from regional traffic.

Policy C-6.11: Review the City's transportation impact fee program on a regular basis, and adjust fees as needed to ensure that funding is available for planned transportation improvements that will benefit all travel modes.

Policy C-6.12: Prioritize funding and timing for implementing transportation improvements. Consider prioritizing multimodal projects that provide the most benefit to all users.

Policy C-6.13: Require that every new development project pay its share of costs associated with the mitigation of project generated impacts.

Policy C-6.14: Measure M2 sales tax revenues shall not be used to replace private developer funding which has been committed for any project.

Policy C-6.15: The City's seven-year capital improvement program shall be adopted and maintained in conformance with the provisions of Measure M2 for the purpose of maintaining the established level of service standard.

Policy C-6.16: Maintain a traffic impact fee for circulation system improvements to the Master Plan of Streets and Highways; review and update fees on a regular basis.

Objective C-6B: ***Evaluate the transportation system to ensure that it meets the City's circulation goals.***

Policy C-6.17: Provide an annual Capital Improvement Program General Plan consistency report.

Policy C-6.18: Provide annual public review of implementation status reports of goals, policies, and objectives stated in the Circulation Element.

Policy C-6.19: Adopt and seek out methods and processes that provide appropriate and accurate data for evaluating the performance of the transportation and infrastructure system.

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

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

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

Bikeways and Pedestrian Paths

Policy C-7.1:	Develop an extensive bicycle and pedestrian backbone network through the use of standard and appropriate innovative treatments.
Policy C-7.2:	Plan and install new bicycle lanes on Major Arterials, where feasible and appropriate.
Policy C-7.3:	Plan and install shared lane markings (“sharrows”) and signage on appropriate existing and planned bicycle routes where bicycle lane implementation is demonstrated to be infeasible.
Policy C-7.4:	Where feasible, Class I shared-use paths should be a priority for future developments.
Policy C-7.5:	Plan and install new shared-use paths in utility corridors and/or along flood control channels, and extend existing bicycle and shared-use paths.
Policy C-7.6:	Plan and complete north/south multi-purpose and bicycle routes through the City to augment the east/west route.
Policy C-7.9:	Encourage reallocation of roadway rights-of-way where appropriate to accommodate shared-use path and bicycle facilities, while preserving and respecting the character of each adjacent neighborhood.
Policy C-7.10:	Support bicycle improvement projects that close gaps in the regional bicycle network either by implementing specific projects recommended in the Plan or through other treatments.
Policy C-7.11:	Encourage bicycle projects that connect local facilities and neighborhoods to major bicycle corridors.
Policy C-7.12:	Work cooperatively with adjoining jurisdictions and local/regional agencies to coordinate bicycle planning, and implementation activities. Where required, develop consistent active

	transportation plans and policies with regional and adjacent agencies.
Policy C-7.13:	Prioritize safe access to major regional trails such as the OC Loop/Santa Ana River Trail and the Newport Back Bay Trail System. Where feasible, plan and provide a continuous low-stress Class I and/or Class IV facility from east to west across the city between these facilities.
Policy C-7.14:	Explore favorable opportunities to remove parking to accommodate bicycle lanes.
Policy C-7.15:	Identify favorable opportunities to retain parallel parking adjacent to sidewalks to maintain pedestrian safety.
Policy C-7.16:	Consider every street in Costa Mesa as a street that cyclists could use.
Policy C-7.17:	Link on-road and off-road bicycle and pedestrian facilities within Costa Mesa to existing and planned facilities in adjacent and regional jurisdictions.
Policy C-7.18:	Low-stress design techniques should be considered where necessary to attract a wide variety of users.
Policy C-7.19:	Establish designated safe routes to schools for biking and walking.
Policy C-7.20:	Designate walkable districts in the City.

Bike and Pedestrian Facilities

Objective C-7B:	***Provide end-of-trip facilities that support the bicycle network.***
Policy C-7.21:	Provide bike parking and bike-related amenities at public facilities and along public rights-of-way.
Policy C-7.22:	Pursue public-private partnerships to furnish local businesses with secure bike parking and other related amenities.
Policy C-7.23:	Develop and adopt bicycle parking equipment standards for bicycle parking to be installed

within the public right-of-way and post on the City website.

Policy C-7.24: Work with local schools and colleges to provide ample and secure bike parking and other related amenities for students and employees.

Policy C-7.25: Work with OCTA to maximize bicycle amenities, such as bus stop solar lighting and bicycle lockers, at high-volume transit stops.

Policy C-7.26: Prioritize the installation of bicycle-scale and/or pedestrian-scale lighting.

Policy C-7.27: Encourage and incentivize providing attended bicycle parking services, such as a bicycle valet, at major City events, OC Fair, Farmers' Markets, holiday festivals, and other community events.

Policy C-7.28: Prioritize schools with the highest auto traffic volume during peak hours and insufficient parking for staff and parents. Plan and install bicycle facilities adjacent those schools.

Policy C-7.29: Provide bike parking and bike-related amenities at public facilities and along public right-of-way.

"First and Last Mile" Programs

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

Policy C-7.30: Identify citywide infrastructure needed to create the interconnected multi-trail system.

Policy C-7.31: Improve the safety, quality, and aesthetics of high-use pedestrian corridors.

Policy C-7.32: Development and implement a bicycle sharing system.

Policy C-7.33: Proposed new mode split goals:

- 50 percent motor vehicles
- 10 percent transit
- 10 percent bicycles

- 20 percent walking
- 10 percent carpools, taxi, transportation network company services, and car sharing

Policy C-7.34: Establish a goal for all trips of less than three miles to be 30 percent by bicycle, and establish a goal of less than 1 mile to be 30 percent by walking.

Policy C-7.35: Consider implementing a small-scale transportation system to encourage mode shift to popular destinations as defined by users.

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

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

Design and Way-finding

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

Policy C-8.1: Require that all facilities be designed in accordance with the latest federal, state, and local standards.

Policy C-8.2: Provide and maintain bicycle and pedestrian signal detectors, informational signage, and lighting, along City bikeways.

Policy C-8.3: Develop, install and maintain a bicycle and pedestrian way-finding signage program to indicate route turns, the presence of intersecting bikeways, streets and distances to nearby local and major destinations.

Policy C-8.4: Develop a list of acceptable plant materials for shared use paths that will not damage, create

hazards or security problems for bicyclists. Incorporate canopy trees and native, drought-tolerant landscaping as a standard Class I facility and shared use path feature. Address areas where the pedestrian infrastructure is disrupted by street trees, such as buckled sidewalk and sidewalk obstruction. Encourage the use of sustainable drainage designs, such as bio-swales.

Policy C-8.5: Utilize Complete Streets elements as demonstrated in most recent versions of National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Bikeway Design Guide.

Policy C-8.6: Crosswalks will include high visibility crossing treatments. Where feasible implement enhanced crossing treatments to reduce pedestrian-automobile collisions at multi-lane crossings including median refuge islands, and Rapid Rectangular Flashing Beacons.

Policy C-8.8: Paint direction arrows on all bike lanes and bike paths to reduce the risk of collisions.

Safety Enforcement and Reporting

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

Policy C-8.9: Enforce laws that reduce bicycle/pedestrian/motor vehicle incidents and conflicts.

Policy C-8.9: Train police officers on bicyclists' rights and responsibilities and bicycle/pedestrian/vehicle collision evaluation.

Policy C-8.11: Utilize the City's bicycle-mounted patrol officer program to educate and enforce pedestrian and bicycle user violations not necessarily to punish, but to correct.

Policy C-8.12:	Promote efficient reporting mechanisms for behaviors that endanger cyclists and pedestrians.
Policy C-8.13:	Develop a partnership with the school community to establish and update suggested routes to schools for biking and walking and expand student and school participation in Walk and Bike to School Week events within Newport Mesa Unified School District.

Safe Roadway Conditions

Objective C-8C:	***Maintain bicycle and pedestrian facilities that are clear of debris and provide safe conditions for all users.***
Policy C-8.14:	Establish routine maintenance schedule/standards for bicycle and pedestrian facilities such as sweeping, litter removal, landscaping, repainting of striping, signage, and signal actuation devices.
Policy C-8.15:	Encourage and empower citizens to report maintenance issues that impact bicyclist and pedestrian safety including, but not limited to, potholes, sidewalk lifting, and overgrown vegetation.
Policy C-8.16:	Establish procedures for responding to citizen reports in a timely manner.
Policy C-8.17:	Where feasible, reduce or eliminate conflict points such as driveways that cross the sidewalk.
Policy C-8-.18	Study the potential to establish “transition zones” (an area which is communicated to motorists that the roadway environment is changing and their travel speeds or behavior should change as well) between major commercial and employment centers, and residential areas to better support pedestrian safety and access.
Policy C-8-19	Prohibit the addition of new channelized right turns and remove existing channelized right

turn lanes where feasible, to improve safety for pedestrians, bicyclists, and motorists.

Safety Education

Objective C-8D:	***Increase education of bicycle and pedestrian safety through programs and training of school children and the public.***
Policy C-8.20:	Create, fund, and implement bicycle-safety curricula and provide to the public, tourists, various ethnic groups, diverse ages and disadvantaged communities.
Policy C-8.21:	Provide multilingual bicycle-safety maps and brochures (print and electronic versions) in languages that are widely used in Costa Mesa.
Policy C-8.22:	Encourage schools to develop and provide bicycle-safety curricula for use in elementary, middle, and high schools, such as the Bicycle Rodeo events.
Policy C-8.23:	Support marketing and public awareness campaigns aimed at improving bicycle and pedestrian safety.
Policy C-8.24:	Provide a user education program developed and promoted to encourage proper trail use and etiquette.
Policy C-8.25:	Work with local bicycle advocacy organizations to develop, promote and support a series of bicycle education classes. Include information on bicycle safety, maintenance, and security.
Policy C-8.26:	Develop and distribute education material regarding bicycle and pedestrian responsibilities and laws.

Safety Data

Objective C-8E:	***Monitor and analyze bicycle and pedestrian safety.***
Policy C-8.27:	Request bicycle and pedestrian collision reports from local law enforcement periodically and consider improvements to address problem areas.

Policy C-8.28:	Establish an expedited process to report maintenance and safety concerns, e.g. pavement markings (sharrows, missing bike lane lines), ramps, curb cut-outs, broken walk/bike signal buttons, signage, minor maintenance of bike lanes/paths (street/path sweeping, minor surface patching, inoperable traffic signal bicycle detection).
Policy C-8.29:	Conduct Roadside Safety Audits (RSAs) on a regular basis to provide periodic snapshots of roadway safety, including bicycle, pedestrian, equestrian, skateboard, and other non-motorized modes of travel.

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

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

Land Use Planning Decisions and Active Transportation

Objective C-9A:	***Consider bicycle and pedestrian facilities during land use planning process.***
Policy C-9.1:	Incorporate the Costa Mesa Active Transportation and Pedestrian Master Plan into the City's General Plan.
Policy C-9.2:	Ensure that all current and proposed land use planning is consistent with the Costa Mesa Active Transportation and Pedestrian Master Plan.
Policy C-9.3:	Require new developments provide adequate bicycle parking and pedestrian access.
Policy C-9.4:	Collaborate with property owners to increase bicycle parking over time.

Policy C-9.5: Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

Policy C-9.6: Provide a fully integrated network of modern active transportation facilities to and from major activity centers and residential centers.

Policy C-9.7: Identify areas where an increase in the need for active transportation can reasonably be anticipated due to housing/business growth.

Policy C-9.8: Make commercial and recreational areas more enjoyable for pedestrians by implementing measures such as providing shade, planting trees, eliminating visible parking lots and vacant land minimizing long stretches of blank building façade, and orienting new development toward the street where feasible.

Policy C-9.9: Develop creative, artistic, and functional bicycle parking solutions, and install them throughout the City as a standard.

Policy C-9.9(a): Support the incorporation of bicycle and pedestrian facilities into capital improvement projects, where appropriate to maximize leveraging of funds.

Active Transportation in Developments

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

Policy C-9.10: Promote the preservation of bicycle access within all roadway rights-of-way, as well as the development of innovative, safety-enhanced on-street facilities, such as bicycle boulevards and cycle tracks.

Policy C-9.11: Establish bike boulevards on streets with low traffic volumes and slow speeds to encourage bicycling.

Policy C-9.12: Proactively seek new opportunities for acquisition of abandoned rights-of-way and

	other lands for the development of new multi-use pathways that integrate with the planned network.
Policy C-9.13:	Improve the safety of all road users through the implementation of neighborhood traffic-calming treatments.
Policy C-9.14	Detours through or around construction zones should be designed for safety and convenience, and with adequate signage and minimum impacts for cyclists and pedestrians.
Policy C-9.15:	Provide opportunity for public input prior to the removal of an existing bicycle or pedestrian facility or the approval of any development or street improvement that would preclude these planned facilities.
Policy C-9-16:	Along commercial corridors, identify opportunities to reduce surface parking and driveways along the pedestrian infrastructure network. Whenever possible, have storefronts face the street to encourage pedestrian safety and access.

Goal C-10: Promote an Active Transportation Culture

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

An Active Transportation Culture

Objective C-10A:	***Encourage more people to walk and bicycle by supporting programs that foster community support for bicycling and walking, and raise public awareness about active transportation.***

Policy C-10.1:	Support marketing and public awareness campaigns through a variety of media aimed at promoting bicycling and walking as a safe, healthy, cost-effective, environmentally friendly transportation choice.
Policy C-10.2:	Support programs aimed at increasing bicycle and walk trips by providing incentives, recognition, or services that make bicycling and walking a more convenient transportation mode.
Policy C-10.3:	Build partnerships with local businesses and community groups to host regular bike and walk tours and other biking and walking-related activities that promote biking and walking.
Policy C-10.4:	Promote bicycling and walking at City-sponsored and public events, such as Earth Day, Bike to Work Day/Month, farmers' markets, public health fairs, art walks, craft fairs, and civic events.
Policy C-10.5:	Encourage and promote bicycle related businesses within Costa Mesa including, but not limited to, involvement of civic clubs and organizations.
Policy C-10.6:	Promote active transportation events in Costa Mesa to raise awareness and encourage bicycling, including, but not limited to, bicycle and pedestrian safety education, Open Street events, bike to work/school, senior walks, historic walks.
Policy C-10.7:	Encourage major employment centers and employers to promote commuting by bicycle including the use of flex-time work schedules to support non-rush bicycle commuting. Build a coalition with City, businesses, schools, and residents to promote active transportation.
Policy C-10.8:	Encourage participation in bicycle and pedestrian promotion activities by education facilities, arts programs, active transportation clubs, and entertainment providers.

Policy C-10.9:	Plan and install tactical urbanism demonstrations and/or quick-build projects along corridors or at areas with high pedestrian and/or bicycle activity to showcase potential new traffic calming and pedestrian infrastructure treatments to improve safety and the pedestrian environment.
Policy C-10.10:	Achieve "Silver Level Bicycle Friendly Community" by League of American Bicyclists by 2028.
Policy C-10.10:	Achieve "Walk Friendly Community" status from WalkFriendly.org by 2028.
Policy C-10.11:	Achieve "HEAL City" designation by 2030.

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

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

Improving the Environment with Active Transportation

Objective C-11A:	***Improve air quality and public health and reduce ambient noise by promoting Active Transportation programs.***
Policy C-11.1:	Determine baseline emissions levels, then track and communicate changes in emissions as modes of transportation trips shift to encourage more walking and biking.
Policy C-11.2:	Improve the quality of life in Costa Mesa by reducing neighborhood traffic and noise.
Policy C-11.3:	Increase pedestrian and bicycle trips, thereby reducing vehicle trips and vehicle miles Traveled.

Policy C-11.4: Coordinate with appropriate federal, state, and county health agencies on active transportation programs to achieve health benefits.

Economic and Other Incentives

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

Policy C-11.5: Incentivize the business community to support pedestrians and bicycle users in tangible ways.

Policy C-11.6: Partner with the business and school communities to create a marketing strategy to encourage individual businesses to market Costa Mesa as a bicycle-friendly City.

Policy C-11.7: Encourage developers to include features, amenities and programs that are proven to increase walking and/or bicycling.

Policy C-11.8: Offer incentives for businesses whose employees walk or bike to work.

Policy C-11.9: Encourage the Chamber of Commerce and the business community to promote active transportation in commercial areas to stimulate economic vitality.

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

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

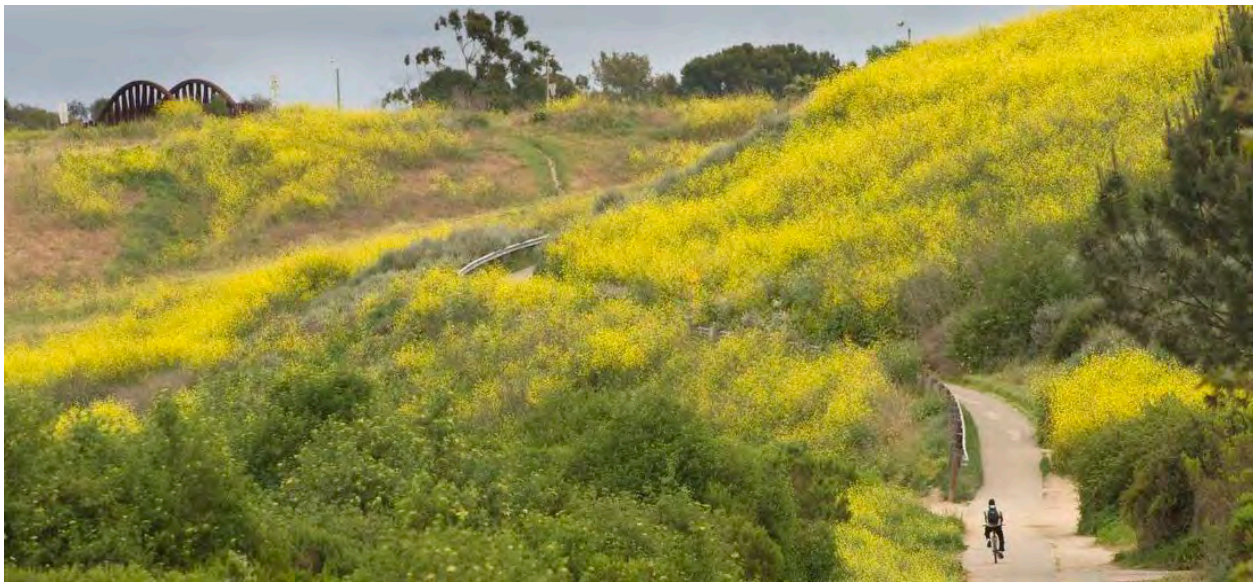
Policy C-12.1: Establish a monitoring program to measure the effectiveness and benefits of the Costa Mesa Bicycle and Pedestrian Master Plan.

Policy C-12.2: Track citywide trends in active transportation through the use of Census data, bicycle and pedestrian counts, travel surveys, and online

	surveys as part of annual reviews of the General Plan.
Policy C-12.3:	Ensure that Bicycle and Pedestrian Master Plan programs and projects are implemented in an equitable manner geographically, socioeconomically, and serving disadvantaged communities, with additional consideration on implementation of such programs and projects within designated environmental justice areas boundaries.

Fund the Plans

Objective C-12B:	***Pursue grants and other sources of funding for bicycle and pedestrian projects.***
Policy C-12.4:	Strategize use of resources on developing effective and efficient grant application and program administration.
Policy C-12.5:	Pursue multiple sources of funding and support efforts to maintain or increase federal, state and local funding for the implementation of the Bicycle and Pedestrian Master Plan.
Policy C-12.6:	Consider designating a portion of development traffic impact fees to fund bicycle and pedestrian facilities.
Policy C-12.7	Develop a program to regularly collect and share citywide pedestrian and bicycle count data, and add as a requirement for all traffic studies/impact analysis conducted within the City's jurisdiction.



Fairview Park natural habitat and open spaces

Chapter 6:
Conservation Element

Introduction

Costa Mesa residents benefit from the City's favorable location, with cool ocean breezes and coastal bluffs that provide a diversity of natural habitats. Costa Mesa's natural resources include the Santa Ana River, which provides flood control and open space connectivity, and Fairview Park and Talbert Regional Park, which support wildlife diversity.

Purpose

The purpose of the Conservation Element is to preserve, protect, and replenish the limited natural resources in the City, including water, open space, and sensitive habitats. In addition, this element addresses the management of energy resources and opportunities to integrate sustainability considerations into City policies. This element establishes a policy framework that:

- Identifies areas in Costa Mesa with **substantial natural resources** that the City is committed to manage and prevent from waste, destruction, and neglect
- Provides for programs aimed at **resource conservation** for the benefit of future generations

The Conservation Element meets the requirements of State law, which declares that Conservation Elements must address the protection and maintenance of California's natural resources. In Costa Mesa, natural resources of concern are:

- Air quality
- Biological resources
- Energy
- Water resources
- Wastewater
- Water quality
- Water management

Baseline Conditions-2015

The City has actively pursued improving natural conditions through conservation and protection programs since the early 2000s. Substantial progress has been made both to educate the community and achieve measurable results. To provide a baseline to gauge future progress, this section provides a snapshot of environmental conditions in 2015.

Coastal Wildlife Habitat Areas

Santa Ana River Parks and Riparian Areas

The Santa Ana River and riparian areas are important to local wildlife, not only for the habitat they provide but for the open space connectivity they create between isolated areas where animals live and forage, as well as for migration corridors. Riparian areas, such as the Fairview Park wetlands and riparian habitat area, play an important role in the ecosystem by sorting and filtering sediment, recharging groundwater aquifers, and reducing flood potential. For residents, these systems provide valuable connections to natural areas and create opportunities for recreation, education, and awareness. One such area is a portion of the Santa Ana River lowlands that has been preserved as a multi-use

regional park, Talbert Regional Park/Nature Preserve, which is owned and maintained by the County of Orange. Public recreation amenities at the park include hiking and running trails, and bird-watching areas. In addition, sensitive wetlands and paleontological resources within the park provide opportunities for education.

Fairview Park

The City's Fairview Park lies immediately adjacent to Talbert Regional Park and is linked with the Santa Ana River system of trails and parks. Fairview Park includes open space consisting of bluffs, vernal pools, trails, native plant communities, and wildlife. Within the park, the City has pursued riparian habitat restoration through a system of wetland ponds and streams with riparian and coastal plants, native habitat plantings, and an irrigation system. The creation of wetlands and riparian habitat provides many benefits. Dry weather urban runoff and stormwater are diverted from flood control to the wetlands, where plants and ultraviolet rays naturally remove impurities, thus reducing the amount of pollutants from reaching the ocean or having to be otherwise treated. The restored wetlands create a wildlife recreational area in an urban setting, where local residents and visitors can observe wildlife and learn about the broader ecosystem. Fairview Park is part of the larger natural open space/habitat preservation system immediately adjacent to the Orange County Central/Coastal Subregional Natural Communities Conservation Plan and Habitat Conservation Plan (NCCP/HCP) lands.

Fairview Park Wetlands and Riparian Habitat Project *includes nearly 23 acres of native riparian habitat and wetland ponds within the north section of Fairview Park. The project also educates the public on the benefits of wetlands and their contribution to the ecology of the coastal area.*

Within the upper mesa of Fairview Park are several vernal pools, which are seasonal pools of water that provide habitat for distinctive plants and animals. Vernal pools are considered dynamic micro-ecosystems. They are considered to

be a distinctive type of wetland usually devoid of fish, and thus allow the safe development of natal amphibian, such as the San Diego fairy shrimp (*Branchinecta sandiegonensis*) and insect species. Vernal pools are protected by State and federal laws.

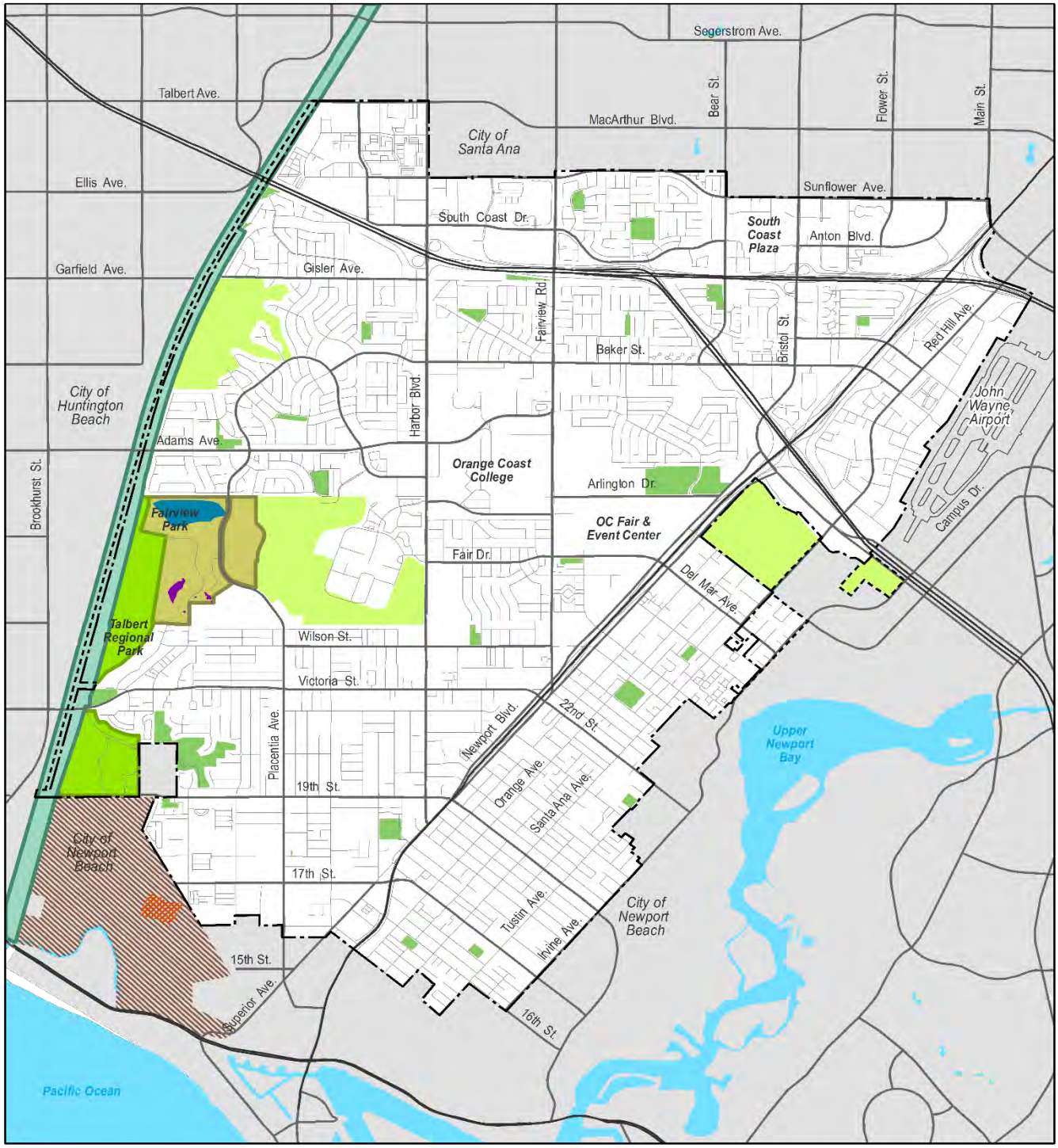
Talbert Regional Park/Nature Preserve

Talbert Regional Park encompasses approximately 180 acres on Victoria Street between Pacific Avenue and the Santa Ana River, see Figure CON-1: *Biological Resources*. Within this compact area, the park supports six distinct introduced and native plant zones that respond to changing conditions along the river. The introduced zones are intended to accommodate more active human use and provide a visual screen. Native zones include the "Coastal Strand," which consists of gentle slopes and dunes, a habitat now largely absent due to urbanization. The "Native Grassland" zone is the largest zone in the park and provides wildlife habitat. The "Alluvial Woodland" zone contains a wide variety of plant and animal life and is the most secluded area in the park. Finally, the "Wetland Zone" consists of the southern 14.8 acres of the park and contains elements of riparian woodland and mulefat scrub.

Talbert Regional Park/Nature Preserve has been identified as an area providing important biodiversity habitat and is part of the open space and natural habitat reserve system of the Orange County Central/Coastal NCCP/HCP. The 37,000-acre reserve system permanently protects a broad range of plant and animal populations that are within the Central and Coastal Subregion. The Nature Reserve of Orange County, a nonprofit corporation, manages the Orange County Central/Coastal NCCP/HCP and coordinates land management activities, conducts wildlife and habitat research and monitoring, and restores disturbed habitats within the reserve system.

Orange Coast River Park, Inc.

The Orange Coast River Park, Inc., a nonprofit committee founded by the Friends of Harbors, Beaches & Parks, manages projects across multiple boundaries to help coordinate a mosaic of more than 1,000 acres of open space along the Santa Ana River, including the Talbert Nature Preserve and Fairview Park. The organization’s mission is to realize a master plan of parks and open space that meets the diverse needs of the urban population and provides seamless passageways from inland to the coast while also allowing for conservation and preservation of valuable habitats.



Parks and Open Spaces

- Fairview Park
- Talbert Regional Park
- Santa Ana River Greenbelt
- Park and Recreational Facilities
- Golf Courses

Biological Resources

- Wetlands and Riparian Habitat
- Vernal Pools

Critical Habitat

- San Diego Fairy Shrimp
- Coastal California Gnatcatcher

Sources: City of Costa Mesa, 2015; U.S. FWS Threatened & Endangered Species Active Critical Habitat Report, U.S. Fish & Wildlife Service, 2016.

0 1,000 2,000 4,000 6,000 8,000 Feet

Figure CON-1: Biological Resources

Coastal Plants and Wildlife

Prior to development of Costa Mesa, the natural landscape consisted of native grasses, sage scrub, and riparian plant life. Examples of these habitats are extant in the City, primarily within Talbert and Fairview Parks (Figure CON-1, *Biological Resources)*. The grasslands generally can be found at lower elevations that have a deep layer of clay-bearing soil. Sage scrub communities occur at elevations lower than 3,000 feet on foothills and coastal bluffs, and in canyons. Riparian vegetation is found around springs, streams, seeps, and ponds.

The remaining natural habitats support diverse plant species, including several sensitive species listed as threatened or endangered according to federal and State criteria. Whether or not specific species are present in particular habitats is determined through site-focused studies. However, sensitive or protected species of concern within the planning area may include:

- San Diego button-celery (*Eryngium aristulatum var. parishii*)
- Big-leaved crownbeard (*Verbesina dissita)*
- Gambel's water cress (*Nasturtium gambelii*)
- Ventura Marsh milk-vetch (*Astragalus pycnostachyus var. lanosissimus*)
- Salt marsh bird's-beak (*Chloropyron maritimum ssp. Maritimum*)
- California Orcutt grass (*Orcuttia californica*)
- Santa Ana River woollystar (*Eriastrum densifolium ssp. Sanctorum*)[1]

Tables CON-1, CON-2, and CON-3, inventory plant species found in the grassland, sage scrub, and riparian communities in Costa Mesa.

[1] California Natural Diversity Database (CNDDB), Biogeographic Information & Observation System (BIOS) Viewer, Department of Fish & Wildlife, April 2015.

Table CON-1: Plant Communities

Common Name	Scientific Name	Status (A)	Confirmed Observation	Possibly Present
Desert needlegrass	*Achnatherum speciosum*	-	X	
Red-skinned inion	*Allium haematochiton*	-	X	
Southwestern beardgrass	*Andropogon glomeratus*	-	X	
California sagebrush	*Artemesia californica*	-	X	
Coulter's saltbush	*Atriplex coulteri*	CNPS 1B		X
Slender wild oat	*Avena barbota*	-	X	
Wild oat	*Avena fatua*	-	X	
Black mustard	*Brassica nigra*	-	X	
Red brome	*Bromus rubens*	-	X	
Poverty brome	*Bromus sterilis*	-	X	
Prostrate spineflower	*Chorizanthe procumbens*	CNPS 4		
Wild hyacinth	*Dichelostemma pulchellum*	-	X	
Shooting stars	*Dodecatheon clevelandii*	-	X	
California buckwheat	*Erigonum fasciculatum*	-	X	
White-stemmed filaree	*Erodium moschatum*	-	X	
California poppy	*Eschscholzia californica*	-	X	
California Chocolate lily	*Fritillaria biflora*	-	X	
Southern tarplant	*Hemixonia Parryi ssp. Australis*	CNPS 1B, FSC		X
Vernal barley	*Hordeum intercedens*	CNPS 3		X
Wild barley	*Hordeum murinum*	-	X	
Goldentop grass	*Lamarckia aurea*	-	X	
Coulter's goldfields	*Lasthenia glabrata ssp. Coulteri*	CNPS 1B, FSC		X (Historic)
Hairy peppergrass	*Lepidium nitidum*	-	X	
Small-flowered microseris	*Microseris douglasii var, platycarpha*	CNPS 4		X
Costal prickly-pear	*Opuntia littoralis*	-	X	
California buttercup	*Ranunculus californicus*	-	X	
Johnson grass	*Sorghum halepense*	-	X	
Johnny jump-up	*Viola pendunculata*	-	X	

Note: A) CNPS 1B: California Native Plant Society List for Plants Rare or Endangered in California and Elsewhere; CNPS3: California Native Plant Society List for Plants About Which We Need More Information- A Review List: CNPS 4: California Native Plant Society List for Plants or Limited Distribution-A Watch List; FSC: Federal Species of Concern

Source: BonTerra Consulting, May 22, 2000

Table CON-2: Plants of the Sage Scrub Community

Common Name	Scientific Name	Status (A)	Confirmed Observation	Possibly Present
Red-skinned wild onion	*Allium haematochiton*	-	X	
Aphanisma	*Aphanisma blitoides*	CNPS 1B, FSC		X
California sagebrush	*Artemesia californica*	-	X	
Coulter's saltbush	*Atriplex coulteri*	CNPS 1B		
South coast saltscale	*Atriplex pacifica*	CNPS 1B, FSC		X
Parish's brittlescale	*Atriplex parishill*	CNPS 1B, FSC		X
Davidson's saltscale	*Atriplex serenana var. davidsonii*	CNPS 1B		X
Slender wild oat	*Avena barbata*	-	X	
Wild oat	*Avena fatua*	-	X	
Goldenstar	*Bloomeria crocea*	-	X	
Wavy-leaved soap plant	*Chlorogalum pomeridianum*	-	X	
Buckwheat	*Eriogonum fasciculatum*	-	X	
Decumbent goldenrush	*Isocoma menziesil var. decumbens*	CNPS 1B		X
Robinson's pepper-grass	*Lepidium virginicum var. Robinsonli*	CNPS 1B		X
Deerweed	*Lotus scoparius*	-	X	
Laurel sumac	*Malosma laurina*	-	X	
Melic grass	*Melica frutescens*	-	X	
Lemonade berry	*Rhus integrifolia*	-	X	
California wild rose	*Rosa californica*	-	X	
White sage	*Salvia apiana*	-	X	
Purple sage	*Salvia leucophylla*	-	X	
Black sage	*Salvia melifera*	-	X	
Hedge mustard	*Sisymbrium officinale*	-	X	

Note: A) CNPS 1B: California Native Plant Society List for Plants Rare or Endangered in California and Elsewhere, FSC: Federal Species of Concern

Source: BonTerra Consulting, May 22, 2000

Table CON-3: Plants of the Riparian Community

Common Name	Scientific Name	Status (A)	Confirmed Observation	Possibly Present
Big-leaf maple	*Acer macrophyllum*	-	X	
White alder	*Alnus rhombifolia*	-	X	
Mule fat	*Baccharis salicifolia*	-	X	
Santa Barbara morning-glory	*Calystegia sepium ssp. Binghamiae*	CNPS 1B		X (Historic)
Salt marsh bird's beak	*Cordylanthus maritimus ssp. Maritimus*	FE, SE		X (Historic)
Los Angeles sunflower	*Helianthus nuttallii ssp. Parishii*	FSC		X (Historic)
Western sycamore	*Plantanus racemose*	-	X	
Sword fern	*Polystichum munitum*	-	X	
Fremont cottonwood	*Populus fremontii*	-	X	
Canyon oak	*Quercus chrysolepis*	-	X	
Castor bean	*Ricinus communis*	-	X	
Arroyo willow	*Salix lasiolepis*	-	X	
Mexican elderberry	*Sambucus mexicana*	-	X	
Coastal bulrush	*Scirpus robustus*	-	X	
Poison oak	*Toxicodendron diversilobum*	-	X	
Broad-leaved cattail	*Typha latifolia*	-	X	
California bay laurel	*Umbelluraris californica*	-	X	
Desert wild grape	*Vitis giardiana*	-	X	

Note: A) FE: Federally-listed endangered FSC: Federal Species of Concern SE: State-listed endangered; CNPS 1B: California Native Plant Society List for Plants Rare or Endangered in California and Elsewhere;

Source: BonTerra Consulting, May 22, 2000.

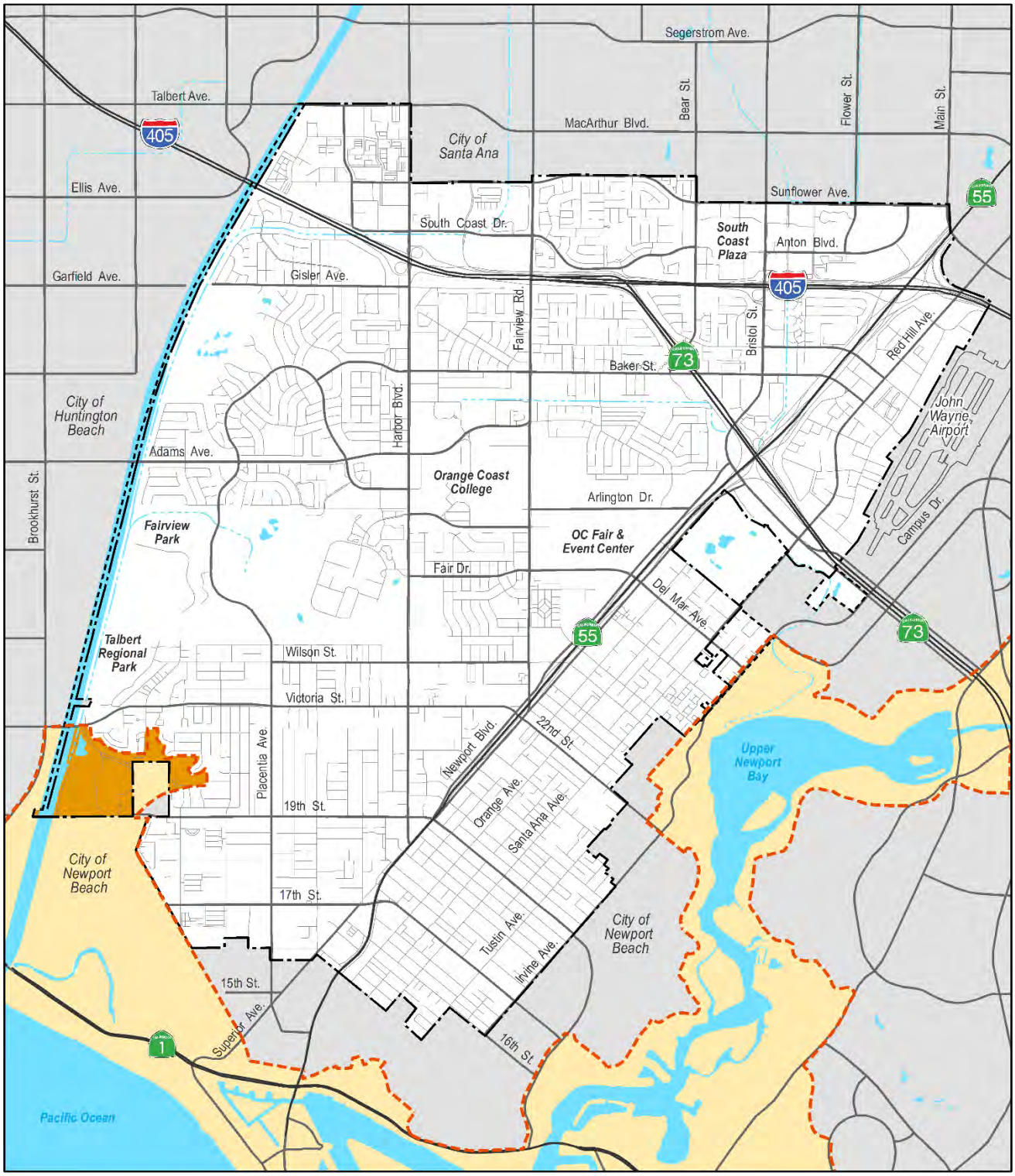
In prehistoric times, wildlife roaming Orange County included bison, jaguars, camels, wolves, ground sloths, bears, saber-tooth cats, and shrews. Today, wildlife is much smaller and less threatening, with species consisting of those that have adapted to close human contact, such as squirrels, voles, white-tail kites, red-tail hawks, and coyotes. Some species of special interest that inhabit open spaces within the City include the burrowing owl (Speotyto cuniculara), an indigenous species that uses abandoned rodent burrows for nests; the San Diego fairy shrimp (Branchinecta sandiegonensis) which occupies vernal pools in Fairview Park; the Belding's savannah sparrow (Passerculus sandwichensis beldingi) which resides year-round in coastal salt marshes of Southern California, and the Least Bell's vireo (Vireo bellii pusillus) which inhabits riparian and terrestrial fields, shrubland, chaparral, and woodlands.

