
Comment on Fairview Developmental Center Specific Plan (SCH 2025101405), Planning Commission Meeting of August 10, 2026, Agenda Item 1

From Chase Preciado <Chase@lozeaudrury.com>

Date Fri 8/7/2026 4:59 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>; DACEY, MELINDA
<Melinda.Dacey@costamesaca.gov>

Cc Kylah Staley <kylah@lozeaudrury.com>; Rebecca Davis <rebecca@lozeaudrury.com>; Emy Lipkind
<Emy@lozeaudrury.com>; Hayley Uno <hayley@lozeaudrury.com>

 1 attachment (173 KB)

2026.08.07 Comment - Fairview Developmental Center Specific Plan - Costa Mesa.pdf;

Dear Chair Harlan, Vice Chair Zich, Honorable Commissioners, Ms. Dacey:

I hope this email finds you well. Attached please find comments submitted on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Final Environmental Impact Report ("FEIR") prepared for the Fairview Developmental Center Specific Plan (SCH 2025101405), which is scheduled to be considered by the Planning Commission at its August 10, 2026 meeting as Agenda Item 1.

If you could please confirm receipt of this email and the attached comments, it would be greatly appreciated.

Have a wonderful day!

Sincerely,

Chase Preciado (He/Him)
Legal Assistant
Lozeau | Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
(510) 836-4200
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Via Email

August 7, 2026

Jeffrey Harlan, Chair (At Large)
Jon Zich, Vice Chair
Karen Klepack, Commissioner
Johnny Rojas, Commissioner
Angely Andrade Vallarta, Commissioner
David Martinez, Commissioner
Robert Dickson, Commissioner
Planning Commission
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626
PCPublicComments@costamesaca.gov

Melinda Dacey, Principal Planner
Advanced Planning and Housing Division
Economic and Development Services
Department
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626
Melinda.Dacey@costamesaca.gov

**Re: Comment on Fairview Developmental Center Specific Plan
(SCH 2025101405), Planning Commission Meeting of August 10, 2026,
Agenda Item 1**

Dear Chair Harlan, Vice Chair Zich, Honorable Commissioners, Ms. Dacey:

This comment is submitted on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Final Environmental Impact Report ("FEIR") prepared for the Fairview Developmental Center Specific Plan (SCH 2025101405), which proposes the development of a specific plan consisting of 2,300 residential units, including 200 permanent supportive housing units, with the potential for up to 4,000 units, up to 35,000 square feet of commercial space, at least 14 acres of publicly accessible open space, two primary access points and one emergency access point, and off-site improvements, located on 95 acres of the Fairview Developmental Center at 2501 Harbor Boulevard in the City of Costa Mesa ("Project"). The Project is scheduled to be considered by the Planning Commission at its August 10, 2026 meeting as Agenda Item 1.

SAFER is concerned that the FEIR fails to adequately respond to comments submitted on the Draft EIR. When a significant environmental issue is raised in comments that object to the Draft EIR's analysis, the response must be detailed and must provide a reasoned, good faith analysis. (14 CCR § 15088(c).) The responses to comments on a draft EIR must state reasons for rejecting suggestions and objections concerning significant

August 7, 2026

Comment on Fairview Developmental Center Specific Plan (SCH 2025101405), Planning Commission Meeting of August 10, 2026, Agenda Item 1

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environmental issues. (*City of Maywood v. Los Angeles Unified Sch. Dist.* (2012) 208 Cal.App.4th 362, 391.) The need for a reasoned, factual response is particularly acute when critical comments have been made by other agencies or by experts. (See *Berkeley Keep Jets Over the Bay Comm. v. Board of Port Comm'rs* (2001) 91 Cal.App.4th 1344, 1367, 1371.) Also, the EIR must impose all feasible mitigation measures and alternatives to reduce significant impacts. (*Nat. Res. Def. Council, Inc. v. City of Los Angeles* (2023) 98 Cal. App. 5th 1176, 1226.)

If significant new information is added to an Environmental Impact Report (EIR) after notice of public review has occurred, but before final certification of the EIR, the lead agency must issue a new notice and recirculate the EIR for comments and consultation. (Pub. Res. Code § 21092.1; 14 CCR § 15088.5.) "Significant new information" triggering the need for EIR recirculation includes information showing that (1) a new or more severe environmental impact would result from the project, (2) a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of a project but the project proponent declines to adopt it, or (3) the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (14 CCR § 15088.5(a)(1)-(4).) A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record. (14 CCR § 15088.5(e).)

Significant comments were filed on the Draft EIR by Santa Ana Regional Water Quality Control Board, Southern California Gas Company Transmission Technical Services Department (SoCal Gas), Orange County Public Works Department, and the California Governor's Office of Emergency Services (Cal OES). In addition, Costa Mesa First submitted extensive comments. The Final EIR fails to adequately respond to these comments and fails to impose feasible mitigation measures suggested by the expert consultants and expert agencies.

A recirculated EIR is required to address these deficiencies. SAFER reserves the right to supplement these comments during the administrative process. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,

A handwritten signature in black ink, appearing to read 'Kylah Staley', with a stylized, cursive script.

Kylah Staley
Lozeau Drury LLP

Fairview developmental construction and plan

From Lindsey Loomis <lindseylloomis25@gmail.com>

Date Sun 8/9/2026 7:22 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Dear City Officials,

I'm a mother living in Cornerstone and I'm writing about the Fairview project.

I've gone to multiple public meetings and keep walking away disappointed. Officials describe a large housing plan with plenty of open land, but that description doesn't line up with the problems residents keep raising. It makes me question the point of gathering feedback if most local voices are simply set aside.

This part of town cannot absorb the volume of new houses being proposed without serious traffic and congestion problems. Before any approval, the City should order a complete, unbiased review of road capacity, emergency response times, safe routes for nearby neighborhoods, infrastructure limits, and the combined effect on the people who already live here.

I support thoughtful growth. I do not support pushing ahead with a project this large while ignoring the clear traffic, safety, and access issues it will create.

Please give these points real weight and examine the full consequences for Cornerstone and surrounding areas. I would welcome a reply that explains how emergency access and our ability to enter and leave safely will be protected.

Thank you.

Lindsey Loomis

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fairview development

From forrest 800plastics.com <forrest@800plastics.com>

Date Sun 8/9/2026 10:11 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Dear City Officials,

I am writing both as a resident of Cornerstone and as a Board Member of the Cornerstone Association, which consists of 37 homes.

I have attended several meetings regarding the Fairview Development Center (FDC) project, and unfortunately, I have found many of these meetings extremely frustrating. The information presented to the community has portrayed a development of approximately 2,000 homes with substantial youth sporting fields and open green space, and now they want to cram close to 4,000 homes with little green space. From what I have seen and heard, this does not appear to reflect the concerns and realities being expressed by many residents.

I also question why the City continues to hold meetings and solicit community input if the concerns of the majority of Costa Mesa residents are not being meaningfully considered.

When our community was developed in 2006, both the builder and the City assured us that residents would have the ability to access and exit our community through Cornerstone Lane. That access is extremely important to the safety and functionality of our neighborhood.

Even with the current construction and what we understand to be only minimal traffic associated with the proposed development, our residents have experienced situations where it can take **up to 20 minutes just to reach Harbor Boulevard when attempting to make a left onto Fair Drive**. This is already creating a serious traffic and safety concern.

Our community should not become effectively landlocked, with residents forced to sit in increasingly congested traffic simply to leave their neighborhood. More importantly, we need to consider what happens when emergency vehicles need to enter or exit our community. Delays of this magnitude could have serious consequences in an emergency.

Before this development moves forward, I strongly believe the City needs to conduct a thorough and independent analysis of its full impact, including:

- Traffic congestion and roadway capacity
- Emergency vehicle access and response times
- Safe ingress and egress for surrounding communities
- Environmental impacts
- The impact on existing neighborhoods
- The ability of surrounding infrastructure to support the proposed number of homes
- The cumulative impact on Costa Mesa as a whole

The concerns of the existing residents should not be treated as an obstacle to development. We are the people who will live with the consequences of these decisions every day.

I am not opposed to responsible development. However, I am opposed to moving forward with a project of this magnitude without adequately addressing the significant traffic, safety, emergency access, environmental, and infrastructure concerns that it will create.

I respectfully ask the City to take these concerns seriously and to fully evaluate the impact this project will have on Cornerstone and the surrounding Costa Mesa communities before allowing the development to proceed.

Thank you for your time and consideration. I would appreciate a response explaining how the City intends to address these concerns, particularly regarding emergency access and the ability of Cornerstone residents to safely enter and exit our community.

Sincerely,

Forrest Flaherty
Resident & Board Member
Cornerstone Association

949-230-6537

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Fairview Development - Public Comment

From George Yaghnani <yaghnani@gmail.com>

Date Mon 8/10/2026 12:05 AM

To PC Public Comments <PCPublicComments@costamesaca.gov>

August 9, 2026

Costa Mesa Planning Commission 77 Fair Drive Costa Mesa, CA 92626

Re: Fairview Development Center Plan — Traffic Impacts on Fair Drive (Public Comments)

Dear Chair and Members of the Planning Commission,

I am writing to urge you to address a serious traffic capacity problem before the Fairview Development Center Plan advances any further.

By the City's own numbers, the project as proposed would add more than 4,000 new homes and over 20,000 new daily car trips, all funneled through just two exits — both onto Harbor Blvd. Fair Drive is one of the two access points serving the entire development. The City's own traffic proposed analysis would identify two "failing" intersections tied to this project. Adding thousands of daily trips onto a corridor that is already operating at or near failing conditions raises exactly the kind of level-of-service concern the Commission is required to evaluate and disclose before approval — not after.

I request that the Commission:

1. Require the applicant and City staff to publicly disclose the specific Level of Service (LOS) findings for Fair Drive and every other intersection affected by the project, both under existing conditions and under full buildout, before any vote is taken.
2. Confirm whether the projected LOS for Fair Drive and the identified "failing" intersections comply with the City's General Plan Circulation Element standards and applicable state requirements, and if not, what mitigation is legally required before approval can proceed.
3. Not approve the project as currently designed until adequate ingress/egress capacity is demonstrated. Two exits for 20,000+ new daily trips is inadequate on its face, and Costa Mesa Fire and Police have already warned that the plan will reduce emergency response times and coverage — a direct consequence of this same bottleneck.
4. Address the related park space shortfall (14 acres delivered against a 42-acre requirement for the added population), which compounds the strain this plan places on existing infrastructure.

