CITY OF COSTA MESA

PLANNING COMMISSION

Agenda

Monday, August 10, 2026	**6:00 PM**	**City Council Chambers** **77 Fair Drive**

Announcement:

Pursuant to Government Code Section 54953
Commissioner Martinez will be attending the meeting remotely via Zoom webinar from:

Quality Inn Sacramento Convention Center
818 15th Street
Sacramento, CA 95814

The Commission meetings are presented in a hybrid format, both in-person at City Hall and as a courtesy virtually via Zoom Webinar. If the Zoom feature is having system outages or experiencing other critical issues, the meeting will continue in person.

Closed Captioning is available via the Zoom option in English and Spanish.

Los subtítulos están disponibles a través de la opción Zoom en inglés y español.

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Members of the public are welcome to speak during the meeting when the Chair opens the floor for public comment. There is no need to register in advance or complete a comment card. When it's time to comment, line up at one of the two podiums in the room and wait for your turn. Each speaker will have up to 3 minutes (or as directed) to address the Commission.

All attendees must remain seated while in the chamber until instructed by the Presiding Officer to approach and line up for public comment. To ensure safety and maintain order during the proceedings, standing or congregating in the aisles or foyer is strictly prohibited.

To maintain a respectful and orderly atmosphere during the meeting, attendees shall refrain from using horns or amplified speakers. Signs and props may be brought into the Chamber, provided they do not exceed 11 inches by 18 inches in size and do not hinder the visibility of other attendees. The possession of poles, sticks, or stakes is strictly prohibited.

The public may participate via the Zoom option.

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Or sign into Zoom.com and “Join a Meeting”
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• During the Public Comment Period, use the “raise hand” feature located in the participants’ window and wait for city staff to announce your name and unmute your line when it is your turn to speak. Comments are limited to 3 minutes, or as otherwise directed.

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During the Public Comment Period, press *9 to "raise your hand" and to be added to the queue to speak and wait for city staff to announce your name/phone number and press *6 to unmute your line when it is your turn to speak. Comments are limited to 3 minutes, or as otherwise directed.

Additionally, members of the public who wish to make a written comment on a specific agenda item, may submit a written comment via email to the PCPublicComments@costamesaca.gov. Any written communications, photos, or other materials for copying and distribution to the Commission that are 10 pages or less, can be e-mailed to PCPublicComments@costamesaca.gov, submitted to the Planning Office on a flash drive, or mailed to the Planning Office. Note that records submitted by the public will not be redacted in any way and will be posted online as submitted, including any personal contact information. Comments received by 12:00 p.m. on the day of the meeting will be provided to the Commission, made available to the public, and will be part of the meeting record.

All pictures, PowerPoints, and videos submitted for display at a public meeting must be previously reviewed by staff to verify appropriateness for general audiences. No links to YouTube videos or other streaming services will be accepted, a direct video file will need to be emailed to staff prior to each meeting in order to minimize complications and to play the video without delay. The video must be one of the following formats, .mp4, .mov or .wmv. Only one file may be included per speaker for public comments, for both videos and pictures. Please e-mail to staff at PCPublicComments@costamesaca.gov NO LATER THAN 12:00 Noon on the date of the meeting. If you do not receive confirmation from the city prior to the meeting, please call the Planning office at 714-754-5000.

Please know that it is important for the City to allow public participation at this meeting. If you are unable to participate in the meeting via the processes set forth above, please contact the City Clerk at (714) 754-5225 or cityclerk@costamesaca.gov and staff will attempt to accommodate you. While the City does not expect there to be any changes to the above process for participating in this meeting, if there is a change, the City will post the information as soon as possible to the City's website.

Note regarding agenda-related documents provided to a majority of the Commission after distribution of the agenda packet (GC §54957.5): Any related documents provided to a majority of the Commission after distribution of the Agenda Packets will be made available for public inspection. Such documents will be posted on the city's website and will be available at the City Clerk's office, 77 Fair Drive, Costa Mesa, CA 92626.

All cell phones and other electronic devices are to be turned off or set to vibrate. Members of the audience are requested to step outside the Council Chambers to conduct a phone conversation.

Free Wi-Fi is available in the Council Chambers during the meetings. The network username available is: CM_Council. The password is: cmcouncil1953.

As a LEED Gold Certified City, Costa Mesa is fully committed to environmental sustainability. A minimum number of hard copies of the agenda will be available in the Council Chambers. For your convenience, a binder of the entire agenda packet will be at the table in the foyer of the Council Chambers for viewing. Agendas and reports can be viewed on the City website at https://costamesa.legistar.com/Calendar.aspx. Las agendas y los informes se pueden ver en español en el sitio web de la Ciudad en https://www.costamesaca.gov/trending/current-agendas/spanish-city-council-agendas.

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PLANNING COMMISSION REGULAR MEETING

AUGUST 10, 2026 – 6:00 P.M.

JEFFREY HARLAN
CHAIR

JON ZICH
VICE CHAIR

ANGELY ANDRADE
PLANNING COMMISSIONER

ROBERT DICKSON
PLANNING COMMISSIONER

KAREN KLEPACK
PLANNING COMMISSIONER

DAVID MARTINEZ
PLANNING COMMISSIONER

JOHNNY ROJAS
PLANNING COMMISSIONER

CARRIE TAI
DIRECTOR

TARQUIN PREZIOSI
ASSISTANT CITY ATTORNEY

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

ANNOUNCEMENTS AND PRESENTATIONS

PUBLIC COMMENTS – MATTERS NOT LISTED ON THE AGENDA
Comments are limited to three (3) minutes, or as otherwise directed.

PLANNING COMMISSIONER COMMENTS AND SUGGESTIONS

CONSENT CALENDAR:
All matters listed under the Consent Calendar are considered to be routine and will be acted upon in one motion. There will be no separate discussion of these items unless members of the Planning Commission, staff, or the public request specific items to be discussed and/or removed from the Consent Calendar for discussion. The public can make this request via email at PCPublicComments@costamesaca.gov and should include the item number to be addressed. Items removed from the Consent Calendar will be discussed and voted upon immediately following Planning Commission action on the remainder of the Consent Calendar.

1. **JULY 27, 2026 UNOFFICIAL MEETING MINUTES** **26-371**

RECOMMENDATION:

Planning Commission approve the regular meeting minutes of July 27, 2026.

Attachments: 07-27-26 Draft Minutes

PUBLIC HEARINGS: (SEE NEXT PAGE)

1. FAIRVIEW DEVELOPMENTAL CENTER SPECIFIC PLAN 26-374 (PCTY-25-0003)

RECOMMENDATION:

Staff recommends the Planning Commission:

1. Adopt a resolution recommending that the City Council take the following actions, including:
    a. CEQA: Certify the Final Environmental Impact Report (FEIR), and adopt the Findings of Fact, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program (MMRP);
    b. General Plan Amendment: Adopt a Resolution to amend the General Plan Land Use Element to change the Land Use Designation of the project site from "Multi-use Center" to "FDCSP" and other updates to implement the Fairview Developmental Center Specific Plan (FDCSP); and
    c. Zoning Code Amendments: Adopt an Ordinance amending Title 13 of the Costa Mesa Municipal Code (Zoning Code) to adopt the Fairview Development Center Specific Plan (FDCSP), update the Zoning Map to change the zoning designation of the 95 acres of the 110-acre site located at 2501 Harbor Boulevard from "Institutional and Recreational Multi-use (I&R-MLT)" to "FDCSP" and change the remaining 15 acres to "Institutional and Recreational" zoning designation, and make other associated updates to the Zoning Code to implement the FDCSP.

Attachments: Agenda Report
1. Draft Planning Commission Resolution

2. CITY OF COSTA MESA SAFETY ELEMENT UPDATE (PCTY-25-0002), 26-373 CLIMATE ACTION AND ADAPTATION PLAN (PCTY-25-0009), AND ENVIRONMENTAL JUSTICE POLICY REVIEW (PCTY-26-0002)

RECOMMENDATION:

Staff recommends the Planning Commission:

1. Find that the proposed Safety Element Update and Environmental Justice Policy Update are exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3); and
2. Adopt a Resolution recommending that the City Council amend the General Plan to update the Safety Element and incorporate Environmental Justice Policy Update.

Attachments: Agenda Report

1. Draft Planning Commission Resolution
2. Reference Guide Environmental Justice Policies
3. July 27, 2026 Draft Planning Commission Minutes
4. CAAP Public Draft Revisions
5. Public Comments

OLD BUSINESS: None.

NEW BUSINESS: None.

DEPARTMENTAL REPORTS:

1. PUBLIC WORKS REPORT
2. DEVELOPMENT SERVICES REPORT

CITY ATTORNEY REPORTS:

1. CITY ATTORNEY'S REPORT

ADJOURNMENT

PLANNING COMMISSION MEETING:

Costa Mesa Planning Commission meets on the second and fourth Monday of each month at 6:00 p.m.

APPEAL PROCEDURE:

Unless otherwise indicated, the decision of the Planning Commission is final at 5:00 p.m., seven (7) days following the action, unless an affected party files an appeal to the City Council, or a member of City Council requests a review. Applications for appeals are available through the City Clerk's Office; please call (714) 754-5225 for additional information.

CONTACT CITY STAFF:

77 Fair Drive, Costa Mesa, CA 92626
Planning Division (714) 754-5245
planninginfo@costamesaca.gov

77 Fair Drive
Costa Mesa, CA 92626

CITY OF COSTA MESA

Agenda Report

File #: 26-371 **Meeting Date:** 8/10/2026

TITLE:

JULY 27, 2026 UNOFFICIAL MEETING MINUTES

DEPARTMENT: COMMUNITY DEVELOPMENT DEPARTMENT /PLANNING DIVISION

RECOMMENDATION:

Planning Commission approve the regular meeting minutes of July 27, 2026.

REGULAR PLANNING COMMISSION
MONDAY, JULY 27, 2026 - MINUTES

CALL TO ORDER - The Regular Planning Commission Meeting was called to order by Chair Harlan at 6:00 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG – Vice Chair Zich led the Pledge of Allegiance.

ROLL CALL

Present: Chair Jeffrey Harlan, Vice Chair Jon Zich, Commissioner Angely Andrade, Commissioner Robert Dickson, Commissioner Karen Klepack, Commissioner David Martinez, and Commissioner Johnny Rojas

Absent: None.

ANNOUNCEMENTS AND PRESENTATIONS: None.

PUBLIC COMMENTS – MATTERS NOT LISTED ON THE AGENDA:

Liz Parker, President of Coast Community College District Board of Trustees, requested that the City consider redesignating district-owned property on Adams Avenue from institutional to high density residential. She explained that the property has historically been used for administrative purposes rather than instructional use and that the district has no plans to develop student housing on the site. Ms. Parker stated the property is well suited for residential development due to its proximity to existing multi-family housing, public transportation, bicycle facilities, and Orange Coast College. She noted that redesignating the property could support the City's housing needs and allow the site to be considered as part of the Housing Element.

PLANNING COMMISSIONER COMMENTS AND SUGGESTIONS:

Commissioner Martinez announced several upcoming community events, including the final Concerts in the Park, the Majestic Cycling Tournament, National Night Out, and the Motor Home Madness Demolition Derby benefiting Children's Hospital of Orange County. He also encouraged residents to participate in the City's GIS Strategic Plan survey to provide input on mapping and location-based services. Commissioner Martinez advised that he would attend the August 10 Planning Commission meeting

remotely due to work obligations and apologized for missing the recent Fairview Developmental Center community event because of illness.

Commissioner Andrade recognized the Costa Mesa Alliance for Better Streets for hosting a free bicycle repair event at Lions Park and commended the volunteers and community organizations that participated. She also encouraged residents to attend National Night Out, noting it provides an opportunity to strengthen relationships between the community and the Costa Mesa Police Department.

Vice Chair Zich advised the Coast Community College District to formally submit its rezoning request to the Community Development Director and City Council. He noted that inclusion of the property in the City's Housing Element would require the site to be developed for housing. He also encouraged residents to subscribe to the City's e-notification system to stay informed about Planning Commission meetings, City Council meetings, City news, and community events.

CONSENT CALENDAR:

1. JULY 13, 2026 UNOFFICIAL MEETING MINUTES

MOVED/SECOND: MARTINEZ/DICKSON
MOTION: Move to approve.
The motion carried by the following roll call vote:
Ayes: Chair Harlan, Vice Chair Zich, Commissioner Andrade, Commissioner Dickson, Commissioner Klepack, Commissioner Martinez, Commissioner Rojas
Nays: None
Absent: None
Recused: None
Motion carried: 7-0

ACTION:
Planning Commission approved the minutes.

PUBLIC HEARINGS:

1. TENTATIVE PARCEL MAP 2026-129 (PTPM-26-0006), AND DEVELOPMENT REVIEW FOR A 4-UNIT COMMON INTEREST DEVELOPMENT AT 215 AND 223 MESA DRIVE

Presentation by Senior Planner, Chris Yeager.

Josh Martinez, Obsidian Development representative, stated he has reviewed and agreed to the conditions of approval.

No public comments.

Commission comments:

Vice Chair Zich expressed support for the project, describing it as a well-designed development that would provide much-needed ownership housing within the City.

Commissioner Dickson commended the thoughtful site design, noting that locating the garages behind the homes created a more attractive streetscape while preserving landscaping and open space. He observed that the project reflected the continued evolution of residential development along Mesa Drive and expressed confidence that it would be a successful addition to the neighborhood.

Commissioner Martinez proposed a friendly amendment to update references within the Conditions of Approval from "Development Services" to "Community Development," which was accepted by the maker of the motion. He stated that while he supported the project because it provided additional housing opportunities, he remained concerned that current parking requirements dedicated substantial site area to vehicle storage that could otherwise accommodate additional housing or open space.

MOVED/SECOND: ZICH/DICKSON
MOTION: Move staff's recommendation.
The motion carried by the following roll call vote:
Ayes: Chair Harlan, Vice Chair Zich, Commissioner Andrade, Commissioner Dickson, Commissioner Klepack, Commissioner Martinez, Commissioner Rojas
Nays: None
Absent: None
Recused: None
Motion carried: 7-0

ACTION:
The Planning Commission adopted a resolution to:

1. Find the project categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15315 (Minor Land Divisions) and 15332 (Infill Development); and
2. Approve Tentative Parcel Map No. 2026-129; and Development Review, subject to the Conditions of Approval, as amended to update references from Development Services to Community Development.

2. DEVELOPMENT REVIEW PDVR-25-0013, TENTATIVE TRACT MAP NO. 19458, AND DENSITY BONUS FOR A 15-UNIT RESIDENTIAL COMMON INTEREST DEVELOPMENT AT 2075 HARBOR BOULEVARD

Four ex-parte communications: Vice Chair Zich, Commissioner Andrade, Commissioner Martinez, and Chair Harlan each disclosed that they had previously met with the applicant regarding the proposed project.

Presentation by Senior Planner, Victor Mendez.

Brian Cunningham, The Olson Company representative, stated that he had reviewed and agreed to the conditions of approval.

Public comments:

A member of the public who resides near the project site expressed support for the proposed development. The speaker stated that limiting Harbor Boulevard to an exit-only driveway would improve neighborhood circulation and safety because Harbor Boulevard experiences heavy traffic.

A second speaker expressed support for redevelopment of the vacant commercial property and the inclusion of affordable housing. The speaker asked whether the homes could incorporate rooftop solar panels to improve long-term affordability for future homeowners.

Kathy Esfahani, representing the Costa Mesa Affordable Housing Coalition, expressed support for the inclusion of affordable ownership units. She requested clarification regarding the duration of the affordability covenant, noting the importance of maintaining affordability over the long term. Ms. Esfahani also commented that while the community's greatest need remains lower-income rental housing, the proposed affordable ownership units represented a positive addition to the City's housing supply.

Commissioner Comments:

Commissioner Dickson expressed support for the project, stating that it represented an appropriate infill redevelopment of a long-vacant commercial property and would provide additional homeownership opportunities within the City. He noted that the proposal was consistent with the General Plan and Housing Element and commended the applicant for the quality of the site design.

Commissioner Klepack agreed that the project would improve the appearance of the Harbor Boulevard corridor and appreciated the inclusion of affordable ownership units. She stated that redeveloping underutilized commercial properties with housing was an important component of meeting the City's housing goals.

Commissioner Andrade expressed support for the project and highlighted the benefit of converting a vacant commercial site into owner-occupied housing. He encouraged the applicant to maximize landscaping throughout the development and stated that informing future homeowners about surrounding commercial uses would help establish appropriate expectations.

Commissioner Martinez stated that the project reflected the City's efforts to balance housing production with neighborhood compatibility. He reiterated his concern regarding State housing laws that limit local discretion but acknowledged that the proposal complied with applicable State requirements. He also expressed support for providing affordable homeownership opportunities.

Vice Chair Zich stated that the project represented a significant improvement over the existing vacant commercial property and was consistent with the City's long-term planning objectives. He observed that the site had remained underutilized for many years and that the proposed residential development would activate the property while contributing to the City's housing inventory. He also encouraged staff to explore whether future projects adjacent to commercial uses should include buyer disclosure requirements.

Chair Harlan commended the applicant and staff for presenting a well-designed project that balanced housing production with neighborhood compatibility. He stated that the proposal would revitalize an underutilized property, improve the Harbor Boulevard corridor, and provide quality ownership housing within Costa Mesa.

MOVED/SECOND: DICKSON/ANDRADE
MOTION: Move staff 's recommendation.
The motion carried by the following roll call vote:
Ayes: Chair Harlan, Vice Chair Zich, Commissioner Andrade, Commissioner Dickson, Commissioner Klepack, Commissioner Martinez, Commissioner Rojas
Nays: None
Absent: None
Recused: None
Motion carried: 7-0

ACTION:
The Planning Commission adopted a resolution to:

1. Find that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080.66 (Assembly Bill 130); and,
2. Adopted a Resolution taking the following actions:

a. Development Review: Approve the Development Review for the development of the project including 15 dwelling units with a maximum height of 3 stories/38 feet, six inches;
b. Tentative Tract Map No. 19458: Approve the Tentative Tract Map to subdivide the property into a residential common interest development; and
c. Density Bonus: Approve the density bonus request which will provide two moderate income units.

OLD BUSINESS: None.

NEW BUSINESS:

1. CLIMATE ACTION AND ADAPTATION PLAN (CAAP), SAFETY ELEMENT UPDATE, AND ENVIRONMENTAL JUSTICE POLICY UPDATE – PCTY-25-0009, PCTY-25-0002, AND PCTY-26-000X

Planning Manager Anna McGill introduced the study session item and presented members of the project team, including Contract Project Manager Amber Gregg, Energy and Sustainability Services Manager Charles Springer, consultant Jennifer Reid of Dudek, and consultant Kurt Nagel of Interwest. She explained that the team would provide an overview of the Climate Action and Adaptation Plan (CAAP), Safety Element Update, and Environmental Justice Policy Update, all of which had been prepared concurrently because they share common technical analyses, community outreach efforts, and policy objectives.

Commission Discussion:

Commissioners asked questions regarding the public review process, community outreach and survey results, the Climate Action and Adaptation Plan's relationship to CEQA, greenhouse gas reduction targets and implementation strategies, updates to the Safety Element, Environmental Justice policies, and how implementation measures and greenhouse gas reductions would be monitored and quantified. Commissioners also provided recommendations to strengthen the proposed documents, including additional emphasis on native landscaping, urban greening, climate resilience, environmental education, healthy food access, and public outreach. Staff responded to the commissioners' questions and clarified the proposed implementation approach.

No public comments.

Commissioner Comments:

Commissioner Martinez expressed support for the overall direction of the Climate Action and Adaptation Plan but encouraged staff to clearly identify measurable greenhouse gas reductions associated with each implementation action rather than relying on broad or exploratory policy language. He also recommended periodic public reporting to monitor implementation progress and suggested including electric bicycles among municipal fleet transportation options.

Staff responded that Appendix D quantifies greenhouse gas reductions for each implementation measure and explained that annual monitoring would allow implementation strategies to be adjusted over time while maintaining progress toward the City's emissions reduction targets.

Vice Chair Zich thanked staff for the presentation and requested additional information regarding implementation responsibilities, long-term costs, and how Environmental Justice policies would be incorporated into future General Plan updates. He also requested additional discussion regarding the Climate Action and Adaptation Plan during the formal adoption hearing to better understand how the document would guide future City actions.

Chair Harlan agreed with Commissioner Martinez that the relationship between implementation actions and anticipated greenhouse gas reductions should be more clearly presented. He encouraged staff to highlight measurable implementation priorities and demonstrate how municipal actions would contribute toward achieving the City's overall greenhouse gas reduction goals.

Commissioner Dickson requested additional information comparing Costa Mesa's greenhouse gas inventory and reduction assumptions with Orange County and neighboring jurisdictions to provide context regarding the City's methodology and reduction targets.

MOVED/SECOND: DICKSON/ANDRADE
MOTION: Receive and file.
The motion carried by the following roll call vote:
Ayes: Chair Harlan, Vice Chair Zich, Commissioner Andrade, Commissioner Dickson, Commissioner Klepack, Commissioner Martinez, Commissioner Rojas
Nays: None
Absent: None
Recused: None
Motion carried: 7-0

ACTION: Planning Commission received and filed the item.

2. FAIRVIEW DEVELOPMENTAL CENTER SPECIFIC PLAN STUDY SESSION

Principal Planner Melinda Dacey introduced the study session item and presented the consultant team, including Planning Manager Anna McGill, Transportation Services Manager Paul Martin, representatives from PlaceWorks, Fehr & Peers, and environmental consultants. Staff explained that the purpose of the study session was to provide an overview of the Public Hearing Draft Fairview Developmental Center (FDC) Specific Plan, the Draft Environmental Impact Report (EIR), community outreach efforts, and the anticipated review process before formal public hearings.

Commission Discussion:

Commissioners asked questions regarding the proposed land use plan, housing density, financial feasibility, affordable housing requirements, transportation circulation, secondary roadway access, environmental analysis, infrastructure improvements, open space, historic preservation, public outreach, implementation procedures, and long-term maintenance responsibilities. Commissioners also discussed traffic impacts, public safety, compatibility with surrounding neighborhoods, and opportunities to improve connectivity, recreation, and community amenities within the redevelopment area. Staff and the consultant team responded to the commissioners' questions and provided additional clarification regarding the proposed Specific Plan and Draft Environmental Impact Report.

Public comments:

Speaker one agreed with previous public comments and expressed concern that the proposed landscaped medians would provide limited recreational value because they are located between traffic lanes. The speaker encouraged dedicating more of the available land to usable green space that would better serve future residents and visitors.

Speaker two requested that the traffic analysis include impacts associated with the annual Orange County Fair, stating that the project's size and proximity to the fairgrounds create unique transportation conditions that should be evaluated, particularly for nearby Environmental Justice communities. The speaker also expressed concern that the proposed residential density would likely result in predominantly studio and one-bedroom units rather than family-oriented housing and urged the City to be transparent about the types of housing that are realistically expected to be developed.

Steve Smith shared concerns raised during the community town hall regarding the project's limited access and anticipated traffic impacts on Harbor Boulevard and surrounding neighborhoods. He also expressed concern that increased congestion could undermine the City's active transportation goals and urged the Commission to carefully reconsider and revise the proposal before moving forward.

Brian Emestin, a College Park Costa Mesa resident and youth sports coach, urged the Commission to limit development to 2,300 housing units to preserve open space and expand recreational facilities. He highlighted the City's shortage of athletic fields, the growing demand for youth sports, particularly girls' programs, and encouraged the creation of a community park with athletic fields and other recreational amenities to better serve current and future residents.

Speaker five expressed concerns regarding emergency access, police and fire services, and public safety, questioning whether existing emergency response resources could adequately serve the proposed development. The speaker suggested additional public safety facilities may be needed and also noted increasing traffic congestion and concerns regarding electric bicycle safety throughout the community.

John Troder, a longtime Costa Mesa resident, expressed concern that the proposed development would rely on only two access points despite its large size. He stated that the limited access would increase traffic congestion, greenhouse gas emissions, and public safety risks during emergencies, and urged the Commission to reconsider the project's access configuration.

Diane Russell thanked City staff for conducting the public Q&A held in July and expressed support for the proposed Specific Plan. She emphasized the ongoing need for affordable housing and urged the City to ensure affordable units are constructed concurrently with market-rate housing through provisions in the Development Agreement.

Gary Bennett, Costa Mesa resident, expressed concern about the impacts of reconstructing the Costa Mesa Country Club golf course, including potential revenue losses and the effect on local high school golf programs. He also suggested evaluating Merrimac Way as an alternative access road to improve circulation while minimizing impacts to the golf course and recreational open space.

Wendy Leece, a longtime Costa Mesa resident, expressed concern over the State's housing requirements and the project's significant and unavoidable environmental impacts identified in the Environmental Impact Report, including air quality, biological resources, and traffic. She supported reducing the project to

approximately 2,300 units, increasing park space, and encouraged the Commission to consider a scaled-back alternative that would reduce impacts while still meeting State housing requirements.

Speaker ten, longtime west side Costa Mesa resident, expressed concern that adding 4,000 housing units would significantly worsen traffic congestion on Harbor Boulevard, Placentia Avenue, and Victoria Street, negatively affecting emergency response times. While supporting affordable housing, the speaker urged the Commission to reduce the project's scale, citing concerns that it would strain City resources and delay needed infrastructure improvements, including flood mitigation projects.

Speaker eleven (on Zoom), a Mesa Del Mar resident and lifelong Costa Mesa resident, advocated for a development that reflects existing Costa Mesa neighborhoods by incorporating a mix of single-family, affordable, and senior housing, along with connected walking and bicycle paths. She also expressed concerns about existing traffic congestion and urged the Commission to prioritize green space, sports fields, and recreational amenities while addressing residents' concerns about traffic and quality of life.

Kathy Esfahani (on Zoom), a lifelong Costa Mesa resident and representing the Costa Mesa Affordable Housing Coalition, expressed support for the proposed Specific Plan and the inclusion of up to 4,000 housing units to address the City's affordable housing shortage. She acknowledged concerns regarding traffic and recreation but encouraged the City to pursue creative transportation solutions, expand bicycle and pedestrian infrastructure, establish joint-use agreements for athletic fields, and approve the proposed plan.

Forest Flarity (on Zoom), a Cornerstone Lane Costa Mesa resident, expressed concern that additional development would worsen traffic and further restrict access to his neighborhood. He questioned the shift from earlier concepts emphasizing parks and open space to a plan with substantially more housing and urged the Commission to preserve recreational amenities to protect residents' quality of life.

Cynthia McDonald, Costa Mesa resident, expressed concern that increasing the project from 2,300 to 4,000 units would primarily add market-rate housing while providing little additional affordable housing or open space. She questioned the City's ability to accommodate the increased demand for public services and infrastructure and urged the Commission to pursue a more balanced development that better reflects smart growth principles and protects the community's long-term quality of life.

Commissioner Comments:

Commissioner Martinez provided extensive comments and recommendations on the draft Specific Plan, focusing on increasing flexibility, improving clarity, and ensuring consistency throughout the document. He questioned the need for certain General Plan amendments, requested clarification regarding the Specific Plan's zoning framework, and asked how the Emergency Operations Center influenced the site layout. He suggested expanding flexibility for commercial development, simplifying land use categories, revising development standards, and encouraging additional homeownership opportunities. He also offered numerous recommendations regarding mobility, including reducing roadway widths, improving bicycle and pedestrian infrastructure, enhancing transit connections, increasing park space, updating parking standards, and incorporating additional complete streets improvements. Throughout his comments, Commissioner Martinez requested several technical corrections and clarifications to the Specific Plan and Environmental Impact Report.

Commissioner Andrade focused on the project's financial feasibility and full build-out (i.e. 4,000 units)of the Specific Plan (previously referred to as Land Use Concept 3). She asked questions regarding the financial assumptions supporting the preferred development concept and the likelihood that projected returns would accurately reflect future market conditions. She expressed support for the opportunities the Specific Plan provides, including homeownership, affordable housing, senior housing, and permanent supportive housing. Commissioner Andrade also encouraged maximizing public open space where feasible, sought clarification regarding project access and circulation, and asked staff to continue exploring opportunities for additional bicycle and pedestrian connections to surrounding neighborhoods while acknowledging the constraints posed by the Emergency Operations Center. She also supported considering creative transportation solutions, including trolley service, to help reduce future traffic impacts.

Vice Chair Zich expressed significant concerns regarding the overall direction of the Specific Plan, stating that he believed the project no longer reflected the extensive public outreach conducted over several years. He questioned the increase from earlier planning concepts to a proposal containing up to 4,000 residential units and argued that the project would substantially worsen traffic, reduce park space, and negatively affect surrounding neighborhoods. He expressed concern regarding the proposed secondary access road, questioned the City's justification for its necessity, and encouraged continued evaluation of Merrimac Way as an alternative. Vice Chair Zich also questioned the City's approach to affordable housing, parkland requirements, environmental impacts, and financial feasibility, stating that he believed the proposal did not adequately respond to community input or prior City Council direction.

Commissioner Dickson acknowledged the difficult task assigned to staff but expressed concern that the proposed Specific Plan was not adequately planned for Costa Mesa's long-term transportation and infrastructure needs. He questioned assumptions regarding reduced parking requirements, future travel behavior, and the relationship between the Specific Plan and future Measure K rezoning efforts. Commissioner Dickson also questioned the assumptions used in the financial feasibility analysis, including the selected internal rate of return, and asked whether additional alternatives had been evaluated to better reflect previous City Council direction and community input. He emphasized the importance of balancing multimodal transportation with realistic vehicle demand and expressed concern that the proposed project placed too much emphasis on financial feasibility while giving insufficient consideration to public engagement and the City's historical planning objectives.

MOVED/SECOND: MARTINEZ/DICKSON
MOTION: Receive and file.
The motion carried by the following roll call vote:
Ayes: Chair Harlan, Vice Chair Zich, Commissioner Andrade, Commissioner Dickson, Commissioner Klepack, Commissioner Martinez, Commissioner Rojas
Nays: None
Absent: None
Recused: None
Motion carried: 7-0

ACTION: Planning Commission received and filed the item.

DEPARTMENTAL REPORTS:

1. **PUBLIC WORKS REPORT –** None.

2. **DEVELOPMENT SERVICES REPORT –** Director Tai thanked members of the public for attending the recent Fairview Developmental Center Specific Plan Town Hall. She reported that the Zoning Code Amendments considered by the Planning Commission would be presented to the City Council on August 4, 2026. She also advised that the Fairview Developmental Center Specific Plan and the Climate Action Plan would return to the Planning Commission on August 10, 2026, and reminded the Commission of the special meeting scheduled for August 17, 2026, regarding the Neighborhoods Where We All Belong initiative.

CITY ATTORNEY REPORT:

1. CITY ATTORNEY REPORT – None.

ADJOURNMENT AT 11:15 p.m.

Submitted by:

_____
CARRIE TAI, SECRETARY
COSTA MESA PLANNING COMMISSION

DRAFT

File #: 26-374 **Meeting Date:** 8/10/2026

TITLE:

FAIRVIEW DEVELOPMENTAL CENTER SPECIFIC PLAN (PCTY-25-0003)

DEPARTMENT: COMMUNITY DEVELOPMENT DEPARTMENT/ PLANNING DIVISION

PRESENTED BY: MELINDA DACEY, PRINCIPAL PLANNER, ANNA MCGILL, PLANNING MANAGER AND KAREN GULLEY / MOLLY MENDOZA, PLACEWORKS

CONTACT INFORMATION: MELINDA DACEY (714) 754-5611 MELINDA.DACEY@COSTAMESACA.GOV

RECOMMENDATION:

Staff recommends the Planning Commission:

1. Adopt a resolution recommending that the City Council take the following actions, including:

    a. CEQA: Certify the Final Environmental Impact Report (FEIR), and adopt the Findings of Fact, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program (MMRP);

    b. General Plan Amendment: Adopt a Resolution to amend the General Plan Land Use Element to change the Land Use Designation of the project site from “Multi-use Center” to “FDCSP” and other updates to implement the Fairview Developmental Center Specific Plan (FDCSP); and

    c. Zoning Code Amendments: Adopt an Ordinance amending Title 13 of the Costa Mesa Municipal Code (Zoning Code) to adopt the Fairview Development Center Specific Plan (FDCSP), update the Zoning Map to change the zoning designation of the 95 acres of the 110-acre site located at 2501 Harbor Boulevard from “Institutional and Recreational Multi-use (I&R-MLT)” to “FDCSP” and change the remaining 15 acres to “Institutional and Recreational” zoning designation, and make other associated updates to the Zoning Code to implement the FDCSP.

PLANNING COMMISSION AGENDA REPORT

MEETING DATE: August 10, 2026 **ITEM NUMBER: PH-1**

SUBJECT: FAIRVIEW DEVELOPMENTAL CENTER SPECIFIC PLAN (PCTY-25-0003)

FROM: COMMUNITY DEVELOPMENT DEPARTMENT/ PLANNING DIVISION

PRESENTATION BY: MELINDA DACEY, PRINCIPAL PLANNER, ANNA MCGILL, PLANNING MANAGER AND KAREN GULLEY / MOLLY MENDOZA, PLACEWORKS

FOR FURTHER INFORMATION CONTACT: **MELINDA DACEY**
(714) 754-5611
MELINDA.DACEY@COSTAMESACA.GOV

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APPLICANT OR AUTHORIZED AGENT:

The City of Costa Mesa.

BACKGROUND:

The Fairview Developmental Center (FDC) is a 110-acre State-owned property located at 2501 Harbor Boulevard in the City of Costa Mesa. The site was historically developed and operated as a residential care facility for individuals with developmental disabilities. Through extended negotiations, the State will retain ownership of 15 acres for the Southern Regional Emergency Operations Center (SREOC), which is not included in the FDCSP area. The FDCSP boundary encompasses approximately 95 acres. Of this, the California Department of Developmental Services (DDS) will retain 15 acres for housing similar to Harbor Village Apartments, leaving approximately 80 acres available for future development. Prior staff reports noted different acreage for the FDC site and the acres identified within this report are reflective of the final available land for the FDCSP and supersede all previously identified acres.

Legislative Intent

The FDC Specific Plan effort commenced in 2022, after Senate Bill (SB) 188 was enacted by the State legislature and *inter alia* added Section 14670.31 to the Government Code. SB 188 provides a framework for the reuse of the FDC property and codifies a partnership between the Department of General Services (DGS), DDS, and the City of Costa Mesa, including defined roles for each entity. This bill also stated that the State did not intend to follow the traditional state surplus property process. To support this effort, the State allocated $3.5 million in State funding to the City 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 and 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 the City will create a Specific Plan for the FDC site that implements the provisions of Government Code Section 14670.31.

To that effect, Government Code Section 14670.31(c)(4) includes reference that a "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 (***emphasis added***)." DGS prepared their May 27, 2021, Infrastructure Assessment as a part of their due diligence since the FDC site was identified as surplus and their need to understand what will affect the State's disposition of the site. The 2021 study evaluated likely constraints for redevelopment

with a specific set of assumptions such as the total 110-acre site being available, the existing roadway configuration remaining unchanged and a financial feasibility component that included 500 affordable housing units. At the time the legislation was drafted, these were known factors for the FDC site. However, subsequent actions affecting these predefined unit counts identified within the legislation have occurred, which include:

- The City's adoption of its Sixth Cycle (2021-2029) Housing Element[1] in November 2022 (amended in 2023), increasing the affordable units for the site;
- The Southern Regional Emergency Operations Center (SREOC) utilizing 15-acres of the 110-acre site, thereby reducing available land for redevelopment; and
- The financial feasibility analysis conducted as a part of the planning process for the FDCSP found that development of housing less than 3,450 is not feasible (discussed in further detail below).

Due to the factors described, and acknowledging the predefined unit count in the legislation, City staff requested clarification from the State regarding the legislative intent and inclusion of the predefined unit counts. In addition, the community and Planning Commission have also inquired about this topic. Accordingly, DGS provided a letter to the City, dated July 2, 2026, that reiterates the intent of Government Code Section 14670.31, and provide overall support for a specific plan that can accommodate up to 4,000 units. DGS further notes in their letter that when they drafted the requirements of the planning process, they specifically used the phrasing ***consistent with*** in the legislation instead of "between" or "not less than, and not more than" or other limiting language. DGS also reiterated that the "legislation required that the planning process address "economic feasibility of future development" (subsection (c)(1)), "maximize interested third-party potential purchases" (subsection (c)(2)), and have as an explicit intent to "provide certainty for the community and a potential developer" (subsection (c)(2)). As is clear from these requirements, the City's task under the statute is to advance the land use process such that the Specific Plan is reasonably certain to be financially viable to implement." Link to DGS Letter: https://costamesa.legistar.com/View.ashx?M=F&ID=15709361&GUID=7019DFA6-4238-4BA1-A05D-0858848AEBE5

City and State Agreement

The City and DGS executed State Standard Agreement No. HD229063 in December 2022, consistent with SB 188, which Agreement was later amended on September 22, 2025 (collectively, the Agreement). As outlined in the Agreement, the final

[1] The FDC site is a Housing Element Site with a minimum of 2,300 residential units (920 lower-income units, 690 moderate-income units, and 690 above moderate-income units).

development plan must align with both the City's adopted vision and the State's interests. While the site is owned and controlled by the State (DGS), the Agreement outlines the City's responsibilities for leading the land use planning process. The Agreement envisions that the City's planning work for FDC would include the following deliverables:

- Robust Community Engagement Strategy (and implementation thereof);
- Comprehensive Conditions Report on the property and its setting;
- Economic Market Demand Report;
- Water Supply Assessment and coordination among Water Agencies;
- Project Conceptual Alternatives & a Preferred Plan Framework;
- Draft Specific Plan with Implementation Strategies;
- Public Draft Initial Study and Notice of Preparation, if required;
- Public Draft Environmental Impact Report;
- Draft Final Environmental Impact Report and Mitigation Monitoring and Reporting Program;
- Final Draft Specific Plan and Environmental Impact Report; and
- Public hearings for EIR certification and Specific Plan adoption, including any General Plan and Zoning amendments identified as necessary for consistency.

In accordance with the Agreement, the planning process has progressed to the final stages which include:

1. Public Review Draft Specific Plan;
2. Draft Environmental Impact Report (DEIR);
3. Public Hearing Draft Specific Plan;
4. Public Hearings with the Planning Commission and City Council; and
5. Adoption of the Final Specific Plan, and associated amendments for consistency, and certification of the Final Environmental Impact Report (FEIR).

The Planning Commission is conducting a public hearing on the draft FDCSP and its components, associated Zoning Code and General Plan amendments for consistency, and the FEIR for recommendation to City Council.

Financial Feasibility Analysis

The City's project team prepared a financial feasibility analysis that was presented to the Planning Commission and City Council in 2025. (Available here: https://costamesa.legistar.com/View.ashx?M=F&ID=15709362&GUID=D5AF92F2-BFE5-4D6D-93E7-7F691E7B80A5). As required by the Agreement with the State, and reiterated in the July 2, 2026, DGS letter, the City oversaw preparation of a Financial Feasibility Analysis ("Analysis") for the FDC site, using three land use concepts as test cases. The three land use concepts included different unit counts, at Concept 1/2,300 units, Concept 2/3,450 units, and Concept 3/4,000 units, along with land use

components identified during community outreach. Incorporating market demand and pricing, the Analysis provides a detailed summary of the development cost at the FDC site, excluding the cost that affordable housing developers will pay to build and operate their projects. The Analysis also includes project-wide infrastructure costs, such as demolition, roads, water, and sewer, along with public safety and open space needs for the level of development. Feasibility alternatives (i.e., changes in the assumptions for each land use concept that would make each concept more feasible) were included to identify adjustments that could make the overall project financially feasible.

Financial feasibility analyses are prepared and analyzed from the perspective of potential developers and ask the question: do the concepts provide enough market rate housing units to offset the costs to support the affordable housing, the DDS housing, and other amenities, such as public safety and parks and recreation facilities. It can be used to predict the potential feasibility of a project with the most accurate information at hand at the time the analysis is conducted. While these analyses try to anticipate future market trends, unforeseen trends or market factors could adjust identified feasibility when a future master developer is ready to construct. The Analysis is a 'snapshot' of the current market and its considerations. For FDC, the Analysis evaluated the three concepts to determine how and whether a developer could redevelop the site and achieve an industry standard internal rate of return for project feasibility (15%). Table 1 is a summary of the results of the financial feasibility analysis:

Table 1: Total Cash Flow and Annual Internal Rate of Return

	Concept 1	**Concept 2**	**Concept 3**
Cash Flow Sums with Financing and Cost/Revenue Escalation			
Total Cash Inflow	$810,300,000	$2,148,000,000	$2,905,000,000
Total Cash Outflow	-$962,700,000	-$1,779,000,000	-$2,235,000,000
Total Net Cash Flow	-$152,360,000	$369,100,000	$669,8900,000
Financial Feasibility Metrics			
Annual Internal Rate of Return (IRR)	-20%	14.6%	16.7%
Feasibility Surplus/(Gap)	($233,000,000)	($5,020,000)	$26,700,000

The financial feasibility analysis found that Concept 2 and Concept 3 were financially feasible; however, Concept 2 has a financing shortfall, commonly referred to as a "gap" in project financing. Based on the financial feasibility analysis, staff initially recommended a residential unit mix of 3,600 to 3,800 units for the preferred land use plan as a reasonably expected development range at the FDC site but studied up to 4,000 units as directed by City Council.

Community Outreach

The community outreach and engagement process for the FDCSP began in 2023, with the first of five workshops. Each of the five workshops consisted of three separate sessions and dates at various locations throughout the community, for a total of 15 public engagement sessions. These workshops were advertised through various efforts, including mailers to 46,000 households, social media posts, newspaper advertisements, and electronic notifications through the interested parties list and City newsletters. The workshops focused on various topics to garner community input throughout the planning process for the specific plan.

- Workshop No. 1 – November 2, 3, and 6, 2023 – Topics included the introduction of the project, FDC site context, requirements under State statute, and Housing Element requirements of the site. Community engagement included asking community members components of a great neighborhood as the beginning of the visioning process.
- Workshop No. 2 – January 23, 25, and 29, 2024 – Topics included background information for the project, project timeline and a summary of Workshop No. 1. Community engagement focused on the draft Vision and Guiding Principles, and feedback around mobility and open space concepts.
- Workshop No. 3 – February 29, March 4 and 6, 2024 – Topics included Refined Vision Statement, Housing, Mobility and Traffic, Parks and Open Space, and Infrastructure. Community engagement activities included stations of these topics with sticker dot exercises to learn more about the community's preferences to further identify the details of the specific plan.
- Workshop No. 4 – July 24, 25, and 31, 2024 – Topics included three land use concepts, key features, and analysis for each concept. This led into a land use concept survey that was available online from July 24 through August 30, 2024.
- Workshop No. 5 – March 24, 26, and 30, 2026 – The topic introduced the community to the Public Review Draft Specific Plan and all of its components based on prior community engagement efforts.

In addition to the above community engagement meetings, City staff held a focus group meeting with various golf course clubs on July 15, 2026, to discuss the secondary access road contemplated in the FDCSP and outline the future process. City staff coordinated the meeting with golf course club members after the March 2026 workshops, where staff determined that additional discussions with these groups were needed. The purpose of the stakeholder meeting was for the City to connect with representatives of the various golf course clubs at the Costa Mesa Country Club, to provide an overview of the project, share information about the secondary access road,

the fact sheet (https://fdcplan.com/wp-content/uploads/Fact-Sheet_FDC-Secondary-Access_Road-Golf-Course_Final.pdf), and related impacts to golf course holes of the Mesa Linda Golf Course holes with respect to the secondary access road. The City's golf course architect, Origins Golf Designs, also attended the stakeholder meeting. The Specific Plan includes an implementation action (Section 8.2.6.A.15) for the City and the Master Developer to continue coordinating additional outreach with the master developer as and when a detailed project application is submitted to the City for review.

On July 23, 2026, a community Q&A was held at the Norma Hertzog Community Center where City staff presented the FDC Specific Plan, covering the site's history, planning process, housing goals, conceptual land use plan, environmental review, and upcoming next steps. The meeting concluded with a moderated public question-and-answer session. The primary topics raised by attendees included: housing density (2,300–4,000 units), affordable housing levels and feasibility, traffic and circulation, school capacity, emergency access, impacts to the Costa Mesa Country Club and open space, commercial uses, public amenities, infrastructure funding, and the City's role versus the State's in redevelopment. Staff explained that the Draft EIR evaluated all of these topics (traffic, schools, public safety, infrastructure, and other impacts), and includes mitigation measures that are required to be complied with.

Staff emphasized that the land use plan is conceptual, and the future master developer must submit detailed application materials that include: plans, public amenities, phasing, and development agreements being reviewed during later approval stages. The proposed secondary access road was described as a fire safety requirement, although construction may not occur for many years. Staff also clarified that developers would fund onsite infrastructure and pay impact fees, while ongoing public services would be supported through property taxes and City revenues.

Prior FDC Project Updates at City Council, Planning Commission, and Parks and Community Services Commission

On December 12, 2023, the City Council received an overview of the planning process, the historic background of the FDC site, potential housing types (including both market-rate and affordable options), and considerations for future development. The staff report and attachments are available online at: https://costamesa.legistar.com/MeetingDetail.aspx?ID=1141509&GUID=345AA40A-863E-4705-8AC0-6F703488A2F9

On March 25, 2024, the Planning Commission received a presentation that included a summary of the public workshops and outlined the upcoming steps in the planning process. The staff report and attachments are available online at: https://costamesa.legistar.com/LegislationDetail.aspx?ID=6600445&GUID=BE5C5BFB-7FF3-4EC5-B6A4-16240D272894

At both of these meetings, the project team also presented detailed information on the economic and market considerations for affordable housing development. Topics included financing strategies, eligibility requirements, and the trade-offs needed to achieve feasibility. As part of the research and analysis, PlaceWorks conducted interviews with affordable and market-rate housing developers, advocacy groups, and industry experts familiar with Orange County housing trends. These interviews explored preferences related to housing types, supportive services, private and public open space amenities, and neighborhood design. Insights gathered have directly informed the market demand and market feasibility analysis, the outcomes of which are included in this report to guide the development of a preferred land use plan.

The Planning Commission conducted three meetings on the Preferred Land Use Plan Framework on May 27, 2025, June 23, 2025, and August 25, 2025. Over the course of these three meetings, staff presented a comprehensive background on the City and State roles of the FDCSP, the findings of the Financial Feasibility Study (discussed above), community outreach summary, three different land use alternatives (balanced land use components that support affordable housing that is financially feasible with long-term flexibility), components of a Specific Plan, development realities of State housing laws, and environmental review. At the August 25, 2025, meeting, the Planning Commission adopted PC Resolution No. 2025-17 recommending a draft preferred land use plan for the FDCSP to the City Council for purposes of environmental review pursuant to the California Environmental Quality Act.

Link to May 27, 2025 Meeting Agenda, staff reports and associated attachments: https://costamesa.legistar.com/LegislationDetail.aspx?ID=7408827&GUID=E7162FB0-6F1B-49C8-8A10-A2B71A59E397

Link to June 23, 2025 Meeting Agenda, staff reports and associated attachments: https://costamesa.legistar.com/LegislationDetail.aspx?ID=7443281&GUID=794883F8-79F0-429F-89AA-27A1037F3206

Link to August 25, 2025 Meeting Agenda, staff reports and associated attachments: https://costamesa.legistar.com/LegislationDetail.aspx?ID=7523283&GUID=C8358D22-1767-42E4-9683-A0A0A9E45E27&Options=&Search=

On October 9, 2025, City staff presented the FDCSP to the Parks and Community Services (PACS) Commission that included an overview of the project, timeline, and the Planning Commission's Open Space recommendations. The purpose of the meeting was to obtain PACS feedback regarding park amenities for consideration and inclusion in the FDCSP. At this meeting, the PACS Commission and wider community emphasized the need for a minimum amount of open space within the specific plan, particularly neighborhood sports fields for local sports programs.

Link to October 9, 2025 Meeting Agenda, staff reports and associated attachments: https://costamesa.legistar.com/LegislationDetail.aspx?ID=7693105&GUID=A38BE8F7-2C3F-4912-8FEC-E46C6A295BCB&Options=&Search=

On October 21, 2025, the City Council considered the Planning Commission recommendation of the preferred land use plan for the FDCSP. After public comment concluded, the City Council deliberated the plan and ultimately directed staff to move forward with the Planning Commission's recommendation (which included a scope of environmental study in the form of the Draft Preferred Land Use Plan, up to 4,000 units, without committing the City to a specific course of action on the Specific Plan) and additionally increased the minimum open space by two acres resulting in the following change to the total open space acres: 12 acres increased to 14 acres. Table 2 depicts the Land Use categories that were utilized for the CEQA environmental review and preparation of the Public Review Draft Specific Plan.

Link to October 21, 2025 Meeting Agenda, staff report and associated attachments: https://costamesa.legistar.com/LegislationDetail.aspx?ID=7702666&GUID=68E67F0E-2180-4D5E-BF92-87ED2CB439DB&Options=&Search=

Table 2 – Preferred Land Use Plan Designations and Affordable Housing

Land Use	Development Minimum	Development Maximum
Total Residential Units[1,4]	2,300 units minimum	4,000 units maximum
• Very Low Income	575 units[2]	-
• Low Income	345 units	-
• Moderate Income	690 units	-
• Above Moderate Income	690 units	-
Commercial	10,000 sf minimum	35,000 sf maximum
Public Open Space[3]	14 acres minimum	No maximum

Notes for Table 2:

1. The Very Low, Low, Moderate, and Above Moderate-income categories is defined in the City's Housing Element.
2. The very low-income units shall include 200 Permanent Supportive Housing Units in accordance with State Code Section 14670.31. Housing developed on-site by DDS may count towards meeting this requirement.
3. Public Open Space includes areas planned for possible use of the following, including but not limited to: public parks, trails, plazas, and other types of open spaces available to the general public. It does not include private and common open space that is considered an on-site amenity for housing and is primarily accessible by the residents of the housing development.

4. Total units include the residential development within the 15-acres of land retained by DDS.
5. The Plan also contemplates a secondary access at the southeast corner of the site through the golf course, requiring the reconfiguration of up to six holes.

With this information known, the project team was able to move the FDCSP project into the next stages of the planning process which are discussed in detail below.

March 2026 Public Review Draft Specific Plan

The City released the public review draft specific plan for a 30-day public comment period that began on March 16, 2026, and concluded on April 15, 2026. The public comments received during this process resulted in refinements to the Draft FDCSP that include further text refinements to the vision and guiding principles, purpose statements, and addressing project phasing details and specific plan implementation processes. Other edits made to the document by staff align with new terminology for uses that were presented to the Planning Commission on April 13, 2026, at a study session as part of zoning code updates to Land Use Classifications for various nonresidential uses, which returned for recommendations to City Council at the Planning Commission's July 13, 2026, hearing. In addition, the residential parking minimums were removed to be consistent with City Council's direction for Housing Element sites rezoning at their March 17, 2026, hearing. This change was made for consistency due to the FDC site being a Housing Element site. Prior to this change, there were no parking minimums for affordable housing units and the market rate units included a 1.25 parking ratio for each one-bedroom unit and a 2.25 parking ratio for each two- or more bedroom unit. The 0.25 for each of these ratios were inclusive of guest parking.

The more substantial edits occurred in Chapter 8, Administration & Implementation. The edits include:

- Further refinements to the planning application process with some slight reorganization;
- Development impact fees were added to section 8.3.3;
- New Transportation Demand Management section 8.3.4;
- New Funding and Financing subsection 8.3.5.A;
- Further refinements to Table 8-3, Implementation and Conceptual Phasing, were made; and
- New Table 8-4, Ongoing Ownership, Maintenance and Funding.

A new planning application implementation action was added requiring the future Master Developer to conduct outreach and community engagement once the final secondary access road through the golf course—and any necessary redesign—is

determined. This is included in the FDC Development Review Application requirements in Section 8.2.6.A as item number 15.

On July 27, 2026, the Planning Commission held a study session on the FDCSP and its associated Zoning Code and General Plan amendments, and the Draft EIR. At the study session the Planning Commission received public comments, asked questions of staff, and provided feedback related to the draft specific plan. Public comments raised concerns about the scale of development and concerns that traffic will increase on Harbor Boulevard and within the existing College Park neighborhood. Other comments related to the availability of sports fields, and petitioning the State to make Merrimac Way a public road so a new secondary road is not needed through the Mesa Linda Municipal Golf Course, were also voiced. The Planning Commission provided varying feedback on the FDCSP, including proposed edits to the plan itself regarding appropriate referencing throughout the plan and updates to the permitted uses table. Additionally, the Commission asked clarifying questions regarding the secondary access road and other alternative routes considered, the financial feasibility and its impact on the number of units studied under the FDCSP, and the status of the State's disposition process. Further discussion on traffic, updates made to the FDCSP, and financial feasibility considerations are included in the analysis section below.

Link to Agenda:
https://costamesa.legistar.com/LegislationDetail.aspx?ID=8144200&GUID=13F93617-431F-4E0E-BAED-FB1ACBB62095&Options=&Search=
Link to written public comments (See items marked as NB-2):
https://costamesa.legistar.com/View.ashx?M=E3&ID=1429415&GUID=D14C456A-C716-444D-B92A-5460E080F1C8

DISCUSSION AND ANALYSIS:

FDC Specific Plan

The FDCSP was developed based on extensive community outreach and input from the public. The FDCSP is a planning tool that provides a regulatory framework acting as a zoning document to guide future redevelopment, and improvements for the FDC site which includes specific land use regulations and development standards to carry out the community's vision. The FDCSP is comprised a total of eight chapters including:

1. **Chapter 1, History & Disposition Process**, documents the location, history of the FDC property and state law pertaining to operations and reuse of the site.
2. **Chapter 2, Introduction**, provides existing conditions, and the purpose, authority, and intent of the Specific Plan and summarizes the planning process, including community outreach.

3. **Chapter 3, Vision & Guiding Principles**, establishes the vision and guiding principles which serve as a guide for this Specific Plan and future development.
4. **Chapter 4, Land Use & Urban Design**, provides the conceptual land use plan, statistical summary, and objectives for housing developments and overall urban design on the Specific Plan site. It includes objective development and design standards.
5. **Chapter 5, Mobility**, describes the roadway network, including the different types of roadways and their requirements, bicycle and pedestrian connections, and intersections improvements.
6. **Chapter 6, Open Space, Landscaping & Public Art**, identifies the kinds of open space that will be incorporated within the Specific Plan area, and those that can be implemented as part of future development.
7. **Chapter 7, Infrastructure & Public Services**, provides information on the facilities and infrastructure needed to support future development, including electricity and natural gas, water and sewer, waste management, and nearby public services.
8. **Chapter 8, Administration & Implementation**, outlines the processes and procedures for development approvals as well as implementation of the Specific Plan, including conceptual phasing.

These chapters establish the regulatory framework for the future redevelopment of the FDC site and include development and design standards to achieve the community's vision. The Specific Plan requires the Master Developer and subsequent developers to file applications with the City on proposed phasing plans, and development projects. The Specific Plan also requires meeting development standards such as open space requirements, infrastructure (roadway, utilities, etc), and contributions to public services (parks, public safety, etc).

At the July study session, the Planning Commission reviewed the Public Hearing Draft Specific Plan and provided comments related to internal consistency in the document. Accordingly, non-substantive amendments have been made to the draft which are depicted as ~~strikethrough~~ text which denotes text being removed, and underline text for text being added. These edits can be found in Chapter 4, Chapter 5, and Chapter 8, and are available at the following webpage: https://www.costamesaca.gov/home/showpublisheddocument/64123/639215145597715649. In addition, map figures were updated to address misspelled words, and existing bus stops were added to Figure 5-16.

Maximum Units Allowed by Specific Plan

Another topic of discussion raised by Planning Commission includes the financial feasibility analysis that was completed as a part of the planning process. This study is required under statute, specifically, the planning process must address the "economic feasibility of future development" (14670.31(c)(1)), "maximize interested

third-party potential purchases" (14670.31(c)(2)) and an explicit intent to "provide certainty for the community and a potential developer" (14670.31(c)(2)) as indicated in the DGS letter from July 2, 2026. Accordingly, Concept No. 2 (3,450 units) and Concept No. 3 (4,000 units) from the financial feasibility analysis (https://costamesa.legistar.com/View.ashx?M=F&ID=15709362&GUID=D5AF92F2-BFE5-4D6D-93E7-7F691E7B80A5) indicates that the likely feasible development threshold is between 3,500 and 4,000 residential units. Although staff were directed to study up to 4,000 residential units, the Planning Commission could recommend approval of an alternative that is less than 4,000 but must be equal to or greater than 3,500 units.[2] This is required because of the City's affordable housing goals identified in the Housing Element for the FDC site, which is also required under statute to be provided to the greatest extent feasible. However, as the Planning Commission and City Council directed studying up to 4,000 units for the purpose of identifying and understanding the potential environmental impacts and ensuring mitigation and appropriate standards within the FDCSP. With that said, staff are also identifying other unit count alternatives below that are still financially viable and could potentially provide additional open space, as identified as a need and priority through community input.

3,500 Unit Alternative

Assuming 3,500 units, which is approximately 44 dwelling units (rounded up) per gross acre (80 acres), an estimated additional 5 acres of ground level open space could potentially be provided in the FDCSP. For relevant comparison, in terms of existing projects located within the Costa Mesa community, the Baker Block project located at 125 Baker Street East, Costa Mesa, is 58 dwelling units per acre (du/ac) and Halcyon House, located at 585 Anton Boulevard, Costa Mesa, is 81 du/ac. At 4,000 units, the development density would be 50 du/ac.

3,800 Unit Alternative

During the PC discussions in 2025, City staff recommended a 3,800-unit alternative. Assuming 3,800 units, which is 48 dwelling units (rounded up) per gross acre (80 acres), an estimated additional of 2acres of ground level open space could be provided in the FDCSP.

The above alternatives are the City's best estimates at trade-offs with reducing the residential unit count and increasing the amount of potential ground level open space, based on estimated acreage of planning area shown in Figure 1. The alternative options are still based on prior analyses, and fall within the studied range. As such, the Planning Commission may choose to recommend a lower residential unit count.

[2] The reduction in units does not result in changes to the Draft EIR.

Figure 1: FDC Planning Areas and Acreage



Traffic Analysis

The City includes Level of Service (LOS) standards within the General Plan and has adopted Transportation Impact Analysis Guidelines for the City. LOS is a transportation performance measure to determine how efficiently traffic moves through the roadway network and intersections within a City. LOS utilizes various "grades" that include the summary:

- LOS A: Free-flow conditions. Little to no delay. Drivers move freely.

- LOS B: Stable flow with slight delays. Minor restrictions noticeable.
- LOS C: Still stable, but operations become more restricted. Speeds may drop.
- LOS D: Approaching unstable. Significant delay and reduced speeds.
- LOS E: Near capacity. Heavy congestion. Very low speeds. Reliable flow is no longer guaranteed.
- LOS F: Breakdown. Stop-and-go conditions. Demand exceeds capacity.

LOS helps planners and engineers understand how much congestion exists, or will exist, when compared to existing and future conditions to evaluate a project and determine whether improvements are needed. The City's LOS standards for all intersections are to retain an LOS D, or better. Appendix J.2 of the Draft EIR includes the transportation study that discusses LOS based on the project's current 4,000 residential unit mix, non-residential uses, and 14 acres of open space.

The study looked at 26 intersections (15 of which are located on Harbor Boulevard) surrounding the project site, and utilized a traffic modeling tool as a standard best practice. The traffic model incorporated current traffic patterns, traffic patterns with the project, and cumulative traffic patterns which also include the Housing Element sites. The results of the analysis during peak traffic conditions indicate that the intersections at Placentia Avenue and Victoria Street, and Harbor Boulevard and Fair Drive would operate at an LOS E, without intersection improvements. With the intersection improvements included in the FDCSP (Figure 5-14, Intersection Improvements), the LOS level will become D or better at Harbor Boulevard and Fair Drive, which meets the City's minimum acceptable LOS standard. The following table has been included in the response to comments in the DEIR, which shows the intersection LOS improvements.

ID	Intersection	Control Type	Analysis Method	Period	No Improvements				With Improvements			
					No Project		With Project		No Project		With Project	
					V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
14	Harbor Boulevard and Fair Drive	Signalized	ICU	AM	0.449	A	0.756	C	0.438	A	0.631	B
				PM	0.663	B	0.967	E	0.651	B	0.885	D

General Plan and Municipal Code Consistency

Government Code Section 65300.5 mandates that General Plan elements, and parts thereof, be integrated, internally consistent, and include a compatible statement of policies for the adopting agency. Staff has confirmed that the proposed FDCSP is consistent with the goals and policies of the Land Use, Circulation, Housing, Noise,

Safety and Open Space and Recreation Elements of the City's General Plan. The Land Use Element is proposed to be amended to be consistent with the FDCSP by removing the existing general plan designation of Multi-use Center (MUC) throughout the Land Use Element and referring to the FDCSP. This change is proposed because the FDCSP establishes its own site-specific land use regulations. In addition, a new "Specific Plan" section is being added to the Land Use Element. Since the Southern Regional Emergency Operations Center (SREOC) is adjacent to the FDCSP, and per the City and State agreement, the SREOC's land use designation is proposed to change from MUC to Public and Institutional. The Land Use Element amendments are included as Link 2 below, where ~~strikethrough~~ text denotes text being removed, and underline text denotes text being added. Exhibits depicting the existing and proposed land use map designations for the FDCSP, and the SREOC, are included in Link 3 below.

Since the MUC land use designation is being removed from the Land Use Element, the complimentary zoning designation for this land use designation must also be removed from the Zoning Code (Title 13 of the Costa Mesa Municipal Code). Targeted amendments to the Zoning Code remove all references to the "Institutional and Recreational Multi-use" (I&R-MLT) Designation. In addition, a new chapter titled "Specific Plans" is proposed to be added to the Zoning Code and refers to the FDCSP, but it will also list Costa Mesa's other adopted specific plans. This Zoning Code amendment allows the FDCSP to be implemented and supersede other zoning code requirements where there may be inconsistencies. This is due to the FDCSP incorporating its own site-specific zoning regulations (setbacks, heights, open space standards, etc.). Since the SREOC has a zoning designation of I&R-MLT, the site will be rezoned to "Institutional Recreational," which is a zoning designation that is consistent with the SREOC operations. The Zoning Code amendments are included in Link 4 below, where ~~strikethrough~~ text denotes text being removed, and underline text denotes text being added. Exhibits depicting the existing and proposed zoning map designations for the FDCSP, and the SREOC, are included in Link 5 below.

The proposed amendments to the Land Use Element and Zoning Code bring these documents into internal consistency and are therefore consistent with the purposes of the General Plan and Municipal Code. The General Plan and Zoning Code amendments associated with the FDCSP were made available for review on July 17, 2026.

ENVIRONMENTAL CONSIDERATIONS:

The City issued a Notice of Preparation (NOP) on October 29, 2025, which started the environmental review process for the FDCSP. The NOP was available from October 29, 2025, through December 5, 2025. A public scoping meeting was also held on November 17, 2025. The purpose of the NOP is to notify potential Responsible Agencies (Agencies) that the City, as Lead Agency, plans to prepare an EIR for the

project and to solicit comments and suggestions regarding (1) the scope and content of the EIR and (2) the environmental issues and alternatives to be considered in the EIR, pursuant to the California Environmental Quality Act Guidelines (CEQA Guidelines) (Title 14 of the California Code of Regulations) Section 15082. The NOP also provides agencies, organizations, tribes, and interested parties of the preparation of the EIR and requests for comments on the scope and contents of the environmental document. The NOP was submitted to the State Clearinghouse per statute, and the following project number was assigned: SCH No. 2025101405. All subsequent project related environmental documents can be accessed on the State Clearinghouse webpage utilizing this project number.

A Notice of Availability (NOA) of the Draft Environmental Impact Report (DEIR) was issued on May 14, 2026, which began a 48-day public review and comment period that began on May 14, 2026, and concluded on July 1, 2026, pursuant to Public Resources Code Section 21092 and CEQA Guidelines Section 15087. The DEIR was prepared to analyze potential impacts of the project and identify measures to mitigate the environmental effects. The DEIR determined that the proposed project would result in potentially significant impacts related to the following environmental topics: air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, transportation, and tribal cultural resources. In addition, the DEIR describes and evaluates project alternatives that may reduce or avoid any identified significant adverse impacts of the project. Topics that could not be mitigated to less than significant include air quality, biological resources, cultural resources, and greenhouse gas emissions.

Responses to public comments on the DEIR are included in the Final EIR (FEIR). The FEIR incorporates text edits made to the DEIR that are shown in <u>double underlined</u> text. In addition, the public comments do not warrant recirculation of the EIR and response to public comments are included. Those who submitted comments were notified that the FEIR was available according to statutory requirements and the FEIR is included for Planning Commission recommendation to City Council to certify the FEIR and adopt the statement of overriding considerations.

The DEIR identified that the FDCSP project would result in the following:

No Impact or Less than Significant Impact	**Significant Impacts that can be Mitigated to Less than Significant Impact**	**Significant and Unavoidable Impacts**
Aesthetics	Geology and Soils	Air Quality
Energy	Hazards and Hazardous Materials	Biological Resources
Hydrology and Water Quality	Noise	Cultural Resources

No Impact or Less than Significant Impact	Significant Impacts that can be Mitigated to Less than Significant Impact	Significant and Unavoidable Impacts
Land Use and Planning	Transportation	Greenhouse Gas Emissions
Population and Housing	Tribal Cultural Resources	
Public Services		
Recreation		
Utilities and Service Systems		

Significant and Unavoidable Impacts

The DEIR includes an Executive Summary that contains *Table ES-2, Summary of Significant Environmental Impacts and Mitigation Measures,* which identifies all of the potentially significant and significant impacts that can be mitigated to a level that is less than significant with mitigation measures incorporated, and significant and unavoidable impacts that cannot be mitigated to a level that is less than significant with mitigation measures incorporated. A summary of the significant and unavoidable impacts are discussed below.

Air Quality: The DEIR found that the FDCSP would cumulatively contribute to air quality impacts with all new future development (residential and non-residential) that results in cumulative construction and operational criteria pollutant emissions. This is due to nonattainment designations in the South Coast Air Basin (SoCAB) and inconsistency with the South Coast Air Quality Management District's (South Coast AQMD's) Air Quality Management Plan (AQMP) (Impact AIR-1), short-term emissions that exceed the South Coast AQMD's thresholds during construction (Impact AIR-2), long-term emissions exceed South Coast AQMD's thresholds and cumulative contribution to the SoCAB's nonattainment designations (Impact AIR-3), sensitive receptors being exposed to pollutant concentrations (Impact AIR-4), and cumulative impacts would be cumulatively considerable (Impact AIR-5). Each of these identified impacts include mitigation measures that reduce the overall impact, but not to a level that is less than significant.

Biological Resources: The DEIR found that the FDCSP may impact an aquatic resource (potential wetland) if the off-site improvements that may be needed in relation to the secondary access road at the Costa Mesa Country Club affect the man-made pond on the Mesa Linda Golf Course (Impact BIO-2). The biological report notes that the man-made pond may be a wetland and would need to go through an aquatic resource delineation process with appropriate state and federal agencies. The other biological resource impacts (Impact BIO-1 and Impact BIO-3) indicate that the impacts would be reduced to a level that is less than significant with mitigation incorporated. Impact

BIO-1 requires on-site surveys to be completed prior to construction activities commence for specific flora and fauna due to presence of suitable habitat on the FDC site. Impact BIO-3 requires compliance with Migratory Bird Treaty Act and pre-construction surveys are required to be conducted during the bird nesting season prior to commencement of construction activities, or avoidance during the bird nesting season.

Cultural Resources: The DEIR found that the FDCSP would result in the loss of a historic resource. The FDC site as a whole (buildings and internal walking paths) contribute cumulatively towards a historic district designation, even though the individual buildings themselves are not identified as a historic resource. The FDCSP envisions the complete redevelopment of the property that will result in the buildings being demolished, as well as the walking paths. This results in a significant and unavoidable impact. Mitigation measures include the completion of a Historic American Building Survey (HABS) with a scaled district map, detailed description of the site with historic narrative, and high-resolution digital photographs of the site. In addition, the FDCSP incorporates a requirement that at a minimum, three interpretive panels be placed on the site during redevelopment that explain the site's history (Impact CUL-1). Other cultural resource impacts (Impact CUL-2 and Impact CUL-3) indicate that the impacts would be reduced to a level that is less than significant with mitigation incorporated in relation to site grading and construction activities. The mitigation measures include archaeological monitoring and procedures for inadvertent discoveries that may arise during construction.

Greenhouse Gas Emissions: The DEIR found that the operation of the FDCSP project would cumulatively increase Greenhouse Gas (GHG) emissions that exceed the South Coast AQMD thresholds (Impact GHG-1 and Impact GHG-2) and mitigation measures will not reduce the impact to a level that is less than significant. Mitigation measures utilize the Air Quality mitigation measures because both of these topics overlap.

Alternatives

The DEIR evaluated the proposed project against three alternatives including a No Project Alternative, General Plan buildout with no specific plan (minimum 2,300 residential units from the Housing Element), and adaptive reuse of the Historic District. Chapter 4 of the DEIR includes a more detailed description of each alternative. The DEIR identified the adaptive reuse of the Historic District as the environmentally superior alternative, but it would not meet all of the City's goals and would not eliminate any of the significant and unavoidable impacts associated with the project, though it would likely reduce the severity. The DEIR notes that this alternative would still result in the demolition of buildings and alterations to walking paths to accommodate the redevelopment, but it does not improve connectivity and mobility and only partially enhances open space and recreation. As such, a statement of overriding considerations is included for justification for the City to continue to

move forward with the current project and opt not to pursue the Historic District alternative studied under the FEIR.

All applicable environmental documents referenced above (NOP, NOA, DEIR and FEIR) are available on the following City webpage:
https://www.costamesaca.gov/government/departments-and-divisions/economic-and-development-services/planning/environmental-notices-and-reports

PUBLIC NOTICE:

The Fairview Developmental Center Specific Plan included the following public notice requirements:

- Newspaper publication advertised in the Daily Pilot on July 22, 2026.
- On-site posting and mailed notification to property owners and occupants within 500 feet.
- The date and time of the public hearing were posted on the project website.
- Information about the public hearing was shared via the City's social media channels and distributed to the project email list and citywide email lists (which includes over 8,000 email addresses).

As of the date of this report, no written public comments have been received. Any public comments received prior to August 10, 2026, Planning Commission hearing will be forwarded separately to the Planning Commission.

NEXT STEPS:

Staff recommends that the Planning Commission adopt Resolution No. PC-2026-XX titled "A resolution of the Planning Commission of the City of Costa Mesa, California, recommending that the City Council of the City of Costa Mesa: Adopt an Ordinance Amending Title 13 of the Costa Mesa Municipal Code (Zoning Code) to add the Fairview Developmental Center Specific Plan (FDCSP), Revise Sections 13-20, 13-28, 13-30, Chapter V, Article 7, Add Chapter XVIII "Specific Plans", and update the Zoning Map; Adopt a Resolution Amending the Land Use Element of the General Plan for Consistency with the Fairview Developmental Center Specific Plan; and Certify the Final Environmental Impact Report and Adopt the Findings of Fact and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the FDCSP."

LINKS:

1. Fairview Developmental Center Specific Plan (clean)
   https://www.costamesaca.gov/home/showpublisheddocument/64121/639215145586663795

2. Land Use Element Amendments (tracked edits)
   https://www.costamesaca.gov/home/showpublisheddocument/64133/639215187799796268
3. Land Use Map Amendment
   https://www.costamesaca.gov/home/showpublisheddocument/64103/639213497246610820
4. Zoning Code Amendments
   https://www.costamesaca.gov/home/showpublisheddocument/64109/639213497253075353
5. Zoning Map Amendment
   https://www.costamesaca.gov/home/showpublisheddocument/64105/639213497248375562
6. Draft Environmental Impact Report (DEIR) and Final EIR
   https://www.costamesaca.gov/government/departments-and-divisions/economic-and-development-services/planning/environmental-notices-and-reports

ATTACHMENTS:

1. Draft Planning Commission Resolution

RESOLUTION NO. PC-2026-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF COSTA MESA: ADOPT AN ORDINANCE AMENDING TITLE 13 OF THE COSTA MESA MUNICIPAL CODE (ZONING CODE) TO ADD THE FAIRVIEW DEVELOPMENTAL CENTER SPECIFIC PLAN (FDCSP), REVISE SECTIONS 13-20, 13-28, 13-30, CHAPTER V, ARTICLE 7, ADD CHAPTER XVIII "SPECIFIC PLANS", AND UPDATE THE ZONING MAP; ADOPT A RESOLUTION AMENDING THE LAND USE ELEMENT OF THE GENERAL PLAN FOR CONSISTENCY WITH THE FAIRVIEW DEVELOPMENTAL CENTER SPECIFIC PLAN; AND CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT AND ADOPT THE FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE FDCSP

CASE NO. PCTY-25-0003

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA FINDS AND DECLARES AS FOLLOWS:

WHEREAS, in June 2022, the California State Legislature adopted SB 188, enacting Government Code Section 14670.31, which outlines the general terms under which the State of California, through the State Department of General Services (DGS) and the State Department of Developmental Services (DDS), will collaborate with the City of Costa Mesa (City) to determine the future of the FDC site; and

WHEREAS, on October 4, 2022, the City Council of the City of Costa Mesa (City Council), authorized the City Manager to enter into a Standard Agreement with the DGS and receive State funds in an amount not to exceed $3.5 million to develop the Fairview Developmental Center Specific Plan (FDCSP); and

WHEREAS, in December of 2022, the City of Costa Mesa and DGS entered into Standard Agreement Number HD229063; and

WHEREAS, on June 13, 2023, the City released the solicitation of a Request for Proposals (RFP) for the FDCSP that was released via PlanetBids, the City's web-based procurement system, where four proposals were received and evaluated by City staff based on the selection criteria identified in the RFP, and of the four proposals, PlaceWorks was selected as the qualified consultant to complete the FDCSP scope of work; and

WHEREAS, on August 1, 2023, the City Council approved the agreement between the City and PlaceWorks pursuant to the RFP; and

WHEREAS, on November 2, 3, and 6, 2023, a publicly noticed community workshop (Workshop No. 1) took place at various locations within the City to gather community input and feedback relating to the existing conditions within the FDCSP and gain insight on the community's vision for the area; and

WHEREAS, on December 12, 2023, the City Council held a study session and received a project status update on the FDCSP; and

WHEREAS, on March 25, 2024, the Planning Commission held a study session and received a project status update on the FDCSP; and

WHEREAS, throughout 2024, Workshop No. 2 (January 23, 25, and 29), Workshop No. 3 (February 29, March 4, and 6), and Workshop No. 4 (July 24, 25 and 31) were publicly noticed and each workshop was held at various locations within the City to gain community input on the draft Vision and Guiding Principles (including further refinements throughout), mobility, open space, housing, infrastructure and learn the community's preferences on these items to incorporate greater detail within the FDCSP; and

WHEREAS, Workshop No. 4 included three land use concepts, key features and applicable analysis for each concept and a land use concept survey was made available from July 24 through August 30, 2024; and

WHEREAS, on May 27, 2025, June 23, 2025, and August 25, 2025, the Planning Commission held publicly noticed study sessions that included project background information, financial feasibility findings, summary of community engagement, and three land use scenarios to obtain their input and provide recommendation to the City Council for a land use plan scenario to be studied for environmental review purposes and inclusion in the FDCSP which does not pre-commit the City to any action for adoption; and

WHEREAS, on October 9, 2025, the FDCSP was presented to the Parks and Community Services Commission to obtain feedback about park amenities for consideration and inclusion in the FDCSP; and

WHEREAS, on October 21, 2025, the City Council held a publicly noticed study session to review the Planning Commission's recommended land use plan for the FDCSP and the City Council directed staff to move forward with the Planning Commission's

recommendation to study 4,000 residential units, 35,000 square feet of non-residential area, and increased the minimum open space requirement from 12 acres to 14 acres which does not pre-commit the City to any action for adoption; and

WHEREAS, on October 29, 2025, pursuant to the California Environmental Quality Act (CEQA) a notice of preparation (NOP) was issued and submitted to the State Clearinghouse where the FDCSP was assigned project number SCH No. 2025101405; and

WHEREAS, the NOP started the CEQA environmental review process by notifying agencies, organizations, tribes, and interested parties about the City's plans to prepare an Environmental Impact Report (EIR), and that the written public comment period began October 29, 2025, through December 5, 2025; and

WHEREAS, on November 17, 2025, a public scoping meeting was held at City Hall to solicit comments and suggestions regarding the scope and content of the EIR and environmental issues and alternatives to be considered in the EIR; and

WHEREAS, on March 16, 2026, the Public Review Draft Specific Plan was made available for a 30-day public comment period that concluded on April 15, 2026; and

WHEREAS, on March 24, 26, and 30, 2026, Workshop No. 5 was held at various locations within the community to introduce the community to the draft specific plan, inform them of its components, and obtain their feedback on the draft document; and

WHEREAS, on May 14, 2026, a notice of availability Draft Environmental Impact Report (DEIR) was published in a newspaper of general circulation which included a 48-day public review period that occurred from May 14, 2026, through July 1, 2026, and the DEIR were made available for public review pursuant to the requirements of the CEQA Guidelines; and

WHEREAS, on May 14, 2026, the DEIR was uploaded to the City's environmental notices webpage, provided to the County Clerk-recorder's Office for posting, and submitted and uploaded to the State Clearinghouse (State Clearinghouse No. 2025101405); and

WHEREAS, on July 14, 2026, the Public Hearing Draft Specific Plan was made available on the project webpage which incorporates public comments received during the March 2026 public comment period for the FDCSP; and

WHEREAS, on July 15, 2026, City staff held a focus group meeting with Costa Mesa Country Club golf course clubs to discuss the secondary access road contemplated in the FDCSP and outline the future process; and

WHEREAS, on July 16, 2026, the Airport Land Use Commission held a duly noticed public hearing and determined that the FDCSP was consistent with the Airport Environs Land Use Plan for John Wayne Airport; and

WHEREAS, on July 23, 2026, the City held a Community Q&A event to provide the community the opportunity to ask questions of staff in order to prepare the community for upcoming public hearings with the Planning Commission and City Council; and

WHEREAS, all workshops and the Community Q&A were advertised through various means, including social media posts on Facebook, Instagram, Next Door, postcard mailers to 46,271 residential homes, email notifications to interested parties, flyer distribution and A-frame signs placed outside of City facilities, announcements made at Planning Commission and City Council meetings, and newspaper advertisements; and

WHEREAS, on July 27, 2026, the Planning Commission held a study session on the FDCSP where they received a presentation for the introduction of the July 2026 Public Hearing Draft Specific Plan, associated Zoning Code, Zoning Map, Land Use Element and Land Use Map amendments and the Draft EIR, and after public comment the Planning Commission received and filed the report and provided feedback on the FDCSP; and

WHEREAS, the implementation of the FDCSP requires amendments to Section 13-20, 13-28, 13-30, and Chapter V, Article 7, of the Zoning Code and add Chapter XVIII “Specific Plans” to Title 13 of the Zoning Code, and update the Zoning Map, The Land Use Element of the General Plan and Land Use Map for consistency with the FDCSP to rezone the FDC site and change the Land Use Designations; and

WHEREAS, on August 10, 2026, the Planning Commission conducted a duly noticed public hearing to discuss and consider the Fairview Developmental Center Specific Plan and proposed amendments to Zoning Code, Zoning Map, Land Use Element and Land Use Map, with all persons having the opportunity to speak for and against the proposal; and

WHEREAS, the CEQA Final EIR for this project reflects the independent judgement of the City of Costa Mesa.

NOW, THEREFORE, BE IT RESOLVED that the Costa Mesa Planning Commission, in its independent judgment and after fully considering all alternatives, and all testimony and evidence presented at the public hearing hereby recommends that the City Council take the following actions:

SECTION 1: Certify the Final EIR prepared for the project pursuant to CEQA Guidelines Section 15090, adopt findings of fact pursuant to CEQA Guidelines Section 15091, adopt statement of overriding considerations pursuant to CEQA Guidelines Section 15093, and adopt the Mitigation Monitoring and Reporting Program included within Exhibit A.

SECTION 2: Adopt by ordinance the Fairview Developmental Center Specific Plan included within Exhibit B.

SECTION 3: Adopt by ordinance amendments to revise Sections 13-20, 13-28, 13-30, Chapter V, Article 7, Add Chapter XVIII "Specific Plans", as identified within Exhibit C and update the Zoning Map to change the zoning designation of the FDC site located at 2501 Harbor Boulevard from "Institutional and Recreational Multi-use (I&R-MLT) " to refer to the 95-acre FDCSP area as "FDCSP" and change the remaining 15 acres of the 110-acre site to "Institutional and Recreational" zoning designation as identified within Exhibit D.

SECTION 4: Adopt by resolution an update to the Land Use Element of the General Plan whereby ~~strikethrough~~ text denotes text being removed and underlined text denotes text being added as shown in Exhibit E and update to the Costa Mesa Land Use Map to change the land use designation of the FDC site located at 2501 Harbor Boulevard from "Multi-use Center" to refer to the 95-acre FDCSP area as "FDCSP" and change the remaining 15 acres of the 110-acre site to "Public/Institutional" as shown in Exhibit F.

BE IT FURTHER RESOLVED that if any section, division, sentence, clause, phrase or portion of this resolution, or the document in the record in support of this resolution, are for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions.

PASSED AND ADOPTED this 10th day of August, 2026.

Jeffrey Harlan, Chair
Costa Mesa Planning Commission

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

I, Carrie Tai, Secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution No. PC-2026- ____ was passed and adopted at a regular meeting of the City of Costa Mesa Planning Commission held on August 10, 2026, by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Carrie Tai, Secretary
Costa Mesa Planning Commission

Exhibit A

Fairview Developmental Center Specific Plan
Environmental Impact Report Files - State Clearinghouse No. 2025101405

Click on the "Links" below to access the document.

Final Environmental Impact Report (FEIR) - Link

FEIR Appendix A – Comment Letters Received - Link

FEIR Appendix B – Engineering Analysis Report - Link

FEIR Appendix C – Revision to Appendix J.2 of the DEIR – Link

Findings of Fact and Statement of Overriding Considerations - Link

Draft EIR - Part 1 - Link

Draft EIR - Part 2 - Link

Draft EIR - Part 3 - Link

Draft EIR - Part 4 - Link

Mitigation Monitoring and Reporting Program (MMRP) - Link

Appendix A.1: Notice or Preparation (NOP) and Scoping Meeting Comments - Link

Appendix B.1: Air Quality and GHG Modeling – Link

Appendix C.1: Biological Technical Report - Link

Appendix C.2: Tree Survey and Arborist Report – 2026 - Link

Appendix C.3: Tree Survey and Arborist Report – 2024 - Link

Appendix D.1: Archaeological and Built Environment Resources Inventory Report - Link

Appendix E.1: Paleontological Resources Evaluation - Link

Appendix F.1: Phase I Environmental Site Assessment - Link

Appendix F.2: Phase II Investigation Report - Part 1 - Link

Appendix F.2: Phase II Investigation Report - Part 2 - Link

Appendix G.1: Water Supply Assessment - Link

Appendix H.1: Noise and Vibration Assessment - Link

Appendix I.1: Response to service letter and questionnaire - Link

Appendix J.1: VMT Assessment - Link

Appendix J.2: Transportation Study - Link

Appendix K.1: Existing Conditions Infrastructure Report - Link

Appendix K.2: Dry Utilities Summary Memo - Link

Appendix L.1: Alternatives Trip Generation - Link

Exhibit B



FAIRVIEW
DEVELOPMENTAL CENTER
SPECIFIC PLAN

August 4, 2026
Public Hearing Draft
Prepared by PlaceWorks

ACKNOWLEDGEMENTS

PREPARED FOR:

City of Costa Mesa

CITY COUNCIL:

John Stephens, Mayor
Manuel Chavez, Mayor Pro Tem
Jeff Pettis, Council Member
Andrea Marr, Council Member
Loren Gameros, Council Member
Mike Buley, Council Member
Arlis Reynolds, Council Member

PLANNING COMMISSION:

Jeffrey Harlan, Chair
Jon Zich, Vice Chair
Karen Klepack, Commissioner
Johnny Rojas, Commissioner
Angely Andrade Vallarta, Commissioner
David Martinez, Commissioner
Robert Dickson, Commissioner

CITY STAFF:

Carrie Tai
Anna McGill
Melinda Dacey
Jennifer Le
Phayvanh Nanthavongdouangsy
Sheri Vander Dussen

COORDINATION WITH:

California Department of General Services (DGS), Real Estate Division

California Department of Developmental Services (DDS)

PREPARED BY:

PLACEWORKS

Gensler

DEVELOPERS RESEARCH

Fehr & Peers

FUSCOE ENGINEERING

ECORP Consulting, Inc. ENVIRONMENTAL CONSULTANTS

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EXECUTIVE SUMMARY

Nearly 95 acres of land available for development in Costa Mesa is a transformative opportunity. State disposition of the Fairview Developmental Center (FDC) property has prioritized housing to address the pressing need to increase housing supply for workforce, veteran, individuals with developmental disabilities, and others. Most importantly, it is an opportunity to create a vibrant, walkable, mixed-income, mixed-use neighborhood unique to Costa Mesa and responsive to the City's future.

This Specific Plan is the regulatory framework for future development. It documents the history of the site; provides land use, circulation, and infrastructure requirements; and establishes clear standards and guidelines for processing development applications and overall implementation of the Specific Plan. It also provides a structured process for administration and implementation. The FDC site has historically housed and cared for people, a legacy that will continue through implementation of this Specific Plan.



Specific Plan and Document Structure

A specific plan is a land use tool used to implement a city's general plan. It establishes a link between implementing policies of the general plan and the future development of a defined area of a city, which could be a single parcel or multiple properties. The Specific Plan itself is a special set of development standards and must be consistent with a city's general plan and zoning code (see Chapter 2 for more about the purpose, intent, and authority of this Specific Plan).

The FDC Specific Plan (also referred to as, FDCSP, Specific Plan, and Plan) consists of eight chapters. Each chapter covers a topical area and identifies its purpose. The order of information intentionally guides the reader through the past, present, and future of the site according to the statutory requirements for a specific plan in Section 65451 of the California Government Code (see Chapter 2, Section 2.4, *Plan Authority*). Each chapter includes a set of objectives that are designed to implement each chapter.

Chapter 1, History & Disposition Process, documents the location, history of the FDC property and state law pertaining to operations and reuse of the site.

Chapter 2, Introduction, provides existing conditions, and the purpose, authority, and intent of the Specific Plan and summarizes the planning process, including community outreach.

EXECUTIVE SUMMARY

Chapter 3, Vision & Guiding Principles, establishes the vision and guiding principles which serve as a guide for this Specific Plan and future development.

Chapter 4, Land Use & Urban Design, provides the conceptual land use plan, statistical summary, and objectives for housing developments and overall urban design on the Specific Plan site. It includes objective development and design standards.

Chapter 5, Mobility, describes the roadway network, including the different types of roadways and their requirements, bicycle and pedestrian connections, and intersections improvements.

Chapter 6, Open Space, Landscaping & Public Art, identifies the kinds of open space that will be incorporated within the Specific Plan area, and those that can be implemented as part of future development.

Chapter 7, Infrastructure & Public Services, provides information on the facilities and infrastructure needed to support future development, including electricity and natural gas, water and sewer, waste management, and nearby public services.

Chapter 8, Administration & Implementation, outlines the processes and procedures for development approvals as well as implementation of the Specific Plan, including conceptual phasing



1

History & Disposition Process

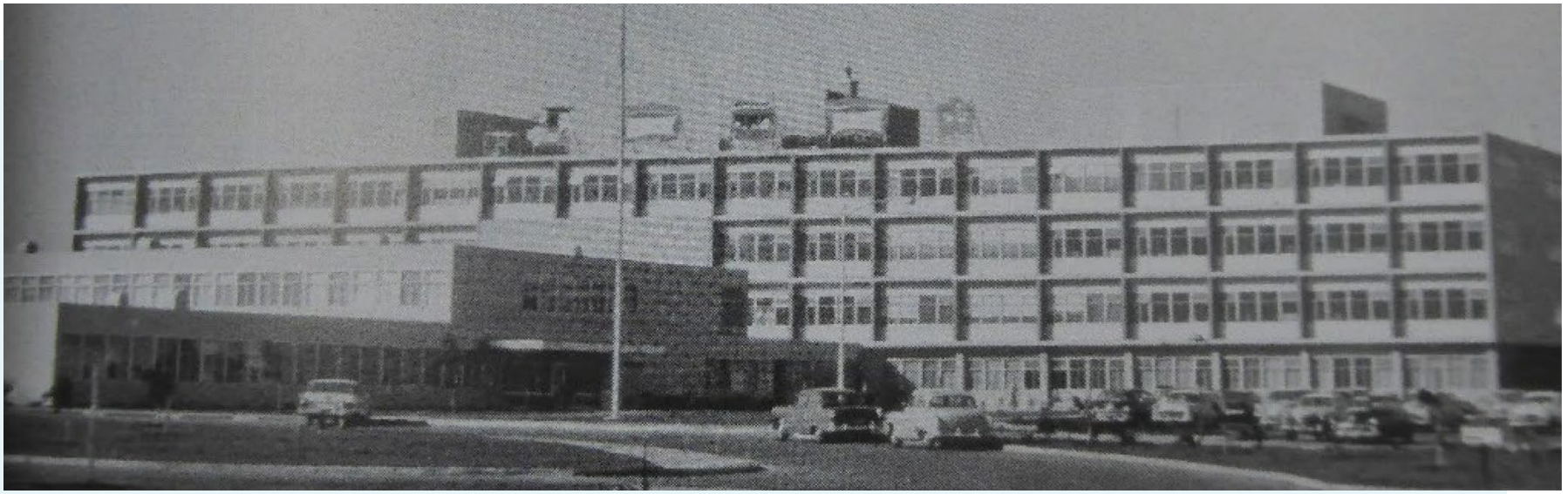


1.1 Purpose

The purpose of this chapter is to provide background information about the Specific Plan site. This includes its location, history of the Fairview Developmental Center (FDC), and relevant information about the site as a state-owned property. This context sets the foundation for the Specific Plan elements described in the following chapters.

1.2 Location and History

The Fairview Developmental Center (FDC) is an approximately 110-acre site nestled within the Costa Mesa Country Club and accessed from Fair Drive and Merrimac Way. The FDCSP includes 95 acres of the 110-acre site. The adjacent multi-family property, Harbor Village, is owned by the State of California and leased to a long-term housing operator. Other nearby uses include the Harbor Shopping Center across Harbor Boulevard and additional multi-family housing south of the golf course, including the Joann Street neighborhood. Figure 1-1, *Local Vicinity*, shows the FDC property and adjacent uses.



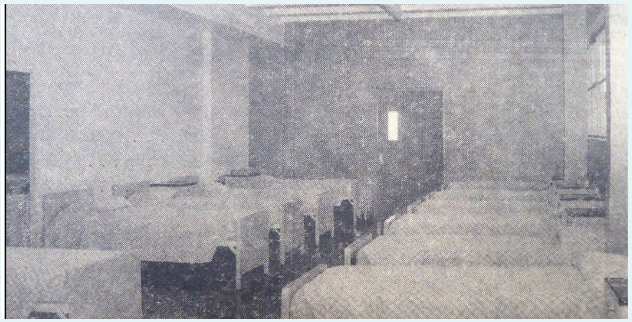
Historical Resources Inventory and Evaluation Report Fairview Development Center Costa Mesa, California (2020); Photograph printed in Costa Mesa Historical Society, Images of America: Costa Mesa, 1940-2003 (Charleston, South Carolina: Arcadia Publishing, 2016), 49.

Figure 1-1: Local Vicinity

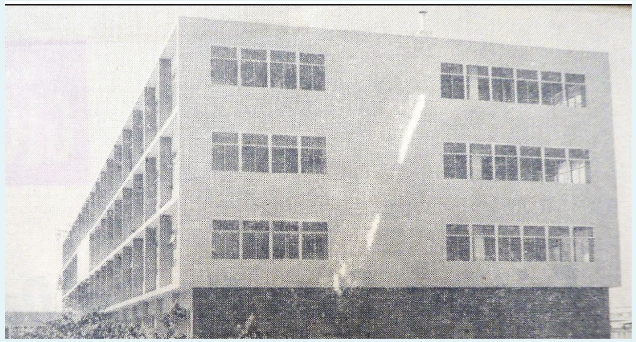




Historical Resources Inventory and Evaluation Report Fairview Development Center Costa Mesa, California (2020); (photograph published in "Fairview: Costa Mesa State Hospital will have a New Name, Image," January 10, 1983, Fairview State Hospital Clippings File, from the Collections of CMHS.



Historical Resources Inventory and Evaluation Report Fairview Development Center Costa Mesa, California (2020) Lee Payne, Staff Photographer, photograph published in Costa Mesa Globe-Herald and Pilot: Fairview Hospital Special Edition, May 4, 1961, 9.



Historical Resources Inventory and Evaluation Report Fairview Development Center Costa Mesa, California (2020); Lee Payne, Staff Photographer, photograph published in Costa Mesa Daily Globe-Herald: Fairview State Hospital Dedication Issue, May 4, 1961, 2, from the Collections of the Costa Mesa Historical Society, Costa Mesa, California [CMHS].

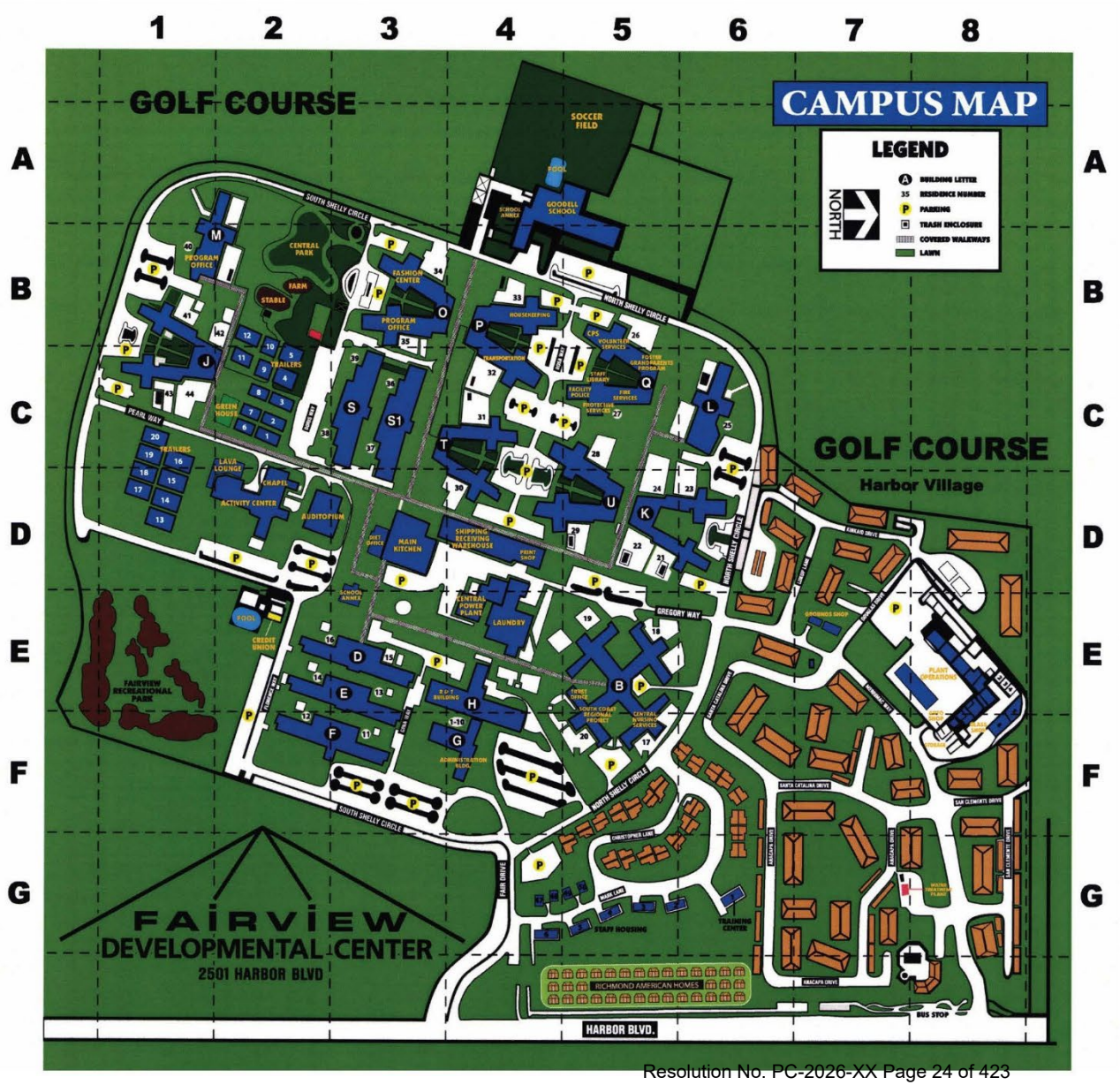
1.2.1 Fairview Developmental Center History

The FDC was one of three State-operated facilities built in the 1950s to meet expanding demand for facilities focused on mental illness, and beds were also added to care for severe developmentally disabled individuals. The FDC opened in 1959 as the "Fairview State Hospital." The hospital provided general acute care, skilled nursing care, intermediate care, and acute crises services to individuals with intellectual and developmental disabilities. This was due to the expanding population of baby boomers and increased demand from families seeking access to public care. The history of FDC reflects the changing understanding of developmental disability in modern America. Post-war, public mental health institutions in California grew rapidly, with new hospitals developed and existing facilities expanded. The FDC was the third-newest state hospital facility established during this time period.

To develop the hospital, the State purchased 750 acres from George H. Capron for $410,000 and certain mineral rights in 1950. The center consists of 39 buildings built between 1953 and 1974. The FDC was designed to house up to 4,125 residents and had an initial bed capacity of 2,622. Facilities also included a work activity center, auditorium, park, recreational campsite (referred to as "Shannon's Mountain"), and a library.

Since 1979 the property has totaled about 115 acres, including the five-acre plant operations site off of Merrimac Way and staff housing along Mark Lane, as shown on Figure 1-2, *Campus Map*. Over time, surplus land was sold to the City of Costa Mesa with the stipulation that it be preserved as open space. Today those areas are Fairview Park and the Costa Mesa Country Club. An historic assessment of the site is included in the Environmental Impact Report (EIR) that accompanies this Specific Plan.

Figure 1-2: Campus Map



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1.2.2 State-Owned Property

The FDC is a State-Owned and-operated facility regulated by many legislative bills. In the late 1960s, the state of California approved a series of legislative acts that fundamentally transformed the delivery of care for mental health and individuals with developmental disabilities. Two acts—the Lanterman Mental Retardation Services Act of 1969 and subsequent Lanterman Developmental Disabilities Services Act in 1976—not only acknowledged the civil liberties of these individuals but improved facilities, requiring living conditions to more closely resemble a home environment.

These bills also established Regional Centers, and as a result, life-long care in "large" hospital-like institutions was used less and less. Since the early 2000s, State legislation has recognized, provided money to plan for, and ultimately regulated interim use of and ultimate disposition of these State facilities. The side panel summarizes bills that directly influenced disposition of the FDC property and creation of this Specific Plan.

Disposition Process

Two state departments are responsible for the FDC property. The Department of General Services (DGS) and the Department of Developmental Services (DDS). Senate Bill 188 identified DGS as the lead agency of the disposition process for the property; therefore, this project is not subject to the Surplus Land Act. As the lead agency for operations at the FDC, DDS is expected to retain up to a 20-acre portion of the property, as authorized by Senate Bill 82. The state will initiate a process to select a Master Developer for the site who may purchase or lease the property.

Lanterman Developmental Disabilities Services Act

The Lanterman Development Disabilities Services Act, AB 846, outlines the rights of individuals with developmental disabilities and their families. It also describes how regional centers can provide help to these individuals, what services are available, and various ways to access support. This act was passed in response to the lack of options for those with developmental disabilities and the need for greater services and support.

The act was an extension of 1965 legislation that authorized the establishment of two pilot regional centers in the state, one in San Francisco and one in Los Angeles. After the pilot regional centers were determined to be successful, the original Lanterman Mental Retardation Services Act, AB 225, was passed in 1969 to extend the network of regional centers. The act was renamed the "Lanterman Developmental Disabilities Services Act" in 1976 and expanded to include a wider range of developmental disabilities. It has been amended and expanded over time to provide more support and services to those with developmental disabilities.

Regional Emergency Operations Center

As a part of the redevelopment plan for the property, the California Governor's Office of Emergency Services (Cal OES) approved a Southern Regional Emergency Operations Center (SREOC) on 15 acres at the southwestern corner of the FDC site, shown on Figure 1-1, *Local Vicinity*. The SREOC will remain in property ownership with the State, supporting full-time staff and establishing a regional hub for critical emergency management planning and emergency preparedness services in support of local agencies. The SREOC is not within the Specific Plan boundary.

The approved plans for the SREOC include:

- A 39,000-square-foot, single-story office building.
- A 21,000-square-foot support warehouse building.
- A 120-foot-tall communications tower.
- Parking that includes photovoltaic shade canopies.
- A helipad was studied in the original plans but later deemed unnecessary.

Construction of the SREOC site commenced during preparation of this Specific Plan and is expected to be completed by the end of 2027. This will be the second emergency operations center in the state, intended to complement the existing State Operations Center in the city of Mather.

State Regulation and Legislation

Senate Bill 82

SB 82, passed in 2015, allows up to 20 acres of the Specific Plan area to be used for new housing for the developmentally disabled. Fifteen of these acres are for DDS housing, and the remaining five acres are for complex needs housing. The project permitted by the bill is Mixed-Income State Housing and was formerly known as "Shannon's Mountain." While the legislation allows for supportive housing on-site requiring 20 percent of the units developed to be available and affordable to Regional Center of Orange County (RCOC) consumers, the development options within this Specific Plan include integration with new housing throughout the Specific Plan area.

Senate Bill 188

SB 188, passed in 2022, authorized DGS to enter into an agreement with the City of Costa Mesa for the City to develop a specific plan for the FDC property and to manage the land use planning process. The intent of the legislation is for expeditious planning and disposition for affordable and permanent supportive housing at the property.

Consistent with Government Code Section 14670.31, the Agreement specifies that:

- Housing shall be a priority in the planning process;
- Any housing that is determined to be appropriate for the property shall include affordable housing; and
- Any housing opportunities on the property shall give priority to projects that include deed restricted housing for individuals with developmental disabilities.



2

Introduction

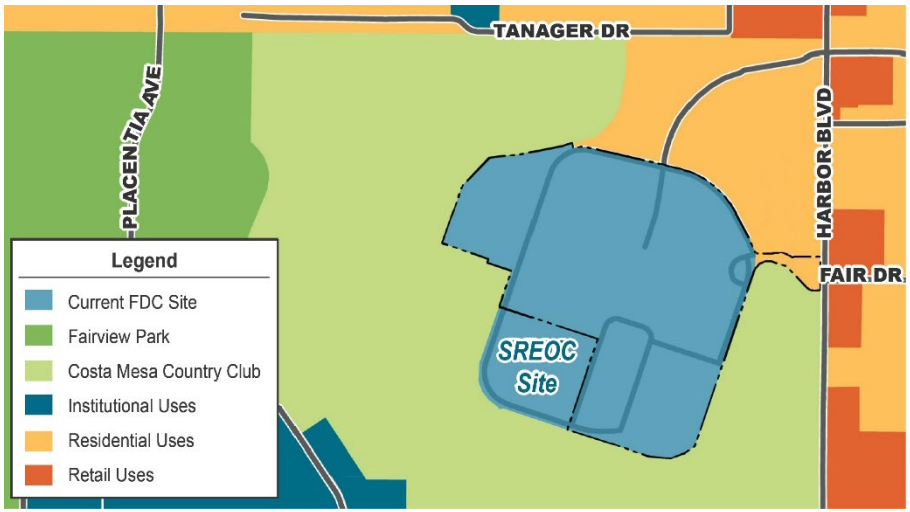


2.1 Purpose

The purpose of this chapter is to provide an understanding of the Plan Area, and its surrounding context. This information is a critical component of the Specific Plan process, ensuring that future development fits within the existing community, enhances what is already in place, and aligns with the community's long-term vision. This vision is outlined in the General Plan and implemented through various planning tools, such as development standards and other adopted plans.

This chapter includes an overview of the project location, existing uses, as well as the planning context, such as the General Plan, zoning, and other relevant plans. Together, this information forms the foundation for this Specific Plan.

Figure 2-1: Surrounding Area

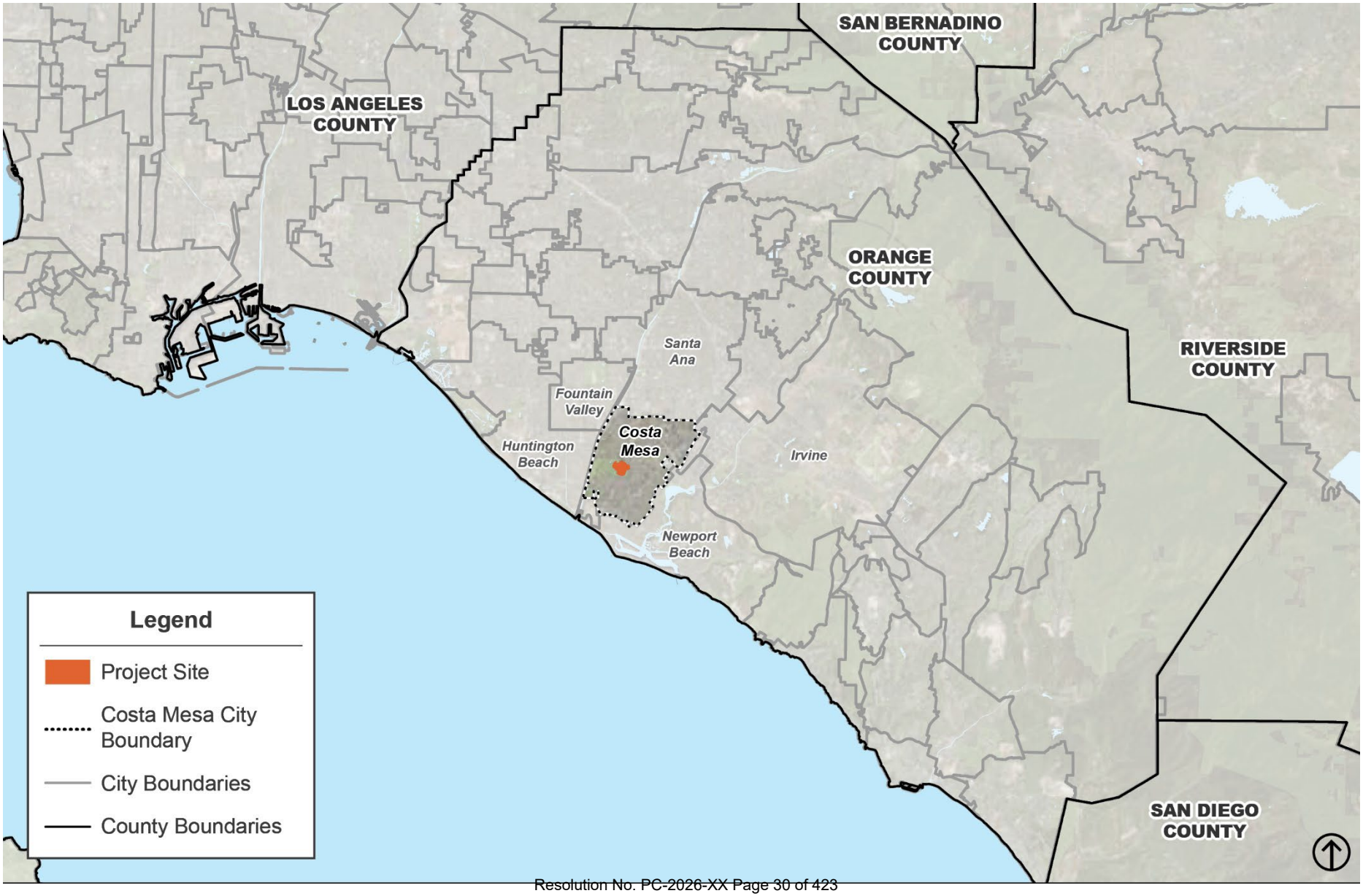


2.2 Location and Existing Uses

The Fairview Developmental Center Specific Plan (FDCSP) area covers approximately 95 acres of the existing 110-acre Fairview Developmental Center (FDC) property at 2501 Harbor Boulevard in the City of Costa Mesa in Orange County, California. The City of Costa Mesa is nestled between the cities of Huntington Beach, Fountain Valley, Santa Ana, Irvine, and Newport Beach (see Figure 2-2, *Regional Location Map*). Within Costa Mesa, the Plan Area is just west of Harbor Boulevard and south of Tanager Drive. The Costa Mesa Country Club surrounds it to the east, south, and west. There are some residential uses, including the Harbor Village Apartments, directly north of the project site as well as residential and commercial uses east along Harbor Boulevard and to the north of Tanager Drive. Orange Coast College is east of Harbor Boulevard. Fairview Park and Estancia High School are just west of the Costa Mesa Country Club (see Figure 2-1, *Surrounding Area*). This creates a wide range of uses around the Plan area, including recreational, open space, educational, residential, and commercial land uses.

As discussed in Chapter 1, this Specific Plan guides the future redevelopment of the FDCSP plan area. The site is developed from the time when the facility was in full operational use. The existing development includes buildings, parking areas, other paved areas, landscaping/grass areas, and associated infrastructure (street network, water, sewer, utilities, etc.). While these buildings and infrastructure are still on-site, the facility was shut down in late 2025.

Figure 2-2: Regional Location



2.3 Planning Context

The current land use policy and regulations for the City and plan area informed the creation of this Specific Plan. The two most important land use tools that guide planning decisions are the General Plan and Zoning Code. Current designations and standards for both are discussed below as well as the amendments required for consistency with this Plan.

2.3.1 General Plan

A general plan is a long-term planning document that helps set policy to guide future land use and development in a jurisdiction by providing policy direction through an established vision and subsequent goals, objectives, and policies. The City of Costa Mesa adopted a comprehensive update to the General Plan in 2016, with a time horizon from 2015 to 2035.

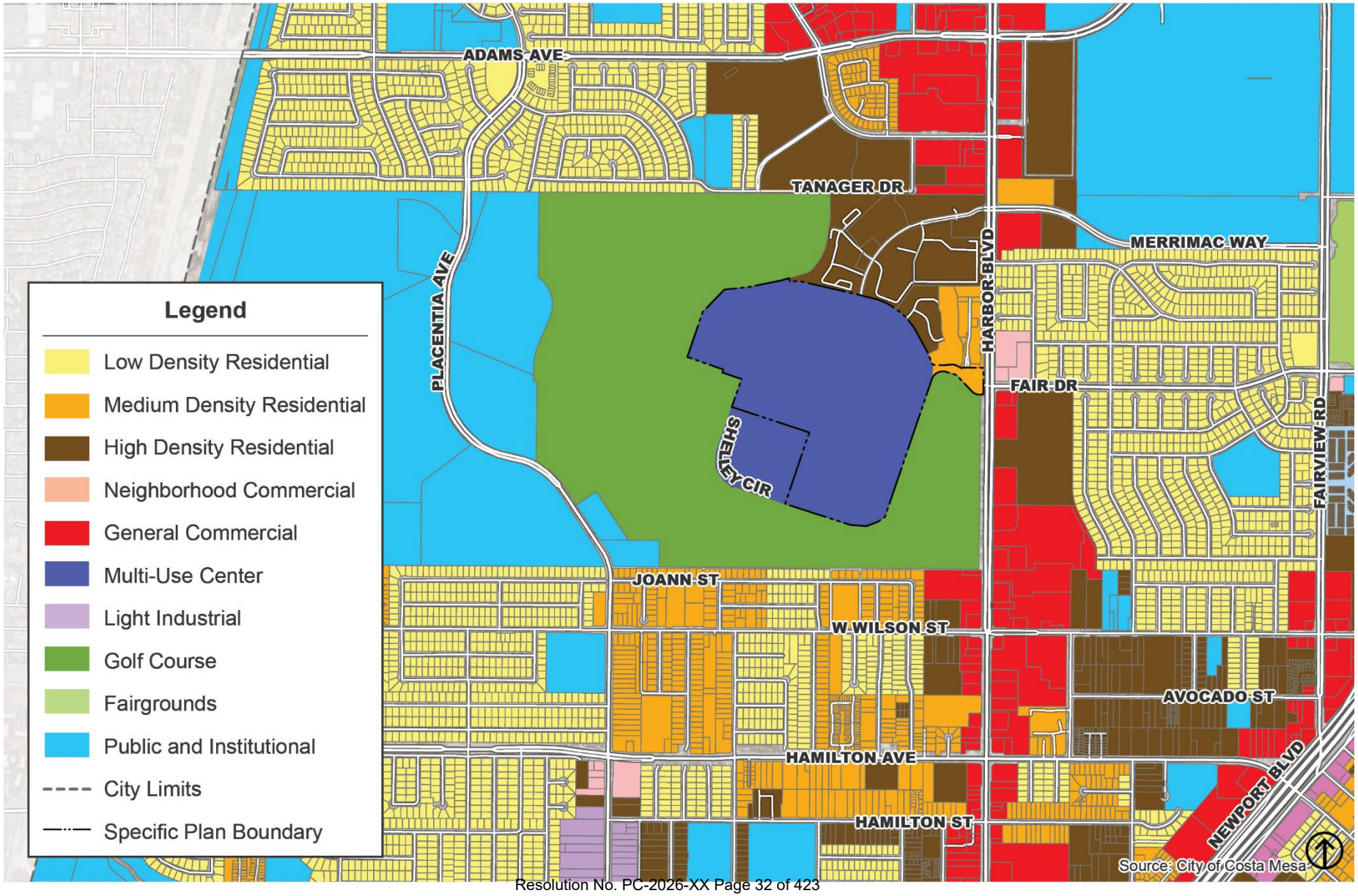
California law requires local jurisdictions to include a minimum of seven mandatory general plan elements: Land Use, Circulation, Housing, Conservation, Noise, Safety, and Open Space. Each jurisdiction has authority to include additional elements for issues important to the long-term vision of the community and may combine elements. Costa Mesa includes three additional elements: a Growth Management Element, a Community Design Element, and a Historic and Cultural Resources Element. In addition, Costa Mesa includes recreation policies in its Open Space and Recreation Element. A series of amendments to some of the Costa Mesa General Plan Elements are required for internal consistency; these include and may not be limited to: the Land Use Element, Circulation Element, and Housing Element. The implementation of the General Plan ensures that development in the City is consistent with the community's vision for the future.

Costa Mesa: A Vision for Land Use and Mobility

"Costa Mesa is a vibrant community where residents and visitors can enjoy all our City has to offer. From the youthful and eclectic to the established and historical, our community features opportunities unparalleled in Southern California. Our neighborhoods are diverse, distinctive, and safe. Our commercial districts offer world-class shopping and are home to thriving businesses including the creative class, technology, and automotive ventures. Every day, hundreds of children and adults enjoy our abundant parks and open spaces. The City offers exciting and unique cultural opportunities that draw visitors from all over Southern California and enrich the lives of our residents. The founding principles that established our community as a great place to live and own a business are still in place. We anticipate, adapt, and plan ahead. As a result, we are able to respond to regional influences in ways that continue to move Costa Mesa in positive directions. The City ensures new development is economically and environmentally sustainable, and is compatible in scale and character with our neighborhoods."

Costa Mesa, City of. 2016. 2015-2035 General Plan.

Figure 2-3: Current General Plan Land Use (2015)



The goals and vision of this Specific Plan, described in greater detail in Chapter 3, *Vision and Guiding Principles*, align with the goals and vision of the General Plan, specifically the Land Use, Housing, and Open Space and Recreation elements.

Land Use Element

The Land Use Element is the most important General Plan element for new development and its physical form in the City because it indicates the location and extent of development that is permitted.

The Land Use Element also specifies land use designations for all parcels within the Costa Mesa city limits (see Figure 2-3, *Current General Plan Land Use*). The Land Use Element designated a majority of the Plan area as Multi-Use Center, a designation that only applies to the FDC site. A small area around Fair Drive was designated Medium-Density Residential. As described in the General Plan, the designation was intended to integrate a range of land uses with low-to-moderate intensities that are urban in character. This designation allowed for 582 total residential units in a range of intensities. However, through the Specific Plan process, the Land Use Element was amended to align with this Plan and the Housing Element, as described in Section 2.3.3, which allows for increased residential density on the site, consistent with this Specific Plan. This Specific Plan is an implementation tool consistent with the Land Use Element.

Directly surrounding the Plan area to the east, west, and south, the land is designated Golf Course. Directly adjacent to the north, land is designated High Density Residential (20 du/ac) or Medium Density Residential (12 du/ac). The areas beyond the adjacent land uses include:

- **Low Density Residential (8 du/ac):** accommodates detached single-family residences.
- **Medium Density Residential (12 du/ac):** supports single- and multi-family developments.
- **High Density Residential (20 du/ac):** intended for residential development.
- **Public Institutional:** includes uses such as recreational and open spaces; levels of building intensity are minimal.
- **Neighborhood Commercial:** retail that caters to residents' convenience shopping and service needs, allowing for uses such as markets, drug stores, retail shops, financial institutions, service establishments, and support offices.
- **General Commercial:** allows for diverse commercial uses catering to local and regional needs; typically results in one- and two-story commercial buildings, a residential density of less than 20 dwelling units per acre, and a FAR from 0.25 to 0.75.

Housing Element

The Housing Element outlines how the City will meet current and future housing needs for residents. It exists on a different schedule than the other elements of a general plan. California law requires jurisdictions to review and revise housing elements every eight years, and they have more specific and detailed requirements than other elements. Cities must demonstrate their ability to meet the Regional Housing Needs Assessment (RHNA) allocated to them by their respective association of governments. The Costa Mesa Housing Element was most recently updated in 2023 for the 2021-2029, 6th Housing Element Cycle.

As part of the Housing Element process, jurisdictions must conduct a site analysis and identify potential candidate housing sites by income category to meet the City's RHNA. Costa Mesa's 6th Cycle Housing Element identified the FDC site as one of these candidate sites, allocating 2,300 residential units of its RHNA to this site. This allocation includes 575 very low-income units, 345 low-income units, 690 moderate-income units, and 690 above moderate-income units. As mentioned previously, the General Plan Land Use Element was amended so the site could adequately accommodate this housing supply, described in the Housing Element. This was the basis for determining the potential buildout of residential units described in this Specific Plan. Additionally, this Specific Plan is consistent with the goals and policies of the 2021-2029 adopted Housing Element.

Open Space and Recreation Element

The Open Space and Recreation Element is intended to help ensure the sustainability of open space and recreational resources available to the community of Costa Mesa. The goals, policies, and objectives from this chapter of the General Plan work to protect, maintain, and enhance open spaces and recreational opportunities. This Specific Plan is consistent with the Open Space and Recreation Element of the General Plan.

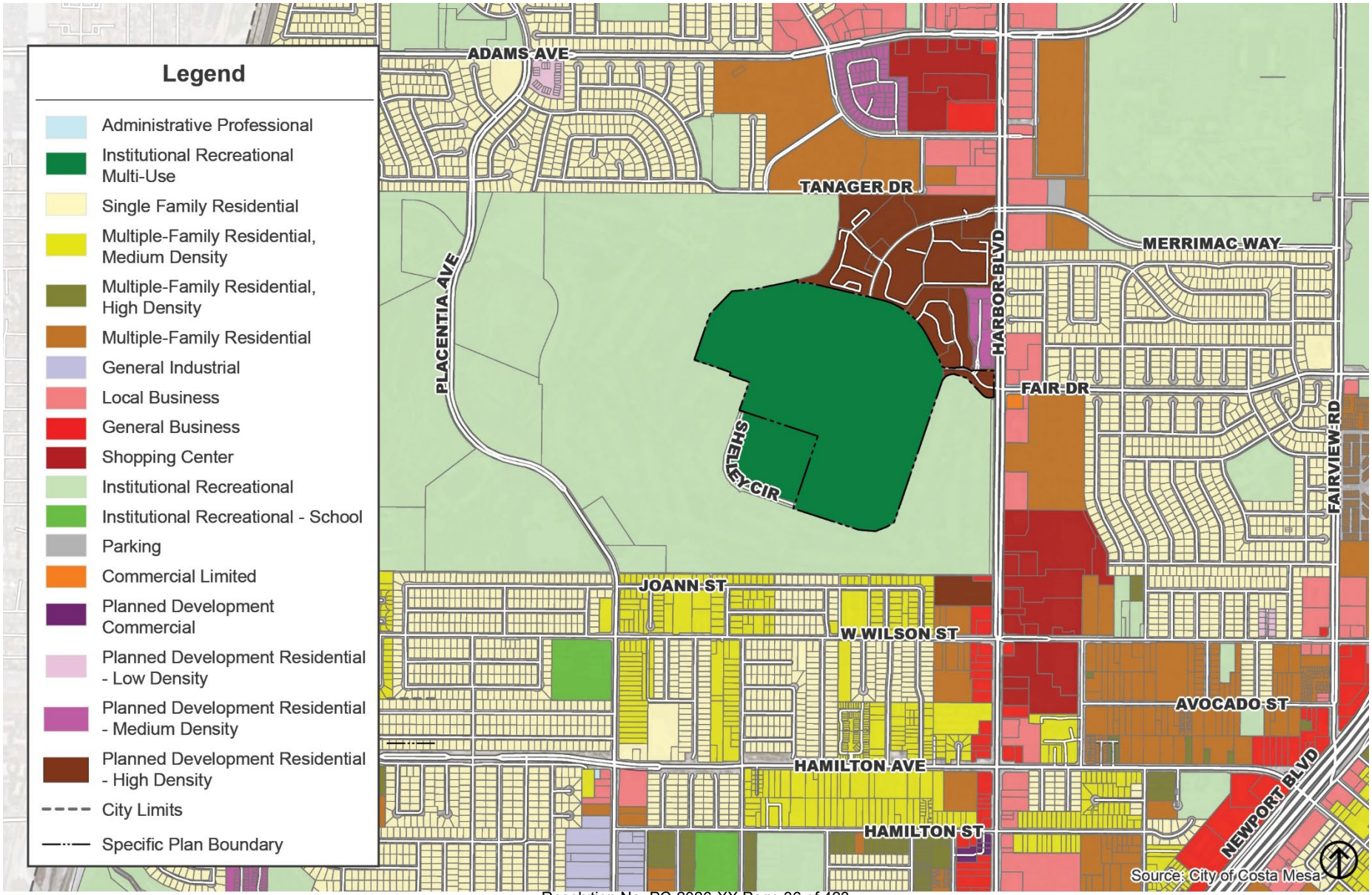
2.3.2 Current Zoning

The current zoning of the FDCSP site is primarily Institutional & Recreational–Multi-Use (I&R-MLT). This is the implementing zone for the Multi-Use Center General Plan Land Use designation (see Figure 2-4, *Current Zoning*). A small amount of Planned Development Residential–High Density (PDR-HD) can also be seen around Fair Drive, which is intended for residential uses and allows up to 20 dwelling units per acre. Future zoning for the FDCSP area is regulated by this Specific Plan, as discussed in Section 2.3.3.

The land adjacent to the Plan area on the east, west, and south, where the golf course is, is zoned Institutional and Recreational (I&R). Just north of the Specific Plan area is zoned Planned Development Residential–High Density (PDR-HD), with a small amount of Planned Development Residential–Medium Density (PDR-HD) near Fair Drive. The areas beyond the adjacent zoning designations include:

- **R1, Single-Family Residential:** intended to promote the development of single-family detached units on lots with a minimum lot size of 6,000 square feet and a maximum density of 7.26 dwelling units per gross acre.
- **R2-MD Multiple-Family Residential, Medium Density:** intended to promote the development of multi-family rental as well as ownership properties on lots with a minimum size of 12,000 square feet; the maximum density allowed is 12 dwelling units per gross acre, and lots with a minimum lot area of 6,000 to 7,260 square feet are allowed two dwelling units.
- **R3, Multiple-Family Residential:** intended to promote the development of multi-family rental as well as ownership dwelling units; the required minimum lot size is 12,000 square feet, and the maximum density allowed is 20 dwelling units per gross acre.
- **C1, Local Business:** aims to cater to the community's business needs by offering a diverse range of goods and services in various locations, to minimize impacts on surrounding properties, particularly in areas with residential use nearby, through permitted and conditional uses.
- **C2, General Business:** intended to offer a wide range of goods and services that are generally less compatible with sensitive land uses of a residential or institutional nature.

Figure 2-4: Current Zoning (2025)









2.3.3 Proposed General Plan and Zoning Designation for FDC and SREOC Site

Adoption of this Specific Plan requires approval of an amendment to the City's General Plan. The amendment includes text and map changes to the Land Use Element for consistency with this Plan and the Housing Element. As shown in Figure 2-5, *Proposed General Plan Land Use,* the land use designation for the FDCSP site has been updated to FDCSP, and the SREOC site is Public and Institutional. The amendment was adopted by Ordinance No. XXXX-XX.

Similarly, this Specific Plan replaced the current zoning designation. This Plan contains development standards, permitted uses, and administrative processes for any future development on the site and serves as the implementation tool for the plan area. The City's Zoning Code and Zoning Map were updated to designate the property as the FDCSP and zone the SREOC site as Institutional Recreational by Ordinance XXXX-XX, as shown in Figure 2-6, *Proposed Zoning.*

Figure 2-5: Proposed General Plan Land Use

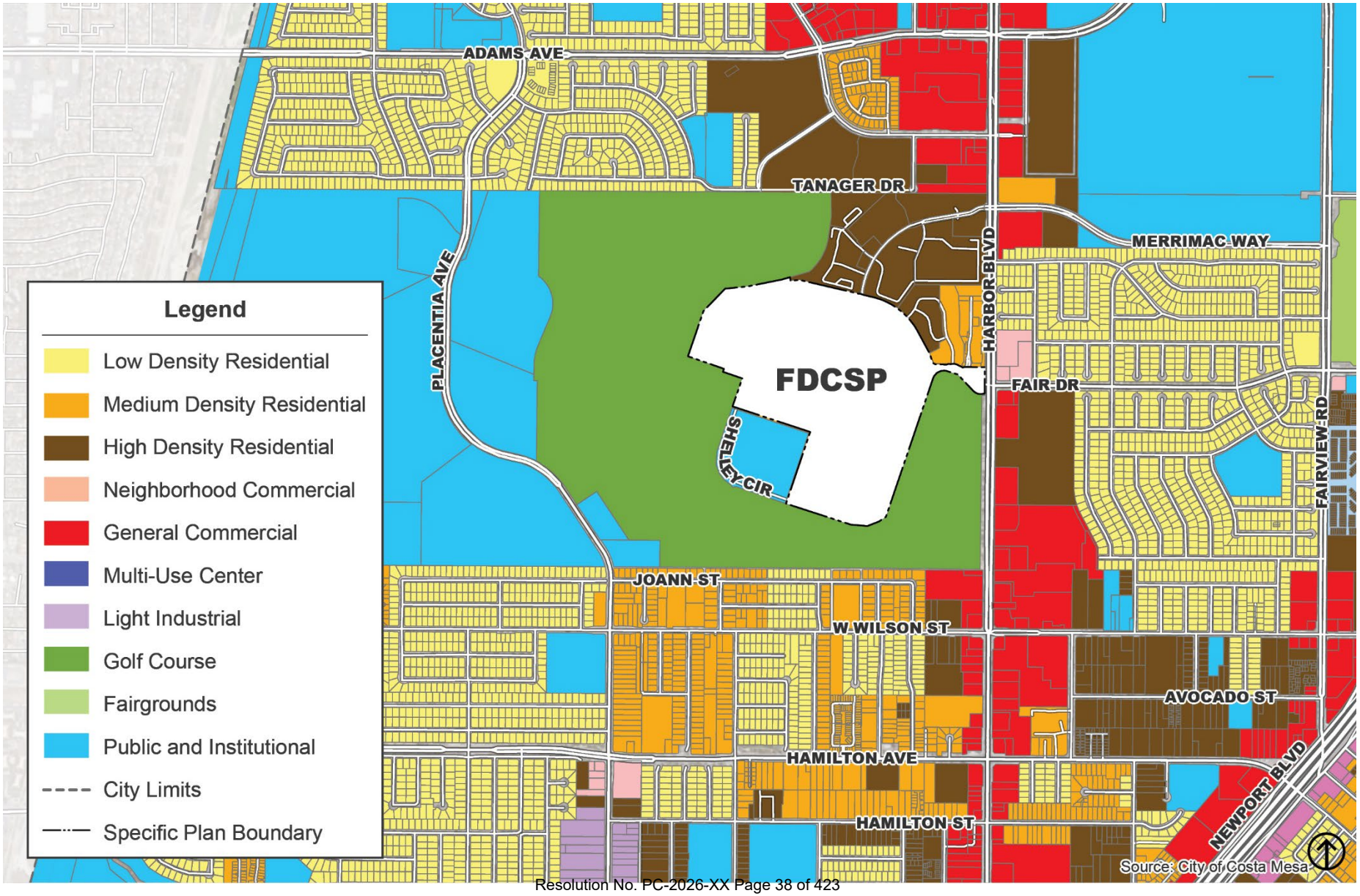
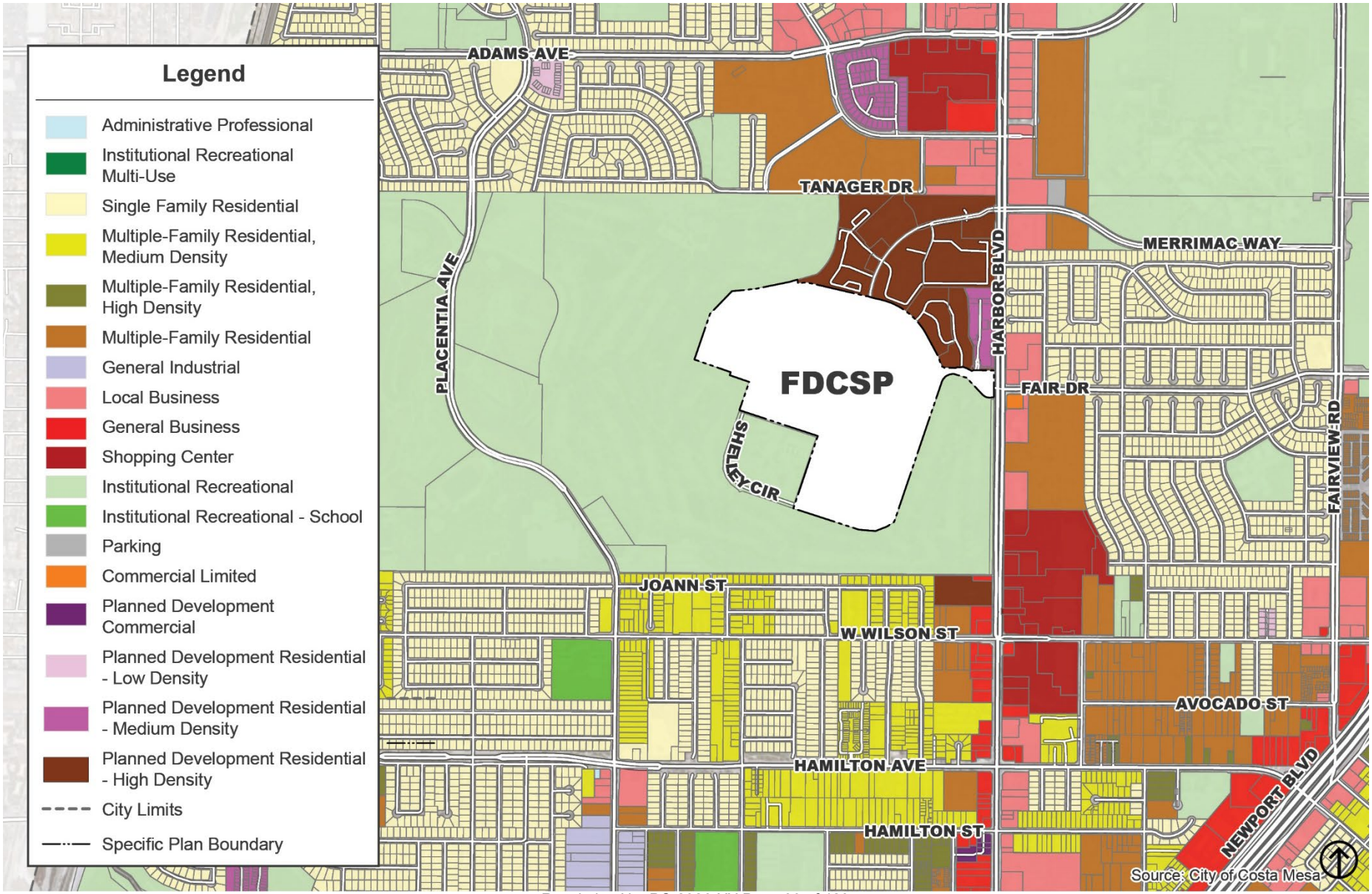


Figure 2-6: Proposed Zoning



2.4 Plan Authority

This Specific Plan was prepared in conformance with California Government Code Title 7, Division 1, Chapter 3, Article 8, Section 65450 et seq.; the City of Costa Mesa General Plan; and the Costa Mesa Municipal Code (CMMC), and has been adopted by Ordinance No. XXXX-XX.

The FDCSP serves as the zoning for the Plan area. The Plan addresses general provisions, permitted uses, development and design standards, and mobility and infrastructure improvements. Proposed development plans, tentative tract or parcel maps, and any other development approval pertaining to land or property governed by this Plan must be consistent with this Specific Plan.

The Plan supersedes the otherwise applicable City of Costa Mesa development standards, municipal code, and zoning code and regulations unless otherwise stated herein. Whenever the requirements and standards conflict with the CMMC—including the zoning code—this Plan shall take precedence. Where the Plan is silent, the CMMC shall apply, using the context and objectives of the FDCSP as a guide.

It is intended that public works projects, design review plans, detailed site plans, grading permits and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

What is a specific plan?

A specific plan is a land use tool that local governments use to regulate development in a focused area of the community. A city's general plan is the guide for growth and development citywide; a specific plan implements a general plan by focusing on the unique characteristics of a special area. Customized standards and land use regulations replace traditional zoning for that area. 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, a specific plan includes text and diagrams that generally describe:

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

The FDCSP provides a Master Developer, City staff, the public, and decision makers with information on the overall intent for the FDCSP area, design standards to facilitate implementation, and any future changes.

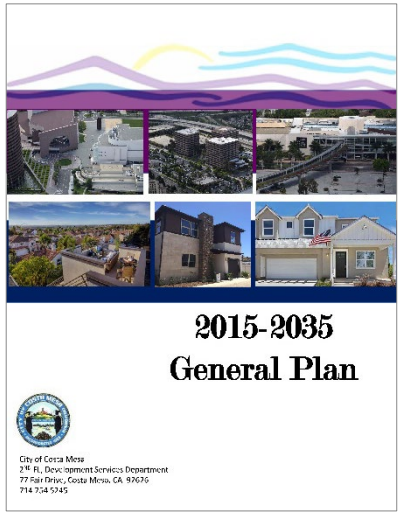
2.5 Relationship to Other Plans

This Specific Plan is consistent with the City of Costa Mesa's local planning documents. The following describes the regulatory setting of other planning documents and programs or agencies with regulatory oversight that influenced this Plan and should continue to be consulted throughout implementation of this Plan.

- City of Costa Mesa General Plan, 2016
- City of Costa Mesa Housing Element, 2023
- City of Costa Mesa Municipal Code
- City of Costa Mesa Arts & Culture Master Plan, 2021
- City of Costa Mesa Parks, Recreation, and Open Space Master Plan, 2018, Draft
- City of Costa Mesa Active Transportation Plan (ATP), 2018
- City of Costa Mesa Pedestrian Master Plan (PMP), 2024
- City of Costa Mesa Climate Action & Adaptation Plan
- Orange County Transportation Authority Long Range Transportation Plan (LRTP), 2045
- Southern California Association of Governments, Connect SoCal: 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy
- Airport Land Use Commission, Airport Environs Land Use Plan for John Wayne Airport, 2008

City of Costa Mesa General Plan, 2016

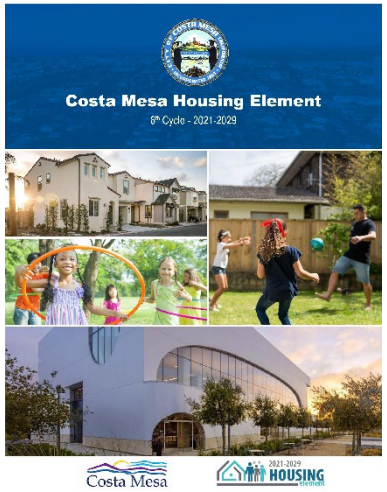
State law requires that each jurisdiction adopt a general plan that serves as a long-term framework to guide future development, public investment, and community programs based on the community's vision. The General Plan establishes goals and policies related to land use, mobility, community design, housing, open space, conservation, noise, and safety, all of which directly informed the development of this Specific Plan. The Specific Plan is an implementation tool of the General Plan to guide future development for the area.



City of Costa Mesa Housing Element, 2023

The Housing Element identifies the City's housing needs and establishes programs to facilitate production of housing across income levels, consistent with State requirements and the RHNA. As a major opportunity site identified in the Housing Element, the FDC site plays a key role in helping the City meet its RHNA obligations for the 2021–2029 planning period.

This Specific Plan incorporates a range of housing types and densities envisioned in the Housing Element and provides zoning, development standards, and implementation processes that directly support the City's housing production strategies. The Plan's focus on walkability, proximity to services, and multimodal transportation connections also advances Housing Element objectives related to fair housing, sustainable development patterns, and reducing barriers to housing for all community members.



City of Costa Mesa Municipal Code

The Costa Mesa Planning, Zoning and Development Code (Title 13 of the Municipal Code) governs property development in the City. As the primary regulatory document for development in the project, the Specific Plan establishes regulations that may differ from the Zoning Code requirements where necessary to effectively implement the General Plan and the Specific Plan vision. Where inconsistencies between the Zoning Code and Specific Plan occur, the Specific Plan shall prevail.

The Costa Mesa Municipal Code can be found at:
https://ecode360.com/CO4918

City of Costa Mesa Arts & Culture Master Plan, 2021

The Arts & Culture Master Plan sets a citywide vision for expanding public art, supporting creative expression, and strengthening Costa Mesa's identity as the "City of the Arts." The Specific Plan advances these goals by incorporating opportunities for public art, culturally oriented gathering spaces, and design features that celebrate local creativity. The Plan's emphasis on walkability and community spaces helps extend arts and cultural experiences throughout the project area which further strengthens Costa Mesa's identity and ensures that future development enriches the community's creative and cultural landscape.

City of Costa Mesa Parks, Recreation, and Open Space Master Plan, 2018, Draft

Although in draft form, the Parks, Recreation, and Open Space Master Plan provides guidance for how improvements and expansions of recreational facilities, open spaces, and trail connections are implemented citywide. It emphasizes accessible, high-quality parks that support community health, outdoor activity, and environmental sustainability. This Specific Plan aligns with the Parks, Recreation, and Open Space Master Plan by providing a connected network of parks, greenways, and multi-use paths within the project area. The Specific Plan's open space framework enhances local recreation opportunities, improves connectivity, and supports the City's broader goals for equitable and resilient outdoor environments.

City of Costa Mesa Active Transportation Plan, 2018

The Active Transportation Plan (ATP) provides goals, programs, and actions to improve non-motorized travel infrastructure, increase safety, and promote cycling and walking as viable travel modes. This Specific Plan is consistent with the ATP's objectives by encouraging pedestrian and bicycle connectivity within the project area and with surrounding neighborhoods, transit facilities, and commercial areas. Design elements such as sidewalks, multi-use paths, bike lanes, and trail connections will implement the ATP's recommended network improvements. Proposed non-motorized facilities are integrated into the broader active transportation network.

City of Costa Mesa Pedestrian Master Plan, 2024

The Pedestrian Master Plan (PMP) provides goals, objectives, and policies to enhance the pedestrian environment where pedestrian activities occur. The PMP identifies pedestrian opportunity zones throughout Costa Mesa. Although the FDC site and adjacent right-of-way along Harbor Boulevard are not identified as a pedestrian opportunity zone, this Plan prioritizes a pedestrian environment and meets the goals of the PMP.

City of Costa Mesa Climate Action & Adaptation Plan

The City of Costa Mesa is developing its Climate Action & Adaptation Plan (CAAP), a comprehensive roadmap to reduce GHG emissions from both community-wide and municipal sources. The plan will establish GHG emission reduction targets and outline a pathway to align with California's statewide climate goals, including carbon neutrality by 2045.

Orange County Transportation Authority, Long Range Transportation Plan, 2045

The Long Range Transportation Plan (LRTP) is a countywide planning document that identifies strategies and projects to meet Orange County's mobility needs through 2045. While the LRTP is currently being updated, this Specific Plan recognizes the importance of coordinating with OCTA's planning efforts to ensure consistency with regional transportation priorities, including roadway improvements, transit service expansion, and multimodal connectivity. Proposed transportation improvements will be designed to support OCTA's objectives by enhancing access to transit corridors, accommodating projected traffic volumes, and contributing to regional mobility goals. Continued consultation with OCTA will ensure that project implementation aligns with evolving LRTP recommendations and potential future connections to the site.

Southern California Association of Governments, Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

Connect SoCal is a long-range regional plan that balances future mobility and housing needs with economic, environmental, and climate-related goals. This Specific Plan supports the Connect SoCal vision by promoting transit-oriented development, multimodal access, and infrastructure that accommodates growth consistent with regional sustainability objectives. Project design elements, including

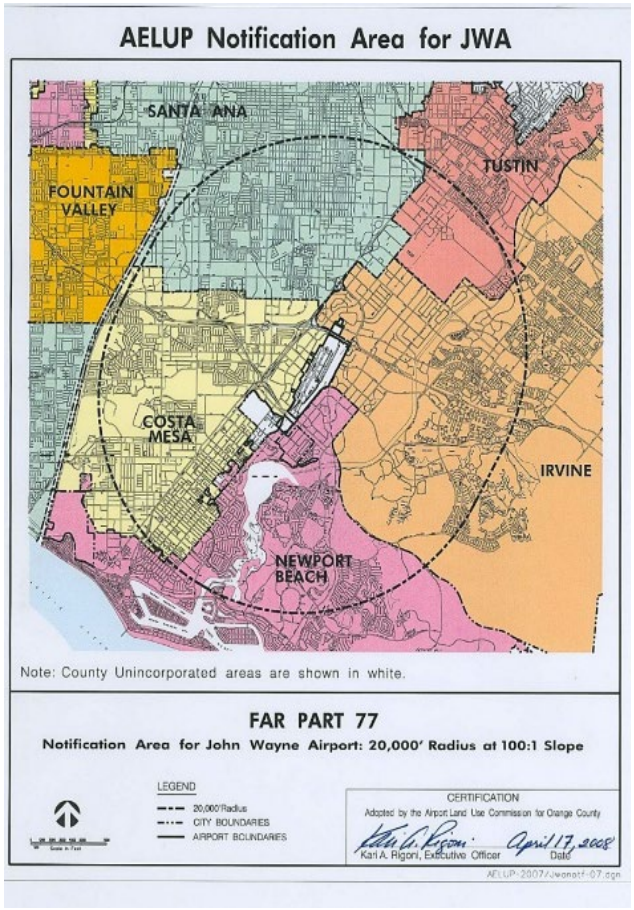
housing, employment, and transportation connections, are intended to align with SCAG's growth forecasts, reduce vehicle miles traveled, and enhance access to regional transit and active transportation networks. Coordination with SCAG ensures that the project contributes to regional goals for smart growth, air quality improvement, and climate adaptation strategies.

Airport Land Use Commission, Airport Environs Land Use Plan for John Wayne Airport, 2008

State law Section 65302.3 requires a city's general plan and specific plans to maintain consistency with the county's airport environs land use plan (AELUP). The AELUP establishes policies intended to protect public health and safety in areas surrounding airports and to support the long-term viability of airport operations. Infill development in an AELUP planning area must demonstrate compliance with all relevant policies and mitigation measures, including but not limited to sound attenuation requirements, height limitations, and occupancy restrictions.

The FDCSP site is located approximately 2.5 miles west of John Wayne Airport (JWA), placing it outside of any noise contours, but within the notification area for the airport; see Figure 2-7, *John Wayne Aiport (JWA) Noise Contours 2026 (dBL CNEL),* and 2-8, *John Wayne Aiport (JWA)Obstruction and Notification Zones.* Notification zones are delineated areas where developers and property owners are required to notify tenants or buyers of the nearby aircraft operations. Fair Drive, the primary entrance into the FDCSP site, also falls within one of the obstruction contours. These are the areas that have height restrictions to ensure safe aircraft operations.

ALUC staff reviewed the Plan with respect to compliance with the AELUP for JWA, including review of noise, height restrictions, safety, overflight and imaginary surfaces and found that future development under the FDCSP that exceeds the 100:1 Notification Surface will be required to file Form 7460-1 with the FAA.



John Wayne Airport Notification Area, Airport Land Use Commission Airport Environs Land Use Plan, 2008.

Figure 2-7: John Wayne Aiport (JWA) Noise Contours 2026 (dBL CNEL)

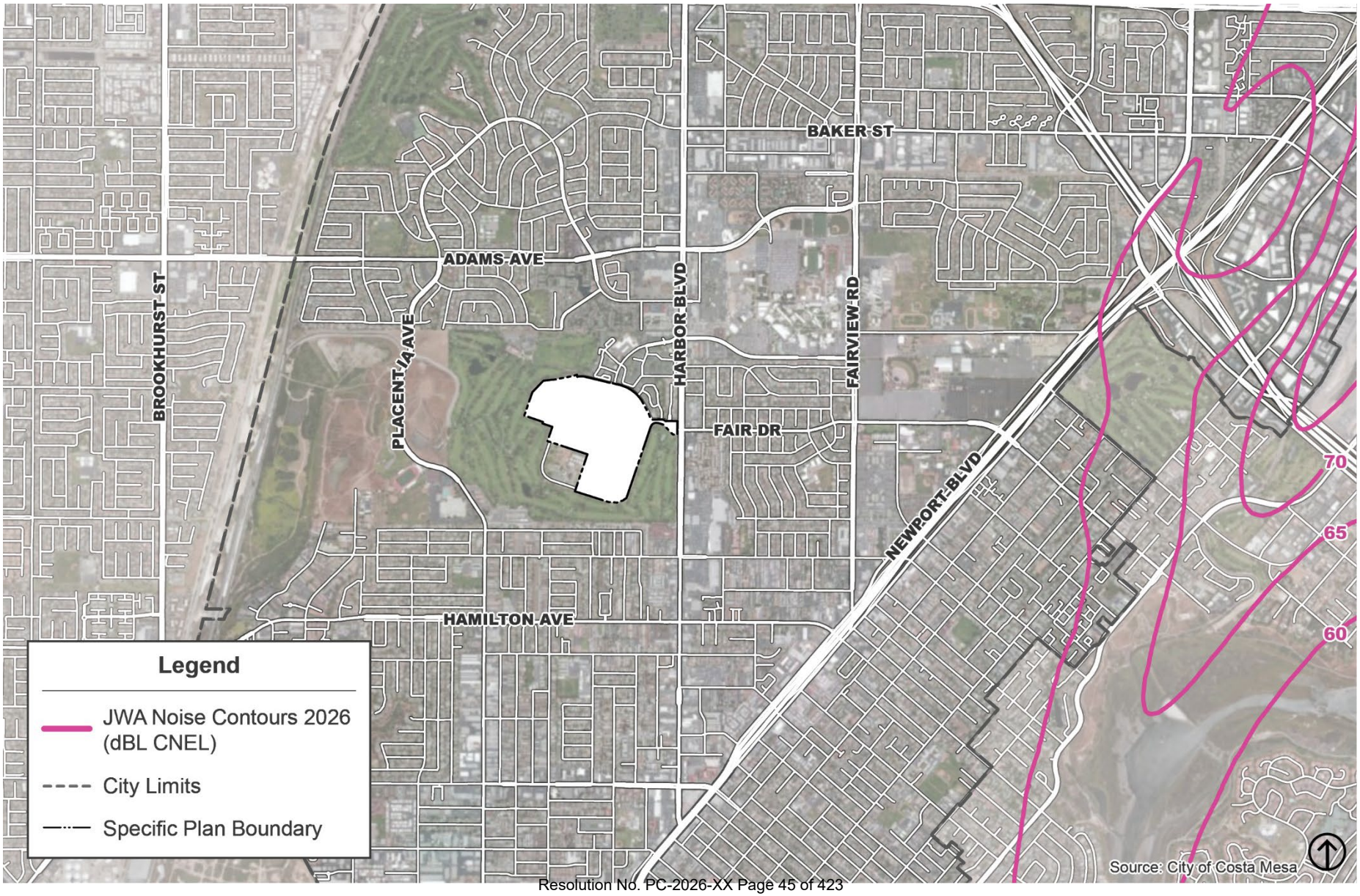
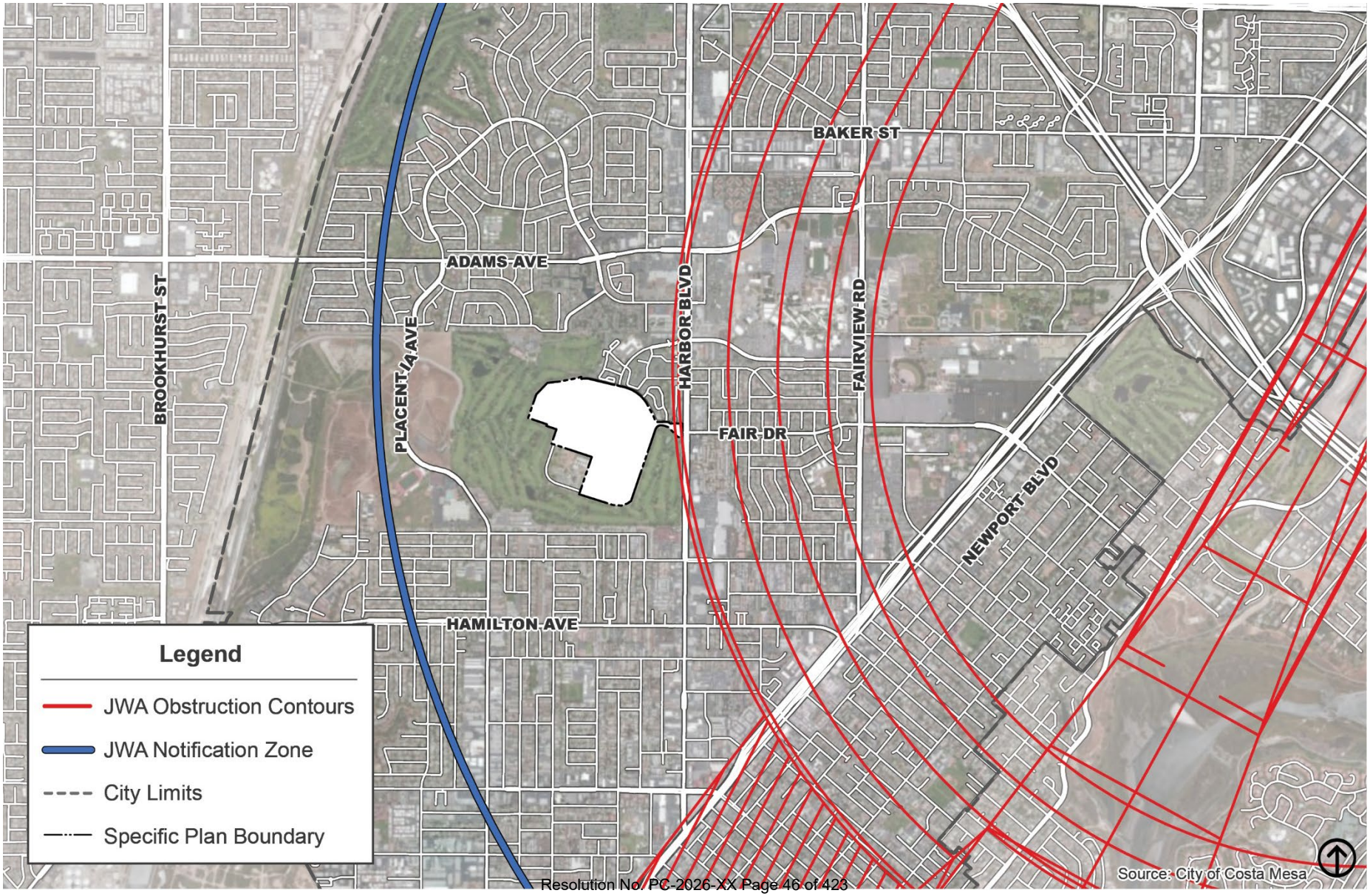


Figure 2-8: John Wayne Aiport (JWA) Obstruction and Notification Zones



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2.6 The Planning Process

The planning process is the foundation for this Specific Plan. It involved a series of community outreach events, a market study, and discussions with both Local and State agencies. Through this process, a direction for the site was reached, rooted in public input, as well as economic feasibility.

2.6.1 Community Outreach

Community participation was integral to creating a plan for the FDC that reflects Costa Mesa's values and vision. Outreach began in 2023 with the first series of workshops. In the fourth workshop, participants were offered the opportunity to take a Land Use Concept Survey, which was used to inform the land use plan (see Chapter 4). Other activities included decision-maker study sessions with both City Council and Planning Commission, stakeholder interviews, a dedicated project website, www.fdcplan.com, and the use of a variety of advertising solutions (newspaper ads, citywide mailers, and social media posts) for greater community reach. Feedback received through these efforts informed this Specific Plan. Summaries for each event can be found in Appendix B.

Community Workshops and Open Houses

The project held a series of five workshops/open houses, with two in-person meetings and one virtual meeting per workshop. Presentations and materials were provided in both English and



Outreach process poster from the Workshop 3 Series

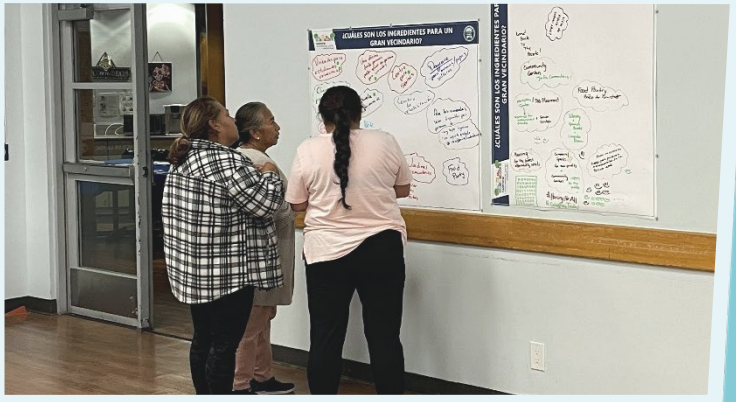
Spanish. Detailed summaries and materials can be found in Appendix B, *Outreach Materials*. A brief overview of each workshop and their related activities is provided here.

Workshop #1: November 2nd, November 3rd, November 6th, 2023

Approximately 114 attendees participated in the first workshop at the Costa Mesa Senior Center and Zoom meeting, with 65 on the first night, 10 on the second, and 39 on the third. The first meeting night was held in English, the second was in Spanish, and last provided both English and Spanish online. The meeting began with introductions of City staff and consultants and a presentation outlining the project, site context, and other obligations, such as meeting Housing Element requirements. Time was given for questions from participants. Next, a group activity engaged attendees, asking them "What are the ingredients of a great neighborhood?" Around the room, community members worked in small groups, writing their responses and ideas on posters. Each group reported out, and a discussion of recurring themes followed. Participants were notified of the next workshop, and the project's website was promoted.

Workshop #2: January 23rd, January 25th, January 29th, 2024

Approximately 129 attendees participated in the second workshop at the Costa Mesa Senior Center and Zoom meeting, with 87 on the first night, 9 on the second, and 33 on the third. The first night was held in English, the second was in Spanish, and the last night was held in both English and Spanish online. The meeting began with team introductions, followed by a presentation providing project background, timeline, and a summary of Workshop 1, while allowing time for questions from participants. The presentation included the draft Vision and Guiding Principles, and an open house with community members followed. Next, draft Circulation and Open Space Concepts were presented, with a poll for in-person participants and break-out room discussion for virtual participants for feedback. Comment cards were also used to gather community feedback. Lastly, Cal OES presented plans for the Emergency Operations Center. Participants were notified of the next workshop, and the project's website and StoryMap of existing conditions were promoted.









Workshop #3: February 29th, March 4th, March 6th, 2024

Workshop #3 was held as an open house, with approximately 176 attendees participating over three nights. The first night was hosted close to the FDC site at the Costa Mesa Country Club and had 57 attendees The second night was hosted at Harbor Iglesia Church with 94 people in attendance. The third night offered 25 participants a virtual opportunity to participate via Zoom. Each meeting was in both English and Spanish. The meeting offered five interactive stations for participants to learn about the project: Open House Information, Housing, Mobility and Traffic, Parks and Open Space, and Infrastructure. Participants had the opportunity to ask questions and engage in different activities at each station. Comment cards were also collected for additional feedback.