Coastal Zone Management

California's coastal zone generally extends 1,000 yards inland from the mean high tide line. In significant coastal estuarine habitat and recreational areas, the zone extends inland to the first major ridgeline or five miles from the mean high tide line, whichever is less. Subsequent to the City's 1979 request to remove 13 acres, the coastal zone in Costa Mesa encompasses the Santa Ana River lowlands and Talbert Regional Park south of Victoria Street, approximately 76 percent of Canyon Park, and 0.23 acres of Tract 12067 (see Figure CON-2: *Coastal Zones*).

Santa Ana River Lowlands

The coastal zone encompasses the central segment of the Santa Ana River lowlands, which extends inland from the coastline to the northern boundary of Fairview Park in Costa Mesa and includes the City of Newport Beach and the County of Orange. Costa Mesa's Local Coastal Plan (LCP) is coordinated with both jurisdictions for the lowland properties to the south and with the City of Huntington Beach due to the close proximity and the interrelationship of coastal issues. All of the river lowlands between Pacific Coast Highway and Fairview Regional Park are included in the Santa Ana River/Santiago Creek Greenbelt Corridor. The Greenbelt Implementation Plan designates this area as a Water-Related Recreation and Conservation Area. Although the implementation plan does not propose a specific use for these properties, it does require recreational use to be compatible with the overall greenbelt and provide access to the river trails network.



Coastal Zone

- California Coastal Commission Coastal Zone Boundary
- Coastal Zone Affecting Costa Mesa
- Coastal Zone Outside of Costa Mesa

Source: City of Costa Mesa, 2015.

0 1,000 2,000 4,000 6,000 8,000 Feet

Figure CON-2: Coastal Zones

Parks and Open Space within the Coastal Zone

As described above, the County of Orange operates Talbert Regional Park; approximately 97 acres lie within the coastal zone. The land use designation for the park is Open Space Reserve (OSR). The OSR designation applies to lands of scenic and natural attraction and areas of ecological, cultural, historical, and recreational significance permanently preserved as and restricted to open space and compatible uses.

Canyon Park is City-owned and designated Public/Institutional. This designation applies to publicly and privately owned lands that provide recreation, open space, health and educational opportunities, and uses that provide a service to the public. Approximately 27 acres of the 36-acre Canyon Park are within the coastal zone.

Talbert Regional Park *provides natural habitat and hiking trails adjacent to the Santa Ana River.*

Coastal Zone Properties

- California Coastal Commission Coastal Zone Boundary
- Local and Regional Parks
- Santa Ana River (Greenbelt)

Source: California Coastal Commission, 2007.

0 250 500 1,000 1,500 2,000 Feet

Figure CON-3: Coastal Zone Properties in Costa Mesa

Tract 12067

The coastal zone also encompasses the northerly 0.23 acres of a 2.3-acre privately owned residential condominium development built in 1986 (known as Tract 12067). The property is zoned PDR-LD and designated Low Density Residential.

Local Coastal Program (LCP)

The California Coastal Act of 1976 is the permanent enacting law approved by the State legislature. The Coastal Act establishes policies, boundary lines, and permitting procedures. Further, it provides for the transfer of permitting authority, with certain limitations reserved for the State, to local governments through adoption and certification of Local Coastal Programs (LCP) by the Coastal Commission. All local governments in the coastal zone must prepare LCPs. Development in the coastal zone must be evaluated through a permit review process for consistency with the LCPs where they are certified, or the Coastal Act where the Commission retains permitting jurisdiction. This portion of the General Plan fulfills the City's responsibilities to address and protect its coastal resources and integrates the necessary coastal policies and programs. Chapter 3 of the Coastal Act contains policies regarding future development in the coastal zone that must be addressed in the LCP process.

Key Coastal Wildlife Habitat Area Issues

Loss of Coastal Habitat to Support Wildlife

The City commits to preserving and protecting, to the greatest extent possible, open space areas devoted to the preservation of natural resources, sensitive habitat and wildlife species, managed production of resources, outdoor recreation, and open space buffer areas for public health and safety. There are no plans to convert any of the open spaces identified in the General Plan.

Protection of Sensitive Species

Sensitive habitat areas, such as the vernal pools and wetland areas at Fairview Park, are threatened by human impact, household pets, storm runoff, pollution and trash, and herbicides and pesticides. The limited natural habitat areas in Costa Mesa are critical, as they are home to sensitive plant and wildlife species.

Environmental Sustainability

Energy Resources

Southern California Edison is the primary supplier of electricity in Costa Mesa, and the Southern California Gas Company supplies natural gas.

Land Use and Transportation Planning

A reduction in automobile usage and vehicle miles traveled will lower energy consumption and greenhouse gas emissions, thus producing further public health benefits. Costa Mesa has adopted land use and transportation policies and practices that recognize the importance of coordinating land use, housing, economic development, and transportation planning. Refer to both Chapters 2 (Land Use Element) and 3 (Circulation Element).

Energy Efficiency

California residents and institutions have many years of experience practicing energy efficiency. While national per capita energy consumption has increased 50 percent over the past 30 years, per capita consumption in California has remained the same over this period. This is due to many factors, including efficiency and conservation campaigns conducted by private citizens, businesses, and utility companies, and regulations adopted by State and local governments. Because the City of Costa Mesa does not operate any local energy-related utility, it does not directly influence local energy use practices (other than leading by example). However, the City is a committed partner to energy providers, supports local small energy systems such as solar and wind, and promulgates sustainable practices through local regulations.

Renewable Energy Resources

Renewable energy sources capture energy from natural processes such as sunlight, wind, flowing water, biological processes, and geothermal heat flows. Renewable energy resources may be used directly or used to create other, more convenient forms of energy. Examples of direct use include passive solar design for heating. Examples of indirect use are electricity generation through photovoltaic cells (solar panels) and wind turbines, or the production of fuels such as ethanol from biomass. To encourage the use of renewable energy sources, the City initiated the “Go Green Program,” which waives the permit fees for residential solar installations and electric vehicle charging stations.

Green and Sustainable Building Practices

In 2007, the City of Costa Mesa implemented a voluntary "green building" program that expedited the permitting process and waived certain fees for LEED[2] certification, and became the first city in California to require that all new municipal construction be LEED Gold certified. Additionally, green building standards are encouraged with project applications. "Green building" is a design approach that focuses on minimizing a building's negative impacts on both the environment and building occupants. Green buildings provide many tangible benefits, including improved worker productivity, recruitment, and retention; minimized energy and water costs during both construction and operations; waste minimization; and pollution prevention. This integrated, interdisciplinary approach to design and construction promotes investments in resource-efficient materials, technology, and the use of low-emitting and recycled content materials. Green building practices include the following:

- **Healthy buildings and sustainable building design** aim to create buildings that are not harmful to occupants or the environment and help improve employee productivity. An important emphasis is on indoor environmental quality, especially indoor air quality.
- **Low-impact materials** are used, such as non-toxic, sustainably produced, and recycled building and construction materials that require little energy to process.
- **Quality and durability** are valued, leading to longer-lasting and better-functioning products that require less-frequent replacement, thus reducing the impacts of producing replacements.
- **A life-cycle assessment approach** is used by building operators when making design and purchasing decisions.
- **Local, regional, or sustainably managed renewable sources** are used and, whenever possible, composted at the end of their useful lives.

Green Building Strategy

In 1978, California established the Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6 of the California Code of Regulations) in response to a legislative mandate to reduce California's energy consumption. The

[2] LEED (Leadership in Energy and Environmental Design) is a building certification program run under the auspices of the U.S. Green Building Council (USGBC). LEED concentrates its efforts on improving performance across five key areas of environmental and human health: energy efficiency, indoor environmental quality, materials selection, sustainable site development and water savings.

State updates these standards approximately every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods. For example, the 2013 energy standards were projected to save 25 percent more energy relative to the 2008 Building Energy Efficiency Standards. The standards apply to newly constructed buildings, as well as additions and alterations for existing buildings. All standards in Title 24, Part 6 must be followed as part of the City's building permit process. The City encourages applying green building standards beyond what is required in Title 24 for all new development projects.

Waste Management and Recycling

Residential trash and recycling collection services are designated functions of the Costa Mesa Sanitary District. The Costa Mesa Sanitary District has developed innovative programs and processes to reduce the waste stream heading to landfills. One example is the Organics Recycling Program, which allows residents to deposit yard and kitchen waste into the organics cart, where these materials will be transported to an anaerobic digestion facility and converted into fertilizers and natural gas. Other recycling programs include the Large Item Collection Program; Electronic and Universal Waste; Sharps Disposal Recycling Program; and Residential Fats, Oils, and Grease (FOG) Recycling Program. The Costa Mesa Sanitary District continues to pursue innovative reduction, reuse, and recycling strategies that allow Costa Mesa residents to make responsible choices in disposal of waste products, but to also protect the environment. The Costa Mesa Sanitary District and the City of Costa Mesa also continue to collaborate in providing quality services to their customers and residents.

Key Environmental Sustainability Issues

Energy Consumption

In addition to promoting sustainable practices, reduced energy consumption and associated lower costs benefit local residents and businesses. As energy demand grows over time and nonrenewable energy resources become more limited, more aggressive conservation measures and increased use of innovative new technologies will be of greater necessity.

Encouraging More Green Building Practices

Builders are sometimes reluctant to integrate green building strategies within their project, mostly due to upfront costs associated with the design and technologies. "Green" is often viewed as an add-on to current building practices. However, what builders do not often consider is what can be changed, modified, improved, or eliminated from the typical building practices and replaced with better, proven technologies and practices, typically resulting in lower overall cost of construction, as well as savings in long-term operation and maintenance costs.

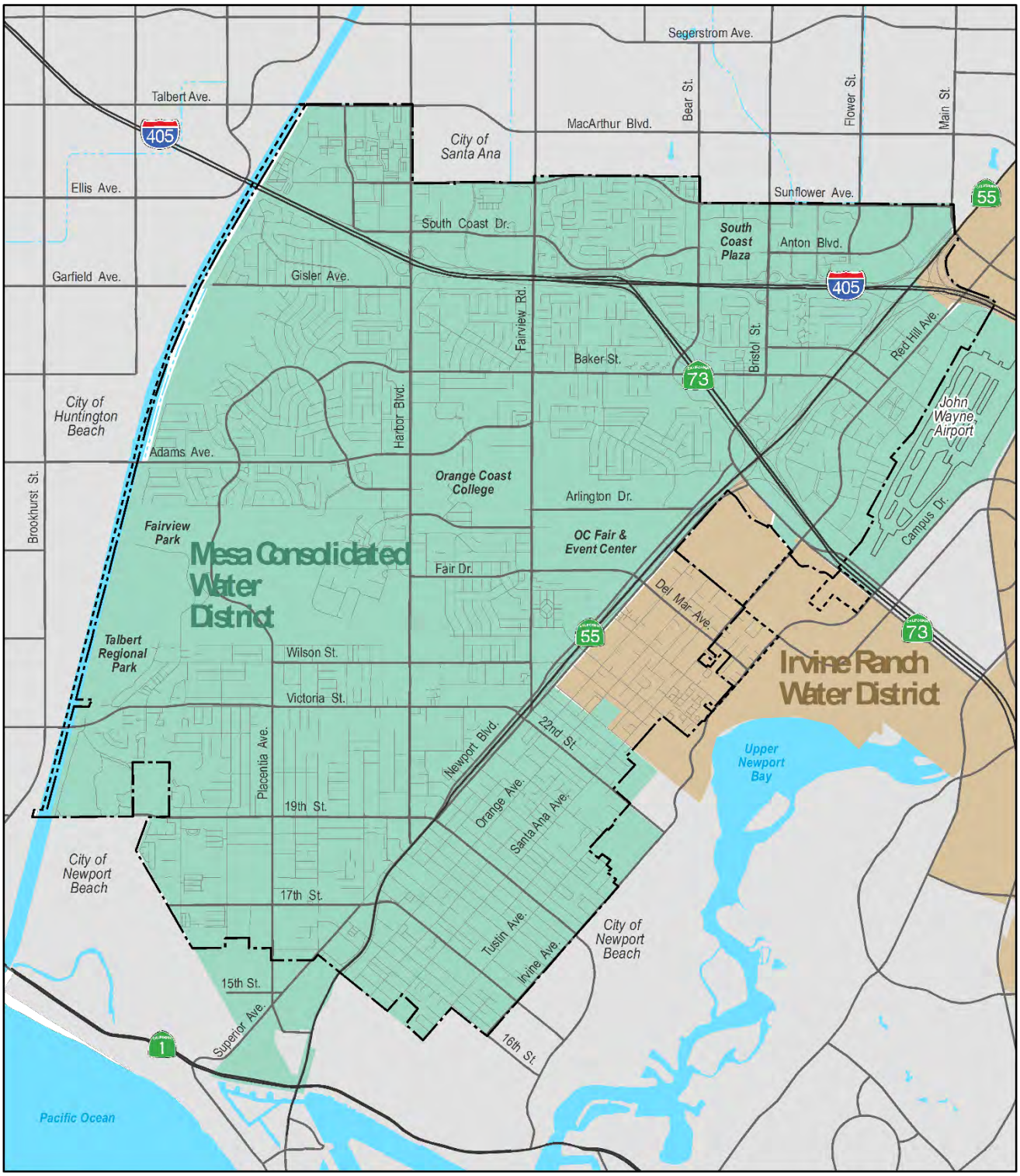
Recycling and Waste Management

Convenient landfill space will diminish in Southern California, and costs to haul waste greater distances for disposal will drive efforts for increased waste reduction, reuse, recycling, and composting. The City should continue efforts to expand recycling and source reduction programs to minimize the volume of trash entering landfills, conserve resources, and protect the environment from the negative impacts associated with landfills such as contaminating the groundwater and aquifers, contaminating the soil, and producing methane.

Water Resources

Water Supply

Domestic water service to Costa Mesa residents and businesses is provided by two agencies: Mesa Water District (MWD) and Irvine Ranch Water District (IRWD). MWD service area encompasses approximately 18 square miles, covering most of Costa Mesa, part of Newport Beach, and John Wayne Airport, (see Figure CON-4, *Water Districts*). IRWD has an approximate 181-square-mile service area and includes a portion of properties in Costa Mesa located southeast of Newport Boulevard (between 23rd Street and Bristol Street), as well as all of the city of Irvine and portions of Tustin, Santa Ana, Orange, Lake Forest, Newport Beach, and unincorporated areas in Orange County.



Water Districts

Mesa Consolidated Water District

Irvine Ranch Water District

Source: City of Costa Mesa, 2015.

0 1,000 2,000 4,000 6,000 8,000 Feet

Figure CON-4: Water Districts

Natural water supplies in Orange County are limited to groundwater, surface flows in the Santa Ana River (which originate in the San Bernardino Mountains), and local precipitation. Since the demand for water generally exceeds the rate of replenishment of these natural water sources, the majority of communities in Orange County are dependent upon water imported from sources outside Orange County. The two primary sources for imported water are the Colorado River Aqueduct and the State Water Project. The Colorado River Aqueduct transports water from Lake Havasu (in Nevada) to Lake Mathews (in Riverside County), and then to points in Orange County. The State Water Project carries water from the Upper Feather River in Northern California to Lake Castaic (in Los Angeles County). From Lake Castaic, water is transported and distributed to customers in Orange County.

In Costa Mesa, groundwater collects in underground aquifers that are approximately 2,500 feet beneath the ground surface. MWD owns and operates eight groundwater production wells that pump water from the Orange County Groundwater Basin, which underlies north-central Orange County from Irvine to the Los Angeles County border and from Yorba Linda to the Pacific Ocean (see Figure CON-5, *Groundwater Basins*). This groundwater basin is managed by the Orange County Water District (OCWD) and is replenished in three ways: 1) by water from the Santa Ana River, 2) from imported water from Metropolitan Water District of Southern California (Metropolitan) through the Municipal Water District of Orange County (MWDOC), and 3) via a groundwater replenishment program that injects purified sewer water into two of OCWD's recharge basins in the City of Anaheim. The eight wells have a total design capacity of approximately 14,000 gallons per minute (as of 2015). However, since Costa Mesa depends upon imported water for a portion of its water supply, the potential impacts of water supply and demand extend beyond the boundaries of the City and its two serving agencies. The availability of imported water is directly related to the water supply conditions in the source watersheds, as well as demand for water throughout the State. Recurring dry years can also significantly affect Southern California's water allotment.

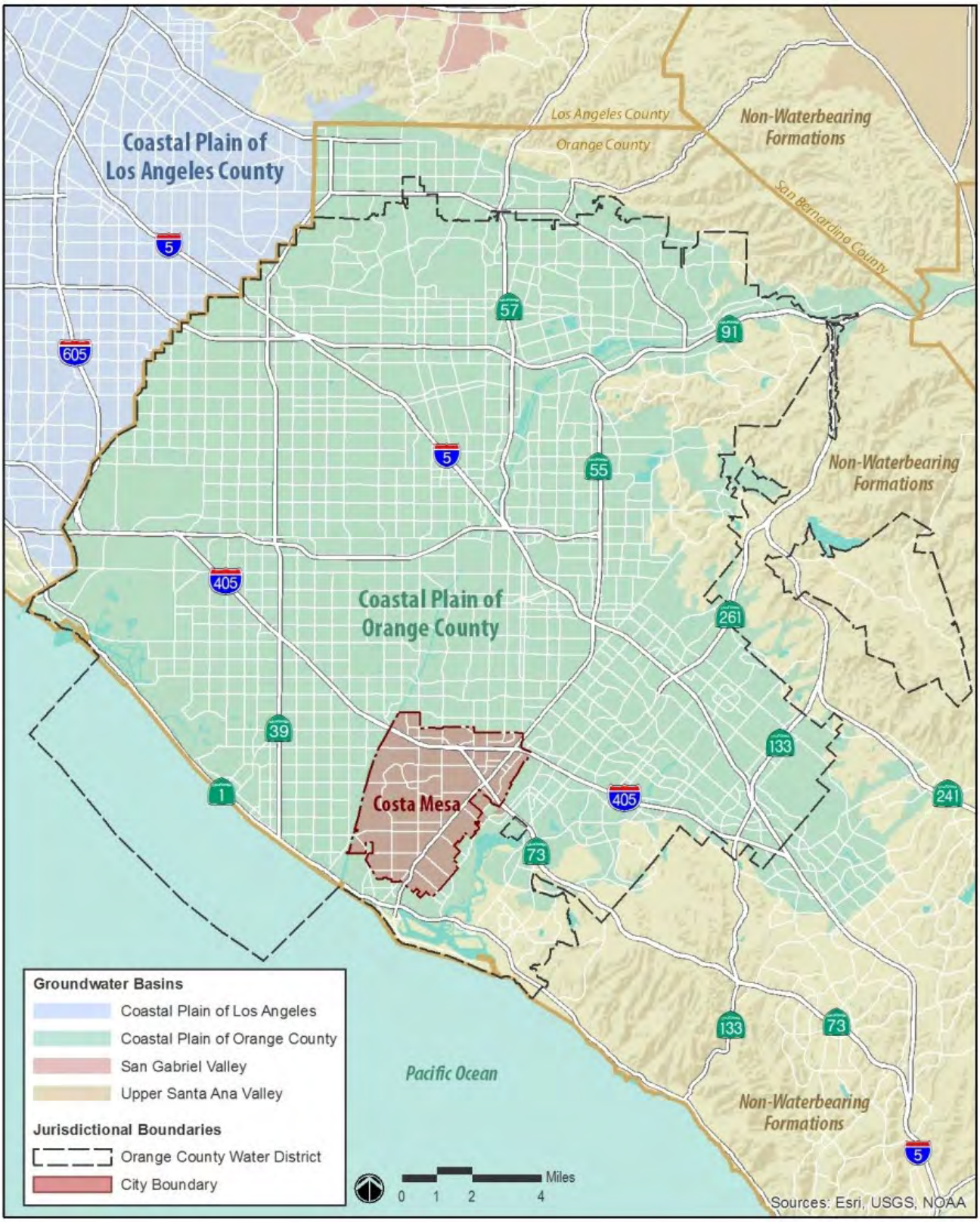


Figure CON-5: Groundwater Basins

Mesa Water District

In 1986, MWD introduced a Master Plan designed to meet the long-term growing needs of its customers. The plan defined ways to improve water delivery systems, create additional local storage facilities, drought-proof the service area, and develop new sources of water. One of MWD's primary focuses is to decrease dependence on high cost imported water by upgrading the Mesa Water Reliability water treatment facility's filtration treatment technology and expand the water filtration capacity. Subsequent to completion of the Mesa Water Reliability Facility Improvement Project, MWD's water supply mix is comprised of 94 percent groundwater and six percent recycled water, with no imported water needed.

Irvine Ranch Water District

IRWD prepares two planning documents to guide water supply decision-making: The Water Resources Master Plan (WRMP) and the Urban Water Management Plan (UWMP). The WRMP is a comprehensive document that IRWD uses for its planning needs. The UWMP is based on the WRMP; it examines historic and current water use projections and compares water supplies with demands over the next 20 years. These plans identify the imported and local water supplies that will meet future demand—including groundwater recovery and water recycling—as well as IRWD's planned conservation measures to ensure a reliable supply of high-quality water.

For many years, IRWD received almost all of its water from imported sources. To alleviate the dependency on costly imported water, in the late 1970s IRWD began building a network of groundwater wells. Today, approximately 50 percent of IRWD water supply comes from groundwater wells located within the Orange County Groundwater Basin. IRWD meets approximately 23 percent of its total demands with recycled water and the remaining 27 percent with potable water imported through MWD.

To further reduce reliance upon imported water and ultimately increase supply reliability and water quality, IRWD has creatively partnered with the Rosedale-Rio Bravo Water Storage District to construct 502 acres of groundwater recharge ponds in Kern County. This arrangement allows available surface water to percolate into distant groundwater basins for later use during dry periods to offset potential reductions in supply from its normal sources. IRWD's partnership

with Rosedale provides long-term equity ownership of water banking capacity of up to 50,000 acre-feet of water.

Water Resources Master Plan

Per the California Urban Water Management Planning Act of 1983, all urban water suppliers must prepare an updated UWMP every five years for review by the California Department of Water Resources. The purpose of UWMPs is to ensure that urban water suppliers have adequate water supplies for existing and future demands. Plans must identify and discuss various factors affecting current and projected water supplies and demand, and must identify steps to ensure the availability and reliability of future supplies. Furthermore, effective 2010, UWMPs were required to incorporate the Water Conservation Act of 2009 (SBx7-7), which established even stricter reduction targets. With the continued drought years during the 2000s, additional reduction targets were mandated by Executive Order B-29-15 in 2015.

As retail water suppliers, MWD and IRWD have the option of complying with SBx7-7 individually or through participation in a Regional Alliance. Both districts have chosen to participate in a Regional Alliance with the Metropolitan Water District of Orange County (MWDOC). In the event that the region does not comply with the regional target, an agency may still be in compliance if it meets its own individual target.

Water Conservation

The importance of water conservation has been highlighted during several periods of extended drought in California. In response, MWD and IRWD have adopted water conservation policies, as has the City of Costa Mesa, which require new development projects to incorporate water conservation measures. The water agencies and the City continually evaluate policies and programs to maximize water savings and integrate the latest water efficient technologies and practices in their policies. The City, in cooperation with MWD and IRWD, educates homeowners and business owners of the importance of installing water-conserving fixtures and appliances, repairing leaking fixtures, planting drought-tolerant landscaping, and avoiding unnecessary water use. In addition, the City enforces its Water Efficient Landscape Ordinance consistent with the State requirements to maximize use of drought tolerant plants, improve irrigation efficiency, and minimize use of turf.

Water Quality and Urban and Stormwater Runoff

The quality of water in our natural and domestic water systems affects the health of wildlife, habitat, and people. Most water pollution comes from untreated storm flows and urban runoff that runs across streets, yards, and parking lots before draining into creeks, marshes, and the ocean. This untreated water can contain a variety of pollutants harmful to the environment, including heavy metals, excessive sediment, petroleum hydrocarbons, domestic sewage, pesticides, and trash. Urban runoff is the result of human-caused activities, such as the overwatering of lawns or the washing of vehicles in driveways. Stormwater runoff refers to water generated during storm events, particularly with an initial rain event as water pollution entering storm drains in areas with high proportions of impervious surfaces is typically more concentrated of toxic materials compared to the remainder of the storm.

Federal, State, and local regulations set standards to protect water quality. In particular, the State Regional Water Quality Control Board mandates control of urban runoff to reduce the percolation of pollutants from surface runoff into groundwater supplies. At the local level, Costa Mesa implements regulations consistent with federal and State requirements, most notably through the National Pollution Discharge Elimination System (NPDES) program.

Bioswales *were included in the parking lot in the redevelopment of Davis Magnet School. Stormwater runoff can enter the swale and filter out pollutants and toxins that would have otherwise entered local streams and eventually the Pacific Ocean. Collected water can also infiltrate into the ground below, recharging underground water basins.*

Wastewater/Recycled Water

Recycled water has become an important resource for Costa Mesa and will become increasingly important as other sources of water become less reliable and more costly. Recycled water is wastewater (sewage) that has been treated to remove solids and certain impurities, and is available for non-potable water uses. The use of recycled water extends potable water supplies, reduces the need for

additional potable water facilities, reduces the amount of treated wastewater discharged into the ocean, reduces reliance on costly imported water supplies, and increases Costa Mesa's water supply reliability. The Orange County Sanitation District (OCSD) processes over 200 million gallons of collected wastewater daily at treatment plants in Fountain Valley and Huntington Beach. As described above, millions of gallons of treated effluent are injected into the groundwater basins or are used for irrigation, and actually results in improved basin water quality due to the high treatment standards required of the recycled water.

Key Water Resources Issues

Water Supply and Reoccurring Droughts

Water is an essential resource. A stable and reliable water supply must be identified if the community desires growth. With drought conditions ever present in California, even during relatively wet periods, the City recognizes that conservation measures and education put in place today will have long-lasting effects. In 2010, the City adopted the State-mandated Model Water Efficient Landscaping Ordinance. As a response to the ongoing drought, the State revised the Model Water Efficient Landscaping Ordinance with Costa Mesa adopting the revised ordinance in 2016. Working with MWD and IRWD, the City must continually advance programs and measures that promote wise water use and ensure continued recharge of local groundwater basins.

Water Quality and Storm Runoff

Urban runoff from streets, sidewalks, parking lots, and roofs washes urban-based pollutants into the watershed system and into the Santa Ana River, Upper Newport Bay, and ultimately to the Pacific Ocean. Consistent with federal and State law, Costa Mesa must take local actions to protect the quality of the regional water supply.

Atmosphere and Climate

Air Quality

Costa Mesa is located in the South Coast Air Basin, which is an approximately 6,600-square mile area bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and

the San Diego County line to the south. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Basin air quality is influenced by stationary (point source), area-wide, and mobile sources that generate pollutants which contribute to the formation of smog and other poor air quality conditions. Point sources are emission sources located at a single location, while area-wide sources are many smaller point sources that are widely distributed. Examples of point and area-wide sources include manufacturing plants, lawnmowers, fireplaces, and painting operations. Mobile sources, as their name implies, are not stationary: they are motor vehicles, trains, and aircrafts.

The climate within the Basin varies considerably from the coastal zone to the inland valleys, mountain areas, and deserts. Most of the Basin is relatively arid, with very little rainfall and abundant sunshine during the summer months. Factors such as wind, sunlight, and temperature all affect the accumulation and/or dispersion of pollutants throughout the Basin. The extent and severity of the air pollution problem is a function of the area's natural physical characteristics and as well as human-caused influences, e.g., development patterns and lifestyle.

Wind

One of the most important factors affecting climate in the Basin is the direction and intensity of the prevailing winds. The Basin has a limited capability to disperse air contaminants due to light average wind speeds. Winds generally blow from the coast inland, where temperature inversions (and the mountains) trap pollutants. As a result, the movement or stagnation of air during the morning and evening hours determines the pollution level on any given day. Costa Mesa’s coastal location provides for relatively good air quality due to wind patterns. However, the highest pollution levels in Costa Mesa are often associated with Santa Ana wind conditions that reverse the dominant wind patterns.

Clear skies over Costa Mesa with the OC Fair & Event Center in the center and the Pacific Ocean in the background.

Sunlight

The presence and intensity of sunlight is another important factor that results in the formation of smog in the Basin. Due to ultraviolet radiation from sunlight, primary pollutants (mainly reactive hydrocarbons and oxides of nitrogen) react to form secondary pollutants (e.g., oxidants). Since this process is time-dependent, secondary pollutants can be formed many miles downwind from the emission sources. As a result of the prevailing daytime winds and time-delayed nature of smog, oxidant concentrations are highest in the inland areas of Southern California. However, smog can settle in the City on days with early morning easterly winds.

Temperature Inversions

Temperature inversion is a reversal in the decrease of temperature as altitude increases. In most parts of the United States, air near ground level is warmer than the air above it. However, Southern California's daily summertime sunshine and high barometric pressure reverse that pattern, creating warmer air at higher elevations. As a result, temperature inversion traps pollutants by preventing cooler air from rising to the upper atmosphere. Although temperature inversion can occur throughout the year, the summer months of July, August, and September generally account for higher occurrences of this phenomenon.

Ambient Air Quality Standards

Ambient air quality standards are the levels of air pollutant concentration considered "safe" with regard to public health and welfare. The federal Clean Air Act (CAA) establishes the framework for regulating national air quality standards and the means to achieve them. The United States Environmental Protection Agency (U.S. EPA) is responsible for enforcing the Federal CAA and for establishing the National Ambient Air Quality Standards (NAAQS). California has adopted more stringent regulations under the California CAA, which are administered by the California Air Resources Board (CARB).

The CARB, which is part of the California Environmental Protection Agency, is responsible for meeting the State requirements of the federal CAA, administering the California CAA, and establishing the California Ambient Air Quality Standards (CAAQS). Both State and federal ambient air quality standards have been established for the following six pollutants: ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb). The CAAQS generally are more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles.

Ozone (O_3), a key ingredient of smog, is a highly reactive and unstable gas capable of damaging the linings of the respiratory tract. This pollutant forms in the atmosphere through complex reactions between chemicals directly emitted from vehicles, industrial plants, and many other sources.

$PM_{2.5}$ and PM_{10} are particles that easily penetrate into the airways and lungs where they may produce harmful health effects such as the worsening of heart and lung diseases. The risk of these health effects is greatest in the elderly and the very young. Exposure to elevated concentrations of PM is also associated with increased hospital and doctor visits and increased numbers of premature deaths.

Carbon monoxide (CO) is a colorless, odorless gas. It results from the incomplete combustion of carbon-containing fuels such as gasoline or wood, and is emitted by a wide variety of combustion sources.

Nitrogen dioxide (NO_2) is a reactive, oxidizing gas capable of damaging cells lining the respiratory tract. This pollutant is also an essential ingredient in the formation of ground-level ozone pollution. NO_2 is one of the nitrogen oxides

emitted from high-temperature combustion processes, such as those occurring in trucks, cars, and power plants. In the presence of sunlight, complex reactions of nitrogen oxides with ozone and other air pollutants produce the majority of NO_2 in the atmosphere. Indoors, home heaters and gas stoves also produce substantial amounts of NO_2.

Sulfur dioxide (SO_2) is a gaseous compound of sulfur and oxygen. SO_2 is formed when sulfur-containing fuel is burned by mobile sources, such as locomotives, ships, and off-road diesel equipment.

Lead (Pb) is a relatively soft and chemically resistant metal. Lead forms compounds with both organic and inorganic substances. As an air pollutant, lead is present in small particles. Sources of lead emissions in California include a variety of industrial activities. Because it was emitted in large amounts from vehicles when leaded gasoline was used, lead is present in many soils (especially urban soils) and can be reintroduced into the air by grading activities.

Sulfates (SO_{42}) are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to sulfur dioxide (SO_2) during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO_2 to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features.

Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, hydrogen sulfide can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.

Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Vinyl chloride largely is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites due to microbial breakdown of chlorinated solvents.

Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores

with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size, and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.

Areas that do not violate ambient air quality standards are considered to have attained the standards. Violations of ambient air quality standards are based on air pollutant monitoring data and are judged for each air pollutant.

The clean air effort still has a long way to go. In 2005, the federal one-hour ozone standard was replaced by a stricter eight-hour standard that was further strengthened in 2008. Even though air quality continues to improve in South Coast Air Basin, pollutant levels in the Basin persistently exceed the federal eight-hour standard for ozone almost one-third of the year. Due to tougher federal air quality standards for particulates and ozone issued in 2006 and 2008, the South Coast Air Quality Management District (SCAQMD) estimates it will take until at least 2020 to meet the 24-hour average particulate standard and until 2030 to meet the eight-hour ozone standard. The status of attainment for the criteria pollutants discussed above for the Basin in year 2014 is presented in Table CON-4. *Air Basin Attainment Status.*

Table CON-4: Air Basin Attainment Status

Pollutant	Federal	State
O_3 (1-hr)	--	Nonattainment
O_3 (8-hr)	Nonattainment	Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Nonattainment
SO_2	Attainment	Attainment
Pb	Nonattainment	Nonattainment
VRP	--	Unclassified
SO_4	--	Attainment
H_2S	--	Unclassified

Source: California Air Resources Board 2014

Regional air quality is regulated by the SCAQMD. SCAQMD tests and regulates stationary sources such as refineries and heavy industry, monitors regional air pollutant levels, develops air quality control strategies, and conducts public awareness programs. SCAQMD continuously monitors air quality at numerous locations throughout the four-county area. Costa Mesa is located within Source Receptor Area 18.

Climate Change

Global climate change is an increasingly acknowledged environmental problem caused as greenhouse gases (GHGs) are released into the atmosphere faster than the Earth's natural systems can reabsorb them. The primary GHGs emitted into the atmosphere are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF6), and nitrogen trifluoride (NF3). Collectively, these gases trap heat in the atmosphere and intensify the natural greenhouse effect, thus causing the global average surface temperature to rise, which in turn affects global climate patterns. Other compounds—including some aerosols—can also have a strong heat-forcing effect on the atmosphere. This includes black carbon, which consists of microscopic particles emitted from the incomplete combustion of biomass and fossil fuels.

In response to these concerns, California enacted AB 32, the California Global Warming Solutions Act of 2006. The law seeks to reverse climate change through a comprehensive program reducing GHG emissions for virtually all sources statewide. AB 32 requires CARB to develop regulations and market mechanisms to achieve technologically feasible and cost-effective measures that will reduce emissions to 1990 levels by 2020—a 25 percent reduction statewide. In 2008, CARB approved a comprehensive "Scoping Plan" which is to be updated every five years. The first update was approved in 2014.

Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act of 2008, provides key support to achieve the goals of AB 32. SB 375 is intended to encourage regional planning that integrates land use and transportation policy in a way that reduces GHG emissions from passenger vehicles. This legislation endeavors to control the emissions by curbing sprawl (the unplanned, uncontrolled spread of urban development). The legislation encourages compact development patterns that reduce the need to drive, thereby reducing air pollution from car exhaust, conserving water, and protecting habitat, among

other benefits. To achieve these goals, this law is designed to align regional land use, housing, and transportation plans with greenhouse gas reduction targets for 2020 and 2035.

The City recognizes the importance of reducing greenhouse gas emissions, enhancing our environment and economic sustainability, and preserving a high quality of life and safety for generations to come. Many actions undertaken by the City directly or indirectly improve air quality. These include implementing the Build Green Incentive Program, pursuing mixed-use development and live-work housing that will reduce vehicle miles traveled, implementing energy efficiency programs, supporting transit use, developing bicycle routes and trails, minimizing landfill waste, and supporting the use of alternative fuel vehicles in the City's fleet and in the community. Considering air quality issues in the decision-making process will ensure that new development minimizes new emissions.

Key Atmosphere and Climate Condition Issues

Air Pollution

Breathing polluted air can cause eye irritation and nose burn, and long-term effects including chronic respiratory ailments. Air pollution can irritate throats and make breathing difficult. In fact, pollutants like tiny airborne particles and ground level ozone can trigger respiratory problems, especially for people with asthma. Air pollution can also be damaging to the natural environment by impacting trees, plants, water bodies, and wildlife.

Greenhouse Gases

Within Costa Mesa, as in most urban areas, fossil fuels are the number one source of energy consumed by residents, government, industry, and commercial activities, thus leading to increases in greenhouse gases. Vehicles are the single largest consumer of fossil fuels, followed by buildings that use large amounts of energy for heating and cooling. These activities have contributed to the elevated concentration of greenhouse gases in the atmosphere, in turn, this is causing the Earth's temperature to rise. A warmer Earth may lead to changes in rainfall patterns, smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

Goals, Objectives, and Policies

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

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

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

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

Habitat and Biological Resources Protection and Restoration

Policy CON-1.A.1: Natural habitat is essential to ensuring biodiversity and protecting sensitive biological resources. Protect these areas and consult with the California Department of Fish and Wildlife, Orange County Water District, Orange County Parks, and other regional agencies to identify areas for special protection, and establish appropriate protection measures for these areas.

Policy CON-1.A.2: Contribute to regional biodiversity and the preservation of rare, unique, and sensitive biological resources by maintaining functional wildlife corridors and habitat linkages.

Policy CON-1.A.3: Coordinate with the United States Fish and Wildlife service, the California Department of Fish and Wildlife, and other regulatory agencies to mitigate project impacts affecting open and natural spaces.

Policy CON-1.A.4: Promote and protect native plant species within Fairview Park, and remove and control the spread of invasive species, including plants, animals, and fungi.

Policy CON-1.A.5: Ensure that all future development is reviewed with regard to protecting natural topography and bluffs to preserve and enhance Costa Mesa's natural beauty.

Policy CON-1.A.6: Minimize soil depletion and erosion in development projects. Prevent erosion caused by construction activities, and encourage preservation of natural vegetation and topography.