I want to be direct about the legal exposure this creates. If the City's own analysis confirms that Fair Drive is currently operating at Level of Service D and that this project would push it to Level of Service F, approving the project without adequate mitigation would not simply be poor planning — it would be legally vulnerable. A finding that a public roadway drops to a failing level of service as a direct result of a discretionary approval, without corresponding mitigation, is precisely the kind of impact that invites a CEQA challenge and a claim that the project is inconsistent with the General Plan's Circulation Element. I do not say this lightly: if that is what the data shows, this Commission should not approve the project as-is, because doing so would expose the City to real litigation risk and unnecessary cost to taxpayers.

Approving a project that pushes a public street from an acceptable level of service to a failing one, without full disclosure and mitigation, is not something this Commission should do. I ask that the Commission first obtain and review the Fair Drive LOS data before proceeding any further, and that the project not move forward until it is brought into full compliance.

Thank you for considering my concerns.

Respectfully,

George Yaghnani

yaghnani@gmail.com

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FDC Plan Public Comment - Cornerstone Lane

From Lauren Peterson <lauren@petersonrace.com>

Date Mon 8/10/2026 6:50 AM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Dear City Officials,

I am writing both as a resident of Cornerstone and as a Board Member of the Cornerstone Association, which consists of 37 homes.

I have attended several meetings regarding the Fairview Development Center (FDC) project, and unfortunately, I have found many of these meetings extremely frustrating. The information presented to the community has portrayed a development of approximately 2,000 homes with substantial fields and open green space. From what I have seen and heard, this does not appear to reflect the concerns and realities being expressed by many residents.

I also question why the City continues to hold meetings and solicit community input if the concerns of the majority of Costa Mesa residents are not being meaningfully considered.

When our community was developed in 2006, both the builder and the City assured us that residents would have the ability to access and exit our community through Cornerstone Lane. That access is extremely important to the safety and functionality of our neighborhood.

Even with the current construction and what we understand to be only minimal traffic associated with the proposed development, our residents have experienced situations where it can take **up to 20 minutes just to reach Harbor Boulevard when attempting to make a left onto Fair Drive**. This is already creating a serious traffic and safety concern.

Our community should not become effectively landlocked, with residents forced to sit in increasingly congested traffic simply to leave their neighborhood. More importantly, we need to consider what happens when emergency vehicles need to enter or exit our community. Delays of this magnitude could have serious consequences in an emergency.

Before this development moves forward, I strongly believe the City needs to conduct a thorough and independent analysis of its full impact, including:

- Traffic congestion and roadway capacity

- Emergency vehicle access and response times
- Safe ingress and egress for surrounding communities
- Environmental impacts
- The impact on existing neighborhoods
- The ability of surrounding infrastructure to support the proposed number of homes
- The cumulative impact on Costa Mesa as a whole

The concerns of the existing residents should not be treated as an obstacle to development. We are the people who will live with the consequences of these decisions every day.

I am not opposed to responsible development. However, I am opposed to moving forward with a project of this magnitude without adequately addressing the significant traffic, safety, emergency access, environmental, and infrastructure concerns that it will create.

I respectfully ask the City to take these concerns seriously and to fully evaluate the impact this project will have on Cornerstone and the surrounding Costa Mesa communities before allowing the development to proceed.

Thank you for your time and consideration. I would appreciate a response explaining how the City intends to address these concerns, particularly regarding emergency access and the ability of Cornerstone residents to safely enter and exit our community.

Lauren Peterson

Homeowner, Resident, Board Member

Cornerstone Lane

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Strong Opposition to the Proposed Density and Scale of the Fairview Development Center Specific Plan

From shelby sedlak <shelbysedlak@gmail.com>

Date Mon 8/10/2026 8:45 AM

To PC Public Comments <PCPublicComments@costamesaca.gov>

August 10, 2026

Costa Mesa Planning Commission
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

Dear Chair and Members of the Costa Mesa Planning Commission,

I am writing to you as someone who has lived in Costa Mesa my entire life—**36 years—and who is now raising my children here.** Costa Mesa is not simply where I live. It is my home. It is the community that raised me, the place where I have built my life, and the city I want my children to grow up in.

That is why I feel compelled to speak out about the proposed redevelopment of the former Fairview Developmental Center.

I understand that Costa Mesa is being asked to accommodate additional housing. I understand the pressure cities throughout California are facing from the State. But I strongly believe that **meeting a State housing requirement should not come at the expense of responsible planning, traffic safety, infrastructure, and the quality of life that makes Costa Mesa such a wonderful place to live.**

I am deeply concerned that the proposed Fairview development is moving toward a scale that our city simply cannot absorb without fundamentally changing the character and livability of Costa Mesa.

This Is a Traffic Problem Waiting to Happen

My greatest concern is traffic.

The proposal could ultimately allow **up to 4,000 housing units** on this site. That means thousands of additional residents and thousands of additional daily vehicle trips.

And where are all of these vehicles going?

Harbor Boulevard.

The fact that such a massive development would rely so heavily on a limited access network, with Harbor Boulevard serving as the primary connection to the surrounding community, is extremely concerning to me.

Anyone who lives in Costa Mesa knows that Harbor Boulevard already experiences significant congestion. We do not need to be traffic engineers to understand what happens when thousands of additional cars are funneled into an already busy transportation corridor.

And this isn't just about sitting in traffic.

It is about emergency vehicles being able to get where they need to go. It is about children walking and biking through our community. It is about parents trying to get to work, school, daycare, and home. It is about neighborhood streets becoming unintended shortcuts because the primary roads cannot handle the additional volume.

Once 4,000 homes are built, we cannot simply undo the traffic.

I Do Not Want Costa Mesa to Become Another LA GRIDLOCK

I have lived here for 36 years. I have watched Costa Mesa grow and change, and I understand that cities cannot remain frozen in time.

But there is a difference between **responsible growth and poor planning**.

I do not want to watch Costa Mesa slowly become another Los Angeles—where gridlock, overcrowding, and inadequate infrastructure are accepted as simply the price of living in a growing city.

I chose to raise my children in Costa Mesa because of what this city is.

We have a strong sense of community. We have neighborhoods where people know one another. We have parks, open spaces, recreational opportunities, and a quality of life that is becoming increasingly difficult to find in Southern California.

I am asking the Planning Commission to think beyond the housing-unit numbers being imposed on cities by the State and ask a much more important question:

What kind of city are we leaving for the next generation?

My children will live with the consequences of the decisions being made today long after the people making those decisions are gone.

The Minimum Housing Plan Should Be the Maximum We Consider

This is why I strongly believe that the City should focus on the **approximately 2,300-unit minimum housing scenario** and should not plan around the potential for 4,000 units.

There is an enormous difference between 2,300 homes and 4,000 homes.

Those additional 1,700 homes mean additional cars, additional traffic, additional water usage, additional sewer demand, additional emergency-service calls, additional demand for parks and open space, and additional pressure on every system that supports our community.

If the minimum housing requirement can be met with approximately 2,300 units, **why would we intentionally plan for nearly twice that density?**

The State may establish housing requirements, but it does not have to dictate that Costa Mesa maximize every possible housing unit on this particular site.

Meeting a housing obligation should not mean maximizing density at the expense of the people who already live here.

Infrastructure Must Come Before Density

I am equally concerned about whether our infrastructure can support this level of development.

Before approving thousands of new homes, the City needs to demonstrate that our roads, water supply, sewer system, stormwater infrastructure, fire and emergency services, and other public systems can actually support the additional population.

We cannot build first and hope the infrastructure catches up later.

If infrastructure improvements are necessary, then those improvements need to be clearly identified, funded, and guaranteed before this development moves forward.

Open Space Cannot Be an Afterthought

I am also concerned about open space.

A development of this density needs meaningful outdoor space—not simply enough acreage to check a box on a planning document.

As a parent raising children in Costa Mesa, I know how important parks, trees, shade, play areas, and accessible outdoor spaces are to a community.

If the City allows thousands of additional residents to move into Costa Mesa, those residents deserve quality open space. And existing residents should not lose the benefits of the open space and recreational resources we currently have in the process.

The Fairview property represents an extraordinary opportunity to create something truly special for Costa Mesa. **Please don't turn it into a sea of housing surrounded by inadequate infrastructure and congested roads.**

Please Think About the Costa Mesa We Are Leaving Our Children

I am not against housing.

I am not against growth.

I am against **poor planning that creates problems we know will be extremely difficult to fix later.**

I am asking the Planning Commission to stand up for responsible development and for the long-term future of Costa Mesa.

Please do not allow pressure to meet State housing numbers to override common sense about what our transportation network and infrastructure can realistically handle.

Please do not look at 4,000 units simply because the site might physically accommodate them.

Please look at what our community can **responsibly** accommodate.

I respectfully ask the Planning Commission to:

- **Limit consideration to the approximately 2,300-unit minimum housing scenario.**
- Reject planning assumptions that allow the development to expand toward 4,000 units.
- Require a comprehensive and realistic analysis of traffic impacts, particularly the dependence on Harbor Boulevard.
- Ensure that emergency access and circulation are adequate before additional density is approved.
- Require infrastructure capacity and improvements to be addressed before development occurs.
- Protect meaningful, usable parks and open space.
- Consider the cumulative impact that this development will have on the surrounding Costa Mesa community.
- Prioritize the long-term quality of life of Costa Mesa residents over maximizing the number of housing units on the property.

I am asking you to look beyond a spreadsheet of housing numbers and look at the actual people who live here.

I am one of those people.

I have spent all my life calling Costa Mesa home. I am raising my children here because I believe this is a special community. I want my children to have the opportunity to grow up in a Costa Mesa that still feels like Costa Mesa—not a city defined by gridlock, overcrowding, and infrastructure that was never designed to support the population being forced upon it.

We have an opportunity to get this right.

Please do not sacrifice the future of our community in an effort to simply maximize housing production.

Please choose responsible growth. Please choose adequate infrastructure. Please choose manageable traffic. Please choose meaningful open space.

And most importantly, **please choose a future for Costa Mesa that our children will be proud to inherit.**

Thank you for your consideration.

Sincerely,

Shelby Sedlak
Lifelong Costa Mesa Resident

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FDC concerns

From Garrick Vohs <gvohs00@yahoo.com>

Date Mon 8/10/2026 9:01 AM

To PC Public Comments <PCPublicComments@costamesaca.gov>

To who it should concern,

You are planning on putting way to many life's at risk with this project. This project is not safe for its current plans. With no room at current schools. No plan for emergency services within and will delay the arrival for this area.

All for new housing. Yet the city should be thinking of the life's they are going to be allowing to live in this current plan of 4,000 units.

Need to relook at this plan and cut down the living units. Check surrounding neighborhoods with 1000 units and multiple exits.

In what mindset do 20,000 people leave out from 2 exits?