Workshop #4: July 24th, July 25th, July 31st, 2024

Workshop #4 was held as an open house. Approximately 58 attendees came to the fourth workshop at the Costa Mesa Senior Center—24 at the first, 19 at the second, and 15 at the third. Each meeting was in both English and Spanish. This open house reviewed and discussed three land use concepts for the Specific Plan: Fairview Promenade, Fairview Fields, and Fairview Commons. The meeting began with a presentation in English and Spanish explaining the project process, main factors, and the three land use concepts. The open house included five interactive stations for participants to learn about the three concepts: Project Information and Land Use Concepts, Housing, Mobility and Traffic, Open Space and Parks, and Infrastructure and Site Development. A land use survey and comment cards were utilized to receive feedback from the community. The workshop concluded with next steps and project timeline, including notification of pop-up events, survey results, and presentation dates to Planning Commission and City Council.

Workshop #5: March 24th, March 26th, March 30th, 2026

Workshop #5 was held as an open house. Approximately 121 attendees came to the fifth workshop. Materials were provided in both English and Spanish, including live translation. This workshop was held to share the draft specific plan document with the public. Attendees were encouraged to ask questions and provide their thoughts on the plan to the project team. Each event began with a brief presentation to provide some background information on the project. Attendees were then invited to visit six stations, each focused on an individual aspect of the Plan: Overview, Land Use, Development Standards, Mobility, Open Space, and Infrastructure and Public Services. The in-person open houses also had a seventh station with an Open Space Block Activity, where participants were invited to arrange wood blocks and park amenities on a scaled base map to explore different site configurations and trade-offs between development and open space. The draft specific plan document was available for a 30-day comment period from March 16, through April 15, 2026. The community could submit written comments at any time on individual components of the draft or on the entire draft plan, via email or through a web-based comment collector on the project website.

Planning Commission and City Council Meetings

There were seven City Council and Planning Commission Meetings that either focused on or had sections about the FDCSP. These meetings informed participants and allowed for public comment. Presentation materials can be found in Appendix B.

Website and Social Media

A dedicated project website, www.fdcplan.com, provided a platform for community members and stakeholders to learn about the FDCSP. The website outlined the project and vision, summarized outreach efforts, documented existing conditions in an interactive mapping tool, and provided project resources. The website and social media posts were used to notify community members of upcoming outreach events and project updates.

How we connected:



**Leading into workshops 4 and 5, social media posts reached an increased number of residents, with up to 22,000 residents reached per post by the 5th workshop.*

2.6.2 FDCSP Market Study (2024)

As part of the FDCSP process, PlaceWorks prepared a market study for Costa Mesa. This analysis was produced in January 2024 to gain a better understanding of the market demands for the area. This study provides a general overview of the drivers of the current market and projections for market conditions in the future to guide public discussion while developing the Plan. The full market study can be found in Appendix C, and an overview of the findings used to inform the planning process and the Specific Plan is provided here.

Overview and Findings

The City's 2021-2029 Housing Element currently envisions that the redevelopment of the FDC will result in 2,300 new housing units, of which 575 would be very low-income housing units, 345 low-income housing units, and 690 moderate-income housing units. Given the limited supply and high demand for housing as well as State and City priorities for residential development on the FDC site, meeting and/or exceeding the Housing Element allocation is reasonable for future development. To support future households, the analysis also finds that between 29,500 to 55,900 square feet of gross floor area for retail businesses and another 76,500 square feet of gross floor area for other commercial businesses (such as office uses) could be accommodated. For the purposes of this Specific Plan, approximately 35,000 square feet of retail businesses and another 76,500 square feet of gross floor area for other commercial businesses (such as office uses) could be accommodated.

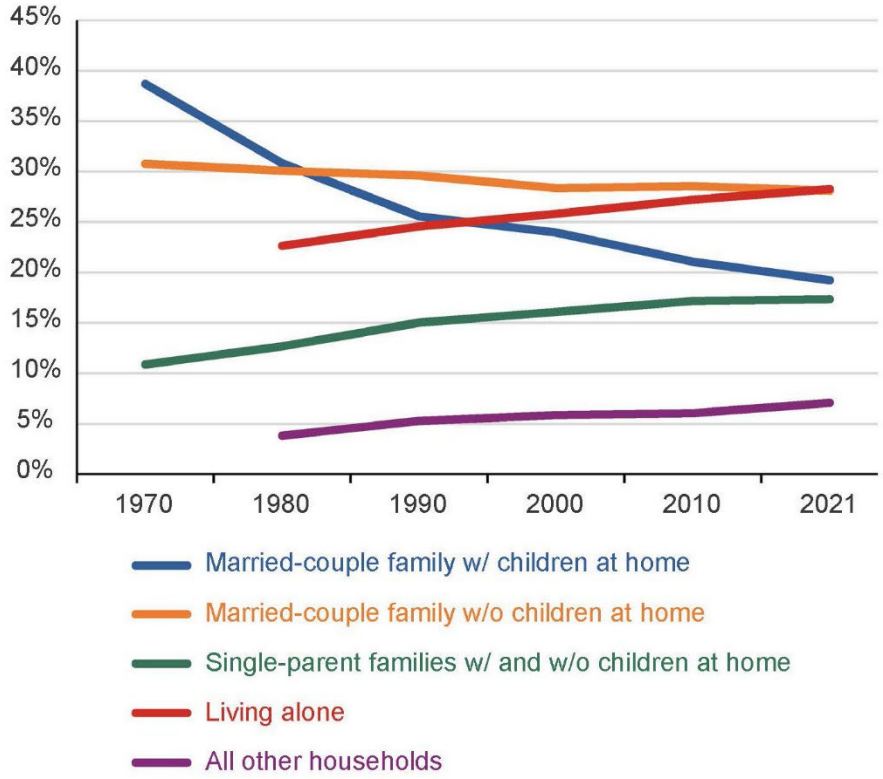
Housing Demand

Costa Mesa is largely made up of single-family detached and attached housing units, reflecting the historic trend of a population largely made up of family households with children. While the other significant portion of the City's housing supply is made up of multi-family units, the study indicates that most current, recent, and future households in the City will not have children and will generally include three people or fewer.

At a national and regional level, trends show that families are shrinking, and the number of births and fertility rate have both been declining since 2007. This is reflected in the decrease in households of married couples with children under 18 and households with children under 18 regardless of marital status. Additionally, the number of single people who live alone is increasing. Figure 2-9*: Type of Household by Share of Total Number of Households, 1970-2021* shows this trend.

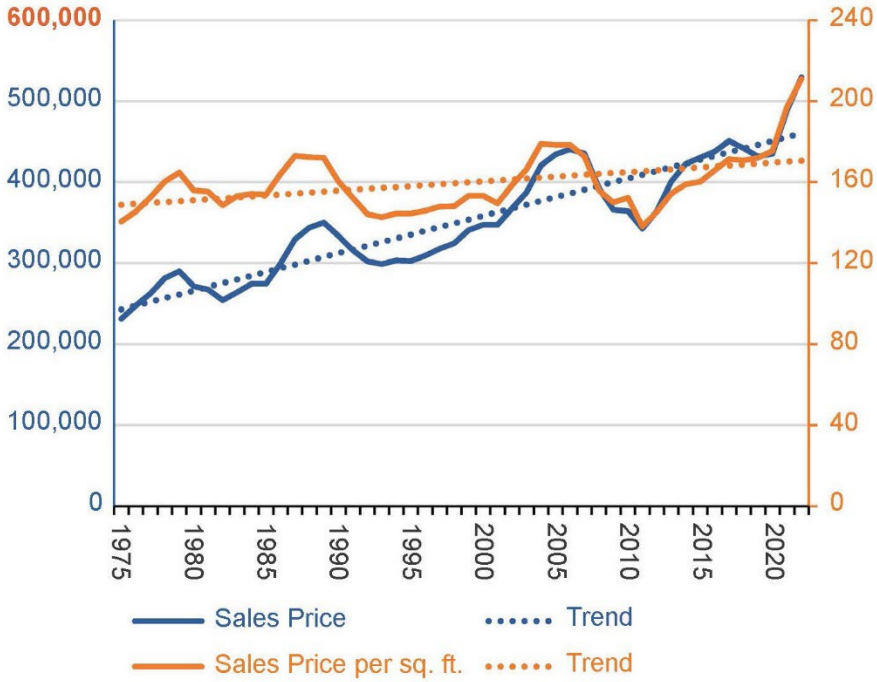
In many areas across the United States, including California, housing supply is not meeting housing demand. The number of new housing units built between 2009 and 2019 was substantially lower than the number of units needed per year and has only recently returned to the average annual housing production rates needed to keep pace with population shifts. Furthermore, housing units have been increasing in size since 1971, with single family households increasing 71 percent since then and multifamily units increasing 29 percent.

Figure 2-9: Type of Household by Share of Total Number of Households, 1970–2021



Source: PlaceWorks, 2023, using data from the US Census Bureau, 2021 Public Use Microdata Set

Figure 2-10: Real Average Sales Price and Real Estate Average Sales per Square Foot for New Single Family Housing, 1971–2021



Source: PlaceWorks, 2023, using data from the US Census Bureau, 2021 Public Use Microdata Set

While the numbers of new housing units are climbing back to an adequate level per year, there is now a mismatch in living arrangements and housing production, as the market continues to build predominantly larger, single-family detached housing units although there is a decline in households with children and smaller average household sizes. While a solution to this mismatch and unaffordable housing prices is building smaller housing units, there is a financial incentive to build larger units if the market continues to support it. As a result, housing process continue to rise, as displayed by the data in Figure 2-10.

In Costa Mesa and the surrounding market area, which includes Fountain Valley and other nearby cities such as Huntington Beach and Newport Beach, there has been a slight decrease in household sizes since 2013 and a decrease in households with children. A majority of households are one- or two-person households. Many different housing characteristics of Costa Mesa households are described in the market study (see Appendix C), including incomes, household types, tenure, household sizes, multi-generational households, etc. These characteristics highlight three main implications for the overall market area, and more specifically, for development in the Specific Plan area.

1. Smaller Households: The Specific Plan should facilitate units with fewer bedrooms to accommodate the smaller households moving into the area and the overall trend for these housing types.

2. Overcrowding and Overpayment: The Specific Plan should provide options for existing over-paying and overcrowded households.

3. Housing and Age: The Specific Plan should take into consideration the housing needs of those aged 65 and older as well as the needs of children.

The redevelopment of the FDC is expected to create new market demand above and beyond that expected based on current trends for both rental housing and ownership housing. This will help to alleviate overcrowding and provide affordable housing with easy access to nearby job centers and transit corridors. Costa Mesa is one of the main job centers in Orange County, with a combined net inflow of almost 39,000 workers across all economic sectors.

Non-residential Demand

The market study also looked at the marked demand for non-residential uses. Due to the location of the site and its lack of visibility from Harbor Boulevard, it would be challenging to develop commercial uses that rely on attracting consumers, such as comparison goods retail. However, the future development would be able to support some amount of convenience goods and services that could be utilized by households residing in the Specific Plan area. The analysis outlined that the leasable area for retail businesses could be used for a range of commercial uses, including both comparison goods and convenience goods. The study found that the Specific Plan area would have greater potential for accommodating convenience goods and services, which include things like small grocery stores and restaurants (see Table 2-1).

Comparison Goods

Items that are purchased more infrequently.

Convenience Goods & Services

Items that people need on a regular basis.

The study also supports the inclusion of approximately 76,760 square feet of gross floor area for other commercial uses and non-commercial uses, including medical offices, professional offices, and personal care services.

The study suggests that only a limited amount of non-residential space is appropriate in the Specific Plan area, and it would mainly be supported by the households living there. Although a limited amount of non-residential uses are required in the development, the study notes that additional commercial areas could be included if desired. However, expanding commercial activity may bring other implications, such as increased traffic impacts or the need to attract customers from outside the Specific Plan area. The market study informed the land uses included in Table 4-3 of the Specific Plan.

Table 2-1: Retail Market Potential in Square Feet of Gross Floor Area

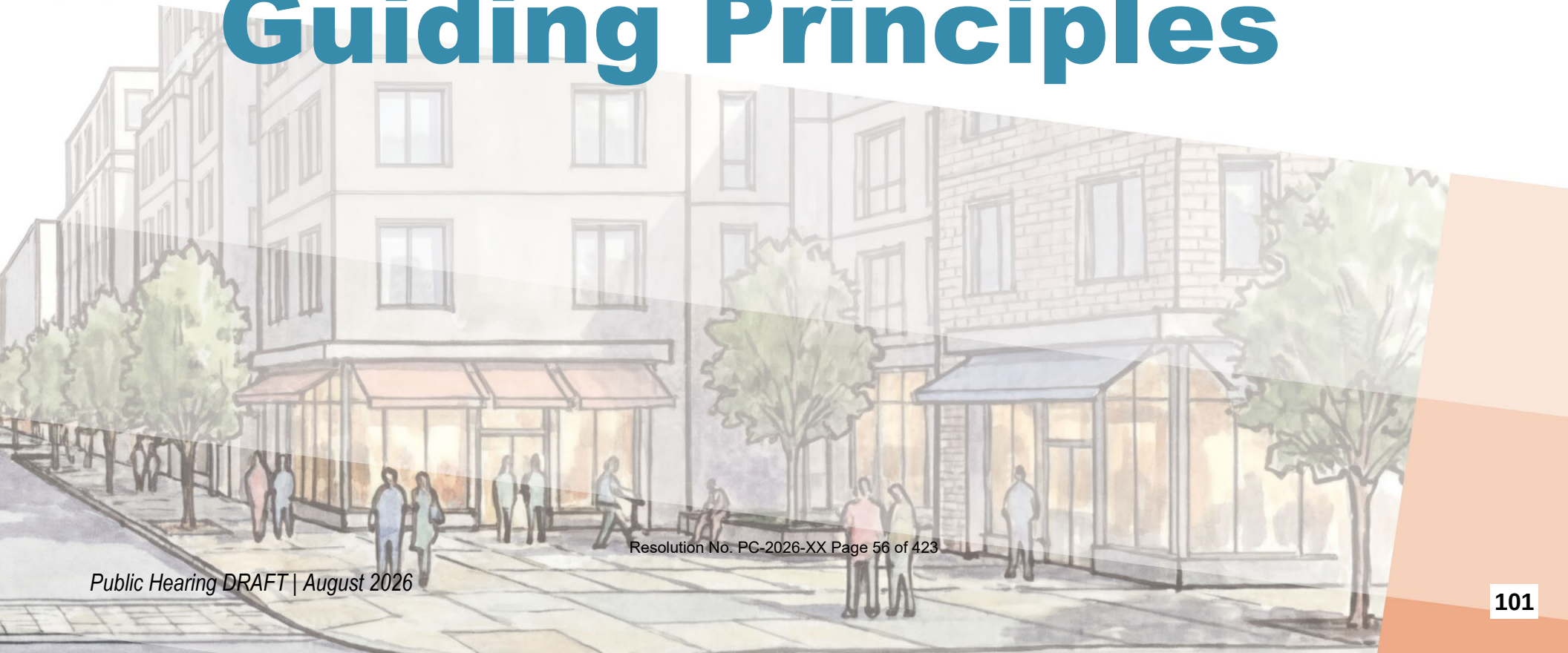
Store Type	Recommended Plan Area Retail (Square Feet)
CONVENIENCE GOODS & SERVICES	
Grocery stores	10,000 to 14,000
Specialty food stores	Up to 1,000
Beer, wine, and liquor stores	Up to 2,400
Health and personal care stores	10,000 to 12,500
Gasoline stations	2,000 to 3,000
Drinking places (alcoholic beverages)	Up to 1,500
Restaurants and other eating places	2,500 to 5,000
COMPARISON GOODS	
Home furnishings stores	Up to 1,000
Clothing stores	2,000 to 3,000
Other general merchandise stores (NAICS 4523)	Up to 10,000
Other miscellaneous store retailers (NAICS 4539)	1,000 to 1,500
TOTAL	**29,500 to 55,900**

Source: PlaceWorks, 2023, using retail spending estimates from Claritas



3

Vision & Guiding Principles




















3.1 Purpose

A vision is a forward-looking and aspirational statement that expresses the desired future state of a specific area or region. It serves as a guide for the planning and development of the land, encapsulating the long-term goals and values of the community. It is a reference point to ensure the land use plan reflects the collective vision and values of the community while achieving important housing goals set by the City and State. Overall, a vision statement paints a picture of what the specific plan hopes to achieve in terms of physical development, sustainability, connectivity, cultural and social integration, economic vitality, adaptability, and quality of life. This chapter presents the Vision and Guiding Principles that will guide future development when implementing this Plan.

Developing the Vision

The vision was developed using feedback from a series of events and meetings, including:

- *Community and Stakeholder Interviews*
- *Community Workshops (English and Spanish)*
- *Planning Commission and City Council Study Sessions*

The community offers valuable perspectives on the City and project area, drawing from their first-hand experiences of engaging with local spaces. For more information on these events, see Chapter 2 and Appendix

3.2 Vision Statement

A distinctive place in Costa Mesa, the former Fairview Developmental Center will be transformed into a collection of new neighborhoods that meets the community's diverse housing needs. Surrounded primarily by the municipal golf course, the site will be planned to reflect what matters most to the Costa Mesa—creating an affordable, desirable, and inclusive place to live for families, young adults, and seniors.

Residents of all backgrounds and age groups will have access to high-quality homes, in a welcoming environment that supports a strong sense of belonging. A variety of housing types and architectural styles will accommodate a broad range of incomes, household types, life stages, and special needs. Buildings will be sustainably designed with durable, high-quality, and innovative materials, while infrastructure and open spaces will take advantage of opportunities to design with nature and support environmental protection.

The community will be inviting and active, offering abundant and accessible outdoor amenities , that support relaxation, social interaction, exercise, and play for residents and visitors alike. Streets will prioritize safety and encourage walking bicycling, reducing reliance on automobiles. The Shelley Trail and internal paseo network will provide additional pedestrian and bicycle connections throughout the site and link to surrounding trail systems.

Through this transformation the redevelopment of the Fairview Developmental Center will become a valued addition to Costa Mesa, grounded in the community's shared values and reflective of the quality of life enjoyed by its residents.

3.3 Guiding Principles

The following principles shall guide the design and development of the FDC site:

Principle #1: Advance Costa Mesa's housing goals.

Residential development will be required to meet the City's housing goals and objectives, identified in the City's 2021-2029 Housing Element, and any future adopted Housing Element, for the FDC site. This will include the residential units built by the Master Developer as well as the planned housing to be developed by the Department of Developmental Services. Affordable housing may be provided as stand-alone buildings or integrated with market-rate housing. The architectural design, construction quality, and materials used for affordable housing shall be comparable to those used for market-rate housing.



Principle #2: Create a network of connected gathering places and vibrant, accessible open spaces.

A comprehensive system of public open spaces and recreation areas, including parks, paseos, and trails, will be distributed throughout the site. The Shelley Circle Trail will run along the edge of the property, adjacent to the golf course, with a connection to the Tanager Trail. One or more paseos will provide off-road walking and biking routes that connect neighborhoods to parks and the Shelley Circle Trail. Public park land, park improvements, and park in-lieu fees will be provided, as outlined in the CMMC Title 12, Chapter XII, Article 4.

Public parks will offer a variety of community-serving amenities such as, sport courts, multipurpose fields, walking paths, playgrounds, and seating areas. Gathering places will reflect the diversity and culture of Costa Mesa and be designed to be attractive, welcoming, and accessible to all, supporting physical and mental well-being. Private and common open space amenities within residential areas will complement the public open space network.

Principle #3: Provide neighborhood-serving retail and community amenities.

The Specific Plan will allow for and encourage neighborhood-serving retail and community amenities that meet the daily needs of current and future residents. Such uses may be incorporated within mixed-use buildings with ground-floor commercial spaces with residential uses above, or within small-scale centers that are easily accessible by the neighborhoods. Other community amenities, such as a library,

art studio, fitness center, places of worship, or similar uses, are also encouraged to provide social interactions.

Principle #4: Prioritize multimodal transportation and safety.

Walking, bicycling, and public transit should be the most convenient and attractive ways to travel within and to the Specific Plan area. An interconnected network of streets, trails, and smaller block sizes will improve connectivity, accessibility and travel efficiency for all users. Safety features such as high-visibility crosswalks, buffered bike lanes, and convenient bus stops, will further support these modes. Car sharing and electric vehicle sharing options will be encouraged to reduce reliance on personal vehicles. Site design for all uses must also include adequate curbside pick-up and drop-off areas.



Principle #5: Integrate the natural and built environment to support long-term fiscal and environmental sustainability.

Redeveloping the FDC site creates an opportunity for a holistic approach to buildings, open spaces, and infrastructure that is sustainable, healthy, and resilient. Design should integrate nature through passive heating and cooling, green infrastructure, sustainable materials, and outdoor spaces that mitigate heat, restore native plants and trees. Development should also advance long-term fiscal sustainability by using resources efficiently and contributing, where feasible, to the infrastructure and services it requires. This balanced approach supports environmental stewardship, reduces impacts on existing taxpayers, and promotes a high quality of life for the community.





4

Land Use & Urban Design



4.1 Purpose

This chapter establishes the land use, development, and design regulations for redevelopment of the Fairview Developmental Center Specific Plan (FDCSP) area. This chapter must be used with chapters 5, 6, and 7, which provide details on mobility, open space, and infrastructure. Once selected, the Master Developer will provide more detailed plans demonstrating how the components of this Plan will be implemented. Consistent with the guiding principles in Chapter 3, objectives are included throughout this chapter to support interpretation and implementation related to land use, urban design, and housing.



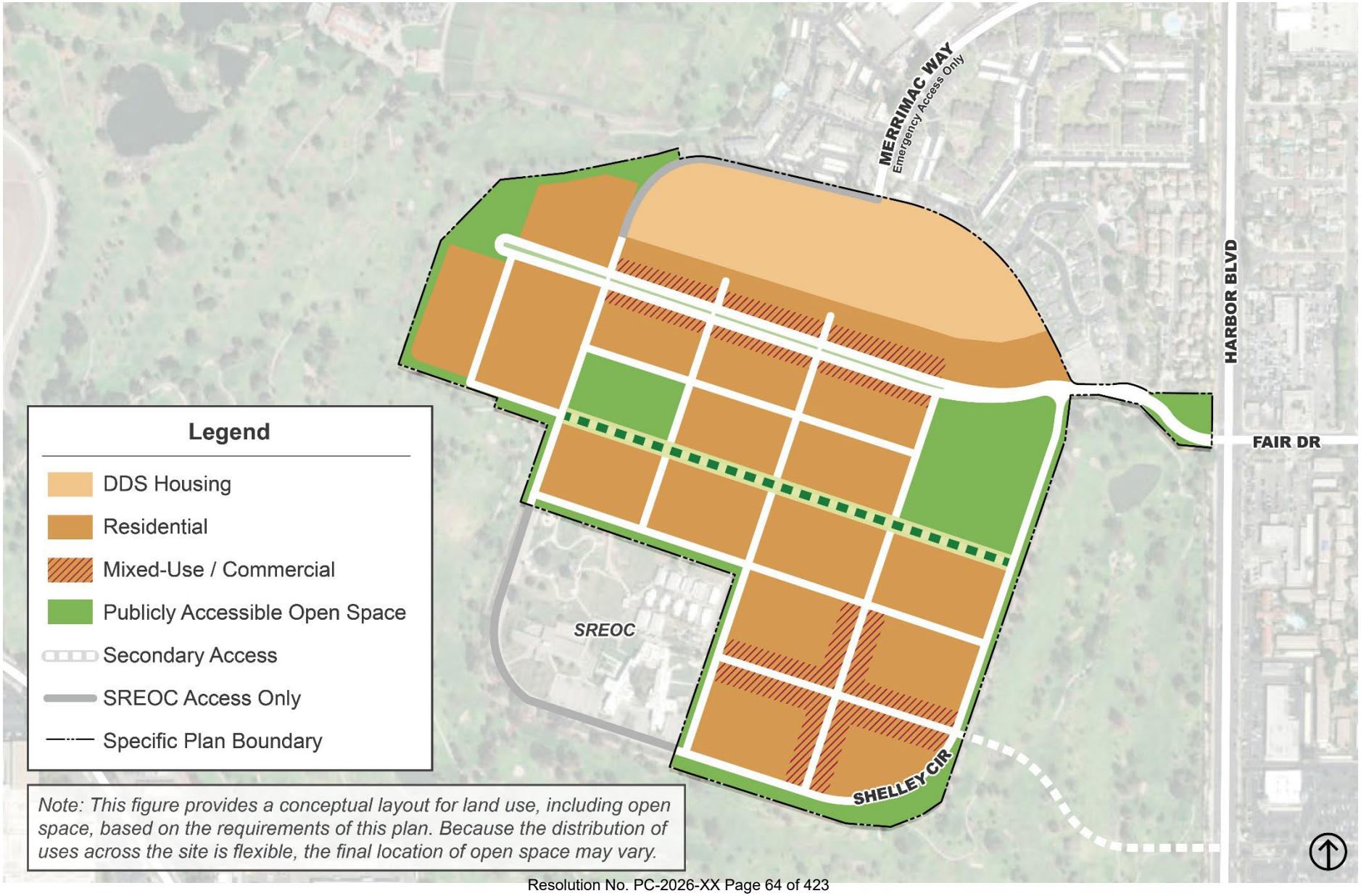
A variety of housing types, including townhomes, are expected to be developed throughout the Specific Plan area.

4.2 Land Use Plan

The land use plan establishes the uses and buildout range for the Specific Plan area. Developed with input from the community and City decision makers, (see Chapter 2), the plan envisions a mixed-use community that allows for both vertical and horizontal integration of uses. While some uses offer implementation flexibility, others, such as DDS Housing, require dedicated areas. The sections below define the land uses, buildout, and the regulatory framework, also known as zoning. These land uses and their locations support the following objectives:

1. Encourage residential and commercial projects that actively engage streets, parks, and other public open spaces.
2. Create diverse mixed-use, mixed-income neighborhoods.
3. Locate parks and open space amenities throughout the FDC plan area to provide an inviting, comfortable, and activated outdoor experience.
4. Design a land use plan and circulation network that prioritizes pedestrians and provides safe access to the FDC area for all modes of transportation.

Figure 4-1: Conceptual Land Use Plan



4.2.1 Land Use Designations and Buildout

Figure 4-1 provides the conceptual land use plan for the Specific Plan area with some flexibility in the final roadway alignments, location of commercial/ retail uses, and distribution of public open space. Table 4-1, *Statistical Summary*, provides the range of housing units, maximum non-residential square feet, and minimum open space requirement for the site. To supplement this section, Figure 4-2, *Conceptual Site Plan*, is an illustrative depicting possible implementation of the conceptual land use plan.

Buildout

As shown in Table 4-1, *Land Use Statistical Summary*, minimum and maximum buildout are provided for the site with a range of opportunities for both residential and commercial use. Publicly accessible open space has a minimum requirement and is also regulated by Chapter 6. Residential uses are further broken down into income requirements that must be met to implement the Plan. This buildout was informed by the City's Housing Element, State legislation, and the market study summarized in Chapter 2 and provided in Appendix C.

Land Use Designations

The following land use designations define the identified uses of the conceptual land use plan shown in Figure 4-1.

Department of Developmental Services (DDS) Housing. This designation includes approximately 15 acres to be retained by the State Department of Developmental Services for the development of housing for the developmentally disabled (very low income) and housing for moderate and above moderate households. Development in this designation is anticipated to be built at a lower density and scale (height and mass) than the rest of the site to create a transition between the former FDC site and adjacent Harbor Village Apartments. See Section 4.4 for more information on the DDS site. On Figure 4-1, this designation is fixed and must be implemented in the area shown for DDS housing.

Residential. This land use designation is intended to allow for a wide range of housing types available to a variety of income levels. The Residential category also allows for a range of senior living options, including independent and assisted living. Public and private recreational uses, daycare, and neighborhood-serving amenities are allowed. On Figure 4-1, *Conceptual Land Use Plan*, this designation is implemented by the Residential areas.

Mixed-Use / Commercial. Neighborhood-serving non-residential uses are encouraged in either a stand-alone or mixed-use configuration, including uses such as restaurants, coffee shops, small grocery and retail stores, pharmacies, studio and fitness facilities, and small office uses, including small scale medical office. This land use designation is flexible and floats across the site depending on the final roadway and open space design. Figure 4-1 depicts possible locations with high visibility and community accessibility that would be ideal for commercial retail uses.

Publicly Accessible Open Space. The Open Space designation is intended for various parks and open space uses that are open to the general public, including neighborhood parks, recreation centers and cultural facilities, and smaller pocket parks as well as trails for pedestrians and bicyclists.

Table 4-1: Land Use Statistical Summary

Land Use	Development Minimum	Development Maximum
RESIDENTIAL[1]		
Very Low Income	575 units[2]	-
Low Income	345 units	-
Moderate Income	690 units	-
Above Moderate Income	690 units	-
TOTAL UNITS[4]	**2,300 units**	**4,000 units[6]**
COMMERCIAL[5]	**10,000 square feet**	**35,000 square feet**
PUBLIC OPEN SPACE[3]	**14 acres**	**No maximum**

NOTES:

1. Very low, low, moderate, and above moderate income categories are defined in Chapter 2, Section B (2.), of the City's 2021-2029 Housing Element. The income category percentages are shown in Table 4-2. The mix of affordable units may be modified when submitting an Affordable Housing Plan; see Chapter 8, *Administration and Implementation*.
2. Very Low income units shall include 200 Permanent Supportive Housing Units in accordance with State Code Section 14670.31. Housing developed on-site by DDS may count toward meeting this requirement.
3. Public Open Space includes public parks, trails, plazas, and other types of open spaces available to the general public. It does not include private space that is considered an on-site amenity for multifamily housing and is primarily accessible by the residents of the development. For additional criteria, see Chapter 6, *Open Space*.
4. Total units include the residential development within the 15 acres of land retained by DDS.
5. Per Section 4.2.1, can be provided in a mixed-use or stand-alone building.
6. The maximum number of units provided in this table is consistent with the number of units analyzed in the EIR, this maximum does not preclude density bonus or other state laws that promote and streamline housing development.
7. A developer may propose an alternative means of compliance with the minimum requirements in this table by providing a different mix of very low, low, and moderate income housing as long as the overall number of affordable units is met. Alternatively, a developer may propose a lower number of total affordable units if the mix proposes deeper levels of affordability (e.g. there is an increase in extremely low, very low, or low income categories). Compliance will be reviewed as part of the submitted affordable housing plan and determination made by the Community Development Director or designee (see Chapter 8).

Flexibility in the final location and configuration of publicly accessible open space is defined in Section 6.2, *Open Space and Trails Plan*. Figure 4-1 shows conceptual locations for implementing this designation.

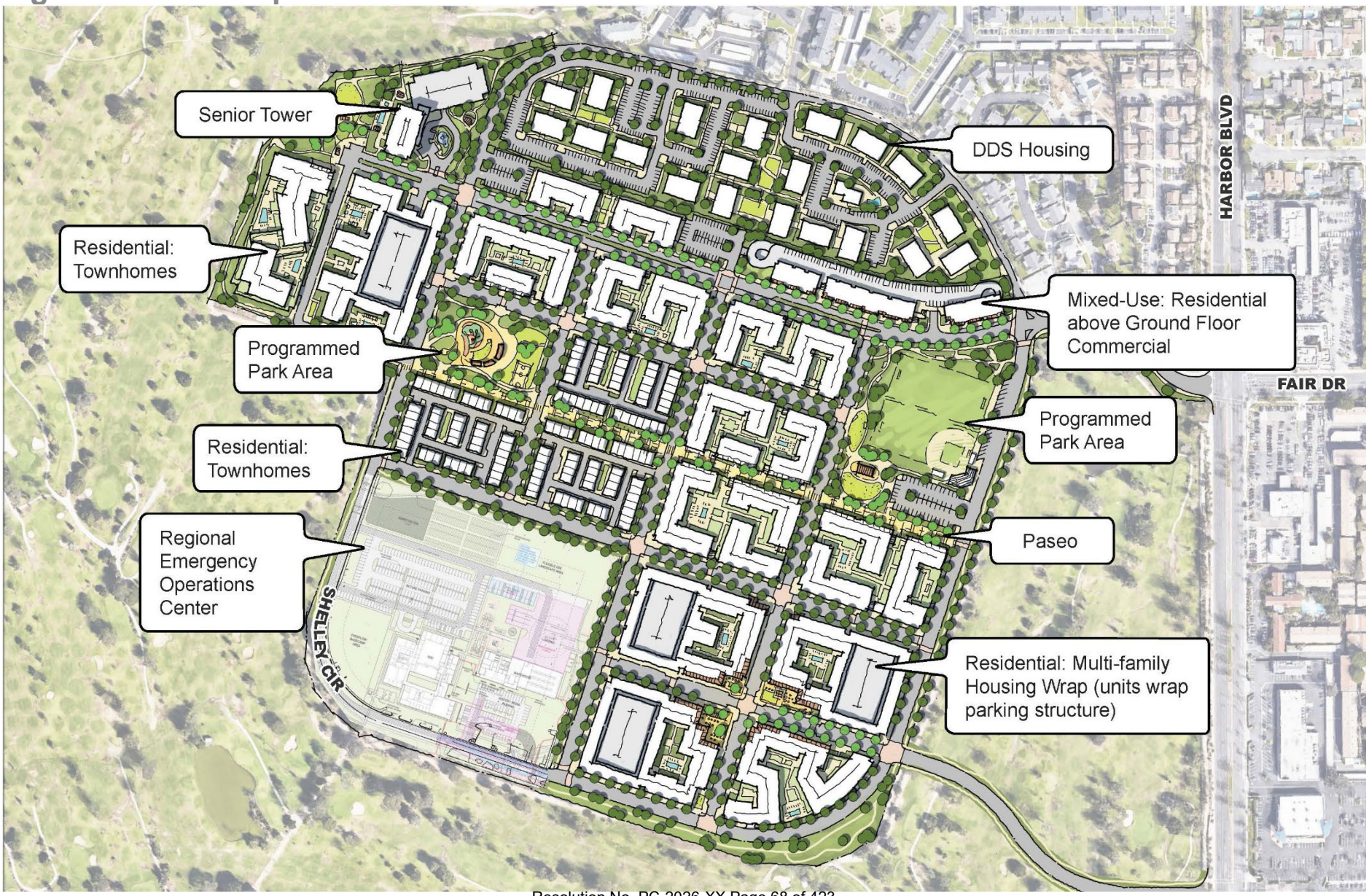
4.3 Urban Design

Urban design includes several key elements that develop the character of a place. These include, but are not limited to, urban form, views, open space, activity nodes, architectural character, streetscape, and the surrounding environment. When implementing the "Plans"—land use, housing, open space, mobility, and infrastructure—of this chapter, a Master Developer's ultimate site and development plan shall implement the objectives of Section 4.1. Additionally, the final location and site design shall meet the following objectives:

1. Locate community amenities such as commercial retail uses along a primary street frontage. (As noted in Section 4.2.1, the commercial/retail component may be in a stand-alone building or group of buildings, incorporated on the ground floor of a residential building, or both.) These amenities shall also be easily accessible to residents by either walking or riding a bicycle.
2. Design publicly accessible open space to create gathering areas for the neighborhoods, with outdoor amenities and spaces for dining, socializing, events, and other activities.
3. Design buildings so that uses open onto a street, plaza, or park, with parking on the street, side, or rear of the lot.
4. Allow for future expansion and flexibility in terms of use mix.
5. Provide a safe pedestrian experience to and from all the uses in the project.
6. Design loading and unloading areas to ensure that they do not interfere with pedestrian, bicycle, or primary vehicle circulation.
7. Design parks and other open space areas to allow for natural surveillance or "eyes on the street" by maximizing the visibility of people, parking, and building entrances.
8. Incorporate existing, healthy trees as a design feature in landscaped areas or outdoor amenity spaces where feasible.

A visual representation that depicts the implementation of these objectives is shown on Figure 4-2, *Conceptual Site Plan*. Additional design objectives are incorporated in applicable sections throughout the rest of this chapter.

Figure 4-2: Conceptual Site Plan



4.4 Housing Plan

Housing—that is, residential uses—is the primary land use for the Specific Plan area. Housing is identified as a priority by the City's General Plan, 2021-2029 Housing Element, and in various State legislation described in Chapter 2. Adequate housing supply is also one of City Council's strategic priorities. As depicted in Figure 4-2, a variety of housing product types are suitable for development in the Specific Plan area. These housing types, also described in Section 4.1.1, were supported by the market study conducted as part of this Plan. Additionally, this Plan requires that a certain number of affordable units be provided, as identified in Table 4-1, *Statistical Summary*. The affordability for income categories is dependent on the annual median family income (MFI) for Orange County, as determined by the State Department of Housing and Community Development. Table 4-2 provides the income category by percentage of MFI. Tracking requirements for the Housing Plan are provided in Chapter 8, *Administration and Implementation*.

Future DDS housing will contribute to the total number of units for the Specific Plan area. The changing model of care, as discussed in Chapter 1, will require that units meet the needs of the disabled community. DDS will be responsible for the development of this portion of the property and may work with the Master Developer or choose a different approach for implementation.

The design of residential projects (market-rate and affordable) shall meet the following objectives:

1. Design buildings to front onto streets, parks, the golf course, or common open spaces, except where properties front along the edge of the SREOC.
2. Future buildings are designed and oriented so that all residents and visitors can see and experience the golf course, paseo, parks, or open space features.
3. Orient buildings and design landscaping for energy efficiency (e.g., to capture day lighting, minimize heat gain, take advantage of prevailing breezes, and for natural ventilation).
4. Architecturally treat all sides of a building to reflect a coherent architectural style through the use of materials, massing, articulation, and scale.
5. Promote pedestrian activity by placing entrances at or above street level and locating stairs near the building's entrance.
6. Activate the ground floor of residential buildings with building amenities, such as recreation areas, co-working spaces, or other services.
7. Provide convenient pedestrian and bike access from homes to adjacent streets or paseos.
8. Utilize alleys and/or side streets for driveway access where feasible to avoid curb cuts along backbone roads.
9. Screen parking structures with residential or commercial uses, landscaping, murals, or other architectural treatment.

10. Locate windows, balconies, and courtyards to offer views of sidewalks, open space areas, or other amenities.

4.4.1 Housing Types

The FDCSP has specific housing requirements as identified in the City's 2021-2029 Housing Element and Table 4-1. Guiding principle #1—Ensure that Costa Mesa's housing goals are met for the FDC site—stresses the importance of housing for the Plan area. To meet these housing needs, a variety of housing and unit types are permitted and encouraged to foster a vibrant mixed-use/ mixed-income neighborhood. These include but are not limited to:

- Townhomes
- Multi-family dwellings
- Age-restricted buildings/units
- Income restricted buildings/units
- Permanent supportive housing units
- Single room occupancy units
- Mixed-use buildings
- Single family homes
- Duplex buildings/units

Future development shall include for-sale and for-rent units. Units that qualify as affordable housing shall also comply with the tracking requirements of Chapter 8, *Administration and Implementation*.

The City encourages the development of for-sale housing and will consider certain concessions or incentives. Any concessions will need to be negotiated as part of a development agreement and may include: the delay in payment of park in-lieu fees until certificate of occupancy; the delay or reduction in other City fees; and other types of incentives.

Table 4-2: Income Categories

Income Category[1]	% Range of Median Family Income
Very Low Income[2]	0–50%
Low Income	51–80%
Moderate Income	81–120%
Above Moderate Income	Greater than 120%

Source: City of Costa Mesa 2021-2029 Housing Element

NOTES

1. See Table 4-1, Statistical Summary, for minimum unit requirement by Income Category.
2. Includes Extremely Low Income and Acutely Low Income, as defined by HSC § 50106.

4.5 Uses

As identified in the State's disposition process and bolstered by the Plan's vision and guiding principle discussed in Section 4.4.1, residential uses shall be the predominant allowed use for the Plan area (as stated in Government Code Section 14670.31 and discussed in Section 1.2.2).

Table 4-3, *Permitted and Conditionally Permitted Uses*, identifies the land uses that are permitted, require a Minor Conditional Use Permit, or are not permitted. Definitions of allowed land uses are provided in Appendix A, *Definitions*.

Any use not listed in Table 4-3 shall be prohibited unless deemed to be similar in nature to an allowable use, as determined by the Department Director, or designee through the provisions of Chapter 8, *Administration and Implementation*.





Housing is prioritized for the FDCSP area, with many uses—including temporary events—permitted to support residents and create a vibrant community.

Table 4-3: Permitted and Conditionally Permitted Uses

P - Permitted | MC - Minor Conditional Use Permit | N - Not Permitted TUP - Temporary Use Permit		Notes
RESIDENTIAL		
Multi-family Residences[2]	P	
Permanent Supportive Housing	P	
Common Interest Developments	P	
Single-Family Residence (attached and detached)	P	
Townhomes	P	
Single Room Occupancy Units	P	
Senior Housing	P	
OFFICE		
Administrative	P	
Professional	P	
Medical (less than 10,000 sq ft)	P	
RETAIL		
Artisan Studio (includes retail sales, and display on-site)	P	
Active Entertainment (less than 5,000 sq ft)	P	
Grocery Store (less than 10,000 sq ft)	P	
Liquor Store	MC	
Restaurant (with or without outdoor dining)	P	

P - Permitted | MC - Minor Conditional Use Permit | N - Not Permitted TUP - Temporary Use Permit		Notes
Retail	P	
Personal Services	P	
Personal Service with Group Instruction/Setting (less than 10,000 sq ft)	P	
Studios: Small Fitness Facilities, etc.	P	
Tasting Room/Wine Bar/Neighborhood Bar (may include small batch brewery)	MC	
Other Community Serving Uses[1]	MC	
OTHER		
Mixed-Use Buildings	P	
Home Occupations	P/MC	Per CMMC Section 13-164
Residential Care Facility (seven or more)	MC	
Child Daycare Center, including tutoring and tutoring centers	P	
Drive Thru Associated with Any Business	N	
School (public or private)	P	
Public Facilities for Fire and Safety (fire station, police substation, etc.)	P	
Short-Term Rental	N	
Hotel or Motel	N	
RECREATIONAL AND SPECIAL EVENTS		
Community Clubhouse (for residents only)	P	
Community Facilities/Library/Parks/Playground/Sports Fields (public)	P	

P - Permitted | MC - Minor Conditional Use Permit | N - Not Permitted TUP - Temporary Use Permit		Notes
Temporary Small Performance Area (in publicly accessible open space area)	TUP	
Temporary Outdoor Market (farmers, holiday, vintage, etc.)	TUP	See Sections 4.5.1 and 4.5.2
Public Events, including City-sponsored events, in conjunction with open space area, public right of way, or any other public common areas	P	See Sections 4.5.1 and 4.5.2
Food Trucks (associated with a special event)	P	See Sections 4.5.1 and 4.5.2
INTERIM USES		
Temporary Real Estate and Construction Offices	P	
Recreational Uses or Other Uses as Described in Section 5.2.1	P	
ACCESSORY USES		
Accessory Dwelling and Junior Accessory Dwelling Units	P	Per CMMC Section 13-35

NOTES:

1. Any use not specifically permitted,or permitted with a minor conditional use permit per this table, shall be reviewed by the Community Development Director to determine its similarity to another listed use. If no substantial similarity exists, the unlisted use shall require approval of a minor conditional use permit prior to establishment of the use. If there is a conflict between Table 13-30 of the Costa Mesa Municipal Code and this table, the Specific Plan shall prevail. See also Chapter 8, *Administration and Implementation*.

2. Multi-family Residences are defined as 2 or more units.

4.5.1 Temporary Uses and Special Events

In support of guiding principle #2—Create vibrant and accessible open spaces—temporary uses and special events are expected and encouraged to activate public and private open space areas. Uses may include but are not limited to performances, fitness classes, food festivals, farmers markets, and holiday events. Temporary uses and special events may occur within open spaces and on roadways, including the Promenade, which may be temporarily closed to vehicular traffic for approved events. These uses must apply and pay fees for a special event permit per Section 10-386 of the CMMC. Temporary vending at these events is subject to Section 10-368 of the CMMC. Temporary use permits may be approved for up to three years with up to 2 one-year extensions. Temporary use permits for longer than five years may be approved through the minor conditional use permit process.

4.5.2 Food Trucks, Carts, and Kiosks

Food trucks, carts, and kiosks are permitted in conjunction with a special event and are subject to the requirements of Section 4.5.1. A special event plan that characterizes the location of carts, kiosks, and/or food trucks shall be submitted. The special event plan shall document ADA clear paths of travel, unobstructed pedestrian flow, and demonstrate that there is no identifiable health and safety risk.

4.5.3 Outdoor Dining

Outdoor dining areas are permitted in the FDCSP area as part of a restaurant, cafe, or other type of eating and/or drinking establishment and are subject to the provisions of the CMMC, Chapter V, Article 4, Establishments Where Food or Beverages Are Served, Section 13-48. Outdoor dining areas are not permitted within any parking area of the FDCSP site. These areas may encroach into the setback along the Promenade.

4.6 Development and Design Standards

This section provides development and design standards specific to the FDCSP area; these standards supersede Title 13, Chapter V, Development Standards, of the CMMC, or any future citywide design standards. If this Plan is silent on a topic, the CMMC, or any future citywide design standards shall apply. The following sections outline the standards for buildings, parking, and open space areas. All buildings shall comply with California Building Energy Efficiency Standards (or future equivalent building code). These development and design standards provide greater detail for implementing the objectives outlined in Sections 4.2, 4.3 and 4.4 of this Plan.



Development and design standards show the form of the building and how buildings interact with the public realm.



The building height, massing, and scale contribute to its character.

4.6.1 Building Form, Scale, and Massing

Building form and scale shall be regulated through height, density (dwelling units per acre), floor area ratio (FAR), and massing. Table 4-4 establishes the allowable density, FAR, and height standards for development in the FDCSP area.

Stepbacks and variations in massing shall be used to frame public spaces, transition to adjacent uses, and provide architectural variety. Multiple buildings with varying heights and massing are encouraged to support a human-scaled neighborhood environment. Figure 4-3, Building Massing, demonstrates how the standards of this section can be met.

SREOC Building Height Limitations

Building height shall be subject to limitations imposed by the communication tower on the SREOC, as detailed in Appendix E. Development within the radio frequency path of the communication tower shall reduce building height or incorporate stepbacks to comply with the allowable height. This section supersedes the heights identified in Table 4-4. The communication tower requires a width of approximately 30 to 50 feet of clearance at certain height levels for direct line-of-sight communication with other towers, as described in Appendix E. Figure 4-4 provides a simplified guide for areas impacted by the height restrictions. Future development must demonstrate that buildings and trees within the antenna clearance zone comply with the requirements through the application processes of Chapter 8.

Table 4-4: Building Form, Scale, and Massing

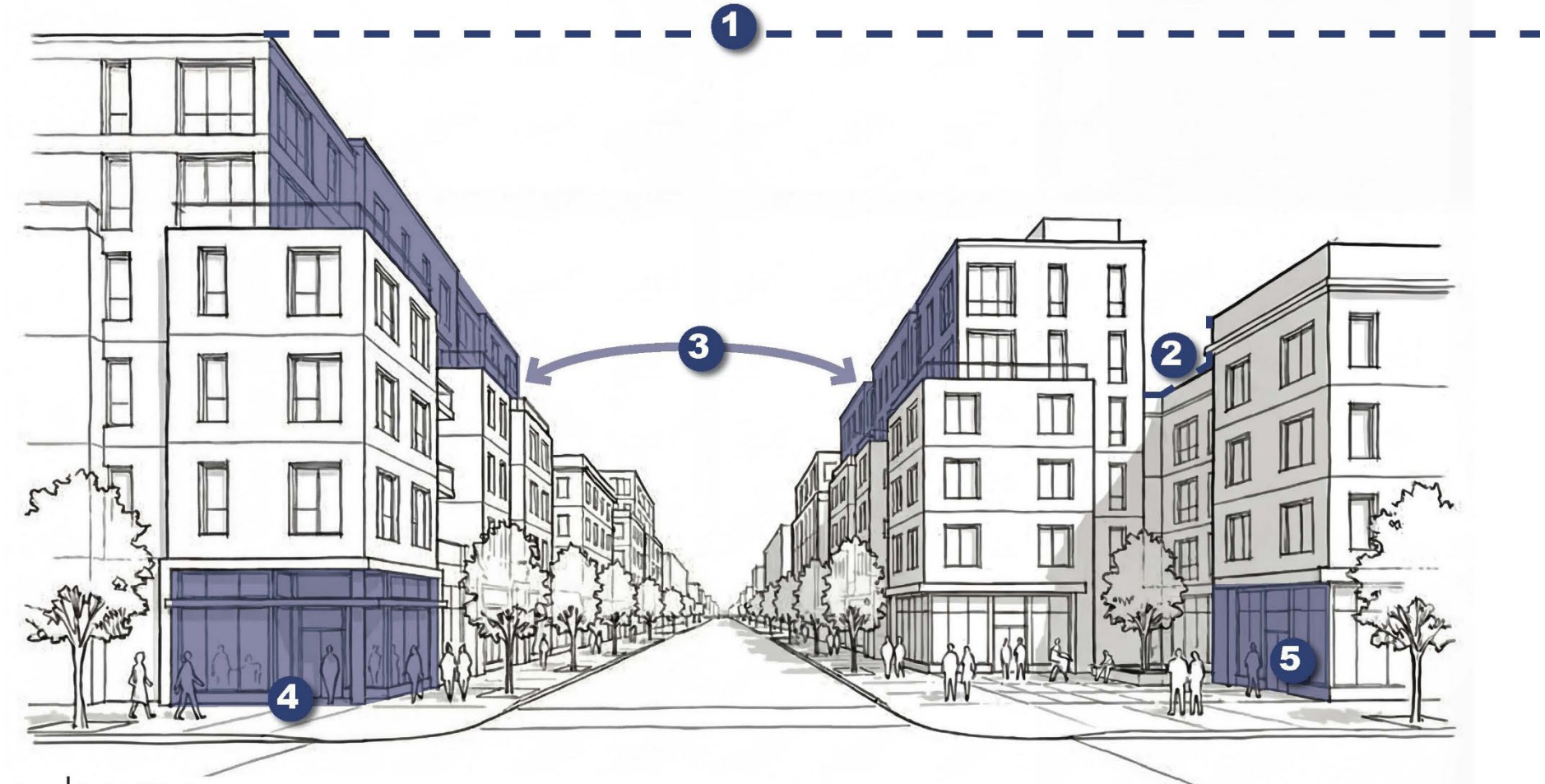
Standard	Minimum	Maximum	Notes
DEVELOPMENT INTENSITY			
Floor Area Ratio (FAR)[1]	-	0.40	
DDS Housing Density	32 du/ac	-	Units are included in the total maximum in Table 4-1.
Density	-	-	See Table 4-1 for maximum number of units.
BUILDING HEIGHT [2]			
Residential	-	100 feet	Maximum height may be exceeded by 35 feet for two buildings.
DDS Housing	-	50 feet	
Mixed-Use	-	135 feet	
Commercial (stand-alone)	-	35 feet	
Parking Structure	-	-	Equal to the height of the building(s) it serves[3]
GROUND FLOOR HEIGHT			
Residential	10 feet	-	
Mixed-Use	12 feet	-	
Commercial	25 feet	-	
GROUND FLOOR HEIGHT			
Primary Buildings	10 feet	-	Between 2 or more primary structures.

NOTES:

1. FAR requirements shall apply to commercial uses only.
2. Building heights shall comply with height limitations associated with the Regional Emergency Operations Center communication tower. See Figure 4-3 and Appendix E.

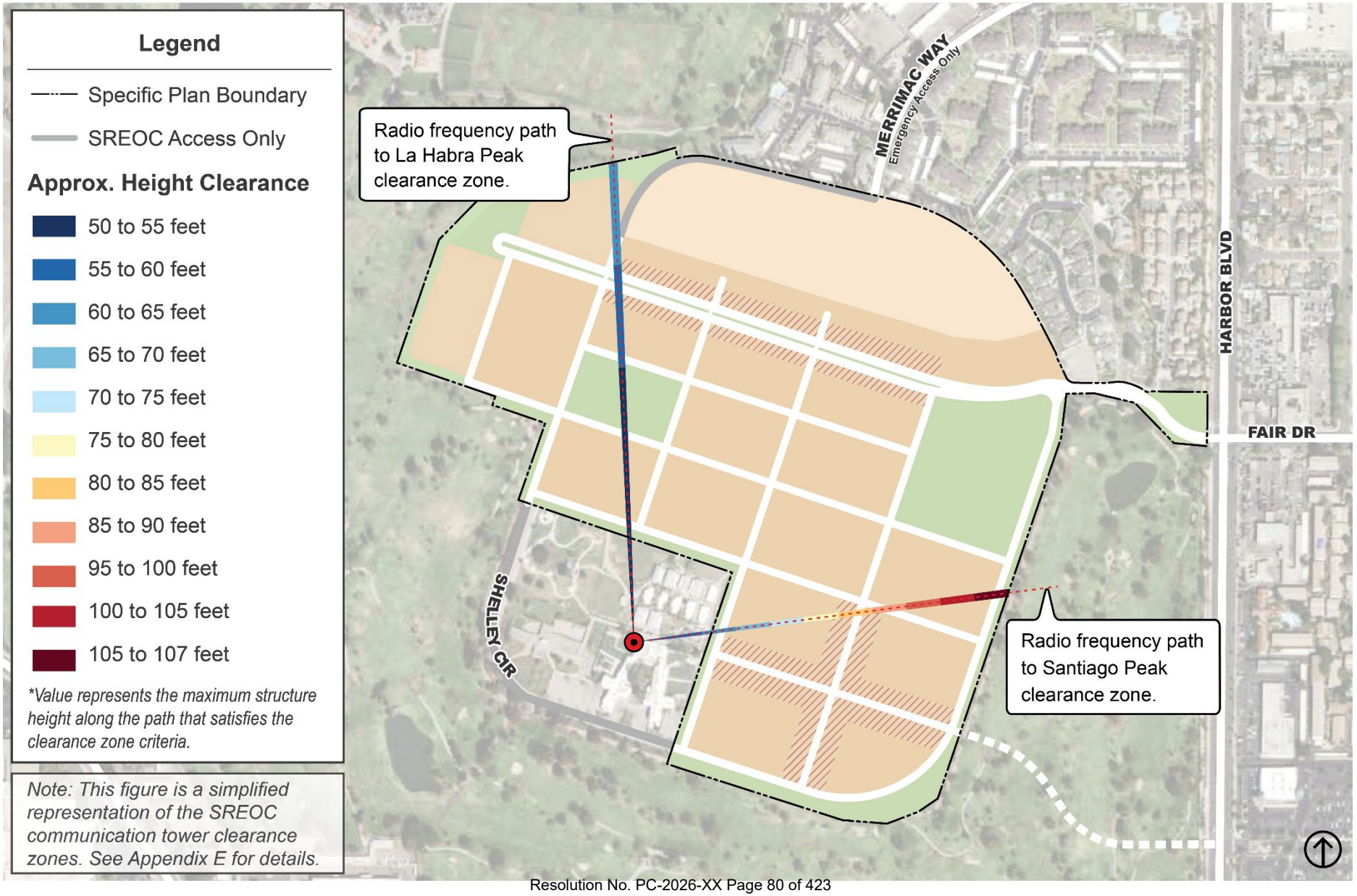
3. If part of a wrap-style building, height of parking structure may not exceed height of the residential portion of the building.

Figure 4-3: Building Form, Scale, and Massing



1.	Height Limit
2.	Massing Transition
3.	Stepback
4.	Corner Entry
5.	Human Scale Groundfloor

Figure 4-4: SREOC Tower Location and Antenna Clearance



4.6.2 Building Orientation

To foster a pedestrian environment, main building entries in the FDCSP area shall be oriented to the Promenade, a street, plaza, paseo, or park.

Residential

For residential buildings adjacent to the Promenade, primary ground-floor common entries or individual-dwelling-unit entries shall be oriented to the street.

For residential buildings adjacent to all other road types, primary ground-floor common entries or individual-dwelling-unit entries may be oriented to the street, paseo, or private drive.

Commercial and Mixed Use

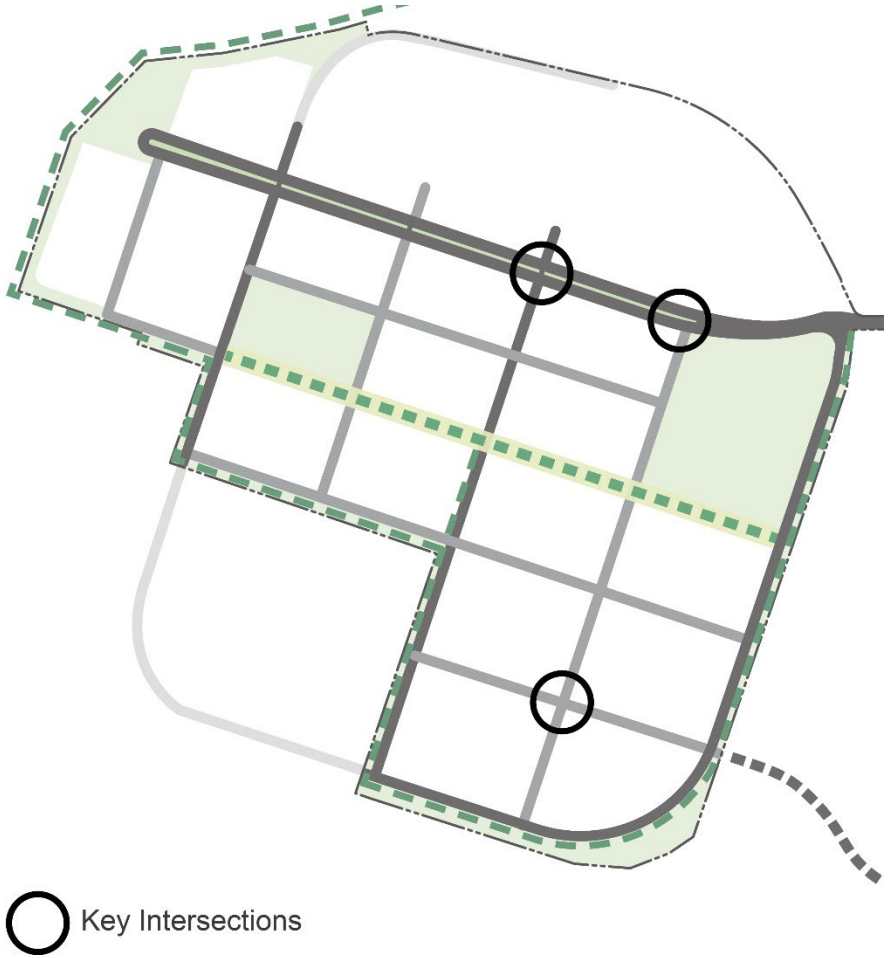
Main building entries shall be oriented to a street, plaza area, or park unless a corner entry is required, as defined below.

Corner Treatment for All Uses

Corners at key intersections identified on Figure 4-5 shall provide entries or design features. Design features shall have a distinct but complementary design to the overall mass of the building. Corner design features may include:

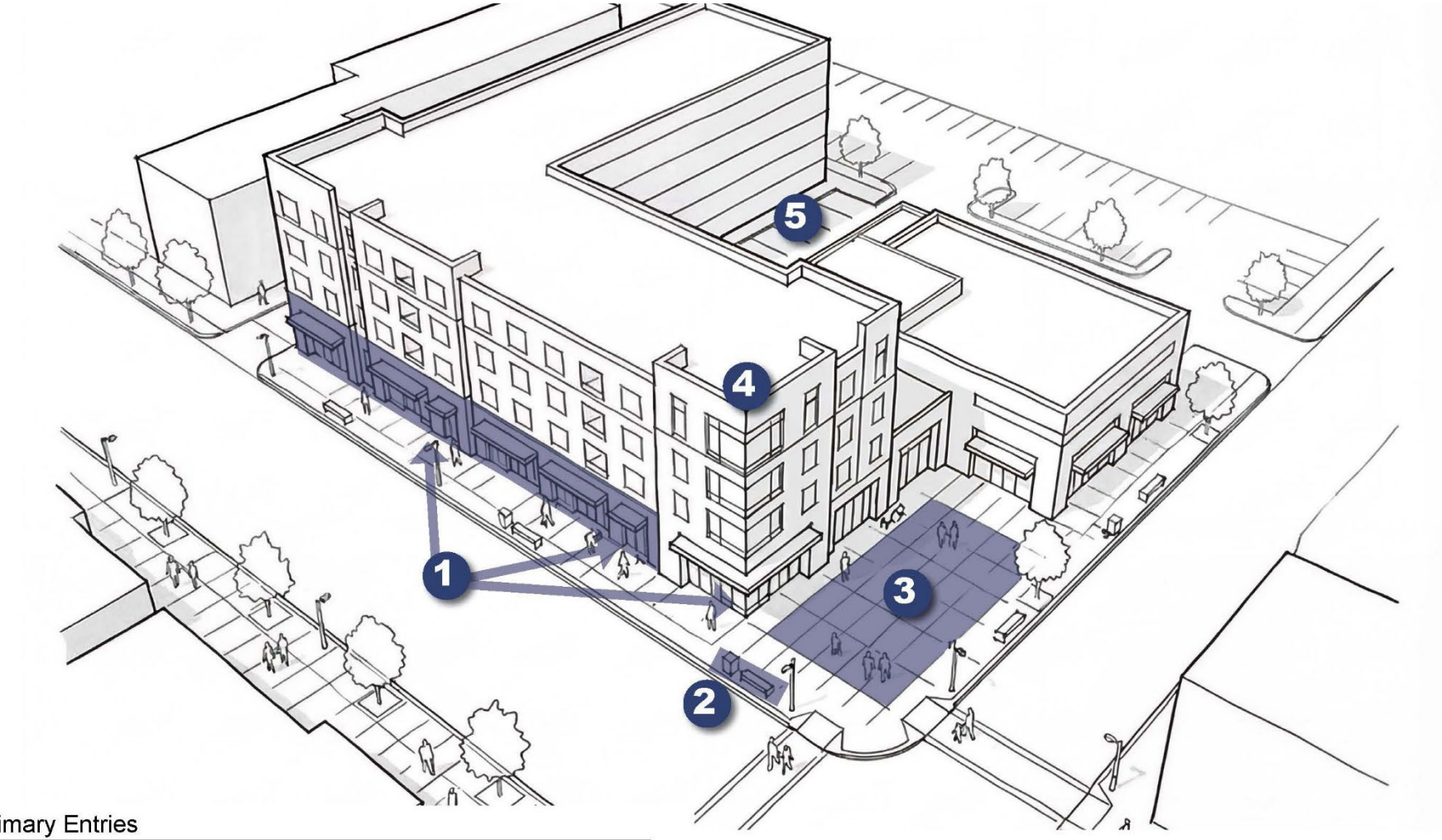
- Increased building height at the corner by up to 10 feet; if applicable, the height must comply with Appendix E.
- Open space in the form of a plaza or entry court.
- Enhanced canopies, awnings, or marquees.
- Building entries.

Figure 4-5: Key Intersections[1]



1. The key intersections are flexible in their location and are currently placed where the Concept Land Use Plan shows mixed-use.

Figure 4-6: Building Orientation



1.	Primary Entries
2.	Street Furniture
3.	Plaza
4.	Corner Design Feature (height and awning)
5.	Secondary Entries

4.6.3 Setbacks

Setbacks define the minimum distance between buildings and streets, creating areas that contribute to the public realm. Required setbacks are established in Table 4-5.

Within required setback areas, the following are allowed:

- Landscaping/ hardscape
- Outdoor dining and seating
- City-approved public art
- Pedestrian paths
- Green infrastructure (e.g. bioswales)
- Lighting
- Street furniture
- Publicly accessible open space
- Wayfinding signs
- Bike racks

All required setback areas shall be maintained.

4.6.4 Encroachments and Projections

Architectural elements, building stoops, and signs may encroach into a required setback area or public right-of-way subject to design review per Chapter 8, and may require an encroachment permit subject to Section 15-13 of the CMMC. Encroachments shall not interfere with required ADA accessibility or emergency or fire access.

Projections such as roof or eave overhangs, awnings, open unenclosed stairways, and chimneys and fireplaces are allowed to encroach into a required setback or public right-of-way, and must comply with Section 13-32 of the CMMC.

Table 4-5: Setbacks

Type	Minimum	Maximum
BUILDING SETBACKS		
The Promenade[1]	5 feet	15 feet
Local Roads[1,2]	10 feet	10 feet
Private Drives[1]	10 feet	-
Alley[1]	5 feet	-
Regional Emergency Operations Center[3]	25 feet	-
Golf Course	20 feet	-
Paseo	5 feet	-
Parking Structures[1,4]	5 feet	-

NOTES:

1. Measured from back of sidewalk.
2. Applies to public roads, including Shelley Circle.
3. Measured from property line.
4. Setback must be landscaped.



The setback areas may contain landscaping and planters, street furniture, lighting, and outdoor dining.

Architectural Materials:

- Textured masonry like brick or stone
- Wood or engineered wood accents or slats, shade canopies
- Windows
- Smooth or lightly textured stucco
- Cast-in-place concrete
- Fiber-cement panel systems
- Metal accent elements
- Green walls and other natural materials
- Other materials as approved by the Planning Division

***Ground Floor Transparency**: Area of a façade that consists of windows or other glazed surface that permits light and visibility into a structure.*

4.6.5 Frontages and Entries

A building frontage is the portion of the building facing a street. How the frontage is designed contributes to the neighborhood character and the extent to which a pedestrian-oriented environment is created.

Common entries to a residential or mixed-use building shall provide at least two of the following:

- Pedestrian-level articulation using materials (as defined in the callout box to the left).
- Ground-floor activation through leasing offices, common spaces, or recreation areas.
- Common entrances at building corners.

Individual-dwelling-unit entries facing the street shall include at least two of the following:

- Access through a courtyard with minimum dimensions sufficient for pedestrian circulation and unit access, generally no less than 12 feet in width and 25 feet in length, or equivalent area.
- A minimum grade separation of 2 feet from the existing grade to the finished floor, excluding units designed to meet ADA requirements.
- An entry patio, porch, or stoop with enclosure walls and/or railing. See minimum open space dimensions in Chapter 6.

The ground floor of a building's frontage shall provide a minimum amount of transparency as follows:

- Residential Units: 30 percent.
- Non-residential and Common Residential Spaces: 60 percent.

Figure 4-7: Building Frontage



1.	Street Facing Entry
2.	Pedestrian Level Articulation
3.	Front Yard Landscape Zone
4.	Porch / Stoop Transition with Grade Separation
5.	Pedestrian Oriented Frontage with Street Tree Canopy

4.6.6 Lighting

Lighting shall be designed to enhance safety and visibility while minimizing glare and light spillover.

- Pedestrian-scale lighting shall be provided along streets, paseos, open spaces, and building entrances.
- Lighting shall be directed downward and shielded to minimize impacts from light spillage on adjacent properties.
- Illuminators shall be integrated with the architectural design/theme of the buildings.
- Outdoor lighting for streets, open space areas (such as fields), and commercial areas shall be placed to minimize visual nuisance and maximize safety, specifically adjacent to residential areas.
- Shielding shall be used to mitigate outdoor lighting glare from adjacent properties, uses, buildings, and roadways.
- Outdoor lighting shall not project above the roofline of the building on which it is mounted.
- Time-control devices shall be utilized on exterior lighting sources.
- Outdoor security lighting for construction purposes shall be either directed away from or located away from existing residential areas.

4.6.7 Trash, Recycling and Utility Enclosures

Trash and recycling facilities and utilities shall be designed to minimize visual and operational impacts and shall not impede vehicle, bicycle, or pedestrian accessibility.

- All trash enclosures and utilities shall be screened from public streets, alleys, and adjacent properties.
- Outdoor trash enclosures shall be screened on at least three sides by a solid wall not less than six feet in height and feature a solid gate or door. Refuse areas shall be located so that the doors do not interfere or block circulation when open and shall also have a roof.
- Indoor trash enclosures or trash rooms shall be built per the latest Building Code standards and a will-serve letter from the refuse service shall be provided in contract with the City.
- Trash enclosures and utility areas shall be physically integrated into the project and shall include an off-street loading area and other requirements of the Costa Mesa Sanitary District or utility provider.
- Storage areas for utilities that are visible from the upper stories or adjacent structures shall have an opaque or semi-opaque horizontal cover/screen to mitigate unsightly views. The horizontal screen/cover shall be integrated into the enclosure design.
- Storage areas for trash or utilities shall not be closer than 20 feet from doors or operable windows of adjacent structures.

- Trash enclosure areas shall comply with Section 13-73 of the CMMC.
- Utilities shall comply with Section 13-71 of the CMMC.

4.6.8 Fences, Walls, Netting, and Safety

Fences and walls shall be designed for safety while contributing to the overall design character of the area.

- All fences and walls shall comply with Section 13-75 of the CMMC.
- Gated neighborhoods are prohibited.
- Perimeter fencing and netting for golf course safety shall be installed consistent with an errant ball analysis that shall identify the location and type of netting, or fencing required for safety purposes. Final location for netting shall be approved by the Community Development Department, who will confer with the golf course operator and developer prior to determining final location.
- The developer shall coordinate with Costa Mesa Police Department to implement cameras at all entrances to the FDCSP site (see Chapter 8, *Administration and Implementation*), if necessary.

4.6.9 Signage

Submittal of a planned signing program (PSP) is required for the FDCSP site. A cohesive exterior sign program shall establish the placement and design criteria for all on-site signs. Sign types may include, but are not limited to:

- Freestanding signs.
- Wall signs.
- Projecting signs.
- Monument signs.
- Building identification.
- Tenant identification.
- Landmark signage or interpretive signage acknowledging history of the site.

The PSP shall also include the following for each sign type:

- Sign size, area, letter size, font style, and color palette.
- Sign construction materials and illumination method and/or type of lighting.
- General location requirements.
- Note of other architectural or environmental considerations.

Section 13-116, Signs Adjacent to Residential Zones, and Section 13-117, Maintenance of Permanent Signs, of CMMC Article 3, Sign Regulations, shall apply.

4.6.10 Historic Requirements

As part of the State's disposition process and through the preparation of this Specific Plan and accompanying EIR, a Historical Resources Inventory and Evaluation Report were conducted for the site. Under the National Register of Historic Places criteria, the FDCSP qualified as an eligible historic landscape or historic district. The proposed Specific Plan project will include removal of all or a significant portion of the FDC, which will impact the site's historic district designation. Qualifying under NRHP/CRHR Criteria A/1, the district has significance at the local level for the important role it played in the evolution of public institutional mental health care. At the state level, it also qualified under NRHP/CRHR Criteria C/3 as a representative example of a post-war state hospital campus.

However, it was found that neither the FDC as a whole nor any individual resources within the FDC meet the eligibility requirements to be a California Historical Landmark.

Requirements for the historic district designation are:

- Prior to any ground-disturbing activities or alterations that may impact the FDC complex, Historic American Buildings Survey–style documentation shall be completed by a qualified architectural historian. The documentation should include a historical narrative, physical description of the historic district, scaled district map, and high-resolution digital photographs. The final documentation should be submitted to the City and a local archive or publicly accessible repository for archival purposes and should be approved by the City prior to demolition of the FDC.
- At least two interpretive panels shall be installed along the multi-use trail within the FDCSP area. The panels should contain material documenting the history of the FDC, its place in the broader history of the City of Costa Mesa, and the place of state developmental centers in the general history of the State of California and its people. The two panels should address different topics relevant to the above themes and should include both pictures and explanatory text.



Interpretive panels can provide historic photos and tell the story of an area's previous use, significance, or history in the community.

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5

Mobility



5.1 Purpose

This chapter provides the context and standards for connecting the future community to the existing street network. Redevelopment will include a new internal network of on-street and off-street facilities that provide access throughout the site. The mobility plan also outlines how all modes of transportation will be accommodated.

5.2 Mobility Plan

The mobility plan and overall roadway network for the Fairview Developmental Center Specific Plan (FDCSP) area were designed with input from the community and industry best practices. The following objectives have been established to guide implementation:

1. Provide an interconnected network of streets composed of smaller blocks that create a walkable grid pattern. Blocks can be designed with mid-block alleys and paseos to further enhance mobility and access, especially for pedestrians and bicyclists.
2. Allow shared use of mid-block alleys by pedestrians, bicyclists, and motorists, as appropriate. These through-connections should be designed to encourage slow vehicle speeds and clearly signed for shared use with pedestrians and bicyclists.
3. Avoid cul-de-sacs unless physical conditions provide no practical alternative.
4. Incorporate existing, healthy trees within the streetscape to the extent possible.
5. Incorporate a native-focused street tree palette that provides shade and variety of shapes and colors.
6. Curtail speeding by keeping lane widths as narrow as possible.
7. Design curb lanes for multiple uses where possible, including passenger pick-up/drop-off, shuttle or bus boardings where applicable, bicycle or scooter parking, and loading zones.
8. Provide a network of bike facilities throughout the site, with connections to the off-street bike path along Harbor Boulevard and to the Tanager and Joann Street Bicycle Trails.
9. Provide dedicated pedestrian crossings in high-traffic areas to ensure the safety and convenience of walkers.
10. Design streets to accommodate community events, such as farmers markets and seasonal celebrations, through temporary street closures to be used as programmable open space.

The following sections describe how the mobility plan's existing and proposed elements implement these objectives. See also Section 8.3.5, *Transportation Demand Management*, which further supports these objectives and citywide efforts to mitigate traffic impacts.

5.2.1 Circulation Standards

The circulation system in the Specific Plan area shall support a safe, connected, and multimodal environment that prioritizes pedestrians and cyclists while accommodating vehicles, emergency access, and service functions.

- Streets shall be designed to support all modes of travel, including pedestrians, bicycles, vehicles, and transit, if applicable.
- Emergency vehicle access shall be provided to all buildings and shall comply with the Costa Mesa Fire & Rescue requirements.
- Street design shall be consistent with the street typologies identified in this chapter.
- Mid-block alleys may be used to provide access to parking and other building services.

5.2.2 Existing Roadway Network

The existing roadway network provides the context for designing a new circulation network for the Plan area. This network is provided on Figure 5-1, *Existing Roadway Network*, which shows the existing area roadway infrastructure in the vicinity of the site. The major roadways closest to the Specific Plan area are described below:

State Route (SR-55)

The closest regional highway is State Route 55 (SR-55), east of the Specific Plan area. It is an eight-lane (four in each direction), north-south freeway route from Yorba Linda to the coastal cities in Orange County. The closest interchanges are at Fair Drive and Victoria Street.

Harbor Boulevard

Harbor Boulevard is a north-south major arterial roadway running just east of the Specific Plan area. It is six lanes (three in each direction), with a center median providing turn lanes into commercial developments along the roadway, where appropriate. In the project vicinity, there are signalized intersections at Merrimac Way, Fair Drive, the Harbor Center Shopping Center, and Wilson Street.

Fair Drive

Fair Drive is the main entrance into the Specific Plan Area. It is an east-west primary arterial. East of Harbor Boulevard, it is four lanes (two in each direction) with a center two-way left-turn lane. West of Harbor Boulevard, the road narrows to a two-lane local street that connects to the current FDC site. This will remain the primary entrance into the Specific Plan area.

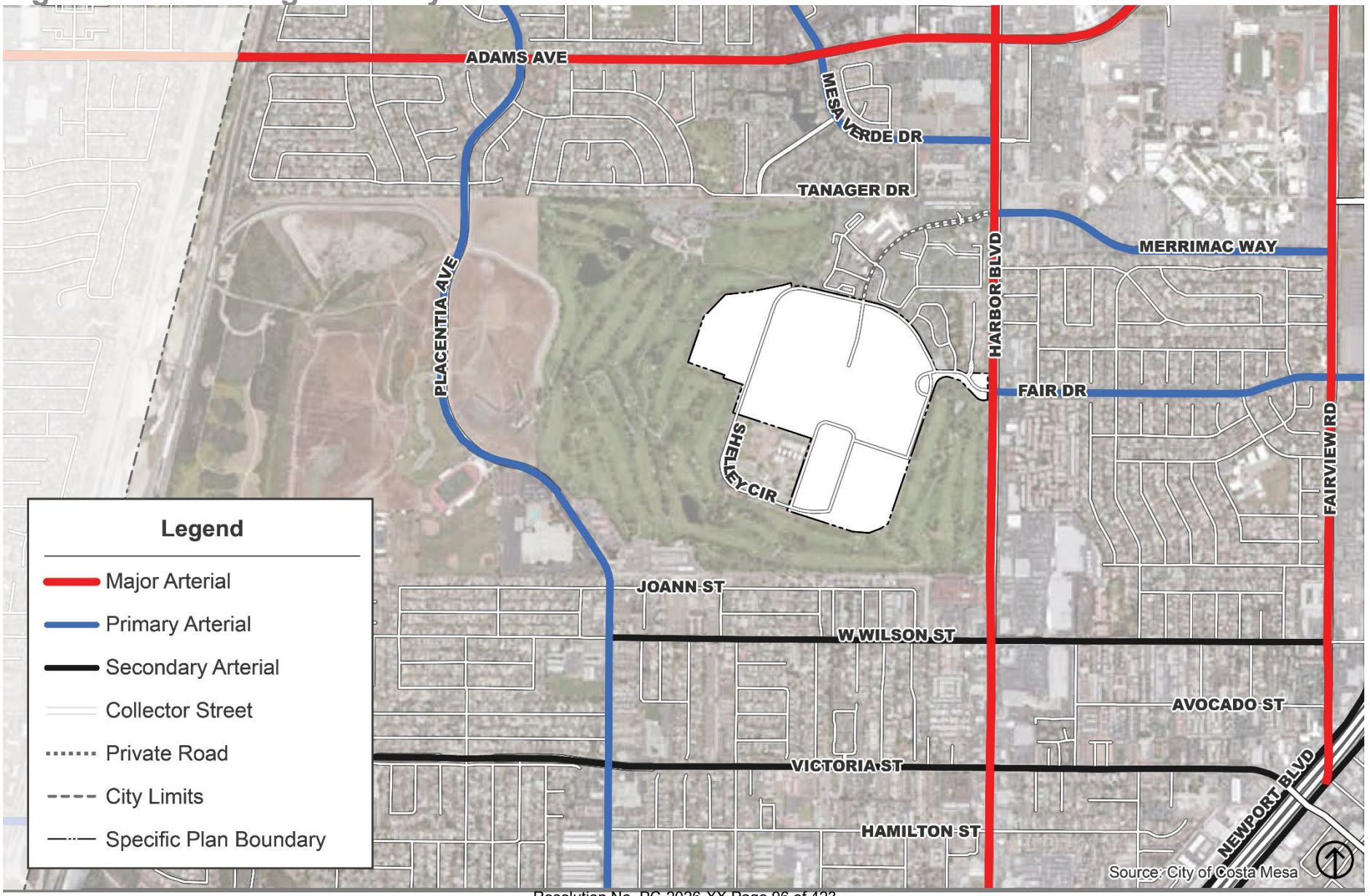
Merrimac Way

Merrimac Way is a two-lane, east-west primary arterial east of Harbor Boulevard. West of Harbor Boulevard, it is a two-lane private road that leads to the Harbor Village Apartments and ends at the FDC site. While this roadway currently provides access to the FDC site, its use will only be for emergency access in the future. See Section 5.2.3 for more information on the proposed roadways into and throughout the site as part of this Specific Plan.

Shelley Circle

Currently, internal circulation on the FDC site is accommodated by Shelley Circle, a primary local roadway with two lanes, one in each direction. A sidewalk lines the inner portion of the circle. Shelley Circle can be accessed at two points: Fair Drive and Merrimac Way. This roadway loops around the FDC site, with smaller private roadways extending from it to provide circulation between existing buildings. Shelley Circle has recently been improved through the Regional Emergency Operations Center project and will be maintained, but connections to the internal roadway system will be adjusted with future development. See Section 5.2.3 for more information on the proposed roadways into and throughout the site as part of this Specific Plan.

Figure 5-1: Existing Roadway Network



5.2.3 Proposed Roadways Network

The proposed roadways for the Specific Plan area provide various types of streets to accommodate safe travel for all modes of transportation. Figure 5-2, *Proposed Roadway Network*, depicts the proposed roadway network. Street classifications specific to the Specific Plan site include:

- Promenade
- Local Road
- Shelley Circle
- Secondary Access

A grand entry via a **Promenade** from Fair Drive welcomes motorists, cyclists, and pedestrians into the community.

Shelley Circle provides another prominent connection, with access from the Promenade south to the Southern Regional Emergency Operations Center (SREOC).

Internal connections are through **local roads** that create walkable blocks and form a gridded street network. These streets may be public or private.

A **secondary access** road will be required for additional safe ingress and egress for development of 2,300 residential units or more. The secondary access via a new street is proposed through the golf course connecting to the existing intersection at Harbor Boulevard and the Harbor Shopping Center Driveway and aligned with the shopping center east of Harbor Boulevard. This roadway alignment will be finalized with a master developer, and a redesign and/or reconfiguration of impacted golf course holes is required (see Chapter 8, *Administration and Implementation*).

Merrimac Way is a private drive and will only provide future **emergency access** through the Harbor Village Apartments. In the event that a new lease agreement between the State and Village Investments (Harbor Village) allows for the use of Merrimac Way as an additional access road, then an additional access road through the golf course may not be necessary.

The mobility plan is flexible as long as its objectives are met and pedestrians are prioritized. The only fixed elements are the paseo and the backbone roadways shown in Figure 5-3, *Backbone Roadway Network*, which form the foundation of the Plan. The specific location of other streets in the grid may vary based on the final block layout. All streets and trails shall comply with the cross-sections provided on Figures 5-4 through 5-11, subject to review by the Public Works Director. These cross sections illustrate how pedestrian, bicycle, and vehicle infrastructure supports safe circulation for all users. Cross-sections are provided for the Promenade, secondary access road, Shelley Circle, and two local roadway options: one with on-street parking and one without. Additional details on connectivity and intersection control are described in the sections below.

Figure 5-2: Proposed Roadway Network

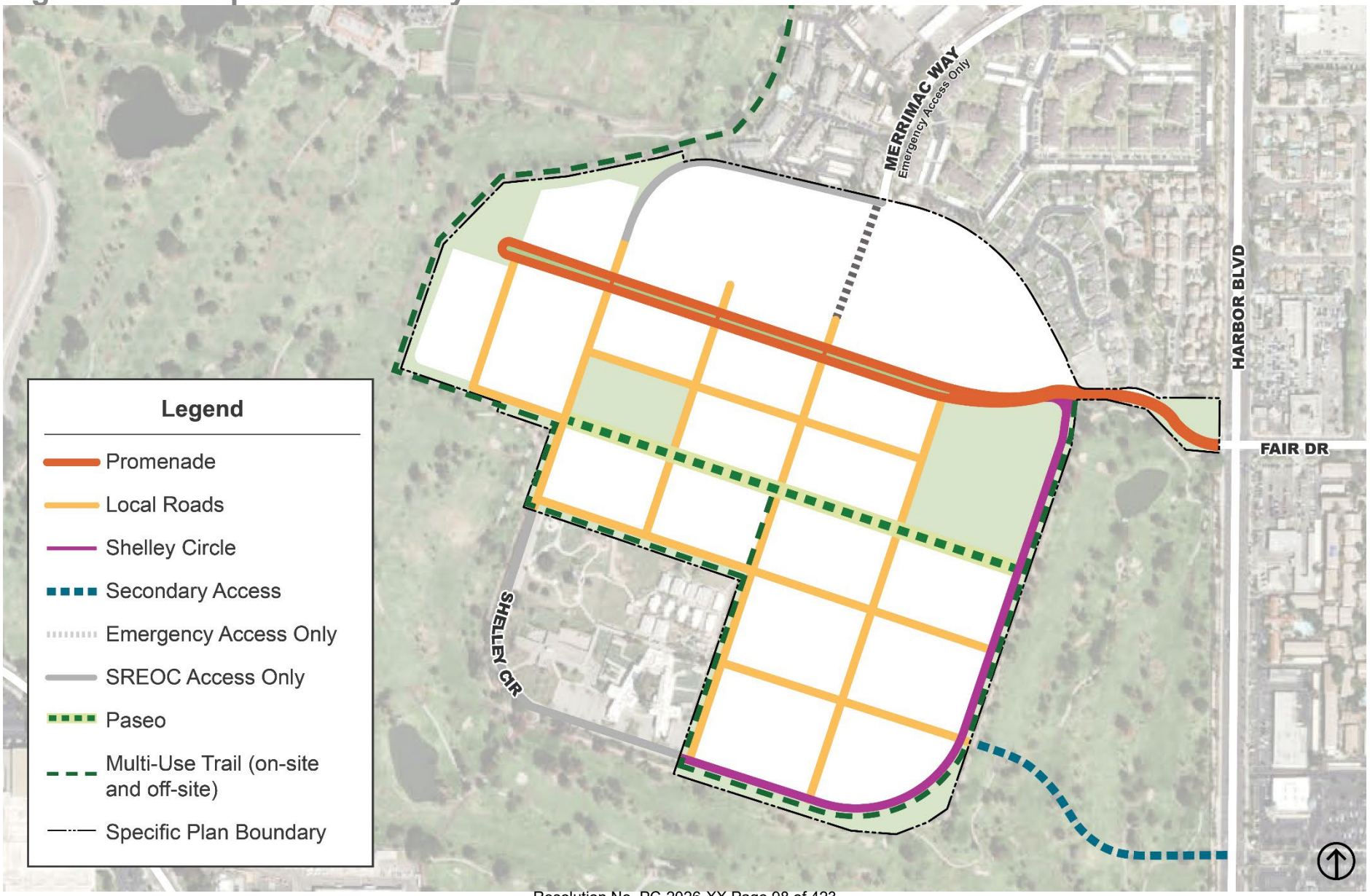
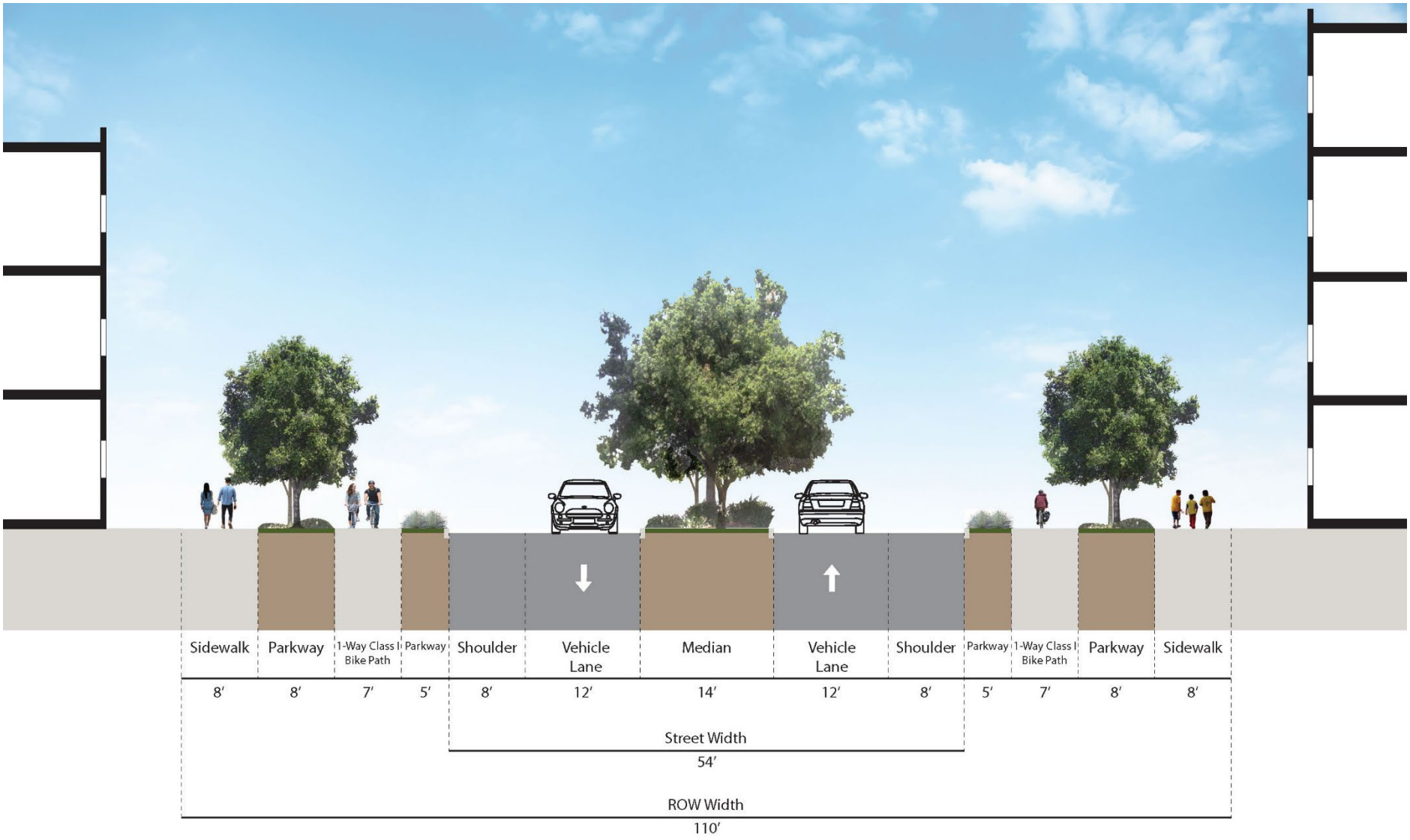


Figure 5-3: Backbone Roadway Network

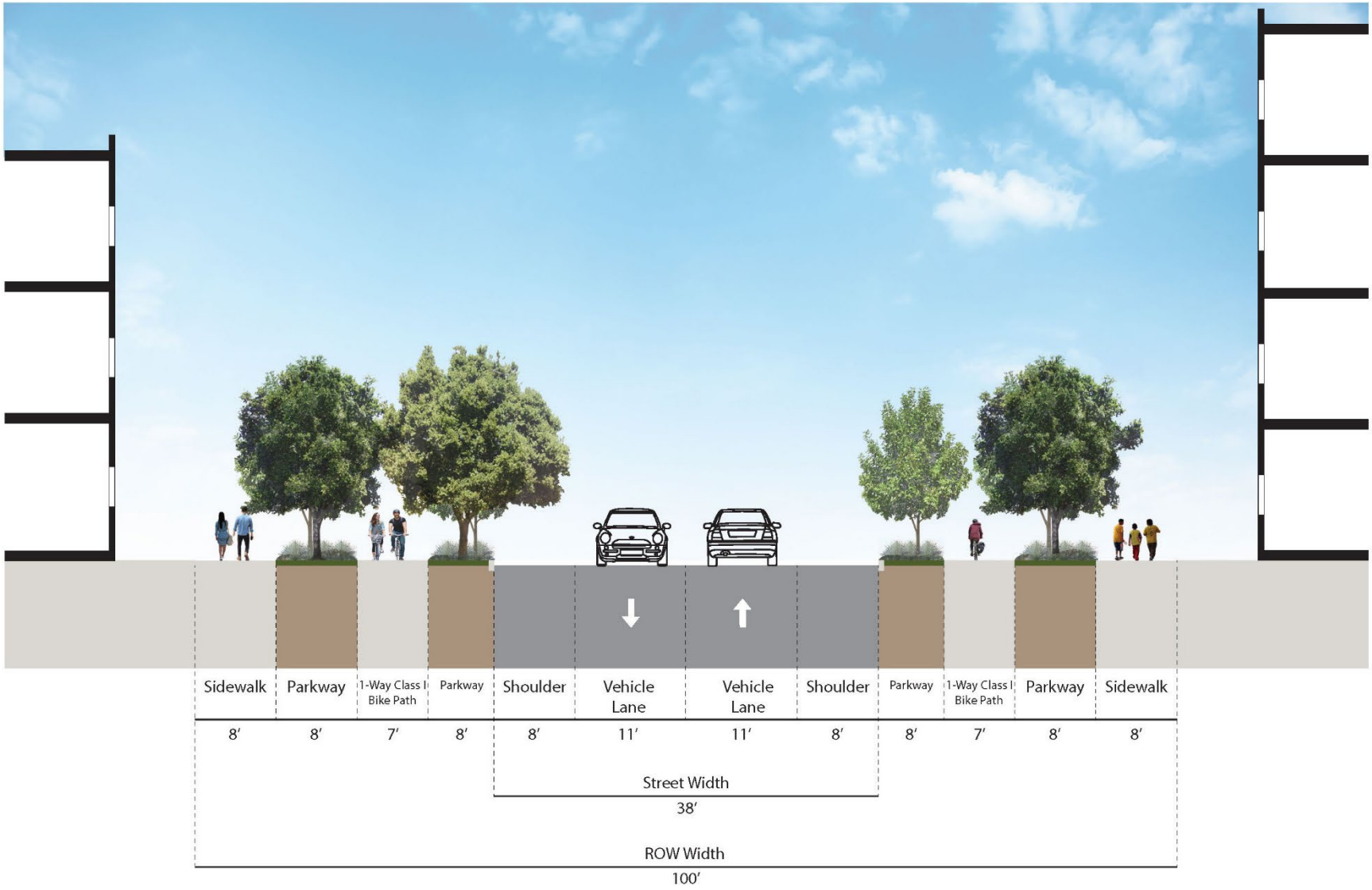


Figure 5-4: Promenade Street Section Option 1



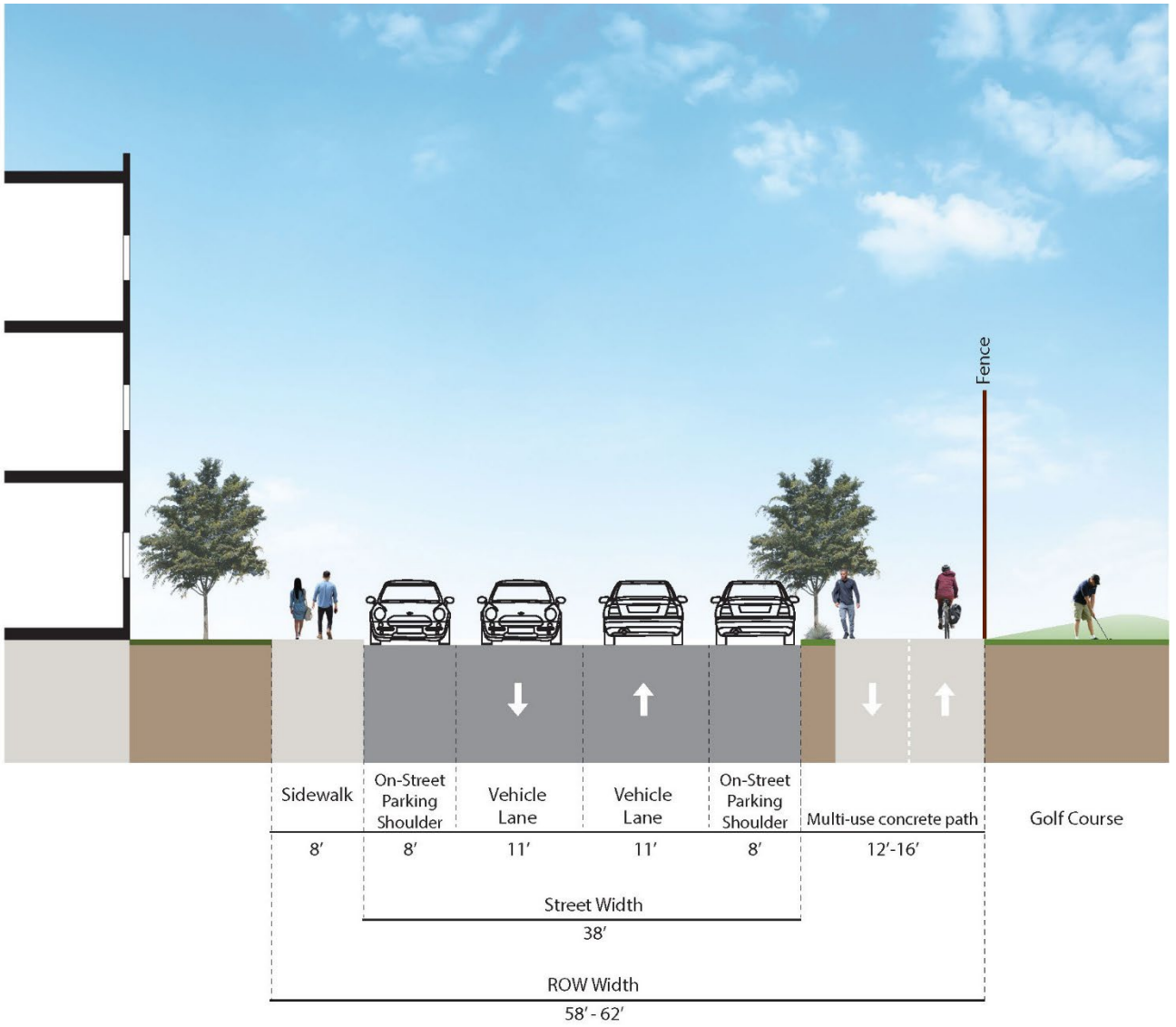
Promenade Option 1: (25 mph), Total Width: 110’

Figure 5-5: Promenade Street Section Option 2



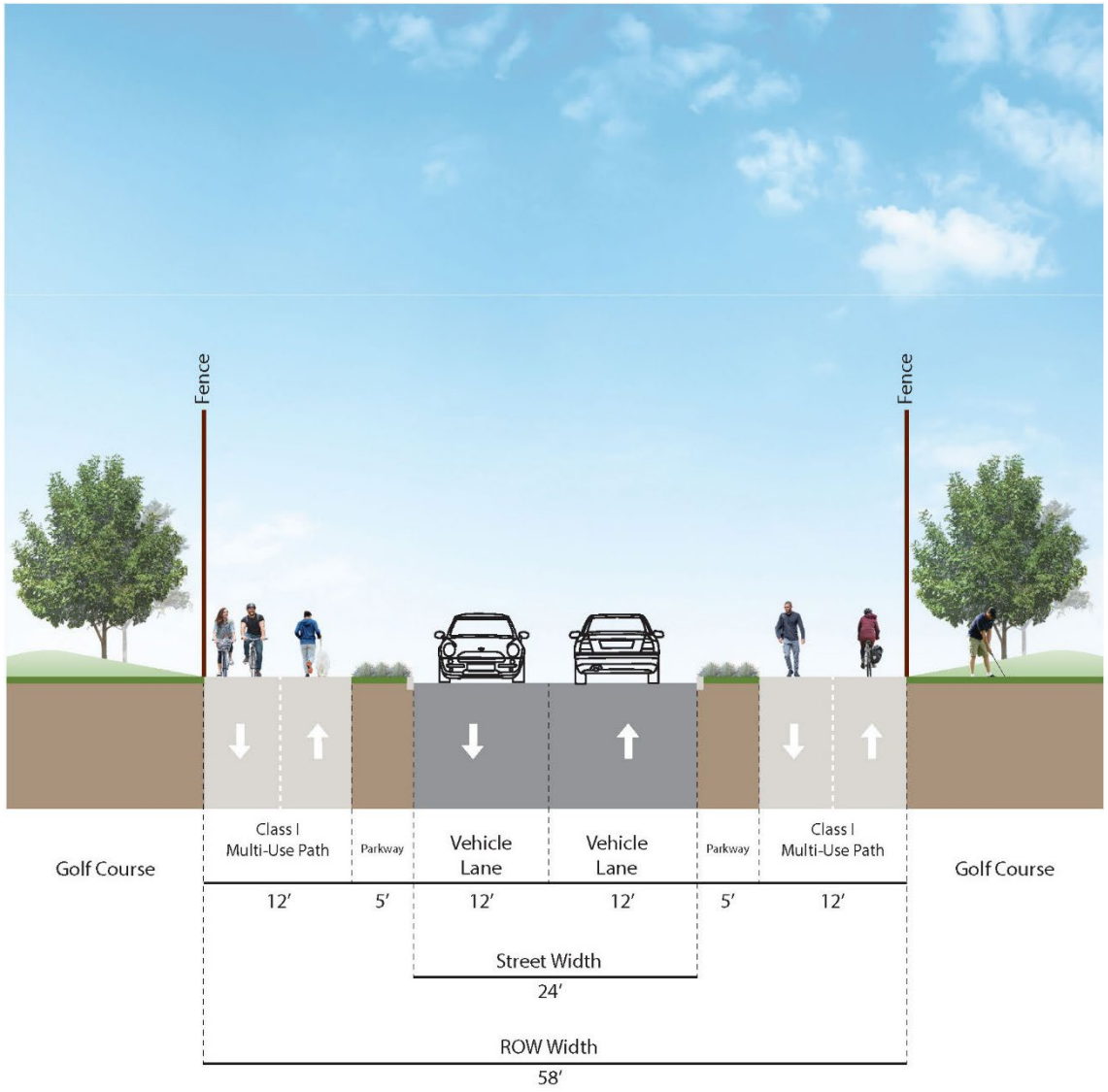
Promenade Option 2: (25 mph), Total Width: 100’

Figure 5-6: Shelley Circle Street Section



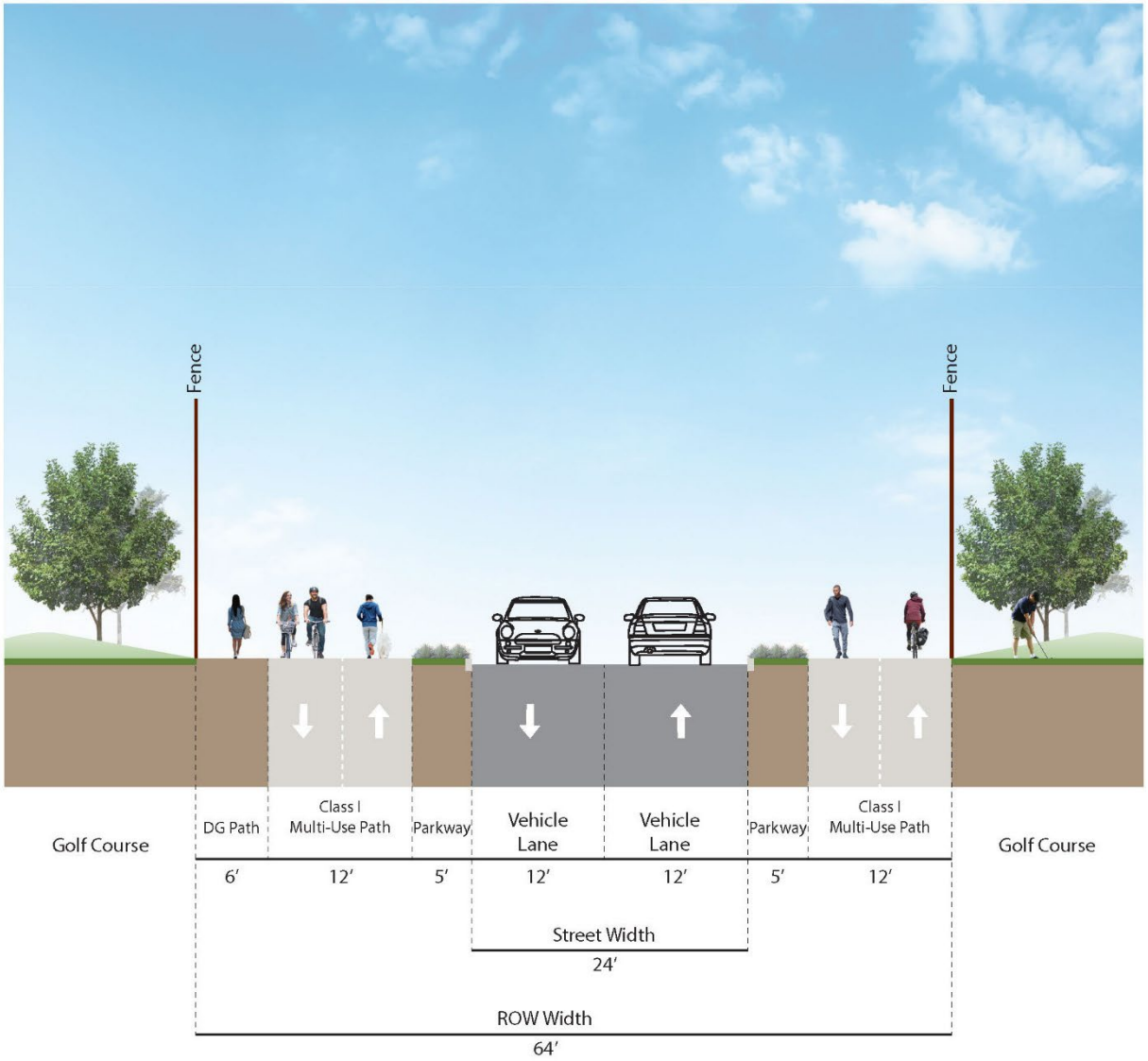
Shelley Circle: (25 mph), Total Width: 58’ - 62’

Figure 5-7: Secondary Access through the Golf Course Option 1



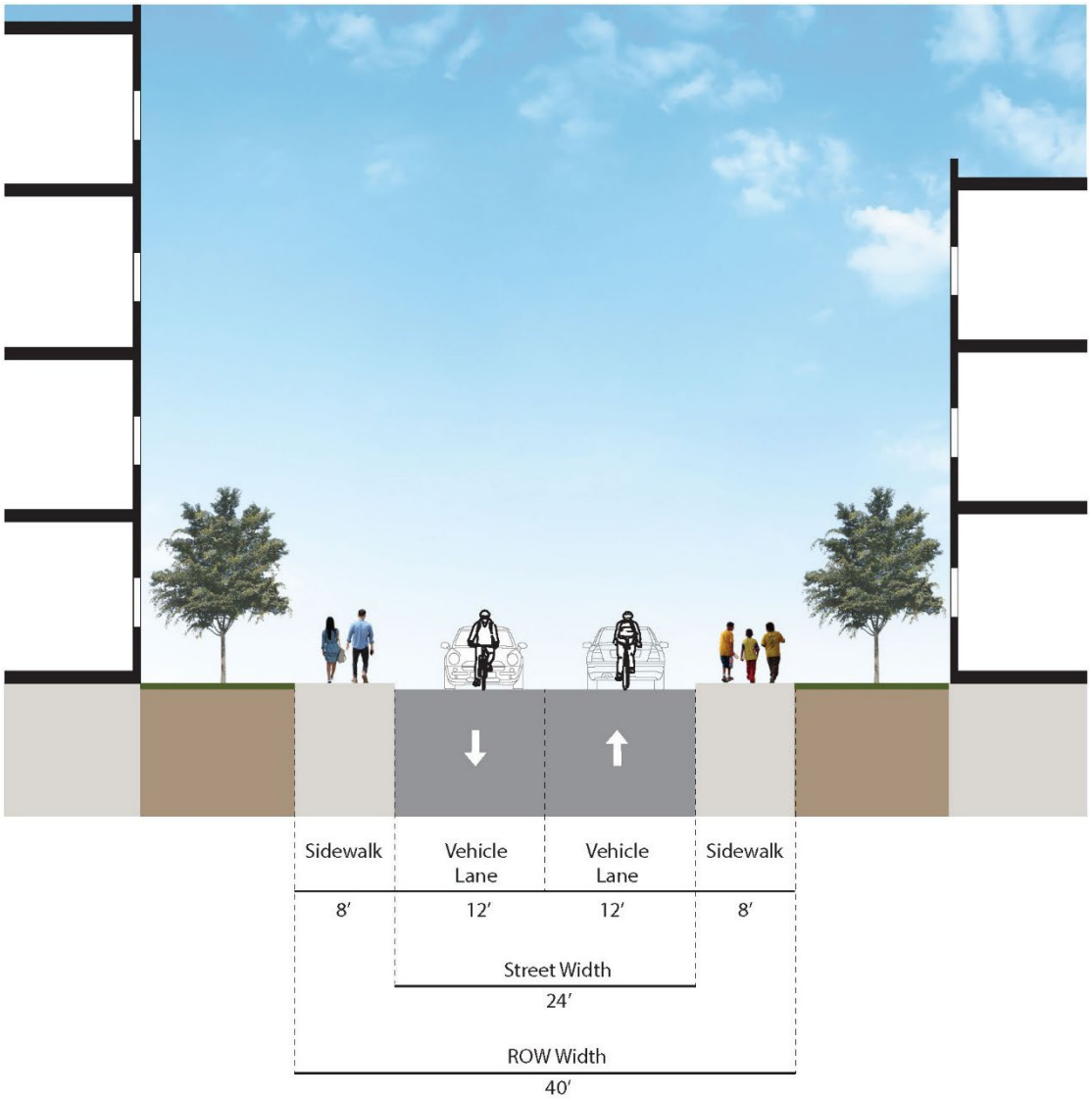
Secondary Access through the Golf Course, Option 1: (25 mph), Total Width: 58’

Figure 5-8: Secondary Access through the Golf Course Option 2



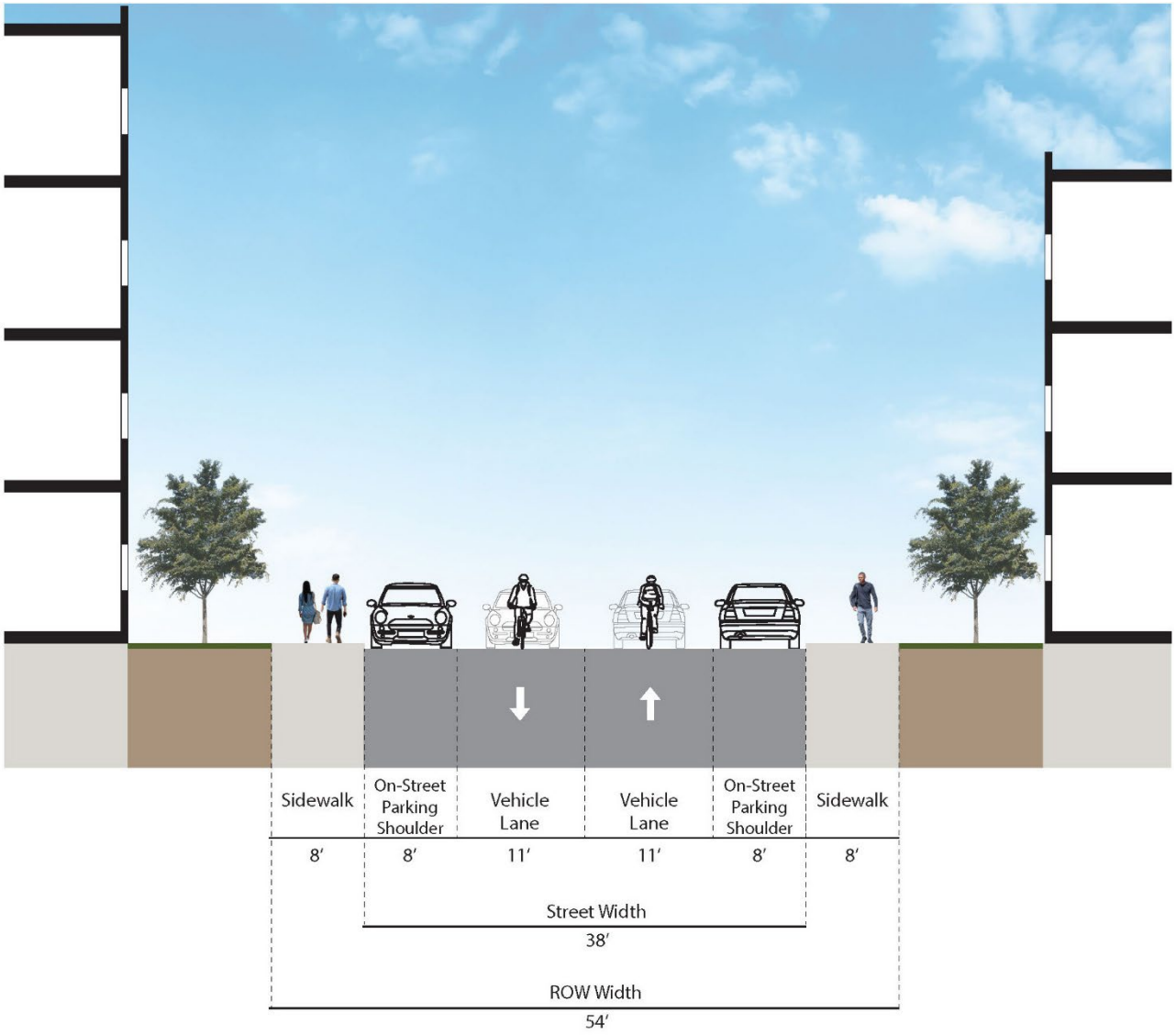
Secondary Access through the Golf Course, Option 2: (25 mph), Total Width: 64’

Figure 5-9: Local Road, No Parking Street Section



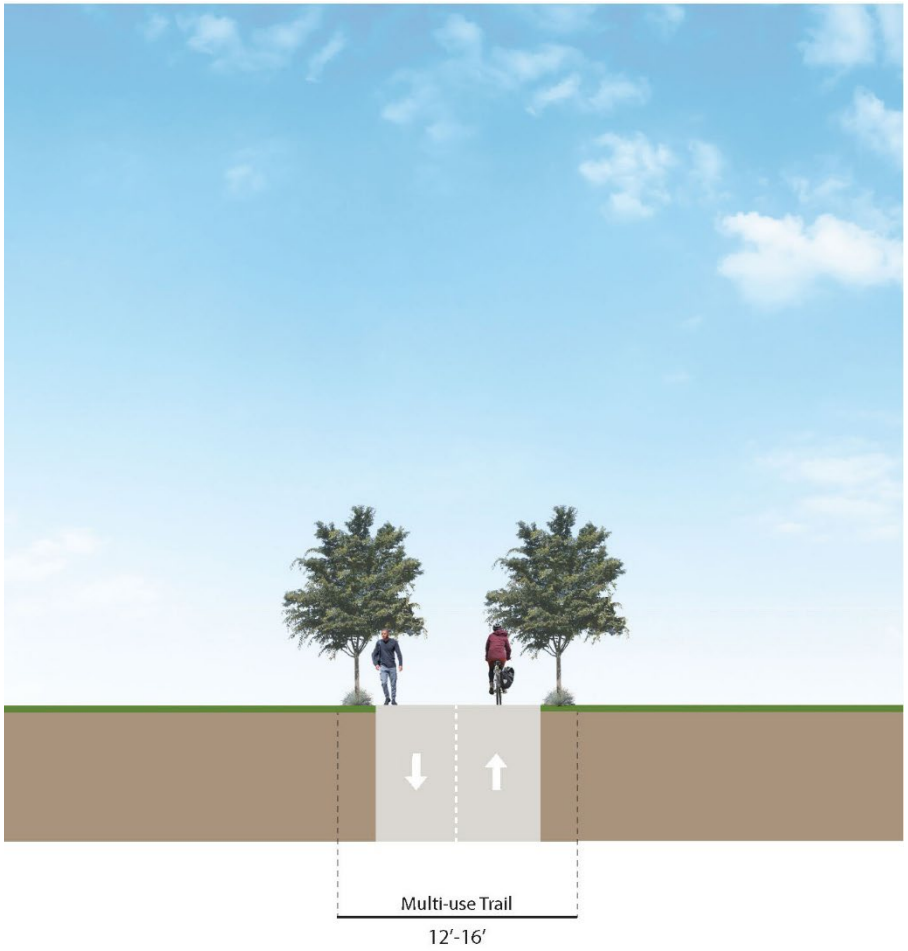
Local Road With Class III and No On-Street Parking: (25 mph), Total Width: 40’

Figure 5-10: Local Road with Parking Street Section



Local Road With Class III and On-Street Parking: (25 mph), Total Width: 54’

Figure 5-11: Multi-Use Trail Section



Multi-use Trail/Class I Bike Facilities: Total Width: 12' - 16'

5.2.4 Pedestrian Connectivity

The Specific Plan area is intended to be a pedestrian-oriented community. A strong pedestrian network is crucial for ensuring that community members and visitors can move throughout the Specific Plan area in a safe and comfortable manner. New pedestrian infrastructure shall connect to the existing network in the surrounding area, enhancing the environment through a range of improvements, including multi-use paths, The Promenade, paseos, and sidewalks.

Existing

Many of the streets near the site have existing pedestrian infrastructure, such as sidewalks and crosswalks. Traditional sidewalks—generally ranging between three and seven feet in width—line both sides of many nearby streets, including Harbor Boulevard, Victoria Street, Wilson Street, Fair Drive, Mesa Verde Drive East, Adams Avenue, Placentia Avenue, and most of Merrimac Way. Approximately one to two miles west of the Specific Plan site is the Santa Ana River Trail, a multi-use trail that follows along the Santa Ana River and provides regional connectivity. Pedestrians and cyclists can use this trail to access well-known open space areas in the City such as Fairview Park, Talbert Nature Preserve, and Talbert Regional Park.

Within the FDC site is a narrow sidewalk along the south side of Merrimac Way, from Harbor Boulevard leading to Shelley Circle. Shelley Circle is lined internally with a single sidewalk for most of the roadway. An interim sidewalk will be added to Shelley Circle as infrastructure and roadway improvements are

made for the SREOC. Additional pedestrian enhancements are required for the area as described below.

Proposed

As a pedestrian-first community, the Specific Plan prioritizes safety and comfort for pedestrians. This includes ample eight-foot sidewalks, a central paseo, and a separated multi-use trail along Shelley Circle. Additional standards for lighting and landscaping are provided in Chapter 4, *Land Use and Urban Design* and Chapter 6, *Open Space, Landscaping and Public Art*. As identified on the Street Sections in Figures 5-4 through 5-11, pedestrians will have connections both on-street and off-street, making it easy to walk to parks, retail, and restaurants in the community. To increase pedestrian safety, the following features may be included in crosswalk designs:

- Raised Crosswalks
- Decorative Paving, or other visual breaks
- Bulb-outs
- High Visibility Crosswalks



Pedestrians will have multiple options for circulation throughout the area; sidewalks, trails, and a central paseo are key components of this Plan.

5.2.5 Bicycle Connectivity

Many people in Costa Mesa already use bicycles as a means of transportation, and this Specific Plan further encourages residents and visitors to do so. Existing bike infrastructure facilitates safe circulation throughout the City and proposed infrastructure in the Specific Plan will enhance the existing network to and within the Specific Plan area.

Existing

Costa Mesa maintains an extensive network of bicycle infrastructure throughout the City, allowing bicycles to be safely used as a means of transportation across the City and to major nearby destinations. Much of the existing bikeway infrastructure also connects to regional infrastructure, such as the Santa Ana River Trail. The City of Costa Mesa adopted an Active Transportation Plan (ATP) in 2018 to guide improvements to the existing circulation network and outline proposed improvements to the City's bike infrastructure network. This can be seen in Figure 5-12, *Existing and Proposed Surrounding Bicycle Network*. Bicycle infrastructure is classified into four categories, established by the Caltrans Bicycle Infrastructure Classification System and reaffirmed in the City's ATP.

- Class I: Off Street Paved Bicycle Paths and/or Trails
- Class II: On-Street Striped and Signed Bicycle Lanes
- Class III: On-Street Shared-Lane Signed Bicycle Routes (includes designation for route and boulevard)
- Class IV: On-Street and Separate Bikeway (Cycle Track)

Class I bike lanes currently exist to the north, east, and south of the site along the southern boundary of the Costa Mesa Country Club; along Harbor Boulevard; and parallel to Tanager Drive from the Harbor Boulevard intersection to Golf Course Drive. Many of the trails throughout the community are anticipated to be multi-use paths, providing additional connectivity for pedestrians and bicyclists.

Proposed

The Specific Plan proposes a network of bikeways that provide safe bicycling options throughout the area and connect to the City's existing bikeway network. The bicycle network for this Specific Plan consists of on-street and off-street facilities, including Classes I, III, and IV options, as depicted on Figure 5-13, *Proposed Bicycle Network*. Class IV paths are provided on Shelley Circle along a separated multi-use path that connects around the boundary of the site up to the Tanager Trail. An on-site multi-purpose paseo provides a central connection through the new neighborhood. Off-site facilities include the southbound Class II bike lane on Harbor Boulevard connecting to the Joann Trail. Heading east toward Placentia Avenue on Joann Trail provides access to Estancia High School, Fairview Park, and the Santa Ana River Trail. To the west, Merrimac Way and Fair Drive both provide Class II bike lanes that connect to the nearby campus of Orange Coast College and the OC Fairgrounds and Event Center.

Figure 5-12: Existing and Proposed Surrounding Bicycle Network

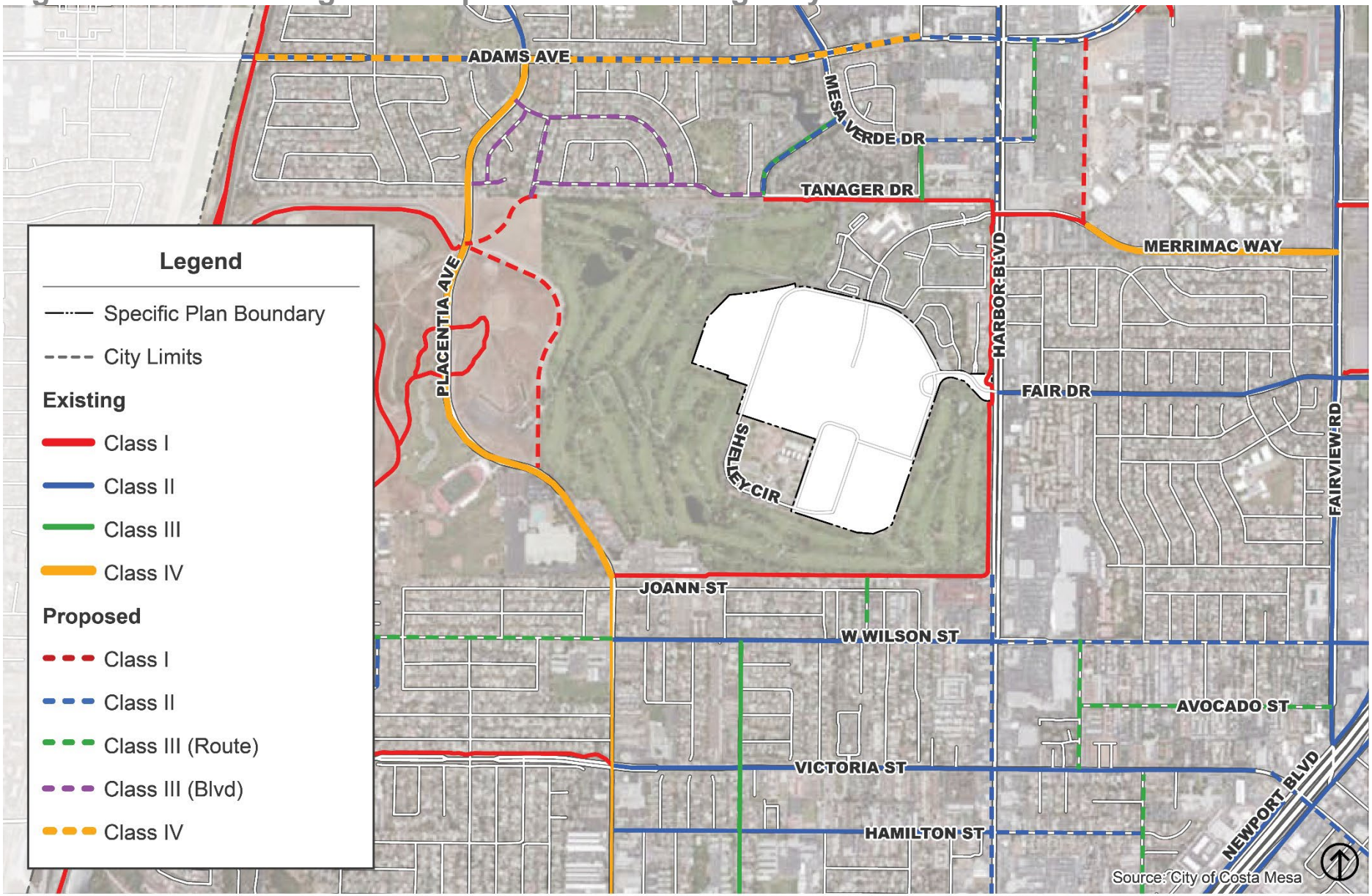
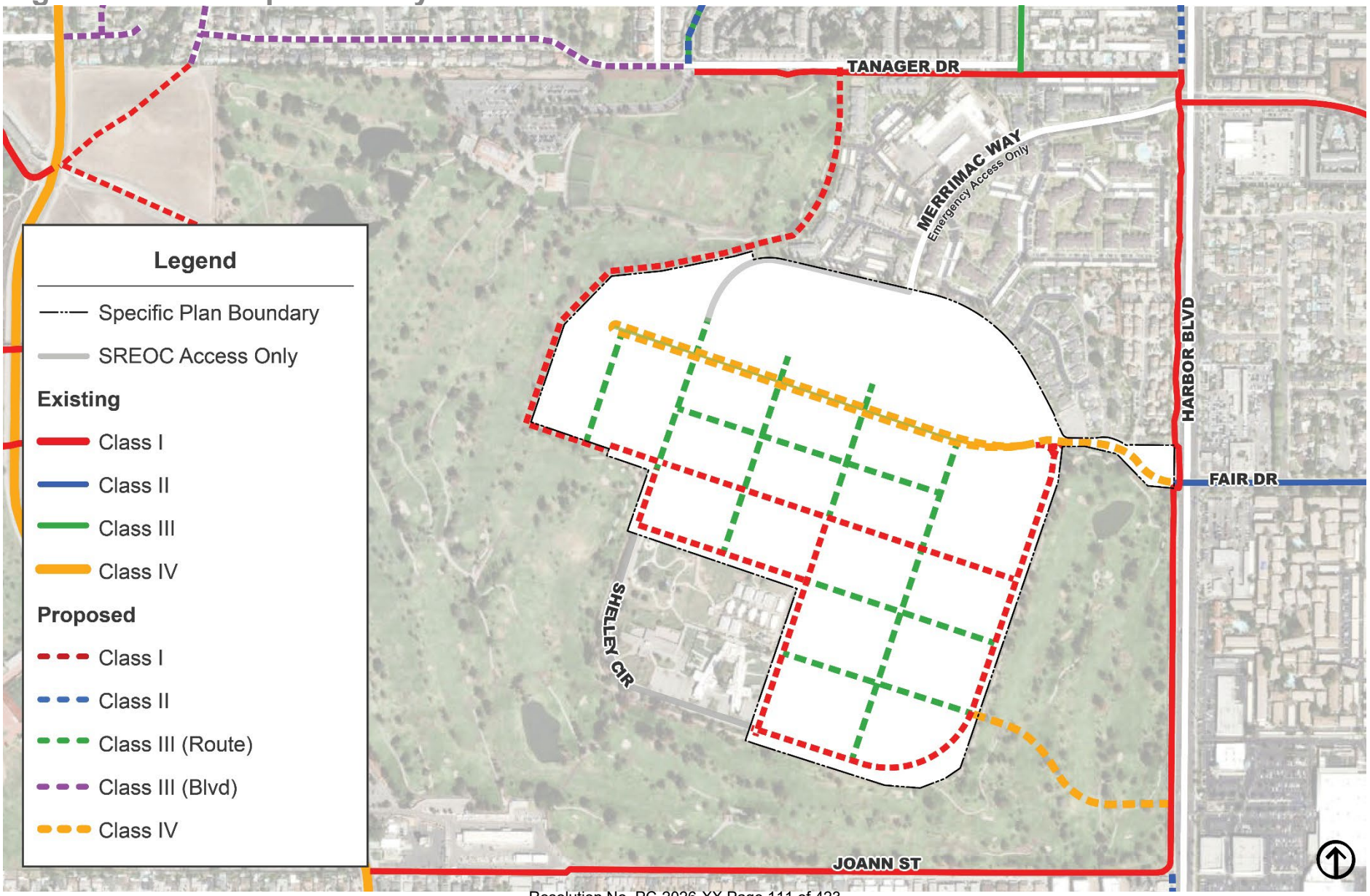


Figure 5-13: Proposed Bicycle Network



5.2.6 Intersections

On-site and off-site improvements are required to ensure efficient movement of traffic for the FDC buildout. Figure 5-14 shows the necessary intersection improvements at the two existing intersections with Harbor Boulevard, all of which can be accommodated within the existing right-of-way. As previously discussed, the secondary access road through the golf course is a new roadway that will connect to the existing intersection with the Harbor Shopping Center, also shown on Figure 5-14.

Roadway design must also accommodate vehicles accessing the SREOC. The backbone roadway network in Figure 5-3 identifies Shelley Circle as a required access route, and Figure 5-15, *SREOC Turning Radius Vehicle Size*, provides the turning radius standards for SREOC vehicles.

On-site intersections must accommodate all modes of transportation. Proposed intersection controls could include roundabouts or four-way stops, or other alternatives, that will be evaluated through project review and are subject to approval by the Public Works Department. Given the proximity to Harbor Boulevard, design attention should ensure safe and efficient operation for the neighborhood and ingress and egress for Cornerstone Lane residents.

Figure 5-14: Intersection Improvements

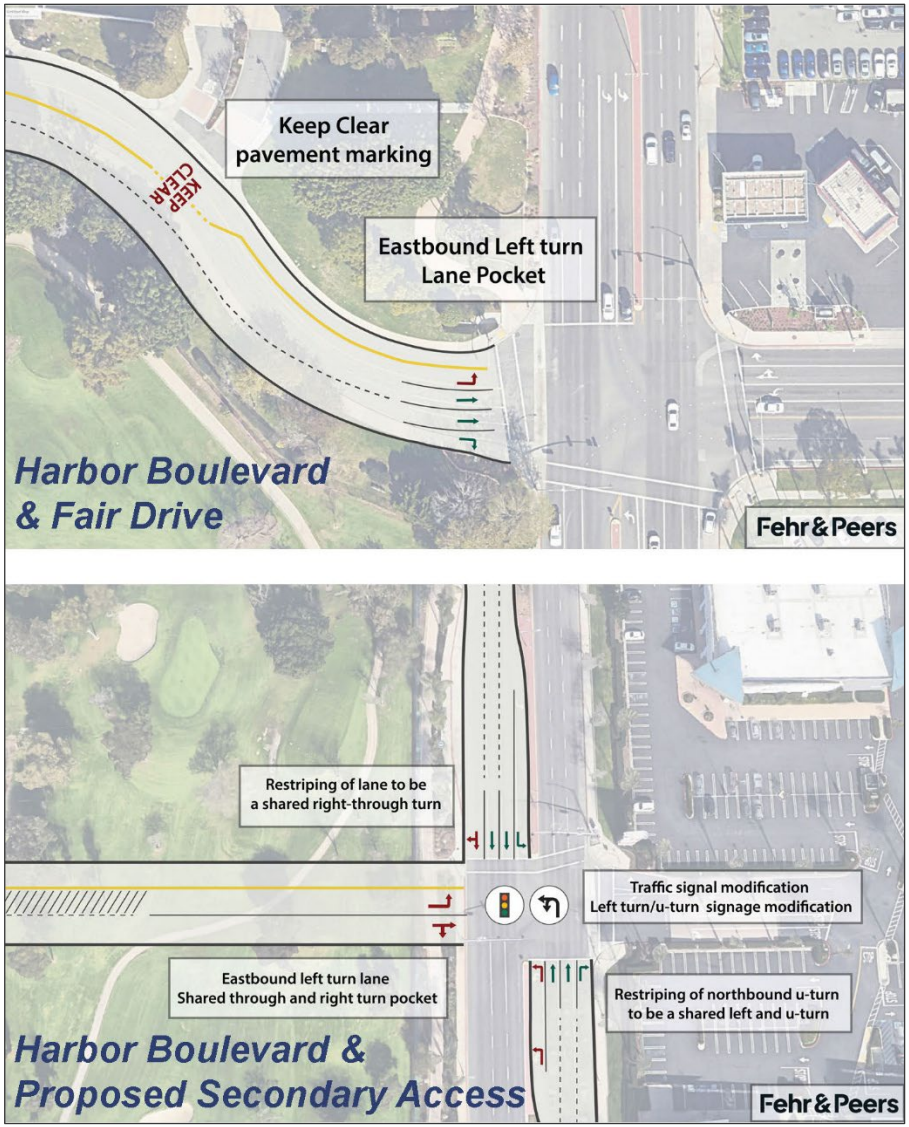
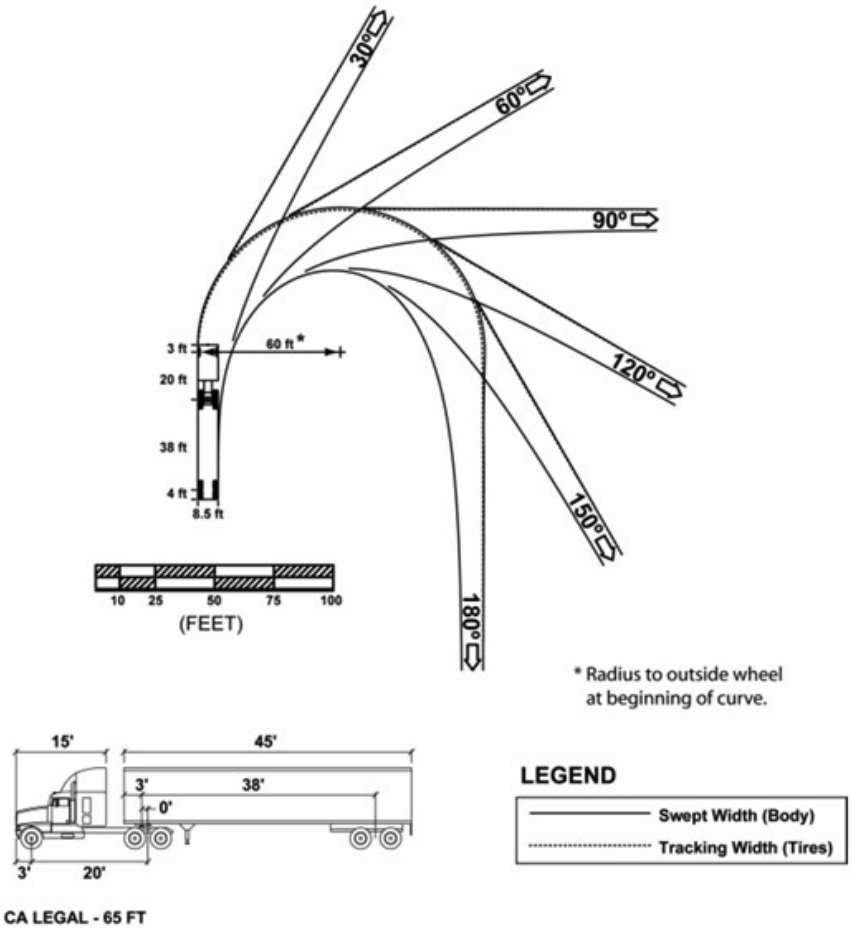


Figure 5-15: SREOC Turning Radius Vehicle Size



Source: Caltrans, Highway Design Manual, 7th edition, Chapter 400.

5.2.7 Public Transit

Public transit services in the City of Costa Mesa are provided by the Orange County Transportation Authority (OCTA), which operates both fixed route and paratransit service across all cities in Orange County. Figure 5-16, *Bus Stops and Transit Routes*, shows the bus routes operating near the Specific Plan area and nearby bus stops. Relevant information about the nearby routes can be seen below in Table 5-1, *Bus Routes.*

Paratransit services are also provided by OCTA through OC ACCESS. This service provides transit options for residents who are unable to use traditional fixed-route transit services due to physical or cognitive limitations. OC ACCESS provides service within ¾ mile of traditional fixed routes, which includes the full site. The City of Costa Mesa had been testing Let's Go Costa Mesa, a three-year grant-funded pilot microtransit program. The grant funding will conclude around October 2027, and the continuation of the program will be evaluated by City Council.

As the Fairview Developmental Center Specific Plan is implemented and population and transit demand increase, the City and Master Developer will work with OCTA to provide relevant service and/or stops for the area.

Table 5-1: Bus Routes

Bus Route	Nearest Stop	Starting Location	Ending Location
43	Harbor & Merrimac	Fullerton	Costa Mesa
47	Wilson & Harbor	Fullerton	Balboa
178	Adams & Harbor	Huntington Beach	Irvine

Figure 5-16: Bus Stops and Transit Routes







All modes of transportation should be planned for throughout the Specific Plan area.

5.2.8 Parking Standards

Parking in the FDCSP area shall be designed to support development needs while minimizing visual impacts and reinforcing a pedestrian-oriented environment, and shall be provided in accordance with Table 5-2.

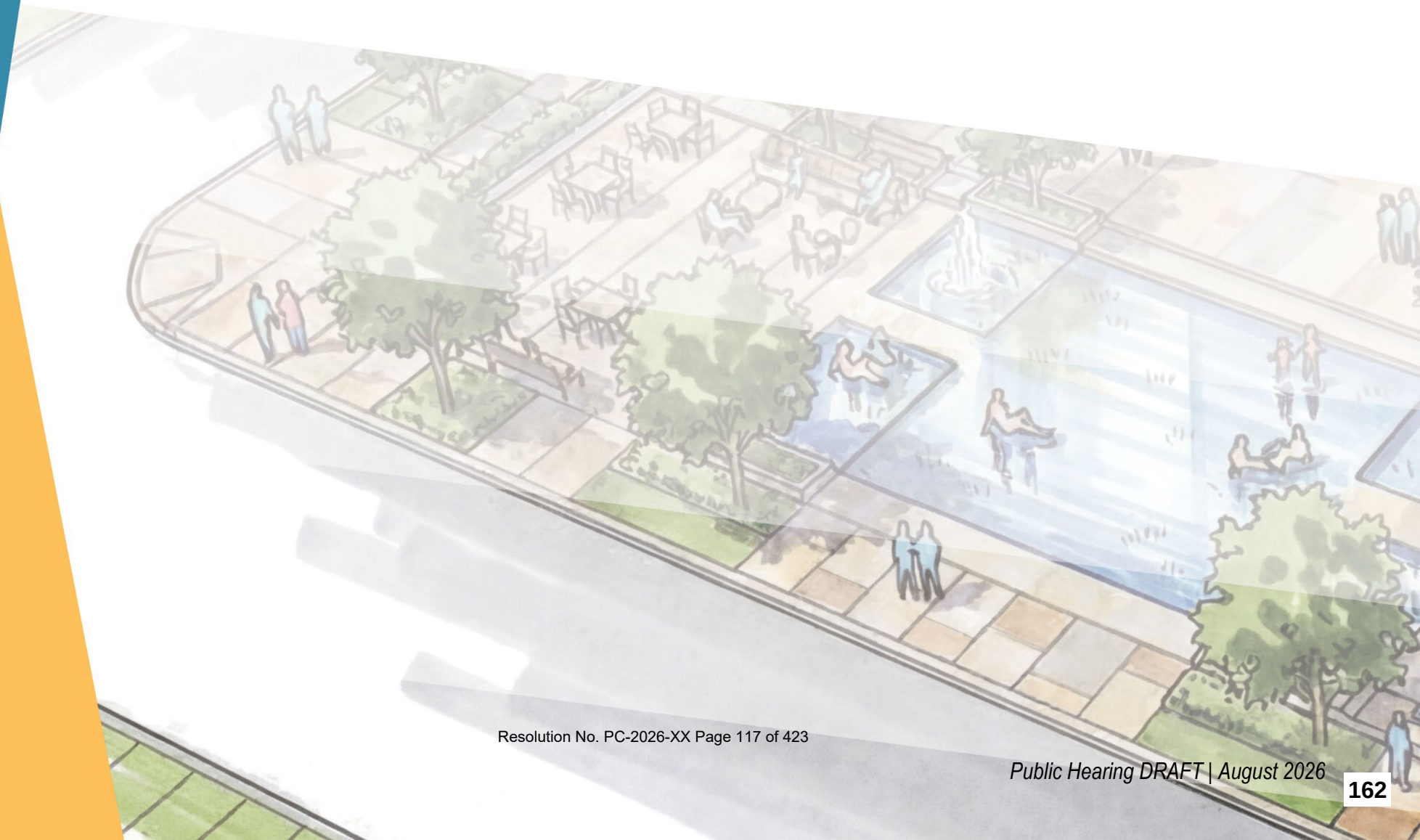
- Surface parking shall not be located between a residential building and its primary street frontage.
- Parking structures shall be screened from public streets through building placement, architectural treatment, or landscaping.
- Bicycle parking shall be provided consistent with Table 5-2.
- A Parking Management Plan with parking study shall be submitted for the FDC area addressing the following: shared parking between residential and commercial, curb side drop-off and pick-up locations, and EV chargers, and may include other measures that demonstrate adequate parking would be provided for all uses identified in Table 5-2.

Table 5-2: Parking Requirements

Use/Unit Type	Minimum Number of Parking Spaces[1]	Unit
COMMERCIAL		
Retail, Office, Food & Beverage[2]	4	Per 1,000 sf
RESIDENTIAL		
Affordable and Market Rate[3]	No minimum	Per Unit
EV CHARGING		
EV Capable	0.10	Per Total Spaces
EV Ready	0.25	Per Total Spaces
OPEN SPACE		
Public Parks (including playgrounds)[4]	5	Per Acre
Courts[4]	2	Per Court
Fields[4]	30	Per Field
BICYCLE PARKING[5]		
Residential – Long Term	0.5	Per unit
Residential – Short Term	1	Per 10,000 sf[6]
Retail and Commercial	5% of required vehicle parking	% Per Total Vehicle Spaces
Public Parks and Trails	2	Per 0.5 acre of Park/ Trail

NOTES:

1. Parking rates may be superseded by State legislation, including AB 2097 and State Density Bonus Law (Gov Code § 65915) .
2. Outdoor dining associated with food and beverage establishments are excluded from parking requirements.
3. Affordable includes Very Low, Low, Moderate, Senior, Permanent Supportive, and Special Needs.
4. On-street parking may be used to satisfy and/or contribute to this requirement.
5. Or as otherwise required by California Building Code and CalGreen Code.
6. Minimum of 2 spaces shall be provided, regardless of size.



6

Open Space, Landscaping & Public Art



6.1 Purpose

Open space is an essential part of the community, providing areas for active and passive recreation, fostering social interaction, and supporting community events. This chapter outlines the open space plan elements, standards, and direction for Open Space, Trails, Landscaping, and Public Art for the Fairview Developmental Center Specific Plan (FDCSP) area.

6.2 Open Space and Trails Plan

The open space and trails plan establishes standards that are foundational for creating attractive, usable, and sustainable open spaces. The standards were developed based on feedback from the community and industry best practices. The following design objectives shall guide the final open space and trails network:

1. Locate and configure park sites to be easily accessed by residents of all ages via sidewalks, bicycle paths, and trails.
2. Link trails to create a fitness loop within and around the Specific Plan area.
3. Link on-site trails to off-site trails, including the Tanager Trail and the Joann Street Trail.
4. Create unique places within parks and other open spaces areas through landscape design, art, and/or programming.
5. On-street parking (including diagonal parking) may be used where feasible to meet off-street parking requirements for public parks to maximize the available land area for park amenities.
6. Community-serving uses or programming shall be provided and coordinated with the City's Parks and Community Services Department and any current or future adopted Park's Master Plan.
7. Direct noise and lighting impacts from sports fields away from homes to the extent feasible.
8. Design publicly accessible and common open space amenities, including plazas and other outdoor gathering areas, with ample shade, seating, lighting, and native plantings.
9. Preserve or reuse existing trees where feasible.
10. Locate and incorporate restaurant patios adjacent to publicly accessible open space areas to encourage the enjoyment of open space facilities.
11. Any trees removed shall be replaced consistent with City requirements at a 2:1 ratio (two new trees for each tree removed).
12. Utilize creative options such as programmable streets to increase the amount of public open space available for special events.

Figure 6-1: Conceptual Site with Open Space



The open space plan includes multiple categories of open space. These categories are defined below but are not shown on a figure because a Master Developer, with City approval, will provide additional detail regarding where and what type of open space will be developed in a development application (see Chapter 8). The minimum amount of publicly accessible open space required, as shown in Table 6-1, shall be provided, and the requirements of this chapter can be met through a combination of the types of spaces as described below. Figure 6-1 illustrates how future open space could be designed and distributed throughout the plan area. Section 6.2.1 provides the standards for each type of open space.

Common Open Space. These open space areas are privately owned and maintained but are shared spaces and can be accessible to the public. Examples include but are not limited to courtyards, plazas, pool areas, rooftop decks, and playgrounds.

Public Open Space. These open space areas are publicly accessible but could be maintained by the City or property owner. Anyone living in the community or visiting the Specific Plan area would have access. Examples include trails, pedestrian paths, parks, and temporary open spaces such as street closures.

Private Open Space. These open space areas are private and only accessible to the property owner or lessee. Examples include balconies, enclosed patios, and rooftop amenities.

Paseo. One paseo generally east-west through the site has been identified in the Plan to provide a centralized pedestrian amenity in the heart of the community. Different from a trail this community-centered connection should have buildings or open space on either side. The paseo will have special paving and pedestrian-scaled lighting and provide amenities such as landscaping and/or planters, seating, and possibly public art.

Pedestrian Paths. A linear open space for non-vehicular use between buildings or blocks, providing walkable connections. May be in a setback area.

Trails. Multi-Use Trails provide connections to the surrounding Costa Mesa Community from the FDCSP site. See Section 6.2.2 and Chapter 5 for more details.

Figure 6-2, *Proposed Open Space and Trails Plan*, provides a conceptual layout depicting the minimum requirement for publicly accessible open space, including a central paseo consistent with Chapter 4, *Land Use and Urban Design*.

Figure 6-2: Proposed Open Space and Trails Plan



6.2.1 Open Space Standards

Open space areas are an important part of community building and general site design for the Specific Plan area. Open space shall be distributed throughout the plan area and can be categorized into three general types: Common, Private, and Public. A reciprocal access easement for ingress and egress may be required to facilitate the ease of pedestrian and bicycle access throughout privately owned-publicly accessible open space. A fourth type, the Paseo, shall serve as a key element of the public open space network and is further defined in this section. All open space shall comply with the standards of this section and Table 6-1. Figures 6-3 and 6-4 provides a visual reference for what these categories of open space could look like and how they could be designed in future development.

Public Open Space

- Public open space may be dedicated and owned by the City or privately owned and maintained with a public access agreement, and shall require approval by the Parks and Community Services Department.
- Shall be consistent with the city's adopted and future updates to the Parks Master Plan.
- Public open space may contain active and/or passive recreational uses.
- Public open space shall include areas dedicated for all ages, including children and elderly.
- A minimum of 14 acres of publicly accessible open space shall be provided in the Specific Plan area.
- Stand-alone commercial centers shall include a privately owned, publicly accessible gathering area, with outdoor amenities and spaces for dining, socializing, events, and other activities. The minimum size shall be 5,000 square feet.
- Public open spaces shall be consistent with any adopted or future adopted Parks Master Plan.

Table 6-1: Open Space Requirements

	Minimum
OPEN SPACE	
Residential	90 sq feet per unit[1]
Commercial	5,000 sq feet[2]
Public[3]	4.26 acres per 1,000 people

NOTES:

1. May consist of outdoor/indoor common areas; private open space; and privately owned, publicly accessible open space, such as park areas and plazas.
2. If commercial is provided in a stand-alone configuration.
3. Can be met through land dedication, park improvements, and in-lieu fees; however, no less than 14 acres of publicly accessible open space shall be provided for the Specific Plan site (see also Chapter 4). May also count privately owned, publicly accessible open spaces toward this requirement, as approved by the Economic & Development Services Director.

Common Open Space

- Common or shared open spaces within multifamily projects may be on roofs, upper decks, parking podiums, or at ground level.
- Common open space shall have a minimum dimension of 15 feet in all direction.
- Indoor common open spaces may include recreation/fitness facilities, event rooms or gathering areas, shared workspaces, and similar indoor uses.
- Pedestrian walkways shall connect common open spaces to building entrances, private drives, or public streets.
- Rooftop amenities may include shade structures that exceed the building height by 10 feet.

Private Open Space

- Balconies shall have a minimum area of 60 square feet with a minimum dimension of 6 feet in each direction.
- Balconies shall be recessed a minimum of one foot into the building facade.
- No balcony shall overhang the public right-of-way.
- Private patios or porches shall have a minimum area of 80 square feet, shall be contiguous to the unit served, and shall include fencing with a maximum height of six feet.
- Rooftop amenities may include shade structures that exceed the building height by 10 feet.





Open space areas should provide active and passive opportunities for community engagement.



Active and passive open space amenities shall include amenities such as sports fields, trails, a central paseo, playgrounds, and landscaped areas with benches and a peaceful view of the golf course.

Pedestrian Paths

- The minimum clear width of a pedestrian path shall be 16 feet.
- Lighting shall be provided consistent with Chapter 4 of this Specific Plan.

Paseo

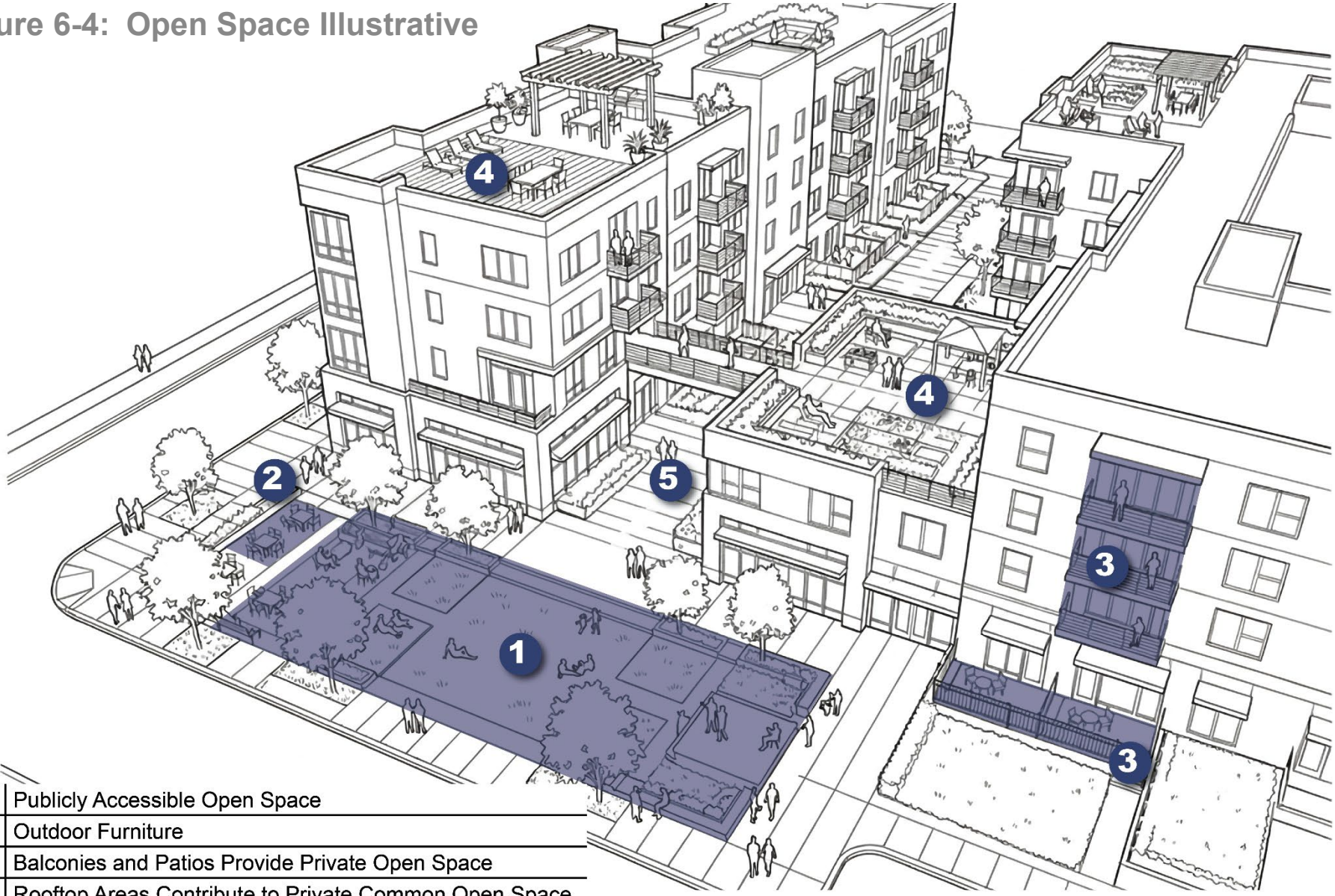
- Paseos shall be open to the public and designed primarily for pedestrian use.
- Where a paseo is required to provide Fire Department access to buildings with portions of the building more than 150 feet from an approved fire access point, the minimum clear width shall be increased to 20 feet, as required per California Fire Code.
- Paseos shall connect to streets, open spaces, trails, plazas, and building entrances where feasible.
- Lighting, landscaping, and seating shall be provided to enhance safety and comfort. Seating along a paseo shall be provided at a ratio of one bench for every 150 feet of continuous linear pathway.
- Ground-floor uses adjacent to a paseo shall include active uses, residential entries, common spaces, or patios where feasible.
- Public art shall be implemented, where feasible, as described in Section 6.4.

Figure 6-3: Paseo



1.	Decorative Paving (pedestrians, cyclists, emergency vehicles only)
2.	Seat Walls (street furniture) Built into Landscape Planters
3.	Patios and Terraces to Activate the Paseo
4.	Variation in Building Massing and Height
5.	Human Scale Ground Floor

Figure 6-4: Open Space Illustrative



1.	Publicly Accessible Open Space
2.	Outdoor Furniture
3.	Balconies and Patios Provide Private Open Space
4.	Rooftop Areas Contribute to Private Common Open Space
5.	Pedestrian Path

6.2.2 Trails

On-site and off-site trails for active transportation travel will provide connections to the rest of the Costa Mesa community, integrating this new neighborhood with the rest of the City. Existing connections include the Tanager Drive Trail to the north and Joann Street Bicycle Trail to the south, as shown on Figure 6-2. These two trails can also connect via existing and planned bikeways on Placentia Avenue, Fair Drive, Wilson Street, Mesa Verde Drive East, Harla Avenue, Merrimac Way, Golf Course Drive, and Harbor Boulevard. Bikeways are described in more detail in Chapter 5.

Multi-use trails are encouraged throughout the Specific Plan site, and the final location for many connections will be identified through the Master Developer's site plan application. The multi-use trail, as depicted on Figure 6-2 and further detailed in the street sections in Chapter 5, is a requirement for implementation of this plan.



Multi-use trails are an important part of the open space plan and mobility plan for the FDCSP area.





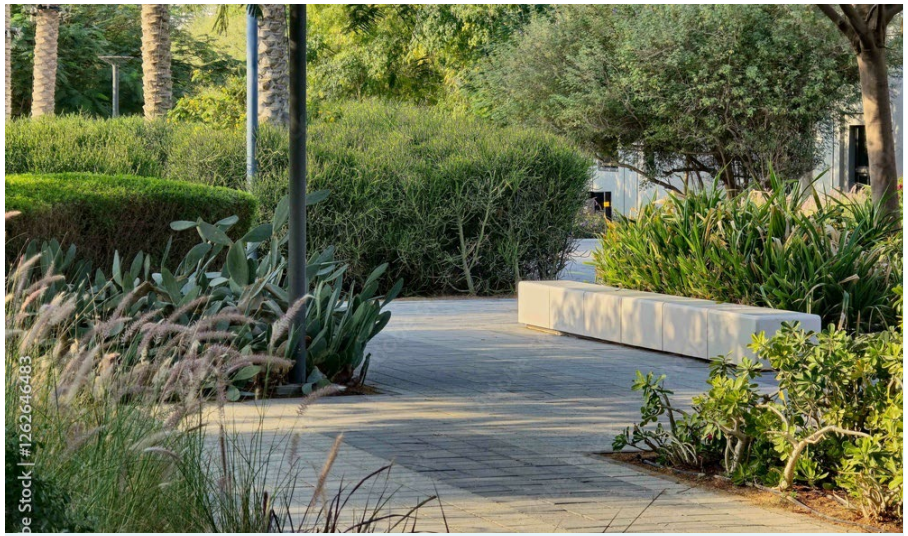
Nearby city parks provide open space and recreation facilities available for the public to use.

6.2.3 Nearby City Parks

The Costa Mesa Parks and Community Services Department manages many of the recreation facilities, programs, and services in Costa Mesa, including the public parks. There are 32 parks across the City, ranging from under one acre to over 200 acres. See Figure 6-5, *Nearby City Parks and Open Space*, for those near the Specific Plan site. Publicly accessible open space will be provided through implementation of this Plan. Section 6.2 outlines the open space and recreation plan for the Specific Plan area.

Figure 6-5: Nearby City Parks and Open Space







Landscape features could include street furniture such as integrated seat walls and benches.

6.3 Landscaping and Trees

Landscaping shall be provided throughout the Specific Plan area to enhance aesthetics, provide shade, manage stormwater, and pursuant to Section 13-105 of the CMMC, contribute to environmental quality.

- The Master Developer shall prepare a program for preservation, relocation, and replacement of existing on-site and impacted off-site trees, demonstrating all applicable requirements of the FDCSP. Relocated trees may be used for streetscape, parks, paseo, publicly accessible open space, private outdoor areas, and within setback.
- Existing trees removed during development shall be replaced on-site at a ratio of two new trees for every one tree that is removed.
- Existing trees may be boxed and relocated on-site. Relocation must be performed by qualified personnel following recognized ISA Best Management Practices, including proper root pruning, secure anchoring, supplemental irrigation, and soil preparation. After relocation trees must be monitored, irrigated, maintained and inspected to promote establishment and long-term survival. See Appendix F for an inventory of the trees on the FDC site.
- Tree preservation may include tree extraction, staging, and relocation within the Specific Plan area.

- Replacement trees shall be boxed/contained trees from local, quality, native and non-native nursery tree stock.
- Landscaping, trees, and other plant material shall comply with Section 13-106 of the CMMC.
- Street trees shall be provided along all public and private streets.
- Landscaping shall be used to screen parking areas, utilities, and services through the use of planting islands and perimeter landscaping.
- Landscaping shall comply with applicable water efficiency standards and City requirements per Section 13-107 of the CMMC.
- Pursuant to the Migratory Bird Treaty Act and California Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat shall be conducted outside of the avian nesting season. The nesting season generally extends from early February through August.