Policy CON-1.A.7: Work with applicable regional agencies to discourage the use of herbicides and pesticides within the community's natural areas and especially its riparian corridors, and to educate the public on the impacts of their use.

Access to Large-Scale Natural Areas

Policy CON-1.A.7: Improve access to large-scale natural areas in the City. These areas should be open for controlled access to improve public enjoyment. Access should be limited where natural habitat is extremely sensitive. Work with transit agencies to improve connections and access to open space and recreation facilities from all Costa Mesa neighborhoods.

Policy CON-1.A.8: Require the provision of adequate visitor-serving on-site parking facilities that do no impact sensitive resources within the Coastal Zone.

Policy CON-1.A.9: Coordinate the development of plans, policies, and design standards for projects within the Coastal Zone with appropriate local, regional, and federal agencies.

Goal CON-2: Conserved Natural Resources through Environmental Sustainability

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

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

Energy Efficiency and Conservation

Policy CON-2.A.1: Promote efficient use of energy and conservation of available resources in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.

Policy CON-2.A.2: Consult with regional agencies and utility companies to pursue energy efficiency goals. Expand renewable energy strategies to reach zero net energy for both residential and commercial new construction.

Policy CON-2.A.3: Continue to develop partnerships with participating jurisdictions to promote energy efficiency, energy conservation, and renewable energy resource development by leveraging the abilities of local governments to strengthen and reinforce the capacity of energy efficiency efforts.

Policy CON-2.A.4: Encourage new development to take advantage of Costa Mesa's optimal climate in the warming and cooling of buildings, including use of heating, ventilation and air conditioning (HVAC) systems.

Green Building Sustainable Development Practices

Policy CON-2.A.5: Promote environmentally sustainable development principles for buildings, master planned communities, neighborhoods, and infrastructure.

Policy CON-2.A.6: Encourage construction and building development practices that reduce resource expenditures throughout the lifecycle of a structure.

Policy CON-2.A.7: Continue to require all City facilities and services to incorporate energy and resource conservation standards and practices and require that new municipal facilities be built within the LEED Gold standards or equivalent.

Policy CON-2.A.8: Continue City green initiatives in purchases of equipment, and agreements that favor sustainable products and practices.

Solid Waste Reduction and Recycling

Policy CON-2.A.9: Encourage waste management programs that promote waste reduction and recycling to minimize materials sent to landfills. Maintain robust programs that encourage residents and businesses to reduce, reuse, recycle, and compost, prioritizing education programs directed toward designated environmental justice communities.

Policy CON-2.A.10: Support waste management practices that provide recycling programs. Promote organic recycling, landfill diversion, zero waste goals, proper hazardous waste collections, composting, and the continuance of recycling centers.

Policy CON-2.A.11: Continue construction and demolition programs that require recycling and minimize waste in haul trips.

Goal CON-3: Improved Water Supply and Quality

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

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

Water Supply

Policy CON-3.A.1: Continue to consult with local water districts and the Orange County Water District to ensure reliable, adequate, and high-quality sources of water supply at a reasonable cost.

Water Conservation

Policy CON-3.A.2: Encourage residents, public facilities, businesses, and industry to minimize water consumption, especially during drought years.

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

Water Recycling

Policy CON-3.A.4: Consult with local water districts and the Orange County Water District to advance water recycling program for new and existing developments, including the use of treated wastewater to irrigate parks, golf courses, roadway landscaping, and other intensive irrigation consumers.

Water Quality and Urban Runoff

Policy CON-3.A.5: Work with public and private property owners to reduce stormwater runoff in urban areas to protect water quality in storm drainage channels, the Santa Ana River, and other local water courses that lead to the Pacific Ocean.

Policy CON-3.A.6: Continue to develop strategies to promote stormwater management techniques and storm drain diversion programs that collectively and naturally filter urban runoff.

Policy CON-3.A.7: Continue to comply with the National Pollutant Discharge Elimination System Program (NPDES) by participating in the Countywide Drainage Area Management Plan (DAMP), which stipulates water quality requirements for minimizing urban runoff and discharge from new development and requires the provisions of applicable Best Management Practices (BMP).

Policy CON-3.A.8: Require that all applicable development projects be reviewed with regards to requirements of both the on-site Water Quality Management Plan and State requirements for runoff and obtaining a Storm Water Pollution Prevention Plan (SWPPP) permit.

Municipal Sewer System

Policy CON-3.A.9: Continue to consult with the Costa Mesa Sanitation District and the Orange County Sanitation District to modernize

wastewater treatment facilities to avoid overflows of untreated sewage.

Goal CON-4: Improved Air Quality

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

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

Air Quality

Policy CON-4.A.1: Support regional policies and efforts that improve air quality to protect human and environmental health, and minimize disproportionate impacts on sensitive population groups.

Policy CON-4.A.2: Encourage businesses, industries and residents to reduce the impact of direct, indirect, and cumulative impacts of stationary and non-stationary pollution sources.

Policy CON-4.A.3: Require that sensitive uses such as schools, childcare centers, parks and playgrounds, housing, and community gathering places are protected from adverse impacts of emissions.

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

Climate Change

Policy CON-4.A.5: Encourage compact development, infill development, and a mix of uses that are in proximity to transit, pedestrian, and bicycling infrastructures.

Policy CON-4.A.6: Enhance bicycling and walking infrastructure, and support public bus service, pursuant to the Circulation Element's goals, objectives, and policies.

Policy CON-4.A.7: Encourage installation of renewable energy devices for businesses and facilities and strive to reduce community-wide energy consumption.

Policy CON-4.A.8: Develop long-term, community-wide strategies and programs that work at the local level to reduce greenhouse gases and Costa Mesa's "carbon footprint".

Policy CON-4.A.9: Assess consistency with the Climate Action & Adaptation Plan (CAAP) in major land use decisions and investments in public infrastructure.

17th Street and Superior Avenue

Chapter 7:
Noise Element

Introduction

Costa Mesa residents enjoy the diversity of their neighborhoods. With the pleasant, ocean-influenced climate, they find many reasons to spend time outdoors. While some level of noise is part of the urban environment—with noise conditions varying depending upon the type and density of development—residents desire to keep Costa Mesa a relatively quiet place. This Noise Element establishes goals focused on creating a local noise environment that contributes to positive community health and minimizes exposure of residents to adverse noise conditions.

Federal and State statutes define noise to be an environmental pollutant that can affect the quality of life and human health by causing annoyance and disrupting everyday activities. Many laws are in place to protect individuals from excessive noise at their workplaces and in their homes. In Costa Mesa, significant noise sources include I-405, SR-73 and SR-55, major arterials such as Harbor Boulevard and 17th Street, the Orange County Fairgrounds and

Pacific Amphitheater, John Wayne Airport, and the activities of local industrial businesses. While the City does not have jurisdiction to control how most of these noise sources affects the community, it can direct land use policy and work with responsible agencies to minimize noise impacts on residents.

Purpose

The purpose of the Noise Element is to identify noise sources in Costa Mesa and define strategies for reducing the negative impact of noise on the community. The Noise Element identifies baseline and projected noise levels so that this information can guide future land use decisions in a manner that limit noises and its effect on the community.

Legal Requirement

State Law (Section 65302[f] of the California Government Code) requires that general plans include a Noise Element that identifies and appraises noise problems in the community. The Noise Element follows the revised State guidelines in Section 46050.1 of the Health and Safety Code that require the Element analyze and quantify—to the extent practical—baseline and projected noise levels for the following sources:

- Highways and freeways
- Primary arterials and major local streets
- Passenger and freight on-line railroad operations and ground rapid transit systems
- Commercial, general aviation, heliport, helistop, military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation
- Local industrial plants, including, but not limited to, railroad classification yards
- Other ground stationary noise sources identified by local agencies as contributing to the community noise environment

State law is fairly specific as to how local noise conditions are presented. The 24-hour noise environment typically is expressed in terms of noise contour maps, which display average noise levels over a 24-hour period. They resemble topographic maps, which illustrate varying ground elevations. The

noise contour maps indicate an aggregation of noise from all sources, and state the noise levels in terms of Community Noise Equivalent Level (CNEL) or Day-Night Average Level (L_{dn}); these terms are described below. The noise contours establish a guide for establishing a pattern of land uses in the Land Use Element to minimize exposure of residents to excessive noise. State law specifies that the Noise Element is to include implementation measures to address existing and foreseeable noise problems and, importantly, to serve as a guideline for compliance with the State's noise insulation standards.

Noise Metrics

Noise—in its most simplistic terms—is defined as unwanted sound. While sound can be defined easily using scientific standards, noise has qualities that require more complex treatment. Sound is measured and expressed by decibels (dB), with an adjustment referred to as the A-weighted measure (dBA) to correct for the relative frequency response of the human ear. Decibels are measured on a logarithmic scale, representing points on a sharply rising curve. For example, a sound level of 10 decibels is 10 times more intense than one decibel, 20 decibels represent a noise 100 times more intense, and 30 decibels reflects a condition 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than a zero decibel level.

The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10-decibel increase is perceived by the human ear as only doubling of the loudness. Ambient sounds in the urban environment generally range from 30 dBA (very quiet) to 100 dBA (very loud), as indicated in Table N-1: *Typical Sound Levels*.

Because people generally are more sensitive to noise intrusions during the evening and night hours, State law requires, for planning purposes, use of such metrics as the CNEL or L_{dn}. These metrics add an artificial decibel increment to quiet time noise levels in a 24-hour noise descriptor to account for increased sensitivity during late hours. The CNEL descriptor requires that an artificial increment of five dBA be added to the actual noise level for the hours from 7:00 A.M. to 10:00 P.M., and 10 dBA for the 10:00 P.M.to 7:00 A.M.

period. The L_{dn} descriptor uses the same methodology, except that no artificial increment is added to the hours between 7:00 A.M. and 10:00 P.M.

Table N-1: Typical Sound Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Threshold of pain	140	
Near jet engine	130	
Jet fly-over at 1,000 feet	110	Rock band
Loud auto horn	100	
Gas lawnmower at 3 feet	90	
Diesel truck at 50 feet at 50 mph	80	Food blender at 3 feet
Noisy urban area during daytime	70	Vacuum cleaner at 10 feet
Heavy traffic at 300 feet	60	Normal speech at 3 feet
Quiet urban area during daytime	50	Large business office
Quiet urban area during nighttime	40	Theater, large conference room (background)
Quiet suburban area during nighttime	30	Library
Quiet rural area during nighttime	20	Bedroom at night, concert hall (background)
	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Both descriptors yield roughly the same 24-hour level, with the CNEL being only slightly more restrictive (that is, higher).

The discussion of noise requires the use of a number of technical terms. Some of the key noise-related terms used in this element include:

- **Decibel (dB).** A decibel is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic

basis. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities.

- **A-weighted sound level (dBA).** The A-weighted sound level is the most common method to characterize sound in California. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. All sound levels in this chapter are A-weighted, unless reported otherwise.
- **Community Noise Equivalent Level (CNEL).** CNEL is the energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring between 10:00 P.M. and 7:00 A.M. and five dB added to the A-weighted sound levels occurring between 7:00 P.M. and 10:00 P.M.
- **Energy-equivalent sound/noise level (L_{eq}).** L_{eq} describes the average level that has the same acoustical energy as the summation of all the time-varying events. This descriptor is useful because sound levels can vary markedly over a short period of time. The most common averaging period for L_{eq} is hourly, but it can be of any duration.
- **Day/night average sound level (L_{dn}).** Ldn is a measure over a 24-hour period at a given location, with a 10 dB added to the A-weighted sound levels occurring between 10:00 P.M. and 7:00 A.M.

Noise Standards

While primary responsibility for control of noise rests with State and local governments, the United States Noise Control Act of 1972 and the Quiet Community Act of 1978 recognized the role of the federal government in addressing major commercial noise sources to provide uniform treatment of such sources. The federal government specifically preempts local control of noise emissions from aircraft, railroad, and interstate highways.

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards apply to new construction for providing suitable interior noise environments. The regulations specify that acoustical studies must be prepared when noise-

sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that structures have been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Costa Mesa has a comprehensive Noise Ordinance within the Municipal Code (Chapter XIII-Noise Control) that sets standards for noise levels citywide and provides the means to enforce the reduction of offensive noises. The noise standards in Table N-2: *Residential Exterior and Interior Standards*, apply to both indoor and outdoor residential areas. Between the hours of 11:00 P.M. and 7:00 A.M., the noise standards are five dBA more stringent for exterior areas and 10 dBA more stringent for indoor areas. The Noise Ordinance further specifies that residential exterior areas such as private balconies, roof decks, and internal courtyards in a Mixed-Use Overlay District for live/work and multi-family residential development that are approved pursuant to a Master Plan, and subject to the land use regulations of an Urban Plan, are exempt from the residential exterior noise standards. A similar exemption also applies to high-rise residential development in the North Costa Mesa Specific Plan.

Table N-2: Residential Exterior and Interior Standards

Exterior Noise Standards	Interior Noise Standards
55 dBA: 7:00 A.M. to 11:00 P.M.	55 dBA: 7:00 A.M. to 11:00 P.M.
50 dBA: 11:00 P.M.to 7:00 A.M.	45 dBA: 11:00 P.M. to 7:00 A.M.

Note: These represent the basic standards applicable for time periods exceeding 15 minutes each hour. Higher levels may be generated for specified shorter time periods.

Source: Costa Mesa Zoning Code, Chapter XIII

Noise Conditions and Compatibility Standards

Two types of noise sources are considered in the community noise inventory: mobile sources and stationary sources. Mobile noise sources refer to cars, trucks, motorcycles, buses, aircraft, and trains. Stationary sources include industrial and construction activities (including truck loading), playgrounds, outdoor sports facilities, landscape maintenance equipment, construction activities, and the typical sounds heard in a residential neighborhood (power tools, barking dogs, etc.).

Table N-3: *Noise and Land Use Compatibility Matrix* presents the guidelines promulgated by federal and State agencies, modified to meet local conditions and Costa Mesa's needs. This table represents the primary tool the City will use to ensure integrated planning compatibility between land uses and outdoor noise.

Costa Mesa's noise environment is dominated by vehicular traffic and aircraft operations at John Wayne Airport. To provide a description of the baseline 2015 noise environment in Costa Mesa, noise contours were obtained from the Orange County Airport Land Use Commission and quantified for highway and local street traffic.

Vehicular Noise

Traffic noise levels can be reliably predicted using formulas that take into account traffic volume, speed, and the percentage of trucks. Baseline 2015 noise contours were calculated for all the City's primary and major arterials, as well as the three freeways (I-405, SR-55, SR-73) that traverse the City. In addition, a number of secondary and commuter streets were modeled. Noise generation for each roadway segment was calculated, and the distance to the 60, 65, and 70 dBA CNEL contours was determined (A noise contour is a line behind which the noise level does not exceed a certain value. For instance, the 60 dBA CNEL contour indicates that the CNEL between the street and the contour line is equal to, or greater than 60 dB; the CNEL beyond the contour line—away from the street—is less than 60 dB).

Table N-3: Noise and Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure Ldn or CNEL, dBA			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential: Low-Density	50-60	60-70	70-75	≥75
Residential: Multiple Family	50-65	65-70	70-75	≥75
Mixed use	50-65	65-70	70-75	≥75
Transient Lodging-Motel, Hotels	50-65	65-70	70-80	≥80
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-65	65-80	≥80
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	≥80
Sports Arenas, Outdoor Spectator Sports	NA	50-75	NA	≥80
Playgrounds, Neighborhood Parks	50-67.5	NA	67.5-75	≥75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	NA	70-80	≥80
Office Buildings, Business Commercial and Professional	50-67.5	67.5-77.5	77.5-85	≥85 unless appropriately insulated
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-80	80-85	NA

Normally Acceptable. *Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.*

Conditionally Acceptable. *New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice.*

Normally Unacceptable. *New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*

Clearly Unacceptable. *New construction or development should generally not be undertaken.*

NA: *Not Applicable.*

Source: Modified from U.S. Department of Housing and Urban Development Guidelines and State of California Standards.

Aircraft Noise

The California Department of Transportation (Caltrans) has established guidelines in the California State Noise Standard to control residential area noise levels produced by aircraft operations that use the State's airports. Under these guidelines, residential noise sensitive areas exposed to an average CNEL of greater than the 65 dBA define the noise impact area.

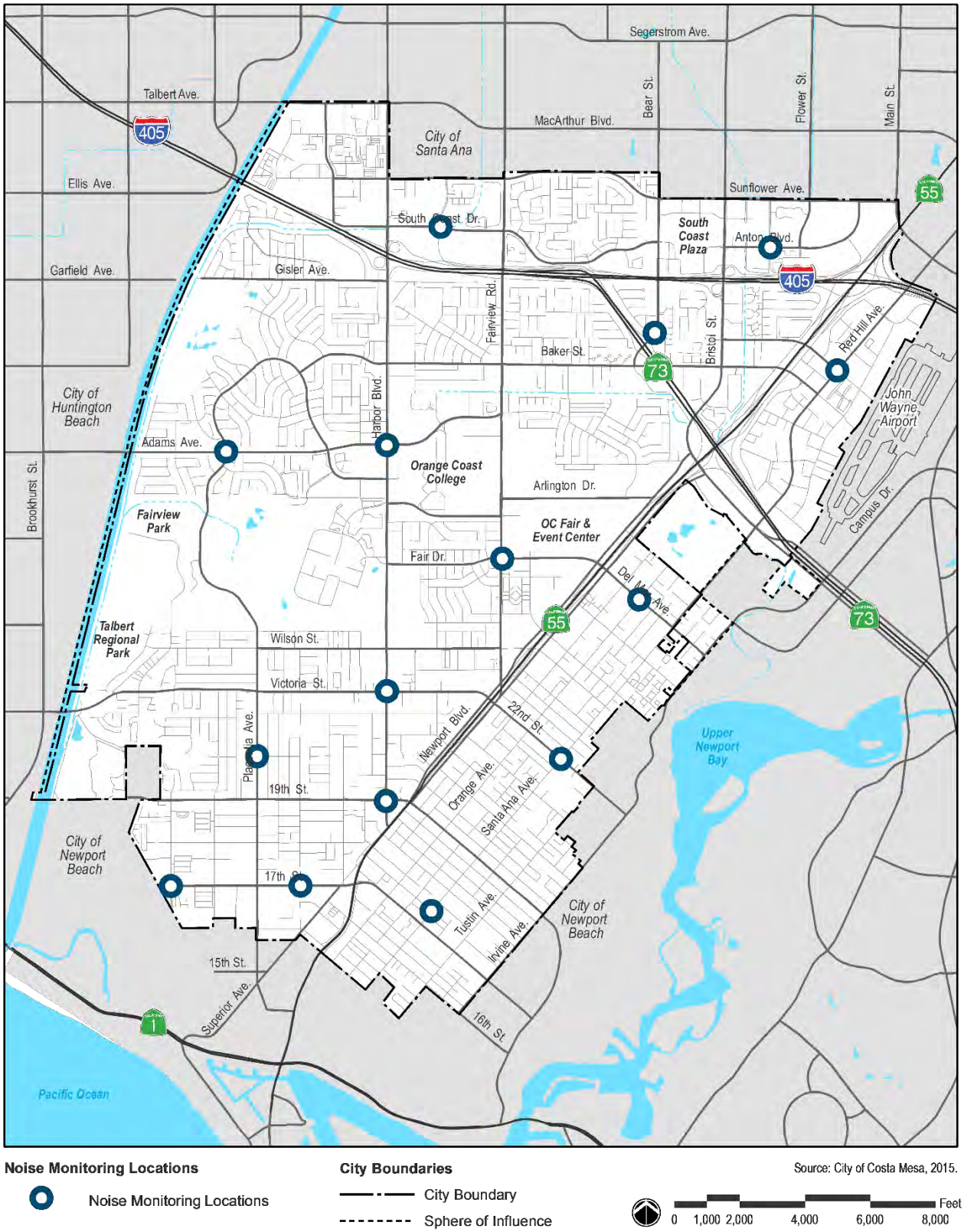
John Wayne Airport

John Wayne Airport, operated by the County of Orange, abuts industrial and commercial properties at the northeast corner of Costa Mesa. A small portion of Costa Mesa lies within the 65 dBA CNEL contour of John Wayne Airport. The northeast corner of Costa Mesa is impacted by noise from the airport. However, the majority of this area is developed with industrial uses. Approximately 107 dwelling units within the City's sphere of influence lie within the 65 dBA CNEL noise impact area south of the runway.

Noise contours resulting from operations at John Wayne Airport, indicated on Figure N-1, *John Wayne Airport Noise Contours*, are those on file with the County of Orange Office of Noise Abatement and the Orange County Airport Land Use Commission (ALUC).

The 2008 *Airport Environs Land Use Plan* (AELUP) adopted by the Airport Land Use Commission specifies acceptable uses proximate to the airport. These are defined as uses that will not subject people to adverse noise impacts. John Wayne Airport, primarily through the General Aviation Noise Ordinance (GANO), has ongoing programs of noise reduction that include limits on the number of commercial airline flights, noise abatement arrival and departure procedures, admonishment of noisy operators (including private aircraft), curfew, and take-off weight limitations.

The Orange County Board of Supervisors approved a master plan for the airport in February, 1985. Settlement of lawsuits concerning airport expansion were reached in December 1985 between the County, City of Newport Beach, and two community organizations. In 2003, the settlement agreement was amended which extended the agreement until 2015, allowed an increase in passengers served from 8.4 million annual passengers to 10.8 million annual passengers, allowed an increase in regular Class A flights to 85 average daily departures, and allowed facility improvements.



Noise Monitoring Locations

Noise Monitoring Locations

City Boundaries

City Boundary

Sphere of Influence

Source: City of Costa Mesa, 2015.

0 1,000 2,000 4,000 6,000 8,000 Feet

Figure N-1: Noise Monitoring Locations

In 2014, the Board of Supervisors authorized an increase in operational capacity and extended the terms of the settlement agreement through December 31, 2030, with no change to curfew until December 31, 2035.

Additionally, beginning on January 1, 2021, the approval allows a gradual increase in passenger count from 8.4 million average passengers to 11.8 million average passengers and 95 average daily departures. Further, on January 1, 2026, the number passengers would again be allowed to increase, up to 12.5 million average passengers, depending upon the actual service levels in the preceding five years.

Despite the increase in air traffic from John Wayne Airport, the ultimate CNEL noise contours are considerably less than the noise contour contained in the 2008 AELUP due to updated technology creating quieter fleets of commercial aircrafts.

Helicopter Services

The City of Costa Mesa contracts with Huntington Beach for police helicopter services on a case-by-case basis. Depending on altitude and speed, noise levels generated by the craft under normal conditions range from 61 to 65 dBA. As of 2015, four heliports were located in Costa Mesa at the following locations:

- Costa Mesa Police Department, 99 Fair Drive
- Former Los Angeles Times building, 1375 West Sunflower Avenue
- South Coast Metro Center, 555 Anton Boulevard
- Tridair Helicopter, 3000 Airway Avenue

The *AELUP for Heliports* establishes regulations and restrictions for the siting of heliports/helipads. The purpose of the *AELUP for Heliports* is to protect the public from the adverse effects of aircraft noise by ensuring that heliports/helipads are sited in areas of compatible land use. The City regulates the siting of helipads through a conditional use permit. The City requires an analysis to identify potential noise impacts and the City may regulate the hours of operation and arrival, departure/arrival routes, and type of helicopters which may use the heliport in order to minimize impacts to sensitive land uses. Heliports and helistops must comply with the all conditions of approval imposed or recommended by the Federal Aviation Administration, Orange County ALUC, and Caltrans/Division of Aeronautics.

OC Fair & Event Center

The OC Fair & Event Center (OCFEC) has existed at its location across from the Civic Center for over 65 years and has become a year-round exhibition, conference, and event center. The primary function of the OCFEC is to host the annual summer fair, which includes rides, exhibits, theater, the centennial farm area, equestrian center, and amphitheater for concerts. Over 1.3 million people attend the fair during its summer run.

Several noise sources exist within the fairgrounds property. A majority of the on-site stationary noise is due to the weekly Orange County Market Place, Farmers Market, Centennial Farm, and Food Truck Fare Wednesday, as well as annual events such as the OC Home and Garden Show, Orange County Fair, and concerts at the Pacific Amphitheater. Parking lot activity during various fairground events also generates noise.

In 1980, a stricter, modified Noise Ordinance for fairground operations was established in an agreement between the 32nd District Agricultural Association and the City of Costa Mesa ("1980 Settlement Agreement"). Table N-4, *Orange County Fairgrounds Modified Noise Ordinance*, applies to the activities within the Orange County Fairgrounds, with the exception of the events at the Pacific Amphitheater.

Table N-4: Orange County Fairgrounds Modified Noise Ordinance[1]

Land Use	Noise Level Not to Be Exceeded	Maximum Allowable Duration of Exceedance
Residential	50 dBA 55 dBA 60 dBA 65 dBA 70 dBA	30 min/hour 15 min/hour 5 min/hour 1 min/hour Not for any period of time
Noise Zone	**Noise Level (CNEL)**	**Time Period**
1 and 2 Family Residential	60 dBA 50 dBA	7:00 a.m. to 11:00 p.m. 11:00 p.m. to 7:00 a.m.
Multiple Dwelling Residential, Public Space, Commercial	60 dBA 55 dBA	7:00 a.m. to 11:00 p.m. 11:00 p.m. to 7:00 a.m.

Note: 1. Does not apply to events at Pacific Amphitheater

Source: City of Costa Mesa Inter Office Memorandum, August 24, 2010.

Orange County Fair

The Orange County Fair operates for four weeks annually during the summer months. Noise sources during the fair events include a public address system, carnival rides, and several sound reinforcement systems used for concerts and carnival rides. Noise levels in the activity areas of a typical fair are in the range of 65 to75 dBA.

Pacific Amphitheater

The 8,200-seat Pacific Amphitheater is owned and managed by the OC Fair & Event Center and provides year-round events. Prior to 1990, noise levels generated by concert events at Pacific Amphitheater exceeded the Costa Mesa Noise Ordinance, impacting surrounding residential neighborhoods. In 1990, a permanent injunction ("1990 Order") was entered against the former operators of the Amphitheater and the order set the current noise level established in Table N-5. The order specifically stated that the City's Noise Ordinance does not apply to the Pacific Amphitheatre. The amphitheater closed in 1997, but reopened in 2003 and remains subject to the noise restrictions of the 1990 Order outlined in Table N-5.

Table N-5: Pacific Amphitheater Court Order Current Noise Restriction (1990 Order)

Maximum Noise Level	Time Period	Days of the Week
55 dBA	7:00 A.M. - 10:30 P.M.	Sunday-Thursday
50 dBA	10:30 P.M.- 7:00 A.M.	Sunday-Thursday
55 dBA	7:00 A.M. - 11:00 P.M.	Friday-Saturday
50 dBA	11:00 P.M.- 7:00 A.M.	Friday-Saturday

Source: City of Costa Mesa Inter Office Memorandum, August 24, 2010.

Stationary Noise Sources

Stationary noise sources in Costa Mesa include restaurants, bars, entertainment establishments, mixed-use structures, mechanical equipment, outdoor industrial and commercial activities, and use of recreational facilities.

Delivery trucks, air compressors, generators, outdoor loudspeakers, and gas venting cause the primary noise sources associated with these facilities. Other significant stationary noise sources include construction activity, street sweepers, and gas-powered leaf blowers. Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from stationary sources including commercial and industrial centers. These impacts are best controlled through effective land use planning and the application of the Noise Ordinance.

Ambient Noise

To describe the ambient or background noise level throughout the City, several noise measurement samples were taken in 2015. Noise sensitive land uses include schools, residences, churches, hospitals, and similar facilities. The locations included a mix of public schools, preschools (childcare centers), hospitals, convalescent homes and a senior housing development. The locations shown in Figure N-1: *Noise Monitoring Locations*, were distributed throughout the City to provide an overall understanding of the noise environment.

The noise measurement locations also functioned as noise-sensitive indicators. These noise-sensitive indicators are uses, such as schools and hospitals, that have a lower tolerance for noise than do industrial and commercial activities or normal residential uses. Noise levels measured at these locations are reported in Table N-6: *Field Noise Measurements*.

Table N-6: Field Noise Measurements – 2015 Ambient Noise Levels

Site	Time	L_{eq}	L_{max}	L_{min}	Location
1	7:12 A.M.	67.8	84.5	57.8	Northeast corner of Anton and Avenue of the Arts
2	7:45 A.M.	77.6	102.1	55.3	Southeast corner of Bear and Paularino
3	8:12 A.M.	71.5	88.5	57.6	Northeast corner of Harbor and Adams
4	8:37 A.M.	70.2	84.3	56.2	Northwest corner of Fairview and Fair
5	9:12 A.M.	66.2	82.3	55.1	Southwest corner of South Coast and Susan
6	11:07 P.M.	68.4	80.7	45.5	Northwest corner of Mesa Verde and Adams
7	11:35 P.M.	52.5	65.2	39.1	East corner of Santa Ana and 22nd
8	7:02 A.M.	67.8	84.9	46.4	North corner of Del Mar and Orange
9	7:33 A.M.	61.5	75.1	45.5	East corner of Santa Ana and Cabrillo
10	7:55 A.M.	73.1	86.9	57.1	Northeast corner of Harbor and 19th
11	8:21 A.M.	73.8	89.4	60.5	Northeast corner of Harbor and Victoria
12	8:47 A.M.	69.4	82.5	54.3	Northeast corner of 17th and Pomona
13	9:11 A.M.	63.1	82.0	42.3	Northeast corner of 17th and Whittier
14	9:43 A.M.	74.1	93.9	53.9	Northeast corner of Placentia & 20th
15	10:24 A.M.	69.3	85.5	56.2	South corner of Red Hill and Paularino

Note: This table displays the short-term noise measurements results that were conducted to identify the ambient noise in the City. An American National Standards Institute (ANSI Section SI4 1979, Type 1) Larson Davis model LxT sound level meter was used to monitor noise levels. The noise meter was programmed to record noise levels in A-weighted form. The microphone height was set at five feet. Fifteen 15-minute daytime noise measurements were taken on Tuesday August 4, 2015, through Thursday August 6, 2015.

Source: MIG, 2015.

Citywide Noise Environment

Existing Noise Environment (2015)

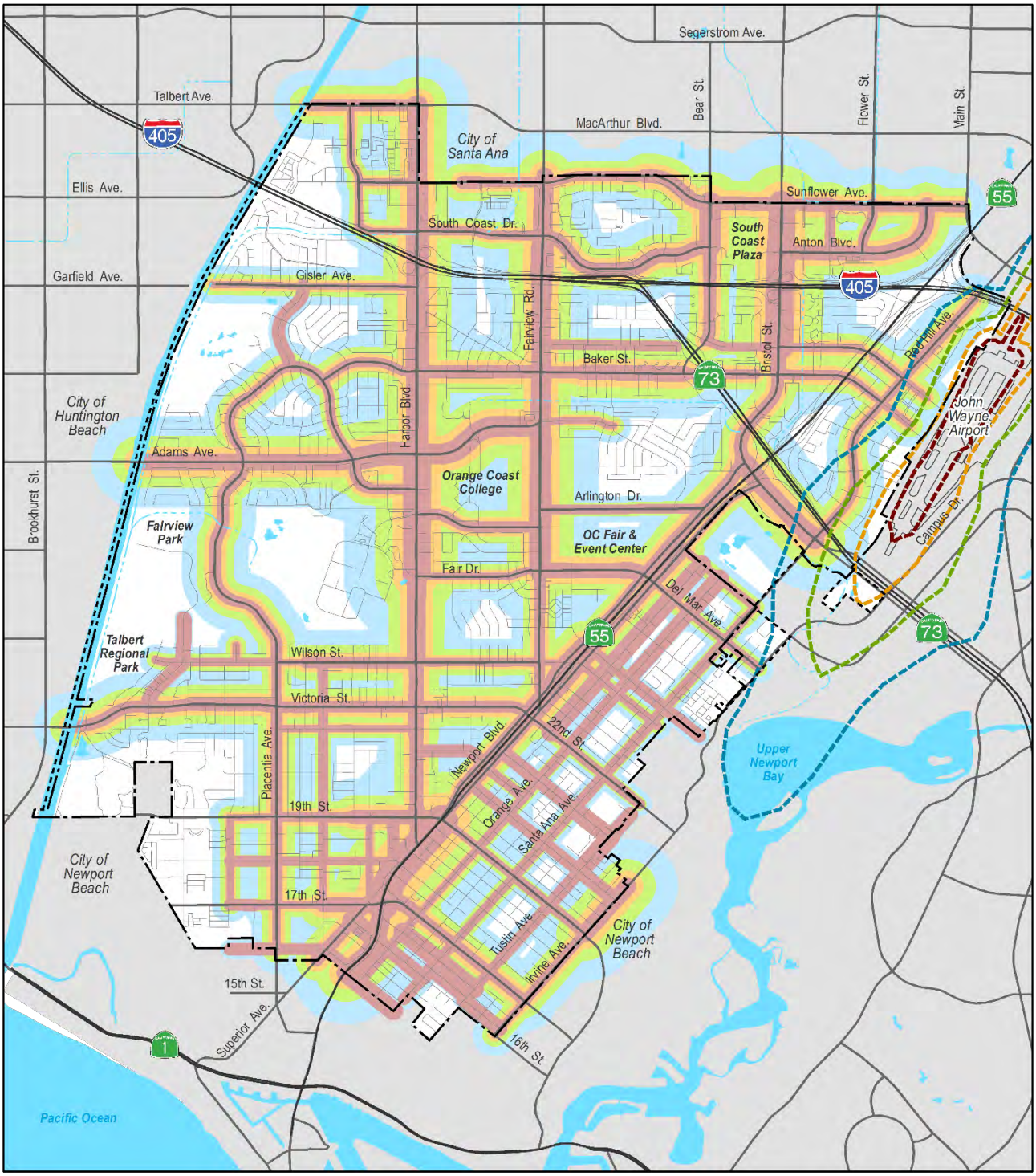
Figure N-2: *Existing Noise Contours - 2015*, illustrates the existing (2015) CNEL noise contours along many of the City's major roadways in the City. CNEL contours are found by calculating distances to the 55, 60, 65, and 70 CNEL contours. Figure N-2 also depicts John Wayne Airport's CNEL noise contours prepared in 2013.

Future Noise Environment (2035)

The noise environment in Costa Mesa is not expected to change as a result of implementation of the General Plan. Vehicular traffic noise—the dominant source citywide—is not anticipated to change substantially along local streets or major through routes, including I-405, SR-73 and SR-55, major arterials. Aircraft noise from John Wayne Airport, noise from events at the OC Fairground & Event Center, and non-transportation noise similarly are not anticipated to increase in the community.

The projected noise exposure contours for year 2035 are indicated in Figure N-3: *Future Noise Contours - 2035*. The future noise contours should be considered as a guide to identifying potential land use/noise compatibility issues and will be used to determine the requirement for project specific noise studies and mitigation. Future noise CNEL for John Wayne Airport are also shown in Figure N-3, which reflect the airport's 1985 Master Plan future noise conditions.

In comparison to the 2015 noise contours presented in Figure N-2, future noise levels will increase only modestly.



Existing Noise Contours
Community Noise Equivalent Levels (CNEL)

- 70 CNEL
- 65 CNEL
- 60 CNEL
- 55 CNEL

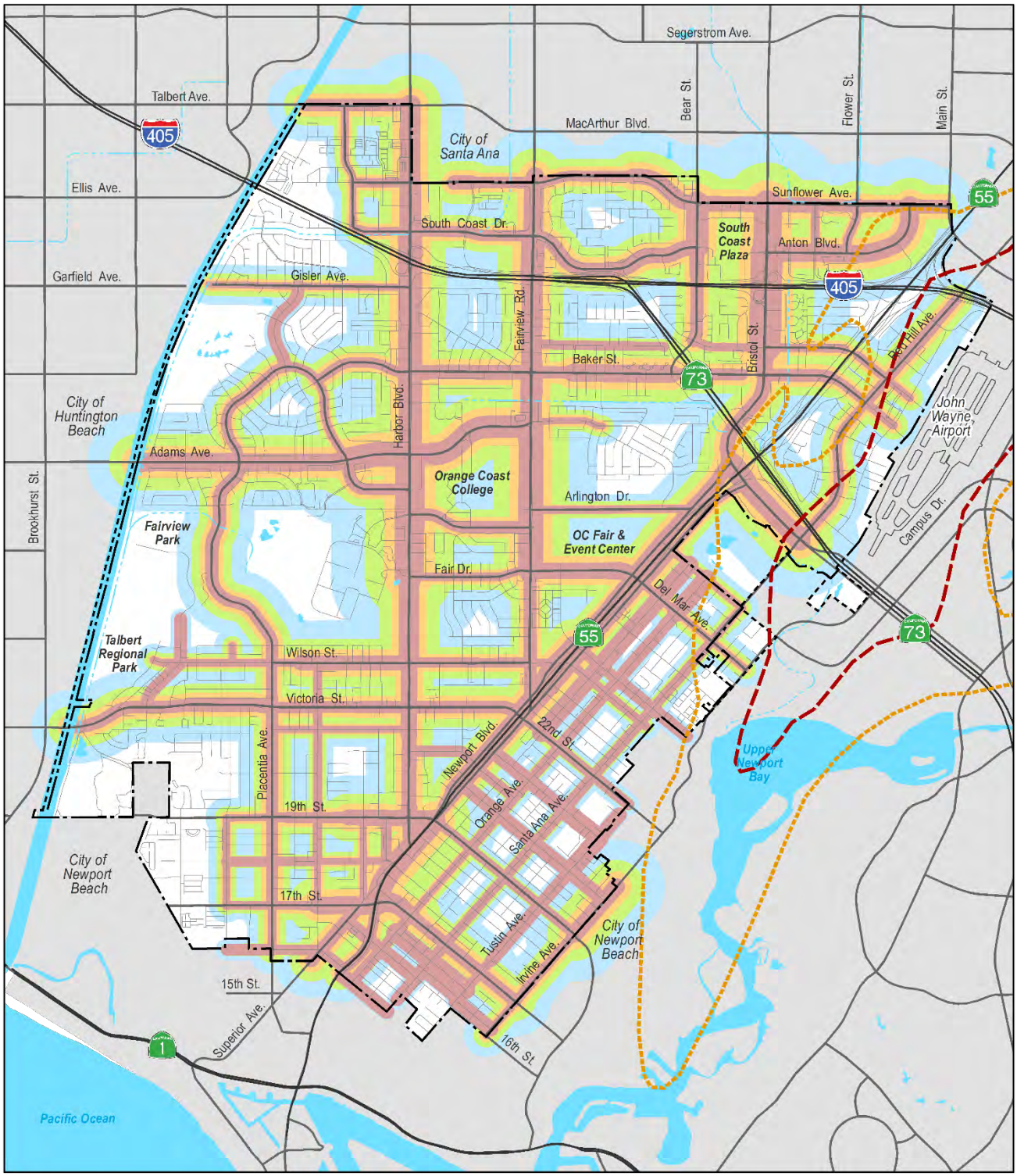
John Wayne Airport Existing (2013) Conditions CNEL Contours

- 75 CNEL
- 70 CNEL
- 65 CNEL
- 60 CNEL

Source: MIG, Inc., 2016 and Mastre Greve Associates, 2013.

0 1,000 2,000 4,000 6,000 8,000 Feet

N-2: Existing Noise Contours - 2015



Future Noise Contours
Community Noise Equivalent Levels (CNEL)

- 70 CNEL
- 65 CNEL
- 60 CNEL
- 55 CNEL

John Wayne Airport Master Plan
Noise Contours (CNEL)

- 60 CNEL
- 65 CNEL

Source: MIG, Inc., 2016 and Land Use Plan for John Wayne Airport, 2008.