Costa Mesa resident

Garrick V.

Sent from my iPhone

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Proposed Fairview Development

From Hillary Niblo <hniblo@att.net>

Date Mon 8/10/2026 9:04 AM

To PC Public Comments <PCPublicComments@costamesaca.gov>

As a 29 year resident of Costa Mesa, I have seen A LOT of change in the community. Development, traffic, economic ups and downs, population transitions, etc. Mostly positive.

But I need to voice my opposition to the proposed residential development at the former Fairview Development Center property. The sheer volume of cars it will certainly dump onto Harbor Blvd and much onto Newport Blvd is insanity. The already congested streets of Costa Mesa cannot handle it. The residents cannot handle it. The volume of new 'homes' being forced on the people of Costa Mesa, at every turn, will, without a doubt, negatively impact the quality of life in this city.

It saddens me. Evaluating ALL the residential development proposed that literally surrounds my little pocket of Costa Mesa, for the first time in all my years here, I am seriously considering moving. I don't want to live through 10 years of construction at every turn and the resulting doubling of the population on the streets. It's the definition of insanity.

Hillary Niblo

2511 Back Bay Loop

Costa Mesa

Sent from Hillary's iPhone

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Fairview Developmental Center Plan

From Megan Kipp <megan_kipp@yahoo.com>

Date Mon 8/10/2026 9:13 AM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Dear Planning Commissioners,

I grew up in Costa Mesa, and this community has always felt like home to me. Now, as I'm raising my own growing family here, I care deeply about how Costa Mesa continues to develop and what that will mean for future generations.

I support thoughtful and responsible housing development, but the possibility of up to 4,000 units at the Fairview site feels like an enormous amount of density for one area. I'm concerned about the long-term impact on traffic, infrastructure, public services, and the overall character of the community.

I hope the City will consider a more appropriately scaled plan that provides needed housing while also protecting the quality of life that makes Costa Mesa such a special place to call home.

Thank you for considering my comments.

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PROPOSED FAIRVIEW DEVELOPMENT CENTER PLAN

From derusso24@yahoo.com <derusso24@yahoo.com>

Date Mon 8/10/2026 10:01 AM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Dear Planning Commission,

I am writing to express my concern regarding the proposed plans for the Fairview Developmental Center property.

I have lived in Costa Mesa since 1999 and have watched our city grow and change considerably over the past 27 years. I love this community and understand that growth is inevitable and that we need thoughtful solutions for housing. However, I am increasingly concerned about the level of density being added throughout Costa Mesa and the impact it is already having on our residents.

Traffic in our city has become significantly worse during the years I have lived here. Our streets and surrounding infrastructure are already carrying far more people and vehicles, and continuing to add large, high-density developments without adequately addressing that impact is concerning.

The Fairview Developmental Center property is an enormous opportunity, but it is also a decision that will affect Costa Mesa for generations. Once this land is developed, we cannot undo it. I strongly urge the City to carefully consider the proposed density and the additional traffic and infrastructure demands it will create.

I am not opposed to development or housing. I am asking for responsible, balanced development that recognizes what Costa Mesa residents are already experiencing and preserves the quality of life that has made people like me choose to call this city home for decades.

Please listen to the residents who live here and experience these impacts every day before moving forward with a plan of this magnitude.

Thank you for considering my comments.

Danielle Russomanno
Costa Mesa Resident since 1999

activities to the Information Technology Department.

Fairview Developmental Center

From Crystalin Vohs <crystalin.vohs@gmail.com>

Date Mon 8/10/2026 10:20 AM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Good morning,

I would like to take this opportunity to encourage you to review the number of homes being proposed at the Fairview Developmental Center.

With 4000 homes, the safety of neighbors is at jeopardy given the strain on the fire and police this places without any additional resources.

The traffic study failed at one intersection and the study did not include fair traffic. This home proposal being on fair drive, not considering fair traffic is a huge concern. Neighbors are already impacted by fair traffic annually, and now adding thousands of cars to that traffic is a huge impact that should be considered.

We also should be concerned with the lack of green and open space proposed. Considering personal balcony's as open space is not fair. The development takes away multiple holes of the golf course, taking current green space, and not adding enough open space in the proposal. We are also assuming that all elementary school students are going to go to Wilson elementary where green space is already limited. It's safe to assume portable buildings will be added to the green/open space at Wilson elementary to accommodate new students. There is a lot of open space being sacrificed for this development with no intention for replacement space that is adequate.

Costa Mesa is the best city! My daughter is a 3rd generation college park cougar and we love living here. We love the opportunity for new families to join us in the city. We are just extremely concerned with 4000 homes and the safety and logistical impacts on the neighbors.

Thank you for your attention to this matter and public comments.

Crystalin Vohs
Costa Mesa resident

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Fairview Development

From Sandra Hughes <lincoln12331@yahoo.com>

Date Mon 8/10/2026 10:39 AM

To PC Public Comments <PCPublicComments@costamesaca.gov>

2 Exits on to Harbor will be a NIGHTMARE for everyone. Does the density have to be this large? Is there a law mandating this development. What a shame for the city of Costa Mesa and especially those who have lived in College Park for decades.

Sandra Hughes
2527 Duke Place
Costa Mesa, CA 92626
714-227-3369

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Outlook

PH-1

'Letter to city.pdf' shared with you

From Norris Haight <broker@lendingcapitalcorp.com>

Date Mon 8/10/2026 10:50 AM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Hi,

Here's the file 'Letter to city.pdf'

<https://acrobat.adobe.com/id/urn:aaid:sc:US:a9ac0bcd-df2b-4b2e-9e32-d8714c20a2c8>

You don't need to download Acrobat or sign up to access the file.

Best Regards,

Norris Haight | Broker DRE#01875011



Direct: 949.674.6745

eFax: 800.451.7280

Email: info@lendingcapitalcorp.com

Web: www.lendingcapitalcorp.com

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report any suspicious activities to the Information Technology Department.

08/09/2026 Dear City Officials,

I am writing both as a resident of Cornerstone and as a Board Member of the Cornerstone Association, which consists of 37 homes.

I have attended several meetings regarding the Fairview Development Center (FDC) project, and unfortunately, I have found many of these meetings extremely frustrating. The information presented to the community has portrayed the development of approximately 2,000 homes with substantial fields and open green space. From what I have seen and heard, this does not appear to reflect the concerns and realities being expressed by many residents.

I also question why the city continues to hold meetings and solicit community input if the concerns of the majority of Costa Mesa residents are not meaningfully considered.

When our community was developed in 2006, both the builder and the city assured us that residents would have the ability to access and exit our community through Cornerstone Lane. That access is extremely important to the safety and functionality of our neighborhood.

Even with the current construction and what we understand to be only minimal traffic associated with the proposed development, our residents have experienced situations where it can take **up to 20 minutes just to reach Harbor Boulevard when attempting to make a left onto Fair Drive**. This is already creating serious traffic and safety concern.

Our community should not become effectively landlocked, with residents forced to sit in increasingly congested traffic simply to leave their neighborhood. More importantly, we need to consider what happens when emergency vehicles need to enter or exit our community. Delays of this magnitude could have serious consequences in an emergency.

Before this development moves forward, I strongly believe the city needs to conduct a thorough and independent analysis of its full impact, including:

- Traffic congestion and roadway capacity
- Emergency vehicle access and response times
- Safe ingress and egress for surrounding communities
- Environmental impacts
- The impact on existing neighborhoods
- The ability of surrounding infrastructure to support the proposed number of homes

- The cumulative impact on Costa Mesa as a whole

The concerns of the existing residents should not be treated as an obstacle to development. We are the people who will live with the consequences of these decisions every day.

I am not opposed to responsible development. However, I am opposed to moving forward with a project of this magnitude without adequately addressing the significant traffic, safety, emergency access, environmental, and infrastructure concerns that it will create.

I respectfully ask the city to take these concerns seriously and to fully evaluate the impact this project will have on Cornerstone and the surrounding Costa Mesa communities before allowing the development to proceed.

Thank you for your time and consideration. I would appreciate a response explaining how the city intends to address these concerns, particularly regarding emergency access and the ability of Cornerstone residents to safely enter and exit our community.

Sincerely,

Dear City Officials,

I am writing both as a resident of Cornerstone and as a Board Member of the Cornerstone Association, which consists of 37 homes.

I have attended several meetings regarding the Fairview Development Center (FDC) project, and unfortunately, I have found many of these meetings extremely frustrating. The information presented to the community has portrayed the development of approximately 2,000 homes with substantial fields and open green space. From what I have seen and heard, this does not appear to reflect the concerns and realities being expressed by many residents.

I also question why the city continues to hold meetings and solicit community input if the concerns of the majority of Costa Mesa residents are not meaningfully considered.

When our community was developed in 2006, both the builder and the city assured us that residents would have the ability to access and exit our community through Cornerstone Lane. That access is extremely important to the safety and functionality of our neighborhood.

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Traffic congestion and roadway capacity

Emergency vehicle access and response times

Safe ingress and egress for surrounding communities

Environmental impacts

The impact on existing neighborhoods

The ability of surrounding infrastructure to support the proposed number of homes

The cumulative impact on Costa Mesa as a whole

The concerns of the existing residents should not be treated as an obstacle to development. We are the people who will live with the consequences of these decisions every day.

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Respectfully Submitted

Norm Haight

Resident Cornerstone Community

FW: FDC Public Comment

From DACEY, MELINDA <Melinda.Dacey@costamesaca.gov>
Date Mon 8/10/2026 11:30 AM
To PC Public Comments <PCPublicComments@costamesaca.gov>

 1 attachment (3 MB)
8_10_26PCMeeting_FDC_MerrimacWay.pdf;

From: Scott Grady <scottastongrady@yahoo.com>
Sent: Monday, August 10, 2026 11:06 AM
To: planningcommission@costamesaca.gov; CITY CLERK <CITYCLERK@costamesaca.gov>; DACEY, MELINDA <Melinda.Dacey@costamesaca.gov>; MCGILL, ANNA <Anna.Mcgill@costamesaca.gov>
Subject: FDC Public Comment

Dear Planning Commission & City Staff,

Please review the attached correspondence as a follow-up to my prior letter on this matter. I plan speak this evening during the public comment period.

Please add this document to the project record.

Best Regards,
Scott Grady

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August 10, 2026

Costa Mesa Planning Commission
c/o Community Development Department
77 Fair Drive
Costa Mesa, CA 92626

**Re: Fairview Developmental Center Specific Plan — Secondary Access Road /
Merrimac Way**

Dear Chair and Commissioners:

My name is Scott Grady, I am a Costa Mesa property owner with 25 years of experience in commercial real estate. I am writing regarding the proposed secondary access road for the Fairview Developmental Center (FDC) Specific Plan, and specifically to raise concerns about the City's conclusion that Merrimac Way cannot serve as that access route.