6.3.1 Hardscape, Outdoor Furnishings and Amenities

- Special paving treatments shall be used at pedestrian crossings, plazas, and entry points to reinforce walkability and visibility.
- Hardscape elements such as walls, planters, and seat edges shall be designed with durable materials that complement surrounding architecture.
- Universal accessibility shall be thoughtfully integrated into all public areas.
- Parks, plazas, and open spaces shall include site furnishings appropriate for the type, size, and character of the amenity or feature.
- Furnishings include, seating, tables, shade elements, waste, recycling, and compost receptacles, bicycle parking, lighting, and other features.
- Site lighting shall be provided for safety, to identify ingress and egress, and be integrated into the overall landscape design.

6.4 Public Art

Public art contributes significantly to the public experience and identity of a place. It stimulates creativity and imagination and can add a unique human quality to the outdoor environment. Costa Mesa is the City of Arts and, consistent with the City's motto redevelopment of the Fairview Developmental Center property shall integrate art and art education. The following guidelines address the development, placement, and selection of artwork:

- Public art within the Plan area is subject to the requirements of the City's adopted Arts & Culture Master Plan and subsequent updates.
- Public art associated with commercial uses should invite interaction, reflect local context, and contribute to placemaking in public spaces and along key pedestrian routes.
- The design and placement of public art shall consider its physical impact on its surroundings, such as buildings, open spaces, and pedestrian circulation, to ensure compatibility and visibility.
- Artwork should be sited so as not to obstruct pedestrian movement, compete with storefront visibility, or impede vehicular sightlines.
- Murals, bas-relief, or integrated art elements should be used to enhance building facades and activate otherwise blank walls.
- Public art shall be constructed of durable materials suitable for outdoor conditions and should be appropriately lit to ensure visibility during evening hours.



Art can create a sense of place by adding an interesting element to an outdoor area.

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7

Infrastructure & Public Services



7.1 Purpose

This chapter describes the infrastructure and utilities that previously supported the FDC, and identifies the improvements needed for redevelopment under this Specific Plan. It also outlines nearby public services that will provide facilities and support to the community.

7.2 Infrastructure, Utilities and Public Services

Adequate infrastructure is required to support redevelopment for residents and businesses. This section discusses the existing utilities and infrastructure currently servicing the FDC site, as well as the new, upgraded infrastructure that will be required to accommodate the redevelopment proposed in this Specific Plan. In this plan, utilities and infrastructure refer to dry utilities such as electricity and gas in addition to wet utilities such as water, sewer, and drainage.

7.2.1 Electricity and Natural Gas

Electrical service to support the current buildings on the FDC site is provided by Southern California Edison (SCE). The existing system feeds an on-site central “power plant.” From there, electrical power is distributed through transformers in and around on-site buildings for service. Redevelopment proposed by this Specific Plan will require updated infrastructure. None of the existing supporting utilities are feasible to keep on-site and the systems will all need to be modernized to meet current code requirements. SCE previously confirmed that it has the capacity in the area to service the redevelopment, and it will oversee the installation of typical facilities needed for electrical service around the property. This will require further coordination between the Master Developer and SCE to reconfirm capacity remains available and to determine exact points of connection for new infrastructure.

Natural gas service is currently provided by Southern California Gas Company (SoCal Gas). Similar to the electrical services, natural gas is provided by a single meter and then distributed across the site. All distribution lines and appurtenances beyond this gas meter are owned by the State. Also similar to the electrical services, all facilities supporting the current gas system will need to be removed and replaced with a typical system. In coordination with the selected Master Developer, it is anticipated that SoCal Gas will remove the existing facilities and require a new, typical gas service system to support redevelopment. The new system will connect to the existing high pressure distribution system found in Harbor Boulevard. The Master Developer shall coordinate with SoCalGas to verify service availability for the proposed development within the plan area.

In conclusion, new infrastructure for all dry utilities will need to be installed throughout the site to support redevelopment. The selected Master Developer will coordinate with the gas and electric companies for related utility infrastructure needs at

the site. This Specific Plan encourages the Master Developer to fully rely upon electric power for redevelopment of the site.

7.2.2 Water and Sewer

Water

Water service in Costa Mesa is provided by the Mesa Water District (MWD), which uses groundwater from the local Orange County Groundwater Basin and recycled water from the Orange County Water District (OCWD). In emergencies, MWD will obtain potable water from the regional wholesaler, Municipal Water District of Orange County (MWDOC). The Specific Plan site currently receives water from a main water line that runs under Harbor Boulevard, which then enters an on-site system of smaller water lines (see Figure 7-1, *Existing Water System Facilities*). The system currently provides service to existing uses and has no major issues in terms of supply, pressure, or fire flows; however, future development will require project-specific evaluation of domestic demand and fire protection needs. Final infrastructure sizing, looping, hydrant spacing, and pressure/flow performance shall be confirmed through detailed engineering and coordination with the MWD and Costa Mesa Fire & Rescue during subsequent planning, mapping, and building permit phases.

MWD prepared a Water Supply Assessment (WSA) and a hydraulic analysis for the FDC buildout. The WSA concluded that adequate water supply is available for the maximum buildout described in Chapter 4. The hydraulic analysis found that maximum peak demand could affect one of the District's reservoirs and, any required modifications will be determined during the Master Developer's project review. The Master Developer will be responsible for coordinating with MWD to identify the necessary improvements. Both studies are included in the Environmental Impact Report (EIR).

The existing on-site water system will be demolished and replaced with a new 8- to 12-inch polyvinyl chloride (PVC) system. The new system will connect at Fair Drive and the future roadway to Fair Drive to create a looped network (see Figure 7-2, *Proposed Water System Facilities)*. Additionally, development of the SREOC property will include a new 10-inch domestic line dedicated to its water needs, connecting from an existing main at Fair Drive and Harbor Boulevard.

Wastewater

The Costa Mesa Sanitary District (CMSD) maintains 224 miles of gravity sewers citywide (see Figure 7-3, *Existing Sewer Facilities*). The FDC site currently uses a private on-site sewer system that connects to a CMSD sewer main via a private line in Merrimac Way. Data collected during the monitoring of the two nearby manholes along Harbor Boulevard indicates that the sewer system is in good condition with ample capacity. Wastewater flows north in the CMSD sewer system to the Orange County Sanitation District (OCSD) trunk sewer facility at Baker Street, where it is treated and recycled. As of December 2025, OCSD confirmed sufficient capacity to accommodate the estimated wastewater flows from the Specific Plan's maximum buildout.

Development of the Specific Plan area will require the following improvements:

- Upsize one of the two existing parallel 15-inch sewer lines between Fair Drive to Merrimac Way to 18- inches or greater (approximately 1,860 Linear Feet (LF)).
- Upsize the existing 18-inch line between Merrimac Way and Baker Street to 21- inches or greater (approximately 4,240 LF).
- Total estimated lineal feet of sewer replacement or upsizing is 6,100 LF.
- Existing capacity in the sewer system can support 1,600 residential units before full upgrades are required, based on conservative generation factors.
- Further evaluation and coordination with CMSD will be required to confirm final sizing and cost-sharing responsibilities. The Master Developer will be responsible for coordinating this with CMSD and the City.

The on-site sewer system will be demolished and replaced with a new 8- to 12-inch system sized to accommodate Specific Plan buildout (see Figure 7-4, *Proposed Sewer Facilities*). The new on-site system will continue to discharge at the existing Fair Drive connection point. Additionally, the SREOC property will install a new dedicated 8-inch sewer line running east-west and connecting to the CMSD sewer system in Harbor Boulevard, designed and installed to avoid conflicts with future Specific Plan development areas.

7.2.3 Storm Drain

The City of Costa Mesa has approximately 42 miles of storm drains and over 1,100 catch basins across the community. The storm drain system is maintained by the City, including clearing blocked drains, removing debris from drains/basins, and repairing any damaged pipes. On the FDC site, the system primarily discharges via surface flow to the Costa Mesa Country Club (golf course) to the west. Runoff at the golf course is then collected through a network of inlets that lead to the City storm drain systems (see Figure 7-5, *Existing Storm Drain Facilities*).

Prior to construction on the FDC site, the City will require the following studies and improvements (see Chapter 8; some conditions may be phased):

1. Pipe condition analysis, using closed-circuit television (CCTV), of the existing 36-inch storm drain that accepts drainage from the FDC site.
2. Replacement of the corrugated metal pipe (CMP) portion of the storm drain with reinforced-concrete pipe (RCP).
3. Realignment of the 36-inch RCP storm drain to avoid the lake (on golf course).
4. Future study to determine capacity of the existing 36-inch storm drain.
5. Balance proposed condition 25-year peak flow to match existing 25-year peak flow, including on-site detention if necessary.
6. Prepare detailed hydrology and hydraulics report for City review and approval based on the approved Tentative Tract Map.

These changes and infrastructure upgrades will create a new storm drain network (see Figure 7-6, *Proposed Storm Drain Facilities*) that can accommodate the development levels proposed in this Specific Plan. Prior to any connections to the storm drain facilities, the Master Developer shall also submit an application for review to Orange County Public Works (OCPW).

Figure 7-1: Existing Water System Facilities

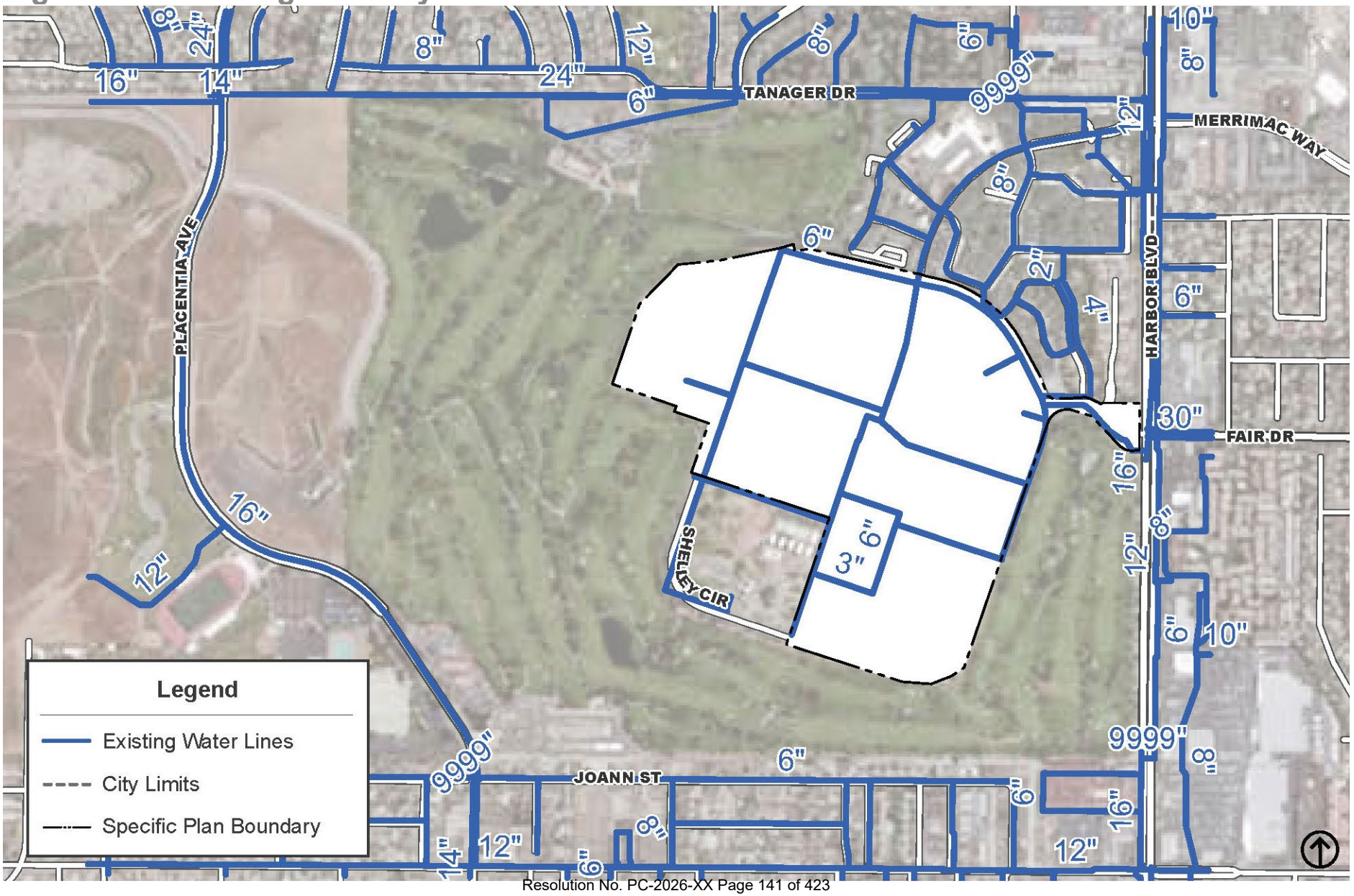


Figure 7-2: Proposed Water System Facilities

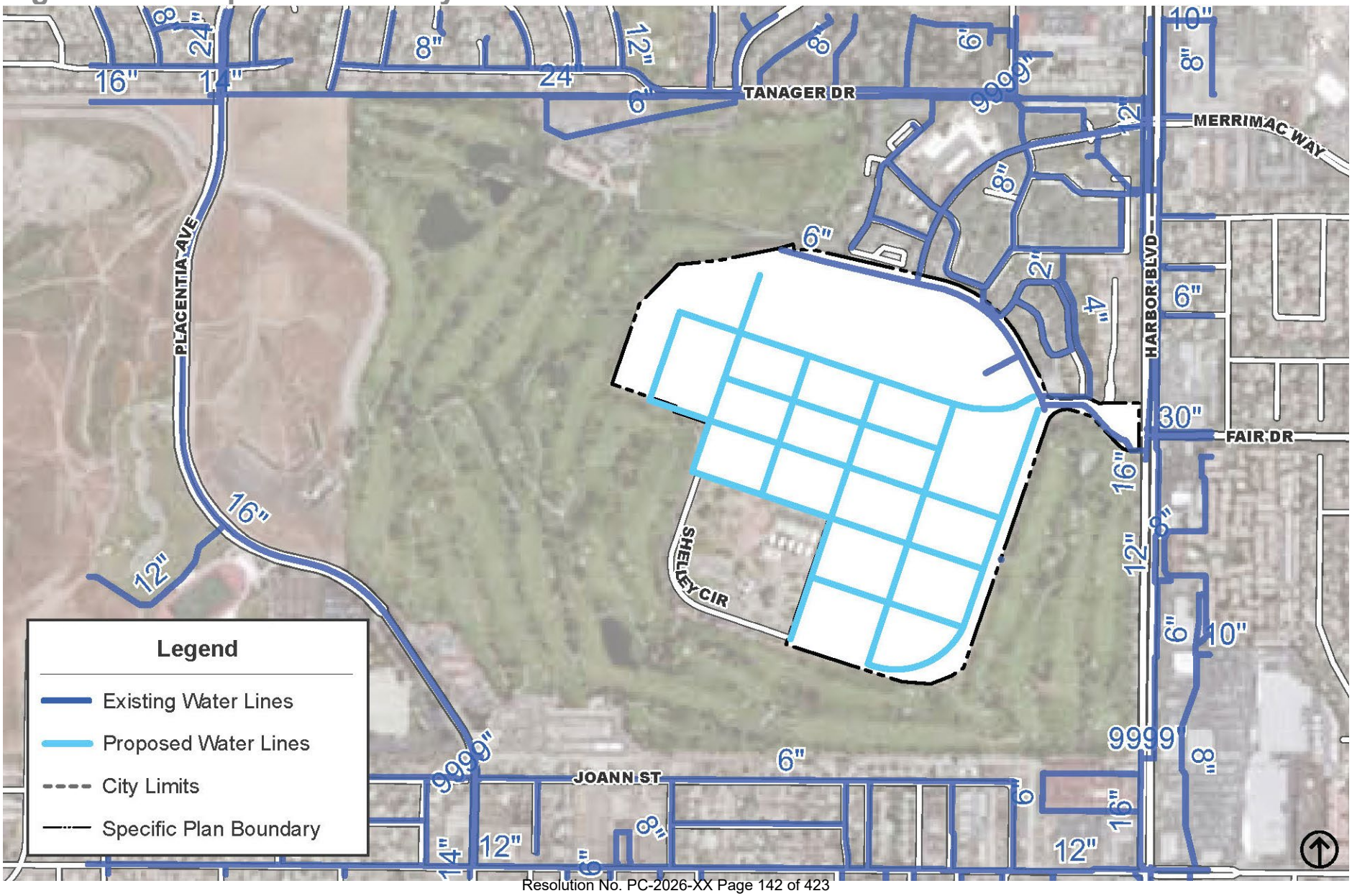


Figure 7-3: Existing Sewer Facilities

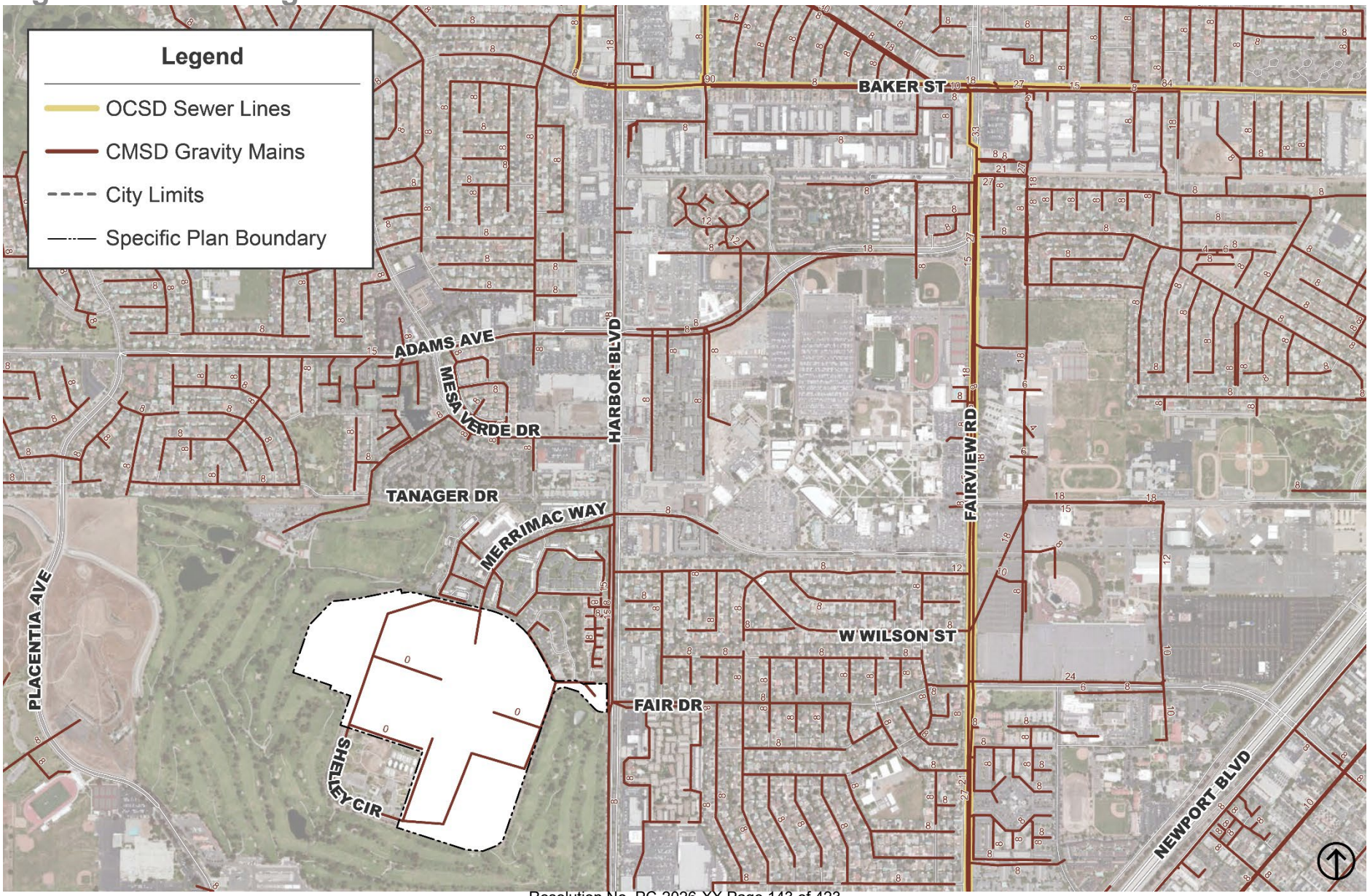


Figure 7-4: Proposed Sewer Facilities

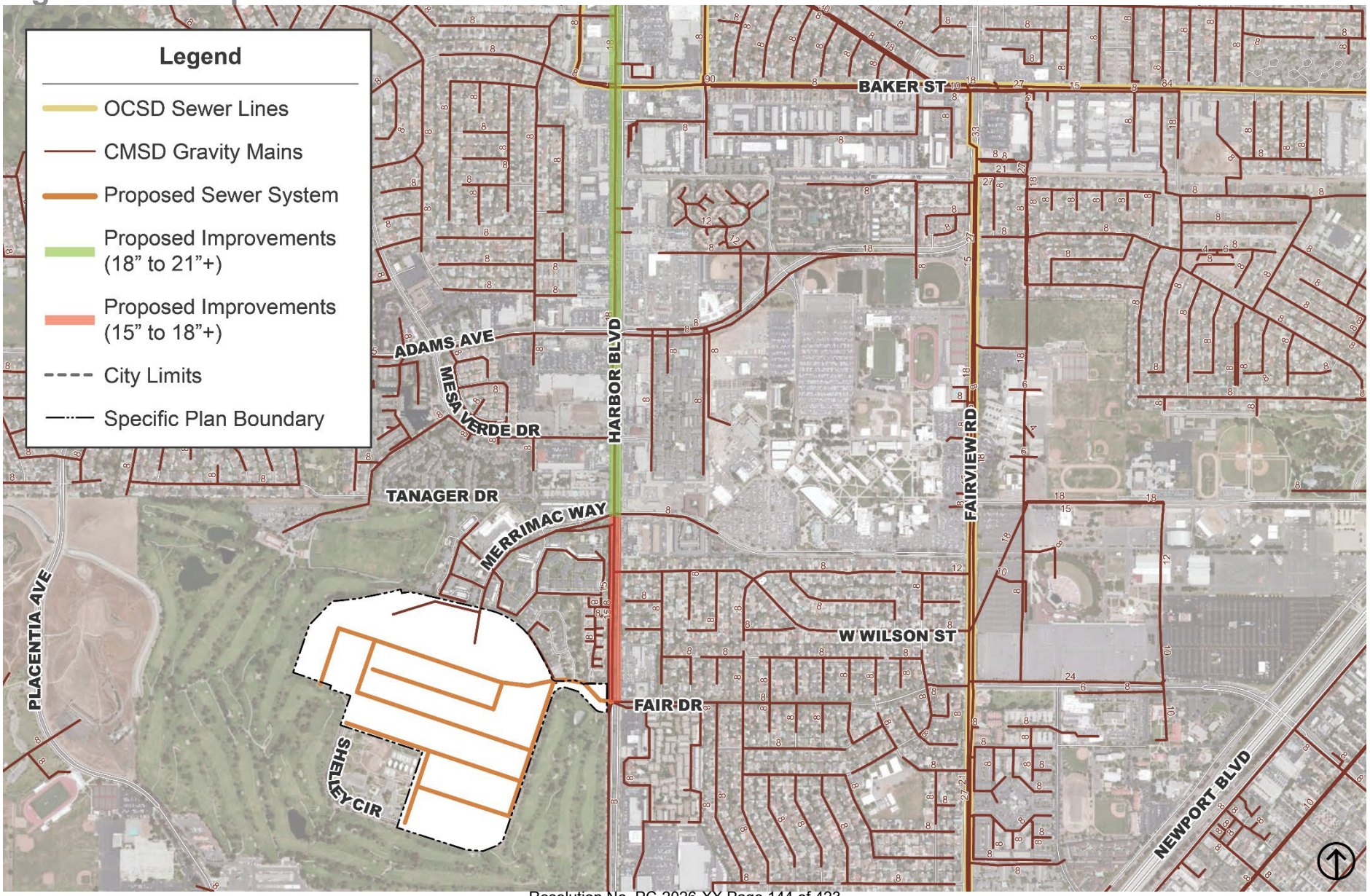


Figure 7-5: Existing Storm Drain Facilities

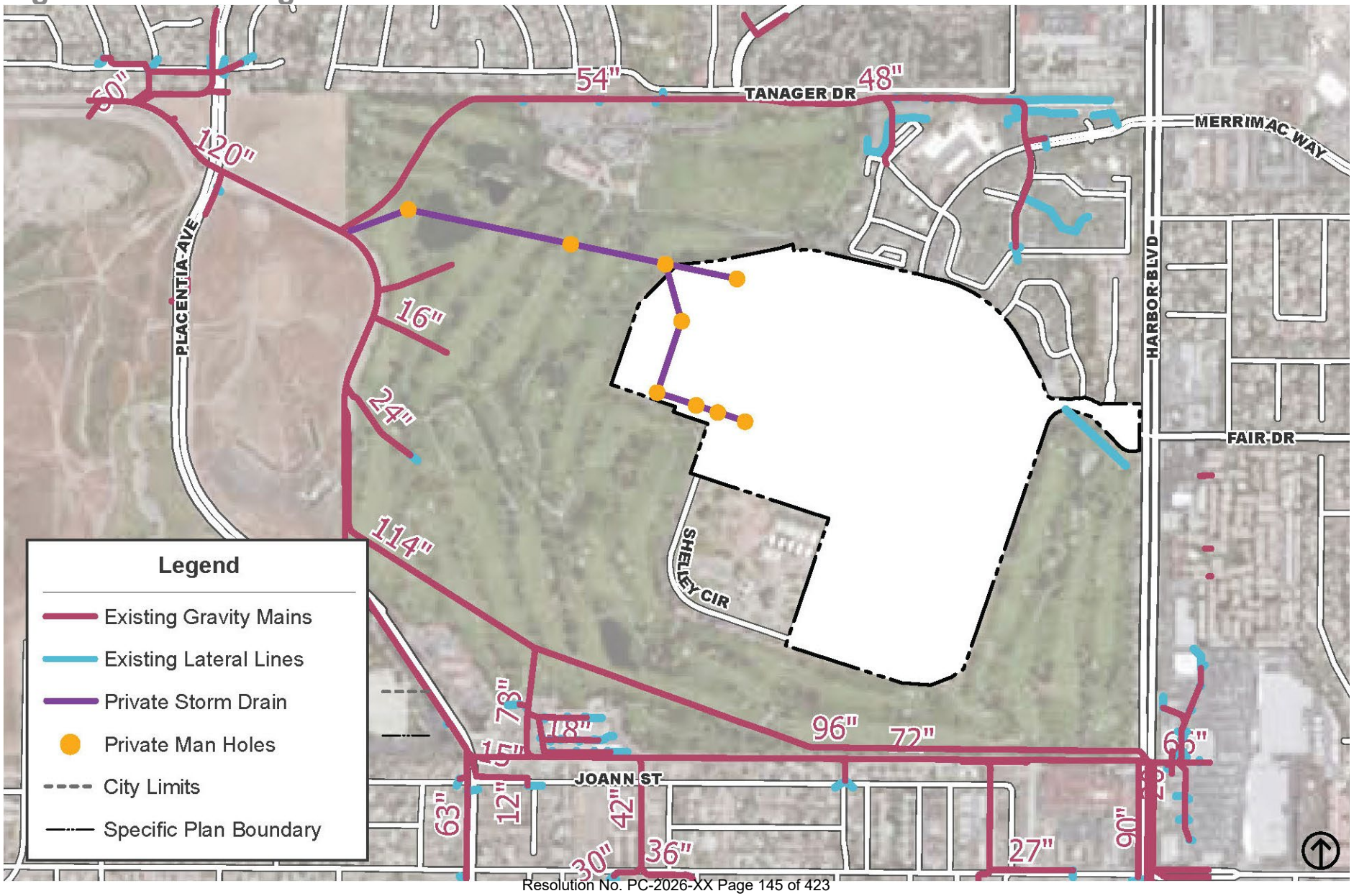
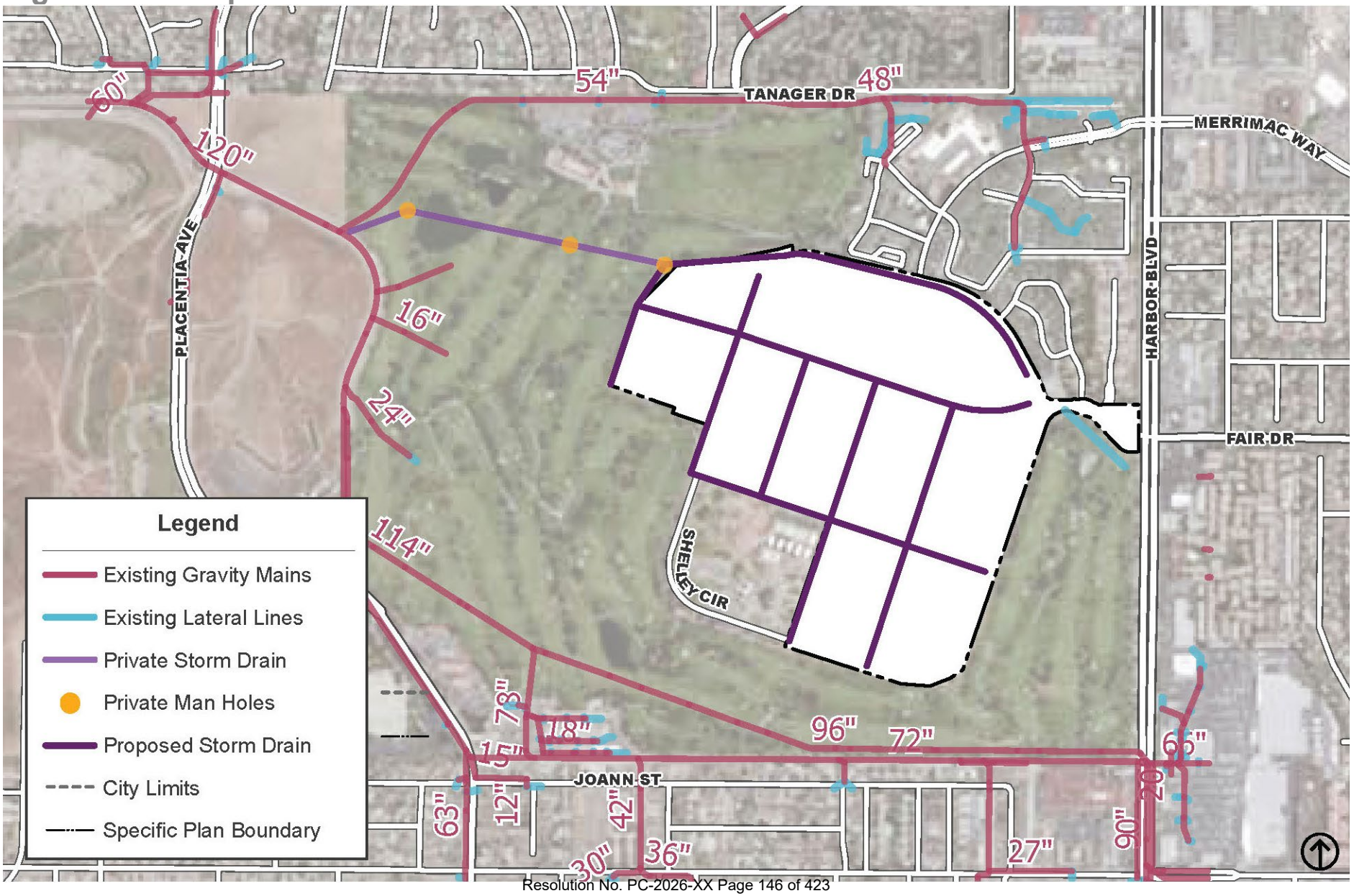


Figure 7-6: Proposed Storm Drain Facilities



7.2.4 Waste Management and Recycling

Waste management and recycling services are required for construction and demolition as well as for ongoing service once new housing and commercial businesses are built. The City of Costa Mesa has requirements for both types of waste.

Construction and Demolition Waste

The City's Municipal Code requires that all project-related construction and demolition divert 65 percent of nonhazardous project waste from the landfill by recycling or salvage. Asphalt, concrete, excavated soil, and land-clearing debris can all be diverted. Other materials include but are not limited to cardboard, plastic, lumber, drywall, concrete, brick, and other masonry. The City offers options for waste hauling, either through a franchise waste hauler or self-hauling. Coordination with the City's Public Works Department is required prior to issuance of a building permit.

Residential and Commercial Waste

Multi-family properties of five or more units and commercial businesses may select a waste collection and recycling hauler from the City's approved list. Single-family residential service and multi-family properties of four units or less are managed by the Costa Mesa Sanitary District—the current provider is CR&R. See Chapter 4, Section 4.6.7, for trash and recycling enclosure requirements.

7.2.5 Public Services

It is important for new developments in Costa Mesa to have access to the public services that are readily available to residents. These include, but are not limited to, fire protection, police services, schools, and libraries. These services can be seen in Figure 7-7, *Public Services*. It is important to note that this Specific Plan does not identify or propose new public safety facility sites but also does not preclude the siting of future public safety facilities or support functions within the Specific Plan area. A nexus study which calculates the new increment of development, estimates the portion of an improvement project attributable to that increment of growth, and allocates the fee for the FDC, shall be required of the Master Developer (see Section 8.3.3 and Table 8-3). If a future need is identified, such facilities will be accommodated, consistent with applicable City review and implementation actions.

Police

Police services are provided by the Costa Mesa Police Department. The Costa Mesa Police Department headquarters is at 99 Fair Drive, approximately 0.85 miles east of the Plan area. Due to the distance from the Police headquarters and the proximity to Harbor Boulevard, a substation is needed within the Specific Plan area, either separate from or connected to a Fire Department substation. This is due to an increase in population from the residential and commercial uses at the site that will necessitate additional personnel commensurate to the current ratio of Police personnel to the population.

Fire and Emergency Services

Fire protection and emergency services are provided by the Costa Mesa Fire & Rescue Department. The department has six fire stations around the City, and the three closest stations to the Plan area are:

- Fire Station 1 (1570 Adams Avenue): approximately 0.9 miles from the Specific Plan entrance at Harbor Boulevard and Fair Drive and 1.7 miles from the proposed SREOC site.
- Fire Station 5 (2450 Vanguard Way): approximately 0.9 miles from the Specific Plan entrance at Harbor Boulevard and Fair Drive and 1.7 miles from the proposed SREOC site.
- Fire Station 4 (2300 Placentia Avenue): approximately 1.4 miles from the Specific Plan entrance at Harbor Boulevard and Fair Drive and 2.2 miles from the proposed SREOC site.

As redevelopment occurs, fire protection and emergency services needs may evolve due to changes in population, building intensity, roadway network conditions, and travel patterns. The Master Developer shall coordinate with Costa Mesa Fire & Rescue and applicable agencies to confirm emergency access, fire lane geometry, turning radii, vertical clearances, hydrant spacing, and required fire flows. Project phasing shall incorporate any identified fire protection improvements needed to maintain effective emergency response and public safety, up to and including the placement of a fire station on-site or another acceptable location.

Schools

The Specific Plan area is in the Newport-Mesa Unified School District (NMUSD). NMUSD oversees 44 schools—12 preschools, 22 elementary schools, an independent study school, an intermediate school (grades 7-8), a middle school (grades 7-8), 2 middle/high schools (grades 7-12), 4 high schools (grades 9-12), and an adult education program, across the cities of Costa Mesa, Newport Beach, and Corona del Mar. The schools near the Specific Plan area that could serve future residents are:

- Adams Elementary School (2850 Clubhouse Road): approximately 1.6 miles to the Specific Plan entrance.
- TeWinkle Middle School (3224 California Avenue): approximately 2.0 miles to the Specific Plan entrance.
- Estancia High School (2323 Placentia Avenue): approximately 1.6 miles to the Specific Plan entrance.

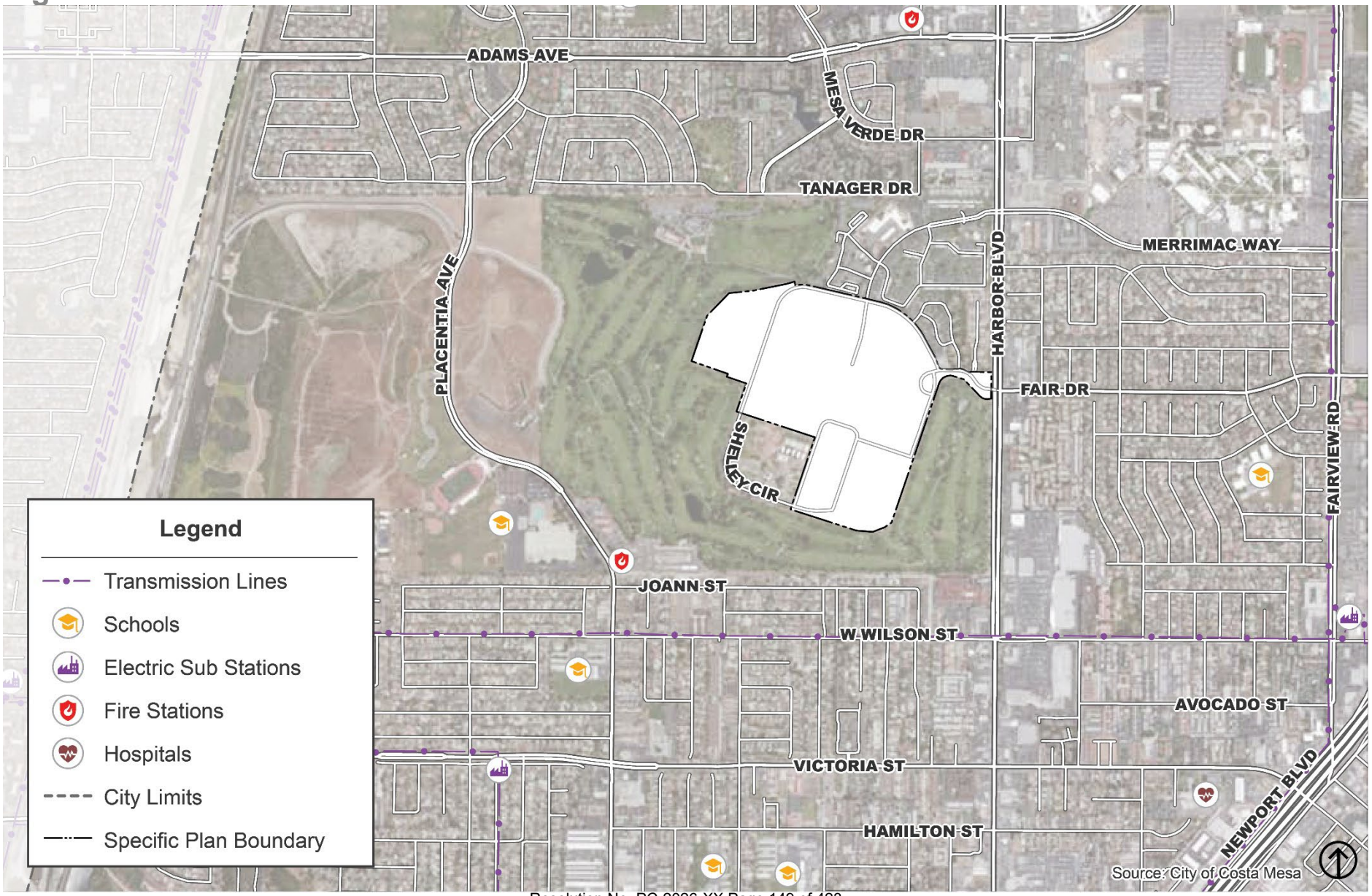
Library

Libraries in Costa Mesa are operated as part of the Orange County Public Libraries. Two branch libraries are in the City:

- The Donald Dungan Library (1855 Park Avenue): approximately 1.9 miles to the Specific Plan entrance.
- The Mesa Verde Library (2969 Mesa Verde Drive): approximately 1.6 miles to the Specific Plan entrance.

In addition to book and media check-out programs, the libraries also provide additional services and resources, including: hotspots, laptops and charger kiosks, public computers, Wi-Fi, wireless printing, private study rooms, and technology tutoring.

Figure 7-7: Public Services



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8

Administration & Implementation



8.1 Purpose

A specific plan is required to contain a program of implementation measures consisting of, but not limited to, regulations, programs, infrastructure projects, and financing measures. This chapter outlines the requirements and actions for administering and implementing the Fairview Developmental Center Specific Plan (FDCSP). Administration of the Plan includes review, approval processes, and modification and amendment procedures. It also describes the implementation actions and conceptual phasing for short-, mid-, and long-term development, as well as the financing measures needed for development and capital improvements.

8.2 Administration

8.2.1 Adoption and Applicability

This Plan was prepared in conformance with California Government Code Title 7, Division 1, Chapter 3, Article 8, Section 65450 et seq.; the City of Costa Mesa General Plan; and the Zoning Code (Costa Mesa Municipal Code (CMMC) Title 13) and has been adopted by Ordinance No. XXXX-XX.

Under the Zoning Code, individual specific plans may establish additional or separate provisions and standards for the plan area; and may adopt zones and amend the Zoning Map. This Specific Plan establishes the land uses and zoning for the Plan area, and addresses general provisions, permitted uses, development and design standards, and mobility and infrastructure improvements. Unless otherwise specified, where the provisions of this Specific Plan differ from those in the Zoning Code and City regulations, including the citywide objective design standards, the provisions of this Specific Plan shall control. Where the Specific Plan is silent on a subject, the requirements of the Zoning Code (Title 13), shall remain applicable. This Specific Plan is subject to the requirements of state law, including but not limited to the Housing Accountability Act. To the extent that the provisions of this Specific Plan conflict with applicable state law, state law shall control.

8.2.2 Responsibility and Enforcement

The City of Costa Mesa Community Development Department, its Director, or designees, shall be responsible for administering the Plan in accordance with the requirements of this document, all governing and applicable State and federal laws, the City of Costa Mesa's General Plan, and the CMMC.

8.2.3 Severability

If any portion of this Plan and its regulations are declared invalid or ineffective in whole or in part by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Plan.

8.2.4 Interpretation

In the event of ambiguity concerning the content or application of the Plan, the ambiguity shall be determined by the Community Development Department, Director, or designee(s).

Such interpretations shall be consistent with the vision, guiding principles, purposes, objectives, and intent established in this Plan. See also "Specific Plan Conformity and Minor Conditional Use Approvals" in Section 8.2.7. Any appeals of interpretations shall go forward to Planning Commission.

8.2.5 Environmental Review

The FDCSP was adopted in compliance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 21000 et seq.). Pursuant to Section 15168(c), Use with Later Activities, of the CEQA Guidelines, later activities in the program, such as those implementing the Plan, can be approved as being within the scope of the project covered by the Program EIR and associated Mitigation Monitoring and Reporting Program, and no new environmental document would be required, pursuant to CEQA Guidelines Section 15162. If a later activity causes substantial changes or would have effects that were not examined in the Program EIR, a new initial study may need to be prepared, leading to either an EIR or a Negative Declaration. That later analysis may tier from the Program EIR as provided in CEQA Guidelines Section 15152.

In addition to the CEQA provisions noted above, pursuant to State CEQA Guidelines Section 15183, later projects that are consistent with the development density established by the Specific Plan and/or General Plan shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

8.2.6 Application Review and Processing

This section provides the review and approval authority for the implementation of the Specific Plan, as authorized by CMMC Title 13, Planning, Zoning and Development, Chapter III, Planning Applications. All development applications must be consistent with the Vision, Guiding Principles, purpose, intent, objectives, development and design standards of this Specific Plan.

8.2.6.A FDC Development Review Application

Prior to a formal Tentative Map submittal, the Master Developer shall submit an FDC development review application to the Community Development Department, in a form developed and approved by the Department, that includes a conceptual map and supporting documentation to demonstrate conformance with the Specific Plan. The conceptual map shall divide the FDCSP site into Planning Subareas detailing the development program and phase. Details in the preliminary review application shall include, but not be limited to:

1. Legal description (metes and bounds) of the overall Planning Area boundary and graphic depiction of each Planning Subarea, if applicable.

2. The general location, acreage and type of land use for each Planning Subarea.

3. Proposed maximum number of dwelling units for each Planning Subarea.
4. Proposed maximum number of gross and net acres for non-residential land uses, including community facilities and service stations, if applicable.
5. Identification of applicable project design features, mitigation measures, and Development Agreement stipulations unique to the Planning Area.
6. Residential development typologies and the unit count by lot or block shall be provided, including the location and affordability levels of affordable housing. A broad color palette for the exterior walls and roofing materials for future homes and businesses shall also be included.
7. Backbone circulation and location of local roads.
8. Draft Transportation Demand Management Plan and Climate Action and Adaptation Plan compliance.
9. Estimated acres of park, recreation and other open space uses and location of parks, paseo, and trails.
10. Construction phasing/staging, including demolition and remediation.
11. General phasing of infrastructure for the entire planning area, including roadway locations (including secondary and collector arterials, if appropriate and known), sewer, storm drainage and a Runoff Management Plan (ROMP), Master Plan of Drainage (MPD), including the location of water quality facilities.
12. Preliminary conceptual grading at 10-foot contours.
13. Historic American Buildings Survey Report (see Section 4.7.10).
14. Other relevant programs, policies, and guidelines contained in The Plan, as may be required for consideration, together with a description of how they are being implemented by the Planning Subareas.
15. Any proposed changes to the Costa Mesa Country Club Golf Course to accommodate additional site access shall be accompanied by an outreach plan.

The Master Developer may submit additional materials that further demonstrate their conformance to this Plan. Additional focused studies may be required as part of this application and will be included in an application submittal checklist developed by the Community Development Department.

8.2.6.B Tentative Map Application

A Tentative Map shall be required for the site area controlled by the Master Developer, in accordance with Title 13, Chapter XI, Subdivisions, of the CMMC, and shall be consistent with the preliminary review application. The Tentative Map is subject to the review authority identified in Table 8-1.

Minor Map Amendment (MMA)

This Specific Plan establishes a process to authorize limited modifications to an approved Tentative Map that remains in substantial conformance with the conditions of approval and does not increase the project's environmental impacts. The

Community Development Director, or designee, has the sole discretion to determine whether an MMA is the appropriate process for proposed tentative map or phasing plan changes prior to final map recordation. An MMA shall only be used to process changes to the project for an increase or decrease of no more than 10 percent.

An MMA may be applied for minor changes that include, but are not limited to:

1. Moving units from one phase to another with no increase or decrease in overall unit count.
2. Minor shifting of lot lines in any direction that does not result in safety impacts to the infrastructure or roadway network.
3. Minor pad elevation height changes.
4. Minor changes in project grading that do not result in a significant environmental impact.
5. Minor shifts in alignment of local roadways or the required Backbone Roads.
6. Revising private roadways such that they are shown as separate lots or including them within lots.
7. Changes to residential product type or building footprint within a lot, as long as the change is consistent with the development standards and there is no increase in unit count for that particular lot.

8.2.6.C Specific Plan Conformity

The FDC development review application process included in Section 8.2.6.A describes the process for initiating an application for the development's consistency with this Specific Plan. The Vision and Guiding Principles (Chapter 3) shall be used to determine conformance to the Specific Plan.

8.2.6.D Minor Conditional Use Approvals

The Vision and Guiding Principles (Chapter 3) shall be consulted when a use determination and/or interpretation (Section 8.2.4) is being made. Any use requiring a Minor Conditional Use Permit (Table 4-3) shall be reviewed by the Planning Manager to determine its similarity to another listed use and the use's suitability within the Specific Plan area. Additional approvals, such as granting Modifications, as described below (Section 8.2.6.F), require demonstrated compatibility and conformance.

8.2.6.E Affordable Housing Plan and Density Bonus Program

Affordable housing requirements for the Specific Plan area are provided in Chapter 4, Table 4-1, and further described in Section 4.4. Tracking requirements are provided in Section 8.3. Development in the Specific Plan area is exempt from the City's Affordable Housing Inclusionary Ordinance pursuant to Section 13-329, Chapter XVII, of the CMMC. Density bonus projects are subject to Government Code Section 65915, et

seq. and CMMC Title 13, Chapter IX, Article 4, Density Bonus and other Incentives.

Conformance with the FDCSP requires that the minimum number of affordable housing units per income category is met, as identified in Table 4-1. The Master Developer shall submit an Affordable Housing Plan detailing how the requirements of this Specific Plan will be implemented. The Plan shall include but is not limited to the following information:

1. The location, structure, tenure (to be detailed within the Affordable Housing Plan), and size of the proposed market rate and affordable units, including bedroom count.
2. The affordable units shall be comparable to the market rate units in terms of materials used and bedroom count and shall be proportionate in terms of unit mix.
3. The total number of affordable units to be provided per development application.
4. A floor plan and site plan depicting the location of the affordable units.
5. The affordable housing agreement shall specify the number, type, location, size and phasing of all affordable units, provisions for income certification and screening of potential purchasers or renters of units, and resale control mechanisms, including the financing of ongoing administrative and monitoring costs, consistent with the approved affordable housing plan, as determined by the Community Development Director.
6. A fair housing marketing plan for the process by which qualified households will be reviewed and selected to rent or own affordable units.
7. Construction phasing plan schedule with the anticipated dates for building permit issuance, certificate of occupancy, completion, and opening date. This schedule may be modified with approval by the Community Development Director, or designee.

Affordable Housing Agreement Requirements

Prior to approval of any final parcel map or issuance of any building permit, whichever occurs first, the developer shall execute and record an affordable housing agreement in a form approved by the city attorney that at a minimum specifies: the number, type, location, size, and phasing of all affordable units; provisions for income certification; and screening of potential renters of the affordable units, consistent with this Specific Plan. Site preparation and remediation may begin prior to establishment of this agreement.

Alternative Means of Compliance

A developer may propose an alternative means of compliance with the minimum requirements in Table 4-1 by providing a different mix of very low, low, and moderate income housing as long as the overall number of affordable units is met. Alternatively, a developer may propose a lower number of total affordable units if the mix proposes deeper levels of affordability (e.g. there is an increase in extremely low, very low, or low income categories). Any proposed alternative means of compliance will be reviewed as part of the submitted affordable housing plan and determination made by the

Community Development Director, or designee. The Community Development Director may refer the alternative means of compliance to the Planning Commission, at their sole discretion.

Affordable Housing Plan Modifications

If a change to the required affordable housing cannot be met through an alternate means of compliance and a Master Developer proposes a deviation from the affordable housing units identified in Table 4-1, the Community Development Director may approve the modification to the number and income level of units as long as the following are met:

- The total number of housing units does not exceed the total maximum number of units in Table 4-1.
- The total number of housing units is not less than the minimum number of units in Table 4-1.

Very low, low, and moderate Income units can be accommodated elsewhere in the City, and the change would result in “no net loss.”

Table 8-1: Development Application Process and Review Authority

Review Authority	Application Type[1]	Appeal Authority
Planning Division	■ Use Approval ■ Reasonable Accommodation ■ FDC Development Review Application ■ Tentative Map Application	Zoning Administrator
Community Development Director	■ Affordable Housing Plan ■ Minor Modification ■ Minor Conditional Use Permit ■ Major Modification/ Variance ■ Specific Plan Conformity ■ Phasing Plan Adjustment ■ Planned Sign Program ■ Density Bonus Request ■ Tentative Parcel Map ■ Minor Map Amendment	Planning Commission
Planning Commission	■ Conditional Use Permit ■ Tentative Tract Map	City Council
City Council	■ Development Agreement ■ Final Tract Map ■ Specific Plan Amendment	None

NOTE:

1. When required, mailed notices shall comply with Title 13, Chapter III Planning Applications, Section 13-29(d)(1), of the CMMC.

8.2.6.F Modifications

Concurrent with the submittal of the FDC Development Review Application or the Tentative Map, an application requesting a minor or major modification, as described below, must be submitted to the Planning Division for review and to refer the application to the appropriate review authority identified in Table 8-1. Such submittals must be accompanied by supporting technical studies and documentation to make the applicable findings described in this section.

Minor Modifications

A minor modification is a deviation from the development and/or design standards of this Specific Plan (Chapter 4) that may be granted by the Community Development Director, or designee. A list of Minor Modifications is provided in Table 8-2.

Major Modifications/ Variance

A major modification is a deviation from this Specific Plan, that is not an interpretation (Section 8.2.4) or minor modification (Table 8-2) and does not warrant a Specific Plan Amendment. Major Modifications may be granted by the Community Development Director, or designee, but has authority to defer decision to the Planning Commission. Major Modifications include:

- A deviation in a development or design standard at a percentage greater than what is allowed under a Minor Modification (Table 8-2), but shall not exceed 20 percent.
- Any proposed change determined by the Director to be a Major Modification.

Findings

When granting approval of Minor or Major Modifications for a development project, as specified above, the final review authority shall find that the evidence presented in the administrative record substantially meets all required findings listed here:

1. Granting the deviation and/or modification will not allow a use, density, or intensity which is not in accordance with the Housing Element and this Specific Plan.
2. Granting the modification will not be materially detrimental to the health, safety, and general welfare of the public or otherwise injurious to property or improvements within the immediate neighborhood.

Table 8-2: Minor Modifications

Minor Modifications
Adjustments to development and design standards by no more than 10 percent.
Adjustments to parking standards by no more than 10 percent.
Adjustments to the Affordable Housing Plan; see Section 8.2.6.E, Affordable Housing Requirements/ Program.
Adjustments to allowable projections and encroachments if consistent with the building code.
Addition or update of information to this Specific Plan—text and/or map changes—for the purposes of clarification provided that the edit is still consistent with the intent of the Plan and does not constitute a major modification or amendment.
Certain adjustments to the Mobility Plan, including ultimate roadway alignment for non-backbone roads, lane configuration, bike lanes, sidewalks and trails, and traffic controls, also requires approval by the Public Works Department, Transportation Services Manager.
Use determinations for land uses not specified in Section 4.5 Uses, but similar in intent and character subject to interpretation by the Director, as specified in Section 8.2.4, Interpretation.

8.2.6.G Specific Plan Amendments

A Specific Plan Amendment may be initiated by the Master Developer, City Council, Planning Commission, or City Staff in the event of the following:

1. A proposed reduction in the minimum open space per Table 4-1.
2. A proposed change to the maximum allowable number of dwelling units and/or non-residential square feet (Table 4-1).
3. A proposed decrease to the total number of very low- and low-income affordable housing units identified in (Table 4-1) that cannot be met through a minor modification (Table 8-2) or an alternative means of compliance.
4. A change in use not allowed in the FDCSP that cannot be addressed through Section 8.2.4.
5. Proposed change to the backbone roadway network not identified in Chapter 5, Mobility.
6. A proposed change to the Specific Plan area boundary.

A Specific Plan Amendment may require additional studies or analysis, as requested by the City and/or required by CEQA.

8.3 Implementation

8.3.1 Site Preparation

It is anticipated that the State will leave the FDC property with the existing buildings still standing on the site, including parking lots, utilities, walkways, and landscape areas. Several State-initiated reports indicate that buildings constructed in the 1950s and 1960s have considerable lead- and asbestos-containing materials that will need to be remediated with demolition. The site likely contains hazardous materials from the existing utility infrastructure and expected contaminated soils. Prior to beginning demolition, the owner, beneficiary, or trustee shall contact the South Coast Air Quality Management District. Additionally, the owner, beneficiary, or trustee shall provide an Erosion Control Plan that addresses Best Management Practices. It is anticipated that site preparation and remediation efforts, in addition to grading, will adequately prepare the site for new development. Infrastructure improvements related to mobility and utilities are provided in Chapter 5, *Mobility*, and Chapter 7, *Infrastructure and Public Services*, and specific tasks are identified in Table 8-3.

8.3.2 Interim Conditions and Requirements During Construction

All portions of the Specific Plan area are subject to the following operational standards. Any vacant land or portions of the Specific Plan area under active construction, including demolition, grading and excavation, and above-ground building activities, shall be maintained in a visually attractive manner with the following criteria.

Fencing and Screening. The owner, beneficiary or trustee shall install a minimum six-foot-high fence with dust control covers adjacent to the property boundaries, or other alternative fencing acceptable to the City's Building Official or Code Enforcement Manager that is adequate to protect the public health, and welfare, unless the City officials determine that the installation of such fencing will be detrimental to the public safety and welfare.

- Any fencing required under this section may additionally require screening if deemed necessary to protect the safety, adjacent properties from dust, the streetscape, and overall appearance of the site. The Building Official or Code Enforcement Manager may enforce fencing standards for vacant areas consistent with this section.
- If fencing is proposed for long-term vacant sites (for example, vacancy anticipated for more than 12 months vs. active construction sites) with no berms, then fencing shall be permanently installed into the ground and set back three feet to provide for landscaping to be installed and maintained in the front.

- Any decorative or graphic elements on fencing must be approved by the City and shall not contain any advertising but may include graphics and visuals that promote the project and the City of Costa Mesa.

Stormwater. A stormwater pollution prevention plan shall be approved by the Public Works Division, and Best Management Practices must be effectively implemented at all times to prevent soil, debris, or runoff from affecting right-of-way through erosion or other means.

Storage. Open storage is prohibited on a vacant lot or site within the Specific Plan area. Vehicle storage, such as cars, trucks, vans, motorcycles, and buses, is not permitted. Vacant lots are permitted to be used for construction staging, construction parking, and site security trailers while any portion of the site is under construction. A Construction Staging Plan may be required by the Building Official.

Property Maintenance. The Specific Plan area shall be kept clear of debris, litter, rubbish, overgrown weeds, graffiti, and other elements that contribute to blight.

Lighting. Exterior security lighting shall illuminate areas with visibility from a street or alley; however, the lights shall be shielded to avoid lighting adjacent properties.

8.3.3 Development Impact Fees

A future FDCSP impact fee program may be initiated in addition to citywide development impact fees. Development impact fees are a potential funding source for maintenance of parks, recreational open space, public services, and other services that impact City resources. These fees will be paid by a developer and may only be used to pay for improvements necessitated by implementation of the FDCSP and only in an amount proportionate to the new development's share of the benefit. The fees can be combined with other funding sources to pay for an improvement that serves both new and existing residents or businesses. A nexus study—which calculates the new increment of development, estimates the portion of an improvement project attributable to that increment of growth, and allocates the fee for the FDC—is required by state law for implementation. Cities can, and usually do, have more than one impact fee, with each fee dedicated to an individual category of improvements, such as public safety, facilities, parks, etc.

At a minimum, the following fees will be required to be paid prior to building permit issuance. Additional fees, as determined or adopted by the City, may also be required.

- Traffic Impact Fees
- Park Development Fees
- Drainage Fee
- Fire System Development Fees
- School Fees
- Sewer Fees

8.3.4 Transportation Demand Management

Development projects meeting the qualification criteria below shall implement Transportation Demand Management (TDM) measures to support the Specific Plan's mobility objectives in Chapter 5.

A draft TDM plan shall be submitted concurrent with an FDC Development Review Application, with the final plan submitted concurrently for each TTM. The approved TDM Plan shall demonstrate consistency with the mobility goals and trip reduction targets of the Specific Plan and citywide CAAP goals, and shall be implemented and maintained throughout project occupancy. The TDM Plan shall include:

- Trip reduction goals.
- Required TDM measures.
- Incentives for walking, biking, and/or use of transit including, but not limited to, bicycle facilities, rideshare programs, and transit ridership supportive measures.
- Monitoring and reporting procedures.
- Responsible party for implementation.
- Corrective measures if performance targets are not met.

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8.3.5 Conceptual Phasing and Financing

Buildout of the Specific Plan area is anticipated to take place in multiple phases, potentially over a 15- to 20-year horizon. The Community Development Director, or designee, has the authority to approve an adjustment to the phasing plan. Adjustments are not considered a modification or an amendment to the specific plan unless otherwise stated in an executed Development Agreement. A phasing plan shall be submitted by the Master Developer to the Director, or designee, and be kept on file with the Planning Division. If a Development Agreement is in place for the property, all aspects of the phasing plan shall comply with the terms of the agreement including, but not limited to, affordable housing, infrastructure and other site improvements. Conceptual phasing for implementation of development on the FDC site is identified in Table 8-3.

8.3.5.A Funding and Financing

Redevelopment of the FDC site is expected to be privately financed by the Master Developer. Through the State disposition process, as outlined by State Department of General Services (DGS) on their State Commercial Opportunities Portal (www.dgs.ca.gov/RESD/Projects/Page-Content/Projects-List-Folder/State-Commercial-Opportunities-Portal), the Master Developer will need to meet the following:

- Accept the property in its current "as-is" condition, without warranties from the State.

- Enter into a long-term ground lease or purchase agreement with the State.
- Secure all necessary financing, conduct all due diligence, and obtain all necessary permits, entitlements and utility approvals from relevant authorities.
- Cover all on-site and off-site development costs, including security, maintenance, remediation, construction, management, and operations.
- Pay prevailing wages to the extent required by State law.
- Comply with CEQA.
- Pay any applicable development fees, including but not limited to fees for permitting and applicable impact fees.
- Meet all contractual milestones established in the final agreement with DGS.

Additionally, a developer must submit a statement of financial capacity and strategy to determine whether the proposed project is not only financially viable, but likely to succeed. DGS will seek to understand how pre-development costs will be addressed, as well as the likelihood that development costs can be covered through the proposed means. The statement shall include:

- A listing of the estimates related to both pre-development and development costs.
- A clear financing strategy, detailing sources and amounts of capital (equity, debt, etc.) for both pre-development and development costs.
- Analysis of how the project will support local financial sustainability.
- Any material assumptions that impact financial feasibility (e.g., location of connections for municipal utilities).

The Specific Plan is intended to provide a sufficient amount of market-rate development to enable the master developer to finance the infrastructure and other public facilities and services, including donation of land for affordable housing development. Nevertheless, market conditions change over time. The City may consider utilizing one or more of the following funding and financing tools and sources, when, in the sole discretion and opinion of the City, it is necessary to facilitate development and build out of the Specific Plan.

Community Facilities District. Creation of a CFD could be used to finance infrastructure investments through municipal-rate bonds. Although initiated by the City, the developer would still be responsible for paying off the debt. Properties with 100 percent affordable housing would be exempt from the CFD property tax levy.

Landscaping and Lighting Maintenance District. This type of district may be used for maintenance and servicing landscaping and lighting through annual assessments on benefiting properties. Assessment districts may also be used to fund and maintain parks.

Parking Districts. The City may consider establishing one or more parking districts if requested by the master developer to coordinate, own, and/or operate shared parking lots and parking structures. While parking districts would not fund implementation of this Plan, paid parking could be used to offset ongoing maintenance and operating costs for the Plan area.

Grant and Loan Programs. Although the Specific Plan does not explicitly call for using grant and loan programs to implement the public realm improvements, the City may utilize various federal, state, local, and private grants to provide additional funding for public improvements. In particular, objectives such as promoting pedestrian- and bike-friendly environments, and relieving traffic congestion may help improvements qualify for various grants dedicated to advancing these goals. The City may submit proposals for this type of funding, but implementation of the Specific Plan is not reliant on grant funds.

See also Section 8.3.3 regarding Development Impact Fees. Table 8-3, *Implementation and Conceptual Phasing,* identifies each phase of development, specific action items, timing, responsible party, and the anticipated funding source.

Table 8-3: Implementation and Conceptual Phasing

Action Items	Timing[1]	Responsible Party[2]	Funding
PRELIMINARY			
Prepare Nexus Study, Establish and Adopt FDCSP Development Fee(s)	Short-term	City	City General Fund or State Grant
Preliminary and Development Review Applications	Short-term	Master Developer	Private
Coordination with John Wayne/County Airport Land Use Commission	Short-term	Master Developer	Private
PHASE I: SITE PREPARATION			
Construction Fencing	Short-term	Master Developer	Private
Building Demolition	Short-term and likely completed in stages	Master Developer	Private
Soil Remediation	Short-term and likely completed in stages	Master Developer	Private
Additional Tree Study and Removal	Corresponds with other site preparation actions	Master Developer	Private
Grading (and associated storm drain improvements and erosion control)	Short-term and likely completed in stages with building demolition/remediation	Master Developer	Private
PHASE II: BACKBONE INFRASTRUCTURE			
Relocation or Abandonment of State Storm Drain through Golf Course (off-site)	Expect to be concurrent with initial grading operations	Master Developer	Private
Stormwater System	Concurrent with grading	Master Developer	Private
Sewer System	Concurrent with grading	Master Developer	Private
Water System	Concurrent with grading	Master Developer	Private
Backbone Road Network (Per Mobility Plan, Chapter 5), including all improvements (on-street parking, bike lanes, sidewalks, etc.)	After grading and wet utility installation	Master Developer	Private

Action Items	Timing[1]	Responsible Party[2]	Funding
Other Local Roads, including all improvements (on-street parking, bike lanes, side-walks, etc.)	As needed to support the delivery of pads to homebuilders	Master Developer	Private
Electricity	Concurrent with roadways	Master Developer	Private
Natural Gas (For Commercial Areas Only)	Concurrent with the delivery of commercial pad(s)	Master Developer	Private
Relocation of REOC Shelley Circle Detention/ Retention Areas	Concurrent with final improvements to Shelley Circle	Master Developer	Private
Secondary Access Road and Golf Course Hole Relocation	Triggered by total number of Proposed Units - May be implemented in later phase of development	Master Developer	Private
Intersection Improvements Harbor Boulevard and Fair Drive	Mid-term	Master Developer	Private
Intersection Improvements Harbor Boulevard and Shopping Center/Secondary Access	Triggered by total number of Proposed Units - May be implemented in later phase of development	Master Developer	Private
PHASE III: DEVELOPMENT AREAS			
Deliver Development Pads for Affordable and DDS Housing (Per VTTM)	Stages concurrent with grading, roads, and infrastructure improvements	Master Developer	Private
Deliver Parcels to Homebuilders	Stages concurrent with grading, roads, and infrastructure improvements	Master Developer	Private
On-Site Parks and Trails (including historic interpretive panels)	Based on final Conditions of Approval	Master Developer	Private
Off-Site Multi-Use Trail connecting to Tanager Trail	Based on final Conditions of Approval	Master Developer	Private

NOTES:

1. Short-term: 1 to 5 years | Mid-term: 5 to 10 years | Long-term: 10 to 20 years.
2. Responsibility may be passed to individual builders in the event that not all development is built by the Master Developer.

Table 8-4: Ongoing Ownership, Maintenance, and Funding

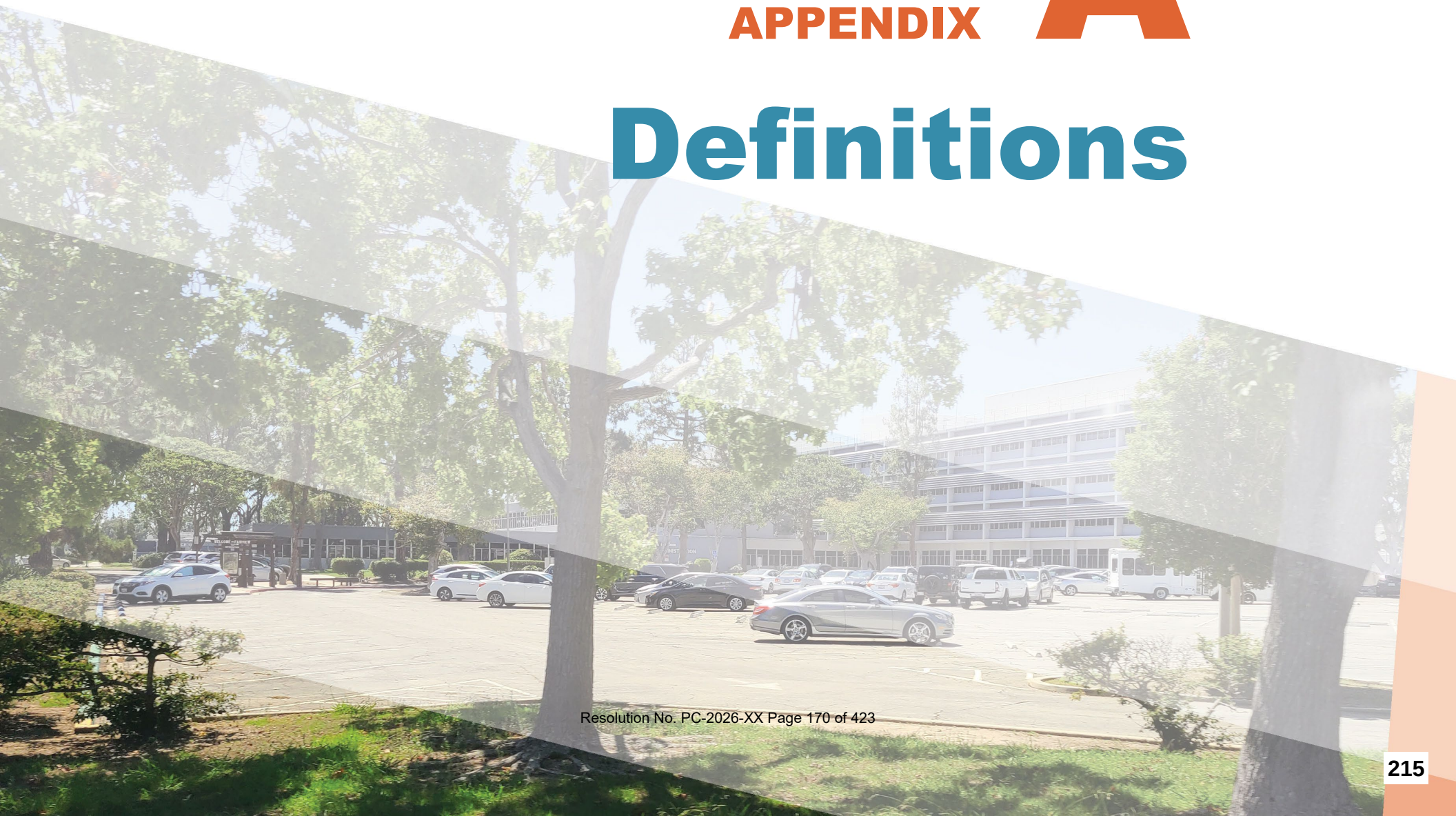
Improvement	Funding[1]	Ownership	Maintenance[1]
Water System (potable and nonpotable)	Developer	Private/Water District	Association/City
Sewer System	Developer	Sanitation District	Association/City
Stormwater System Backbone	Developer	Private/City	Association/City
Other Offsite	Developer	City	Association
Private Internal Streets	Developer	Private	Association
Public Streets	Developer	City	City
Landscaping on Public Streets	Developer	City	City
Landscaping on Private Internal Streets/Drives	Developer	Private	Association
Private and Common Open Space/ Recreation Areas for Residential	Developer	Private	Association
Publicly Accessible Open Space Areas	Developer	Private/City	Association

NOTES:
1. Could include public funding received to support improvements, such as a grant or District Assessment.
.

FAIRVIEW
DEVELOPMENTAL CENTER
SPECIFIC PLAN

APPENDIX A

Definitions



Use Definitions

Affordable Housing.

Housing which is deed-restricted for individuals or households qualifying as low-income. Low-income households are identified as households making 50 – 80% of the Median Family Income (MFI).

Approval, discretionary.

Approval of permits which require a greater level of scrutiny and discretion when determining issuance, involving a longer review process, public input, and often CEQA review.

Approval, ministerial.

Approval of permits which require no discretion, so long as certain clear requirements are met. Ministerial approvals generally do not require CEQA review.

CEQA Review.

A state-mandated environmental review under the California Environmental Quality Act (CEQA) requiring public agencies to evaluate and disclose the potential environmental impacts of a proposed project.

Community Clubhouse.

A building which provides facilities and equipment for recreational purposes to residents of a community.

Density (Residential).

The number of housing units within a specific area, generally per acre.

Density Bonus.

An incentive provided to developers allowing a development to have a greater density than the allowable gross residential density permitted by local regulations.

Design Guidelines.

A series of recommendations providing direction for applying established design principles to new developments.

Development Agreement.

A voluntary contract between a property owner or developer and local government agency which outlines conditions, rules, and requirements for the development of a specific property.

Development and Design Standards.

A set of mandatory, quantifiable requirements for developments in an area that ensure consistency with established design principles.

Environmental Impact Report (EIR).

A detailed report which documents the potential environmental effects of a project under the California Environmental Quality Act (CEQA).

Floor-Area Ratio (FAR).

The ratio of the floor area of a building in relation to the land area that is it on.

General Plan Amendment.

A formal adjustment or change to the city's General Plan which is approved by the local legislative body.

General Plan.

A long-term planning document that guides a jurisdictions future growth and development by providing policy direction through an established vision and subsequent goals, objectives, and policies.

Goods and Services, Convenience.

Retail items and services which people need on a regular basis, generally encouraging them to be located throughout areas and close to households.

Goods, Comparison.

Retail items that consumers purchase more infrequently or rarely, promoting larger-scale retailers and concentration of these retailers.

Ground Floor Transparency

Area of a façade that consists of windows or other glazed surface that permits light and visibility into a structure.

Home Occupation.

A secondary commercial use activity within a dwelling unit, incidental to the residential use, for the purpose of producing income.

Housing, Multifamily.

Housing which contains two (2) or more dwelling units designed for the independent occupancy of two (2) or more households.

Housing, Single-Family.

A detached, free-standing residential building located on its own land which is generally occupied by a single household or family.

Market-Rate Housing.

Housing which is non-subsidized and priced according to the areas existing supply and demand, including moderate income and above moderate income priced housing.

Master Developer.

A developer who is in charge of leading and managing the construction of large-scale developments, generally including multiple projects.

Master Plan.

A long-term strategic planning document guiding development within a certain area, ensuring growth that aligns with a community's vision.

Medical Use.

Any building used for the practice of any type of medicine, including, but not limited to, medical clinics and offices, dentist offices, and urgent care facilities.

Mixed-use development.

The development of lot(s) or structure(s) with two or more different land uses such as, but not limited to a combination of residential, office, retail, public, or entertainment in a single or physically integrated group of structures.

Modification, Major.

A discretionary entitlement, usually granted by the planning commission, which permits departure from the strict application of the development standards contained in this Specific Plan, based on specified findings (See Chapter 7).

Modification, Minor.

A discretionary entitlement which permits limited deviation from the strict application of the development standards contained in this Specific Plan, based on specified findings (See Chapter 7).

Open space.

May consist of common, private, and public areas set aside for active and passive use by residents and visitors to the community. May also include paseos and trails.

Open space, common.

An area of land or contained within a building reserved primarily for the leisure and recreational use of all residents of a development or common interest development and owned in common by them, generally through a homeowners' association.

Open space, private.

An area of land located adjacent to an individual dwelling unit, owned or leased and maintained by its residents, and reserved exclusively for their use.

Parkway.

The area of a street that lies between the curb and the adjacent property line or physical boundary definition, which is used for landscaping and/or passive recreational purposes.

Permanent Supportive Housing.

Permanent housing which provides housing assistance and supportive services to households in which at least one member lives with a disability.

Permitted use.

Any use allowed in a land use designation without requiring a discretionary approval, and subject to the provisions applicable to that district.

Permitted Uses.

Land uses which are legally permitted within a specified district as designated by this Specific Plan.

Regional Center.

Community-based, non-profit agencies that provide assessments and coordinate services for individuals with developmental disabilities, overseen by the California Department of Developmental Services.

Regional Housing Needs Assessment (RHNA).

A state-mandated process in California which requires jurisdictions to plan for a determined number of new housing units at various income levels. This allocation is updated every six to eight years and aids in planning for the housing needs across the state.

Residential Care Facility.

Facilities which provide care and non-medical support to individuals requiring aid for daily activities. These are commonly referred to as assisted living homes or board and care homes.

Senior Housing.

Housing which is designated for seniors (generally above the age of 55) and provides living options that include additional services and activities for aging adults.

Setback.

The required minimum distance between a building and the lot line, or another structure.

Single Room Occupancy Units.

Small, affordable dwelling units within a larger building, often with less restrictive requirements and ranging amenities.

Specific Plan.

A land use tool used to implement a city's general plan, establishing a link between the implementing policies of the general plan and future development for a defined area of the city.

Zoning.

The way in which municipalities regulate land uses by identifying what land can be developed, what purposes the land can serve, and what development standards must be followed, typically included part of a jurisdiction's Municipal Code.

APPENDIX B

Outreach

To see more information about outreach, please visit:
https://fdcplan.com/participate/



APPENDIX C

Market Study



Market Study

Fairview Developmental Center Specific Plan

DRAFT January 2024, revised 11/2024

Prepared for:

City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626
714-754-5000
www.costamesaca.gov

Prepared by:

PLACEWORKS

3 MacArthur Place, Suite 1100
Santa Ana CA 92707
714-966-9220
placeworks.com

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Summary

The City of Costa Mesa is preparing a specific plan to guide the redevelopment of the currently state-owned Fairview Developmental Center. Although the state intends to solicit a master developer to purchase and redevelop the site, the specific plan provides an opportunity for the community to weigh-in on the type of development—the uses, the scale, the amenities, and so forth.

This report describes the market demand for housing and non-residential uses. Its purpose is to support public discussion about desired types of development and to support the preparation of the specific plan. Market demand is not the only consideration in planning; certainly, community values and aspirations should influence future development. Nevertheless, a plan for development that does not build on market demand is a plan that cannot be developed. Thus, this report is intended to provide a basic overview of the key drivers of market demand.

As currently envisioned in the city's General Plan, the redevelopment will result in 2,300 new housing units, with a majority of these offered to income-qualified households at an affordable rent or sales price. It is also currently envisioned that the plan would provide commercial uses and amenities that serve the community that develops in the plan area.

CHANGES IN HOUSING

Costa Mesa was mostly built-out in an earlier era, primarily characterized by single-family detached housing and family households with kids. As discussed in this report, the majority of households living in the city today, the majority of households that have moved into the city in the past year, and the majority (but not all) of households expected to make up market demand for new housing in the plan area will not have children. Most will be one-, two-, and three-person households, although there will also be some larger families.

These changes in households are the result of decades of slow, incremental change. Nevertheless, they indicate that the housing market will need fewer bedrooms, smaller units, and more multifamily and single-family attached housing.

HOUSING NEEDS FOR MODERATE-INCOME AND LOWER HOUSEHOLDS

The analysis presented in this report shows that, over the past ten years, the number of very low income and extremely low-income households has decreased, while the number of acutely low income (the lowest income category), low income, and moderate-income households has increased in Costa Mesa. It is not clear why there has been a decline in the number of extremely low and very low-income households (and this out migration has happened countywide too), but the report shows that overcrowding and unaffordable housing costs are problems faced by many households across these income groups.

The currently envisioned development of 575 very low-income housing units, 345 low-income housing units, and 690 moderate-income housing units provides an opportunity to address both the expected growth in these households as well as the existing conditions of overcrowding and unaffordable housing costs.

HOUSING NEEDS FOR ABOVE MODERATE-INCOME HOUSEHOLDS

The currently envisioned development also includes 690 housing units for households with above moderate incomes. These households represent the majority of expected growth in the city. Furthermore, this housing provides the opportunity for a master developer to offset some of the costs of land and infrastructure for affordable housing. The analysis suggests that households with above moderate income could account for 800 new households per year in Costa Mesa during the period when new housing will be available for rent or purchase in the plan area.

NON-RESIDENTIAL DEVELOPMENT

Finally, the plan area could also provide retail and other commercial development to serve the needs of the new residents in the plan area. The analysis recommends that the plan accommodate 29,500 to 55,900 square feet of gross floor area for retail businesses and another 76,500 square feet of gross floor area for other commercial businesses, such as a fitness center and medical and professional offices.

The plan does not necessarily need to accommodate non-residential uses, which will reduce the land area available for housing. However, eliminating the non-residential uses could increase traffic as plan area residents have to leave to purchase basic goods and services. The city is likely to receive a similar amount of sales tax, whether households shop in the plan area or patronize businesses along Harbor Boulevard and elsewhere in Costa Mesa. Similarly, the plan could accommodate more non-residential uses, but this, too, could increase traffic as these businesses would need to attract more customers from outside of the plan area.

TRADEOFFS

The specific plan will represent a collection of tradeoffs, from the number of subsidized affordable housing units to the number of market rate housing units that help subsidize the affordable housing development; from the amount of retail floor area to the amount of landscaped open space. This report helps highlight the market demand to inform the necessary discussion about tradeoffs and the community's vision for the future of the Fairview Developmental Center.

1. Introduction

This report describes the long-term demand for housing and nonresidential uses that may drive redevelopment of the Fairview Developmental Center. The report is intended to inform public discussion during the planning process and provide guidance for the ultimate land use plan.

The analysis primarily focuses on the overall demand for market rate housing development in Costa Mesa, the economic and market conditions underpinning that demand, and the types of housing that are needed. Market rate housing will generate the revenue that will enable a master developer to provide infrastructure and community amenities to support the development of affordable housing and the development of housing to further the CA Department of Developmental Services Mission. Thus, the report also addresses affordable housing because the development of affordable housing is a fundamental component of the redevelopment of the Fairview Developmental Center. As discussed in the report, nonresidential uses for the plan area will likely be ancillary to the residential components, and the demand will be driven by the households living in the plan area.

The study begins with an overview of the national and state context for housing development. This broad overview is important because many of the market factors that are analyzed for the residential market area reflect long-term demographic and social changes. The decreasing average size of households, for example, has been occurring across the US for decades. This is not something that city policy can change, but it is something that the Specific Plan must account for.

Cities play a critical role in housing development: they regulate the locations where new housing can be developed and the density and other development standards with which new housing development must comply. In so doing, cities influence the price of land and the financial feasibility of new development. However, an individual city's influence and its ability to promote housing production are very limited relative to everything else that goes into making a housing development happen, such as the acceptable risk and necessary rate of return required by the equity investors and banks that fund new development, the availability of construction workers to do the actual construction, the availability and cost of construction materials, or the interest rates that determine how much households can pay to purchase new housing.

After the national context overview, the study provides detailed data and analysis about the factors that determine the long-term demand for housing and the types of housing. This section also looks at the difference in these market factors for households with incomes above moderate (i.e., above 120 percent of the area median income) and households with moderate incomes (i.e., 80 to 120 percent of the area median income) or below. In preparing this study, the consultants interviewed housing industry stakeholders, including market rate developers and affordable housing developers. Their insights are reflected in the analysis.

The study projects demand for new housing units by type and price point. As discussed in the report, it will likely be several years before on-site housing production begins and before new housing is available on the market. A project of this size could easily be a 10- to 20-year development. Thus, the focus of the projections is this longer-term demand rather than demand over the next two to

three years. Projections for future housing demand are also complicated because trends and publicly available data were interrupted by the COVID-19 pandemic and because the plan area represents a unique opportunity for large-scale development that rarely occurs in coastal Orange County. Finally, the demand for nonresidential uses is presented based on the number of housing units anticipated for the plan area.

2. National and Regional Housing Market Context

The local demand for housing is driven by the regional demand for housing and the degree to which a home in the local market meets the needs of households moving to or relocating in the region. This chapter explores national and regional trends that can be expected to influence the types of housing that might be best suited to the needs for regional household growth.

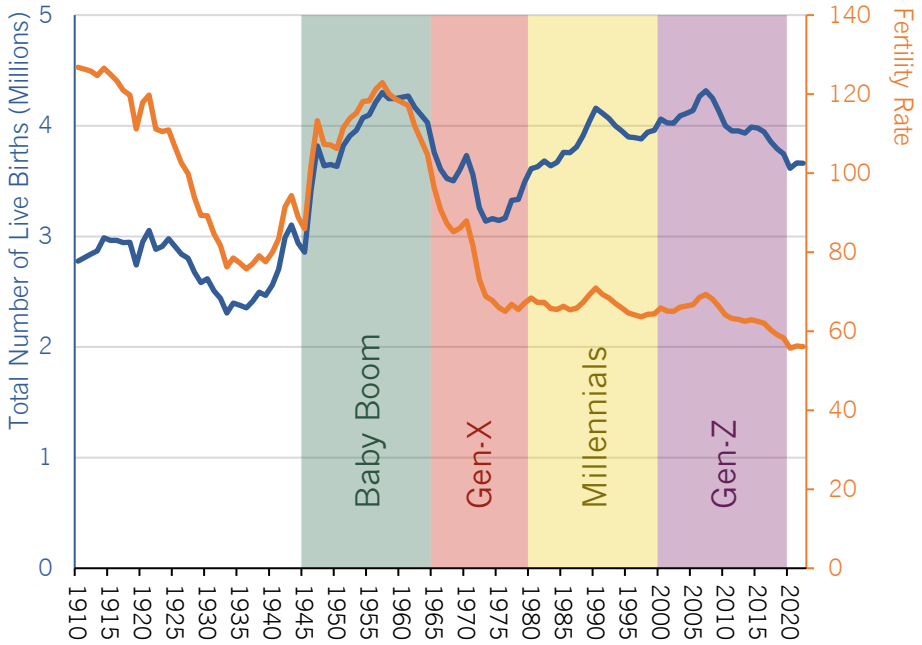
LONG-TERM DEMOGRAPHIC TRENDS

Generational Dynamics

One can regularly come across headlines and articles discussing differences among the generations, especially Baby Boomers and Millennials but also Gen-X and Gen-Z. While these discussions tend to debate the social and cultural differences among the different age groups, there are very real changes in the number of births (which affects the total population) and the fertility rate (which affects the average size of families).

Figure 1 shows the number of live births and the fertility rate (the number of live births per 1,000 women aged 15 to 45) in the US for each year from 1910 to 2022. It also shows descriptive labels for the four most recent generations. There are alternative demarcations posited by different experts and pundits, but the boundaries for each generation shown in Figure 1 are aligned with five-year age cohorts, which simplifies the use of Census Bureau data. Thus, the Baby Boom began in 1945, Gen-X in 1965, the Millennials in 1980, and Gen-Z in 2000 and ending in 2019, with a new, as-yet-to-be named generation beginning in 2020.

Figure 1: Number of Live Births, Fertility Rates, and Approximate Generational Labels, United States, 2009 to 2022



Source: PlaceWorks, 2023, using data from the US Centers for Disease Control, National Vital Statistics System (2022 data is preliminary).

What the data shows is that the total population has grown in waves, with the largest being the Baby Boom and the Millennials, and troughs or plateaus with

Gen-X and Gen-Z. In contrast, the fertility rate, after a steep decline following the introduction of the birth control pill,[1] remained fairly constant from the mid-1970s until 2007. As the data in Figure 1 from US Centers for Disease Control, National Vital Statistics System show, the number of births and the fertility rate have been declining since 2007.

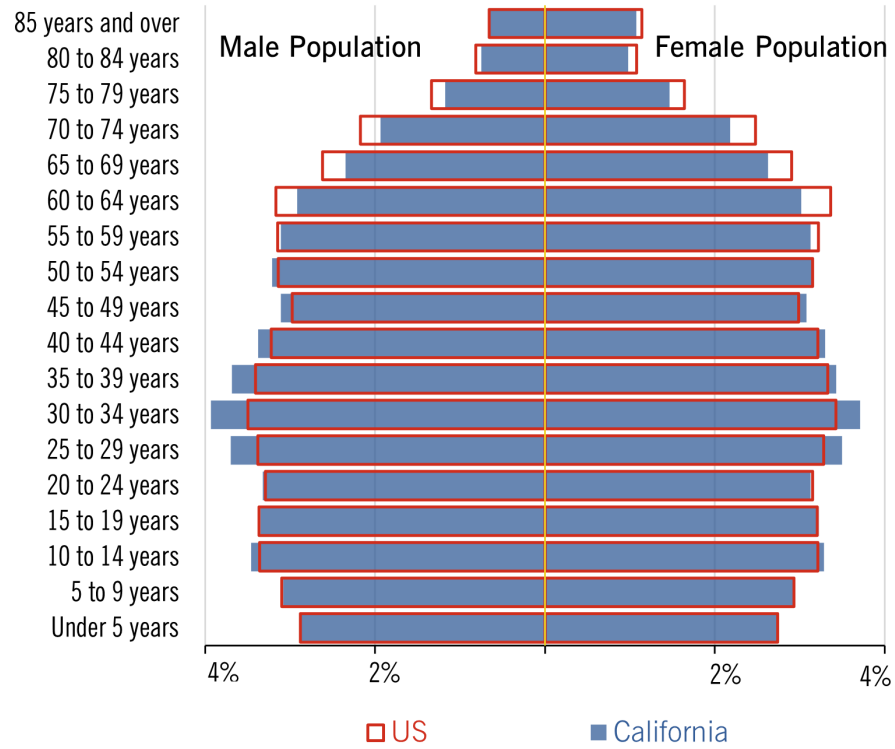
The waves of population have consequences for employment and the economy, housing demand, and even taxes and demands for public services. More importantly, the flatness and late decline in fertility rates suggests (and is shown to be the case below) that nationally families are smaller than those during the Baby Boom and have gotten even smaller in recent years.

One final demographic measure is total fertility rate, which is not shown in the chart. This measure is the expected number of lifetime births per 1,000 women given current birth rates by age. A total fertility rate of 2,100.0 births per 1,000 women is considered necessary to replace a population over time. The US total fertility rate in 2018 was 1,729.5 (and 1,632.0 in California). With the exception of 2007, the US total fertility rate has not exceeded 2,100 since 1971. Were it not for immigration, the US population would be declining over time.

Age Distribution in California

The resulting age distribution for the US population is similar to that in California. Figure 2 shows the population in California and across the US by age and sex, as a percentage of the total population.

Figure 2: Population by Age Group and Sex as a Percentage of Total Population, California and the US, 2021



Source: PlaceWorks, 2023, using data from the US Census Bureau's 2021 American Community Survey, 1-Year Estimates.

[1] The decline is largely attributed to the introduction of the birth control pill. The FDA approved the pill to regulate menstruation in 1957, the year in which the fertility rate reached its highest level since 1916. In 1960 the FDA approved its use as an oral contraceptive. In 1965, the US Supreme Court effectively ended state and local laws limiting the use of the birth control pill to married couples.

For children and young adults under the age of 25, the share of total population is almost the same nationally as in the state. Then, the age groups from 25 to about 54 represent a larger share of California's total population than in the US. These groups would include Gen-X and Millennials. Finally, the population aged 55 and older account for a smaller share of California's population and a larger share of the US population. This group includes Baby Boomers and those older.

These age differences reflect two long-term migration trends. California, for several decades, has had a net domestic out-migration (more residents of California left for other state than residents of other states moved here), and previous analysis by the Public Policy Institute found that this out-migration was more prevalent among older residents than younger. More importantly, though, California also has a decades-long trend of foreign in-migration. In 2021, foreign-born residents accounted for 13.6 percent of the US population but 26.6 percent of California's population. However, the pace of foreign in-migration slowed between 2010 and 2020, which in large part led to the historic decline in statewide population. More importantly, though, foreign migrants tend to be younger than the average age and they tend to have larger family sizes.

These age differences suggest that California's economy may have less challenges with an aging population. With a larger share of the population in their 20s, 30s, and 40s, there should be more people moving out of their parents' homes, forming households, and buying their first homes. The under-building of housing in the US discussed in US Housing Production section, below, can be expected to be more acute in California than in the US because of the age differences if indeed there is a larger share of the population moving into their own homes.

Household Changes

With the fertility rate leveling off in the early 1970s and the oldest Baby Boomers moving out of their parents' houses, the ways in which Americans live together in households began a decades-long transition. Figure 3 shows the percentage of total households by type of household for the US from 1970 to 2021.[2]

During this period, the percentage of households that were married couples with children under the age of 18 at home declined from 39 percent to 19 percent, even though the number of babies being born was steadily rising from 1976 through 2007. This decline was slightly offset by an increase in the percentage of households that were single-parent families with children under the age of 18 at home, which increased from 5 percent in 1970 to 10 percent in 2020. Nevertheless, the percentage of households with children under the age of 18 at home, regardless of marital status, decreased to 29 percent of all households, down from 44 percent in 1970.

In contrast, the percentage of households that were married couples with no children at home hovered around 29 percent across five decades, declining to 28 percent in 2021. As mentioned above, the share of households that were a

[2] The 2021 data are from the American Community Survey, which is conducted over the course of the calendar year. Thus, the 2021 data may reflect temporary shifts in living arrangements reflecting the impacts of the COVID-19 pandemic.

single parent with children increased from 5 percent to 10 percent, and the share that were single parents without children at home increased from 5 percent to 7 percent.

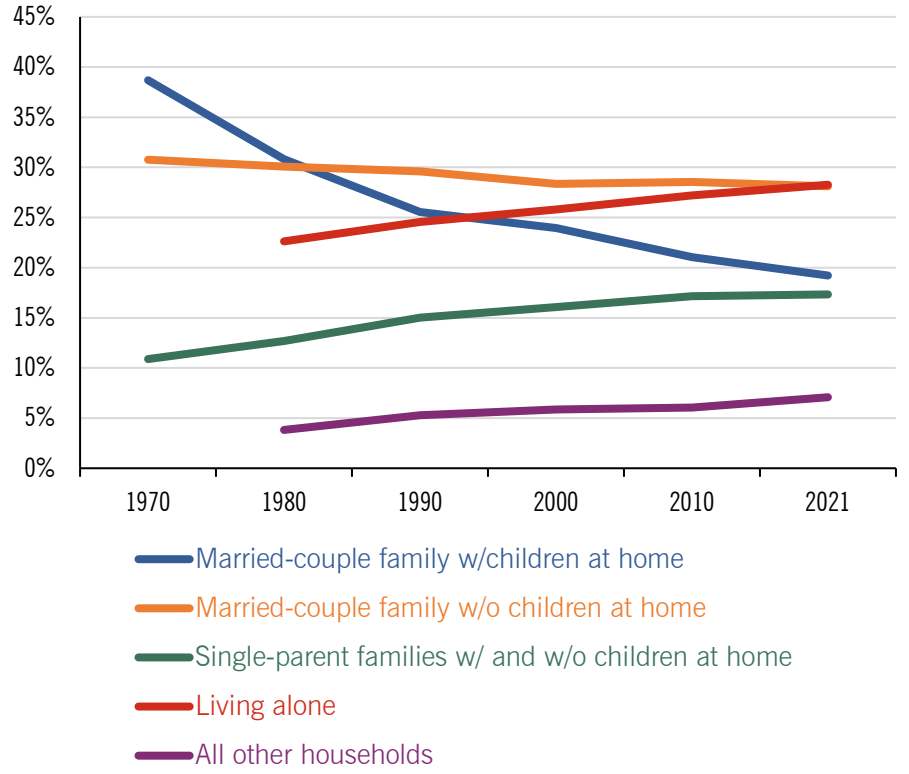
Perhaps the most dramatic change was the large increase in the share of households that were single people living alone, from 23 percent in 1980 (data were not published for 1970) to 28.3 percent in 2021, becoming the most prevalent type of household in the US. The two most common types of households—married couples without children living at home (28.1 percent) and single people living alone—account for 56 percent of all households.

From 1980 to 2021, the number of households in the US increased by 47.1 million. Households with children, regardless of marital status, accounted for 14.6 percent of the total household growth. Households without children (married couples, single householders living with one or more relatives, and singles living alone) accounted for 72.8 percent of the increase. Nonfamily households accounted for the remaining 12.6 percent of the increase in households.

Households by Size

The number of households in the US increased from 63,401,000 in 1970 to 131,202,000 in 2022. The increase of 67,801,000 households represents an annual growth rate of 1.4 percent per year. However, the growth in households was largest among one- and two-person households, and increasingly larger households have increasingly lower rates of growth. The number of households with six or more persons declined during this period. Table 1 provides data on the changes in the number of households based on household size.

Figure 3: Type of Household by Share of Total Number of Households, United States, 1970 to 2021



Source: PlaceWorks, 2023, using data from the US Census Bureau. Decennial Censuses (2007 to 2000) and American Community Survey (2010 and 2021).

Table 1: Change in the Number of Households by the Number of Persons in Household, United States, 1970 and 2022

Number of Persons in Household	Total Increase	Annual Rate of Change	Share of Total Household Growth	Share of Household, 1970	Share of Households 2022
One	27,036,000	2.4%	39.9%	17.1%	28.9%
Two	27,216,000	1.8%	40.1%	28.9%	34.7%
Three	8,865,000	1.1%	13.1%	17.3%	15.1%
Four	6,200,000	0.9%	9.1%	15.8%	12.3%
Five	746,000	0.2%	1.1%	10.3%	5.6%
Six	-714,000	-0.4%	-1.1%	5.6%	2.1%
Seven or more	-1,546,000	-1.3%	-2.3%	5.0%	1.3%
Total	67,801,000	1.4%	100.0%	100.0%	100.0%

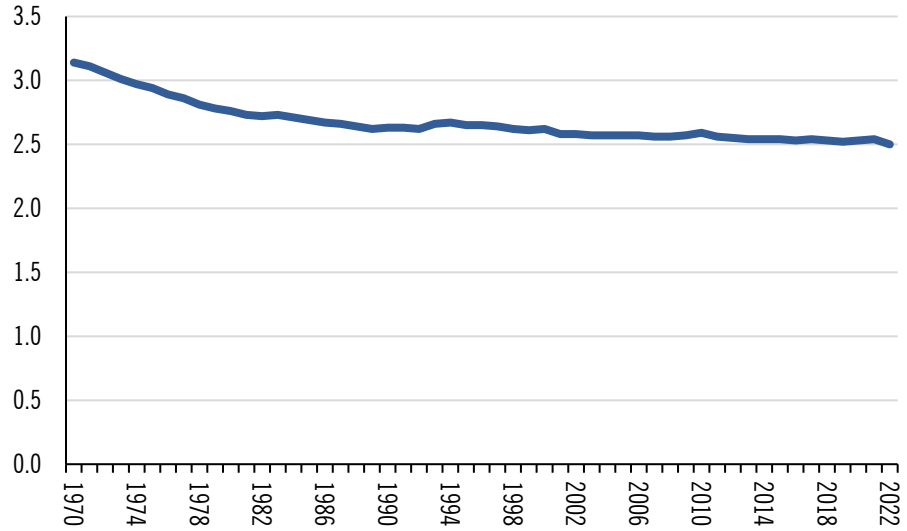
Source: PlaceWorks, 2023, using data from the Census Bureau's Current Population Survey.

One- and two-person households accounted for 80 percent of household growth over the five decades and increased from 46 percent of the total number of households in 1970 to 64 percent of all households in 2022. In contrast, all larger household sizes experienced a decline in the share of total households.

Average Household Size

Reflecting the higher growth in one- and two-person households and the decline in the number of households with six or more people, the average size of households has decreased. In 1970, the average household had 3.14 people. By 2022, the average household size had decreased to 2.50 persons per household. Figure 4 shows the average household size from 1970 to 2022.

Figure 4: Average Number of Persons per Household, United States, 1970 to 2022



Source: PlaceWorks, 2023, using data from the US Census Bureau, Current Population Survey

The largest decrease in average household size occurred in the 1970s and 1980s, with a brief pause during and after the 1982 recession. In large part, this reflects Baby Boomers leaving their parents' homes and moving out on their own. Nevertheless, the average household size has generally decreased over the entire period, with brief pauses during and immediately after other recessions.

Life Transitions

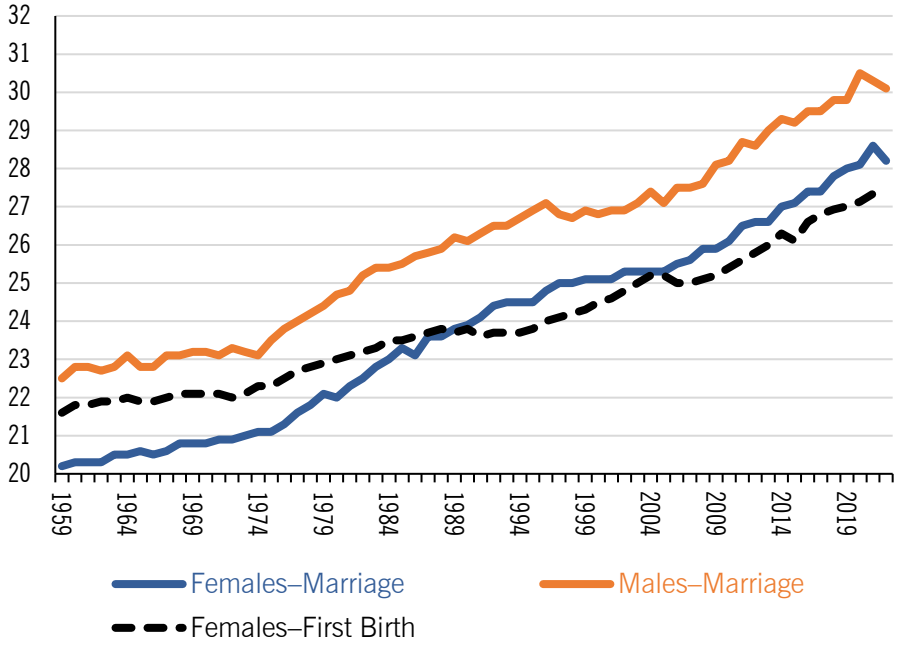
The age at which women first give birth and the age at which people first marry has been increasing for many decades. The delay in forming families has implications for the demand for housing. Indeed, one can surmise that the long-term increase in households with single people living alone results, in part, from the trend of people spending more of their lives between becoming adults and first forming families. Figure 5 shows the median age at marriage for men and woman and the mean age for women at first birth.

The median age at marriage was steadily increasing for men and women but began a more rapid increase beginning in 1975 for men and 1976 for women. The rate of increase slowed down in the late 1990s and then grew again starting in 2006. There was a decline from 2021 to 2022. For men, the median age at marriage increased from 23.2 in 1970 to 30.1 in 2022, an increase of 30 percent. For women, the median age at marriage increased from 20.8 in 1970 to 28.2 in 2022, an increase of 36 percent.

The mean age of women at first birth has been increasing since 1959, but the rate of increase was lower than the rate of increase in the median age at marriage. From 1959 to 1988, the mean age at first birth was higher than the median age at marriage. The mean age of women at first birth increased from 22.1 in 1970 to 27.3 in 2021, an increase of 24 percent.

The data for age at first marriage and age at first birth show that Americans are spending a larger portion of their life as single adults without children before they move into the family-forming stage of life and that this is a decades-long trend.

Figure 5: Median Age at First Marriage and Mean Female Age at First Birth, United States, 1959 to 2021 (Birth) and 2022 (Marriage)



Source: PlaceWorks, 2023, using marriage data from the US Census Bureau's Current Population Survey and birth data from the US Centers for Disease Control, National Vital Statistics System.

RESIDENTIAL DEVELOPMENT TRENDS

US Housing Production

Since the end of the recession related to the COVID-19 pandemic, the US housing market completed about 1.3 million new housing units. By previous economic expansions standards, this is slightly below average (1.4 million per year during economic expansions starting in December 1970), but somewhat remarkable given the supply-chain disruptions, high inflation, and the increase in interest rates over the past year. What is more remarkable, however, is that during the previous economic expansion, running from July 2009 to February 2019, the housing market produced only an average of 879,000 total new housing units per year. This is 38 percent below the annual average for economic expansions. Over the more than nine years of this economic expansion, this resulted in 5 million fewer housing units being built. Figure 6 on the following page shows the number of housing units completed each month at a seasonally adjusted annual rate. Table 2 provides the average annual housing production during each economic expansion since December 1970. When viewed in tandem, Table 2 and Figure 6 illustrate the monthly and average annual housing unit construction since 1970.

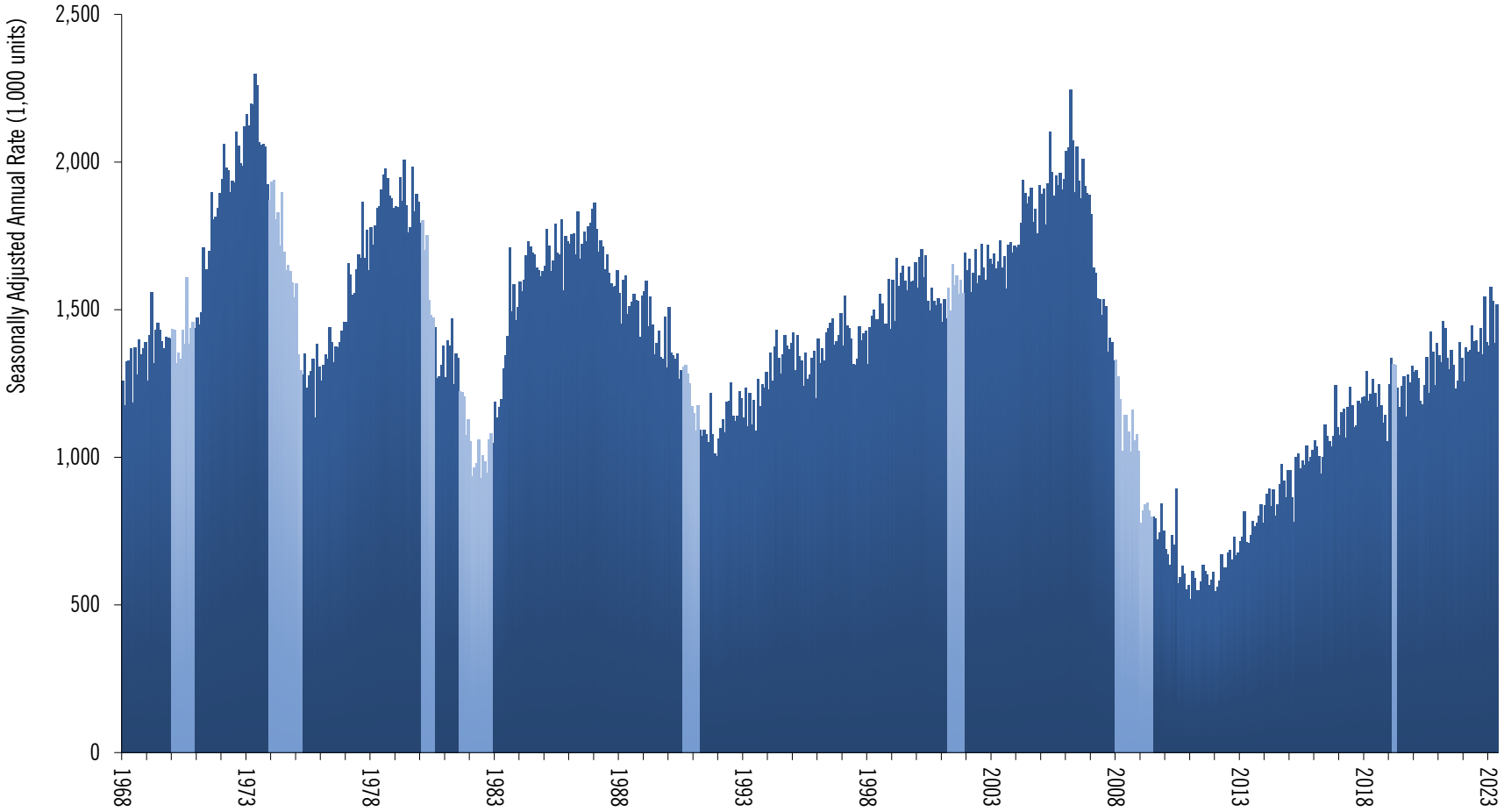
During the previous ten years, the housing market completed an average of 868,642 housing units per year. At the beginning of this period, 2009, the Millennials were between 10 and 29 years old. At the end of this period, 2018, the Millennials were between 19 and 38 years old. For Baby Boomers, the corresponding age ranges represent the years 1974 to 1983. During this time period, the housing market completed an average of 1,497,850 housing units per year. The housing market produced 72 percent more housing units for the period when Baby Boomers were forming families than it produced when Millennials were forming families, even though there were only 3.5 percent more babies born during the Baby Boom as were born for Millennials. It is no wonder that there is a housing crisis.

Table 2: Average Annual Housing Unit Production During Economic Expansions, United States, December 1970 through May 2023

Economic Expansion		Average Annual Housing Units Completed
Begin	End	
December 1970	November 1973	1,920,750
April 1975	January 1980	1,627,690
August 1980	July 1981	1,342,833
December 1982	July 1990	1,563,880
April 1991	March 2001	1,365,175
December 2001	December 2007	1,763,890
July 2009	February 2019	878,793
May 2019	May 2023	1,335,694

Source: PlaceWorks, using housing production data from the US Census Bureau's Building Permits Survey and Survey of Construction, and economic expansion/contraction data from the National Bureau for Economic Research.

Figure 6: Monthly Number of Housing Units Completed, United States, January 1968 to May 2023



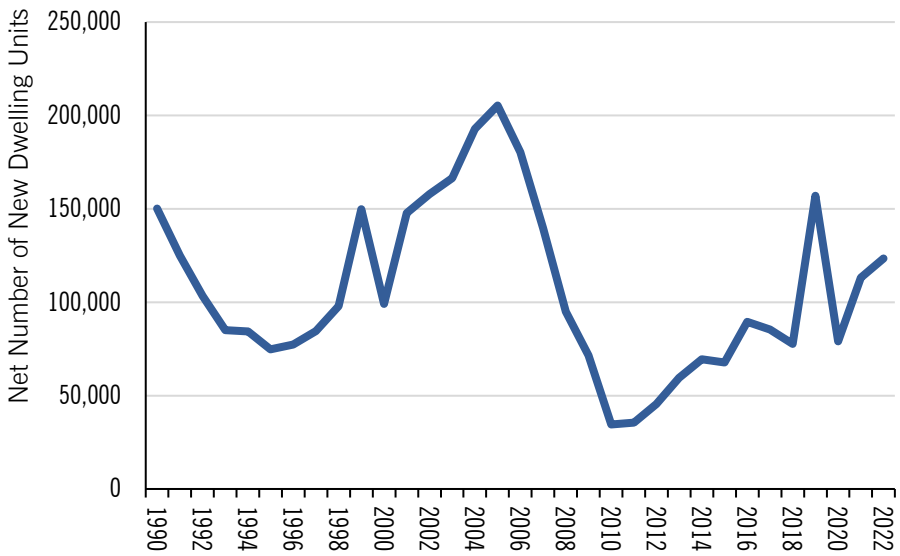
Note: Lighter-shaded areas indicate recessions.

Source: PlaceWorks, 2019, using data from the US Census Bureau.

California Housing Production

It is a similar story in California, as shown in Figure 7. The average number of housing units constructed per year from 1990 to the 2008/09 recession was 128,300. Between that recession and the onset of the COVID-19 pandemic, the number of housing units constructed averaged only 72,600 per year, or 43 percent fewer. The market rebounded somewhat since then, averaging 118,100 units per year. Nevertheless, without the slowdown following the 2008/09 recession, the state would have an additional 669,000 housing units, or 4.5 percent more than there are today.

Figure 7: Net Annual Increase in Housing, California, 1990 to 2023



Source: PlaceWorks, 2023, using data from the CA Department of Finance.

Housing Unit Size

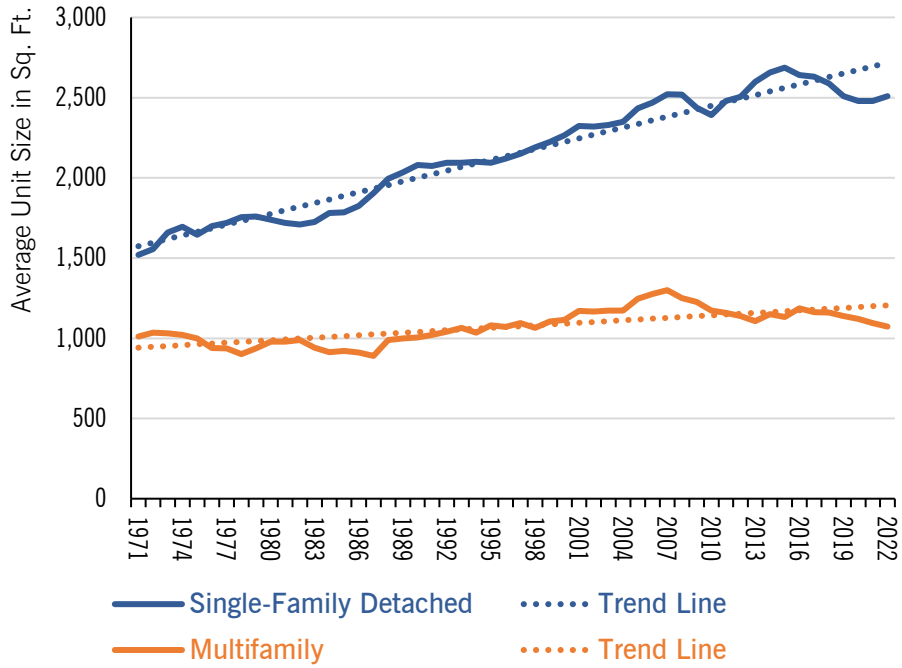
The size of housing units, both single-family detached and multifamily, have been increasing over time. Figure 8 shows the average unit size for each year, from 1971 to 2022.

The size of the average single-family housing unit has increased 77 percent, growing from 1,520 square feet in 1971 to a high of 2,687 square feet in 2015 before declining slightly to 2,509 in 2022. Over the past four and a half decades, the average house increased in size by about 25 square feet per year.

In contrast, the average unit size across multifamily housing units increased over this period by 29 percent, growing from 1,011 square feet in 1971 to a high of 1,300 square feet in 2007, or an increase of 8 square feet per year. The average unit size declined to 1,162 square feet in 2017.

Starting in 1999, the Census Bureau began reporting multifamily unit sizes for units intended for rental and those intended for sale. Since then, the average size of multifamily units intended for rental increased by 80 square feet, or 7.6 percent, to 1,130 square feet, which is only 119 square feet larger than the average size for all new multifamily units in 1971. In contrast, the average size of new multifamily units intended for sale increased by 265 square feet, or 19 percent, from 1,360 square feet in 1999 to 1,625 square feet in 2017.

Figure 8: Average Unit Size for Single-family Detached Housing and Multifamily Housing Completions, Actual and Trend, United States, 1971 through 2022



Source: PlaceWorks, 2023, using data from the US Census Bureau.

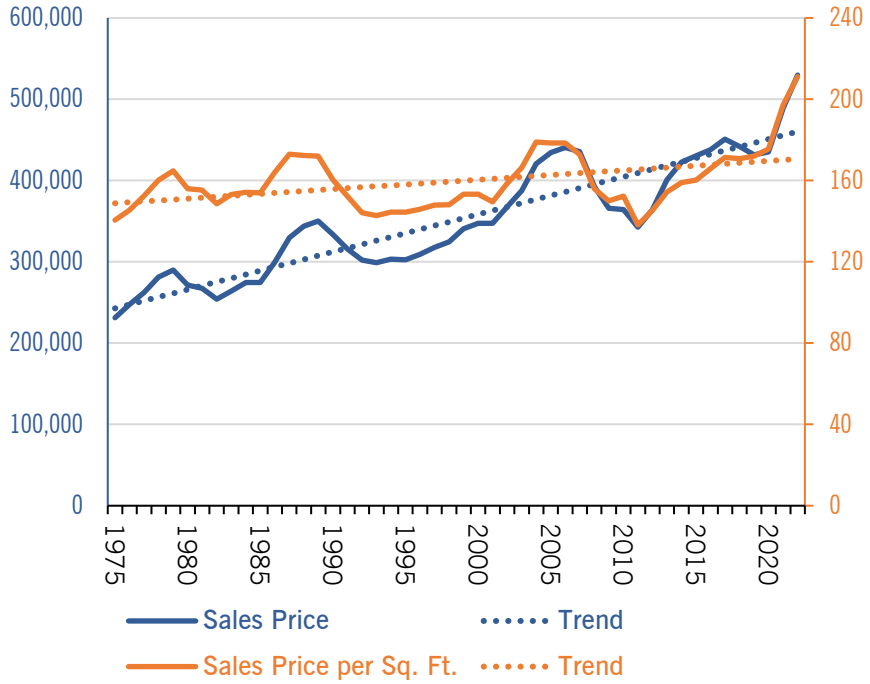
Sales Price for New Single-Family Houses

Over time, the sales price for new single-family housing has increased, even when adjusted for inflation. Figure 9 illustrates the inflation-adjusted sales price and sales price per square foot increase between 1974 and 2022. From 1974 to 2022, the real (inflation-adjusted) average sales price increased about $6,350 per year. However, much of that increase results from the high inflation of the past few years; from 1971 to 2019, the average increase was $4,450. The average price of a new single family housing unit in the US in 2022 was $530,000, compared to the inflation-adjusted price of $231,00 in 1974 (unadjusted value of $38,000) and $432,000 in 2019 (unadjusted value of $373,000). How did the price for new single-family housing increase so much? In large part, the price increase is a direct result of the market producing larger housing units.

The average sales price increased from $148.42 per square foot (in inflation-adjusted 2022 dollars) in 1974 to $211.12 per square foot in 2022. And again, this is partially affected by the high inflation of the past few years. The average sales price per square foot in 2019 was $172.00 per square foot, in 2022 dollars.

From 1974 to 2022, the average inflation-adjusted price of a new single-family housing unit increased 86.7 percent, but the cost per square foot only increased 22.4 percent. Roughly three-fourths of the inflation-adjusted increase housing cost was a matter of building larger housing units. In some cases, a larger, more expensive house is an economic effect of rising land and entitlement costs. However, the larger housing sizes are also a response to a fundamental market change: where prior generations of Americans might buy a house to live in for the rest of their lives, more recent generations started trading up, once they had built up enough equity, they would buy a larger house and then another larger house.

Figure 9: Real Average Sales Price and Real Average Sales Price per Square Foot for New Single-family Housing, United States, 1971 to 2022



Source: PlaceWorks, 2023, using sales price and floor area data from the US Census Bureau's Characteristics of New Housing and the consumer price index for all urban consumers data from the US Bureau of Labor Statistics.

IMPLICATIONS OF LONG-TERM NATIONAL TRENDS

The trends discussed in this chapter have implications for housing supply and demand in general and for housing production in Orange County and Costa Mesa.

Generational Waves

The large number of people born between 1945 and 1964, the Baby Boomers, are in or entering retirement. Home ownership rates are the highest among this group. Over time, however, as they age, a portion of them can be expected to trade in their single-family housing for smaller housing, senior condos, or assisted living homes, thus increasing the supply of existing housing for sale.

The next large wave of population, the Millennials, were born, roughly, between 1980 and 2000. Many of those in this wave are well into the home-buying stage of life or about ready to enter those ages. With many Baby Boomers still living in their homes, this next wave of homebuyers is pushing the market and, in part, helping to support or drive up the cost of housing because the market has underbuilt housing since the 2008/09 recession.

Mismatch Between Household Living Arrangements and National Housing Production

Since at least the 1970s, Americans have waited longer to marry and have children, fewer and fewer households even have children, more people live alone and in two-person households, and the average household size has declined. However, the US housing market has continued to produce predominantly single-family detached housing and has continued to build larger and larger houses. Perhaps one- and two-person households would continue to choose to live in larger single-family housing, but the data suggests that the

growing number of small households has less and less of an opportunity to choose smaller new housing units, especially in the ownership market.

Housing Market Not Producing Enough Housing

The 2008/09 recession decimated the housing industry, and it has only just in the last year returned to the average level of housing production from 1968 to the March 2006 peak. In the previous economic expansion, the economy produced almost twice as many units per year as it has in this expansion.

The underbuilding of housing during and since the 2008/09 recession is a national challenge, although some areas and regions have fared better than others. It is also a California problem. The current challenges with high interest rates, lack of a sufficient labor force, and supply chain shortcomings still hamper the housing industry.

New housing production in Costa Mesa may be constrained by these national and regional housing industry constraints, but some of these are already moderating. Construction employment, while still below its pre-COVID high (107,000 now versus 112,000 in 2019) is rebounding. And the Federal Reserve recently began lowering interest rates..

Larger Housing Units Increase Housing Costs

Much of the long-term growth in inflation-adjusted prices for single-family housing correlates with the long-term increase in unit sizes. This would suggest that one approach to encourage the development of more moderately priced housing would be to facilitate the construction of smaller-size housing units. However, this is easier said than done. The financial incentive to the developer is to construct larger units to the degree that market demand will support such development. Furthermore, as costs for land, increased development standards, infrastructure, and development fees increase, the financial incentive to the developer is to build larger, more expensive units, again, to the degree that the market will bear.

3. Costa Mesa Housing Market

MARKET AREA ANALYSIS

Unique characteristics influence the housing market in one city versus another, and even in one neighborhood versus another. However, the housing market is truly a regional market. Regions with growing economies are better able to retain existing residents and attract migrants from other regions, if not other nations. Conversely, regions with stagnant or declining economies find it challenging to retain existing residents, let alone attract migrants. The local housing market responds to growth or stagnation or decline of the region.

This chapter examines various factors that can influence the demand for housing for the future development of the Fairview Developmental Center. The housing market area used in the first half of this analysis consists of the US Census Bureau boundary that includes Costa Mesa and Fountain Valley. The discussion also references a larger comparison region, which adds Huntington Beach, Aliso Viejo, Laguna Hills, Newport Beach, and most of Irvine; as shown in Figure 10. There is a rich amount of data available for this Census Bureau boundary, especially regarding detailed household income, occupancy characteristics, and length of tenure at current residence. A smaller market subarea is used in the second half of this analysis, and it includes only Costa Mesa, Huntington Beach, and Newport Beach.

This chapter describes the characteristics of households in Orange County. It compares households earning a moderate income or less, defined as less than 120 percent of the area median income, to households earning an above moderate income, defined as 120 percent or more of the area median income.

Households earning a moderate income or less face more housing challenges than those earning an above moderate income.

Figure 10: Market Area Extent

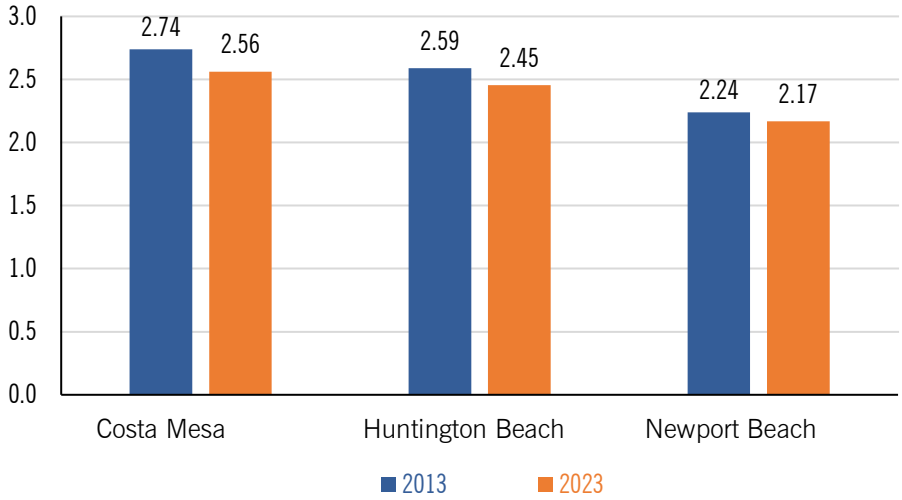


HOUSEHOLD CHARACTERISTICS

Household Size

Costa Mesa has the largest average household size when compared to two neighboring cities based on California Department of Finance Data, as shown in Figure 11. Between 2013 and 2023, Costa Mesa experienced a decrease in average household size, falling from 2.74 to 2.56, while average household sizes in neighboring jurisdictions experienced slight decreases as well.

Figure 11: Average Household Size, Market Area Cities, 2013 and 2023



Source: PlaceWorks, 2023, using data from the California Department of Finance, Table E-5.

Census Bureau data indicate that the decrease was largely fueled by a decline in households with children, which decreased from 31 percent of households in Costa Mesa to 27 percent of households between 2012 and 2022.

Household Size and Household Income

Throughout the market area, households earning an above moderate-income have a larger average household size compared to households earning a moderate income or less. The percentage of households that have only one person accounts for most but not all of the differences in average household size across the income categories. Approximately 38 percent of households earning a moderate-income or less consist of a single individual, compared to approximately 13 percent of above moderate-income households. The percentage of two-person households is comparable across both income categories; however, the percentage of three- and four-person households earning above moderate income (39 percent) is greater than that of three- and four- person households earning a moderate income or less (21 percent). Table 3 summarizes household size data for households in the market area.

Table 3: Household Size by Income Category, Costa Mesa–Fountain Valley Market Area, 2023

	Above Moderate Income	Moderate Income and Below
Average Household Size	2.9	2.0
One-person households	13%	38%
Two-person households	35%	34%
Three-person households	21%	13%
Four-person households	18%	8%

Table 3 continued

	Above Moderate Income	Moderate Income and Below
Average Household Size	2.9	2.0
Five-person households	7%	4%
Six- or more person households	5%	3%

Source: PlaceWorks, 2023, using data from the US Census Bureau, 2023 Public Use Microdata Set.

Three or fewer person households account for 85 percent of households earning a moderate income or less, and 93 percent of households are made up of four or fewer persons. This suggests that the vast majority of the market area's housing needs can be accommodated with housing units with three or fewer bedrooms. Furthermore, housing units with two or fewer bedrooms should accommodate the majority of households with three or fewer people.

Household Type

Household type varies by household income. Table 4 provides data on household type by income category for the market area. Households earning an above moderate income are most commonly married couples without children at home, whereas households earning a moderate income and below are predominantly individuals living alone. Regardless of household income, the majority of households do not have children living at home.

Table 4: Household Type and Presence of Children under the Age of 18 by Income Category, Costa Mesa–Fountain Valley Market Area, 2021

	Above Moderate Income	Moderate Income and Below
Married couple w/ children at home	25%	11%
Married couple w/o children at home	39%	23%
Single parent w/ children at home	2%	4%
Other household w/ children at home	1%	2%
Other household w/o children at home	20%	21%
Living alone	13%	38%

Source: PlaceWorks, 2023, using data from the US Census Bureau, 2021 Public Use Microdata Set

Multigenerational Households

The US Census Bureau defines a multigenerational household as a household with two or more adult generations. Although demographers often include grandparents raising grandchildren, these households are not included in the Census Bureau data. Table 5 provides multigenerational household data for the market area.

The Pew Research Center published a 2018 report that noted that the national population living in multigenerational households decreased from 21 percent in 1950 to 12 percent in 1980, and it has steadily increased since then, reaching 20 percent in 2016. Multigenerational households are not as common in the market area compared to national trends: only 5.6 percent of above moderate-income households are multigenerational, and 2.6 percent of households earning a moderate income or less are multigenerational.

Table 5: Multigenerational Households as a Share of Total Households and Share of Population by Income Category, Costa Mesa–Fountain Valley Market Area, 2021

	Above Moderate Income	Moderate Income and Below
Percent of Households	5.3%	2.6%
Percent of Household Population	9.9%	5.9%

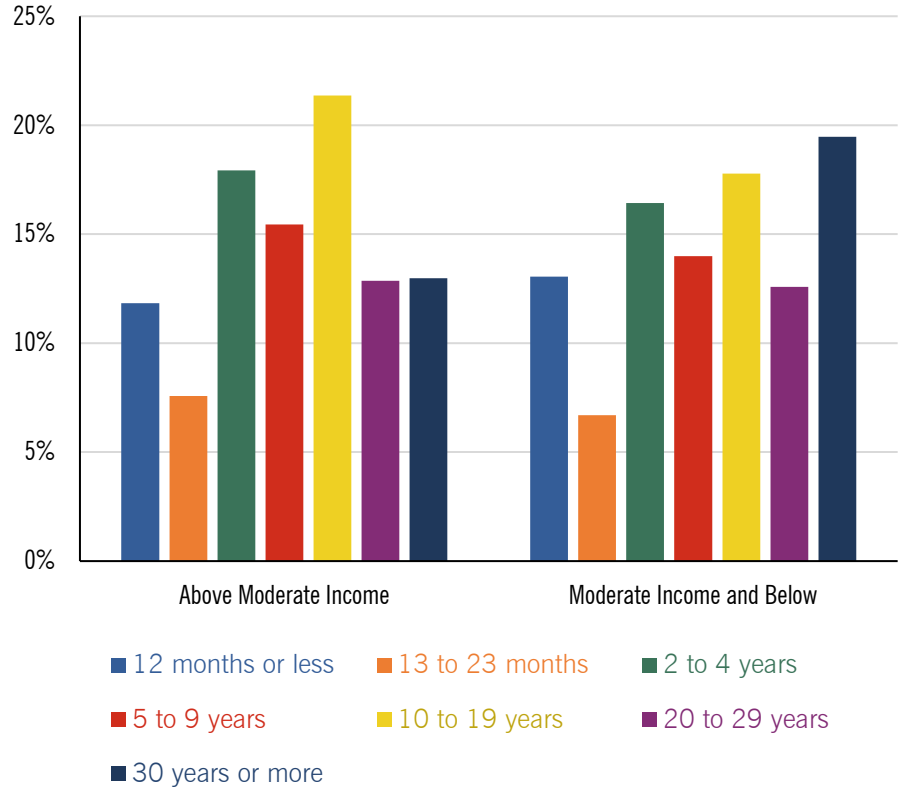
Source: PlaceWorks, 2023, using data from the US Census Bureau, 2021 Public Use Microdata Set

Length of Time at Current Residence

How long the typical household has lived at its current residence is typically correlated with household income. Generally, the higher the household income, the longer the household has lived at the current home.

For households in the market area, however, residency lengths are comparable across income categories. Approximately 53 percent of above moderate-income households have resided in their home for less than 10 years, compared to 50 percent of households earning a moderate income and below. Figure 12 shows the length of time households have resided at their current residence.

Figure 12: Length of Time at Current Residence by Income Category, Market Area, 2021



Source: PlaceWorks, 2023, using data from the US Census Bureau, 2021 Public Use Microdata Set

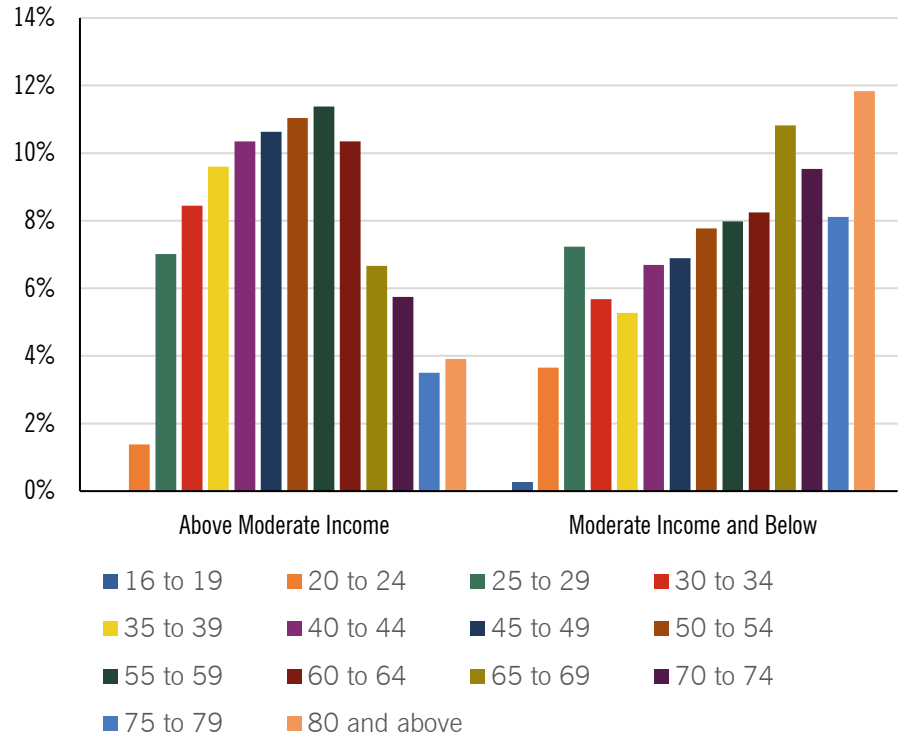
Age of Householder

The average age of householders[3] varies slightly between the income categories: 51 years old for above moderate-income households and 57 years old for households earning a moderate income or less. There are large variations across income categories when looking at age cohorts. Figure 13 shows the age distribution for householders by income categories.

The age distribution for households earning above moderate income is representative of a bell curve, with the median shifted slightly left. The four largest cohorts are householders between the ages of 40 to 44, 45 to 49, 50 to 54, and 55 to 59, which logically tracks with prime earning years.

For households earning a moderate income or less, the average householder age skews slightly higher. The respective share for cohorts with a householder aged 35 years or older is equal, which suggests that new housing targeting households earning a moderate income or less will need to accommodate various stages of life, particularly empty-nesters and retirees.

Figure 13: Age Distribution of Householders by Income Category, Costa Mesa–Fountain Valley Market Area, 2021



Source: PlaceWorks, 2023, using data from the US Census Bureau, 2021 Public Use Microdata Set

[3] The householder is whomever the respondent to a Census Bureau survey identifies as such. The term householder has generally replaced "head of household" and applies regardless of tenure.

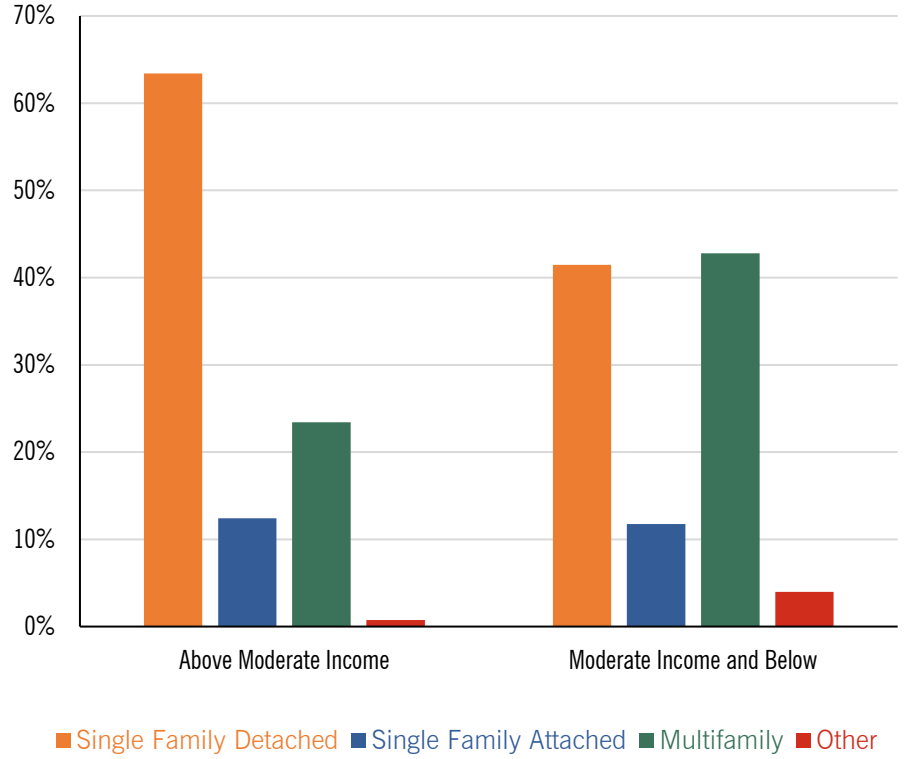
HOUSING CHARACTERISTICS

Type of Housing

Single-family detached dwellings are the most prevalent form of housing in the market area and comparison region. This is a remnant of past development patterns; according to data from DOF, single-family detached housing only accounted for 31 percent of the increase in housing in Orange County from 2021 to 2022. Occupancy of a single-family dwelling is correlated with income. Figure 14 shows the data on housing type by income category.

In the market area, just over 60 percent of households earning above moderate income live in a single-family detached dwelling. This figure drops to approximately 40 percent for households earning a moderate income or less, with more households occupying multifamily units and other dwelling types.

Figure 14: Percentage of Households by Income Category and by Type of Housing, Costa Mesa–Fountain Valley Market Area, 2021

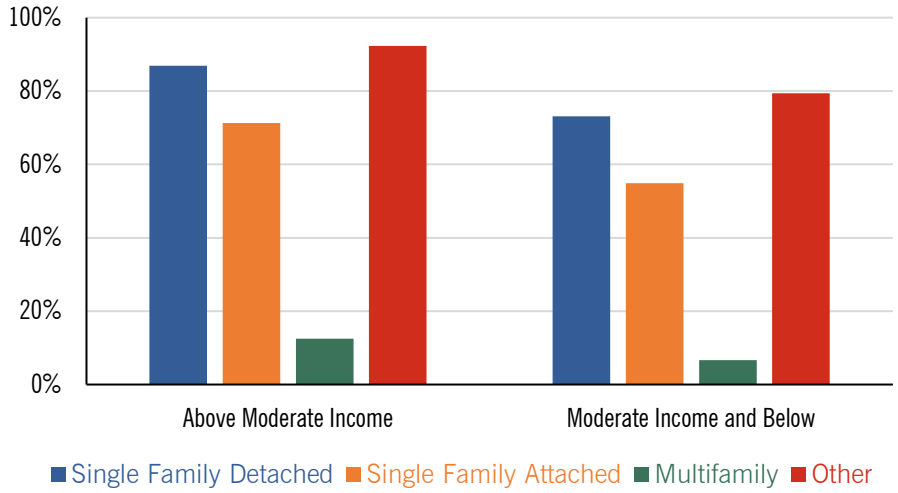


Source: PlaceWorks, 2023, using data from the US Census Bureau, 2021 Public Use Microdata Set.

Tenure

Housing tenure describes whether a housing unit is occupied by the owner or by a renter and, much like the type of housing unit occupied, is generally correlated with household income. Figure 15 shows ownership rates across product types by income category. Across the board, the majority of households residing in single-family attached and detached housing are homeowners. The rate of ownership is similarly high for households living in "Other" housing types, which include mobile homes and park model units. The vast majority of households living in multifamily housing are renters; however, some households do own and occupy multifamily units in condominium developments.

Figure 15: Homeownership Rate by Housing Unit Type and Income Category, Costa Mesa–Fountain Valley Market Area, 2021

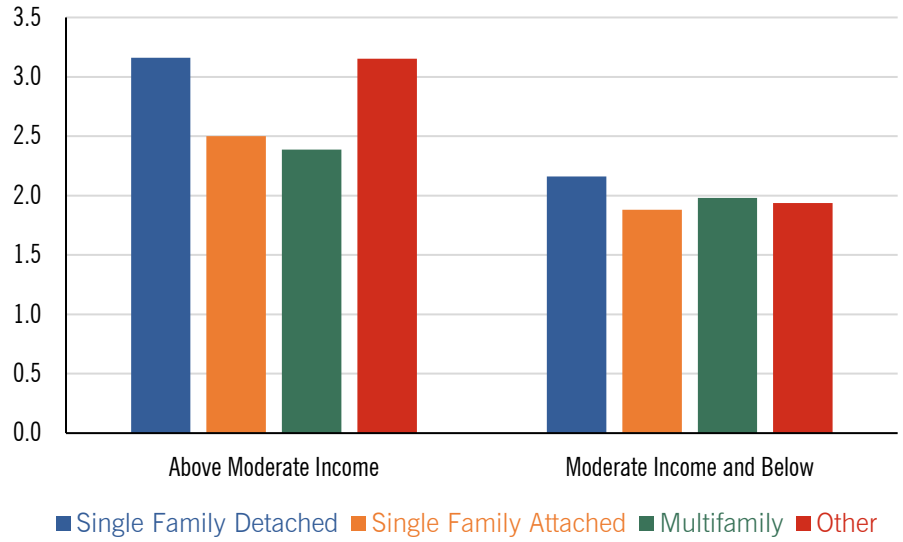


Source: PlaceWorks, 2023, using data from the US Census Bureau, 2021 Public Use Microdata Set.

Household Size

The average household size for each type of housing increases with income. For above moderate-income households, household size decreases from 3.2 for households residing in single-family detached housing, to 2.5 for single-family attached housing, to 2.4 for multifamily housing. Average household size for households earning a moderate income or less is more consistent, decreasing slightly from 2.2 for single-family detached housing to approximately 2.0 for all other housing types. Figure 16 shows the average household size data.

Figure 16: Average Household Size by Housing Type and Income Category, Costa Mesa–Fountain Valley Market Area, 2021



Source: PlaceWorks, 2023, using data from the US Census Bureau, 2021 Public Use Microdata Set.

Housing Overpayment

Housing overpayment represents households that pay more than 30 percent of their household income for housing costs. For renters, housing cost includes rent and utilities, commonly referred to as gross rent. For owners, housing cost includes mortgage payments, PMI and property, insurance, taxes, and CFD/HOA fees. Figure 17 shows housing overpayment in the market area.

Fewer households earning an above moderate-income experience housing overpayment, while significantly more households earning a moderate income or less experience housing overpayment. Across the three most prevalent housing unit types—single-family detached, single-family attached, and multifamily—renter households earning a moderate income or less experience housing overpayment at a higher rate than owner households in the same income category.

Figure 17: Housing Overpayment by Housing Unit Type, Tenure, and Income Category, Costa Mesa–Fountain Valley Market Area, 2021



Source: PlaceWorks, 2023, using data from the US Census Bureau, 2021 Public Use Microdata Set.

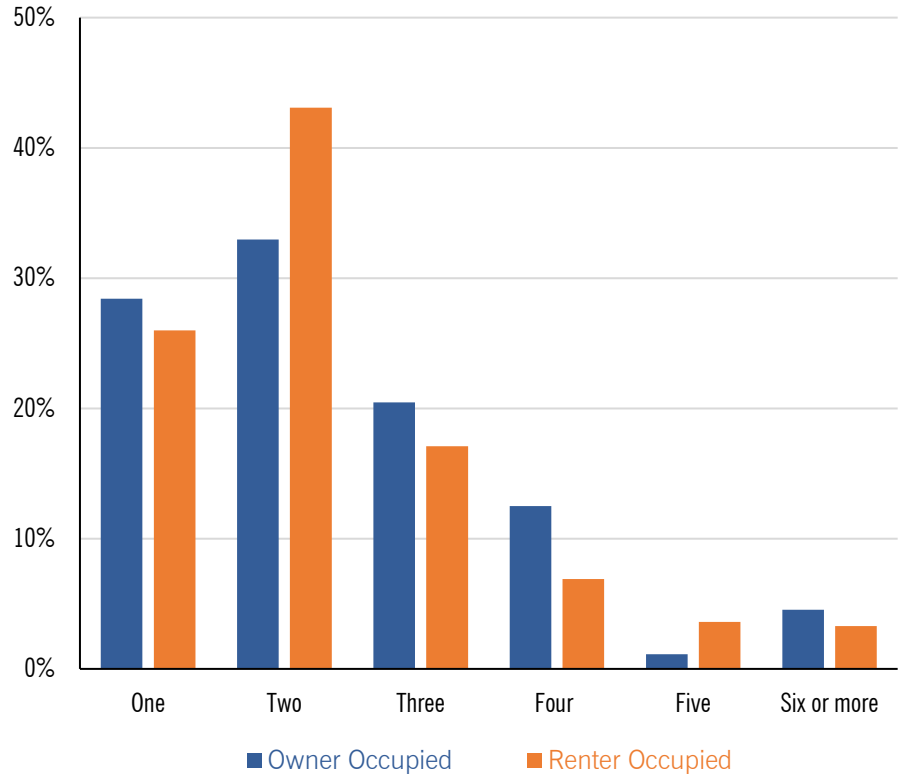
CHARACTERISTICS OF HOUSEHOLDS THAT MOVED TO THE MARKET AREA IN THE PRIOR YEAR

An important question is whether the characteristics of those moving into the market area in the past year are similar to the characteristics of those who were already living here: the question being, who is moving here? Approximately 22 percent of those moving into a home in the Costa Mesa–Fountain Valley market area in the prior year purchased a home, and the remaining 78 rented. This section highlights relevant socioeconomic characteristics for the owner and renter households.

Household Size

Both owner- and renter-occupied households that moved into the market area in the prior year averaged 2.1 persons per household. Figure 18 shows the proportion of households by number of people for both owner- and renter-occupied units. For both tenure types, two-person households are the most prevalent. Owner-occupied units have a higher proportion of households with three or more people, although renter households do not trail far behind. However, a noticeably higher proportion of renter households consist of two people.

Figure 18: Tenure by Number of Persons in Household, Costa Mesa–Fountain Valley Market Area, 2021

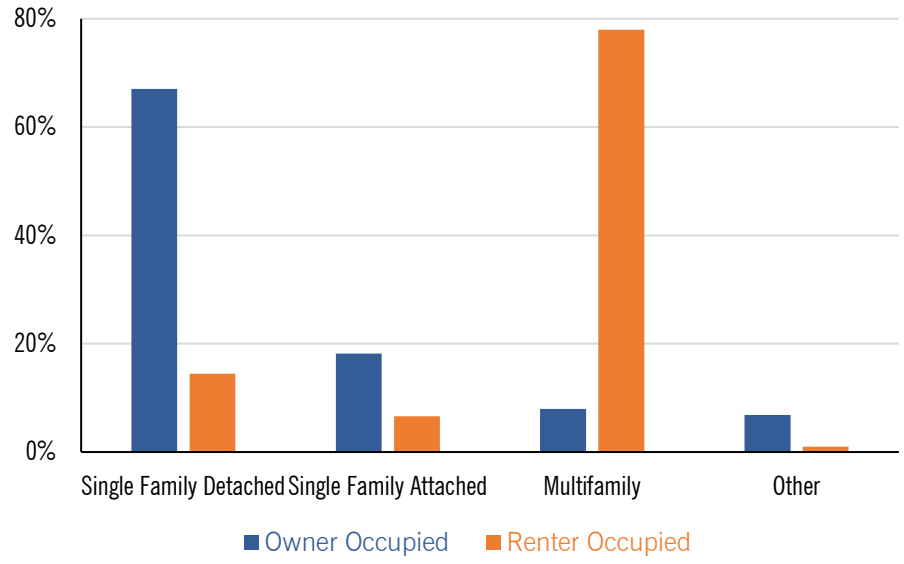


Source: PlaceWorks, 2023, using data from the US Census Bureau, 2021 Public Use Microdata Set

Housing Type

Approximately 67 percent of households that recently bought a home in the market area purchased a single-family detached unit, and 18 percent purchased an attached unit. Among new renter households, 78 percent moved into multifamily housing Figure 19 illustrates the proportion of housing types by tenure.

Figure 19: Tenure by Housing Unit Type, Costa Mesa–Fountain Valley Market Area, 2021

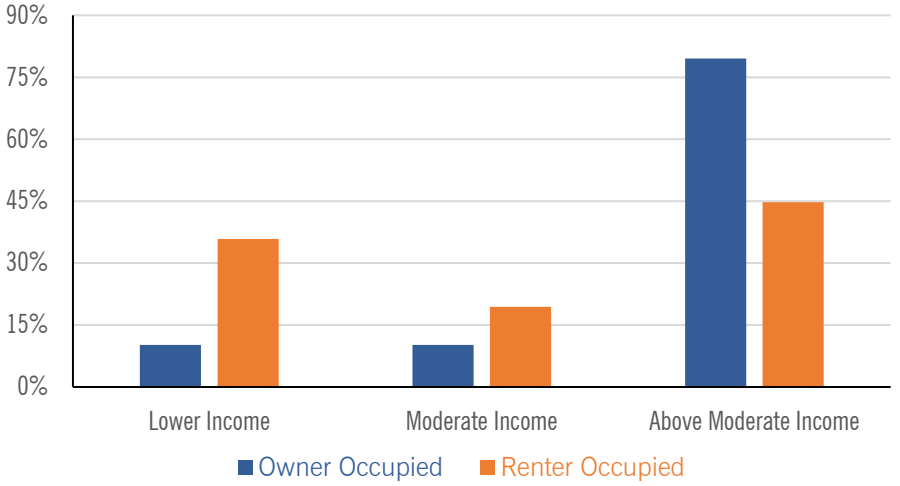


Source: PlaceWorks, 2023, using data from the US Census Bureau, 2021 Public Use Microdata Set

Household Income

In the prior year, approximately 80 percent of households that purchased a home in the market area earned an above moderate income (more than 120 percent of the area median income). By comparison, approximately 45 percent of renter households that recently moved to the market area earn an above moderate income. A comparable proportion of owner and renter households earn a moderate income (80 to 120 percent of the area median income), but a larger proportion of renter households qualify as lower income (less than 80 percent of the area median income). Figure 20 shows the proportion of households broken down by income category and tenure.

Figure 20: Tenure by Household Income Category, Costa Mesa–Fountain Valley Market Area, 2021



Source: PlaceWorks, 2023, using data from the US Census Bureau, 2021 Public Use Microdata Set

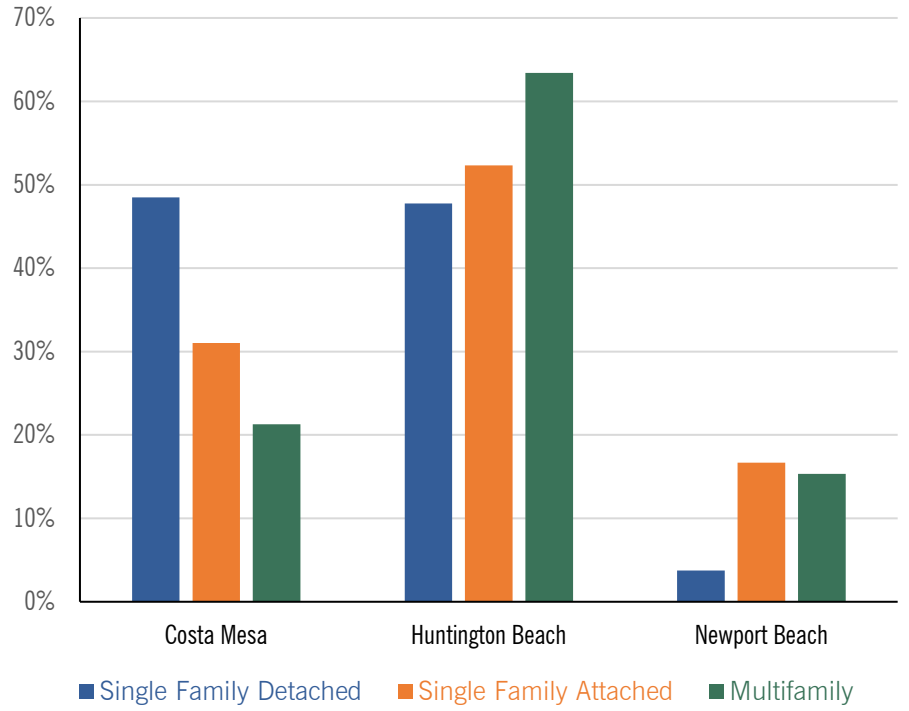
CITY-LEVEL CHANGES

Housing Type

From 2013 to 2023, according to data from the California Department of Finance, the number of housing units in three market area cities (Costa Mesa, Huntington Beach, and Newport Beach) increased by 7,445. Single-family detached housing accounted for 22 percent of that growth; single-family attached housing accounted for 15 percent; and multifamily provided the remaining 63 percent. In contrast, the comparable data for the county as a whole were: single-family detached 36 percent; single-family attached 16 percent; and multifamily 48 percent.

Costa Mesa accounted for 29 percent of all market area housing growth. More specifically, it accounted for 48 percent of the single-family detached housing growth, 31 percent of single-family attached housing growth, and 21 percent of the multifamily housing growth. In absolute numbers, Costa Mesa provided 335 single-family attached dwellings, 804 single-family detached dwellings, and 1,001 multifamily units.

Figure 21: Share of Market Area Housing Growth by Type of Housing, Costa Mesa, Huntington Bach, and Newport Beach., 2012 to 2022



Source: PlaceWorks, 2023, using data from the California Department of Finance, Table E-5.

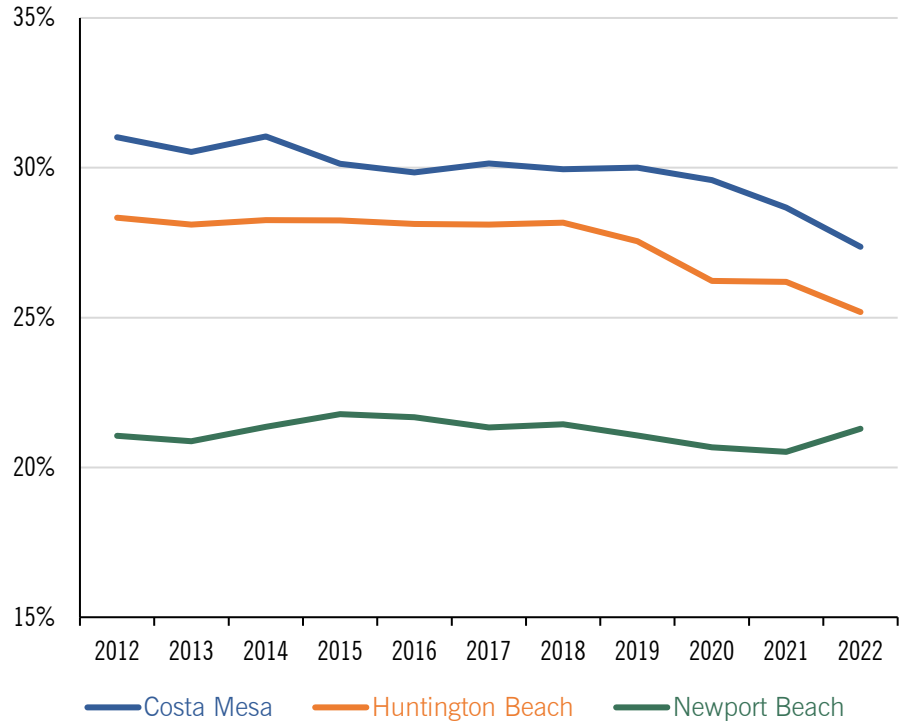
Overcrowding

Occupancy by more than one person per room is used as a general proxy for overcrowding. Between 2012 and 2022, the proportion of Costa Mesa households that were overcrowded stayed at 5 percent. The proportion of overcrowded households in the other two neighboring cities increased slightly from 3.0 percent to 3.8 percent.

Households With Children

Between 2012 and 2022, the total number of Costa Mesa households with children decreased by 4 percent, and the share of households with children decreased from 31 to 27 percent. Huntington Beach also saw a decrease in the proportion of households with children. Only Newport Beach recorded a net gain of total households with children during the same period. Figure 22 shows the trend in percentage of households with children for each city.

Figure 22: Percentage of Households with Children under the Age of 18, Costa Mesa, Huntington Beach, and Newport Beach, 2012 to 2022

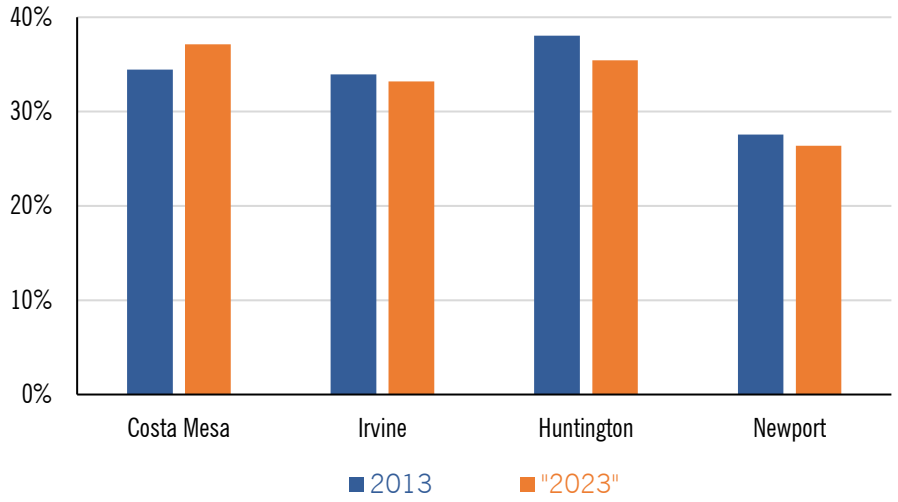


Source: PlaceWorks, 2023, using data from the US Census Bureau, 2022 American Community Survey 5-Year Estimates.

Household Type

The majority of households (63 percent) in Costa Mesa in 2023 are one- and two-person households, a slight decrease from 66 percent in 2013. Figure 23 shows three-or-more-person households as a percentage of the total number of households in each Costa Mesa and the two neighboring cities in 2013 and 2023. Only Costa Mesa experienced an increase in this percentage.

Figure 23: Three or More Person Households as a Share of Total Households, Costa Mesa, Huntington Beach, and Newport Beach, 2013 and 2023



Source: PlaceWorks, 2023, using data from the US Census Bureau, 2022 American Community Survey 5-Year Estimates

IMPLICATIONS OF MARKET CHARACTERISTICS

While the preceding discussion highlighted a multitude of interesting characteristics of the housing market, there are several key findings that should influence the Fairview Development Center Specific Plan.

Smaller Households

The average household size in Costa Mesa decreased from 2013 to 2023 by slightly more than the average size in neighboring Huntington Beach and Newport Beach Among those moving to the Costa Mesa-Fountain Valley market area in the last year, the average household size was 2.1, smaller than the citywide average household size of 2.56. Because smaller households have been moving to the area, the specific plan should facilitate units with few bedrooms. This does not mean the plan should exclude larger homes, because there are larger households. Nevertheless, smaller homes should be an important part of the mix, for both ownership and rental housing.

Overcrowding and Overpayment

As will be shown in the following chapter, most of the population growth in the market area has been among households with above moderate incomes, and there has been an exodus of households with very low incomes. Nearly or more than 80 percent of moderate income or below moderate-income households are paying more than 30 percent of household income for housing, whether they rent single-family detached, single-family attached, or multifamily housing. Furthermore, 5 percent of Costa Mesa households were overcrowded, more so than in Huntington Beach and Newport Beach. Housing in the plan area should provide options for existing over-paying and overcrowded households in addition to accommodate new households moving to the area.

Housing and Age

Residents aged 65 and older are more likely to have moderate household incomes or lower. In many cases this results from retirement and no longer earning a wage or salary. In some cases, these households have ample investments and pensions to live comfortably. Nevertheless, the data suggests that the housing needs of those aged 65 and older should be taken into consideration.