0 1,000 2,000 4,000 6,000 8,000 Feet

N-3: Future Noise Contours - 2035

Key Noise Issues

The key noise issues in Costa Mesa are:

John Wayne Airport

John Wayne Airport, a very busy airport, has some of the most restrictions related to noise in the United States. Noise from operations at John Wayne Airport affects primarily industrial and commercial properties in northeast Costa Mesa (Figures N-2 and N-3). Departures from the airport were amended in 2011 under STREL, which directed departure flights away from residences and over Newport Bay. STREL is the name provided by the Federal Aviation Administration (FAA) to describe the Area Navigation (RNAV) departure procedure implemented in 2011, and replaced the flight departure pattern called DUUKE ONE/TWO.

The County's General Aviation Noise Ordinance regulates the hours of operation and the maximum permitted noise levels associated with general aviation projects. General aviation flights are allowed, as long as aircraft comply with the General Aviation Noise Ordinance. The County has installed 10 noise-monitoring stations along the main designated departure and arrival flight routes; no noise monitoring station was located in Costa Mesa as of 2015.

The FAA, under *its Next Generation Air Transportation System* program, also known as Southern California Metroplex project, seeks to optimize flight patterns departing out of the airport; it may affect the flight paths over Costa Mesa over the long term.

Construction Noise

Construction noise could occur in almost any part of the City. However, Section 13-279 of the Costa Mesa Municipal Code limits construction activity as follows:

Allowable Hours	***Applicable Days***
7:00 A.M. to 7:00 P.M.	Mondays through Fridays
9:00 A.M. to 6:00 P.M.	Saturdays

Construction is prohibited all hours on Sundays and on the following specified federal holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Helicopter Noise

Because of the nature of their operations, police helicopter noise may impact any location in the City at any time between 10:00 A.M. and 3:00 A.M. Overflights are usually brief, lasting only a few seconds. Noise exposure of several minutes may occur when circling a crime scene. Although helicopter noise levels are not extremely high in either case, they may be sufficient to cause sleep interruption during nighttime hours. The FAA does not have minimum altitude requirements for helicopters when weather, safety, and other air traffic permit.

Roadway Traffic Noise

Roadway traffic noise has the greatest impact on the noise environment of Costa Mesa's residential properties. Between 55 and 60 dBA CNEL contours are common along collector streets; freeways and major streets expose adjacent areas to levels of 65 dBA CNEL or greater.

Figures N-2 and N-3 show baseline 2015 and projected 2035 noise contours along many of the City's major and primary arterials and the three freeways that traverse the City. Noise contours for selected secondary and commuter streets are also included. The figures display the average daily traffic volume noise levels at 100 feet from the roadway centerline and the distance from the roadway centerline to the 70, 65 and 60 dBA CNEL contours. The improvements on the I-405, SR-55, and SR-73 would produce noise impacts on immediately adjacent Costa Mesa properties.

Noise/Land Use Compatibility Conflicts

A great proportion of mixed-use developments, typically multi-family residential or live/work units atop a leasable commercial space or loft studio, are located in the Westside. The Mixed-Use Overlay District encompasses three urban plans that govern almost all of the Westside of Costa Mesa—19 West, Mesa West Bluffs, and Mesa West Residential Ownership. In addition, the SoBECA Urban Plan allows for mixed-use development. Residents in Westside neighborhoods have expressed some concern regarding the operational ambient noise emanating from industrial activities from truck traffic, heavy machinery, materials processing, and general worker activity. In addition, the commercial spaces below the residential portions of buildings could also generate noise. The SoBECA district has additional noise issues associated with the proximity of the SR-55 and SR-73 freeways.

Land use development process within the context of these urban plans take into consideration noise impacts. A project application is required to include a

noise study to show how compliance with noise standards will be achieved. Furthermore, as part of conditions of project approval, the required Covenants, Conditions, and Restrictions (CC&Rs) must disclose the existing noise environment within and surrounding the mixed-use development.

Proper design that attenuates the impact of noise is embedded in the urban plans. The plans recommend noise-reduction building design approaches such as double-pane windows, wall and ceiling insulation, and the limitation on commercial operations to minimize interaction between noise-generating business activities such as deliveries and loading.

Noise Plan

Typical Noise Attenuation Techniques

Noise impacts can be mitigated in three ways: 1) by reducing the sound level of the noise generator, 2) by increasing the distance between the source and receiver, and 3) by insulating the receiver. Noise reduction can be accomplished by placement of walls, landscaped berms, or a combination of the two between the noise source and the receiver.

Generally, effective noise shielding requires a solid barrier with a mass of at least four pounds per square-foot of surface area, which is large enough to block the line of sight between source and receiver. Variations may be appropriate in individual cases based on distance, nature and orientation of buildings behind the barrier, and a number of other factors. Garages or other buildings may be used to shield dwelling units and outdoor living areas from traffic noise. In addition to site design techniques, noise insulation can be accomplished through proper design of buildings. Nearby noise generators should be recognized in determining the location of doors, windows and vent openings. Sound-rated windows (extra thick or multi-paned) and wall insulation are also effective.

However, none of these noise mitigation measures can realize their full potential unless care is taken in actual construction: doors and windows fitted properly, openings sealed, joints caulked, plumbing adequately insulated from structural members, and sound-rated doors and windows will have little effect

if left open. This may require installation of air conditioning for adequate ventilation.

Noise impacts can be reduced by insulating noise-sensitive uses, such as residences, schools, libraries, hospitals, nursing homes, and some types of commercial activities. Perhaps a more efficient approach involves limiting the level of noise generation at the source. State and federal statutes have largely preempted local control over vehicular noise emissions, but commercial and industrial operations and certain residential activities provide opportunities for the City to assist in noise abatement.

Although vehicular noise emissions standards are established at the State and federal levels, Costa Mesa can play a significant part in reducing traffic noise by controlling traffic volume and congestion. Traffic noise is greatest at intersections due to acceleration, deceleration, and gear shifting. Measures such as signal synchronization can help to reduce this problem. Likewise, reduction of congestion aids in reduction of noise. This can be accomplished through the application of traffic engineering techniques such as channelization of turning movements, parking restrictions, separation of modes (bus, auto, bicycle, pedestrian), and restrictions on truck traffic. Noise reduction through reduction of traffic volumes can also be accomplished with incentive programs for use of public transit facilities and high-occupancy vehicles, staggering of work hours, and land use controls. Vehicle trips can be turned into pedestrian trips with integration of housing and employment into the same project or area, construction of high-density, affordable housing in proximity to employment, shopping, public transit facilities, and other techniques.

Goals, Objectives, and Policies

Goal N-1: Noise Hazards and Conditions

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

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

Policy N-1.1: Enforce the maximum acceptable exterior noise levels for residential areas at 65 CNEL.

Policy N-1.2: Give full consideration to the existing and projected noise environment when considering alterations to the City's circulation system and Master Plan of Highways.

Policy N-1.3: Encourage Caltrans to construct noise attenuation barriers along I-405, SR-55, and SR-73 where these freeways adjoin residential and other noise-sensitive areas.

Policy N-1.4: Ensure that appropriate site design measures are incorporated into residential developments, when required by an acoustical study, to obtain appropriate exterior and interior noise levels.

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

Policy N-1.5: Apply the standards contained in Title 24 of the California Code of Regulations as applicable to the construction of all new dwelling units.

Policy N-1.6: Discourage sensitive land uses from locating within the 65 CNEL noise contour of John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed.

Policy N-1.7: Support alternative methods for the reduction of noise impacts at John Wayne Airport while continuing to maintain safety and existing limitations on aircraft daily departures.

Policy N-1.8: Monitor the noise levels at OC Fair and Event Center and the Pacific Amphitheater, and continue to monitor the status of legally binding noise levels on the OC Fair and the Event Center and the Pacific Amphitheater.

Goal N-2: Noise and Land Use Compatibility

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

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

Policy N-2.1: Require the use of sound walls, berms, interior noise insulation, double-paned windows, and other noise mitigation measures, as appropriate, in the design of new residential or other new noise sensitive land uses that are adjacent to arterials, freeways, or adjacent to industrial or commercial uses.

Policy N-2.2: Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment.

Policy N-2.3: Consider alternative noise level standards for mixed-use projects that take into consideration the interaction of industrial operation noise impacts and the mixed-use developments planned for the Westside and SoBeca.

Policy N-2.4: Require that all proposed projects are compatible with adopted noise/land use compatibility criteria

Policy N-2.5: Enforce applicable interior and exterior noise standards.

Policy N-2.6: Allow a higher exterior noise level standard for infill projects in existing residential areas adjacent to major arterials if it can be shown that there are no feasible

mechanisms to meet the exterior noise levels. The interior standard of 45 dBA CNEL shall be enforced for any new residential project.

Policy N-2.7: Encourage effective site planning in mixed-use areas that provides the optimal distance between source of excessive sound and residents.

Policy N-2.8: Require new mixed-use developments to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development and adjacent established residential development.

Policy N-2.9: Limit hours and/or require attenuation of commercial/entertainment operations adjacent to residential and other noise sensitive uses in order to minimize excessive noise to these receptors.

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Costa Mesa Fire & Rescue Paramedics vehicle

Chapter 8:
Safety Element

Introduction

The City of Costa Mesa emphasizes community safety as a foundation for quality neighborhoods, strong business investment, and inviting public spaces. The City fosters safe and secure environments by recognizing potential hazards and developing plans to guard against public welfare disruption and threats.

Purpose

The Safety Element identifies and evaluates public health and safety hazards and provides measures that can reduce unreasonable risks and minimize potential losses in the event of natural or human-caused disasters. The Safety Element addresses emergency preparedness and coordinated response, police and fire protection, and emergency services by:

- Reviewing the regulatory framework that guides public safety planning efforts
- Highlighting key findings and recommendations based on assessed conditions
- Establishing goals with respect to public safety and welfare
- Defining the policies and implementing actions to address public safety issues
- Identifying lead responsibilities for each implementation action

Legal Requirements

California Government Code 65302(g)(1)

California Government Code Section 65302(g)(1) establishes the legislative framework for California's safety elements. This framework consolidates the requirements from relevant federal and state agencies, ensuring that all cities comply with the numerous statutory mandates. These mandates include:

- As applicable, protect against significant risks related to earthquakes, tsunamis, seiches, dam failure, landslides, subsidence, flooding, and fires.
- Including maps of known seismic and other geologic hazards.
- Where applicable, address evacuation routes, military installations, peak-load water supply requirements, and minimum road widths and clearances around structures related to fire and geologic hazards.
- Identifying areas subject to flooding and wildfires.
- Avoid locating critical facilities within areas of high risk.
- Assessing the community's vulnerability to climate change.
- Include adaptation and resilience goals, policies, objectives, and implementation measures.

California Government Code Sections 8685.9 and 65302.6

California Government Code Section 8685.9 (also known as Assembly Bill 2140 or AB 2140) limits California's share of disaster relief funds paid out to local governments to 75 percent of the funds not paid for by federal disaster relief

efforts. However, if the jurisdiction has adopted a valid hazard mitigation plan consistent with DMA 2000 and has incorporated the hazard mitigation plan into the jurisdiction's General Plan, the State may cover more than 75 percent of the remaining disaster relief costs. All cities and counties in California must prepare a General Plan, including a Safety Element that addresses various hazard conditions and other public safety issues. The Safety Element may be a standalone chapter or incorporated into another section as the community wishes. California Government Code Section 65302.6 indicates that a community may adopt a Local Hazard Mitigation Plan (LHMP) into its Safety Element as long as the LHMP meets applicable state requirements. This allows communities to use the LHMP to satisfy state requirements for Safety Elements. As the General Plan is an overarching long-term plan for community growth and development, incorporating the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) into it creates a stronger mechanism for implementing the MJHMP.

California Government Code 65302(g)(4) adopted through SB 379 (2015)

California Government Code Section 65302(g)(4) requires the Safety Element to address potential impacts of climate change and develop potential strategies to adapt/mitigate these hazards. Analysis of these potential effects should rely on a jurisdiction's Local Hazard Mitigation Plan or an analysis that includes data and analysis from the State of California's Cal-Adapt website.

California Government Code 65302(g)(5) adopted through SB 99 (2019)

California Government Code Section 65302(g)(5) requires the Safety Element to identify evacuation constraints associated with residential developments, specifically focused on areas served by a single roadway.

California Government Code 65302.15(a) adopted through AB 747 (2020) and AB 1409 (2021)

California Government Code 65302.15(a) requires upon the next revision of a Local Hazard Mitigation Plan on or after January 1, 2022, or beginning on or before January 1, 2022, if a local jurisdiction has not adopted a local hazard mitigation plan, the safety element to be reviewed and updated as necessary to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. The bill would authorize a city or county that

has adopted a local hazard mitigation plan, emergency operations plan, or other document that fulfills commensurate goals and objectives to use that information in the safety element to comply with this requirement by summarizing and incorporating by reference that other plan or document in the safety element.

California Government Code 65302(h) adopted through SB 1000 (2016)

California Government Code 65302(h), enacted through Senate Bill 1000 (SB 1000), requires jurisdictions with disadvantaged communities to address environmental justice in their General Plans. These provisions help advance environmental justice by reducing environmental and health risks and supporting equitable access to a safe and healthy community. As part of the City's environmental justice review, goals, objectives, and policies within the Safety Element that support one or more environmental justice topics have been identified with the following Environmental Justice icon:

National Flood Insurance Program

The National Flood Insurance Program (NFIP) was created in 1968 to help communities adopt more effective floodplain management programs and regulations. The Federal Emergency Management Agency is responsible for implementing the NFIP and approves the floodplain management plans for participating cities and counties. The City of Costa Mesa participates in the NFIP and uses Public Law Title 13, Chapter 5, Article 10; therefore, it is not a topic of concern addressed in this document.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (California Public Resources Code, Chapter 7.8, Section 2690-2699.6) created a statewide seismic hazard mapping and technical advisory program in 1990 to help cities and counties more effectively address the effects of geologic and seismic hazards caused by earthquakes. Under PRC 2697, cities and counties shall require a geotechnical report defining and delineating any seismic hazard before approving a project

located in a seismic hazard zone. If the jurisdiction finds that no undue hazard of this kind exists based on information resulting from studies conducted on sites near the project and of similar soil composition to the project site, the geotechnical report may be waived. After a report has been approved or a waiver granted, subsequent geotechnical reports shall not be required, provided that new geologic datum, or data, warranting further investigation is not recorded. Each jurisdiction shall submit one copy of each approved geotechnical report, including the mitigation measures to be taken, if any, to the State Geologist within 30 days of its approval of the report. For a list of project types, please refer to PRC Section 2693.

Cortese List

Government Code Section 65962.5 (typically referred to as the "Cortese List") identifies sites that require additional oversight during the local permitting process as well as compliance with the California Environmental Quality Act (CEQA). The list is generally a compilation of properties and businesses that generate, store, and/or have been impacted by the presence of hazardous materials/wastes. Many properties identified on this list may be undergoing corrective action, clean up, or abandoned and in need of these activities. The City of Costa Mesa regularly checks federal and state agencies that maintain this list to verify any locations within the City that contain these sites.

Additional City Supporting Documents

Costa Mesa Local Hazard Mitigation Plan

The City of Costa Mesa adopted its Local Hazard Mitigation Plan (LHMP) in 2022. The LHMP is a detailed analysis and long-range planning document prepared in accordance with federal and state law that identifies natural and human-caused hazards that may affect a community, evaluates the community’s vulnerability to those hazards, and establishes strategies and actions to reduce risks to people, property, infrastructure, and the environment before disasters occur.

The purpose of an LHMP is to improve community resilience by guiding policies, programs, and investments that minimize hazard impacts and support emergency preparedness, response, and recovery efforts. By implementing this plan, Costa Mesa is better equipped to protect lives, reduce

property damage, and recover more effectively from emergencies. The LHMP includes:

- Hazard Profiles: Overview of disaster risks facing the community.
- Vulnerability Assessment: Evaluates impacts on key infrastructure and populations.
- Mitigation Strategies: Action items to be implemented over five years.
- Plan Maintenance: Procedures for regular updates and continued funding eligibility.
- Climate Considerations: Assesses future risks related to climate change.

A copy of the LHMP can be obtained at City Hall or found on the City's website at: https://www.costamesaca.gov/government/departments-and-divisions/the-office-of-emergency-management/local-hazard-mitigation-plan.

The City's adopted Local Hazard Mitigation Plan (LHMP), as amended from time to time, is hereby incorporated into the Safety Element by reference pursuant to Government Code Section 65302(g). The LHMP provides detailed hazard identification, vulnerability assessments, risk analyses, and mitigation strategies addressing natural and human-caused hazards affecting the community. The Safety Element utilizes and builds upon the technical information, goals, policies, and implementation measures contained in the LHMP to support comprehensive hazard mitigation, emergency preparedness, climate resilience, and long-term community safety planning.

Costa Mesa Climate Action and Adaptation Plan

The City of Costa Mesa has developed a Climate Action and Adaptation Plan (CAAP). The CAAP is a comprehensive planning document that establishes Costa Mesa's strategy for reducing greenhouse gas emissions and preparing for the impacts of climate change. The plan identifies actions, policies, and programs to improve energy efficiency, reduce emissions from transportation, buildings, and other sources, and support the State of California's climate goals.

In addition, the CAAP evaluates local climate-related risks, such as extreme heat, drought, flooding, poor air quality, and other hazards, and identifies adaptation and resilience measures to protect residents, businesses, infrastructure, and natural resources. The CAAP serves as an implementation

tool that integrates climate considerations into City decision-making, supports long-term sustainability and public safety goals, and helps guide future investments, policies, and community actions. The CAAP includes:

- GHG Emissions Inventory, Forecasting, and Target Setting
- Vulnerability Assessment
- GHG Reduction Supporting Material
- Implementation Plan

A copy of the CAAP can be obtained at City Hall or found on the City's website. The Costa Mesa CAAP is hereby incorporated by reference as part of this Safety Element.

Baseline Conditions-2025

Like most coast-adjacent urban communities in California, Costa Mesa is exposed to many natural and human-caused hazards that require attention in the planning process. The Santa Ana River, which runs along the eastern boundary, presents a potential flooding hazard. Portions of the City are located within the 100 year and 500 year flood zones. Properties within these mapped boundaries can expect to be inundated if enough precipitation were to fall, exceeding the storm drain infrastructure design capacity in these areas. The southern boundary of the City, along the Santa Ana River, lies approximately one-mile from the Pacific Ocean and may be susceptible to flooding in an extreme event due to a tsunami or sea level rise. Additionally, Costa Mesa is exposed to earthquakes and other seismic hazards. Human activities such as transporting and manufacturing hazardous materials create conditions requiring planning attention.

Geology

Geologic Structure

Costa Mesa lies adjacent to the Downey and Tustin portion of the Coastal Plain, where sedimentary and volcanic rocks in the subsurface attain great thickness. These deposits are composed mainly of volcanic, marine, and non-marine sedimentary rocks overlying a basement complex of granitic and

metamorphic rock. The plain is immediately underlain by a thick sequence of alluvial sediments, which overlie the older sedimentary and volcanic rocks.

The main development of Costa Mesa is primarily on an uplifted mesa (Newport Mesa) bounded on the west, south, and east by steep cliffs (refer to Figure S-1, *Geologic Units*). Newport Mesa slopes gently northward from an elevation of 80 to 110 feet above sea level at the southern crest of the mesa to less than 40 feet above sea level at the City's northern boundary. Approximately 80 percent of the City is located on this mesa.

Newport Mesa is the most southerly of a series of discontinuous low hills and plains that extend along the Newport-Inglewood structural zone from the Santa Monica Mountains southeast to Newport Beach. These topographic features are inferred from both physiographic and stratigraphic evidence to be essentially contemporaneous segments of the Sangamon Age (120,000 years Before Present) deformed lower terrace of the Palos Verdes Hills.

Soils

Soils within Costa Mesa are variable, ranging from a predominance of clay with some silty sand in the City's northern half to a predominance of silty sand with some sand and clay in the southern half (refer to Figure S-2 *Soil Types*). These generalized units were derived from a more detailed soil map contained in the soil survey of Orange County.

The LHMP contains detailed technical analyses and mitigation actions related to Geology.

Figure S-1: Geologic Units

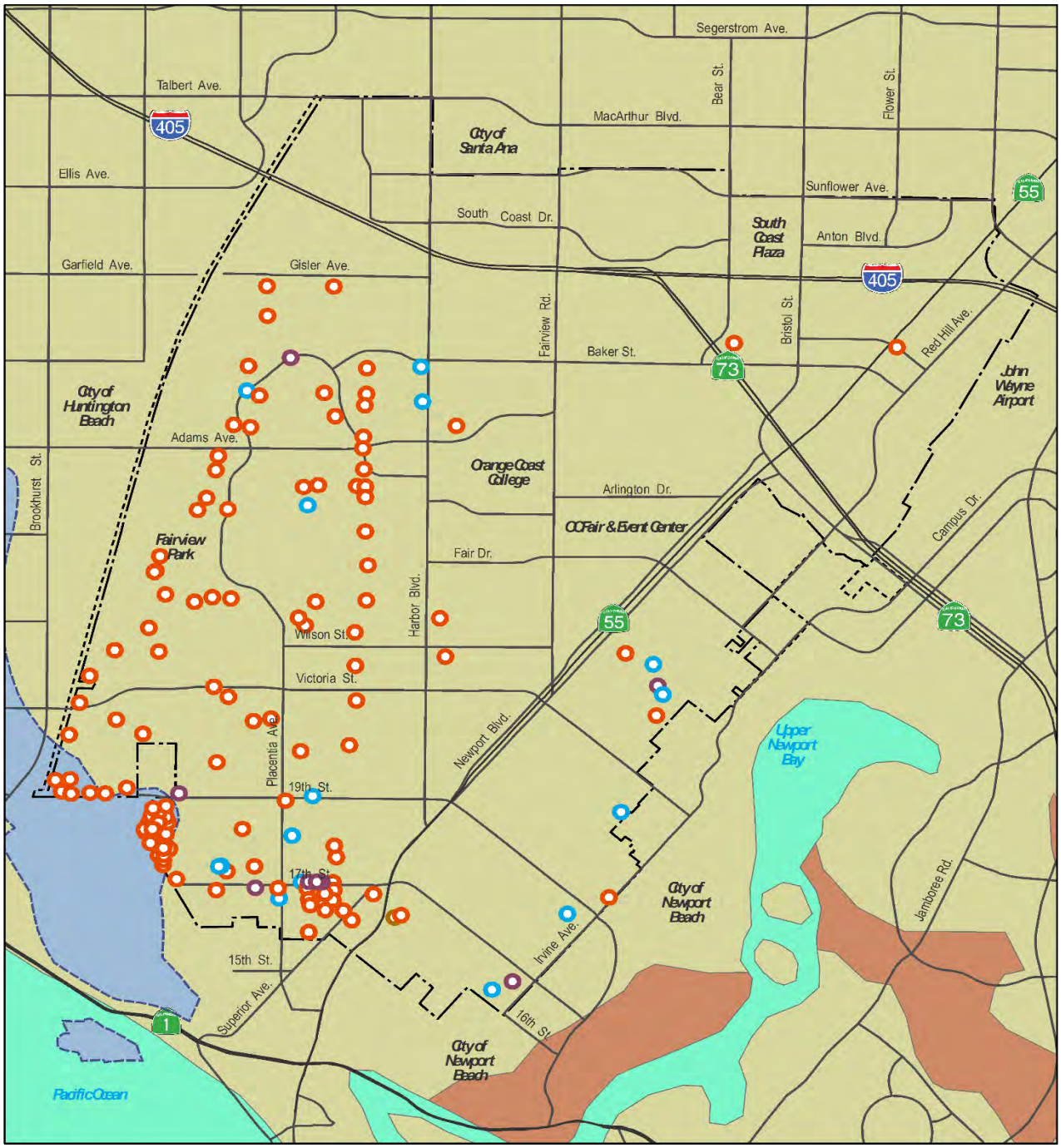
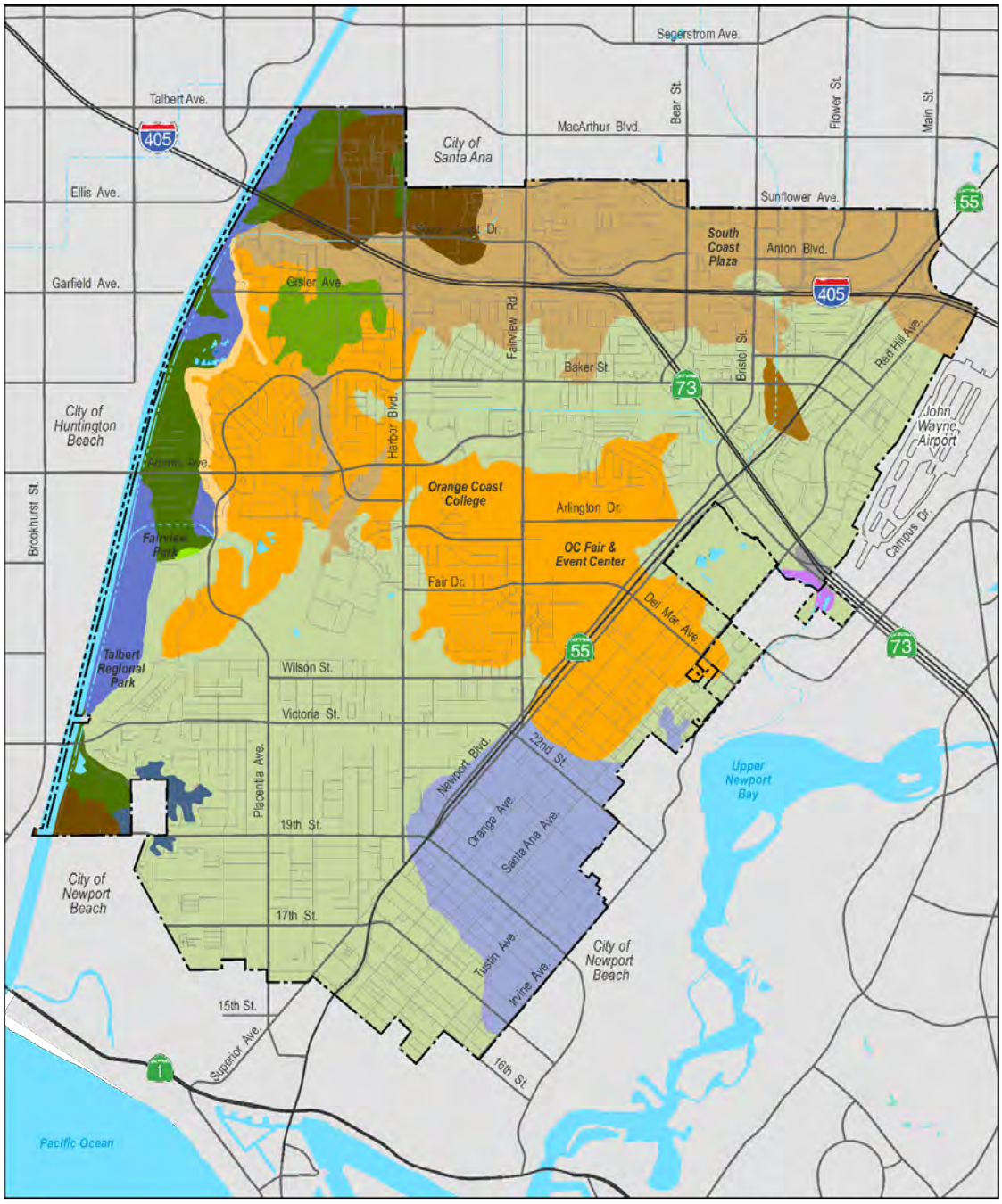


Figure S-2: Soils



Soil Types

- Bosanko clay
- Cropley clay
- Omni clay
- Chino silty clay loam
- Bolsa silt loam
- Myford sandy loam
- Capistrano sandy loam
- San Andreas sandy loam
- Hueneme fine sandy loam
- Marina loamy sand
- Metz loamy sand
- Pits
- Riverwash
- Thapto-Histic Fluvaquents
- Water
- Xeralfic arents

Source: U.S. Department of Agriculture, Natural Resources Conservation Services, Soil Survey Geographic database for Orange, 2008.

0 1,000 2,000 4,000 6,000 8,000 Feet

Mineral Resources

Oil

Portions of Costa Mesa overlay the West Newport Oil Field, which is located west of Placentia Avenue, along the City's western boundary (refer to Figure S-1, *Geologic Map*).

Currently, the only active oil wells in Costa Mesa operate in the West Newport Field, west of Whittier Avenue between 17th and 19th Streets. These wells produce relatively low-quality crude oil and remained in operation through the mid-1990s.

Peat Deposits

Peat deposits are located adjacent to the Santa Ana River and in the vicinity of Upper Newport Bay. The size of the deposits in Costa Mesa is insufficient to justify extraction. However, peat provides an unstable base for construction and must be removed before development.

Seismic Hazards

Costa Mesa is in the vicinity of several known active and potentially active earthquake faults, including, most notably, the Newport-Inglewood Fault Zone and the San Joaquin Hills Fault Zone. Other faults, such as the San Andreas, Whittier, Elsinore, Palos Verdes, and Puente Hills Faults, are predicted to affect Costa Mesa with strong shaking but light damage. An earthquake along these faults may have more indirect impacts, such as the need to provide mutual aid, an infusion of those seeking housing, and other mass care or sheltering services.

Ground Shaking

Ground shaking is the phenomenon most often associated with seismic activity. The intensity of ground shaking and relative earthquake damage is heightened with earthquake magnitude, proximity to faults, and the presence of deeper soft soils below the ground surface. The intensity of earthquakes is measured, or expressed, in terms of two scales: 1) the Richter scale and 2) the Modified Mercalli Intensity scale. The Richter scale measures the strength of an earthquake and assigns it a magnitude number using a base-10 logarithmic scale. For example, a magnitude 5.0 earthquake would result in 10 times the level of ground shaking as a magnitude 4.0 earthquake. The Modified Mercalli Intensity scale describes the intensity of an earthquake in

terms of observable impacts, ranging from I (Not Felt) to XII (Extreme). The effects of ground shaking in Costa Mesa will vary considerably depending upon the distance of a seismic event relative to the city. Ground shaking from distant events (more than 40 miles away) will be different from events that occur within 10 miles. Also, the duration of strong ground shaking is another important factor related to seismic activity.

Five major regional faults—the Newport-Inglewood, San Joaquin Hills, Whittier, San Andreas, and San Jacinto—present a seismic hazard to the City. In addition, the El Modeno, Norwalk, Palos Verdes, 4-S Ranch, and Aliso faults pose lesser seismic hazards due to their localized extent. Figure S-3, *Regional Faults*, locates the fault zones of concern, and the descriptions below provide details about each fault.

- **Newport-Inglewood Fault.** The Newport-Inglewood Fault extends approximately 47 miles south from the Santa Monica Mountains to Newport Beach and traverses Costa Mesa. The fault, considered the most active in California, roughly parallels the coastline from the Santa Monica Mountains until just south of Newport Bay, where it heads offshore for an unknown distance.
- **Newport-Inglewood – Rose Canyon Fault Zone**. The fault is seismically active and is approximately 3.5 miles wide within the City. The largest earthquake triggered by the fault zone was the 1933 Long Beach earthquake, which had a magnitude of 6.3 (Richter scale). The earthquake resulted in strong ground shaking in Costa Mesa and other portions of Southern California.
- **San Joaquin Hills Fault.** The San Joaquin Hills Fault is a recently discovered southwest-dipping blind thrust fault originating near the southern end of the Newport-Inglewood Fault near Huntington Beach at the western margins of the San Joaquin Hills. Rupture of the entire area of this blind thrust fault could generate an earthquake as large as M 7.3. In addition, a minimum average recurrence interval of between about 1,650 and 3,100 years has been estimated for moderate-sized earthquakes on this fault.

Figure S-3: Regional Faults

- **Whittier Fault.** The Whittier Fault extends approximately 20 miles from the Whittier Narrows (near Whittier) to the southeast of the Santa Ana River. The fault is located approximately 20 miles northeast of Costa Mesa. The most notable seismic event associated with the Whittier Fault was the 1987 Whittier Narrows quake, measuring 5.9 on the Richter scale. While significant damage occurred in the San Gabriel Valley near the epicenter, properties in Costa Mesa did not experience substantial adverse effects.
- **San Andreas Fault.** The 745-mile San Andreas Fault is the best known among all California faults due to its historic seismic activity and destructive capabilities. The fault is expected to produce a probable magnitude of M 6.8-8.0. The center section of the fault ruptured the ground surface during the 1857 Fort Tejon Earthquake and caused considerable damage over thousands of square miles. The fault is located on the northeastern flank of the San Bernardino Mountains, approximately 48 miles from Costa Mesa. It is possible that future movements along the San Andreas Fault Zone will produce simultaneous ruptures or "double earthquakes. A major earthquake occurs in this zone once every 145 years and 2002 marked 145 years after the Fort Tejon Earthquake.
- **San Jacinto Fault.** The San Jacinto Fault extends over 180 miles from its junction with the San Andreas Fault in San Bernardino County. It has produced several damaging earthquakes over recorded history. The most notable is the 1940 Imperial County Earthquake. The fault is located approximately 44 miles from the City.

Differential Compaction or Settlement

Differential ground settlement is caused by earthquake ground shaking, potentially damaging structures and underground utilities. Differential settlement may occur in sediments where differences in densities in adjacent materials lead to different degrees of compaction during ground shaking. Post-earthquake differential settlement may occur within the known peat deposits located in the City.

Liquefaction

Liquefaction describes a condition whereby saturated, loose, fine-grained sediment assumes a fluid-like state when subjected to intense ground shaking

or other disruptive seismic events. Like landslides and mudflows, liquefaction is a form of ground failure. It can occur when susceptible soil strength and stiffness decreases during an earthquake, which reduces the soil's ability to support foundations for buildings, bridges, or other structures. Even though Costa Mesa has been subject to strong ground shaking in the past, historical records do not confirm an instance of liquefaction occurring in the City. However, failure due to liquefaction has been reported in the nearby cities of Huntington Beach and Newport Beach. As a result, the potential exists for liquefaction to occur in localized sections within the northwest and western portions of the City, as shown in Figure S-4, *Local Seismic Hazards*.

Ground Cracking, Ground Lurching, Lateral Spreading, and Slope Stability

Most often associated with liquefaction, ground lurching, and cracking are caused by moderate to strong ground shaking. Typically, the potential for ground cracking exists in Costa Mesa areas with a moderate to high potential for liquefaction and in regions of known peat deposits. Ground lurching and lateral spreading conditions may be present along the bluffs adjacent to the Santa Ana River and Newport Bay.

Slope stability hazards include landslides, rock falls, mudslides, and avalanches. The potential for these hazards is minimal since local topography consists of generally flat to gently sloping terrain. However, the potential exists for earth movement during strong ground shaking along the bluffs along the city's southern portion.

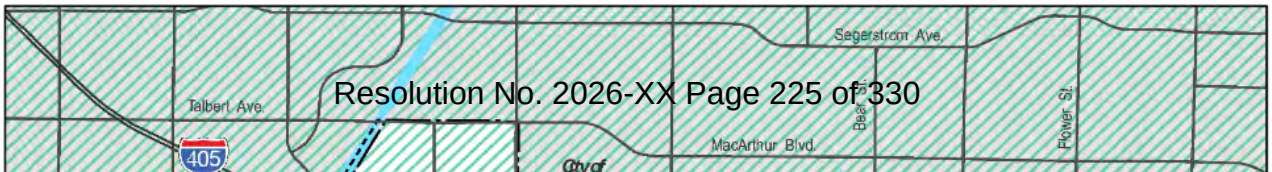
Surface Faulting

Surface faulting is the rupture of the ground surface along a fault. The only active fault that traverses Costa Mesa is the Newport-Inglewood Fault. Although this fault is defined as active, surface rupture does not appear to be a significant potential hazard since no historic event has been observed.

Tsunamis

Costa Mesa is three-quarters of a mile inland from the Pacific Ocean at elevations ranging between 30 to 100 feet above sea level. The southern portion of the city sits on bluffs overlooking Newport Beach. Consequently, the potential for tsunamis affecting Costa Mesa is negligible.

Figure S-4: Local Seismic Hazards



However, areas located along the Santa Ana River Channel may be susceptible to the effects of tsunamis that travel upriver.

Seiches

The absence of any large bodies of water within Costa Mesa and the location of high bluffs adjacent to Newport Bay reduce the possibility of damage from seiche effects.

Key Seismic Hazards Issues

Seismic Hazards

Regional and local fault zones pose significant ground shaking, ground cracking, ground lurching, lateral spreading, differential compaction, and settlement hazards that could result in widespread upset in Costa Mesa in the event of a major earthquake. Properties near the bluffs and Santa Ana River are exposed to seismically induced slope failure and instability.

Liquefaction

Although there is no historical evidence of structural damage to buildings due to liquefaction, some recorded events have occurred in Huntington Beach and Newport Beach. Liquefaction-induced structural damage is more likely to occur in buildings that place heavy loads on their foundations, such as high-rise offices or multi-family buildings. Buildings with only lightly loaded foundations, such as single-family homes, or those that spread the load over a larger area, are less susceptible to damage. Liquefaction hazards can be reduced through soil mitigation and structural strengthening. A site-specific liquefaction assessment, performed by a geotechnical engineer or engineering geologist, can address the actual liquefaction potential of the soils.

Seismically Induced Water Waves

If a seismic event were to trigger a tsunami, low-lying areas along the Santa Ana River may be subject to flooding. The amount of flooding would depend on the earthquake's size and the tsunami's strength.

Hydrology/Drainage

Flood Hazards

Costa Mesa sits alongside the Santa Ana River. This regional water feature presents a potential flooding hazard, as it drains Southern California's largest watershed, originating in the San Bernardino Mountains and draining over 3,000 square miles. Significant flood control improvements have been installed along the river course to protect properties along its route from flooding hazards. The Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA) identify areas within the City susceptible to 100-year and 500-year floods. In the event of a 500-year flood, the northern and western boundaries of Costa Mesa would be susceptible to flooding, as shown in Figure S-5, *Local Flooding Hazards*. In the event of a 100-year flood, minimal flooding is expected to occur within the flood channels adjacent to the Talbert Nature Preserve.

Dam Inundation

The Santiago Creek Dam, Villa Park Dam, and Prado Dam provide flood protection for numerous cities within Orange County, including Costa Mesa. Prado Dam is located at the Orange and Riverside Counties border, approximately 30 miles from Costa Mesa. Dam construction was completed in 1941, and the U.S. Army Corps of Engineers continues to make phased improvements to the structure. The height of the Prado Dam has been raised to 28 feet, and a new intake tower and outlet have been added. Those improvements added 140,000 acre-feet to the basin and increased the dam's level of protection to 190 years. Prado Dam is classified as a Moderate Urgency of Action dam by the ACOE.

The Santiago Creek Dam, located near Irvine, is approximately 15 miles from the City. Dam construction occurred in 1931. In the event of a failure at either dam, portions of Costa Mesa are susceptible to potential flooding. These dam inundation areas are primarily located in the northern and western portions of the City, as shown in Figure S-6, *Dam Inundation Areas*. Santiago Creek Dam is classified as having an "extremely high" downstream hazard potential based on the development in the downstream inundation zone.