The City's Fact Sheet on the Specific Plan states that after studying Merrimac Way as a possible access point, staff concluded the road "must remain private and can only be used for emergency access," because it is part of a land lease with the Harbor Village operator.

After reviewing that characterization, I submitted a Public Records Act request and obtained a copy of the ground lease between the State of California and the Harbor Village operator, along with its eleven amendments. That review raises two issues I believe warrant formal legal and historical analysis before the Commission relies on the "private street" conclusion in the Fact Sheet.

First, the State of California owns both parcels. The FDC site is State-owned, and the land underneath Harbor Village is also State-owned — it is ground leased to the operator. A restriction on Merrimac Way that originates in a lease between the State and its own ground lease tenant is not a barrier between two independent property owners. That distinction matters: it means the road's "private" status may be a matter of the State's discretion as landowner, not a legal impossibility, and it should be examined as such rather than treated as a closed question.

Second, the historical record indicates that Merrimac Way's alignment predates the lease that now governs it. A 1965 USGS topographic survey of this area — sixteen years before the original 1981 ground lease was signed, and decades before Harbor Village Apartments existed — shows the Fairview State Hospital campus already built, with a road already running from Harbor Boulevard along the same route the 1981 lease exhibit later labels

"Merrimac Way." I have enclosed a side-by-side comparison of the 1965 survey and the 1981 lease's Exhibit B plat map for the Commission's reference. The lease did not create this road or dedicate it for the first time — it documented an access route that had already served this site, in this location, for at least sixteen years.

I have since obtained additional records through my Public Records Act request that I believe further support this request, including internal notes from a March 20, 2024 coordination call between City staff and the State Department of Developmental Services (DDS), and an email from the City's planning consultant describing how the "private road" conclusion in the Fact Sheet was reached.

Two points from these records stand out. First, the March 20, 2024 DDS call notes state plainly that "DDS thinks there is a public easement over the road (to be confirmed)." In other words, the State agency that co-owns this question has itself acknowledged that whether a public easement exists over Merrimac Way was, as of that date, an open and unresolved question — not a settled legal conclusion. Second, the City's planning consultant's correspondence indicates that the "private road" determination reflected in the Fact Sheet was reached through stakeholder interviews and conversations with the Harbor Village operator and the State, rather than through a formal legal opinion or title review. I do not believe a matter of this consequence to the City's road network should rest on an unconfirmed assumption raised in a phone call and never resolved.

There is also a timing issue the Commission should weigh before treating a golf-course road as the only path forward. The City's own Fact Sheet states that a secondary access road is not needed until traffic thresholds are met, and that this may not occur until the mid-term (5 to 10 years) or long-term (10 to 20 years) of the Specific Plan's build-out. Yet I have not seen a specific, codified unit-count or traffic threshold in the record that would actually trigger construction of a secondary access road — only informal references to a figure that appears to conflate a Housing Element allocation with an engineering threshold. Before any alignment decision is made, the Planning Commission should direct the City's traffic engineers to identify, publish, and formally codify into the Specific Plan the precise threshold that would require a secondary access road, so that a road is only built once it is actually shown to be necessary.

That timing question matters even more in light of the underlying lease term. The Harbor Village ground lease expires December 31, 2036 — just over ten years from now, and squarely within the mid-to-long-term window the City itself has identified for the secondary access trigger. This means the lease may well come up for renewal or renegotiation before the secondary access road is ever actually triggered by traffic. That presents a natural, low-cost opportunity for the State to resolve the Merrimac Way access question — including the public easement issue DDS itself has flagged as unconfirmed — as part of any lease

renewal or extension, potentially eliminating the need to route a road through the golf course at all.

Given these points, I respectfully request that the Planning Commission direct the City Attorney, and outside counsel if necessary, to:

1. Research the full chain of access rights affecting Merrimac Way, including the original 1981 lease, its eleven amendments, and any documents governing the State's ownership and use of both the FDC site and the land beneath Harbor Village;
2. Evaluate whether the State's common ownership of both parcels affects the "private street" conclusion in the Fact Sheet, and specifically resolve the public easement question DDS itself has flagged as unconfirmed;
3. Determine what legal or title analysis, if any, has been performed to date on the "private road" conclusion, given that the record I have reviewed indicates it originated in stakeholder conversations rather than formal legal review;
4. Direct the City's traffic engineers to identify, publish, and formally codify into the Specific Plan the precise unit count or traffic threshold that would require construction of a secondary access road;
5. Track the timeline for any renewal or renegotiation of the Harbor Village ground lease, which expires December 31, 2036, against the projected secondary access traffic trigger, so the lease renewal process can be used as an opportunity to resolve the Merrimac Way access question before any road through the golf course is considered; and
6. Report these findings back to the Planning Commission and the City Council before any final decision is made on the secondary access road, including any decision to route that road through the Costa Mesa Golf Course.

The Costa Mesa Golf Course is a significant community and recreational asset. Before the City commits to routing a new road through it, I believe the Commission and the public deserve a complete, legally grounded understanding of whether existing infrastructure — infrastructure that has served this site since at least 1965 — can meet the same need.

I intend to speak on this matter at the upcoming Planning Commission hearing and will bring the enclosed exhibits for the Commission's review. I am glad to provide the underlying lease documents, survey materials, and records referenced above to staff or counsel directly upon request.

Thank you for your consideration.

Respectfully,

Scott Grady

Digitally signed by Scott Grady
DN: cn=US, E=sgrady@secretal.com,
o=TRC, ou=Development, cn=Scott Grady
Reason: I am the author of this document
Date: 2026.08.10 10:59:41 -0700

Scott Grady

scottastongrady@yahoo.com

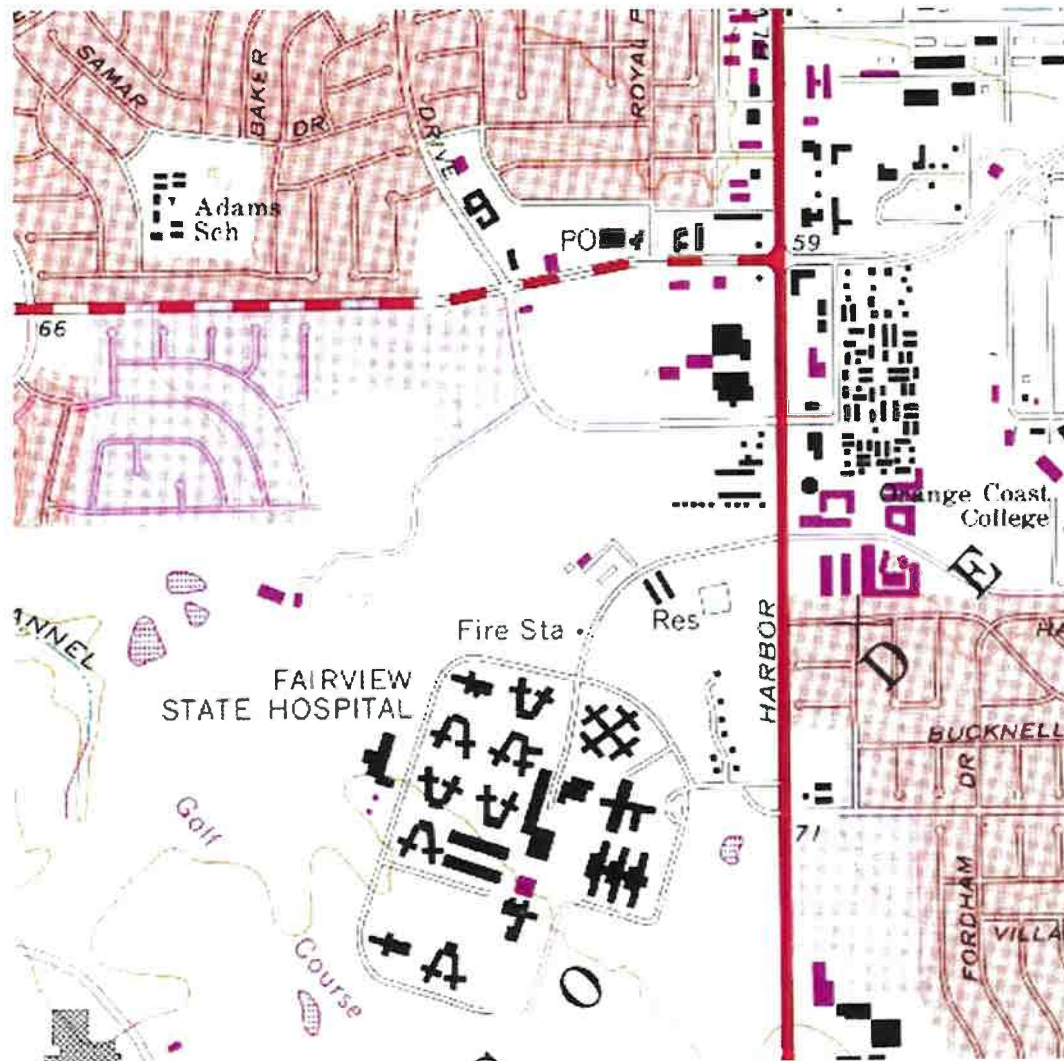
Enclosures:

1. USGS Topographic Survey (1965) and Harbor Village Lease Exhibit (1981) — comparison exhibit
2. City of Costa Mesa Fact Sheet, "Fairview Developmental Center Specific Plan – Secondary Access Road"
3. DDS Coordination Call Notes, March 20, 2024
4. Email correspondence from the City's planning consultant re: FDC Secondary Access Road Fact Sheet/FAQ

EXHIBIT 1

USGS Topographic Survey (1965) vs. Harbor Village Lease Exhibit (1981)

USGS Topographic Survey (1965)



Harbor Village Lease Exhibit (1981)

CURVE TABLE

C	Δ	R	L
C1	42°12'07"	570.00'	419.84'
C2	43°01'29"	50.00'	34.05'
C3	5°15'56"	4020.00'	369.44'
C4	46°32'07"	757.50'	598.99'
C5	27°37'31"	300.00'	144.65'
C6	60°00'00"	30.00'	47.12'
C7	0°35'46"	399.00'	4.40'

BEARING TABLE

T	BEARING	LENGTH
T1	S 89°28'13"W	60.00'
T2	N 11°24'40"W	40.78'
T3	N 73°03'25"E	211.27'
T4	N 7°19'31"E	220.54'
T5	N 1°45'15"W	247.00'