Similarly, the data suggests that a majority of households in the plan area will not have children at home. However, there will likely be many that do, even if not a majority. The specific plan should still accommodate safe routes to school, park amenities and recreation opportunities, and other needs of children.

4. Residential Market Demand Projections

BACKGROUND

Past Growth

The number of households residing in Costa Mesa increased over the last ten years, from 40,040 in 2013 to 42,400 in 2023, which is an increase of 2,360 or an annual growth rate of 0.6 percent per year. At the same time, the number of housing units grew at a slightly slower pace, 0.5 percent per year, and the household population[4] declined at a rate of 0.1 percent per year. Thus, the increase in households occurred with a declining vacancy rate and a declining average household size.

The city's ten-year growth experience is similar, although slightly slower, than growth countywide. Across Orange County, the number of households increased 0.9 percent per year, while the household population grew only 0.1 percent per year, and the number of housing units increased 0.9 percent per year.

RHNA Housing Needs

For the 6th cycle Regional Housing Needs Assessment (RHNA), covering the period from October 2021 to October 2029, the state allocated a need of 1,341,827 housing units to the Southern California Association of Governments (SCAG). Of this, SCAG allocated 183,861 housing units to Orange County. Achieving this housing production target within eight years would require more than doubling the 10-year rate of housing development countywide.

Of the RHNA allocation to Orange County, SCAG allocated 11,760 total housing units to Costa Mesa. Achieving this housing production target in eight years would require more than a sixfold increase in the ten-year rate of housing production in the city, a 3.0 percent per year growth in housing.

In its October 2019 letter to SCAG regarding its determination of housing need in the SCAG region, the State Department of Housing and Community Development notes, "RHNA is ultimately a requirement that the region zone sufficiently in order for these homes to have the potential to be built, but it is not a requirement or guarantee that these homes will be built."

Market Demand Projections

The question at hand is whether development under a specific plan for the Fairview Developmental Center will progress at a pace similar to that the city has experienced over the past ten years, or at a pace that would see the market produce Costa Mesa's allocation of regional housing needs, or at a pace in between.

There are reasons that the absorption rate might be slower and reasons it might be faster. This is complicated by the fact that, given the amount of demolition needed, the potential for some site remediation, and the scale of the project, it might easily be three to four years before new housing in the planning area goes on the market. Also, the scale of the potential development in the coastal area of Orange County is unprecedented in recent history, so there is no recent

[4] The household population includes only residents residing in residential housing and excludes those living in college dormitories, nursing homes, and other types of group quarters.

comparable development to use as a guide. Thus, there is some speculation involved in projecting longer-term market demand.

The main reason that development might proceed more slowly is current market conditions, namely high interest rates. As of the fourth quarter of 2023, the average construction loan rate was over 12 percent. What will happen with interest rates is the subject of much speculation in the business press, but the general consensus is that rates are going to remain higher for longer than originally anticipated. Developers may be hesitant to invest too much in acquisition and entitlement of the project area site until there is more clarity on the future track for interest rates. In addition, there is a limit to the capacity of developers and the labor market to ramp up housing production substantially beyond what has been produced in recent years, although housing production throughout Orange County was accelerating in the three years leading up to the COVID-19 pandemic. Still, it is unlikely that production can ramp up to the level needed—nearly 23,000 housing units per year countywide—to achieve the 6th cycle RHNA target.

At the same time, there are other factors that may facilitate a faster pace of development. Cities and counties throughout Southern California have substantially expanded the zoning capacity for multifamily development. Theoretically, having more potential sites should translate into developers being able to acquire land more easily when they are ready to invest in multifamily development, and having more sellers should also act as downward pressure on land acquisition costs. Over the past ten years, multifamily housing accounted for about half of all new housing in Orange County, and nearly two-thirds when attached housing (duplexes, townhouses, etc.) is included. Thus, reducing market barriers to land acquisition for multifamily development could have a substantive impact on multifamily construction. In addition, state requirements to ease housing regulation, such as requiring objective design standards, may also help to reduce entitlement time and facilitate increased housing production. Finally, as noted before, the pace of housing construction nationally has been steadily increasing since the recession-era lows in 2012. And in Orange County, housing production was also increasing steadily until the COVID-19 pandemic. Nevertheless, the market has bounced back since then, and the rate of housing construction is increasing. Thus, it is reasonable to assume that, if the economy holds up, housing production in Orange County will continue to grow, producing more housing than the ten-year trend even if it does not achieve the RHNA target by 2029.

COMPARISON OF HOUSEHOLD PROJECTIONS

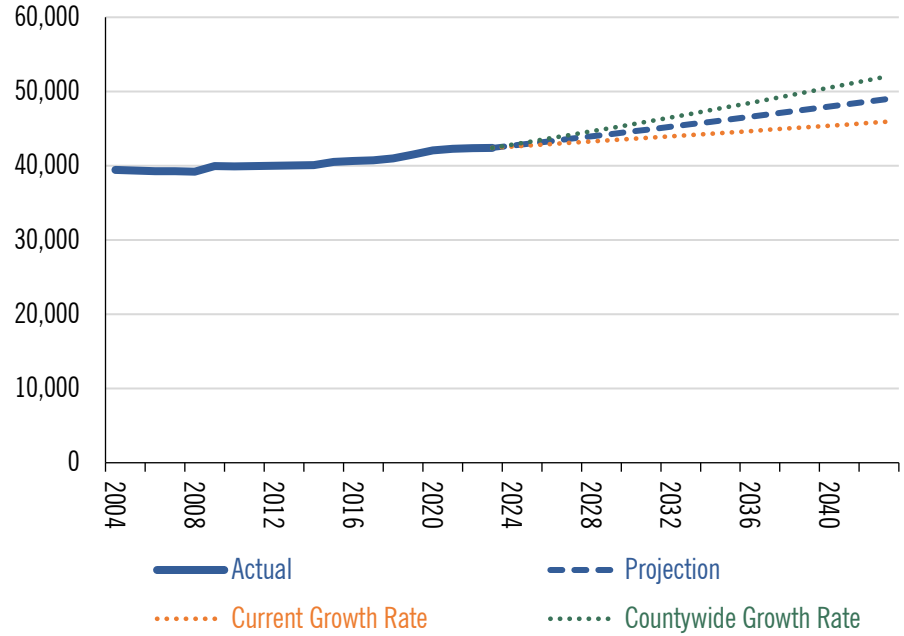
The following sections discuss several ways to project household growth that would drive demand for new housing in the plan area. It is important to note that, in addition to a potentially large amount of affordable housing being built in the plan area, Costa Mesa is also considering zoning changes to facilitate additional housing development along a limited number of corridor areas to meet the city's RHNA obligations. The projected household growth discussed below could be satisfied in the plan area, or in the corridor areas, or a combination of both, as well as through ADUs and other housing development elsewhere in the city.

Local Trend Projection

The simplest projection is to assume that the rate of growth over the past 20 years will continue over the next 20 years. As discussed above, the pace of housing construction is likely to increase over the past trend, even if it does not grow to a rate that would produce the full RHNA allocation by 2029. Figure 24

shows the actual number of households and three projections for the number of households from 2023 to 2044.

Figure 24: Total Number of Households, Actual 2004–2023 and Trend Projections 2024–2044, Costa Mesa



Source: PlaceWorks, 2023, using data from the CA Department of Finance.

The low projection in Figure 24 reflects the trend in the total number of households in Costa Mesa over the past 20 years. The high projection reflects the total number of households if Costa Mesa were to grow at the countywide rate over the next 20 years. The local trend projection in Figure 24 is the average between the city's current growth rate and the countywide growth rate.

Under the projection, Costa Mesa would add 6,610 new households, growing at a rate of 0.73 percent per year for the next 20 years. In 2044, there would be 49,000 households living in the city.

SCAG Forecast

Every four years, SCAG updates its forecasts for regional and local growth and housing development, and it uses the forecasts to develop the Regional Transportation Plan (RTP). SCAG used the forecasts prepared for the 2016 RTP in allocating RHNA housing needs to local jurisdictions for the 6th cycle housing element updates. However, it has since updated its forecasts to develop the 2020 RTP.

With the most recent iteration, SCAG forecasts that Costa Mesa would grow by 10,200 households, reaching a total of 52,600 households in 2044, as shown in Table 6. This represents a growth rate of 1.0 percent per year for the next 20 years. The SCAG growth rate is about 40 percent higher than the projection in Figure 24 and 170 percent higher than the rate of growth in households over the past 20 years. Yet this projection still does not accommodate the city's full RHNA allocation over 20 years.

Department of Finance Projection

The California Department of Finance (DOF) projects population and the number of households for the state and each of the counties. As shown in Table 6, the most recent DOF projections cover the period from 2020 to 2030 and are based on observed data through 2019. The projections reflect current trends and do not necessarily capture emerging trends, such as decreasing fertility rates or household sizes.

DOF projects that the number of households in Orange County will increase slightly more quickly from 2025 to 2030 than from 2020 to 2025. The projected 10-year household growth rate is 0.72 percent per year. Applying this growth rate to Costa Mesa yields a 20-year household growth of 6,520, which is similar but slightly less than the simple trend projection discussed above.

Table 6: SCAG and DOF Forecasts and the Resulting Projections for Household Growth in Costa Mesa, 2024 to 2044

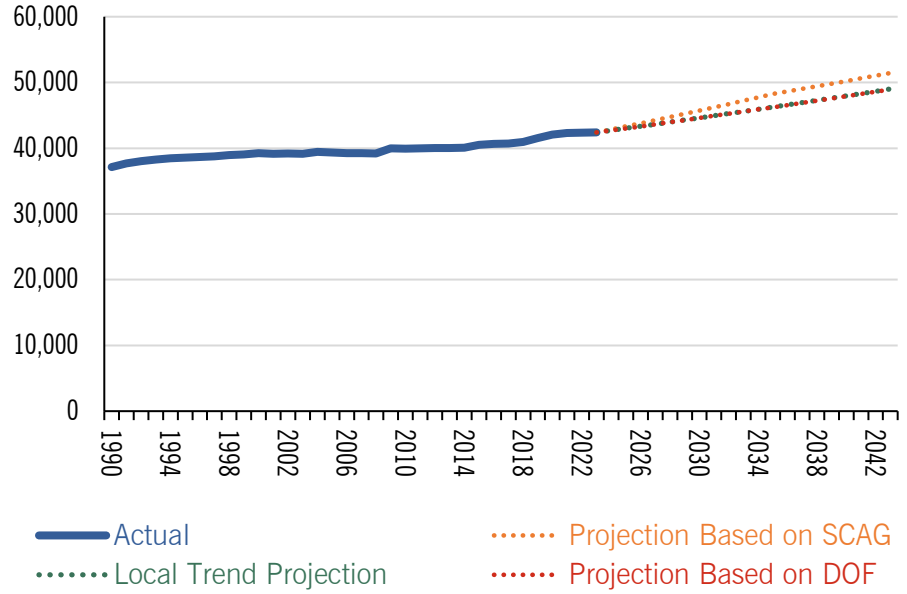
SCAG Household Forecast for Costa Mesa		DOF Household Forecast for Orange County	
2019	42,100	2020	1,054,000
2035	50,000	2025	1,090,000
2050	54,400	2030	1,131,000
Resulting 20-Year Projection for Costa Mesa		Resulting 20-year Projection for Costa Mesa	
2024	44,600	2024	42,700
2044	52,600	2044	49,500

Source: PlaceWorks, 2024, using data from the SCAG 2024 Connect SoCal (RTP) and the CA Department of Finance 2020 Household Projections for California Counties: 2020–2030 (P-4 Report).

Projections Summary

The three projections produce similar results, varying from a low of 6,520 additional households by 2044 (the projection based on DOF countywide projection) to a high of 9,030 additional households (the projection based on SCAG's forecasts). Figure 25 shows the actual number of households in Costa Mesa from 1990 through 2023 and the three projections through 2044.

Figure 25: Total Number of Households, Actual and Comparison of Three Projections, Costa Mesa, 1990 to 2044



Source: PlaceWorks, 2023.

One common factor limits the applicability of each trend for projecting market demand for housing in the plan area: they are all based on continuation of current trends. Costa Mesa and its neighboring cities are built out. The lack of land readily available for development has constrained the construction of new housing for many years, even decades. With only limited new housing there has been limited room for new households, even though Costa Mesa and coastal OC are considered very desirable places to live. This lack of housing to

satisfy demand shows up in low residential vacancy rates (the city's DOF-reported vacancy rate is lower than the countywide average) and overcrowding (the city's housing element shows that nearly 10 percent of housing in the city is overcrowded, second only to Santa Ana).

The Fairview Developmental Center is an unprecedented opportunity for new housing development in this part of Orange County. The approximately 2,300 new housing units can be expected to accommodate households that are cost burdened or living in overcrowded conditions as well as others that would not otherwise show up as new Costa Mesa households in the absence of this development.

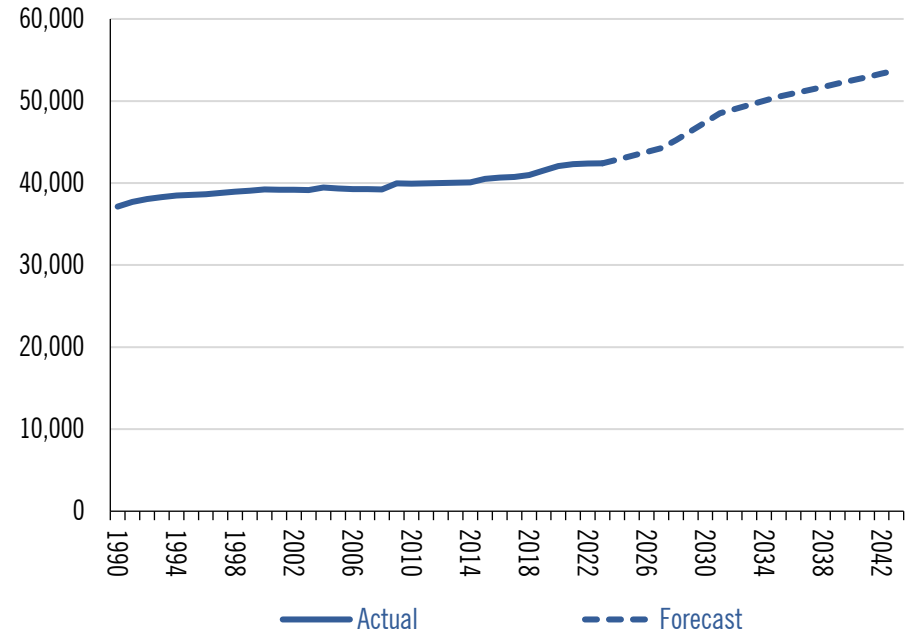
HOUSEHOLD FORECAST

The forecast for the number of households uses the projection based on SCAG's forecast as the baseline. This projection results in higher household growth than the current trend, but this is warranted because changes in state law, especially for accessory dwelling units and objective design standards, can be expected to accelerate housing production. In addition, the City's planning for implementing 2022 voter-approved Measure K can be expected to accelerate housing production above past trends.

As discussed above, though, the redevelopment of the Fairview Development Center can be expected to create new demand above and beyond current trends. To reflect this, the forecast assumes that new housing in the plan area will first become available in 2028 and that the plan area will take four years to build out. Thus, the forecast adds to the baseline forecast 500 additional units in 2028 and 600 additional units each year from 2029 to 2031.

The resulting forecast is shown in Figure 26. Under this forecast, the total number of households residing in Costa Mesa would increase by 11,330, growing from 42,400 in 2023 to 53,700 in 2044. This represents a 20-year growth rate of 1.2 percent per year.

Figure 26: Total Number of Households, Actual and Forecast, Costa Mesa, 1990 to 2044



Source: PlaceWorks, 2023.

HOUSEHOLDS BY INCOME

To determine the number of households by income, the analysis uses the Census Bureau's Public Use Microdata Set (PUMS), as described above in Chapter 2. This data set includes individual records, which enables the analysis to convert each record's household income into July 2023 dollars and apply the most current HCD income limits for affordable housing groups as well as three common income groupings for the above moderate category. This adjustment reduces inflation creep, in which a household's 2022 income places them in one category, but their 2012 income would have had them in a lower-income category just based on inflation.

As discussed above, the redevelopment of the Fairview Developmental Center is expected to create new market demand above and beyond that expected based on current trends. To reflect this broader market, the analysis uses the PUMS data for the area including Costa Mesa (which also includes Fountain Valley) as well as the areas for Huntington Beach and Santa Ana. The areas for Newport Beach and Irvine were not used because the boundaries changed from 2012 to 2022. The analysis calculates the change in the number of households across the three areas in each income class, converts those data into percentages, and then applies those percentages to the increase in the number households forecast for Costa Mesa above.

Table 6 provides the data on the total number of households across the four cities. The data indicate that the area grew by 16,190 households over ten years and that this growth occurred across most income categories. However, two income groups—extremely low-income households and very low-income households—experienced a significant decline, 18 and 20 percent respectively. This decline is likely due to a variety of factors, including actual changes in household income and households moving out of the area. Given the year of the data, 2022, it is also possible that the data reflect lingering impacts of the COVID-19 pandemic, during which individuals relocated to be with family or to live in less dense areas, and for a variety of other reasons. Similar results occur with the data for only Costa Mesa and Fountain Valley and the data for all of Orange County.

To estimate housing demand by tenure and price point, the analysis uses the data for households in the low-income category and higher. The data for very low-income households and extremely low-income households are excluded because the income categories experienced a net decline in households over the past ten years. The data for acutely low-income households is not used, even though there has been an increase in the number of these households over the past ten years. Nevertheless, these households tend to lack sufficient income for subsidized affordable housing and require different forms of housing assistance.

Table 7: Change in Number of Households by Household Income Category: Costa Mesa, Fountain Valley, Huntington Beach, and Santa Ana, 2012 and 2022

Income Category:		Acutely Low	Extremely Low	Very Low Income	Low Income	Moderate, Below Median	Moderate, Above Median	Above Moderate Income		
Income Range (2023 dollars):	Total	Up to $19,200	$19,201 to $43,100	$43,101 to $71,800	$71,801 to $114,800	$114,801 to $127,800	$127,801 to $153,400	$153,401 to $199,999	$200,000 to $249,999	$250,000 and above
Average 2022 household income (2023 dollars)	133,200	8,860	31,400	57,000	92,600	121,300	140,600	174,700	221,000	421,000
Number of households, 2012	206,600	15,340	31,080	41,310	47,680	9,910	13,310	20,610	11,240	16,150
Number of households, 2022	222,800	20,160	25,580	33,430	49,490	12,330	14,810	26,260	15,590	25,180
10-Year change in number of households	16,190	4,820	-5,500	-7,880	1,810	2,420	1,500	5,650	4,350	9,030
Average annual change in number of households	1,620	480	-550	-790	180	240	150	560	430	900
Share of change in number of households	100%				7.3%	9.8%	6.1%	22.8%	17.6%	36.5%

Source: PlaceWorks, 2023, using data from the US Census Bureau's Public Use Microdata Set.

Notes to Table 6:

1. The income ranges are derived from the CA HCD Income Limits for 2023 for Orange County and are based on the area median income of $127,800 and the average percentage of area median income across each household size for each listed income category.
2. The data represent households with at least one person and exclude group quarters.
3. The share of change in number of households is based on the 10-year change in number of households after excluding acutely low-income, extremely low-income, and very low-income data.

MARKET DEMAND FOR OWNERSHIP HOUSING

To calculate the market demand for ownership housing, the analysis determines the percentage of households in each income category that owned their homes in 2022. The homeownership rate is then applied to the forecast number of households depicted in Figure 26. The demand is presented in three groups: 2024 through 2027 (the period before new housing will likely be available for sale or rent in the plan area), 2028 through 2031 (the period during which most housing might first become available for sale or rent in the plan area), and 2028 through 2043 (the remainder of the 20-year period used as a basis for the analysis). The estimated market demand is provided in Table 7.

The analysis suggests that in the four years when new housing in the plan area may first become available to purchase or rent, the demand from expected

Table 8: Market Demand for Ownership Housing by Income Category, Costa Mesa, 2024 to 2043

Income Category:	Total	Low Income	Moderate, Below Median	Moderate, Above Median	Above Moderate Income		
Income Range (2023 dollars):		$71,801 to $114,800	$114,801 to $127,800	$127,801 to $153,400	$153,401 to $199,999	$200,000 to $249,999	$250,000 and above
Share of Household Growth, 2012 to 2022	100%	7.3%	9.8%	6.1%	22.8%	17.6%	36.5%
Total Household Growth 2024 through 2027	1,863	136	182	113	425	327	679
Total Household Growth 2028 through 2031	4,245	311	415	257	968	746	1,548
Total Household Growth 2032 through 2043	5,222	382	511	316	1,191	918	1,905
Total 20-Year Increase in Households	11,330	829	1,108	687	2,584	1,991	4,132
Home Ownership Rate 2022		50.3%	47.6%	64.4%	55.4%	61.6%	76.4%
New Owner Households 2024 through 2027	1,184	69	87	73	235	201	519
New Owner Households 2028 through 2031	2,698	156	197	166	537	459	1,183
New Owner Households 2032 through 2043	3,319	192	243	204	660	565	1,455
Total New Owner Households 2024 through 2043	7,200	417	527	442	1,432	1,225	3,156

Source: PlaceWorks, 2023.

Notes to Table 7:

1. The share of household growth is taken from Table 6.
2. The total household growth in each of the three time periods is based on the forecast growth in the total number of households prepared by PlaceWorks and the share of household growth for each income category.
3. The home ownership rate in 2022 is derived from an analysis of the US Census Bureau Public Use Microdata Set for 2022 for Costa Mesa, Fountain Valley, Huntington Beach, and Santa Ana.
4. The new owner households for each time period is determined by multiplying the homeownership rate by the total household growth for each income category.

above-moderate income households, 2,180 households, will greatly exceed the anticipated 690 units of above-moderate-income households in the plan area. For moderate-income households, the expected demand for ownership housing, 360 households, will be less than half of the anticipated 690 moderate-income housing units. Thus, a majority of the moderate-income housing will need to be offered for rent, as discussed below. Finally, the analysis indicates that there could be a small amount of demand for ownership housing among low-income households, 156 units. However, it is important to note that even if low- and moderate-income households are eligible for subsidized ownership housing, each household must still qualify for conventional financing for the portion of the housing cost that is not subsidized.

MARKET DEMAND FOR RENTAL HOUSING

Estimating the market demand for rental housing follows the same process as that for ownership housing, as far as determining the percentage of likely renters among those in each income category who are moving to the area. The analysis is presented in Table 8.

As with ownership housing, the analysis indicates that there will be more demand from above-moderate-income households for rental housing than there are anticipated to be above-moderate-income housing units in the plan area.

In contrast, the analysis indicates that in the four years when new housing may first become available for rent or to purchase, the demand from moderate-income households (363 ownership households and 309 renter households) may slightly lag the anticipated 690 units of moderate-income housing in the plan area. Finally, the demand from low-income households over the four years, 311 new households, will be slightly less than the anticipated 354 low-income housing units in the plan area.

It is worth noting that the forecast for growth in low- and moderate-income households represents new households in these income categories. However, SCAG's RHNA process also took into consideration housing needed to alleviate overcrowding as well as the need to provide more affordable housing in areas close to the region's job centers and high-quality transit corridors. In its recently adopted Housing Element, Costa Mesa indicated that 9 percent of its housing stock was overcrowded as of 2019. Thus, the number of low- and moderate-income households that could occupy new affordable housing is higher than the growth forecast.

MARKET DEMAND FROM OVERCROWDING

In addition to the new housing demand generated by the net increase in new households, there is latent housing demand accounted for among existing Costa Mesa households living in overworded conditions. As used in this section, overcrowding is defined as having more than 1.00 persons per room[5]. Table 8 provides the data for the number of households in Costa Mesa by household size, overcrowding, and the presence of subfamilies.

Based on Census Bureau data, the analysis estimates that about 3,250 households in Costa Mesa were residing in overcrowded conditions in 2022. This included 500 owner households and 2,750 renter households. In some cases, these households simply need a larger dwelling. In such a case, the overcrowding does not reflect net demand for a new housing unit—the overcrowded household moving to a larger home leaves a vacant home behind. However, this could include some demand for new housing, for instance where adult children are still living at home but desire to live on their own.

Some households living in overcrowded conditions have more than one family living together. The Census Bureau refers to these as subfamilies, which may be related to each other, and which may include married-couple families and single-parent households. In these cases, alleviating the overcrowding would result in demand for a new housing unit—the current housing unit for one family and the new housing unit for the subfamily. The analysis estimates that there were 1,530 households in Costa Mesa in 2022 living in overcrowded housing with one or more subfamilies. This included 100 owner households and 1,430 renter households.

The available data do not provide sufficient detail for how many of the overcrowded households without subfamilies are a single family simply in need of a larger home and how many include other adults and might need another housing unit in addition to their current residence to alleviate overcrowding. Thus, the net demand for new housing to alleviate overcrowding among existing residents is between 1,530 and 3,250.

[5] The California Department of Housing and Community Development suggests a threshold of one person per room excluding kitchens and bathrooms. However, that level of detail as to the types of rooms is not readily available.

Table 9: Estimated Total Number of Households and Overcrowded Households by Number of Persons and Presence of Subfamilies; Costa Mesa; 2022

Persons per Room:	Less than or Equal to 0.50	0.50 to 1.00	1.01 to 1.50	1.51 to 2.00	2.01 or More	Total Number of Households	Number of Overcrowded Households	Overcrowded Households with Subfamilies
All Tenure								
1-person	9,770	1,220	0	0	0	10,990	0	0
2-person	10,430	2,730	0	420	0	13,580	420	0
3-person	3,290	3,760	170	0	10	7,230	190	0
4-person	640	3,780	300	60	100	4,880	470	310
5-person	80	1,730	770	90	0	2,660	860	150
6-person	10	430	730	110	0	1,290	840	490
7+ persons	0	290	360	120	0	760	470	580
Total	24,220	13,940	2,330	800	110	41,390	3,250	1,530
Owner								
1-person	3,410	20	0	0	0	3,430	0	0
2-person	5,550	130	0	0	0	5,670	0	0
3-person	2,110	840	10	0	0	2,970	10	0
4-person	530	1,780	20	0	0	2,330	20	0
5-person	50	1,070	110	30	0	1,260	140	0
6-person	0	310	180	0	0	490	180	20
7+ persons	0	130	120	30	0	270	150	80
Total	11,650	4,280	440	60	0	16,420	500	100
Renter								
1-person	6,370	1,200	0	0	0	7,570	0	0
2-person	4,880	2,600	0	420	0	7,910	420	0
3-person	1,170	2,920	160	0	10	4,270	170	0
4-person	110	2,000	280	60	100	2,550	450	310
5-person	20	650	660	60	0	1,400	720	150
6-person	10	120	550	110	0	790	660	470
7+ persons	0	160	240	90	0	490	330	500
Total	12,560	9,650	1,890	740	110	24,980	2,750	1,430

Source: PlaceWorks, 2024, using data from the US Census Bureau's 2022 American Community Survey 5-Year Estimates and 2022 Public Use Microdata Set.

MARKET DEMAND FROM IN-COMMUTING WORKERS

Costa Mesa is a jobs center in Orange County—there are more jobs in the city than there are residents who are in the labor force. While the city has a diverse local economy, there are some large-employment sectors in Costa Mesa in which the average pay is below a living wage.

Calculating market demand from in-commuting works is fraught with data challenges. First, there were 1.63 employed residents per housing in 2022. However, no single household had 1.63 working adults; each had 0, or 1, or 2, or more. Similarly, the average household size was 2.51, but again, household might have 2 people or 3. In addition, we do not have information on the wages of each individual worker or resident; the best that is available is the average wage in each economic sector across Orange County. Finally, most employed people in Southern California work in a city different from where they live; there is no way to know how many would choose to live closer to where they work if affordable housing were available. Thus, the following analysis is intended to provide an estimate of the order of magnitude of potential housing demand.

Table 9 provides relevant data for each economic sector for the number of jobs in Costa Mesa, the number of residents working in each sector regardless of where their job is, and the average weekly wage in that sector. The employment data is from 2021, the most recent year for which data are available. The wage data is adjusted for inflation to 2024 dollars to allow comparison to a living wage, as described below.

Table 9 shows the net inflow of workers in each economic sector. For example, there were 219 residents working in the utilities sector and 134 jobs in Costa Mesa in the utilities sector. If every utilities job in the city were filled by a resident, then at least 85 residents had to commute to a job outside of the city. Similarly, if retail businesses in the city employed all 4,772 residents who worked in retail, then there would still need to be at least 7,356 workers commuting to Costa Mesa to fill the remaining retail jobs. Overall, there were at least 38,940 workers commuting to Costa Mesa to work. Not all these people would choose to live here. Nevertheless, this is a large pool of potential new residents that might make up the demand for new rental and for-sale housing.

Within this pool of potential residents, there are many who likely do sufficient income to afford to live in Costa Mesa even if they wanted to. The MIT Living Wage Calculator (https://livingwage.mit.edu/counties/06059) estimates the amount of a living wage based on the number of working adults and the number of children. Their estimates range from $27.63 per hour, for a household with two working adults and one child to $46.43 for two adults, one working, and one child.

With two working adults, there are six sectors in which the average wage would be below a living wage (retail, admin and support, education, arts and recreation, accommodation and food service, and other services). At least 21,660 workers commute to Costa Mesa to work in these sectors. These workers represent a large pool of potential residents for affordable housing in Costa Mesa, depending on how many would choose to live in the city if affordable housing were available.

Table 10: Number of Jobs and Employed Residents in Costa Mesa and Estimated Average Hourly Wage in Orange County, by Economic Sector; 2024

Economic Sector	Jobs in Costa Mesa	Residents with Jobs	Net Inflow of Workers	Average Hourly Wage
Agriculture, Forestry, Fishing and Hunting	65	282	-217	28.63
Mining, Quarrying, and Oil and Gas Extraction	4	18	-14	28.63
Utilities	134	219	-85	80.15
Construction	4,290	2,719	1,571	46.02
Manufacturing	4,772	3,631	1,141	51.18
Wholesale Trade	4,594	2,303	2,291	54.39
Retail Trade	12,128	4,772	7,356	25.62
Transportation and Warehousing	1,482	1,308	174	31.92
Information	1,312	1,370	-58	77.57
Finance and Insurance	4,972	2,766	2,206	79.16
Real Estate and Rental and Leasing	1,960	1,410	550	51.72
Professional, Scientific, and Technical Services	9,719	4,891	4,828	62.98
Management of Companies and Enterprises	5,395	1,160	4,235	75.92
Administration & Support, Waste Management and Remediation	10,333	3,783	6,550	26.30
Educational Services	6,597	3,480	3,117	25.79
Health Care and Social Assistance	7,437	6,221	1,216	32.14
Arts, Entertainment, and Recreation	1,072	705	367	25.39
Accommodation and Food Services	7,565	4,592	2,973	16.23
Other Services (excluding Public Administration)	2,763	1,466	1,297	24.43
Public Administration	538	1,096	-558	43.05
Total Net Inflow of Workers			38,940	

Source: PlaceWorks, 2024, using employment data from the US Census Bureau's Longitudinal Employer-Household Dynamics Program and wage data from the CA Employment Development Department.

ESTIMATED PRICE POINTS

The final residential market demand consideration is the price point at which new housing would be affordable to households in each of the income categories analyzed. Housing is defined as affordable when a household spends no more than 30 percent of its gross income on total housing cost, which includes rent or mortgage payments, utilities, insurance, and taxes. In its most recent housing element update, Costa Mesa indicated that 32 percent of homeowners and 49 percent of renters spent more than 30 percent of their income on housing costs in 2017.

Table 10 estimates the monthly rent or mortgage payment that would be affordable with the average income in each of the income categories.

Table 11:Affordable Rents and Home Purchase Prices by Household Income, Costa Mesa, 2023

Income Category	Low Income	Moderate, Below Median	Moderate, Above Median	Above Moderate		
Income Range (2023 dollars)	$71,801 to $114,800	$114,801 to $127,800	$127,801 to $153,400	$153,401 to $199,999	$200,000 to $249,999	$250,000 and above
Average Household Income	92,645	121,342	140,586	174,715	221,077	420,519
Annual Affordable Housing Cost (@30%)	27,793	36,403	42,176	52,415	66,323	126,156
Utility Allowance	3,500	3,500	3,500	3,500	3,500	3,500
Annual Affordable Rent Payment	24,293	32,903	38,676	48,915	62,823	122,656
Monthly Affordable Rent Payment	2,024	2,742	3,223	4,076	5,235	10,221
Present Value of Monthly Affordable Housing Payment	320,290	208,897	245,551	649,083	833,646	1,627,606
Other Housing Payment Costs	586	382	450	1,062	1,363	2,662
Mortgage Amount	227,520	373,290	438,789	480,050	616,549	1,203,748
Mortgage Down Payment	8,252	13,539	15,915	120,012	154,137	300,937
Home Purchase Price	235,772	386,829	454,703	600,062	770,686	1,504,685
Total Upfront Cost	12,234	20,072	23,593			

Source: PlaceWorks, 2023.

Notes to Table 9:

1. Average household income is based on data from the US Census Bureau's Public Use Microdata set for Costa Mesa, Fountain Valley, Huntington Beach, and Santa Ana.
2. The utility allowance is based on information from the Orange County Housing Authority and represents utility costs for a four-person household in a three-bedroom home.
3. The annual affordable housing payment is 30 percent of the average household income minus the utility allowance.
4. The monthly affordable rent payment is the annual affordable housing payment divided by 12 months.

Notes to Table 9 (continued):

5. The present value of the monthly affordable rent payment is the amount of funding that a mortgage could provide with a monthly payment that equals the monthly affordable rent payment.

6. The analysis assumes that low- and moderate-income households would use a Federal Housing Administration (FHA)-insured loan to finance a home purchase, and that above-moderate-income households would use conventional mortgage financing. For FHA loans, the analysis assumes a 3.5 percent down payment, a 6.5 percent APR, a 1.75 percent upfront payment for mortgage insurance (assumed to be paid in cash with the down payment), a 0.55 percent monthly mortgage insurance payment, 1.0 percent property tax, and 0.57 percent property insurance. For conventional loans, the analysis assumes a 20 percent downpayment, which should avoid the need for private mortgage insurance, a 6.44 percent APR, 1.0 percent property tax, and 0.57 percent for property insurance. Both loan types are calculated as 30-year fixed-rate mortgages.

7. For FHA-insured mortgages for low- and moderate-income households, the total upfront cost includes the down payment and the upfront payment for mortgage insurance. For conventional loans for above-moderate-income households, the upfront cost consists only of the down payment.

5. Nonresidential Market Potential

This chapter assesses the market demand for nonresidential uses. The intent is to focus on nonresidential development that complements and is ancillary to the residential neighborhoods that will be developed in the plan area. Because the plan area does not lie directly on and does not have good visibility from Harbor Boulevard, it would be a challenging location to develop a commercial center that relies on attracting consumers from across a large trade area. Thus, the market analysis focuses on the spending of the future residents in the plan area and the type and scale of businesses that spending could support. Finally, because there is a substantial number of existing retail businesses along Harbor Boulevard and Adams Avenue, it is unlikely that commercial businesses would be successful operating in the plan area if they needed to attract a substantial number of customers from outside of the plan area.

MARKET ANALYSIS BASICS

Retail Types

From a land use perspective, the retail market can be categorized into two broad groups: convenience goods and services and comparison goods. Eating and drinking places are a cross between convenience and comparison shopping. Finally, experience-oriented shopping is a hybrid type of retail.

Convenience Goods and Services

Convenience goods and services are those that people need on a regular basis. For these regular purchases, most consumers have built knowledge of where to go to get what they want, whether their discriminator is price, convenience, or quality. Groceries, medicines, and hair care are typical convenience goods and services. Because convenience goods and services usually have low cost margins and high sales volumes, convenience retailers are located throughout an area, close to concentrations of households. Convenience goods retailers typically operate in convenience-goods centers (less than 30,000 sq. ft.) and neighborhood-scale centers (less than 100,000 sq. ft.), and they typically draw customers from a ½- to 1½-mile radius.

Comparison Goods

Comparison goods are retail items that consumers purchase more infrequently or rarely. For these purchases, consumers tend to compare goods across brands and across retailers. This habit of comparing induces retailers to locate near each other. It also promotes larger-scale retailers who can stock many different brands of similar products. Clothing, electronics, and furniture are quintessential comparison goods. Because comparison goods have higher cost margins and lower sales volumes and because consumers purchase these goods infrequently, comparison goods retailers tend to locate close to major transportation corridors that give access to a greater number of consumers. These businesses typically locate in community-scale centers (100,000+ sq. ft.) and regional-scale centers (300,000+ sq. ft.), and they draw customers from a 3- to 5-mile radius up to an 8- to 12-mile radius, depending on the center's size and retailer mix.

Eating and Drinking Places

Eating and drinking places do not fit squarely within the two previous categories. Sometimes consumers are looking for convenience when buying food away from home. Fast food and limited-service restaurants typically satisfy this convenience demand. Other times, consumers are looking for higher quality

and are willing to travel longer distances and pay more for the cuisine they desire.

Experience-Oriented Shopping

In experience-oriented shopping, the experience of the trip is of equal if not greater importance than the material needs for a good or service. The experience's value may accrue from socialization with friends, activities and entertainment, or the quality of the place. Downtowns, new town centers, lifestyle centers, and even shopping malls all attempt to enhance the shopping experience and provide a mix of businesses and amenities to create an enjoyable shopping experience. Because most consumers infrequently invest their time in experiential shopping, most are willing to travel further and forego quick and easy access for the value of the experience. Experience-oriented shopping is a destination trip and draws from a community, regional, or even super-regional size trade area, even if it does not offer the commensurate amount of retail square footage.

Consumer Spending

The household is the basic economic unit in retail analysis. The Consumer Expenditure Survey, published annually by the US Bureau of Labor Statistics, details how households spend their annual income, stratified by income, age, geography, household size, and other demographic characteristics. Claritas, a leading national provider of marketing data, interprets that data for individual locations based on the demographics and lifestyle characteristics of the households residing in that area. They report the data using standard retail business categories from the North American Industrial Classification System

Estimated Retail Sales

The Claritas spending report also estimates the amount of retail sales at businesses operating in the trade area. However, the analysis is not focused on identifying and filling retail gaps in the city, so the estimated retail sales is not applicable to this study.

Sales Efficiency

Sales efficiency is the average annual sales per square foot of retail businesses. Sales efficiency varies by store type, by individual business, and among different locations of an individual retail chain. This report estimates retail sales efficiency by type of store based on information from Dollars and Cents of Shopping Centers / The SCORE, published by the Urban Land Institute and the International Council of Shopping Centers; annual 10K reports filed by retail corporations with the US Securities and Exchange Commission; and the US Census Bureau's Economic Census.

SUPPORTABLE RETAIL BUILDING SPACE

The market analysis considers convenience goods separately from comparison goods. The plan area could likely capture a larger share of residents' convenience goods spending because these types of businesses are often located near where people live. In contrast, comparison goods retailers typically have to draw customers from a larger area, and the plan area is not well suited for such businesses. Table 11 provides estimated market potential for retail uses in the plan area. The estimates assume that the average household residing in the plan area will have similar consumer spending patterns as the average current city resident has.

Table 12: Retail Market Potential in Square Feet of Gross Floor Area

Store Type	Citywide Household Spending ($)	Spending per Household	Supportable Sq. Ft. per Household	Plan Area Total Support	Recommended Plan Area Retail
Convenience Goods and Services					
Food and beverage stores	364,241,837	8,655	14.6	33,514	
- Grocery stores	326,355,243	7,755	12.4	28,466	10,000 to 14,000
- Specialty food stores	9,438,622	224	0.9	2,048	Up to 1,000
- Beer, wine, and liquor stores	28,447,972	676	1.3	3,001	Up to 2,400
Health and personal care stores	148,970,904	3,540	9.1	20,829	10,000 to 12,500
Gasoline stations	204,029,031	4,848	2.8	6,461	2,000 to 3,000
Food services and drinking places	319,999,833	7,604	15.2	34,853	
- Drinking places (alcoholic beverages)	10,614,864	252	0.8	1,835	Up to 1,500
- Restaurants and other eating places	284,599,040	6,762	13.2	30,318	2,500 to 5,000
Convenience Goods and Services					
Furniture and home furnishings stores	54,006,877	1,283	5.3	12,195	
- Furniture stores	30,826,535	732	3.8	8,778	
- Home furnishings stores	23,180,342	551	1.5	3,416	Up to 1,000
Electronics and appliance stores	40,434,354	961	2.1	4,834	
Building mat. and garden equipment and supplies dealers	182,834,384	4,344	10.0	22,941	
- Building material and supplies dealers	159,276,607	3,785	8.9	20,398	
- Lawn and garden equipment and supplies stores	23,557,777	560	1.1	2,543	
Clothing and clothing accessories stores	124,273,916	2,953	8.4	19,411	
- Clothing stores	85,003,769	2,020	5.8	13,236	2,000 to 3,000
- Shoe stores	13,864,837	329	1.2	2,856	
- Jewelry, luggage, and leather goods stores	25,405,311	604	1.4	3,320	

Table 11 (continued)

Store Type	Citywide Household Spending ($)	Spending per Household	Supportable Sq. Ft. per Household	Plan Area Total Support	Recommended Plan Area Retail
Sporting goods, hobby, musical instrument, and bookstores	40,849,021	971	2.8	6,499	
- Sporting goods, hobby, and musical instrument stores	35,951,073	854	2.4	5,600	
- Book stores and news dealers	4,897,948	116	0.4	900	
General merchandise stores (NAICS 452)	321,811,538	7,647	17.5	40,145	
- Department stores (NAICS 4522)	43,455,352	1,033	3.3	7,548	
- Other general merchandise stores (NAICS 4523)	278,356,186	6,614	14.2	32,597	Up to 10,000
Miscellaneous store retailers (NAICS 453)	54,306,288	1,290	5.4	12,526	
- Florists (NAICS 4531)	2,539,149	60	0.2	364	
- Office supplies, stationery, and gift stores (NAICS 4532)	9,986,078	237	0.9	2,074	
- Used merchandise stores (NAICS 4533)	7,860,024	187	0.6	1,450	
- Other miscellaneous store retailers (NAICS 4539)	33,921,037	806	2.7	6,256	1,000 to 1,500
- Tire dealers (NAICS 44132)	18,282,673	434	1.0	2,383	
TOTAL					29,500 to 55,900

Source: PlaceWorks, 2023, using retail spending estimates from Claritas.

Notes to Table 11:

1. Citywide household spending by retail store type are estimates from Claritas and represent the estimated amount spend by households residing in Costa Mesa in stores for each of the retail store types. Spending per household is the citywide spending divided by the total number of households residing in Costa Mesa as estimated by Claritas.
2. The supportable sq. ft. per household represents that gross floor area of retail building space that can be supported by the spending of the average Costa Mesa household. It is derived by dividing the spending per household by the average sales efficiency (dollars per square foot). The average sales efficiency is estimated by PlaceWorks based on information and data from Dollars and Cents of Shopping Centers / The SCORE, published by the Urban Land Institute and the International Council of Shopping Centers; annual 10K reports filed by retail corporations with the US Securities and Exchange Commission; and the US Census Bureau's Economic Census.
3. Plan area total support is the total gross floor area of retail building space, in square feet, that could be supported by new consumer spending by plan area residents. It is important to note that the supportable retail building space would not all be captured by businesses in the trade area.

Table 11 provides the estimated gross floor area, in square feet, that can be supported by the new retail spending of plan area residents. It is important to note that a substantial amount of the spending, and hence the building space it could support, will flow to existing businesses located elsewhere in Costa Mesa. Furthermore, the amount of building space that can be supported is less than a typical store size.

For example, the analysis indicates that spending by the plan area's 2,300 new households could support 28,500 square feet of new grocery store. A typical supermarket would be 50,000 to 60,000 square feet in size. Thus, a supermarket located in the plan area would have to attract customers from outside of the plan area. Given that there is an existing Von's supermarket and a Northgate market just north and south of the plan area, it is unlikely that another grocery operator would invest in a supermarket in the plan area.

Retail businesses in the plan area are likely to capture a larger share of residents' spending than are comparison goods businesses. One is less likely to drive past a nearby pharmacy to go to one farther away than one is to drive past a nearby boutique clothing store to go to a mall with many such retailers. This is reflected in the amount of retail building space that this market study recommends for the plan area, as shown in Table 11.

Retail Recommendations

Overall, the analysis suggests that 32,000 to 52,000 square feet of gross leasable floor area for retail businesses be included in the specific plan. The recommendations for other types of commercial uses are presented in the next section.

For grocery stores, as discussed above, the plan area is unlikely to support a full-service supermarket. However, there would be sufficient spending to potential support a small format or specialty grocer. Retailers in the plan area are unlikely to capture all the residents' spending at specialty food stores and at beer, wine, and liquor stores. However, in both cases there is sufficient spending to support one specialty food store and one store selling beer, wine, and liquor.

There would be sufficient spending to support the operation of one pharmacy, about 12,500 square feet. The pharmacy and a small format or specialty grocer would likely anchor a commercial district in the plan area.

Residents' spending could support one or two gas stations. Residents' spending could also support quite a few restaurants. However, much of that spending will go to restaurants elsewhere in the area. Nevertheless, it would be reasonable to include 2,500 to about 5,000 square feet of floor area for restaurant and food service businesses.

For comparison goods businesses, there are very few categories where residents' spending alone would be sufficient to support an individual business. A possible exception is a general merchandise store (other than a department store). This would likely be a dollar store type of business. In addition, it would be reasonable to plan for a few thousand square feet of retail floor space for other types of comparison goods retailers, where an independent retail business might be successful in the plan area.

Altogether, the analysis finds that consumer spending by households residing in the plan area would likely support about 29,500 to 55,900 square feet of gross retail floor space in the plan area. This amount of retail should help reduce traffic, both from residents having to leave the community for every retail

need and from businesses needing to attract customers from outside of the plan area. However, this does not preclude planning to accommodate more or less retail.

Finally, it is worth noting that the individual retail store types are used as a basis for estimating the appropriate amount of retail. These are the types of stores most likely to be successful operating in the plan area. However, this does not mean that these types of stores will definitely open in the plan area, and it does not mean that other types of stores will not open in the plan area and be successful.

SUPPORTABLE BUILDING SPACE FOR OTHER COMMERCIAL USES

To estimate the amount of building space that could be supported by plan area residents for other commercial uses, the analysis determines the number of businesses per household in Orange County and then multiplies this by the anticipated number of households in the plan area. The most recent dataset available for this is the 2017 Economic Census. The economy has changed since then. However, the businesses identified below serve local customers and are less prone to working at home, which has generally reduced market demand for office space. The results for non-commercial uses that could be supported by plan area households are presented in Table 12. Based on the analysis, the plan area could support up to 76,750 square feet of gross floor area for medical offices, professional offices, and other commercial uses.

PLANNING IMPLICATIONS FOR NON-RESIDENTIAL USES

The market potential for non-residential uses presented in Table 11 and Table 12 reflect a concept for the plan area that is predominantly residential, with limited non-residential uses that support and are supported by the households residing in the plan area. This does not preclude a different vision for the specific plan.

For example, the vision could be for exclusively residential uses to maximize the amount of housing that can be developed. This vision might have greater traffic impacts, but the fact that there is market demand for commercial uses does not mean that the specific plan must accommodate such uses.

Similarly, the vision could be for a unique destination with a walkable, experience-oriented commercial core that adds value to surrounding residential development. This would require attracting customers from outside of the plan area to support a greater number and variety of commercial businesses. Again, this vision might have greater traffic impacts, but the fact that the market demand from plan area households would not support more commercial activity does not mean that the specific plan cannot promote this vision.

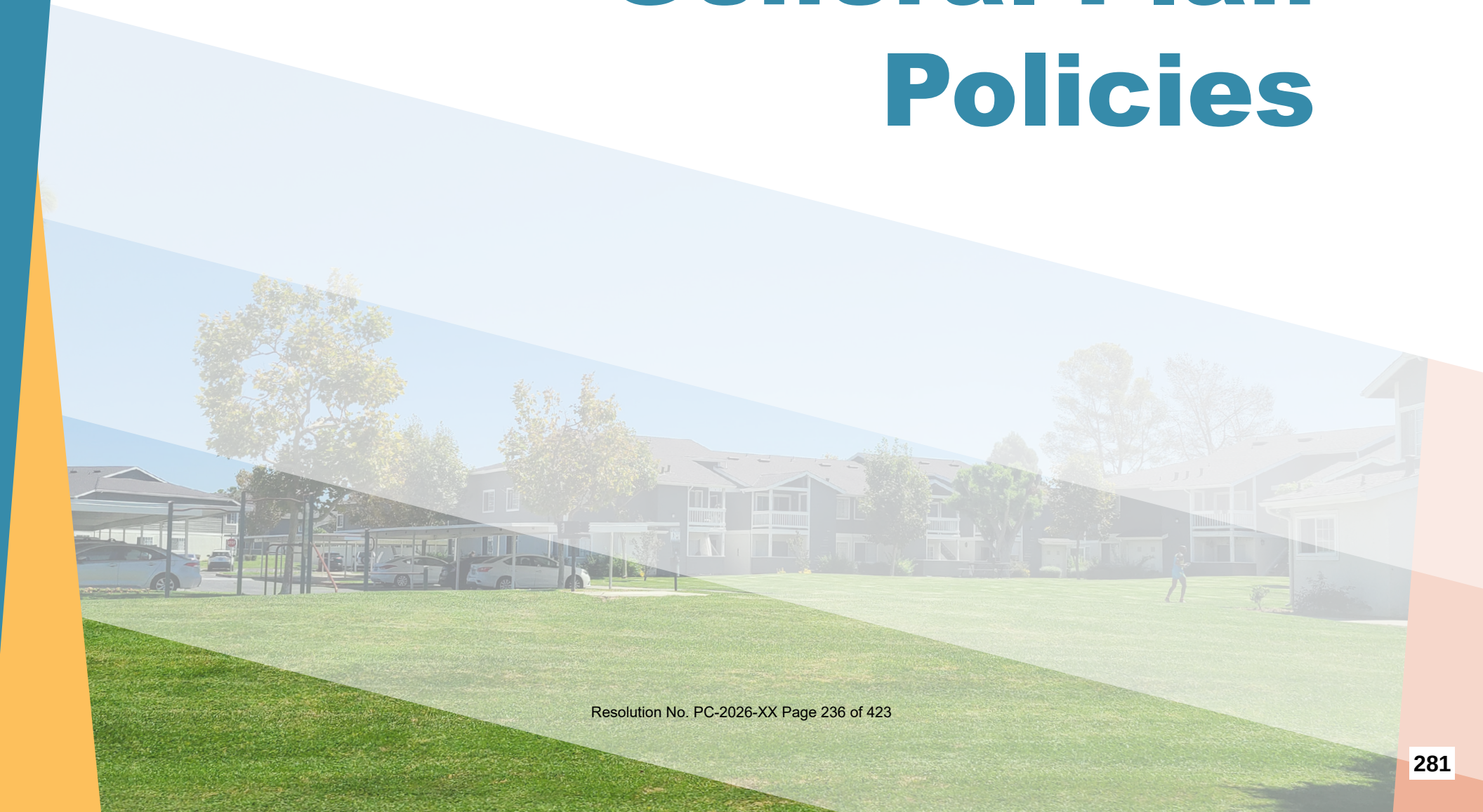
Table 13: Supportable Gross Floor Area (sq. ft.) for Other Commercial Uses

Type of Business	Number of Establishments per 1,000 Households	Number of Establishments Supported by Plan Area Households	Supportable Number of Businesses for Plan Area	Estimated Supportable Gross Floor Area (sq. ft.)	Type of Building Space
Offices of real estate agents and brokers	2.08	4.8	5	10,320	Commercial or Office
Veterinary services	0.31	0.7	1	2,400	Commercial
Offices of physicians	3.82	8.8	9	21,600	Medical Office
Offices of dentists	2.60	6.0	6	14,400	Medical Office
Personal care services	1.47	3.4	3	4,320	Commercial
Fitness and recreational sports centers	0.44	1.0	1	20,600	Commercial
Other automotive repair and maintenance	0.32	0.7	1	2,930	Commercial
Total				**76,570**	

Source: PlaceWorks, using data from the US Census Bureau's 2017 Economic Census and the CA Department of Finance.

APPENDIX D

General Plan Policies



Land Use Element

The Land Use (LU) Element is the most important General Plan element for new development and its physical form in the city because it indicates the location and extent of development that is permitted. This Specific Plan is an implementation tool that is consistent with the following goals and policies of the Land Use Element:

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-1.3:*** *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.*

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-3.5:*** *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-3.8:*** *Ensure that new development reflects existing design standards, qualities, and features that are in context with nearby development and surrounding residential neighborhoods.*
  - ***Policy LU-3.12:*** *Ensure that new development reflects existing design standards, qualities, and features that are in context with nearby development.*

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-5.6:*** *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.*

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 mixed 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.*
- **Objective LU-6B:** Encourage and facilitate activities that expand the City's revenue 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-6.13:*** *Encourage new development along major corridors that are pedestrian oriented and includes a mixture of retail/service, residential, and office uses.*

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 low scale residential, institutional, public facilities, open spaces, and recreational uses within a campus setting.*

Housing Element

This Specific Plan is consistent with the following goals and policies of the 2021-2029 Housing (HOU) Element.

Goal HOU-2: Facilitate the creation and availability of housing for residents at all income levels and for those with special housing needs.

- ***Policy HOU-2.1:*** *Facilitate the development of housing that meets the needs of all segments of the population including affordable housing and households with specialized needs.*
- ***Policy HOU-2.2:*** *Promote the use of State density bonus provisions to encourage the development of affordable housing for lower and moderate-income households, as well as senior housing through the dissemination of informational materials and discussions with project applicants.*

Goal HOU-3: Identify adequate, suitable sites for residential use and development to meet the City's Regional Housing Needs Assessment (RHNA) at all income levels and promote a range of housing types to meet the needs of all segments of the Costa Mesa community.

- ***Policy HOU-3.2:*** *Encourage the development of well-planned and designed residential or mixed-use projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project, neighborhood, or geographic area within the City.*

Goal HOU-4: Provide housing opportunities to residents of all social and economic segments of the community without discrimination on the basis of race, color, religion, sex, sexual orientation, disability/medical conditions, national origin or ancestry, marital status, age, household composition or size, source of income, or any other arbitrary factors.

- ***Policy HOU-4.3:*** *Encourage and support the construction, maintenance and preservation of residential developments which will meet the needs of families and individuals with specialized housing requirements, including those with developmental disabilities.*

Open Space and Recreation Element

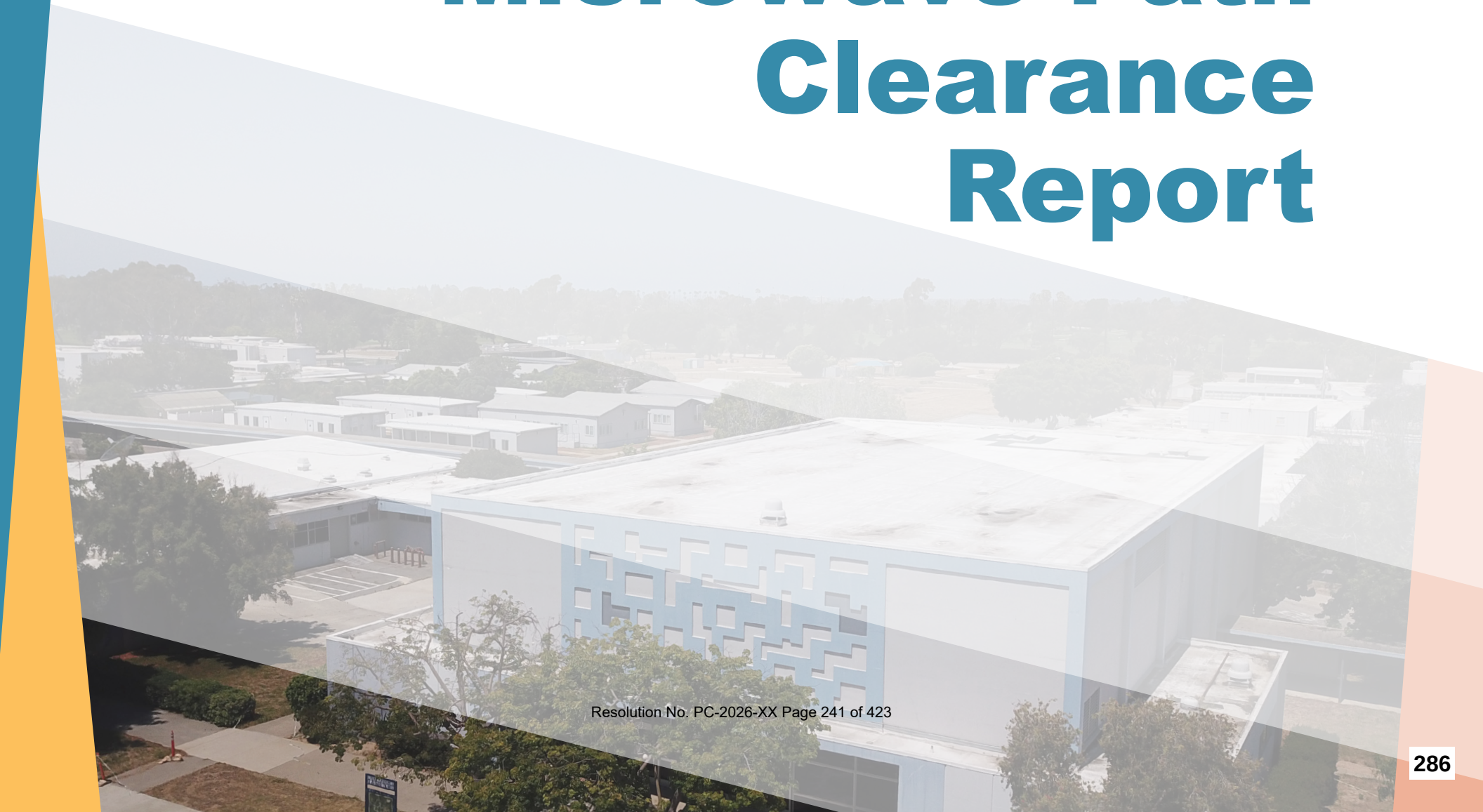
The Open Space and Recreation Element is intended to help ensure the sustainability of open space and recreational resources available to the community of Costa Mesa. The goals, policies, and objectives from this chapter of the General Plan work to protect, maintain, and enhance open spaces and recreational opportunities. This Specific Plan is consistent with the following goals and policies of the Open Space and Recreation (OSR) Element of the General Plan.

Goal 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.

- ***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.*
- ***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-1.18:*** *Provide a minimum of 4.26 acres of parkland per 1,000 residents.*
- ***Policy OSR-1.20:*** *Enhance pedestrian, bicycle, and transit linkages to meet the needs of residents and to provide better access to parks, recreation, and public spaces.*

APPENDIX E

Microwave Path Clearance Report



Microwave Path Clearance Report for Proposed Southern REOC Location

Summary: This report details the microwave clearance criteria for the proposed tower location at the Fairview Developmental Center in Costa Mesa, part of the Southern REOC project. It outlines the structure clearance requirements on the State of California's property for the proposed microwave paths to La Habra Peak (357.48°), Santiago Peak (81.28°), and Rolling Hills (286.30°). The proposed tower coordinates are 33°39'39.64" N, 117°55'35.86" W, with the property boundaries set according to the Boundary Establishment & Index Map provided by ALTA/NSPS AND LAND TITLE SURVEY for DGS FAIRVIEW DEVELOPMENT CENTER with Project Number 1CAL010108 dated November 14,2019.

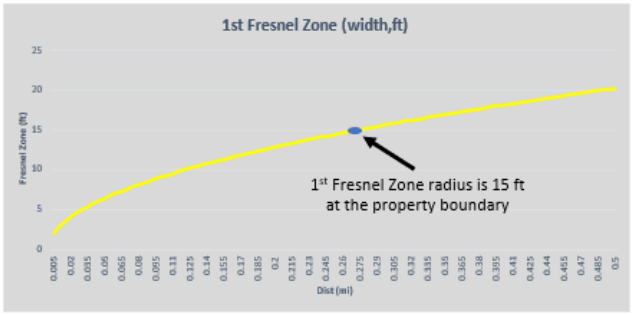
Using the Pathloss 6 design tool, the minimum clearance for each microwave path was determined, adhering to a clearance criterion of 100% of the first Fresnel zone in each azimuth direction. Within the property boundary, low clearance areas are identified, and width of the 1st Fresnel zones are shown for each possible microwave paths. Antenna clearance reports from Pathloss 6 design tool are included in this report for reference.

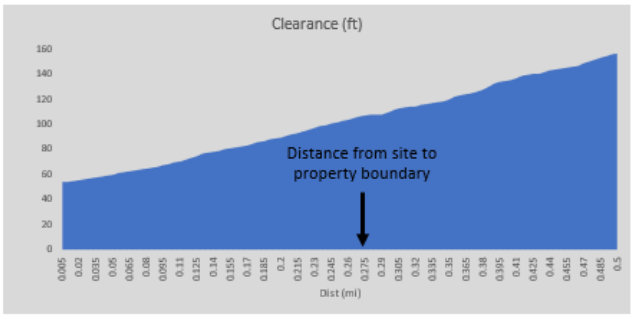


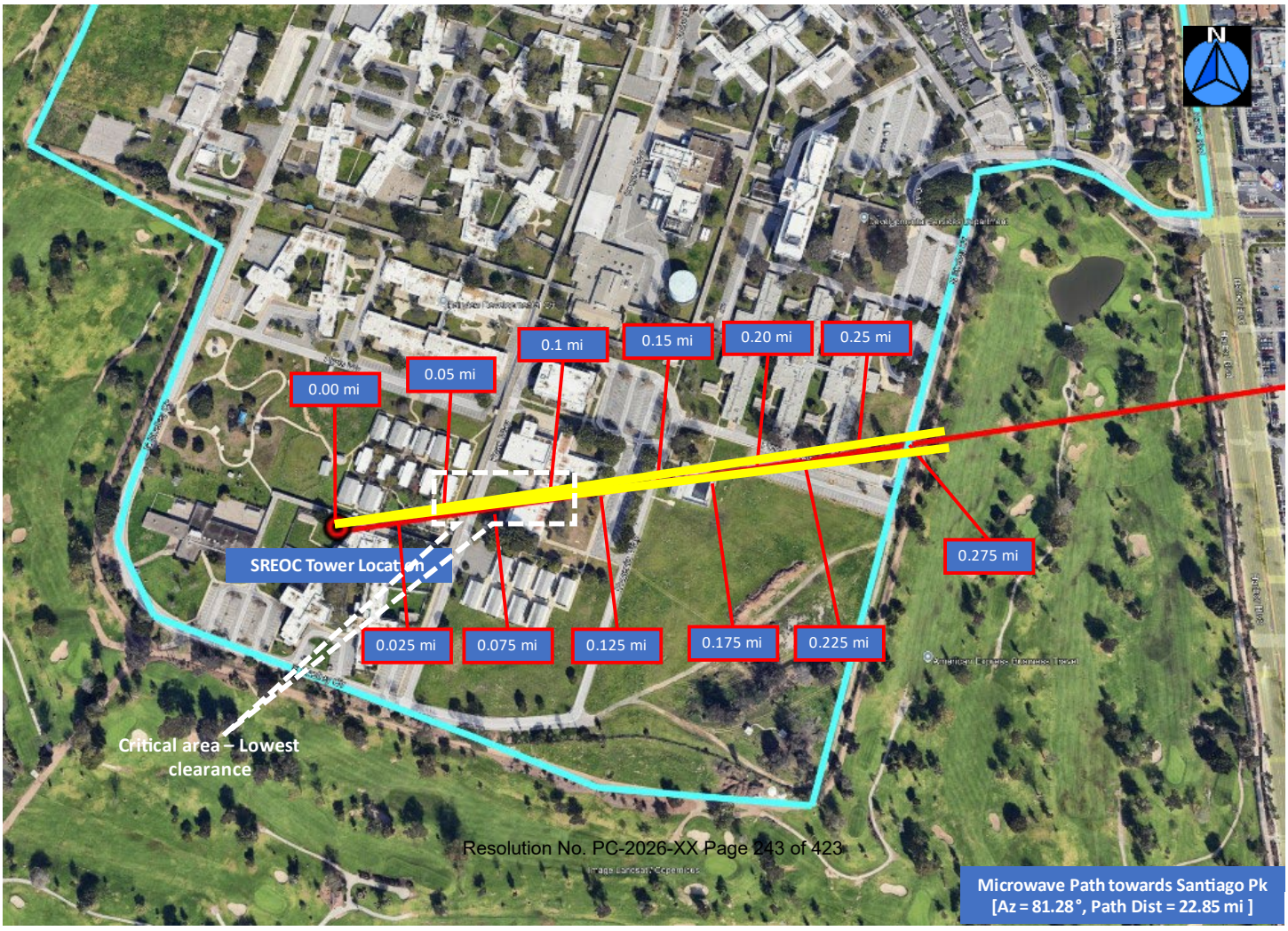
Clearance Criteria Results: Southern REOC<>Santiago Peak

Dist (mi)	Elev (ft)	Clearance* (ft)
0	79.7	54.0
0.025	79.6	56.1
0.05	79.7	60.0
0.075	80	63.9
0.1	80	68.5
0.125	78.4	74.9
0.15	77.9	80.2
0.175	78.6	84.3
0.2	78.3	89.6
0.225	77	95.9
0.25	76.5	101.4
0.275	75.9	107.2

** Clearance value represents the maximum structure height along the path that satisfy F1=100% at K=1.33 and should not be exceeded for unobstructed line-of-sight & optimal link performance.*



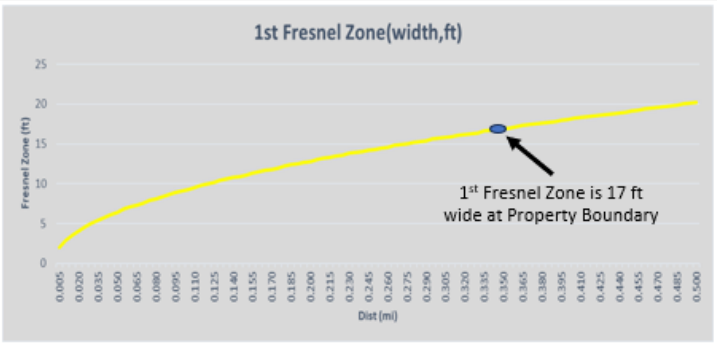


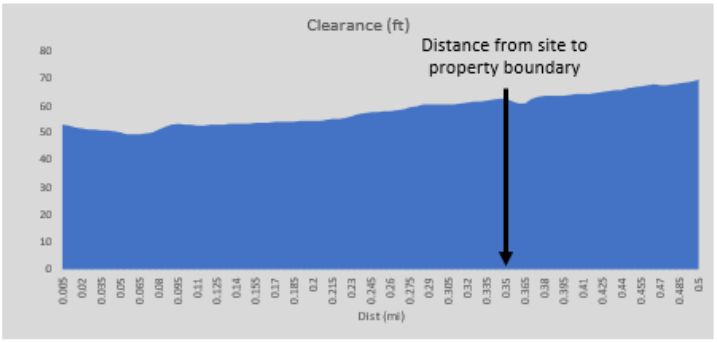


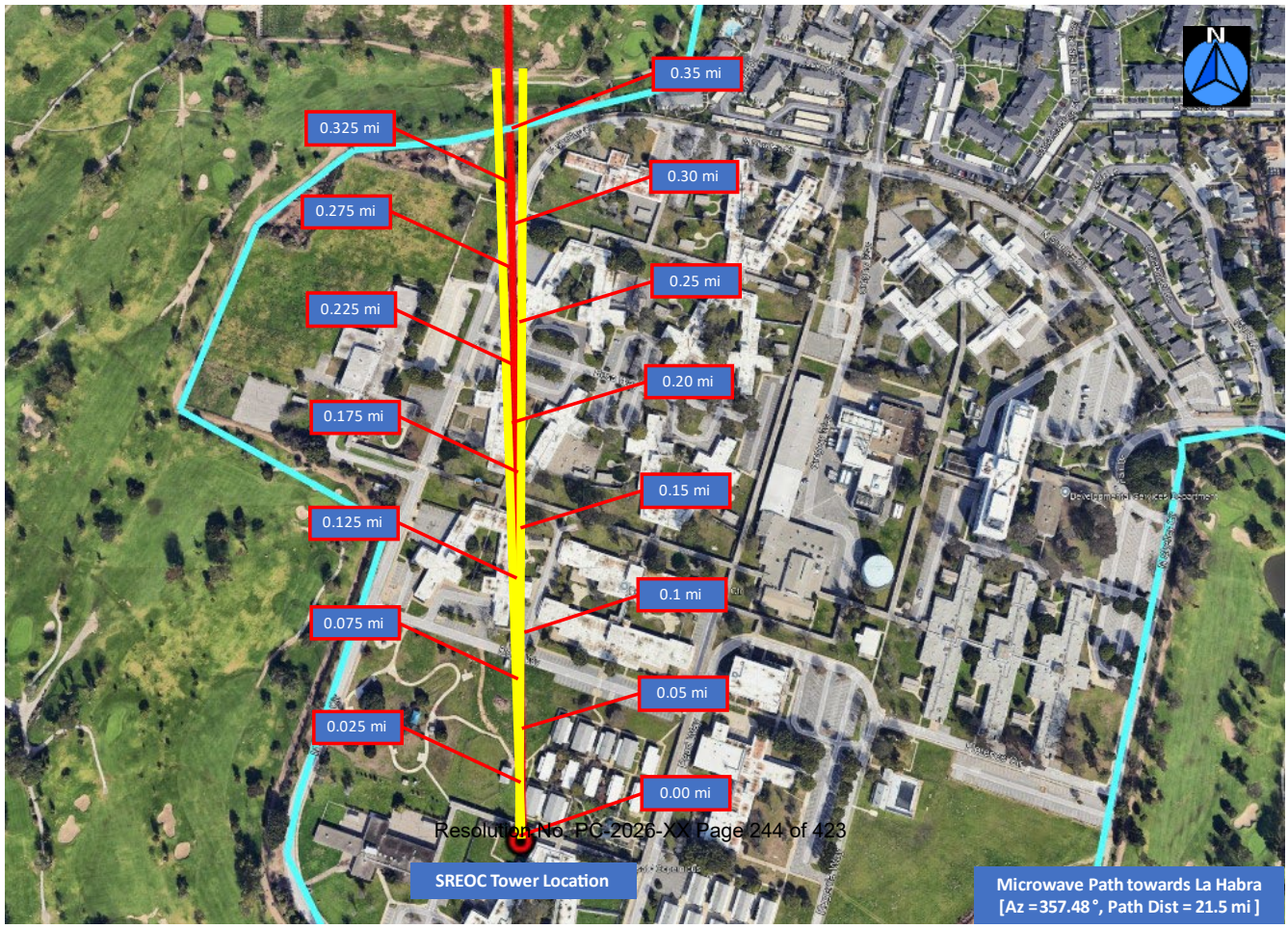
Clearance Criteria Results: Southern REOC<>La Habra Peak

Dist (mi)	Elev (ft)	Clearance* (ft)
0	79.4	53.3
0.025	79.7	51.5
0.05	80.4	50.2
0.075	80	50.4
0.1	77.2	53.3
0.125	77.4	53.2
0.15	77.4	53.5
0.175	77	54.3
0.2	77.1	54.6
0.225	76.5	55.7
0.25	74.8	57.9
0.275	73.9	59.4
0.3	73.3	60.6
0.325	73	61.5
0.35	72.4	62.7

** Clearance value represents the maximum structure height along the path that satisfy F1=100% at K=1.33 and should not be exceeded for unobstructed line-of-sight & optimal link performance.*



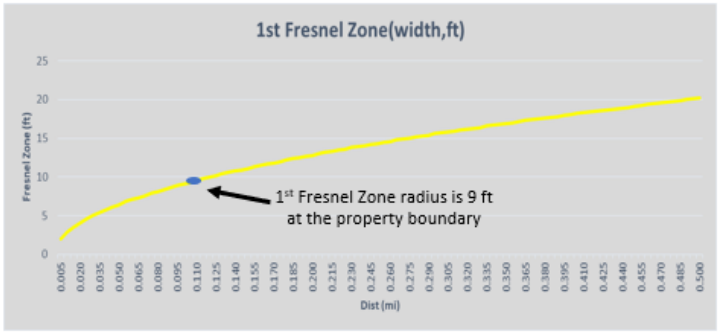


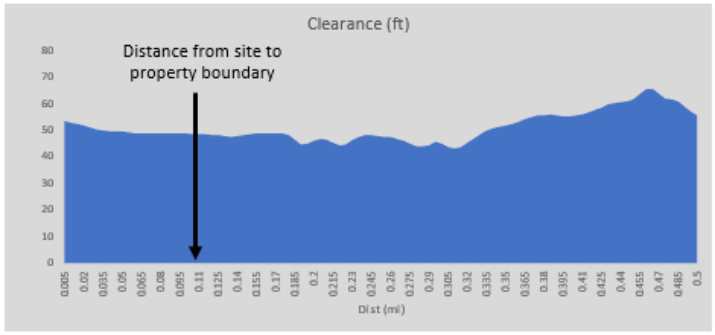


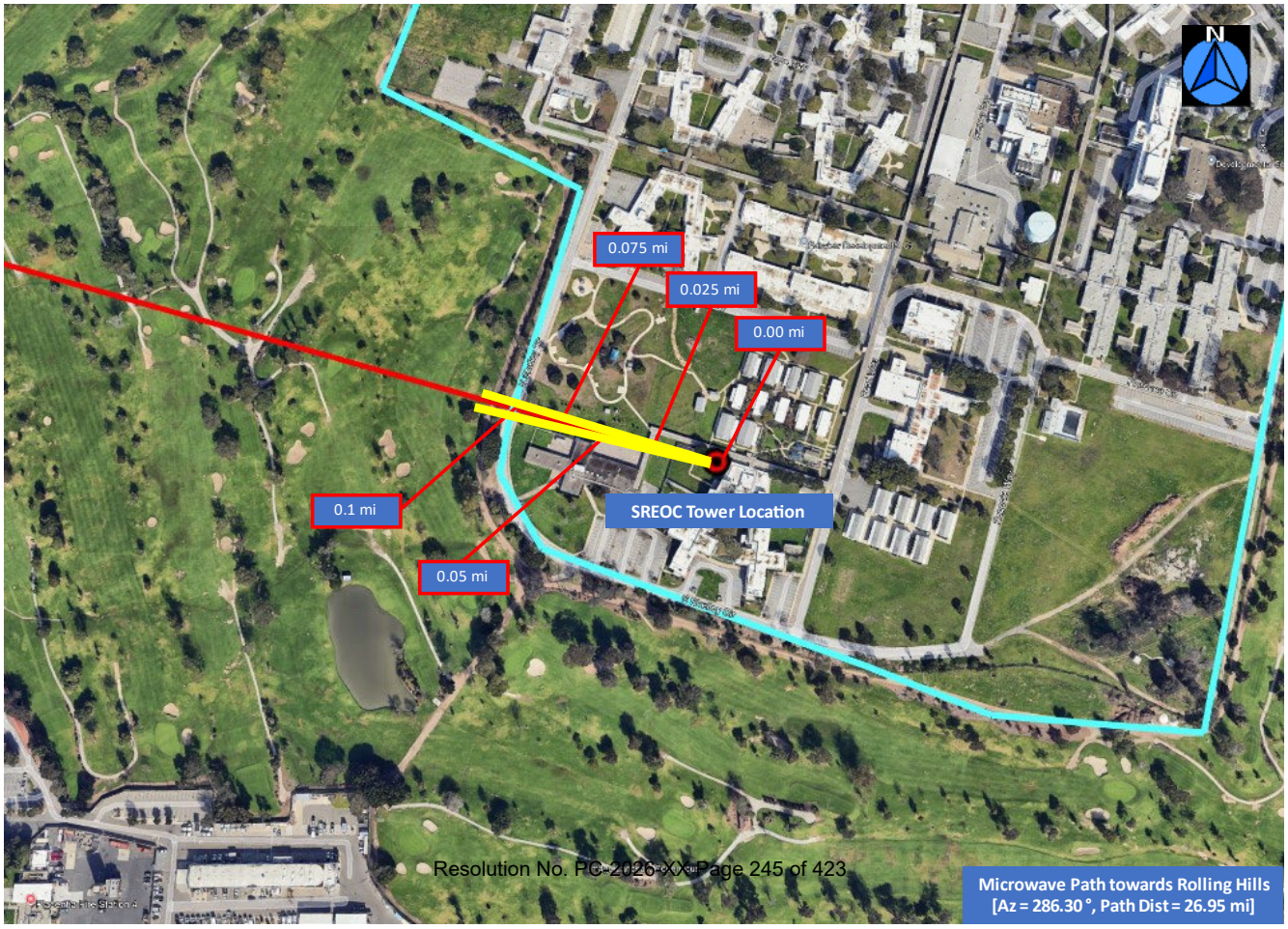
Clearance Criteria Results: Southern REOC<>Rolling Hills

Dist (mi)	Elev (ft)	Clearance* (ft)
0	79.7	53.4
0.025	79.6	51.2
0.05	79.7	49.5
0.075	80	48.8
0.1	80	48.9

** Clearance value represents the maximum structure height along the path that satisfy F1=100% at K=1.33 and should not be exceeded for unobstructed line-of-sight & optimal link performance.*







	Southern REOC ("school")	SANTIAGO W
Latitude	33 39 39.64 N	33 42 41.10 N
Longitude	117 55 35.86 W	117 32 04.20 W
True Azimuth (°)	81.15	261.37
Vertical angle (°)	2.49	-2.73
Path Length (mi)	22.86	
Elevation (ft)	79.54	5626.20
Frequency (MHz)	6250.00	
Clearance tolerance (ft)	1000.0	

Southern REOC ("school") DR Antenna Height 55.00 ft
SANTIAGO W TR Antenna Height 50.00 ft

Clearance criteria - Diversity
1st criteria K 1.33
1st criteria %F1 100.00
Minimum foreground clearance (ft) 2.00

Dist (mi)	Elev (ft)	Struct (ft)	Clear (ft)	K (ft)	%F1 (ft)	FH (ft)	Crit
0.005	79.7		54.0	0.1	2.0		1
0.010	79.7		54.2	0.1	2.9		1
0.015	79.7		54.8	0.2	3.5		1
0.020	79.6		55.5	0.2	4.1		1
0.025	79.6		56.1	0.3	4.6		1
0.030	79.7		56.8	0.3	5.0		1
0.035	79.8		57.4	0.4	5.4		1
0.040	79.9		58.1	0.5	5.8		1
0.045	79.9		59.0	0.5	6.1		1
0.050	79.7		60.0	0.6	6.4		1
0.055	79.3		61.1	0.6	6.8		1
0.060	79.2		62.2	0.7	7.1		1
0.065	79.4		62.8	0.7	7.3		1
0.070	79.8		63.3	0.8	7.6		1
0.075	80.0		63.9	0.9	7.9		1
0.080	80.2		64.7	0.9	8.1		1
0.085	80.2		65.6	1.0	8.4		1
0.090	80.2		66.5	1.0	8.6		1
0.095	80.0		67.6	1.1	8.9		1
0.100	80.0		68.5	1.1	9.1		1
0.105	79.9		69.6	1.2	9.3		1
0.110	79.7		70.7	1.3	9.5		1
0.115	79.4		71.9	1.3	9.8		1
0.120	79.0		73.3	1.4	10.0		1
0.125	78.4		74.9	1.4	10.2		1
0.130	77.8		76.4	1.5	10.4		1
0.135	77.6		77.6	1.5	10.6		1
0.140	77.8		78.3	1.6	10.8		1
0.145	77.9		79.2	1.7	10.9		1
0.150	77.9		80.2	1.7	11.1		1
0.155	78.2		80.8	1.8	11.3		1
0.160	78.4		81.6	1.8	11.5		1
0.165	78.7		82.3	1.9	11.7		1
0.170	78.8		83.1	1.9	11.8		1

0.175	78.6	84.3	2.0	12.0	1
0.180	78.3	85.7	2.0	12.2	1
0.185	78.1	86.9	2.1	12.4	1
0.190	78.2	87.8	2.2	12.5	1
0.195	78.3	88.6	2.2	12.7	1
0.200	78.3	89.6	2.3	12.8	1
0.205	78.2	90.7	2.3	13.0	1
0.210	77.9	92.0	2.4	13.2	1
0.215	77.6	93.3	2.4	13.3	1
0.220	77.3	94.7	2.5	13.5	1
0.225	77.0	95.9	2.6	13.6	1
0.230	76.8	97.1	2.6	13.8	1
0.235	76.6	98.4	2.7	13.9	1
0.240	76.5	99.5	2.7	14.1	1
0.245	76.6	100.4	2.8	14.2	1
0.250	76.5	101.4	2.8	14.3	1
0.255	76.4	102.6	2.9	14.5	1
0.260	76.2	103.8	2.9	14.6	1
0.265	76.0	105.0	3.0	14.8	1
0.270	75.8	106.2	3.1	14.9	1
0.275	75.9	107.2	3.1	15.0	1
0.280	76.2	107.9	3.2	15.2	1
0.285	77.6	107.5	3.2	15.3	1
0.290	78.6	107.5	3.3	15.4	1
0.295	77.9	109.3	3.3	15.6	1
0.300	77.0	111.2	3.4	15.7	1
0.305	76.7	112.6	3.4	15.8	1
0.310	76.8	113.4	3.5	15.9	1
0.315	77.3	114.0	3.6	16.1	1
0.320	77.9	114.4	3.6	16.2	1
0.325	78.1	115.2	3.7	16.3	1
0.330	78.0	116.4	3.7	16.4	1
0.335	78.5	116.9	3.8	16.6	1
0.340	79.0	117.5	3.8	16.7	1
0.345	78.9	118.6	3.9	16.8	1
0.350	78.7	119.8	3.9	16.9	1
0.355	77.7	121.8	4.0	17.0	1
0.360	77.3	123.3	4.1	17.2	1
0.365	77.4	124.2	4.1	17.3	1
0.370	77.7	125.0	4.2	17.4	1
0.375	77.9	125.8	4.2	17.5	1
0.380	77.1	127.6	4.3	17.6	1
0.385	75.8	129.9	4.3	17.7	1
0.390	74.7	132.1	4.4	17.9	1
0.395	74.2	133.6	4.4	18.0	1
0.400	74.6	134.3	4.5	18.1	1
0.405	75.0	134.9	4.6	18.2	1
0.410	74.4	136.7	4.6	18.3	1
0.415	73.1	139.0	4.7	18.4	1
0.420	73.6	139.5	4.7	18.5	1
0.425	74.2	140.0	4.8	18.6	1
0.430	74.8	140.4	4.8	18.7	1
0.435	75.0	141.3	4.9	18.8	1
0.440	74.6	142.7	4.9	18.9	1

0.445	74.5	143.8	5.0	19.1	1
0.450	74.9	144.5	5.1	19.2	1
0.455	75.6	144.9	5.1	19.3	1
0.460	76.0	145.5	5.2	19.4	1
0.465	75.8	146.8	5.2	19.5	1
0.470	75.1	148.5	5.3	19.6	1
0.475	74.8	149.9	5.3	19.7	1
0.480	74.7	151.1	5.4	19.8	1
0.485	74.3	152.5	5.4	19.9	1
0.490	73.8	154.1	5.5	20.0	1
0.495	73.0	155.9	5.5	20.1	1
0.500	73.7	156.3	5.6	20.2	1
0.505	76.1	154.9	5.7	20.3	1
0.510	76.9	155.2	5.7	20.4	1
0.515	76.4	156.7	5.8	20.5	1
0.520	76.1	158.1	5.8	20.6	1
0.525	75.8	159.5	5.9	20.7	1
0.530	75.4	161.0	5.9	20.8	1
0.535	75.1	162.3	6.0	20.8	1
0.540	74.5	164.0	6.0	20.9	1
0.545	74.0	165.5	6.1	21.0	1
0.550	73.5	167.1	6.2	21.1	1
0.555	72.5	169.1	6.2	21.2	1
0.560	72.3	170.4	6.3	21.3	1
0.565	72.1	171.7	6.3	21.4	1
0.570	72.1	172.8	6.4	21.5	1
0.575	72.5	173.4	6.4	21.6	1
0.580	73.5	173.5	6.5	21.7	1
0.585	73.9	174.1	6.5	21.8	1
0.590	73.2	175.9	6.6	21.9	1
0.595	72.3	177.9	6.6	22.0	1
0.600	72.6	178.6	6.7	22.0	1
0.605	73.8	178.5	6.7	22.1	1
0.610	73.8	179.6	6.8	22.2	1
0.615	73.6	180.9	6.9	22.3	1
0.620	73.3	182.2	6.9	22.4	1
0.625	72.6	184.0	7.0	22.5	1
0.630	72.6	185.1	7.0	22.6	1
0.635	73.0	185.7	7.1	22.7	1
0.640	73.5	186.3	7.1	22.7	1
0.645	73.8	187.1	7.2	22.8	1
0.650	73.9	188.1	7.2	22.9	1
0.655	73.7	189.4	7.3	23.0	1
0.660	73.3	190.8	7.3	23.1	1
0.665	73.0	192.2	7.4	23.2	1
0.670	72.6	193.7	7.5	23.3	1
0.675	72.0	195.4	7.5	23.3	1
0.680	71.9	196.5	7.6	23.4	1
0.685	72.4	197.1	7.6	23.5	1
0.690	72.8	197.7	7.7	23.6	1
0.695	73.1	198.5	7.7	23.7	1
0.700	73.5	199.2	7.8	23.8	1
0.705	73.7	200.0	7.8	23.8	1
0.710	73.8	201.0	7.9	23.9	1

0.715	73.6	202.3	7.9	24.0	1
0.720	73.1	204.0	8.0	24.1	1
0.725	72.4	205.7	8.0	24.2	1
0.730	72.3	206.9	8.1	24.2	1
0.735	72.9	207.3	8.2	24.3	1
0.740	73.7	207.6	8.2	24.4	1
0.745	74.0	208.4	8.3	24.5	1
0.750	74.1	209.4	8.3	24.6	1
0.755	74.3	210.2	8.4	24.6	1
0.760	74.4	211.3	8.4	24.7	1
0.765	74.2	212.6	8.5	24.8	1
0.770	73.5	214.3	8.5	24.9	1
0.775	72.9	216.0	8.6	25.0	1
0.780	72.8	217.2	8.6	25.0	1
0.785	73.2	217.9	8.7	25.1	1
0.790	73.6	218.5	8.7	25.2	1
0.795	73.8	219.4	8.8	25.3	1
0.800	74.0	220.3	8.8	25.3	1
0.805	74.4	221.0	8.9	25.4	1
0.810	74.6	221.8	9.0	25.5	1
0.815	74.5	223.1	9.0	25.6	1
0.820	73.9	224.7	9.1	25.6	1
0.825	73.1	226.6	9.1	25.7	1
0.830	73.0	227.8	9.2	25.8	1
0.835	73.4	228.5	9.2	25.9	1
0.840	74.0	229.0	9.3	25.9	1
0.845	74.4	229.7	9.3	26.0	1
0.850	74.7	230.5	9.4	26.1	1
0.855	75.0	231.2	9.4	26.2	1
0.860	75.1	232.2	9.5	26.2	1
0.865	75.0	233.4	9.5	26.3	1
0.870	74.6	234.9	9.6	26.4	1
0.875	73.8	236.8	9.6	26.5	1
0.880	73.6	238.0	9.7	26.5	1
0.885	73.8	239.0	9.7	26.6	1
0.890	74.4	239.5	9.8	26.7	1
0.895	75.2	239.7	9.9	26.7	1
0.900	75.4	240.6	9.9	26.8	1
0.905	75.7	241.4	10.0	26.9	1
0.910	75.8	242.4	10.0	27.0	1
0.915	75.8	243.5	10.1	27.0	1
0.920	75.6	244.7	10.1	27.1	1
0.925	75.1	246.3	10.2	27.2	1
0.930	74.5	248.0	10.2	27.2	1
0.935	74.4	249.3	10.3	27.3	1
0.940	74.9	249.9	10.3	27.4	1
0.945	75.6	250.2	10.4	27.5	1
0.950	75.9	250.9	10.4	27.5	1
0.955	76.2	251.8	10.5	27.6	1
0.960	76.4	252.7	10.5	27.7	1
0.965	76.3	253.9	10.6	27.7	1
0.970	75.8	255.4	10.6	27.8	1
0.975	75.0	257.4	10.7	27.9	1
0.980	74.6	258.9	10.7	27.9	1

0.985	74.6	260.0	10.8	28.0	1
0.990	74.9	260.7	10.9	28.1	1
0.995	75.6	261.1	10.9	28.1	1
1.000	76.2	261.6	11.0	28.2	1

	Southern REOC ("school")	LA HABRA PK
Latitude	33 39 39.64 N	33 58 24.00 N
Longitude	117 55 35.86 W	117 56 35.20 W
True Azimuth (°)	357.49	177.48
Vertical angle (°)	0.52	-0.76
Path Length (mi)	21.55	
Elevation (ft)	79.54	1412.81
Frequency (MHz)	6250.00	
Clearance tolerance (ft)	1000.0	

Southern REOC ("school") DR Antenna Height 55.00 ft
LA HABRA PK TR Antenna Height 30.00 ft

Clearance criteria - Diversity
1st criteria K 1.33
1st criteria %F1 100.00
Minimum foreground clearance (ft) 2.00

Dist (mi)	Elev (ft)	Struct (ft)	Clear (ft)	K (ft)	%F1 (ft)	FH (ft)	Crit
0.005	79.4		53.3	0.1	2.0		1
0.010	79.5		52.7	0.1	2.9		1
0.015	79.6		52.1	0.2	3.5		1
0.020	79.7		51.7	0.2	4.1		1
0.025	79.7		51.5	0.3	4.6		1
0.030	79.7		51.4	0.3	5.0		1
0.035	79.7		51.2	0.4	5.4		1
0.040	79.8		51.0	0.4	5.8		1
0.045	80.0		50.7	0.5	6.1		1
0.050	80.4		50.2	0.5	6.4		1
0.055	80.8		49.8	0.6	6.8		1
0.060	80.9		49.6	0.6	7.1		1
0.065	80.7		49.7	0.7	7.3		1
0.070	80.3		50.1	0.8	7.6		1
0.075	80.0		50.4	0.8	7.9		1
0.080	79.1		51.3	0.9	8.1		1
0.085	78.1		52.3	0.9	8.4		1
0.090	77.3		53.1	1.0	8.6		1
0.095	77.1		53.4	1.0	8.9		1
0.100	77.2		53.3	1.1	9.1		1
0.105	77.4		53.0	1.1	9.3		1
0.110	77.7		52.8	1.2	9.5		1
0.115	77.7		52.9	1.2	9.8		1
0.120	77.5		53.1	1.3	10.0		1
0.125	77.4		53.2	1.3	10.2		1
0.130	77.4		53.3	1.4	10.4		1
0.135	77.3		53.4	1.4	10.6		1
0.140	77.4		53.4	1.5	10.8		1
0.145	77.4		53.4	1.6	10.9		1
0.150	77.4		53.5	1.6	11.1		1
0.155	77.3		53.7	1.7	11.3		1
0.160	77.2		53.8	1.7	11.5		1
0.165	77.2		53.9	1.8	11.7		1

0.170	77.1	54.1	1.8	11.8	1
0.175	77.0	54.3	1.9	12.0	1
0.180	77.0	54.3	1.9	12.2	1
0.185	77.1	54.4	2.0	12.4	1
0.190	77.0	54.5	2.0	12.5	1
0.195	77.1	54.5	2.1	12.7	1
0.200	77.1	54.6	2.1	12.8	1
0.205	77.1	54.7	2.2	13.0	1
0.210	76.9	55.0	2.2	13.2	1
0.215	76.8	55.2	2.3	13.3	1
0.220	76.7	55.4	2.4	13.5	1
0.225	76.5	55.7	2.4	13.6	1
0.230	75.9	56.4	2.5	13.8	1
0.235	75.3	57.1	2.5	13.9	1
0.240	75.2	57.3	2.6	14.0	1
0.245	75.0	57.6	2.6	14.2	1
0.250	74.8	57.9	2.7	14.3	1
0.255	74.6	58.2	2.7	14.5	1
0.260	74.8	58.2	2.8	14.6	1
0.265	74.8	58.3	2.8	14.8	1
0.270	74.4	58.7	2.9	14.9	1
0.275	73.9	59.4	2.9	15.0	1
0.280	73.4	60.0	3.0	15.2	1
0.285	73.1	60.4	3.0	15.3	1
0.290	73.1	60.6	3.1	15.4	1
0.295	73.2	60.6	3.1	15.6	1
0.300	73.3	60.6	3.2	15.7	1
0.305	73.5	60.5	3.2	15.8	1
0.310	73.5	60.6	3.3	15.9	1
0.315	73.5	60.8	3.4	16.1	1
0.320	73.2	61.1	3.4	16.2	1
0.325	73.0	61.5	3.5	16.3	1
0.330	72.8	61.8	3.5	16.4	1
0.335	72.6	62.1	3.6	16.6	1
0.340	72.5	62.4	3.6	16.7	1
0.345	72.4	62.7	3.7	16.8	1
0.350	72.4	62.7	3.7	16.9	1
0.355	73.5	61.8	3.8	17.0	1
0.360	74.5	60.9	3.8	17.2	1
0.365	74.7	60.9	3.9	17.3	1
0.370	73.0	62.7	3.9	17.4	1
0.375	72.5	63.3	4.0	17.5	1
0.380	72.4	63.6	4.0	17.6	1
0.385	72.4	63.7	4.1	17.7	1
0.390	72.5	63.8	4.1	17.8	1
0.395	72.5	63.9	4.2	18.0	1
0.400	72.4	64.1	4.2	18.1	1
0.405	72.4	64.3	4.3	18.2	1
0.410	72.4	64.4	4.3	18.3	1
0.415	72.4	64.6	4.4	18.4	1
0.420	72.2	64.9	4.4	18.5	1
0.425	71.9	65.3	4.5	18.6	1
0.430	71.8	65.6	4.6	18.7	1
0.435	71.8	65.7	4.6	18.8	1

0.440	71.8	65.9	4.7	18.9	1
0.445	71.3	66.5	4.7	19.0	1
0.450	70.9	67.0	4.8	19.1	1
0.455	70.7	67.4	4.8	19.2	1
0.460	70.5	67.7	4.9	19.4	1
0.465	70.6	67.8	4.9	19.5	1
0.470	70.9	67.7	5.0	19.6	1
0.475	71.1	67.7	5.0	19.7	1
0.480	70.9	67.9	5.1	19.8	1
0.485	70.7	68.3	5.1	19.9	1
0.490	70.5	68.6	5.2	20.0	1
0.495	70.1	69.2	5.2	20.1	1
0.500	69.6	69.9	5.3	20.2	1
0.505	68.9	70.7	5.3	20.3	1
0.510	68.1	71.7	5.4	20.4	1
0.515	66.6	73.4	5.4	20.4	1
0.520	64.7	75.4	5.5	20.5	1
0.525	64.2	76.1	5.5	20.6	1
0.530	66.9	73.6	5.6	20.7	1
0.535	67.1	73.5	5.6	20.8	1
0.540	67.0	73.7	5.7	20.9	1
0.545	67.0	73.9	5.7	21.0	1
0.550	67.3	73.8	5.8	21.1	1
0.555	67.6	73.6	5.8	21.2	1
0.560	67.8	73.6	5.9	21.3	1
0.565	67.9	73.7	5.9	21.4	1
0.570	67.8	73.9	6.0	21.5	1
0.575	67.6	74.3	6.0	21.6	1
0.580	67.5	74.5	6.1	21.7	1
0.585	67.5	74.7	6.1	21.8	1
0.590	67.4	74.9	6.2	21.8	1
0.595	67.2	75.2	6.2	21.9	1
0.600	67.2	75.4	6.3	22.0	1
0.605	66.7	76.1	6.4	22.1	1
0.610	66.0	77.0	6.4	22.2	1
0.615	65.2	78.0	6.5	22.3	1
0.620	64.4	79.0	6.5	22.4	1
0.625	63.6	79.9	6.6	22.5	1
0.630	64.3	79.3	6.6	22.6	1
0.635	65.1	78.7	6.7	22.6	1
0.640	65.6	78.3	6.7	22.7	1
0.645	65.9	78.2	6.8	22.8	1
0.650	66.1	78.2	6.8	22.9	1
0.655	66.3	78.2	6.9	23.0	1
0.660	66.3	78.4	6.9	23.1	1
0.665	66.0	78.8	7.0	23.2	1
0.670	65.5	79.4	7.0	23.2	1
0.675	64.6	80.5	7.1	23.3	1
0.680	64.2	81.1	7.1	23.4	1
0.685	64.3	81.1	7.2	23.5	1
0.690	64.8	80.9	7.2	23.6	1
0.695	64.4	81.4	7.3	23.7	1
0.700	63.0	83.0	7.3	23.7	1
0.705	61.6	84.5	7.4	23.8	1

0.710	60.7	85.7	7.4	23.9	1
0.715	60.6	86.0	7.5	24.0	1
0.720	61.7	85.0	7.5	24.1	1
0.725	63.2	83.6	7.6	24.1	1
0.730	64.3	82.7	7.6	24.2	1
0.735	64.5	82.8	7.7	24.3	1
0.740	64.0	83.4	7.7	24.4	1
0.745	64.2	83.3	7.8	24.5	1
0.750	64.6	83.2	7.8	24.5	1
0.755	64.9	83.0	7.9	24.6	1
0.760	65.2	82.9	7.9	24.7	1
0.765	65.6	82.7	8.0	24.8	1
0.770	65.5	82.9	8.0	24.9	1
0.775	64.9	83.7	8.1	24.9	1
0.780	63.8	85.0	8.1	25.0	1
0.785	62.9	86.1	8.2	25.1	1
0.790	63.1	86.0	8.2	25.2	1
0.795	63.4	85.9	8.3	25.2	1
0.800	63.6	85.9	8.3	25.3	1
0.805	63.5	86.2	8.4	25.4	1
0.810	63.1	86.8	8.4	25.5	1
0.815	62.9	87.1	8.5	25.5	1
0.820	62.8	87.4	8.5	25.6	1
0.825	62.8	87.6	8.6	25.7	1
0.830	62.7	87.9	8.6	25.8	1
0.835	62.6	88.1	8.7	25.8	1
0.840	62.4	88.5	8.7	25.9	1
0.845	62.3	88.8	8.8	26.0	1
0.850	62.2	89.1	8.8	26.1	1
0.855	62.2	89.3	8.9	26.1	1
0.860	62.1	89.5	8.9	26.2	1
0.865	62.1	89.8	9.0	26.3	1
0.870	62.0	90.0	9.0	26.4	1
0.875	61.8	90.4	9.1	26.4	1
0.880	61.9	90.5	9.1	26.5	1
0.885	61.9	90.6	9.2	26.6	1
0.890	61.9	90.9	9.2	26.6	1
0.895	61.7	91.2	9.3	26.7	1
0.900	61.6	91.5	9.3	26.8	1
0.905	61.6	91.6	9.4	26.9	1
0.910	61.6	91.9	9.4	26.9	1
0.915	61.5	92.1	9.5	27.0	1
0.920	61.4	92.5	9.5	27.1	1
0.925	60.6	93.4	9.6	27.1	1
0.930	59.6	94.6	9.6	27.2	1
0.935	59.4	94.9	9.7	27.3	1
0.940	60.0	94.5	9.7	27.3	1
0.945	61.0	93.7	9.8	27.4	1
0.950	61.3	93.6	9.8	27.5	1
0.955	61.3	93.8	9.9	27.6	1
0.960	61.2	94.1	9.9	27.6	1
0.965	60.9	94.6	10.0	27.7	1
0.970	60.7	95.0	10.0	27.8	1
0.975	60.3	95.6	10.1	27.8	1

0.980	59.7	96.4	10.1	27.9	1
0.985	59.1	97.1	10.2	28.0	1
0.990	59.0	97.4	10.2	28.0	1
0.995	59.2	97.4	10.3	28.1	1
1.000	59.8	97.0	10.3	28.2	1

	Southern REOC ("school")	ROLLING HIL
Latitude	33 39 39.64 N	33 46 12.00 N
Longitude	117 55 35.86 W	118 22 34.20 W
True Azimuth (°)	286.30	106.05
Vertical angle (°)	0.28	-0.58
Path Length (mi)	26.96	
Elevation (ft)	79.54	1185.71
Frequency (MHz)	6250.00	
Clearance tolerance (ft)	1000.0	

Southern REOC ("school") DR Antenna Height 55.00 ft
ROLLING HIL TR Antenna Height 60.00 ft

Clearance criteria - Diversity
1st criteria K 1.33
1st criteria %F1 100.00
Minimum foreground clearance (ft) 2.00

Dist (mi)	Elev (ft)	Struct (ft)	Clear (ft)	K (ft)	%F1 (ft)	FH (ft)	Crit
0.005	79.3		53.4	0.1	2.0		1
0.010	79.1		52.9	0.1	2.9		1
0.015	78.9		52.5	0.2	3.5		1
0.020	79.1		51.9	0.3	4.1		1
0.025	79.5		51.2	0.3	4.6		1
0.030	80.0		50.4	0.4	5.0		1
0.035	80.1		50.0	0.5	5.4		1
0.040	80.1		49.8	0.5	5.8		1
0.045	80.0		49.7	0.6	6.1		1
0.050	80.0		49.5	0.7	6.4		1
0.055	80.0		49.3	0.7	6.8		1
0.060	80.1		49.1	0.8	7.1		1
0.065	80.1		48.9	0.9	7.3		1
0.070	80.1		48.8	0.9	7.6		1
0.075	79.9		48.8	1.0	7.9		1
0.080	79.7		48.9	1.1	8.1		1
0.085	79.6		48.9	1.1	8.4		1
0.090	79.5		48.9	1.2	8.6		1
0.095	79.5		48.8	1.3	8.9		1
0.100	79.3		48.9	1.3	9.1		1
0.105	79.4		48.7	1.4	9.3		1
0.110	79.5		48.6	1.5	9.5		1
0.115	79.5		48.5	1.5	9.8		1
0.120	79.6		48.3	1.6	10.0		1
0.125	79.7		48.1	1.7	10.2		1
0.130	80.0		47.8	1.7	10.4		1
0.135	80.2		47.5	1.8	10.6		1
0.140	79.7		47.9	1.9	10.8		1
0.145	79.2		48.4	1.9	11.0		1
0.150	78.9		48.7	2.0	11.1		1
0.155	78.7		48.9	2.1	11.3		1
0.160	78.5		49.0	2.1	11.5		1
0.165	78.4		49.0	2.2	11.7		1

0.170	78.4	49.0	2.3	11.9	1
0.175	78.4	49.0	2.3	12.0	1
0.180	79.0	48.3	2.4	12.2	1
0.185	81.0	46.3	2.5	12.4	1
0.190	82.5	44.8	2.5	12.5	1
0.195	82.1	45.2	2.6	12.7	1
0.200	81.1	46.1	2.7	12.8	1
0.205	80.5	46.7	2.7	13.0	1
0.210	80.9	46.3	2.8	13.2	1
0.215	81.9	45.3	2.9	13.3	1
0.220	82.7	44.5	2.9	13.5	1
0.225	82.5	44.6	3.0	13.6	1
0.230	80.9	46.3	3.1	13.8	1
0.235	79.7	47.4	3.1	13.9	1
0.240	79.1	48.1	3.2	14.1	1
0.245	79.0	48.1	3.3	14.2	1
0.250	79.1	48.0	3.3	14.4	1
0.255	79.5	47.7	3.4	14.5	1
0.260	79.8	47.4	3.5	14.6	1
0.265	80.1	47.0	3.5	14.8	1
0.270	81.1	46.1	3.6	14.9	1
0.275	82.3	44.9	3.7	15.0	1
0.280	83.0	44.1	3.7	15.2	1
0.285	83.3	43.9	3.8	15.3	1
0.290	82.8	44.4	3.9	15.4	1
0.295	81.5	45.7	3.9	15.6	1
0.300	82.1	45.1	4.0	15.7	1
0.305	83.4	43.8	4.1	15.8	1
0.310	84.0	43.3	4.1	16.0	1
0.315	83.4	43.8	4.2	16.1	1
0.320	82.0	45.3	4.3	16.2	1
0.325	80.2	47.0	4.3	16.3	1
0.330	78.6	48.7	4.4	16.5	1
0.335	77.4	49.9	4.5	16.6	1
0.340	76.6	50.7	4.5	16.7	1
0.345	76.1	51.3	4.6	16.8	1
0.350	75.4	51.9	4.7	17.0	1
0.355	74.7	52.6	4.7	17.1	1
0.360	74.1	53.3	4.8	17.2	1
0.365	73.3	54.1	4.9	17.3	1
0.370	72.6	54.9	4.9	17.4	1
0.375	72.0	55.5	5.0	17.5	1
0.380	71.8	55.7	5.1	17.7	1
0.385	71.6	55.9	5.1	17.8	1
0.390	72.1	55.5	5.2	17.9	1
0.395	72.4	55.2	5.3	18.0	1
0.400	72.4	55.2	5.3	18.1	1
0.405	72.1	55.5	5.4	18.2	1
0.410	71.6	56.1	5.5	18.3	1
0.415	71.0	56.7	5.5	18.4	1
0.420	70.2	57.6	5.6	18.5	1
0.425	69.2	58.5	5.7	18.7	1
0.430	68.1	59.7	5.7	18.8	1
0.435	67.6	60.3	5.8	18.9	1

0.440	67.3	60.5	5.8	19.0	1
0.445	66.9	60.9	5.9	19.1	1
0.450	66.1	61.8	6.0	19.2	1
0.455	64.3	63.7	6.0	19.3	1
0.460	62.4	65.6	6.1	19.4	1
0.465	62.4	65.6	6.2	19.5	1
0.470	64.1	63.9	6.2	19.6	1
0.475	66.1	62.1	6.3	19.7	1
0.480	66.5	61.6	6.4	19.8	1
0.485	67.2	61.0	6.4	19.9	1
0.490	69.4	58.8	6.5	20.0	1
0.495	71.4	56.9	6.6	20.1	1
0.500	72.5	55.8	6.6	20.2	1
0.505	73.4	55.0	6.7	20.3	1
0.510	74.7	53.7	6.8	20.4	1
0.515	76.2	52.2	6.8	20.5	1
0.520	77.2	51.2	6.9	20.6	1
0.525	77.7	50.9	7.0	20.7	1
0.530	78.1	50.5	7.0	20.8	1
0.535	78.5	50.1	7.1	20.9	1
0.540	78.7	50.0	7.2	21.0	1
0.545	78.5	50.3	7.2	21.1	1
0.550	77.7	51.1	7.3	21.2	1
0.555	77.4	51.4	7.3	21.3	1
0.560	77.5	51.4	7.4	21.4	1
0.565	78.0	50.9	7.5	21.4	1
0.570	78.3	50.6	7.5	21.5	1
0.575	78.4	50.6	7.6	21.6	1
0.580	78.4	50.6	7.7	21.7	1
0.585	78.3	50.8	7.7	21.8	1
0.590	78.3	50.9	7.8	21.9	1
0.595	78.5	50.7	7.9	22.0	1
0.600	79.1	50.2	7.9	22.1	1
0.605	79.9	49.4	8.0	22.2	1
0.610	80.5	48.8	8.1	22.3	1
0.615	80.8	48.6	8.1	22.4	1
0.620	81.0	48.5	8.2	22.4	1
0.625	81.1	48.5	8.3	22.5	1
0.630	81.1	48.5	8.3	22.6	1
0.635	80.8	48.8	8.4	22.7	1
0.640	80.2	49.5	8.4	22.8	1
0.645	79.7	50.0	8.5	22.9	1
0.650	79.6	50.2	8.6	23.0	1
0.655	79.5	50.3	8.6	23.1	1
0.660	79.4	50.5	8.7	23.1	1
0.665	79.0	51.0	8.8	23.2	1
0.670	78.1	51.9	8.8	23.3	1
0.675	77.2	52.9	8.9	23.4	1
0.680	77.3	52.8	9.0	23.5	1
0.685	77.1	53.1	9.0	23.6	1
0.690	77.4	52.8	9.1	23.6	1
0.695	78.6	51.7	9.1	23.7	1
0.700	79.1	51.3	9.2	23.8	1
0.705	79.0	51.4	9.3	23.9	1

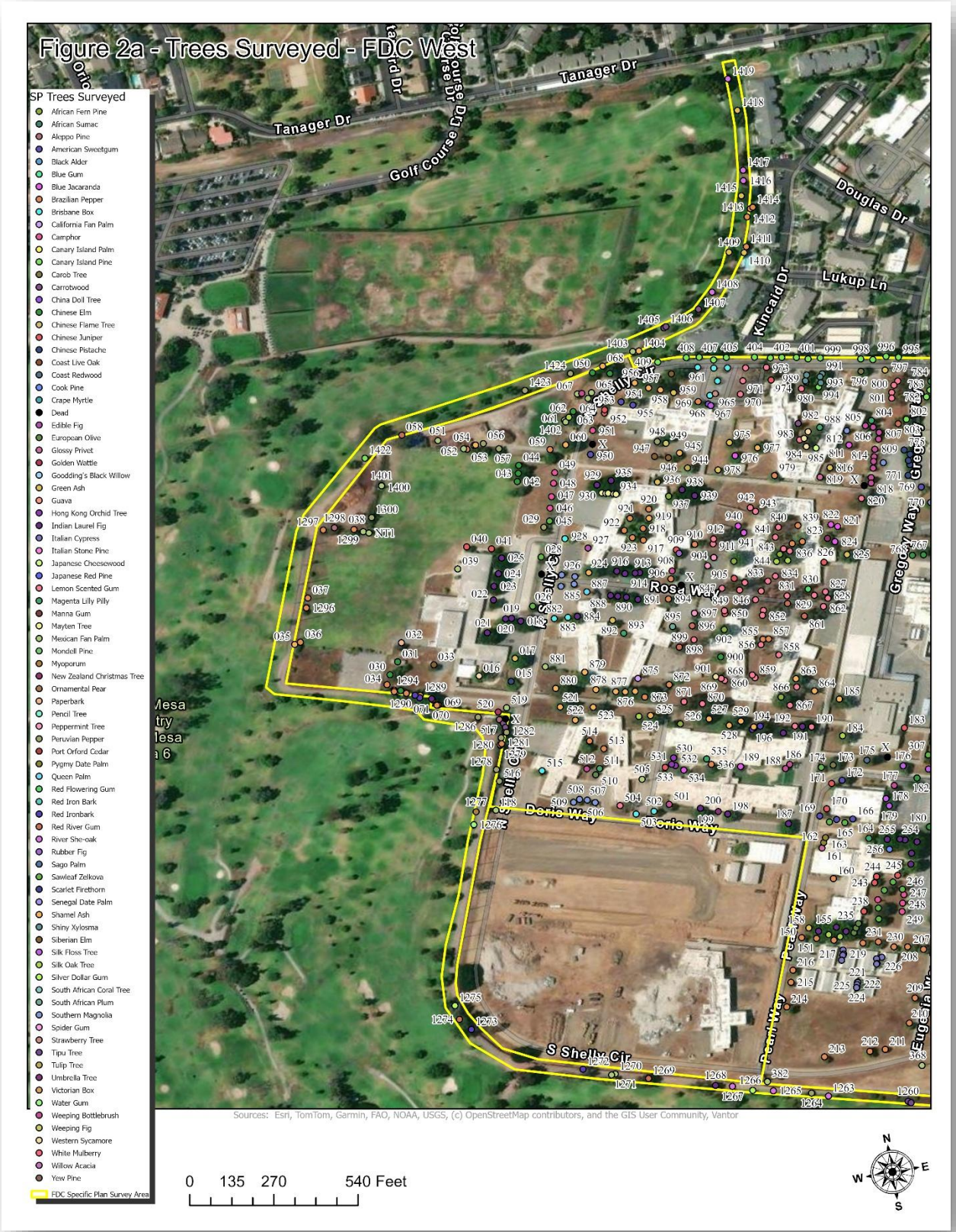
0.710	78.9	51.6	9.3	24.0	1
0.715	78.8	51.8	9.4	24.1	1
0.720	78.8	51.8	9.5	24.1	1
0.725	78.7	52.0	9.5	24.2	1
0.730	78.6	52.1	9.6	24.3	1
0.735	78.6	52.2	9.7	24.4	1
0.740	78.8	52.1	9.7	24.5	1
0.745	78.8	52.1	9.8	24.5	1
0.750	78.2	52.7	9.9	24.6	1
0.755	77.2	53.8	9.9	24.7	1
0.760	76.0	55.1	10.0	24.8	1
0.765	74.3	56.8	10.0	24.9	1
0.770	71.4	59.8	10.1	24.9	1
0.775	65.5	65.8	10.2	25.0	1
0.780	56.7	74.7	10.2	25.1	1
0.785	53.1	78.3	10.3	25.2	1
0.790	54.1	77.3	10.4	25.3	1
0.795	59.0	72.6	10.4	25.3	1
0.800	63.6	68.0	10.5	25.4	1
0.805	65.9	65.8	10.6	25.5	1
0.810	66.5	65.3	10.6	25.6	1
0.815	67.1	64.7	10.7	25.6	1
0.820	67.9	64.0	10.7	25.7	1
0.825	68.1	63.9	10.8	25.8	1
0.830	68.6	63.4	10.9	25.9	1
0.835	70.2	61.9	10.9	25.9	1
0.840	72.8	59.4	11.0	26.0	1
0.845	75.4	56.9	11.1	26.1	1
0.850	77.1	55.2	11.1	26.2	1
0.855	78.0	54.3	11.2	26.2	1
0.860	78.5	53.9	11.3	26.3	1
0.865	78.9	53.6	11.3	26.4	1
0.870	79.0	53.6	11.4	26.5	1
0.875	79.1	53.6	11.4	26.5	1
0.880	79.0	53.7	11.5	26.6	1
0.885	78.8	53.9	11.6	26.7	1
0.890	78.3	54.5	11.6	26.8	1
0.895	77.8	55.1	11.7	26.8	1
0.900	77.3	55.7	11.8	26.9	1
0.905	76.9	56.2	11.8	27.0	1
0.910	76.0	57.1	11.9	27.0	1
0.915	74.5	58.7	11.9	27.1	1
0.920	73.2	60.1	12.0	27.2	1
0.925	71.8	61.5	12.1	27.3	1
0.930	70.2	63.3	12.1	27.3	1
0.935	66.9	66.6	12.2	27.4	1
0.940	62.0	71.6	12.3	27.5	1
0.945	53.6	80.0	12.3	27.5	1
0.950	42.1	91.6	12.4	27.6	1
0.955	31.1	102.7	12.4	27.7	1
0.960	22.6	111.2	12.5	27.7	1
0.965	16.4	117.6	12.6	27.8	1
0.970	13.1	120.9	12.6	27.9	1
0.975	12.9	121.2	12.7	28.0	1

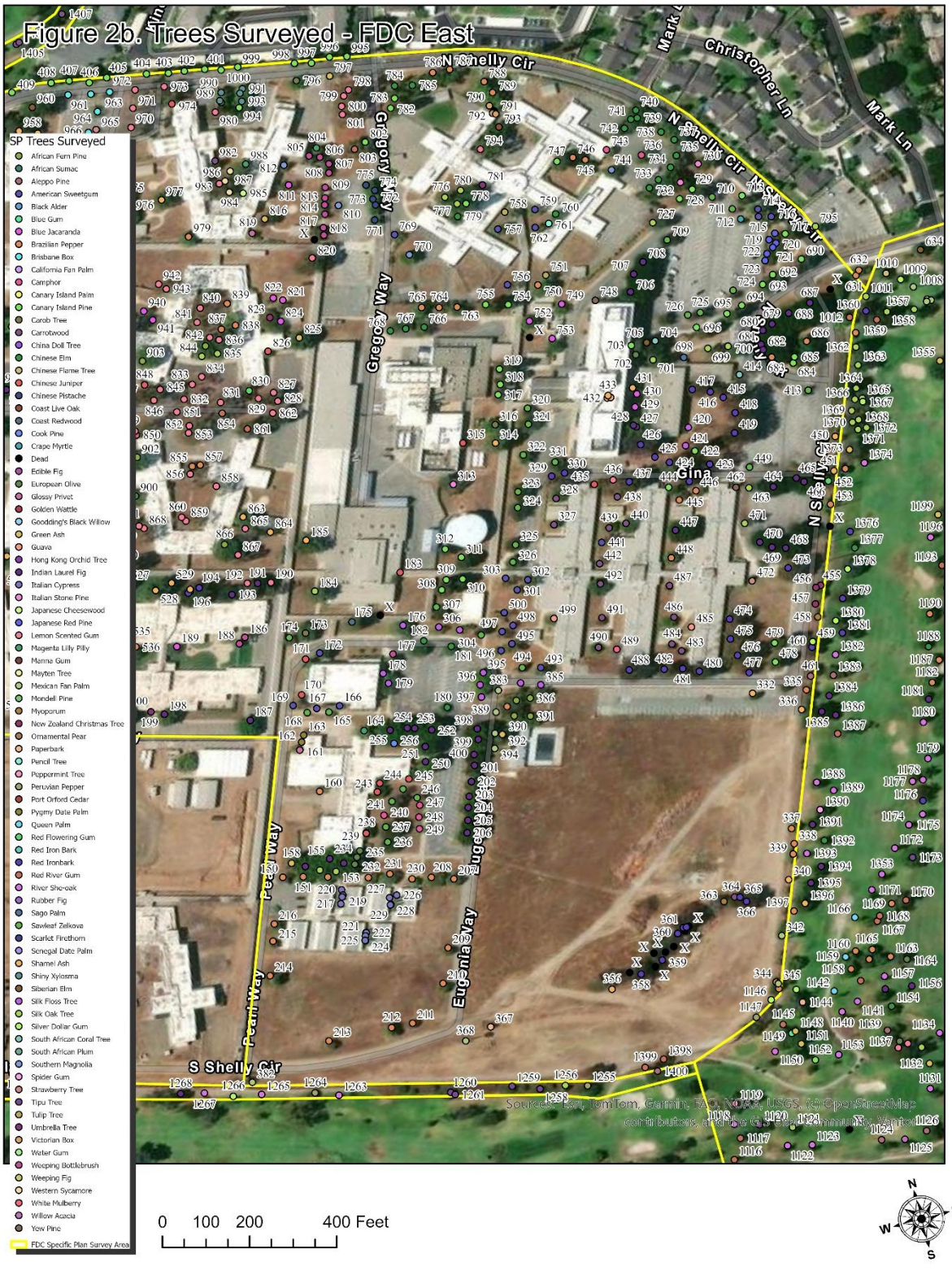
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0.985	13.7	120.5	12.8	28.1	1
0.990	13.5	120.8	12.9	28.2	1
0.995	13.3	121.1	12.9	28.2	1
1.000	13.3	121.2	13.0	28.3	1

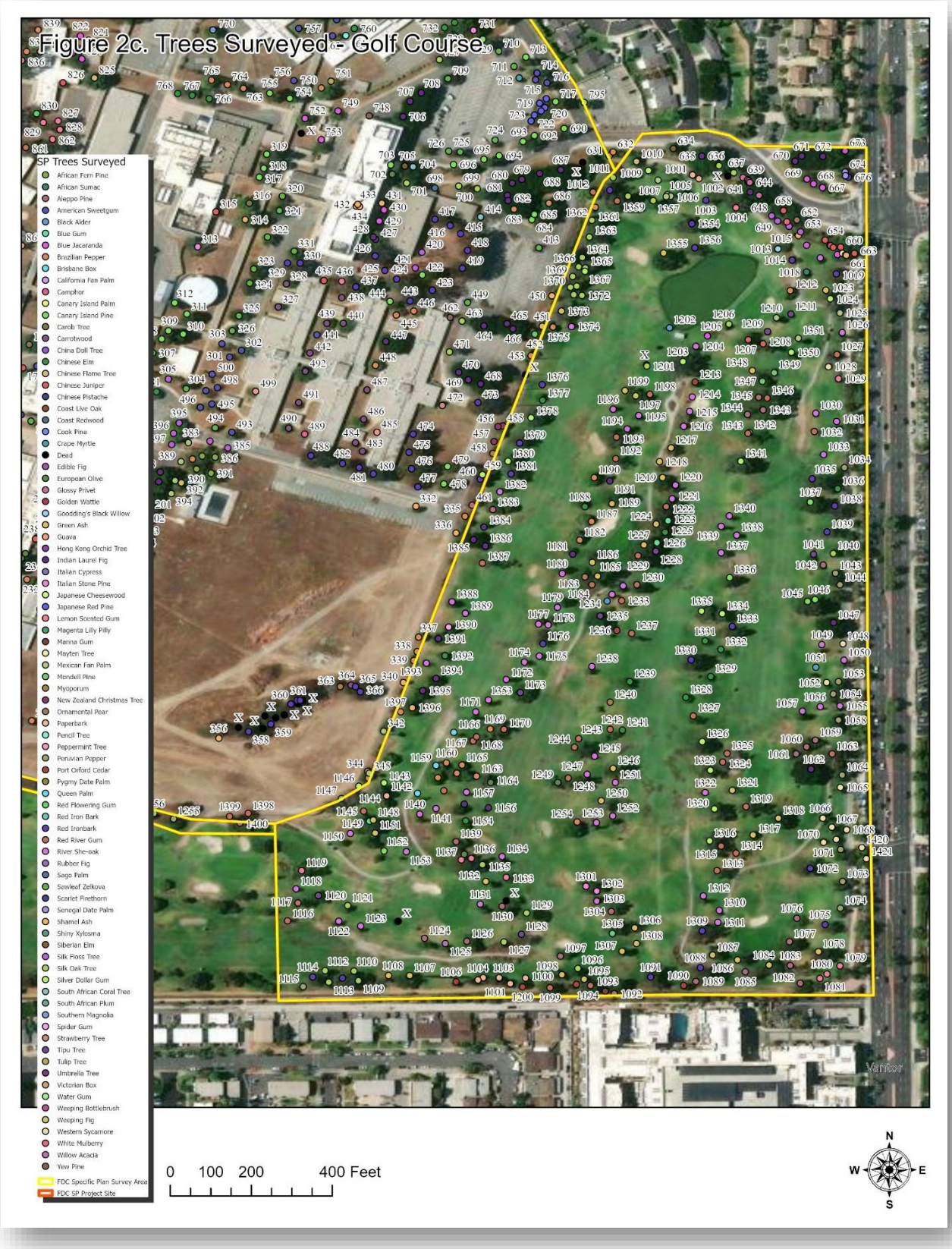
APPENDIX F

Tree Inventory




Figure 2a - Trees Surveyed - FDC West
SP Trees Surveyed
African Fern Pine
African Sumac
Aleppo Pine
American Sweetgum
Black Alder
Blue Gum
Blue Jacaranda
Brazilian Pepper
Brisbane Box
California Fan Palm
Camphor
Canary Island Palm
Canary Island Pine
Carob Tree
Carrotwood
China Doll Tree
Chinese Elm
Chinese Flame Tree
Chinese Juniper
Chinese Pistache
Coast Live Oak
Coast Redwood
Cook Pine
Crape Myrtle
Dead
Edible Fig
European Olive
Glossy Privet
Golden Wattle
Goodding's Black Willow
Green Ash
Guava
Hong Kong Orchid Tree
Indian Laurel Fig
Italian Cypress
Italian Stone Pine
Japanese Cheesewood
Japanese Red Pine
Lemon Scented Gum
Magenta Lilly Pilly
Manna Gum
Mayten Tree
Mexican Fan Palm
Mondell Pine
Myoporum
New Zealand Christmas Tree
Ornamental Pear
Paperbark
Pencil Tree
Peppermint Tree
Peruvian Pepper
Port Orford Cedar
Pygmy Date Palm
Queen Palm
Red Flowering Gum
Red Iron Bark
Red Ironbark
Red River Gum
River She-oak
Rubber Fig
Sago Palm
Sawleaf Zelkova
Scarlet Firethorn
Senegal Date Palm
Shamel Ash
Shiny Xylosma
Siberian Elm
Silk Floss Tree
Silk Oak Tree
Silver Dollar Gum
South African Coral Tree
South African Plum
Southern Magnolia
Spider Gum
Strawberry Tree
Tipu Tree
Tulip Tree
Umbrella Tree
Victorian Box
Water Gum
Weeping Bottlebrush
Weeping Fig
Western Sycamore
White Mulberry
Willow Acacia
Yew Pine
FDC Specific Plan Survey Area
Tanager Dr
Golf Course Dr
Douglas Dr
Lukup Ln
Kincaid Dr
Rosa Way
Gregory Way
Doris Way
S Shelly Cir
Pearl Way
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Vantor
0 135 270 540 Feet
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Figure 2b. Trees Surveyed - FDC East
SP Trees Surveyed
African Fern Pine
African Sumac
Aleppo Pine
American Sweetgum
Black Alder
Blue Gum
Blue Jacaranda
Brazilian Pepper
Brisbane Box
California Fan Palm
Camphor
Canary Island Palm
Canary Island Pine
Carob Tree
Carrotwood
China Doll Tree
Chinese Elm
Chinese Flame Tree
Chinese Juniper
Chinese Pistache
Coast Live Oak
Coast Redwood
Cook Pine
Crape Myrtle
Dead
Edible Fig
European Olive
Glossy Privet
Golden Wattle
Goodding's Black Willow
Green Ash
Guava
Hong Kong Orchid Tree
Indian Laurel Fig
Italian Cypress
Italian Stone Pine
Japanese Cheesewood
Japanese Red Pine
Lemon Scented Gum
Magenta Lilly Pilly
Manna Gum
Mayten Tree
Mexican Fan Palm
Mondell Pine
Myoporum
New Zealand Christmas Tree
Ornamental Pear
Paperbark
Pencil Tree
Peppermint Tree
Peruvian Pepper
Port Orford Cedar
Pygmy Date Palm
Queen Palm
Red Flowering Gum
Red Iron Bark
Red Ironbark
Red River Gum
River She-oak
Rubber Fig
Sago Palm
Sawleaf Zelkova
Scarlet Firethorn
Senegal Date Palm
Shamel Ash
Shiny Xylosma
Siberian Elm
Silk Floss Tree
Silk Oak Tree
Silver Dollar Gum
South African Coral Tree
South African Plum
Southern Magnolia
Spider Gum
Strawberry Tree
Tipu Tree
Tulip Tree
Umbrella Tree
Victorian Box
Water Gum
Weeping Bottlebrush
Weeping Fig
Western Sycamore
White Mulberry
Willow Acacia
Yew Pine
FDC Specific Plan Survey Area
N Shelly Cir
S Shelly Cir
Christopher Ln
Mark Ln
Gregory Way
Peart Way
Eugenia Way
Gina
0 100 200 400 Feet
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Figure 2c. Trees Surveyed - Golf Course
SP Trees Surveyed
African Fern Pine
African Sumac
Aleppo Pine
American Sweetgum
Black Alder
Blue Gum
Blue Jacaranda
Brazilian Pepper
Brisbane Box
California Fan Palm
Camphor
Canary Island Palm
Canary Island Pine
Carob Tree
Carrotwood
China Doll Tree
Chinese Elm
Chinese Flame Tree
Chinese Juniper
Chinese Pistache
Coast Live Oak
Coast Redwood
Cook Pine
Crape Myrtle
Dead
Edible Fig
European Olive
Glossy Privet
Golden Wattle
Goodding's Black Willow
Green Ash
Guava
Hong Kong Orchid Tree
Indian Laurel Fig
Italian Cypress
Italian Stone Pine
Japanese Cheesewood
Japanese Red Pine
Lemon Scented Gum
Magenta Lilly Pilly
Manna Gum
Mayten Tree
Mexican Fan Palm
Mondell Pine
Myoporum
New Zealand Christmas Tree
Ornamental Pear
Paperbark
Pencil Tree
Peppermint Tree
Peruvian Pepper
Port Orford Cedar
Pygmy Date Palm
Queen Palm
Red Flowering Gum
Red Iron Bark
Red Ironbark
Red River Gum
River She-oak
Rubber Fig
Sago Palm
Sawleaf Zelkova
Scarlet Firethorn
Senegal Date Palm
Shamel Ash
Shiny Xylosma
Siberian Elm
Silk Floss Tree
Silk Oak Tree
Silver Dollar Gum
South African Coral Tree
South African Plum
Southern Magnolia
Spider Gum
Strawberry Tree
Tipu Tree
Tulip Tree
Umbrella Tree
Victorian Box
Water Gum
Weeping Bottlebrush
Weeping Fig
Western Sycamore
White Mulberry
Willow Acacia
Yew Pine
FDC Specific Plan Survey Area
FDC SP Project Site
0 100 200 400 Feet
N
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APPENDIX A - TREE SPECIES OBSERVED

Note - This tree survey details recorded below are meant to characterize the trees within the property based on a limited "visual only" evaluation (see Section 2.8 above). The goal was to accumulate enough data to make a judgment as to what role, if any, the existing trees may have in the proposed project.

KEY	Health Rating: 1= Good, 2 = Fair, 3 = Poor, 4 = Dying/Imminent Hazard	Structural/Stature Rating: 1 – Good, 2- Fair, 3- Potential Hazard 4- Imminent Hazard	Risk of Failure: 1 – Improbable, 2- Possible, 3 – Probable, 4 - Imminent

Tree Type and Location			DBH (inches)								North on Top						
Location	Tree Tag #	Species	1st Stem	2nd Stem	3rd Stem	4th Stem	5th Stem	6th Stem	Total	Height (feet)	Canopy Width (feet)	Canopy Cover (sq ft)	Health	Structure	Risk	Conclusion	Additional Comments
FDC	15	Chinese Pistache	14						14	26	23 / 17 / 23 / 17	1256	2-3	2-3	2-3	Preserve	
	Sprawling canopy, good vigor, minor flare decay																
FDC	16	Western Sycamore	28.5						28.5	54	20 / 22 / 43 / 22	2247	3	2-3	3	Remove	
	Infested with borers, vigor is fair, fungal growth																
FDC	17	Green Ash	40						40	56	32 / 21 / 32 / 32	2686	2-3	2-3	2-3	Preserve	
	Good form and vigor, large specimen																
FDC	18	Indian Laurel Fig	31.5						31.5	55	30 / 22 / 33 / 31	2641	2-3	2-3	2-3	Preserve	
	Fair form and vigor, included bark																
FDC	19	Indian Laurel Fig	24						24	48	20 / 17 / 17 / 18	1017	3	2-3	2-3	Remove	
	Fair form and vigor, structural root decay																
FDC	20	Indian Laurel Fig	28.5						28.5	53	28 / 32 / 20 / 29	2332	2-3	2	2-3	Remove	
	Fair form and vigor, structural root decay																
FDC	21	Indian Laurel Fig	34						34	55	32 / 22 / 30 / 30	2550	2-3	2	2-3	Preserve	
	Good form and vigor, multiple structural roots with decay, large branch cut																
FDC	22	Indian Laurel Fig	21						21	32	17 / 17 / 21 / 19	1075	2-3	2	2-3	Remove	
	Good form and fair vigor multiple structural roots with decay																
FDC	23	Indian Laurel Fig	27						27	47	19 / 24 / 21 / 22	1451	2-3	2	2-3	Preserve	
	Good form and big art, large branch cut																
FDC	24	Indian Laurel Fig	25						25	35	19 / 24 / 22 / 19	1385	2-3	2-3	2-3	Preserve	
	Good form and vigor, minor decay in branch cut																
FDC	25	Indian Laurel Fig	27.5						27.5	54	24 / 27 / 29 / 30	2375	2-3	2-3	2-3	Preserve	
	Good form and vigor, surficial structural root decay noted																
FDC	26	Sawleaf Zelkova	15						15	24	14 / 11 / 9 / 12	415	3	2-3	3	Remove	
	Topped, diseased primary limb																
FDC	28	Sawleaf Zelkova	15						15	31	17 / 15 / 14 / 8	572	3	2-3	3	Remove	
	Moderate retrenchment, fungal mass on root crown																
FDC	29	Peruvian Pepper	4.5	6.5	6.5	9			26.5	24	12	660	2	2	2	Preserve	

	Good form and vigor										13 16 17							
FDC	30	Chinese Elm	8.5						8.5	27	18 22 12 18	962	3	3	2-3	Remove		
	Poor form, decreased vigor, better to replace the specimen																	
FDC	31	Chinese Elm	11.5	13					24.5	24	6 30 7 36	1225	2-3	3	2-3	Remove		
	Excessive lean, poor form, decay and upper canopy																	
FDC	32	Paperbark	9.5	11	6.5				27	30	10 11 14 14	471	2-3	3	3	Remove		
	Good vigor, poor crotch development																	
FDC	33	Siberian Elm	17						17	33	13 13 18 18	754	3	2-3	2-3	Remove		
	Decline, moderate retrenchment																	
FDC	34	Brazilian Pepper	6	7.5	5.5	4			23	32	13 16 18 12	683	2-3	2-3	2-3	Remove		
	Embedded fence in tissue, half specimen is within project site																	
FDC	35	Shamel Ash	3	5	2	1			11	22	6 8 6 12	201	2-3	3	3	Preserve		
	Fair form and vigor, competing canopy, remove #36 to keep																	
FDC	36	Brazilian Pepper	6	5	1.5	1			13.5	22	7 11 13	415	2-3	3	3	Remove		
	Embedded fence in tissue																	
FDC	37	Brazilian Pepper	2	3	2	3			10	12	6 6 7 7	133	2-3	2-3	2-3	Preserve		
	Multi stemmed specimen, subordinate codominant leaders																	
FDC	38	Brazilian Pepper	5	8.5	4				17.5	27	13 14 16 17	707	3	3	3	Remove		
	Embedded fence and tissue, termite infested																	
FDC	39	Mexican Fan Palm	16.5						16.5	19	7 7 7 8	165	2	2	2	Preserve		
	Good form and vigor																	
FDC	40	Chinese Juniper	9	12.5	13				34.5	22	8 4 16 14	346	2-3	2-3	2	Preserve		
	Good form and vigor, lean, minorly topped																	
FDC	41	Chinese Juniper	19						19	23	10 6 20 19	594	2-3	2-3	2	Preserve		
	Good form and vigor, lean, minorly topped																	
FDC	42	Chinese Elm	19						19	43	29 32 27 25	2506	3	3	3	Remove		
	Good form and vigor, large split in branch																	
FDC	43	Chinese Elm	17.5						17.5	43	31 15 24 23	1697	2-3	2-3	2-3	Preserve		
	Good form and vigor, large flush cut																	
FDC	44	Chinese Elm	16						16	33	29 18 31 26	2123	3	2-3	3	Remove		
	Good form and vigor																	
FDC	45	Sawleaf Zelkova	19						19	37	16 8 19 15	660	3	2-3	2-3	Remove		
	Longitudinal canker in stem																	
FDC	46	Camphor	13						13	33	12 14 14 17	638	3	2-3	3	Remove		
	Severe retrenchment																	
FDC	47	Camphor	14						14	40	13 17 19 22	989	2-3	2-3	2-3	Preserve		
	Mild to moderate retrenchment																	

FDC	48	Camphor	9.5						9.5	19	10 0 0 0	20	3	2-3	3	Remove	
	Severe retrenchment																
FDC	49	Camphor	11.5						11.5	30	19 18 0 4	330	3	2-3	3	Remove	
	Severe retrenchment																
FDC	50	Chinese Elm	10	12					22	30	13 17 17 20	881	2-3	3	2-3	Remove	
	Fair to good vigor codominant stem, poor form																
FDC	51	Mexican Fan Palm	13						13	12	5 6 6 5	95	2	2	2	Preserve	
	Good form and vigor																
FDC	52	Mexican Fan Palm	13						13	13	5 5 6 5	87	2	2	2	Preserve	
	Good form and vigor																
FDC	53	Brazilian Pepper	6	5					11	24	12 9 8 14	363	2-3	3	2-3	Remove	
	Fence embedded in tissue, cankers noted																
FDC	54	Peruvian Pepper	10						10	26	12 7 16 12	434	2	2	2	Remove	
	Specimen on fence line, remove specimen or remove fence																
FDC	55	Shamel Ash	5						5	28	15 6 14 14	471	2	2	2	Remove	
	Poor location																
FDC	56	Peruvian Pepper	15	6	4				25	27	16 14 17 15	754	2	2-3	2	Preserve	Pruning needed
	Good vigor, fair form,																
FDC	57	Peruvian Pepper	7	14	11				32	27	19 18 16 15	907	2	2-3	2	Preserve	Pruning needed
	Near fence line, fence embedded in tissue																
FDC	58	Red River Gum	36						36	67	18 30 27 20	1771	2-3	2-3	2-3	Preserve	
	Large specimen, good form and vigor																
FDC	59	Brazilian Pepper	11.5	15	13	12.5			52	33	19 17 16 16	907	2-3	3	2-3	Remove	
	Multi stem specimen, congested multi stemmed canopy																
FDC	60	Shamel Ash	29.5						29.5	59	35 23 38 33	3266	2-3	2	2-3	Preserve	
	Good form and vigor, large specimen																
FDC	61	Mexican Fan Palm	19						19	45	9 11 10 11	330	2	2	2	Preserve	
	Good form and vigor																
FDC	62	Silk Oak Tree	18						18	45	14 11 20 22	881	3	2-3	2-3	Remove	
	Moderate retrenchment with indication of termites																
FDC	63	Chinese Elm	9						9	28	16 14 16 16	754	2-3	2-3	2-3	Preserve	
	Good form and vigor																
FDC	64	Mexican Fan Palm	13						13	16	6 5 7 6	113	2	2	2	Preserve	
	Good form and vigor																
FDC	65	Mexican Fan Palm	13						13	15	6	113	2	2	2	Preserve	

	Good form and vigor										6 6 6					
FDC	66	Weeping Bottlebrush	9.5						9.5	14	8 12 0 0	79	2	3	2-3	Remove	
	Lean, poor form																
FDC	67	Mexican Fan Palm	15						15	22	7 7 8 8	177	2	2	2	Preserve	
	Good form and vigor																
FDC	68	Shamel Ash	8	8	9.5				25.5	38	17 13 17 16	779	3	3	3	Remove	
	Embedded into tissue																
FDC	69	Brazilian Pepper	6.5	6					12.5	31	15 7 14 7	363	2-3	3	2-3	Remove	Evaluate risk to preserve
	Multi stem, poor form, good vigor																
FDC	70	Brazilian Pepper	7	5	6.5				18.5	32	16 11 13 7	434	2-3	3	2-3	Remove	
	Multi stem, poor form, good vigor																
FDC	71	Brazilian Pepper	7	5	4	7.5			23.5	50	21 10 24 13	907	2-3	3	2-3	Remove	
	Multi stem, poor form, good vigor																
FDC	118	Mexican Fan Palm	15						15	21	8 8 7 8	189	2	2	2-3	Preserve	
	Good form and vigor, minor yellowing palm fronds																
FDC	150	Brazilian Pepper	15						15	28	14 12 17 16	683	2-3	3	2-3	Preserve	
	Flush cut branch scars, minor retrenchment																
FDC	151	Brazilian Pepper	29.5						29.5	34	10 17 14 16	638	3	2-3	2-3	Remove	
	Large canker on N side of stem, evidence of termites noted																
FDC	152	Brazilian Pepper	20.5						20.5	27	19 18 16 13	855	2-3	2-3	2-3	Preserve	
	Good form and vigor																
FDC	153	Silk Oak Tree	20						20	57	18 21 21 22	1320	2-3	2-3	2-3	Preserve	
	Some retrenchment noted, minor cavities																
FDC	154	Indian Laurel Fig	22						22	53	22 28 22 33	2164	2-3	2	2-3	Preserve	
	Good form and vigor, flush cut branch scars																
FDC	155	Indian Laurel Fig	28						28	52	26 23 33 30	2462	2-3	2	2-3	Preserve	
	Good form and vigor, flush cut branch scars																
FDC	156	Silk Oak Tree	16						16	56	18 14 23 16	989	2-3	2	2-3	Preserve	
	Good form and vigor, cankers in mid stem but are small																
FDC	157	Indian Laurel Fig	30						30	58	29 30 24 32	2595	2-3	2	2-3	Preserve	
	Exuding sap																
FDC	158	Green Ash	17.5						17.5	57	21 20 18 18	1164	2-3	3	2-3	Remove	
	Cankers hat flare, indication of termites																
FDC	160	Toyon	8	10.5					18.5	25	6 13 12 11	346	3	3	3	Remove	
	Codominant stems																

FDC	161	Glossy Privet	3	3.5	3.5	5	2.5 | 3.5	4.5 | 4.5	30	24	14 12 12 10	452	2-3	2-3	2-3	Preserve	Prune deadwood
	Good bigger, sprawling canopy																
FDC	162	Pygmy Date Palm	5.5						5.5	10	4 4 4 4	50	3	2-3	3	Remove	
	Two dead meristems																
FDC	163	Pygmy Date Palm	6	6					12	11	5 6 4 6	87	3	2-3	3	Remove	
	Two dead meristems																
FDC	164	Magenta Lilly Pilly	7.5	5.5	11	9	8.5		41.5	39	19 19 13 15	855	2	2	2	Preserve	Prune codominant stem for safety
	Good form and vigor, minor retrenchment, codominant stems																
FDC	165	Sawleaf Zelkova	12.5						12.5	19	11 8 13 9	330	3	2-3	2-3	Remove	
	Severe retrenchment, diseased limb																
FDC	166	American Sweetgum	12						12	37	9 16 15 14	572	3	2-3	1-3	Remove	
	Minor retrenchment, diseased structural roots																
FDC	167	American Sweetgum	13						13	41	8 18 18 14	660	2-3	2-3	2-3	Remove	
	Minor retrenchment, diseased structural roots																
FDC	168	Sawleaf Zelkova	12.5						12.5	12	5 7 0 0	28	3-4	3	3	Remove	
	Fungal infested Deadwood																
FDC	169	American Sweetgum	18						18	41	18 17 17 17	934	3	3	3	Remove	
	Fungus on roots																
FDC	170	Chinese Juniper	6	4.5	4.5	5	8	3.5	31.5	30	13 11 5 9	283	2	2-3	2-3	Preserve	
	Sprawling, good form and vigor, epiphytic English ivy																
FDC	171	Chinese Juniper	4.5	6	4.5	11.5	8	9	43.5	27	17 12 11 7	434	2-3	2-3	2-3	Preserve	
	Multi stemmed, epiphytic English Ivy covering plant																
FDC	172	American Sweetgum	20.5						20.5	43	14 19 13 20	855	2-3	2	2-3	Preserve	
	Good form and vigor, small canker on flare, minor stained bark																
FDC	173	Carob Tree	31						31	39	30 17 29 31	2247	2-3	2-3	3	Remove	Can keep if reevaluated for risk
	Senescent specimen, some termite damage, vigor is good, increased liability, cavity and included bark on stem																
FDC	174	Sawleaf Zelkova	20						20	41	18 13 18 13	754	3	2-3	3	Remove	
	Leaf tip burn, termites in two open branch cuts, decayed flush cut in crotch																
FDC	175	Coast Redwood	44						44	58	14 20 23 19	1134	2-3	2	2-3	Preserve	Reevaluate for risk if keeping
	Good vigor, codominant stems, epicormic sprouting at base																
FDC	176	Silk Floss Tree	31						31	38	20 21 18 27	1451	2	2	2-3	Preserve	
	Senescent specimen, good form and vigor																

FDC	177	Weeping Bottlebrush	14						14	33	8 / 15 / 9 / 11	363	2-3	2	3	Preserve	
	Decay noted in Crocs of secondary limb, good form and vigor																
FDC	178	Silk Floss Tree	16						16	31	17 / 15 / 22 / 18	1017	2-3	2	2-3	Preserve	
	Good form and vigor																
FDC	179	Silk Floss Tree	17						17	31	8 / 15 / 12 / 18	551	2-3	2	2-3	Preserve	
	Fair form and vigor, some retrenchment noted																
FDC	180	Chinese Elm	5						5	21	11 / 12 / 13 / 11	434	1-2	2	2	Preserve	
	Good form and vigor																
FDC	181	Chinese Elm	7						7	26	15 / 15 / 14 / 14	660	1-2	2	2	Preserve	
	Good form and vigor																
FDC	182	Chinese Elm	10						10	30	17 / 18 / 17 / 18	962	1-2	2	2	Preserve	
	Good form and vigor																
FDC	183	Chinese Juniper	6	10					16	19	13 / 7 / 11 / 9	314	2-3	2-3	2-3	Preserve	
	Good form and vigor, codominant stems with unclosed branch cuts, low liability of failure																
FDC	184	Silk Oak Tree	35.5						35.5	63	21 / 18 / 20 / 24	1352	2-3	2-3	2-3	Preserve	
	Some diseased upper limbs, good form and vigor																
FDC	185	Shamel Ash	34.5						34.5	66	30 / 29 / 22 / 31	2462	3	2-3	3	Remove	
	Longitudinal decay on upper stem, decayed branch cut																
FDC	186	Weeping Bottlebrush	11.5						11.5	32	11 / 4 / 13 / 7	240	2-3	2-3	2-3	Preserve	
	Offset canopy mass, good vigor																
FDC	187	Indian Laurel Fig	26.5						26.5	47	24 / 28 / 17 / 30	1923	2-3	2-3	2-3	Preserve	
	Good form and vigor, large unclosed branch cut																
FDC	188	Weeping Bottlebrush	13						13	32	7 / 12 / 6 / 13	283	3	3	3	Remove	
	Fair vigor with some retrenchment, indication of termites, flush cut scars																
FDC	189	Blue Jacaranda	10	11					21	25	16 / 12 / 12 / 17	638	2-3	2	2-3	Remove	
	Canker on root flare, decayed structural root																
FDC	190	Lemon Scented Gum	17.5						17.5	65	11 / 13 / 30 / 31	1418	3	2-3	3	Remove	
	Multiple cankers in canopy, sever stem flare damage																
FDC	191	Indian Laurel Fig	24.5	21					45.5	46	23 / 22 / 24 / 30	1923	2	2	3	Preserve	Brace codominant stems and re-evaluate to keep
	Good form and vigor, unclosed branch cuts, included bark																
FDC	192	Lemon Scented Gum	20.5						20.5	73	21 / 23 / 17 / 23	1385	3	2	3	Remove	
	Sparse canopy, girdling roots, severe damage to flare																
FDC	193	Indian Laurel Fig	27						27	36	19 / 20 / 19 / 18	1134	2-3	2	2-3	Preserve	
	Good form and vigor, large unclosed branch cut																
FDC	194	Red Iron Bark	27						27	66	30	1451	3	2-3	2-3	Remove	

	Reduced vigor, epiphytic English Ivy on stem										17 21 18						
FDC	195	Shamel Ash	5	5					10	43	20 7 12 2	330	2-3	3	3	Remove	
	Inappropriate location																
FDC	196	Red Iron Bark	11.5						11.5	39	12 15 13 10	491	3	3	3	Remove	
	Specimen strangled by English Ivy, decreased vigor																
FDC	197	Indian Laurel Fig	30						30	47	17 17 30 20	1385	2-3	2-3	2-3	Preserve	Remove ivy
	Epiphytic English Ivy on stem																
FDC	198	Indian Laurel Fig	28						28	44	15 18 24 30	1485	2-3	2-3	3	Remove	Reevaluate to keep
	Detritus obscuring crotch, increased liability																
FDC	199	Umbrella Tree	5.5	4.5					10	13	2 5 8 8	104	3-4	3	3	Remove	
	Codominant stems, decline, possible black soot mold, decayed wood																
FDC	200	Indian Laurel Fig	30						30	44	21 22 22 25	1590	2-3	2-3	2-3	Preserve	
	Good form and vigor with some upper canopy Deadwood, large branch cuts, small exuding cankers																
FDC	201	Indian Laurel Fig	25.5						25.5	40	19 19 18 17	1046	3	2-3	3	Remove	
	Fungal fruiting bodies on roots																
FDC	202	Indian Laurel Fig	29						29	31	15 13 17 14	683	2-3	2-3	3	Remove	
	Fresh cut branch scars hand indication of termites																
FDC	203	Indian Laurel Fig	24.5						24.5	41	18 14 18 17	881	2-3	2-3	3	Remove	
	For branch union, flush cut failure																
FDC	204	Indian Laurel Fig	24						24	37	20 17 24 15	1134	2-3	3	3	Remove	
	Multiple structural roots with decay, included bark with codominant stems																
FDC	205	Indian Laurel Fig	24						24	49	20 15 27 18	1256	3	2-3	3	Remove	
	Cavity and root crown																
FDC	206	Indian Laurel Fig	33.5						33.5	52	18 19 24 24	1418	2-3	2-3	2-3	Remove	
	Indication of termites, large flush cut branch scars																
FDC	207	Brazilian Pepper	36						36	28	18 16 16 13	779	3	2-3	2-3	Remove	
	Minimal retrenchment, small cavity, evidence of termites																
FDC	208	Brazilian Pepper	26						26	29	17 19 21 18	1104	2-3	2-3	2-3	Preserve	
	Good form and vigor																
FDC	209	Brazilian Pepper	14						14	23	12 11 12 11	415	3	2-3	3	Remove	
	Mild to moderate retrenchment, termites																
FDC	210	Brazilian Pepper	22						22	26	10 12 11 13	415	3	2-3	2-3	Remove	
	Exuding sap on stem, poor prognosis, good vigor, termites																
FDC	211	Brazilian Pepper	14.5						14.5	23	12 8 10 7	269	3	2-3	3	Remove	
	Indication of termites at multiple locations, minor retrenchment																
FDC	212	Brazilian Pepper	19						19	28	18 14 9 14	594	3	2-3	3	Remove	
	Large canker on major branch, bigger is good																
FDC	213	Brazilian Pepper	13	12					25	24	11	415	2-3	2-3	3	Remove	

	Decay in crotch, minor retrenchment, lean, indication of termites										9 14 12						
FDC	214	Brazilian Pepper	23.5						23.5	36	15 15 18	779	3	2-3	3	Remove	
	Two failed branches, ground squirrel burrows, minor termite damage																
FDC	215	Brazilian Pepper	17.5						17.5	20	10 10 8	254	3	2-3	3	Remove	
	Topped pruning, decay at flare, major decay and poorly trimmed, termites on large branch cut, retrenchment																
FDC	216	Brazilian Pepper	18						18		12 10 11	415	3	2-3	3	Remove	
	Decay at lower stem and flare, failed branch										13						
FDC	217	Italian Cypress	10						10	23	2 2 2	13	2	2	2	Preserve	
	Good form and vigor																
FDC	218	Italian Cypress	6.5	6					12.5	24	2 2 2	13	2	2	2	Preserve	
	Good form and vigor, codominant stems																
FDC	219	Italian Cypress	8						8	24	2 2 2	13	2	2	2	Preserve	
	Good form and vigor																
FDC	220	Italian Cypress	6						6	22	2 2 2	13	2	2	2	Preserve	
	Good form and vigor																
FDC	221	Italian Cypress	13						13	39	3 3 3	28	2	2-3	2	Preserve	
	Good form and vigor, codominant stems, exuding sap																
FDC	222	Italian Cypress	7						7	28	3 3 3	28	2	2-3	2	Preserve	
	Good form and vigor, codominant stems, exuding sap																
FDC	223	Italian Cypress	4.5	8	4	5.5			22	28	2 2 2	13	2	2	2	Preserve	
	Form and bigger, multi stemmed																
FDC	224	Italian Cypress	8	5	3				16	27	3 3 3	28	2	2	2	Preserve	
	Good form and vigor																
FDC	225	Italian Cypress	8.5	7	4				19.5	28	2 2 2	13	2	2	2	Preserve	
	Good form and vigor																
FDC	226	Italian Cypress	4.5	5	4	2			15.5	31	2 2 2	13	2	2	2	Preserve	
	Good form and vigor, tag removed																
FDC	227	Italian Cypress	7	3					10	32	3 3 3	28	2	2	2	Preserve	
	Good form and vigor, tag removed																
FDC	228	Italian Cypress	8	8					16	32	3 3 3	28	2	2	2	Preserve	
	Good form and vigor, tag removed																
FDC	229	Italian Cypress	8	3.5	5	3			19.5	30	3 3 3	28	2	2	2	Preserve	
	Good form and vigor, tag removed																
FDC	230	Brazilian Pepper	17.5						17.5	24	7 5 11 13	254	3	3	3	Remove	
	Falling tree, compromised footing due to ground squirrel Burrows																
FDC	231	Brazilian Pepper	30						30	37	17 20 14 14	829	3	2-3	2-3	Remove	
	Good form and vigor, ground squirrel burrows, bracket fungus																
FDC	232	Brazilian Pepper	21						21	27	12	572	2-3	2-3	3	Remove	

	Indication of termites on flush cut scar, retrenchment, good bigger and form, flush cut at branch union										11 17 14						
FDC	233	European Olive	19						19	31	10 8 15 17	491	2-3	3	3	Preserve	
	Vigor fair, multiple unclosed branch cuts, ground squirrel burrows, active bee hive																
FDC	234	European Olive	18						18	32	13 6 18 13	491	2-3	3	3	Remove	
	Vigor fair, multiple unclosed branch cuts																
FDC	235	European Olive	18						18	31	10 6 15 13	380	2-3	3	3	Remove	
	Vigor fair, multiple unclosed branch cuts																
FDC	236	Sawleaf Zelkova	29						29	39	19 19 19 19	1134	3	2-3	2-3	Preserve	
	Minor retrenchment, minimum retrenchment, decay nutted and unclosed branch cut																
FDC	237	Sawleaf Zelkova	27						27	43	27 22 29 21	1923	2-3	2-3	3	Remove	
	Large flush cut with branch tear, indication of termites, good vigor, poor prognosis																
FDC	238	Chinese Juniper	14.5	7	5				26.5	25	9 7 14 11	330	2	2	2	Preserve	
	Good form and vigor touches building																
FDC	239	Chinese Juniper	6	6	7	9			28	25	17 7 15 7	415	2	2	2	Preserve	
	Good form and vigor touches building																
FDC	240	Camphor	9.5						9.5	28	10 8 9 9	254	3	2-3	3	Remove	
	Severe retrenchment																
FDC	241	Sawleaf Zelkova	16.5						16.5	35	19 17 17 17	962	2-3	2	2-3	Preserve	
	Good form and vigor																
FDC	242	Sawleaf Zelkova	19.5						19.5	38	14 12 13 9	452	3	2-3	3	Remove	
	Moderate to severe retrenchment																
FDC	243	Chinese Juniper	8.5	8.5	7	7	7 | 6	7.5 | 9	53.5	30	22 12 19 11	804	3	2-3	2-3	Preserve	
	Fair form, good vigor																
FDC	244	Chinese Juniper	6	11	6.5	4			27.5	30	9 4 16 18	434	2	2-3	2-3	Preserve	
	Fair form, good vigor																
FDC	245	Chinese Juniper	11	6.5	6.5				24	30	12 9 17 11	471	2	2-3	2-3	Preserve	
	Fair form, good vigor																
FDC	246	Sawleaf Zelkova	20.5						20.5	22	16 12 17 10	594	3	2-3	3	Remove	
	Severe retrenchment																
FDC	247	Camphor	12						12	28	11 14 14 11	491	3	2-3	3	Remove	
	Minor retrenchment, decay at Ric Flair, indication of termites and poor prognosis																
FDC	248	Camphor	13						13	26	10 5 10 9	227	3	2-3	3	Remove	
	Severe flare damage																
FDC	249	Camphor	11.5						11.5	30	11 8 13 12	380	3	2-3	3	Remove	
	Cavity in flare, flare damage, moderate retrenchment																
FDC	250	Indian Laurel Fig	31.5						31.5	52	19 18 25 28	1590	3	2-3	3	Remove	
	Flush cuts with decay, included bark, severe damage rip collar																
FDC	251	Indian Laurel Fig	25						25	52	18	1734	3	2-3	3	Remove	

	Unclosed branch cuts with decay, multiple structural root cankers										28 20 28						
FDC	252	Indian Laurel Fig	28.5						28.5	55	29 18 30 31	2289	2-3	2-3	3	Remove	
	Root collar damage, increased liability																
FDC	253	Indian Laurel Fig	30						30	56	31 18 17 0	855	2-3	2-3	3	Remove	
	Root collar damage, increased liability																
FDC	254	Indian Laurel Fig	8.5	12	11.5	11	7	8	58	55	32 22 15 0	934	2-3	2-3	3	Remove	
	Root collar damage, increased liability																
FDC	255	Indian Laurel Fig	29						29	61	30 32 20 30	2462	2-3	2-3	3	Remove	
	Root collar damage, increased liability																
FDC	256	Cook Pine	9						9		7 9 8 13	269	2-3	2-3	2-3	Preserve	
	Lean, good vigor																
FDC	301	American Sweetgum	9						9	32	12 10 12 11	397	2-3	2-3	2-3	Preserve	
	Good form and vigor, decreased canopy																
FDC	302	American Sweetgum	15.5						15.5	47	7 11 17 18	551	2-3	2-3	2-3	Preserve	
	Good form and vigor																
FDC	303	American Sweetgum	20.5						20.5	43	9 13 14 15	510	2-3	2-3	3	Remove	
	Good form and vigor, structural root decay																
FDC	304	Sawleaf Zelkova	18						18	37	17 16 13 10	615	3	2-3	3	Remove	
	Indication of borrowers noted																
FDC	305	Silk Floss	21.5						21.5	32	13 13 16 5	434	3	2-3	2-3	Remove	
	Diseased, decay at lower stem																
FDC	306	Silk Floss	18.5						18.5	27	7 15 9 13	380	3	2-3	3	Remove	
	Advanced termite infestation in primary branch, included bark, minor retrenchment																
FDC	307	Sawleaf Zelkova	22.5						22.5	42	19 10 19 21	934	3	2-3	2-3	Remove	
	Primary branch removed, moderate retrenchment																
FDC	308	Canary Island Pine	37.5						37.5	64	22 14 18 14	907	2-3	2-3	2-3	Preserve	
	Good form and vigor, irregular scaffolding in canopy																
FDC	309	Canary Island Pine	19						19	63	10 12 13 15	491	2-3	2-3	2-3	Preserve	
	Good form and vigor																
FDC	310	Canary Island Pine	20						20	51	12 14 17 16	683	2-3	2-3	2-3	Preserve	
	Good form and vigor																
FDC	311	Canary Island Pine	28.5						28.5	56	18 15 21 8	754	2-3	2-3	2-3	Preserve	
	Good form and vigor																