The Villa Park Dam is located approximately 10 miles northeast of Costa Mesa. This dam was completed in 1963 by Orange County, with the primary purpose of flood control. Villa Park Dam has an "extremely high" downstream hazard potential classification, similar to Santiago Creek Dam. The Villa Park Dam

inundation area overlaps with the Prado Dam and Santiago Creek Dam inundation areas. See Figure 3-8 in the 2023 City of Costa Mesa Local Hazard Mitigation Plan for an updated inundation map.

Drainage Facilities

Local drainage facilities—storm drains, channels, and retention and detention basins—are designed to control and manage stormwater and urban runoff and to protect properties from flooding. Engineers size and design local and regional drainage facilities based on historical flooding data and an understanding of how urban development affects storm flows.Orange County and City Master Drainage Plans identify any existing and future system deficiencies and define improvements needed to provide a high level of flood protection.

The City's Master Drainage Plan identifies numerous specific projects that will improve the storm drain system. Continued implementation of the plan provides the City with appropriate control and management over local drainage concerns.

The LHMP contains detailed technical analyses and mitigation actions related to flooding hazards and emergency response coordination.

Figure S-5: Local Flooding Hazards

Flood Zones

100-Year Flood Zone

Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

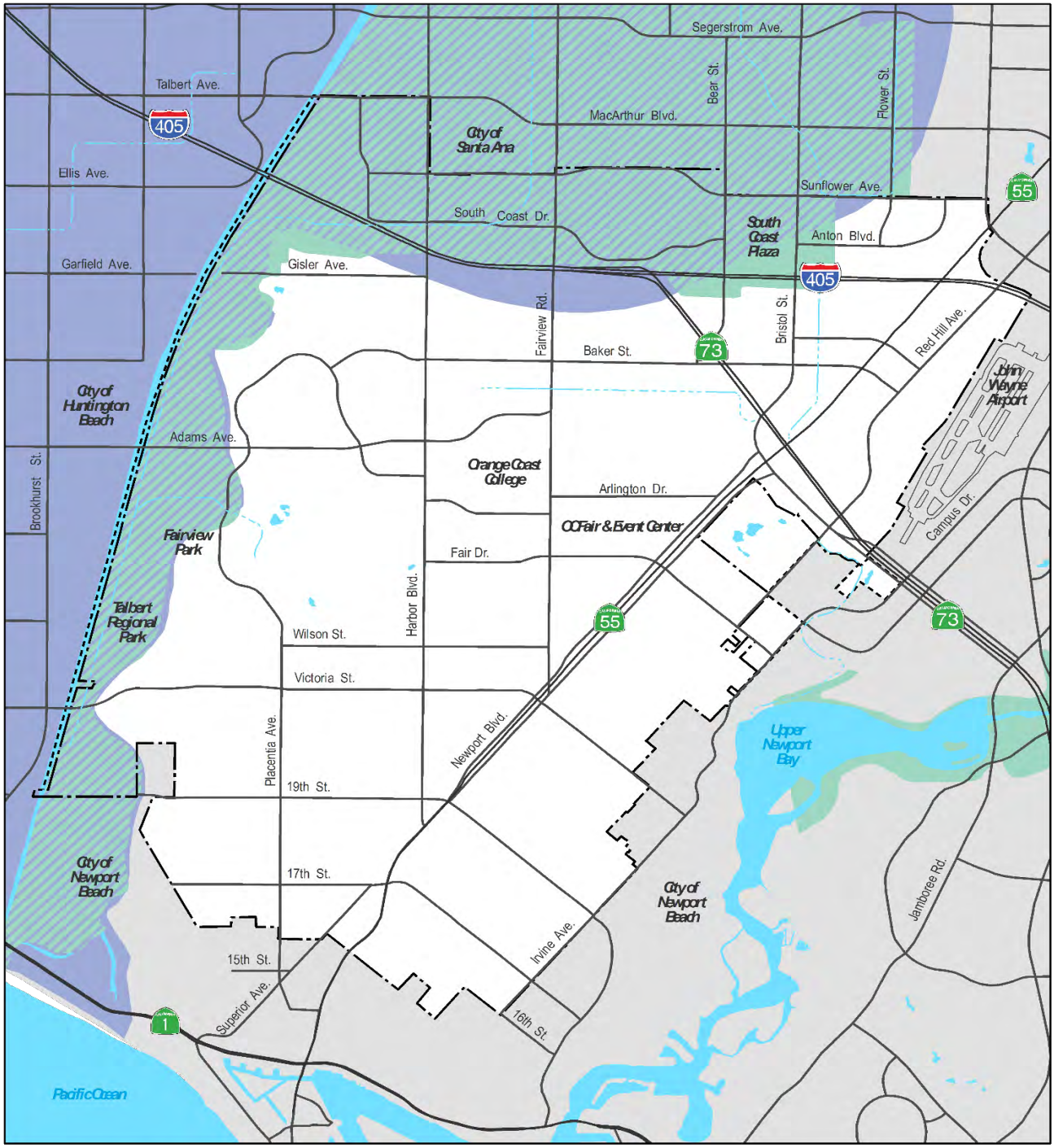
500-Year Flood Zone

Special flood hazard areas subject to inundation by the 1% annual chance flood

Source: Federal Emergency Management Agency (FEMA), National Flood Insurance Program, Flood Insurance Rate Maps (FIRMs), 2009.

0 1,000 2,000 4,000 6,000 8,000 Feet

Figure S-6: Dam Inundation Areas



Indundation Areas - Potential Flooding Due to Dam Failure

Source: California Department of Water Resources, 2013

Santiago Creek Inundation Area

Prado Dam Inundation Area

Inundation Areas Overlap

0 1,000 2,000 4,000 6,000 8,000 Feet

Sea Level Rise

Scientific data strongly suggest that long-term changes in the Earth's climate over the next century and beyond will lead to the possibility of rises in sea levels around the world. In Southern California, sea level rise could result in increased flooding in low-lying areas along the shoreline, water infiltration into the sanitary sewer and storm drain systems that outlet into or near the Pacific Ocean, and an increase in storm drain back-ups. All these effects could result in more frequent and extensive flooding. Given Costa Mesa's location near the coast and along the Santa Ana River, the City could be expected to experience the effects of sea level rise. As shown in Figure S-7, *Tsunami, and Sea Level Rise Hazard Areas*, by 2100, areas along the Santa Ana River may be inundated by unimpeded Pacific Ocean water.

Key Hydrology/Drainage Issues

Localized Flooding

Localized flooding issues are largely addressed through the City's Master Drainage Plan. Local agencies, including Costa Mesa Public Works and the County of Orange Flood Division, must formulate disaster preparedness plans to guard against and respond to large storms that could bring widespread flooding-related issues.

Santa Ana River Flood Hazards and Sea Level Rise

Properties along the Santa Ana River are exposed to flood hazards associated with major storm events, possible tsunamis, and the longer-term effects of unmitigated sea level rise.

Dam Inundation

Properties in the northern and western portions of the City lie within the inundation paths of Santiago Creek and Prado Dams. The likelihood of dam failure is very low but cannot be discounted.

Figure S-7: Tsunami and Sea Level Rise Hazard Areas

Tsunami Inundation

Tsunami Hazard Zone

This tsunami inundation area was prepared to assist cities in identifying their tsunami hazard. It is intended for local jurisdictional, coastal evacuation planning uses only.

Sea Level Rise Impact

Sea Level Rise (Year 2100)

Areas inundated by unimpeded Pacific coastal flooding under a scenario of 100-year flood with a 55-inch (1.4 meters) sea level rise.

Sources: Tsunami: California Emergency Management Agency, California Geological Survey, and University of Southern California, 2009. Sea-Level Rise: CaliforniaPacific Institute, Oakland, California, 2009.

0 1,000 2,000 4,000 6,000 8,000 Feet

Aviation Hazards

John Wayne Airport, an international airport owned and operated by the County of Orange, borders Costa Mesa on the east, between SR-73 and I-405. The airport has two runways for commercial and private aircraft. In 2015, the airport served 9,386,033 passengers and 269,189 aircraft movements.

Section 21675 of the Public Utilities Code requires that counties establish an Airport Land Use Commission (ALUC) to develop a comprehensive land use plan for areas surrounding airports. These plans are to contain provisions focused on protecting the public from the adverse effects of aircraft noise, ensuring that people and facilities are not concentrated in areas with aircraft accident potential, and ensuring that structures or activities do not adversely affect navigable airspace. To fulfill the purpose of this plan, the Orange County ALUC has adopted aircraft noise, ground safety, and height restriction policies for land uses in the planning areas contained within the Airport Environs Land Use Plan (AELUP) for John Wayne Airport. Per the AELUP, most land uses and all buildings intended for human habitation are prohibited within the Runway Protection Zone due to the severe potential for loss of life and property from accidents and aircraft operations. No portion of the City of Costa Mesa lies within the Runway Protection Zone.

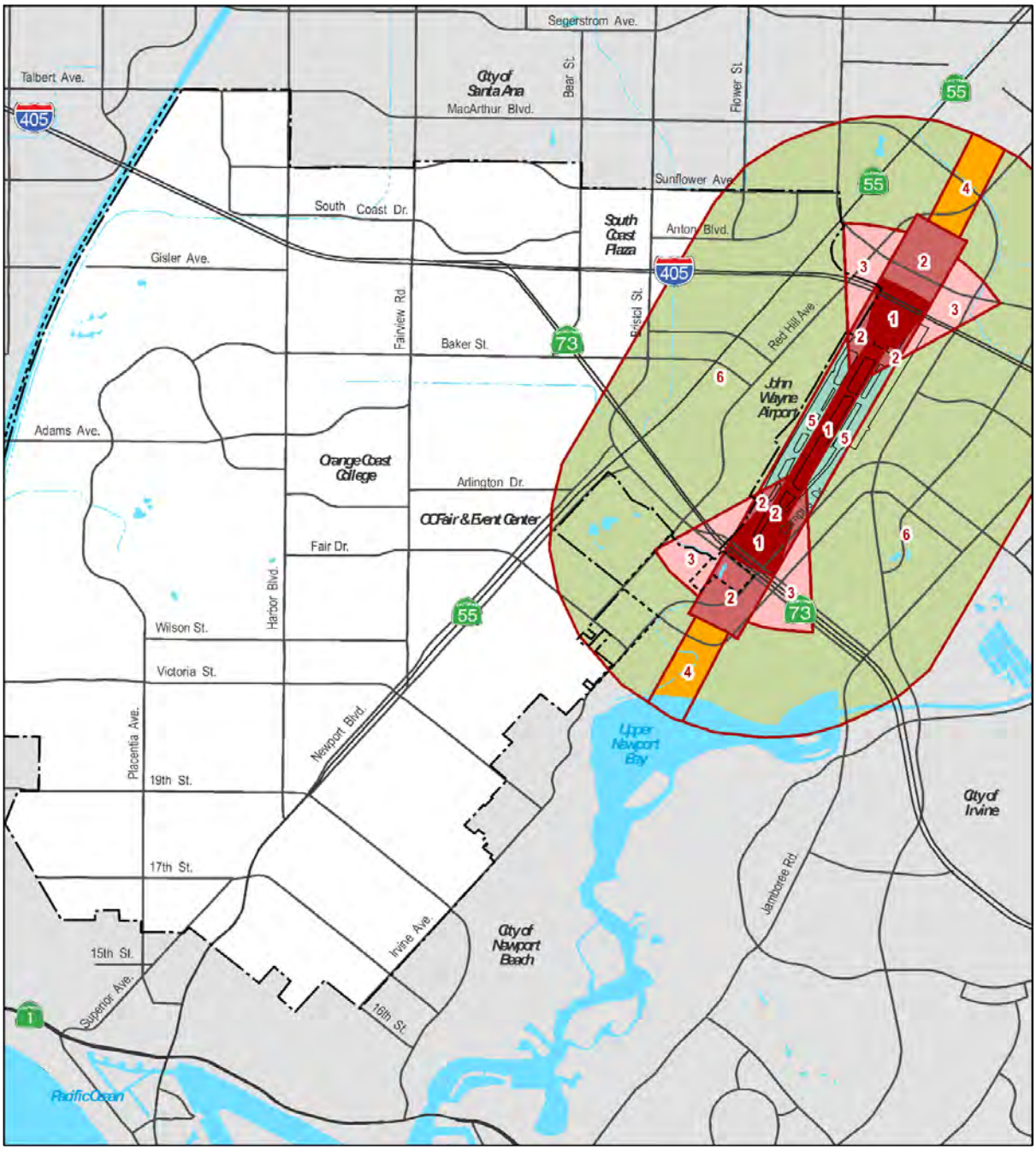
The Airport Safety Zone Reference Map, Figure S-8, *John Wayne Airport Safety Zones*, establish compatibility zones for different land uses and development patterns, as described in Table S-1, *Airport Basic Safety Compatibility Qualities*.

Key Aviation Hazards Issue

John Wayne Airport Safety and Emergency Response

As required by the Federal Aviation Administration (FAA) regulations, the John Wayne Airport must maintain plans for evacuation, handling of hazardous materials, and emergency response. Infrastructure (e.g., a fire station and sheriff substation and personnel are all located on-site to serve this need). In the event of an aviation hazard, pilots are instructed to navigate along Newport Bay, away from residential or developed areas. In the event of an accident, response operations coordination of all available emergency services personnel is to occur.

Figure S-8: John Wayne Airport Safety Zones



John Wayne Airport Safety Zones

- Zone 1: Runway Protection Zone
- Zone 2: Inner Approach/Departure Zone
- Zone 3: Inner Turning Zone
- Zone 4: Outer Approach/Departure Zone
- Zone 5: Sideline Zone
- Zone 6: Traffic Pattern Zone

Source: Land Use Plan for John Wayne Airport, Airport Land Use Commission, Airport Environs, 2008.

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Emergency Protection and Response

Evacuation

As part of the City's preparedness initiatives, an Evacuation Analysis has been prepared that identifies the routes used for evacuation purposes. *Figure S-9, Public Safety Facilities and Emergency Evacuation Routes* depict the potential evacuation routes that could be used during a hazardous event. These roadways are intended to meet evacuation needs; however, the City recognizes that some constraints may affect evacuation, namely narrow roadways, bridges, and railroad crossings. These locations may be vulnerable if failure or blockage occurs.

Fire Protection

The Costa Mesa Fire Department operates six fire stations housing almost 100 professional and civilian members. The City's fire stations are located at the following addresses, as shown in Figure S-9, *Public Safety Facilities, and Emergency Evacuation Routes*:

- 1570 Adams Avenue
- 2300 Placentia Avenue
- 800 Baker Street
- 2450 Vanguard Way
- 1865 Park Avenue
- 3350 Sakioka Drive

The City's Fire Department is responsible for community risk reduction, fire prevention, and education, enforcement of fire protection laws, fire suppression, rescue, emergency medical services, hazardous materials response, and weed abatement. The Fire Department seeks to balance these various services through the use of built-in fire protection, such as early warning and detection systems, automatic fire sprinklers, fire-resistive design of structures and materials, fire prevention inspections, and public education. In addition, the Fire Department utilizes a variety of emergency planning and preparation strategies to ensure the efficiency of fire and

emergency services. The Fire Department also participates in the Orange

Figure S-9: Public Safety Facilities and Emergency Evacuation Routes

Safety Facilities and Evacuation Routes

Source: City of Costa Mesa, 2015.

- Fire Stations
- Police Headquarters
- Police Substations
- Evacuation Routes

0 1,000 2,000 4,000 6,000 8,000 Feet

County emergency warning system.

Evacuation Constraints

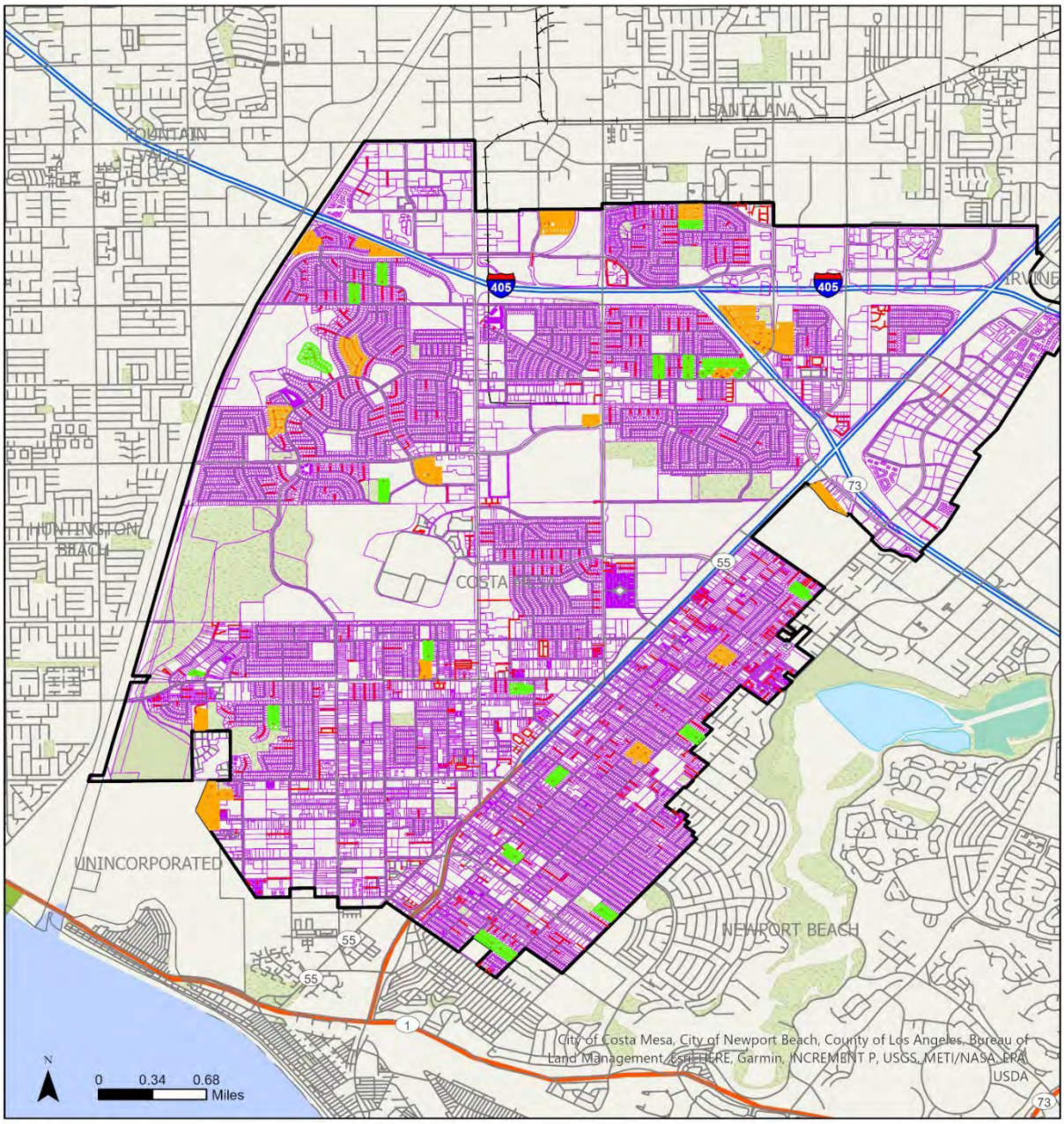
Figure S-10*, SB-99 Constrained Access Roads and Parcel Groups* identify both constrained access roadways (single ingress/egress conditions) and parcels that use these roadways (constrained parcels). These constrained locations are required to be identified by California Government Code Section 65302(g)(5) [SB99].

A constrained access analysis was conducted consistent with Public Resources Code Section 4290.5. Using the standard of 30 dwellings per single access roadway (consistent with PRC 4290.5), the following conditions were identified within the City:

- Constrained Access Roads (Single Ingress/Egress Roadways) – these roadways are identified in red and include cul-de-sacs, roadways with a single connection to the roadway network, and roadways that may have secondary connections that are not publicly accessible due to a gate or other constraint.
- SB 99 Constrained Access Parcel Groups –These parcels are identified in orange and include areas where at least 30 parcels are located along a constrained access road.
- SB 99 Constrained Access Parcel Groups of Concern, where a total of 20-29 parcels are located along a constrained access road. These areas have been identified as areas that may see additional residences due to infill development or accessory dwelling units (ADUs). If additional development were to occur in these areas, they could surpass the PRC 4290.5 standard of 30 parcels.

This analysis identified a total of 18 constrained access parcel groups that include 1,143 parcels and 23 parcel groups of concern that include 523 parcels.

Figure S-10: SB-99 Constrained Access Roads and Parcel Groups



Legend

- Constrained Access Roads
- SB-99 Constrained Access Parcels Groups
- SB-99 Parcel Groups of Concern
- City Boundary
- Parcels
- Roadway Network

Special Areas of Concern Within the City

Costa Mesa is bordered by the Santa Ana River and the City of Huntington Beach to the west, and the cities of Santa Ana, Irvine, and Newport Beach to the north, east, and south, respectively. Like many other cities in southern California, Costa Mesa contends with hazards associated with flooding (including dam inundation), and geologic/seismic events (liquefaction).

FEMA 100-Year and 500-Year Flood Zones

Two constrained access parcel groups (identified in orange) totaling 131 parcels are located within the FEMA 100-year flood zone. Three constrained access parcel groups (identified in orange), totaling 269 parcels, and Three parcel groups of concern (identified in green), totaling 73 parcels, are located within the FEMA-identified 500-year flood zone.

Dam Inundation

Six constrained access parcel groups (identified in orange) totaling 435 parcels and four parcel groups of concern (identified in green) totaling 89 parcels Are located within or immediately adjacent to the mapped dam inundation zones within the City. For each zone, the following applies:

> **Santiago Creek** – Five constrained access parcel groups and four parcel groups of concern located within or immediately adjacent to the Santiago Creek inundation zone and could be affected in the event of a dam failure. Total parcels at risk 490.
>
> **Prado Dam** – Six constrained access parcel groups and three parcel groups of concern located within or immediately adjacent to the Prado Dam inundation zone and could be affected in the event of a dam failure. Total parcels at risk 504.
>
> **Villa Park** – Five constrained access parcel groups and three parcel groups of concern located within or immediately adjacent to the Villa Park inundation zone and could be affected in the event of a dam failure. Total parcels at risk 470.

Liquefaction

Eight constrained parcel groups (identified in orange) totaling 565 parcels and three parcel groups of concern (identified in green) totaling 69 parcels are

located within or immediately adjacent to the mapped liquefaction zones within the City.

Wildland and Urban Fires

The fire hazard severity of an area is determined based on the type and amount of vegetation (termed "fuel loading"), slope gradient, and weather. Fire hazards increase in the summer and fall when the weather is hot and dry, and especially when Santa Ana wind conditions occur. Areas identified as having a fire hazard are referred to as State Responsibility Areas (SRAs) because the State has the primary financial responsibility of preventing and suppressing fires. The agency responsible for suppressing fires in SRAs is the Department of Forestry and Fire Protection (Cal Fire).

The city recently adopted the CalFIRE Local Responsibility Area (LRA) map that included Moderate and High Severity Zone additions to the west side of the city in and around the Fairview and Talbert Regional Park areas (see figure S-11).” Thus, urban and grassland fires within the open space areas (such as Talbert Regional Park) do represent a Fire Risk in the City. The Costa Mesa Fire & Rescue Department’s firefighters are cross trained and professionally certified in wildland fire suppression tactics and strategy. This capability is also augmented by specialized Wildland capable fire apparatus that are designed to meet the needs of the community.

The LHMP contains detailed technical analyses and mitigation actions related to fire and emergency response coordination. Please refer to the LHMP for details.

Emergency Medical Services

In addition to fire suppression, rescue, and community risk reduction duties, the Fire Department provides 9-1-1 emergency medical services and ambulance transportation to the community. Department fire engines, rescues and trucks are staffed to provide either Advanced Life Support (ALS) or Basic Life Support (BLS) depending on the nature of an incident, while ambulances provide BLS level care and transport to hospital emergency departments. The program strives to respond to 80 percent of emergency calls for service requests within five minutes.

Police Protection

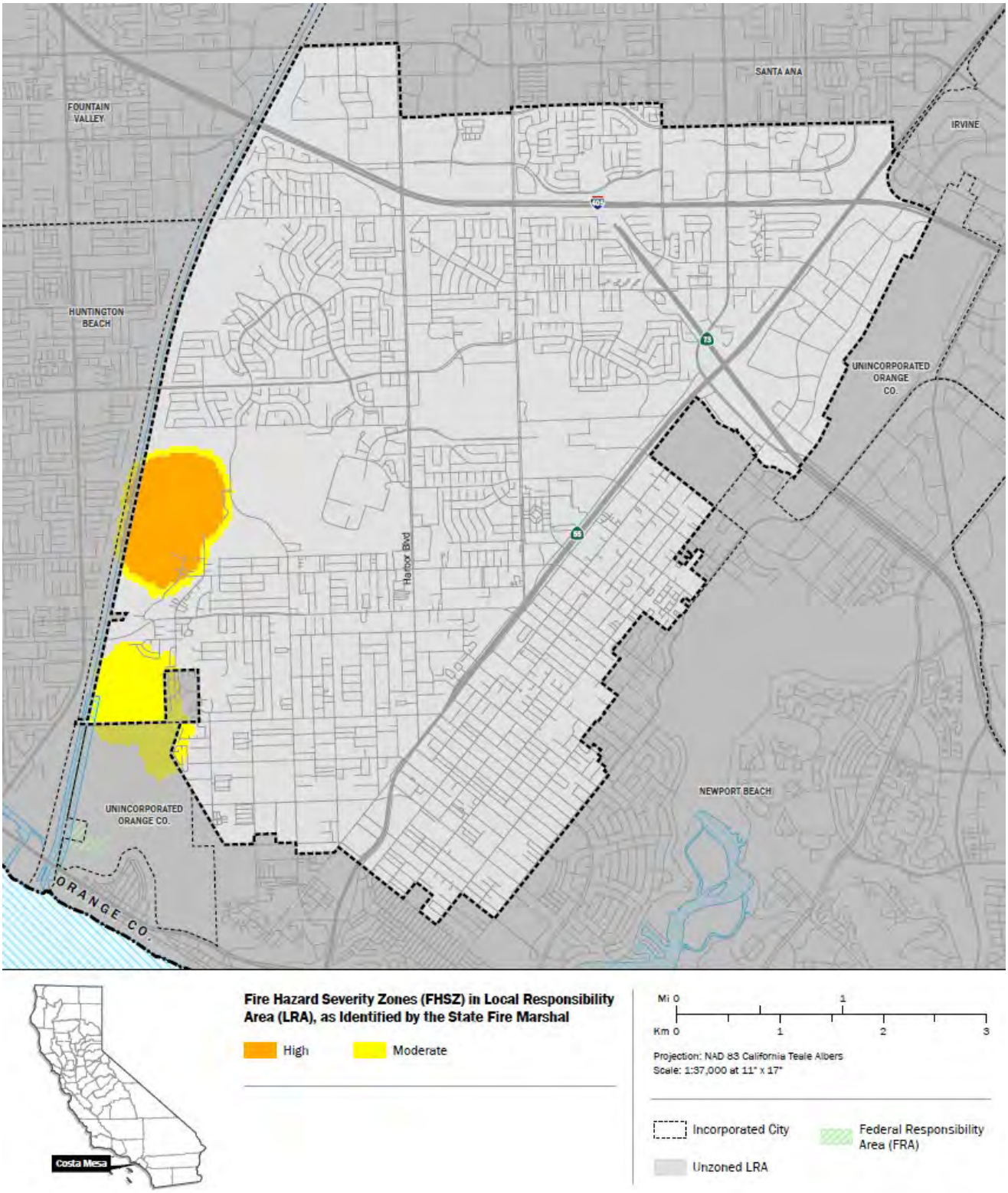
The primary responsibilities of the Costa Mesa Police Department are crime prevention, field patrol, crime investigation, and traffic enforcement. Police Department staff includes sworn officers and civilian support personnel. As of 2026 the ratio of police officers to civilians in Costa Mesa was approximately one police officer for every 775 persons.

The Police Department maintains headquarters at 99 Fair Drive in the Civic Center and two substations located at:

- South Coast Plaza
- 567 West 18th Street

The Police Department currently contracts with the Huntington Beach Police Department for airborne law enforcement patrols and related services.

Figure S-11: Costa Mesa Fire Hazard Severity Zones 3/2



Emergency Response and Operations

Costa Mesa's Emergency Operations Plan (EOP) provides guidance during emergency situations and natural disasters. The plan addresses potential large-scale disasters that require a coordinated and immediate response.

The EOP identifies key personnel and agencies in the Costa Mesa Emergency Management Organization that organize to protect life and property in the community. The EOP also identifies sources of outside support that may be provided by State and federal agencies, the private sector, and through mutual aid from local jurisdictions. In addition, the EOP specifies emergency operations to be implemented during an emergency, assigns responsibilities, and provides an explanation of how the plan is to be administered. These activities involve all City departments and facilities. The City's emergency evacuation routes are shown in Figure S-7, *Public Facility Facilities, and Emergency Evacuation Routes.*

The Police Chief coordinates all emergency evacuation activities and issues evacuation orders based on information gathered from public safety. Evacuation operations are managed by law enforcement agencies, and supported by highway/road/street departments, and public and private transportation providers.

Terrorism/National Security Emergency

Since the terrorist incidents of September 11, 2001, and subsequent terrorist events on U.S. soil, public concern regarding terrorist acts in the United States has understandably increased. The State and federal governments have established protocols and programs for dealing with the aftermath of a terrorist act. In 2001, the State of California published the California Terrorism Response Plan, which identifies and describes how the State and local governments are to plan for and respond to terrorism incidents. The tasks and responsibilities of emergency management are based on two terms: Crisis Management and Consequence Management. Crisis Management refers to the response to people committing an act of terrorism. Consequence Management refers to the response to the potential or actual effects of terrorism. According to the California Terrorism Response Plan, local governments have primary responsibility for responding to an incident to protect public health and safety (Consequence Management). The Costa Mesa EOP is the City's plan to ensure the most effective and economical allocation

of resources for the maximum benefit and protection of the civilian population in time of emergency.

Key Emergency Protection and Response Issues

Crime Prevention and Response

Costa Mesa has set high standards for public safety and protection. As a result, it is one of the safest cities of its size in the nation. To maintain these high levels of public safety, it will be important to continue to evaluate programs, meet response time goals, and support crime prevention through education and sensible project design practices.

City leaders have recognized that particular land uses, and poorly maintained properties create conditions conducive to criminal activity. By developing and implementing targeted efforts among all City departments to address problem properties and uses, the City can continue to demonstrate its commitment to maintaining community safety standards.

Fire and Medical Safety

The Costa Mesa Fire Department is the first responder to medical emergencies. The request for emergency medical services is the most common response made by the Fire Department, and service demands have increased over time. As the City's population ages and new residents and employees locate in the City, adequate emergency medical response funding, staffing, and station locations will continue to require focused attention.

Emergency and Disaster Preparedness

The City excels in preparing for emergency or natural disasters by having clear, up-to-date plans to expedite response conducting regular training for staff and providing ongoing public outreach and education on emergency preparedness for the community. These ongoing efforts help to mitigate adverse effects associated with natural and human-caused catastrophes.

Hazardous Materials

Hazardous materials and chemicals are used daily by industries, businesses, and residents. Hazardous material sources include service stations, medical

labs, dry cleaners, and photo processing centers. Certain businesses may generate larger quantities of hazardous waste, such as chemical manufacturers and electroplating companies. In addition, commonly used household products such as paints, cleaners, oils, batteries, and pesticides contain potentially hazardous materials. Accidental spills or leaks, illegal dumping of hazardous waste, illegal storage, or a transportation accident also could release hazardous materials into the community.

The federal government and the State of California require all businesses that store hazardous materials in excess of specified quantities to report their chemical inventories in a Hazardous Materials Management Plan. Businesses are required to report releases of toxic chemicals into the air, water, and land, as well as off-site transfers of waste to another location. Facilities that store hazardous materials are also required to report on pollution prevention activities and chemical recycling. All of these businesses operate under stringent regulations governing the storage, use, manufacturing, and handling of hazardous materials.

The U.S. Environmental Protection Agency (EPA) maintains and publishes a database of properties that handle or produce hazardous materials. The EPA defines a small-quantity waste generator as one that produces between 100 and 1,000 kilograms of hazardous waste per month. Small businesses like dry cleaners, auto repair shops, hospitals, and metal plating shops usually are defined as generators of small quantities of hazardous waste. As of 2014, approximately 245 small-quantity generators operated in Costa Mesa. The EPA defines a large quantity generator as a business that produces over 1,000 kilograms of hazardous waste per month. Large quantity generators include large manufacturing facilities and businesses like chemical manufacturers. As of 2026, 28 large-quantity generators were located in Costa Mesa. In addition, the City has four registered transporters of hazardous waste, five leaking underground storage tanks, and one incident listed on the EPA's Toxic Release Inventory database.

Additional hazard vulnerability information and mitigation actions related to flooding are provided in the City’s adopted Local Hazard Mitigation Plan.

Hazardous Waste Management

The Costa Mesa Fire Department is the first responder for any hazardous material emergencies in the community. However, the City contracts with the

County of Orange Hazardous Materials Team to respond to major hazardous materials emergencies. The City participates in a countywide interagency coalition to better utilize the expertise and equipment that exists within all participating fire districts. The City also adopted the Orange County Hazardous Waste Management Plan to respond to chemical emergencies and utilizes collection centers operated by the County for residents to drop off household hazardous waste items.

The Orange County Hazardous Waste Management Plan provides policy direction and action programs to address hazardous waste management issues that require local responsibility. The plan analyzes long-term hazardous waste generation and focuses on the development of programs to equitably site needed hazardous waste management facilities. The plan promotes on-site resource reduction, treatment, and recycling of hazardous materials; and provides for collecting and treating small quantity hazardous waste generators. Another important plan component is monitoring hazardous waste management facilities to ensure compliance with federal and State regulations.

Key Hazardous Materials Issues

Release of Hazards Materials

The release of explosive, reactive, corrosive, toxic, and flammable materials pose a hazard to life and property and may necessitate evacuations. Federal, State, and local laws, plans, and programs are well in place to guard against upset. Emergency plans and trained personnel respond most appropriately to hazardous materials emergencies.

Climate Adaptation

The City of Costa Mesa recognizes that climate change is expected to increase the frequency, intensity, and severity of natural hazards affecting the community, including extreme heat, drought, flooding, poor air quality, and other climate-related risks. To proactively address these challenges and strengthen long-term community resilience, the City has prepared both a Local Hazard Mitigation Plan (LHMP) and a Climate Action and Adaptation Plan (CAAP). These documents include detailed vulnerability assessments, hazard identification, risk analyses, climate adaptation strategies, and implementation measures intended to reduce risks to people, property, infrastructure, natural resources, and the local economy. Pursuant to Government Code Sections 65302(g) and 65302(g)(4), the City's adopted LHMP and CAAP, as amended from time to time, are incorporated into the Safety Element by reference. The Safety Element utilizes and builds upon the technical analyses, adaptation strategies, and resilience measures contained in these plans to support coordinated hazard mitigation, climate adaptation, emergency preparedness, and sustainable long-range planning efforts throughout the community.

Climate Effects on Costa Mesa

Although climate change is not a hazard, variations in environmental conditions can impact some of the natural hazards affecting Costa Mesa. Projections of future conditions include increased temperatures, increased extreme heat days, changes in precipitation, sea level rise, and more prolonged droughts. **Table S-1** identifies the current/historical conditions and projected future conditions associated with climate change that could occur in Costa Mesa.

Table S-1: Potential Climate Change Effects for Costa Mesa

Historic/Current Conditions	Future Conditions
Annual Mean Temperature (1961-1990)	Annual Mean Temperature (2070-2099)
73.1° F	**77.6° to 80.5° F**
Extreme Heat Days (93.0° F)	Extreme Heat Days (2070-2099)
2 days per year	**10 to 22 days per year**
Annual Mean Precipitation	Annual Mean Precipitation (2070-2099)
11.8 inches	**11.8 to 11.5 inches**

Source: https://cal-adapt.org/tools/local-climate-change-snapshot

Climate-Related Hazards

Temperature

Increasing temperatures associated with climate change can act as a hazard multiplier. By the end of the century, annual mean temperatures are projected to increase between four and a half and seven and a half degrees, impacting city residents and businesses. These increases are also anticipated to increase the number of extreme heat days, two days to 10-22 days per year. These potential temperature increases may impact residents living in poorly insulated structures, or structures that do not have air conditioning. For residents living in these structures temperatures above 85 may cause discomfort. By the end of the century, the number of days over this temperature threshold could be nearly five times what the City typically experiences.

While climate change is projected to exacerbate many of the hazards already affecting the City, many of these hazards may interact with each other. Increased temperatures can affect both water supplies and vegetation growth. With drier conditions, vegetation growth may be reduced, and soils may dry out, making them less capable of absorbing moisture. If this condition persists, areas of the City may be more prone to flooding if the soil is less absorbent.

Precipitation

While temperatures are anticipated to increase in the coming decades, climate change projections suggest that annual mean precipitation may decrease slightly. While an annual decrease is projected, it is anticipated that future rain events may be more intense than what is currently experienced within the City, which could increase flooding. Recent events have generated rain totals of more than three inches in a five-day period, with two of these inches occurring in a 24-hour period. With changes in future precipitation, it is expected that changes to local vegetation may also occur, which could impact drainages and increase the need for flood management activities and drainage infrastructure in some areas. With future temperature increases coupled with fluctuating precipitation amounts, City services and infrastructure may require retrofitting if adequate capacity is not available.

Increased rainfall could increase the amount of flooding within the community or introduce flooding into areas that have not experienced flooding before. With greater and more intense precipitation, the City could also experience an increase in landslides/mudslides. Extreme precipitation events could destabilize hillsides and drainages, causing more erosion along drainage courses and resulting in landslides/mudslides.

Goals, Objectives, and Policies

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

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

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

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

Geologic and Seismic Safety

Policy S-1.1: Continue to incorporate geotechnical hazard data into future land use decision-making, site design, and construction standards.

Policy S-1.2: Enforce standards, review criteria, and ensure that structures on or adjacent to bluffs are set back sufficiently to preserve the natural contours and aesthetic value of the bluff line and to provide sufficient access for fire protection.

Policy S-1.3: Require geologic surveys of all new development located on or adjacent to bluffs.

Policy S-1.4: Encourage retrofitting of structures—particularly older buildings—to withstand earthquake shaking and landslides consistent with State and historical building codes.

Policy S-1.5: Enforce applicable building codes relating to the seismic design of structures to reduce the potential for loss of life and property damage.

Policy S-1.6: Identify through a study the issue of unreinforced masonry buildings and soft stories and other structures not meeting earthquake standards in Costa Mesa. Provide assistance if necessary to unreinforced masonry building

owners once those buildings have been identified, with priority for assistance given to building owners located within designated environmental justice area boundaries.

Liquefaction and Landslides

Policy S-1.7: Continue to implement the Seismic Hazard Mapping Act, which requires sites within liquefaction hazard areas to be investigated for liquefaction susceptibility prior to building construction or human occupancy.

Policy S-1.8: Consider site soils conditions when reviewing projects in areas subject to liquefaction or slope instability.

Localized Flooding

Policy S-1.9: Continue to consult with appropriate local, State, and federal agencies to maintain the most current flood hazard and floodplain information; use the information as a basis for project review and to guide development in accordance with federal, State, and local standards.

Policy S-1.10: Regularly review and update Article 10 - Floodway and Floodplain Districts of the City's Municipal Code consistent with federal and State requirements.

Policy S-1.11: Improve and maintain local storm drainage infrastructure in a manner that reduces flood hazards.

Policy S-1.12: Continue to develop hazard preparedness plans to prepare for large storms that could bring flooding hazards and other related issues.