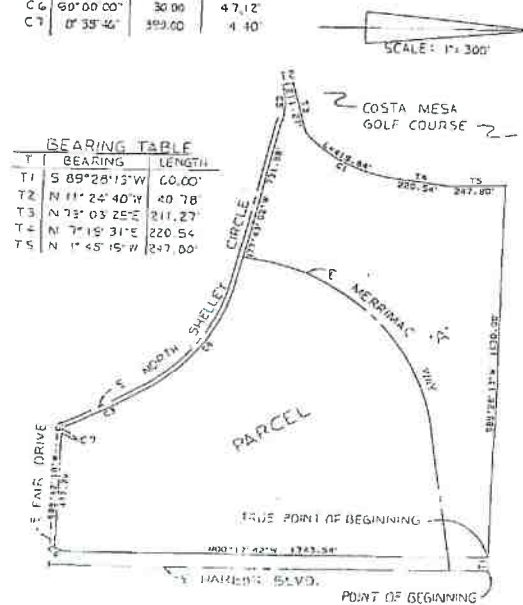


EXHIBIT 2

City of Costa Mesa Fact Sheet — FDC Specific Plan Secondary Access Road



Fairview Developmental Center Specific Plan

Fact Sheet | Secondary Access Road

Background

In 2022, the City of Costa Mesa began working with the State Department of General Services (DGS) and the State Department of Developmental Services (DDS) to create a Specific Plan for the Fairview Developmental Center (FDC) site. State laws require the City to prepare a plan that allows the site to be redeveloped in a financially feasible way that supports a mixed-use community with homes for people at different income levels. The City also wants to create a new neighborhood that meets its housing goals. According to the City's Housing Element, the site would include 920 affordable homes for low and very-low income households (includes 200 permanent supportive housing units as outlined in [Senate Bill 188](#)), plus 690 homes for moderate income households. To meet these goals, the City has drafted a Specific Plan that could allow a neighborhood of up to 4,000 homes along with 35,000 square feet of commercial space. A future Master Developer would pay for expected development costs. These include cleaning up the site (about \$30 million), as well as design, permitting and construction costs for grading, utilities, and roads (about \$427 million). These costs ([See Concept 3 in the Financial Feasibility Analysis](#)), along with the need to reduce funding gaps for affordable housing, helped shape the plan to allow up to 4,000 housing units.



What is the secondary access road?

Right now, the FDC site can only be reached by one road, which connects to Fair Drive and Harbor Boulevard. Figure 1 shows the current road and the planned secondary access road.

Why is the secondary access road needed?

A traffic study for the Specific Plan showed that a second access road is needed to serve the proposed FDC Specific Plan from a mobility and public safety standpoint. A secondary access road will help ease access to and from the future neighborhood.

What criteria were considered when determining the secondary access road location?

The secondary access road must help keep traffic at or above the City's standards. City staff found that connecting the road to an existing intersection made the most sense. The closest signalized intersection is at the Harbor Village Shopping Center. This location is far enough from other traffic signals to give cars room to line up, and helps prevent congestion that could happen if a new signal was placed too close to an existing one.

How wide is the secondary access road?

The Specific Plan shows that the road will be between 58 and 64 feet wide. This is similar to the paved width of Mesa Verde Drive. This road width allows for all modes of travel including walking, biking and driving. It also provides access for fire and emergency vehicles and is adequate to serve the future neighborhood.

Did the City study alternative locations for the secondary access road?

Yes, the City reviewed several possible locations for the road (See Figure 2). These included:

- Access from Shelley Circle, south.
- Access through Merrimac Way.

Why were the alternative locations for the secondary access road not selected?

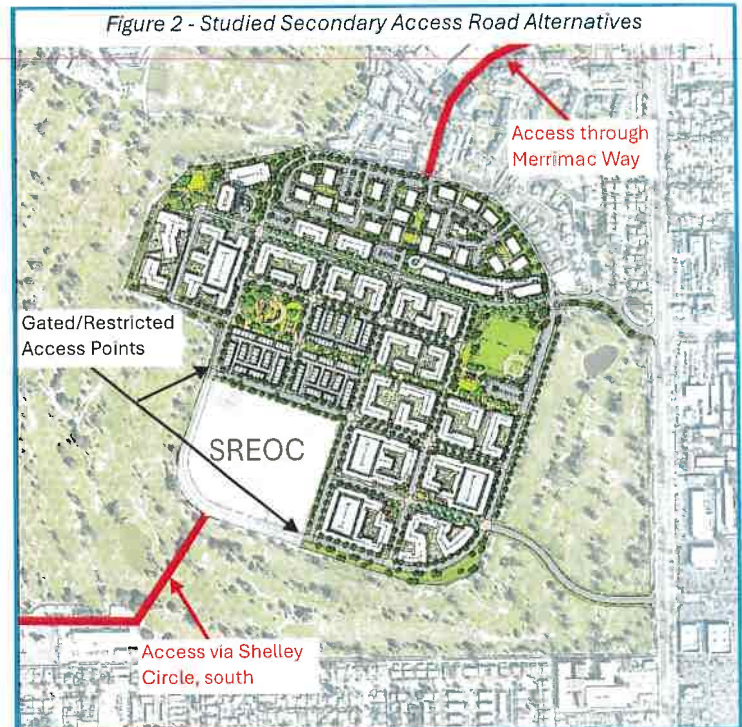
- **Access via Shelley Circle, south.** The State will continue to own the land at the Southern Regional Emergency Operations Center (SREOC), which would have been the connection point to the golf course maintenance road. Shelley Circle runs along the western edge of the SREOC. This connection would only allow *limited, gated access for the SREOC*. In addition, building a road on the golf course maintenance road would have greater disruptions to both City-owned golf courses, and affect operations at the City's corporate yard and Fire & Rescue's training center at Station 4.
- **Access through Merrimac Way.** Because Merrimac Way is a through-road today, it was first assumed it could serve as an access point. However, Merrimac Way runs between the Harbor Village Apartments, and the State owns the land. During discussions with State agencies, the City learned that the road is part of a land lease with the Harbor Village operator. This means Merrimac Way must remain private and can only be used for emergency access.

After these options were ruled out, the City began studying secondary access road options through the Mesa Linda Golf Course.

How is the City addressing the secondary access road as it relates to the Mesa Linda Golf Course?

The golf course is an important community asset, both as a recreational space and as a resource valued by residents. The City is *not* redesigning the golf course as part of the Specific Plan. However, the City must make sure any impacts from the secondary access road are properly addressed. Because the proposed road passes through the golf course, there is also an opportunity to improve the course for players in the future.

In 2024, the City hired Todd Eckenrode Origins Golf Design ("Origins") to study how the secondary access road might affect the Mesa Linda Golf Course. Their work helps the City understand possible impacts and identify any off-site improvements the need to be reviewed under the California Environmental Quality Act (CEQA).



What will happen to the golf course?

Based on the secondary access road layout, Origins found that holes 6, 7, 10, 11, and 13 would be directly affected. They also noted that holes 5, 8, 9, 12, and 14 may become part of future redesign plans. For reference, Figure 3 shows the existing golf course hole alignments. In addition, Origins noted that holes 7, 8, 9, 11, 12, and 13 are very close together compared to modern safety standards. Origins recommended that the City try to keep these areas as safe and complete as possible during any future redesign to the extent feasible.

Who is going to be responsible for constructing the secondary access road and the future redesign of the golf course?

The Master Developer will be responsible for designing and building the secondary access road. They will also pay for redesigning and adjusting the holes at the Mesa Linda Golf Course that are affected by the road. Origins suggested that a full renovation of the course might be possible. This could include more strategic bunker placement, improved greens with more variety for pin positions, and green surrounds that offer different types of approach shots. The City believes that a full renovation would benefit golfers and help ensure the course remains a valuable and long-lasting community resource.

What criteria is anticipated to be utilized for a future redesign of the golf course?

A future redesign of the golf course will focus on keeping golfers and drivers safe and maintaining playability. It will also consider yardage, par, how to reroute holes, protect open space and the environment, and update older features like bunkers, greens, and irrigation. The goal is to improve the course for the community while managing impacts from the secondary access road.

What is the timing of the potential reconfiguration of the golf course?

The secondary access road is still conceptual and must meet all City code requirements. These will be reviewed during the application/entitlement and permit process. The Specific Plan has an expected build out period of 15 to 20 years. Based on the Specific Plans phasing schedule, the secondary access road will not be needed until future housing is approved and traffic levels show the road is necessary. This could occur in the mid-term (5 to 10 years) or long-term (10 to 20 years). The City would continue to update the golf course operator on the status of the secondary access road and will require the Master Developer to communicate with the community about any future redesign of the golf course.

Will the golf course stay open during construction?

The City will work with the golf course operator and the Master Developer to keep as much of the course open as possible during construction. Some areas may need temporary closures for safety, but the goal is to limit disruptions and keep players informed ahead of time.

How will safety for golfers be maintained during and after construction?

Safety will be a top priority. During construction, the City and the Master Developer will put measures in place such as clear signage, fencing, and safe detours. After the road and any course adjustments are complete, the redesigned areas will follow modern safety standards to protect players and visitors.

Will the secondary access road change traffic patterns in nearby neighborhoods?

The secondary access road is planned to distribute traffic from the future development, which should reduce pressure on surrounding neighborhoods. Traffic engineers will study how cars might move through the area and ensure design to keep neighborhood streets safe and functional.

How can the public provide input on the golf course redesign?

If a redesign moves forward, the City will require the Master Developer to reach out to golfers, neighbors, and community members. This could include public meetings, online updates, and opportunities to review early design ideas.