FDC	312	Canary Island Pine	15.5						15.5	53	13 / 13 / 13 / 14	551	3	2-3	2-3	Preserve	
	Good form and vigor, sapsucker damage																
FDC	313	Italian Stone Pine	35.5						35.5	47	29 / 27 / 18 / 15	1554	2-3	2-3	2-3	Preserve	
	Good form and vigor, codominant stems, offset canopy																
FDC	314	Shamel Ash	27						27	63	31 / 24 / 23 / 22	1963	2-3	2-3	3	Preserve	Remove diseased limb
	Stained bark, good vigor trim primary branch to keep																
FDC	315	Chinese Juniper	8	6	4	9			27	31	13 / 2 / 11 / 9	240	2	2	2	Preserve	
	Good form and vigor, multi stemmed																
FDC	316	Carob Tree	33						33	41	24 / 21 / 19 / 18	1320	3	2-3	3	Remove	
	Multiple bodies of yellow fungus																
FDC	317	Canary Island Pine	25						25	43	19 / 15 / 14 / 16	804	2-3	2-3	2-3	Preserve	
	Good form and vigor, codominant stems																
FDC	318	Canary Island Pine	24						24	72	18 / 17 / 16 / 17	907	2	2	2	Preserve	
	Good form and vigor																
FDC	319	Canary Island Pine	25						25	74	12 / 17 / 18 / 19	855	2	2	2	Preserve	
	Good form and vigor																
FDC	320	Sawleaf Zelkova	16						16	33	12 / 17 / 10 / 12	510	3	2-3	2-3	Remove	
	Leaf tip burn, large branch cut																
FDC	321	Sawleaf Zelkova	18						18	36	24 / 18 / 24 / 19	1418	2-3	2-3	2-3	Preserve	
	Minor retrenchment, fair form and vigor																
FDC	322	Sawleaf Zelkova	16						16	36	18 / 15 / 14 / 17	804	3	2-3	3	Remove	
	Minor retrenchment, fair form and vigor, decayed structural root																
FDC	323	Sawleaf Zelkova	19						19	41	27 / 17 / 19 / 20	1352	3	2-3	3	Remove	
	Internal decay noted																
FDC	324	Sawleaf Zelkova	17.5						17.5	46	24 / 27 / 21 / 20	1661	2-3	2-3	2-3	Preserve	
	Good health and vigor, ground squirrel burrow minor retrenchment																
FDC	325	Sawleaf Zelkova	19						19	40	26 / 21 / 18 / 14	1225	2	2-3	3	Remove	
	Indication of borers in upper limbs																
FDC	326	Sawleaf Zelkova	19.5						19.5	36	18 / 16 / 18 / 13	829	3	2-3	3	Remove	
	Multiple areas of decay in root flare and crown																
FDC	327	Carrotwood	16						16	35	17 / 15 / 13 / 9	572	3	2-3	2-3	Remove	
	Minor retrenchment, flare damage, diseased																
FDC	328	Carrotwood	15						15	30	16 / 15 / 16 / 15	754	2-3	3	3	Remove	
	Minor retrenchment, decay and crotch																
FDC	329	Red Iron wood	37						37	66	27 / 20 / 23	1963	3	2-3	3	Remove	
	Good to fair form and vigor, bracket fungus noted																

											30						
FDC	330	Red Iron Wood	35.5						35.5	54	23 20 22 21	1451	2-3	2-3	2-3	Preserve	Evaluate for risk and brace if needed
	Good form and vigor, included bark																
FDC	331	Sawleaf Zelkova	12.5						12.5	32	18 18 18 18	1017	2-3	2-3	2-3	Preserve	
	Beef tip burn, good to fair vigor																
FDC	332	Shamel Ash	16						16	24	10 8 13 7	283	2-3	2-3	3-4	Remove	
	Topped, good health and vigor, hollowed cavity in crotch																
FDC	335	Brazilian Pepper	8						8	18	8 9 6 10	214	2-3	3	2-3	Remove	
	On fence line, poor location, lean																
FDC	336	Shamel Ash	2.5	3	1.5	2.5			9.5	18	10 9 12 6	269	2	2	2	Preserve	subordinate codominant stem
	Multi stem, good vigor																
FDC	337	Brazilian Pepper	6	5					11	16	13 10 8 11	346	2-3	3	2-3	Remove	
	Good vigor, four form with embedded tissue infants, multi stem, grows on both sides of fence																
FDC	338	Brazilian Pepper	3.5	4					7.5	12	7 8 3 7	123	2-3	3	2-3	Remove	
	Codominant stems, on fence line, poor location																
FDC	339	Brazilian Pepper	4.5	3.5					8	13	10 7 3 8	154	2-3	3	2-3	Remove	
	Codominant stems, grows on both sides of the fence, Tissue embeds fence																
FDC	340	Shamel Ash	3.5	3	2.5				9	15	5 5 4 4	64	2-3	3	2-3	Remove	
	Stump sprouter, poor form, embeds fence and tissue																
FDC	342	Mexican Fan Palm	16						16	47	9 10 10 9	283	2	2-3	2-3	Preserve	
	On fence line, good form and vigor																
FDC	344	Brazilian Pepper	7	5.5	5				17.5	21	13 10 6 10	298	2-3	3	2	Remove	
	Poor form, tissue embeds fence																
FDC	345	Mexican Fan Palm	15						15	42	11 10 10 11	346	2-3	3	2-3	Remove	Remove neighboring tree to keep
	Canopy is intertwined with Brazilian pepper, remove pepper to keep																
FDC	346	Brazilian Pepper	5.5	9					14.5	16	11 14 6 13	380	2-3	3	2-3	Remove	
	Poor form																
FDC	356	Shamel Ash	5	4.5					9.5	24	8 9 9 8	227	3	3	3	Remove	
	Reduced vigor, disease																
FDC	358	Red Iron Bark	16						16	60	24 25 29 30	2289	3	3	3	Remove	
	Codominance stems with one failed stem																
FDC	359	Red Iron Bark	26	15					41	15	25 28 23 15	1625	3-4	3	3-4	Remove	
	Indication of boars noted, termites, Codominant stems, retrenchment																
FDC	360	Red Iron Bark	19						19	47	13 20 7 15	594	3	3	3	Remove	
	Failed stem, former predominant tree with included park																
FDC	361	Red Iron Bark	20						20	51	32 18 16 28	1734	3	3	3	Remove	
	Branch, decreased vigor																

FDC	362	Red Iron Bark	15.5	18					33.5	53	23 / 14 / 32 / 30	1923	2-3	3	3	Remove	Read evaluate embrace if needed
	Competing canopy, lean, Co dominant stems with included bark, failed neighboring tree																
FDC	363	Myoporum	4.5	5					9.5	15	11 / 12 / 12 / 10	397	3	3	3	Remove	
	Poor form, diseased																
FDC	364	Carrotwood	7.5	7	6.5				21	35	16 / 13 / 8 / 18	594	2-3	3	2-3	Preserve	
	Poor scaffolding, competing canopies																
FDC	365	Red Iron Bark	12.5	13	13.5				39	44	19 / 13 / 29 / 16	1164	3	3	3	Remove	
	Large failed branch, failed stem																
FDC	366	Red Iron Bark	28						28	52	18 / 21 / 28 / 23	1590	3	3	3	Remove	
	Large failed stem and branch, lean,																
FDC	367	Paperbark	5.5	5	5.5				16	20	11 / 8 / 6 / 5	177	2-3	3	2-3	Remove	
	Poor form, replace, multi stemmed																
FDC	368	Mexican Fan Palm	18.5						18.5	60	11 / 13 / 7 / 9	314	2	2	2	Preserve	
	Good form and vigor, competes with adjacent Brazilian pepper tree																
FDC	382	Mexican Fan Palm	19						19	47	7 / 9 / 11 / 10	269	2	2	2	Preserve	
	Good form and vigor																
FDC	383	Mexican Fan Palm	18						18	71	8 / 10 / 7 / 11	254	2	2	2	Preserve	
	Good form and vigor																
FDC	384	Silk Floss Tree	12.5						12.5	14	8 / 7 / 9 / 8	201	3	2-3	2-3	Remove	
	Diseased limbs, indication of termites																
FDC	385	Silk Floss Tree	10.5						10.5	24	11 / 6 / 9 / 8	227	3	2-3	3	Remove	
	Cavity noted in flare																
FDC	386	African Fern Pine	18.5						18.5	50	30 / 18 / 25 / 17	1590	3	2-3	2-3	Remove	
	Minor upper canopy Deadwood, large area of decay																
FDC	387	African Fern Pine	12.5						12.5	51	18 / 13 / 14 / 8	551	2-3	3	2-3	Preserve	
	Competing canopy, sleeping, lean																
FDC	388	Brazilian Pepper	33						33	44	30 / 28 / 27 / 26	2418	2-3	2-3	2-3	Preserve	
	Good form and vigor, large specimen																
FDC	389	Mexican Fan Palm	16						16	71	5 / 7 / 7 / 7	133	2	2	2	Preserve	
	Good form and vigor																
FDC	390	African Fern Pine	15.5						15.5	40	13 / 15 / 13 / 18	683	2-3	2-3	2-3	Preserve	
	Good form and vigor, minor lean																
FDC	391	African Fern Pine	14.5						14.5	38	14 / 17 / 23 / 16	962	3	2	2-3	Preserve	Reevaluate post development if keeping
	Good form and vigor, decreased canopy on north side, decayed structural roots, minor upper canopy Deadwood																

FDC	392	Green Ash	15						15	53	19 18 18 18	1046	3	2-3	2-3	Remove	
	Moderate upper canopy Deadwood																
FDC	393	Mexican Fan Palm	18						18	58	6 7 6 8	143	2	2	2	Preserve	
	Good form and vigor																
FDC	394	Mexican Fan Palm	20.5						20.5	56	6 8 8 9	189	2-3	2	2	Preserve	
	Aerial roots noted																
FDC	395	Silk Floss Tree	29.5						29.5	39	19 21 19 20	1225	2-3	2-3	2-3	Preserve	
	Ground squirrel burrow infested root crown, good form and vigor																
FDC	396	Silk Floss Tree	31						31	38	11 15 18 18	754	3	2-3	2-3	Remove	
	Fair vigor, termite interested																
FDC	397	Silk Floss Tree	9.5						9.5	14	7 7 4 6	113	3	2-3	2-3	Remove	
	Poorly developed canopy and indication of termites																
FDC	398	Indian Laurel Fig	28.5						28.5	57	18 30 24 20	1661	2-3	2-3	2-3	Preserve	
	Large branch cut, fair vigor																
FDC	399	Indian Laurel Fig	28						28	45	18 17 22 22	1225	3	2-3	3	Remove	
	Reduced canopy health with internal decay, ground squirrel curls beneath red crown, compromised stability																
FDC	400	Indian Laurel Fig	22						22	44	19 18 19 18	1075	2-3	2-3	2-3	Preserve	
	Large branch cut appears to be closing																
FDC	401	Canary Island Pine	16						16	67	10 8 10 11	298	2	2	2-3	Preserve	
	Good form and vigor																
FDC	402	Canary Island Pine	18						18	66	11 8 10 11	314	2	2	2-3	Preserve	
	Good form and vigor																
FDC	403	Canary Island Pine	20						20	67	11 10 11 10	346	2	2	2-3	Preserve	
	Good form and vigor																
FDC	404	Canary Island Pine	19						19	51	12	434	2-3	2	2-3	Preserve	Subordinate codominant stem
	Good form and vigor, codominant stems										10 13 12						
FDC	405	Canary Island Pine	18.5						18.5	54	15 11 12 14	531	2	2	2	Preserve	
	Good form and vigor																
FDC	406	Canary Island Pine	24.5						24.5	90	12 11 13 12	452	2	2	2-3	Preserve	
	Good form and vigor																
FDC	407	Canary Island Pine	18						18	62	13 13 10 12	452	2	2	2-3	Preserve	
	Good form and vigor																

FDC	408	Canary Island Pine	22.5						22.5	74	14 / 13 12 / 16	594	2	2	2-3	Preserve	
	Good form and vigor																
FDC	409	Canary Island Pine	16						16	64	13 / 11 11 / 11	415	2-3	2-3	2-3	Preserve	
	Fair form and vigor, reduced canopy																
FDC	410	Chinese Elm	22.5						22.5	40	21 / 20 22 / 21	1385	2-3	2-3	2-3	Preserve	Prune decayed branch
	Flash cuts, exuding sap, decayed branch																
FDC	413	Sawleaf Zelkova	15.5						15.5	32	13 / 14 5 / 3	240	3-4	3	3	Remove	
	Steep decline, termites																
FDC	414	South African Coral Tree	14.5	19.5	12	16.5	14.5		77	43	20 / 14 15 / 29	1194	2-3	3	3	Preserve	Re-evaluate and brace if needed
	Good vigor, included bark with codominant stems, poor form																
FDC	415	Red Iron Bark	33.5						33.5	86	29 / 25 31 / 30	2595	2-3	2	2-3	Preserve	
	Good form and vigor																
FDC	416	Red Iron Bark	27.5						27.5	68	17 / 17 14 / 17	829	2	2	2-3	Preserve	
	Good form and vigor																
FDC	417	Red Iron Bark	29.5						29.5	64	17 / 16 21 / 22	1134	2	2-3	2-3	Preserve	
	Good form and vigor, minor decay in structural root																
FDC	418	Red Iron Bark	36.5						36.5	77	21 / 32 31 / 32	2641	2	2-3	2-3	Preserve	
	Good form and vigor																
FDC	419	Red Iron Bark	42						42	78	33 / 35 34 / 33	3577	2	2-3	2-3	Preserve	
	Good form and vigor																
FDC	420	Silk Floss	27						27	48	25 / 24 30 / 25	2123	3	2-3	3	Remove	Potential heritage tree
	Severe decline or retrenchment, decayed branches, heritage tree																
FDC	421	Silk Floss	20						20	52	18 / 24 17 / 14	1046	3	2-3	2-3	Remove	
	Decline or retrenchment, poor prognosis																
FDC	422	Canary Island Pine	25.5						25.5	72	16 / 16 22 / 21	1104	2	2	2-3	Preserve	
	Good form and vigor, possible minor borer damage																
FDC	423	Red Iron Bark	35						35	71	27 / 30 27 / 35	2779	3-4	2-3	3-4	Remove	
	Good form and vigor, shelf fungus																
FDC	424	Red Iron Bark	35						35	69	27 / 34 30 / 32	2969	2	2-3	2-3	Preserve	
	Good form and vigor, ground squirrel Burrows																
FDC	425	Red Iron Bark	14.5						14.5	41	7 / 13 12 / 14	415	3	2-3	3	Remove	
	Decay at lower stem with indication of termites, retrenchment																
FDC	426	Red Iron Bark	40						40	80	28 / 33 31 / 36	3215	3	2-3	3	Remove	
	Branch stubs at branch bark ridge, fair vigor, some decay at stem, bracket fungus																
FDC	427	Weeping Fig	10.5	8	8	14			40.5	46	24 / 20 21	1771	2-3	2-3	2-3	Preserve	
	Good health and vigor, large branch cut, included bark, low risk																

												30						
FDC	428	Indian Laurel Fig	10	9	9	4	9		41	45	27	1385	2-3	2-3	2-3	Preserve	
	Multiple unclosed branch cuts, decay, good vigor, low risk										18 20 19						
FDC	429	Blue Jacaranda	7						7	16	11	314	2	2-3	2	Preserve	
	Good vigor, included bark, low risk										7 12 10						
FDC	430	Blue Jacaranda	4	5					9	14	6	283	3	2-3	2	Remove	
	Minor retrenchment, decay at lower stem, poor form, young										6 13 13						
FDC	431	Shamel Ash	4	3.5					7.5	32	7	298	2	2	3	Remove	
	Codominant stems, good vigor, poor location										8 11 13						
FDC	432	Shamel Ash	5.5						5.5	32	10	283	2	2	3	Remove	
	Good form and vigor, some lean, poor location										5 18 5						
FDC	433	Shamel Ash	5.5						5.5	36	7	123	2	2-3	3	Remove	
	Poor location, competing canopy										5 7 6						
FDC	434	Shamel Ash	3.5						3.5	34	6	227	2	2-3	3	Remove	
	Poor location, competing canopy										8 11 9						
FDC	435	Chinese Juniper	19.5						19.5	33	16	434	3	2-3	2-3	Preserve	
	Planted too close to building, low risk, fair vigor										16 11 4						
FDC	436	Lemon Scented Gum	31						31	86	21	2595	2	2-3	2-3	Preserve	
	Good form and vigor, sweep lean										33 28 33						
FDC	437	Red Iron Bark	37.5						37.5	59	25	1352	2	2-3	2-3	Preserve	
	Good form and vigor, bird nest noted										18 19 21						
FDC	438	Carrotwood	14						14	22	10	415	3	2-3	2-3	Remove	
	Moderate retrenchment, indication of termites, included bark										13 12 11						
FDC	439	Carrotwood	14						14	27	14	683	2-3	2	2-3	Preserve	
	Good form and vigor, unclosed branch cuts										16 16 13						
FDC	440	Carrotwood	18						18	38	18	1046	3	3	3	Remove	
	Sapsucker damage, decayed at branch union										22 14 19						
FDC	441	American Sweetgum	17						17	45	18	1017	2-3	2	2-3	Preserve	
	Decreased canopy development, minor border damage, the form is good, mild to moderate retrenchment, decayed structural route										18 18 18						
FDC	442	Carrotwood	13.5						13.5	28	16	594	3	2-3	2-3	Remove	
	Large canker, diseased										13 12 14						
FDC	443	Red Iron Bark	49						49	68	18	1385	2-3	2	2-3	Preserve	
	Decreased crown development, good form										22 24 20						
FDC	444	Canary Island Pine	15.5						15.5	57	9	380	2	2	2	Preserve	
	Good form and vigor										10 10 15						
FDC	445	Brazilian Pepper	16.5						16.5	28	16	397	2-3	2-3	2-3	Preserve	
	Good form and vigor, unclosed branch cuts										9 12						

												8					
FDC	446	Brazilian Pepper	14.5						14.5	23	13 10 11 8	346	3	2-3	2-3	Remove	
	Good vigor, lean, 3 failed branches																
FDC	447	Indian Laurel Fig	36						36	55	25 29 31 30	2595	2-3	2-3	2-3	Preserve	
	Good form and vigor, many unclosed branch cuts																
FDC	448	Brazilian Pepper	22						22	35	15 16 15 15	730	2-3	2	2-3	Preserve	
	Good form and vigor, girdling roots																
FDC	449	Sawleaf Zelkova	11						11	18	11 7 5 7	177	3-4	3	3	Remove	
	Advanced decay and retrenchment																
FDC	450	Shamel Ash	4						4	25	8 10 5 9	201	2-3	3	2-3	Remove	
	Fence embedded in plant tissue, included bark																
FDC	451	Shamel Ash	5	6					11	27	13 11 5 9	283	2-3	3	2-3	Remove	
	Fence embedded in plant tissue, included bark																
FDC	452	Red Flower Gum	8.5						8.5	33	13 18 8 18	638	2	2	2-3	Preserve	
	Good form and vigor																
FDC	453	Brazilian Pepper	11.5	10.5	8				30	30	21 18 5 13	638	2-3	3	3	Remove	
	Core flare development, included bark																
FDC	455	Mimosa	4	3.5	3				10.5	24	10 10 8 8	254	3	3	2-3	Remove	
	Minor to moderate decay and retrenchment, decay on primary stem, codominant stems																
FDC	456	Mimosa	6.5	9.5					16	23	11 18 12 16	638	3	2-3	3	Remove	
	Mild to moderate retrenchment, decay flare																
FDC	457	Mimosa	5	4.5	3.5				13	15	5 12 12 12	330	3	3	2-3	Remove	
	Decayed stem severe retrenchment																
FDC	458	Myoporum	5	3.5	4.5	3.5	5	6	27.5	19	18 11 4 9	346	3	2-3	2-3	Remove	
	Retrenchment, embedded fence																
FDC	459	Silver Dollar Gum	13	13					26	51	18 22 12 16	907	2-3	3	3	Remove	
	Increase liability, decay at branch union, good vigor, included bark																
FDC	460	Red Iron Bark	22						22	57	24 19 12 24	1225	2	2-3	2-3	Preserve	
	Good form and vigor																
FDC	461	Aleppo Pine	18.5						18.5	50	17 10 19 18	804	2-3	2-3	2-3	Preserve	
	Lean, good form and fair vigor, 2 needles per bundle																
FDC	462	Yew Pine	7.5	5.5					13	19	8 5 7 6	133	2	2-3	2-3	Preserve	
	Codominant stems, good to fair form and vigor																
FDC	463	Silk Oak Tree	28.5						28.5	48	16 13 17 17	779	3	2-3	3	Remove	
	Moderate upper canopy Deadwood, internal decay noted, active bee hive																
FDC	464	Indian Laurel Fig	37						37	48	26 31 24 27	2289	2-3	2-3	3	Remove	
	Access decay in structural roots, increased liability																
FDC	465	Indian Laurel Fig	31						31	47	25	1485	2-3	2-3	3	Remove	

	Good vigor, severe decay in structural roots										23 18 21							
FDC	466	Indian Laurel Fig	28.5						28.5	50	25 27 22 29	2082	2-3	2-3	3	Remove	
	Large branch cut at the branch union, decay at structural roots																	
FDC	468	Indian Laurel Fig	33						33	45	20 28 25 28	2002	2-3	2-3	2-3	Preserve	Remove diseased branch
	Fair form and vigor, large branch cuts with included bark, damaging hardscape																	
FDC	469	Indian Laurel Fig	34						34	47	14 19 18 27	1194	2-3	2-3	2-3	Preserve	
	Large branch cut, included bark, damaging hardscape																	
FDC	470	Indian Laurel Fig	39.5						39.5	49	25 19 19 22	1418	2-3	2-3	2-3	Preserve	
	Large branch cut, included bark																	
FDC	471	Silk Oak Tree	32						32	42	13 12 13 16	572	3	2-3	2-3	Remove	
	Moderate retrenchment, opportunist Mexican fan palm in crotch																	
FDC	472	Strawberry Tree	10						10		6 9 5 9	165	3	2-3	2-3	Remove	
	Large canker in stem																	
FDC	473	Red Iron Bark	40						40	68	32 31 30 33	3116	2-3	2	3	Remove	
	Good form and fair vigor, bracket fungus																	
FDC	474	Red Iron Bark	37						37	68	26 12 17 24	1225	3	2-3	2-3	Remove	
	Minor included bark, decreased canopy, bracket fungus																	
FDC	475	Red Iron Bark	33.5						33.5	72	20 18 20 28	1451	3	2-3	2-3	Preserve	
	Decreased canopy																	
FDC	476	Red Iron Bark	36						36	74	32 33 28 27	2826	2	2	3	Remove	
	Good form and vigor, some stained bark, bracket fungus																	
FDC	477	Red Iron Bark	26.5						26.5	46	21 17 20 12	962	2-3	2-3	2-3	Preserve	
	Large branch cut and fair form																	
FDC	478	Canary Island Pine	17.5	16	19.5				53	50	15 14 16 18	779	2	2	2	Preserve	
	Good vigor, multi-stemmed, gummosis noted																	
FDC	479	Canary Island Pine	22						22	70	17 12 17 17	779	2	2	2	Preserve	
	Good form and vigor																	
FDC	480	Red Iron Bark	41						41	69	18 26 23 19	1451	2-3	2-3	3	Remove	
	Included bark, increased liability, brace and re-evaluate to keep																	
FDC	481	Red Iron Bark	29						29	72	17 23 12 21	1046	2-3	2-3	2-3	Preserve	
	Good form and vigor																	
FDC	482	Red Iron Bark	28						28	52	19 19 21 19	1194	3	2-3	3	Remove	
	Significant canker in upper stem, increased liability, bracket fungus																	
FDC	483	Carrotwood	9						9	15	11 12 10 9	346	2-3	2-3	2-3	Preserve	
	Good vigor, decay at flair, flush cut branch unclosed, upper canopy deadwood																	
FDC	484	Carrotwood	11						11	14	9 10 11	314	2-3	2-3	2-3	Preserve	
	Sapsucker damage, their form and vigor																	

												10					
FDC	485	Guava	3	3	2.5	3	4 | 3	2 | 2	18.5	12	9	227	3	2-3	2-3	Remove	
	Diseased										9 8 8						
FDC	486	Carrotwood	10.5						10.5	15	11	531	2-3	2-3	2-3	Preserve	
	Minor retrenchment										15 12 14						
FDC	487	Carrotwood	7						7	13	5	113	3	3	2-3	Remove	
	Diseased										7 6 6						
FDC	488	Red Iron Bark	36						36	85	30	2969	2	2	2	Preserve	
	Good form and vigor										31 32 30						
FDC	489	White Mulberry	17.5						17.5	26	13	754	3	2-3	3	Remove	
	Moderate retrenchment, decay at branch										18 16 15						
FDC	490	Carrotwood	12.5						12.5	16	16	510	2-3	2-3	2-3	Preserve	
	Lean, decay in union on stem										12 12 11						
FDC	491	Carrotwood	14						14	18	8	452	3	2-3	3	Remove	
	Decay at flare moderate retrenchment										13 13 14						
FDC	492	Carrotwood	19						19	34	22	1075	3	2-3	3	Remove	
	Get bigger, massive canker at site of former failed branch										17 17 18						
FDC	493	American Sweetgum	15.5						15.5	38	19	829	2-3	2-3	2-3	Remove	
	Good vigor with minor retrenchment, termites in decayed branch cut, marginal										13 17 16						
FDC	494	Sawleaf Zelkova	21						21	28	10	240	3	2-3	3	Remove	
	Indication of bores noted										8 8 9						
FDC	495	American Sweetgum	21						21	47	16	934	2-3	2-3	2-3	Remove	
	Girdling roots, moderate retrenchment, stained bark with decayed stem										17 18 18						
FDC	496	American Sweetgum	9						9	27	14	572	2-3	2-3	2-3	Remove	
	Minor retrenchment, decrease prognosis, longitudinal decay on stem										16 11 13						
FDC	497	American Sweetgum	20						20	28	14	779	3	2-3	3	Remove	
	Moderate retrenchment										15 17 17						
FDC	498	American Sweetgum	10						10	21	13	380	3	2-3	3	Remove	
	Diseased										11 8 12						
FDC	499	Guava	5	4	7				16	15	10	330	2-3	2-3	2-3	Preserve	Treat mold if keeping
	Possible black sooty mold on leaves										12 8 11						
FDC	500	American Sweetgum	15						15	47	18	989	2-3	2-3	2-3	Preserve	Reevaluate if keeping post development
	Good form and vigor, decreased canopy										19 18 16						
FDC	501	Weeping Bottlebrush	16						16	34	10	615	2-3	2	2-3	Preserve	

	Good form and vigor										15 14 17						
FDC	502	Brisbane Box	17						17	39	17 14 14 13	660	2	2	2	Preserve	
	Good form and vigor																
FDC	503	Brisbane Box	10.5						10.5	37	11 9 11 10	330	3	2-3	2-3	Preserve	
	Fair form and vigor, minor to moderate retrenchment																
FDC	504	Lemon Scented Gum	18						18	56	18 26 20 25	1554	2-3	2-3	2-3	Preserve	
	Decreased canopy vigor																
FDC	505	Mexican Fan Palm	19						19	60	8 12 11 13	380	2	2	2	Preserve	
	Good form and vigor																
FDC	506	Southern Magnolia	5						5	15	9 8 7 6	177	2-3	2	2-3	Preserve	
	Decreased canopy health																
FDC	507	Southern Magnolia	13						13	27	11 11 9 12	363	3	2	2-3	Remove	
	Decreased canopy health and decay in branch crotch																
FDC	508	Southern Magnolia	9						9	16	10 14 10 14	452	3	2	2-3	Remove	
	Decreased canopy health, decay on stem																
FDC	509	Southern Magnolia	6						6	12	7 10 8 8	214	2-3	2-3	2-3	Preserve	
	Decreased canopy health minor with minor retrenchment																
FDC	510	European Olive	10	9	14				33	33	17 20 13 14	804	3	2-3	2-3	Remove	
	Multiple points of decay, retrenchment																
FDC	511	Magenta Lilly Pilly	6	6	8.5				20.5	32	12 12 9 10	363	2-3	3	2-3	Preserve	
	Multi stemmed specimen																
FDC	512	Weeping Bottlebrush	14.5						14.5	36	8 10 18 17	551	2-3	2-3	2-3	Preserve	
	Unclosed branch cut																
FDC	513	Brazilian Pepper	37						37	34	22 18 13 18	989	3	2-3	3	Remove	
	Moderate retrenchment, epicormic sprouting, senescent																
FDC	514	Brazilian Pepper	35						35	34	21 19 18 17	1104	2-3	2-3	3	Remove	
	Water sprouting, cavity in flare																
FDC	515	Brisbane Box	16.5						16.5	39	9 14 11 13	434	2	2	2	Preserve	
	Good form and vigor																
FDC	516	Peruvian Pepper	11.5	6	10.5				28	27	15 14 15 18	754	2	2-3	2-3	Preserve	
	Good form and vigor, Codominant stems with poor crotch formation																
FDC	517	Peruvian Pepper	10	14	8	7			39	16	18 12 22	1104	3	2-3	3	Remove	
	Tissue embeds fence, increased liability, cavity and limb																

												23					
FDC	518	Carrotwood	4	3.5	5.5	5			18	16	15 11 14 12	531	2-3	3	3	Remove	
	Competing canopy, leans into property, poor location																
FDC	519	Mexican Fan Palm	16						16	62	9 10 11 8	283	2	2	2	Preserve	
	Good form and vigor																
FDC	520	Golden Wattle	8.5	6	6.5				21	17	7 14 13 5	298	3-4	2-3	3-4	Remove	
	Leans over fence, fungus on stem																
FDC	521	Shamel Ash	38						38	63	31 25 31 32	2779	2-3	3	3	Preserve	Brace and re-evaluate to keep
	Good vigor, codominant stems with included bark																
FDC	522	Shamel Ash	5	8	6				19	36	13 17 12 15	638	2-3	3	3	Preserve	Subordinate codominant stem
	Good vigor, multi stem																
FDC	523	Shamel Ash	28.5						28.5	71	27 20 21 17	1418	2-3	2-3	2-3	Preserve	Nest observed
	Harvested codominant stem, minor retrenchment, nest observed																
FDC	524	Silk oak	18						18	45	19 18 18 19	1075	2-3	2-3	2-3	Preserve	
	Minor retrenchment noted																
FDC	525	Shamel Ash	19.5	13.5					33	59	24 30 28 27	2332	3	3	3-4	Remove	
	Hazardous specimen, codominant stems, cavity and crotch in stem, termites																
FDC	526	African Fern Pine	16						16	38	14 15 15 11	594	2-3	3	3	Remove	
	Cankers in upper stem, good vigor, increased liability and poor prognosis, severed structural root																
FDC	527	Shamel Ash	26						26	73	26 25 30 30	2418	2-3	2	3	Preserve	Prune and reevaluate if keeping
	Decay in branch cut in upper canopy on the east side																
FDC	528	Shamel Ash	34.5						34.5	67	21 32 26 16	1771	3	3	3	Remove	Nest observed
	Moderate retrenchment, included Bark between codominant stems, nest observed																
FDC	529	Shamel Ash	26						26	58	29 22 22 20	1697	2-3	2-3	2-3	Remove	
	Moderate retrenchment, multiple points of decay with indications of termites																
FDC	530	Hong Kong Orchid Tree	10						10	22	16 15 9 11	510	3	2	3	Remove	
	Diseased with indication of termites																
FDC	531	Hong Kong Orchid Tree	7.5						7.5	18	14 9 9 10	346	3	2	3	Remove	
	Diseased with indication of termites																
FDC	532	Hong Kong Orchid Tree	7.5						7.5	21	7 11 8 8	227	2-3	2	3	Remove	
	Multiple points of decay, poor prognosis																
FDC	533	Chinese Juniper	13	5.5					18.5	14	10 10 7 6	214	2-3	2-3	2	Remove	
	Good health and vigor, topped																
FDC	534	Blue Jacaranda	15						15	33	16 18 18 17	934	3	2	3	Remove	
	Mild retrenchment, fair form and vigor, decayed structural roots																

FDC	535	Magenta Lilly Pilly	14						14	32	11 / 13 / 9 / 11	380	2-3	2	3	Remove	
	Flare damage, increased liability																
FDC	536	Brazilian Pepper	33.5						33.5	34	18 / 18 / 18	1017	2-3	2-3	2-3	Preserve	Treat and reevaluate
	Pest infested, decreased vigor																
FDC	632	Brazilian pepper	5	6.5	3	4.5	4	5	28	24	14 / 5 / 9 / 4	201	2	2-3	2	Preserve	
	Multi-stem, decay in open branch cut																
FDC	634	Siberian Elm	25						25	43	21 / 10 / 19 / 17	881	3	2-3	3	Remove	
	Burrows in structural root crown, cavity in structural root, unclosed branch cut and scar, topped, cavity in mainstem																
FDC	635	Indian Laurel Fig	57.5						57.5	65	32 / 32 / 22 / 24	2375	2	2-3	3	Preserve	Prune decayed limb
	Good health and vigor, decayed limb																
FDC	636	Silk Oak Tree	23						23	63	18 / 12 / 17 / 15	754	2-3	2	3	Remove	
	Cavity in primary limb, increased liability																
FDC	637	Silk Oak Tree	26						26	61	19 / 9 / 17 / 12	638	3	2	3	Remove	
	Two failed limbs																
FDC	639	Glossy Privet	5	6.5	5	4.5	3.5	5 | 5	34.5	34	13 / 12 / 14 / 12	510	2-3	3	3	Remove	
	Multiple decayed locations at old branch cuts, increased liability																
FDC	640	Glossy Privet	5	4.5	5	4	5		23.5	37	14 / 8 / 9 / 5	254	2-3	3	3	Remove	
	Multiple decayed locations at old branch cuts, increased liability																
FDC	641	Glossy Privet	6	4	4				14	38	10 / 4 / 8 / 9	189	3	2-3	2-3	Remove	
	Diseased																
FDC	642	Glossy Privet	4.5	4	3.5	3.5	2.5	6 | 4	28	38	16 / 6 / 5 / 3	177	3	3	2-3	Remove	
	Diseased, multiple dead limbs																
FDC	643	Glossy Privet	4.5	2.5	5.5	4			16.5	37	16 / 6 / 5 / 3	177	2-3	3	2-3	Remove	
	Diseased, multiple dead limbs, decay at old branch cuts																
FDC	644	Glossy Privet	4.5	3.5	2.5	5.5	5	4	25	41	14 / 7 / 14 / 7	346	3	2-3	2-3	Remove	
	Advanced diseased, replacement will better serve project																
FDC	646	Indian Laurel Fig	37						37	63	15 / 24 / 14 / 22	1104	2	2	2	Preserve	
	Good form and vigor, minor deadwood in canopy																
FDC	647	Glossy Privet	4.5	6.5	3.5	3.5	4.5 | 6	5.5 | 6	40	44	15 / 5 / 16 / 20	615	3	2-3	3	Remove	
	Epicormic shoots sprouting, multiple diseased limbs, decline																
FDC	648	Swiss Floss Tree	11						11	14	13 / 9 / 7 / 7	254	2-3	2-3	2-3	Preserve	
	Leaf tip burn, vigor fair																
FDC	649	Swiss Floss Tree	6						6	14	8 / 5 / 0 / 2	44	3-4	3	3	Remove	
	Decreased aesthetics and canopy development																
FDC	650	White Mulberry	17						17	30	21 / 16 / 22 / 14	1046	2-3	2-3	3-4	Remove	
	Decayed structural roots, increased liability, good vigor, fungal fruiting body																
FDC	651	Swiss Floss	11						11	24	12 / 12 / 10	314	2-3	2-3	2-3	Preserve	
	Decay in branch cut																

												6					
FDC	652	Ornamental Pear	16						16	29	19 18 20 16	1046	2-3	2	2-3	Preserve	
	Moderate retrenchment, flush cuts																
FDC	653	Swiss Floss Tree	16.5						16.5	21	11 14 10 12	434	2-3	2-3	3	Remove	
	Significant decay in structural roots, decreased prognosis																
FDC	654	Chinese Juniper	6.5	6.5	6				19	16	18 9 10 6	363	2-3	3	3	Remove	
	Sprawling canopy, multi-stem, decreased prognosis, flush cuts, poor form																
FDC	655	Chinese Juniper	8						8	11	10 9 6 4	165	3	3	3	Remove	
	Offset canopy, competing canopy, poor form																
FDC	656	Chinese Juniper	7.5	7.5	8.5	5			28.5	17	15 9 9 6	298	2-3	3	3	Remove	
	Internal decay in lower stem																
FDC	657	Chinese Juniper	5.5	3.5	5.5	4	7	5 | 6.5	37	24	16 6 11 8	330	2-3	3	2-3	Preserve	
	Poor form, vigor OK, offset canopy																
FDC	658	Chinese Juniper	4.5	4.5					9	24	8 3 11 8	177	3	3	2-3	Remove	
	Poor growth form and decreased aesthetics																
FDC	659	Chinese Juniper	5	5	7.5				17.5	22	10 6 11 5	201	2-3	2-3	2-3	Preserve	
	Competing canopy and decreased aesthetics																
FDC	660	Chinese Juniper	6.5						6.5	12	23 16 20 14	1046	2-3	2-3	2-3	Preserve	
	Competing canopy																
FDC	661	Shamel Ash	6.5						6.5	57	10 2 12 6	177	2-3	2-3	2-3	Remove	Can save if removing fence and re-evaluating
	Embedded fence, good health and vigor																
FDC	662	Chinese Juniper	6.5	6.5					13	21	7 3 16 7	214	2-3	3	2-3	Remove	
	Flush cut pruning observed, poor form																
FDC	663	Chinese Juniper	6.5	6.5					13	21	7 3 16 7	214	2-4	4	2-4	Remove	
	Decreased aesthetics and canopy development																
FDC	667	Blue Jacaranda	6	6.5					12.5	16	9 13 16 14	531	2-3	2-3	2-3	Preserve	
	Codominant stems, upper canopy deadwood, flush cut noted, project may be better served if replaced																
FDC	668	Blue Jacaranda	5	5.5	5.5	5	6		27	22	9 15 16 14	572	2-3	2-3	2-3	Preserve	Re-evaluate post development
	Upper canopy Deadwood noted																
FDC	669	Blue Jacaranda	14.5						14.5	31	11 12 15 17	594	1-2	2-3	2-3	Preserve	
	Good health and vigor noted, burrows in root crown, codominant stem removed																
FDC	670	Indian Laurel Fig	25						25	42	22 18 17 28	1418	2-3	2	2-3	Preserve	Prune for safety
	Unclosed flush cut, good health and vigor, decayed wood in unclosed branch cut girdling roots																
FDC	671	Indian Laurel Fig	33						33	51	26 17 19 22	1385	2-3	2	2-3	Preserve	Re-evaluate and brace for safety if keeping
	Flush cuts noted, included bark																
FDC	672	Indian Laurel Fig	17	12	20	15			64	47	25 12 21 21	0	3	2-3	3	Remove	
	Large cavity in lower stem																
FDC	673	Swiss Floss	21						21	31	16	0	2	2	2	Preserve	

	Good form and vigor										15 16 16						
FDC	674	Senegal Date Palm	7	8	5.5				20.5	27	18 7 19 1	397	2	2-3	2-3	Preserve	
	Multiple basal sprouts, good vigor																
FDC	675	Senegal Date Palm	6	7.5	7.5	6	8.5	8.5	44	31	14 10 15 17	615	2	2-3	2-3	Preserve	
	Multiple basal sprouts, good vigor																
FDC	676	Scarlet Firethorn	4.5	3	4.5				12	10	6 4 6 4	79	2	2-3	2	Preserve	
	Included bark in branch union, low liability																
FDC	679	Indian Laurel Fig	20	17.5	21				58.5	60	30 16 19 30	1771	2-3	2	2-3	Preserve	
	Good form and vigor																
FDC	680	Indian Laurel Fig	57						57	62	30 27 16 24	1847	2-3	2	2-3	Preserve	
	Good form and vigor																
FDC	681	Indian Laurel Fig	40	20					60	62	24 22 24 20	1590	2-3	2-3	3	Preserve	Re-evaluate and monitor as needed
	Decay at two branch cuts noted, low risk																
FDC	682	Indian Laurel Fig	41						41	62	18 26 31 25	1963	3	3	3	Remove	
	Internal cavity, good vigor, increased liability																
FDC	683	Brazilian Pepper	23						23	35	18 26 31 25	1963	3	3	3	Remove	
	Large enclosed branch cut, good vigor but increased liability noted, termite frass																
FDC	684	Canary Island Pine	25						25	66	12 10 14 13	471	2-3	2-3	2-3	Preserve	
	Lower limbs removed, good health and vigor																
FDC	685	Canary Island Pine	20						20	64	9 9 9 9	254	2-3	2-3	2-3	Preserve	
	Lower limbs removed, good health and vigor																
FDC	686	Brazilian Pepper	36						36	38	21 14 19 26	1256	2-3	2-3	2-3	Preserve	
	Large flush branch cut noted																
FDC	687	Indian Laurel Fig	45						45	57	27 17 28	1963	3	2-3	3	Remove	
	Decay noted app flare and structural roots																
FDC	688	Indian Laurel Fig	43						43	62	25 16 20 27	1520	2-3	2	2-3	Preserve	
	Good form and vigor noted																
FDC	690	Canary Island Pine	27						27	58	14 8 14 12	452	2	2	2-3	Preserve	
	Good form and vigor																
FDC	692	Canary Island Pine	21.5						21.5	50	16 10 13 12	510	2-3	2-3	2-3	Preserve	
	Girdled structural roots observed, epicormic sprouting																
FDC	693	Canary Island Pine	31.5						31.5	45	22 15 18	962	2-3	2-3	2-3	Preserve	
	Good form and vigor																

												15						
FDC	694	Canary Island Pine	14						14	52	10		165	2-3	2-3	2-3	Preserve	
	Good form and vigor										6	8						
											5							
FDC	695	Canary Island Pine	27						27	55	15		491	2-3	2	2-3	Preserve	Remove electrical utility line
	Good form and vigor, electrical utility line wrapped on tree										10	14						
											11							
FDC	696	Canary Island Pine	27						27	61	11		452	2	2	2	Preserve	
	Good form and vigor										12	12						
											13							
FDC	698	Sago Palm	15	15					30	9	2		28	2	2-3	2-3	Preserve	
	Good form and vigor										3	4						
											3							
FDC	699	Silk Oak Tree	37.5						37.5	48	15		594	3	2-3	2-3	Remove	
	Decreased canopy vigor and significant dieback										12	15						
											13							
FDC	700	Silk Oak Tree	21						21	51	13		707	2-3	2-3	3	Remove	
	Flush cut, decay at mid stem										14	14						
											19							
FDC	701	Silk Oak Tree	20.5						20.5	49	12		962	2	2	3	Preserve	
	Near foundation of building										22	19						
											17							
FDC	702	European Olive	9	12.5	8				29.5	31	13		397	2	3	3	Preserve	Re-evaluate and brace for safety, potential heritage tree
	Significant tree due to name on plaque nearby, next to target, codominant stems, some decay noted										6	15						
											11							
FDC	703	Canary Island Pine	22						22	75	16		415	2	2-3	2-3	Preserve	
	Good form and vigor, next to target										7	12						
											11							
FDC	704	South African Coral Tree	39						39	44	22		1352	3	2-3	3-4	Remove	
	Hollowed stem, increased liability, red flowers										21	19						
											21							
FDC	705	Siberian Elm	20						20	32	18		683	2-3	3	2-3	Preserve	
	Topped, good vigor, water sprouting										14	14						
											13							
FDC	706	Indian Laurel Fig	33						33	54	22		1554	2-3	2-3	2-3	Preserve	
	Good form and vigor										24	24						
											19							
FDC	707	Indian Laurel Fig	41						41	56	19		1625	2-3	2-3	3	Preserve	
	Included bark in branch union with large limb										20	30						
											22							
FDC	708	Indian Laurel Fig	34						34	47	18		829	2-3	2-3	2-3	Preserve	
	Cavity under structural root and epicormic sprouts										19	12						
											16							
FDC	709	Sawleaf Zelkova	22.5						22.5	35	21		962	3	2-3	3	Remove	
	Offset crown, frass noted large branch cuts										18	18						
											13							
FDC	710	Sawleaf Zelkova	16						16	30	16		452	3	2-3	2-3	Remove	
	Top trimming, decreased aesthetics, water sprouting, decay at primary branch cut										12	11						
											9							
FDC	711	Sawleaf Zelkova	14						14	17	10		227	3	3	2-3	Remove	
	Advanced decay, removed primary stem, evidence of termites										8	12						
											4							

FDC	712	Crape Myrtle	6.5						6.5	21	5	6 5	5	87	3	2-3	2-3	Remove	
	Decay at flare, decline, needs irrigation and may be saved																		
FDC	713	Canary Island Pine	25.5						25.5	46	13	8 15	15	510	2-3	2-3	2-3	Preserve	
	Primary stem removed, vigor is reduced, epicormic sprouting																		
FDC	714	American Sweetgum	17						17	40	12	13 18	19	754	3	2-3	3	Remove	
	Multiple areas of decay at route crown, and decrease stability																		
FDC	715	American Sweetgum	16						16	27	18	14 11	16	683	3	2-3	3	Remove	
	Dead primary stem, severe decline																		
FDC	716	American Sweetgum	23.5						23.5	44	15	11 12	9	434	3	3	2-3	Remove	
	Girdling roots, vigor OK, flush cuts and cankers, the decay is surficial in roots																		
FDC	717	Canary Island Pine	25						25	54	10	12 15	14	510	2	2	2	Preserve	
	Good form and vigor																		
FDC	718	Japanese Red Pine	8.5						8.5	23	6	7 8	6	143	2-3	2-3	2-3	Preserve	
	Minor decline																		
FDC	719	Japanese Red Pine	9						9	24	7	12 19	12	491	3-4	3	3	Remove	
	Decline																		
FDC	720	Japanese Red Pine	9.5						9.5	15	13	4 13	10	314	2-3	3	2	Preserve	
	Poor form																		
FDC	721	Japanese Red Pine	6.5	6.5	5.5	5.5			24	15	9	13 16	18	615	2-3	3	2-3	Preserve	
	Unusual form, memorial tree																		
FDC	722	Japanese Red Pine	9						9	17	10	13 8	13	380	2-3	2-3	2-3	Preserve	
	Fair form and vigor, low risk																		
FDC	723	Japanese Red Pine	10						10	16	10	12 10	12	380	2-3	2-3	2-3	Preserve	
	Decline, 2 needles per bundle, 3-to-5-inch needles																		
FDC	724	Sawleaf Zelkova	19.5						19.5	29	15	5 9	6	240	3-4	3	3	Remove	
	Large area of decay on stem, topped, tag removed																		
FDC	725	Sawleaf Zelkova	23						23	25	9	12 12	14	434	3	2-3	2-3	Remove	
	Diseased primary limb, poor prognosis																		
FDC	726	Sawleaf Zelkova	13.5						13.5	26	10	15 12	12	471	3	2-3	2-3	Remove	
	Multiple cankers noted																		
FDC	727	Silk Oak Tree	32.5						32.5	54	16	17	19	855	2-3	2-3	3	Preserve	Re-evaluate to keep
	Possible decay at primary branch, reevaluate to keep, good vigor, increased liability																		

											14						
FDC	728	Canary Island Pine	30						30	69	11 10 9 8	283	2-3	2-3	3	Preserve	Brace to keep and re-evaluate
	Included bark in codominant stem union, brace to keep																
FDC	729	Canary Island Pine	29.5						29.5	70	14 14 16 17	730	2-3	2-3	2-3	Preserve	
	Good form and vigor																
FDC	730	Italian Stone Pine	28.5						28.5	43	18 11 25 15	934	3	3	3	Remove	
	Large cavity in stem																
FDC	731	Italian Stone Pine	26.5						26.5	42	15 30 12 14	989	3	2-3	3	Remove	
	Decay in flare, sweep lean																
FDC	732	Chinese Elm	17.5						17.5	48	18 15 14 16	779	2-3	2-3	2-3	Preserve	
	Large branch cut noted																
FDC	733	Chinese Elm	19						19	52	14 16 15 18	779	2-3	2-3	2-3	Preserve	
	Large flush cut																
FDC	734	Chinese Elm	14						14	41	12 14 12 14	531	3	3	3	Remove	
	Significant lean, fair canopy development, decay at flare																
FDC	735	Chinese Elm	18						18	44	18 22 9 17	855	2-3	3	2-3	Preserve	
	Good form and vigor, offset canopy, girdling roots																
FDC	736	Camphor	13						13	34	19 19 19 18	1104	2	2	2	Preserve	
	Good form and vigor, ice plant at base																
FDC	737	Chinese Elm	17						17	47	19 23 21 22	1418	2-3	2-3	3	Preserve	Prune branch and re-evaluate
	Good form and vigor, failed branch,																
FDC	738	Chinese Elm	21						21	42	23 13 28 21	1418	2-3	3	2-3	Remove	
	Exuding sap from branch kite, improper trimming, poor prognosis, canker at roots, fair vigor																
FDC	739	Chinese Elm	18						18	47	21 25 28 25	1923	2-3	2-3	3	Remove	
	Multiple cankers at flare, large branch cut, increased liability																
FDC	740	Chinese Elm	18						18	43	21 25 20 18	1385	2-3	2-3	3	Remove	
	Large canker on east side of structure, exuding sap, canker on structural roots																
FDC	741	Chinese Elm	15						15	43	10 21 12 18	730	3	3	3	Remove	
	Cankers at flare and upper stem, competing canopies																
FDC	742	Chinese Elm	15						15	32	25 21 19 12	1164	3	3	3	Remove	
	Lean, multiple cankers on limbs																
FDC	743	Camphor	5.5	7					12.5	22	16 11 8 10	397	2-3	2-3	3	Remove	
	Improper location as it is next to a building, good health and vigor																
FDC	744	Southern Mongolia	11						11	28	13 14 13 17	638	2	2	2	Preserve	
	Good health and vigor, some upper canopy deadwood																
FDC	745	Brazilian Pepper	19						19	28	11 20 13	804	2-3	2-3	3	Remove	
	Termites found in unclosed branch cut in crotch																

											20						
FDC	746	Brazilian Pepper	25						25	34	21 / 15 / 16 / 17	934	3	3	3	Remove	
	Indication of termites, retrenchment, cavity under tree																
FDC	747	Canary Island Pine	36						36	63	18 / 17 / 22 / 20	1164	2	2-3	2-3	Preserve	
	Good form and vigor, next to building																
FDC	748	Yew Pine	8						8	27	7 / 9 / 6 / 2	113	2-3	2-3	3	Remove	
	Next to building, dead branch, offset canopy																
FDC	749	Blue Jacaranda	8	6	7				21	30	16 / 22 / 12 / 11	730	2-3	3	2-3	Preserve	Re-evaluate to keep
	Included bark, good vigor																
FDC	750	Brazilian Pepper	33						33	48	14 / 22 / 15 / 24	1104	2-3	2-3	3	Preserve	Re-evaluate and brace to mitigate risk
	Multiple stems with included bark, good health and vigor, increased risk																
FDC	751	Tulip Tree	19						19	30	12 / 11 / 11 / 15	471	3	2-3	2-3	Remove	
	Severe retrenchment, diseased primary stem																
FDC	752	Blue Jacaranda	9	12	6				27	48	16 / 18 / 15 / 17	855	2	2	2	Preserve	
	Good form and vigor																
FDC	753	Blue Jacaranda	13						13	30	12 / 14 / 14 / 18	660	2	2	2	Preserve	
	Good form and vigor																
FDC	754	Canary Island Pine	22						22	36	11 / 5 / 10 / 9	240	3	2-3	2-3	Remove	
	Decline, epicormic sprouts																
FDC	755	Canary Island Pine	38						38	25	16 / 11 / 18 / 19	804	2	2	2	Preserve	
	Good form and vigor																
FDC	756	American Sweetgum	22						22	44	16 / 13 / 18 / 13	707	3	2-3	2-3	Remove	
	Some retrenchment, marginal tree health, better to replace																
FDC	757	American Sweetgum	19						19	45	16 / 13 / 18 / 13	707	2	2	2	Preserve	
	Fair form and vigor																
FDC	758	Tulip Tree	16						16	45	12 / 13 / 13 / 13	510	2-3	2-3	3	Remove	
	Decay and cavity at branch cut, increased liability																
FDC	759	American Sweetgum	17						17	49	18 / 17 / 15 / 14	804	3	2-3	2-3	Remove	
	Some upper canopy deadwood, stained bark, cankers																
FDC	760	Chinese Elm	9						9	30	17 / 11 / 17 / 9	572	2-3	2	2	Preserve	
	Good form and vigor, next to building																
FDC	761	Pencil Tree	8						8	15	8 / 7 / 6 / 6	143	3	2	2-3	Remove	
	Good form and vigor, decay on stem																

FDC	762	American Sweetgum	16						16	49	15 11 11 11	452	3	2-3	2-3	Remove	
	Decline, multiple cankers and stained bark locations																
FDC	763	Brazilian Pepper	21						21	36	13 21 15 18	881	2-3	2-3	3	Remove	
	Large specimen, good vigor, decay at crotch																
FDC	764	Brazilian pepper	17						17	23	10 13 12 13	452	2-3	2-3	2-3	Preserve	
	Good form and vigor																
FDC	765	Brazilian Pepper	24						24	32	15 18 18 15	855	2-3	2-3	3	Remove	
	Good form and vigor, longitudinal fissure																
FDC	766	Chinese Elm	17						17	43	27 20 22 22	1625	3	2-3	3	Remove	
	Fair form and vigor, monitor post development, decay at flare																
FDC	767	Chinese Elm	17						17	36	22 20 18 19	1225	3	2-3	3	Remove	
	Exuding sap from branch cut, unclosed branch cut																
FDC	768	Chinese Elm	18						18	40	23 16 20 22	1288	3	2-3	3	Remove	
	Multiple decayed structural roots																
FDC	769	American Sweetgum	13						13	33	16 19 17 17	934	3	2-3	2-3	Remove	
	Dead primary stem, upper canopy deadwood, retrenchment																
FDC	770	Southern Magnolia	17						17	36	15 18 15 20	907	2	2	2	Preserve	
	Good form and vigor																
FDC	771	Chinese Pistache	12						12	26	9 10 12 12	363	2-3	3	3	Remove	
	Flush cut, poorly trimmed in the past																
FDC	772	Chinese Pistache	12						12	29	10 12 12 13	434	2-3	2-3	2-3	Preserve	
	Epicormic sprouting																
FDC	773	Chinese Pistache	14.5						14.5	31	14 15 16 15	707	3	2	3	Remove	
	Good form and vigor, decay at primary branch																
FDC	774	Chinese Pistache	14						14	31	16 17 14 13	707	3	3	3	Remove	
	Poor branch cut lead to large canker and termites																
FDC	775	Chinese Pistache	16						16	29	12 12 12 13	471	2-3	3	2-3	Remove	
	Poorly trimmed and offset canopy mass																
FDC	776	Silk Oak Tree	29						29	59	16 17 13 21	881	2-3	2	2	Preserve	
	Good form and vigor																
FDC	777	Silk Oak Tree	30						30	59	26 17 19 26	1520	3	2-3	3	Remove	
	Shelf fungus at base, increased liability																
FDC	778	Canary Island Pine	28						28	84	14 16 18 22	962	2	2	3	Preserve	Trim and subordinate secondary stem
	Codominant stems in upper canopy																
FDC	779	Chinese Elm	5	6	7				18	24	19 18 16	962	3	2-3		Remove	
	Decay at primary stem, lean, poor form and location, near target																

												17						
FDC	780	Silk Oak Tree	33						33	61	19 19 20 18		1134	2-3	2-3	3	Remove	
	Senescent specimen, increased risk liability																	
FDC	781	Umbrella Tree	6	8	9				23	24	10 10 7 7		227	3	2-3	2-3	Remove	
	Decay at primary stem, multi stemmed, next to building																	
FDC	782	Canary Island Pine	25						25	80	11 14 16 19		707	2	2	2	Preserve	
	Good form and vigor																	
FDC	783	Canary Island Pine	17						17	56	12 12 13 12		471	2	2	2	Preserve	
	Good form and vigor																	
FDC	784	Chinese Elm	20						20	40	28 25 28		2205	3	3	3	Remove	
	Poorly trimmed, lean, possible soil lift at root crown																	
FDC	785	Chinese Elm	21						21	42	21 21 22 24		1520	2-3	2-3	3	Remove	
	Cankers in structural roots																	
FDC	786	Brazilian Pepper	39						39	46	23 22 22 25		1661	3	2-3	3	Remove	
	Decay in crotch, increased liability																	
FDC	787	Brazilian Pepper	61						61	45	17 15 21 27		1256	2-3	2-3	3	Remove	
	Decay at old branch cut in mid stem																	
FDC	788	Brazilian Pepper	25						25	42	20 13 13 19		829	2-3	2-3	3	Remove	
	Poorly trimmed, decay at branch cut, multiple unclosed branch cut with decay																	
FDC	789	Brazilian Pepper	34						34	43	24 18 19 26		1485	2-3	2-3	2-3	Preserve	
	Fair vigor and form																	
FDC	790	Victorian Box	8	6	6				20	25	9 13 9 6		269	3	3	3	Remove	
	Decay in primary stem, codominant stems noted																	
FDC	792	Victorian Box	7	5					12	24	8 13 8 6		240	3	2-3	2-3	Remove	
	Retrenchment noted decay, codominant stems and removed the primary stem noted																	
FDC	793	Coast Live Oak	22						22	43	32 21 19 32		2123	2	2	2	Preserve	
	Good form and vigor, some sapsucker damage																	
FDC	794	Lemon Scented Gum	21						21	79	28 29 37 31		3066	2-3	2-3	2-3	Preserve	Prune limb over building
	Multiple cankers																	
FDC	795	Silk Oak Tree	17						17	35	9 8 6 9		201	2-3	2	3	Remove	
	Good health and vigor, indication of borers noted, failed branch																	
FDC	796	Carob Tree	31.5						31.5	33	17 17 13 14		730	3	2	3	Remove	
	Multiple large cankers with termites, increased liability																	
FDC	797	Green Ash	18						18	44	16 18 17 11		754	3	2	3	Remove	
	Some upper canopy deadwood, multiple areas of decay with termites																	
FDC	798	Lemon Scented Gum	34						34	87	19		1847	2-3	2	2-3	Remove	

	Some decayed upper canopy branches, flush cuts noted, decayed crotch										32 22 24						
FDC	799	Lemon Scented Gum	24						24	87	27 17 22 15	1288	2	2	2	Preserve	
	Good form and vigor																
FDC	800	Lemon Scented Gum	21.5						21.5	85	18 12 18 16	804	3	2	2	Remove	
	Poor prognosis and fit for future project																
FDC	801	Lemon Scented Gum	21						21	84	23 12 20 14	934	2	2	2	Preserve	
	Good health and vigor																
FDC	802	Canary Island Pine	26						26	51	7 18 13 15	551	2-3	2	2	Preserve	
	Good health and vigor, some exudation																
FDC	803	Red River Gum	24.5						24.5	60	26 23 21 17	1485	3	2	3	Remove	
	Large decay on south side of flare/stem, increased liability, red twig																
FDC	804	Magenta Lilly Pilly	23						23	42	8 8 10 9	240	2-3	2-3	3	Preserve	Re-evaluate and brace to mitigate risk of failure
	Good health and vigor, multi-stem,																
FDC	805	Weeping Bottlebrush	19.5						19.5	32	12 8 11 13	380	2-3	2-3	2-3	Preserve	
	Fair vigor, good form																
FDC	806	Weeping Bottlebrush	9	9					18	24	8 11 8 8	240	3	2-3	3	Remove	
	Poor branch attachment																
FDC	807	Weeping Bottlebrush	8	8.5	11.5				28	26	8 11 10 9	283	2-3	2-3	3	Preserve	Brace to mitigate failure
	Fair vigor, poor scaffolding																
FDC	808	Weeping Bottlebrush	7	12.5					19.5	21	10 10 9 9	283	2-3	2-3	2-3	Preserve	
	Fair form and vigor																
FDC	809	Weeping Bottlebrush	12.5						12.5	32	10 12 11 11	380	2-3	2-3	3	Remove	
	Some included bark at crotch, poor scaffolding, offset canopy																
FDC	811	Blue Jacaranda	13.5						13.5	30	11 14 14 15	572	2-3	2-3	2-3	Preserve	Prune for safety
	Unclosed branch cut, good form and vigor																
FDC	812	Southern Magnolia	8.5						8.5	27	6 13 10 13	346	2-3	3	3	Remove	
	Decay at branch and flare, increased liability																
FDC	813	Weeping Bottlebrush	10	7					17	28	12 10 9 10	330	2-3	2-3	3	Preserve	Re-evaluate and brace for safety
	Fair form and vigor, codominant stems with included bark, increase risk																
FDC	814	Weeping Bottlebrush	10.5	11					21.5	19	9	283	2-3	3	2-3	Remove	

	Fair vigor, poor form with lean										8 11 10						
FDC	815	Weeping Bottlebrush	16.5						16.5	19	10 11 16 9	415	2-3	2-3	2-3	Preserve	
	Lean, fair form and vigor																
FDC	816	Green Ash	13.5						13.5	36	14 14 16 12	615	3	2-3	2-3	Remove	
	New leaves are diseased, fair vigor, infection noted, lower canopy deadwood, decline																
FDC	817	Weeping Bottlebrush	11.5	8					19.5	39	5 12 12 13	346	2-3	2-3	3	Remove	
	Failed branch, codominant stems, cavity and flare																
FDC	818	Weeping Bottlebrush	8.5	5.5	6.5				20.5	18	9 8 7 6	177	2-3	2-3	2-3	Preserve	Remove branch to north to keep
	Topped, needs branch removed																
FDC	819	Glossy Privet	8	5	4	6.5	6.5	6 | 7	37	30	10 6 10 9	240	3	2-3	2-3	Remove	
	Fair form and vigor, multi stemmed, old with retrenchment																
FDC	820	Lemon Scented Gum	29.5						29.5	84	18 33 18 33	2042	2	2	2	Remove	
	Good form and vigor, decay at unclosed branch cut, gummosis																
FDC	821	Blue Jacaranda	2	7	3	5	3		20	20	10 8 11 10	298	2-3	2-3	2-3	Preserve	
	Some retrenchment, decay in branch cut																
FDC	822	Blue Jacaranda	6.5						6.5	17	3 8 10 5	133	3	2-3	2	Remove	
	Vigor is fair, stem has lean, upper canopy deadwood																
FDC	823	Mimosa	8	5.5	7	5.5	5.5		31.5	34	21 9 18 17	829	3	2	2-3	Remove	
	Indication of borers noted, vigor is good, included bark noted, needs treatment																
FDC	824	Blue Jacaranda	11	7.5	4.5	7			30	34	10 19 13 13	594	2-3	2	2	Preserve	
	Good form and vigor																
FDC	825	Green Ash	40						40	58	14 23 20 27	1385	2-3	2	3	Preserve	Brace codominant stem and subordinate
	Good form but fair vigor																
FDC	826	Chinese Juniper	12	10.5					22.5	23	11 6 11 9	269	2	2	2	Preserve	
	Good form and vigor																
FDC	827	Lemon Scented Gum	18.5						18.5	63	11 13 25 21	962	2	2	2	Preserve	
	Good form and vigor, unclosed branch cut in upper canopy, gummosis noted																
FDC	828	Lemon Scented Gum	7						7	35	10 8 10 8	254	2	2	2	Preserve	
	Good form and vigor																
FDC	829	Lemon Scented Gum	18.5						18.5	66	13 14 15 18	707	2	2	2	Preserve	
	Good form and vigor																
FDC	830	Red Flowering Gum	15.5						15.5	15	16 10 10	452	3	2	2-3	Remove	
	Good form and vigor, diseased limb, retrenchment, evidence of termites																

												12					
FDC	831	Lemon Scented Gum	20						20	71	22	1225	2	2-3	2-3	Preserve	
	Good health and vigor										17 18 22						
FDC	832	Lemon Scented Gum	12						12	68	11	730	2-3	2-3	2-3	Preserve	
	Good health and vigor with some canopy retrenchment										17 17 16						
FDC	833	Lemon Scented Gum	20.5						20.5	67	15	471	2-3	2-3	3	Preserve	Re-evaluate for safety
	Large fissure in lower stem										13 13 8						
FDC	834	Lemon Scented Gum	13						13	42	18	660	3	2-3	3	Remove	
	Unclosed branch cut, retrenchment, decay and upper crotch of branch										14 13 13						
FDC	835	Silk Oak Tree	28						28	57	11	660	3	2	2-3	Remove	
	Fair form and vigor, codominant stems, large canker, fungus on root crown										15 18 14						
FDC	836	Lemon Scented Gum	30.5						30.5	86	18	989	2-3	2	2-3	Preserve	
	Good form and vigor, minor gummosis										16 21 16						
FDC	837	Brazilian Pepper	23.5						23.5	40	15	531	2-3	2-3	3	Remove	
	Poor scaffolding, decay with cavity mid stem										18 9 10						
FDC	838	Brazilian Pepper	36						36	39	15	638	2-3	2	2-3	Preserve	
	Topped with water sprouting, good form and vigor, large unclosed branch cut										14 18 10						
FDC	839	Brazilian Pepper	16.5						16.5	26	12	510	2	2	2	Preserve	
	Good form and vigor										12 14 13						
FDC	840	Lemon Scented Gum	29.5						29.5	80	19	2873	2	2	2-3	Preserve	
	Good form and vigor										36 24 42						
FDC	841	Lemon Scented Gum	32.5						32.5	68	18	1485	3	2-3	3	Remove	
	Decay at branch cut, codominant stems, some upper canopy deadwood or retrenchment										18 30 21						
FDC	842	Lemon Scented Gum	16						16	81	18	989	2-3	2-3	2-3	Preserve	
	Minor upper canopy Deadwood, decreased canopy development										17 18 18						
FDC	843	African Fern Pine	35						35	73	18	1046	2-3	2-3	3	Preserve	Reevaluate and brace post development
	Codominant stems with included bark										13 22 20						
FDC	844	Silk Oak Tree	18						18	45	7	380	2-3	2-3	3	Remove	
	Increased liability, decay at branch cut in mid stem										11 13 13						
FDC	845	Lemon Scented Gum	16						16	45	15	779	2-3	2-3	3	Remove	
	Large unclosed branch cut, increased liability with poor or prognosis										16 16 16						
FDC	846	Lemon Scented Gum	20.5						20.5	87	19	1194	2-3	2	2	Preserve	

	Good health and vigor, unclosed branch cut										20 20 19						
FDC	847	Lemon Scented Gum	23	25.5					48.5	89	25 28 22 18	1697	2-3	2-3	3	Preserve	
	Multi stemmed, fair crotch formation																
FDC	848	Chinese Juniper	6	7					13	15	4 7 4 8	104	2-3	3	3	Remove	
	Codominant stems with weak attachment																
FDC	849	Lemon Scented Gun	19.5						19.5	78	25 18 24 27	1734	2	2	2	Preserve	
	Good form and vigor																
FDC	850	Chinese Juniper	12	7.5	7				26.5	16	9 11 7 8	240	2	3	2-3	Preserve	
	Codominant stems, low liability, bush like in form																
FDC	851	Lemon Scented Gum	18.5						18.5	75	24 18 24 19	1418	2	2	2	Preserve	
	Good form and vigor, some decay at stem exposed structural roots																
FDC	852	Lemon Scented Gum	19						19	78	30 20 18 22	1590	2-3	2-3	3	Remove	
	Decay at branch cut and structural roots																
FDC	853	Lemon Scented Gum	19						19	58	24 10 23 22	1225	2-3	2-3	2-3	Preserve	
	Good form and vigor, lean, multiple branch cuts closing																
FDC	854	Red River Gum	38						38	77	18 17 18 17	962	3	2-3	3	Remove	
	History of topped pruning, extensive decay at lower stem, decay at flare																
FDC	855	Brazilian Pepper	23						23	14	13 12 12 10	434	3	2-3	3	Remove	
	Senescent																
FDC	856	Lemon Scented Gum	22.5						22.5	74	28 21 33 30	2462	2-3	2	2-3	Preserve	
	Good form and vigor, minor gummosis, reduced canopy growth																
FDC	857	Brazilian Pepper	16						16	15	4 10 10 8	201	3	2-3	3	Remove	
	Retrenchment, decayed flare																
FDC	858	Lemon Scented Gum	21						21	75	18 16 18 17	934	2	2	2-3	Preserve	
	Good form and vigor																
FDC	859	Lemon Scented Gum	21						21		14 18 24 25	1288	2-3	2-3	2-3	Preserve	
	Bark split at stem, unclosed branch cuts																
FDC	860	Lemon Scented Gum	15						15	44	8 9 11 14	346	3	2-3	3	Remove	
	Large area of decay at flare, increased liability																
FDC	861	Red River Gum	21						21	66	25 18 20 22	1418	2	2	2-3	Preserve	
	Good health and vigor, good form																

FDC	862	Lemon Scented Gum	23						23	77	24 31 30 30	2595	2	2	2-3	Preserve	Prune deadwood
	Good form and vigor																
FDC	863	Shamel Ash	18						18	41	19 15 14 18	855	2	2	2-3	Preserve	
	Good form and vigor																
FDC	864	Shamel Ash	2.5	4.5	2.5				9.5	24	7 5 6 4	95	2	2-3	2-3	Remove	
	Near a well, good vigor, poor placement, volunteer sprouts, May be able to keep if subordinating codominant stems and reevaluating																
FDC	865	Lemon Scented Gum	19						19	89	19 19 23 25	1451	2	2	2-3	Preserve	
	Good form and vigor																
FDC	866	African Fern Pine	32.5						32.5	62	23 19 22 28	1661	2-3	2	2-3	Preserve	
	Good form and vigor, large branch cut																
FDC	867	Lemon Scented Gum	21.5						21.5	57	8 10 20 20	660	3	2-3	3	Remove	
	Large area of decay on limb, increase liability																
FDC	868	Lemon Scented Gum	20						20	66	9 16 16 19	707	2-3	2	2-3	Preserve	
	Good form and vigor, bark has pinkish tone																
FDC	869	Lemon Scented Gum	22.5						22.5	64	15 19 17 15	855	2-3	2	2-3	Preserve	
	Good health and vigor, unclosed branch cut																
FDC	870	Lemon Scented Gum	36						36	74	18 27 33 20	1885	2	2	2-3	Preserve	
	Good form and vigor																
FDC	871	Lemon Scented Gum	35.5						35.5	73	20 22 25 19	1451	2	2	2-3	Preserve	
	Good form and vigor																
FDC	872	Brazilian Pepper	25.5						25.5	24	11 14 12 18	594	3	2-3	3	Remove	
	Retrenchment, codominant stems, termites																
FDC	873	Shamel Ash	28						28	41	19 17 20 19	1104	2-3	2-3	2-3	Preserve	Treat termites
	Indication of termites noted, unclosed branch cut																
FDC	874	Shamel Ash	23						23	50	24 27 18 20	1554	2-3	2-3	2-3	Preserve	
	Good vigor, unclosed branch cuts																
FDC	875	California Fan Palm	25						25	43	8 8 8 8	201	3	2-3	2-3	Preserve	Treat for disease
	Good form, vigor fair to poor with indication of disease																
FDC	876	Shamel Ash	22						22	50	19 15 18 22	1075	3	3	3	Remove	
	Indication of termites, topped pruning, increased decay																
FDC	877	Shamel Ash	27						27	49	15 19 18 23	1104	3	2-3	3	Remove	
	Multiple areas of decay, decay at root crown, increased liability																
FDC	878	Shamel Ash	34						34	50	14	754	3	2-3	3	Remove	

	Decay on multiple branch cuts										17 15 16						
FDC	879	Shamel Ash	27.5						27.5	51	18 27 16	1164	2-3	2-3	2-3	Preserve	Prune deadwood and re-evaluate
	Decay at upper canopy branch cuts																
FDC	880	Shamel Ash	39						39	52	30 18 32	2332	2-3	2-3	3	Preserve	Reevaluate embrace if keeping
	Multiple areas of included bark, good health and vigor										29						
FDC	881	Mexican Fan Palm	18.5						18.5	27	8 8 8	201	1-2	1-2	1-2	Preserve	
	Good health and vigor																
FDC	882	Brisbane Box	17						17	38	11 12 16 13	531	2	2	2	Preserve	
	Good health and vigor																
FDC	883	Brisbane Box	20.5						20.5	36	14 11 12 9	415	2-3	3	2-3	Preserve	Prune to rebalance canopy
	Lean but balanced																
FDC	884	Indian Laurel Fig	38						38	43	16 13 16 15	707	2-3	2-3	2-3	Preserve	Remove ivy and re-evaluate branch union for risk
	Epiphytic growth of English Ivy, infested with possible tent camp caterpillars, possible included bark at stem union																
FDC	885	Southern Magnolia	10.5						10.5	13	11 11 11	380	3	2-3	3	Remove	
	Retrenchment																
FDC	886	Southern Magnolia	9						9	13	8 8 6 8	177	3	2-3	2-3	Remove	
	Retrenchment, needs irrigation																
FDC	887	Queen Palm	11						11	13	4 5 12 13	227	2-3	2-3	2-3	Preserve	
	Offset canopy, bigger is fair																
FDC	888	Indian Laurel Fig	33.5						33.5	38	14 14 19 12	683	3	2-3	3	Remove	
	Fungus at flair, vigor fair																
FDC	889	Indian Laurel Fig	37						37	38	14 19 16 12	730	3	2-3	3	Remove	
	Fungus at flair, vigor fair																
FDC	890	Indian Laurel Fig	53.5						53.5	37	12 19 13 14	660	3	2-3	3	Remove	
	Senescent specimen, week																
FDC	891	Indian Laurel Fig	37.5						37.5	38	13 19 16 18	855	3	2-3	3	Remove	
	Senescent specimen with decay, fungus at flare																
FDC	892	Green Ash	10						10	30	11 13 10 10	380	2	2	2	Preserve	
	Good health and vigor																
FDC	893	Magenta Milli Pilli	8	8	8.5				24.5	31	12 10 11 11	380	2-3	3	3	Preserve	Re-evaluate and brace that's needed
	Good form and vigor, next to building, multi stem																
FDC	894	Brazilian Pepper	43.5						43.5	31	13 17 18	855	2-3	2-3	2-3	Preserve	
	Senescent specimen with fair vigor																
FDC	895	South African Plum	15						15	15	10 8 11	283	2	2	2	Preserve	
	Good reform and vigor																

												9						
FDC	896	Red River Gum	12						12	45	11 16 6 8	330	2	2-3	2-3	Preserve	
	Good vigor, mean																	
FDC	897	Peppermint Tree	17						17	31	13 14 10 11	452	3	3	3	Remove	
	Lean, large tinker in stem																	
FDC	898	Lemon Scented Gum	18						18	78	26 23 20 30	1923	2	2	2	Preserve	
	Good form and vigor																	
FDC	899	Red River Gum	19.5						19.5	51	18 16 15 14	779	3	2-3	3	Remove	
	Decreased canopy development, included bark, decay, failed branch																	
FDC	900	Chinese Elm	15						15	28	29 19 20 16	1385	2-3	2-3	2-3	Preserve	
	Some dieback noted																	
FDC	901	Western Sycamore	19.5						19.5	44	20 24 23 15	1320	3	2-3	3	Remove	
	Indications of borders noted, multiple small canker on stem, vigor fair to poor, exit hole 1-2mm																	
FDC	902	African Fern Pine	33						33	63	27 23 14 12	1134	2	2-3	2-3	Preserve	
	Good form and vigor, multi stem with good branch union																	
FDC	903	African Fern Pine	41						41	52	24 17 24 16	1288	2	2-3	2-3	Remove	
	Multi stemmed, near building, fair vigor with fair to poor branch unions with included bark																	
FDC	904	Peppermint Tree	17.5						17.5	25	13 6 10 7	254	3	2-3	2-3	Remove	
	Retrenchment, decreased aesthetics, lean with poor scaffolding																	
FDC	905	Peppermint Tree	17						17	24	8 8 11 13	314	3	3	3-4	Remove	
	Lean with possible internal decay, increased liability																	
FDC	906	Brazilian Pepper	14	13					27	21	9 11 9 10	298	3	2-3	3	Remove	
	Chlorosis in foliage, senescent, multiple areas of decay with indications of termites																	
FDC	907	Weeping Bottlebrush	19						19	21	5 12 11 14	346	2-3	2-3	2-3	Preserve	
	Fair vigor, codominant stems are fused																	
FDC	908	Rubber Fig	11	10.5	8				29.5	31	16 16 20 19	989	2	2-3	2-3	Preserve	Re-evaluate for bracing if keeping
	Good vigor formal Co dominant stems with poor union																	
FDC	909	Chinese Juniper	12						12	21	4 8 9 11	201	3	3	2-3	Remove	
	Cavity in stem, poor form																	
FDC	910	Brazilian Pepper	34.5						34.5	35	18 16 18 11	779	2-3	2-3	3	Remove	
	Large area of decay at flare																	
FDC	911	Lemon Scented Gum	18.5						18.5	90	24 10 42 18	1734	2	2	2-3	Preserve	
	Good form and vigor																	
FDC	912	Lemon Scented Gum	29						29	88	30 25 24 21	1963	2	2	2-3	Preserve	
	Good form and vigor																	

FDC	913	Indian Laurel Fig	35						35	47	20 24 21 28	1697	2-3	2-3	3	Preserve	
	Fair health and vigor, senescent specimen, large unclosed branch cuts, decay at flare																
FDC	914	Indian Laurel Fig	35.5						35.5	46	21 16 17 18	1017	2-3	2-3	3	Remove	
	Senescent specimen, decay at flare, vigor OK																
FDC	915	Indian Laurel Fig	28.5						28.5	43	12 15 13 18	660	2-3	2-3	2-3	Preserve	Perform nest survey if removing
	Senescent specimen, fair form and vigor, nest in tree																
FDC	916	Indian Laurel Fig	36.5						36.5	46	23 30 16 19	1520	2-3	2-3	2-3	Preserve	
	Senescent specimen, large branch cut on lower stem																
FDC	917	Brazilian Pepper	28						28	32	16 8 16 13	551	2-3	2-3	3	Remove	
	Large codominant limb removed with decay present, water sprouting, senescent specimen with poor branch attachment																
FDC	918	Brazilian Pepper	12	9	5.5	12			38.5	29	18 20 18 14	962	2-3	3	3	Remove	
	Included bark, increased liability, multi stem with good vigor, may keep it braced and reevaluated																
FDC	919	Shamel Ash	5.5	3.5	6				15	43	12 7 10 14	363	2	3	2-3	Preserve	Trim to subordinate codominant stem
	Good vigor, young with included bark																
FDC	920	Brazilian Pepper	24.5						24.5	36	14 13 11 9	434	3	2-3	3	Remove	
	Broken branch, cavity in stem with indication of termites, large branch cut																
FDC	921	Brazilian Pepper	39						39	39	18 12 17 19	855	2-3	2-3	3	Remove	
	Poor branch union, increased liability																
FDC	922	Brazilian Pepper	31						31	43	16 12 18 10	615	2-3	2-3	2-3	Remove	
	Multiple large branch cuts, indication of termites, poor prognosis																
FDC	923	Brazilian Pepper	33						33	44	16 15 15 21	881	2-3	3	3	Remove	
	Internal decay with indication of termites, increased liability																
FDC	924	Shamel Ash	28						28	48	33 29 24 27	2506	3	2-3	3	Remove	
	Multiple areas of decay at branch cuts in upper canopy, poor prognosis																
FDC	925	Southern Magnolia	6						6	13	8 6 7 6	143	3	2-3	2-3	Remove	
	Severe retrenchment, large longitudinal stem canker																
FDC	926	Southern Magnolia	12						12	16	11 12 10 9	346	3	2-3	2-3	Remove	
	Moderate to severe retrenchment, blooming																
FDC	927	Edible Fig	7	6	7				20	17	9 5 12 8	227	3	2-3	2-3	Remove	
	For scaffolding, senescent																
FDC	928	Brisbane Box	20						20	44	17 16 17 19	934	2-3	2	2-3	Preserve	
	Good form and vigor, minor tinker nodded																
FDC	929	Indian Laurel Fig	46.5						46.5	48	15 30 16 31	1661	2-3	2-3	3	Preserve	Reevaluate and brace if keeping
	Good form and vigor, included bark																
FDC	930	Mayten Tree	11.5						11.5	29	10 7 9 13	298	3	3	2-3	Remove	
	Decline, internal decay, alternating branching, computing canopies																

FDC	931	Mayten Tree	11.5						11.5	29	12 13 5 13	363	3	3	2-3	Remove	
	Decline, internal decay, alternating branching, computing canopies																
FDC	932	Mayten Tree	12						12	32	16 7 9 16	452	3	3	2-3	Remove	
	Decline, internal decay, alternating branching, competing canopies																
FDC	933	Mayten Tree	11.5						11.5	32	14 11 7 11	363	3	3	2-3	Remove	
	Decline, internal decay, alternating branching, competing canopies, termites																
FDC	934	Mayten Tree	10.5						10.5	31	7 7 9 13	254	3	3	2-3	Remove	
	Decline, internal decay, alternating branching, termites																
FDC	935	Indian Laurel Fig	37						37	49	22 30 30 28	2375	2-3	2-3	3	Preserve	Reevaluate and brace if keeping
	Included bark, good form and vigor																
FDC	936	Narrow Leaved Ash	9						9	25	13 12 12 9	415	2	1-2	1-2	Preserve	Treat infection if keeping
	Good form and vigor with indication of bacterial infection, possible black soot mold																
FDC	937	African Fern Pine	21						21	52	18 19 21 21	1225	2	2	2-3	Preserve	
	Good form and vigor, near building																
FDC	938	Indian Laurel Fig	37.5						37.5	51	22 24 30 30	2205	2-3	2-3	2-3	Preserve	
	Good form and vigor, large branch cuts																
FDC	939	Indian Laurel Fig	36						36	51	25 28 26 29	2289	2-3	2-3	2-3	Preserve	
	Good form and vigor, large branch cuts, marginal specimen																
FDC	940	Blue Jacaranda	9	7					16	28	13 16 17 14	707	3	2	2-3	Preserve	
	Mild to moderate retrenchment, needs water																
FDC	941	Blue Jacaranda	11.5						11.5	21	13 13 16 20	754	2-3	3	3	Remove	
	Mild to moderate retrenchment, needs water, significant lean																
FDC	942	Lemon Scented Gum	20						20	33	7 16 11 11	397	3	1-3	3	Remove	
	Diseased with poorly developed canopy, codominant stems																
FDC	943	Lemon Scented Gum	26						26	95	32 24 23 33	2462	2-3	2	2-3	Preserve	
	Good form and vigor, obscured crotch																
FDC	944	Tulip Tree	19						19	49	17 19 17 13	855	2-3	2-3	3	Remove	
	Fair vigor, termite infested, poor prognosis																
FDC	945	Shamel Ash	8						8	26	8 14 10 18	491	2-3	2	2-3	Preserve	Prune internal branch with cavity
	Poor scaffolding																
FDC	946	Siberian Elm	18						18	32	14 17 13 15	683	3	2-3	3	Remove	
	Internal decay, minor retrenchment, stained bark																
FDC	947	Siberian Elm	22.5						22.5	33	11 15 9 11	415	3	2-3	3	Remove	
	Retrenchment noted, decline, decay at flare																
FDC	948	Peruvian Pepper	18.5						18.5	35	19 17 17 18	989	2-3	3	3	Preserve	Prune branch with included bark in crotch
	Good form and vigor, included bark on SE branch																

FDC	949	Weeping Fig	28.5						28.5	29	19 18 17 14	907	2-3	2-3	2-3	Preserve	Clean canopy
	Dense canopy, lean, good vigor																
FDC	950	American Sweetgum	23						23	51	26 19 17 22	1385	3	2-3	2-3	Remove	
	Disease, retrenchment noted, girdling roots																
FDC	951	Camphor	15						15	35	23 18 21 14	1134	3	2-3	2-3	Remove	
	Decline, moderate retrenchment, decay that flare																
FDC	952	Chinese Juniper	10.5						10.5	17	8 7 4 12	189	2	2-3	2-3	Preserve	
	Good vigor, included bark, low liability																
FDC	953	Chinese Juniper	7	6	7.5	7.5			28	17	17 11 3 9	314	2	2-3	2-3	Preserve	
	Good vigor, included bark, low liability																
FDC	954	American Sweetgum	16						16	44	19 14 16 16	829	3	2-3	2-3	Remove	
	Diseased leaves, minor retrenchment, treat infection, deep cavity																
FDC	955	American Sweetgum	16						16	51	18 14 15 11	660	3	2-3	2-3	Remove	
	Multiple points of decay, disease																
FDC	956	Shamel Ash	19						19	46	27 23 27 19	1809	2	2	2	Preserve	
	Good form and vigor, leaf tip burn																
FDC	957	Shamel Ash	30.5						30.5	64	23 25 27 28	2082	2-3	2	2	Preserve	
	Good form and vigor, minor decay in upper canopy																
FDC	958	Shamel Ash	20.5						20.5	65	17 18 25 14	1075	3	2-3	3	Remove	
	Diseased, sweep lean, minimal to moderate retrenchment																
FDC	959	Green Ash	27						27	57	14 12 8 14	452	3	2-3	3-4	Remove	
	Decay in red crown, borers																
FDC	960	Siberian Elm	33.5						33.5	31	30 39 36 31	3630	3	2-3	3-4	Remove	
	Multiple areas of decay, hazardous, borer holes																
FDC	961	Brisbane Box	8.5						8.5	59	9 9 10 10	283	3	2-3	3	Remove	
	Significant retrenchment, exfoliation																
FDC	962	Brisbane Box	9.5						9.5	21	7 7 8 8	177	3	2-3	2-3	Remove	
	Severe retrenchment																
FDC	963	Brisbane Box	10						10	15	10 11 10 12	363	3	2-3	2-3	Remove	
	Moderate retrenchment																
FDC	964	Brisbane Box	12.5						12.5	22	15 12 12 13	531	3	2-3	2-3	Remove	
	Poor vigor and moderate retrenchment, lean																
FDC	965	Strawberry Tree	8.5						8.5	24	9 6 9 5	165	3	2-3	2-3	Remove	
	Decline with severe retrenchment, large tanker																
FDC	966	Brisbane Box	5.5						5.5	13	5 7 7 8	143	3	2-3	2-3	Remove	
	Severe retrenchment																

FDC	967	Swiss Floss	5	5	3.5	3.5			17	30	14 / 17 / 8 / 7	415	3-4	3	3-4	Remove	
	Severe retrenchment, almost dead																
FDC	968	China Doll Tree	7.5						7.5	38	14 / 18 / 12 / 4	452	2-3	3	3	Remove	
	Inappropriate location, near building, poor growth form																
FDC	969	Brazilian Pepper	27						27	39	13 / 12 / 19 / 22	855	2-3	2-3	3	Remove	Trim to remove hazardous branch
	Lean with decay at flare on opposing side, increased liability																
FDC	970	Lemon Scented Gum	25						25	86	36 / 31 / 39 / 33	3792	2	2	2-3	Preserve	
	Good form and vigor, history of branch breakage, hazardous																
FDC	971	Lemon Scented Gum	18.5						18.5	75	20 / 31 / 24 / 23	1885	2-3	2	2-3	Preserve	
	Unclosed branch cut, good form and vigor																
FDC	972	Lemon Scented Gum	18.5						18.5	74	28 / 19 / 24 / 32	2082	2-3	2	2-3	Preserve	
	Unclosed branch cut, good form and vigor																
FDC	973	Lemon Scented Gum	22.5						22.5	84	14 / 30 / 16 / 29	1554	2-3	2	2-3	Preserve	
	Unclosed branch cut, good form and vigor, water sprouting																
FDC	974	Chinese Juniper	10	10.5					20.5	21	18 / 7 / 17 / 5	434	2-3	3	2-3	Preserve	
	Next to building, lean																
FDC	975	Green Ash	20						20	43	21 / 18 / 16 / 18	1046	3	2-3	3	Remove	
	Minor retrenchment, stained bark, decay on central stem, included bark with codominant stems																
FDC	976	Blue Jacaranda	13.5						13.5	31	18 / 13 / 21 / 16	907	2-3	2	2	Preserve	
	Good form and vigor, decayed structural root																
FDC	977	Shamel Ash	21						21	54	21 / 17 / 29 / 26	1697	2-3	2-3	2-3	Preserve	
	Good form and vigor, poorly trimmed																
FDC	978	Green Ash	19						19	37	16 / 10 / 16 / 15	638	3	2-3	3	Remove	
	Severe retrenchment, decline, indication of termites in cavities on stem																
FDC	979	Brazilian Pepper	12						12	27	16 / 15 / 13 / 12	615	2	2	2	Preserve	Trim to mitigate hazard
	Good form and bigger, field branch																
FDC	980	Lemon Scented Gum	24						24	73	16 / 30 / 17 / 30	1697	3	2-3	3	Remove	
	Decay at branch union, large canker in upper canopy																
FDC	981	Shiny Xylosma	10.5	10					20.5		8 / 9 / 15 / 18	491	3	2-3	3	Remove	
	Stained wood, indication of termites, codominant stem																
FDC	982	Carrotwood	6.5	13	5				24.5	30	9 / 13 / 15 / 17	572	2-3	2-3	2-3	Preserve	Reevaluate post development if keeping
	Unclosed branch cut, included bark																
FDC	983	Lemon Scented Gum	28						28	80	22 / 21 / 19	1418	2-3	2-3	2-3	Preserve	trim off cankerous limb
	Marginal specimen but still has years of service																

											23						
FDC	984	Western Sycamore	21.5						21.5	44	18 13 16 12	683	3	2-3	3	Remove	
	Refined bark, lean, indication of borer infestation, multiple border holes																
FDC	985	Japanese Cheesewood	11						11	25	12 13 4 6	240	3	2-3	2-3	Remove	
	Indications of termites in deadwood of crotch, decreased prognosis																
FDC	986	Western Sycamore	22						22	64	24 12 21 16	1046	3	2-3	2-3	Remove	
	Borer exit holes and small cankers noted on stem and flare																
FDC	987	Western Sycamore	22						22	63	18 13 31 22	1385	3	2-3	2-3	Remove	
	Borer exit holes and small cankers noted on stem and flare																
FDC	988	Magenta Lilli Pilli	14						14	36	11 13 6 6	254	3	2-3	2-3	Remove	
	Multiple cankers noted																
FDC	989	Shiny Xylosma	12						12	37	12 9 12 10	363	3	2-3	2-3	Remove	
	Multiple cankers noted																
FDC	990	Shiny Xylosma	12.5	8					20.5	37	11 13 15 15	572	3	2-3	2-3	Remove	
	Decline or retrenchment noted, discolored																
FDC	991	Shiny Xylosma	9.5	8.5	9.5				27.5	36	18 17 17 8	707	3	2-3	3	Remove	
	Large canker in primary branch																
FDC	992	Shiny Xylosma	11	9.5					20.5	37	15 13 14 10	531	3	2-3	2-3	Remove	
	Multiple areas of small cankers, flush cuts, large canker on primary branch																
FDC	993	Shiny Xylosma	8.5	12.5					21	36	6 18 17 16	638	2-3	2-3	2-3	Remove	
	Termites, vigor is ok																
FDC	994	Red Flowering Gum	19.5						19.5	45	13 13 28 19	1046	3	2-3	2-3	Remove	
	Mean, good bigger, termites, trimmed lower canopy																
FDC	995	Canary Island Pine	20						20	81	6 9 14 11	314	2-3	2	2-3	Preserve	
	Good form and vigor																
FDC	996	Canary Island Pine	17						17	68	8 10 11 13	346	2-3	2-3	2-3	Preserve	
	Epicormic branches at lower canopy																
FDC	997	Canary Island Pine	22.5						22.5	68	8 11 11 12	346	2	2	2-3	Preserve	
	Good form and vigor																
FDC	998	Canary Island Pine	20						20	61	10 14 9 13	415	2	2	2-3	Preserve	
	Good form and vigor																
FDC	999	Canary Island Pine	17						17	58	12	434	2-3	2-3	2-3	Preserve	

	Good form and vigor										11 13 11						
FDC	1000	Canary Island Pine	13.5						13.5	58	7 7 8 7	165	3	2-3	2-3	Remove	
	Indication of borrowers noted, exudation observed																
FDC	3003	Red River Gum	15						15	42	10 25 27 22	1385	1-2	1-3	2-3	Preserve	
	Lean, good vigor																
FDC	3004	Myoporum	5						5	21	9 7 2 2	79	2-3	1-3	2-3	Remove	
	Poor form, Vigor ok, upper canopy deadwood mild to moderate, decreased aesthetics																
FDC	3005	Myoporum	4	3	4.5				11.5	21	6 5 5 4	79	2-3	2-3	2-3	Remove	
	Upper canopy deadwood mild to moderate, decreased aesthetics																
FDC	3006	Mexican Fan Palm	14						14	14	5 5 5 5	79	2	2	2	Remove	
	On fence line, poor location																
FDC	3007	Mexican Fan Palm	14						14	14	5 5 5 5	79	2	3	2	Remove	
	On fence line, good vigor, can preserve if fence is removed																
Golf Course	1001	Paperbark	12						12	39	13 13 9 11	415	2	2	2	Preserve	
	Squirrel burrows, good form and vigor, tent caterpillars																
Golf Course	1002	Paperbark	11						11	37	10 10 12 15	434	2	2	2	Preserve	
	Good form and vigor																
Golf Course	1003	Red Ironbark	17						17	43	13 10 14 12	471	3-4	3-4	3-4	Remove	
	Retrenchment, elevated failure risk, lean, moderate to severe upper canopy deadwood, soil lift																
Golf Course	1004	Lemon Scented Gum	21						21	87	14 23 14 21	1017	3	2	3-4	Remove	Re-evaluate to keep
	Memorial tree, canker at flare, good vigor																
Golf Course	1005	Mexican Fan Palm	14						14	64	2 3 2 3	20	2	2-3	2	Preserve	
	Clustered stems, good form and vigor																
Golf Course	1006	Mexican Fan Palm	13						13	48	2 3 2 3	20	2	2-3	2	Preserve	
	Clustered stems, good form and vigor																
Golf Course	1007	Mexican Fan Palm	13						13	46	5 5 5 5	79	2	2-3	2	Preserve	
	Clustered stems, good form and vigor																
Golf Course	1008	Mexican Fan Palm	13						13	47	2 2 3 3	20	2	2	2	Preserve	
	Good form and vigor																
Golf Course	1009	Silver Dollar Gum	15						15		15 8 12 12	434	4	3	3-4	Remove	
	Moderate dieback, decreased aesthetics																
Golf Course	1010	Chinese Flame Tree	13						13	27	13 15 11 13	531	2-3	3	2-3	Preserve	Re-evaluate to keep
	Cankers at root crown, leaf tip burn, gummosis																
Golf Course	1011	Silk Oak Tree	15						15	66	7 9 13 13	346	2	2	2-3	Preserve	
	Good form and vigor, gummosis																

Golf Course	1012	Red River Gum	10						10		7 4 5 6	95	2-3	2	2	Preserve	Trim deadwood, treat soil
	Retrenchment, soil compaction likely																
Golf Course	1013	Goodding's Willow	10	10					20	35	21 14 27 16	1194	3-4	3	3	Remove	
	Fallen tree, retrenchment																
Golf Course	1014	Red Ironbark	19						19	33	10 8 9 9	254	2	2	3	Remove	
	Topped, decreased aesthetics, Vigor fair																
Golf Course	1015	Shamel Ash	6						6	24	7 5 6 5	104	3	2	2	Remove	
	Leaf tip burn, central longitudinal canker																
Golf Course	1016	Blue Jacaranda	4						4	21	6 4 4 6	79	3	2	2-3	Remove	
	Weed wacker damage, moderate to severe dieback																
Golf Course	1017	River She-oak	8						8	24	8 12 11 11	346	1-2	2	2	Preserve	
	Good form and vigor																
Golf Course	1018	African Sumac	8						8	29	14 11 6 12	363	2	2	2	Preserve	
	Good form and vigor																
Golf Course	1019	Red Ironbark	19						19	47	20 25 19 26	1590	2	2	2	Preserve	Prune deadwood
	Good form and vigor, minor dieback																
Golf Course	1020	Blue Jacaranda	7						7	30	7 11 15 14	434	2-3	2	2	Preserve	Prune deadwood
	Root crown cankers, competing canopy																
Golf Course	1022	Canary Island Palm	9						9	2	6 10 6 10	201	2	3	3	Remove	
	Good form and vigor, on fence line																
Golf Course	1023	Green Ash	20						20	57	16 19 17 16	907	3	2-3	2-3	Remove	
	Leaf tip burn, Canker on flare, moderate dieback																
Golf Course	1024	Silver Dollar Gum	20						20	65	16 20 22 24	1320	,2-3	3	3	Remove	
	Lean with flare canker, multiple failed branches, elevated risk																
Golf Course	1025	Mexican Fan Palm	15						15	48	3 5 4 4	50	1-2	2	2	Preserve	
	Good form and vigor																
Golf Course	1026	River She-oak	11						11	57	8 7 7 8	177	3	2-3	2-3	Remove	
	Good form and vigor, severe flare canker																
Golf Course	1027	Red River Gum	20						20	38	7 12 10 14	363	3	2-3	3	Remove	
	Codominant stems with split at crotch, epicormic sprouts																
Golf Course	1028	Western Sycamore	8						8	21	10 8 10 7	240	3	3	2-3	Remove	
	Severe upper canopy deadwood, retrenchment																
Golf Course	1029	Lemon Scented Gum	7						7		17 6 16 12	510	2	2	2	Preserve	
	Unbalanced canopy, decreased aesthetics																
Golf Course	1030	River She-oak	4						4	14	5 3 3 3	38	1-2	2	2	Preserve	
	Ball damage, immature																
Golf Course	1031	River She-oak	8						8	41	6 15 6 12	298	2	2	2	Preserve	
	Split in bark, good form and vigor																

Golf Course	1032	Red River Gum	6						6	39	18	5 15	11	471	2	2	2	Preserve	
	Good form and vigor																		
Golf Course	1033	River She-oak	4						4	18	5	5 5	5	79	1-2	2	2	Preserve	
Golf Course	1034	Peruvian Pepper	10						10	33	14	14 16	13	638	2	2	2	Preserve	
	Good form and vigor, irregular form																		
Golf Course	1035	Red Ironbark	23						23	78	11	16 17	15	683	2-3	2	3	Remove	
	Included bark, increased failure risk, sapling growing in crotch																		
Golf Course	1036	Chinese Elm	8						8	20	18	15 10	18	730	2	2	2	Preserve	
	Good form and vigor, minor lean																		
Golf Course	1037	Canary Island Pine	20						20	64	22	20 26	19	1485	2	1-2	2	Preserve	
	Good form and vigor																		
Golf Course	1038	Red Ironbark	18						18	59	28	21 25	16	1590	2	2	2-3	Preserve	Prune for safety
	Broken limb, moss																		
Golf Course	1039	Red Ironbark	22						22	60	14	12 20	25	989	3	3	3	Remove	
Golf Course	1040	Silk Oak Tree	10						10	38	15	14 10	15	572	2	3	3	Remove	
	Failed branch at mid-stem, large scar																		
Golf Course	1041	Tipu Tree	7						7	23	12	15 13	13	551	3	3	2	Remove	
	Canker at flare, good vigor, gummosis																		
Golf Course	1042	Aleppo Pine	11						11	17	7	6 6	10	165	3	2	3	Remove	
	Needles in pairs, lean, large canker at flare																		
Golf Course	1043	Peruvian Pepper	30						30	38	17	21 23	20	1288	2	2	2	Preserve	
	Good form and vigor																		
Golf Course	1044	Peruvian Pepper	25						25	38	15	9 22	18	804	2-3	2	2	Preserve	Strategic prune for safety
	Cavity in limb to east																		
Golf Course	1045	Canary Island Pine	18						18	52	10	10 16	8	380	1-2	2	2	Preserve	
	Good form and vigor																		
Golf Course	1046	Canary Island Pine	21						21	66	13	20 20	24	1164	1-2	2	2	Preserve	
	Good form and vigor																		
Golf Course	1047	Indian Laurel Fig	48						48	63	27	24 34	31	2641	2-3	2	2	Preserve	Treat mold
	Black soot mold, good form and fair vigor																		
Golf Course	1048	Western Sycamore	9						9	15	1	1 3	4	16	3-4	2	3	Remove	
	Severe decline																		
Golf Course	1049	River She-oak	6						6	36	9	6 8	8	189	2	2	2	Preserve	
	Good form and vigor																		
Golf Course	1050	River She-oak	12						12	44	5	11 12	7	240	3	2-3	3	Remove	Can keep if braced and re-evaluated
	Codominant stems, included bark																		

Golf Course	1051	Black Alder	8						8	25	8	7 5 7	143	3	2	3	Remove	
	Failed branch, severe cavity																	
Golf Course	1052	Western Sycamore	15						15	27	6	7 6 8	143	3	3	3	Remove	
	Severe dieback, canker covers half the stem																	
Golf Course	1053	Peruvian Pepper	38						38	36	16	23 27 28	1734	3	3	3	Remove	
	Patches of fungal bodies (poss. ink capped mushrooms) at root crown																	
Golf Course	1054	Peruvian Pepper	13						13	32	15	9 11 15	491	2-3	2	2-3	Preserve	
	Epicormic sprouters at base. Fair vigor																	
Golf Course	1055	River She-oak	6	4					10	36	8	6 8 5	143	2	2-3	2-3	Preserve	Subordinate codominant stem
	Codominant stems, good vigor																	
Golf Course	1056	River She-oak	5	3					8	35	6	2 5 4	57	1-2	2	2-3	Preserve	Subordinate codominant stem
	Codominant stems, good vigor																	
Golf Course	1057	River She-oak	7	8					15	36	9	8 10 13	314	1-2	2	2	Preserve	Subordinate codominant stem
	Codominant stems, good vigor																	
Golf Course	1058	Peruvian Pepper	29						29	45	16	25 14 25	1256	2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1059	Aleppo Pine	16						16	29	2	20 17 7	415	3	3	3	Remove	
	Competing canopy, lean, termites, large longitudinal canker on stem																	
Golf Course	1060	Aleppo Pine	22						22	39	14	28 18 2	754	2-3	3	3	Remove	
	Severe lean, raised root crown																	
Golf Course	1061	Aleppo Pine	10						10	20	22	20 8 11	730	2	2-3	3	Remove	
	Severe lean, raised root crown																	
Golf Course	1062	Indian Laurel Fig	26	20					46	66	36	35 30 32	3471	2-3	2-3	3	Preserve	Prune: rebalance canopy
	Offset canopy																	
Golf Course	1063	Red River Gum	27						27	59	15	27 32 31	2164	2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1064	Peruvian Pepper	24	14					38	51	15	17 18 28	1194	2	3	3	Remove	**Urgent removal of main limb to south for safety**
	Marginal tree, good vigor, large cavity in limb to south, urgent removal																	
Golf Course	1065	Western Sycamore	14						14	46	18	8 16 13	594	2	2	2	Preserve	
	Fair form and vigor																	
Golf Course	1066	Western Sycamore	16						16	50	13	17 13 20	779	2-3	2	2	Preserve	
	Fair form and vigor																	
Golf Course	1067	Western Sycamore	15						15	48	17	12 9 14	531	3	3	2-3	Remove	
	Deep cavity at branch union																	
Golf Course	1068	Western Sycamore	8						8	23	5	7 8 11	189	2-3	2-3	2	Remove	Can preserve if re-evaluated
	Fair form and vigor, weed wacker damage, cavity in stem - colony																	
Golf Course	1069	Western Sycamore	12						12	28	13	7 10 16	415	2	2	2	Preserve	
	Fair form and vigor																	

Golf Course	1070	Western Sycamore	13						13	37	9 12 13 18	531	2	2	2	Preserve	
	Fair form and vigor																
Golf Course	1071	Peruvian Pepper	18						18	32	14 13 15 15	638	1-2	2	2	Preserve	
	Good form and vigor																
Golf Course	1072	Red Ironbark	30						30	55	22 19 17 21	1225	3	3	3	Remove	
	Failed major stem																
Golf Course	1073	Peruvian Pepper	20						20	37	12 14 15 16	638	3	3	2-3	Remove	
	Large cavity in main stem																
Golf Course	1074	Peruvian Pepper	15						15	28	13 12 12 15	531	2	2	2	Preserve	
	Good vigor, small cavity in flare																
Golf Course	1075	Red Ironbark	28						28	44	22 9 27 15	1046	3	3	3	Preserve	Prune: structural pruning to rebalance canopy
	Fair vigor, couple of failed branches, offset canopy balance																
Golf Course	1076	Aleppo Pine	13						13	25	10 6 20 10	415	3	3	3	Remove	
	Poor flare development, sparse canopy, decline																
Golf Course	1077	Aleppo Pine	17						17	43	18 21 23 20	1320	2	2	2	Preserve	
	Good form and vigor																
Golf Course	1078	Green Ash	18						18	61	16 23 22 22	1352	2-3	2	2-3	Preserve	
	Good form and vigor, slight lean, limited root crown decay																
Golf Course	1079	Lemon Scented Gum	16						16	55	4 16 22 30	1017	2	2	3	Preserve	Prune: rebalance canopy
	Good form and vigor, minor weed wacker damage																
Golf Course	1080	Lemon Scented Gum	8						8	35	1 11 6 11	165	2	2	2-3	Preserve	Trim deadwood
	Fair form and vigor, failed branch, dead branch																
Golf Course	1081	Lemon Scented Gum	10						10	33	3 14 11 19	434	3	3	3	Remove	
	Large canker																
Golf Course	1082	Aleppo Pine	18						18	38	18 14 20 12	804	2-3	2	2	Preserve	Prune and treat
	Good form and vigor, dieback																
Golf Course	1083	Aleppo Pine	36						36	75	23 20 18 18	1225	3	2-3	3	Remove	
	Severe decline																
Golf Course	1084	Green Ash	22						22	59	23 22 22 25	1661	3	2	2	Remove	
	Decline, fungal fruiting bodies, upper canopy deadwood																
Golf Course	1085	Aleppo Pine	26						26	62	14 20 22 16	1017	3	2	2	Remove	
	Sparse canopy, decline																
Golf Course	1086	Green Ash	20						20	60	23 15 13 13	804	3	3	2-3	Remove	
	Severe decline																
Golf Course	1087	Green Ash	20						20	39	16 20 18 17	989	2	2	2	Preserve	
	Good to fair form and vigor, leaf tip burn																
Golf Course	1088	Red Ironbark	29						29	70	17 25 16 30	1520	2	2	2	Preserve	
	Good form and vigor, minor upper canopy deadwood																

Golf Course	1089	Aleppo Pine	15						15	36	9	8 12	11	314	2-3	2-3	2	Preserve	re-evaluate and treat
	Gummosis, browning canopy, decline																		
Golf Course	1090	Port Orford Cedar	10						10	31	9	8 11	9	269	1-2	1-2	2	Preserve	
	Good form and vigor																		
Golf Course	1091	Red Ironbark	26						26	66	14.5	33 33	23.5	2123	2	3	3	Remove	
	Major failed branch																		
Golf Course	1092	Aleppo Pine	18						18	43	12	19 17.5	23	1003	3	3	3	Remove	
	Hollowed stem, failed branch																		
Golf Course	1093	Manna Gum	14						14	33	6	4 9	7.5	138	4	3	3	Remove	
	Severe decline																		
Golf Course	1094	Red River Gum	28						28	62	20.5	12 17	14.5	804	2	2	2	Preserve	Prune: Clean canopy
	Topped, water sprouting																		
Golf Course	1095	Green Ash	14						14	43	20.5	19.5 14.5	8.5	779	4	3	3	Remove	
	Severe decline, termites																		
Golf Course	1096	Silk Oak Tree	13						13	47	10.5	10.5 14	9.5	389	2	2	2	Preserve	
	Good form and vigor																		
Golf Course	1097	Aleppo Pine	23						23	43	5.5	17 12	26	718	3	3	3	Remove	
	Hollowed stem, failed branch																		
Golf Course	1098	Green Ash	22						22	51	10	14 11.5	16.5	531	3	3	3	Remove	
	Hollowed stems																		
Golf Course	1099	Red River Gum	24						24	52	20	18 11.5	20	948	3	3	3	Remove	
	Excess lean, vigor fair																		
Golf Course	1100	Paperbark	7	6					13	14	8	8 5	8	165	2	2	2	Preserve	
	Minor distress																		
Golf Course	1101	Paperbark	13						13	34	12.5	9 9.5	9.5	322	1-2	2	2	Preserve	
	Good form and vigor																		
Golf Course	1102	Paperbark	9	7	11				27	35	8	6.5 11.5	11.5	276	1-2	2	2	Preserve	
	Good form and vigor																		
Golf Course	1103	Paperbark	14						14	32	9	7 9.5	8.5	227	1-2	2	2	Preserve	
	Good form and vigor																		
Golf Course	1104	Paperbark	8	8	7	6			29	35	12	8 15	7	346	2	2-3	2	Preserve	
	Codominant stems with included bark. Low risk																		
Golf Course	1105	Paperbark	17						17	35	9	7.5 8.5	11	254	2	2	2	Preserve	
	Goof form and vigor																		
Golf Course	1106	Port Orford Cedar	8	5	5	4			22	19	7.5	5.5 8.5	11	207	2	2	3	Preserve	Prune: rebalance
	Lean, low risk																		
Golf Course	1107	Green Ash	24						24	54	26	17.5 22.5	18.5	1401	2	3	2-3	Remove	
	Large cavity in crotch, small fig seedling, moderate upper canopy deadwood																		

Golf Course	1108	Green Ash	20						20	45	6.5 17.5 17 18	683	3	3	3	Remove	
	Multiple failed branches																
Golf Course	1109	Silk Oak Tree	7						7	33	8 7 9.5 8	207	2-3	3	3	Remove	
	Failed codominant stem. Gummosis, fair vigor, poor prognosis																
Golf Course	1110	Silk Oak Tree	7						7	37	6 10.5 5.5 9	189	3	2	2	Remove	
	Diseased, multiple cankers																
Golf Course	1111	Red Ironbark	30						30	73	19.5 18.5 23.5 21	1336	3	3	2	Remove	
	Senescent, gummosis																
Golf Course	1112	Silk Oak Tree	11						11	44	6.5 13 4.5 11	240	2	2	2	Preserve	
	Fair form and vigor																
Golf Course	1113	Silk Oak Tree	6						6	30	8 7.5 9 7.5	201	2	2	2	Preserve	
	Good form and vigor, unclosed branch cut with minor decay																
Golf Course	1114	Red Ironbark	15						15		19.5 13 18 24	1089	2	2	2	Preserve	
	Good form and vigor																
Golf Course	1115	Peruvian Pepper	4	5					9	14	6 7.5 9.5 9	201	1-2	2	2	Preserve	
	Good form and vigor																
Golf Course	1116	Red River Gum	9						9	58	4.5 7.5 9.5 9	183	3	2-3	2-3	Remove	
	Large stem canker																
Golf Course	1117	Red River Gum	15						15	62	4.5 6.5 9.5 6.5	143	2	2	2	Preserve	
	Weed wacker damage, mild upper canopy deadwood																
Golf Course	1118	River She-oak	5	3					8	29	7 7.5 7 6	148	1-2	1-2	2	Preserve	
	Good form and vigor																
Golf Course	1119	Lemon Scented Gum	19						19	70	26 29 15 22.5	1679	2	2	2	Preserve	Re-evaluate to keep for risk failure
	Good form and vigor, weed wacker damage																
Golf Course	1120	Tipu Tree	15						15	36	12 17.5 15 12.5	638	3	2-3	2-3	Remove	
	Girdling root, large area stem decay																
Golf Course	1121	Silk Oak Tree	9						9	32	10 14 13.5 13.5	510	2	2	2	Preserve	
	Squirrel burrows, good form and vigor																
Golf Course	1122	River She-oak	4	5	5				14	37	6 8 8.5 8	183	2	3	2	Preserve	Subordinate codominant stem
	Good vigor, codominant stems																
Golf Course	1123	River She-oak	6						6	33	7 8 6 8.5	171	1-2	2	2	Preserve	
	Good form and vigor																
Golf Course	1124	Aleppo pine	16						16	46	5 13 16.5 18	541	3	2	3	Preserve	Prune and treat
	Poor flare development, decreased aesthetics, fair vigor																
Golf Course	1125	Willow Acacia	7	5					12	32	6 14 7 15	346	2	2	2	Preserve	
	Good form and vigor, squirrel burrows in root crown																
Golf Course	1126	Aleppo Pine	20						20	37	18 15 19 25	1164	2	3	3	Remove	
	Excess lean, squirrel burrows in root crown																

Golf Course	1127	Silk Oak Tree	8						8	36	10.5	10 9 9	291	1	2	2	Preserve	
	Good form and vigor																	
Golf Course	1128	Tipu Tree	12						12	48	20	8 19.5 24	1003	2-3	3	2	Preserve	
	Sapsucker damage, decay at flare, increased liability																	
Golf Course	1129	Silk Oak Tree	16						16	65	18	16.5 12 24.5	989	3	3	2	Remove	**Urgent - remove hanging branch**
	Multiple failed branches, hanging branch - hazard																	
Golf Course	1130	Aleppo Pine	14						14	49	7	17.5 19.5 8	531	2	2	2	Preserve	
	Lean, fair form, good vigor																	
Golf Course	1131	River She-oak	9						9	24	19	12.5 12 15	672	1-2	2	2	Preserve	
	Good vigor, fair form																	
Golf Course	1132	Green Ash	16						16	49	9.5	12 12.5 6	314	3	3	2-3	Remove	
	Severe decline																	
Golf Course	1133	Lemon Scented Gum	8						8	34	15	14 11 17	638	2	2	2	Preserve	
	Good form and vigor, weed wacker damage, small cankers, squirrel burrows in root crown																	
Golf Course	1134	River She-oak	7						7	35	4.5	8 10.5 4	143	1-2	2	2	Preserve	
	Good vigor, sweep lean																	
Golf Course	1135	Silk Oak Tree	8						8	36	8.5	7 10 10	247	1-2	2	2	Preserve	
	Good form and vigor, upper canopy deadwood																	
Golf Course	1136	Lemon scented Gum	13						13	51	8	18 17 12	594	2-3	2	2-3	Preserve	
	Good vigor, upper canopy deadwood																	
Golf Course	1137	Lemon Scented Gum	20						20	68	28	19 26 28	2002	2	2	3	Remove	
	Large canker on structural root, severe gummosis																	
Golf Course	1138	European Olive	7	7	6				20	18	20	10 11 10	510	3-4	3	3	Remove	
	Severe retrenchment																	
Golf Course	1139	Aleppo pine	12	12					24	45	19	12.5 19.5 21	1017	2	2	2	Preserve	
	Moderate dieback, lower canopy deadwood																	
Golf Course	1140	River She-oak	7						7	42	10.5	8.5 11 10	314	2	2	2	Preserve	
	Good form and vigor, canker at lower stem																	
Golf Course	1141	River She-oak	6						6	23	7	6 6.5 7	138	2	2	2	Preserve	
	Good form and vigor, squirrel burrows in root crown, mild upper canopy deadwood, weed wacker damage																	
Golf Course	1142	Queen Palm	16						16	32	7.5	5.5 8 5.5	138	2	2	2	Preserve	
	Spike holes, decreased aesthetics, retrenchment, ground squirrel burrows																	
Golf Course	1143	Silver Dollar Gum	16						16	45	13	19 18 12.5	767	2	2-3	3	Remove	
	Multiple failed branches																	
Golf Course	1144	Paperbark	19	12	12				43	38	14.5	16 21.5 14.5	868	2	2	2	Preserve	Subordinate codominant stem
	Codominant stems																	
Golf Course	1145	Red River Gum	12						12	52	17	12 11 14	572	2	2	2	Preserve	
	Good form and vigor, some gummosis																	

Golf Course	1146	Silver Dollar Gum	8	10	9				27	40	24	18 12 17	989	2	2-3	2	Preserve	Prune codominant stems for safety
	Good vigor, multi-stemmed																	
Golf Course	1147	Peruvian Pepper	20	12					32	39	17	23 27.5 19	1468	3	2-3	3	Remove	
	Severe internal stem decay																	
Golf Course	1148	Green Ash	21						21	46	22.5	17 20 21	1272	2	2	2-3	Remove	May keep if re-evaluated with Level 3 Risk assessment
Golf Course	1149	Blue Gum	8						8	26	9.5	13.5 14 16	551	3	2	2-3	Remove	
	Decayed lower stem, upper canopy deadwood, insect herbivory																	
Golf Course	1150	River She-oak	11						11	28	8	13 10.5 14	406	1-2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1151	Green Ash	16						16	45	17	21.5 20 21	1240	3	3	3	Remove	
	Termites, failed branch, diseased upper limbs																	
Golf Course	1152	Canary Island Pine	8						8	24	10	13 12 11	415	1-2	2	2	Preserve	
	3-needle pine, good form and vigor																	
Golf Course	1153	River She-oak	6						6	24	5	5 5 5	79	2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1154	Chinese Elm	7						7	28	12	12 20 15	683	2	2	2	Preserve	
	Fair vigor, upper canopy deadwood																	
Golf Course	1155	Indian Laurel Fig	8	5	7				20	36	12	11 17 13.5	562	2	2	2	Preserve	Treat infection
	Galls, possible gall wasp infection																	
Golf Course	1156	Indian Laurel Fig	4	4	3				11	12	4	3.5 7 4	67	2	2	2	Preserve	
	Fair vigor, decreased canopy																	
Golf Course	1157	River She-oak	5						5	26	3.5	6 10 11	183	3	2	2	Preserve	Treat by removing rope
	Girdling rope, decreased canopy, Strangled, but is embedding rope in tissue																	
Golf Course	1158	Brazilian Pepper	22						22	43	14.5	20 13 20	894	3	2	3	Remove	Re-evaluate to keep
	Good vigor, failed upper branch, senescent																	
Golf Course	1159	Queen Palm	11						11	36	8.5	8 9 7	207	2	2	2	Preserve	
	Good to fair form and vigor																	
Golf Course	1160	Brazilian Pepper	22						22	29	11	12 15.5 14	541	2	2	2	Preserve	
	Epicormic sprouting from branch cuts, squirrel burrows at root crown																	
Golf Course	1161	Red River Gum	5						5	32	5	3 4 6	64	3	3	2	Remove	
	Diseased																	
Golf Course	1162	Brazilian Pepper	14						14	33	13.5	12 18 15.5	683	2	2	2	Preserve	
	Failed upper limb																	
Golf Course	1163	Brazilian Pepper	13						13	27	8.5	14 14 17	562	2	2	2	Preserve	Prune for structure
	Good form and vigor, epicormic basal sprouting																	
Golf Course	1164	European Olive	7	8	11				26	37	9.5	12.5 18 17	638	2	2	2	Preserve	
	Multi-stemmed, epicormic sprouting																	

Golf Course	1165	Brazilian Pepper	12						12	25	12	12	12	452	2	2	2	Preserve	
	Good form and vigor																		
Golf Course	1166	Queen Palm	14						14	31	6	5.5	8.5	131	2	2	2	Preserve	
	Good form and vigor, spike holes											5.8							
Golf Course	1167	Red River Gum	10						10	32	11	12.5	11.5	371	2	2	2	Preserve	
	Gummosis											8.5							
Golf Course	1168	Red River Gum	21						21	52	16.5	16	16	894	3	3	2	Remove	
	Distressed and weak											19							
Golf Course	1169	Brazilian Pepper	6	10	10	9			35	38	19	13	14	816	2	2	2	Preserve	
	Multi-stemmed, good vigor											18.5							
Golf Course	1170	Red River Gum	12	12	9	11			44	58	32	25.5	13	1904	2	3	2	Remove	
												28							
Golf Course	1171	River She-oak	8						8	40	15	11	11.5	510	1-2	2	2	Preserve	
	Good form and vigor											13.5							
Golf Course	1172	River She-oak	9						9	39	11.5	4.5	6	214	1-2	2	2	Preserve	
	Good form and vigor											11							
Golf Course	1173	Tipu Tree	14						14	37	28	21.5	22	1809	2	2	2	Preserve	
	Lean, minor structural root decay, vigor fair											24.5							
Golf Course	1174	River She-oak	10						10	29	7	7	9	214	1-2	2	2	Preserve	
	Good form and vigor											10							
Golf Course	1175	River She-oak	8						8	27	11	10.5	10.5	354	1-2	2	2	Preserve	
	Good form and vigor											10.5							
Golf Course	1176	Red Ironbark	24						24	56	22.5	16	17	1060	2-3	2	2	Preserve	Re-evaluate to keep
	Fungal bodies near root crown, vigor fair, squirrel burrows in root crown											18							
Golf Course	1177	River She-oak	14						14	48	17	9.5	11.5	562	2	2	2	Preserve	
	Sapsucker damage, good form and vigor											15.5							
Golf Course	1178	River She-oak	12						12	41	15	14.5	11.5	551	2	3	2	Remove	
	Gummosis, vigor fair, weed wacker damage, decay at flare											12							
Golf Course	1179	River She-oak	15						15	47	12	10	13	452	2	2	2	Preserve	
	Good form and vigor											13							
Golf Course	1180	River She-oak	11						11	40	9.5	8	9.5	240	1-2	2	2	Preserve	
	Good form and vigor											8							
Golf Course	1181	Indian Laurel Fig	9						9	20	10	7	11	269	2	2	2	Preserve	Treat infection
	Wasp galls - possible, good form and vigor											9							
Golf Course	1182	Brazilian Pepper	23						23	32	15	17	11.5	742	2	2	2	Preserve	Treat termites
	Termites, good form and vigor											18							
Golf Course	1183	Red River Gum	16						16	80	40.5	19.5	16.5	1572	2	2	2	Preserve	
												13							

Golf Course	1184	Red River Gum	18						18	77	20	12 17 26	1104	2	2	2	Preserve	
Golf Course	1185	Green Ash	17						17	76	16	18 17.5 20.5	1017	2	2	2	Preserve	Trim dead limb
	Fair form and vigor, gummosis																	
Golf Course	1186	Green Ash	22						22	45	18.5	21.5 18 17.5	1119	3	3	2	Remove	
	Significant lower stem decay with cavity																	
Golf Course	1187	Brazilian Pepper	12	13					25	25	15.5	11 9.5 16	531	2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1188	Chinese Elm	7						7	27	11.5	12 13 11.5	452	2	2	2	Preserve	
	Good to fair form and vigor																	
Golf Course	1189	Green Ash	23						23	58	19.5	21.5 22.5 27	1607	2	2	2	Remove	Re-evaluate to keep
	Moderate upper canopy deadwood, deep cavity in stem, brown leaf tips																	
Golf Course	1190	Brazilian Pepper	10	11					21	29	16.5	15.5 15 16.5	791	2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1191	Indian Laurel Fig	5	4					9	22	8.5	8.5 6 8.5	195	3	2	3	Remove	
Golf Course	1192	Red River Gum	17						17	43	20.5	14 20 25	1240	3	2	2	Remove	
	Retrenchment - moderate to severe																	
Golf Course	1193	Red River Gum	20						20	63	30.5	14 16.5 31	1661	2	2	2	Preserve	
	Multiple stem cankers, fair vigor																	
Golf Course	1194	River She-oak	8						8	45	12	10 12.5 13.5	452	1-2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1195	River She-oak	4	8					12	34	10	7.5 7 10	234	2	2-3	2	Preserve	Subordinate codominant stem
	Good form and vigor, codominant stems																	
Golf Course	1196	River She-oak	5	4	5				14	32	8	7 8.5 8.5	201	2	2-3	2	Preserve	Subordinate codominant stem
Golf Course	1197	Weeping Fig	8	6	8	11	7	8	48	30	18	25 20.5 16.5	1256	2-3	2-3	2	Preserve	Prune canopy
	Stem canker - mild to moderate, limited failure risk, good vigor																	
Golf Course	1198	Red River Gum	10						10	44	10	10 9 17	415	3	3	2-3	Remove	
	Tree borers, retrenchment/decline																	
Golf Course	1199	Green Ash	9						9	26	11	13.5 9 5	291	3	3	3	Remove	
	Steep decline																	
Golf Course	1200	Port Orford Cedar	13						13	35	12.5	9 9.5 9.5	322	1-2	2	2	Preserve	
	Goof form and vigor																	
Golf Course	1201	Silk Oak Tree	4						4	22	7.5	6 7.5 8.5	171	1-2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1202	Black Alder	8						8	31	14.5	4 9 11	291	3	3	3	Remove	
	Steep decline																	

Golf Course	1203	Silver Dollar Gum	32						32	70	31	26.5	38	31	3140	2	2	2	Preserve	
	Good form and vigor, good specimen																			
Golf Course	1204	River She-oak	7						7	52	8	5.5	7	9	171	1-2	2	2	Preserve	
	Good form and vigor																			
Golf Course	1205	Blue Jacaranda	8						8	33	8	8	10.5	14	322	2	2	2	Preserve	
	Good form and vigor																			
Golf Course	1206	Silk Oak Tree	8						8	32	9.5	11.5	11	9	330	2	2	2	Preserve	
	Good form and vigor																			
Golf Course	1207	Red River Gum	16						16	52	24	28	19	16	1485	2	2	2	Preserve	
	Good form and vigor																			
Golf Course	1208	Red River Gum	19						19	56	12.5	19	26	17	1089	3	3	2	Remove	
	Sever limb failure, retrenchment																			
Golf Course	1209	Tipu Tree	5						5	24	6	8	8.5	9	195	3	2	2	Remove	
	Decline																			
Golf Course	1210	Mexican Fan Palm	10	12					22	40	1	5	1	5	28	2	2	2	Preserve	
	Codominant stems, good form and vigor																			
Golf Course	1211	Tipu Tree	6						6		8	7.5	11	8	234	2-3	2	2	Preserve	
	Cankers in stem, vigor fair																			
Golf Course	1212	Brazilian Pepper	19						19	25	10.5	13	15.5	18	638	2	2	2	Preserve	
	Good form and vigor																			
Golf Course	1213	Port Orford Cedar	11						11	27	10	9	8.5	10	276	2	2	2	Preserve	
	Good form and vigor, flare canker																			
Golf Course	1214	River She-oak	5	3					8	22	6	7.5	5.5	8	143	2	2	2	Preserve	
	Topped, upper canopy deadwood																			
Golf Course	1215	River She-oak	7						7	39	7	7	8.5	11	220	1-2	2	2	Preserve	
	Good form and vigor																			
Golf Course	1216	River She-oak	7	5					12	37	9.5	7.5	10	13	314	1-2	2	2	Preserve	
	Good form and vigor																			
Golf Course	1217	Green Ash	13						13	41	11	20	19	17	881	2-3	2	2	Preserve	Prune upper canopy deadwood
	Flare canker																			
Golf Course	1218	Green Ash	10						10	36	5.5	8	16	10.5	314	3	3	2-3	Remove	
	Retrenchment, severe stem canker																			
Golf Course	1219	Green Ash	16						16	41	16.5	20.5	27.5	22	1468	2	2	2	Preserve	
	Exposed structural roots																			
Golf Course	1220	River She-oak	7	5	4				16	34	11.5	8	12	10.5	346	2	2	2	Preserve	
	Codominant stems, good vigor																			
Golf Course	1221	River She-oak	8						8	43	10.5	9	8	11	291	1-2	2	2	Preserve	
	Good form and vigor																			

Golf Course	1222	Red River Gum	23						23	62	23	17.5	28	1679	3	2	2	Preserve	Treat beetle infestation
	Possible Australian tortoise beetle infestation, vigor ok											24							
Golf Course	1223	Blue Gum	16						16	36	7	9	10	254	3	2-3	2-3	Remove	
	Beetle infested, decline											10							
Golf Course	1224	Green Ash	21						21	52	13	27	27.5	1503	3	2	2	Remove	
	Fungus at root crown, retrenchment											20							
Golf Course	1225	Chinese Elm	7						7	26	11	14	14	594	2-3	2	2	Preserve	
	Root crown water puddling, fair vigor, stem cankers, minor retrenchment											16							
Golf Course	1226	Blue Gum	17						17	38	3.5	7.5	12	234	3	2	2	Preserve	
	Possible beetle infestation, stained bark, poor canopy development											11.5							
Golf Course	1227	Green Ash	25	19					44	74	17.5	29	24	1679	3	3	2	Preserve	
	Deep cavity in stem, increased liability											22							
Golf Course	1228	Tipu Tree	7						7	22	11	12	14	452	2-3	2	2	Preserve	
	Increased mechanical damage, vigor fair to poor											11							
Golf Course	1229	Red River Gum	24						24	76	23	12	24.5	1368	2	2	2	Preserve	
	Good form and vigor											24							
Golf Course	1230	Red River Gum	13						13	54	14	16	18	730	2-3	2	3	Preserve	**Urgent - prune deadwood and remove dead limb**
	Good form and fair vigor, upper canopy deadwood, dead limb - remove											13							
Golf Course	1231	River She-oak	6	4					10	33	10	9	9	330	2	2	2	Preserve	
	Good form and vigor											13							
Golf Course	1232	River She-oak	7						7	33	7	8	9.5	247	2	2-3	2	Preserve	subordinate codominant stem
	Codominant stems with included bark											11							
Golf Course	1233	Red River Gum	6						6	43	10	6.5	7	276	2	2	2	Preserve	
	Good form and vigor											14							
Golf Course	1234	Black Alder	12						12	33	5	7	9.5	183	3	2	2	Remove	
	Multiple cankers, dieback, flare canker											9							
Golf Course	1235	Tipu Tree	15						15	52	23	22	22	1625	2-3	2	2	Preserve	Prune deadwood
	Distressed, upper canopy deadwood, gummosis, stem cankers											24							
Golf Course	1236	Port Orford Cedar	6						6	17	5	6	5	95	2	2	2	Preserve	
	Lean, flare canker, goof vigor, yellowing, squirrel burrows											6							
Golf Course	1237	Red River Gum	7						7	49	7	4	6	138	2	2	2	Preserve	
	Good form and vigor											9.5							
Golf Course	1238	River She-oak	7						7	31	8	6.5	10	247	2	2	2	Preserve	
	Canker on stem											11							
Golf Course	1239	Chinese Elm	13						13	37	16	12	15	660	2	2	2	Preserve	
	Good form and vigor											15							
Golf Course	1240	Myoporum	13	4	4	10			31	12	6	4	4	64	3	3	2	Remove	
	Split stem, large cavity											4							

Golf Course	1241	Chinese Elm	5						5	18	9 6.5 9.5 8.5	220	3	2	2	Preserve	
	Very little canopy development																	
Golf Course	1242	Red River Gum	8						8	52	12 11.5 9.5 12	397	3	3	2	Remove	
	Multiple areas with gummosis, vigor fair, poor prognosis																	
Golf Course	1243	Red River Gum	11						11	65	4 4 36 28	1017	3	3	2	Remove	
	Excess mechanical damage																	
Golf Course	1244	Red River Gum	14						14	66	17.5 16 23.5 20	1164	2	2	2	Preserve	Prune deadwood
	Cankers, vigor fair																	
Golf Course	1245	River She-oak	6						6	26	6 7 5.5 7.5	133	2	2	2	Preserve	
	Vigor fair																	
Golf Course	1246	Green Ash	27						27	63	20 17.5 22 25	1401	3	2	2	Preserve	
	Lower stem cankers, upper canopy deadwood																	
Golf Course	1247	River She-oak	6						6	24	5 6.5 3 6.5	87	1-2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1248	Red River Gum	17						17	63	17 17 33 16	1352	2-3	2-3	2	Preserve	
	Weed wacker damage, upper canopy deadwood																	
Golf Course	1249	European Olive	7	7	16				30	31	10 11 10.5 12	371	2-3	2	2	Preserve	
	Fair form and vigor																	
Golf Course	1250	Green Ash	30						30	74	13 19 19 23	1075	3-4	3	3	Remove	
	Severe decline																	
Golf Course	1251	River She-oak	6						6	35	8 6 6 5	123	2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1252	River She-oak	7	6					13	38	8 11.5 10 11	322	1-2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1253	River She-oak	9						9	40	10 11.5 8 10.5	314	2-3	2	2	Preserve	
	Fair form and vigor																	
Golf Course	1254	Brazilian Pepper	38						38	38	14 16 20 22	1017	2-3	2-3	3	Preserve	Brace for safety
	Codominant stems with included bark, good specimen																	
Golf Course	1255	Peruvian Pepper	32						32	27	13 22 17 21	1046	3	3	2	Remove	
	Large cavity in lower stem																	
Golf Course	1256	Silk Oak Tree	4	5					9	25	9 9 10 9	269	2	2	2	Preserve	Subordinate codominant stem
	Good form and vigor, codominant stems																	
Golf Course	1258	Tipu Tree	3.5	6					9.5	15	24 11 12 13	707	1-2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1259	Tipu Tree	5.5	4	4				13.5	14	13 14 16 13	615	2	2	2	Preserve	
	Good form and vigor, small cankers with gummosis																	
Golf Course	1260	Tipu Tree	6.5	4.5					11	17	15 16 14 15	707	2	2	2	Preserve	
	Good form and vigor, small cankers with gummosis																	

Golf Course	1261	Tipu Tree	6.5						6.5	17	11 15 15 14	594	2	2	2	Preserve	
	Good form and vigor, small cankers with gummosis, mechanical damage																
Golf Course	1262	Peruvian Pepper	13.5						13.5	24	14 10 7 6	269	3	2	2	Remove	
	Retrenchment, poor vigor																
Golf Course	1263	River She-oak	5.5						5.5	26	10 11 12 10	363	2	2	2	Preserve	
	Good form and vigor, ball damage																
Golf Course	1264	Peruvian Pepper	13						13	29	15 15 14 15	683	2	3	3	Preserve	**Urgent: prune for safety**
	Good vigor, fair form, hazardous failing limb																
Golf Course	1265	River She-oak	6.5						6.5	34	10 13 14 12	471	1-2	2	2	Preserve	
	Good form and vigor, ball damage																
Golf Course	1266	Silver Dollar Gum	9						9	25	12 12 15 10	471	3	2	2	Remove	
	Borers, decline																
Golf Course	1267	River She-oak	4						4	24	8 8 8 7	189	2-3	2	2	Preserve	
	Ball damage, fair to poor vigor																
Golf Course	1268	Indian Laurel Fig	12	7	6	8			33	34	22 18 21 15	1134	2	2	2	Preserve	
	Ball damage, good vigor																
Golf Course	1269	Red River Gum	22						22	53	25 31 26 25	2247	2-3	2	2	Preserve	
	Ball damage, cankers with gummosis																
Golf Course	1270	Mexican Fan Palm	15						15	30	8 9 7 8	201	1-2	2	2	Preserve	
	Good form and vigor																
Golf Course	1271	Mexican Fan Palm	16						16	17	6 7 6 6	123	1-2	1-2	1-2	Preserve	
	Good form and vigor																
Golf Course	1272	Red Ironbark	32						32	31	14 17 15 23	934	3	3	3	Remove	
	Poor form and vigor																
Golf Course	1273	Red Ironbark	8						8	37	11 13 11 14	471	2	2	2	Preserve	
	Good form and vigor																
Golf Course	1274	Red River Gum	29						29	90	23 27 26 32	2289	2-3	2	2-3	Preserve	Treat for borers
	Good vigor, ball damage, stained bark, borers																
Golf Course	1275	Silver Dollar Gum	17						17	52	15 31 17 29	1661	2-3	2	2-3	Preserve	Prune for safety
	Ball damage, stained bark																
Golf Course	1276	Water Gum	4.5						4.5	22	5 4 5 6	79	2-3	2	2	Preserve	
	Weed wacker damage																
Golf Course	1277	Myoporum	5.5						5.5	10	5 5 4 4	64	2	2	2	Preserve	
	Good form and vigor, unclosed branch cut																
Golf Course	1278	Peruvian Pepper	4.5						4.5	22	3 10 5 9	143	2-3	3	3	Remove	
	Multi-stemmed, on fence line, competing canopy																
Golf Course	1279	Brazilian Pepper	5.5	5.5	5	5	5		26	24	10 12 10 13	397	2-3	2-3	2-3	Preserve	Prune form
	On fence line, multi-stemmed, competing canopy																

Golf Course	1280	Brazilian Pepper	5						5	22	2 5 10 6	104	3	3	3	Remove	
	Very poor form, competing canopy, decay																
Golf Course	1281	Brazilian Pepper	5	6.5	5.5				17	24	10 9 10 11	314	3	3	3	Remove	
	On fence line, embedded fence																
Golf Course	1282	Peruvian Pepper	6	13	9				28	23	12 11 15 18	615	3	3	3	Remove	
	Good form and Vigor, embedded in fence																
Golf Course	1283	Carrotwood	17						17	31	15 14 10 11	491	2-3	2	2	Preserve	Treat for health
	Good form, extensive leaf drop																
Golf Course	1284	Carrotwood	6	4.5	4	5			19.5	32	8 11 10 11	314	3	2	2	Remove	
	Large cankers on stem																
Golf Course	1285	Aleppo Pine	21.5						21.5	45	22 17 19 29	1485	2-3	2-3	2	Preserve	Prune deadwood
	Large dead limb, canker on upper stem																
Golf Course	1286	Peruvian Pepper	16						16	26	14 12 10 9	397	2-3	2	2-3	Preserve	
	Fair form and vigor, reduced canopy																
Golf Course	1287	Indian Laurel Fig	14	14	13	10	19		70	50	28 25 27 29	2332	2	2	2	Preserve	
	Good form and vigor, well-maintained																
Golf Course	1288	Red Ironbark	8						8	38	7 17 5 11	314	2-3	3	2-3	Remove	
	Lean, poor canopy development																
Golf Course	1289	Brazilian Pepper	10	10	10	8	9		47	42	15 18 14 16	779	2-3	3	2	Remove	
	Good vigor, poor form																
Golf Course	1290	Red Ironbark	10	12.5					22.5	48	15 20 10 23	907	2-3	3	3	Preserve	Prune codominant stem for safety
	Fair form and vigor, codominant stems																
Golf Course	1291	Brazilian Pepper	8	6	8	7	7		36	42	15 11 14 18	660	2	3	2	Remove	
	Embedded in fence																
Golf Course	1292	Chinese Elm	13						13	44	17 12 21 29	1225	2-3	3	3	Remove	
	Codominant stems, failed branch, large cavity in lower stem																
Golf Course	1293	Brazilian Pepper	7.5	7	7	5	5		31.5	42	15 10 13 17	594	2	2-3	2	Preserve	
	Multi-stemmed, along fence																
Golf Course	1294	Brazilian Pepper	5	6	5	6.5			22.5	42	17 10 8 19	572	2-3	3	2-3	Remove	
	Multi-stemmed, along fence line, embedded fence																
Golf Course	1295	Brazilian Pepper	6.5	5	7.5	7			26	40	16 12 7 21	615	2	3	2	Remove	
	Multi-stemmed, along fence line, embedded fence																
Golf Course	1296	Brazilian Pepper	6	8.5					14.5	21	5 4 15 13	269	2-3	3	2	Remove	
	Poor form, embedded in fence																
Golf Course	1297	Brazilian Pepper	7	8.5					15.5	23	9 9 10 12	314	2	2	2	Preserve	Prune codominant stems
	Good vigor, codominant stems																
Golf Course	1298	Aleppo Pine	19						19	36	14 17 17 16	804	2	2	2	Preserve	
	Good form and vigor																

Golf Course	1299	Mexican Fan Palm	16.5						16.5	53	6 6 6 6	113	1-2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1300	Peruvian Pepper	11	16					27	30	16 18 13 11	660	2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1301	Italian Stone Pine	18						18	39	12 18 21 24	1104	2-3	3	2-3	Preserve	
	Codominant stems, good vigor, minor lean																	
Golf Course	1302	Italian Stone Pine	16						16	30	17 8 19 13	638	2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1303	River She-oak	10						10	41	10 12 7 16	397	1-2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1304	Aleppo Pine	18						18	33	23 19 24 15	1288	2	2	2	Preserve	
	Good form and vigor, golf ball damage																	
Golf Course	1305	Mondell Pine	21						21	59	19 20 20 22	1288	2	2	2	Preserve	
	Good form and vigor, small longitudinal canker on stem																	
Golf Course	1306	Green Ash	21						21	39	13 15 13 14	594	3-4	3	2	Remove	
	Very steep decline, termites, retrenchment																	
Golf Course	1307	Green Ash	13						13	37	9 6 11 11	269	3	2-3	2	Remove	
	Very steep decline, termites, retrenchment																	
Golf Course	1308	Green Ash	9	14					23	46	9 11 19 11	491	3	2	2	Remove	
	Retrenchment and termites																	
Golf Course	1309	Red Ironbark	28						28	56	24 25 19 26	1734	2-3	3	3	Remove	
	Major failed branch, increased liability																	
Golf Course	1310	River She-oak	9						9	24	8 10 8 8	227	2-3	3	2	Remove	
	Topped, decreased aesthetics																	
Golf Course	1311	River She-oak	7						7	34	6 6 3 6	87	2	2	2	Preserve	
	Golf ball damage																	
Golf Course	1312	River She-oak	8						8	41	8 10 7 12	269	1-2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1313	Red River Gum	15						15	56	16 17 11 16	707	2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1314	Red River Gum	13						13	44	18 9 8 16	510	3	2	2	Remove	
	Moderate to severe retrenchment																	
Golf Course	1315	Red River Gum	7						7	36	6 5 9 9	165	2-3	2-3	2	Preserve	
	Fair vigor, poor form, competing canopy, small specimen																	
Golf Course	1316	Silver Dollar Gum	27						27	62	29 21 26 29	2164	2-3	2-3	2-3	Preserve	Prune deadwood for safety
	Good vigor, small failed limbs																	
Golf Course	1317	Green Ash	10						10	31	15 11 13 10	471	3	3	3	Remove	
	Poor form, mature epicormic sprouters																	

Golf Course	1318	Green Ash	25						25	45	21	27	31	22	2002	2	2	2	Preserve	Prune deadwood
	Minor deadwood, girdled roots																			
Golf Course	1319	Red River Gum	17						17	64	16	25	18	27	1451	2	2	2	Preserve	
	Good form and vigor																			
Golf Course	1320	Silver Dollar Gum	25						25	73	25	20	23	28	1809	2	2	2	Preserve	
	Good form and vigor, squirrel burrows at base																			
Golf Course	1321	Green Ash	15						15	33	7	17	13	11	452	3	3	2-3	Remove	
	Steep retrenchment, termites, fungal bodies at root crown																			
Golf Course	1322	River She-oak	5						5	25	6	5	5	8	113	1-2	2	2	Preserve	
	Good form and vigor, lichens																			
Golf Course	1323	Silver Dollar Gum	24						24	50	36	13	12	22	1352	3	2	3	Remove	Prune deadwood and re-evaluate to keep
	Multiple broken limbs, senescent																			
Golf Course	1324	Red River Gum	14						14	51	20	17	14	19	962	2	2	2	Preserve	
	Minor upper canopy deadwood, fair form and vigor																			
Golf Course	1325	Red River Gum	16						16	58	12	20	19	19	962	2	2	2	Preserve	
	Flush cut pruning, minor to moderate upper canopy deadwood																			
Golf Course	1326	Silver Dollar Gum	20						20	71	35	22	16	27	1963	2	2	2	Preserve	
	Good form and vigor, upper canopy deadwood																			
Golf Course	1327	Red River Gum	10						10	44	15	8	9	15	434	3	2	2	Remove	
	Heavy fungal infection on stem with cankers, good canopy development, poor prognosis																			
Golf Course	1328	Chinese Elm	5	4					9	24	7	13	12	13	397	2-3	2	2	Preserve	Prune and monitor
	Heavy ball damage, distressed, marginal health																			
Golf Course	1329	Chinese Elm	5	4					9	24	8	14	10	9	330	2	2	2	Preserve	
	Ball damage, lean																			
Golf Course	1330	Red Ironbark	24						24	63	24	19	25	22	1590	3	3	2	Remove	
	Borers, weak, failed major limb																			
Golf Course	1331	Chinese Elm	5	2.5					7.5	18	10	13	13	6	346	2	2-3	2	Preserve	
	Lean, small specimen, small flare canker																			
Golf Course	1332	Chinese Elm	7						7	24	10	7	10	12	298	2	2	2	Preserve	
	Ball damage, small specimen																			
Golf Course	1333	Red Ironbark	19						19	44	21	16	26	20	1352	2-3	2-3	3	Remove	
	Borers, branch failure, weak																			
Golf Course	1334	Silver Dollar Gum	14	17					31	47	16	22	14	19	989	3-4	2	2	Remove	
	Moderate to severe retrenchment, decline																			
Golf Course	1335	Silver Dollar Gum	20						20	59	32	16	13	26	1485	2-3	2	2	Preserve	Prune deadwood
	Minor to moderate dieback, fair form, gummosis																			
Golf Course	1336	Canary Island Pine	17						17	49	10	14	18	18	707	1-2	2	2	Preserve	
	Good form and vigor																			

Golf Course	1337	River She-oak	20						20	31	10	11 15	11	434	2-3	2	2	Preserve	Treat infection
	Cankers, good vigor																		
Golf Course	1338	Black Alder	8						8	22	5	28 5	8	415	3	2-3	2-3	Remove	
	Poor vigor, decline, ball damage, leaf tip burn																		
Golf Course	1339	River She-oak	10						10	40	7	8 9	7	189	2	2	2	Preserve	
	Ball damage, good vigor																		
Golf Course	1340	River She-oak	7						7	31	6	8 9	6	165	2	2	2	Preserve	
	Healing flare canker, good form and vigor																		
Golf Course	1341	Silver Dollar Gum	33						33	29	23	24 23	29	1923	3	3	2	Remove	Can keep if pruned for safety and re-evaluated
	Multiple broken limbs, senescent																		
Golf Course	1342	Canary Island Pine	19						19	56	19	11 22	12	804	3	3	2	Remove	
	Diminished crown, increased retrenchment																		
Golf Course	1343	Red River Gum	23						23	81	25	17 28	31	2002	2	2	2	Preserve	
	Good form and vigor, minor cankers at root crown																		
Golf Course	1344	Aleppo Pine	16						16	56	14	14 21	9	660	2	2	2	Preserve	
	Fair to good form and vigor																		
Golf Course	1345	Aleppo Pine	20						20	47	25	23 13	12	1046	2	2	2	Preserve	
	Lean, fair to good form and vigor, upper canopy deadwood																		
Golf Course	1346	Red River Gum	17						17	80	28	23 13	13	1164	2-3	2-3	2	Preserve	Prune deadwood
	Ball damage, good form and vigor																		
Golf Course	1347	Mondell Pine	16						16	19	21	23 10	16	962	2-3	3	3	Remove	
	Significant lean with soil lift, failure risk																		
Golf Course	1348	Green Ash	19						19	45	10	16 12	19	638	3	3	3	Remove	
	Severe decline																		
Golf Course	1349	Mondell Pine	11						11	13	10	18 0	12	314	2-3	3	3	Remove	
	Lean, poor form																		
Golf Course	1350	Silver Dollar Gum	14						14	31	14	13 9	14	491	3	3	2	Remove	
	Termites, significant retrenchment																		
Golf Course	1351	Mexican Fan Palm	19						19	41	8	6 10	7	189	1-2	1-2	2	Preserve	
	Good form and vigor																		
Golf Course	1352	Port Orford Cedar	9						9	23	9	5 9	9	201	2	2-3	2-3	Preserve	
	Lean, low risk of failure																		
Golf Course	1353	River She-oak	9						9	44	12	8 10	8	283	1-2	2	2	Preserve	
	Good form and vigor																		
Golf Course	1354	Red Ironbark	26						26	73	39	25 16	22	2042	2-3	2-3	2-3	Preserve	Re-evaluate if keeping
	Good form and vigor, evidence of borers, large specimen																		
Golf Course	1355	Green Ash	29						29	54	24	26 33	27	2375	2	2	2	Preserve	
	Good form and vigor																		

Golf Course	1356	Red Ironbark	29						29	43	20	16 18	20	1075	2-3	2	2	Preserve	
	Good to fair form and vigor																		
Golf Course	1357	Silk Oak Tree	23						23	64	14	16 20	17	881	2	2	3	Remove	
	Termite frass at crotch, multiple failed branches																		
Golf Course	1358	Silk Oak Tree	12						12	47	6	11 7	13	269	3	2-3	2-3	Remove	
	Large canker at mid-stem. Gummosis																		
Golf Course	1359	Red River Gum	27						27	71	26	32 24	28	2375	2	2	2	Preserve	
	Small failed branches																		
Golf Course	1360	Red Ironbark	29						29	71	27	31 23	18	1923	2	2	2	Preserve	Prune for safety
	Hangs over cart path, competing canopy, good vigor, gummosis																		
Golf Course	1361	Brazilian Pepper	13						13	21	7	7 10	9	214	3	2	2-3	Remove	
	Termites, large flare canker																		
Golf Course	1362	Silk Oak Tree	25						25	73	26	13 29	24	1661	2	2	2-3	Preserve	Prune for safety
	Good form and vigor, included bark, near cart path																		
Golf Course	1363	Silk Oak Tree	22						22	65	14	19 20	20	1046	2	2	2-3	Preserve	Prune for safety
	Good form and vigor, near cart path																		
Golf Course	1364	Silk Oak Tree	15						15	47	9	12 17	12	491	3	3	3	Remove	
	Large flare canker, upper canopy deadwood																		
Golf Course	1365	Silk Oak Tree	16						16	60	12	17 6	14	471	3	2	3	Remove	
	Failed branch at crotch, small cankers																		
Golf Course	1366	Silk Oak Tree	12						12	44	5	8 13	9	240	3	2	2-3	Remove	
	Small cankers, internal decay																		
Golf Course	1367	Silver Dollar Gum	24						24	66	21	24 19	18	1320	2-3	3	3	Remove	
	Large canker at former branch cut, fig growing in decayed wood																		
Golf Course	1368	Silk Oak Tree	15						15	48	12	10 17	11	491	2-3	3	2-3	Remove	Re-evaluate for safety to keep
	Poor structure, minor upper canopy deadwood, failed stem																		
Golf Course	1369	Silk Oak Tree	10						10	38	10	10 9	10	298	2	2	2	Preserve	Treat for borers
	Evidence of borers, gummosis, fair vigor																		
Golf Course	1370	Silk Oak Tree	13						13	47	12	11 11	11	397	3	3	2-3	Remove	
	Internal decay																		
Golf Course	1371	Silk Oak Tree	13						13	48	11	9 12	19	510	3	2-3	2-3	Remove	
	Internal decay																		
Golf Course	1372	Silk Oak Tree	19						19	52	17	16 19	20	1017	3	2-3	2-3	Remove	
	Borers, multiple cankers, internal decay																		
Golf Course	1373	Green Ash	37						37	70	19	29 34	24	2205	3	3	2-3	Remove	
	Large internal decay with cavity, moderate upper canopy deadwood																		
Golf Course	1374	River She-oak	10						10	44	12	10 10	6	283	1-2	2	2	Preserve	
	Good form and vigor																		

Golf Course	1375	Brazilian Pepper	16						16	25	11 5 12 7	240	2	2	2	Preserve	
	Unusual form																	
Golf Course	1376	Red Ironbark	8						8	29	15 13 11 7	415	2	2	2	Preserve	
	Small cankers, ball damage																	
Golf Course	1377	Chinese Elm	4.5	3.5	4				12	27	14 13 12 13	531	2-3	2	2	Preserve	
	Ball damage																	
Golf Course	1378	Silver Dollar Gum	26						26	57	24 24 28 32	2289	2	2-3	2	Preserve	Brace codominant stems for safety
	Codominant stems with included bark, good health																	
Golf Course	1379	Red Ironbark	28						28	50	29 30 19 19	1847	2	2	2	Preserve	Prune deadwood
	Good form and vigor, minor upper canopy deadwood																	
Golf Course	1380	Silver Dollar Gum	21						21	51	27 24 17 19	1485	2	2-3	2-3	Preserve	Prune to rebalance crown
	Lean, small failed branch, good vigor																	
Golf Course	1381	Red Ironbark	26						26	62	19 23 14 29	1418	3	2-3	3	Remove	
	Lean, good vigor, large canker on east side																	
Golf Course	1382	River She-oak	10.5						10.5	40	13 13 12 12	491	1-2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1383	Aleppo Pine	42						42	46	24 20 34 16	1734	3	3	2-3	Remove	
	Fig growing in crotch, codominant stems with included bark, severe gummosis																	
Golf Course	1384	Indian Laurel Fig	11						11	24	20 14 13 11	660	2	2	2	Preserve	
	Extensive ball damage, good vigor																	
Golf Course	1385	Indian Laurel Fig	16.5						16.5	34	26 19 19 21	1418	2	2	2	Preserve	
	Good form and vigor, ball damage																	
Golf Course	1386	Indian Laurel Fig	9.5						9.5	24	14 13 12 14	551	2	2	2	Preserve	
	Leaf galls, good vigor																	
Golf Course	1387	Red River Gum	17						17	76	32 33 32 27	3018	2-3	2	2	Preserve	
	Extensive ball damage, fair form and vigor																	
Golf Course	1388	River She-oak	11.5						11.5	38	12 15 14 15	615	1-2	2	2	Preserve	
	Good form and vigor, sapsucker damage																	
Golf Course	1389	River She-oak	4.5	1	1	3.5			10	20	8 7 7 6	154	1-2	2	2	Preserve	
	Good form and vigor																	
Golf Course	1390	Spider Gum	15	12					27	31	13 15 18 13	683	3	2-3	2-3	Remove	
	Bracket fungus at flare, senescent, abundant fruit																	
Golf Course	1391	Indian Laurel Fig	10						10	32	21 18 21 22	1320	2	2	2	Preserve	
	Good form and vigor, leaf gall infection																	
Golf Course	1392	Chinese Elm	6.5						6.5	26	14 17 13 14	660	2-3	3	3	Remove	
	Excess lean, fair vigor, poor form																	
Golf Course	1393	River She-oak	6.58						6.58	31	8 10 10 11	298	2	2	2	Preserve	
	Fair form and vigor, large canker with gummosis																	

Golf Course	1394	Indian Laurel Fig	14						14	34	19	17 21	18	1104	3	3	3	Remove	
	Large failed limb, lean, ball damage, frass																		
Golf Course	1395	Indian Laurel Fig	17						17	31	17	22 22	21	1320	2-3	2-3	3	Preserve	Prune for safety and re-evaluate
	Good form and vigor, included bark																		
Golf Course	1396	Shamel Ash	11	11	8.5	9			39.5	36	15	31 22	27	1771	2	2	2	Preserve	Prune for safety and re-evaluate
	Leaf tip burn, good vigor																		
Golf Course	1397	Brazilian Pepper	25.5						25.5	36	13	18 21	21	1046	3	3	2-3	Remove	
	Flare canker, termites																		
Golf Course	1398	Red River Gum	8.5						8.5	22	14	21 14	12	730	3	3	2-3	Remove	
	External canker at lower stem																		
Golf Course	1399	Red River Gum	12.5						12.5	52	17	12 18	17	804	1-2	2	2	Preserve	
	Good form and vigor																		
Golf Course	1400	Aleppo Pine	26.5						26.5	47	28	19 29	36	2462	2	3	3	Preserve	Brace for safety
	Codominant stems with included bark, good vigor																		
Golf Course	1401	Mexican Fan Palm	16.5						16.5	54	6	6 6	6	113	1-2	2	2	Preserve	
	Good form and vigor																		
Golf Course	1402	Mexican Fan Palm	11.5						11.5	15	6	6 6	6	113	2	3	3	Remove	
	Poor location, along fence line																		
Golf Course	1403	Mexican Fan Palm	16						16	33	6	6 6	6	113	2	2	2	Remove	
	On fence line, poor location																		
Golf Course	1404	Shamel Ash	6	6					12	22	8	8 7	6	165	3	3	2-3	Remove	
	Termites, frass, poor form, embedded in fence																		
Golf Course	1405	Carrotwood	12						12	27	8	10 15	10	363	3	3	2-3	Remove	
	Extensive sapsucker damage, failed branch																		
Golf Course	1406	Carrotwood	14.5						14.5	28	13	14 18	16	730	3	3	2	Remove	
	Sapsucker damage, decline																		
Golf Course	1407	Carrotwood	5.5						5.5	27	10	5 15	10	314	3	2-3	2	Remove	
	Sapsucker damage, decline, competing canopy																		
Golf Course	1408	River She-oak	8						8	30	9	7 14	8	283	2	2	2	Preserve	
	Good vigor, codominant stems																		
Golf Course	1409	Green Ash	21						21	45	23	20 23	17	1352	3	2-3	2	Remove	
	Termites in stems																		
Golf Course	1410	Green Ash	11						11	39	19	12 19	9	683	2	3	2-3	Remove	
	Topped, on fence line, poor canopy, water sprouting																		
Golf Course	1411	Brazilian Pepper	12	7.5	8.5	12	9		49	38	26	21 14	12	1046	2	3	2	Remove	
	On fence line, good vigor, multi-stemmed																		
Golf Course	1412	Brazilian Pepper	11	7	9	9	11.5		47.5	47	26	15 25	18	1385	2	3	2-3	Remove	
	On fence line, good vigor, multi-stemmed																		

Golf Course	1413	Brazilian Pepper	13	7.5	9	11	9		49.5	46	15 27 18 21	1288	2	3	2-3	Remove	
	On fence line, good vigor, multi-stemmed																
Golf Course	1414	Brazilian Pepper	11	8.5	8				27.5	45	20 24 18 15	1164	2	3	2-3	Remove	
	On fence line, good vigor, multi-stemmed																
Golf Course	1415	Green Ash	22						22	75	30 23 31 25	2332	3	3	2-3	Remove	
	Surficial root canker, increased risk, included bark																
Golf Course	1416	River She-oak	7	6					13	40	12 13 11 19	594	2	2-3	2	Preserve	Prune codominant stem
	Codominant stems, good vigor																
Golf Course	1417	River She-oak	7.5						7.5	35	8 11 12 15	415	1-2	2	2	Preserve	
	Good form and vigor																
Golf Course	1418	Green Ash	16						16	62	20 15 17 23	1104	2-3	2	3	Remove	
	Cankers at crotch, fair form and vigor, sapsucker damage, leaf tip burn																
Golf Course	1419	River She-oak	6						6	31	6 7 7 8	154	1-2	2	2	Remove	
	Good form and vigor																
Golf Course	1420	Western Sycamore	8						8	49	12 14 13 14	551	2	2	2	Preserve	
	Good form and vigor, upper canopy deadwood																
Golf Course	1421	Western Sycamore	8						8	38	10 15 11 21	638	2	2	2	Preserve	
	Good form and vigor, small canker on stem																
Golf Course	1422	Canary island Pine	11						11	36	8 5 12 11	254	2	2	2-3	Preserve	
	Sweep lean, good vigor, large mechanical damaged area, canker																
Golf Course	1423	Peruvian Pepper	9	6					15	23	2 11 7 8	154	3	3	2-3	Remove	
	Inner stem decay, decline																
Golf Course	1424	Peruvian Pepper	11	7					18	28	9 8 13 15	397	3	3	2-3	Remove	
	Cavity in flare, small cavities in limb																
Golf Course	NT1	Mexican Fan Palm	16						16	51	6 6 6 6	113	1-2	2	2	Preserve	
	Good form and vigor, not able to get to tree due to debris pile																

Exhibit C

Fairview Developmental Center Specific Plan – Zoning Code Amendments

An amendment to Section 13-20 of Title 13, Chapter II "Zoning Districts Established," of the Zoning Code is hereby amended to remove subsection (t):

"[…]

~~**(t)** *Institutional and Recreational Multi-Use District.* This district is intended to allow the integration of a variety of land uses and intensities. This zoning district category includes uses which are low to moderate in density and intensity and urban in character. The multi-use center designation is applicable only to the Fairview Development Center property at 2501 Harbor Boulevard.~~"

An amendment to Section 13-28, Subsection (g), of Title 13, Chapter III "Planning Applications" is hereby amended where ~~strikethrough~~ text denotes text being removed, and underlined text denotes text being added:

"[…]

(g) Master plan. Prior to development in the planned development (PD), town center (TC), shopping center (C1-S), mixed-use overlay (MU), and all types of institutional and recreational (I&R, and I&R-S~~, and I&R-MLT~~) zoning districts, a master plan is required. Preliminary master plans are required in the TC ~~and I&R-MLT~~ zone, are optional in PD and MU zones, and are not required in C1-S, I&R-S, and I&R zones.