Policy S-1.13: Actively promote public education, research, and information dissemination on flooding hazards.

Tsunami and Sea Level Rise

Policy S-1.14: Minimize flood hazard risks to people, property, and the environment by addressing potential damage caused by tsunamis and sea level rise.

Policy S-1.15: Consult with regional agencies and study strategies that employ engineering defensive methods along the Santa Ana River that limit potential flooding hazards from sea level rise.

Dam Inundation

Policy S-1.16: Develop emergency response, early warning notification, and evacuation plans for areas that are within dam inundation areas, where feasible.

Aviation Safety and Protection

Policy S-1.17: Utilize the John Wayne Airport Environs Land Use Plan (AELUP) as a planning resource for the evaluation of land use compatibility and land use intensity in areas affected by airport operations. In particular, future land use decisions within the Safety/Runway Protection Zone will be evaluated in light of the risk to life and property associated with aircraft operations.

Policy S-1.18: Comply with Federal Aviation Regulations (FAR) and the John Wayne AELUP requirements relative to Objects Affecting Navigable Airspace.

Policy S-1.19: Use the Federal Aviation Regulations as a guideline to establish the ultimate height of structures as defined in FAR Part 77.

Policy S-1.20: Minimize hazards to aeronautical operations by ensuring land uses do not emit excessive glare, light, steam, smoke, dust, or electronic interference in compliance with FAR regulations and the John Wayne AELUP.

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

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

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

Crime Prevention and Response

Policy S-2.1: Promote crime prevention strategies and provide a high level of response to incidents.

Policy S-2.2: Emphasize and prioritize crime prevention strategies, such as pedestrian-scale lighting in targeted areas.

Policy S-2.3: Timely response to incidents and monitoring areas with high crime rates should be part of a comprehensive strategy to reduce crime in the community.

Police and Fire Level of Service

Policy S-2.4: Provide a high level of police and fire service in the community. Secure adequate facilities, equipment, and personnel for police and fire.

Policy S-2.5: Consult with neighboring jurisdictions and partner agencies to respond appropriately to emergencies and incidents in all parts of the City.

Policy S-2.6: Require that water supply systems for development are adequate to combat structural fires in terms of location and minimum required fire-flow pressures.

Policy S-2.7: Require development to contribute its fair share toward funding the provision of appropriate fire and emergency medical services as determined necessary to adequately serve the project.

Policy S-2.8: Partner with community-based organizations, neighborhood watch programs, and other neighborhood groups to promote awareness, safety, and security, with focus on designated environmental justice communities. (New Policy)

Fire and Medical Services

Policy S-2.9: Regularly update regulations that will protect the community from fire hazards.

Policy S-2.10: Emphasize prevention and awareness of fire safety guidelines to minimize risk and potential damage to life, property, and the environment. In areas designated by the Costa Mesa Fire Department as having a high fire hazard, ensure adequate fire equipment, personnel, firebreaks, facilities, water, and access for a quick and efficient response in any area.

Emergency and Disaster Preparedness

Policy S-2.11: Maintain staff and facilities that will continue to support a coordinated and effective response to emergencies and natural disasters throughout the City.

Policy S-2.12: Consult with neighboring jurisdictions, local employers, and industries to ensure that emergency preparedness and disaster response programs equitably serve all parts of the City.

Policy S-2.13: Continue to maintain adequate police and fire staffing, facilities, equipment, and maintenance sufficient to protect the community.

Hazardous Materials Operations

Policy S-2.14: Continue to consult with the County of Orange in the implementation of the Orange County Hazardous Waste Management Plan.

Policy S-2.15: Ensure that appropriate in-depth environmental analysis is conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility.

Policy S-2.16: Continue to consult with the County of Orange to identify and inventory all users of hazardous materials and all hazardous waste generators and prepare clean-up action plans for identified disposal sites.

Policy S-2.17: Require the safe production, transportation, handling, use, and disposal of hazardous materials that may cause air, water, or soil contamination.

Policy S-2.18: Encourage best practices in hazardous waste management, and ensure consistency with City, County, and federal guidelines, standards, and requirements.

Policy S-2.19: Consult with federal, State, and local agencies and law enforcement to prevent the illegal transportation and disposal of hazardous waste.

Policy S-2.20: Promote public awareness of best practices for participation in household hazardous waste management and disposal. (New Policy)

Climate Adaptation

Policy S-2.21: Support policies and programs to help residents and businesses be prepared for extreme heat conditions. (New Policy)

Policy S-2.22: Maintain guidelines for the monitoring and disseminating public information related to extreme heat; maintain cooling centers and update their locations annually, with consideration given to locating such centers within the boundaries of designated environmental justice areas. (New Policy)

Policy S-2.23: Require new development within a designated floodplain to submit a flood safety plan for approval by the Floodplain Administrator. (New Policy)

Policy S-2.24: Continue to ensure emergency alert/notification capabilities meet the City's future needs by providing alerts about potential, developing, and ongoing emergency situations. (New Policy)

Policy S-2.25: Collaborate with local, regional, state, and/or federal jurisdictions and agencies on climate resiliency and adaptation strategies. (New Policy)

a. Develop a climate resiliency plan that integrates and builds upon the strategies identified in City, County, and regional climate action/adaptation efforts.
b. Monitor climate change-related effects with local, regional, state, and/or federal partners to provide

information about the effectiveness of existing infrastructure and programs.

c. Coordinate with regional, state, and federal agencies to monitor the indicators and impacts of climate change.

Policy S-2.26: Explore opportunities to locate emergency services and response centers within or near underserved neighborhoods to support preparedness, rapid response, and recovery across a range of neighborhood threats, including natural disasters, climate hazards, and other emergencies (New Policy)

Evacuation

Policy S-2.27: Ensure adequate evacuation capacity and infrastructure is available for existing and new development. (New Policy)

a. Implement evacuation measures locally as outlined within City and County Evacuation Planning efforts.
b. Develop an Evacuation Master Plan that identifies routes, potential hazard incidents, and criteria regarding capacity, safety, and viability.

Policy S-2.28: In areas with inadequate access or without at least two means of ingress/egress, provide adequate mitigation actions to address the deficiencies required by the Fire Code and State law. (New Policy)

Policy S-2.29: Require all residential developments that do not have at least two ingress/egress routes, identify alternate evacuation options, implement earlier evacuation notifications, and develop protocols for future evacuations that consider the constraints associated with these areas. (New Policy)

Outdoor areas at the South Coast Collection (SOCO) and the OC Mix

Chapter 9:
Community Design Element

Introduction

Costa Mesa understands the value of promoting and creating a cohesive community and unique civic identity. Costa Mesa supports and nurtures smaller communities and districts within the City that seek to establish and retain their unique sense of place. This is accomplished by establishing a policy framework for design standards and guidelines the City will use to review development applications, as well as standards the City will set for the public realm. These policy directives will ensure that continued investment in our community will enhance vitality, context, form, and function.

In Costa Mesa, the public realm is characterized by streetscapes (trees, medians, parkways, benches, lights, signage, etc.). The private realm refers to building architecture, site planning, private landscaping, and business signage. The positive identity, functionality, and aesthetic of the City and its

constituent communities are elevated by interweaving the design of the public and private realms.

Purpose

The Community Design Element promotes quality design for every aspect of a community, such as buildings, structures, paths, corridors, districts, nodes, landmarks, natural features, and significant landscaping. It ensures each development in the private or public realm enhances the sense of place for the City, district, and the site itself. The goals, objectives, and policies in this element aim to express the City's parameters for quality design and development. While this element does not dictate specific design guidelines, it does provide policies to ensure projects meet the community's expectations for quality design and development.

Relationship to Other General Plan Elements

The policies of the Community Design Element relate primarily to the policies in the Land Use and Open Space and Recreation Elements. Foremost, this element establishes the three-dimensional built form projection of land use objectives.

Baseline Conditions-2015

The main elements of Costa Mesa's physical environment include major paths and corridors; districts; entries, internal, and activity nodes; destination and landmarks; and edges. These elements contribute to the urban form and character of the City. They identify how visitors observe information about the City and understand their physical surroundings.

Paths and Corridors

Paths are passages (streets and sidewalks) that people use to get from one place to another. A path provides for vehicular and pedestrian movement within the community. Costa Mesa has three major types of paths: Primary Paths, Secondary Paths, and Corridors. Primary Paths are the circulation

passages that carry large volumes of traffic and typically cross community boundaries. Secondary Paths carry reduced traffic volumes and often originate or terminate within the City limits. Corridors are paths or sections of paths that have a concentration of a special use or activity. Figure CD-1 identifies the location of Primary and Secondary Paths. The specific corridors are discussed below and presented in Figure CD-2.

Harbor Boulevard Corridor

Harbor Boulevard, which extends from Costa Mesa to the City of Anaheim, serves as a primary commercial corridor, with a mix of vehicle-oriented uses, auto dealerships, neighborhood commercial centers, entertainment uses, and residences. The Land Use Element provides for the south end of the Harbor Boulevard corridor to transition to a mixed-use district.

East 17th Street Corridor

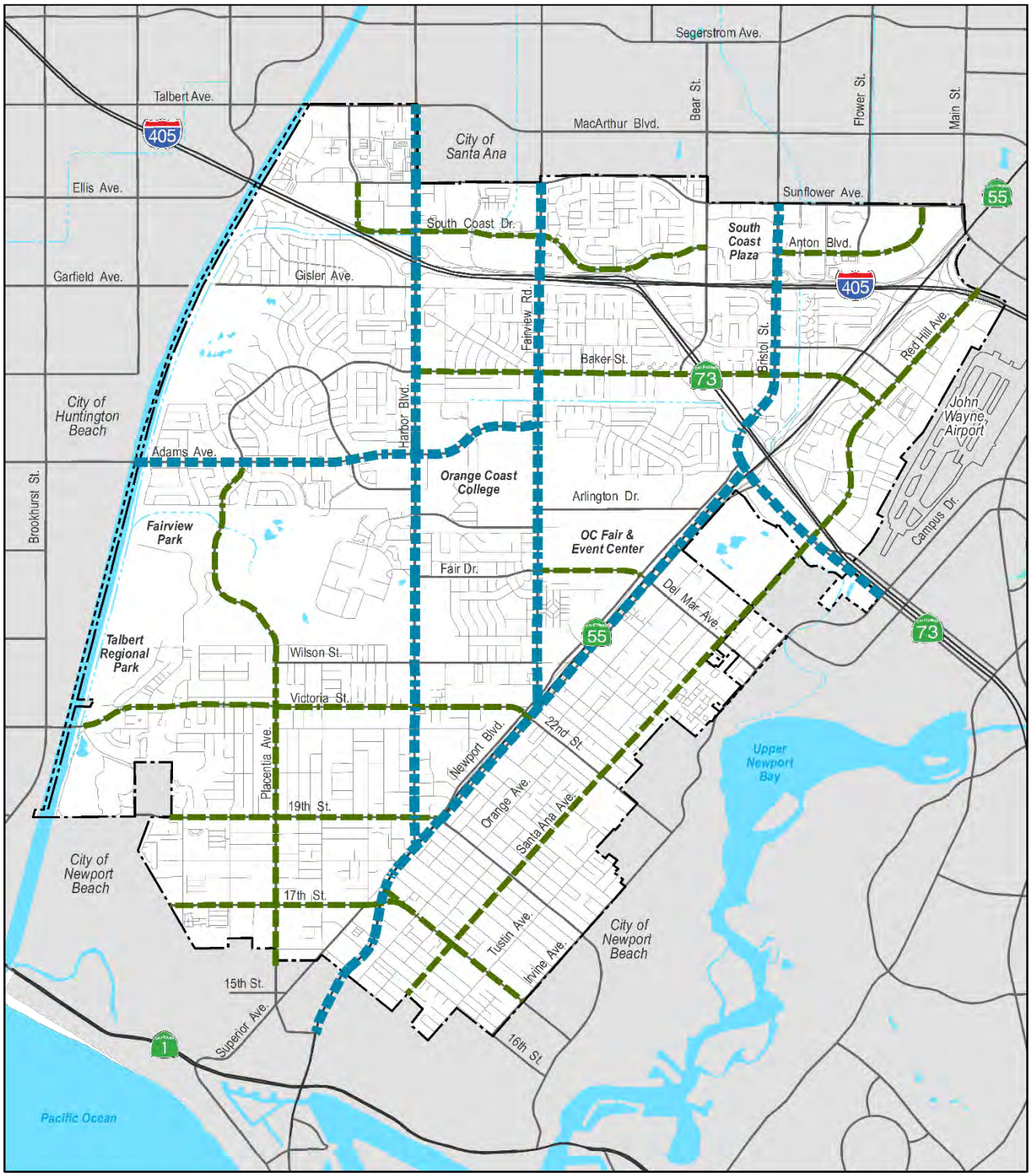
The East 17th Street corridor, while auto oriented, has a distinctive neighborhood feel. This corridor is characterized by small businesses and multi-tenant retail centers, restaurants, and offices that largely serve local residents.

North Newport Boulevard Corridor

This section of Newport Boulevard parallels SR-55 from I-405 south to where SR-55 ends at 19th Street. Prior to construction of SR-55, Newport Boulevard was the primary corridor leading through Costa Mesa into Newport Beach, and its historic character as a tourist-oriented travel route is evident in the motels and auto-oriented uses lining the corridor. While residential uses have been developed as infill with extension of SR-55, the predominant character is that of a commercial corridor.

South Newport Boulevard Corridor

Newport Boulevard continues south from 19th Street to 15th Street into Newport Beach. This section of Newport Boulevard has a strong pedestrian scale and commercial character, with retail frontage on the east side of Newport Boulevard directly abutting the sidewalk and the larger shopping centers on the west side of Newport Boulevard providing extensive infrastructure for the accommodation and movement of pedestrians on and off, and through the sites. Despite the breadth of Newport Boulevard and the volume this arterial supports, the collection of businesses creates a strong concentration of active uses.



Primary and Secondary Paths

Primary Paths

Secondary Paths

Source: City of Costa Mesa, 2016.

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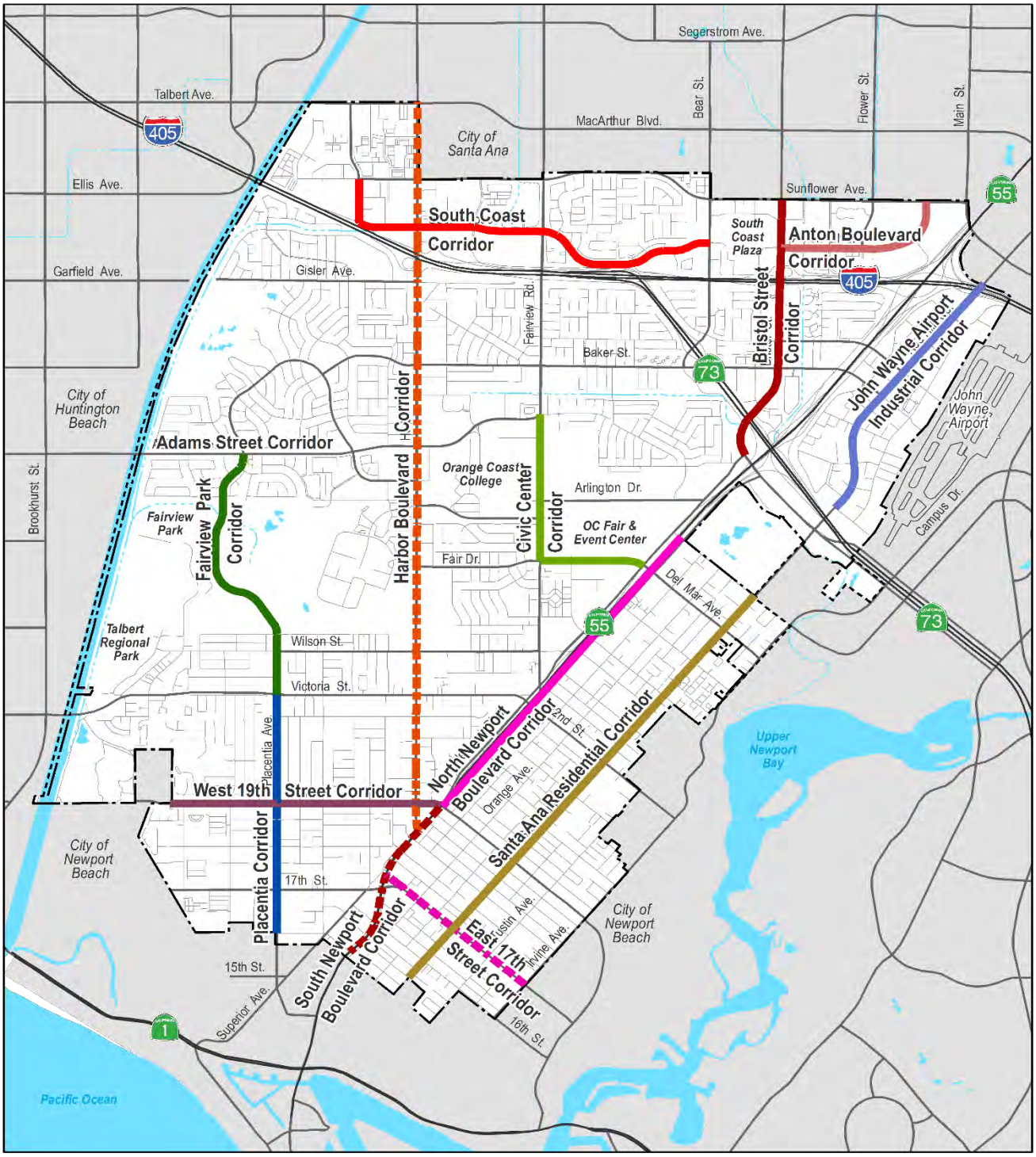
Figure CD-1: Paths



Corridors

- Anton Boulevard Corridor
- Bristol Street Corridor
- East 17th Street Corridor
- North Newport Boulevard Corridor
- Harbor Boulevard Corridor
- South Newport Boulevard Corridor
- South Coast Corridor
- West 19th Street Corridor
- Civic Center Corridor
- Fairview Park Corridor
- Santa Ana Residential Corridor
- John Wayne Airport Industrial Corridor
- Placentia Industrial Corridor

Source: City of Costa Mesa, 2016.

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Figure CD-2: Corridors

Bristol Street Corridor

Bristol Street stretches between the Sunflower Avenue and SR-55. Located in this corridor are two unique shopping and entertainment centers: The CAMP and the LAB, which the developer/operator has defined as "anti-mall" venues. These unique centers provide small retail and restaurant spaces for start-up and edgy businesses, together with indoor-outdoor social areas. The CAMP has a central green gathering area surrounded by shopping, dining, and styling businesses. The operators regularly host art, film, and music events.

Anton Boulevard Corridor

Anton Boulevard extends from Sunflower Avenue to Bristol Street, with an entrance to South Coast Plaza. This corridor is a fusion of luxury apartments and hotels, combined with professional headquarters and multi-tenant office spaces in mid-rise settings. This includes the Experian Headquarters, Metro Center at South Coast Office complex, Plaza Tower, the Enclave Apartments, the Westin South Coast Plaza, and Costa Mesa Marriott Hotel. To the north of this corridor, the 3400 Avenue of the Arts apartment complex and Wyndham Hotel are within walking distance to these major regional shopping and business destinations. The Noguchi Garden (a 1.6-acre public art project) sits to the south of the corridor. A new, 250-unit luxury apartment complex is under construction within this corridor that will provide additional housing.

John Wayne Airport Industrial Corridor

This corridor runs through the industrial district that abuts John Wayne Airport. While this district contains multiple secondary businesses that support the airport, the center of this corridor supports a much wider collection of industrial and offices uses. The scale is predominantly vehicular. Major uses include educational and religious institutions, wholesale and specialty service for automobiles, small, light industrial spaces for startup businesses, boutique manufacturing, and supporting services.

Placentia Industrial Corridor

This is the major industrial corridor within the Westside district of the City, which encompasses Placentia Avenue south of Victoria Street and north of West 16th Street. This corridor historically was an enclave for yacht manufacturing. While this industry and automobile service still have a presence, new tenants along the corridor are that of action sports development and manufacturing. Development of live/work units for the

creatives who find this edgy environment and its proximity to industry suitable for their business and lifestyles has added new vibrancy. While this location will remain an industrial center, the boutique manufacturing, entrepreneurial environment, and action sports industry niches make it a unique corridor.

Fairview Park Corridor

As Placentia Avenue continues north of Victoria Street, this industrial corridor transitions into a residential one. The corridor provides access to several residential communities, as well as access to Estancia High School, Fairview Park, and Estancia Park, which is home of the oldest building in Costa Mesa, the Diego Sepulveda Adobe. Along this stretch of Placentia Avenue, residential and institutional uses represent the only development types from Victoria Street to Adams Avenue.

West 19th Street Corridor

This corridor supports a diverse mix of uses that include destination locations (public parks, amenities, and the Senior Center) and an array of local services to meet the needs of residential communities around this corridor. West 19th Street includes an eclectic collection of commercial uses which predominantly address the corridor at a pedestrian scale. Mixed-use development would continue the character and vision of this central commercial corridor, which will continue to transition.

Civic Center Corridor

Fair Drive from Newport Boulevard to Fairview Road and Fairview Road from Fair Drive to Adams Avenue accommodate one of the densest collections of civic, institutional, and educational uses in Orange County. Within a mere 1.5 miles, you find Orange Coast Community College, Costa Mesa High School, the Orange County Fair & Event Center, Vanguard University, Civic Center Park, the Jack R. Hammett Sports Complex, and the Civic Center. This corridor provides a collection of uses of great civic pride that benefit students who attend one of the many educational facilities along the corridor.

South Coast Corridor

This corridor spans from the South Coast Plaza on the east to the South Coast Collection on the west. It links two major commercial destinations and provides access to Metro Pointe at South Coast Plaza. This location has

opportunity for further growth and development, as it abuts several of the few remaining large, vacant lots in Costa Mesa.

Santa Ana Residential Corridor

Santa Ana Avenue is a residential corridor that runs through the Eastside District; development along this corridor consists largely of low- and medium-density housing, with a few traditional single-family subdivisions taking direct access. The grid-like and elongated spatial layout of the Eastside District makes Santa Ana Avenue a major path of travel for various modes of transportation heading north or south. This residential corridor remains residential all the way into Newport Beach.

Districts

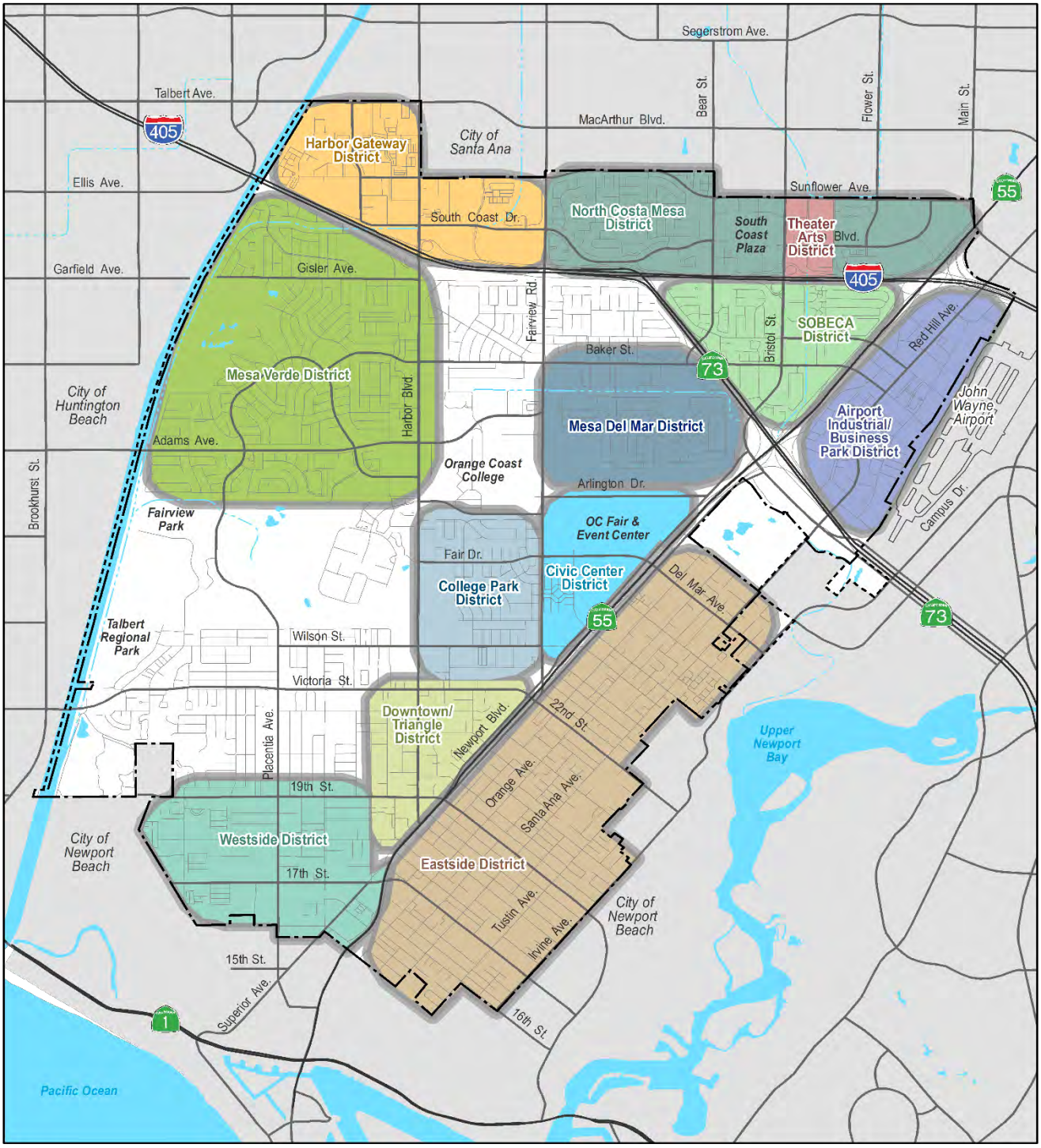
Districts are those areas of Costa Mesa that have an identifiable character due to building architecture, neighborhood design, streetscape, and land use. A district is an integral part of a larger urban area, with common characteristics that make it unique from other areas of the community. Distinguishing features may include building type, use, activity, and/or topography. Figure CD-3: *Districts* illustrates these districts' fuzzy boundaries. Specific descriptions of these districts are provided below.

Eastside

The district contains a mix of single-family and multifamily homes on large lots. Many neighborhoods have experienced substantial private redevelopment, with the original homes replaced by larger homes. In other areas, developers have purchased properties, torn down the original residence(s), and built townhomes or small-lot developments. The Land Use Element discusses issues associated with this district related to the typical narrow, deep lots and lot consolidation.

Westside

This area is characterized by a mix of residential, commercial, and industrial uses. The Westside District is also the origin and home for the action sports industry which incubated and matured within Costa Mesa. This district includes a variety of traditional housing, as well as non-traditional live/work developments that support the edgy creatives who desire to live in this confluence of production, design, and manufacturing uses.



Districts

- Airport Industrial/Business Park District
- Civic Center District
- College Park District
- Downtown/ Triangle District
- Eastside District
- Harbor Gateway District
- Mesa Del Mar District
- Mesa Verde District
- North Costa Mesa District
- SOBECA District
- Theater Arts District
- Westside District

Source: City of Costa Mesa, 2016.

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Figure CD-3: Districts

Mesa Verde

Mesa Verde has an eclectic mix of residential densities and housing types. Homes closer to the Mesa Verde Golf Course are much larger and at lower residential densities than those closer to Harbor Boulevard and I-405. The commercial uses along Adams Avenue and Harbor Boulevard provide the personal service uses and retail and food spaces for residents living in this district.

College Park

The homes within this district are a mix of residential densities and architectural types. The majority of the units are higher residential density complexes located along Newport Boulevard, Wilson Street, and Victoria Street. This district also includes College Park, an older single-family residential tract.

Mesa del Mar

This district contains mostly single-family residential tracts, with higher residential densities near arterial roadways. Pockets of commercial uses have been developed along Baker Street.

SoBECA

This district consists of programmatic spaces that allow for experiential shopping and dining activities at the LAB and the CAMP. It is a unique area in transition, with a variety of residential housing options encircling multiple destination locations, including microbreweries, nightclubs, “anti-malls”, hotels, and artisanal restaurants.

North Costa Mesa

This district is the major economic heart of the City. South Coast Plaza and other commercial and office establishments provide shopping, entertainment, hospitality, and high-rise office space that serve local, regional, national, and international markets. Key developments include Plaza Tower, Center Tower, South Coast Metro Center, South Coast Metro Pointe, South Coast Repertory, and the Segerstrom Center for the Arts. This district is Costa Mesa’s primary commercial and cultural center. The residential areas in this district include mostly single-family residential neighborhoods, with some multi-family developments as well.

Theatre Arts District

This well-defined district exhibits a collection of the finest theatrical venues in Orange County. This rare clustering of art venues consists of the South Coast Repertory Theater, as well as the Segerstrom Center for the Arts, which consist of five venues: Renee and Henry Segerstrom Concert Hall, Samueli Theater, Segerstrom Hall, Judy Morr Theater, and the Arts Plaza. The Theater Arts District provides access to art with art installations throughout the district, including the Noguchi Garden and the Orange County Museum of Art. Supporting uses include several professional office towers such as the Center Tower and Plaza Tower, the two tallest buildings in Costa Mesa.

***South Coast Plaza** is located in the North Costa Mesa district.*

Downtown/Triangle

The Triangle is located at one of the busiest intersections in Costa Mesa, where Newport Boulevard and Harbor Boulevard intersect. The Triangle is an activity hub intended to draw both local and regional visitors. It sits in the heart of Costa Mesa's downtown, which runs along Newport Boulevard and 19th Street. This area includes a variety of pedestrian scale retail spaces, fine restaurants, a movie theatre, and nightclubs.

Harbor Gateway

This district is characterized by large-sized industrial and office buildings, including the Automobile Club and Whittier Law School. It is vehicular in scale and has an office park character, with ample landscaping and large multi-story building complexes. In 2015, Vans acquired an office building in this district to become the corporate headquarters of one of the nation's top lifestyle retailers.

Whittier Law School *is located in the North Industrial/Business Park district at the southwest corner of Sunflower Avenue and Harbor Boulevard.*

Airport Industrial/Business Park

John Wayne Airport is located in unincorporated Orange County, just east of Costa Mesa. Given the presence of the airport and abutting freeways, this location provides industrial and office space with excellent access and circulation. Land uses within this area are industrial, office, and commercial in nature, housed in low-scale buildings due to the presence of the airport.

Civic Center District

This area is the primary cultural, educational, and civic center district of Costa Mesa. The OC Fair & Event Center, which includes the OC Fairgrounds, Pacific Amphitheatre, OC Marketplace, and Centennial Farm in addition to the Civic Center and Orange Coast College, represents major institutional uses that encompass significant open spaces and active recreation area. Vanguard University, adjacent to the Civic Center, includes private open spaces on the campus.

Nodes

A “node” is an important point where people gather and/or where paths converge, thus providing higher-than-typical levels of activity. Costa Mesa has three classifications of nodes:

1) Entry nodes, which function as focal points of identity between Costa Mesa and adjacent cities

2) Internal nodes, which identify locations of two major converging paths and destinations

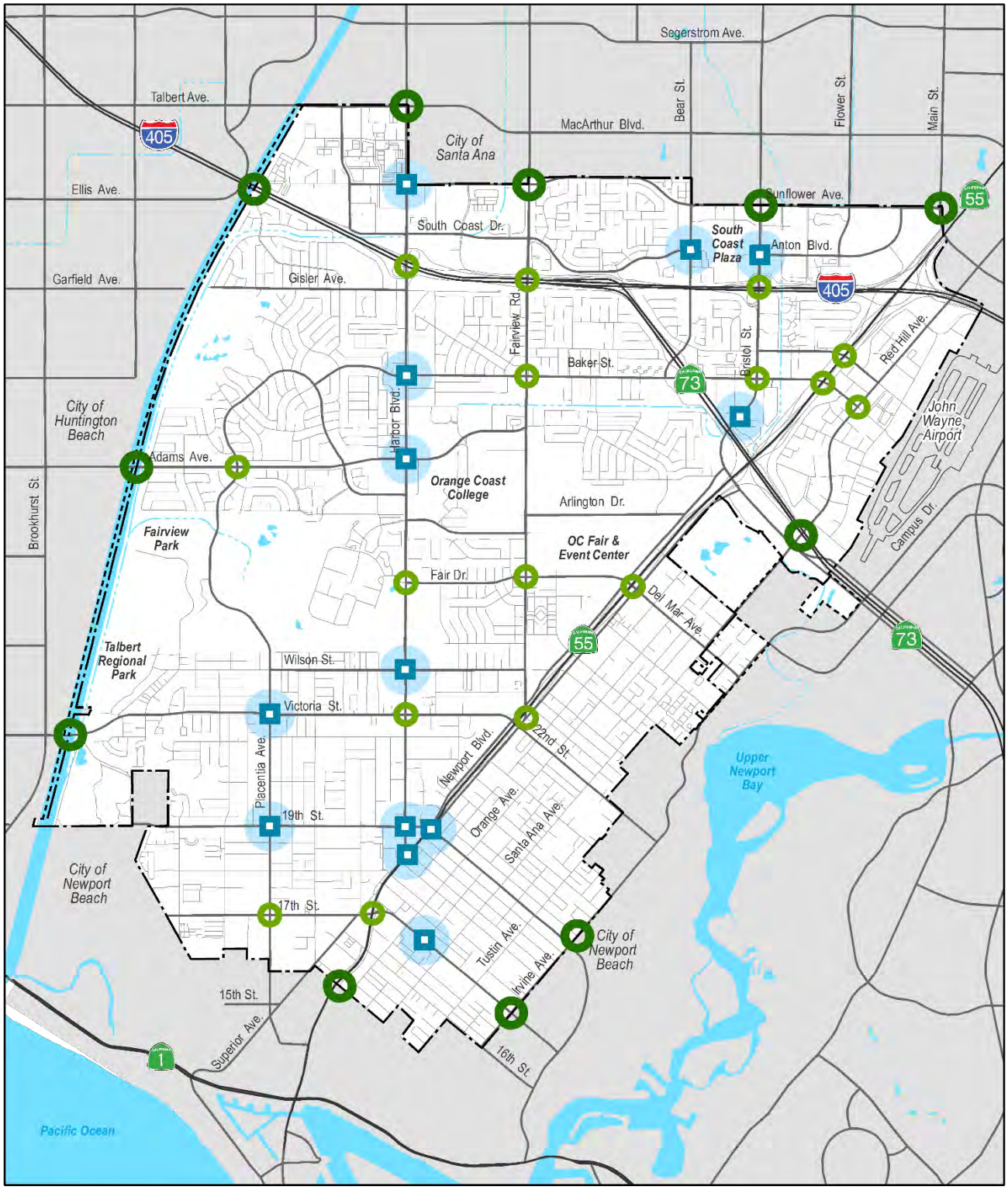
3) Activity nodes, which are focal points of highest activity, provide immediate access to destination locations, and/or have a concentration of specialty uses

All of these nodes are identified and displayed on Figure CD-4: *Nodes.*

Destinations and Landmarks

A “destination” is a particular use which generates special purpose trips and increases regional attraction. A destination can be a successful retail cluster or rare specialty use. Destination locations are shown on Figure CD-5: *Destinations and Landmarks*.

A “landmark” is a physical element that provides a point of reference or serves as a community identity marker. A landmark can be a structure, space, or natural feature that helps identify a particular area in the City. Most landmarks are also main destination locations within the City as well.



Activity and Entry Nodes

Source: City of Costa Mesa, 2016.

Entry Node

Internal Entry Node

Activity Node

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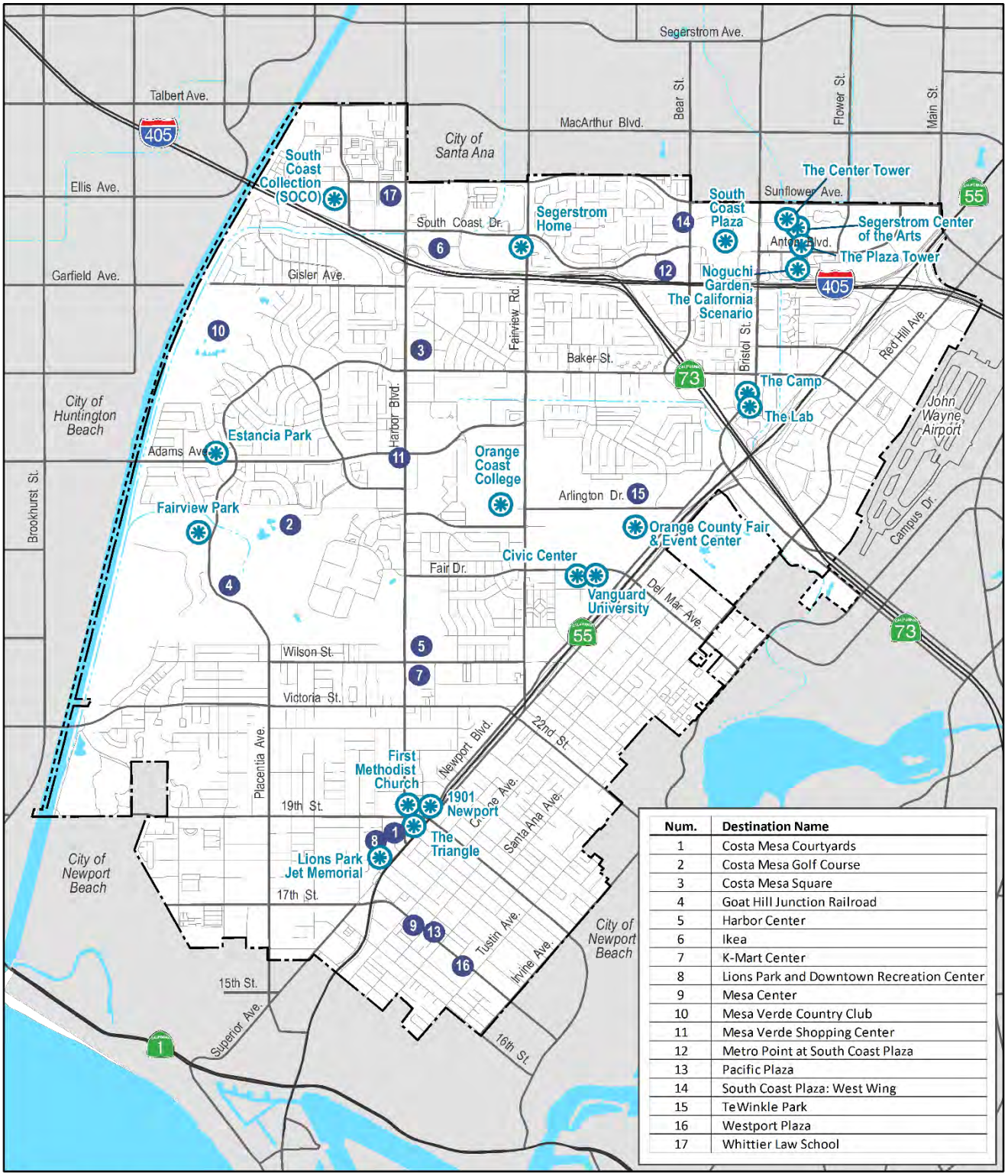
Figure CD-4: Nodes



Num.	Destination Name
1	Costa Mesa Courtyards
2	Costa Mesa Golf Course
3	Costa Mesa Square
4	Goat Hill Junction Railroad
5	Harbor Center
6	Ikea
7	K-Mart Center
8	Lions Park and Downtown Recreation Center
9	Mesa Center
10	Mesa Verde Country Club
11	Mesa Verde Shopping Center
12	Metro Point at South Coast Plaza
13	Pacific Plaza
14	South Coast Plaza: West Wing
15	TeWinkle Park
16	Westport Plaza
17	Whittier Law School

Landmarks and Destinations

Landmark

Destination

(See inset table for name of destination.)