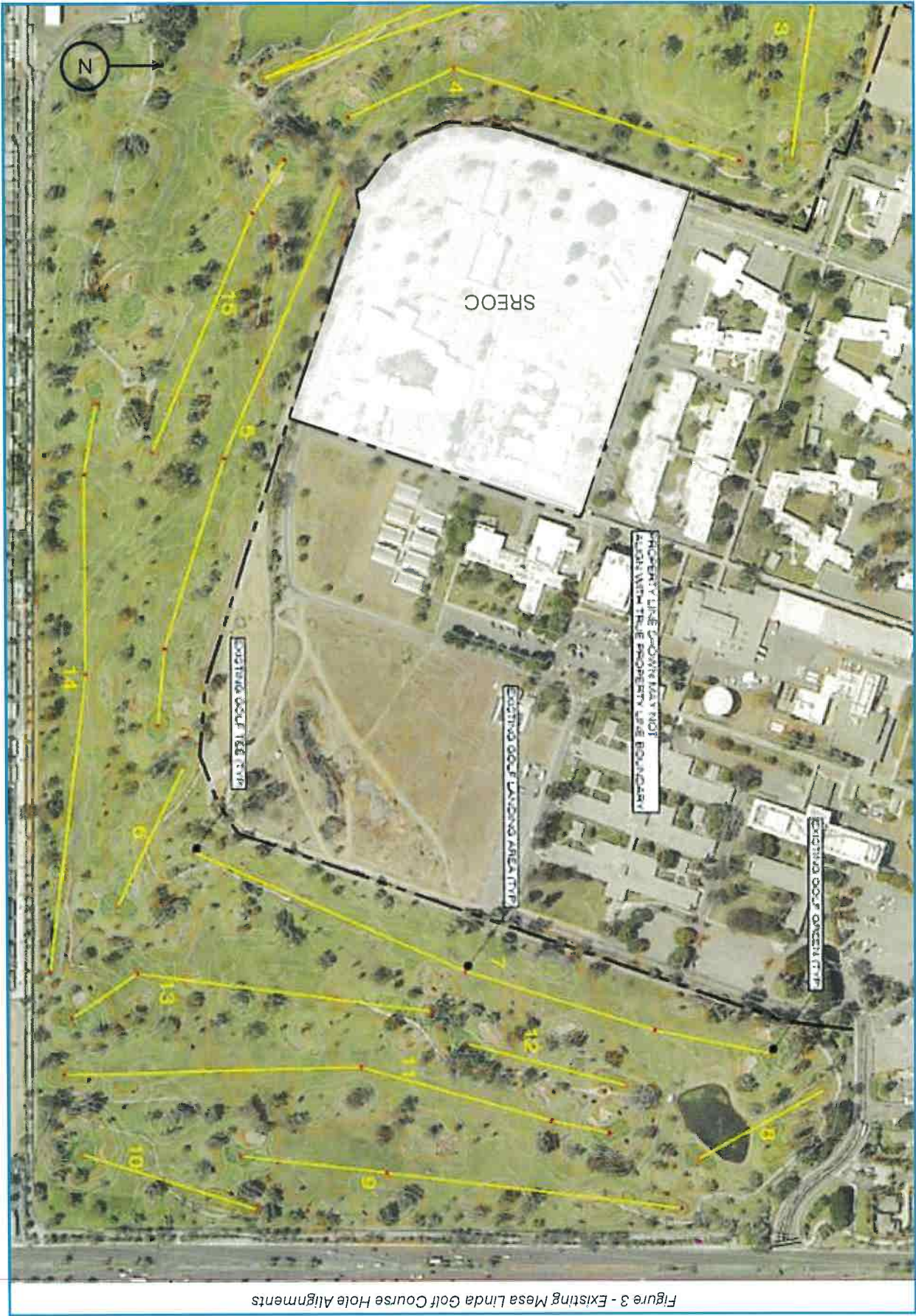


Figure 3 - Existing Mesa Linda Golf Course Hole Alignments

EXHIBIT 3

DDS Coordination Call Notes, March 20, 2024



NOTES:

Mark Lane and the adjacent parking lot have been annexed into the Harbor Village Lease. – Highlighted in yellow with black hatch.

Merrimac Way is and will remain private, with only emergency access. Turn radius improvements will be made at Merrimac and Shelly but anticipate that it will be gated. DDS thinks there is a public easement over the road (to be confirmed).

Fair and Harbor room to improve the intersection possibly to add additional turn lanes/ overall ROW.

Harbor Village lease expires December 31st 2026, expected to be extended- legislation already paved the way.

SB82 (Sec. 14670.36 of the State Code) - Mixed-Income State Housing (Shannon's Mountain) - 2015

- 240-325 units, possibly in 5, 3-story buildings on up to 20 acres, with surface parking (parking at City ratios)
- Approximately 70 of the units (or possibly 25%) would be ground level for developmentally disabled (which also qualify as Very Low Income), DDS has their own standards these are not ADA units
- Remaining units would be market rate
- Anticipate same model as Harbor Village "Reverse Integration"- leased land vs. sale to developer
- DDS considering retail and office use on the site as well

SB138 (Sec. 14670.35e) – Complex Needs Housing - 2023

- 6 structures, 3 homes and 3 support buildings on up to 5 acres
- Property will be fenced
- Moving quickly, \$10M has been allocated in the general fund budget this year due to immediate need and closure of existing Palm Desert homes

Other Housing

Additionally, DDS would like to plan for an additional 150 units on the FDC Maintenance Yard site if it is not used for the Complex Needs homes in .35e. Operational issue with selecting the Maintenance Yard site for complex needs because the FDC is still in warm shut down and must be maintained until officially closed- date is TBD.

SB188 (Sec. 14670.31) approved closure of the FDC/ disposition of the property - 2022

Section 14670.31 is added to the Government Code, to read:

14670.31.

(a) The Legislature finds and declares all of the following:

(1) The Fairview Developmental Center is located in the City of Costa Mesa, in the County of Orange, and is composed of a developed campus covering approximately 102 acres adjacent to Costa Mesa Country Club.

(2) The Fairview Developmental Center opened in 1959 and is a state-run residential care facility dedicated to serving individuals with developmental disabilities.

(3) The State Department of Developmental Services announced the warm shutdown of the facility and acknowledged that it was not the intent of the state to follow the traditional state surplus property process.

(4) The State Department of Developmental Services is relocating all Fairview Developmental Center residents to homes in the community, and may use former active units for short-term needs.

(5) California is experiencing an acute affordable housing crisis. The cost of land significantly limits the development of affordable housing. It is the intent of the Legislature that priority be given to affordable housing in the disposition of the Fairview Developmental Center state real property.

(6) It is the intent of the Legislature to establish a partnership among the Department of General Services, the State Department of Developmental Services, and the City of Costa Mesa that provides for an expedited land use planning process. During this process, the City of Costa Mesa will manage the planning process. The planning and disposition process is expected to be less than three years in duration.

(7) It is the intent of the Legislature that the Fairview Developmental Center property be utilized for a mixed-use development, including mixed-income housing. The development would include and prioritize affordable housing, including at least 200 units of permanent supportive housing, and open space.

(8) It is further the intent of the Legislature that priority be given to redevelopment concepts that include housing that is deed restricted to provide housing for individuals with developmental disabilities.

(b) The following definitions apply for purposes of this section:

(1) "Agreement" means the formal agreement between the State Department of Developmental Services and the City of Costa Mesa to implement a disposition and land use planning process.

(2) "City" means the City of Costa Mesa.

(3) "Council" means the City Council of the City of Costa Mesa.

(4) "Director" means the Director of the Department of General Services.

(5) "Department" means the State Department of Developmental Services.

(6) "Property" means all state-owned real property comprising the Fairview Developmental Center, less any acreage transferred to other state agencies by the Department of General Services.

(7) "Specific plan" means a comprehensive planning and zoning document for the Fairview Developmental Center property.

(c) (1) The department, upon those terms and conditions that it deems to be in the best interests of the state, may enter into an agreement with the city for the city to develop a specific plan for the property, and to manage the land use planning process integrated with a disposition process for the property, to be carried out by the Department of General Services. The disposition may include the sale or lease of the property, or property interest, the director deems to be in the best interests of the state. From funds appropriated by the Legislature for this purpose, the department shall allocate three million five hundred thousand dollars (\$3,500,000) to the city to facilitate the disposition of the property by amending the general plan of the city and any appropriate planning documents and zoning ordinances, completing any environmental review, and addressing the economic feasibility of future development for the purposes intended by the Legislature.

(2) In carrying out the land use planning and disposition process pursuant to the agreement, the department, the director, and the city shall provide for the expeditious planning of future land uses for the site and an opportunity for community input, with the intent to provide certainty for the community and a potential developer, expedite marketing, and maximize interested third-party potential purchasers.

(3) The disposition of the property or property interests shall provide for affordable housing to the greatest extent feasible, and shall be upon terms and conditions the director deems to be in the best interests of the state.

(4) The agreement shall require that housing be a priority in the planning process and that any housing proposal determined to be appropriate for the property shall include affordable housing. The agreement and the development plan shall provide for housing and affordable housing at a level consistent with the January 2020 council-adopted strategy of 1,500 units and the housing assessment in the Department of General Services' 2021 Infrastructure Assessment of up to 2,500 units for the site.

(d) (1) The department may enter into any additional agreements, upon terms and conditions that the department determines to be in the best interests of the state, to provide for the management, operations, and maintenance of the property.

(2) The intent of the Legislature is for expeditious planning and disposition for affordable and permanent supportive housing at the property. The agreement, any necessary land use approvals, including modifying the general plan, rezoning the property, approving a specific plan or plans, and any other action necessary for the implementation of the development plan or the disposition of the property, following CEQA review, shall only be subject to approval by the director and the council. Should the director determine that the transfer, sale, or final disposition of the property has been unduly delayed, the director may dispose of the property as deemed to be in the best interests of the state.

(e) The city shall provide quarterly reports to the department that shall include expenditures, contracts, and an update describing the progress of the expedited planning process.