[…]

(3) Minor amendments.

a. Minor amendments to existing master plans in planned development zones are subject to section 13-56, master plan required.

b. Minor amendments to existing master plans in the TC, C1-S, MU, I & R, and I & R-S~~, and I & R-MLT~~ zones may be approved by development review if the planning division finds that the proposed construction does not materially affect required open space, floor area ratio, and parking requirements specified in the approved master plan. Furthermore, if the minor amendment results in an overall building square footage that exceeds the maximum building square footage allowed by the approved master plan, the planning division must find that the minor amendment is consistent with the floor area ratio and trip budget standards established by the general plan, as applicable.

[…]"

An amendment to Section 13-30, Subsection (e) and Table 13-30, of Title 13, Chapter IV "Citywide Land Use Matrix," of the Zoning Code is hereby amended to remove reference to "I & R-MLT" zoning designation in its entirety. Subsection (e) shall be amended where ~~strikethrough~~ text denotes text being removed, and <u>underlined</u> text denotes text being added:

"(e) For the purpose of Table 13-30, Land Use Matrix, the various zoning districts are labeled as follows:

Residential zones: R1, R2-MD, R2-HD, and R3
Commercial zones: AP, CL, C1, C2, C1-S, and TC
Industrial zones: MG and MP
Planned Development Residential zones: PDR-LD, PDR-MD, PDR-HD, and PDR-NCM
Planned Development Commercial zone: PDC
Planned Development Industrial zone: PDI
The Parking zone: P
Institutional and Recreational zones: I & R, <u>and</u> I & R-S~~, and I & R-MLT~~"

An amendment to Chapter V, Article 7 "Institutional and Recreational, Institutional and Recreational School Districts, and Institutional and Recreational Multi-Use" of Title 13 of the Zoning Code is hereby amended to update the title of Article 7 to remove reference to "Institutional and Recreational – Multi-Use Center" zoning designation where ~~strikethrough~~ text denotes text being removed and <u>underlined</u> text denotes text being added:

Article 7 Institutional and Recreational, <u>and</u> Institutional and Recreational School Districts~~, and Institutional and Recreational Multi-Use~~

§ 13-64 Purpose.

§ 13-65 Special district requirements.

§ 13-66 Development standards.

§ 13-64 Purpose.

This article is intended to provide development standards for both publicly and privately owned land which provide recreation, open space, health, public service, educational, and housing opportunities.

§ 13-65 Special district requirements.

(a) Uses incidental to the main function of the development may be permitted upon approval by the planning commission through the adoption or amendment of the master plan.

~~(b)~~ In the I&R-S zones, site plans shall meet the requirements of all State agencies having jurisdiction over the design, construction and operation of public and private school facilities.

~~(c) In the I&R-MLT zone any future development of the site may include residential due to the unique nature of the site. Any single family residential development to occur on the site must follow the R1 residential development standards.~~

~~(d) The I&R-MLT zone contains residential dwelling unit caps for single family and multi-family: For single family residential the cap is 250 units and for multiple family residential the cap is 332 units.~~

§ 13-66 Development standards.

TABLE 13-66
DEVELOPMENT STANDARDS FOR I&R, AND I&R-S ~~AND I&R-MLT ZONES~~

DEVELOPMENT STANDARDS	I&R and I&R-S	~~I&R-MLT~~
Minimum lot area	Six thousand square feet	~~Six thousand square feet~~
Minimum lot width	Sixty feet	~~Sixty feet~~
Maximum floor area ratio	Refer to Chapter V, Article 8, floor area ratios	~~Refer to Chapter V, Article 8, floor area ratios~~
Maximum building height	Four stories south of the I-405 Freeway except that special purpose housing (e.g., affordable, elderly and student housing) may be granted additional building height.	~~Building heights for all uses must conform to I&R standards; single family residential must conform to the R1 building height standards.~~
SETBACKS FOR MAIN BUILDINGS AND ACCESSORY BUILDINGS AND STRUCTURES (Minimum distances given, unless otherwise noted. All setbacks from streets are measured from the ultimate property line shown on the Master Plan of Highways.)		
Front	Twenty feet	~~Twenty feet~~
Side or rear, abutting a secondary, primary or major street	Twenty feet	~~Twenty feet~~

TABLE 13-66 DEVELOPMENT STANDARDS FOR I&R, AND I&R-S ~~AND I&R-MLT ZONES~~		
DEVELOPMENT STANDARDS	**I&R and I&R-S**	**~~I&R-MLT~~**
Side or rear, abutting all other streets	Ten feet	~~Ten feet~~
Interior lot line	Five feet. Additional setback may be required by the planning commission if deemed necessary to protect adjacent land uses.	~~Five feet. Additional setback may be required by the planning commission if deemed necessary to protect adjacent land uses.~~
PARKING (See Chapter VI)		
LANDSCAPING (See Chapter VII)		
SIGNS (See Chapter VIII)		
ADDITIONAL DEVELOPMENT STANDARDS		
Master plan	Required	~~Required~~
Uses conducted underroof	All uses permitted shall be conducted underroof. Exception: Uses which are incidental to and an integral part of the use conducted underroof may be conducted onsite in the open, pursuant to the approval of a minor conditional use permit.	~~All uses permitted shall be conducted underroof. Exception: Uses which are incidental to and an integral part of the use conducted underroof may be conducted onsite in the open, pursuant to the approval of a minor conditional use permit or if the portion of the site is developed as a park.~~
Single family residential—Minimum lot size	Residential development not permitted	~~Six thousand square feet~~
Single family residential—Maximum density	Residential development not permitted	~~Six dwelling units per acre~~
Minimum and maximum percent of site used for single family residential	Residential development not permitted	~~Fifty percent~~
Minimum and maximum percent of site	Not applicable	~~Twenty-five percent developed for parks.~~
Multi-family residential—Maximum density	Residential development not permitted	~~Forty dwelling units per acre~~
Minimum percent share of multi-family units for affordable housing. Shall	Residential development not permitted	~~Twenty percent~~

TABLE 13-66 DEVELOPMENT STANDARDS FOR I&R, AND I&R-S ~~AND I&R-MLT ZONES~~		
DEVELOPMENT STANDARDS	**I&R and I&R-S**	**~~I&R-MLT~~**
comply with chapter 9, Article 4, density bonuses and other incentives.		

An amendment to Title 13 of the City of Costa Mesa Planning, Zoning, and Development Code , also known as the Zoning Code, to add a new chapter titled “Chapter XVIII Specific Plans” commencing with Section 13-350, is hereby added to the Zoning Code in its entirety:

Chapter XVIII SPECIFIC PLANS

Section 13-350 Purpose

In order to address the unique characteristics of particular areas within Costa Mesa, and to achieve the purposes of this Code and of the General Plan of the City of Costa Mesa, the following specific plans have been adopted:

(a) East 17th Street Specific Plan
(b) Newport Boulevard Specific Plan
(c) North Costa Mesa Specific Plan
(d) One Metro West Specific Plan
(e) Fairview Developmental Center Specific Plan

Section 13-351 General Provisions

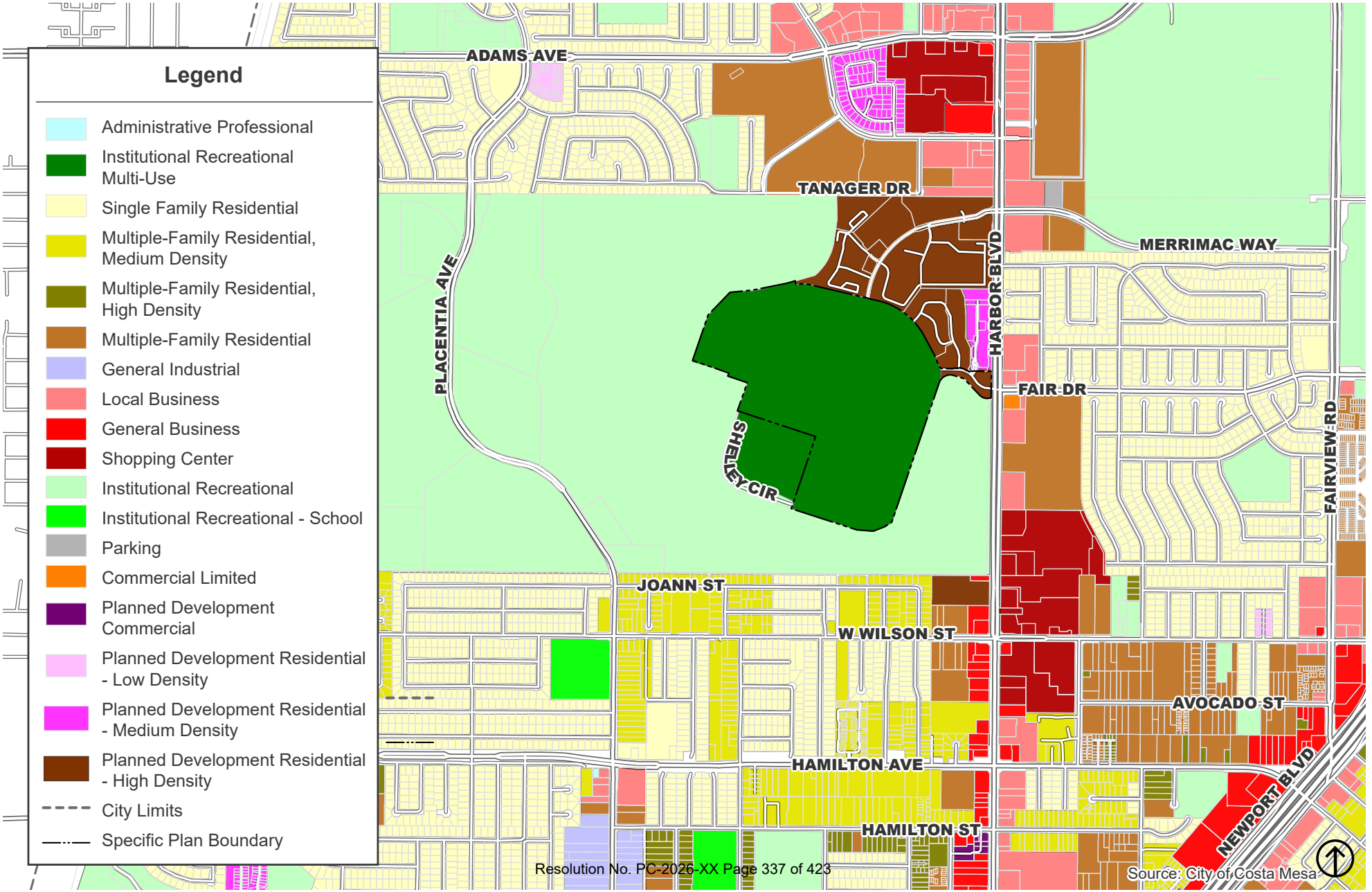
Notwithstanding the provisions or standards set forth in Title 13 of this Code, individual specific plans may establish additional or separate provisions and standards for the plan area; and may adopt zones and amend the Zoning Map of the City of Costa Mesa.

Refer to the texts and maps of individual specific plans referenced above for regulations within each plan's jurisdictional boundaries.

Exhibit D

Fairview Developmental Center Specific Plan:

Current Zoning

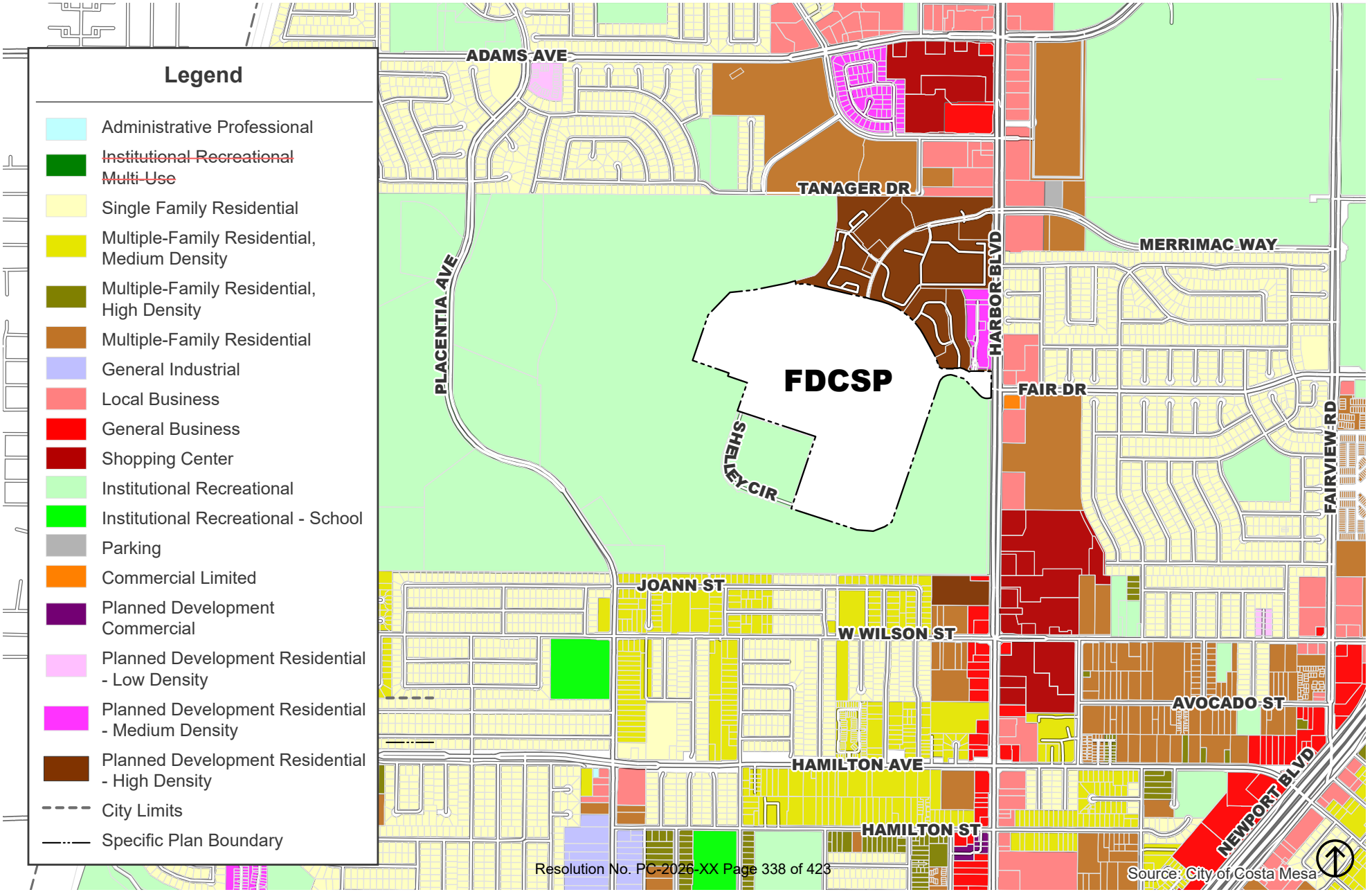


Source: City of Costa Mesa

Date: 05/27/20

Fairview Developmental Center Specific Plan:

Proposed Zoning



Source: City of Costa Mesa

Date: 05/27/20

Exhibit E

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.

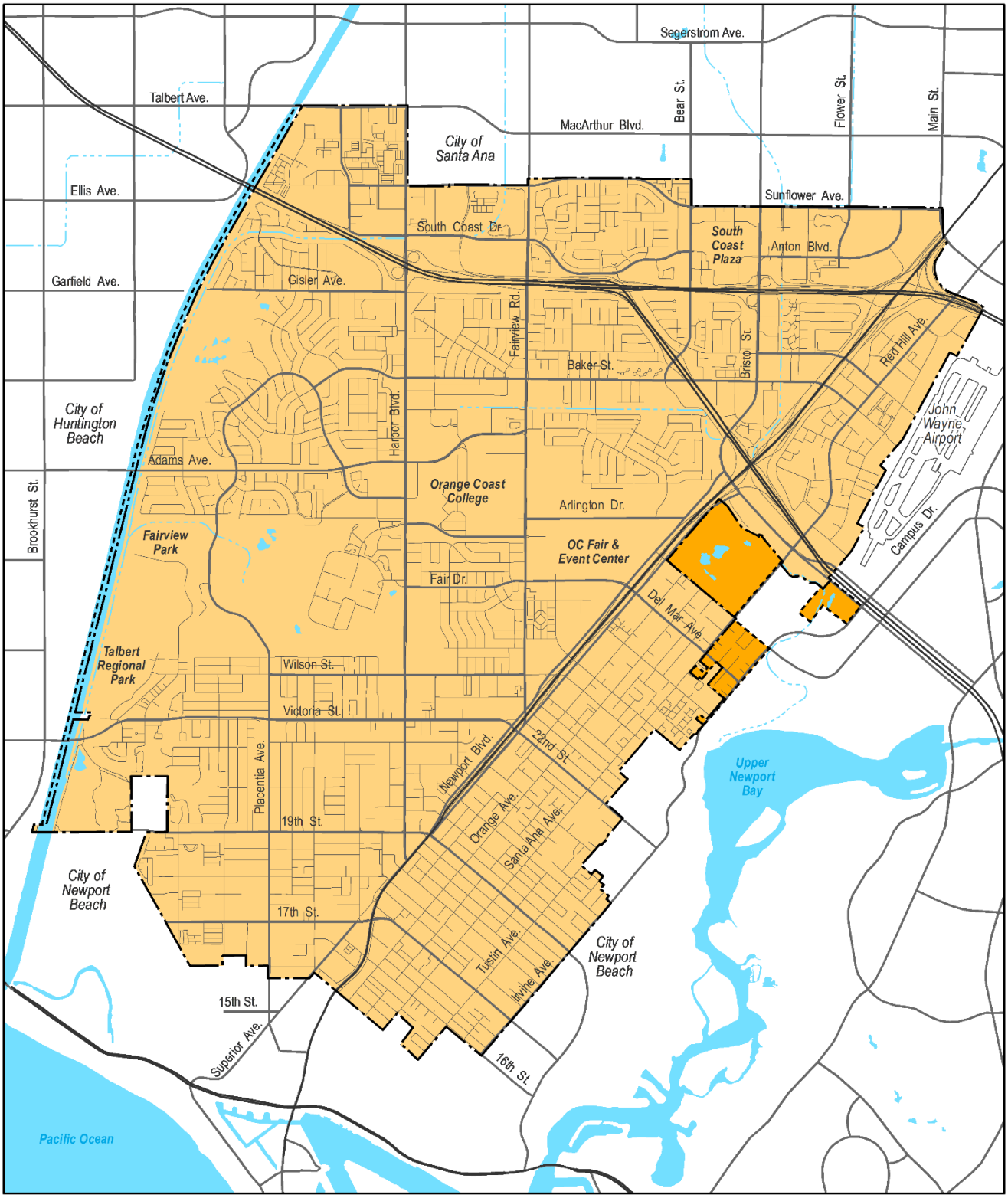
Purpose

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



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.

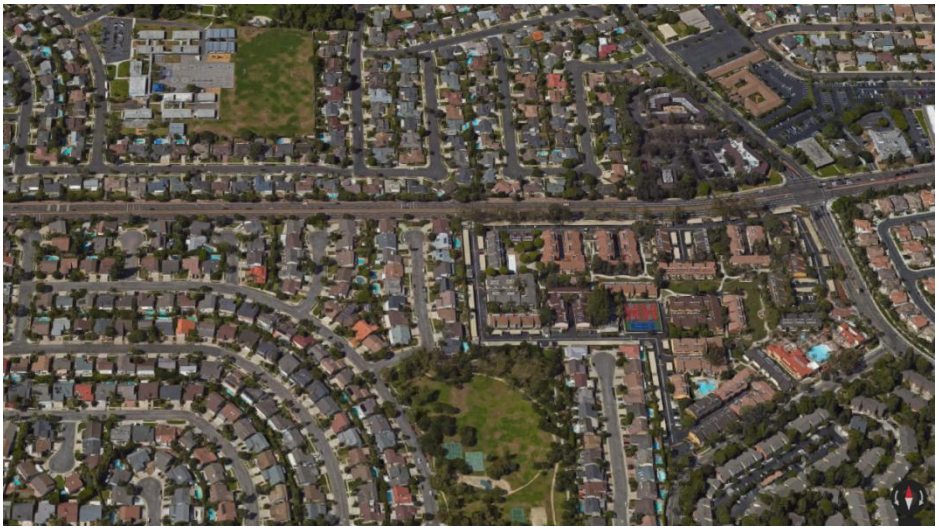
Established Land Uses (2015)

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



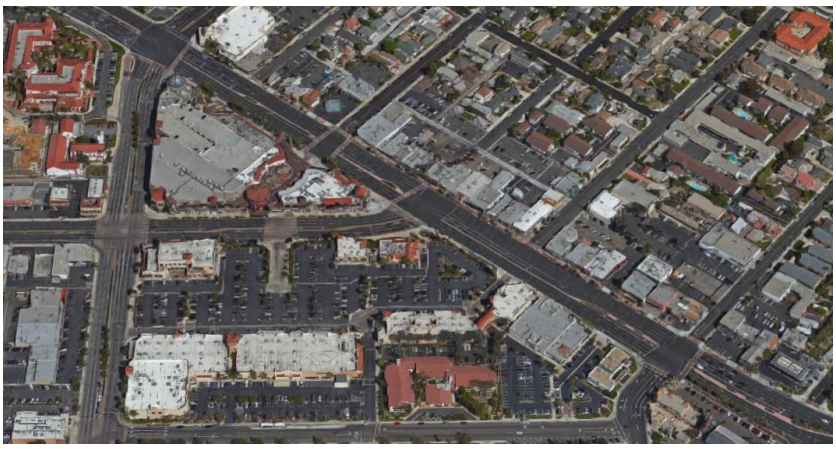
Mesa Verde *residential neighborhood with a mixture of single-family and multi-family units, as well as parks and schools.*

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.

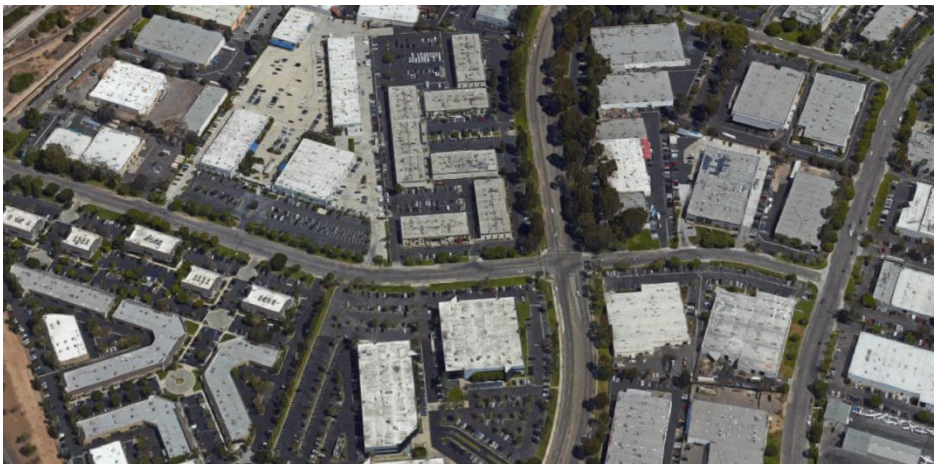
Industrial Uses

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 ~~(see Multi-Use Center designation)~~
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.*
5. ~~*Refer to the Multi-Use Center discussion for the Fairview Developmental Center site.*~~

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 ~~16~~ 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.

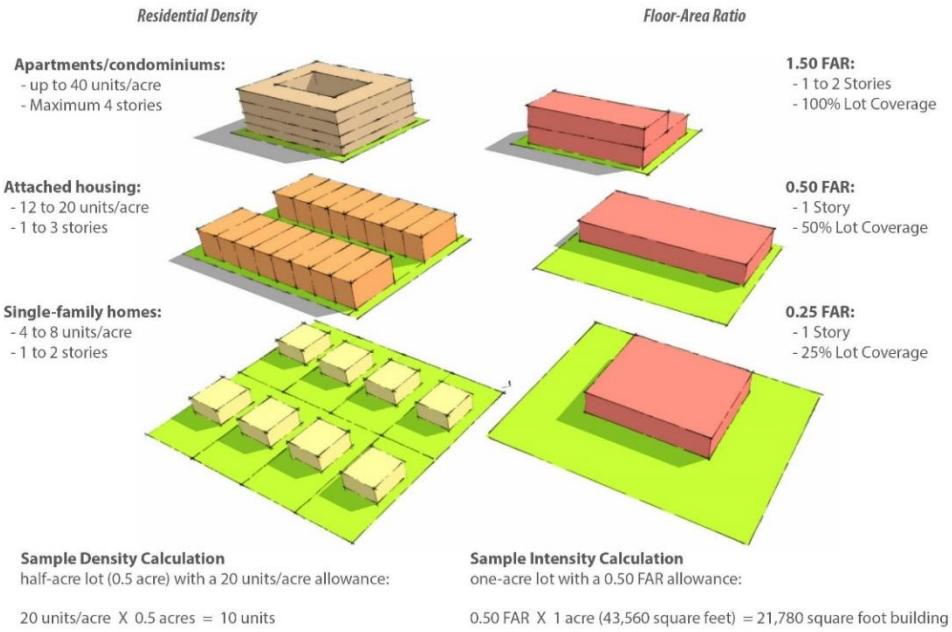
Density

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	--
~~Multi-Use Center~~	~~0.25 for public/institutional uses~~			
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 ~~16~~ 15 land use designations, Specific Plans, and six overlays as follows.

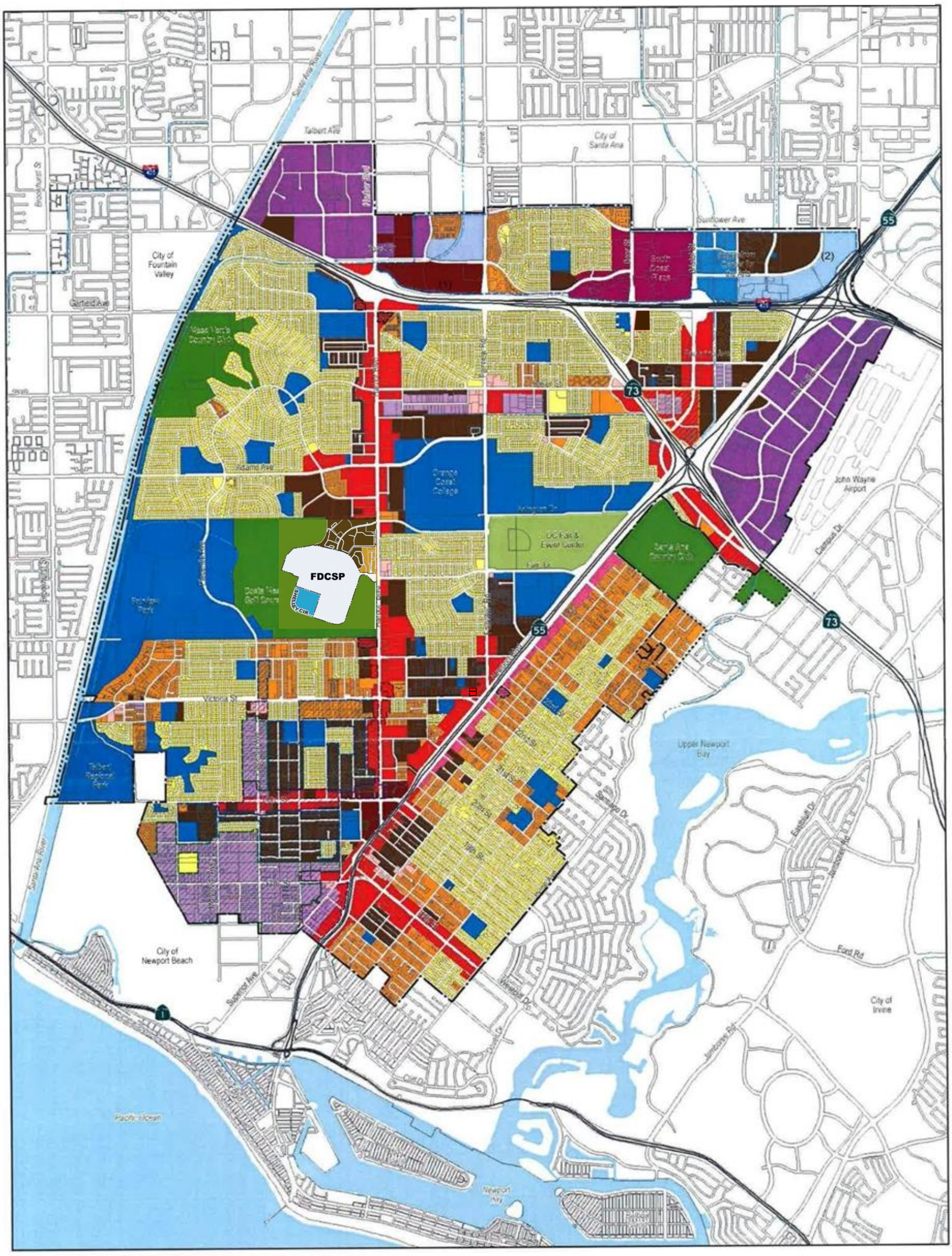
Residential Designations

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 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
~~Multi-Use Center[7]~~	~~582~~	~~6 du/ ac~~ ~~40 du/ac~~	~~110 p/ac~~	~~0.25 FAR~~	~~4 to 15 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. ~~*Of the 582 units, 332 would be designated at 40 du/ac that may be allowed at the Shannon Mountain's site within the Fairview Development Center.*~~
8. *The 38-unit residential project at 1957 Newport Blvd. and 390 Ford Road has a Site Specific Density of 20.4 du/acre.*
9. *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

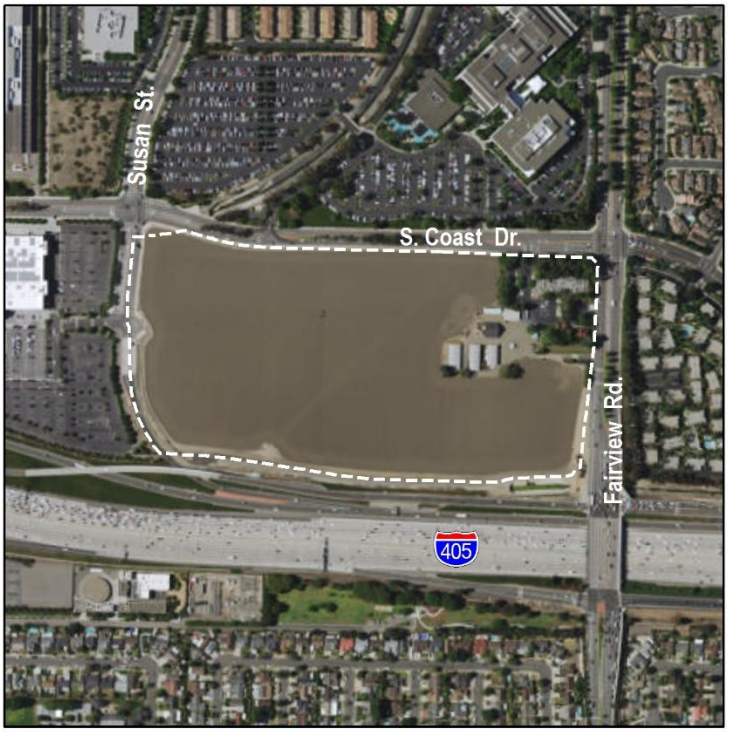
The Segerstrom Home Ranch is a 93.34-acre located at 3315 Fairview Road. It has a base land use designation of Commercial Center and is a part of the North Costa Mesa Specific Plan. In conjunction with approval of Home Ranch Alternative A, a site-specific FAR of 0.41 was established for the 17.2-acre 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

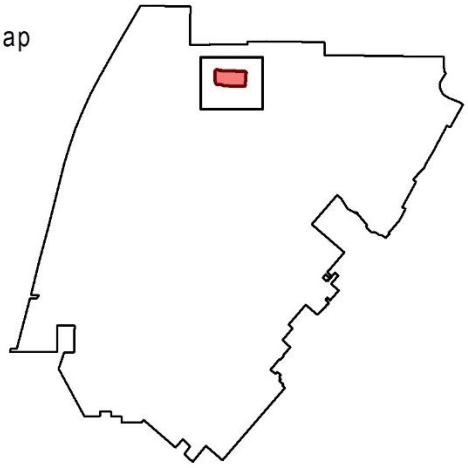
development (i.e., housing as a complementary use). The established trip budgets for this subarea of Home Ranch is 1,860 A.M. and 1,788 P.M. See Table LU-7 and Figure LU-4. However, the parcel is identified as a housing opportunity site within the sites inventory of the Housing Element, and the density, 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.

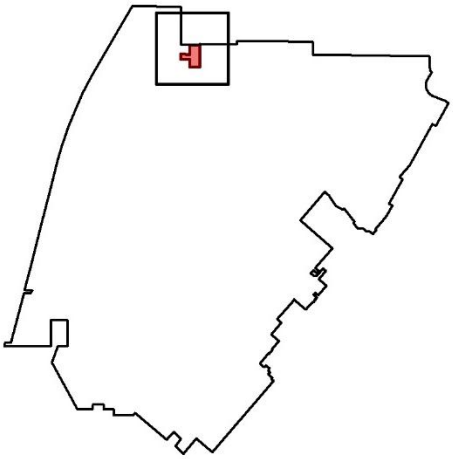
Table LU-9: Los Angeles Times Site

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.

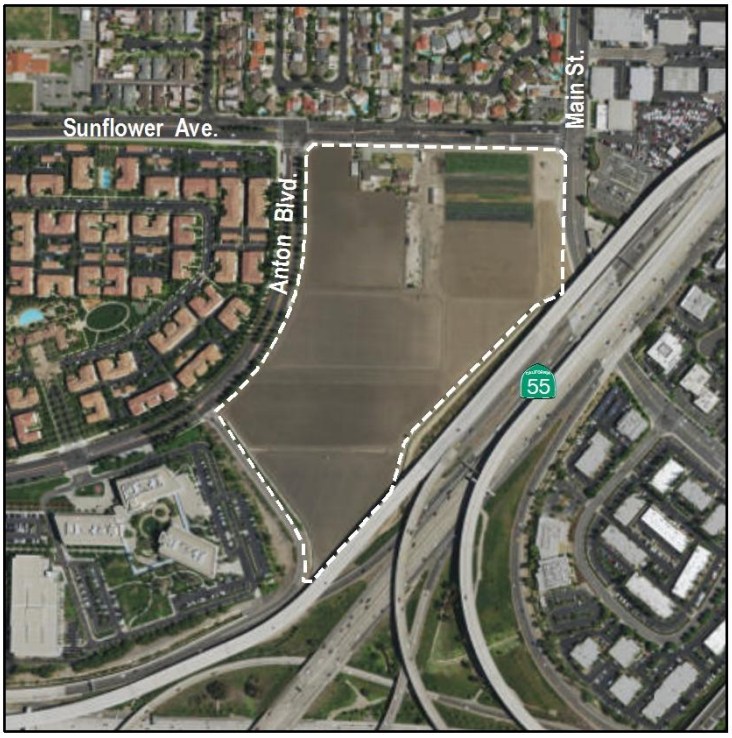
Complementary residential uses within this designation may be allowed through the Planned Development zone process. The maximum allowable residential density within this designation shall be 20 dwelling units per acre, unless otherwise specified in the North Costa Mesa Specific Plan, or a higher density 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:

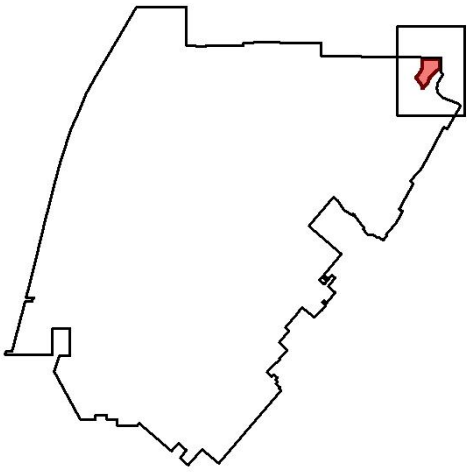
- Automobile Club of Southern California
- Metro Pointe
- South Coast Metro Center/Experian
- Sakioka Lot 2 (as of 2015, unbuilt)

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

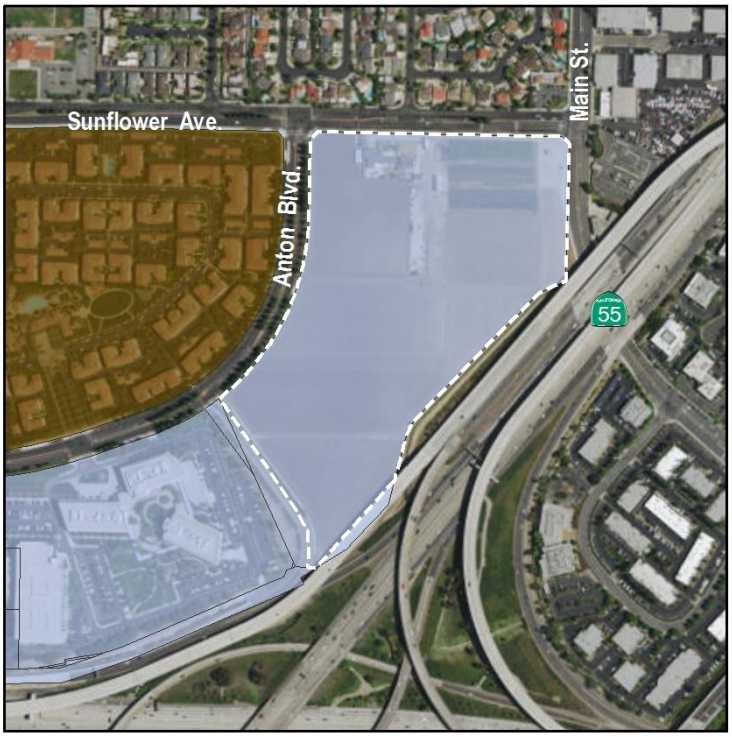


General Plan Designations

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~~, and Multi-Use Center~~.

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.

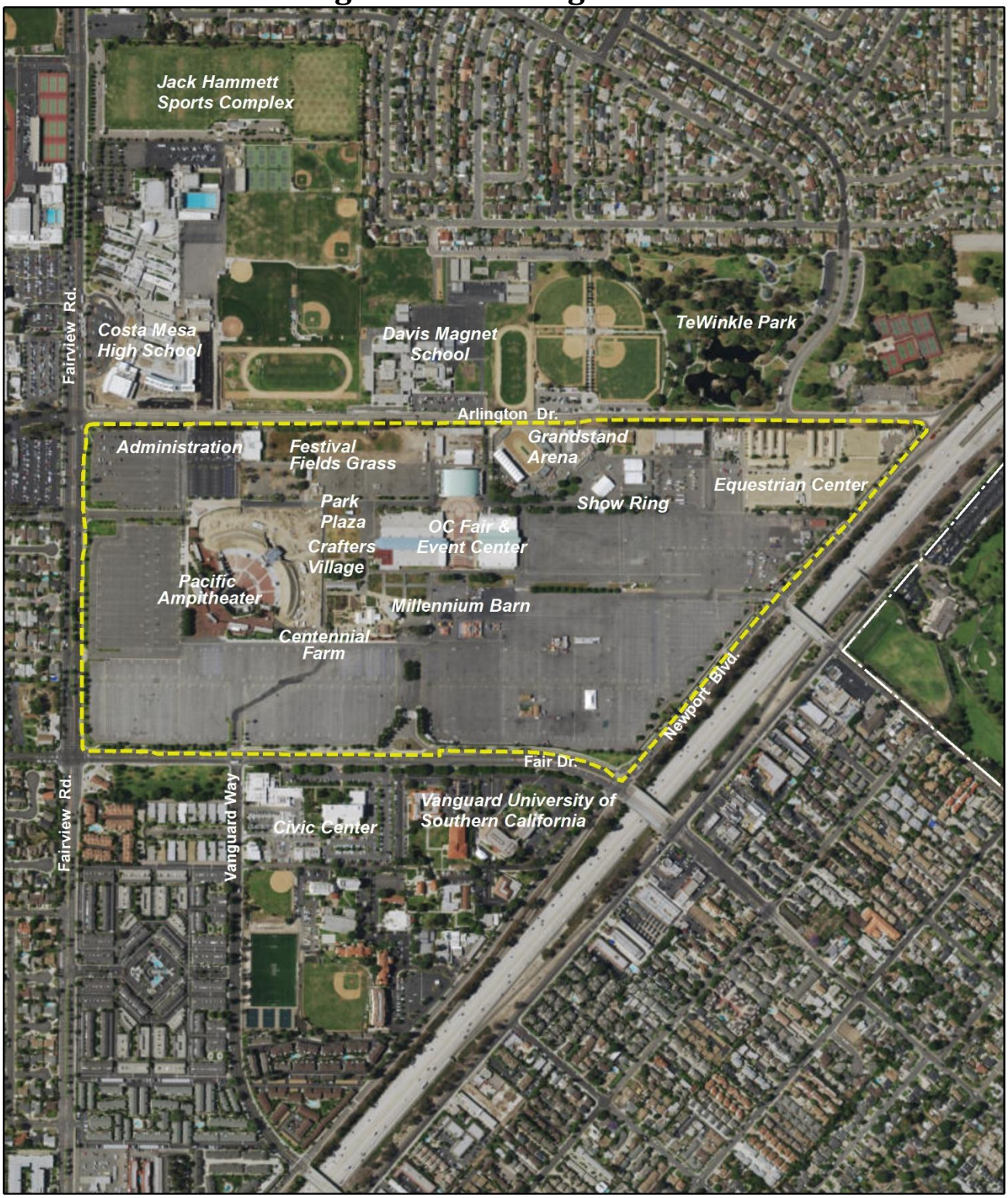
Fairgrounds

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



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.

~~*Multi-Use Center*~~

~~**Fairview Developmental Center**~~

~~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. To support this effort, the State allocated $3.5 million in State funding to the City 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.~~

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

- ~~0.25 FAR Institutional and Recreational uses~~
- ~~25 percent minimum requirement for park and open space purposes (approximately 25.6 acres)~~
- ~~Minimum density of 60 dwelling units per acre and 2,300 dwelling units are identified for the site within the limitations described below~~

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

~~These multi uses are to be complementary to the Costa Mesa Golf Course and surrounding residential neighborhoods. The Housing Element identifies a minimum density to achieve a residential site capacity of 2,300 mixed-income residential units for the Fairview Developmental Center site. Additional housing units may be built, as long as they meet the density bonus provisions pursuant to State law (Government Code Section 65915- 65918). At least 25 percent of the site shall be dedicated to open space. A maximum 0.25 FAR for institutional/recreational uses would be allowed for undeveloped area not assigned to housing or permanent open space. See Table LU-14: *Multi-Use Center Designation.* Permitted uses include:~~

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

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

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

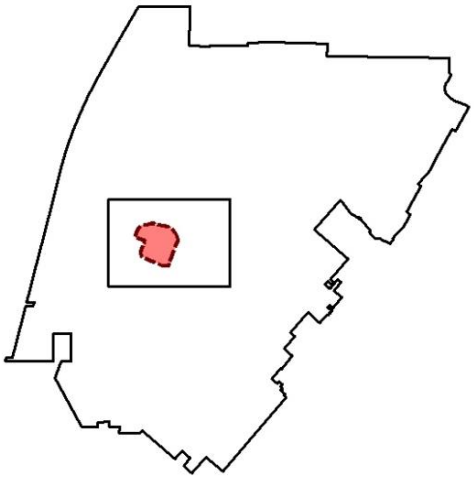
~~The Multi-Use Center General Plan land use designation (and corresponding Zoning District) will require a Master Plan for any future development project, whether or not the State retains the property or sells to a private entity. A Master Plan is required to be approved by the City Council if the property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

~~The City will require the dedicated parkland component in order to activate a master plan for new development. The 25 percent open space requirement would apply and, therefore, future development would need to include a specific acreage of active park uses for sports fields or the master plan cannot be considered in conformance with this unique General Plan land use designation.~~

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
- Neighborhood Commercial
- Multi-Use Center
- Golf Course

General Plan: Land Use Designation



Baseline (2015)

Beds.....300

Total Area.....102.6 Acres

Land Use Plan

Land Use Designation	Multi-Use Center
Residential Units	2,300
Open Space Acres	Minimum 25.6 acres (25%)
Public/Institutional	0.25 FAR

~~Figure LU-8:~~

~~Multi-Use Center~~

~~Table LU-14: Multi-Use Center Designation~~

~~Density (DU/AC)~~	~~60 DU/AC~~
~~Total Units~~	~~2,300~~
~~Floor-Area Ratio (FAR)~~	~~0.25 Public Facilities/Institutional/ Recreational~~
~~Building Square Feet~~	~~N/A~~
~~Dedicated Open Space~~	~~25% - approximately 25.6 acres of Open Space~~
~~Trip Budget~~	~~Maximum trip budget for this area is 557 A.M. and 669 P.M. Building intensity shall not exceed maximum allowable development set forth by the trip budget, unless it is necessary to realize the residential site capacity identified for the site in the sites inventory of the Housing Element.~~

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-~~9~~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.

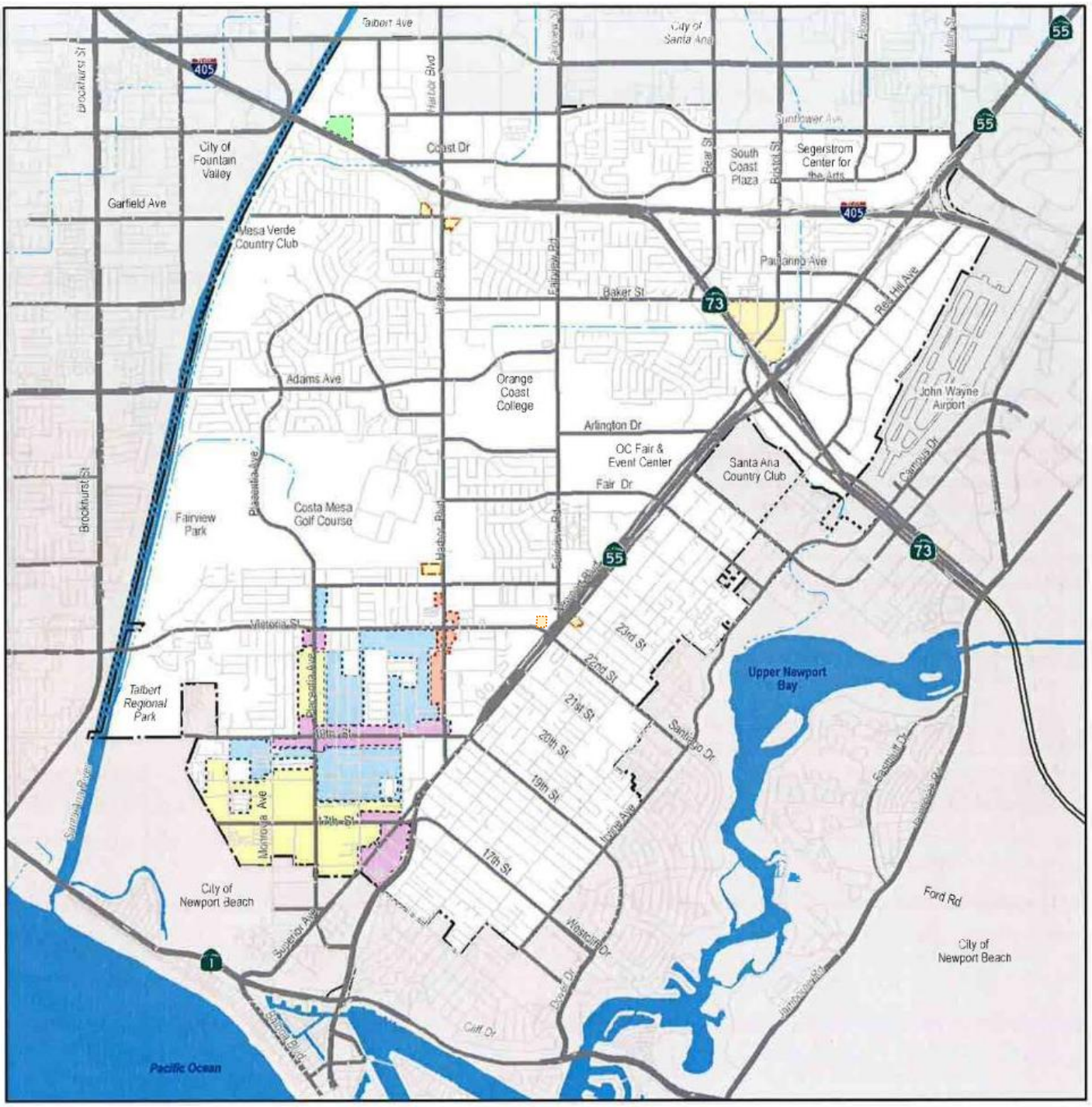


Figure LU-8: Overlays and Urban Plans

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

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-~~15~~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-~~15~~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.

~~3.~~2. ~~See Multi-Use Center discussion for density and FAR standards for the Fairview Developmental Center site.~~

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-~~16~~15*: Residential Incentive Overlay* and Figures LU-~~10~~9 and LU-~~11~~10.

Table LU-~~16~~15: Residential Incentive Overlay

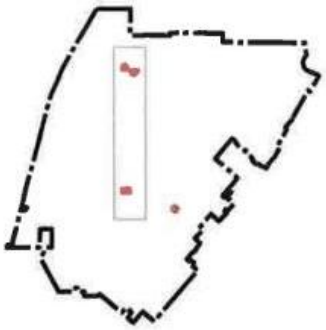
Categories		Baseline (2015)	Residential Incentive Overlay
Density (DU/AC)		N/A	30
Units	Harbor Boulevard	84	361
	Newport Boulevard	237	117
	Total Units	**321**	**478**

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

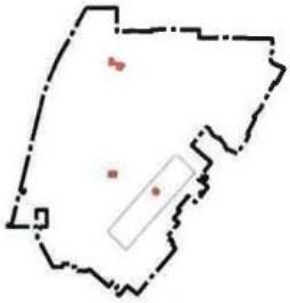
Figure LU-~~10~~9: Residential Incentive Overlay: Harbor Boulevard

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-~~11~~10: Residential Incentive Overlay: Newport Boulevard

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

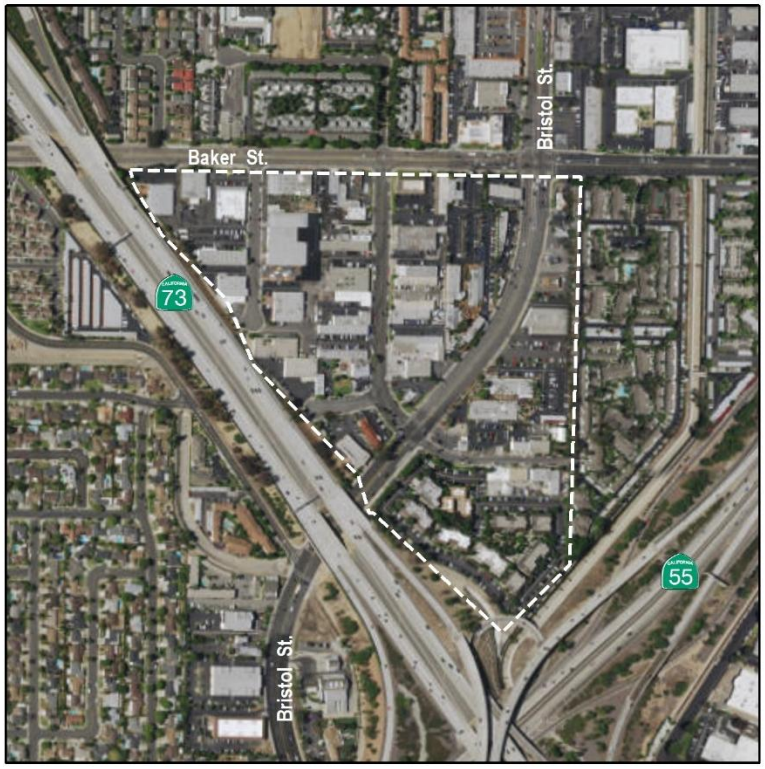
The SoBECA Overlay applies to properties within the *SoBECA Urban Plan* area. Allowed uses include a mix of housing and retail/service commercial businesses, light industrial uses, creative studios, retail campuses, and entertainment and restaurant uses that attract local residents and visitors. Permitted 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-~~17~~16: *SoBECA Mixed-Use Overlay*. See also Figure LU-~~12~~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.

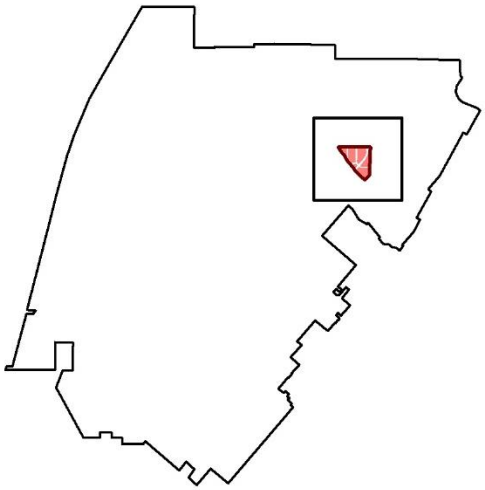
Table LU-~~17~~16: SoBECA Mixed-Use Overlay

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-~~12~~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-~~18~~17: *Harbor Mixed-Use Overlay* and Figure LU-~~13~~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.

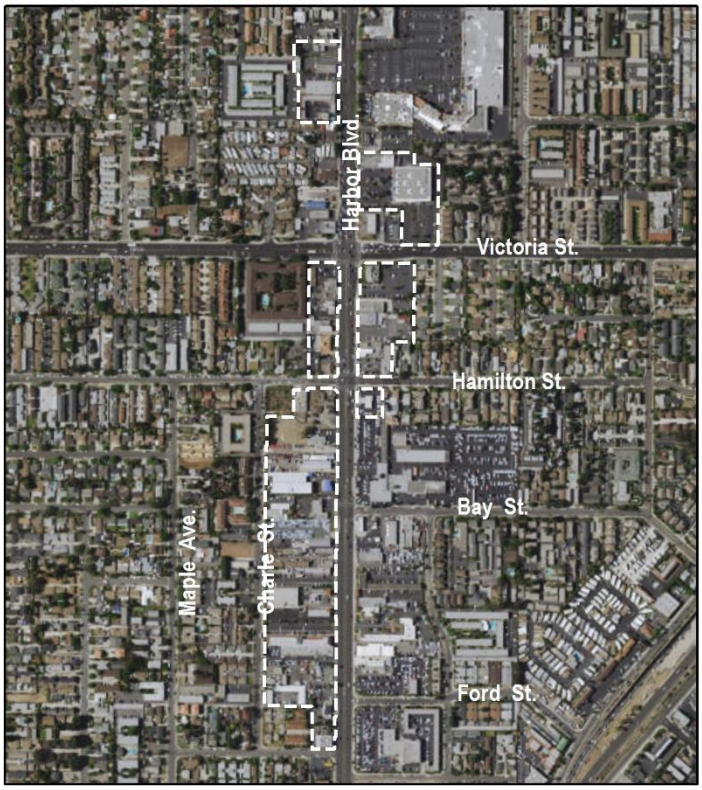
Table LU-~~18~~17: Harbor Mixed-Use Overlay

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

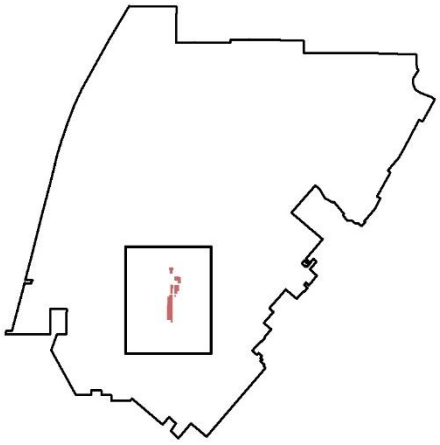
Westside Urban Plans

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-~~13~~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-~~14~~13: *Westside Urban Plans*, for the location and boundaries for each Westside Urban Plan.

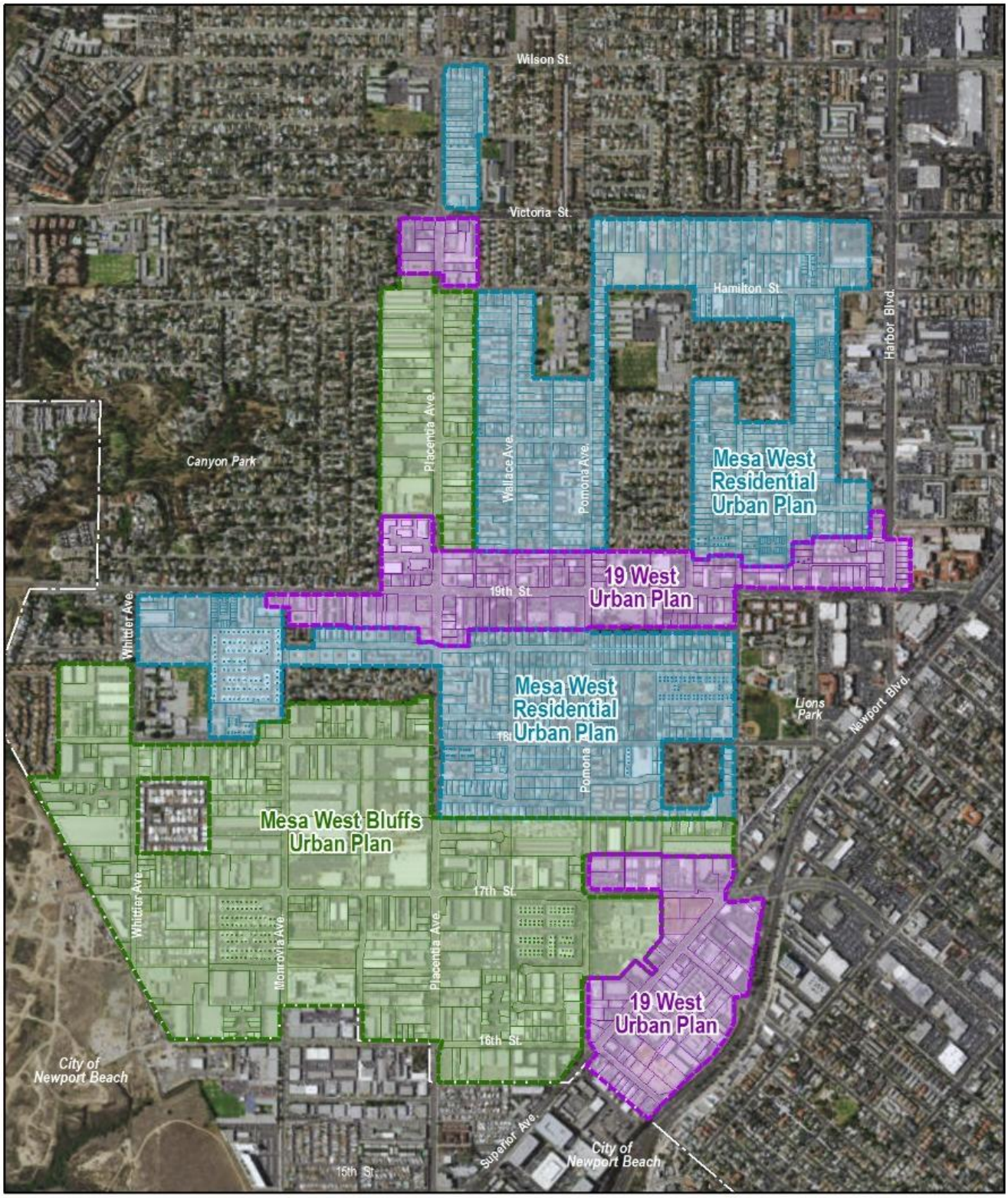


Figure LU-~~14~~13: Westside Urban Plans

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. ~~To support this effort, the State allocated $3.5 million in State funding to the~~ he 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)
- ~~Institutional and Recreational - Multi-Use (I &R-MLT)~~
- 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
~~Multi-Use Center~~	~~I&R-MLT~~
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,~~720~~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,~~263~~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
~~Multi-Use Center~~	~~102.6~~	~~--~~	~~2,300~~	~~--~~	~~279,000~~
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.*

Includes Low-Density Residential General Plan land use designations.

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 ~~within a campus setting~~.

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.

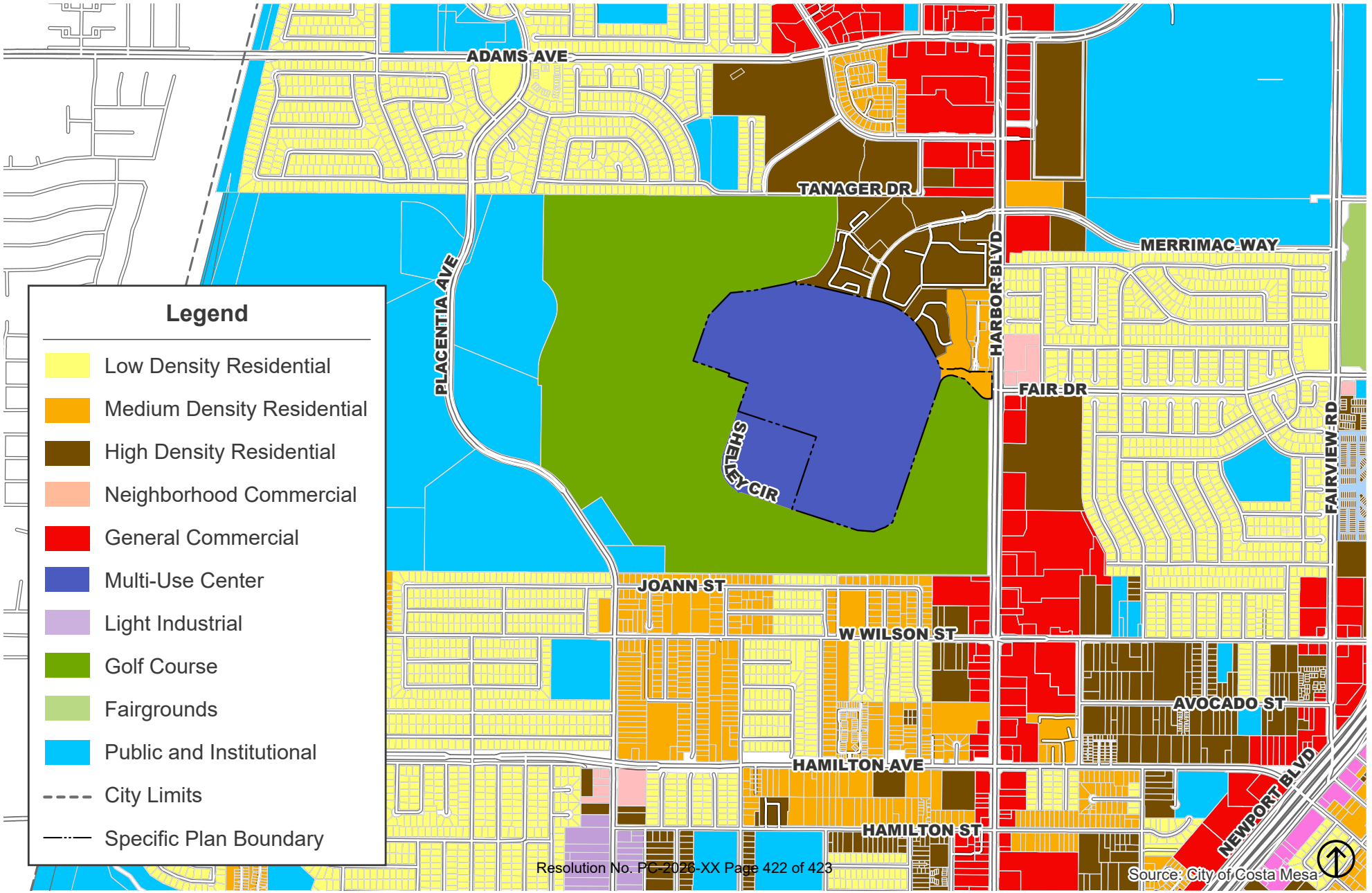
Policy LU-10.6 Promote the development of small-scale manufacturing uses or other uses that generate multiple secondary and tertiary markets that support business travel tourism-related uses.

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

Exhibit F

Fairview Developmental Center Specific Plan:

Current General Plan Land Use

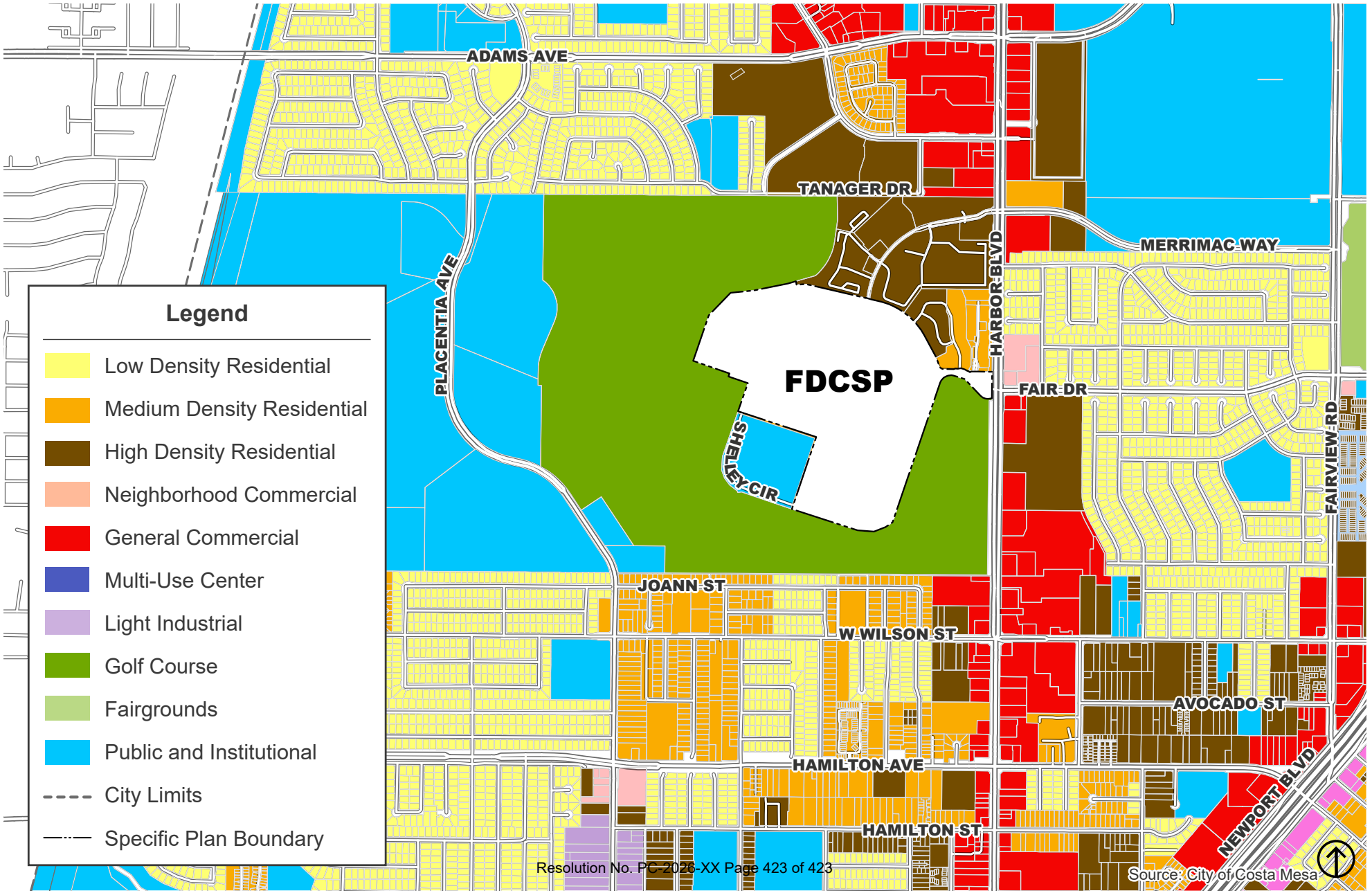


Source: City of Costa Mesa

Date: 05/27/20

Fairview Developmental Center Specific Plan:

Proposed General Plan Land Use



Source: City of Costa Mesa

Date: 05/27/20

77 Fair Drive
Costa Mesa, CA 92626

CITY OF COSTA MESA

Agenda Report

File #: 26-373 **Meeting Date:** 8/10/2026

TITLE:

CITY OF COSTA MESA SAFETY ELEMENT UPDATE (PCTY-25-0002), CLIMATE ACTION AND ADAPTATION PLAN (PCTY-25-0009), AND ENVIRONMENTAL JUSTICE POLICY REVIEW (PCTY-26-0002)

DEPARTMENT: **COMMUNITY DEVELOPMENT DEPARTMENT/ADVANCED PLANNING AND HOUSING DIVISION**

PRESENTED BY: **AMBER GREGG, CONTRACT PROJECT MANAGER, AND ANNA MCGILL, PLANNING MANAGER**

CONTACT INFORMATION: **AMBER GREGG AMBER.GREGG@costamesaca.gov**

RECOMMENDATION:

Staff recommends the Planning Commission:

1. Find that the proposed Safety Element Update and Environmental Justice Policy Update are exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3); and
2. Adopt a Resolution recommending that the City Council amend the General Plan to update the Safety Element and incorporate Environmental Justice Policy Update.

PLANNING COMMISSION AGENDA REPORT

MEETING DATE: August 10, 2026 **ITEM NUMBER: PH-2**

SUBJECT: **CITY OF COSTA MESA SAFETY ELEMENT UPDATE (PCTY-25-0002), CLIMATE ACTION AND ADAPTATION PLAN (PCTY-25-0009), AND ENVIRONMENTAL JUSTICE POLICY REVIEW (PCTY-26-0002)**

FROM: **COMMUNITY DEVELOPMENT DEPARTMENT/ADVANCED PLANNING AND HOUSING DIVISION**

PRESENTATION BY: **AMBER GREGG, CONTRACT PROJECT MANAGER, AND ANNA MCGILL, PLANNING MANAGER**

FOR FURTHER INFORMATION CONTACT: **AMBER GREGG AMBER.GREGG@costamesaca.gov**

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APPLICANT OR AUTHORIZED AGENT

City-initiated request.

BACKGROUND

The City of Costa Mesa is advancing three coordinated long-range planning initiatives:

- ***Climate Action and Adaptation Plan (CAAP)*** - Costa Mesa's first comprehensive climate planning document, it establishes a long-range framework for reducing

greenhouse gas emissions while preparing the community for anticipated climate-related conditions;

- ***Safety Element Update*** - Modernizes the City's General Plan policies related to natural and human-caused hazards, emergency preparedness, infrastructure resilience, and climate adaptation; and
- ***Environmental Justice Policy Update*** - Identifies and strengthens policies addressing community health, environmental burdens, access to public facilities and services, infrastructure investment, and meaningful public participation.

Over the past several years, California has adopted legislation requiring local jurisdictions to address climate adaptation, natural hazards, emergency preparedness, and environmental justice through their General Plans and related planning documents. In addition, Costa Mesa's 2021–2029 Housing Element includes Program 2G, which commits the City to updating its Safety Element and incorporating EJ policies into the General Plan by December 2026. Separately, on October 14, 2024, the City Council authorized preparation of Costa Mesa's first CAAP.

Although the CAAP, Safety Element, and EJ Policies are separate documents, they rely on common technical information and address many related community issues. The City therefore coordinated preparation of the three documents to improve consistency, reduce duplication, and establish a more comprehensive policy framework. The table below identifies the purpose, requirement, and outcome of each document.

Table 1 – Documents Purpose, Requirements, and Outcome

Project	Primary Purpose	State Requirement	Primary Outcome
CAAP	Reduce greenhouse gas emissions and prepare for changing climate impacts	Although not required by state law, it supports state and local climate goals	Climate mitigation and adaptation strategies
Safety Element Update	Protect the community from natural and environmental hazards	Government Code Section 65302(g), SB 379 and SB 1035	Updated General Plan safety policies consistent with the City's Local Hazard Mitigation Plan
EJ Policies	Promote healthy, equitable, and resilient communities	Government Code Section 65302(h) (SB 1000)	Identifying existing EJ policies in the General Plan and new policies implementing state law

The Safety Element Update and EJ Policy Update require amendments to the City's General Plan. Pursuant to Zoning Code Section 13-10, amendments to the General Plan are subject to Planning Commission review and a recommendation to the City Council. The City Council is the final decision-making authority for the proposed General Plan amendments.

Although the CAAP is not a General Plan amendment or regulatory document, it was prepared in coordination with the Safety Element and EJ Policy updates and includes implementation actions that support both documents. Because the three planning efforts are closely related, the CAAP is being presented to the Planning Commission concurrently to provide context for the proposed General Plan amendments and to facilitate a comprehensive discussion of the City's overall climate, resilience, and environmental justice strategy. As a policy document, the CAAP is provided to the Planning Commission for informational purposes and discussion only and does not require a formal recommendation to the City Council. The City Council, as the final decision-making authority, will consider the CAAP at a future public hearing together with the proposed Safety Element Update and Environmental Justice Policy Update.

On July 27, 2026, the Planning Commission conducted a study session to receive an introduction to the purpose, technical foundation, policy framework, and relationship among the three documents. Staff summarized the technical analyses supporting the documents, described the proposed policy direction, and explained how the three planning efforts work together to address greenhouse gas reduction, climate adaptation, hazard mitigation, emergency preparedness, and environmental justice.

The study session provided the Planning Commission and the public with an opportunity to review the draft documents, ask questions, and provide preliminary comments before the formal public hearing. The July 27, 2026, Study Session Agenda Report contains a detailed discussion of the statutory background, technical analyses, preparation process, and relationship among the three planning efforts. For additional information on these topics please refer to the Study Session Agenda Report. A link to the July 27, 2026, Planning Commission Agenda Report is provided below; the draft minutes are provided under Attachment 3.

July 27, 2026, Agenda Report:
https://costamesa.legistar.com/LegislationDetail.aspx?ID=8144196&GUID=A28F54A5-01D9-497A-B1B2-503B19901944&Options=&Search=

The Planning Commission expressed overall support for the three efforts, asked clarifying questions, and provided suggested revisions. Requested revisions included moving key information to the forefront of the CAAP, such as the short-term implementation priorities and the information in Appendix D regarding the quantified benefits of individual actions. Additionally, the Commission asked clarifying questions and provided recommendations about alternative actions (in the event an action isn't pursued or fully met) and ongoing implementation and annual review. The Planning Commission also provided recommendations for Environmental Justice policies including incentivizing access to healthy foods through farmers markets in or near EJ communities, recycling program education materials for EJ communities, and prioritization of emergency response centers within EJ communities.

Following the Planning Commission Study Session, the public review period concluded on August 4, 2026. The public review period for the draft Safety Element Update and Environmental Justice Policy Update began on July 1, 2026, and the public review period for the completed draft CAAP began on July 20, 2026. Twelve letters were received, all pertaining to the CAAP. Three comments were in opposition of a CAAP and the others were in support with recommendations. All letters received to date are provided under Attachment 5.

Since the study session, staff and the consultant team have reviewed comments received from Commissioners, community members, and interested organizations and refined the documents in preparation for the formal adoption process. Details of what was modified are provided later in this report.

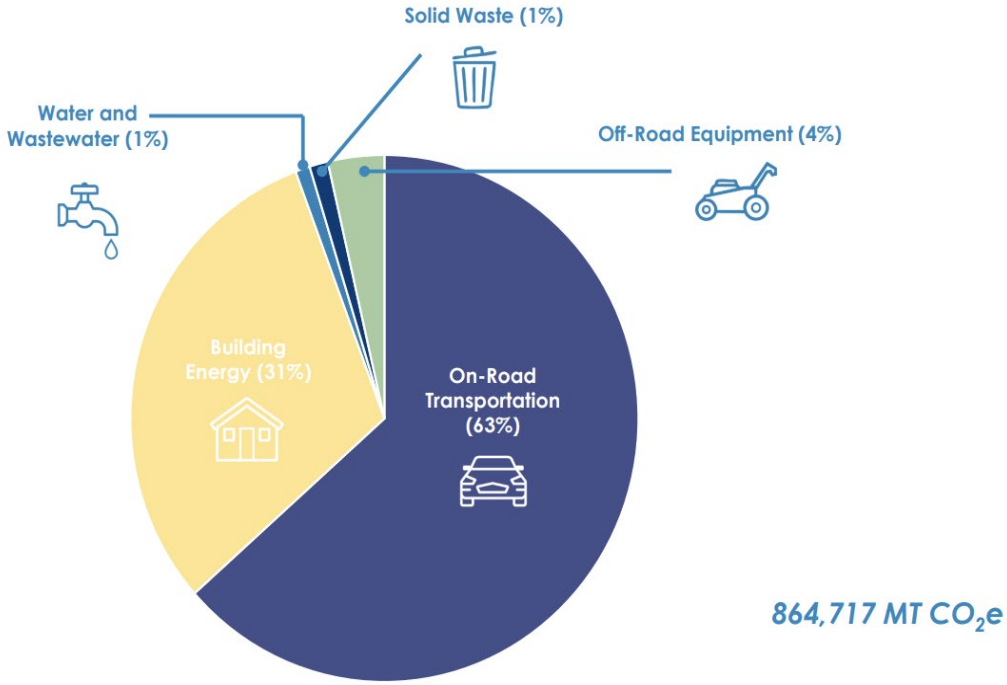
DISCUSSION AND ANALYSIS

Climate Action and Adaptation Plan (CAAP)

Preparation of the CAAP included a comprehensive greenhouse gas inventory, emissions forecast, climate vulnerability assessment, and implementation strategy. Together, these analyses identify the City's largest sources of greenhouse gas (GHG) emissions, evaluate anticipated climate-related hazards, and provide the technical basis for practical and measurable implementation actions within the City's authority.

GHG Inventory and Emissions Forecast

Figure 1 – Costa Mesa 2023 GHG Community Inventory Baseline

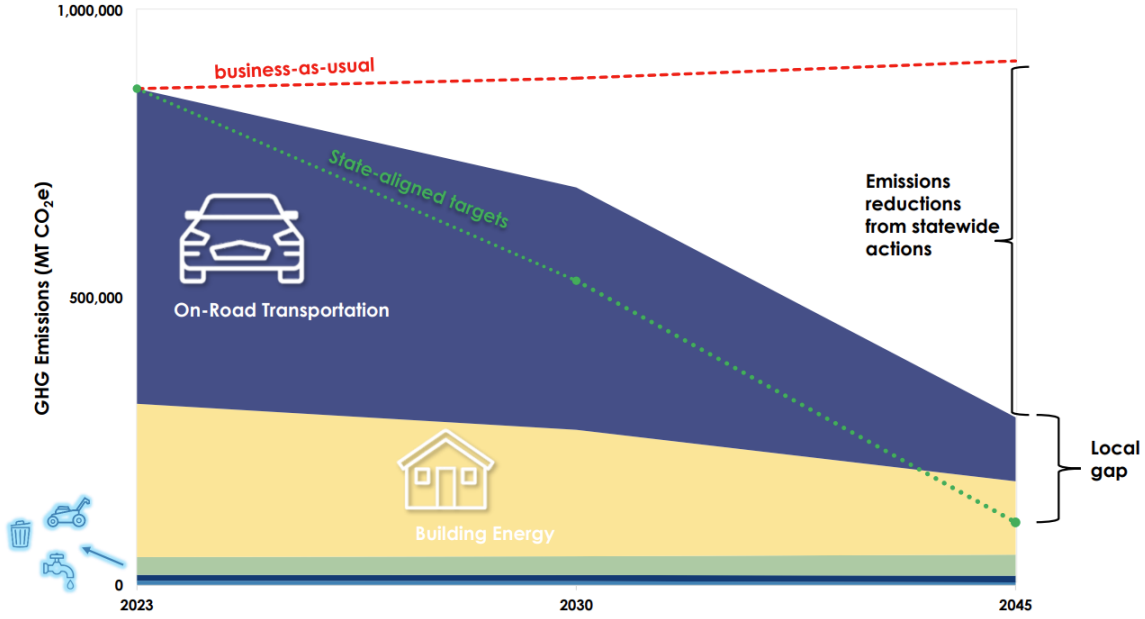


The GHG inventory determined that on-road transportation is Costa Mesa's largest source of communitywide GHG emissions, accounting for approximately 63% of total emissions. Building energy is the second largest source at approximately 31%, while emissions from off-road equipment, solid waste, and water and wastewater collectively account for the remaining 6%.

These findings indicate that the greatest opportunities for reducing community GHG emissions are through improvements in transportation and mobility, increased building energy efficiency, renewable energy, and continued investment in sustainable municipal operations and community programs.

The emissions forecast further demonstrates that existing state regulations and programs, including cleaner vehicle standards, renewable electricity requirements, and building energy regulations, are expected to substantially reduce community emissions over time. However, the analysis also identifies a remaining local emissions gap that cannot be closed through state actions alone. The CAAP therefore identifies locally appropriate implementation actions intended to complement statewide efforts and further reduce GHG emissions over the next 20 years.

Figure 2 – Costa Mesa Forecasted GHG Emissions



Climate Vulnerability Assessment

The CAAP includes a Climate Vulnerability Assessment that evaluates the City's exposure to climate-related hazards, including extreme heat, drought, flooding, changing precipitation patterns, poor air quality, and wildfire smoke, while also considering community characteristics that may influence vulnerability to these hazards.

Based on these findings, the CAAP includes adaptation strategies intended to improve Costa Mesa's resilience to future climate conditions. The Plan emphasizes actions that strengthen public infrastructure, improve emergency preparedness, expand urban tree canopy and shade, promote water conservation, protect vulnerable populations, and incorporate climate resilience into future planning, capital improvement projects, and municipal operations. Together, the GHG reduction and adaptation strategies provide an integrated framework that enables Costa Mesa to reduce emissions while preparing the community for future climate-related impacts.

CAAP Framework

The CAAP establishes a coordinated framework for reducing communitywide greenhouse gas emissions and improving Costa Mesa's resilience to climate-related hazards. The CAAP is organized around eight sectors that address both communitywide emissions and municipal operations:

Figure 3 – CAAP Sectors



The Plan emphasizes practical implementation strategies, including municipal leadership, education, incentives, partnerships, infrastructure investment, grant funding, and voluntary community participation. It does not directly regulate private property or require residents or businesses to undertake specific improvements.

The primary objectives and implementation actions include:

- **Transportation and Mobility:** Expand electric vehicle charging infrastructure; support the transition to zero-emission vehicles; improve sidewalks, bicycle facilities, and active transportation connections; reduce single-occupancy vehicle trips; improve transit access; and support land use patterns that reduce vehicle travel.

- **Energy and the Built Environment:** Improve building energy efficiency; promote renewable and carbon-free energy; encourage energy conservation; support electrification where feasible; and improve the efficiency of municipal buildings and facilities.

- **Water and Wastewater:** Promote water conservation, drought-resilient landscaping, stormwater management, recycled water opportunities, and coordination with local water providers.

- **Solid Waste:** Support waste prevention, reuse, recycling, composting, organic-waste diversion, and public education to reduce material sent to landfills.

- **Off-Road Equipment:** Encourage the transition to lower- and zero-emission construction, landscaping, and other off-road equipment through education, incentives, partnerships, and equipment-replacement opportunities.

- **Natural and Urban Lands:** Expand and maintain the urban tree canopy, increase shade, reduce urban heat-island effects, support habitat and open space, and increase carbon sequestration where feasible.

- **People and Community:** Improve public awareness and preparedness for extreme heat, drought, flooding, poor air quality, wildfire smoke, and other climate-related hazards; support vulnerable populations; and strengthen community and regional partnerships.

- **Municipal Operations:** Lead by example through energy- and water-efficient City facilities, fleet and equipment modernization, waste reduction, sustainable purchasing and operations, grant pursuits, and ongoing implementation monitoring.

Although organized by sector, many CAAP actions provide multiple benefits. For example, expanding tree canopy can reduce heat exposure, improve air quality, increase shade, support habitat, and sequester carbon. Improvements to walking, bicycling, and transit can reduce emissions while improving mobility, public health, safety, and access to community resources.

The CAAP's implementation matrix identifies proposed actions, anticipated timing, responsible City departments or partners, and performance indicators. Implementation of individual actions will remain subject to future City Council direction, available funding, staffing, technical feasibility, and any additional approvals or environmental review required at that time.

Co-Benefits and Fiscal Benefits

Many CAAP actions can also reduce long-term operating and maintenance costs, improve the efficiency of City facilities and infrastructure, enhance public safety, and leverage outside funding.

Costa Mesa's prior sustainability initiatives demonstrate these potential benefits. For example, the City's conversion of approximately 6,150 streetlights to energy-efficient LED fixtures is projected to save approximately $1.63 million in electricity costs over the first 20 years and approximately $204,443 annually thereafter. The project also reduces maintenance needs and improves nighttime visibility and public safety. LED lighting upgrades at TeWinkle, Wakeham, Heller, and Bark parks provide an additional estimated $5,694 in annual energy-cost savings while reducing maintenance demands.

The City has also successfully used grants, rebates, and partnerships to reduce local project costs. Examples include $148,210 in grant funding and a $70,000 rebate for the City Hall electric vehicle charging project, $25,670 toward the purchase of three electric municipal vehicles, and $180,000 toward a zero-emission shuttle for the Senior Center. These projects illustrate how sustainability investments can improve municipal operations, enhance public services, reduce long-term costs, and position the City to compete for future funding opportunities.

Revisions/Clarifications Following the Study Session Public Review

The City conducted multiple public review periods to provide opportunities for community input on the proposed policies and completed draft documents. Draft CAAP policies were released for public review on April 23, 2026, and closed May 26, 2026. This was followed by release of the draft Safety Element Update and Environmental Justice Policy Update on July 1, 2026, and the completed draft CAAP on July 20, 2026. All public comment periods ended on August 4, 2026. As noted previously, 12 comment letters were received pertaining to the CAAP. The comment letters can be found under Attachment 5.

The following are revisions to address comments from the Planning Commission Study Session and public comments:

- Twenty Actions in Two Years – At the Commission's request, the 'Twenty Actions in Two Years' initiative has been incorporated into Chapter 5, Climate Action and Adaptation Strategy. The initiative highlights 20 strategic priority actions intended to provide a clear and understandable implementation focus for the next two years. The initiative does not replace the complete implementation matrix or prevent the City from pursuing other actions. Instead, it identifies a manageable set of priorities while allowing the City to respond to available

funding, new technology, legislative changes, partnerships, and future City Council direction.

- Environmental Benefit Metrics – Several Planning Commissioners requested additional information on how implementation actions can be quantified. Appendix D, Table 2, Community Greenhouse Gas Reduction Summary, includes metrics or indicators describing the anticipated environmental benefits of implementing action items. This table is now included in Chapter 5 for ease of review.
- Coastal Corridor Alliance Comment Letter - Staff and the Consultant reviewed the public comment letter submitted by the Coastal Corridor Alliance and evaluated its recommendations for consistency with City Council direction, the scope of the CAAP, technical feasibility, and existing City policies. Applicable implementation recommendations have been incorporated into CAAP action items (see Attachment 4 for action language refinements). These revisions clarify or strengthen the implementation language without changing the overall voluntary, incentive-based, and partnership-oriented direction of the Plan.

- Neighboring Jurisdiction Inventories - While many Southern California jurisdictions rely on the same industry-standard greenhouse gas accounting protocols and many use common data sources and tools (including ICLEI's U.S. Community Protocol, ClearPath, SCAG transportation forecasts, and CARB emissions models) each jurisdiction develops its inventory using city specific locally available data, baseline years, and assumptions. As a result, greenhouse gas inventories are intended to measure each community's emissions and track local progress over time rather than provide direct comparisons between jurisdictions.

- Implementation Measures – Several Planning Commissioners and members of the public requested modifications to specific implementation measures. A complete list of modifications can be found under Attachment 4.

- Additional Revisions - Minor technical, organizational, and editorial revisions were also made to improve readability, correct references, and maintain consistency throughout the document.

Safety Element Update

The Safety Element establishes the General Plan's policies for protecting the community from natural and human-caused hazards and improving emergency preparedness and resilience.

The update incorporates information from the City's 2022 Local Hazard Mitigation Plan (LHMP), the CAAP vulnerability assessment, and current state and federal hazard information. The revisions also address current state requirements related to climate adaptation, flooding, wildfire, emergency preparedness, and periodic review of the Safety Element. The principal updates include:

- Integrates the 2022 LHMP
- Incorporates climate adaptation planning
- Updates hazard data and technical information
- Addresses flooding, drought, extreme heat, and wildfire
- Strengthens emergency preparedness and infrastructure resilience
- Aligns the Safety Element with the CAAP and current state requirements

The only revisions to the Safety Element update are in relation to feedback received on the EJ policies. Key revisions to the Safety Element include revising proposed policies to prioritize public information and education related to extreme heat and cooling centers in EJ communities, and prioritizing opportunities to locate cooling centers and emergency service response centers in EJ communities and/or underserved neighborhoods.

Environmental Justice (EJ) General Plan Policy Update

Government Code Section 65302(h), established through Senate Bill 1000, requires qualifying jurisdictions to address EJ within their General Plans. Rather than preparing a separate EJ Element, the City evaluated its existing General Plan to identify current policies that address the state-required topics and determine where additional policy direction was needed. Required EJ policy topics include:

1. Reduce Pollution Exposure
2. Provide Safe & Sanitary Homes
3. Enhance Community Assets
4. Increase Physical Activity
5. Access to Healthy Foods
6. Address Compounded Health Risks
7. Promote Civic Engagement

The review found that Costa Mesa's General Plan already includes numerous policies supporting EJ objectives. The proposed update would add an EJ symbol, shown in Figure 4, next to existing General Plan policies that address EJ topics and therefore qualify as Environmental Justice policies. Proposed amendments to existing policies and several new policies would also provide greater emphasis and prioritization for EJ communities. The amendments are depicted as ~~strikethrough~~ text which denotes text being removed, and <u>underline</u> text for text being added, within the General Plan elements listed below. The complete General Plan update, including existing policies proposed for identification as EJ policies, is provided as Attachment 1.

General Plan Elements updated to include EJ Policies:

- Land Use Element
- Circulation Element
- Housing Element
- Conservation Element
- Noise Element
- Safety Element
- Community Design Element
- Open Space and Recreation Element

Figure 4: Symbol used in the General Plan Elements to identify Environmental Justice Policies



Although Costa Mesa's General Plan already includes numerous policies that support EJ objectives, amendments are needed to fully meet the requirements of Senate Bill 1000. The proposed amendments strengthen existing policies and add new policies, where necessary, to ensure the General Plan comprehensively addresses state law requirements. The proposed amendments build upon those policies and place additional emphasis on:

- Improving access to parks, trails, and recreational facilities.
- Expanding tree canopy and reducing urban heat island effects.
- Improving walking, bicycling, and transit connections.
- Supporting access to healthy food.
- Reducing pollution exposure where feasible.
- Encouraging meaningful public participation.
- Prioritizing infrastructure improvements within EJ communities, when appropriate.

A complete reference guide list of the proposed new and amended policies is provided under Attachment 2.

State screening tools currently identify six census tracts in Costa Mesa as Environmental Justice communities. These designations do not change zoning, establish new development regulations, or require improvements to private property. They serve as a planning tool to help the City evaluate community needs, pursue grants, conduct targeted outreach, and prioritize future programs and investments when appropriate.

No substantive changes to the EJ policy framework were requested during the study session. The following revisions were made to address Planning Commission and public input:

- Revising an existing policy in the Open Space and Recreation Element to prioritize and promote urban agricultural opportunities, including urban farms and community gardens, as well as farmer's markets, in EJ communities
- Revising an existing policy in the Conservation Element related to maintaining education programs around recycling to prioritize these programs in and/or readily accessible to EJ communities.
- Revising a proposed policy and including a new policy in the Safety Element to prioritize public information and education related to extreme heat and cooling centers in EJ communities and prioritizing opportunities to locate cooling centers and emergency service response center in EJ communities and/or underserved neighborhoods.

PUBLIC PARTICIPATION

The City implemented a comprehensive public engagement program consisting of community outreach events, public workshops, stakeholder meetings (internal and external), surveys, digital engagement, and targeted outreach to gather input throughout the planning process. Key public engagement activities included:

- Three community pop-up outreach events were held: the 2025 and 2026 Earth Day events and a 2025 Concert in the Park. These events generated approximately 400 community contacts, including:
    - Approximately 150 visitors at the 2025 Earth Day event, with over 65 participants providing direct feedback,
    - 40 participants at the 2025 Concert in the Park outreach event, and
    - Over 200 participants at the 2026 Earth Day event.
- Survey: 226 community members participated in the survey, with 158 fully completing the online surveys, regarding transportation, energy, water conservation, solid waste, and climate resilience priorities.
- Employee Engagement: Multiple internal Sustainability Working Group meetings and staff collaboration sessions were conducted with representatives from City departments to identify operational opportunities, implementation strategies, and climate priorities.
- External Focus Group: Representatives from the development community, utilities, nonprofit organizations, educational institutions, and community

advocacy groups participated in a stakeholder workshop to identify implementation opportunities, barriers, and partnership strategies.

- Joint CAAP and Environmental Justice Open House: Approximately 30 community members attended the April 30, 2026 open house, resulting in 37 written comments and 80 prioritization votes on proposed goals and implementation strategies.
- Additional Targeted Outreach: Staff provided a presentation and workshop with the Coastline Regional Occupational Program Sustainability Cohort, site visits with Mesa Water District and Orange County Water District, maintained a dedicated project website, distributed e-blasts and City Hall Snapshot newsletters (reaching more than 10,000 subscribers), utilized social media, and posted informational flyers throughout the community.

Community feedback consistently emphasized improving active transportation, expanding tree canopy and green space, increasing renewable energy opportunities, enhancing water conservation, supporting vulnerable populations, and ensuring implementation strategies are practical, equitable, and financially feasible. Input received throughout the outreach process directly informed refinement of the proposed Climate Action and Adaptation Plan and Environmental Justice policies.

GENERAL PLAN CONSISTENCY

Government Code Section 65300.5 requires the General Plan and its elements to comprise an integrated, internally consistent, and compatible statement of City policy. The Safety Element Update is consistent with the other elements of the General Plan and modernizes existing policies concerning hazards, public safety, emergency preparedness, infrastructure, and climate resilience. The Environmental Justice amendments build upon existing policies throughout the General Plan. The amendments do not change land use designations or zoning and are consistent with the General Plan's existing direction related to housing, transportation, parks, public services, community health, public safety, and neighborhood quality.

The CAAP is not a General Plan element or amendment. However, its goals and implementation actions support existing General Plan policies concerning transportation, resource conservation, water, waste reduction, public safety, community health, infrastructure, and intergovernmental coordination. Preparation of the three documents together has allowed staff to coordinate their policies and improve consistency among the City's climate, hazard mitigation, emergency preparedness, and community planning efforts.

ENVIRONMENTAL DETERMINATION

In accordance with the California Environmental Quality Act (CEQA) and the state CEQA Guidelines, the proposed Safety Element Update, Climate Action and Adaptation Plan, and Environmental Justice Policies are exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) (Common Sense Exemption), as it can be seen with certainty that adoption of these policy documents will not result in a direct or reasonably foreseeable significant effect on the environment. The proposed documents establish goals, policies, and implementation strategies related to hazard mitigation, climate adaptation, greenhouse gas reduction, emergency preparedness, and community resilience, but do not authorize or approve any specific development or physical improvements.

In addition, the CAAP is also categorically exempt pursuant to CEQA Guidelines Section 15307 (Actions by Regulatory Agencies for Protection of Natural Resources) and Section 15308 (Actions by Regulatory Agencies for Protection of the Environment) as they are regulatory actions intended to protect and enhance the environment and natural resources through climate action, hazard mitigation, sustainability, and resilience planning. Furthermore, none of the exceptions to the categorical exemptions set forth in CEQA Guidelines Section 15300.2 apply to the proposed actions, as the adoption of these planning and policy documents will not result in cumulative environmental impacts, impacts to scenic highways, hazardous waste sites, historical resources, or any unusual circumstances that could cause a significant effect on the environment. Any future projects or physical improvements resulting from implementation of these plans will be subject to separate environmental review, as required by CEQA.

PUBLIC NOTICE

Pursuant to Title 13, Section 13-29(d) of the Costa Mesa Municipal Code, public notification has been completed no less than 10 days prior to the date of the public hearing:

1. On-site posting. A public notice was posted at City Hall and on the City's website on July 29, 2026.

2. Newspaper publication. A public notice was published in the Daily Pilot newspaper on July 31, 2026.

As of the date of this report, 12 written public comments have been received, ten since the July 27, 2026, study session, and are provided under Attachment 5. Any public comments received prior to the August 10, 2026, Planning Commission meeting will be provided separately.

CONCLUSION

The draft CAAP, Safety Element Update, and EJ Policy documents represent the culmination of a comprehensive planning effort involving technical analysis, interdepartmental coordination, stakeholder collaboration, and extensive public engagement. Together, these documents establish an integrated framework to reduce greenhouse gas emissions, prepare for the impacts of climate change, strengthen emergency preparedness and community resilience, protect public health and safety, and ensure that environmental benefits and investments are considered throughout Costa Mesa.

Since the Planning Commission Study Session on July 27, 2026, staff has refined the documents to incorporate Commission feedback and comments received during the public review period. Staff finds that the proposed plans and policies are consistent with state law, support implementation of the General Plan and Housing Element, and provide a comprehensive roadmap for advancing environmental sustainability, public safety, climate resilience, and environmental justice.

Therefore, staff recommends that the Planning Commission adopt the attached Resolutions recommending that the City Council approve the Climate Action and Adaptation Plan and adopt the Safety Element Update and Environmental Justice General Plan Policy Update.

ATTACHMENTS

1. Draft Planning Commission Resolution recommending City Council adopt the Safety Element Update and Environmental Justice General Plan Policy Update
   Exhibit A: General Plan Amendment (Clean)
2. Reference Guide – Modified and New Environmental Justice Policies
3. Draft Planning Commission Minutes, July 27, 2026, Study Session
4. CAAP edits since Planning Commission Study Session
5. Public Comments Received

LINKS

1. General Plan Amendment (Strikeout)
   Link:https://www.costamesaca.gov/home/showpublisheddocument/64127
2. Draft CAAP Links:
   https://www.costamesaca.gov/government/departments-and-divisions/economic-and-development-services/planning/climate-action-adaptation-plan
   a. Appendix A, Greenhouse Gas Emissions Inventory, Forecasting, and Target Setting:

https://www.costamesaca.gov/home/showpublisheddocument/63947/639201437560048937

b. Appendix B, Vulnerability Assessment: https://www.costamesaca.gov/home/showpublisheddocument/63949/639201438011357871
c. Appendix C, Community Engagement and Outreach Materials: https://www.costamesaca.gov/home/showpublisheddocument/63951/639201438017373476
d. Appendix D, Greenhouse Gas Reduction Supporting Material: https://www.costamesaca.gov/home/showpublisheddocument/63953/639201438027819436
e. Appendix E, Implementation Plan: https://www.costamesaca.gov/home/showpublisheddocument/63955/639201438040840778

RESOLUTION NO. PC-2026-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF COSTA MESA ADOPT THE GENERAL PLAN AMENDMENT, INCLUDING THE SAFETY ELEMENT UPDATE (PCTY-25-0002) AND ENVIRONMENTAL JUSTICE POLICY UPDATE (PCTY-26-0002)

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA, CALIFORNIA FINDS AND DECLARES AS FOLLOWS:

WHEREAS, the City of Costa Mesa is processing amendments to the Costa Mesa General Plan to comply with state law requirements applicable to the Safety Element and environmental justice policies, including Government Code Sections 65300 through 65303.4; and

WHEREAS, California law requires every city to adopt a general plan, which must include specified mandatory elements, and may include additional optional elements, in furtherance of State policy to provide a comprehensive, long-term plan for the physical development and use of property within the City's jurisdiction; and

WHEREAS, pursuant to Government Code Section 65350 et. seq., the Safety Element update and Environmental Justice Policy amendments constitutes a General Plan Amendment; and

WHEREAS, the Safety Element establishes policies to protect the community from natural and human-caused hazards and improving emergency preparedness and resilience, and California has adopted new legislation requiring local governments to incorporate climate adaptation and updated hazard information into their General Plans including Senate Bill 379 which requires cities to evaluate how climate change may affect future hazards, and Senate Bill 1035 which requires cities to review and revise their Safety Elements using updated flood and fire hazard information as it becomes available; and

WHEREAS, the City adopted a Local Hazard Mitigation Plan on November 4, 2022, following a comprehensive evaluation of hazards, vulnerability assessment, emergency preparedness capabilities, and hazard mitigation strategies, and contains the City's most current hazard assessments and mitigation planning, by amending the Safety Element to incorporate the Local Hazard Mitigation Plan ensures that the General Plan reflects the most up-to-date technical information and maintains consistency among the City's long-

range planning and emergency management documents bringing it into compliance with state law; and

WHEREAS, Government Code Section 65302(h), enacted through Senate Bill 1000, requires cities to incorporate Environmental Justice goals, policies, and objectives into the General Plan upon the adoption or substantial revision of two or more General Plan elements; because the City previously updated its Housing Element and is now updating its Safety Element, the City is required to identify and incorporate environmental justice policies throughout the General Plan; and

WHEREAS, the City identified numerous existing General Plan policies that support Environmental Justice objectives and developed targeted revisions to existing policies and several new policies to address areas where additional policy direction was needed to satisfy state requirements; and

WHEREAS, on July 1, 2026 through August 4, 2026, the draft Safety Element update and Environmental Justice Policy were made available for public review and comment; and

WHEREAS, at its regular meeting on July 27, 2026, the Planning Commission held a study session to receive an introductory presentation on the Safety Element update and Environmental Justice Policy and after public comment the Planning Commission received and filed the report and provided feedback on the documents; and

WHEREAS, on August 10, 2026, the Planning Commission held a duly noticed public hearing at which all interested persons had the opportunity to speak for and against the proposed amendments;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and the state CEQA Guidelines, the proposed Safety Element update and Environmental Justice policies are exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) (Common Sense Exemption), as it can be seen with certainty that adoption of these policy documents will not result in a direct or reasonably foreseeable significant effect on the environment. The proposed documents establish goals, policies, and implementation strategies related to hazard mitigation, climate adaptation, greenhouse gas reduction, emergency preparedness, and community resilience, but do not authorize or approve any specific development or physical improvements.

NOW, THEREFORE, BE IT RESOLVED that the Costa Mesa Planning Commission, in its independent judgment and after fully considering all testimony and evidence presented at the public, hearing hereby recommends as follows:

SECTION 1: That the City Council find that the proposed Safety Element update and Environmental Justice Policy update are exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3).

SECTION 2: That the City Council adopt the General Plan Amendment included within Exhibit A, which reflects both the Safety Element update and the Environmental Justice Policy update.

BE IT FURTHER RESOLVED that the Costa Mesa Planning Commission does hereby find and determine that adoption of this Resolution is expressly predicated upon the activity as described in the staff report, and compliance of all applicable federal, state, and local laws.

BE IT FURTHER RESOLVED that if any section, division, sentence, clause, phrase or portion of this resolution, or the document in the record in support of this resolution, are for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions.

PASSED AND ADOPTED this 10th day of August, 2026.

Jeffrey Harlan, Chair
Costa Mesa Planning Commission

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

I, Carrie Tai, Secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution No. PC-2026- ____ was passed and adopted at a regular meeting of the City of Costa Mesa Planning Commission held on August 10, 2026, by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Carrie Tai, Secretary
Costa Mesa Planning Commission

EXHIBIT A

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.

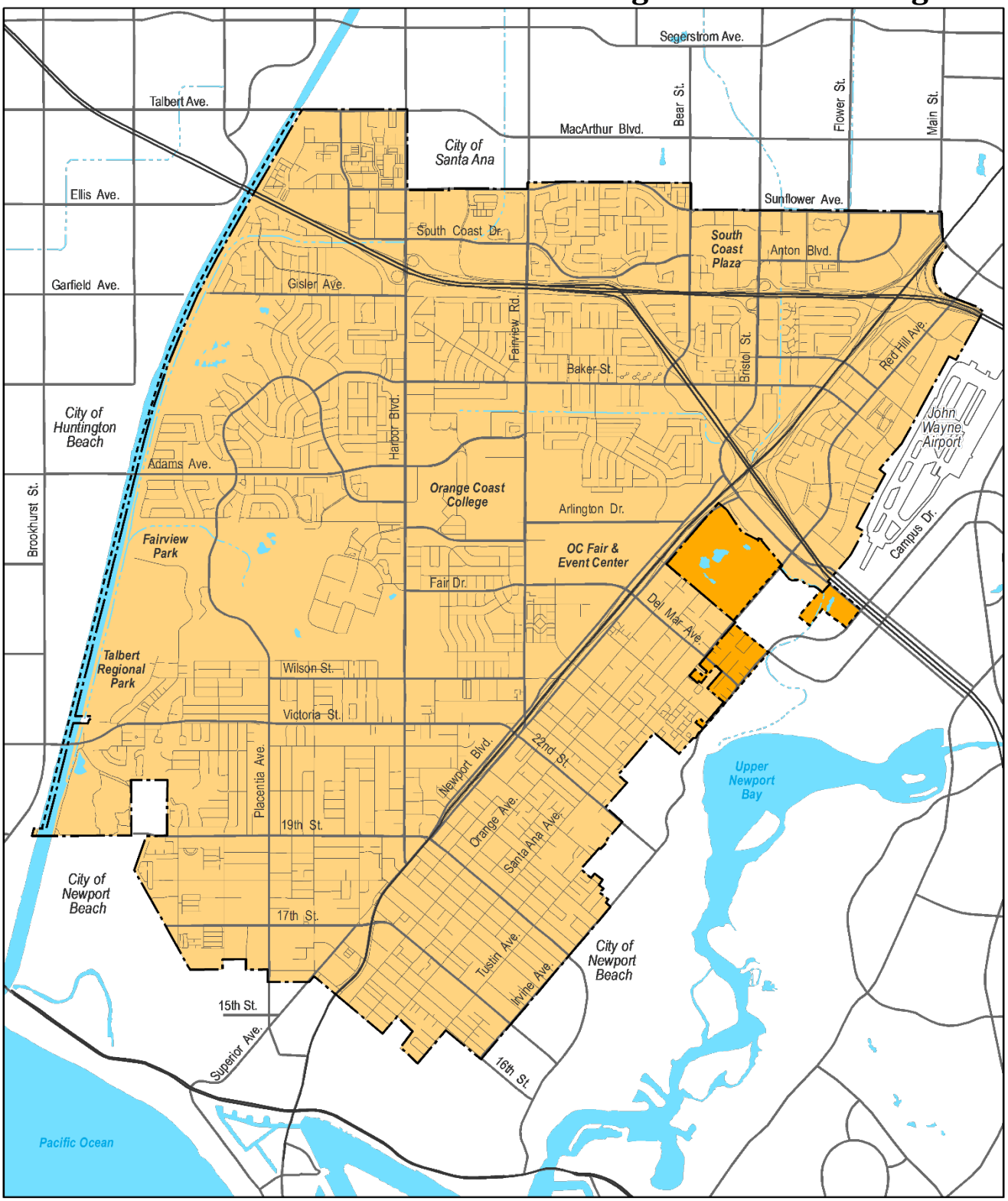
Purpose

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



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.

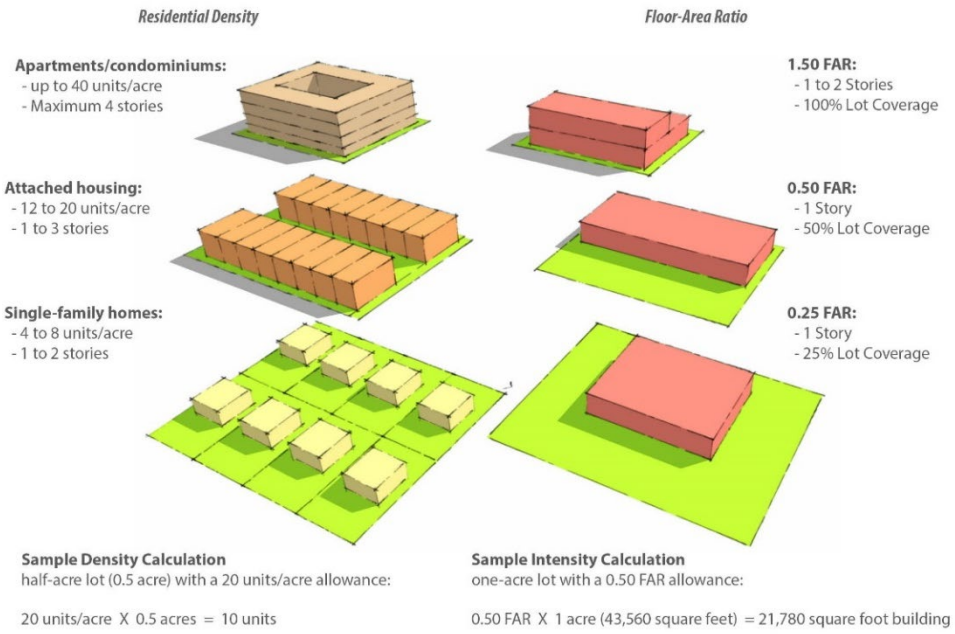
Density

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.

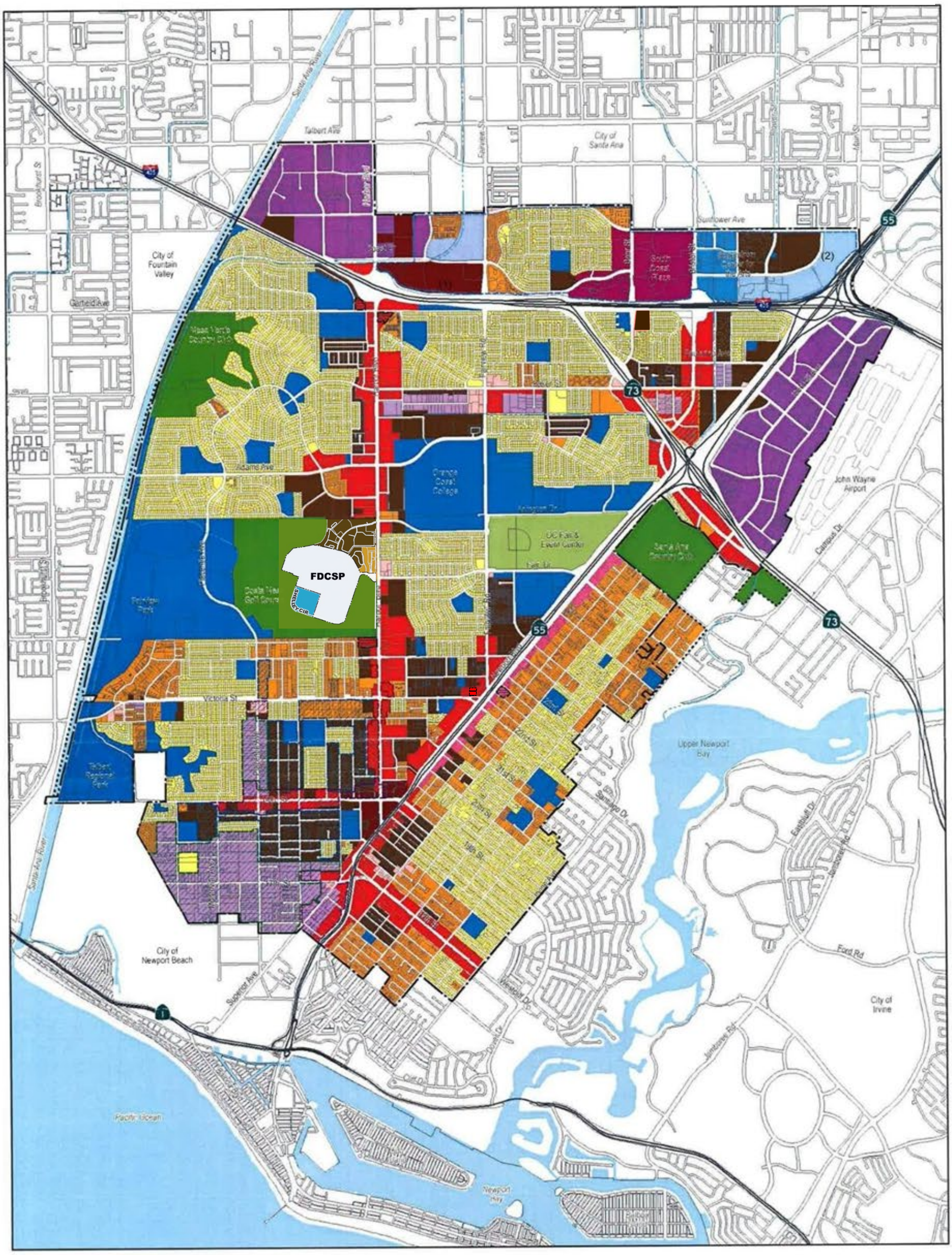
Residential Designations

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 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

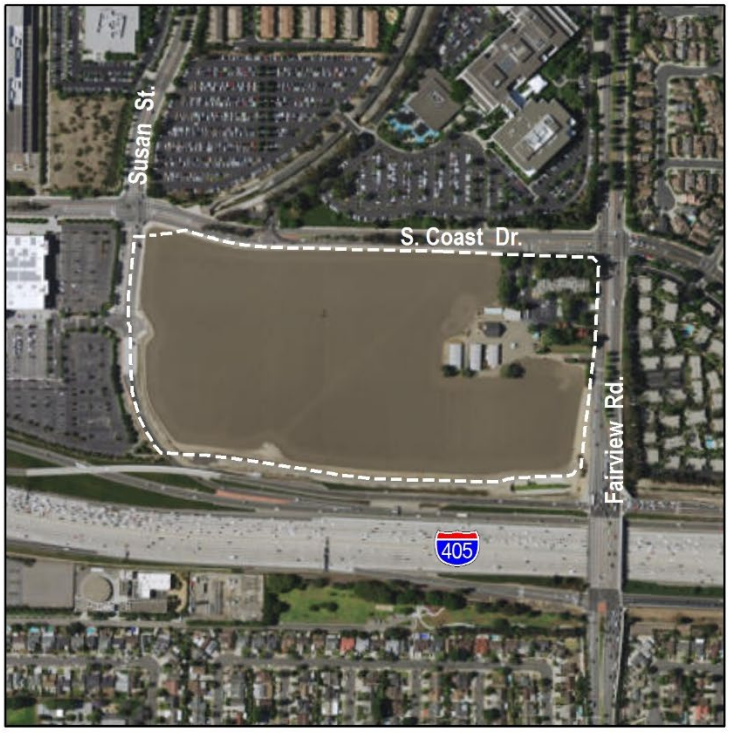
The Segerstrom Home Ranch is a 93.34-acre located at 3315 Fairview Road. It has a base land use designation of Commercial Center and is a part of the North Costa Mesa Specific Plan. In conjunction with approval of Home Ranch Alternative A, a site-specific FAR of 0.41 was established for the 17.2-acre 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

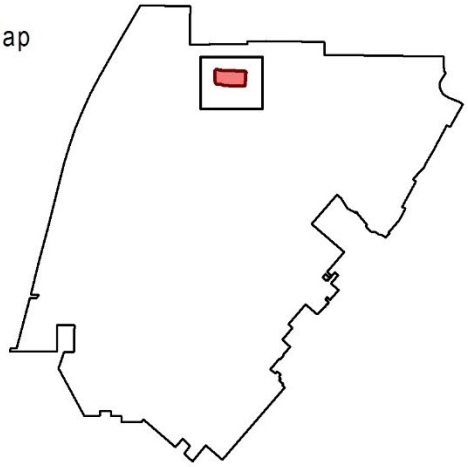
development (i.e., housing as a complementary use). The established trip budgets for this subarea of Home Ranch is 1,860 A.M. and 1,788 P.M. See Table LU-7 and Figure LU-4. However, the parcel is identified as a housing opportunity site within the sites inventory of the Housing Element, and the density, 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



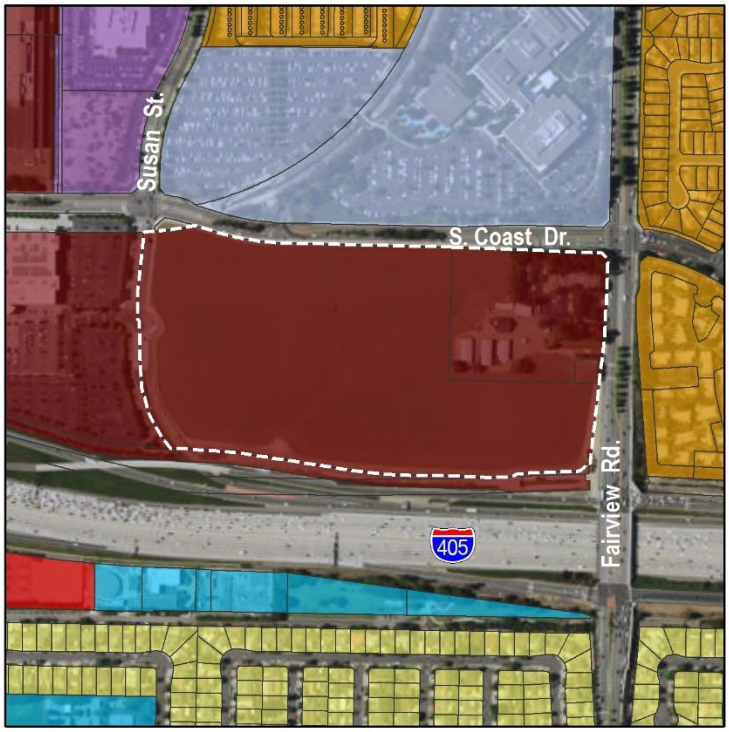
Key Map



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.

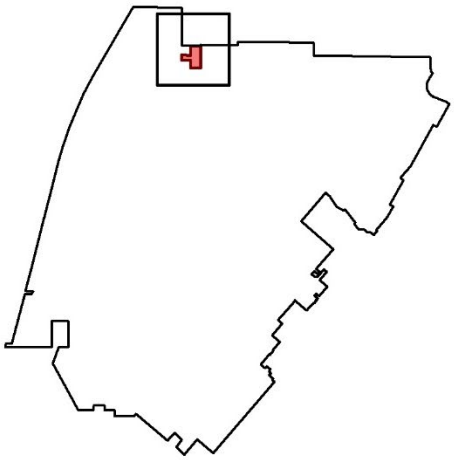
Table LU-9: Los Angeles Times Site

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.

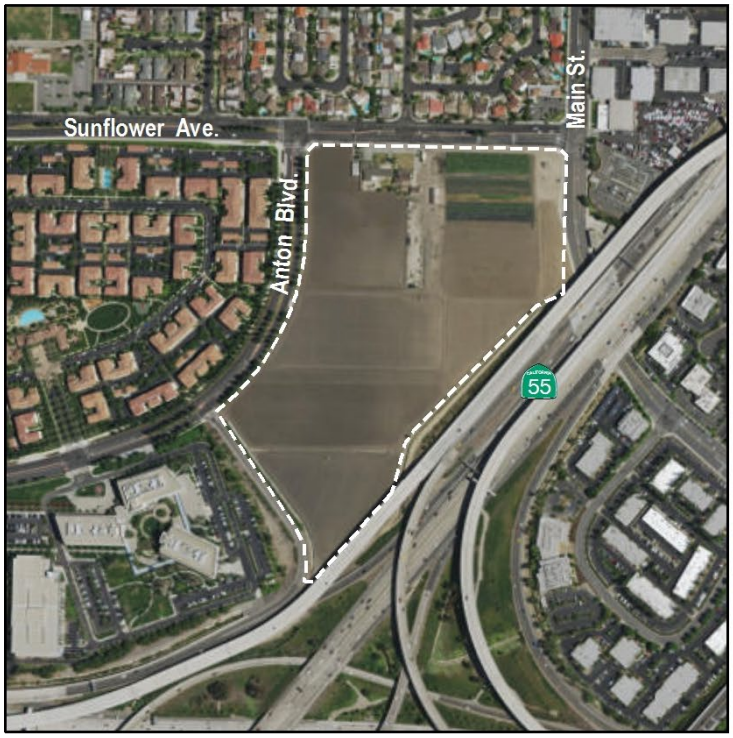
Complementary residential uses within this designation may be allowed through the Planned Development zone process. The maximum allowable residential density within this designation shall be 20 dwelling units per acre, unless otherwise specified in the North Costa Mesa Specific Plan, or a higher density 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:

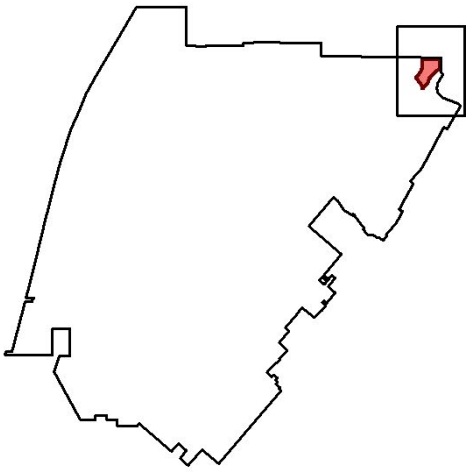
- Automobile Club of Southern California
- Metro Pointe
- South Coast Metro Center/Experian
- Sakioka Lot 2 (as of 2015, unbuilt)

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

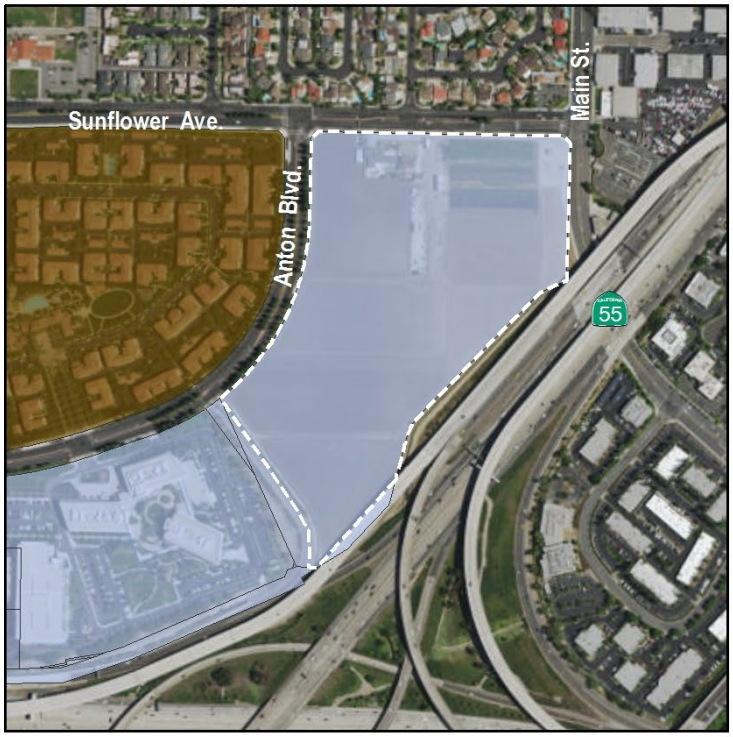


General Plan Designations

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.

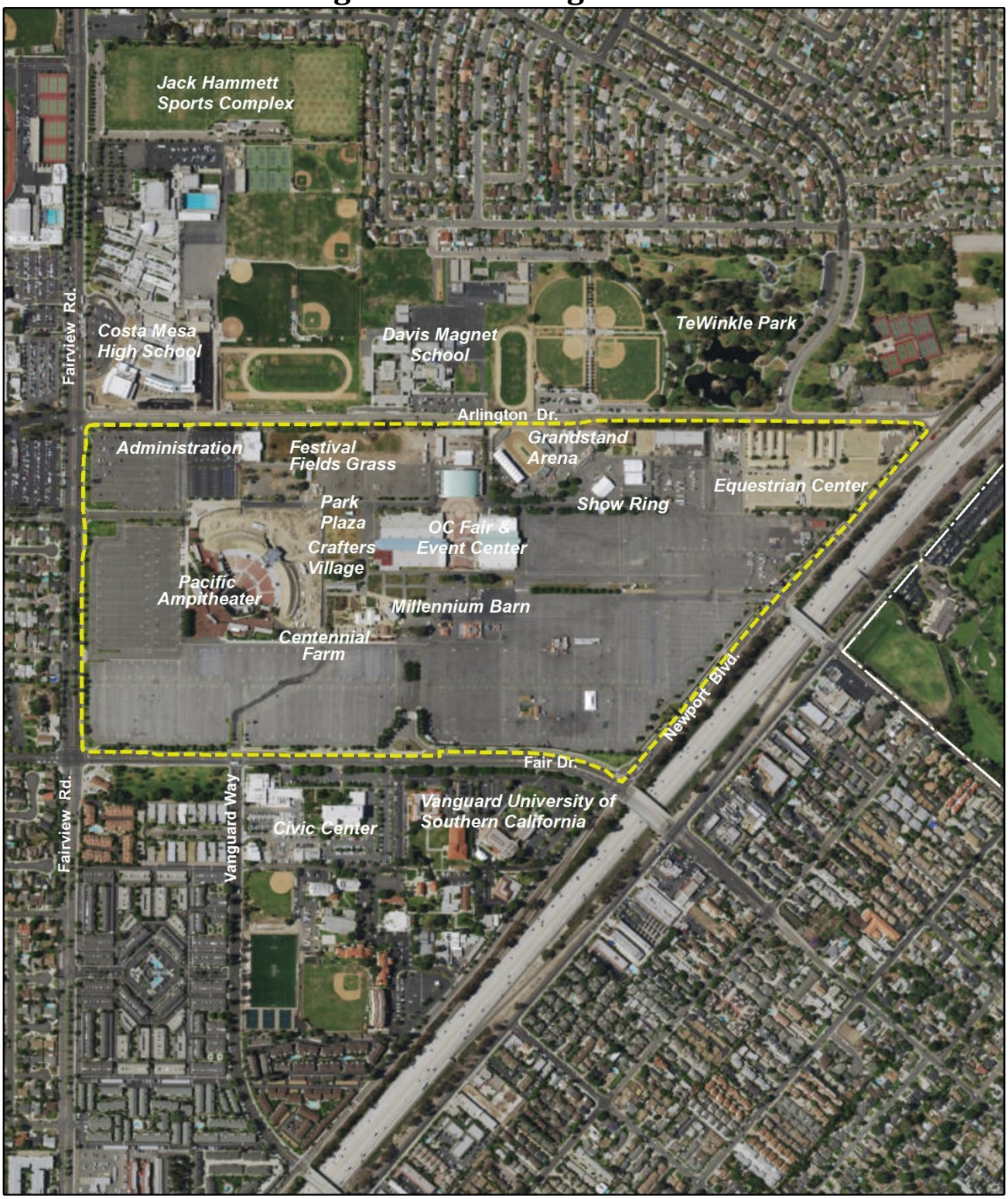
Fairgrounds

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



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.

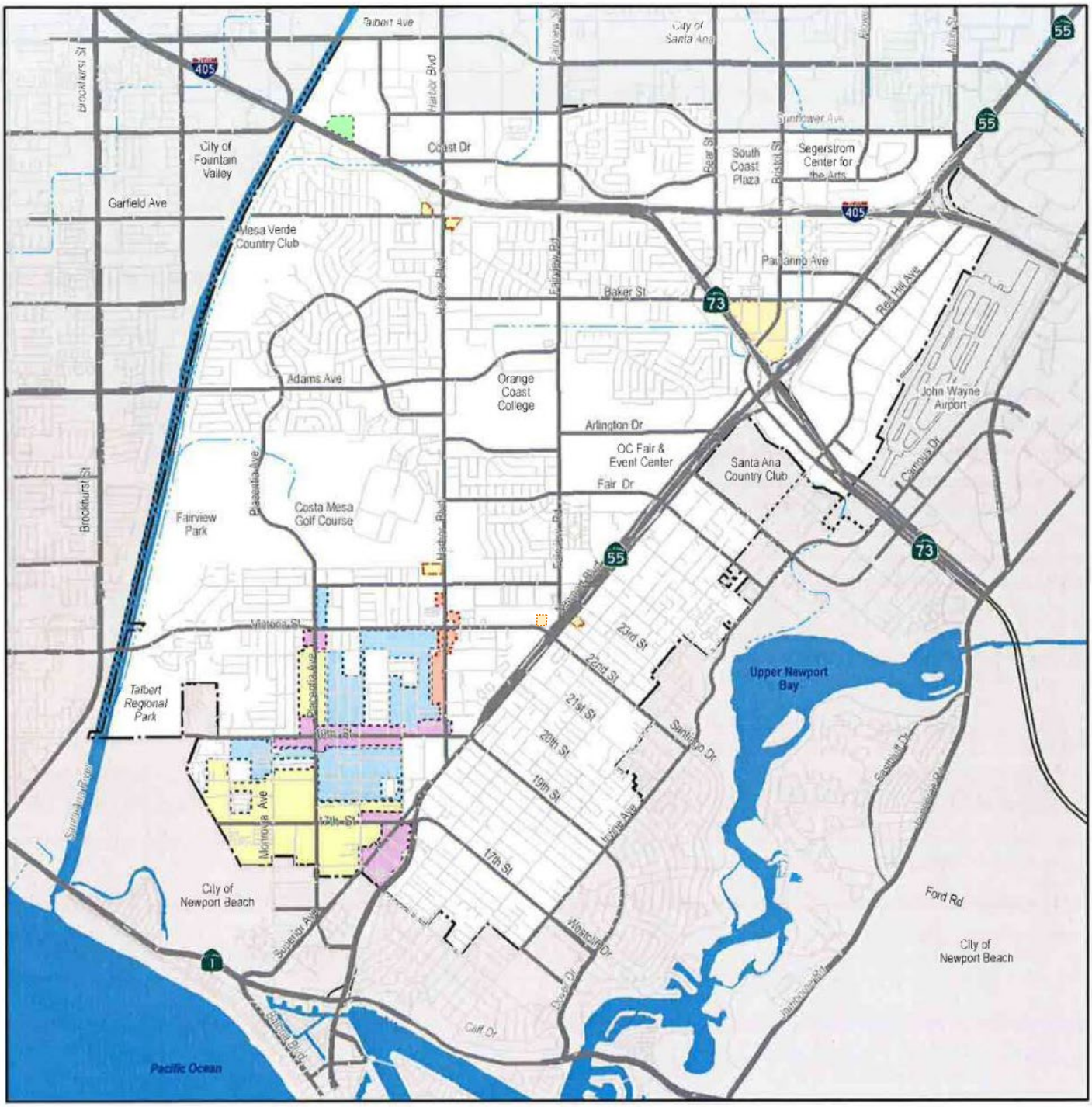


Figure LU-8: Overlays and Urban Plans

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

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

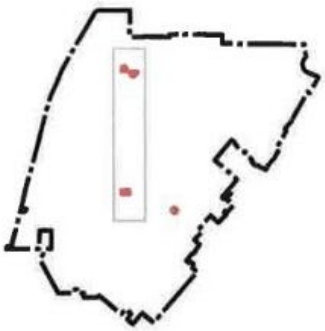
Categories		Baseline (2015)	Residential Incentive Overlay
Density (DU/AC)		N/A	30
Units	Harbor Boulevard	84	361
	Newport Boulevard	237	117
	Total Units	**321**	**478**

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

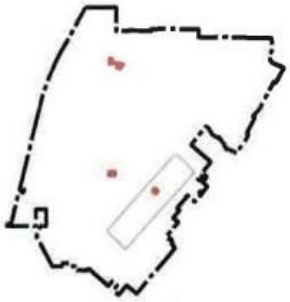
Figure LU-9: Residential Incentive Overlay: Harbor Boulevard

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

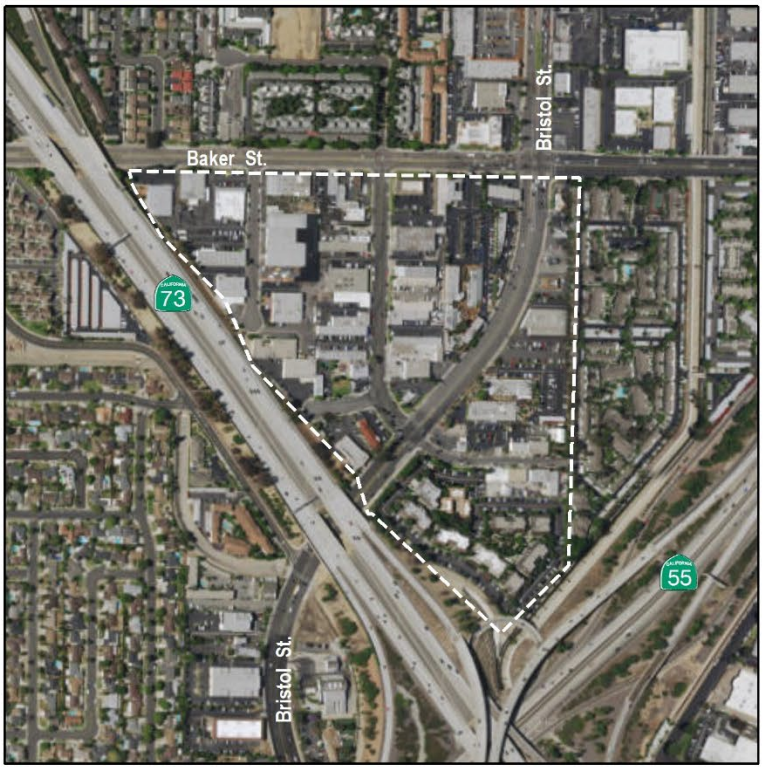
The SoBECA Overlay applies to properties within the *SoBECA Urban Plan* area. Allowed uses include a mix of housing and retail/service commercial businesses, light industrial uses, creative studios, retail campuses, and entertainment and restaurant uses that attract local residents and visitors. Permitted 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.

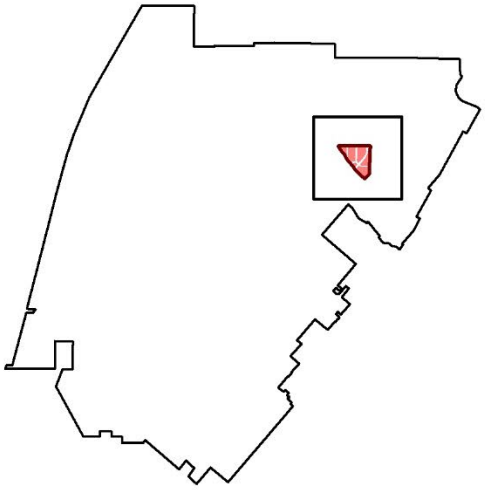
Table LU-16: SoBECA Mixed-Use Overlay

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



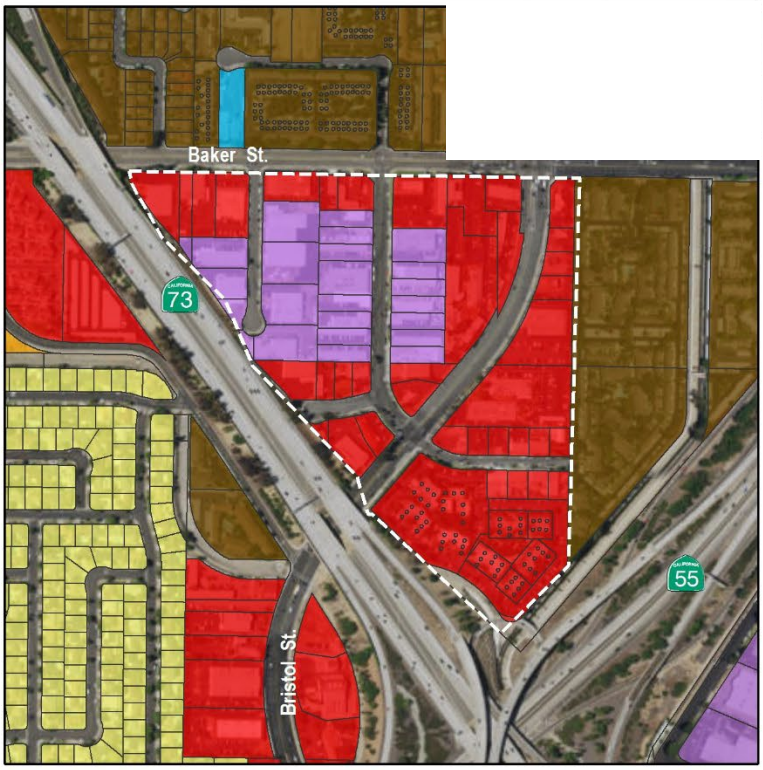
Key Map



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.

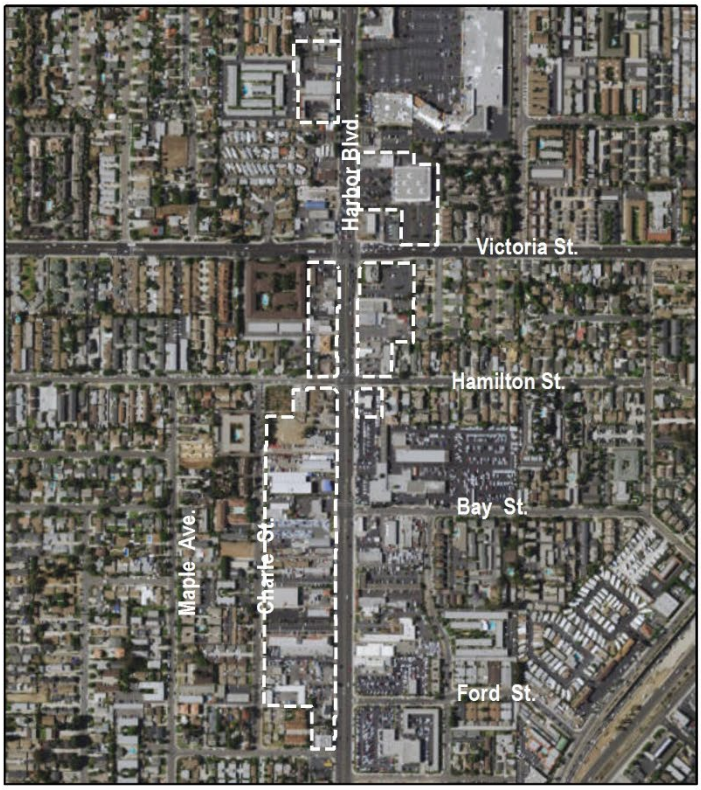
Table LU-17: Harbor Mixed-Use Overlay

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

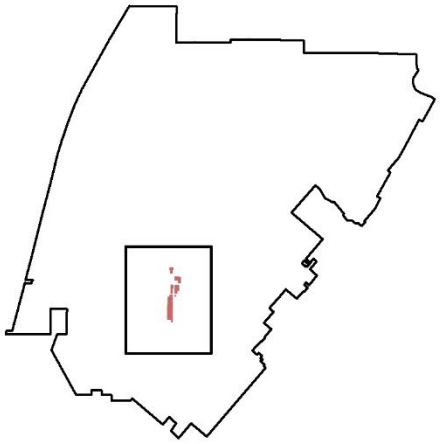
Westside Urban Plans

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



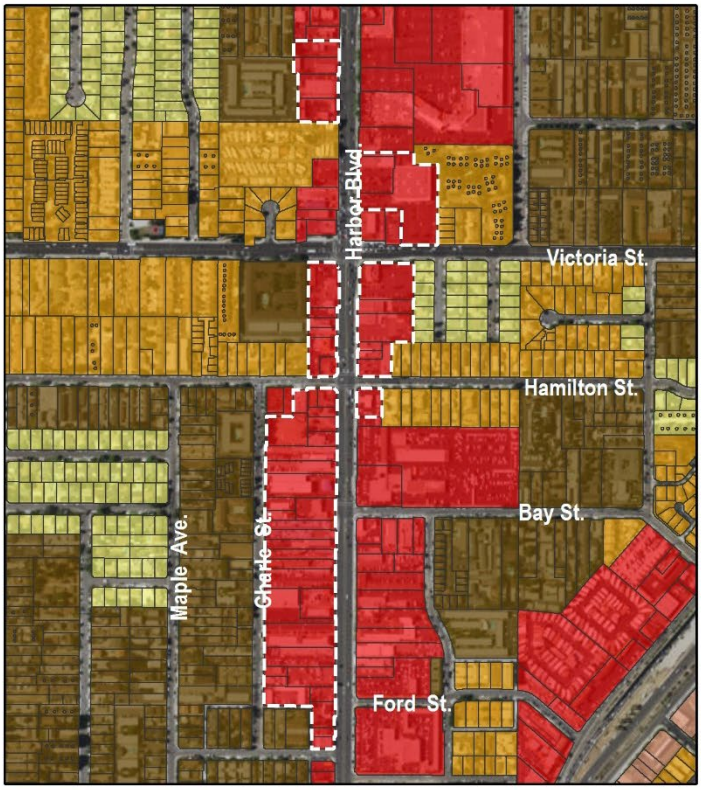
Key Map



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.

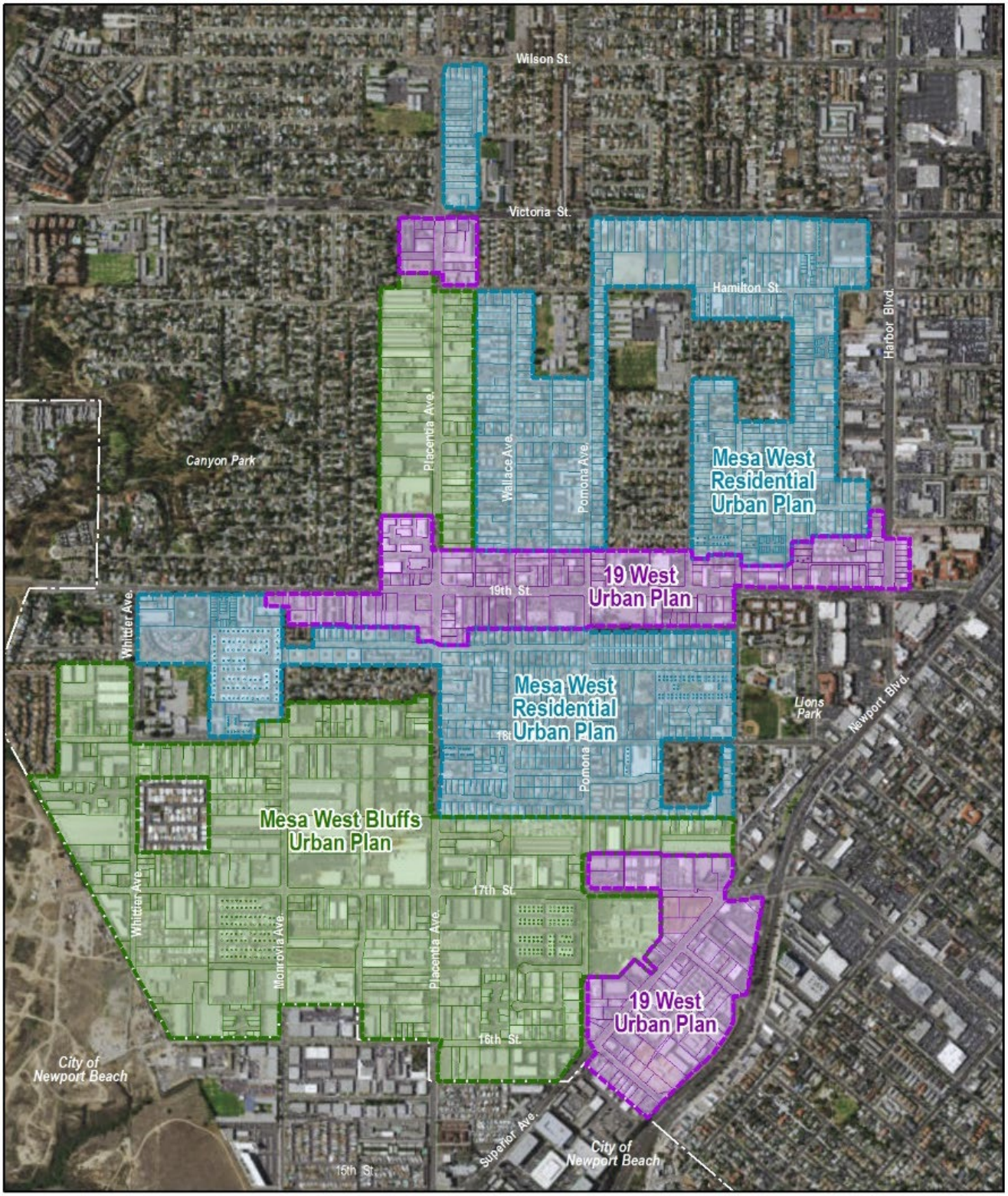


Figure LU-13: Westside Urban Plans

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.

Updated March 4, 2025 – General Plan Amendments:
*** PGPA-23-0001, March 7, 2024**



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.

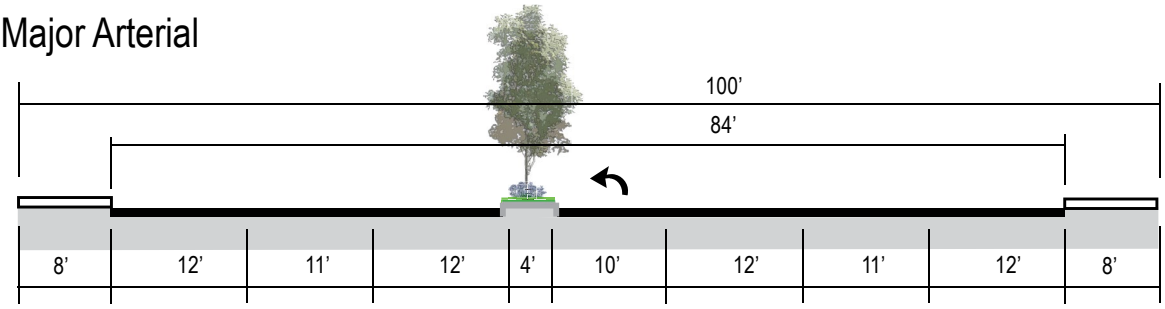
Master Plan of Streets and Highways (MPSH)

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.

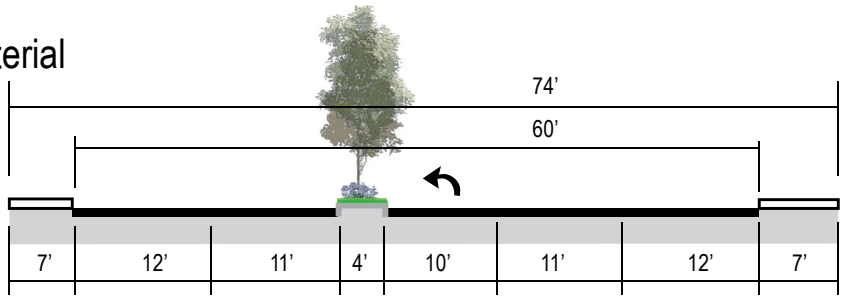
Roadway Classifications

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.

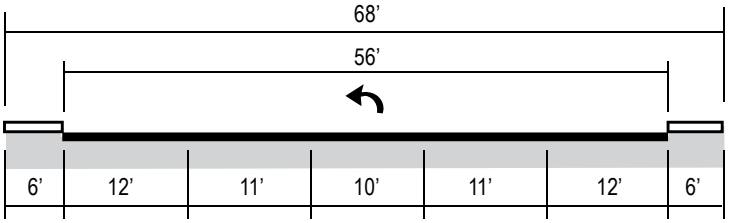
Major Arterial



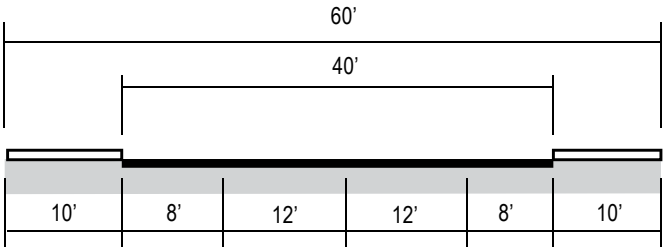
Primary Arterial



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.