Source: City of Costa Mesa, 2016.

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Figure CD-5: Destinations and Landmarks

Almost all important landmarks in Costa Mesa are also destination locations (see Table CD-1: *Landmarks*).

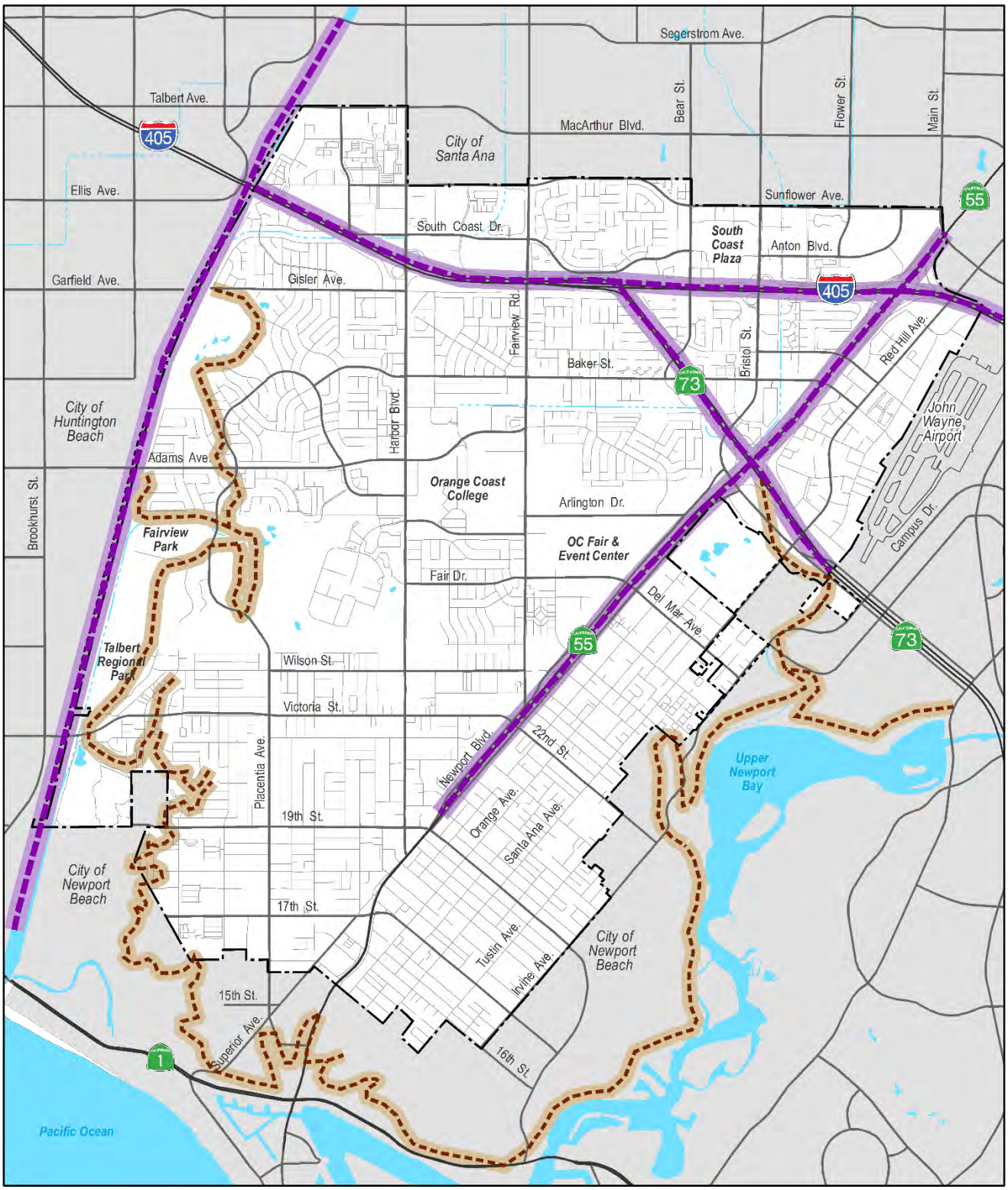
Table CD-1: Landmarks

Landmark	Name
Sign, Covered Pedestrian Bridge, Carousel	South Coast Plaza
Unique and Identifiable Architecture	Segerstrom Center for the Arts: Segerstrom Hall, Renée and Henry Segerstrom Concert Hall, Samueli Theater, Judy Morr Theater, Arts Plaza
Unique and Identifiable Architecture	South Coast Repertory
Tallest Building in Costa Mesa	The Center Tower
Unique and Identifiable Architecture	The Plaza Tower
Artistic Common Space	Noguchi Garden
The Sign and Mall Design	The LAB and The CAMP
The Freeway Sign and Mall Design	South Coast Collection (SOCO)
Diego Sepulveda Adobe	Estancia Park
Clock Tower, Logo	Orange Coast College
Ferris Wheel, Centennial Farms, Sign	OC Fair and Event Center
Tower	Vanguard University
City Hall	Civic Center
The Dome and Spire	The Triangle
Natural Wetlands, Pedestrian Bridge, Goat Hill Train Station	Fairview Park

Edges

Edges are linear elements that serve as a visual or physical boundary, barrier, or transition between districts and that define the boundaries of a place. Elements such as freeways, flood channels, natural features and landforms may be considered edges (See Figure CD-6: *Edges)*. Edges within or abutting Costa Mesa include:

- Santa Ana River
- San Diego Freeway (I-405)



Edges

Hard Edge

Natural Edge

Source: City of Costa Mesa, 2016.

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Figure CD-6: Edges

- Corona Del Mar Freeway (SR-73)
- Costa Mesa Freeway (SR-55)
- John Wayne Airport (Unincorporated Orange County)
- Mesa Landforms (Costa Mesa and Newport Beach)

Public Realm Focus

The public realm focuses on the physical features and design that occurs on public rights-of-way, including public streets, sidewalks, medians, parks, and other public spaces. These spaces provide efficient and aesthetically pleasing paths and corridors, create context for existing districts, soften existing edges, provide access to destinations and landmarks, and enrich all nodes throughout the City. The City has adopted streetscape and median development standards designed to build a public realm that is aesthetically pleasing and creates efficient paths throughout the City. This also includes the development and maintenance of welcoming signs at entry nodes and way-finding signs at internal and activity nodes.

Monument sign *on Newport Blvd at 19th Street greets residents and visitors to Costa Mesa.*

Design Strengths and Opportunities

Design Strengths

- Along the City's western boundary and looking south toward the Pacific Ocean, the coastline creates a distinctive visual background. Views of the Pacific coast enhance the visual quality of districts within the viewshed.
- Talbert Regional Park and its extensive natural areas provide an important visual reminder of the local landscape prior to urbanization and create a soft western edge of the City.
- Fairview Park works together with Talbert Regional Park to soften the urban landscape. The park's trails and recreational facilities are a community strength.

***Fairview Park** includes expansive open spaces accessible by trails.*

- Neighborhood parks and the golf courses provide open spaces and recreational opportunities.
- South Coast Plaza, The Triangle, and the OC Fair & Event Center are major visual landmarks.
- The Segerstrom Center for the Arts and South Coast Repertory provide focal points for the local performing arts community and serve as a major culture and arts hub for all of Orange County.
- The Santa Ana River's strength is a potential enhanced water resource. It offers recreation along the multiuse trail that extends along the western edge of the City.

South Coast Metro *includes a collection of high-rise office towers and the Segerstrom Center for the Arts venues.*

Design Opportunities

- Streetscape enhancements in the public realm can contribute significantly to improving and maintaining the visual quality of major arterial and secondary arterial streets through implementation of the City's Streetscape and Median Development Guidelines. The Guidelines include a comprehensive street tree palette and development standards.
- Improve the design of signs along major corridors and the public realm by adopting sign design guidelines and putting in place incentives for the removal of nonconforming signs.
- Continue to add new gateway treatments at City entry nodes.
- Continue to implement adopted specific plans, urban plans, design guidelines, and other policy documents that contribute to the design quality of new development.
- Consider preparation of design guidelines for new developments along major corridors and the public realm to ensure that such development contribute to the overall enhancement of Costa Mesa's image.

Key Issues

Lack of Visual Interest

Overall, Costa Mesa lacks a strong visual image in terms of definition as a distinct place. Some of the districts lack a clear identity that distinguishes them from other areas in the City. Districts should be unified through design approaches. Paths are challenged by sign clutter, blank walls, and absence of streetscape amenities. Commercial paths should have a unified identity that promotes a positive image of the City. More emphasis should be given to enhancing the image of neighborhoods that lack sufficient visual interest in building elevations, massing, landscaping, and lighting. Natural viewsheds are not optimized.

Residential Transition and Neighborhood Character

Within the Eastside Residential District, the transition of properties from single-story homes on large lots (with architectural styles dating to the 1950s and '60s) to two-story houses, as well as townhome developments, has changed the character of many neighborhoods. Some long-time residents have remarked that residential densities, building architecture, and massing that define the overall character of the district should be preserved.

Lack of Corridor Continuity

Harbor Boulevard lacks continuity of visual quality and has multiple identities. The commercial path is fragmented and contains a mix of land uses with no identifiable character. Even though new landscape medians have been installed, in several areas in the City, landscaping remains substandard along many stretches. Along many of the City's commercial corridors, inconsistent sign styles, colors, and sizes create visual obstructions and clutter.

Entry Nodes

The multiple entry nodes to Costa Mesa do not effectively announce arrival into Costa Mesa. The City's signage needs a conceptual redesign and evaluation of the most effective approach to entrance signage into the City. Entry nodes in need of signage enhancement include Newport Boulevard/15th Street, Bristol Street/Sunflower Avenue, and East 17th Street/Irvine Avenue.

Industrial Properties

Industrial uses, particularly on the west side of the City, occupy prominent locations with proximity to the coast. Some industrial uses are adequately

maintained or participate in valued industrial niches like the Westside's action sports industry. These businesses require this proximity to effectively conduct business. Screening and rehabilitation should be implemented in a strategic manor so as to not negatively impact this area's successful industrial niches and continue to support the maturing trend of creative enhancement to industrial districts.

Goals, Objectives, and Policies

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

Goal CD-1: Vehicular and Pedestrian Corridors

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

Objective CD-1A	***Contribute to City beautification by enhancing the visual environment of Costa Mesa's vehicular and pedestrian paths and corridors.***
Policy CD-1.1	Implement the City of Costa Mesa Streetscape and Median Development Guidelines in all new streetscape corridor and parkway projects. Coordinate with new development adjacent to public rights-of-ways to integrate landscape features and design elements consistent with the streetscape standards and recommendations.
Policy CD-1.2	Coordinate street furniture elements (benches, bus shelters, newspaper racks, trash receptacles, kiosks, etc.) whenever possible. Develop design standards and guidelines for the street furniture within and adjacent to public rights-of-way to complement the specific recommendations provided for streets in the City of Costa Mesa Streetscape and Median Development Guidelines.
Policy CD-1.3	Promote treatments for walls and fences and utility cabinets along public rights-of-way that contribute to an attractive street and sidewalk environment. Require that new walls and fences complement the style and character of the local district and adjacent buildings. Newly constructed or reconstructed walls and fences adjacent to sidewalks and roadways

should incorporate architectural treatments such as pilasters, masonry, or wrought iron, and should integrate tiered plantings to soften their appearance.

Policy CD-1.4 Promote a consistent landscape character along City streets to reinforce the unique qualities of each corridor and district, including the development of landscaped medians. Support implementation of the recommended street tree palette for each City street, as identified in the City of Costa Mesa Streetscape and Median Development Guidelines.

Policy CD-1.5 Encourage electric and communication lines to be placed underground and electrical substations and telephone facilities to be screened to minimize visual impacts from sidewalks, streets, and adjacent properties. Support utility undergrounding through conditions of project approval, preparation of undergrounding plans, and the formation of assessment districts.

Objective CD-1B. ***Encourage clear connections between districts within the City.***

Policy CD-1.6 Promote linkages between separate districts using bike trails, pedestrian paths, common medians or parkway landscaping, and other location-appropriate physical improvements. Through conditions of approval, public improvement projects, and other measures, support development of new connections and the enhancement of existing connections between districts.

Goal CD-2: Cohesive and Identifiable Districts

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

Objective CD-2A ***Encourage future development and redevelopment to reinforce district scale, identity, and urban form.***

Policy CD-2.1 Consider urban design guidelines for each identified district in Costa Mesa that recognizes, maintains, and enhances the character and identity of each district; integrate existing specific plans' policies and design guidelines as applicable.

Policy CD-2.2 Support and seek land uses and development that correspond or enrich our existing districts.

Districts should include identifiable and consistent design themes through architecture, landscaping, and signage.

Goal CD-3: High Quality and Visually Interesting Nodes

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

Objective CD-3A.	***Create a sense of arrival to Costa Mesa, and develop prominent community focal points at key nodes within the City.***
Policy CD-3.1	Introduce entry monument signs at key gateway locations, as identified in Figure CD-4. Utilize the standard design specifications for entry signs included in the City of Costa Mesa Streetscape and Median Development Guidelines.
Policy CD-3.2	Reinforce a sense of arrival into the City by promoting architecturally significant development and significant landscape plantings at key nodes. Undertake a visioning process to develop specific design guidelines that articulate the desired character for each node within Costa Mesa.
Policy CD-3.3	Design and development of entry and internal wayfinding signage to be located throughout the City in areas that correspond to the existing nodes and districts.

Goal CD-4: Identifiable and Protected City Landmarks.

Objective CD-4A.	***Promote the maintenance, use, and improvement of landmarks to enhance the visual image and identity of Costa Mesa.***
Policy CD-4.1	Support efforts to introduce new monuments and landmarks, and preserve, maintain, and improve the condition of Costa Mesa landmarks.

Goal CD-5: Edges

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

Objective CD-5A.	***Develop and implement programs that preserve and enhance City edges.***
Policy CD-5.1	Preserve and optimize natural views and open spaces in Costa Mesa.

Policy CD-5.2	Control the visual impacts of new development on natural views of the coast and the wetlands.
Policy CD-5.3	Develop open space corridors and trails along the edges of Costa Mesa where feasible and connect these trails to existing and potential future trails throughout the City.
Policy CD-5.4	Continue to preserve natural open space, including restoration of the natural areas of Talbert Regional Park.
Policy CD-5.5	Continue protection of Fairview Park as an open space and recreation area.
Policy CD-5.6	Continue to work with Caltrans to improve the design quality of freeway edges.

Goal CD-6: Image

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

Objective CD-6A.	***Establish development policies and design guidelines that create an aesthetically pleasing and functional environment.***
Policy CD-6.1	Encourage the inclusion of public art and attractive, functional architecture into new development that will have the effect of promoting Costa Mesa as the "City of the Arts".
Policy CD-6.2	Encourage the use of creative and well-designed signs that establish a distinctive image for the City.
Policy CD-6.3	Continue to work with Code Enforcement to ensure continued maintenance of properties and compliance with adopted development standards.
Policy CD-6.4	**Promote urban greening and expansion of the tree canopy throughout the City to create more physical comfort and encourage walking, with consideration**

on greening within designated environmental justice areas boundaries.

Goal CD-7: Quality Residential

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

Objective CD-7A	***Encourage excellence in architectural design.***
Policy CD-7.1	Ensure that new and remodeled structures are designed in architectural styles that reflect the City's eclectic quality, yet are compatible in scale and character with existing buildings and the natural surroundings within residential neighborhoods. Continue to update and maintain the Costa Mesa Residential Guidelines.
Policy CD-7.2	Preserve the character and scale of Costa Mesa's established residential neighborhoods where possible; when new residential development is proposed, encourage that the new structures are consistent with the prevailing character of existing development in the immediate vicinity, and that new development does not have a substantial adverse impact on adjacent areas.
Objective CD-7B.	***Encourage the use of native plant palettes in the creation of landscaping plans used to establish a sense of place in neighborhood identification efforts.***
Policy CD-7.3	Ensure that California native plants are used to support the local ecology and save water. Develop landscaping guidelines that reflect the local community.

Goal CD-8: Quality Commercial Development

Achieve a high level of design quality for commercial development.

Objective CD-8A.	***Encourage a high level of architectural and site design quality.***

Policy CD-8.1 Require that new and remodeled commercial development be designed to reflect architectural diversity, yet be compatible with the scale and character of the district.

Policy CD-8.2 Use distinctive commercial architectural styles to reinforce a positive sense of place. Commercial architectural design elements and materials must be of high quality and style as well as suitable for long-term maintenance. Consistent architectural design should be considered in choosing materials, finishes, decorative details, color, accent features and include the following elements and materials appropriate for their context (see Table CD-3: *Elements and Materials*):

Table CD-3: Elements and Materials

Design Elements	Design Materials
▪ Simple, multi-planed pitched roofs ▪ Open rafters/tails with large overhangs ▪ Appearance of "thick" walls ▪ Courtyards, arcades, and intimate spaces ▪ Tile details ▪ Deep-set window and door openings ▪ Offset wall planes ▪ Fountains and other unique details ▪ Building masses with the incorporation of one and two story architecture ▪ Sequencing of enclosed space/arches	▪ Stucco, smooth, sand or light lace finish ▪ Wood, as an exposed structural material ▪ Clay or concrete roof tiles ▪ Native fieldstone ▪ Wood window casements ▪ Wood, as an accent material ▪ Brick, as an accent material ▪ Wrought iron (rust proof; anodized aluminum) ▪ Tile, as an accent material ▪ Slumpstone garden walls

spaces should
ian amenities,
dining areas.

Policy CD-8.3 Encourage the use of entrance patios, courtyards, plazas, arcades, fountains, porches, tower elements, covered walks, and other features in commercial areas. Promote pedestrian amenities.

Policy CD-8.4 Ensure that common areas, walkways, driveways, and parking spaces be landscaped consistent with landscaping standards contained in the Planning, Zoning, and Development Code. Utilize landscaping to provide project amenities for new and remodeled commercial uses, and to screen parking and equipment areas. Landscaped areas generally should incorporate planting utilizing a three-tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees.

Policy CD-8.5 Ensure that site access, parking, and circulation for commercial uses are designed in a logical, safe manner. Parking should not dominate the site in areas adjacent to street, and should be well landscaped with a clear hierarchy of circulation. Wherever possible, parking lots should be divided into a series of connected smaller lots utilizing walkways and raised landscape strips. Parking lots should also include landscaping that accents the importance of driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways.

Policy CD-8.6	Require that areas for outside equipment, trash receptacles, storage, and loading areas be located in the least conspicuous part of the site. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, and junction boxes) should be concealed from view from public streets, neighboring properties, and nearby higher buildings. Trash enclosures should be architecturally compatible with the project. Landscaping should be incorporated into the design of trash enclosures to deter graffiti.
Policy CD-8.7	Encourage decorative paving treatments to be incorporated throughout commercial developments, including driveway entries, pedestrian walkways, plazas, and other areas. The design, materials, and colors of decorative paving treatments (e.g., stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete) should complement the architectural style of the primary buildings and make a positive contribution to the aesthetic and function of the site.
Policy CD-8.8	Require that exterior lighting on commercial properties be consistent with the architectural style of the commercial building. On each commercial site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light. Lighting sources should be shielded, diffused or indirect to avoid spillover on adjacent properties, nighttime sky light pollution, and glare to pedestrians and motorists. To minimize the total number of freestanding light standards, wall-mounted and pathway lights should be utilized to the greatest extent possible.
Objective CD-8B	***Preserve the scale and character of established neighborhoods near commercial uses.***
Policy CD-8.9	Ensure that new commercial development utilize site planning and design features that optimize compatibility with adjacent residential neighborhoods. The following guidance should be considered:

- When adjacent residential and nonresidential uses can mutually benefit from connection, appropriate linkages (e.g., walkways, common landscape areas, and building orientation) are encouraged. Successful interaction between commercial and residential uses may be achieved through adequate setbacks, landscape buffers, screening, decorative masonry walls, berms, building orientation, and limitations of commercial activities.
- Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should be located as far as possible from adjacent residences.
- Building orientation and landscaping of commercial buildings should minimize direct lines of sight into adjacent residential private open space.

Goal CD-9: Mixed Use

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

Objective CD-9A	***Design mixed use development projects to achieve a high quality character.***
Policy CD-9.1	Require that mixed-use development projects be designed to mitigate potential conflicts between uses. Consider noise, lighting, and security.
Policy CD-9.2	Provide adequate parking, open space and recreational facilities to serve residents in mixed-use development projects. Design parking and other areas to acknowledge different users (residents versus shoppers) and to be compatible with the architectural character of the building(s).
Objective CD-9B	***Provide for the development of projects that integrate housing with commercial uses and other compatible uses.***
Policy CD-9.3	Encourage mixed-use development along the east side of Newport Boulevard between Mesa Drive and

Walnut Street. Establish incentives for the development of projects in planned development zones that integrate housing with retail and office uses.

Policy CD-9.4 Encourage the development of mixed-use urban villages along specified areas of West 17th Street, West 19th Street, and Superior Avenue that integrates residential with office, retail, business services, personal services, public spaces and uses, and other community amenities in a single building (vertical mixed-use development) or in proximity on the same site (horizontal mixed-use development).

Policy CD-9.5 Promote new types of urban housing that could be target-marketed to people seeking alternative housing choices in proximity to a major commercial area.

Policy CD-9.6 Support efforts to mix compatible uses and activities. Encourage the siting of community-oriented services, businesses, and amenities in and near mixed-use neighborhoods, including schools, libraries, open space, and parks.

Goal CD-10: Industrial and Business Parks

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

Objective CD-10A ***Require that industrial and business park projects meet high-quality design standards.***

Policy CD-10.1 Require that industrial projects be designed to convey visual interest and a positive image. Architectural qualities and design elements encouraged for industrial uses are:

- Building modulation indentations and architectural details
- Building entry accentuation
- Screening of equipment and storage areas

- Landscaping to soften building exteriors and to serve as a buffer between uses

Policy CD-10.2 Encourage that the design of industrial buildings considers the visual and physical relationship to adjacent uses. An industrial structure which dominates its surrounding environment by its relative size shall generally be discouraged.

Policy CD-10.3 Encourage adaptive reuse of existing industrial structures which results in rehabilitated buildings with distinctive and attractive architecture.

Policy CD-10.4 Promote the use of materials and colors that produce diversity and visual interest in industrial buildings. The use of various siding materials (i.e., masonry, concrete texturing, cement, or plaster) can produce effects of texture and relief that provide architectural interest.

Policy CD-10.5 Require that landscaping be used to define areas such as entrances to industrial buildings and parking lots; define the edges of developments; provide transition between neighboring properties; and provide screening for outdoor storage, loading, and equipment areas. Landscaping should be in scale with adjacent buildings and be of an appropriate size at maturity to accomplish its intended purpose.

Policy CD-10.6 Require that the design of lighting fixtures and their structural support be of a scale and architectural design compatible with on-site industrial buildings. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects.

Objective CD-10B ***Ensure that the development of industrial projects are positive additions to the City's community setting and do not result in adverse impacts with adjacent uses.***

Policy CD-10.7 Require industrial projects to incorporate landscape setbacks, screening walls, and/or other elements that mitigate negative impacts with adjacent uses.

Policy CD-10.8	Protect transitional areas between industrial and other uses.
Policy CD-10.9	Storage yards, parking areas, and service areas should be screened from public view.

Goal CD-11: Attractive Signs that Reflect Costa Mesa

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

Objective CD-11A	***Facilitate the installation of signs that contribute to a positive image of the public realm.***
Policy CD-11.1	Encourage homeowners' associations and neighborhoods to maintain housing tract entrance signs in an attractive condition, and encourage the placement of such signs at the entrance of major developments which do not have such identification.
Policy CD-11.2	Encourage the use of common design elements in signs for commercial and industrial centers through the development of planned sign programs to improve center identity by publicizing the benefits of such programs to developers and local business operators.
Policy CD-11.3	Encourage citywide sign design guidelines that promote creativity and flexibility while upholding design quality. Design guidelines could include the design and placement of business signs, public street graphics, street signs, locational and directional signs, traffic signs, etc.
Policy CD-11.4	Introduce distinctive entry signage within the Costa Mesa Streetscape and Median Development Guidelines which effectively announces arrival to unique districts and neighborhoods.
Policy CD-11.5	Develop and design signage that helps with way-finding throughout the City so visitors and residents

can easily access destination locations and identify landmarks.

Goal CD-12: Public Safety through Design

Use design approaches to enhance public safety.

Objective CD-12A	***Incorporate public safety considerations into community design.***
Policy CD-12.1	Decrease the opportunity for criminal activity by addressing high-risk circumstances (e.g., dark alleys, enclosed stairwells, and dark entrances). Involve the Police and Fire Departments in reviewing and making design recommendations during the project review process.
Policy CD-12.2	Continue to implement and refine development standards and/or guidelines based on Crime Prevention through Environmental Design (CPTED) for new development and redevelopment with emphasis on site and building design to minimize vulnerability to criminal activity.
Policy CD-12.3	Continue to provide CPTED training to City staff and local planning and design professionals to optimize public safety through community design.

TeWinkle Park

Chapter 10:
Open Space and Recreation Element

Introduction

Open spaces, recreation programs, and cultural arts contribute significantly to the quality of life in Costa Mesa. With its high-quality park facilities and comprehensive community service programs, Costa Mesa offers many opportunities for residents and visitors to practice healthy living and engage in community-building activities.

Parks and community-serving facilities enhance the quality of life for residents and are important components of complete and sustainable neighborhoods. Accessible parks provide places to play, exercise, spend time with friends and neighbors, or just relax and reflect. This Open Space and Recreation Element provides the policy framework to ensure that open space and recreation

resources in the City are preserved and maintained. Open space in Costa Mesa includes neighborhood and community parks, County-owned regional recreation facilities, institutional land uses, and golf courses.

Purpose

The purpose of the Open Space and Recreation Element is to sustain the network of open space and recreation resources for today's residents and future generations. The goals, policies, and objectives contained in this element aim to protect, maintain, and enhance open spaces for all purposes and to meet recreation needs. This also describes how Costa Mesa can promote the City's identity as a "City of the Arts".

Recreational Sites and Facilities

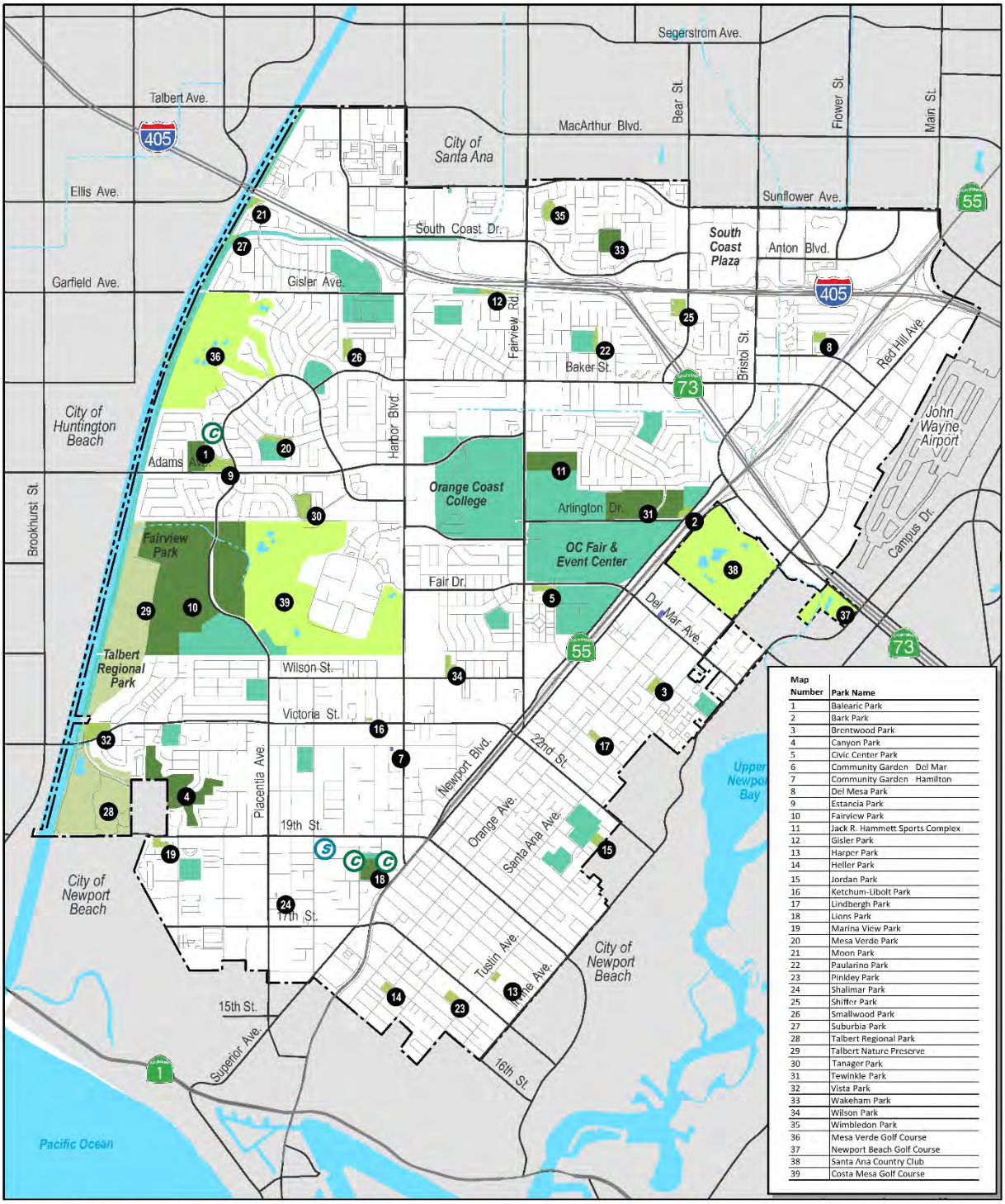
Costa Mesa's inventory of open space and recreation resources includes a diversity of facilities, ranging from highly developed, active recreation sites to low-activity, passive open spaces. The existing network of open space and recreation facilities is illustrated in Figure OSR-1, *Recreational Sites and Facilities*, and inventoried in Table OSR-1, *Parks and Open Space Inventory.*

Table OSR-1: Parks and Open Space Inventory

Facility Name	Acreage
Neighborhood and Community Parks	415.19
Regional Nature Preserve (Talbert Regional Park)	244
Institutional Uses [1]	871.94
OC Fair & Event Center	150.04
Open Space Easements	6.19
Golf Courses[2]	379.70
Total	**2,067.06**

Notes: 1) Includes schools, colleges, public facilities, Civic Center, Santa Ana River right-of-way, Fairview Developmental Center, and other public and institutional uses.

2) Includes acres of golf courses within the City of Costa Mesa only. Acreages do not include Santa Ana Country Club and Newport Beach Golf Course.



Parks and Open Space Inventory

- Neighborhood Parks
- Community Parks
- Orange County Parks
- Golf Courses
- Community Gardens
- Public Facilities and Institutional Uses

Community Centers

- Senior Center
- Community and Recreation Centers

City Boundaries

- City Boundary
- Sphere of Influence

Source: City of Costa Mesa, 2015.

0 1,000 2,000 4,000 6,000 8,000 Feet

Neighborhood and Community Parks

The neighborhood and community park system represents the foundation of Costa Mesa's open space and recreation network. Approximately 415 acres of developed neighborhood and community parks provide places for residents and visitors to enjoy themselves. As shown in Table OSR-2, *Neighborhood and Community Parks Inventory,* Costa Mesa has 25 neighborhood parks and seven community parks. These parks are shown on Figure OSR-1. The largest City-owned park is Fairview Park, encompassing approximately 210 acres. The smallest park is 0.18-acre Shalimar Park. Parks within the City are classified based on size. The classification system is as follows.

- **Neighborhood Parks.** Neighborhood parks are 10 acres or smaller in size and are intended to serve the daily recreational needs of residents in the immediate park vicinity. Primary uses include passive and active open space, tot lots, and picnic facilities. Community gardens are also included under this classification.
- **Community Parks.** Community parks are 10 acres or larger in size and are intended to provide a wide variety of recreation amenities, including lighted athletic fields and courts and other wide-serving recreational uses.

Fairview Park

Fairview Park is the largest park in the City encompassing approximately 210 acres. This passive open space consists of bluffs, vernal pools, trails, native plant communities, and wildlife. Park visitors can also enjoy special events that occur at the park, as well as take a train ride on the Goat Hill Junction Model Railroad.

In 1998, the City Council approved the Fairview Park Master Plan. Pursuant to the Master Plan, a series of improvements to wetland and riparian habitats were accomplished consisting of enhancement of 17 acres of riparian habitat, rehabilitation of ponds and streams, and installation of a new irrigation system. In 2013, the City restored six acres of wetland ponds, five acres of native grasslands, three acres of native oak trees, and nine acres of coastal sage scrub habitat.

***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 aircrafts, 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. 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.

Table OSR-2: Neighborhood and Community Parks Inventory

Name	Acres	Baseball	Softball	Soccer Field	Utility Field	Basketball	Playground	Tennis Courts	Handball	Volleyball	Par Course
Neighborhood Parks											
Brentwood Park	2.60						1			1	
Civic Center Park	2.50										
Del Mar Com. Garden	0.77										
Hamilton Com. Garden	0.45										
Del Mesa Park	2.47				1	1	1			1	
Estancia Park	9.03										
Gisler Park	4.59						1			1	
Harper Park	1.06						1				
Heller Park	2.61				1		1				
Jordan Park	2.48				1						
Ketchum-Libolt Park	0.34										
Lindbergh Park	2.00						1				
Marina View Park	2.29				1		1				
Mesa Verde Park	2.73						1				
Moon Park	1.67						1				
Paularino Park	2.23						1			1	
Pinkley Park	2.57				1		1				
Shalimar Park	0.18						1				
Shiffer Park	7.09				1	1	2		2	2	1
Smallwood Park	3.39		1			1	1			1	
Suburbia Park	0.53										
Tanager Park	7.41				1	1	1			2	1
Vista Park	5.92				1		1				
Wilson Park	3.61						1			1	
Wimbledon Park	3.29				1	1	1				1

Table OSR-2: Neighborhood and Community Parks Inventory

Name	Acres	Baseball	Softball	Soccer Field	Utility Field	Basketball	Playground	Tennis Courts	Handball	Volleyball	Par Course
Neighborhood Park	***73.81***	***0***	***1***	***0***	***9***	***5***	***19***	***0***	***2***	***10***	***3***
Community Parks											
Balearic Park	10.06			2	1	2	2		2		
Canyon Park	35.96						1				
Jack R. Hammett Sports Complex	18.50			6							
Fairview Park	210.04				1						
Lions Park	12.82						1		6		
TeWinkle Park	43.67	1	2		1		1	12		1	1
Wakeham Park	10.33			1	1	1	1			1	1
Community Park	***341.38***	***1***	***2***	***9***	***4***	***3***	***6***	***12***	***8***	***2***	***2***
Grand Total	**415.19**	**1**	**3**	**9**	**13**	**8**	**25**	**12**	**10**	**12**	**5**

Parks and Recreation Commission

The Parks and Recreation Commission acts in an advisory capacity to the City Council with respect to:

- Park and recreation facility locations
- Park site planning and facility design
- Development, operation, maintenance, and redevelopment of facilities
- Fiscal policy recommendations regarding development priorities, grants, and fees

The Parks and Recreation Commission also advises the City Council on matters pertaining to the provision of quality recreational services and activities

programs, as well as park and recreation matters referred to the Commission by the City Council or brought to the Commission's attention by stakeholders.

Other Recreational Facilities

Institutional Uses

Costa Mesa is home to many public schools, a community college, and a private university—as well as the OC Fair & Event Center—that have open space and recreational facilities. While not all facilities are available for public recreational use, the inventory of institutional uses is considerable. These facilities contribute substantially to the citywide open space and recreation inventory, and can augment open space provided by the neighborhood and community park system. Although not a party to the use-agreements between schools and sports leagues, the City does provide support to community organizations seeking joint-use agreements and improvements to school sites. Table OSR-3, *School Recreational Facilities*, identifies institutional facilities located within the City, operated by the Newport-Mesa Unified School District (NMUSD).

As of 2015, the Newport-Mesa Unified School District facilities included 32 utility fields and 18 baseball/softball diamonds. The City utilizes NMUSD elementary and middle school facilities for after-school programs, and all elementary, middle, and high school athletic fields, with the exception of Jim Scott Stadium, for youth and adult sports programming.

Youth Sports. *Children participating in a Pop Warner Football game.*

Table OSR-3: School Recreational Facilities

School Name	Acres	Baseball	Softball	Soccer	Turf Area	Basketball	Multi-Use Courts	Track	Play Equipment	Handball	Volleyball	Tennis	Swimming Pool
Adams Elementary School	10.36			■		■							
Back Bay High School	6.25		■	■	■	■							
California Elementary School	9.81		■	2	■	■	■		■	■			
College Park Elementary School	7.98		■	■	■	■	■		■	2			
Costa Mesa High School	67.30	4	■	3	■	■	■	■			■	8	■
Davis School	16.64				■	■		■					
Early College High School	10.00												
Estancia High School	39.98	2	■	■	■	■	■	■		■		8	■
Harper Preschool	2.00			2	■	■	■				■		
Kaiser Elementary School	17.76	2		3	■	■	■	■					
Killybrooke School	10.01			■	■	■				■			
Paularino Elementary School	9.07				■	■	■			■			
Pomona Elementary School	7.52			■	■	■	■						
Everett Rea Elementary	13.91												
Sonora Elementary School	10.56				■	■	■			■			
TeWinkle Intermediate School	20.00	3	2	3	■	4		■			■		
Victoria Elementary School	7.37			■	■	■	■						
Waldorf School of Orange County	10.15			■	■	■	■		■		■		
Whittier Elementary School	9.11		■		■		■		■	■			
Wilson Elementary School:	8.93				■		■						
Woodland Elementary School	8.88	■		■		■			■	■			
Total	303.59												

Source: City of Costa Mesa and Newport-Mesa Unified School District

Note: 1) All schools identified in this table are included in the Joint Use Agreement (JUA) between Newport-Mesa Unified School District (UNMD) and the City of Costa Mesa. The JUA pertains to athletic facility use, maintenance, and program oversight, and is updated periodically. Some schools are subject to third-party agreements.

Surplus School Sites

Student enrollment throughout the Newport-Mesa Unified School District fluctuates over time, and NMUSD makes long-range projections for facility needs. In the past, NMUSD has closed elementary schools due to low enrollment, with the facilities available for many uses.

OC Fair & Event Center

In the late 1940s, the State of California obtained the current fairgrounds property, formerly occupied by the Santa Ana Army Air Base, and used the fairgrounds for over 60 years. In 2010, the County of Orange acquired the site from the State, with the core objective to preserve and promote the fairground and event uses. The OC Fair & Event Center is a major entertainment, recreational, cultural, and educational asset to Orange County. In addition to the OC Fair, which occurs every summer, over 100 events occur every year supporting cultural and nonprofit organizations, and attracting over 4.1 million visitors annually.