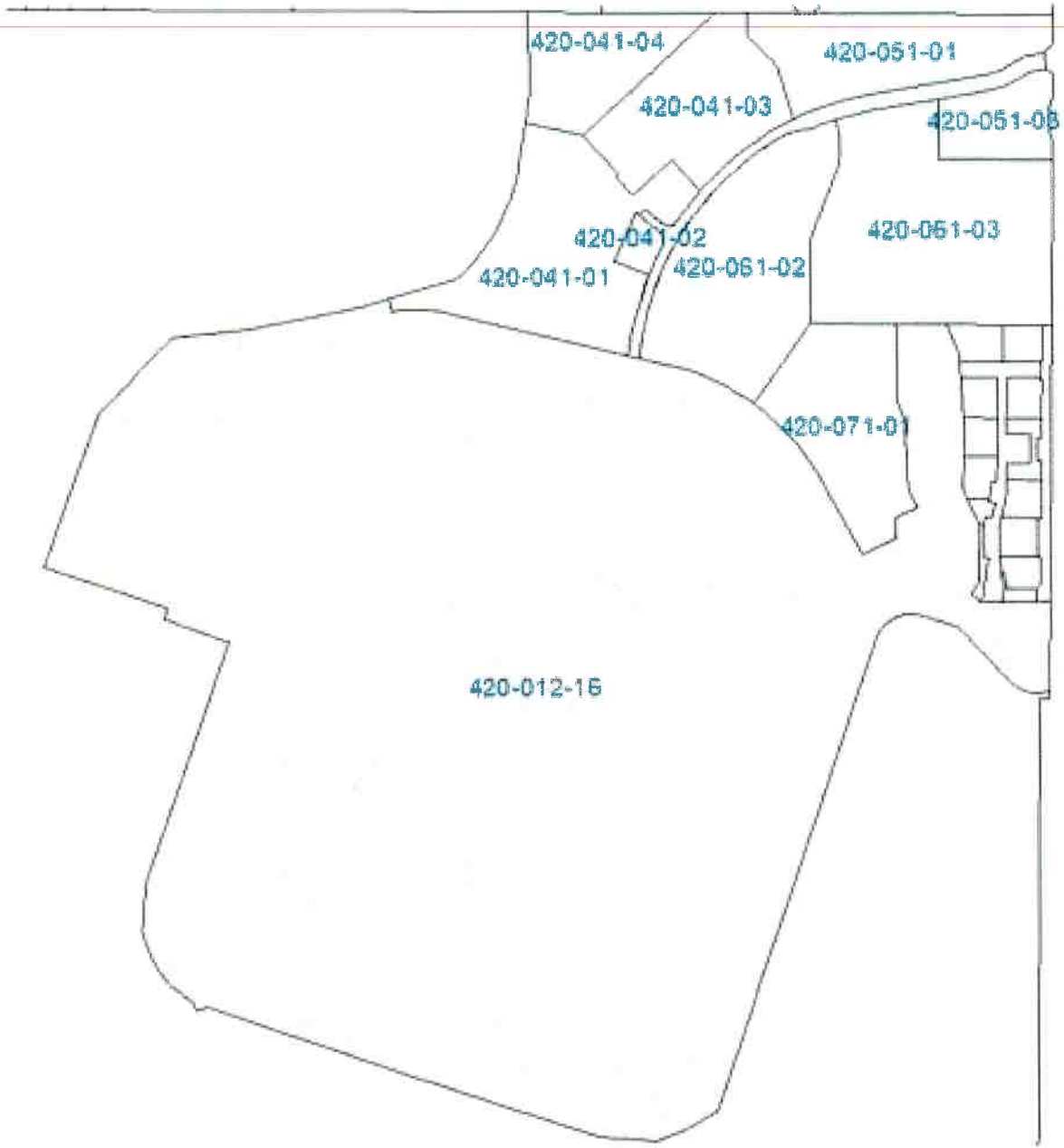


EXHIBIT 4

PlaceWorks Email Correspondence re: FDC Secondary Access Road Fact Sheet/FAQ

NGUYEN, DAVID

From: Suzanne Schwab <sschwab@placeworks.com>
Sent: Thursday, April 23, 2026 12:48 PM
To: DACEY, MELINDA; kgulley
Subject: RE: FDC Secondary Access Road Fact Sheet/FAQ

Hi Melinda-

Here is the history regarding additional access to FDC:

- **Access to the South.** The DEIR for the EOC considered a connection through the golf course from Shelley Circle to the City Yard to the south. This was not supported by the City and like the helipad removed from the project by the Final EIR. The road would have only been to support the EOC given the location and restricted access for the site.
- **Accessing using Merrimac Way.** Since it is a through road today, when the project first kicked off it was assumed that Merrimac was an access point for the site, however, through our stakeholder interviews we learned that it is a private road and is part of the land lease with the Harbor Village operator and through those discussions the operator and State (still owns the land) informed us that it would remain private and that future access to the FDC site would be for emergency use only.
- **Access with an Existing Intersection.** Knowing that the other two were not options and that Fehr and Peers determined there was a threshold for capacity for Fair Drive we explored an alignment to the existing intersection to the Harbor Village Shopping Center. Through working meetings and screen shares that has been looked at a few different ways marginally moving it 5- to 10-feet, with a curve/ without a curve, etc. There was talk about a right in lane as well but that had greater impact to the golf course so that was not drawn up/ studied in detail. Also wanted to note here that the road may continue to be refined through implementation of the Specific Plan, ultimate reconfiguration of the golf course, etc.

Feel free to give me a call if you have any questions.

Thanks-
Suzanne

SUZANNE SCHWAB, AICP
Associate Principal
714.966.9220 x2323 | cell: 619.318.5908

Celebrating 50 years of creating great places!

From: DACEY, MELINDA <Melinda.Dacey@costamesaca.gov>
Sent: Wednesday, April 22, 2026 8:58 AM
To: Suzanne Schwab <sschwab@placeworks.com>; Karen Gulley <kgulley@placeworks.com>
Subject: FDC Secondary Access Road Fact Sheet/FAQ

Suzanne and Karen,

Are there any representative figures or graphics that depict all of the different road iterations that were considered for FDC? If not, do you think that is a graphic that can be created easily? Right now the draft document notes the following:

“Did the City study alternative locations for the secondary access road?”

Yes! The City looked at several alternative locations for the road alignment, including Merrimac Way, and Shelley Circle to access the golf course maintenance road (southwestern corner of the Emergency Operations Center (EOC) site connecting to either Placentia Avenue, or Joann Street).”

There may be more, but as you noted I was not here at the time those were being looked at, so if there are other could you please also describe them?

Thanks!



Melinda Dacey

Principal Planner | Advanced Planning

City of Costa Mesa | Economic and Development Services Department

Office: (714) 754-5611 Cell: (714) 925-7248

77 Fair Drive | Costa Mesa | CA 92626

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Fairview Developmental Center

From Perry Clitheroe <perry.clitheroe@gmail.com>

Date Mon 8/10/2026 11:55 AM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Good morning commissioners,

I write to you today urging you to please adopt the resolution before you tonight, so that home builders can get to work building the housing that Costa Mesa needs.

I ask for you to do this for the following reasons.

1) California has targeted Costa Mesa and intends to bring the city into compliance with the housing element law. Approving this project will significantly improve the city's position in contesting this lawsuit and/or negotiating a settlement with the state.

2) Improve affordability for renters, workers, students and more in Costa Mesa. The state's laws weren't passed without cause - the stinginess of City Halls across California have led directly to a housing shortage and affordability crisis. Costa Mesa is one of the most expensive cities in the USA. While this has a direct and severe negative effect on renters and workers and those trying to get or keep housing in the city, it also negatively affects homeowners. They may enjoy temporary property value increases from the artificial scarcity, but in the long run a failure to keep up significantly increases the cost of labor, as employers, including the city and school district, must import workers from outside of Costa Mesa, necessarily paying for their commutes.

Economics is not a subject that takes kindly to our wishes.

Well run cities can choose at most 2/3 things; Low Density, Low Taxes, Good Services. By keeping density low we strangle our own tax revenue, and with Prop 13 cemented in our constitution a refusal to allow the market to develop guaranteed future service shortfalls. Choose wisely!

Thanks for hearing me out and for your public service. As somebody who works across the street from the proposed project, and who drives past it on Harbor everyday, I look forward to seeing this part of Costa Mesa improved and used to provide homes to 4000+ families and households.

Perry Clitheroe

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PUBLIC COMMENTS
RECEIVED AFTER 12 PM
ON AUGUST 10, 2026
POSTED AUGUST 11, 2026



Outlook

PH-1

Fairview Developmental Center Specific Plan

From Sesler.Tim <Sesler.Tim@ace.aaa.com>

Date Mon 8/10/2026 12:39 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Please consider less density and more recreational space for this Plan to best accommodate traffic and livability. Best, Tim.

Timothy William Sesler

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Public comment for Fairview development plan

From Jesse Hoggard <jesse.hoggard@gmail.com>

Date Mon 8/10/2026 1:20 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Hi there,

I'm writing to voice concern surrounding the Fairview Development Plan. I'm not against new housing at Fairview or in Costa Mesa. However the high density plan proposed will severely negatively impact the neighborhoods in and around the development. We need a plan that actually works for the people who will live near it and in it, and the high density plan isn't right for the area.

Thank you,

Jesse T. Hoggard, APR
3182 Chemin de Fer Way, Costa Mesa CA 92626
225-892-1194 (mobile)

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Fairview Development Center plan

From Troy Snyder <troymsnyder@gmail.com>

Date Mon 8/10/2026 1:24 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

A growing number of neighbors have a deep concern with the following...

- Lack of communication between the city and residents - "workshop" and related outreach metrics are underwhelming
- Near zero community awareness
- Approval for 135 foot tall buildings (13 stories)
- 4,000 units crammed into 95 acres
- Removal of parking minimums
- Intensity of additional traffic on already dense Harbor, Fair and Wilson
- No plan for additional police and fire
- Biggest CM project ever with one entry point at an existing intersection of Harbor and Fair

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Comment for tonight's Planning Commission Meeting

From Jordan Monge <jordanmonge@post.harvard.edu>

Date Mon 8/10/2026 1:43 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

To Whom It May Concern,

I am a concerned Costa Mesa resident who has lived in the Halecrest neighborhood for 5 years. I oppose the proposed Fairview Development Plan because it fails to meet the city's standards for park development, fails to include sufficient commercial space that's walkable, and does not allocate sufficient access points for traffic.

We moved to Costa Mesa partly because we loved the walkable neighborhood that we have off Baker and Fairview - where we regularly walk to restaurants, grocery stores, and doctor's appointments. As a result, our family's traffic footprint is significantly lower than the average in California. We believe in higher density - when it is thoughtfully planned to ensure human needs are met!

The current plan offers high density at high cost. Because there is an extremely low ratio of commercial sq ft to residential, residents will largely have to leave the neighborhood to accomplish their tasks. This will generate higher volumes of traffic and will cause the limited number of access points to become choke points. This plan is not what the residents of Costa Mesa need and it will cause headaches for generations of residents to follow.

I urge the city to reconsider the plan to accommodate more commercial space and park areas, in line with the suggestions made by the group We Are Costa Mesa.

Sincerely,
Jordan Monge Gandhi

1216 Conway Ave, Costa Mesa, CA 92626

--

jordanmonge.com

949.310.1393

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Re: Fairview concerns

From Kerry Stone <5kstoneswork@gmail.com>

Date Mon 8/10/2026 1:44 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

On Mon, Aug 10, 2026 at 9:30 AM Kerry Stone <5kstoneswork@gmail.com> wrote:

I am writing to formally express my strong concerns regarding the proposed development of the old Fairview area and its potential long-term impacts on our community.

Specifically, I am very concerned about the resulting traffic and congestion on Harbor Boulevard, as well as the apparent lack of planning for essential public infrastructure such as green spaces and schools. Additionally, the removal of the golf course and the high density of the proposed project will place a significant strain on local resources, particularly our urgent care facilities, which are already operating at capacity.

I urge the planning committee to thoroughly review these infrastructure and resource limitations before moving forward with any approvals. Thank you for your time, and careful consideration of these critical community impacts.