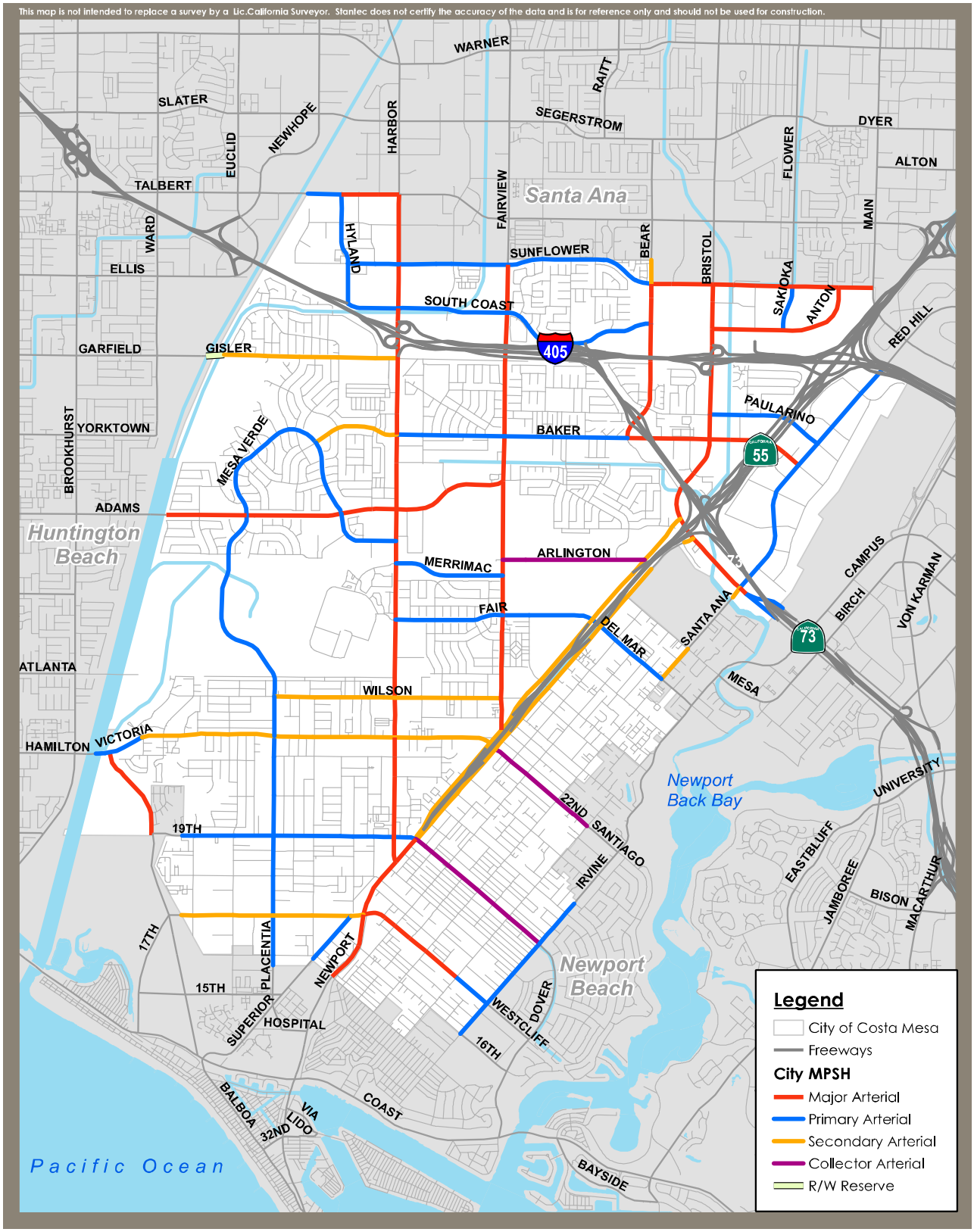
Roadway Plan

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

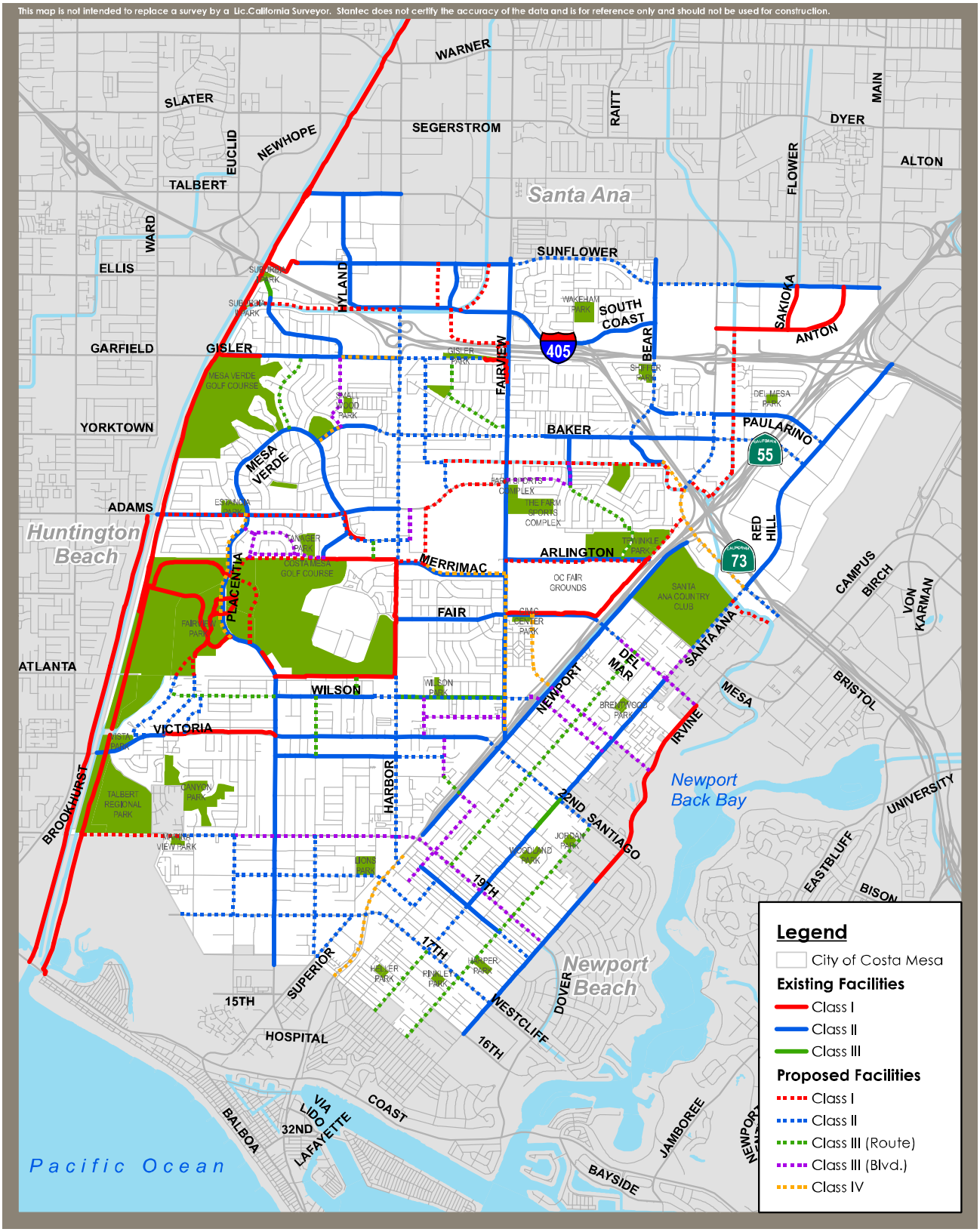
This class provides a pathway exclusive to bicycles and other active transportation modes, with no motor vehicle use of the roadway. Costa Mesa has extensive Class I bike routes within and adjacent to the City boundaries. Examples of Class I trails include Joann Street Bicycle Trail, Harbor Boulevard 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

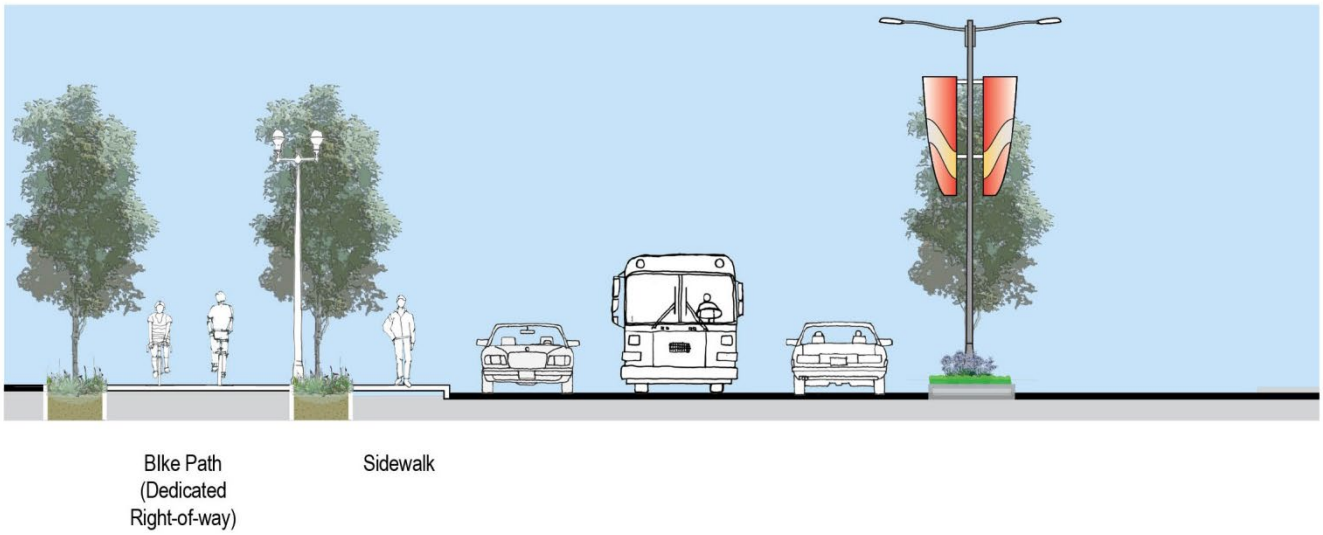
Similar to Class II bicycle lanes, Class III routes are multimodal but generally are located on low-traffic residential streets; they are identified as bikeways through signage only. On these routes, several short-distance "Bicycle Boulevards" are planned to connect the eastside and westside Class II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

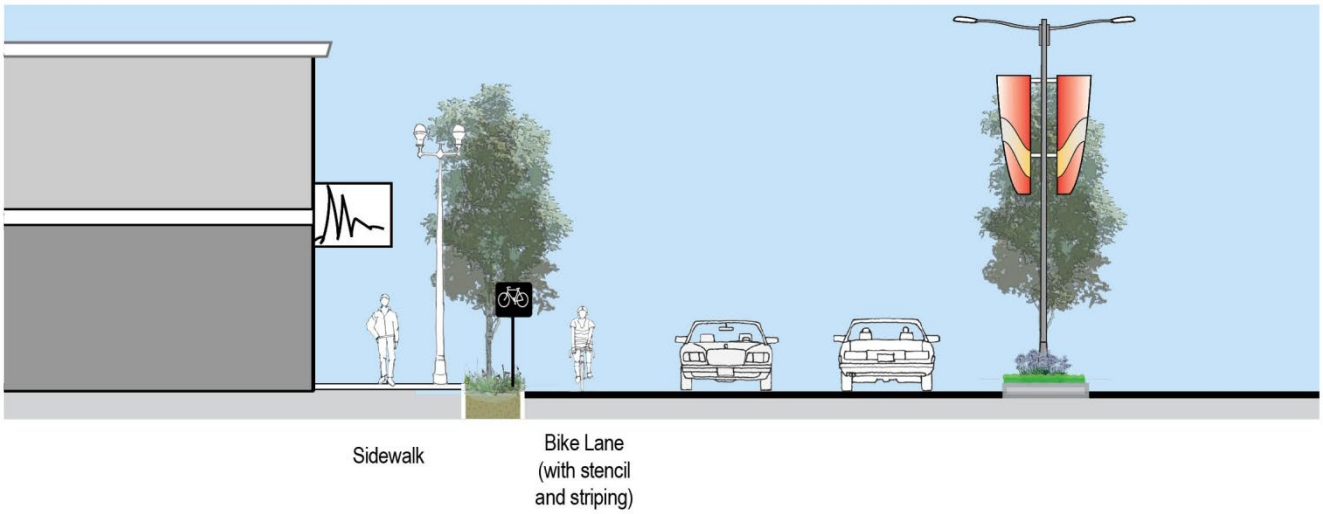
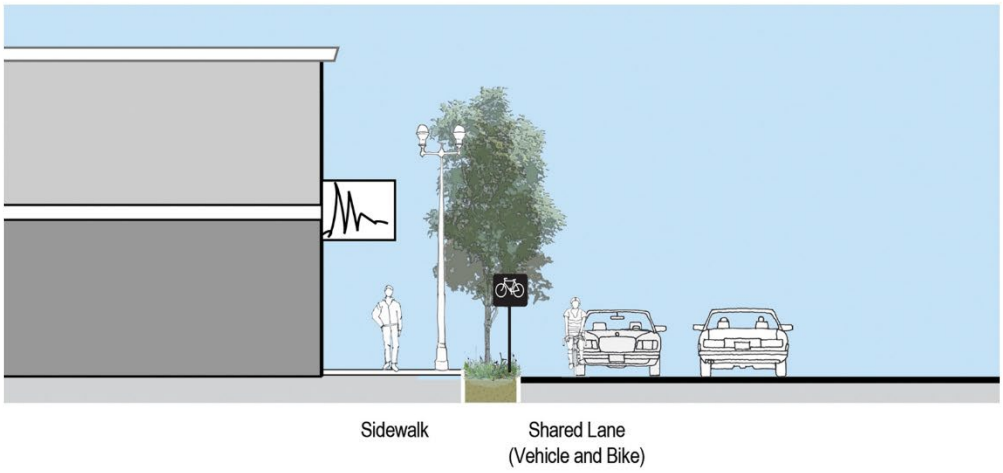


Figure C-4: Bike Cross Sections
Class I and Class II

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



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

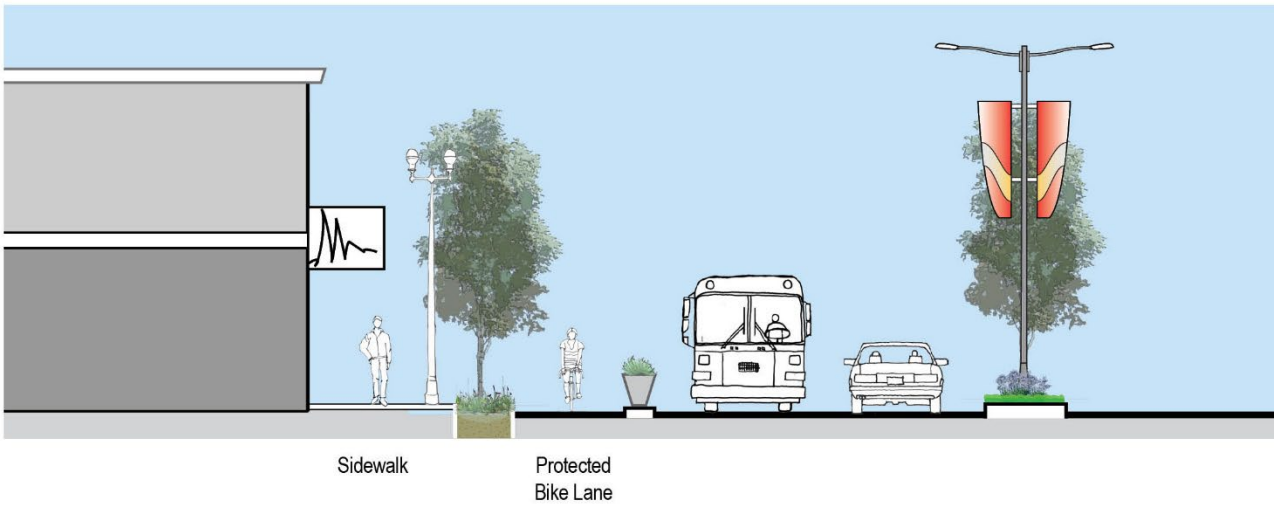


Figure C-5: Bike Cross Sections
Class III and Class IV

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.

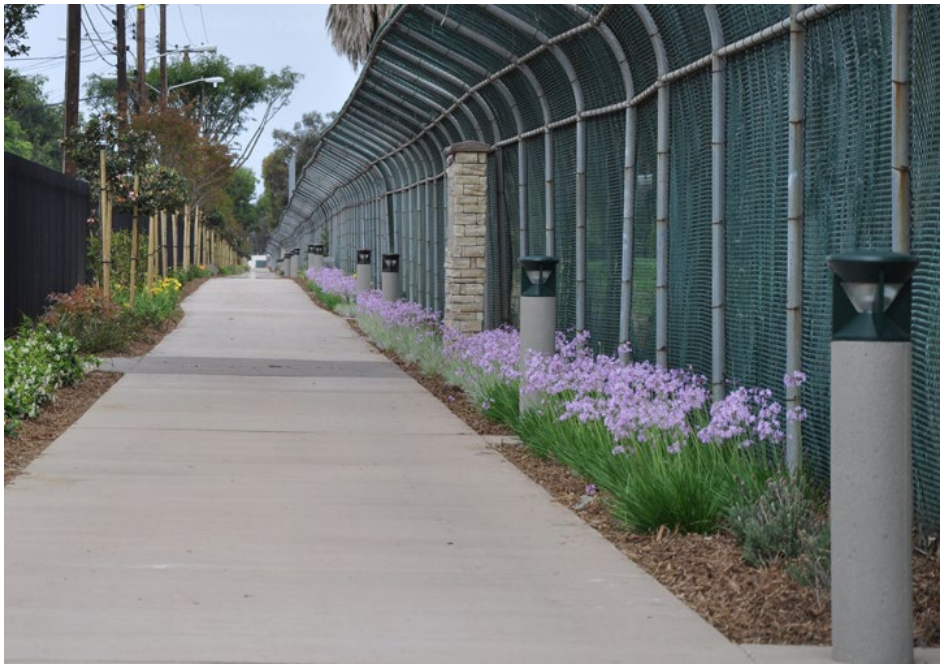
Victoria Street Bike Trail

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.

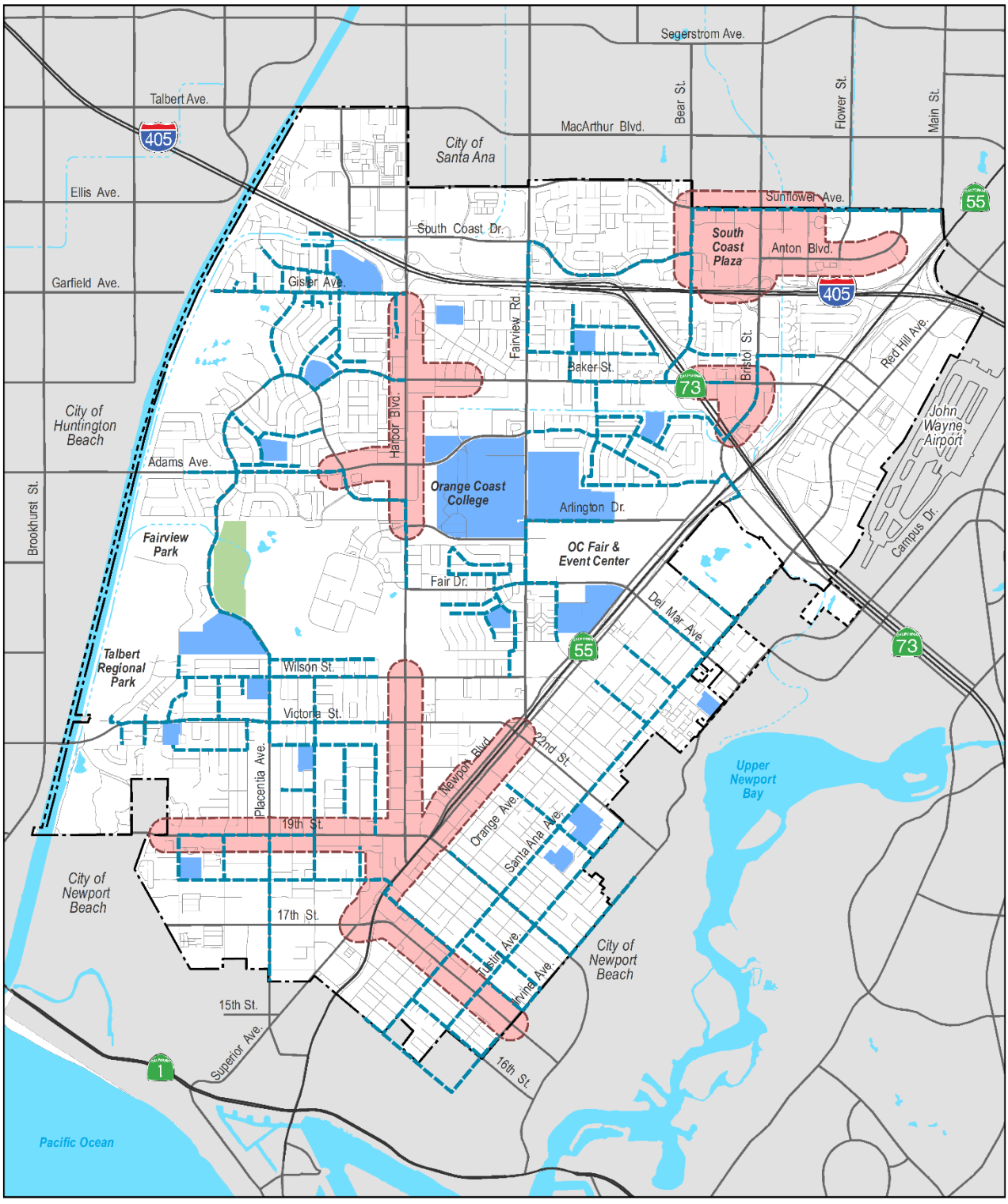
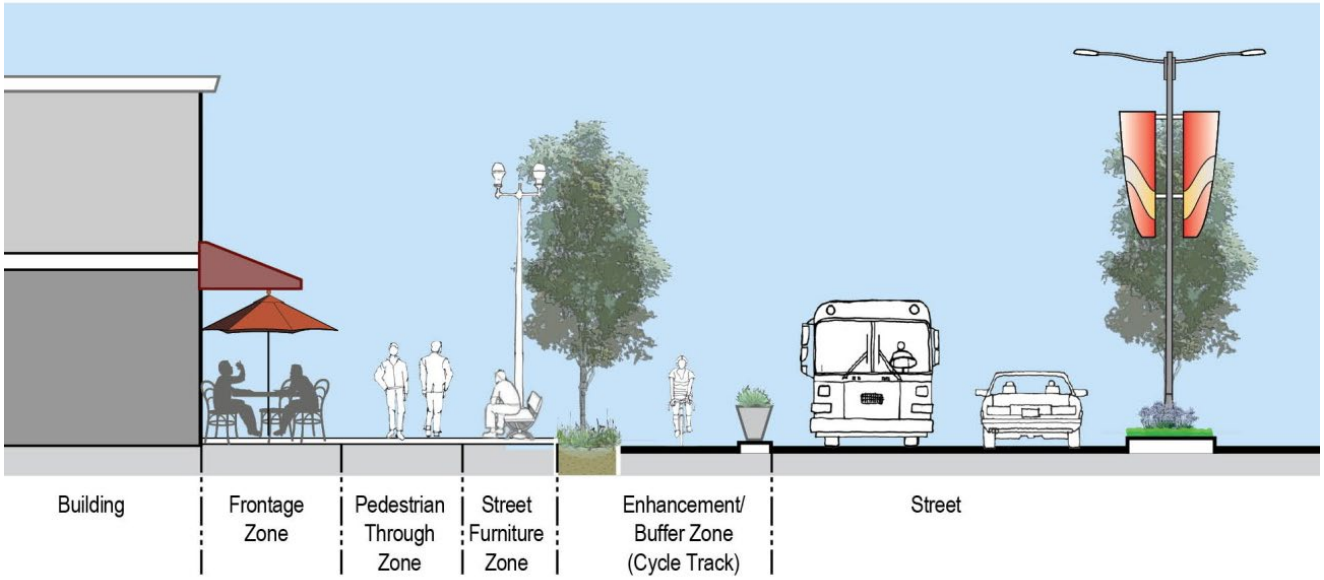


Figure C-6: Pedestrian Opportunity Zones

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	▪ Advance Stop and Yield Lines
▪ Stop Sign	▪ Flashing Lights and Beacons
▪ High-Visibility Crosswalks	▪ Special Intersection Paving
▪ Mid-Block Crosswalks	▪ Raised Crosswalk and Intersections
▪ Pedestrian Refuge Islands	▪ 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

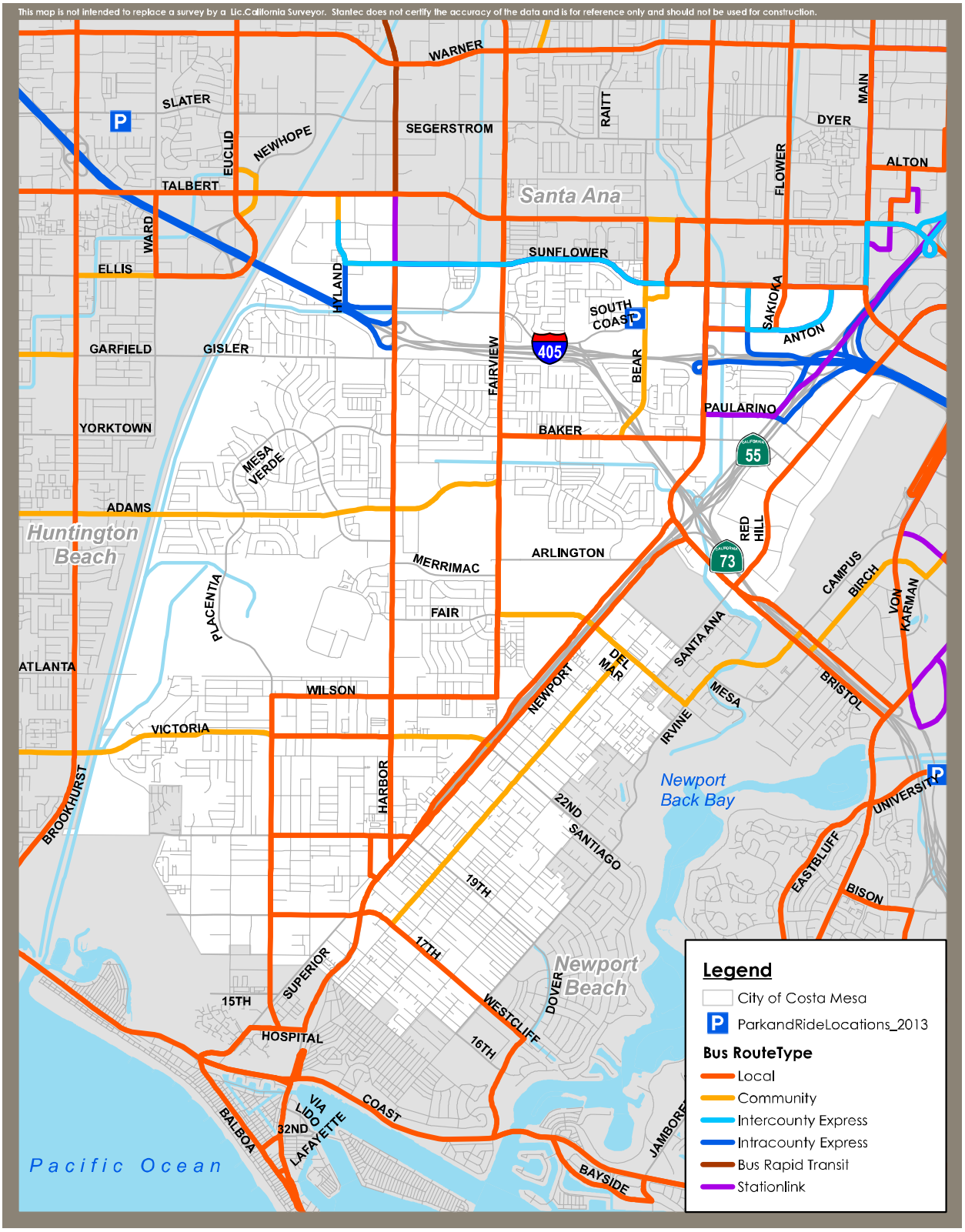
Transit Services

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.

Chapter 4

Housing Plan

Housing Plan

The Housing Plan describes the City of Costa Mesa 2021-2029 policy program. The Housing Plan describes the specific goals, policies, and programs to assist City decision makers to achieve the long-term housing objectives set forth in the Costa Mesa Housing Element. This Plan identifies goals, policies, and programs aimed at providing additional housing opportunities, removing governmental constraints to affordable housing, improving the condition of existing housing, and providing equal housing opportunities for all residents. These goals, policies, and programs further the City's overall housing policy goal is to Inspire a more diverse, sustainable, and balanced community through implementation of strategies and programs that will result in economically and socially diversified housing choices that preserve and enhance the special character of Costa Mesa.

Regional Housing Needs Assessment

The Southern California Association of Governments (SCAG) has conducted a Regional Housing Needs Assessment (RHNA) to determine the City's share of the affordable housing needs for the Orange County region. The RHNA quantifies Costa Mesa's local share housing needs for the region by income category. Income categories are based on the most current Median Family Income (MFI) for Orange County. The City's 2021-2029 RHNA growth need is as follows:

- 2,919 units - Very low income (0-50% County MFI)
- 1,794 units - Low income (51-80% of County MFI)
- 2,088 units - Moderate income (81-120% of County MFI)
- 4,959 units - Above moderate income (120% or more of County MFI)

11,760 units – Total

A. Guiding Principles

The City of Costa Mesa followed certain "guiding principles" in developing its approach and strategy for accommodating future housing growth. These guiding principles assist with implementation of the housing goals, policies and programs and will aid overall decision making. The guiding principles are rooted in community engagement and local knowledge and input into the planning process. The guiding principles are as follows:

- The City will plan for future housing primarily along major commercial, industrial, and mixed-use corridors within Costa Mesa that are compatible with growth, while preserving established residential neighborhoods.
- Each neighborhood, community, and district within Costa Mesa has its own unique characteristics and needs. Future housing growth will build upon Costa Mesa's history and complement the diversity and unique characteristics that already exist within each area.
- The City will plan for a diverse range of housing forms, types, and densities to address the housing needs of an inclusive and diverse community and provide housing opportunities that meet the needs of all residents, including low-income households, seniors, multi-generational families, larger households, and special needs groups.

As identified in **Chapter 2**, the City will need to address the following findings based on the data presented in this Community Profile:

- The Costa Mesa population is showing aging trends – housing goals should address the needs of seniors who may have less flexible income, need accessibility accommodations, or may seek assisted living options. **The City has established Housing Program 2D to address this finding.**
- Over a quarter of the Costa Mesa population identifies as Hispanic or Latino – housing needs should account for possible cultural needs such as larger or multigenerational housing units. Additionally, housing information should be made available in Spanish to assist in the location of appropriate housing within the community. **The City has established Housing Programs 2E and 4A to address this finding.**
- Approximately 47 percent of the Costa Mesa population earn a lower income, indicating that production of and access to affordable housing including affordable rental options and entry level home ownership facilitation should be addressed. **The City has established Housing Programs 2B, 4A, 4B, and 4C to address this finding.**
- Approximately 48.8 percent of renters and 31.8 percent of homeowners are estimated to spend more than 30 percent of their income on housing, indicating a high housing cost burden overall with a higher proportion of renters compared to owners experiencing overpayment. **The City has established Housing Programs 2B, 4A, 4B, and 4C to address this finding.**
- Based on for sale and rental housing prices, a moderate-income household cannot afford to own a home in Costa Mesa, while lower income households cannot afford to own or rent in Costa Mesa without experiencing overpayment. **The City has established Housing Programs 2B, 4A, 4B, and 4C to address this finding.**
- The majority of housing units in Costa Mesa were built over 30 years ago – households in older homes may benefit from assistance in renovating their homes and ensuring safe living environments with access to all utilities. **The City has established Housing Programs 1A and 1B to address this finding.**
- Costa Mesa has a relatively low vacancy rate, indicating high demand for housing and low availability of housing units within the City. **The City has established Housing Programs 2B and 3A to address this finding.**
- 46.5 percent of Costa Mesa households have at least one of the four identified housing problems, which include:
    - Units with physical defects (lacking complete kitchen or bathroom);
    - Overcrowded conditions (housing units with more than one person per room – excluding bathrooms and kitchens);
    - Housing cost burdens, including utilities, exceeding 30 percent of gross income; and
    - Severe housing cost burdens, including utilities, exceeding 50 percent of gross income.

  The City has established Housing Programs 1A, 1B, and 4A to address this finding.

B. Housing Goals

The City of Costa Mesa has identified the following housing goals as part of this Housing Element Update:

Housing Goal #1: Preserve and enhance the City's existing housing supply.

Housing Goal #2: Facilitate the creation and availability of housing for residents at all income levels and for those with special housing needs.

Housing Goal #3: Identify adequate, suitable sites for residential use and development to meet the City's Regional Housing Needs Assessment (RHNA) at all income levels and promote a range of housing types to meet the needs of all segments of the Costa Mesa community.

Housing Goal #4: Provide housing opportunities to residents of all social and economic segments of the community without discrimination on the basis of race, color, religion, sex, sexual orientation, disability/medical conditions, national origin or ancestry, marital status, age, household composition or size, source of income, or any other arbitrary factors.

The goals listed above are described below and on following pages with accompanying policies and programs to achieve them.

C. Housing Policies and Programs

This Housing Element expresses the Costa Mesa's overall housing goals and supporting policies, quantified objectives, and the housing programs to achieve the objectives. The stated Housing Programs are based on a review of past performance of the prior 2013-2021 Housing Element, analysis of current constraints and resources, and input from Costa Mesa residents and stakeholders.

Housing Goal #1
Preserve and enhance the City's existing housing supply.

POLICIES HOU-1

HOU-1.1 Assist low and moderate-income homeowners and renters through housing assistance programs as long as funds are available. Consideration should be given to low and moderate-income homeowners within designated environmental justice area boundaries.

HOU-1.2 Minimize the displacement risk for existing residents when considering approval of future redevelopment and public projects.

HOU-1.3 Prioritize enforcement of City regulations regarding derelict or abandoned vehicles, outdoor storage, substandard or illegal construction and establish regulations to abate blighted or substantially unmaintained properties, particularly when any of the above is deemed to constitute a health, safety, or fire hazard.

HOU-1.4 Establish housing programs and code enforcement as a high priority and provide adequate funding and staffing to support those programs.

HOUSING GOAL 1 IMPLEMENTATION ACTIONS

PROGRAM 1A: Owner-Occupied Housing Rehabilitation

This program is designed to assist qualified property owners to improve single-family residential properties. Improvements include, but are not limited to, health and safety repairs such as mechanical, plumbing, electrical, roofing, security, medical emergency requirements, and/or aid the mobility of the physically disabled and/or elderly. The program provides rehabilitation loans (up to $50,000) and grants (up to $17,500). The loan offers deferred payment that will accrue zero percent interest and will be fully deferred without principal repayment until the sale or transfer of all or any interest in the property, or the occurrence of any other default by the property owner identified in the terms and conditions of the Loan Agreement. Maximum loan-to-value is 85 percent of the current market value.

Objectives:

- Provide informational materials on the Owner-Occupied Housing Rehabilitation program.
- Encourage the participation of seniors, veterans, and disabled residents in this program.
- Evaluate the effectiveness of this program and, if necessary, modify program characteristics.

Timeframe: Annually market information and evaluate the program's effectiveness. Any program modifications to be made by December 2023
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Housing and Community Development Division
Funding Source: Federal HOME funds

PROGRAM 1B: Mobile Home Rehabilitation

The City encourages the preservation of mobile homes as an affordable housing resource. Specifically, the City provides financial assistance (up to $12,500) as a grant to eligible owner-occupants to rehabilitate existing dwelling units.

Objectives:

- Provide financial assistance as long as funding from HOME funds remains available.
- Market information on funding as available.
- In 2025, the City assisted 6 households through this program.

Timeframe: Annually market assistance available and grant funding on a case-by-case basis.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Housing and Community Development Division
Funding Source: Federal HOME Funds

PROGRAM 1C: Monitoring and Preservation of At-Risk Housing Units

The City has 1,144 total housing units with affordability covenants. Of these units, none are at risk of converting to market rate between 2021 and 2031. The Casa Bella Apartments affordability covenant will expire during this period; however, these units are under an agreement with the United States Department of Housing and Urban Development, which renews every five-years and mandates project affordability. Therefore, the Casa Bella Apartments are not at risk of conversion.. All residential developments with affordability covenants are listed in Section 3.E.4 of this Housing Element.

Objectives:

- Regularly monitor deed-restricted units that have the potential of converting to market-rate during the planning period.
- Work with the property owners of Casa Bella on potential extensions past the current 2025 agreement.
- Comply with noticing requirements and coordinate with qualified entities to preserve at-risk units.
- Assist with funding, as available, or support funding actions for tenant education.

Timeframe: (Completed.) Annually market tenant education information and available assistance.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Housing and Community Development Division and Planning Division
Funding Source: CDBG, Golden State Acquisition Fund (GSAF), Multifamily Housing Program (MHP)

Housing Goal #2
Facilitate the creation and availability of housing for residents at all income levels and for those with special housing needs.

POLICIES HOU-2

HOU-2.1 Facilitate the development of housing that meets the needs of all segments of the population including affordable housing and households with specialized needs.

HOU-2.2 Promote the use of State density bonus provisions to encourage the development of affordable housing for lower and moderate-income households, as well as senior housing through the dissemination of informational materials and discussions with project applicants.

HOU-2.3 Monitor the implementation of the City's ordinances, codes, policies, and procedures to ensure they comply with State requirements for "reasonable accommodation" for disabled persons and all fair housing laws.

HOU-2-4 Encourage housing programs and future actions that address the need for affordable housing options as well as the housing needs of Costa Mesa's senior resident population and the large households population.

HOUSING GOAL 2 IMPLEMENTATION ACTIONS

PROGRAM 2A: Inclusionary Housing Ordinance

As of 2024, the City of Costa Mesa has established an inclusionary housing ordinance. To support this effort, the City has allocated $2.5 million to an affordable housing trust fund. The City will continue to monitor the effectiveness of the inclusionary housing ordinance and will consider potential modifications to in-lieu fees, as needed.

Objectives:

- Assess inclusionary housing ordinance for effectiveness and recommend changes, as needed.

Timeframe: To be completed by December 2027.

Responsible Agency: City of Costa Mesa Economic and Development Services Department/Housing and Community Development Division and Planning Division
Funding Source: In Kind, General Fund

PROGRAM 2B: Affordable Housing Development

The City understands that there may be local procedures or standards that could impact the development of affordable housing. The development process relies on a number of factors working together, including timing, fees and flexibility in design components required of a project. As such, this program aims to inform and incentivize the development community to develop affordable housing.

Objectives:

- Pursue State and regional funding for affordable housing development.
- Pursue local partnerships and annually meet with affordable housing organizations to encourage the development of housing affordable to all segments of the population.
- Establish development incentives (i.e. deferment of fees, priority processing, modified development standards, etc.) for affordable housing projects that meet objective evaluation criteria similar to the process for density bonus concessions. The City established a streamlined development review for qualifying projects on Housing Element sites and in the MUOD. Streamlined development review allows for a ministerial approval consistent with applicable provisions of State Law. Residential construction of two or more stories is subject to development review, which is a ministerial planning division review against applicable objective zoning standards of the Citywide Multifamily Residential and Mixed-Use Objective Design Standards. State Density Bonus Law review has also been modified to Planning Division review authority.
- Develop clear instructional materials for achieving incentives and make them publicly available on the City's website.

Timeframe: Establish incentives and instructional materials by December 2023. Pursue funding and partnership annually. Meet with organizations annually.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/ Housing and Community Development Division and Planning Division
Funding Source: HOME, General Fund, State Department of Housing and Community Development Funds, Low Income Housing Tax Credits and CalHFA

PROGRAM 2C: Supportive Services for Persons with Special Housing Needs

The City recognizes special needs groups (as defined in Chapter 2 of this Housing Element) require additional assistance to secure decent housing and supportive services. Through the annual Action Plan process for the CDBG program, the City evaluates the needs of various special needs groups and the allocation of CDBG Public Service dollars accordingly. The City will continue to expend available CDBG funds in a manner that addresses local needs and augments the regional continuum of care system in Orange County.

Objectives:

- Provide information regarding the City's Annual Action Plan findings regarding special needs groups and the availability and allocation of CDBG funds on the City's website.

- Outreach to local organizations working with special needs populations to receive feedback and provide information on the availability of funding.

Timeframe: Annually outreach to local organizations and provide information online regarding the Annual Action Plan findings regarding special needs populations and availability and allocation of CDBG funds.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Housing and Community Development Division
Funding Source: CDBG

PROGRAM 2D: Facilitate Development of Senior Housing Options

Senior residents, generally defined as those over 65 years of age, make up approximately 10.7 percent of the population in Costa Mesa and 7.5 percent of all households within the City are seniors living alone. As part of the candidate housing sites analysis, the City has identified one parcel suitable for the specific development of senior housing. In 2025, the City approved entitlements for a 70-unit senior housing development at this site. This program aims to coordinate with the project developer to facilitate the development of senior housing on this parcel. Further, the City will continue to seek other potential opportunities to facilitate the development of senior housing across the City.

Objectives:

- Identify potential opportunities for Senior Housing developments within Costa Mesa, including working with developers who specialize in the development of Senior Housing.
- Support the development of senior housing on the Senior Center parcel identified as part of the candidate housing site analysis through developer coordination and letters of support for financing, as needed.

Timeframe: Annually meet with senior housing developers to receive feedback, market housing sites adequate for the development of senior housing and pursue other opportunities for senior housing development.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Housing and Community Development Division
Funding Source: HOME, In Kind

PROGRAM 2E: Encourage Development of Housing Options for Large-Family Households

Large households are defined as those consisting of five or more members. In Costa Mesa, approximately 10 percent of all households meet the definition of a large-family household. The majority of large-family households are renter-occupied (62.8 percent) as opposed to owner-occupied (37.2 percent). This is compounded by the fact that single-family detached households, which generally tend to be owner-occupied in Costa Mesa, are more likely to be able to accommodate five or more people while apartment complexes rarely develop units larger than 3 bedrooms.

Objectives:

- Promote and work with applicants who propose for-rent residential projects to encourage 4-bedroom units as part of proposed developments.
- Review development standards to determine if any pose an impediment to the development of larger units. If it is found that certain standards present an impediment, the City will adopt amendments to the Zoning Code to alleviate those impediments. In April 2026, the City amended

its parking requirements to eliminate standards based on the number of bedrooms, reducing constraints on the development of larger units.

Timeframe: Review development standards for larger units and, if necessary, amend the Zoning Code by Winter 2025. Annually meet with housing developers to encourage the development of larger units.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Housing and Community Development Division
Funding Source: HOME funds, In Kind

PROGRAM 2F: Persons with Physical and Developmental Disabilities

As identified in **Chapter 2**, the City of Costa Mesa has a total of 9,224 persons reported having at least one physical disability. As of May 2021, approximately 932 persons with a developmental disability have received services through the Regional Center of Orange County (RCOC). The City understands that people with physical and developmental disabilities may have unique needs when looking for housing accommodations and is committed to assisting residents.

Objectives:

- Take actions to accommodate ADA retrofit efforts, ADA compliance and/or other measures where appropriate through the implementation of Title 24, as well as reviewing and amending its procedures to comply with State Law.
- Review procedures and consider revisions to the reasonable accommodation procedures to provide more flexibility in housing accommodations for persons with physical and developmental disabilities. On April 7, 2026 the city adopted changes to its reasonable accommodates procedure.
- City will proactively reach out to developers and other agencies annually to take steps to improve and develop housing for persons with disabilities.

Timeframe: Review procedures to accommodate ADA retrofit efforts, ADA compliance and/or other measures where appropriate, and, if necessary, amend the Zoning Code by Winter 2025
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Housing and Community Development Division
Funding Source: HOME, CDBG, In Kind

PROGRAM 2G: Safety Element Update and adoption of Environmental Justice Policies

SB 1035 requires that the City review and revise the Safety Element to identify new information relating to flood and fire hazards that was not previously available during the previous revision of the Safety Element. SB 1000 requires that the City incorporate environmental justice policies within the General Plan. In 2025, a study session was held with the City's Planning Commission to discuss the draft update to the Safety Element. In January 2026, the City received grant funds to support review and recommendations for Environmental Justice revisions to the City's General Plan.

Objectives:

- Revise and amend the current Safety Element.
- Amend portions of the General Plan to include environmental justice policies in compliance with SB 1000.

Timeframe: To be completed by December 2026.

Responsible Agency: City of Costa Mesa Development Services Department/Planning Division
Funding Source: State and Federal Grant Funds (e.g., SB2 LEAP funds), In Kind, General Fund

PROGRAM 2H: Farmworker Housing

Per California Health and Safety Code Sections 17021.5 and 17021.6, the City is required to permit farmworker housing by-right, without a conditional use permit (CUP), in single-family zones for six or fewer persons and in agricultural zones with no more than 12 units or 36 beds. In March 2026, the City adopted revisions to the Municipal Code related to farmworker housing, also known as employee housing, consistent with State Law.

Objectives:

- Maintain consistency with the California Health and Safety Code Sections 17021.5 and 17021.6 and any subsequent revisions.

Timeframe: Completed March 2026
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Source: In Kind

PROGRAM 2I: Promote State Density Bonus Incentives

Density bonus is an effective incentive to aid in the development of affordable housing units within Costa Mesa through providing concessions to proposed developments that meet specific affordability criteria. These concessions may take the form of additional residential units permitted beyond the density allowed in the base zoning, a relaxed parking standard, as well as the ability to deviate from development standards. Currently, the maximum number of concessions a project can receive through density bonus is three. In January 2026, the City received grant funds to support review and recommendations for revisions to the Density Bonus Ordinance.

Objectives:

- Evaluate and update the Density Bonus Ordinance to comply with State Density Bonus Law.

Timeframe: Adopt revisions to the City's Density Bonus Ordinance – December 2026
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Source: In Kind/General Fund

PROGRAM 2J: Transitional and Supportive Housing

California Government Code Section 65583(c)(3) requires transitional and supportive housing to be permitted in all residential zoning districts under the same restrictions as other residential dwellings of the same type in the same zone. Government Code Section 65651(a) also requires permanent supportive housing to be permitted by-right in zones where multi-family and mixed-use development is permitted, including non-residential zones permitting multi-family uses if they meet the Government Code Section requirements. In March 2026 the City adopted revisions to the municipal code consistent with State Law.

Objectives:

- Monitor the inventory of sites appropriate to accommodate transitional and supportive housing.
- Proactively engage relevant organizations to meet the needs of persons experiencing homelessness and extremely low-income residents.

Timeframe: Completed March 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Source: In Kind/HOME-ARP

PROGRAM 2K: Planning Application Fees

Residential developers are subject to a variety of fees and exactions to process permits and provide necessary services and facilities as allowed by State Law. Development fees are necessary to implement planning, zoning and building safety laws and to provide the public services and infrastructure necessary to serve City residents. This program seeks to avoid application fees creating constraints to the development of affordable housing and to reduce development costs in other ways, where possible. In March 2026, the City adopted revisions to the Zoning Code, creating by-right permit processing for qualifying residential developments, reducing the overall timing and cost associated with development.

Objectives:

- Review planning application fees, with a special focus on the density bonus fee, and update the fee(s) to avoid creating a constraint to the development of affordable housing.

Timeframe: Completed March 2026
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Source: In Kind/General Fund

PROGRAM 2L: Development of Housing for Extremely Low and Low-Income Households

The City recognizes the importance of supporting the development of housing for low and extremely low income households. It is a primary goal of the Housing Element to increase the feasibility of development of housing for extremely low and low income households. In March 2026, the City approved revisions to the Zoning Code to include a zoning overlay that creates new opportunities for housing to be developed by-right, especially those developments with units affordable to lower income households.

Objectives:

- Subsidize up to 100 percent of the City's application processing fees for qualifying developments where all units are affordable to 80 percent AMI or lower, as funding is available.
- Annually promote the benefits of this program to the development community by posting information on its webpage and creating a handout to be distributed with land development applications regarding development opportunities and incentives.
- Proactively reach out to developers at least once annually to identify and promote development opportunities.
- (Completed)Support funding development applications throughout the planning period for projects proposing units affordable to lower income households.

Timeframe: As funding is available, promote the program and outreach; adopt priority processing and other incentives by December 2024.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Source: In Kind/General Fund

PROGRAM 2M: Parking Standards for Residential Developments

The City's residential off-street parking requirements are provided in Section 3.B.3 of this Housing Element. Parking requirements ensure that there is adequate parking provided for residents and for guests in both single-family and multi-family residences. This program seeks to avoid potential constraints due to parking requirements to facilitate the development of multi-family developments, and specifically affordable housing projects. In April2026, the City approved reduced parking requirements for all multifamily development and no minimum parking required for residential uses on sites identified by the Housing Element.

Objectives:

- Review and revise the Zoning Code's requirements for residential off-street parking for multi-family projects to facilitate the development of multi-family housing, and specifically affordable housing.
- Seek opportunities to reduce off-street parking requirements for residential uses beyond the Housing Element sites.

Timeframe: Review by December 2024; revise Code by Winter 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Source: In Kind/General Fund

PROGRAM 2N: Reasonable Accommodation

The City has completed an analysis of its Reasonable Accommodation process in Section 3 of this Housing Element. By the nature of Reasonable Accommodation requests and the range of potential modifications that could need to be accommodated, the City has to evaluate each request individually. This process is described within the City's Zoning Code and persons may contact the City's planning department for assistance with requests. In April 2026, the City approved revisions to its Reasonable Accommodation process to be consistent with State and federal fair housing requirements.

Objectives:

- Review and revise the Reasonable Accommodation procedure to promote access to housing for persons with disabilities, address potential constraints and establish potential objective standards, and provide guidance and amend as necessary to promote greater certainty on how approval findings will be implemented.
- Meet with local organizations and developers to promote access to housing for persons with disabilities and address potential constraints.

Timeframe: Review and revise Code by December 2024. (Completed). Annually review and, if necessary, revise the reasonable accommodations procedures. Annually meet with local organizations and housing developers to promote access to housing for persons with disabilities and address potential constraints.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Source: In Kind/General Fund

PROGRAM 2O: Definition of Single Housekeeping Unit

The City's definitions of "family" and "single housekeeping unit" within the zoning code do not differentiate between related and unrelated individuals, or between disabled and non-disabled individuals, living together. Notwithstanding, in order to promote flexibility to accommodate residents with different living conditions, in April 2026, the City adopted revisions to its Zoning Code per the objectives below.

Objectives:

- Review and revise the definition of "single housekeeping unit" within the zoning code to provide greater flexibility in consideration of accommodating a variety of household situations for related and unrelated individuals living together.

Timeframe: Completed – March 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Source: In Kind/General Fund

PROGRAM 2P: Group Homes

The City has completed an analysis of its regulations applicable to group homes in Section 3 of this Housing Element. Group homes are allowed in all residential zoning districts through a conditional or special use permit. In April 2026, the City approved revisions to its Zoning Code applicable to group homes to affirmatively further fair housing and comply with fair housing laws per the objectives below.

Objectives:

- Review and revise the City's zoning code and application procedures applicable to group homes to promote objectivity and greater approval certainty similar to other residential uses.

Timeframe: Review and revise Code by Winter 2024 (Completed)
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Source: In Kind/General Fund

Housing Goal #3
Identify adequate, suitable sites for residential use and development to meet the City's Regional Housing Needs Assessment (RHNA) at all income levels and promote a range of housing types to meet the needs of all segments of the Costa Mesa community.

POLICIES HOU-3

HOU-3.1 Encourage the conversion of existing marginal, underutilized, or vacant motels, commercial, and/or industrial land to residential, where feasible and consistent with environmental conditions that are suitable for new residential development.

HOU-3.2 Encourage the development of well-planned and designed residential or mixed-use projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project, neighborhood, or geographic area within the City.

HOU-3.3 Actively engage and partner with large employers, the Chamber of Commerce, and major commercial and industrial developers to identify and implement programs to balance employment growth with the ability to provide housing opportunities affordable to the incomes of the newly created job opportunities.

HOU-3.4 Consider the potential impact of new housing opportunities and their impacts on existing residential neighborhoods when reviewing development applications affecting residential properties.

HOU-3.5 Encourage residential and mixed-use development along transportation routes and major commercial/mixed use corridors.

HOUSING GOAL 3 IMPLEMENTATION ACTIONS

PROGRAM 3A: Adequate Sites

The City of Costa Mesa is required to maintain an inventory of vacant and underutilized sites and provide this inventory to interested developers as well as make the information publicly available. To keep this list accurate, the City will monitor its status of meeting the Regional Housing Needs Allocation (RHNA) annually and ensure that the City has adequate sites available to accommodate its RHNA. Additionally, the City has completed its rezoning for Housing Element sites to increase residential capacity in key areas across the City.

Objectives:

- Maintain an inventory of vacant and underutilized sites and provide this inventory to interested developers.
- Monitor its status of meeting the Regional Housing Needs Allocation (RHNA) annually and ensure that the City has adequate sites available to accommodate its RHNA. If the City's inventory of adequate sites falls below its remaining RHNA, the City will take actions to identify additional capacity to accommodate the shortfall.
- Promote the development of housing, live/work, and mixed-use development on the sites identified within the inventory through actions such as:
    - Make information on candidate housing sites readily available through a database available to the public.
    - Priority processing for candidate housing sites which provide the amount of affordable housing units at the income levels identified within the housing element for individual candidate sites.
    - If funding becomes available, the City shall subsidize up to 100 percent of the City's application processing fees for qualifying developments that provide the amount of affordable housing units at the income levels identified within the housing element for individual candidate sites.

Timeframe: Publish candidate housing sites on the City website by December 2023. Provide priority processing for candidate housing sites that meet the outlined requirements throughout the planning period. Market available funding, as available, for projects on candidate housing sites that meet outlined requirements
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: In Kind

PROGRAM 3B: Fairview Developmental Center – State Property

Fairview Developmental Center, owned by the State of California, is a 109-acre property located at 2501 Harbor Boulevard in Costa Mesa. This property historically housed adults with intellectual and developmental disabilities but is closed and has been identified as surplus property by the State. The City has engaged with the State Department of General Services regarding the future use of the property as a master planned residential/mixed-use community with a substantial affordable housing component and other community amenities.

The City has been coordinating with the State of California Department of General Services (DGS) for future use of the site. The City is considering various zoning strategies permit the residential densities and

development of the acreage identified within the candidate housing sites inventory, while also considering expedited permitting.

On June 26, 2022, Senate Bill No. 188 was approved by the State Assembly, which authorized the State to enter into an agreement with the City of Costa Mesa for the City to develop a specific plan for the Fairview Developmental Center property. The State appropriated $3.5 Million to the State Department of Development Services for allocation to the City to facilitate disposition of the Fairview Developmental Center 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 to be utilized for a mixed-use development, including mixed-income housing. Pursuant to the Senate Bill, the development would include and prioritize affordable housing, including at least 200 units of permanent supportive housing, and open space.

Objectives:

- Partner with the State to pursue compatible development on the Fairview Developmental Center site consistent with the State's Site Assessment and the Housing Element's sites analysis to permit residential development at the identified densities.
- Complete land use and rezoning actions at the Fairview Developmental Center through development of a Specific Plan, and/or other appropriate actions necessary to implement the Specific Plan by the end of 2026. The Specific Plan will be consistent with the residential dwelling units identified in the sites inventory for the site and will be subject to affordability requirements and development process incentives such as expedited processing including a dedicated staff project manager to promote future projects within the Fairview Developmental Center property to include affordable housing. The Specific Plan will include objective development standards to give clear guidance to future development projects with the intent of reducing the time it takes to entitle and develop projects for residential uses. The City will facilitate parceling and site planning at appropriate sizes as part of the Specific Plan implementation.
- DGS opened their application portal in January 2026, for the disposition of the site (available as either for sale or long-term lease) to allow interested developers to submit proposals for State consideration for the selection of a master developer for the redevelopment of the Fairview Developmental Center. The City's assigned project manager will facilitate and coordinate the review of future development applications with the master developer for any potential entitlements that may be needed and all applicable building permits.
- On October 4, 2022, the City approved an agreement with the State of California to fund planning services relating to the Fairview Developmental Center. The agreement stipulates that the State will provide up to $3.5 million in funds to the City to support an up to three-year agreement for a City-led local outreach and land planning effort for the FDC site. The funds will be used for the following land use planning activities: extensive community engagement, technical analysis and infrastructure studies, conceptual land use exhibits and Land Use Alternatives, preparation of a Specific Plan and associated general plan and zoning amendment, preparation of the Environmental Impact Report and associated technical studies pursuant to the California Environmental Quality Act, public hearings and review of the State prepared RFP process for site disposition.
- The draft Fairview Developmental Center Specific Plan and Environmental Impact Report (EIR) were released for public review and comments in Spring 2026; adoption is anticipated in Summer/Fall

2026. The specific plan includes a minimum residential development capacity of 2,300 units up to a maximum of 4,000 units based on the financial feasibility analysis completed as part of the specific plan scope of work.

- Rezoning will be completed to meet all by right requirements pursuant to California Gov Code 65583(h & i)

Timeframe: Adopt the Specific Plan to facilitate future housing development at the Fairview Developmental Center site by December 2026, unless an agreement extension is approved by the State.
Responsible Agency: City of Costa Mesa/State of California
Funding Sources: State and Federal Grant Funds, In Kind

PROGRAM 3C: Update the North Costa Mesa Specific Plan

The North Costa Mesa Specific Plan is an existing specific plan located north of the 405 Freeway, containing a mixture of residential, commercial, office, and cultural/arts uses. Development in this area is typically of higher densities/intensities than other areas in Costa Mesa. This area is a key component of the City's sites strategy for future housing growth.

The City will complete the required zoning code/Specific Plan amendments to update the North Costa Mesa Specific Plan based on the sites analysis to permit residential development at an allowable density up to 90 dwelling units per acre. Through this program, the City will modify development standards to promote residential development at the allowable density. These updates may include amending the boundary of the Specific Plan area as well as revising development standards. The number of housing units able to be developed in these areas is determined by the density. This program modifies densities within the North Costa Mesa Specific Plan to accommodate the assumptions within the Housing Element. **As part of this effort, in April 2026, the City approved an amendment to the North Costa Mesa Specific Plan to rezone the Housing Opportunity sites and to meet all by right requirements pursuant to California Gov Code 65583 (h & i). The City will further amend the specific plan to accommodate additional residential and mixed-use development capacity as part of a greater citywide effort to implement Measure K.**

Objectives:

- Complete the required zoning code/Specific Plan amendments to update the North Costa Mesa Specific Plan based on the sites analysis to permit residential development at an allowable density of up to 90 dwelling units per acre. As noted in the program, development capacity is determined by density so effectively there are no total unit caps within the North Costa Mesa Specific Plan. Rezoning has been completed to meet all by right requirements pursuant to California Gov Code 65583(h & i)

Timeframe: Completed – March 2026 .
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: State and Federal Grant Funds (e.g. SB2 LEAP funds), In Kind, General Fund

PROGRAM 3D: Update the City's Urban Plans and Overlays

The City has adopted Urban Plans and overlays that apply to specific planning areas and corridors within the City. These plans are intended to encourage compatible development through modified development standards and guidelines specific to a localized area of the City.

The City will complete the required Zoning Code amendments to rescind the existing Urban Plans and update the Overlays based on the sites analysis to permit residential development at the densities identified in the candidate housing sites analysis. These updates may include amending the boundary of the Specific Plan area as well as revising development standards. Densities for residential development are anticipated to differ depending on the surrounding context and are listed in **Appendix B.**

The City has identified the acreage shown below in and around the identified Urban Plan and Overlay areas to be rezoned. Urban Plan and overlays do not change the base zoning of a parcel, but rather add flexibility in development potential, including uses and densities. There are no caps on residential development within the Urban Plan and Overlay areas.

Objectives:

- Complete the required Zoning Code amendments to update the existing Urban Plans and Overlays based on the candidate housing sites analysis to permit residential development at the identified allowable densities:
    - 19 West Urban Plan (50 du/ac). The City will rescind the 19 West Urban Plan, and consolidate the area into a greater Mixed-Use Overlay District (MUOD).
    - SoBECA Urban Plan (60 du/ac). The City will rescind the SoBECA Urban Plan , and consolidate the area into a greater MUOD.
    - Mesa West Bluff Urban Plan (40 du/ac). The City will rescind the Mesa West Bluff Urban Plan , and consolidate the area into a greater MUOD.
    - Harbor Mixed-Use Overlay (50 du/ac). The City will rescind the Harbor Mixed-Use Overlay, and consolidate the area into a greater MUOD.
- Remove the Mesa West Residential Ownership Overlay. The opportunities established in the Mesa West Residential Ownership Urban Plan will be codified in amendments to the Residential Common Interest Development section of the Zoning Code. The urban plan will be rescinded.
- Rezoning will be completed to meet all by right requirements pursuant to California Gov Code 65583(h & i)

Timeframe: To be completed by December 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: State and Federal Grant Funds (e.g., SB 2 LEAP funds), In Kind, General Fund

PROGRAM 3E: Promote the Development of Accessory Dwelling Units (ADUs)

Costa Mesa has single-family and multi-family residential neighborhoods which create the environment for accessory dwelling units to be built. As discussed in the analysis in **Chapter 3**, new State Laws, combined with relaxed development standards (such as waiver of parking requirements along with increased educational efforts by the City) have resulted in an increased number of ADUs being permitted and constructed since 2018. In 2023 and 2025, the City approved updates to the ADU ordinance, consistent with State Law. Additionally, in January 2025, the City launched a pre approved ADU program to offer homeowners an expedited and efficient path to adding ADUs by selecting pre-approved design plans to ensure a streamlined site plan review process. The City anticipates continued growth in ADU development as the concept becomes more common within Southern California. The City will implement programs with the intent of promoting the development of accessory dwelling units within the 6th cycle including the following.

Objectives:

- Review and revise the City's ADU ordinance as necessary to comply with State Law. (Completed)
- Coordinate with the County on implementation of a permit-ready ADU program.
- Post a user-friendly FAQ on the City's website to assist the public.
- Offer permitting fee waivers, as funding is available.
- Create an expedited plan check review process to ease the process for homeowners.
- Research potential State and Regional funding sources for affordable ADUs and make the information found publicly available to homeowners.
- Engage with residential development applicants regarding ADU opportunities that may not have been considered.

Timeframe: Program components analyzed by December 2023, with implementation by December 2024. Review and revise the ADU ordinance within one year. (Completed)
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: In Kind, General Fund

PROGRAM 3F: Motel Conversions, Efficiency Units, and Co-living Housing Types

Motel conversions to permanent housing are referenced in the Zoning Code but policies and standards have not been updated for many years and may serve as an impediment to conversions. Participants in the City's community outreach process expressed that these types of units may meet a need for students, young professionals, seniors, or anyone within the community who may desire smaller housing unit options that are more affordable. Additionally, the City's analysis in Chapter 2 showed that non-family households made up an estimated 40.2 percent of total households within Costa Mesa in 2018. Co-living or flexibility in housing types may present increased housing options at different affordability levels for this large portion of households in Costa Mesa.

In April 2026, the City approved amendments to the Zoning Code to define "efficiency unit" and "single room occupancy unit" to address the need for development types with small unit sizes and shared facilities. Further, to address the potential housing need that motels may serve, the City approved an amendment to the Motel Ordinance to ensure that all laws are followed related to the displacement and relocation of residents in the event that a motel is converted.

If an appropriate project becomes available, the City will explore opportunities to implement motel conversions through Project Homekey understanding that it is a competitive grant process that does not guarantee funding. The City has received a grant for two projects under project Homekey and has approved a funding commitment of up to $5.85 million for local match funding for these Homekey projects. Permits have been issued for these projects totaling 126-units. A qualified /experienced City staff member has been assigned to manage these potential program activities.

Objectives:

- Establish definitions of co-living and efficiency housing options within the Costa Mesa Zoning Code (Completed).

- Develop informational materials which outline the City's process for permitting efficiency unit and co-living housing types and distribute them to interested members of the development community.
- Explore opportunities to implement motel conversions through Project Homekey.
- Comply with State and Federal laws related to displacement and relocation of long-term residents when considering motel conversion opportunities.

Timeframe: Completed March 2026
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: State and Federal Grant Funds (e.g., HUD funds, State Project Homekey funds), In Kind

PROGRAM 3G: Address City-wide Vote Requirement in Relation to Housing Element Compliance

As it exists upon adoption of the 2021-2029 Costa Mesa Housing Element, the City's Municipal Code requires voter approval of certain changes in land use, defined as those projects that amend, change or replace the General Plan, the Zoning Code, a specific plan, or an overlay plan, (collectively, legislative changes) and that involve any one of the following changes: adds 40 or more dwelling units, generates more than 200 additional average daily trips; increases the volume/capacity of an intersection based on specified formulas; changes the intersection capacity utilization or level of service based on specified formulas; adds 10,000 square feet of retail, office or other nonresidential; or, where the proposed project, combined with other projects within 8 years and a half mile of each other, meet the above criteria. Additionally, voter approval is required for projects that involve one of the above legislative changes and: changes from public uses to private uses under specified circumstances; land designated as utility right-of-way under specified circumstances; land donated, bequeathed, or otherwise granted to the City; land used or designated for Costa Mesa school property; or land owned, controlled, or managed by the City.

To address this constraint, in November of 2022, the Costa Mesa Voters approved an amendment to the Costa Mesa Zoning Code (Measure K) to revitalize key commercial and industrial corridors by allowing for housing development opportunities. The voter approved initiative provides flexibility for the City Council to authorize amendments to applicable documents affecting the Measure K sites without the need to receive public voter approval. While the City-wide vote process still exists for those sites not identified by Measure K, this voter initiative creates a clear path to implementing the land use and zoning changes necessary to achieve State-mandated compliance with the RHNA allocation and State housing requirements.

The City took the following steps to identify and address specific ways in which the City-wide vote process functions as a constraint to housing compliance, the city's housing goals, and other shared community goals.

Milestones	Timing For Completion
(1) Engage the community and other stakeholders, and complete legal analysis necessary to identify appropriate modifications to the City's Municipal Code requirement for voter approval	Complete by June 2022
(2) Prepare ballot measure language and obtain City Council approval for placement of modifications on the ballot for the November 2022 general election.	Complete by August 2022

Milestones	Timing For Completion
(3) Inclusion of the proposed measure on the Ballot of Local Election.	Complete by November 2022
(4) Creation and adoption of an inclusionary housing ordinance. The Municipal Code exempts "affordable housing proposals required by state or federal law" from the City-wide vote requirement. A City Council- approved inclusionary housing ordinance provides an opportunity to address affordable housing needs City-wide.	Within 12 months of final adoption of the Housing Element, consistent with Program 2A
(5) Engage in a community planning and visioning process. Prepare General Plan amendments, rezones, and revisions to existing specific plans, urban plans, and overlays included as program actions necessary to meet the City's RHNA allocation as identified within the Housing Element. Complete appropriate technical studies and CEQA compliance documents. Obtain City Council approval.	Complete by December 2026

In addition to these actions, beginning in 2022 and in conjunction with the City Attorney's Office, the City will evaluate and pursue various options to minimize the constraints of a city-wide vote requirement on housing by providing the City Council greater discretion in approving housing and affordable housing projects to comply with all requirements in State Housing Element law without further ballot initiative.

Objective:

- Minimize the constraint of a city-wide vote requirement on creation of housing including affordable housing through the modification of existing City overlays, urban plan areas, and specific plans to rezone candidate housing sites that can accommodate affordable housing and a variety of mixed use/ housing options near jobs and transit. By 2025, initiate a ballot measure, or other alternative option, to provide City Council greater discretion in approving affordable housing and mixed use/ housing options in appropriate locations.

Timeframe: To be completed by Winter 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: In Kind/General Fund

PROGRAM 3H: Analyze the Potential of Establishing an Overlay to Permit Residential Uses in the Airport Industrial Area

The airport industrial area presents an opportunity for future housing growth. There are several sites within this area that do not fall within significant noise contours relating to operations at John Wayne Airport. The City has not included any sites within this area within the candidate housing sites analysis in **Appendix B** but recognizes that this area may be able to accommodate housing within the planning period.

Objectives:

- Evaluate the potential to add an overlay to an area in the airport industrial area which would permit residential development.(Completed). As part of the Environmental Impact Report (EIR), the City evaluated the potential to accommodate additional housing capacity in this area and identified development constraints related to height, density, and noise. Based on these constraints, the City determined that the area is not suitable for additional housing capacity.
-

Timeframe: Completed – Spring 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: In Kind, General Fund

PROGRAM 3I: Analyze the Potential of Establishing an Overlay to Permit Residential Uses in the 17th Street Corridor Area

The 17th Street corridor has developed into a successful commercial and restaurant hub within the City of Costa Mesa. This area presents the opportunity for focused mixed-use development which would further enliven the corridor through the addition of residential uses. . The City analyzed both Housing Element sites and Measure K sites in this area. The Housing Element sites identified in this area have been rezoned pursuant to State Law, while additional Measure K sites will be rezoned through the Mixed-Use Overlay District (MUOD) in October 2026.

Objectives:

- Evaluate the potential to add an overlay to an area in the 17th Street corridor area which would permit residential development. (Completed)
- Complete a market analysis to determine the potential factors involved with permitting residential uses in the 17th Street corridor area. (Completed).

Timeframe: Apply the MUOD to Measure K sites located in the East and West 17th Street Corridor Area by October 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: In Kind, General Fund

PROGRAM 3J: Analyze the Potential of Modifying the Newport Boulevard Specific Plan to Promote Residential Uses along Newport Boulevard

The Newport Boulevard corridor contains a mix of commercial uses including 1980's-era motels on small lots fronting Newport Boulevard adjacent to SR-55, with established residential communities located in close proximity. This area presents the opportunity for focused mixed-use development which would further enliven the corridor through the addition of strategically located residential uses. The City adopted a Specific Plan for the area in the 1990's which allows for residential development; however, many of its policies have not been updated. The City analyzed both Housing Element sites and Measure K sites in this area. The Housing Element sites identified in this area have been rezoned pursuant to State Law, while additional Measure K sites will be rezoned through the Mixed-Use Overlay District (MUOD) in October 2026.

Objectives:

- Evaluate potential modifications to the Newport Boulevard Specific Plan that would promote quality residential development. (Completed).

Timeframe: Apply the MUOD to Measure K sites located in the area by October 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: In Kind, General Fund

PROGRAM 3K: Explore Potential Future Housing Opportunities on Church Sites

The City did not identify any church properties as housing opportunity sites within the 2021-2029 Housing Element but believes these partnerships with the local faith-based organizations that serve Costa Mesa could be an important component of the overall process of creating more affordable housing in the community. This program is underway and will be completed as part of the City's REAP 2.0 grant initiative. The City is conducting stakeholder meetings in June to better understand opportunities and needs related to faith-based sites. City staff will prepare an informational handout for faith-based organizations that explains applicable State Law and available housing opportunities on faith-based sites.Objectives:

- Collaborate with members of the faith-based community to discuss housing and the unique opportunities and challenges faced by faith-based organizations when considering creating housing opportunities on church properties with the potential for wrap around services.
- Develop materials outlining the development process and make them available on the City's website.

Timeframe: Develop online materials on the development process by December 2026 and update, as necessary.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: In Kind, General Fund

PROGRAM 3L: Annual Progress Reports

The Annual Progress Report outlines the status of residential development projects within the City at various phases of the development process as well as the City's progress towards meeting the stated program actions within the Housing Element. The report is due to the State Department of Housing and Community Development (HCD) each year within a timeline determined and published by the State.

Objectives:

- Annually complete the required housing status reporting through the City's Annual Progress Report.

Timeframe: Annually complete and submit an Annual Progress Report to HCD.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: In Kind

PROGRAM 3M ADU and JADU Monitoring Program

ADUs and JADUs may be developed in addition to an existing single- or multi-family residential use and can provide a source of affordable housing for family members, students, and other members of the community. As a result of new legislation and an increased effort by the City to promote ADUs, the City has seen an increase in applications in recent years and anticipates growth throughout the planning period, as detailed in **Appendix B** of this Housing Element. In 2023, the City launched a new permit application and land management system – the Totally Electronic Self Service Application (TESSA) to help monitor ADU development as well as affordability levels. The City also established a Pre-Approved ADU Program. This program is intended to streamline the ADU review process by allowing homeowners to select from pre-approved ADU plans that meet State and local requirements, thereby reducing review times, costs, and uncertainty for applicants. The City is currently working with interested architects to review proposed pre-approved ADU plans, and approved plans and vendor information will be made available to the public once finalized.

Objectives:

- Create a monitoring program to track ADU and JADU development and affordability levels throughout the planning period. (Completed)
- As of the 2026 housing element amendment, the City is no longer relying on ADUs to accommodate the RHNA. However, the City has seen strong trends related to ADU development well beyond the projects made in 2021.

Timeframe: Monitoring program (completed)
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: In Kind

PROGRAM 3N: Candidate Sites Used in Previous Housing Elements

Pursuant to State Housing law, candidate sites identified in this Housing Element to accommodate a portion of the City's low- and very low-income RHNA that were identified in previously adopted Housing Elements must be rezoned to allow residential use by right at specified densities for housing developments in which at least 20 percent of the units are affordable to lower income households. By right shall mean the jurisdiction may not require a Conditional Use Permit or other discretionary, local-government review or approval that would constitute a "project", except if the project requires a subdivision; however, the City may impose objective design review standards on projects.

The City has identified as part of this Housing Element updated vacant and nonvacant sites that were used in previous Housing Elements to meet the current RHNA need. This can be found in Table B-6 in Appendix B.

In April 2026, the City approved an amendment to the Zoning Code to amend an overlay for by right housing for applicable projects on sites used in previous Housing Elements, consistent with the objectives of this program.

Objectives:

- Place a housing overlay zone over all nonvacant sites included in a prior Housing Element and all vacant sites included in two or more consecutive planning periods that permits by right housing development for projects that meet the requirements of State housing law (Gov Code Section 65583.2(c).

Timeframe: Completed March 2026 .
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: In Kind

PROGRAM 3O: Water and Sewer Resources

Pursuant to Chapter 727, Statues of 2005 (SB 1087), the City of Costa Mesa is required to deliver its adopted Housing Element and any amendments thereto to local water and sewer service providers. This legislation allows for coordination between the City and water and sewer providers when considering approval of new residential projects. Additionally, cooperation with local service providers will support the prioritization of water and sewer services for future residential development, including units affordable to lower-income households.

Objectives:

- Submit the General Plan amendment and rezone sites to local water and sewer providers for their review and consideration when reviewing new residential projects.

Timeframe: Completed July 2023
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: In Kind

PROGRAM 3P: Federal/State Housing Programs

The City will provide technical assistance to developers, nonprofit organizations, or other qualified private sector interests in the application and development of projects using Federal and State housing programs/grants. Additionally, the City will continue to partner with the OC Housing Finance Trust to identify potential funding sources.

Objectives:

- Provide technical assistance to developers, nonprofit organizations, or other qualified private sector interests in the application and development of projects using Federal and State housing programs/grants.
- Continue to partner with the OC Housing Finance Trust to identify potential funding sources.

Timeframe: Annually market available Federal and State housing programs and grants, when funding is available. Meet with qualified interested parties annually to provide technical assistance. Partner with the OC Housing Finance Trust throughout the planning period to identify additional potential funding sources.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Housing and Community Development Division
Funding Sources: State and Federal Grants, OC Housing Finance Trust

PROGRAM 3Q: Lot Consolidation

The City of Costa Mesa has identified several candidate housing sites that are smaller than half an acre in size. These sites are identified within **Table B-6** under the "Potential Consolidation" column of the table. Assembly Bill 1397 identifies general size requirements for candidate housing sites of greater than half an acre and less than 10 acres in size. The City has only identified sites smaller than half an acre which show the likelihood of redeveloping in conjunction with other parcels which collectively meet the half acre requirement. In April 2026, the City amended the Zoning Code to streamline residential development application processing, establish staff as the final review authority for more application types, removed the parking minimum for residential projects on Housing Element sites, and reduced the parking minimums required for multifamily housing citywide.

Objectives:

- Promote consolidation of residential properties to the development community and property owners to facilitate and promote the development of housing on smaller sites.
- Maintain information on the lot consolidation process and fees online and at City Hall.
- Continue to provide streamlined measures to facilitate consolidation and establish a menu of incentives by 2025. (Completed)
-

Timeframe: Completed March 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: General Fund

PROGRAM 3R: Development of Large Sites

The City of Costa Mesa has identified several candidate housing sites that are larger than 10 acres in size as identified previously in Appendix B. Assembly Bill 1397 identifies general size requirements for candidate housing sites of greater than half an acre and less than 10 acres in size. These sites are:

- Fairview Developmental Center (Addressed separately in **Program 3B**)
- Sakioka Lot 2
-
- Pacific Arts Plaza (former restaurant and parking lot)

With the exception of the Fairview Developmental Center which is addressed separately, all of these properties are regulated by the North Costa Mesa Specific Plan and the zoning will be updated per the objectives in **Program 3C.** Additionally, most of these properties have development agreements which already anticipate the development of housing under existing zoning regulations. These agreements may be modified as necessary to reflect additional housing units and re-zoning as identified by the programs within this housing element. These agreements have been amended in the past so there is precedent for modifying them to adjust to market trends and current development conditions. Therefore, there are no unit caps within the City which would limit the number of units which can be developed on these sites. The sites will be planned to the densities provided within the City's zoning code as amended by the programs within this housing element.

Furthermore, the City has engaged each of these property owners multiple times throughout the development of the Housing Element and the anticipated number of units within the candidate sites inventory is based on input received. These assumptions have been reviewed in depth and the City has confirmed that these sites meet all requirements for the candidate sites inventory and they are likely to develop with residential uses within the planning period.

As stated below, the City will evaluate the development status of these sites within three years of the zoning amendments being completed to the North Costa Mesa Specific Plan. If there are not clear indications that the development of residential units is likely to occur within the planning period, the City will review its current RHNA progress and identify additional candidate sites within one year if necessary. In April 2026, the City of Costa Mesa removed several large sites from the Housing Element inventory at the request of the property owners. The City continues to communicate with the property owners of large Housing Element sites.

Objectives:

- Continue outreach to property owners through annual meetings. Provide technical assistance, incentives, and strategies as appropriate to facilitate the development of affordable housing, including parceling at appropriate sizes or other tools.
- Promote development of large sites at the densities and affordability levels identified within the housing element.

- Promote the potential subdivision of large sites into multiple parcels for future development through technical assistance, incentives, and strategies during the initial development phases and when applications come into the City for the identified parcels.

Timeframe: Completed.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: General Fund

PROGRAM 3S: Review and Revise Findings

The City of Costa Mesa has reviewed the approval findings for the three entitlement processes which are potentially applicable to residential development: Conditional Use Permits, Design Review, and Master Plan. Although no projects have been denied due to not meeting the specific findings noted in Section 3, the City found that some approval findings may be interpreted broadly and could be modified for clarity.

In April 2026, the City approved amendments to the permit review process, removing the design review process and created more clarity and streamlining within existing processes. The application of administrative and streamlined processes has been applied where required and is being further explored for opportunities across a variety of uses.

Objectives:

- Review all approval findings for Conditional Use Permits, Design Review, and Master Plans and revise findings which are capable of being interpreted broadly, with the goal of improving housing cost, supply, timing of approvals, and approval certainty.

Timeframe: To be completed by December 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: General Fund

Housing Goal #4
Provide housing opportunities to residents of all social and economic segments of the community without discrimination on the basis of race, color, religion, sex, sexual orientation, disability/medical conditions, national origin or ancestry, marital status, age, household composition or size, source of income, or any other arbitrary factors.

POLICIES HOU-4

HOU-4.1 Support equal housing opportunities as expressed in Federal and State fair housing laws.

HOU-4.2 Promote actions and programs that provide fair housing and counseling services and other housing assistance programs for all Costa Mesa residents in an effort to remove barriers and promote access to affordable housing in the City as funding is available.

HOU-4.3 Encourage and support the construction, maintenance and preservation of residential developments which will meet the needs of families and individuals with specialized housing requirements, including those with developmental disabilities.

HOU-4.4 Promote community involvement in the development and implementation of housing programs and actions. Outreach should facilitate participation of residents within designated environmental justice communities.

HOUSING GOAL 4 IMPLEMENTATION ACTIONS

PROGRAM 4A: Fair Housing

The City of Costa Mesa participated in the 2020-24 update to the Orange County Analysis of Impediments to Fair Housing Choice, as well as completed an analysis of local factors to fair housing issues in the City within the Housing Element. Through each analysis, the City identified the following fair housing issues:

- Housing Discrimination
- Racial and Ethnic Segregation
- Unfair Lending
- Overcrowding

As part of the AFFH assessments, the City also identified the following factors as contributing to fair housing issues in Costa Mesa:

- Community Opposition
- Lack of Investment in Specific Neighborhoods
- Displacement of Residents Due to Economic Pressures

Pursuant to AB 686, the City will affirmatively further fair housing by taking meaningful actions, in addition to resisting discrimination, that overcomes patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristic, as defined by California law. The City will continue current efforts to further fair housing as well as implement the actions identified in the following table to mitigate local contributing factors to fair housing issues in Costa Mesa.

Contributing Factor	Specific Commitments	Timeframe and Priority	Geographic Target	Metrics
Type: Housing Mobility				
Housing Discrimination	1. The City will continue to work in collaboration with the Orange County Housing Authority (OCHA) to implement the Housing Choice Voucher Program. The City contracts with Fair Housing Foundation (FHF), a HUD-approved housing counseling agency, to provide fair housing services to the City of Costa Mesa including educational programs for both landlords and tenants. FHF provides free Fair Housing Workshops that are open to anyone to attend. Workshops cover: Federal & State Fair Housing Laws, Housing Discrimination, Modifications & Accommodations, Rental Application Process, General Guidelines, Families with Children, Notices, Eviction Process, Security Deposits, Habitability & Repairs, Rent Increases, Occupancy Standards, and more. The City's Network for Homeless Solution (NHS) Department is staffed with eight individuals with a budget of over one million dollars to provide a comprehensive	**Priority Level 1** Continue to collaborate with OCHA Housing Voucher Program Continue to contract with FHF or other HUD-approved housing counseling agency every year Update City Housing Webpage to include information on OCHA Housing Voucher Program housing-related events	Census tracts with higher rates of housing choice vouchers usage: 631.02, 632.02, 636.04, 636.05, 637.01, 637.02, 638.07, 639.04, 639.06, 639.08	• Costa Mesa's HCD staff will continue to attend quarterly OCHA Housing Advisory Committee meetings to enhance the exchange of information regarding the availability, procedures, and policies related to the Housing Assistance Voucher Program and regional housing issues. The City's website will be updated to include information and encourage participation in OCHA's Housing Choice Voucher Program and public events on a quarterly basis or as they are available. • The City will assist approximately 200 unduplicated residents with fair housing services every year, through the CDBG contract with Fair Housing Services provider. • Through the City's contract with FHF, a minimum of 3 fair housing workshops will be provided to residents each fiscal year. The workshops may be in-person or virtual workshops and are open to anyone to attend. They will be regularly offered in English and Spanish. • The City will advertise Fair Housing Workshops and webinars on the City's Housing webpage, through social media outlets and distribute flyers in both Spanish and English. • The Fair Housing Foundation will advertise workshops with flyers sent to community based organizations, a news release, and advertisement on their website and through social media. • FHF will continue to offer the following outreach and promotional information for each workshop: send workshop flyers through mail to city departments, libraries, community centers and other community organizations with heavy foot traffic one month before workshop; send

Contributing Factor	Specific Commitments	Timeframe and Priority	Geographic Target	Metrics
	system of care aimed at providing a complete continuum of programs and services for residents experiencing homelessness and those at risk for homelessness. One of the Department's main day-to-day function is to assist and advocate for fair housing; including assisting community members that may quality for housing vouchers, including, providing landlord education on fair housing practices and voucher programs.	provided through OCHA, FHF, City's Network for Homeless Solutions, City's Housing and Community Development, and other non-profit events - December 2023		out press release via email to local media, city and organizations one month before workshop; post on social media (Facebook, Instagram, Twitter) one week and one day before workshop, and workshop is added to the calendar on FHF website as soon as it's scheduled. Literature on FHF services and protections are regularly sent to libraries and community based organizations. Outreach materials are available in Spanish and Vietnamese. With proper notice, FHF can arrange for interpretation for other languages including sign language for the virtual workshops. • The City's NHS Department will continue to meet with landlords to provide information regarding the voucher programs and other educational programs as part of their day-to-day operations.
	2. OCHA administers the Housing Choice Voucher Program for the City of Costa Mesa. The City's NHS Department will continue to assist and advocate for voucher participants to receive extensions on search times for particular groups with housing choice vouchers, such as larger families with children or persons with disabilities.	**Priority Level 2** By December 2024.	City-wide	The City's NHS Department will continue to assist and advocate for voucher program participants as part of their day-to-day operations. In 2022, the NHS Department assisted over 400 participants. The NHS Department staff interacts with people experiencing or at-risk for homelessness to identify needs and voucher programs that they may qualify for. The Department staff will assist clients in extending search times, locating units and setting up appointments with landlords; as well as, drive clients to potential housing sites. The Department staff will also attend Match meetings on behalf of the client to ensure that they are fairly represented and their needs are met. The City's NHS will continue to provide high quality service to those in need
	3. Accessibility programs focused on improving access to housing, transit, public buildings and facilities, sidewalks, pedestrian crossings, and businesses.	**Priority Level 2** Identify and adopt programs by	Census tracts with greater than 10% population with a disability: 636.01, 636.04,	• Establish and implement new programs geared at improving accessibility in the focus areas by coordinating with Public Works Department to prioritize accessibility programs focused on improving access to housing, transit,

Contributing Factor	Specific Commitments	Timeframe and Priority	Geographic Target	Metrics
		December 2024.	638.02, 638.07, 639.05	public buildings and facilities, sidewalks, pedestrian crossings, and businesses. • Identify and pursue a minimum of 2 funding opportunities annually to address accessibility issues. • Host a workshop with relevant organizations and groups to identify specific needs in the target areas for persons with disabilities. Invite at least five organizations. Establish programs and identify applicable funding within one year following feedback. • Conduct an annual survey to receive feedback on accessibility and resources throughout the community. • Work with developers, applicants, property owners early in the land use/housing development to identify, provide for, and improve accessibility
	4. Continue to participate in regional and local agencies efforts and collaborate with non-profit housing organizations to develop affordable housing in higher-opportunity areas. Including, but not limited to, the Joint Power Authority (JPA) – Orange County Housing Finance Trust (OCHFT) and Housing Committee.	**Priority Level 1** Ongoing and continue to actively participate in regional and local agencies efforts to develop affordable housing; including participating in community outreach and meetings.	Highest Resource census tracts: 638.05, 638.06, 639.02, 639.04 High Resource census tracts: 626.1, 631.02, 636.01, 637.02, 638.02, 638.03, 638.07, 639.03, 639.05, 639.06, 639.07, 639.08,	Continue to participate in the Orange County Housing Opportunities Committee and the JPA – OCHFT. These entities commit State, County and local funds to build affordable units. The City of Costa Mesa has a joint Homekey project with the County of Orange to convert a Motel 6 to 88 units of permanent supportive housing. The City provided HOME and ARPA funding to help complete the project. Phase 1 of the project is complete with 40 units leased up by the end of FY23/24. Phase 2 is anticipated to be complete by the end of 2026. The City will continue to advocate for affordable housing development opportunities and facilitate the development of at least five residential development projects, with affordable units, in areas of high opportunity. The City awarded HOME funding to two affordable housing development projects in FY 2025. The first is to Jamboree Housing to develop 68 affordable housing units at the City's existing Senior Center, and the second is to American Family Housing to develop 76 affordable housing units.

Contributing Factor	Specific Commitments	Timeframe and Priority	Geographic Target	Metrics
Racial and Ethnic Segregation	1. Conduct affirmative marketing to increase awareness and diversity throughout the city and in Racially Concentrated Areas of Affluences (RCAA). This may include, but is not limited to, noticing of affordable units/projects through direct mail targeted outreach to lower income census tracts, publishing advertising materials in multiple language, informing service agencies, outreach to community organizations or places of worship. As part of the City's affirmative marking to increase awareness of the City's rental assistance program and production of affordable housing, the Department of NHS and Housing and Community Development will continue to inform the community by disseminating information at local School District, local non-profit organizations and religious institutions, hand out flyers and utilize the City's website and various social media platforms.	**Priority Level 1** Ongoing and continue to market and outreach as programs are available.	RCAA census tracts: 638.05, 638.02, 636.01, 631.03, 633.02 Census tracts with greater than 10 percent population living below the poverty line: 626.1, 632.01, 633.01, 636.04, 636.05, 637.01, 637.02, 638.07, 638.08, 639.04, 639.07 High Segregation and Poverty census tract: 636.05	• Continue to conduct affirmative marketing for each new project that is developed with affordable units. • Department of NHS as part their daily activities, will continue to work with clients to identify household needs and locate affordable housing. • Conduct a biennial survey of affordable units to identify how households find affordable units – aim for 25 percent of households, at minimum, to find affordable units through affirmative marketing within the City limits.
Type: Housing Choice and Affordability in Areas of Opportunity				
Unfair Lending	1. Continue targeted investment and programs, including sweat equity, down payment assistance, and new rental construction. The City currently utilizes Redevelopment	**Priority Level 2** By December 2024. Review funding opportunities	City-wide	Continue to identify investments and programs to provide assistance for homeowners and residential development. Yearly, contact HUD Office of Fair Housing and Equal Opportunity (FHEO) and the local Fair Housing Foundation and request information regarding discriminatory housing

Contributing Factor	Specific Commitments	Timeframe and Priority	Geographic Target	Metrics
	Successor Funds, HOME, CDBG, and American Rescue Plan Act (ARPA) Funds to support these investments and programs, and will continue to leverage these and other funding resources. 2. Post on the City's website information regarding the Fair Housing Act and the unlawful lending practices based on race, color, national origin, religion, sex, familial status or handicap. Provide a link on the City's website to HUD's how to file a fair housing discrimination complaint, and to the Fair Housing Program funding and resources and other resource similar agencies that can provide legal aid.	annually. By December 2024, post on the City's website and otherwise disseminate information thought the community regarding the Fair Housing Act and the unlawful lending practices based on race, color, national origin, religion, sex, familial status or handicap.		practices in the City of Costa Mesa. Specifically, request local information to assess if the FHEO is receiving and the City is experiencing significant amounts of fair housing complaints. If the City is experiencing an abundance of these housing issues and/or the housing complaints are increasing from previous years, contact the FHEO and request guidance on what a local agency can do to reduce these types of housing issues, then follow up with an applicable response program.
Community Opposition	1. Develop an educational housing campaign to address community opposition. This may include, but is not limited to, community workshops on housing, educational materials, partnerships with community organizations and groups. During the City's required housing program updates outreach efforts, include education on the importance of providing housing for all segments of the community and all income levels.	**Priority Level 2** By December 2024.	Commercial and Industrial Corridors, Housing Element Sites and surrounding communities	• Conduct extensive community outreach as part of Housing Element Visioning Program and Housing Element Zoning efforts. The outreach efforts will elicit community input to shape priorities and goals to guide future revitalization and residential development of the City's commercial and Industrial corridors identified in the Housing Element, urban plans, and specific plans. The City has implemented this program through the Neighborhoods Where We All Belong outreach process, which served as the City's Housing Element Visioning program and rezoning outreach effort. The process included extensive community engagement to solicit input on future residential and mixed-use development, rezoning of Housing Element sites, objective

Contributing Factor	Specific Commitments	Timeframe and Priority	Geographic Target	Metrics
				design standards, and revitalization opportunities along the City's commercial and industrial corridors. • The City used this input to help shape priorities and goals for future housing development, including development standards and zoning strategies for areas identified in the Housing Element, urban plans, and specific plans. • This outreach effort helped inform the City's Housing Element zoning implementation and the 2026 Housing Element Amendment by providing community input on site planning, design, building scale, neighborhood compatibility, affordability, infrastructure, parking, mobility, and community-serving amenities. As a result, the City has completed the outreach envisioned by this program and incorporated the input into its ongoing Housing Element implementation efforts. • For housing projects that are proposed by the City, staff will continue to reach out to surrounding neighborhood and local non-profit organizations to provide informational and educational materials through the City's website, radius notification direct mailing, provide site tours of successful nearby housing development, and include similar information on Costa Mesa TV videos.
Displacement Due to Economic Pressures	1. Adopt inclusionary requirements.	**Priority Level 1** By December 2023.	City-wide	Complete Feasibility Analysis, conduct community outreach and study sessions, prepare ordinance and program guidelines. Adopt and implement inclusionary requirements by December 2023. (completed) The City has adopted its inclusionary ordinance.
	2. As funding resources are available for housing development, the City will release an RFP/NOFA to partner with developers to develop affordable housing and multigenerational housing.	**Priority Level 1** Begin outreach and collaboration by December 2023. Annually	City-wide	• Provide opportunity for affordable housing and multigenerational housing development with the goal of developing a minimum of 100 new affordable and multigenerational housing units on public properties and on private property consistent with the City's RHNA

Contributing Factor	Specific Commitments	Timeframe and Priority	Geographic Target	Metrics
	Administer annual workshops and meetings, specific outreach and surveys, adopt incentive packages, fee waivers, and priority processing for projects that include affordable housing. Prepare educational material and update City's website to encourage and streamline ADU development as a housing option for families.	outreach and discuss opportunities and issues. If changes are necessary based on feedback, adopt within a year. Review annually as necessary.		throughout the Planning Cycle. Housing options includes ADU development and SB-9 qualified duplexes. • Continue to reach out to developers and non-profit organizations when funding opportunities are available through the City's HOME program and Redevelopment Successor Agency program for low and moderate income level housing. In 2026, the City awarded federal HOME funding to two affordable housing development projects for a total of 144 affordable units. • Annually outreach and collaborate with the development community (at least three local developers) to discuss opportunities and issues. • Adopt incentives and changes based on feedback received.
	3. Continue to work with Orange County Community Resources to update and make information on affordable housing units (including information on size and type) available to the public on City's Housing webpage.	**Priority Level 1** By December 2023. Review annually and update as necessary.	City-wide	• Continue to make information on affordable housing units available to the public on City's webpage. • Maintain information updated throughout the Planning Cycle.
Type: Place-Based Strategies – Conservation and Revitalization				
Investment in Specific Neighborhoods	1. Targeted investment in areas of low resource and high segregation and poverty focused on improving community assets such as schools, recreational facilities and programs, social service programs, parks, streets, active transportation and infrastructure. Continue to utilize HOME Investment Partnership and CDBG funds for community improvement programs in areas of low resources high segregation and poverty.	**Priority Level 2** By December 2024. Review funding opportunities and community need annually.	Low Resource and High Segregation and Poverty TCAC census tracts 636.04, 636.05, 637.01, 638.08	• Annually provide funding and pursue new opportunities to address resources and facilities in areas of low resource and high segregation and poverty. • Coordinate with local organizations and groups to identify specific needs and disseminate information on new improvements as they occur. • Update Community Improvement Division website and disseminate on social media information to promote neighborhood clean-up activities and provide resources and educational information. Continue to set-up informational booths at local public events to provide information regarding clean-up events, waste-hauling, City HCD Grants, Fair Housing, and links to report issues and resources.

Contributing Factor	Specific Commitments	Timeframe and Priority	Geographic Target	Metrics
	Continue to fund Community Improvement Division's activities for community educational programs and cleanup activities; for example in 2022 the City provided clean-up efforts at Shalimar/James, Fillmore/Coolidge, and Mission/Mendoza neighborhoods.			• Annually provide funding for the City's homeowner rehabilitation program to provide federal grant funds to low-income homeowners to address code deficiencies and health and safety conditions.
	2. Facilitate inter-governmental coordination on areas of low resource and high segregation and poverty. This may include, but is not limited to, annual meetings and workshops, outreach to partner agencies and departments, and partnerships to prioritize, fund and implement neighborhood improvement programs.	**Priority Level 2** Annually host inter-governmental meetings. Review funding opportunities and community need annually.	Low Resource and High Segregation and Poverty TCAC census tracts 636.04, 636.05, 637.01, 638.08	• Annually host an inter-governmental meetings to discuss partnerships, funding, and implementation of a variety of programs. • Pursue new funding opportunities during the planning period (a minimum of three new neighborhood improvement programs).
	3. Prioritize capital improvement programs in areas of low resource and high segregation and poverty. Continue to commit CDBG funds for Capital Improvement projects in these areas.	**Priority Level 2** By December 2024. Review funding opportunities and community need annually.	Low Resource and High Segregation and Poverty TCAC census tracts 636.04, 636.05, 637.01, 638.08	• Prioritize capital improvement programs in areas of low resource and high segregation and poverty by identifying these areas specifically in the City's Capital Improvement Program. Create a list of CIP projects that can be prioritized and considered when funding is available to improve community needs in areas of low resource and high segregation and poverty. • Each year of the Planning Period, conduct a review of one applicable census tract to identify gaps in the CIP and allocate CDBG funding towards this community area.
	4. Adopt Environmental Justice policies to address the needs of SB 535 Disadvantaged Communities, which overlaps with the TCAC Area	**Priority Level 1** By September 2026 – in conjunction	Census Tract 636.05	• Adopt Environmental Justice policies into the City's General Plan, and conduct outreach as part of the adoption process. • Engage households within the applicable census tract to discuss and receive feedback on environmental justice issues and solutions.

Contributing Factor	Specific Commitments	Timeframe and Priority	Geographic Target	Metrics
	of High Segregation and Poverty census tract.	with Program 2G.		
Type: Protection from Displacement				
Housing Discrimination/ Unfair Lending	1. Continue to provide resources and/or services for multi-lingual tenant legal counseling. Create and promote informational materials on tenant rights and counseling. Continue to contract with the Fair Housing Foundation or other fair housing services provider and provide information to the community regarding the Public Law Center and other similar organizations to address Housing Discrimination and unfair lending.	**Priority Level 2** Publish information materials by December 2024. Outreach and review need and services annually.	Census tracts with greater than 40 percent renter-occupied units: 626.1, 631.02, 632.01, 632.02, 633.01, 633.02, 636.04, 636.05, 637.01, 637.02, 638.03, 638.07, 638.08, 639.02, 639.04, 639.05, 639.06, 639.07, 639.08	• Conduct targeted outreach to renter occupied households (minimum of 200 housing units) located within the applicable census tracts with information on resources, services, tenant rights, and counseling – in English and Spanish. • Continue to contract with the Fair Housing Foundation or other fair housing services provider to advocate for fair housing, provide landlord and tenant counseling, rental counseling, and outreach and education. Provide information regarding Public Law Center, a non-profit organization that provides free legal services to low income residents, and other similar nonprofits in Orange County.
Housing Discrimination/ Displacement Due to Economic Pressures	1. Continue to contract with the Fair Housing Foundation or other fair housing service provider and provide information regarding the Public Law Center to address Housing Discrimination and unfair lending, including promoting mediation services, foreclosure assistance and/or multilingual tenant legal counseling services.	**Priority Level 2** Publish information materials by December 2024. Outreach and review need and services annually.	Census tracts with greater than 40 percent renter-occupied units: 626.1, 631.02, 632.01, 632.02, 633.01, 633.02, 636.04, 636.05, 637.01, 637.02, 638.03, 638.07, 638.08, 639.02, 639.04, 639.05, 639.06, 639.07, 639.08	• Continue to contract with the Fair Housing Foundation or other fair housing services provider to advocate for fair housing, provide landlord and tenant counseling, rental counseling, and outreach and education to approximately 200 Costa Mesa residents each fiscal year. • Provide information regarding Public Law Center, a non-profit organization that provides free legal services to low income residents and other nonprofits in Orange County. • As part of the City's Rental Assistance Program, continue to engage with at least 50 renter households and local organizations/groups to discuss the needs of renters. (Ongoing) • Establish and implement a rent review board or mediation services. • The City provides federal funds to Community Legal Aid to provide free civil legal services to prevent displacement for eligible households.

Timeframe: Annually outreach to local organizations and lower income communities to discuss fair housing issues and promote actions to mitigate local contributing factors. Promote available funds, ownership information, and details on affordable housing units on the City's webpage by Winter 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/ Housing and Community Development Division
Funding Sources: CDBG

PROGRAM 4B: Rental Housing Assistance

The City began offering a Tenant Based Rental Assistance (TBRA) and other rental assistance programs in 2021. The City will continue to evaluate and offer rental housing assistance programs based on the availability of funding. The City continues to support housing stability for lower-income households through rental assistance and supportive service programs. The City maintains an agreement with a community-based organization to provide tenant-based rental assistance to lower-income families with minor children and will continue this partnership. The City also continues to participate in the Orange County Housing Authority's Housing Choice Voucher set-aside program. In addition, the City provides federal grant funding to community organizations that offer housing assistance and supportive services to lower-income households and individuals experiencing homelessness.

Objectives:

- Participate in the Orange County Housing Authority's Housing Choice Vouchers program to provide rent subsidies to very low-income households provided funding is available.
- Evaluate and offer rental housing assistance programs based on the availability of funding.

Timeframe: Promote OCHA Housing Choice Voucher information and rental housing assistance programs, as available, on the City's website.
Responsible Agency: Orange County Housing Authority and City of Costa Mesa Economic and Development Services Department/ Housing and Community Development Division
Funding Sources: HUD Section 8 Housing Choice funds administered by the Orange County Housing Authority; State and Federal Grant funds; HOME funds

PROGRAM 4C: Ownership Housing Assistance

In 2021, the City Council approved allocation of half a percent of the City's seven percent retail cannabis tax to fund a first-time homebuyer program in Costa Mesa. The City is holding a study session with City Council on June 16th to consider establishing this program with efforts to launch this program (if approved by City Council) in Fall 2026.

Objectives:

- Evaluate and adopt ownership housing assistance programs, such as a First-Time Home Buyer Program, based on the availability of funding.
- Provide informational materials, online and at City Hall, on potential paths to home ownership and on assistance and resources available for first-time home buyers.

Timeframe: Annually evaluate and, as funding is available, offer ownership housing assistance programs. Promote informational materials online and at City hall on potential paths to home ownership and on assistance and resources available by December 2026.
Responsible Agency: Orange County Housing Authority and City of Costa Mesa Economic and Development Services Department/ Housing and Community Development Division
Funding Sources: Cannabis Retail Tax Revenue

PROGRAM 4D: Fair Housing Assistance

The City contracts with the Fair Housing Foundation to provide fair housing and tenant/landlord mediation services. The Fair Housing Foundation provides fair housing outreach to tenants, landlords, property

owners, realtors, and property management companies, as well as housing education and information to apartment managers and homeowner associations. The City continues to promote fair housing education and outreach through multiple communication channels. Fair housing workshop information is shared through the City's weekly snapshot, City Manager announcements at City Council meetings, and workshop and event postings on the City calendar. In addition, fair housing information and resources are available on the City's dedicated fair housing webpage.

Objectives:

- Continue to contract with the Fair Housing Foundation and promote available services on the City's webpage.

Timeframe: Complete.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/ Housing and Community Development Division; Fair Housing Foundation
Funding Sources: CDBG

PROGRAM 4E: Low Barrier Navigation Centers

Low Barrier Navigation Centers are housing or shelter in which a resident who is homeless or at risk of homelessness may live temporarily while waiting to move into permanent housing. These requirements include implementing standards, provisions and limitations governing the permitting, development, siting, and management of Low Barrier Navigation Centers.

To meet the objectives of this program, in March 2026, the City approved amendments to the Zoning Code to permit Low Barrier Navigation Centers consistent with State Law.

Objectives:

- Update the Zoning Code to permit Low Barrier Navigation Center development as a matter of right in appropriate zoning districts, subject to requirements of State Law.

Timeframe: Completed March 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/Planning Division
Funding Sources: In Kind

PROGRAM 4F: Homeless Shelter

In April 2021, the City of Costa Mesa completed the construction of its permanent Bridge Shelter within the City. Construction of the Bridge Shelter, as well as the organization and operation of the temporary Bridge Shelter at Lighthouse Church, and ongoing efforts of the City's Street Outreach Team represent Costa Mesa's commitment to assisting those residents currently experiencing homelessness. With the shelter in full operation, the City is now able to assist up to 72 residents at one time and connect those residents with services and assistance toward permanent housing solutions.

Objectives:

- Continue to operate and maintain the Bridge Shelter throughout the planning period.
- Promote information on services and assistance available to residents online on the City's website.

Timeframe: Annually review and, if necessary, revise services and assistance programs available based on funding availability. Annually meet with homeless services providers to respond to the needs of persons experiencing homelessness and identify potential opportunities.
Responsible Agency: City of Costa Mesa
Funding Sources: State and Federal Grant Funds (e.g., State SB 2 and Housing and Homelessness Assistance Programs (HHAP), and Federal Emergency Food and Shelter (EFSP)), General Fund

PROGRAM 4G: Assembly Bill 139

AB 139 includes providing sufficient parking to accommodate all staff working in the emergency shelter, provided the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone.

To meet the objectives of this program, in March 2026, the City approved amendments to the Zoning Code to ensure that parking requirements for emergency shelters are consistent with requirements under State Law.

Objectives:

- Review and update, as necessary, the Zoning Code to comply with parking requirements of AB 139 for emergency shelters.

Timeframe: Completed March 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/ Planning Division
Funding Sources: In Kind/General Fund

PROGRAM 4H: Housing Education and Outreach Program

As a part of the outreach and engagement process, the City found that community opposition to increased housing and affordable housing may create a barrier to housing development. Outreach and education about the importance and benefits of affordable housing can help to address community concerns and negative opinions about affordable housing.

Objectives:

- Develop an outreach program providing educational materials about the purpose and benefits of affordable housing options in the City. This effort will be completed as part of the City's website updates by the end of 2026.

Timeframe: Develop program (Completed) and distribute materials by December 2026.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/ Planning Division
Funding Sources: In Kind/General Fund

PROGRAM 4I: Partnerships with Local Organizations and Community Groups

The City identified Census Tract 636.05 as an area of high segregation and poverty. Areas that are identified as high segregation and poverty are consistent with the standards for both poverty (30 percent of the population below the federal poverty line) and racial segregation (overrepresentation of people of color relative to the county). This area is also considered low opportunity and achievement by the ROI: People analysis and experience the highest exposure to harmful pollutants, according to the CalEnviro Screen.

The City annually awards a percentage of its federal Community Development Block Grant (CDBG) funds for public services with local nonprofit organizations and community groups that are designed to improve neighborhood environments and living conditions. The programs funded by the City all support low- and moderate- income households or vulnerable populations including seniors and people experiencing homelessness. Types of services provided include case management for people experiencing homelessness, neighborhood improvement projects, and supportive services for survivors of domestic violence.

Objectives:

- Partner with local community-based organizations, stakeholders and groups who provide supportive resources and programs to further identify specific needs of this community and connect community members with appropriate resources.

Timeframe: Complete.
Responsible Agency: City of Costa Mesa Economic and Development Services Department/ Planning Division
Funding Sources: In Kind/General Fund

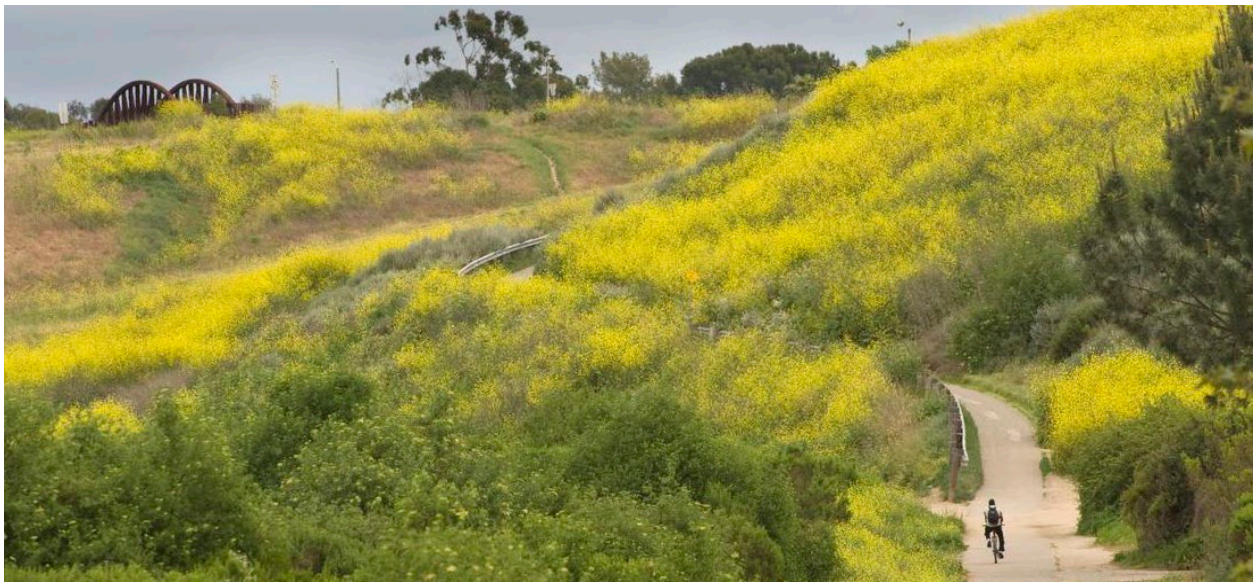
D. Summary of Quantified Objectives

Table 4-1 summarizes the City of Costa Mesa's quantified objectives with regard to the construction, rehabilitation, and preservation of housing. These objectives are established based on the City's resources available over the planning period.

Table 4-1: Summary of Quantified Objectives

Income Group	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
New Construction (RHNA)	4,713 units			2,088 units	4,959 units	11,760 units
Accessory Units	583 units			257 units	18 units	858 units
Conservation[1]	600 units			1,000 units	--	--
Rental Subsidy[2]	570 persons annually			--	--	--
Rehabilitation[3]	88 units			--	--	--

1. Based on 2021-2022 Annual Action Plan estimate of 200 housing units that will benefit from proposed code enforcement activities using CDBG funds.
2. Based on current Orange County Housing Authority (OCHA) rental assistance estimates
3. Based on 2021-2022 Annual Action Plan estimate of rehabilitation of 11 existing units per year.



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.

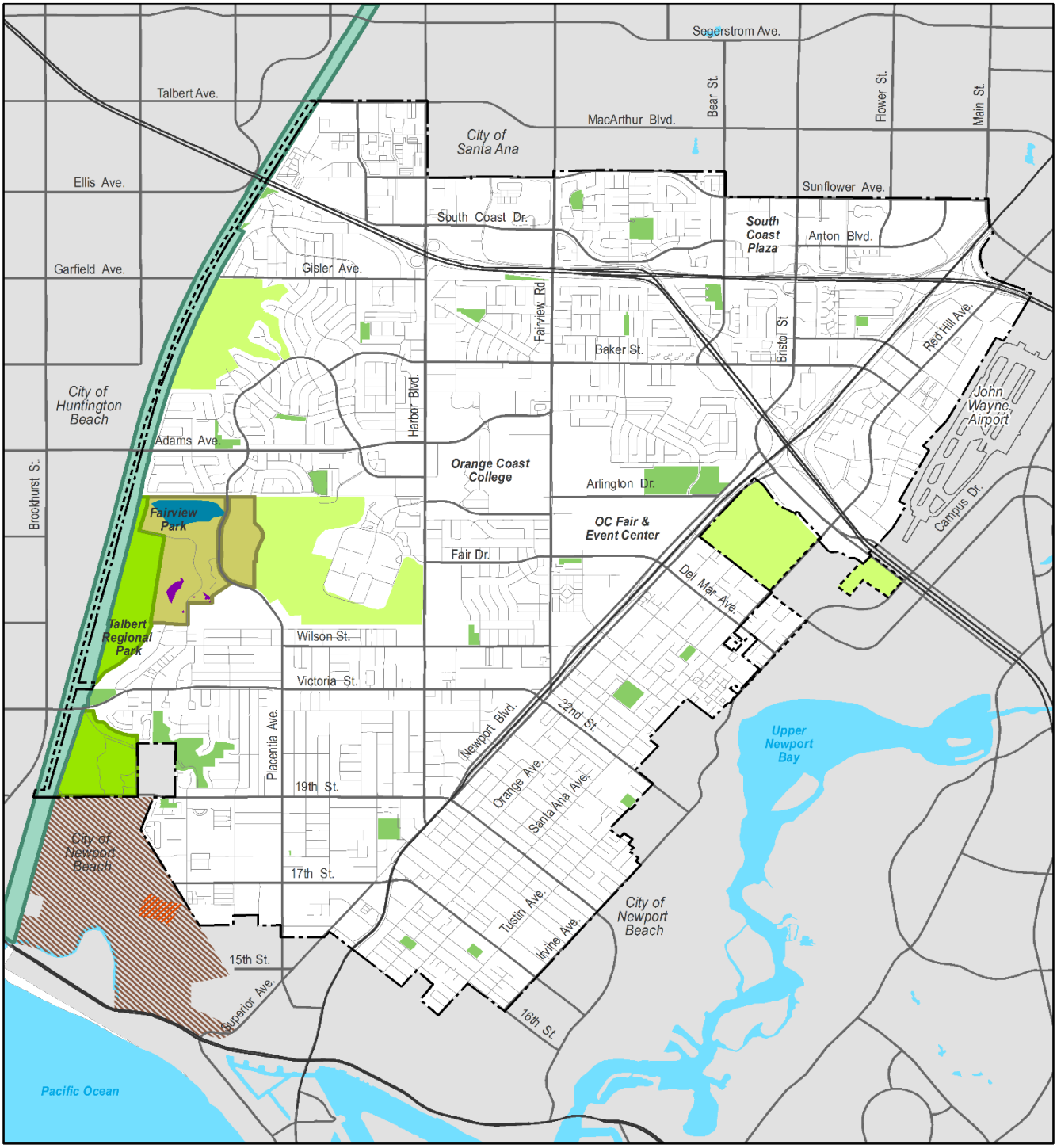


Figure CON-1: Biological Resources

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.

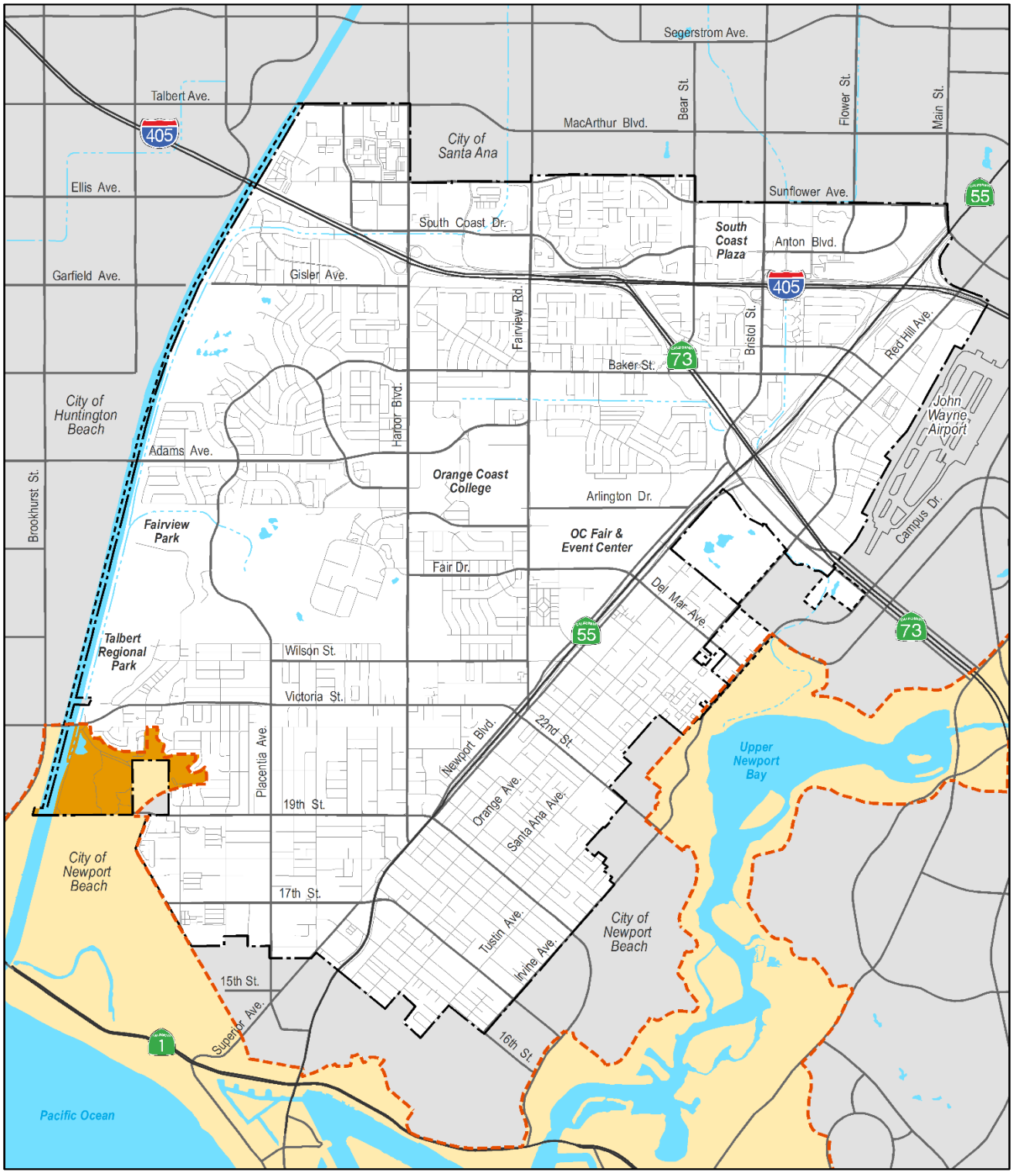
In prehistoric times, wildlife roaming Orange County included bison, jaguars, camels, wolves, ground sloths, bears, saber-tooth cats, and shrews. Today, wildlife is much smaller and less threatening, with species consisting of those that have adapted to close human contact, such as squirrels, voles, 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.*



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.

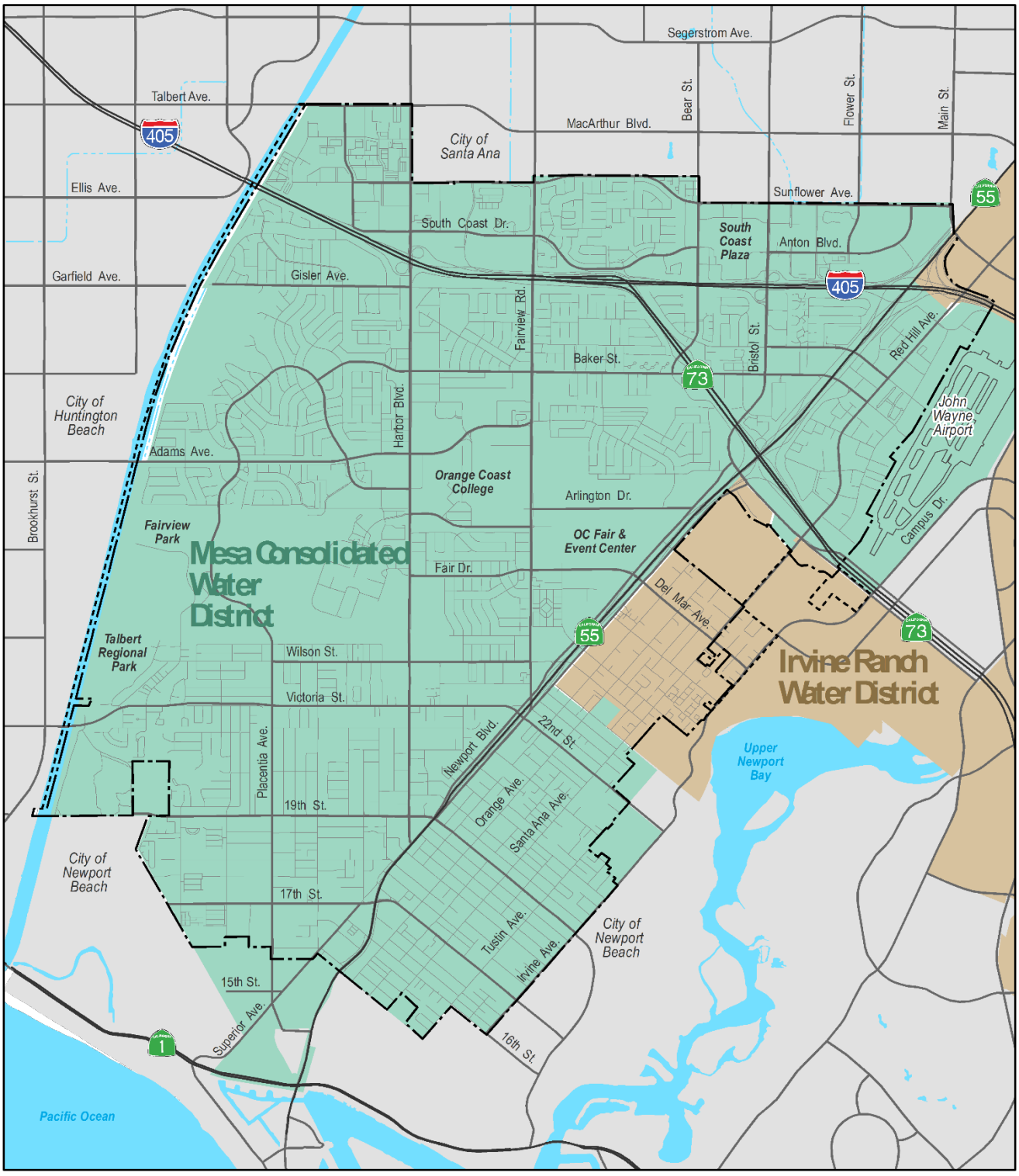


Figure CON-4: Water Districts

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.

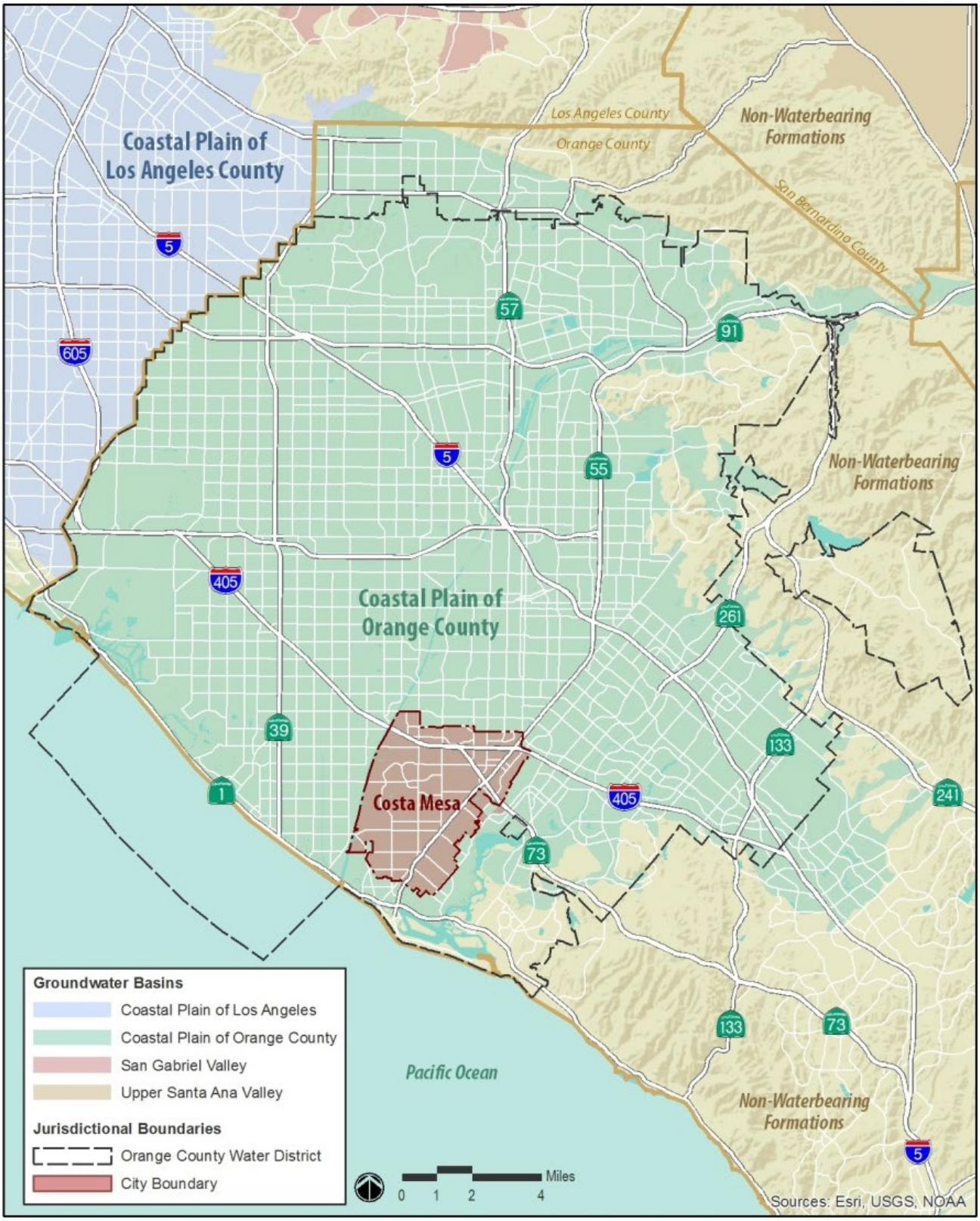


Figure CON-5: Groundwater Basins

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.

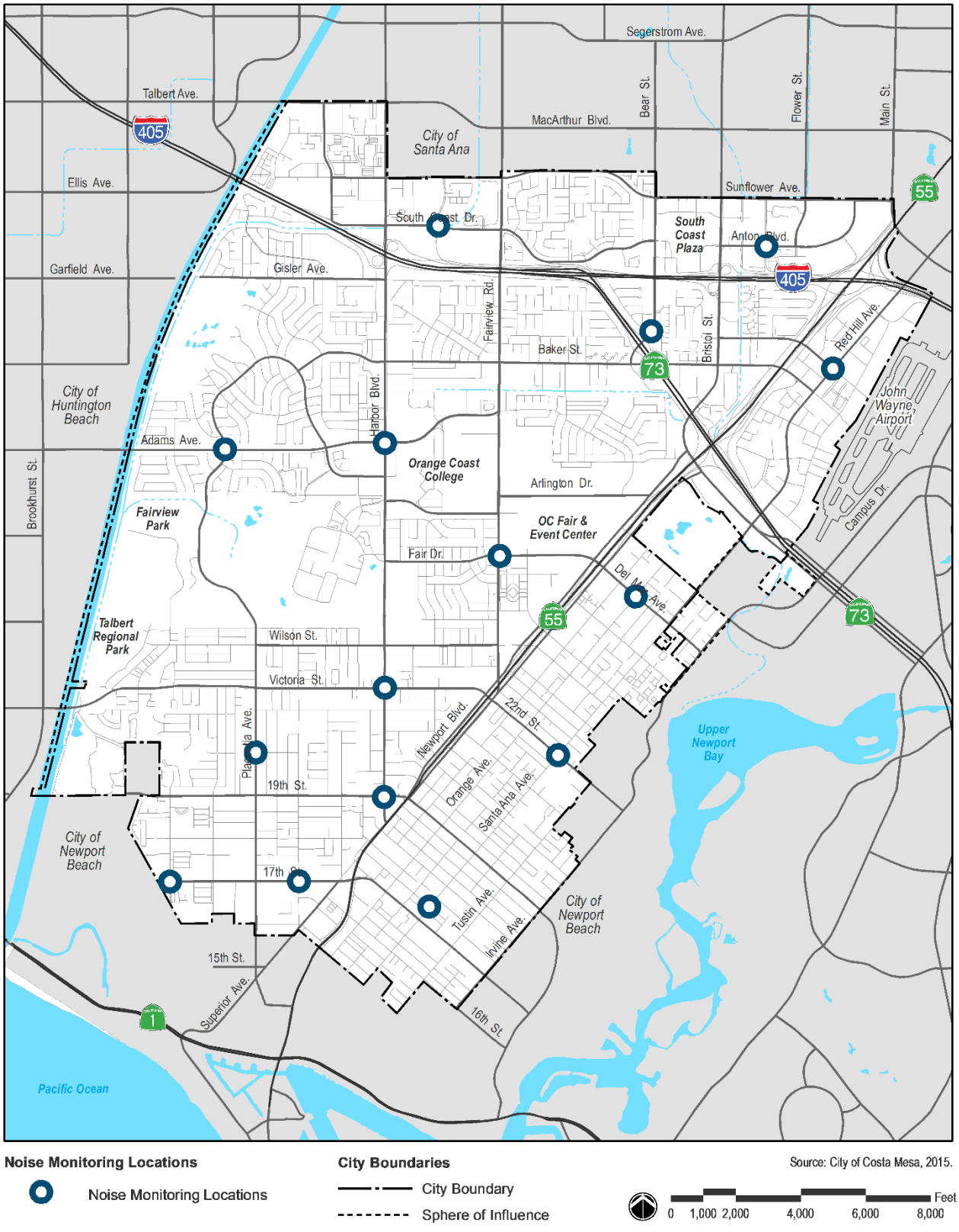


Figure N-1: Noise Monitoring Locations

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)

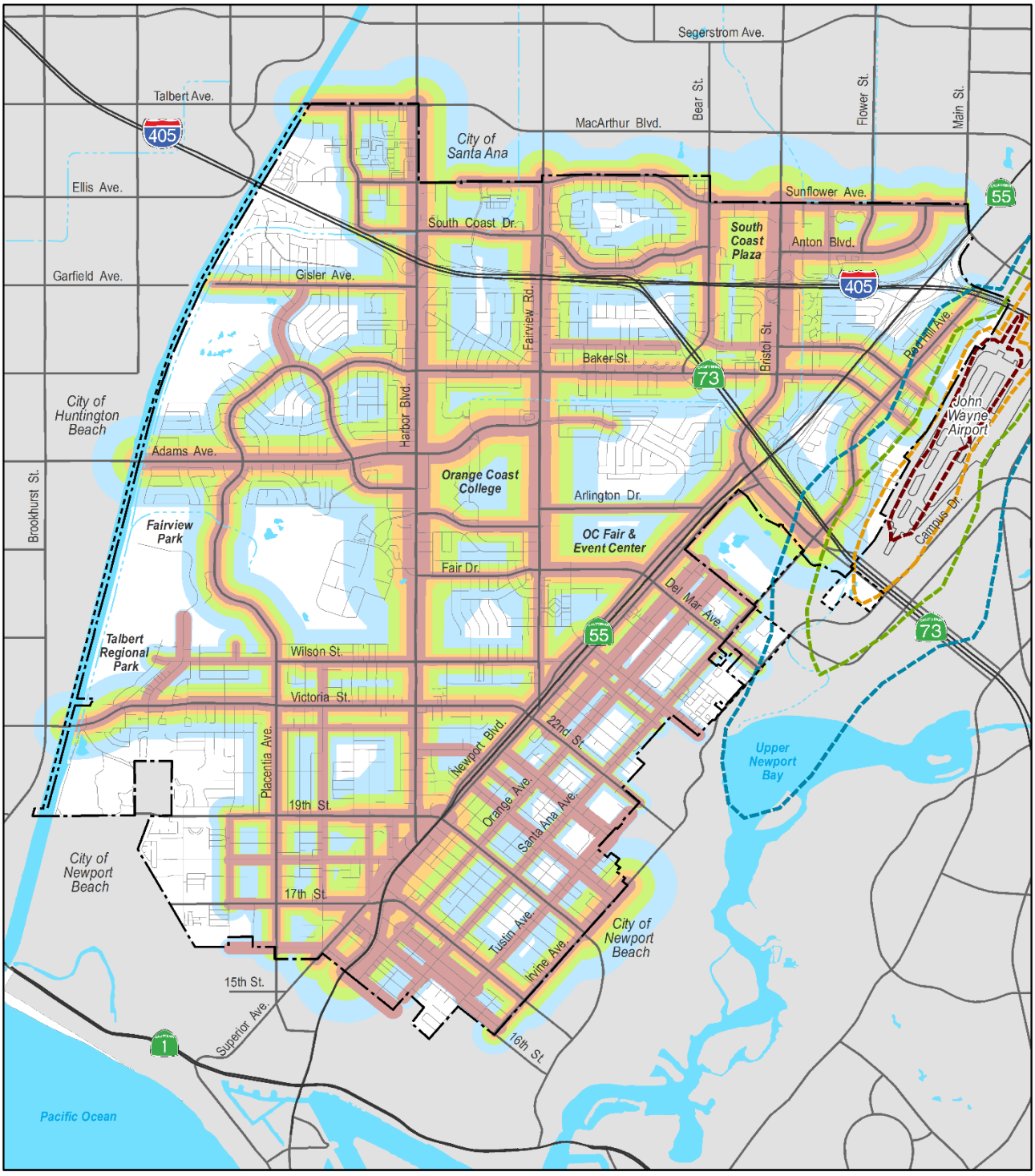
Figure N-2: *Existing Noise Contours - 2015*, illustrates the existing (2015) CNEL noise contours along many of the City's major roadways in the City. CNEL contours are found by calculating distances to the 55, 60, 65, and 70 CNEL contours. Figure N-2 also depicts John Wayne Airport's CNEL noise contours 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

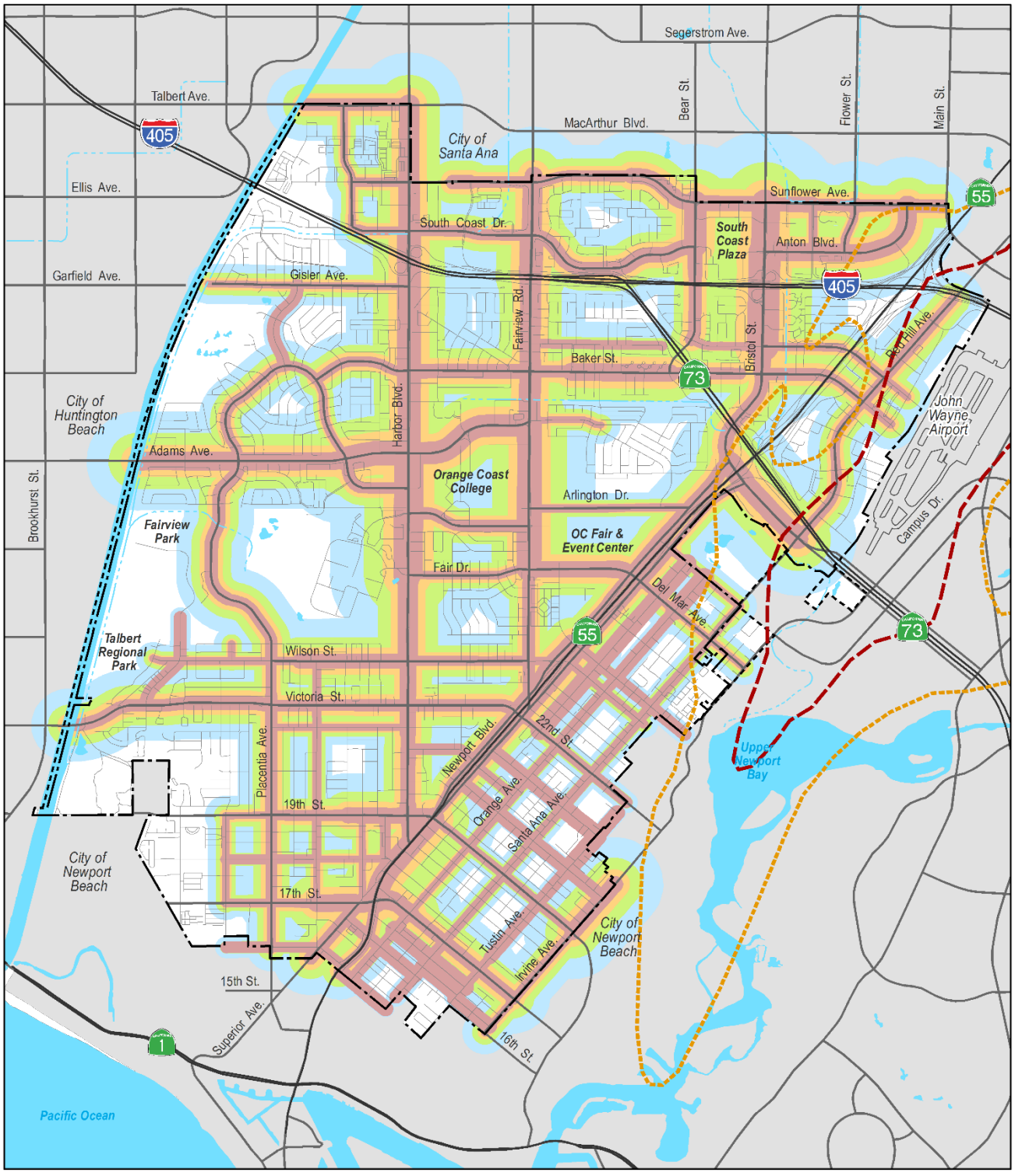
John Wayne Airport Existing (2013) Conditions CNEL Contours

- 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



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

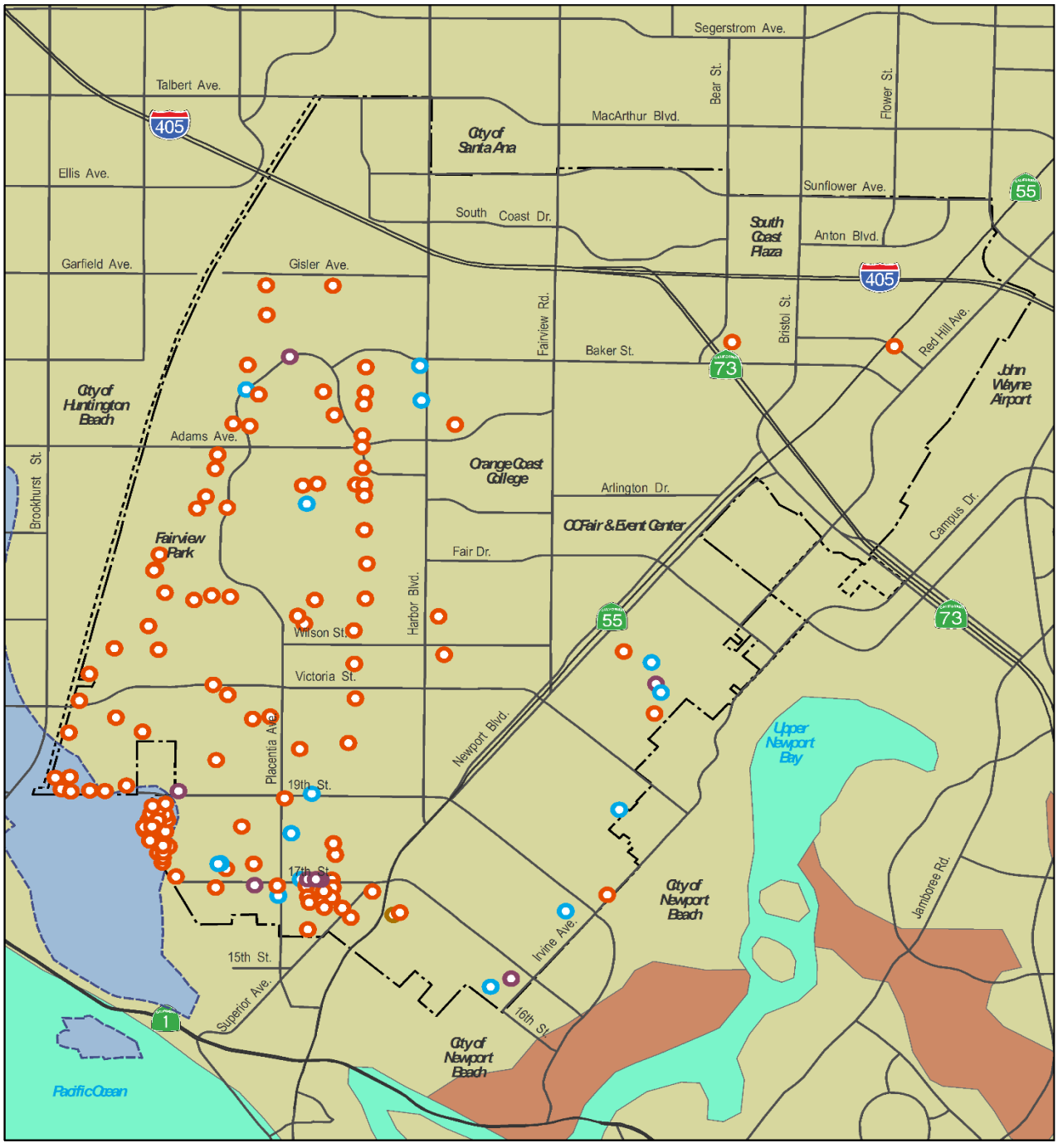
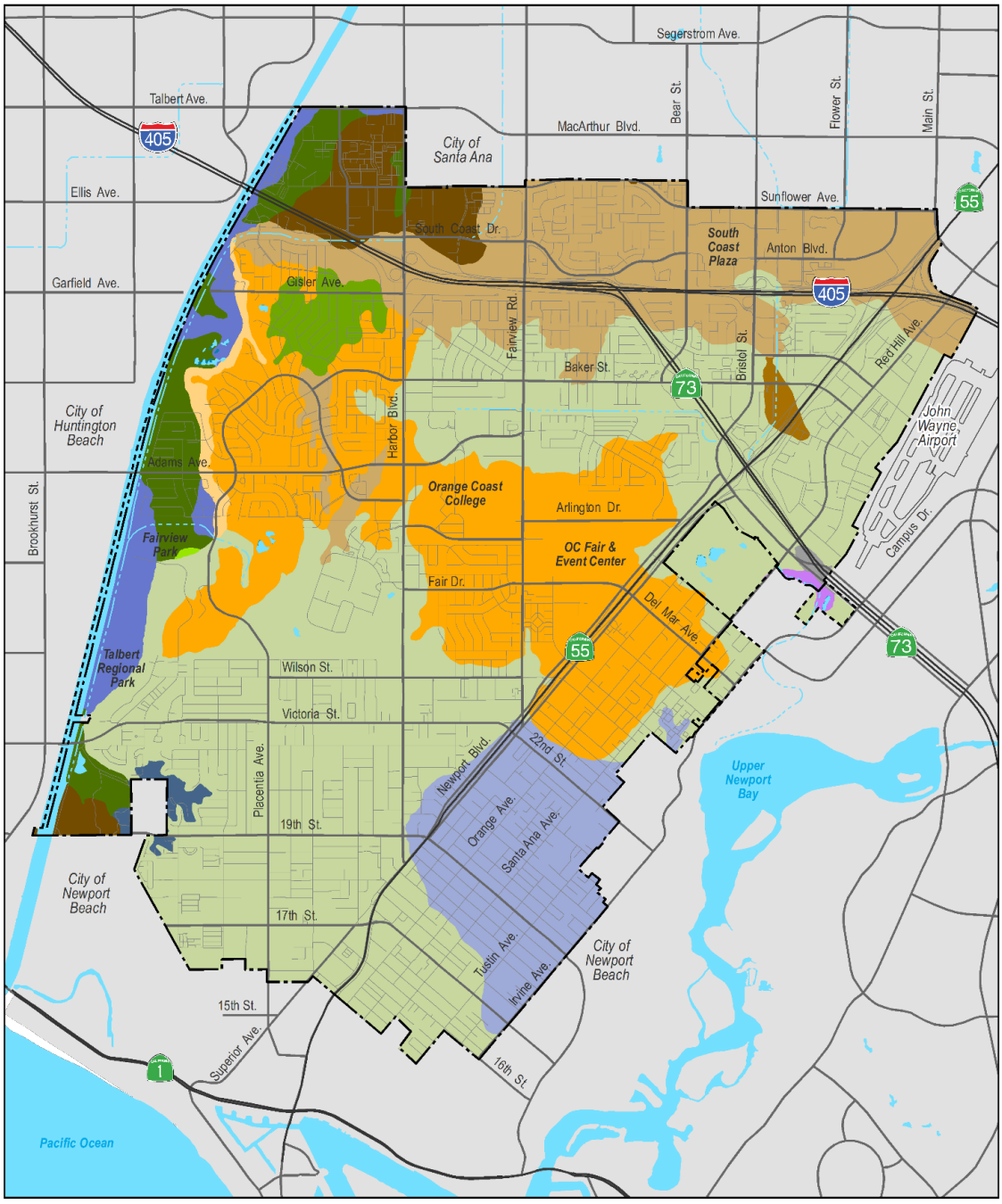


Figure S-2: Soils



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.

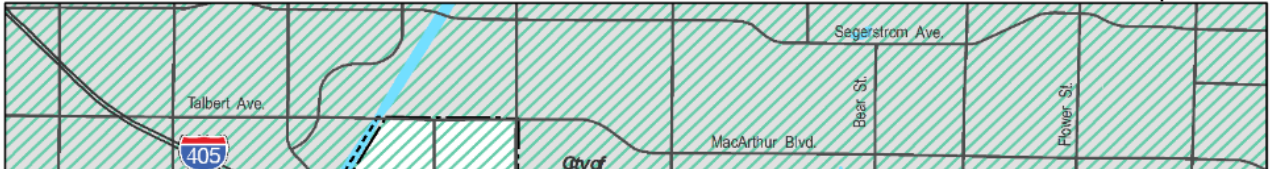
Surface Faulting

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.

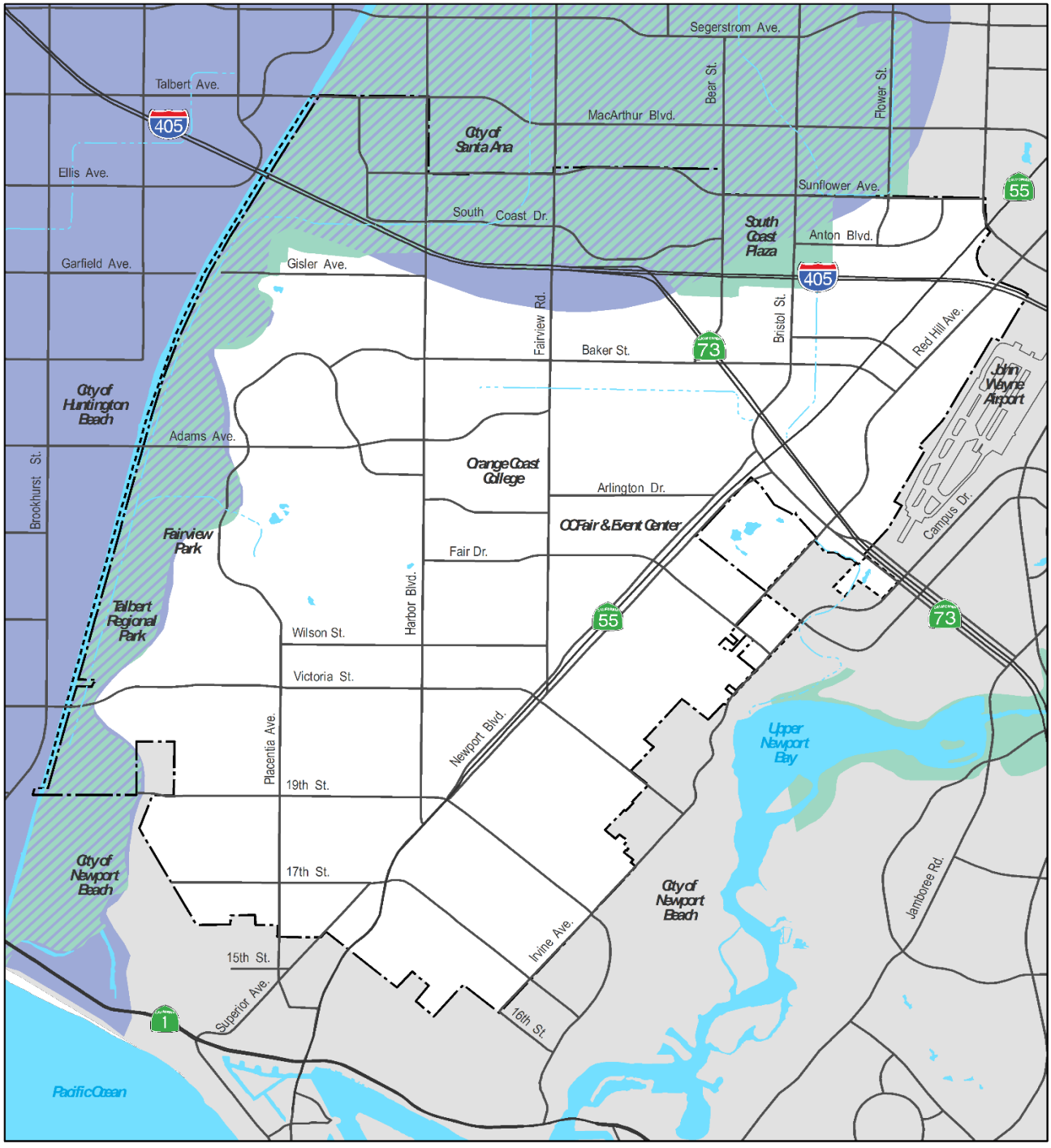
500-Year Flood Zone

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



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.

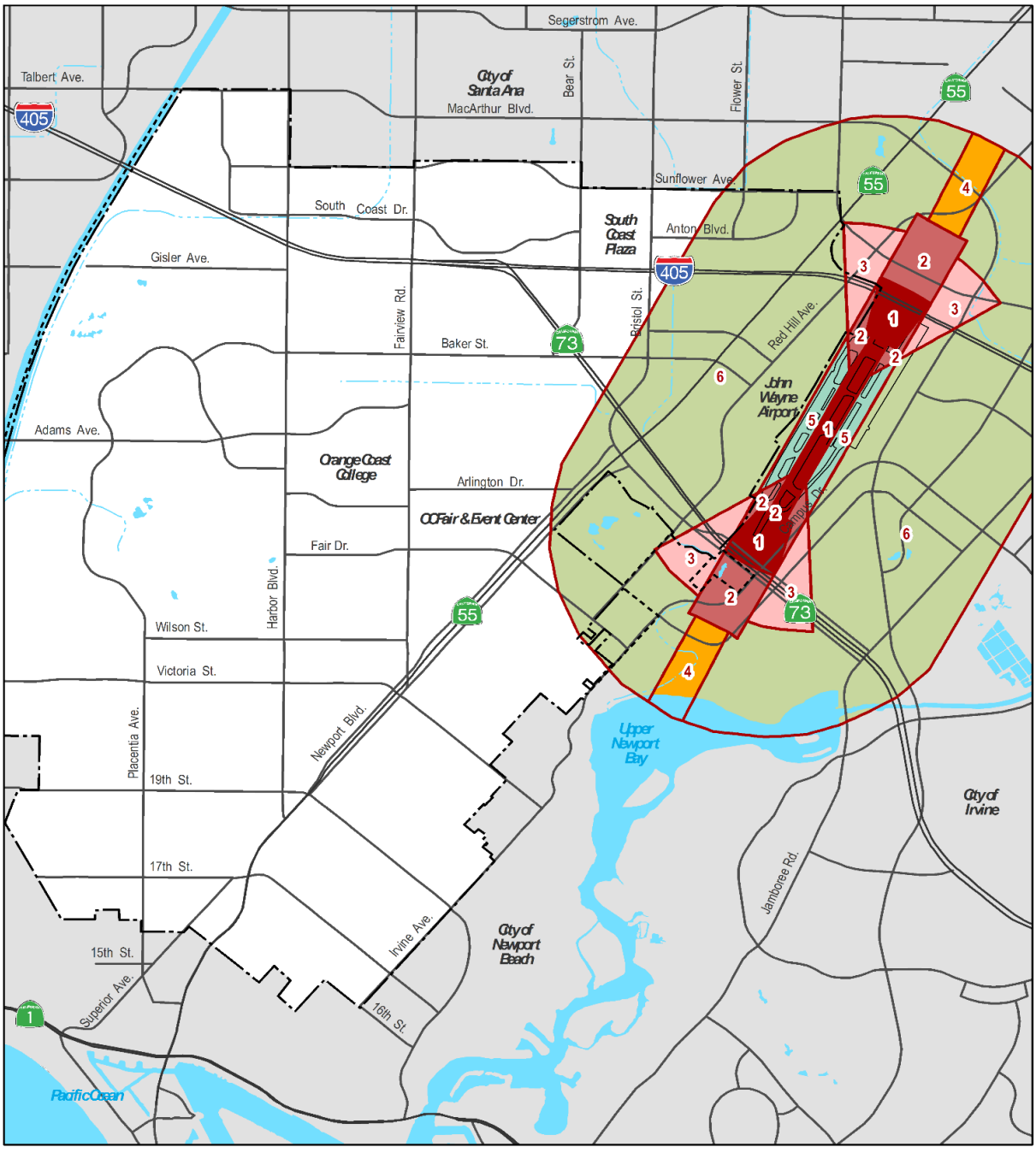
The Airport Safety Zone Reference Map, Figure S-8, *John Wayne Airport Safety Zones*, establish compatibility zones for different land uses and development patterns, as described in Table S-1, *Airport Basic Safety Compatibility Qualities*.

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.

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

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

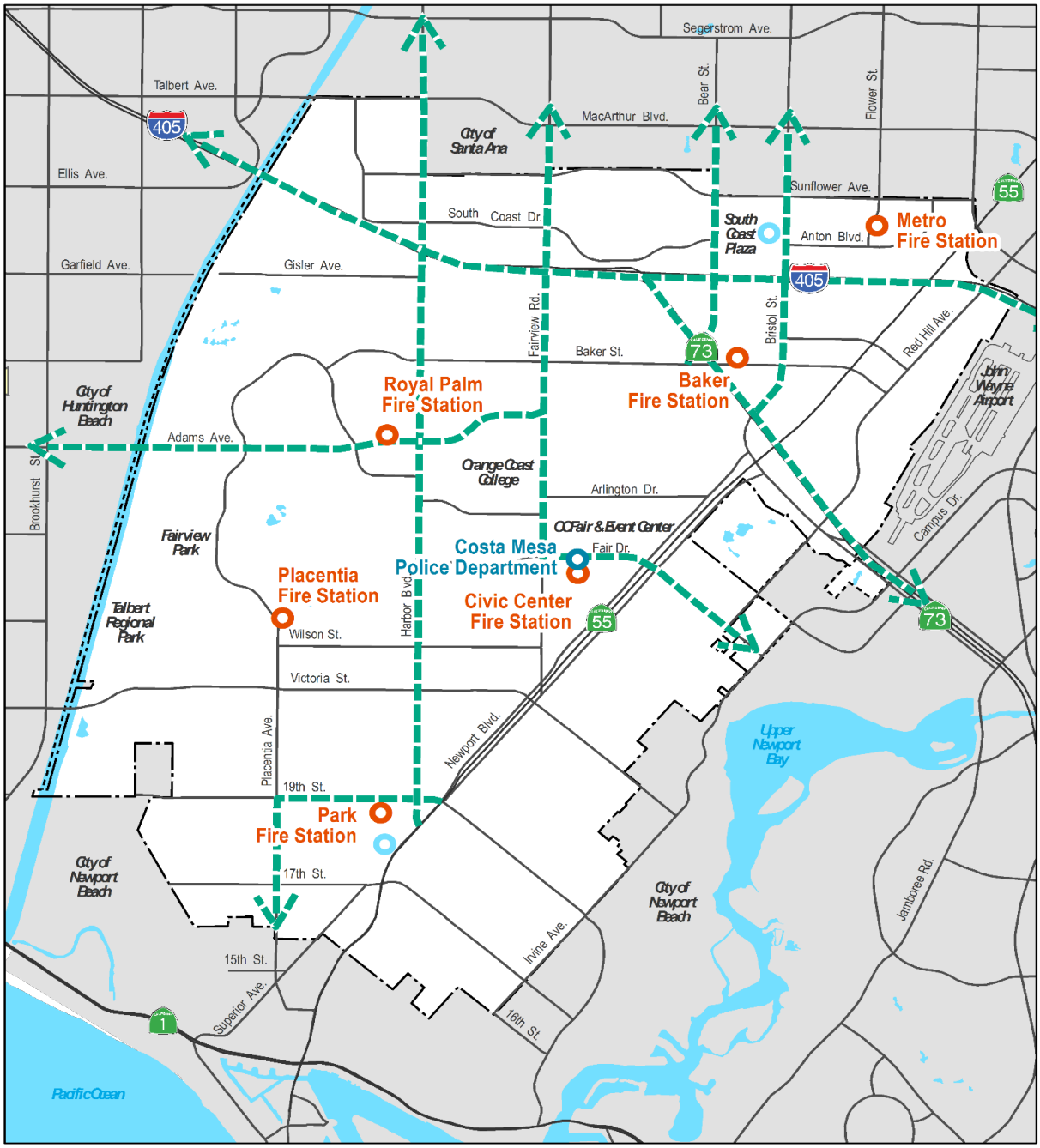
The Costa Mesa Fire Department operates six fire stations housing almost 100 professional and civilian members. The City's fire stations are located at the following addresses, as shown in Figure S-9, *Public Safety Facilities, and Emergency Evacuation Routes*:

- 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



County emergency warning system.

Evacuation Constraints

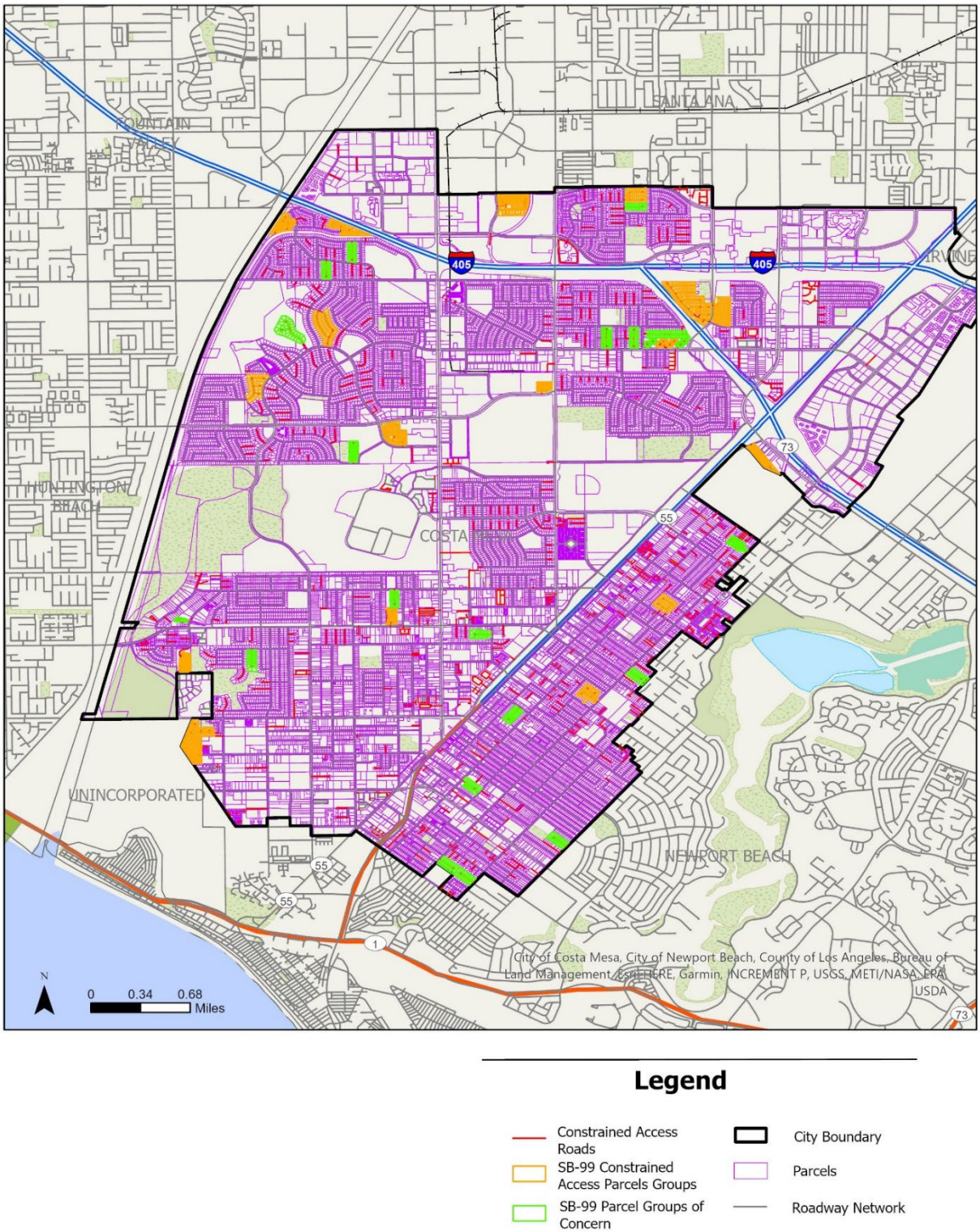
Figure S-10*, SB-99 Constrained Access Roads and Parcel Groups* identify both constrained access roadways (single ingress/egress conditions) and parcels that use these roadways (constrained parcels). These constrained locations are required to be identified by California Government Code Section 65302(g)(5) [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



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

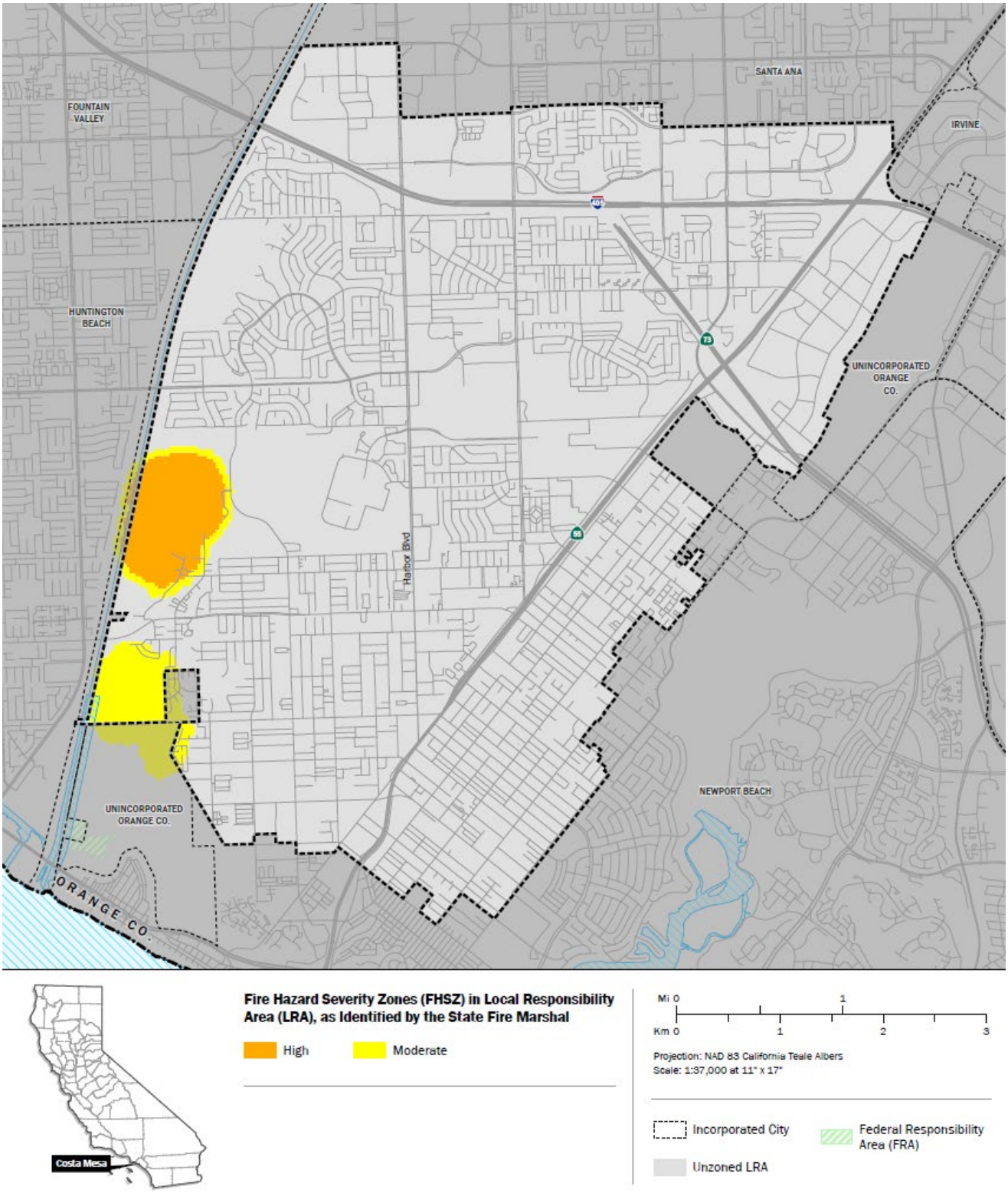
The primary responsibilities of the Costa Mesa Police Department are crime prevention, field patrol, crime investigation, and traffic enforcement. Police Department staff includes sworn officers and civilian support personnel. As of 2026 the ratio of police officers to civilians in Costa Mesa was approximately 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.