Centennial Farm *is a three-acre working farm at the OC Fair & Event Center created to educate youth about agriculture and its importance to daily life.*

The 150-acre property includes these components:

- **Centennial Farm.** An approximately 3.5-acre outdoor agricultural and livestock area on the southwest corner of the property. This working farm includes livestock barns and fruit and vegetable gardens, and showcases educational programs for school-aged children.

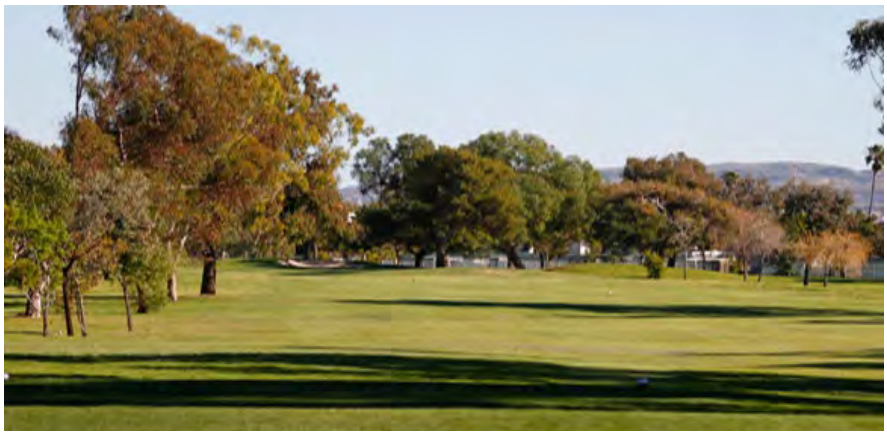
- **Equestrian Center.** Approximately 14.5 acres, the equestrian center facility provides year-round, privately operated horse boarding and training. The area includes riding arenas, hot walkers, turnout pens, storage lockers, and ample parking.
- **Grandstand Arena.** The Grandstand, per the Master Plan, is anticipated to expand to hold 10,000 seats. The area is used for rodeos, circuses, motorcycles races, and other outdoor events.
- **Orange County Market Place.** A weekly outdoor swap meet held on the property's southeast corner attracts people from throughout the region.
- **Pacific Amphitheatre.** An outdoor arena that seats up to 8,500 patrons, this venue hosts entertainers of local, national and international renown.
- **Showroom Buildings.** Buildings totaling 148,000 square feet are rented for various shows, with the possibility of expanding to 275,000 square feet per the Master Plan.
- **Festival Fields (Multipurpose Area).** The Festival Fields consist of an outdoor theater, camping, and Kid's Carnival.
- **Mall Areas.** Three areas adjacent to the outdoor area are used primarily as show areas for automobiles, outdoor social events, and other similar uses.

Golf Courses

Located adjacent to the Fairview Park is the Costa Mesa Country Club, a municipal golf course with two 18-hole golf courses, a pro shop, coffee shop, banquet facility, and driving range. The Mesa Verde Country Club golf course is a private facility that includes an 18-hole golf course, tennis and pool complex, and club house. Additionally, the private Santa Ana Country Club and Newport Beach Golf Course, both located outside City limits but within the City's sphere of influence, offer additional recreation opportunities.

Dog Park

Bark Park is a two-acre fenced off-leash dog park located at TeWinkle Park, adjacent to the Costa Mesa Tennis Center. The park has a separate area for small, elderly, and disabled dogs. Dog park amenities include trees, benches, water dispensers for dogs, dog waste bags, and a restroom. Bark Park is administered through the non-profit Costa Mesa Bark Park Foundation.



Costa Mesa Country Club *is a public golf course with 36 holes of golf, a practice facility and driving range, and a banquet facility.*

Costa Mesa Tennis Center

The Costa Mesa Tennis Center is located in TeWinkle Park at 880 Junipero Drive. This special use facility includes twelve lighted courts, fifty-five parking spaces, landscaped walkways, and a pro-shop with professional tennis staff. The Costa Mesa Tennis Center offers lessons, tournaments, leagues, open play, and monthly classes and activities to participants of all ages.

Costa Mesa Skate Park

Built in 2005, the Costa Mesa Skate Park is open daily to skate boarders and inline skaters of all ages. The 15,000 square foot facility is free to the public, although all participants are required to wear their own helmet and pads. This specialty facility is located inside of TeWinkle Park. It features street elements, a kidney-shaped pool, and a bowl. Finally, the facility also hosts the City's Parks and Community Services Department skateboarding classes.

Park Level of Service

Level of Service is a method used to calculate the level of service standards for parks and recreation to determine if it meets the City's needs and expectations.

With a changing population, the City must continually assess how park facilities satisfy the needs of a changing demographic. Park standards determine how many parkland acres the City should develop based on population levels, locations of parks, and existing parks. The City's goal is to attain and maintain a park standard of 4.26 acres of parkland for every 1,000

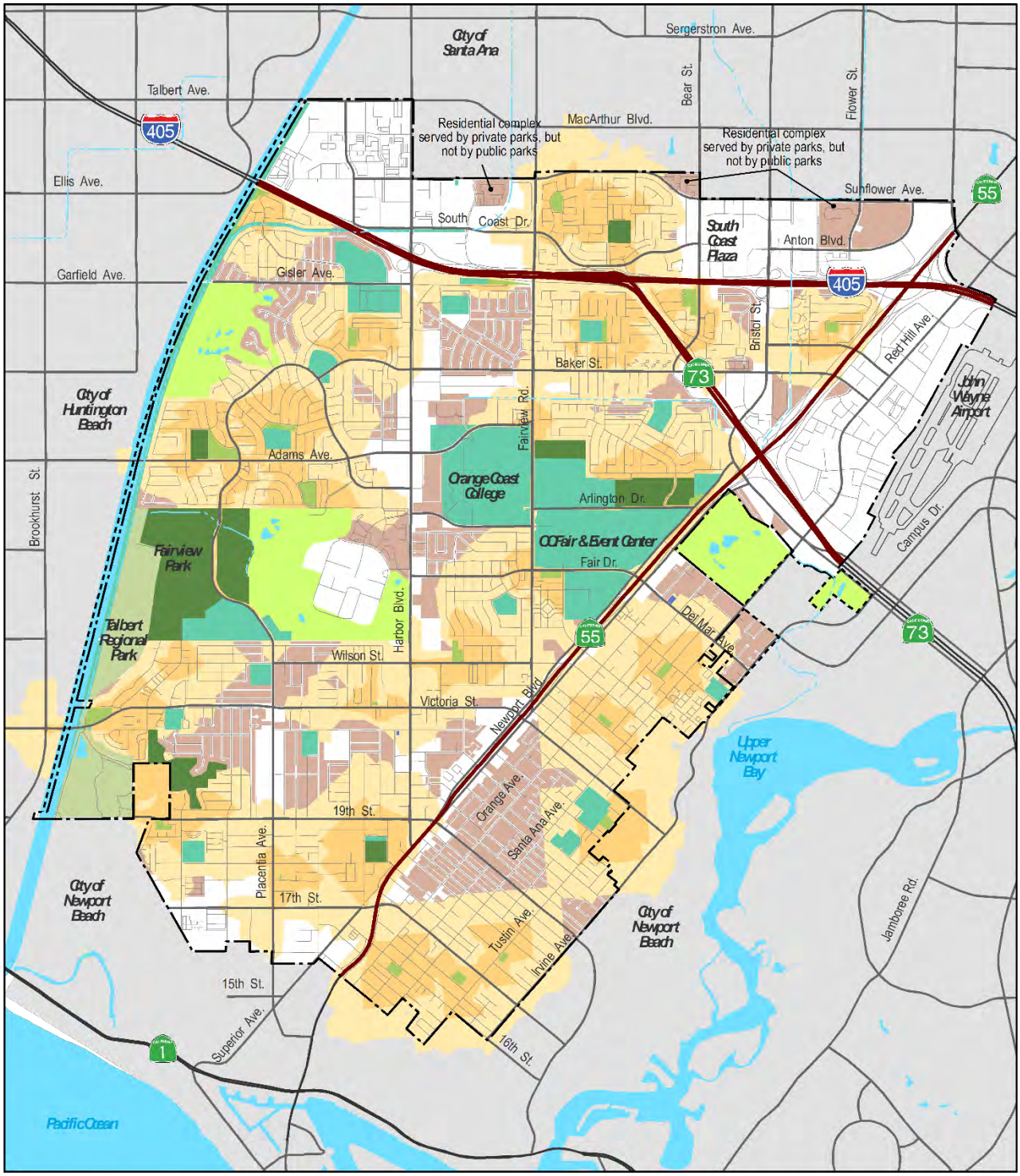
residents. Pursuant to State law (State Government Code Section 66477), the City may collect up to 3.0 acres of parkland or in-lieu fees from new residential subdivisions for every 1,000 residents. Accordingly, the City adopted a Local Park Ordinance to implement its park and recreational land dedication requirements (Title 13, Chapter XI, Article 5 – Park and Recreation Dedications). However, to reach the goal of 4.26 acres per 1,000 residents, the City must pursue alternative funding sources for the additional park acreage and/or park improvements that exceed the State standard. Alternative funding sources include general fund revenues, development impact fees, federal and State grants, user group contributions, and school district joint-use contributions. Other methods for supplementing the City's park system include encouraging the development of private open space and recreational amenities (beyond public park requirements) within large residential projects, and pursuing the joint use (or ultimate use) of utility district lands, such as those owned by County of Orange Flood Control District, for parks and open space.

As of 2015, the City had an estimated population of 111,276 residents. Based on the City's park standard goal of 4.26 acres for every 1,000 persons, approximately 474 acres of parkland are required to meet the City's goal. Assuming a build-out population of 134,984 residents, 575 acres would be required to achieve the goal.

This total does not include private open space and recreation facilities, golf courses, the OC Fair & Event Center, or joint use of facilities at school sites. The City's policies and implementation actions emphasize the need to pursue all means to expand and maximize benefits of the parks and recreation system.

Neighborhood and Community Park Accessibility

Figure OSR-2, *Park Access,* utilizes the street network system to identify areas within a one-quarter-mile and one-half-mile walking distance to park pedestrian-access points (service area). The figure identifies areas within neighborhoods that do not have ready access to City parks and thus helps assist in the strategic approach to identify and prioritize locations for parkland to meet the community goals and objectives.



Parks and Open Space Inventory

- Neighborhood Parks
- Community Parks
- Orange County Parks
- Golf Courses
- Community Gardens
- Public Facilities and Institutional Uses

Walking Shed Analysis

- 1/4 Mile or Less Walking Distance to Park
- 1/2 Mile or Less Walking Distance to Park
- Residential Underserved Areas (Greater than 1/2 Mile Walking Distance)
- Pedestrian Barriers

Source: City of Costa Mesa, 2015; ArcGIS Network Analyst and Costa Mesa street center lines (polylines).

0 1,000 2,000 4,000 6,000 8,000 Feet

Figure OSR-2: Park Access

Park Level of Service and Accessibility by Planning Area

An estimate of population to park ratios has been conducted by "Planning Areas" to evaluate deficiencies in the City's allocation of parkland. Table OSR-4, 2015 *Park /Population Ratios*, indicates these estimated ratios. Planning Area 2 exceeds the park-to-population standard of parkland, but includes some areas that lacks park accessibility. Planning Area 3 is the area with the most deficient neighborhood parkland with a ratio of 0.62 acres of parkland, for every 1,000 persons. Figure OSR-3 identifies the Planning Areas.

Table OSR-4: 2015 Park /Population Ratios

Planning Area	Population[1]	Existing Park Land (2015)	Estimated Park/ Population Ratio
1	23,244	54.43	2.34/1,000
2	24,122	248.39	10.30/1,000
3	22,874	14.09	0.62/1,000
4	26,574	75.10	2.83/1,000
5	8,176	13.62	1.67/1,000
6	5,534	9.56	1.73/1,000
Total	**110,524**	**415.19**	**3.76/1,000**

Notes: 1) Population based on U.S. Census Bureau, American Community Survey, 5-Year Estimates for 2014 by Census Tract and by Table LU-2: Established Land Uses (2015).

Planning Area 1

Planning Area 1 is unique in a number of ways. First, it is the location of major public open space features, including Canyon Community Park and the Talbert Regional Park and it is in close proximity to Fairview Community Park. However, these facilities are located along the easternmost boundary of the planning area, creating an uneven distribution of neighborhood park service. Secondly, the area is the most densely populated and highly developed in the City, leaving very limited opportunities for sites to fulfill this service deficiency. There are several park priority areas within the Westside neighborhood, just south of Victoria Street.

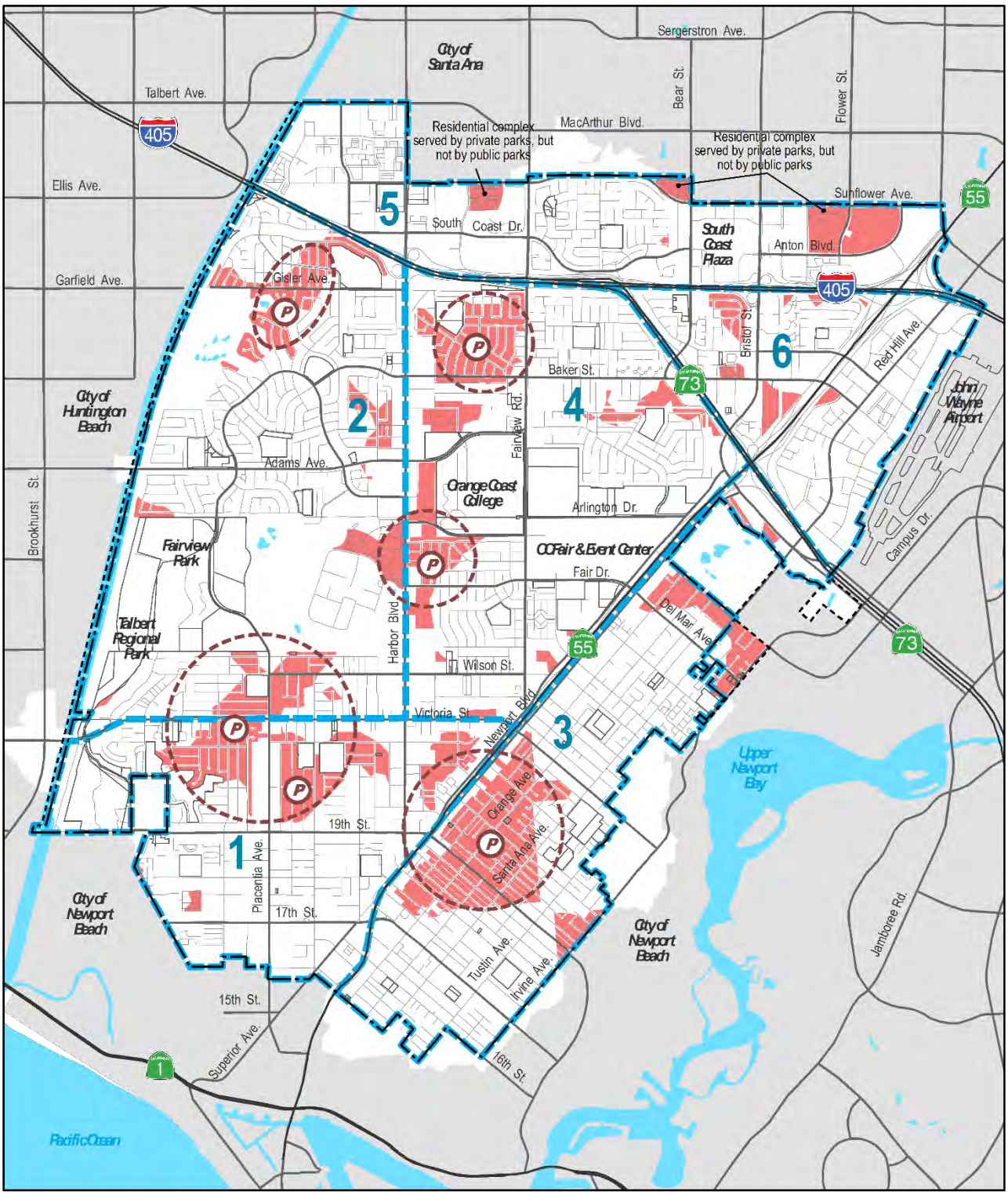


Figure OSR-3: Planning Areas and Underserved Park Areas

Planning Area 2

Planning Area 2 is well served and exceeds the park-to-population standard for neighborhood and community. Nearly 250 acres of parkland are provided in this Planning Area. However, the Mesa Verde neighborhood around Gisler Avenue still lacks park accessibility as it is located more than a one-half mile from a park. The Westside neighborhood north of Victoria Street is also identified as being farther than one-half mile walking distance from a park.

Planning Area 3

Planning Area 3 is similar to Area 1 in that it is an older neighborhood which is nearly fully developed without an adequate neighborhood park system. One advantage that the Eastside neighborhood has is the availability of operating school sites and surplus school sites to augment the local park network. Regarding park access, the neighborhood area east of Downtown and along 19th Street is identified as being located beyond a one-half-mile walking distance from a park. This planning area is deficient by both park-to-population standards and accessibility standards.

Planning Area 4

Planning Area 4, although it does not meet the park-to-population standard for parks, it is generally well served by City parks. The acquisition of the Jack R. Hammett Sports Complex helped improve the park deficiency within the entire Planning Area. However, the Halecrest and College Park neighborhoods lie beyond the desired one-half mile.

Planning Area 5

Planning Area 5 is identified as park deficient. Several residential complexes are served by private on-site recreation facilities and open space easements. However, with the development of the Sakioka Farms residential site, this area is expected to have the potential for new residential development that could include new public (or private) park space.

Planning Area 6

Planning Area 6, which consists of the Bristol and Paularino neighborhoods, is identified as park deficient in terms of the park-to-population standard. Park accessibility is generally good to Shiffer Park and Del Mesa Park by surrounding residential neighborhoods. Large residential complexes that are not within a one-half-mile walking distance to a public park generally have

private park facilities dedicated to their residents. New residential development associated with the SoBECA Urban Plan will also increase the current population in this Planning Area and the need for additional public parks.

Key Park System Issues

Limited Availability of Park Sites

Costa Mesa is a mature, well-developed city with very little land available for new parkland. Few vacant parcels exist, and those that do may not be useful in terms of size, location, or other factors. The few remaining large vacant lands are located north of I-405 and planned for urban-intensity development, as outlined in the *North Costa Mesa Specific Plan*. As part of any master planning process, the City has the ability to require provision of public open space for parks and similar purposes.

The other major potential site for parkland is the Fairview Development Center, which the State may choose to downsize or relocate, thus making these public lands possibly available for transfer to the City. Any new parks the City acquires within established neighborhoods will be small infill parks. Several contiguous sites will need to be acquired to provide an active sports park facility to meet the community's recreational needs.

Further, the demands on capital funds are highly competitive, potentially creating further limitations for acquisition of new City parkland.

Balance of Passive and Active Recreation

As the population in the City continues to changes, the demand for parks and open spaces will increase and change based on the population's composition. In response, the City may find it necessary to repurpose current parks and open spaces to accommodate residents' needs. As a result, preserving the established uses of parks and open spaces and balancing between passive and active recreation use may become a challenge. However, a balance between passive and active open space opportunities will continue to be a key consideration.

Demand for Sports Field

Organized sports programs have created a demand for more baseball, softball, and soccer fields. Many neighborhood parks provide space for organized sports but typically have insufficient parking, lighting, and facilities to meet this demand. Sports parks within neighborhoods require a balancing act for the City to meet the needs of private athletic organizations and neighborhood residents. Residents often express concerns regarding parking spillover into neighborhoods, lighting, noise, and the general unavailability of facilities to residents.

Adequate Space for Community Gardens

Costa Mesa owns and operates two community garden sites in the City. As of 2015, long waiting lists to lease garden parcels to community members prevented many residents from having garden plots. As the population and popularity of gardening continues to grow, the demand for community gardens will grow as well.

Park Level of Service

As of 2015, Costa Mesa had 3.66 acres of parkland per 1,000 persons (based on population of 111,276 and 415.19 park acres), well under the 4.26 acres per 1,000 persons this element identifies as the minimum parkland ratio. With the planned population growth identified in the Land Use Element, demand per the standard will increase to 575 park acres per 1,000 persons, again below the threshold identified in this element. The City of Costa Mesa will have to acquire additional park acres to meet the citywide goal of 4.26 acres per 1,000 persons.

Park Accessibility

Several residential neighborhoods in Costa Mesa are more than one-quarter and one-half-mile pedestrian walking distance to public neighborhood and community parks. These neighborhoods include the Westside residential district generally along Victoria Street and Placentia Avenue, the Eastside residential district along 19th and 20th Streets, the residential area northeast of the Mesa Verde Country Club, and the Halecrest residential neighborhood. The Halecrest area does include a private park, Halecrest Park, which requires a membership to access the recreation facilities. These areas should be considered priorities areas for future parks. Other small underserved areas

should also be considered as well. Additionally, large apartment and condominium complexes provide private recreational facilities for their residents and are maintained under management groups or homeowner associations.

Recreational Facilities and Programs

Community Facilities

The City operates and maintains four community centers: Balearic Community Center, Downtown Recreation Center, Neighborhood Community Center, and Costa Mesa Senior Center. Each facility provides recreational activities and room rentals.

- **Balearic Community Center.** Located at 1975 Balearic Drive, the facility comprises two rental rooms that can accommodate up to 100 people. Year round, these rooms are used for the City's Day Camp Program, Recreation on Campus for Kids (ROCK) program, and Early Childhood Program. Adjacent to the center is Balearic Park, which features a fenced playground with play equipment, playground, basketball courts, and a large athletic field.
- **Downtown Recreation Center.** Located at 1860 Anaheim Avenue, this center includes an indoor gymnasium, gymnastics room, a 25-yard outdoor pool, and a designated room and office for the Childs-Pace day-care program. The facility offers a multipurpose room equipped with a kitchen, and provides open gym time for youth and adult basketball. During the summer, the multipurpose room is also used as a ROCKS program site.
- **Neighborhood Community Center.** Located at 1845 Park Avenue, this 24,000-square-foot facility consists of a large multipurpose hall, stage, dance floor, and full-service kitchen. Three smaller meeting and conference rooms are available for meetings and classes. In 2015, the City approved a $34.5 million plan to build a new library building to house the new Donald Dungan Library, renovate the existing Donald

Dungan library to serve as the new Neighborhood Community Center (NCC), demolish the old NCC, and propose parking and landscape developments in several phases. A community-driven process has guided design and service plans.

- **Costa Mesa Senior Center.** Located at 695 West 19th Street, the senior center provides a day facility for Costa Mesa's older residents to gather and participate in social, recreational, and personal development programs. The facility also provides seniors access to free transportation for medical-related appointments and other transportation needs.

Community Services Programs

Community Services programs encompass the diverse recreational and social services activities provided by the City to residents. These programs can be classified in one of the following categories:

- Recreational and Physical Activities
- Action Sports
- Cultural and Performing Arts
- Youth Programs
- Human Services
- Older Adult Programs and Services

The City provides a diverse selection of recreational and sports activities, programs, and services that utilize the extensive network of parks and recreation facilities. A number of nonprofit organizations within the community also provide programs and services, including the Newport-Mesa Family YMCA, Costa Mesa United, and youth sports organizations such as AYSO, Little League Baseball, and Pop Warner Football. The City facilitates the use of its recreational facilities and outdoor school grounds by these groups.

Youth Programs

The City offers a variety of recreation programs for local youth, including gymnastics, basketball, soccer, tee-ball, skateboarding, martial arts, and horseback riding. The programs aim to provide children and teenagers with effective tools to learn and grow through well-planned curriculum, activities,

field trips, and socialization. Youth and teen programs include the Costa Mesa Day Camp, Early Childhood Program, Recreation on Campus for Kids (R.O.C.K.S), Recreation Leadership Training Program, and Teen Camp.

Human Services

Human services programs provide social and financial aid to community members, and can enhance quality of life, promote civic involvement and volunteerism, foster partnerships with private organizations, and create a sense of belonging. The City coordinates with a variety of human services providers such as the Orange County Rescue Mission and the Orange County Interfaith Shelter to assist residents and their families.

Costa Mesa's Community Services Department *provides a wide range of programs and activities for youth and teens.*

Older Adult Programs and Services

Residents over age 50 represent a growing demographic in Costa Mesa. As a result, the City's services and programs need to address the growing demands of residents who are 50+ by providing social events, expressive arts, nutrition, fitness, and educational and recreational classes that focus on health and wellness. Older residents who face mobility, economic, and medical care challenges can find support and referrals through the programs, services, and classes held at the Costa Mesa Senior Center. The Costa Mesa Senior Center also organizes activities, trips, and special events throughout the year.

Key Recreational Facilities and Programs Issue

Adequate Community Services to Serve Changing Community

Historically, the City has provided high levels of recreation, community, youth and family, and older adult services that meet changing community needs. Maintaining and improving this level of service may be challenging given limited funding resources and demographic changes.

Open Space

Open space land, as defined by California Government Code Section 65560, is any parcel or area of land or water that is essentially unimproved and devoted to an open-space use, including open space for the:

- Preservation of natural resources
- Managed production of resources
- Outdoor recreation
- Public health and safety

Preservation of open space resources, including habitat areas, wildlife, and water resources are addressed in the Conservation Element.

Costa Mesa Open Spaces

Canyon Park

Canyon Park's name refers to its location within a canyon just north of 19th Street. This approximately 36-acre natural open space park includes meandering trails which connect to several surrounding neighborhoods, a small playground and picnic green-space, and Talbert Regional Park.

Talbert Regional Park

The County of Orange preserves and maintains the 211-acre Talbert Regional Park, which encompasses the Talbert Nature Preserve. This open space is located in the southwest portion of the City, north and south of Victoria Street

along the Santa Ana River lowlands, and provides passive recreation opportunities, including walking, picnicking, and hiking. The trail system allows for observation of natural resources and links to other parks along the Santa Ana River. Group use within the habitat areas is permitted by guided walks, and individual use is facilitated by interpretive signage. When combined, Canyon Park, Fairview Park, and Talbert Regional Park provide almost 490 acres of restored and enhanced natural open space.

Santa Ana River

The Santa Ana River forms the western boundary of Costa Mesa. Although not included in the open space inventory, the Santa Ana River Trail provides a major recreation and circulation element that extends from the Pacific Ocean to the Inland Empire. The bikeway has been designated by Congress as a "National Recreational Trail." OC Parks owns and manages the nearly one mile of the mouth of the Santa Ana River, and the U.S. Army Corps of Engineers controls the river area above the mouth.

Santa Ana River Open Space *includes trails and access to Costa Mesa's Fairview Park and Talbert Regional Park.*

Open Spaces Adjacent to Costa Mesa

Newport Banning Ranch

Newport Banning Ranch is an approximately 401-acre site partially located in unincorporated Orange County and partially within the City of Newport

Beach, adjacent to Costa Mesa. Plans for the property include approximately 174 acres of permanent open space to be reserved and protected for lowland and upland habitat, a nature center, vernal pool interpretive area, and a 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 (FHBP). 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.

Open Space Acquisition

As a built-out community, Costa Mesa will face challenges acquiring new open space land due to high land costs and the limited availability of land.

Open Space Access

Open spaces in Costa Mesa are primarily located along the Santa Ana River. Adjoining residential neighborhoods can easily access the Santa Ana River Trail and Banning Channel Bikeway. Eastside Costa Mesa neighborhoods may encounter difficulties in accessing these open spaces through the City's established bikeway system. Talbert Regional Park is primarily accessed by surrounding residential neighborhoods; it can also be accessed through trail connections and access points. Careful consideration must be given to increase access to open spaces while protecting sensitive habitat.

Cultural Arts Resources

Costa Mesa's motto is "City of the Arts." Over the past decades, regionally and nationally recognized organizations have established the City as their home, and they continue to grow. The Segerstrom Center for the Arts, South Coast Repertory Theater, Arts Plaza, and Noguchi Sculpture Gardens are some of the significant cultural resources based in Costa Mesa. The Costa Mesa Playhouse also thrives in the City, along with a wide array of art galleries and a contemporary music scene.

Costa Mesa Theater and Arts District Plan

The 57.3-acre Costa Mesa Theater and Arts District includes high-rise office buildings, internationally recognized cultural facilities, hotels, restaurants, and high-end commercial uses. Located along the Avenue of the Arts and with ready access to I-405, the district attracts visitors from throughout Southern California and beyond. To guide the coordinated development of the district, in 2004 the City the Costa Mesa Theater & Arts District Plan was established.

Cultural Arts Committee

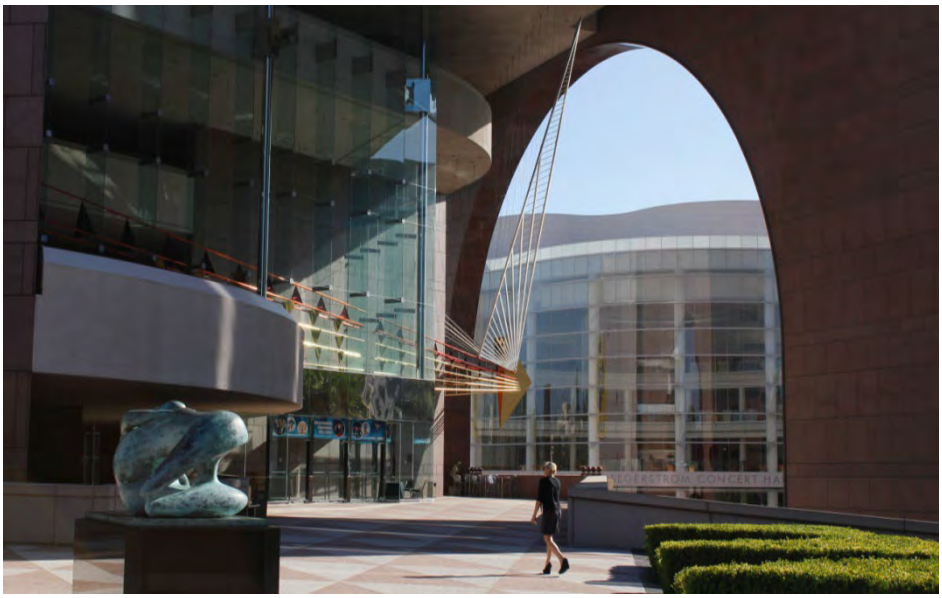
The Cultural Arts Committee coordinates with the City Council to support cultural arts programs and increase awareness of the arts to Costa Mesa residents. The Committee's overarching goal is to establish programs, organize events, and distribute information that promote arts and culture. Programs and events organized by the Committee include the Artist Showcase, Arts in the Park, Art Walk, and Youth Art Gallery.

Segerstrom Hall and the Renee & Henry Segerstrom Concert Hall *located within the Segerstrom Center for the Arts.*

Key Cultural Arts Issue

Limited Public Access to to Public Art

Public art refers to works of art in any media located in a public setting, with the purpose of beautifying public spaces and buildings, drawing attention to the message the artwork may communicate, and educating the public. Public art can increase the intrinsic and monetary values of the places it graces; and it can express a civic and corporate pride. Many of Costa Mesa's public art pieces are located at the Segerstrom Center of the Arts, which has limited public access.



Public art located at the main entrance of the Segerstrom Hall.

Goals, Objectives, and Policies

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

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

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

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

Adequate Neighborhood and Community Park Recreational Facilities

Policy OSR-1.1: Maintain a system of Neighborhood and Community Parks that provide a variety of active and passive recreational opportunities throughout the City.

Policy OSR-1.2: Provide parks and recreation facilities appropriate for the individual neighborhoods in which they are located and reflective of the needs and interests of the population they serve.

Acquisition of New Parkland

Policy OSR-1.3: Pursue the acquisition and development of pocket and neighborhood parks within park-deficient areas, as identified in Figure OSR-3: Planning Areas and Underserved Park Areas.

Policy OSR-1.4: Prioritize the acquisition of land for parks in underserved neighborhoods, with consideration placed on designated environmental justice communities.

Policy OSR-1.5: Maximize public space by requiring plazas and public gathering spaces in private developments that can serve multiple uses, including recreation and social needs.

Policy OSR-1.6: Provide maximum visibility and accessibility for future public parks by locating facilities in close proximity to public streets.

Policy OSR-1.7: Adjust and update development fee programs to accumulate funds for the acquisition and improvement of parks and recreation facilities commensurate with identified need and population growth.

Balance of Passive and Active Recreation

Policy OSR-1.8: Require that parks and recreation facilities reflect new trends and population changes, and are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots, and picnic areas.

Policy OSR-1.9: Conduct a sports facility study to review current outdoor facility locations and resources and a demographic study for future facility requirements as they relate to planned growth within the City.

Policy OSR-1.10: Pursue urban agriculture opportunities in both private developments and public spaces, including urban farms and community gardens, and home gardens to meet demand and need by the community, and explore opportunities to promote and incentivize farmer's markets, especially those that are readily accessible to designated environmental justice communities

Policy OSR-1.11: Coordinate with local organizations to promote urban greening and urban gardening programs, including the planning, operations, and maintenance of community

gardens, and to educate the public on the benefits of healthy foods.

Park Maintenance and Retrofit

Policy OSR-1.12: Perform regular maintenance of facilities to ensure proper working order of all recreation facilities and equipment.

Policy OSR-1.13: Retrofit parks and recreation facilities to provide disability access as required by law.

Policy OSR-1.14: Design and reform parks to reflect the latest recreational features that respond to demographic changes and community needs.

Policy OSR-1.15: Consult with law enforcement agencies, surrounding cities, community policing groups, and OC Parks to create a safe and healthy environment at Talbert Regional Park, Fairview Park, and along the Santa Ana River.

Long-Term Planning of Institutional Uses

Policy OSR-1.16: Continue to pursue opportunities to create joint-use community space at facilities owned by private organizations such as private schools, faith-based groups, service clubs, and hospitals.

Policy OSR-1.17: Continue to coordinate with the Newport-Mesa Unified School District to supplement City park facilities through joint-use agreements.

Policy OSR-1.18: Consult with Orange County Fairgrounds in implementing OC Fair & Event Center Master Plan.

Level of Service and Access

Policy OSR-1.19: Provide a minimum of 4.26 acres of parkland per 1,000 residents.

Policy OSR-1.20: Update the Parks, Recreation and Open Space Master Plan every 10 years, as feasible.

Policy OSR-1.21: Enhance pedestrian, bicycle, and transit linkages to meet the needs of residents and to provide better access to parks, recreation, and public spaces.

Policy OSR-1.22: Provide opportunities for public access to all open space areas, except where sensitive resources may be threatened or damaged, public health and safety may be compromised, or access would interfere with the managed production of resources.

GOAL OSR-2: Community Services Programs Meeting Community Needs

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

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

High-quality Community Services

Policy OSR-2.1: Provide high-quality community services programs that are flexible and responsive to the community's changing needs.

Policy OSR-2.2: Plan and conduct citywide special events that bring residents together to create an enhanced quality of life and promote economic development.

Policy OSR-2.3: Continue to consult with nonprofit sports organizations and recreational groups to support their offering of diverse recreational programs that complement and supplement those offered by the City.

Policy OSR-2.4: Update existing facilities for senior citizens, youth, adults, and overall community use, with consideration given to areas that are underserved and/or within designated environmental justice area boundaries.

Policy OSR-2.5: Encourage recreational, cultural, and community services programs and activities that are of local interest and inclusive and affordable to all residents.

Policy OSR-2.6: Support efforts to connect residents to local and regional cultural, recreational, and educational assets.

Community Services to Support Community Needs

Policy OSR-2.7: Monitor and research the ever-changing community services needs of the community, and develop action plans to address those needs through partnerships with service agencies.

Policy OSR-2.8: Continue to provide rental opportunities at community facilities and parks for residents, nonprofit groups, and businesses to meet their recreational and professional needs.

Policy OSR-2.9: Continue broad-based public outreach activities that inform residents of all available community services programs, and obtain input from the community regarding program and service needs.

Policy OSR-2.10: Encourage resident input and utilize demographic data, partnerships, volunteers, and existing resources to identify the needs of community.

Policy OSR-2.11: Identify innovative funding and development opportunities to support and sustain a responsive community services network.

Policy OSR-2.12: Continue and expand the development of community partnerships to offer both standard and innovative services to meet residents' needs.

Policy OSR-2.13: Develop and implement community services programs and activities that meet the needs of specialized populations through the development of community partnerships.

Policy OSR-2.14: Provide support for volunteer groups that conduct special activities open to the entire community.

GOAL OSR-3: Conserved Open Space

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

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

Open Space Preservation and Stewardship

Policy OSR-3.1: Preserve open space areas along The Santa Ana River, large open space parks, and along the mesa formations to protect natural habitat and to maintain the integrity of the natural environment.

Policy OSR-3.2: Encourage the preservation of coastal views from City and County parkland and public streets within Costa Mesa.

Policy OSR-3.3: Identify current open space areas for protection, management, and potential enhancement to maintain and, if possible, increase its value as wildlife habitat.

Management and Maintenance of Open Space

Policy OSR-3.4: Encourage the long-term maintenance and management of open space lands through open space easements, development rights transfers or acquisition, zoning regulations, and other incentives.

Policy OSR-3.5: Encourage the greening and beautifying of the Santa Ana River.

Policy OSR-3.6: Encourage opportunities for recreation, history, education, interpretive materials, and art associated with the Santa Ana River open spaces.

Policy OSR-3.7: Promote water quality strategies to improve water quality along the Santa Ana River.

Coordination and Organization Development

Policy OSR-3.8: Consult with State and regional agencies and the California Native American Heritage Commission (NAHC), regarding open space planning efforts.

Policy OSR-3.9: Consult with the Orange Coast River Park, Inc. and surrounding cities and other government agencies in maintaining and rehabilitating open space lands along the Santa Ana River.

Policy OSR-3.10: Consult with OC Parks over the enhancements and management of Talbert Regional Park without adversely impacting surrounding residential neighborhoods.

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

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

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

Cultural Arts Venues

Policy OSR-4.1: Continue to support the mission of the Segerstrom Center for the Arts and associate venues and facilities.

Policy OSR-4.2: Support the development and operations of an arts museum at the Segerstrom Center for the Arts.

Policy OSR-4.3: Encourage additional indoor and outdoor facility spaces citywide to display public art and host arts and culture special events.

Leader in the Arts

Policy OSR-4.4: Expand the City's role as a supporter of the arts.

Policy OSR-4.5: Encourage financial support of the arts by supporting non-profit groups and foundations.

Policy OSR-4.6: Consider preparation of an arts and culture master plan for the City.

Policy OSR-4.7: Consult with local agencies and surrounding cities to address the creation and implementation of arts-friendly policies.

Policy OSR-4.8: Enhance Costa Mesa's position as a leader in the arts in Southern California and its recognition nationally as a city devoted to arts institutions of superior quality.

Policy OSR-4.9: Engage community members in arts activities, and utilize the arts to provide educational and cultural awareness opportunities.

Policy OSR-4.10: Continue the City's commitment to its arts in cooperation with the private sector.

Policy OSR-4.11: Provide opportunities for local artists to create and display their work.

Arts Programs and Events

Policy OSR-4.12: Support arts activities, programs, events, and facilities for patrons to enjoy and share experiences, and that enhance the City's economic vitality.

Policy OSR-4.13: Designate Community Services Department staff with the responsibility for expanding and implementing activities related to recreational arts programming.

Policy OSR-4.14: Pursue cooperative educational cultural programs enlisting the aid of public and private institutions.

Arts in Public Places and in Private Development

Policy OSR-4.15: Continue to review adopting an Arts in Public Places Program.

Policy OSR-4.16: Pursue the placement of public art in prominent locations, particularly along major travel corridors to enliven and beautify the public realm.

Policy OSR-4.17: Develop incentives or programs that encourage art in new developments.