Best regards,

Kerry Stone

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Fairview development project / CMCC Mesa Linda golf course

From Andrew Soto <andcsoto@gmail.com>

Date Mon 8/10/2026 1:46 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Dear Planning Commissioners and City Council Members,

I'm writing as an avid golfer and frequent customer of Costa Mesa Golf & Country Club to strongly oppose the proposed road that would cut through Mesa Linda Golf Course as part of the Fairview Development Center project.

Mesa Linda is more than just a golf course. It is a heavily used public recreational facility that serves Costa Mesa residents, junior golfers, high school and college teams, seniors, and golfers from throughout Orange County. I personally spend a significant amount of time and money at the course, and it is one of the reasons I value living in this community.

I understand the need for housing and recognize that the Fairview Development Center property will require thoughtful planning and adequate access. However, I do not believe permanently damaging an existing public golf course should be the solution when other access alternatives may be available.

I strongly encourage the City to fully evaluate alternatives such as Merrimac Way and the existing Placentia maintenance-road area before approving a 60-foot roadway through Mesa Linda. I also support requiring an independent review by qualified golf-course architects and industry professionals to understand the true impact of any proposal on the course.

Once golf-course land is lost and the layout is altered, it will be extremely difficult—if not impossible—to restore what the community currently has. The City should exhaust every reasonable alternative before sacrificing an established public recreational asset.

Please protect Mesa Linda and find a solution that allows Costa Mesa to meet its housing and transportation needs without unnecessarily destroying an important part of our community.

I encourage everyone to stop by the course and few days and see the value it provides to the community. You will see all walks of life , young, old , etc. losing the course will be truly devastating.

Thank you for your consideration.

Sincerely,

Andrew Soto

Costa Mesa golfer and Costa Mesa Golf & Country Club customer

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Fairview Developmental Center Specific Plan

From Viki Love <vikilove@sbcglobal.net>

Date Mon 8/10/2026 1:51 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

I am voicing my concern over the traffic impact to Harbor Blvd, as well as a needing to see a defined and safe egress plan for this community in the event of a larger emergency encompassed within it.

Having only one egress is a recipe for disaster. Harbor will be severely impacted by emergency vehicles needing ingress and yet the escaping citizens will get trapped by a bottleneck .

(recall the horrifying images of Palisades fire where cars were traffic jammed and then abandoned as the fire over raged)

I live and drive Harbor Blvd every day. It is a complete traffic jam nightmare now that we have added the 4 story apartments across from Home Depot shopping center.

Respectfully

Viki Love
665 W. Wilson
Costa Mesa, CA 92627

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Re: Fairview Development Center Plan — Traffic Impact everywhere in our community.

From Lydia Mawhinney <lydia@lydiasellsoc.com>

Date Mon 8/10/2026 2:21 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

August 10, 2026

Costa Mesa Planning Commission 77 Fair Drive Costa Mesa, CA 92626

Subject: Public Comment – Fairview Development Center Plan: Traffic, Infrastructure, and Safety Impacts

Dear Chair and Members of the Planning Commission,

I am writing to formally express my opposition to the proposed high-density housing project at the Fairview Development Center. As a Costa Mesa resident since 2000 and a homeowner in the Cornerstone Community for the past 20 years, I have profound concerns regarding our local infrastructure's capacity to support a development of this magnitude.

The surrounding roadways, particularly Harbor Boulevard and Fair Drive, are already operating at or beyond capacity. This corridor serves as a primary arterial route for beach-bound traffic and attendees of year-round OC Fairgrounds events, as well as students commuting to Orange Coast College and Vanguard University. Consequently, the intersection of Harbor and Fair Drive frequently experiences severe gridlock, often extending late into the evening.

Introducing over 4,000 new homes will place an unsustainable burden on this area. Factoring in residents' vehicles, service and delivery trucks (such as Amazon, UPS, and utilities), household guests, and emergency services, this project could conservatively generate tens of thousands of additional daily car trips. Relying heavily on public transportation to offset this volume is an unrealistic projection.

This level of congestion poses significant safety and environmental hazards. Residents are already subjected to excessive noise pollution, regular traffic collisions at the Harbor and Fair Drive intersection, and frequent incidents of aggressive driving.

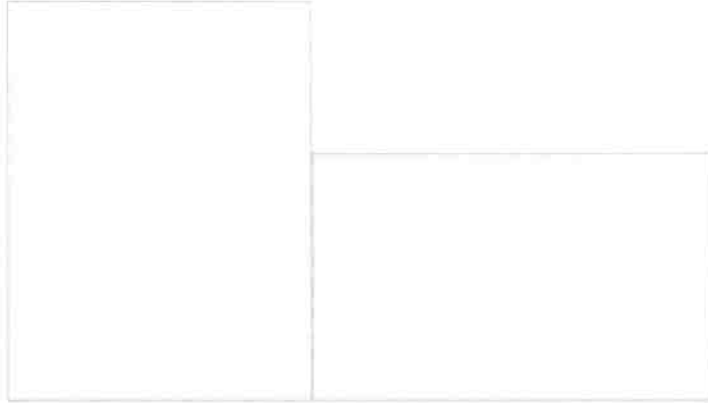
Furthermore, recent modifications to Fair Drive—specifically the narrowing of the lane exiting Harbor Boulevard near Cornerstone Lane—have created a dangerous bottleneck. Standard vehicles and large trucks alike struggle to navigate this turn safely. Crucially, this area now lacks a sufficient emergency shoulder, which threatens to severely impede response times for police, fire, and medical personnel. The risks associated with this lack of emergency access were highlighted during recent police pursuits in our neighborhood. Adding thousands of new daily vehicle trips to these specific streets will only compound these dangers.

While I understand the city's economic and development objectives, these goals should not supersede the safety, well-being, and quality of life of existing taxpaying residents. I strongly urge the Commission to reevaluate the severe infrastructure constraints, emergency access limitations, and true traffic impacts before granting any approvals for this project.

Thank you for your time, public service, and serious consideration of these concerns.

With gratitude,

Lydia Mawhinney



Realtor . CA#01433454
pellego

m. 714.984.5100
e. Lydia@LydiaSellsOC.com
w. LydiaSellsOC.com

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Meeting tonight or response by 12 p.m. for non attendance input.

From ococdcleaning@gmail.com ococdcleaning@gmail.com <ococdcleaning@gmail.com>

Date Mon 8/10/2026 2:29 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Regreatably this email was received at 12:31 p.m. today.

My general concerns about Costa Mesa. I am confused.

- *I am told housing is unaffordable vs building more houses that people cant afford.
- * shortages of natural resources
vs manufactured increased demand causing outrageous fees and brown outs
- * City streets overflowing with parked vehicles
- * traffic lights which allow a few cars to pass resulting in many red light runners or sitting up the 3 light cycles.
- * Too much improperly sorted trash, carbon admissions and global warming concerns that are addressed by increasing the population creating greater amounts of waste and consumption.

None of this makes sense.

Costa Mesa has many issues which are not addressed. Common sense tells us to fix what is broken before buying more.

Traffic on Harbor Blvd and Newport Blvd is outrageous and dangerous.
Maintenance issues go unaddressed. Graffiti and homelessness still unchecked in a timely manner.
The tree trimmings on Mesa Verde East and Adams sat in a heap for over six months. Our roads are rough and old with unledgeable lines.

Poor planning, and lack of consideration for the tax payers hard earned money. Millions of dollars are spent on ridiculous frivolous items such as white lines, green lines and posts. Placed to protect the bicycle riders and parked cars. This are common knowledge, drivers who don't know this should not be on the road.

There are very few pedal bikes today. The modern day bicycles are motor vehicles driven by many underage drivers whom are unlicensed and uninsured. These individuals rarely follow the laws, which I believe there are none in place presently. These youths have taken over the roads and preform tricks causing mayhem and can pass most vehicles.

A classic example was last summer on East 17th Street between Santa Ana avenue and Irvine between 1 p.m. and 5:00 p.m. at least a group of 10 or more e bikes took over the whole street. Crossing over from the far right to the far left.

I say no more high density building.
No destroying the Golf Course.

No more dangerous over crowded roads and residential streets.

Again what is the truth not enough natural resources or an abundance?

In accordance with supply and demand principles over development supports that there is enough landfill, gasoline, water, natural gas and electricity to facilitate the increased population. Lower prices of housing and natural resources should reflect the abundance of to accommodate the invitation of hundreds new residents to Costa Mesa.

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Fairview Plan

From Karen Mudgett <kmudgett@gmail.com>

Date Mon 8/10/2026 2:35 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Hello, I am a Mesa Verde resident and I am unable to attend tonight's meeting. I have concerns about this project.

Is there a cap on the number of units they can build or is that open to increasing?

The proposed plan doesn't have enough open space planned.

Are the schools adequate for the increased population?

Is there any space for some commercial support for the neighborhood?

Do we have adequate public safety support?

Ans personally for me, as a resident in the area, what will be done to support the increased traffic on Harbor Dr. Are there any proposed new roads in and out of the neighborhood?

I am all for developing the site but I don't want it to be so poorly planned that it ruins the neighborhood.

Karen Mudgett

Java Rd.

Costa Mesa, CA

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FW: Against the current plan.

From OOSTERHOF, NAOMI <NAOMI.OOSTERHOF@costamesaca.gov>

Date Mon 8/10/2026 3:09 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

Naomi Oosterhof

Community Development Department (formerly known as the Economic and Development Services Department)

77 Fair Drive | Costa Mesa | CA 92626

Office: (714) 754-5245



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From: Tom R <newporttom@hotmail.com>

Sent: Monday, August 10, 2026 2:59 PM

To: PC Public Comments <PCPublicComments@costamesaca.gov>

Subject: Against the current plan.

I live in Costa Mesa and am against the current plan to develop Fairview Developmental Center.

- It is excessively dense. You are trying to cure all of Costa Mesa's "Lack of housing density", as the governor sees it, in one place. It overburdens traffic and existing resources.
- 40% ultra low income is excessive. 10% is common in these kind of projects.
- You will quickly lose control of the area. Nickerson Gardens in LA is 1,000 units. The notorious Cabrini Green in Chicago was 3,600 units. Costa Mesa will not be able to effectively maintain and control a 4,000 unit housing project.

Tom Reitz

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Fairview project

From Mel Bui <buimel8@gmail.com>

Date Mon 8/10/2026 6:30 PM

To PC Public Comments <PCPublicComments@costamesaca.gov>

We do NOT agree with the Fairview housing project because there's not enough parks or schools or roads (too much congestion on Harbor) that is being considered in the plans. And it's going to impact our fire fighters response to emergencies.

Thanks

Costa Mesa resident

Bautista Family

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