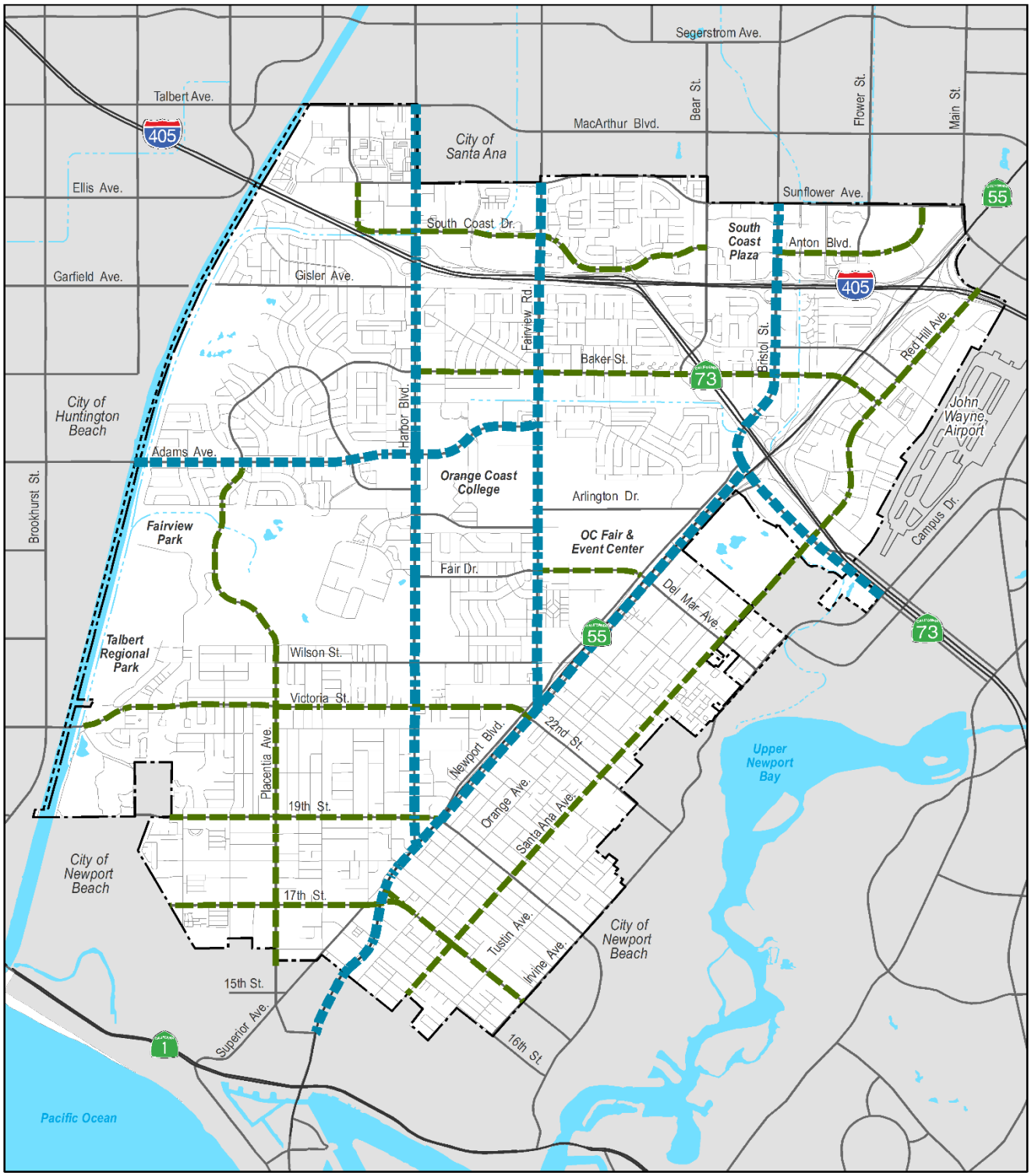
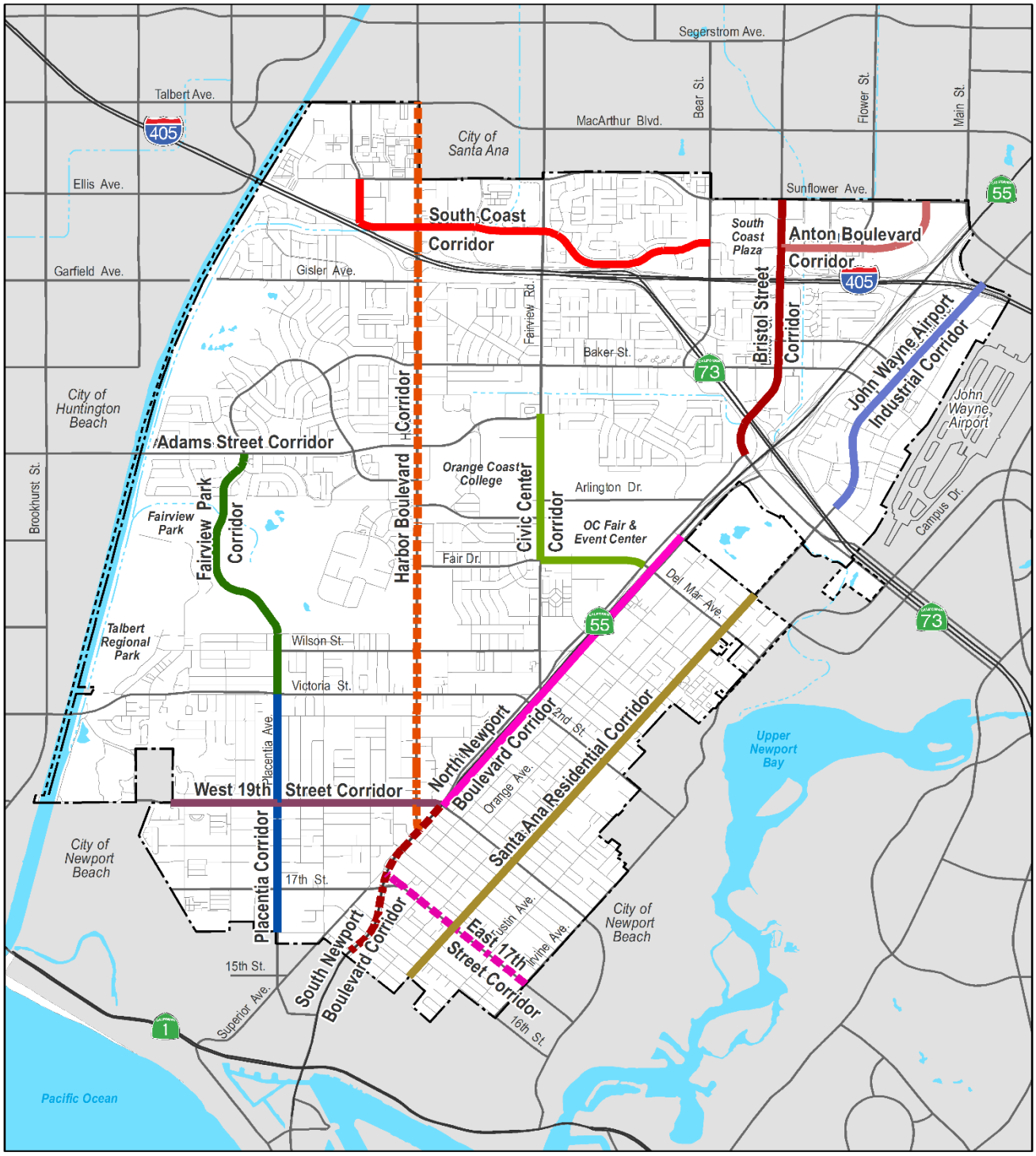


Figure CD-1: Paths



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

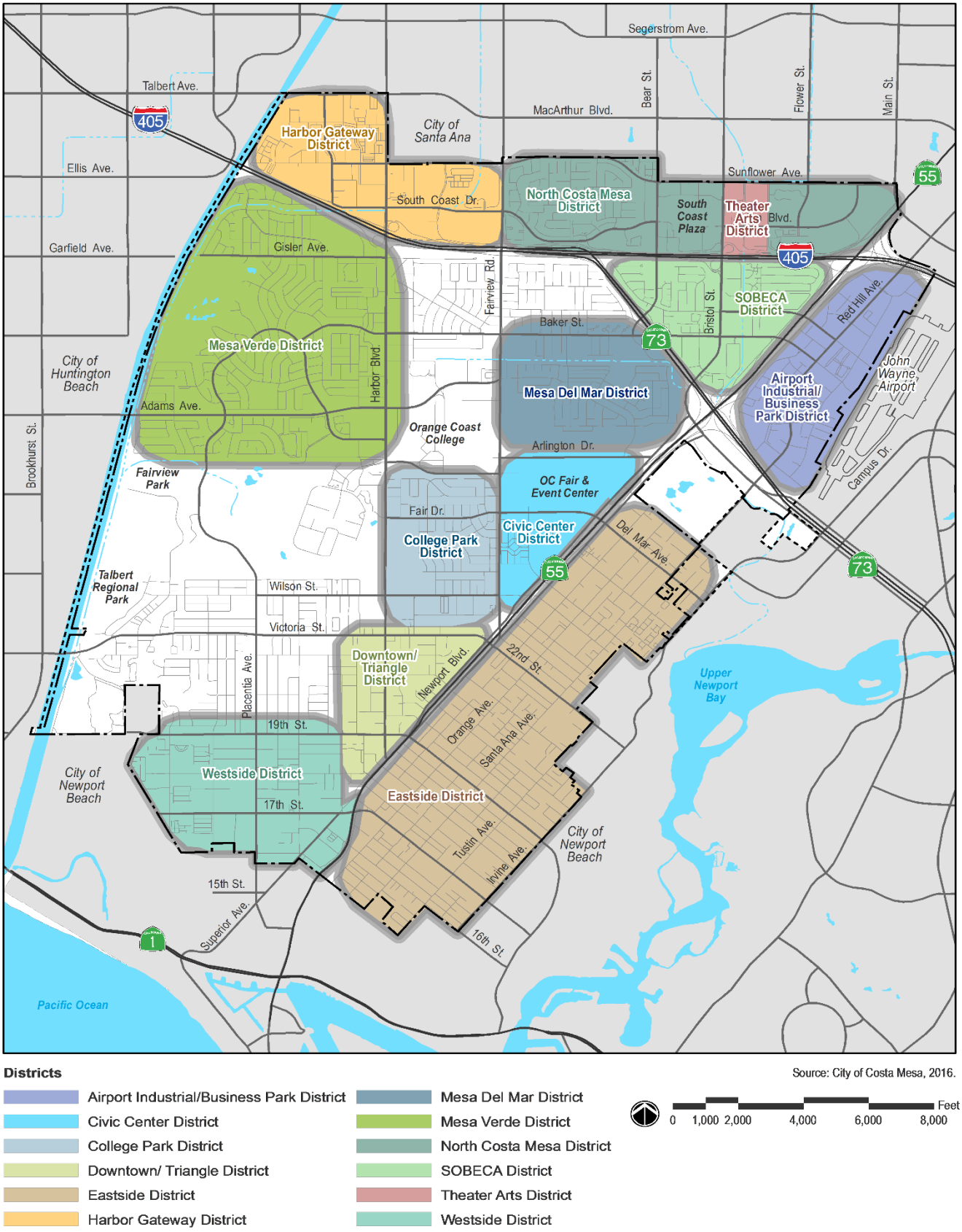
Districts are those areas of Costa Mesa that have an identifiable character due to building architecture, neighborhood design, streetscape, and land use. A district is an integral part of a larger urban area, with common characteristics that make it unique from other areas of the community. Distinguishing 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

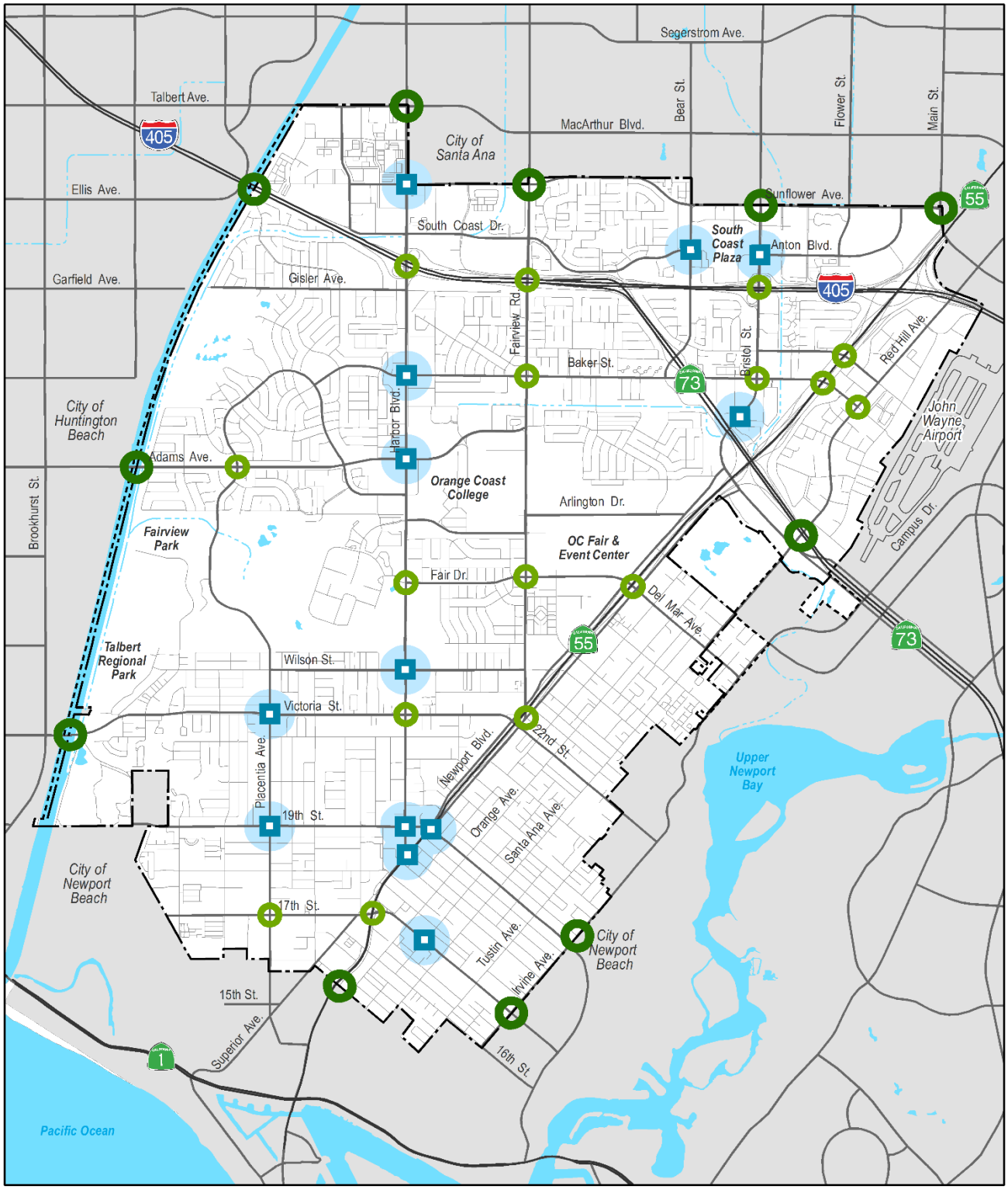
3) Activity nodes, which are focal points of highest activity, provide immediate access to destination locations, and/or have a concentration of specialty uses

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

Entry Node

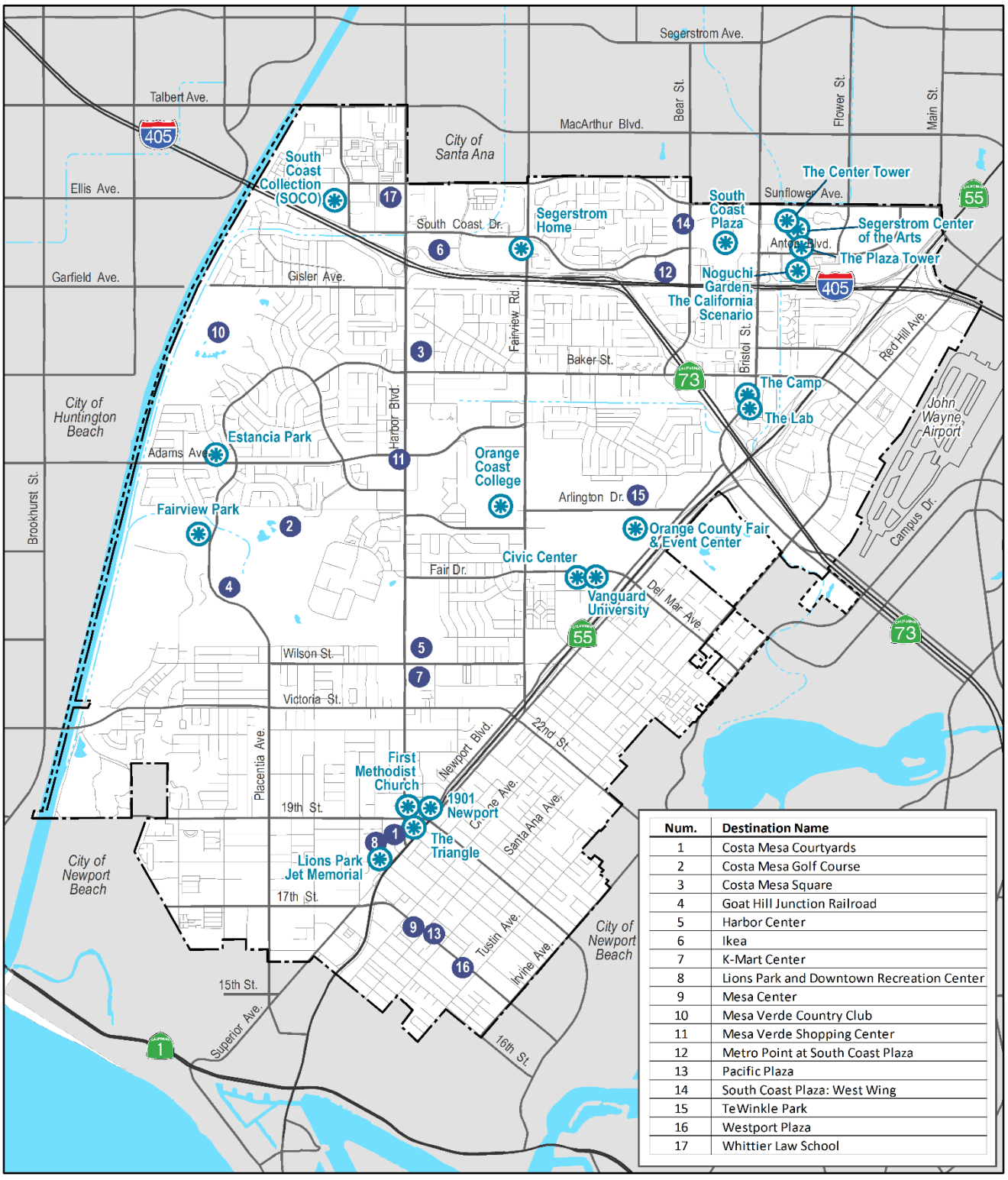
Internal Entry Node

Activity Node

Source: City of Costa Mesa, 2016.

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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*).

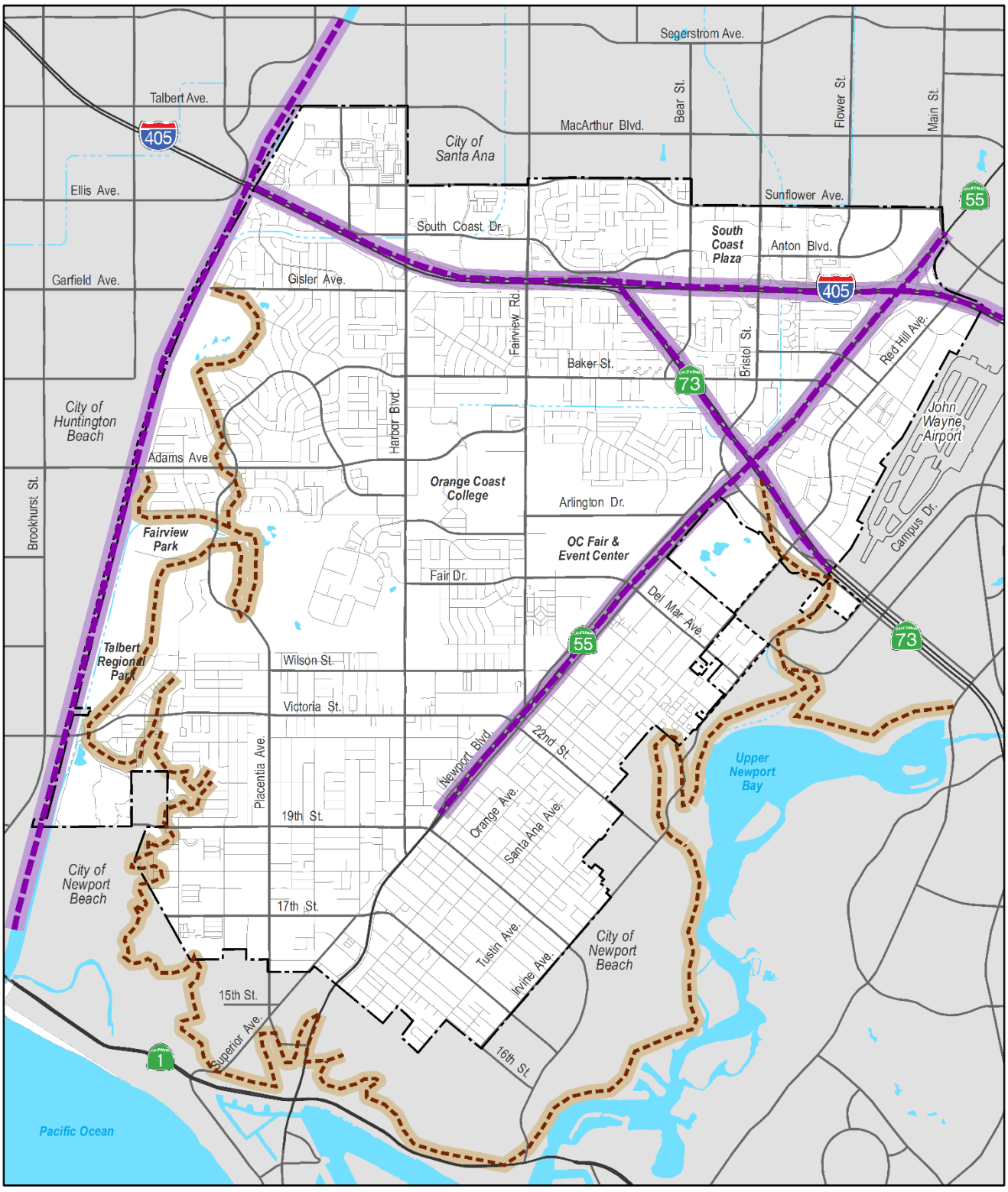
Table CD-1: Landmarks

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

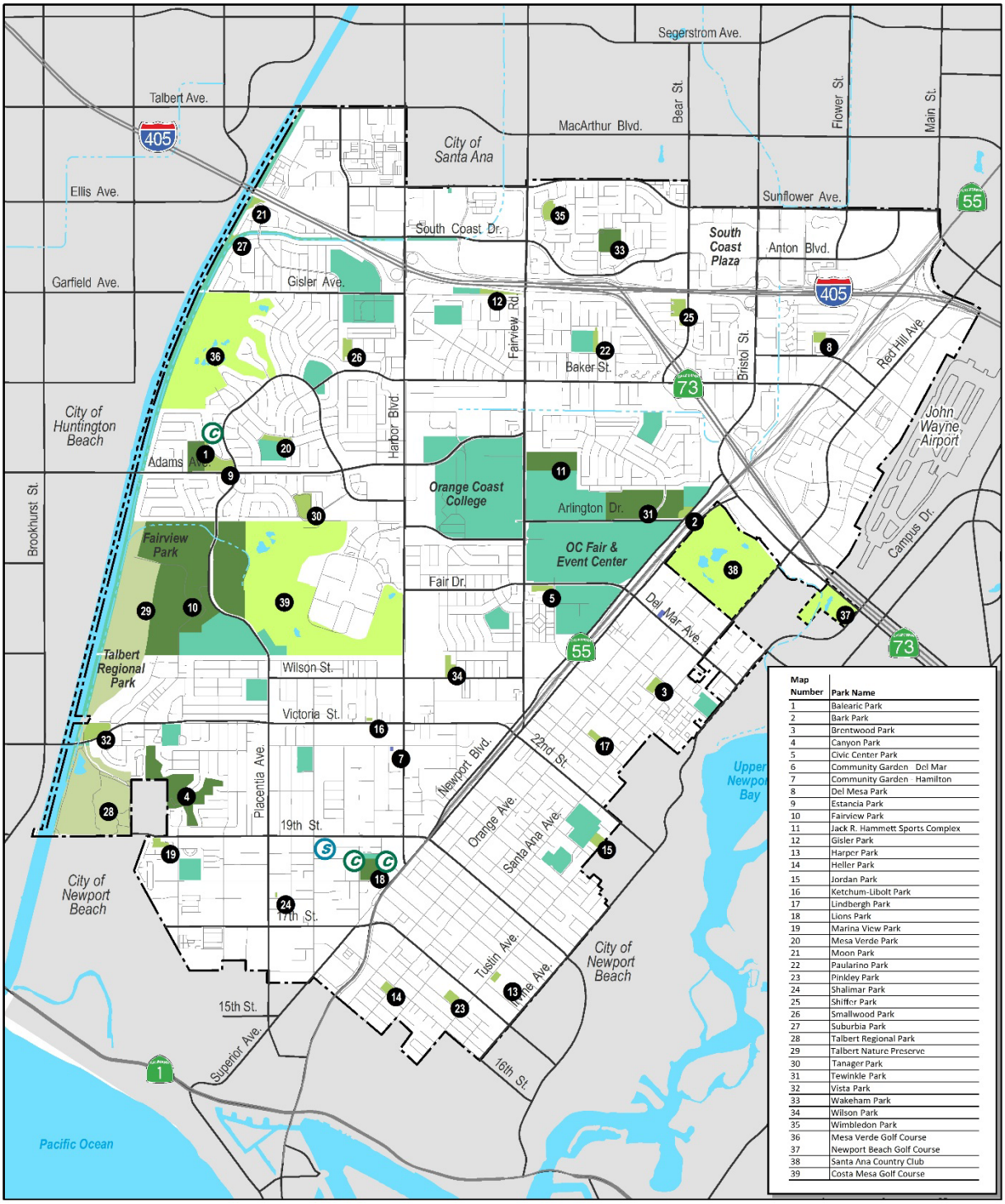
Costa Mesa's inventory of open space and recreation resources includes a diversity of facilities, ranging from highly developed, active recreation sites to low-activity, passive open spaces. The existing network of open space and recreation facilities is illustrated in Figure OSR-1, *Recreational Sites 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.



Map Number	Park Name
1	Balearic Park
2	Bark Park
3	Brentwood Park
4	Canyon Park
5	Civic Center Park
6	Community Garden - Del Mar
7	Community Garden - Hamilton
8	Del Mesa Park
9	Estancia Park
10	Fairview Park
11	Jack R. Hammett Sports Complex
12	Gisler Park
13	Harper Park
14	Heller Park
15	Jordan Park
16	Ketchum-Libolt Park
17	Lindbergh Park
18	Lions Park
19	Marina View Park
20	Mesa Verde Park
21	Moon Park
22	Paularino Park
23	Pinkley Park
24	Shalimar Park
25	Shiffer Park
26	Smallwood Park
27	Suburbia Park
28	Talbert Regional Park
29	Talbert Nature Preserve
30	Tanager Park
31	Tewinkle Park
32	Vista Park
33	Wakeham Park
34	Wilson Park
35	Wimbledon Park
36	Mesa Verde Golf Course
37	Newport Beach Golf Course
38	Santa Ana Country Club
39	Costa Mesa 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.

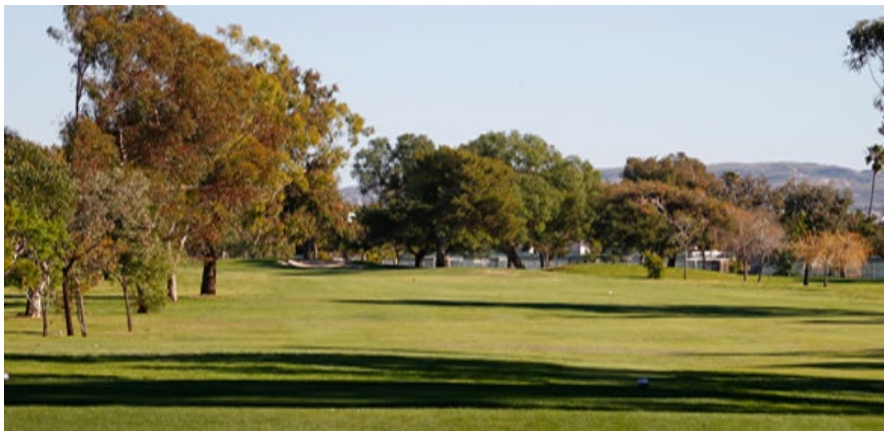
- **Equestrian Center.** Approximately 14.5 acres, the equestrian center facility provides year-round, privately operated horse boarding and training. The area includes riding arenas, hot walkers, turnout pens, storage lockers, and ample parking.
- **Grandstand Arena.** The Grandstand, per the Master 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.

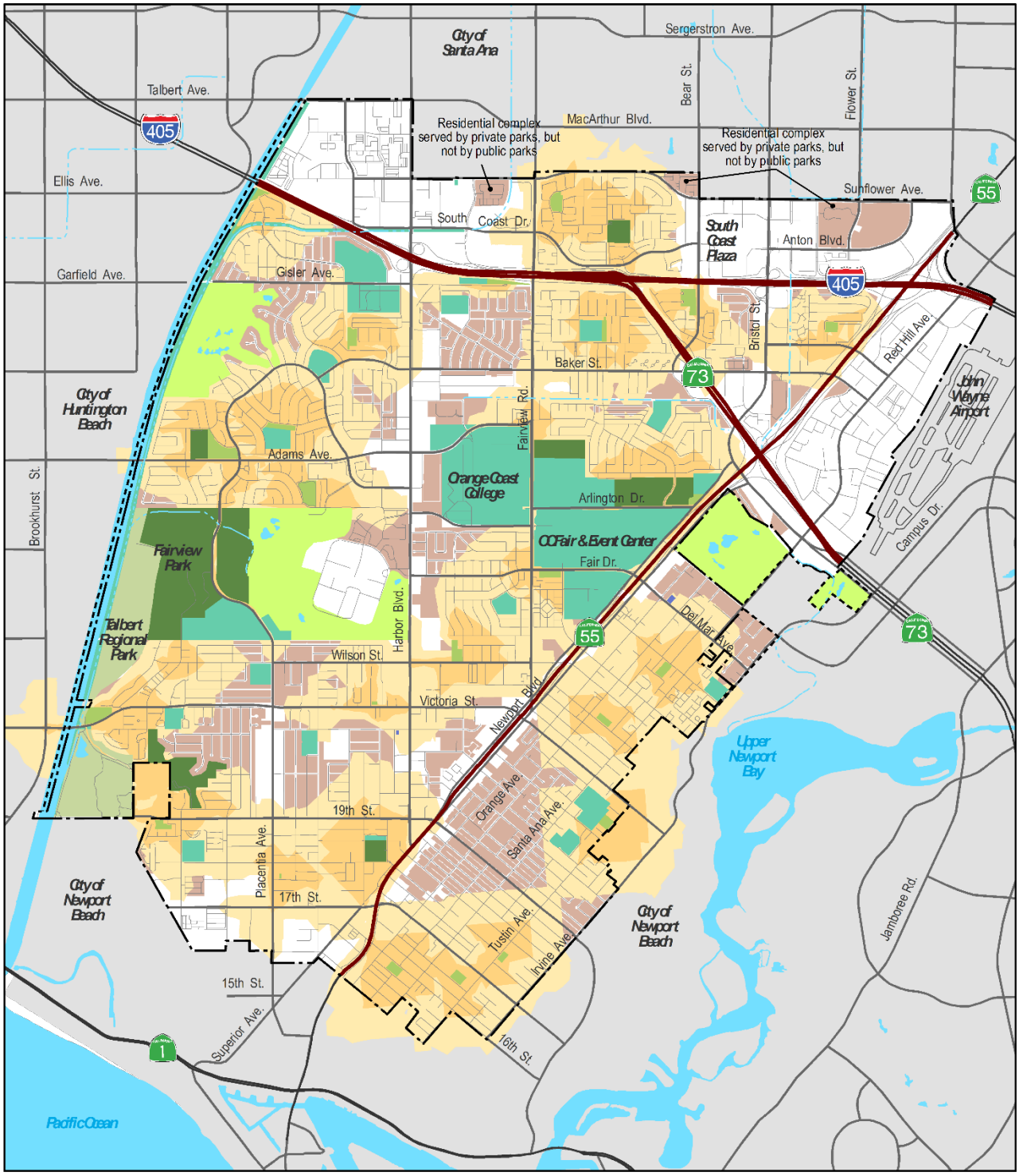


Figure OSR-2: Park Access

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.

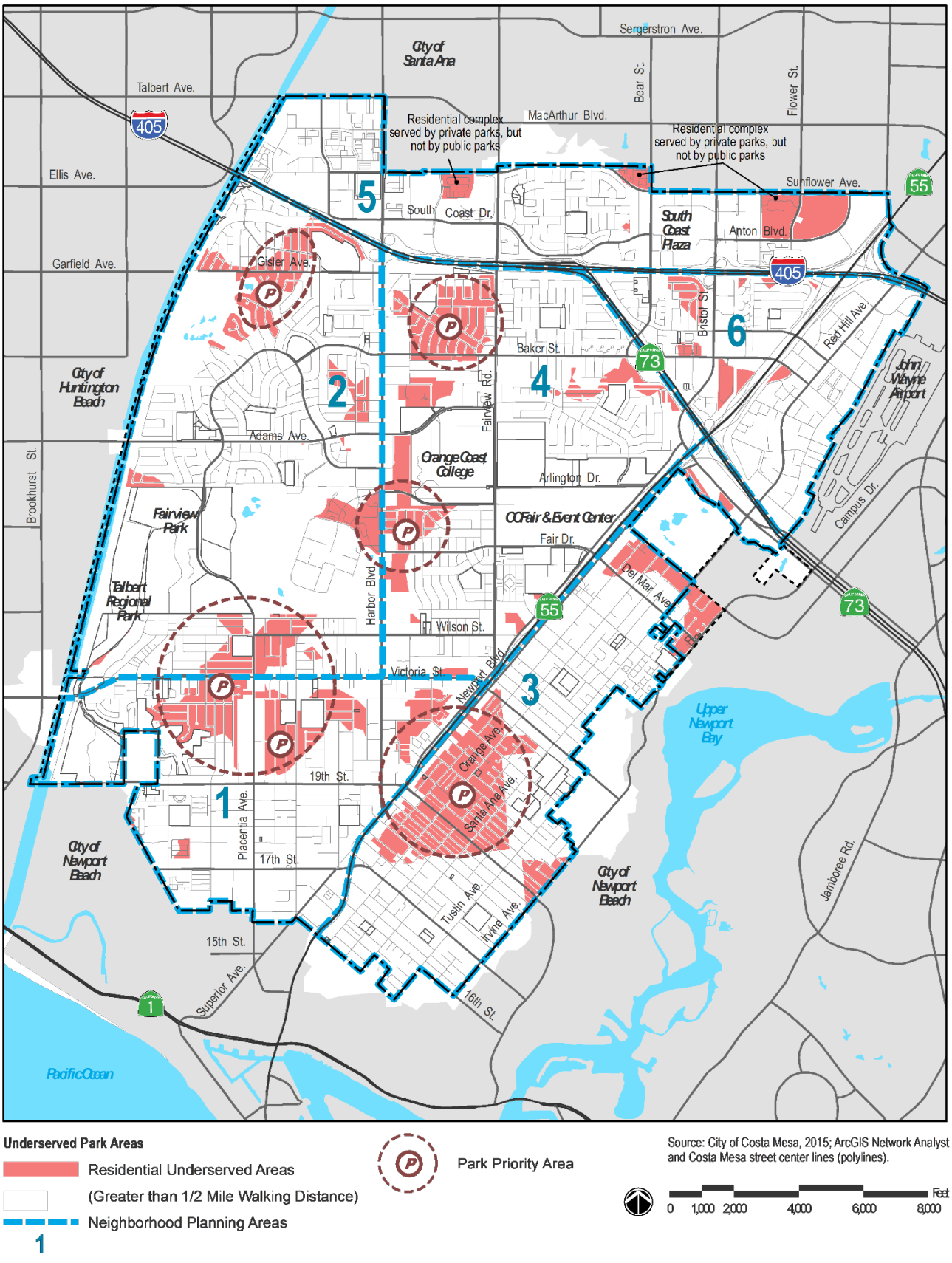


Figure OSR-3: Planning Areas and Underserved Park Areas

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.

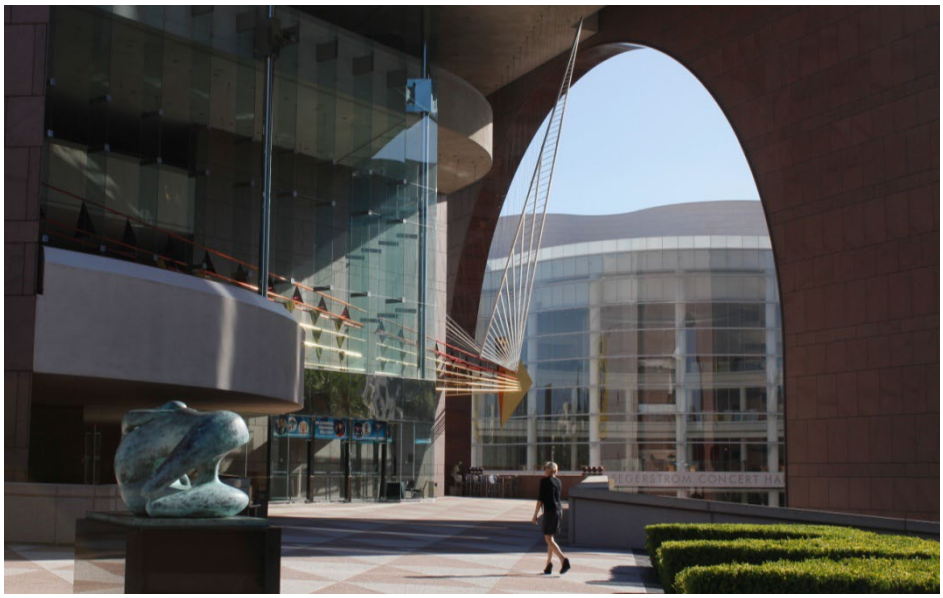


Segerstrom Hall and the Renee & Henry Segerstrom Concert Hall *located within the Segerstrom Center for the Arts.*

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.

City of Costa Mesa
Environmental Justice Policies: LAND USE ELEMENT

August 10, 2026 PC - Attachment 2 - PDF Page 1 through 81

Policy	EJ TOPICS: Reduce Pollution Exposure	Provide Safe & Sanitary Homes	Enhance Community Assets	Increase Physical Activity	Ensure Access to Healthy Foods	Address "Compounded" Risks	Promote Civic Engagement
Policy LU-1.6: Promote sustainable development patterns that consider negative economic and health impacts on existing residents and businesses.		■		■		■	
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 LU-2.6: Encourage increased private market investment in declining or deteriorating neighborhoods, prioritizing neighborhoods located within designated environmental justice area boundaries.		■	■				
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-3.7: Promote development/design flexibility that encourages older or poorly maintained high-density residential uses to be rehabilitated.		■					
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-4.3: Preserve or restore areas that provide water quality benefits and/or are necessary to maintain riparian and aquatic biota.	■						
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.						■	
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-5.2: Strongly encourage protection and preservation of existing but underutilized school sites for future recreational, social, or educational uses.			■				

Existing Policy
Revised Policy

City of Costa Mesa
Environmental Justice Policies: CIRCULATION ELEMENT

August 10, 2026 PC - Attachment 2 - PDF Page 82 through 142

Policy	EJ TOPICS: Reduce Pollution Exposure	Provide Safe & Sanitary Homes	Enhance Community Assets	Increase Physical Activity	Ensure Access to Healthy Foods	Address "Compounded" Risks	Promote Civic Engagement
Objective C-1A: Create a transportation network that meets the mobility needs of all Costa Mesa residents, businesses, and visitors.			■	■	■		
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 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-1.5: 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-1.7: Encourage community participation in City processes and programs focused on improving mobility and transportation facilities. Outreach should facilitate participation of underserved populations.			■	■			■
Policy C-1.9: 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-1.15: 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-1.18: 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.			■	■			
Objective C-2A: Implement policies that encourage and accommodate all users while maintaining the safety and efficiency of the circulation system.				■			

Policy C-3.14: Coordinate with other responsible agencies the planning, funding, prioritization, and implementation of bicycle, pedestrian, and transit programs and supporting infrastructure.							
Objective C-4B: Promote regional and local transit services as an alternative to automobile travel.							
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-4.18: Coordinate with OCTA to improve transit services in the City, including strategies such as bus rapid transit, express services, community circulators, and other strategies.							
Objective C-6A: Pursue funding sources to maintain and enhance the transportation and infrastructure system.							
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.							
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-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-9.6: Provide a fully integrated network of modern active transportation facilities to and from major activity centers and residential centers.							
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.							
Objective C-11A: Improve air quality and public health and reduce ambient noise by promoting Active Transportation programs.							
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.							

Existing Policy
Revised Policy
New Policy

City of Costa Mesa
Environmental Justice Policies: HOUSING ELEMENT

August 10, 2026 PC - Attachment 2 - PDF Page 143 through 185

Policy	EJ TOPICS: Reduce Pollution Exposure	Provide Safe & Sanitary Homes	Enhance Community Assets	Increase Physical Activity	Ensure Access to Healthy Foods	Address "Compounded" Risks	Promote Civic Engagement
Housing Goal #1: Preserve and enhance the City's existing housing supply.		■					
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.		■					
HOU-1.2: Minimize the displacement risk for existing residents when considering approval of future redevelopment and public projects.		■					
HOU-1.3: Prioritize enforcement of City regulations regarding derelict or abandoned vehicles, outdoor storage, substandard or illegal construction and establish regulations to abate blighted or substantially unmaintained properties, particularly when any of the above is deemed to constitute a health, safety, or fire hazard.		■					
HOU-1.4: Establish housing programs and code enforcement as a high priority and provide adequate funding and staffing to support those programs.		■					
Housing Goal #2: Facilitate the creation and availability of housing for residents at all income levels and for those with special housing needs.		■					
HOU-2.1: Facilitate the development of housing that meets the needs of all segments of the population including affordable housing and households with specialized needs.		■					
HOU-2.2: Promote the use of State density bonus provisions to encourage the development of affordable housing for lower and moderate-income households, as well as senior housing through the dissemination of informational materials and discussions with project applicants.		■					■
HOU-2.3: Monitor the implementation of the City's ordinances, codes, policies, and procedures to ensure they comply with State requirements for "reasonable accommodation" for disabled persons and all fair housing laws.		■					
HOU-2-4: Encourage housing programs and future actions that address the need for affordable housing options as well as the housing needs of Costa Mesa's senior resident population and the large households population.		■					
Housing Goal #3: Identify adequate, suitable sites for residential use and development to meet the City's Regional Housing Needs Assessment (RHNA) at all income levels and promote a range of housing types to meet the needs of all segments of the Costa Mesa community.		■					
Housing Goal #4: Provide housing opportunities to residents of all social and economic segments of the community without discrimination on the basis of race, color, religion, sex, sexual orientation, disability/medical conditions, national origin or ancestry, marital status, age, household composition or size, source of income, or any other arbitrary factors.		■					
HOU-4.1: Support equal housing opportunities as expressed in Federal and State fair housing laws.		■					

HOU-4.2: Promote actions and programs that provide fair housing and counseling services and other housing assistance programs for all Costa Mesa residents in an effort to remove barriers and promote access to affordable housing in the City as funding is available.							
HOU-4.3: Encourage and support the construction, maintenance and preservation of residential developments which will meet the needs of families and individuals with specialized housing requirements, including those with developmental disabilities.							
HOU-X.X: Promote community involvement in the development and implementation of housing programs and actions. Outreach should facilititate participation of residents within designated environmental justice communities.							

Existing Policy
Revised Policy
New Policy

City of Costa Mesa
Environmental Justice Policies: CONSERVATION ELEMENT

August 10, 2026 PC - Attachment 2 - PDF Page 186 through 225

Policy	EJ TOPICS: Reduce Pollution Exposure	Provide Safe & Sanitary Homes	Enhance Community Assets	Increase Physical Activity	Ensure Access to Healthy Foods	Address "Compounded" Risks	Promote Civic Engagement
Policy CON-1.A.X: 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.	■						
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.						■	■
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.	■						
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.	■						
Objective CON-4.A: Pursue the prevention of the significant deterioration of local and regional 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.	■						
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.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.X.X: Assess consistency with the Climate Action & Adaptation Plan (CAAP) in major land use decisions and investments in public infrastructure.	■					■	

Existing Policy
Revised Policy
New Policy

City of Costa Mesa
Environmental Justice Policies: NOISE ELEMENT

August 10, 2026 PC - Attachment 2 - PDF Page 226 through 251

Policy	*EJ TOPICS*						
	Reduce Pollution Exposure	***Provide Safe & Sanitary Homes***	***Enhance Community Assets***	***Increase Physical Activity***	***Ensure Access to Healthy Foods***	***Address "Compounded" Risks***	***Promote Civic Engagement***
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 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 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.							
Objective N-2A: Plan for the reduction in noise impacts on sensitive receptors and land uses.							
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.							

Existing Policy
Revised Policy
New Policy

City of Costa Mesa
Environmental Justice Policies: SAFETY ELEMENT

August 10, 2026 PC - Attachment 2 - PDF Page 252 through 300

Policy	EJ TOPICS: Reduce Pollution Exposure	Provide Safe & Sanitary Homes	Enhance Community Assets	Increase Physical Activity	Ensure Access to Healthy Foods	Address "Compounded" Risks	Promote Civic Engagement
Objective S-1A: Work to mitigate and prevent potential adverse consequences of natural and human-caused disasters.						■	
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 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.		■				■	
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-1.11: 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.							■
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.		■					
Policy S-2.1: Promote crime prevention strategies and provide a high level of response to incidents.		■					
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.		■					
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-2.6: 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-2.8: 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.		■					■
Policy S-2.10: 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: Continue to maintain adequate police and fire staffing, facilities, equipment, and maintenance sufficient to protect the community.						■	

Policy S-2.15: 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-2.16: Require the safe production, transportation, handling, use, and disposal of hazardous materials that may cause air, water, or soil contamination.							
Policy S-2.19: Support policies and programs to help residents and businesses be prepared for extreme heat conditions.							
Policy S-2.20: Promote public awareness of best practices for participation in household hazardous waste management and disposal.							
Policy S-2.21: Support policies and programs to help residents and businesses be prepared for extreme heat conditions.							
Policy S-2.22: Maintain guidelines for monitoring and disseminating public information related to extreme heat; maintain cooling centers and update their locations annually, with priority given to locating such centers within the boundaries of designated environmental justice areas.							
Policy S-2.23: Require new development within a designated floodplain to submit a flood safety plan for approval by the Floodplain Administrator.							
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.							
Policy S-2.25: Collaborate with local, regional, state, and/or federal jurisdictions and agencies on climate resiliency and adaptation strategies. 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							
Policy S-2.27: Ensure adequate evacuation capacity and infrastructure is available for existing and new development. 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.							
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.							
Existing Policy							
Revised Policy							
New Policy							

City of Costa Mesa
Environmental Justice Policies: COMMUNITY DESIGN ELEMENT

August 10, 2026 PC - Attachment 2 - PDF Page 301 through 336

Policy	EJ TOPICS: Reduce Pollution Exposure	Provide Safe & Sanitary Homes	Enhance Community Assets	Increase Physical Activity	Ensure Access to Healthy Foods	Address "Compounded" Risks	Promote Civic Engagement
Objective CD-1B: Encourage clear connections between districts within the City.				■			
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 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 to encourage walking, with consideration on greening within designated environmental justice areas boundaries.			■	■		■	
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.		■					
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.		■					

Existing Policy
Revised Policy
New Policy

City of Costa Mesa
Environmental Justice Policies: OPEN SPACE & RECREATION ELEMENT

August 10, 2026 PC - Attachment 2 - PDF Page 337 through 373

Policy	EJ TOPICS						
	Reduce Pollution Exposure	*Provide Safe & Sanitary Homes*	*Enhance Community Assets*	*Increase Physical Activity*	*Ensure Access to Healthy Foods*	*Address "Compounded" Risks*	*Promote Civic Engagement*
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.			■	■			
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 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-1.8: 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 agricultural opportunities in both private developments and public spaces, including urban farms and ~~additional~~ community gardens ~~lots and spaces~~, 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 communites.			■		■		
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.			■		■		■
Policy OSR-1.13: Design and reform parks to reflect the latest recreational features that respond to demographic changes and community needs.			■	■			
Policy OSR-1.20: 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-1.21: 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.			■	■			

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.							
Policy OSR-2.1: Provide high-quality community services programs that are flexible and responsive to the community's changing needs.							
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.							
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-2.9: 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-2.13: Develop and implement community services programs and activities that meet the needs of specialized populations through the development of community partnerships.							
Objective OSR-3A: Preserve the City's open space lands and provide additional community and neighborhood parkland in underserved areas.							

Existing Policy
Revised Policy
New Policy

REGULAR PLANNING COMMISSION
MONDAY, JULY 27, 2026 - MINUTES

CALL TO ORDER - The Regular Planning Commission Meeting was called to order by Chair Harlan at 6:00 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG – Vice Chair Zich led the Pledge of Allegiance.

ROLL CALL

Present: Chair Jeffrey Harlan, Vice Chair Jon Zich, Commissioner Angely Andrade, Commissioner Robert Dickson, Commissioner Karen Klepack, Commissioner David Martinez, and Commissioner Johnny Rojas

Absent: None.

ANNOUNCEMENTS AND PRESENTATIONS: None.

PUBLIC COMMENTS – MATTERS NOT LISTED ON THE AGENDA:

Liz Parker, President of Coast Community College District Board of Trustees, requested that the City consider redesignating district-owned property on Adams Avenue from institutional to high density residential. She explained that the property has historically been used for administrative purposes rather than instructional use and that the district has no plans to develop student housing on the site. Ms. Parker stated the property is well suited for residential development due to its proximity to existing multi-family housing, public transportation, bicycle facilities, and Orange Coast College. She noted that redesignating the property could support the City's housing needs and allow the site to be considered as part of the Housing Element.

PLANNING COMMISSIONER COMMENTS AND SUGGESTIONS:

Commissioner Martinez announced several upcoming community events, including the final Concerts in the Park, the Majestic Cycling Tournament, National Night Out, and the Motor Home Madness Demolition Derby benefiting Children's Hospital of Orange County. He also encouraged residents to participate in the City's GIS Strategic Plan survey to provide input on mapping and location-based services. Commissioner Martinez advised that he would attend the August 10 Planning Commission meeting

remotely due to work obligations and apologized for missing the recent Fairview Developmental Center community event because of illness.

Commissioner Andrade recognized the Costa Mesa Alliance for Better Streets for hosting a free bicycle repair event at Lions Park and commended the volunteers and community organizations that participated. She also encouraged residents to attend National Night Out, noting it provides an opportunity to strengthen relationships between the community and the Costa Mesa Police Department.

Vice Chair Zich advised the Coast Community College District to formally submit its rezoning request to the Community Development Director and City Council. He noted that inclusion of the property in the City's Housing Element would require the site to be developed for housing. He also encouraged residents to subscribe to the City's e-notification system to stay informed about Planning Commission meetings, City Council meetings, City news, and community events.

CONSENT CALENDAR:

1. JULY 13, 2026 UNOFFICIAL MEETING MINUTES

MOVED/SECOND: MARTINEZ/DICKSON
MOTION: Move to approve.
The motion carried by the following roll call vote:
Ayes: Chair Harlan, Vice Chair Zich, Commissioner Andrade, Commissioner Dickson, Commissioner Klepack, Commissioner Martinez, Commissioner Rojas
Nays: None
Absent: None
Recused: None
Motion carried: 7-0

ACTION:
Planning Commission approved the minutes.

PUBLIC HEARINGS:

1. TENTATIVE PARCEL MAP 2026-129 (PTPM-26-0006), AND DEVELOPMENT REVIEW FOR A 4-UNIT COMMON INTEREST DEVELOPMENT AT 215 AND 223 MESA DRIVE

Presentation by Senior Planner, Chris Yeager.

Josh Martinez, Obsidian Development representative, stated he has reviewed and agreed to the conditions of approval.

No public comments.

Commission comments:

Vice Chair Zich expressed support for the project, describing it as a well-designed development that would provide much-needed ownership housing within the City.

Commissioner Dickson commended the thoughtful site design, noting that locating the garages behind the homes created a more attractive streetscape while preserving landscaping and open space. He observed that the project reflected the continued evolution of residential development along Mesa Drive and expressed confidence that it would be a successful addition to the neighborhood.

Commissioner Martinez proposed a friendly amendment to update references within the Conditions of Approval from "Development Services" to "Community Development," which was accepted by the maker of the motion. He stated that while he supported the project because it provided additional housing opportunities, he remained concerned that current parking requirements dedicated substantial site area to vehicle storage that could otherwise accommodate additional housing or open space.

MOVED/SECOND: ZICH/DICKSON
MOTION: Move staff's recommendation.
The motion carried by the following roll call vote:
Ayes: Chair Harlan, Vice Chair Zich, Commissioner Andrade, Commissioner Dickson, Commissioner Klepack, Commissioner Martinez, Commissioner Rojas
Nays: None
Absent: None
Recused: None
Motion carried: 7-0

ACTION:
The Planning Commission adopted a resolution to:

1. Find the project categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15315 (Minor Land Divisions) and 15332 (Infill Development); and
2. Approve Tentative Parcel Map No. 2026-129; and Development Review, subject to the Conditions of Approval, as amended to update references from Development Services to Community Development.

2. DEVELOPMENT REVIEW PDVR-25-0013, TENTATIVE TRACT MAP NO. 19458, AND DENSITY BONUS FOR A 15-UNIT RESIDENTIAL COMMON INTEREST DEVELOPMENT AT 2075 HARBOR BOULEVARD

Four ex-parte communications: Vice Chair Zich, Commissioner Andrade, Commissioner Martinez, and Chair Harlan each disclosed that they had previously met with the applicant regarding the proposed project.

Presentation by Senior Planner, Victor Mendez.

Brian Cunningham, The Olson Company representative, stated that he had reviewed and agreed to the conditions of approval.

Public comments:

A member of the public who resides near the project site expressed support for the proposed development. The speaker stated that limiting Harbor Boulevard to an exit-only driveway would improve neighborhood circulation and safety because Harbor Boulevard experiences heavy traffic.

A second speaker expressed support for redevelopment of the vacant commercial property and the inclusion of affordable housing. The speaker asked whether the homes could incorporate rooftop solar panels to improve long-term affordability for future homeowners.

Kathy Esfahani, representing the Costa Mesa Affordable Housing Coalition, expressed support for the inclusion of affordable ownership units. She requested clarification regarding the duration of the affordability covenant, noting the importance of maintaining affordability over the long term. Ms. Esfahani also commented that while the community's greatest need remains lower-income rental housing, the proposed affordable ownership units represented a positive addition to the City's housing supply.

Commissioner Comments:

Commissioner Dickson expressed support for the project, stating that it represented an appropriate infill redevelopment of a long-vacant commercial property and would provide additional homeownership opportunities within the City. He noted that the proposal was consistent with the General Plan and Housing Element and commended the applicant for the quality of the site design.

Commissioner Klepack agreed that the project would improve the appearance of the Harbor Boulevard corridor and appreciated the inclusion of affordable ownership units. She stated that redeveloping underutilized commercial properties with housing was an important component of meeting the City's housing goals.

Commissioner Andrade expressed support for the project and highlighted the benefit of converting a vacant commercial site into owner-occupied housing. He encouraged the applicant to maximize landscaping throughout the development and stated that informing future homeowners about surrounding commercial uses would help establish appropriate expectations.

Commissioner Martinez stated that the project reflected the City's efforts to balance housing production with neighborhood compatibility. He reiterated his concern regarding State housing laws that limit local discretion but acknowledged that the proposal complied with applicable State requirements. He also expressed support for providing affordable homeownership opportunities.

Vice Chair Zich stated that the project represented a significant improvement over the existing vacant commercial property and was consistent with the City's long-term planning objectives. He observed that the site had remained underutilized for many years and that the proposed residential development would activate the property while contributing to the City's housing inventory. He also encouraged staff to explore whether future projects adjacent to commercial uses should include buyer disclosure requirements.

Chair Harlan commended the applicant and staff for presenting a well-designed project that balanced housing production with neighborhood compatibility. He stated that the proposal would revitalize an underutilized property, improve the Harbor Boulevard corridor, and provide quality ownership housing within Costa Mesa.

MOVED/SECOND: DICKSON/ANDRADE
MOTION: Move staff 's recommendation.
The motion carried by the following roll call vote:
Ayes: Chair Harlan, Vice Chair Zich, Commissioner Andrade, Commissioner Dickson, Commissioner Klepack, Commissioner Martinez, Commissioner Rojas
Nays: None
Absent: None
Recused: None
Motion carried: 7-0

ACTION:
The Planning Commission adopted a resolution to:

1. Find that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080.66 (Assembly Bill 130); and,
2. Adopted a Resolution taking the following actions:

a. Development Review: Approve the Development Review for the development of the project including 15 dwelling units with a maximum height of 3 stories/38 feet, six inches;
b. Tentative Tract Map No. 19458: Approve the Tentative Tract Map to subdivide the property into a residential common interest development; and
c. Density Bonus: Approve the density bonus request which will provide two moderate income units.

OLD BUSINESS: None.

NEW BUSINESS:

1. CLIMATE ACTION AND ADAPTATION PLAN (CAAP), SAFETY ELEMENT UPDATE, AND ENVIRONMENTAL JUSTICE POLICY UPDATE – PCTY-25-0009, PCTY-25-0002, AND PCTY-26-000X

Planning Manager Anna McGill introduced the study session item and presented members of the project team, including Contract Project Manager Amber Gregg, Energy and Sustainability Services Manager Charles Springer, consultant Jennifer Reid of Dudek, and consultant Kurt Nagel of Interwest. She explained that the team would provide an overview of the Climate Action and Adaptation Plan (CAAP), Safety Element Update, and Environmental Justice Policy Update, all of which had been prepared concurrently because they share common technical analyses, community outreach efforts, and policy objectives.

Commission Discussion:

Commissioners asked questions regarding the public review process, community outreach and survey results, the Climate Action and Adaptation Plan's relationship to CEQA, greenhouse gas reduction targets and implementation strategies, updates to the Safety Element, Environmental Justice policies, and how implementation measures and greenhouse gas reductions would be monitored and quantified. Commissioners also provided recommendations to strengthen the proposed documents, including additional emphasis on native landscaping, urban greening, climate resilience, environmental education, healthy food access, and public outreach. Staff responded to the commissioners' questions and clarified the proposed implementation approach.

No public comments.

Commissioner Comments:

Commissioner Martinez expressed support for the overall direction of the Climate Action and Adaptation Plan but encouraged staff to clearly identify measurable greenhouse gas reductions associated with each implementation action rather than relying on broad or exploratory policy language. He also recommended periodic public reporting to monitor implementation progress and suggested including electric bicycles among municipal fleet transportation options.

Staff responded that Appendix D quantifies greenhouse gas reductions for each implementation measure and explained that annual monitoring would allow implementation strategies to be adjusted over time while maintaining progress toward the City's emissions reduction targets.

Vice Chair Zich thanked staff for the presentation and requested additional information regarding implementation responsibilities, long-term costs, and how Environmental Justice policies would be incorporated into future General Plan updates. He also requested additional discussion regarding the Climate Action and Adaptation Plan during the formal adoption hearing to better understand how the document would guide future City actions.

Chair Harlan agreed with Commissioner Martinez that the relationship between implementation actions and anticipated greenhouse gas reductions should be more clearly presented. He encouraged staff to highlight measurable implementation priorities and demonstrate how municipal actions would contribute toward achieving the City's overall greenhouse gas reduction goals.

Commissioner Dickson requested additional information comparing Costa Mesa's greenhouse gas inventory and reduction assumptions with Orange County and neighboring jurisdictions to provide context regarding the City's methodology and reduction targets.

MOVED/SECOND: DICKSON/ANDRADE
MOTION: Receive and file.
The motion carried by the following roll call vote:
Ayes: Chair Harlan, Vice Chair Zich, Commissioner Andrade, Commissioner Dickson, Commissioner Klepack, Commissioner Martinez, Commissioner Rojas
Nays: None
Absent: None
Recused: None
Motion carried: 7-0

ACTION: Planning Commission received and filed the item.

DRAFT

2. FAIRVIEW DEVELOPMENTAL CENTER SPECIFIC PLAN STUDY SESSION

Principal Planner Melinda Dacey introduced the study session item and presented the consultant team, including Planning Manager Anna McGill, Transportation Services Manager Paul Martin, representatives from PlaceWorks, Fehr & Peers, and environmental consultants. Staff explained that the purpose of the study session was to provide an overview of the Public Hearing Draft Fairview Developmental Center (FDC) Specific Plan, the Draft Environmental Impact Report (EIR), community outreach efforts, and the anticipated review process before formal public hearings.

Commission Discussion:

Commissioners asked questions regarding the proposed land use plan, housing density, financial feasibility, affordable housing requirements, transportation circulation, secondary roadway access, environmental analysis, infrastructure improvements, open space, historic preservation, public outreach, implementation procedures, and long-term maintenance responsibilities. Commissioners also discussed traffic impacts, public safety, compatibility with surrounding neighborhoods, and opportunities to improve connectivity, recreation, and community amenities within the redevelopment area. Staff and the consultant team responded to the commissioners' questions and provided additional clarification regarding the proposed Specific Plan and Draft Environmental Impact Report.

Public comments:

Speaker one agreed with previous public comments and expressed concern that the proposed landscaped medians would provide limited recreational value because they are located between traffic lanes. The speaker encouraged dedicating more of the available land to usable green space that would better serve future residents and visitors.

Speaker two requested that the traffic analysis include impacts associated with the annual Orange County Fair, stating that the project's size and proximity to the fairgrounds create unique transportation conditions that should be evaluated, particularly for nearby Environmental Justice communities. The speaker also expressed concern that the proposed residential density would likely result in predominantly studio and one-bedroom units rather than family-oriented housing and urged the City to be transparent about the types of housing that are realistically expected to be developed.

Steve Smith shared concerns raised during the community town hall regarding the project's limited access and anticipated traffic impacts on Harbor Boulevard and surrounding neighborhoods. He also expressed concern that increased congestion could undermine the City's active transportation goals and urged the Commission to carefully reconsider and revise the proposal before moving forward.

Brian Emestin, a College Park Costa Mesa resident and youth sports coach, urged the Commission to limit development to 2,300 housing units to preserve open space and expand recreational facilities. He highlighted the City's shortage of athletic fields, the growing demand for youth sports, particularly girls' programs, and encouraged the creation of a community park with athletic fields and other recreational amenities to better serve current and future residents.

Speaker five expressed concerns regarding emergency access, police and fire services, and public safety, questioning whether existing emergency response resources could adequately serve the proposed development. The speaker suggested additional public safety facilities may be needed and also noted increasing traffic congestion and concerns regarding electric bicycle safety throughout the community.

John Troder, a longtime Costa Mesa resident, expressed concern that the proposed development would rely on only two access points despite its large size. He stated that the limited access would increase traffic congestion, greenhouse gas emissions, and public safety risks during emergencies, and urged the Commission to reconsider the project's access configuration.

Diane Russell thanked City staff for conducting the public Q&A held in July and expressed support for the proposed Specific Plan. She emphasized the ongoing need for affordable housing and urged the City to ensure affordable units are constructed concurrently with market-rate housing through provisions in the Development Agreement.

Gary Bennett, Costa Mesa resident, expressed concern about the impacts of reconstructing the Costa Mesa Country Club golf course, including potential revenue losses and the effect on local high school golf programs. He also suggested evaluating Merrimac Way as an alternative access road to improve circulation while minimizing impacts to the golf course and recreational open space.

Wendy Leece, a longtime Costa Mesa resident, expressed concern over the State's housing requirements and the project's significant and unavoidable environmental impacts identified in the Environmental Impact Report, including air quality, biological resources, and traffic. She supported reducing the project to

approximately 2,300 units, increasing park space, and encouraged the Commission to consider a scaled-back alternative that would reduce impacts while still meeting State housing requirements.

Speaker ten, longtime west side Costa Mesa resident, expressed concern that adding 4,000 housing units would significantly worsen traffic congestion on Harbor Boulevard, Placentia Avenue, and Victoria Street, negatively affecting emergency response times. While supporting affordable housing, the speaker urged the Commission to reduce the project's scale, citing concerns that it would strain City resources and delay needed infrastructure improvements, including flood mitigation projects.

Speaker eleven (on Zoom), a Mesa Del Mar resident and lifelong Costa Mesa resident, advocated for a development that reflects existing Costa Mesa neighborhoods by incorporating a mix of single-family, affordable, and senior housing, along with connected walking and bicycle paths. She also expressed concerns about existing traffic congestion and urged the Commission to prioritize green space, sports fields, and recreational amenities while addressing residents' concerns about traffic and quality of life.

Kathy Esfahani (on Zoom), a lifelong Costa Mesa resident and representing the Costa Mesa Affordable Housing Coalition, expressed support for the proposed Specific Plan and the inclusion of up to 4,000 housing units to address the City's affordable housing shortage. She acknowledged concerns regarding traffic and recreation but encouraged the City to pursue creative transportation solutions, expand bicycle and pedestrian infrastructure, establish joint-use agreements for athletic fields, and approve the proposed plan.

Forest Flarity (on Zoom), a Cornerstone Lane Costa Mesa resident, expressed concern that additional development would worsen traffic and further restrict access to his neighborhood. He questioned the shift from earlier concepts emphasizing parks and open space to a plan with substantially more housing and urged the Commission to preserve recreational amenities to protect residents' quality of life.

Cynthia McDonald, Costa Mesa resident, expressed concern that increasing the project from 2,300 to 4,000 units would primarily add market-rate housing while providing little additional affordable housing or open space. She questioned the City's ability to accommodate the increased demand for public services and infrastructure and urged the Commission to pursue a more balanced development that better reflects smart growth principles and protects the community's long-term quality of life.

Commissioner Comments:

Commissioner Martinez provided extensive comments and recommendations on the draft Specific Plan, focusing on increasing flexibility, improving clarity, and ensuring consistency throughout the document. He questioned the need for certain General Plan amendments, requested clarification regarding the Specific Plan's zoning framework, and asked how the Emergency Operations Center influenced the site layout. He suggested expanding flexibility for commercial development, simplifying land use categories, revising development standards, and encouraging additional homeownership opportunities. He also offered numerous recommendations regarding mobility, including reducing roadway widths, improving bicycle and pedestrian infrastructure, enhancing transit connections, increasing park space, updating parking standards, and incorporating additional complete streets improvements. Throughout his comments, Commissioner Martinez requested several technical corrections and clarifications to the Specific Plan and Environmental Impact Report.

Commissioner Andrade focused on the project's financial feasibility and full build-out (i.e. 4,000 units)of the Specific Plan (previously referred to as Land Use Concept 3). She asked questions regarding the financial assumptions supporting the preferred development concept and the likelihood that projected returns would accurately reflect future market conditions. She expressed support for the opportunities the Specific Plan provides, including homeownership, affordable housing, senior housing, and permanent supportive housing. Commissioner Andrade also encouraged maximizing public open space where feasible, sought clarification regarding project access and circulation, and asked staff to continue exploring opportunities for additional bicycle and pedestrian connections to surrounding neighborhoods while acknowledging the constraints posed by the Emergency Operations Center. She also supported considering creative transportation solutions, including trolley service, to help reduce future traffic impacts.

Vice Chair Zich expressed significant concerns regarding the overall direction of the Specific Plan, stating that he believed the project no longer reflected the extensive public outreach conducted over several years. He questioned the increase from earlier planning concepts to a proposal containing up to 4,000 residential units and argued that the project would substantially worsen traffic, reduce park space, and negatively affect surrounding neighborhoods. He expressed concern regarding the proposed secondary access road, questioned the City's justification for its necessity, and encouraged continued evaluation of Merrimac Way as an alternative. Vice Chair Zich also questioned the City's approach to affordable housing, parkland requirements, environmental impacts, and financial feasibility, stating that he believed the proposal did not adequately respond to community input or prior City Council direction.

Commissioner Dickson acknowledged the difficult task assigned to staff but expressed concern that the proposed Specific Plan was not adequately planned for Costa Mesa's long-term transportation and infrastructure needs. He questioned assumptions regarding reduced parking requirements, future travel behavior, and the relationship between the Specific Plan and future Measure K rezoning efforts. Commissioner Dickson also questioned the assumptions used in the financial feasibility analysis, including the selected internal rate of return, and asked whether additional alternatives had been evaluated to better reflect previous City Council direction and community input. He emphasized the importance of balancing multimodal transportation with realistic vehicle demand and expressed concern that the proposed project placed too much emphasis on financial feasibility while giving insufficient consideration to public engagement and the City's historical planning objectives.

MOVED/SECOND: MARTINEZ/DICKSON
MOTION: Receive and file.
The motion carried by the following roll call vote:
Ayes: Chair Harlan, Vice Chair Zich, Commissioner Andrade, Commissioner Dickson, Commissioner Klepack, Commissioner Martinez, Commissioner Rojas
Nays: None
Absent: None
Recused: None
Motion carried: 7-0

ACTION: Planning Commission received and filed the item.

DEPARTMENTAL REPORTS:

1. **PUBLIC WORKS REPORT –** None.

2. **DEVELOPMENT SERVICES REPORT –** Director Tai thanked members of the public for attending the recent Fairview Developmental Center Specific Plan Town Hall. She reported that the Zoning Code Amendments considered by the Planning Commission would be presented to the City Council on August 4, 2026. She also advised that the Fairview Developmental Center Specific Plan and the Climate Action Plan would return to the Planning Commission on August 10, 2026, and reminded the Commission of the special meeting scheduled for August 17, 2026, regarding the Neighborhoods Where We All Belong initiative.

CITY ATTORNEY REPORT:

1. CITY ATTORNEY REPORT – None.

ADJOURNMENT AT 11:15 p.m.

Submitted by:

_____
CARRIE TAI, SECRETARY
COSTA MESA PLANNING COMMISSION

DRAFT

Costa Mesa Climate Action and Adaptation Plan

Public Draft Revisions following Public Comment Period 8.4.2026

Cover Page

Modified Cover Page.

Contents

Updated to include reference to new Letter from the Mayor.
Updated to include refernce to new Appendix F, Cost-Effectiveness Analysis.
Page numbers updated as appropriate.

Acknowledgments

No changes.

Executive Summary

No changes.

Reader's Guide

No changes.

Ch 1 Introduction

No changes.

Ch 2 Climate Action

No changes.

Ch 3 Climate Adaptation

No changes.

Ch 4 Outreach and Engagement

Page 41. Added clarification that 228 surveys were received (partial completion) and 158 were fully completed.

Page 41. Noted how many surveys were received as long-form, short-form, and in-person.

Ch 5 Climate Action and Adaptation Strategy

Page 72. Added Table 2 from Appendix D that provides perfromance indicators and estimated GHG reductions by objective.

Action language refinements:

- E1c. Seek grants to offer incentives for passive cooling and heating systems (such as cool roofs and walls) during renovations or replacements.
- E3c. Consider joining OCPA, or other clean energy provider or program, and launch a voluntary Clean Energy Enrollment Support Program that uses targeted outreach, community partnerships, and incentives such as bill savings comparisons, enrollment assistance, and recognition or rebate style perks to encourage households and businesses to opt into the 100% renewable energy tier.
- W1c. Develop and promote a voluntary Drought Tolerant Landscape Resource Program that provides design templates, native plant palettes, and irrigation best practice guidance tailored to the City's climate to support residents, landlords, and businesses in transitioning to low water landscapes.
- NU1a. Build upon and implement the Urban Canopy and Land Assessment to encourage equitable tree canopy expansions and native plantings.

- NU1d. Promote Low Impact Development and nature-based solutions such as bioswales, shaded parking, permeable surfaces, and green roofs.

- PC4a. Market less-carbon-intensive practices and resources, including natural and sustainably sourced building materials, to residents and promote responsible consumption.

- M1a. Develop and implement a municipal fleet zero-emission transition plan that evaluates the implications for vehicle transition and prioritizes purchasing, EV charging infrastructure appropriately based on feasibility and availability, and phasing, and consider other electric vehicles like e-bikes and e-scooters.

Ch 6 Implementation and Monitoring

No changes.

Acronyms and Abbreviations

Page TBD. Added refernce to new Appendix F, Cost-Effectiveness Analysis.

Glossary

No changes.

APPENDICES

A Greenhouse Gas Emissions Inventory, Forecasting, and Target Setting

No changes.

B Vulnerability Assessment

No changes.

C Community Engagement and Outreach Materials

Page C-5. Noted how many fully completed surveys were received in long-form (65), short-form (93), and on the day of the Earth Day Festival Event (31 short-form responses).

D Greenhouse Gas Reduction Supporting Material

No changes.

E Implementation Plan

All actions changed in Chapter 5 were also changed in Appendix E.

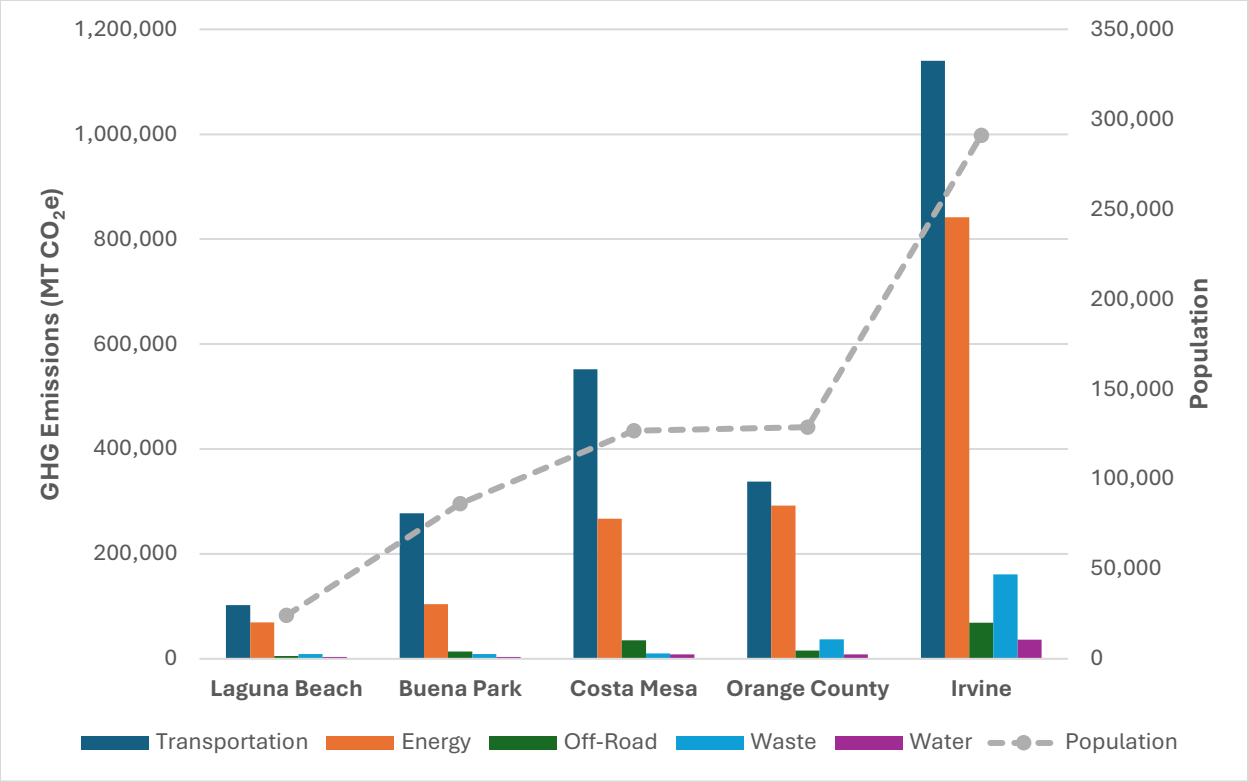
Additional Information for Staff Report

- Survey results are detailed in Appendix C.
- **Neighboring jurisdiction inventories**. Table 1 and Figure 1 compare Costa Mesa's communitywide greenhouse gas inventory results with those of selected neighboring jurisdictions.

Table 1. GHG Emission Inventory Comparison for Costa Mesa and Neighboring Jurisdictions

Sector	Laguna Beach (2021)	Buena Park (2023)	Costa Mesa (2023)	Unincorporated Orange County (2018)	Irvine (2019)
Transportation	102,570	277,347	551,893	337,781	1,140,206
Energy	69,370	104,274	266,921	292,202	841,543
Off-Road	5,330	14,040	34,993	16,007	68,756
Waste	8,790	9,212	10,140	37,035	160,626
Water	3,570	3,811	8,453	8,146	36,463
Total	***189,630***	***408,684***	***872,400***	***691,171***	***2,247,594***
Population	*24,090*	*86,325*	*126,871*	*128,781*	*291,124*
MT/capita	*7.87*	*4.73*	*6.88*	*5.37*	*7.72*

Figure 1. GHG Emission Inventory Comparison for Costa Mesa and Neighboring Jurisdictions



- Quick notes that methods follow industry standard protocols and differ amongst jurisdictions for a variety of reasons such as (x, y, z). See Appendix D for details.

Community greenhouse gas inventories are planning and tools to support decision-making, not exact measurements of every ton of emissions. Consistent with the ICLEI Community Protocol, inventories are developed using the best available data, standardized methods, and transparent assumptions to provide estimates that are sufficiently accurate for policy development, target-setting, and progress tracking. The objective is not absolute precision, but a reliable understanding of the magnitude and direction of emissions, where emissions originate, and how they change over time. Accordingly, the inventory's value lies in its ability to support informed decision-making and consistently measure progress toward community climate goals using the same underlying methodological framework.

Comparisons with neighboring jurisdictions can provide useful context, but differences in community characteristics, inventory years, data sources, and methodological choices should be taken into account, as they can affect emissions estimates and limit the comparability of results across jurisdictions. A more important consideration is that the City maintains a consistent methodology, using the best available data and assumptions for Costa Mesa, so that results can be reliably compared across inventory years. This will enable the City to assess emissions trends, evaluate the effectiveness of the emissions reduction measures, and track progress toward its individual climate goals.

COASTAL CORRIDOR ALLIANCE

May 25, 2026

Comments submitted via email to: sustainability@costamesaca.gov

City of Costa Mesa
Economic and Development Services Department
77 Fair Drive 2nd Floor
Costa Mesa, CA 92626

RE: Comments on City's Draft Climate Action and Adaptation Plan Policies

Dear Economic and Development Services Department,

Coastal Corridor Alliance (CCA) respectfully submits these comments on the City of Costa Mesa's draft Climate Action and Adaptation Plan (CAAP). We request to be notified of any and all future comment opportunities on the CAAP or its elements. Please add: *Admin@CoastalCorridor.org* to the distribution list.

Background

CCA, formerly the Banning Ranch Conservancy, led the decades-long effort to protect and create a permanent public open space of the 400-acre Banning Ranch property located between the borders of Costa Mesa, Newport Beach, and Huntington Beach, along the tidal influx zone of the Santa Ana River. Escrow closed in December 2022, permanently protecting 387 acres of Banning Ranch. The title was transferred to the Mountains Recreation and Conservation Authority (MRCA), a local joint powers authority that manages over 85,000 acres of parkland in Southern California. The property is now known as the Frank and Joan Randall Preserve/Genga (or simply Randall Preserve/Genga).

Our vision of conservation extends beyond the Randall Preserve/Genga to encompass the entire Coastal Corridor from the Pacific Ocean up the Santa Ana River to Adams Street in Costa Mesa. We seek to restore our natural lands, ensure functional habitat for wildlife, and promote the critical need for native biodiversity survival through education and built-environment reform in today's context of late-stage ecological destruction.

Comments

General Comments

We would like to see climate and sustainability planning in Costa Mesa, or any location, first inventory and prioritize the needs of the preexisting and preeminent local native ecosystems. Local, regional, and global ecosystems serve as Earth's irreplaceable, self-regulating life-support systems.

Climate change, environmental injustice, and resource collapses are not just emissions, pollution, and human resource efficiency problems—they are symptoms of a deeper root cause: the destruction of native biodiversity by the expanding built human environment. Climate science points to the biodiversity crisis at the center, and prioritizes restoration over innovation (**Attachment 1**).

While decarbonizing Costa Mesa should be a goal the City strives for in this CAAP, our primary and most effective focus would be to shift our relationship with nature and cede land and resources back to local, regional, and global native living systems. Engineering, technology, and green planning cannot effectively reduce human impacts to accommodate all of what modern human populations want and need, *and* effectively replicate or replace the natural systems that regulate our air, water, and carbon cycles.

Global, Regional, Local: To make our local air, water, and soil cleaner is crucial. But for as long as our populations require remote resources for support, we simply push our air, water, and soil impacts elsewhere. This is just another form of (out of sight and out of mind) environmental injustice for humans, and reinforces the ecological destruction that drives the global climate crisis that local CAAPs try to address. Those global impacts come back around at larger scales to affect all local places too, even if local areas end up with cleaner resources. Climate action in this frame looks like taking responsibility for all of our local and remote impacts, reducing or ending our reliance on remote water, air, mineral, and food resources, and reorienting our local infill spaces for food, sustainable goods production, and native biodiversity recovery.

Climate action based on ecology prioritizes the restoration of all of our suitable natural areas to native habitats, and creating/ceding massive amounts of local, regional, and global space back for wildlife and habitat connectivity.

We hope our comments encourage Costa Mesa's CAAP toward actions that help recover biodiversity as a first and most effective priority.

Prioritized Comments

Our comments on the 2026 Draft CAAP below are grouped by Plan Sector, with Sectors ordered by priority related to our comments. Each comment is referenced by Plan Sector, Location (PDF page), Plan Objective, Plan Action, and CCA's comment.

Sector: Natural and Urban Lands
Location: Pg. 9
Comments: We respectfully request that this Sector gets careful and robust reframing. Natural and Urban lands are very different, which should warrant separate Sectors. The existing action items apply almost exclusively to Urban Lands and their orientation for human benefits rather than prioritizing Natural Lands and (local, native) nature-based solutions.

- **We request Natural Lands become a new, banner 'Sector' of the CAAP plan** focusing on clearly defined, legally bound native biodiversity goals. Actions should support ecosystem recovery on Natural Lands, as this is our best and most effective action to take to mitigate anthropogenic climate change.
    - We request, Costa Mesa add specific restoration and rewilding goals, actions, and ordinances as the European Union does, that remove invasive plants, restore already-available open spaces to functioning locally native habitats, and remove human infrastructure that blocks otherwise available native habitats.
    - Please include consideration of Costa Mesa's position within our bioregion and within the California Floristic Province, acknowledging our City's impact on the fragmentation of native habitats, and its effects on the climate and livability of our built world, as Santa Barbara does in its CAAP.
    - Other documents for reference:
        - CAAPS from San Diego, Santa Cruz
        - Costa Mesa General Plan, Conservation Element
        - Fairview Park Master Plan's California Environmental Quality Act (CEQA) Initial Study/Mitigated Negative Declaration Appendices B-1 and C-3.

- **Urban Lands (Existing Sector):**
    - Native or edible plants: We request all rules, references, outreach, educational or community programs related to the use of plants (Plan-wide) including tree canopies, tree planting, tree replacements, urban greening, shade plants, drought tolerant plants, or landscaping, make a clear prioritization for either locally native plants or edible cultivars for local food production. Please clearly deprioritize or ban planting non-native or non-edible plants in CAAP actions and policies, as they contribute to biodiversity loss. Instead, please share the benefits of locally native plant species and local food production as solutions.

Native plants provide drought tolerance, shade / canopy, sequestration, and more, while also supporting native pollinators, wildlife, natural soil composition, natural water treatment for the watershed (except for Action d., see Water and Wastewater comment).

- Consider adding an action to include public promotion and incentives for residents and developments to participate either in 'homegrown national park' native landscapes (https://homegrownnationalpark.org/) (CCA would be glad to help strategize), or micro-farmed food production for locals.
- We support all initiatives that incentivize and expand local food production within infill spaces. Please specify that no additional natural lands encroachments should occur for the sake of food production. We have some other incentivized ideas that support job creation that we can share upon request.
- All civic tree installations or replacements must be to native trees or food production. See Pasadena's urban forestry information: https://www.cityofpasadena.net/public-works/urban-forestry/
- Consider policies to block the sale of known invasive plant species from nurseries, garden centers, and more. Look to California Native Plant Society (CNPS), California Invasive Plant Council (CAL-IPC), and Ron Vanderhoff at Roger's Gardens for consultation (rvanderhoff@sbcglobal.net).
- Please define 'Urban Greening' to include recovery for locally native species, Dark Sky, bird safe windows, invasive honeybee and other invasive pollinator management, and more.

Sector: Water and Wastewater
Location: Pg. 6
Comment: We hope this Sector gets a more robust nature-first framework. Local watersheds and dependent native ecosystems must be primary considerations, as they comprise the foundation of all human and nonhuman life of a place.

- We request that all references, examples, and methods related to the use of plants for shade, drought tolerance, or any other benefits be focused exclusively on diverse locally native plant palettes, or cultivars that provide local human food production. We ask the City to commit to working with consultants from groups such as the CNPS, CAL-IPC, and others to create native wildlife friendly landscapes. Ornamental plant palettes support invasive pollinators and other non-native species, whose presence displaces and competes with native biodiversity.
- Local watersheds are engineered to cut off dependent ecosystems through hardened walls and barriers, which would need to be prioritized for removal to recover biodiversity. Please consider forming a framework for long term watershed infrastructure removal.
- Add an action item focused on low-impact development (LID) that mimics natural hydrology. Ensure stormwater capture basins, bioswales, and daylighted drainage systems are designed as

living wetlands rather than concrete or synthetic retention cells. This filters urban runoff naturally before it reaches the ocean while providing immediate avian and amphibian habitats.

Sector: People and Community
Location: Pg. 10 - 11
Comment: We generally support the action items, with a few critiques listed below. We urge the City:

- To prioritize implementing long term solutions like native habitat and watershed restoration that decrease the needs for short term solutions.
- Not to promote 'Green' jobs or businesses that might trade local immediate improvements for global or long term impacts.
- Prioritize sustainably sourced natural materials in efforts to provide relief, and avoid plastics which harm native ecosystems' ability to thrive and regulate the planetary temperatures.

Sector: People and Community
Location: Pg. 11
Objective: PC3: Build City and Regional Capacity for CAAP Implementation
Action: "d. Coordinate with the following agencies on dam operational planning and related flood risks:

• U.S. Army Corps of Engineers Los Angeles District
• Irvine Ranch Water District
• County of Orange"

Comment: Our watersheds are highly engineered, which cuts off their natural functions to support the ecosystems' environmental regulatory systems. Watershed infrastructure might protect human homes from floods, but they accelerate the trajectory toward a warming environment. Watershed infrastructure must be removed, not added for short term climate relief. City policies should reflect this priority, and City involvement in regional planning should promote this practice. Instead of cutting off river and tide functions to protect infrastructure, infrastructure should move out of the way of rivers and tides (**Attachment 2**).

Sector: People and Community
Location: Pg. 11
Objective: PC4. Foster Local Sustainable Practices
Action: "e. Engage local Non-Governmental Organizations (NGOs) and compile a list relative to their interests and capabilities on a variety of topics related to climate action and adaptation, such as distributing related news or grant opportunities, or participating in or facilitating volunteer events such as clean ups or tree plantings."
Comment: CCA is available and willing to engage with the City on these topics and activities.

Sector: On-Road Transportation
Location: Pg. 2
Objective: T1. Transition to Electric Vehicles
Comment: We generally support the listed action items. Please add actions to incentivize and plan electrification deployment within a closed-loop second-life framework to reduce rare earth mining impacts. Local improvements should not come with additional global impacts **(Attachment 3)**.

Sector: On-Road Transportation
Location: Pg. 2
Objective: T2. Promote Walking and Biking
T3. Reduce Single-Occupancy Vehicle Trips
T4. Increase Public Transportation Use
Comment: We generally support the action items, though not at the expense of more use of plastics or other environmentally harmful materials or activities. We request the City limit materials to sustainably sourced natural materials and focus on design efficiency, biodegradation, and simplification.

Sector: On-Road Transportation
Location: Pg. 2
Objective: T5. Support Smart Growth
Comment: We urge the City to consider how biodiversity is already too constrained, and how continued growth works against climate adaptation.

Sector: Energy and Buildings
Location: Pg. 4
Objective: E1. Reduce Energy Demand in Buildings
Action: "c. Seek grants to offer incentives for cool roofs and walls during roof replacements or renovations."
Comment: Please consider policies / building requirements which include other passive cooling and heating systems of various types (air towers, trombe walls, etc.) for all new construction. Consider hybrid local-earth building materials to reduce resource needs, plastic use, promote in-ground infill building, and more.

Sector: Energy and Buildings
Location: Pg. 4
Objective: E2. Decarbonize Building Energy Use
Comment: We support actions a. - c. However, for d., we recognize that Green Building standards still have major tradeoffs, particularly in the prolific use of plastic and other harmful materials. Consider celebrating those that go beyond Green Building by sustainably sourcing natural building materials.

Sector: Energy and Buildings
Location: Pg. 4
Objective: E3. Increase Carbon-Free Energy Supply
Comment: We provide our general support. Find incentives / ways to keep electrification circular, engage in second-life platforms (See comment above).

Sector: Solid Waste
Location: Pg. 7
Objective: SW1. Reduce Waste Generation
Comment:

- We provide our support for all, with special support for Action b**.**
- Consider adding actions for easy City-supported e-waste drop-off / recycling, and facilities for handling fats, oils, and grease waste.
- Please consider having City Departments join the OC Trash and Debris Task Force quarterly meetings CCA participates in. Email jesse.aragon@pw.oc.gov to participate.

Sector: Off-Road Equipment
Location: Pg. 8
Objective: OR1. Accelerate Zero-Emission Off-Road Equipment Adoption
Comment: We provide our general support. However, see the above comments on circular electrification and second-life programs to reduce mining impacts.

Sector: Municipal
Location: Pg. 12 - 13
Comment: We can provide our general support for action items, with relevant above comments for other Sectors applied: native-first plantings, second-life electrification, embargo on plastic infrastructure, etc.

Conclusion

We appreciate the City's work on the draft CAAP. Thank you for the opportunity to provide comments on this plan. We understand that ecosystem centrality with its needs and limits have not made its way into widespread public discourse or planning solutions. It's a change in paradigm compared to what most of

us were raised to think and believe about what we humans can or can't sustainably do. We respectfully submit our comments with this in mind.

Should you have questions, please reach out to Paul Waggoner at: (949) 820-9094.

Sincerely,



Terry M. Welsh, MD
Board President

Attachments:
1 - UN: Biodiversity - our strongest natural defense against climate change
2 - Restoring Free-flowing Rivers in Europe
3 - Project Closed Circuit: Helping Cities Lead on EV Battery Circularity

Attachment 1
Source: https://www.un.org/en/climatechange/science/climate-issues/biodiversity

Climate Action (/en/climatechange)

Biodiversity - our strongest natural defense against climate change



The Earth's land and the ocean serve as natural carbon sinks, absorbing large amounts of greenhouse gas emissions. Conserving and restoring natural spaces, and the biodiversity they contain, is essential for limiting emissions and adapting to climate impacts.

Biological diversity — or biodiversity (https://www.unep.org/unep-and-biodiversity?_ga=2.141360562.1630766004.1661203745-120134052.1634700687) — is the variety of life on Earth, in all its forms, from genes and bacteria to entire ecosystems such as forests or coral reefs. The biodiversity we see today is the result of 4.5 billion years of evolution, increasingly influenced by humans.

Biodiversity forms the web of life that we depend on for so many things – food, water, medicine, a stable climate, economic growth, among others. Over half of global GDP (https://blogs.worldbank.org/voices/business-case-nature#:~:text=According%20to%20the%20World%20Economic,have%20created%20new%20biodiversity%20funds) is dependent on nature. More than 1 billion people rely on forests (https://www.un.org/en/desa/5-things-you-should-know-about-how-forests-benefit-people-and-planet) for their livelihoods. And land and the ocean absorb more than half of all carbon emissions.

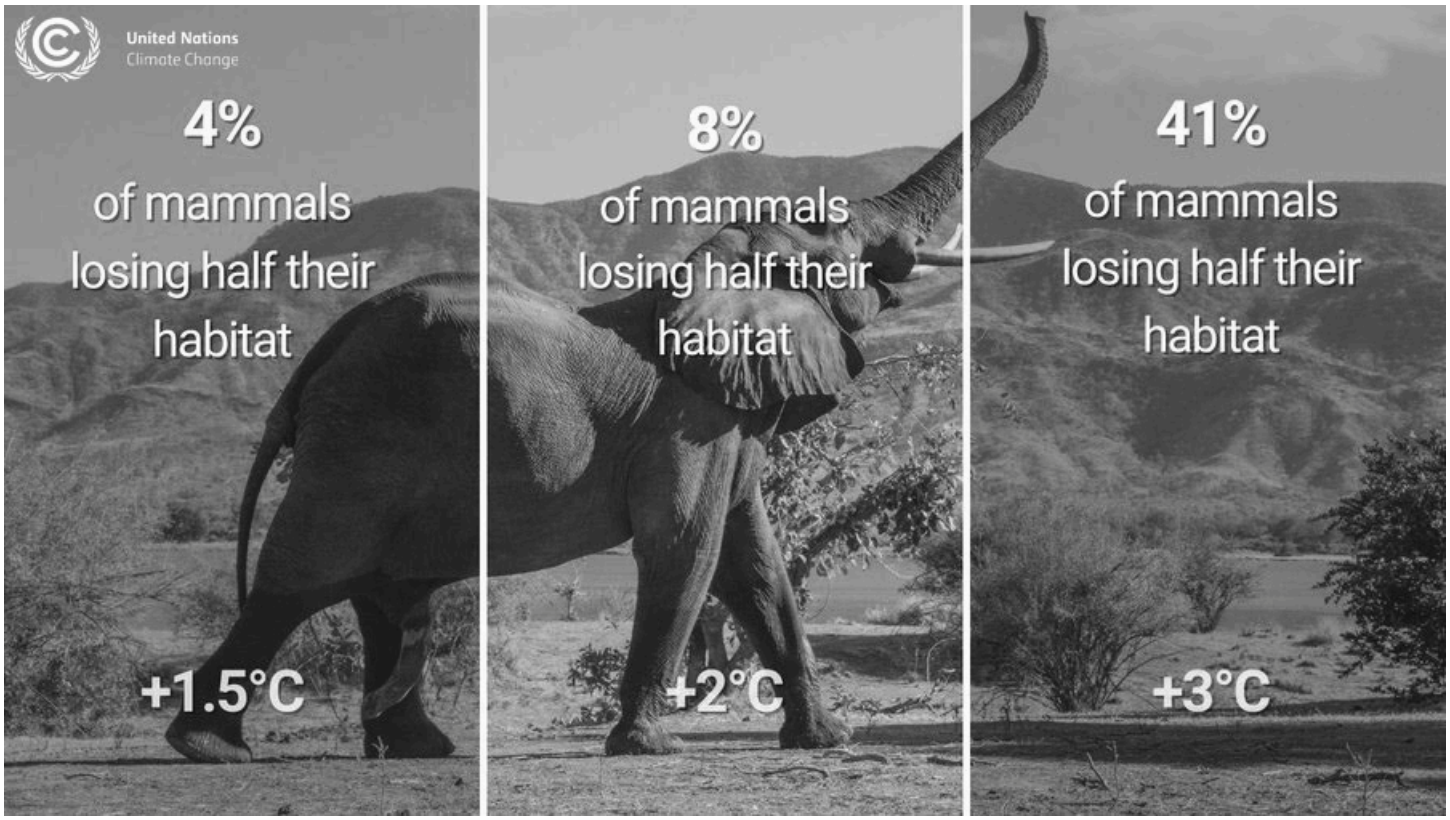
But nature is in crisis. Up to one million species (https://ipbes.net/news/Media-Release-Global-Assessment) are threatened with extinction, many within decades. Irreplaceable ecosystems like parts of the Amazon rainforest (https://wmo.int/media/news/role-of-amazon-carbon-sink-declines-nature-study) are turning from carbon sinks into carbon sources due to deforestation. And 85 per cent of wetlands (https://ipbes.net/news/Media-Release-Global-Assessment), such as salt marshes and mangrove swamps which absorb large amounts of carbon, have disappeared.

How is climate change affecting biodiversity?

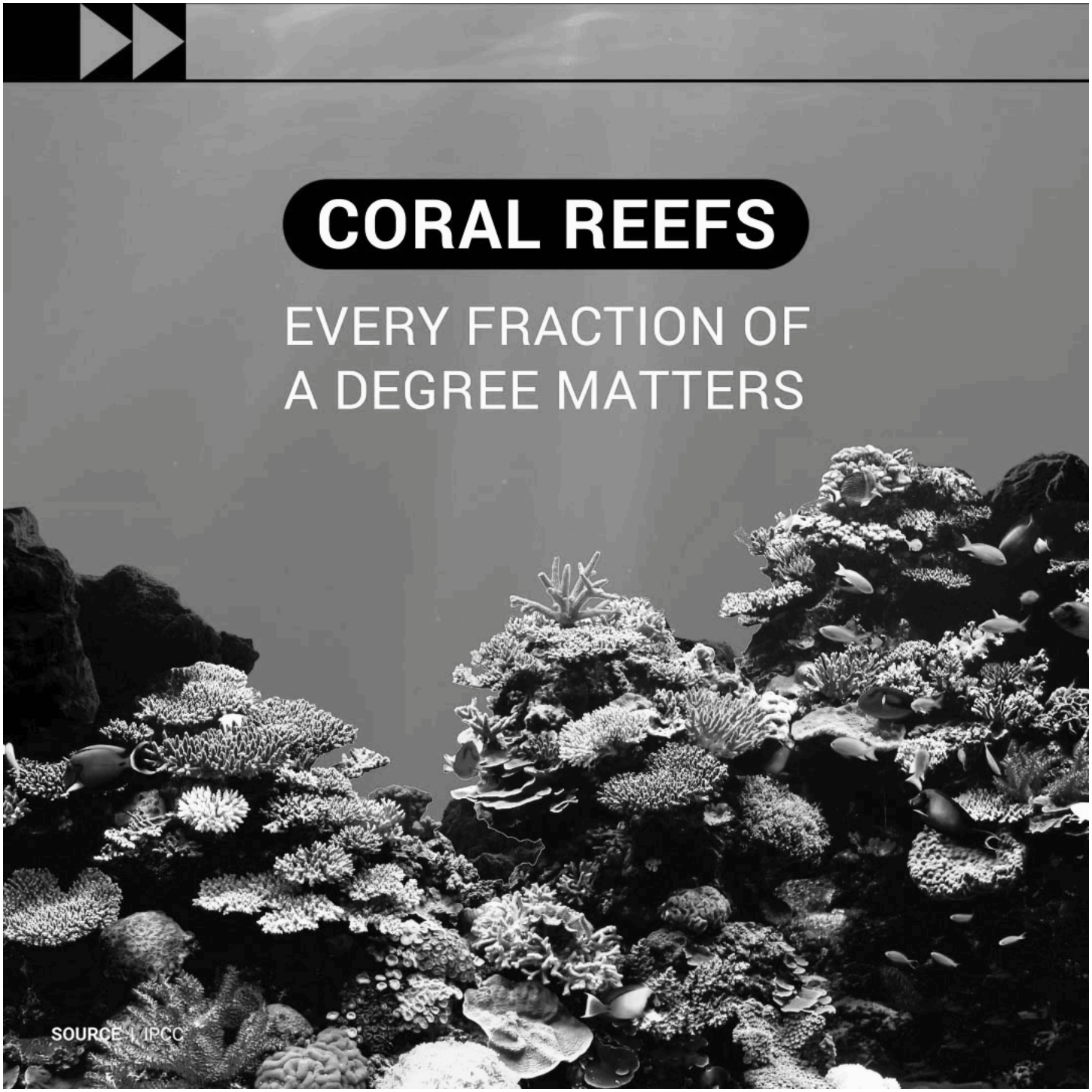
The main driver of biodiversity loss remains humans' use of land (https://www.unccd.int/land-and-life/biodiversity/overview) – primarily for food production (https://www.unep.org/news-and-stories/press-release/our-global-food-system-primary-driver-biodiversity-loss). Human activity has already altered over 70 per cent of all ice-free land. When land is converted for agriculture, some animal and plant species may lose their habitat and face extinction.

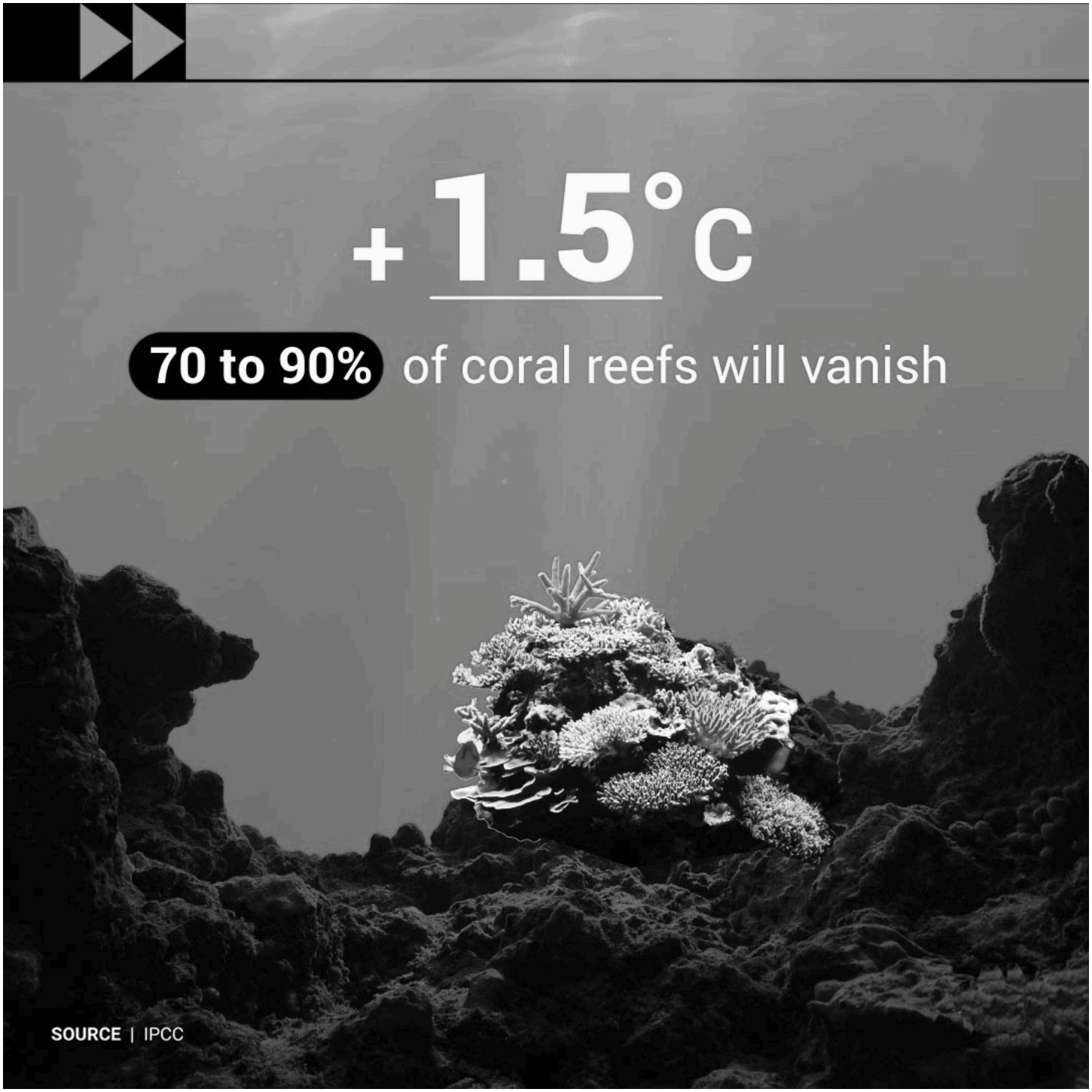
But climate change (https://www.un.org/en/climatechange/what-is-climate-change) is playing an increasingly important role in the decline of biodiversity. Climate change has altered marine, terrestrial, and freshwater ecosystems around the world. It has caused the loss of local species, increased diseases, and driven mass mortality of plants and animals, resulting in the first climate-driven extinctions.

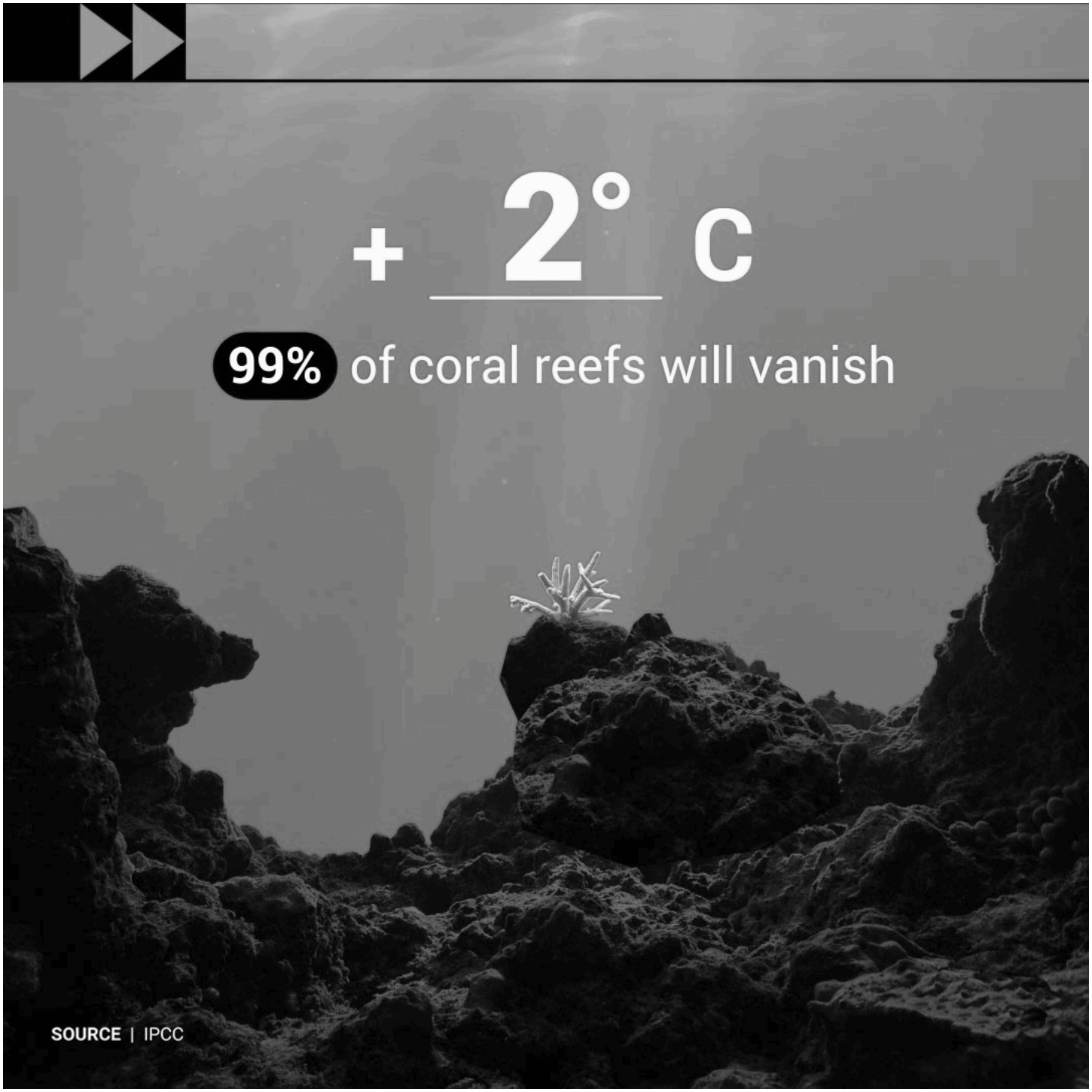
On land, higher temperatures have forced animals and plants to move to higher elevations or higher latitudes, many moving towards the Earth's poles, with far-reaching consequences for ecosystems. The risk of species extinction (https://www.ipcc.ch/report/ar6/wg2/downloads/report/IPCC_AR6_WGII_CCP1.pdf) increases with every degree of warming.



In the ocean, rising temperatures increase the risk of irreversible loss of marine and coastal ecosystems (https://www.ipcc.ch/report/ar6/wg2/chapter/chapter-3/). For instance, 14 per cent of the coral (https://www.unep.org/topics/ocean-seas-and-coasts/blue-ecosystems/coral-reefs) from the world's coral reefs was lost between 2009 and 2018, mostly due to climate change, and further warming threatens to destroy almost all remaining reefs.


CORAL REEFS
EVERY FRACTION OF
A DEGREE MATTERS
SOURCE | IPCC


+1.5°c
70 to 90% of coral reefs will vanish
SOURCE | IPCC



Overall, climate change affects the health of ecosystems (https://www.who.int/news-room/fact-sheets/detail/biodiversity-and-health), influencing shifts in the distribution of plants, viruses, animals, and even human settlements. This can create increased opportunities for animals to spread diseases (https://www.who.int/news-room/fact-sheets/detail/biodiversity-and-health) and for viruses to spill over to humans. Human health can also be affected by reduced ecosystem services, such as the loss of food, medicine and livelihoods provided by nature.

Why is biodiversity essential for limiting climate change?

When human activities produce greenhouse gases, around half of the emissions remain in the atmosphere, while the other half is absorbed by the land and ocean (https://www.unep.org/news-and-stories/story/five-ecosystems-where-nature-based-solutions-can-deliver-huge-benefits). These ecosystems – and the biodiversity they contain – are natural carbon sinks, providing so-called nature-based solutions to climate change.

Protecting, managing, and restoring forests (https://www.un-redd.org/), for example, offers roughly two-thirds of the total mitigation potential of all nature-based solutions. Despite massive and ongoing losses, forests still cover more than 30 per cent of the planet's land.

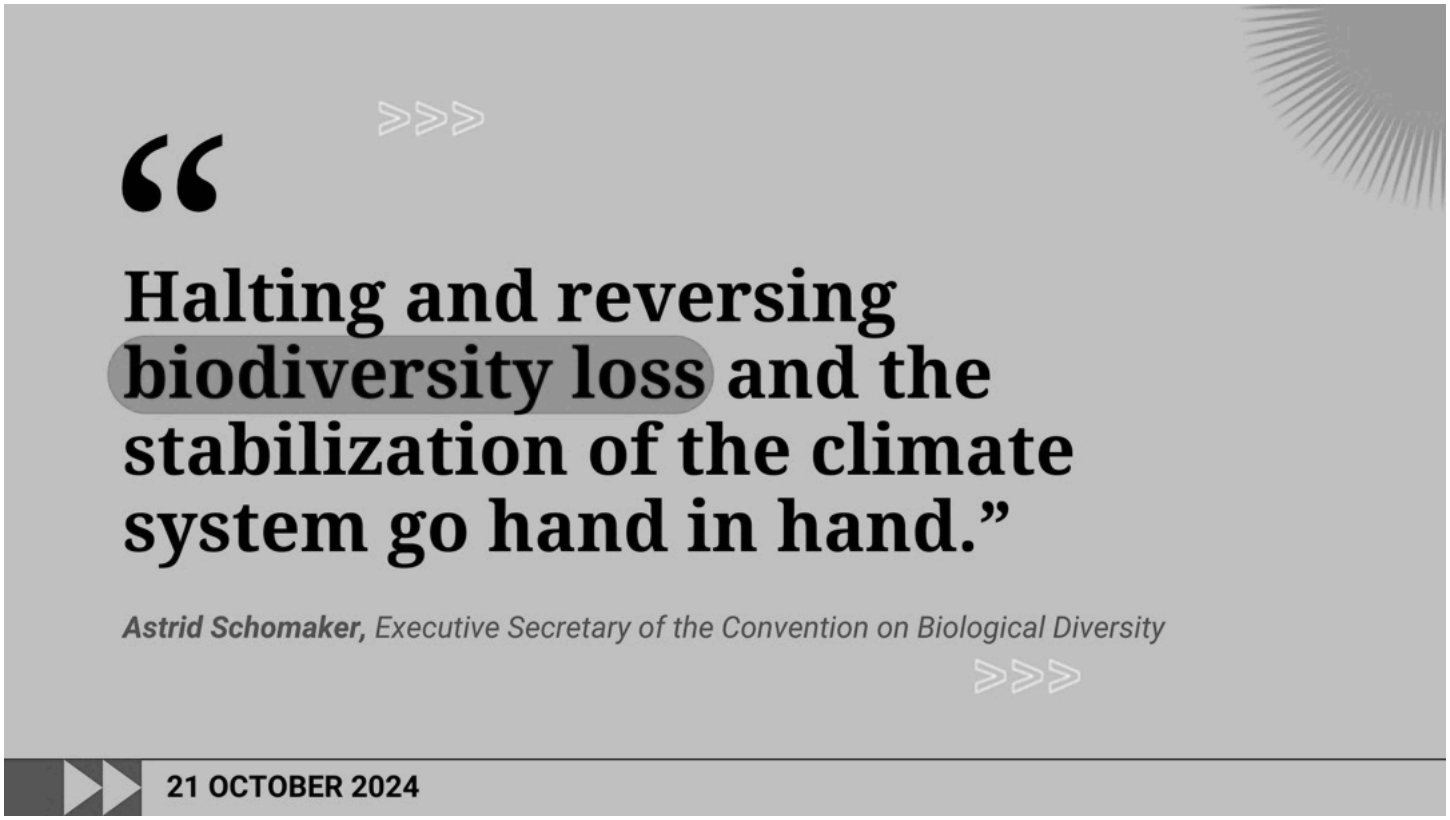
Peatlands (https://www.unep.org/news-and-stories/story/peatlands-store-twice-much-carbon-all-worlds-forests) – wetlands such as marshes and swamps – cover only 3 per cent of the world's land, but they store twice as much carbon as all the forests. Preserving and restoring peatlands means keeping them wet so the carbon doesn't oxidize and float off into the atmosphere.

Ocean habitats such as seagrasses and mangroves (https://www.unep.org/explore-topics/oceans-seas/what-we-do/protecting-restoring-blue-carbon-ecosystems/why-protecting) can also sequester carbon dioxide from the atmosphere (https://unfccc.int/news/protecting-the-ocean-critical-for-climate-action) at rates up to four times higher than terrestrial forests can. Their ability to capture and store carbon make mangroves highly valuable in the fight against climate change.

Conserving and restoring natural spaces (https://wedocs.unep.org/xmlui/bitstream/handle/20.500.11822/35360/NatClim.pdf), both on land and in the water, is essential for limiting carbon emissions and adapting to an already changing climate. About one-third of the greenhouse gas emissions reductions needed (https://www.unep.org/resources/factsheet/nature-climate-action) in the next decade could be achieved by improving nature's ability to absorb emissions.

Is the UN tackling climate and biodiversity together?

Climate change and biodiversity loss (as well as pollution) are part of an interlinked triple planetary crisis (https://unfccc.int/blog/what-is-the-triple-planetary-crisis) the world is facing today. They need to be tackled together (https://news.un.org/en/story/2021/04/1090762) if we are to advance the Sustainable Development Goals (https://www.un.org/sustainabledevelopment/sustainable-development-goals/) and secure a viable future on this planet.



Governments deal with climate change and biodiversity through two different international agreements – the UN Framework Convention on Climate Change (https://unfccc.int/) (UNFCCC) and the UN Convention on Biological Diversity (https://www.cbd.int/) (CBD), both established at the 1992 Rio Earth Summit.

Similar to the historic Paris Agreement (https://www.un.org/en/climatechange/paris-agreement) made in 2015 under the UNFCCC, parties to the Biodiversity Convention in December 2022 adopted an agreement for nature, known as the Kunming-Montreal Global Biodiversity Framework (https://www.cbd.int/article/cop15-final-text-kunming-montreal-gbf-221222), which succeeds the Aichi Biodiversity Targets (https://www.cbd.int/sp/targets/) adopted in 2010.

The framework includes wide-ranging steps to tackle the causes of biodiversity loss worldwide, including climate change and pollution, and should work in synergy with the Paris Agreement (https://press.un.org/en/2021/sgsm20959.doc.htm).

“Delivering on the framework will contribute to the climate agenda, while full delivery of the Paris Agreement is needed to allow the framework to succeed,” said Inger Andersen (https://www.unep.org/news-and-stories/speech/towards-strong-targeted-post-2020-global-biodiversity-framework), the head of the UN Environment Programme. “We can’t work in isolation if we are to end the triple planetary crises.”

At COP15 in December 2022, governments met in Montreal, Canada (https://www.unep.org/events/conference/un-biodiversity-conference-cop-15), and agreed on the new framework to address biodiversity loss, restore ecosystems and protect the rights of Indigenous Peoples, who suffer disproportionately (https://www.unep.org/news-and-stories/story/indigenous-peoples-and-nature-they-protect) from biodiversity loss.

“Indigenous Peoples, people of African descent, and local communities are guardians of our nature,” said the UN Secretary-General. “Their traditional knowledge is a living library of biodiversity conservation. They must be protected. And they must be part of every biodiversity conversation.”

At the meeting, the parties also adopted the Multilateral Mechanism on the fair and equitable sharing of benefits arising from the use of digital sequence information (https://www.fao.org/cgrfa/topics/digital-sequence-information/en/) on genetic resources.

In November 2024, at COP16 in Cali, Colombia, countries reached a historic consensus, including on the functioning of a fund, known as the Cali Fund, aimed at mobilizing new streams of funding for biodiversity action worldwide and boosting the implementation of the framework.

The Cali Fund was launched (https://www.un.org/sustainabledevelopment/blog/2025/02/press-release-cop16/) in Rome, Italy, in February 2025 on the margins of the resumed session of COP16. It is set to receive contributions from private sector entities making commercial use of data from genetic resources, with the aim to raise an additional $200 billion each year by 2030 to close the global biodiversity finance gap.

“Those profiting from nature cannot treat it like a free, infinite resource. They must step up and contribute to its protection and restoration,” the UN Secretary-General said.

Learn more

Read the UN Secretary-General’s speech at the High-Level Segment of COP16 (https://www.un.org/sg/en/content/sg/statement/2024-10-29/secretary-generals-remarks-the-high-level-segment-of-cop16-biodiversity-trilingual-delivered-scroll-down-for-all-english) in November 2024, and his remarks ahead of the resumed opening session of COP16 in February 2025 (https://www.un.org/sg/en/content/sg/statement/2025-02-25/secretary-generals-message-the-resumed-opening-session-of-cop16-biodiversity).

Watch our interview with Elizabeth Mrema (https://www.un.org/en/climatechange/thought-leaders-elizabeth-mrema), former Executive Secretary of the United Nations Convention on Biological Diversity.

Hindou Ibrahim: Living in harmony with nature (https://www.un.org/en/climatechange/thought-leaders-hindou-ibrahim)

“Indigenous peoples are a solution, we are not only a victim of the climate change,” says SDG Advocate and Indigenous rights activists Hindou Ibrahim.



(https://www.un.org/en/climatechange/elliott-harris-measure-value-nature)

Elliott Harris: Measure the value of nature – before it’s too late (https://www.un.org/en/climatechange/elliott-harris-measure-value-nature)

UN Chief Economist Elliott Harris introduces a ground-breaking shift in valuing nature as a way of making more informed decisions about economies, climate action and the protection of biodiversity.

Attachment 2
Source: https://www.nature.org/en-us/about-us/where-we-work/europe/stories-in-europe/restoring-free-flowing-rivers-in-europe/



CONFLUENCE The Morača and Zeta rivers meet in Montenegro. © TNC/Chip Carroon

STORIES IN EUROPE

Restoring Free-flowing Rivers in Europe

A practitioner's toolkit for dam removal

SHARE

In This Guide:

1. Introduction

2. Why Remove Dams

3. Project Phases

Financing Options

OVERVIEW

This is an introductory resource guide for those new to restoring rivers through dam removal.

In the coming year, the toolkit will be developed into a more comprehensive guide and training for practitioners. In the interim, we would be honored to have your input on the scope and content, to better support your needs. For the latest news and developments on barrier removal, please have a look at our European Case Studies, Financing Options and Resources pages.

1. Introduction

Rivers provide freshwater and fisheries to sustain us, support our farms, drive industry, and power our homes. We rely on rivers as transportation corridors connecting our seaports with inland towns. And we value our rivers for recreation such as fishing, boating, and swimming.

Such heavy use, however, has impacted the health of this important resource globally.

With more than 1 million dams, European rivers are among the most developed. This cumulative impact is one of the leading causes of the **> 80% decline of freshwater biodiversity and a loss of 55% of the abundance of monitored migratory fish populations.**

While many dams in Europe deliver invaluable services – like critical water supplies and flood risk reduction – it is estimated that **tens of thousands no longer serve their**

flood-risk reduction, and more cost-effective ways of producing renewable energy, provide new solutions to better meet our needs.

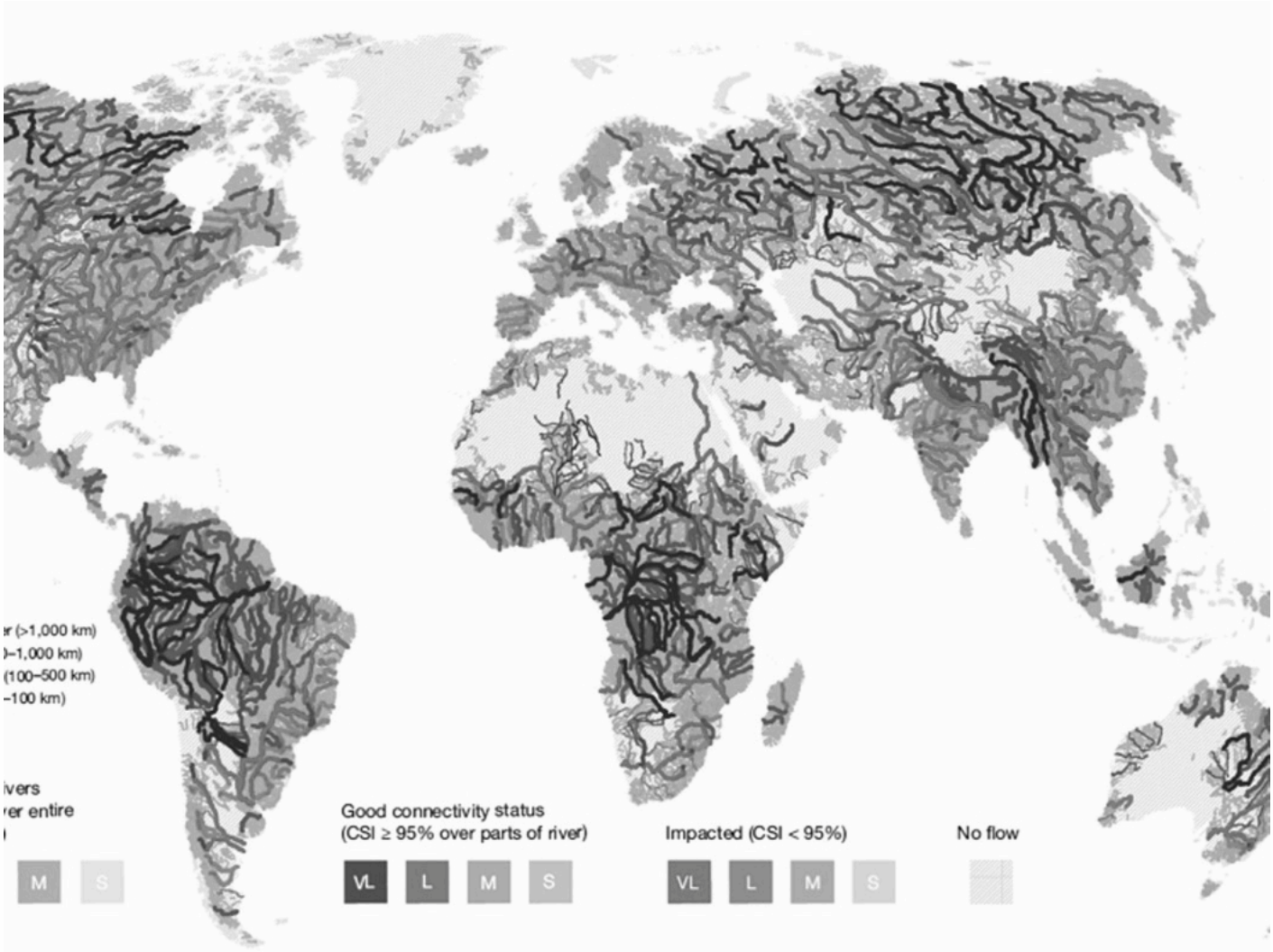


FIGURE 1 Global status of free-flowing rivers (Grill 2019).

Removing barriers to river health

This creates an unprecedented opportunity to re-think our infrastructure and restore European rivers, their biological diversity and the vital services they provide our communities. And we're doing just that.

To date, The Nature Conservancy has worked with partners to **remove more than 100 stream barriers in the U.S.**, restoring thousands of river kilometers which provide social and ecological benefits.

We've used this experience to invest deeply in the science of 'where,' to identify which future projects will provide the greatest ecological benefits, the science of 'how,' to understand which approaches work, and to pursue innovative policies and finance solutions that move beyond project-by-project decisions to address the scale of the problem for people and nature.

In Southeast Europe, we are sharing our expertise with local partners to support the development of their restoration strategies and, more broadly, we are partnering with Dam Removal Europe to support the growing movement to restore European rivers.

MOVE THE SLIDER ON THE IMAGE BELOW TO SEE THE BEFORE AND AFTER OF THE ENNERDALE MILL WEIR REMOVAL.



ENNERDALE MILL WEIR REMOVAL Ennerdale Mill Weir removal is an example of a successful project that was accomplished with limited complexities while managing sediment removal for protected mussels. © West Cumbria Rivers Trust

Aim of this toolkit

We've summarized a collection of introductory resources for partners who are generally new to using dam removal as a tool for river restoration and are interested in learning how to approach a new project or engage in an existing project.

The toolkit synthesizes resources for communicating the benefits, understanding finance options and an overview of the process and issues that drive a dam removal project, and key issues to consider in design and construction.

the future.

In the coming year we aim to work with partners to develop this toolkit into a more comprehensive guide and training for practitioners. In the interim, we would be honored to have your input on helpful scope and content, to ensure the resource supports your needs. Please contact us here.

Terminology

Barriers on rivers, include dams, weirs, road and railroad crossings, levees and more, that fragment our rivers, impacting both up and downstream flow as well as the connection to the floodplain. For this toolkit we focus on dams and weirs. We will use the term "dam" inclusively to refer to barriers that span the stream channel for the purposes of impounding or diverting water, block the natural movement of water, fish, sediment and nutrients in the river. Dams can be made of any combination of concrete, stone, brick or earth, and may have been built for many different purposes such as hydropower, water supply, or recreation.

BACK TO TOP

2. Why Remove Dams?



ON THE PENOBSCOT An unprecedented array of partners, including the Nature Conservancy and the Penobscot Indian Nation, have come together to accomplish the goal of restoring the Penobscot River. © Bridget Besaw

While the exact number is not yet known, it is estimated that there are more than 1 million stream barriers in Europe. Many still serve vital functions, like water supply, and flood risk reduction. However, it is estimated that tens of thousands are no longer in use, nearing the end of their design life, and in need of review to assess whether decommissioning and removal is an economically and environmentally effective path forward.

Over the past 25 years, led by countries including France, Spain, Sweden, Finland, Estonia and the United Kingdom, preliminary findings show that more than 4,500 dam, weir and barrier removals have been implemented in Europe.

Common reasons for pursuing barrier removal in Europe have included one or a bination of the following:

- Public safety concerns due to risk of failure during flood events
- Reduced capacity and function due to sedimentation
- Restore migratory fish pathways
- Restore ecological functions and ecosystem services
- Restore habitat for endangered fish and wildlife

Ecological and Socio-economic Benefits

Dams have a wide range of impacts on the environment and local communities, including loss of biodiversity, blocking fish migrations, trapping sediment and nutrients that maintain habitat and estuary health, and altering flow patterns that drive the productivity of downstream floodplains and wetlands.

The selective removal of dams can restore the natural flows and conditions of rivers, as well as the societal and economic benefits that rivers provide. Increasingly, dam owners and communities see dam removal as a long-term option and are enjoying the benefits of a free-flowing river.

ECOLOGICAL BENEFITS

While the specific ecological response to a dam removal project will be different for each river and watershed, there are general observations and conclusions that have been made from synthesizing the body of research published to date that provide a helpful foundation for predicting responses for future projects.

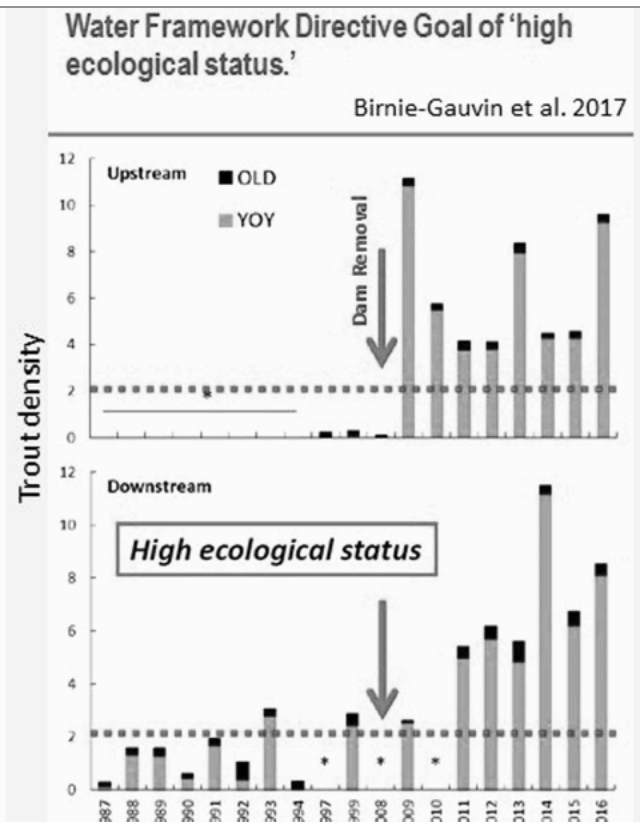
ntly, the Dam Removal Synthesis Working Group, a consortium of 22 scientists from . government, academic and NGO organizations, summarized existing monitoring data

This collection of studies has found:

- **Rivers respond quickly**. Physical responses to dam removals are typically fast, with the rate of sediment movement from the site largely dependent on sediment characteristics and dam removal strategy. Functional connectivity is also quickly restored, sometimes immediately, between upstream and downstream river reaches, including the movement of material and organisms.
- **Watershed-scale benefits and climate resilience.** Dam removal is one of the few reach-specific restoration practices that has demonstrated the potential for providing watershed-scale restoration and enhancing watershed resilience in the face of human-caused changes to the landscape and climate.
- **Restoration of river processes and functions.** Removals improved nutrient and sediment transport and substrate distribution. After a dam removal, stream functions may be fully restored in less than 10 years and frequently in less than five. Compared to other stream restoration techniques, dam removals restore self-sustaining processes, requiring minimal maintenance and delivering more sustainable environmental outcomes.
- **Species and population recovery.** Dam removal projects have consistently restored up and downstream passage for resident and migratory fish, including sea-run fish. Where sea-run fish populations have recovered, marine fisheries, have benefited. Monitoring reveals improvement to the quantity, age distribution and diversity of stream-dependent fish species, increased quantity and distribution of freshwater mussels and stream-dependent invertebrates and improved mammal and bird habitat.
- **Water quality improvements.** Improvements to water quality, especially ambient temperature, dissolved oxygen and nutrients.

in habitat type (from lake to stream), release of sediment from behind the impoundment and allowing non-native species to gain access to areas from which they were previously excluded by the barrier. These potential risks should be thoroughly assessed before implementing a project. Quantitative modeling capability is improving, particularly for physical and broad-scale ecological effects, giving managers predictive tools for more informed and precise decision making. Ecological responses differ upstream, downstream and within the inundation zone and there are empirical observations to help with predictions in each of these impact areas.

In summary, barrier removal projects, when properly sited and carefully managed, can be highly durable ecosystem restoration actions that permanently increase habitat connectivity and improve processes and functions important for the health of connected freshwater and estuary habitats.



- Kernan Dam, Leguer River, France
- Kentchurch Weir, River Monnow, Wales
- Maisons-rouges Dam, Vienne River, France
- Vilholt Dam, Gudenaa River, Denmark
- Yecla de Yeltes Dam, Huebra River, Spain
- Pärnu watershed restoration, Estonia

Read more about these case studies and others through Dam Removal Europe: https://damremoval.eu



SOCIAL AND ECONOMIC BENEFITS

The benefits of a project will vary, in general they will be a factor of the position of the dam within the watershed, relative to other resources and threats, the condition of the dam, the complexity of the project and its management. Several examples of social and economic benefits are described below.

- **Public safety and climate adaptation:** Dams that have been abandoned or are unmaintained can pose a risk of failure, especially during flood events. Low head dams can also pose a significant hazard for boaters and swimmers. These risks can have resulted in property loss, injury and in some cases, loss of life. With a changing climate and an increase in extreme weather events, dam removal has been seen as a

the most economical option. A recent US study found that removal could be 10 to 30 times cheaper than ongoing maintenance and repair.

- **Cultural values:** Local communities and native people can have long-standing cultural and spiritual ties connected to individual free-flowing rivers, their features and the species that they support. Restoration through dam removal can provide significant, and in some cases irreplaceable, benefits in restoring these resources and connections to communities. Examples of dam removals that had a significant cultural benefit include, Glines Canyon Dam, Elwha River, Oregon; Veazie and Great Works Dams, Penobscot River Restoration Project, Maine.
- **Transition to lower cost, lower impact renewable electricity:**Older hydroelectric dams were often sited and constructed to support a specific mill or factory. Many of these mills and factories have since closed, and the capacity of the stranded energy to the electricity grid may be more effectively supplied by a lower cost, lower impact renewable energy source like wind or solar. Overall, with the significant drops in the cost of deploying wind, solar and battery technologies, a global study by TNC and WWF highlights the shifting role of hydroelectricity in meeting our clean energy needs, citing the global technical potential of low-impact wind and solar is 17 times the renewable energy targets under the Paris Climate Agreement.

> *To restore and protect the Elwha River for current and future generations, economists found that the public would be willing to pay $4.8B euros.*

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to remove the dams and restore the river. Several similarly designed studies have documented the substantial value that people place on the following environmental changes associated with removing dams:

- The existence of a free-flowing river that individuals can see now, in the future, or for future generations
- Knowledge that endangered species are present in a river and their population is recovering
- Improved catch rates for recreational anglers
- Improved experiences for whitewater boaters



FLY FISHING ON THE SAVINJA Barrier removal projects can help increase the catch rate for recreational anglers, like this one on the Savinja River in Slovenia. © Creative Commons

- **Recreational angling and commercial fisheries:** For projects that improve habitat for valued recreational or commercial fish, like trout, salmon, river herring, etc., measurable economic benefits have included improved catch rates, improved experiences, increase in jobs and revenue (increased visiting anglers). Two examples:

    - The Sea Trout Funen Project in Denmark generates an estimated $5.8 M EUR/year in angling tourism for a $.5M EUR/year initial investment in river restoration through dam removal.
    - In the State of Maine, USA, the restoration of rivers has resulted in fish harvesting permit sales to towns exceeding $600,000 EUR/year (Maine

most important fishery is another searun fish, the juvenile (elver) American eel (>$18M EUR in 2019: Maine DMR).

- **River recreation and other tourism:** Returning rivers to a free-flowing state can support new canoeing, boating and whitewater rafting opportunities. An increase in boaters can benefit neighboring communities when visitors support guide companies, restaurants, lodging and other establishments. For example, after the restoration of the lower Penobscot River the city of Bangor hosted the North America Whitewater Regatta for the first time and remained the host for three years in a row, bringing significant tourism and related revenues to the region.
- **Restoration economy – job creation:** Dam removal projects are infrastructure projects, and as such require the labor and services of engineering and construction professionals. This value has rarely been quantified but two examples from the United States demonstrate the tangible economic benefit and justification for further concentrated research.

    - In the state of Massachusetts, for every $900K EUR spent on restoration projects, 10 to 13 jobs were created or maintained
    - In the state of Oregon, 15 to 23 new jobs were created for every for every $900K EUR spent on watershed restoration, this also resulted in and $1.9-2.0M EUR in economic activity

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3. Project Phases



CUDDEBACKVILLE DAM Photo of the dam prior to its 2004 demolition on the Neversink River at Cuddebackville, New York. © Mark Godfrey/TNC

With so many dams and possible projects on rivers, how to start can feel like a challenge. There are a series of tasks that must be accomplished to take a project from an idea through design and ultimately construction for restoration. While each project is unique, generally, most projects require similar phases and considerations as outlined below and then further described in the following sections.

Project Planning and Assessment	Design and Permitting	Construction
Project identification. Partner development. Define project goals. Scope feasibility.	Field surveys and studies. Engineering design. Permitting review iterative with the design.	Hiring and working with a construction contractor. Determine partner roles.
Cross-cutting: Monitoring and Communication		
Determine best methods for outreach and communication with the community and partners. Develop pre and post restoration monitoring goals iterative with the project goals, designs, and permitting.		

Project Planning and Assessment

DEFINING PROJECT GOALS, PRIORITIZATION CONSIDERATIONS

ermine goals for all project partners at the beginning of a project. Fish passage, healthy er quality, improved safety, and reduced maintenance may all be part of the suite of

project will improve river habitat to different degrees depending on the scale of the impact. Where we work and how we spend limit resource dollars increasingly calls for us to be strategic when choosing which projects to move forward.

Many governments and nonprofits now have decision-support or prioritization tools available to estimate the relative benefits of a potential project. Common prioritization metrics for ecological restoration include projects that connect a high number of river miles in areas with good habitat and projects that will that will improve water quality.

Often these decision-support or prioritization tools are developed at a watershed or basin scale. By working at a watershed scale, agencies and partners can identify multiple projects that may advance established goals to restore rare or important riverine species.

In these cases, possibly several removals together will create a large network and could have a greater impact that one project alone or projects across multiple watersheds.

Please see the Resources section for example approaches to barrier prioritization and watershed scale restoration.

DEVELOPING A TEAM. WHO DOES WHAT WORK?

Developing a strong project team can be very helpful for some projects, particularly when managing more complex issues and multiple objectives. Even so it is good to determine who is the central project manager and how partners are each contributing.

If agency personnel are able, it can be beneficial to have them on the partner team to help access with data collection or assist with early review of designs and the permitting process. This does not need to be a formal or written structure, but questions to consider include:

- What is the role of agencies and NGO partners?

4. Who will be responsible for fundraising?

Different project phases will require different expertise, including biologists for survey, environmental and structural engineering firms for design, historic specialists, and permit specialists. The project team members may be able to complete some of these tasks.

For instance, state biologists may already have species information or are able to do the necessary biological inventory. Similarly, someone on the team may have experience with completing and submitting permits.

Project considerations

OWNERSHIP

Permission to remove a dam is a critical early step. Dams may be owned by the government, businesses, nonprofit organizations or individuals. Determine who owns the dam and what their long-term interests are in the dam and the associated uses of the impoundment.

Dam owners often have concerns and need design answers before they are able to decide. In such a case it is not uncommon to do a certain level of research or limited analysis to help answer some of these questions or agree that the design will meet a certain set of criteria.

For instance, that a drinking water intake that relies on the depth of the impoundment will be replaced with an alternative. When actively developing designs for a project, it is important to have agreement with the dam owner for removal and restoration before investing a lot time and resources.

SITE ASSESSMENT

Issues to look for include size of the dam, width of the impoundment relative to the river, existing uses (hydropower, water supply, recreation, etc.), adjacent infrastructure (roads, bridges, walls), upstream land use, sediment, visible bedrock, and more.

A sample site assessment to understand the potential complexity of a project is also included under the Resources section.

EXISTING USE

Every dam removal will change the area upstream and to varying extents the area downstream of the dam. Determining the existing uses of the dam and the impoundment are important to understand what uses may be affected and how that will impact the design.

In many cases, the existing uses will not all go away or can be mitigated for in the design. For instance, a pond that is used for fire suppression could be replaced by an in-river hydrant. In a well-known case in the United States, active hydroelectric dams were removed on the mainstem Penobscot River in exchange for the ability to install increased power capacity at dams on a tributary.

Local connections to the dam or impoundment go beyond commercial uses. Members of the community may feel a strong emotional connection tied to existing uses for recreation, scenery, or history. This fear of change can be a difficult hurdle to overcome and we discuss it further below when assessing key issues in your design and the importance of pro-active and consistent communication throughout the project phases.

Key issues to consider in assessing project scope and feasibility and defining project stakeholders

The top issues that are most likely to drive the complexity of a project are existing infrastructure, sediment quantity and quality, and ecological sensitivity, so we touch on those first. Case studies that illustrate complex and straightforward projects are included in the Case Studies section.

INFRASTRUCTURE/UTILITIES

It is critical to the design and construction of any dam removal to avoid impacts to human health and safety. Identify any infrastructure adjacent to, or within the limits of impact of your project early in the project.

This includes bridges upstream and downstream of the dam, roads or walls along the river, and water or sewer pipes under the stream bed or in the adjacent river bank. Not all infrastructure will be affected by the removal, but you want to determine this in advance and plan for it.

Often bridges or pipes were installed without considering that the dam and impoundment may not always be in place. Rivers are dynamic and can shift course from floods. In some cases, relocating a water pipe will be the best long-term solution. Adding scour protection to an existing bridge may be enough to protect from changes that might otherwise undermine a bridge pier or abutment.

SEDIMENT QUANTITY AND QUALITY

Sediment type, quality, and quantity play a large role in project design. In recent years, resource agencies and the dam removal community have come to better recognize that rivers naturally move sediment and nutrients every day, and even more so during high flow ts. Sediment is a natural component of the system.



K NAI, conservationists gather mud in sieves and rinse away the sediment to collect wildlife such as worms, shrimp and crabs. The creatures are taken to HKU's scientific laboratories © Lori CHeung/TNC

Sediment that is contaminated with high levels of pollutants that can impact human health may need to be removed and relocated to an approved off-site location.

It is important to note that not all dams accumulate sediment, not all sediment in the impoundment will move, and even then, not all at once. As a general rule a wide impoundment with a small stream will have less sediment erosion than a narrow impoundment.

Sediment, particularly sand and gravel, can be beneficial for rebuilding downstream gravel beds and creating habitat, as well as rebuilding estuary habitats and salt marshes farther downstream. Therefore, some projects allow for a natural release of sediment that will gradually move downstream and ultimately be replenished from upstream through restored river function after the dam is removed.

The Ennerdale Weir and the Retuerta Dam removals illustrate two different approaches to managing sediment benefits and impacts. See also the Additional Resources section for links to an example of published sediment guidelines from the US Bureau of Reclamation.

ECOLOGICAL SENSITIVITY

Dam removal will fundamentally change the habitat type and construction activities inherently have some impacts. The fish, wildlife, and plants that are in the impoundment will be impacted as the dam is removed and the water recedes.

It is important to recognize this and know that there will likely be a loss of plants and animals with low mobility (like mussels). You cannot avoid all impacts to all individuals or species, but there are best practices that can be implemented to minimize these impacts.

Work with your natural resource agencies to determine particular species that are threatened or endangered which could be impacted in the short or long term. In other

minimize those impacts.

Planning for species impacts could include adjusting the time of year construction takes place, implementing certain measures during construction to avoid impacting the species, or adding habitat features to the design to benefit critical species. Some examples are below.

Construction timing: Avoiding impacts

- Biologists may want to avoid construction during the migratory season for fish. Thus, the construction can be timed to start after migration.
- Avoid nesting and spawning season for a particular species, or have a biologist identify specific sites to be avoided or protected during construction.

Pre-construction methods: Minimizing impacts

- Biologists may be able to collect and relocate individuals from the impoundment before construction starts. For example: electro-shocking fish or hand collection of mussels during a controlled draw down of the water level.
- Installing barriers to prevent species from moving into the construction site. For example, a barrier can be put in place around the site to prevent wildlife, like turtles, from entering the construction zone and being injured by moving equipment.

Improving Habitat: Mitigation for impacts

- Native plants can be added to kick start a restoration, such as trees to add shade to reduce water temperature
- Habitat features could be added for sensitive species that may be impacted. An example of this could include keeping trees removed during construction on site an...

In the Ennerdale Weir removal case study, protected fresh-water mussels were both a target species that benefit from the removal, as well as a sensitive species requiring special sediment management measures during construction.



ED BILLS POND DAM REMOVAL, USA Volunteers work to plant the former impounded area following a dam removal on the Eight Mile River. © TNC

additional public outreach to prepare people for the change and provide examples from other projects.

Public outreach can be supported by developing design schematics, photo simulations, or illustrations of the site before and after removal. Examples from other dam removal and restoration sites are also useful. These types of public sites may also warrant consideration for additional planting to kick start some of the natural regrowth.

The impact on steeper gradient streams with narrower impoundments will likely be less visually dramatic and therefore less challenging for the public.

RECREATION AND COMMUNITY ACCESS

As the river changes, types of recreation can change. Talk with the community about what concerns they have. Sometimes a drained impoundment can have walking paths built or benches and interpretive signs added at overlooks. Fishing access or new boating access can also help people enjoy the new river. In some cases, dam removal creates new white-water recreation opportunities.



FREE-FLOWING KENNEBEC Paddlers enjoy a stretch of the Kennebec River that has been free-flowing since removal of the Edwards Dam. © Tim Paul / TNC

HISTORIC

Many dams were built decades to hundreds of years ago and may have significant cultural and historic significance. Removing a dam could have an impact on these values. Identify the local and country laws around these impacts. In many cases the impact cannot be avoided, if the dam itself is the critical feature. Photo documentation of the dam before and during removal can provide insight into the architectural and engineering history of the dam. Interpretive signs can serve as a marker and educate the public of the past significance of the site after the project is complete.

FLOODING AND FLOOD CONTROL

ple often have concerns about how dam removal will affect flooding. This stems in part from the perception that all dams provide flood control, when in fact very few actually do.

your communication with the dam owner and the public.

Design and Permitting

Once you have selected a project and understand the key issues, you will need to develop design plans to complete the restoration. The complexity of the project will determine what types of engineering and biological studies are necessary and how detailed the plans need to be.

Sustainable Restoration Project Design

Design should address the previously discussed issues through the project planning and site assessment, as well as those identified by the owner, partners and agencies. Keep in mind that not all projects need to design for, or consider, all issues.

Restoration projects should be designed to meet ecological goals and match the situational context, while maintaining health and safety of the community. Consider the following three keys when approaching your project design.

1. **Simple vs. Complex projects.** Projects will need a different level of design and analysis depending on the issues at the site and the surrounding context. For instance, a project in the middle of a city with adjacent water pipes and a high volume of potentially contaminated sediment will require greater study and likely a more complex design than a project on a bedrock dominated stream in a natural area.
2. **Removal for restoration.** In order to restore river function and processes any dam removal should always remove the full vertical extentof the dam and as much of the

and the scour the riverbed as well as limit fish passage.

3. **Passive vs. Active Restoration.** Given the dynamic nature of rivers, less is often more when it comes to river restoration. Understand the project goals and determine how best to meet those through the design process. Passive restoration recognizes that the site will adjust over time and minimizes in-channel work, focusing on full removalof the dam and allowing for the river to self-adjust. Active restoration may be more appropriate in a case where infrastructure and sediment management require some direct channel reconstruction, or installation of infrastructure protection measures.

HIRING THE RIGHT EXPERTISE

Many projects will require design by a certified engineer. Often this will include someone or a firm with experience that includes hydrologists and structural engineers. You'll want to find someone with experience working in river systems.

Dam removal is a relatively new field, so not all engineers may have designed a removal, but identify engineers with experience in rivers, including dam building or bridge design. Both types of projects that require similar types of analysis involved with dam removal.

Also consider including a fluvial geomorphologist on your team, a scientist who understands how flow and velocities influences river structure and habitat. Especially if others on your team don't have prior experience working on river restoration projects, it is important to have someone with expertise in river form and function reviewing the design.

BASIC COMPONENTS OF A PROJECT DESIGN

design and summarizes the analysis that went into the design. The memo can also be used to layout alternatives analysis if that was part of the process.

Design sheets: The detail of your engineering design will depend on the complexity of your project and your permitting requirements. In general project plans will lay out a site base map with existing conditions and natural resource areas, equipment access, the sequence of removal construction, extent of natural resources impacted, and proposed final conditions. Design plans typically present a profile view of the stream channel as well as existing and proposed cross-sections of the river channel. You may also need to provide detailed information on particular activities such as how you will manage dewatering, sediment management, or restoration plantings.

Cost Estimate: Once you have a design, you'll be able to determine estimate. Working with an engineer they are able to estimate costs before you look for a construction firm to complete the work.

PERMITS

Contact your regulatory agencies to determine what permits the project will require, including the timelines and agency personnel contacts for each permit. Typical permits can be from separate local and state authorities and may relate to potential impacts to wetlands or stream, species specific impacts, dam specific issues, or building and demolition issues.

Rather than wait until the design is complete, it is often useful to initiate project discussions with the permitting agencies early in the design process so that designs may be adjusted to best avoid impacts and account for resource concerns. This iterative process can save time and money and often delivers a better restoration result.



CUDDEBACKVILLE DAM, NEW YORK Start of breach during demolition of the Cuddebackville dam on the Neversink River at Cuddebackville, New York in September, 2004. © George Schuler/TNC

CONSTRUCTION APPROACHES

How you approach construction will be somewhat determined by design issues such as your sediment management plan and avoiding sensitive species impacts, and site issues, such as if you are able to draw down the water levels in the impoundment in advance.

river around the construction site. Building and maintaining water diversion will extend the construction time and increase costs, but there are often reasons that this is right approach, for instance when building in the river.

In the case of in-river work, it is allowable for the equipment be in the river up to a certain safe depth, usually with a requirement for biodegradable hydraulic fluid. This works better in cobble and bedrock streams where there is less risk of heavy equipment sinking into soft sediment.

WORKING WITH A CONTRACTOR

Determine how to move forward with construction and bring in the right expertise to fit the project. More complex projects may require hiring a construction firm with significant structural building experience.

Regardless of the complexity of the project, look for firms with experience working in water, particularly in rivers. These types of firms will know how to watch and manage for rain events and will have operators comfortable working in wet environments. Many of these firms are also often able to suggest construction approaches that save time and money.

Determine who from your team, partners or the engineering design firm will be on site to help direct the contractor. You should consider having the design engineer on site for phases that include technical issues such as complex water management or building infrastructure protection measures or a rock riffle. Having the design engineer on site also ensures they are liable for their designs if they oversee installation.



ROB BULLARD AT DAM REMOVAL Rob Bullard, Tennessee River and Cumberland River Program Director for The Nature Conservancy in Tennessee, was on the scene as the Roaring River Dam was being removed. © Cory Holliday/The Nature Conservancy



ROARING RIVER DAM DIGGING OUT A power shovel tears away the old deteriorating dam on Tennessee's Roaring River. © Paul Kingsbury/The Nature Conservancy

SAFETY

Always develop and follow a safety plan both for the safety of the contractors and for the partners and visitors to the site. Common elements include restricting public access with posted signs, wearing safety vests and hard hats, requiring visitors to check in when arriving on site, and posting proper signs to direct traffic.

CROSS-CUTTING

MONITORING

We learn from our successes and our challenges with each project and the right monitoring contributes to our understanding of river restoration techniques. Partners should determine what metrics should be monitored as not all projects necessarily warrant the same level of monitoring.

Often funders require monitoring of one or two factors to ensure the project met the funding goal. For instance, evidence that migratory fish are using the site and continuing upstream following restoration, or improvements in water quality and temperature.

In other cases, partners have reason to complete a longer and more comprehensive study to include physical and biological metrics such as plant communities, fish and wildlife presence, substrate type, water quality, and more. For most projects, you'll want to determine an appropriate time span, including sufficient pre and post restoration data collection.

Examples of monitoring protocols are included in the Resources section below.

FUNDING

Funding is always a big question with any project. Based on your project goals and the types of benefits you may be eligible for different types of funding.

Determine what species will benefit from your restoration, including metrics like how many miles of habitat will be accessible. Projects that benefit migratory species are often easier to fund, but funding is available for native species as well.

Also look into infrastructure funding, considering that removing aging infrastructure ha a ic safety benefit and reduces future maintenance costs. When developing a budget for

COMMUNICATION AND STAKEHOLDER ENGAGEMENT

Clear, proactive, and consistent communication with the stakeholders interested in the current and future condition of the river may be necessary across all phases of a project from planning through construction and post-construction monitoring.

Depending on the complexity of the project, this may include a combination of announcements in local newspapers, community forums or social media, public meetings and an accountable and accessible point of contact for stakeholders to reach with any questions or concerns.

Some smaller projects with fewer noticeable changes may not require the same intensity of outreach. Communicate the anticipated benefits of the project, any anticipated negative impacts, and a plan to manage those impacts. Often, an illustration of the site before and after construction, can help with communication.

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4. Overview of Financing Options



WATERFALLS OF THE UNA RIVER The Štrbački buk waterfalls and the the Una River forms a natural border between Croatia and Bosnia-Herzegovina. © Ken Geiger/TNC

Ideally, when a dam is no longer serving its intended purpose, or when its value is outweighed by the social or environmental costs, the owner would be responsible for, and able to, finance removal of their infrastructure.

Today, for many reasons, this is rarely the case. Over decades, and in some cases centuries, dams can change owners multiple times, or they can be abandoned altogether. In addition, historically, the life-cycle costs of a dam, including the cost of removing infrastructure, has not been factored into the business model.

Many local and national governments, including many countries in Europe and in the U.S., lack proper regulatory frameworks and funding mechanisms to address the public safety issues associated with maintenance and removal of unsafe dams.

Existing Funding Mechanisms

By understanding the many potential benefits the project may provide – for people and nature – in addition to your specific objectives, you can maximize the potential for community and financial support.

These benefits may include climate adaptation and public safety, water quality, recreation, water supply, biodiversity, migratory fish and the environment. In general, sources can be separated into public and private funding.

One source of funding may be adequate to finance a small, low-controversy project – while large, and more complex projects may require two or more sources of funding.

Public funding sources used in European countries include:

EUROPEAN UNION

- The Cohesion Fund: This fund allocates € 63.4 billion to trans-European transportation and environmental projects, aiming to reduce economic and social disparity and promote sustainable development. In candidate countries it has been used to support dozens of dam removal projects. Notably, the Estonian Government successfully leveraged use of the Cohesion Fund to finance 85% of a €15 M basin-scale restoration project in the Parnü River Basin including eight dam removals on the mainstem and tributaries. The remaining 15% was provided by the Estonian state budget. Key to using this fund was the development of a River Basin Management Plan that identifies the needs and priorities for dam removal consistent with implementation of the Water Framework Directive.

European Commission LIFE Environment subprogram. The goal of the environment subprogram is to fund nature conservation projects with a focus on the areas of biodiversity, habitats and species, so long as more than half of the project costs are used to improve conservation status of priority habitats or species listed in the EU's birds and habitats directives. Otherwise, general nature conservation projects may receive co-financing of up to 60%. *Example: Yecla de Yeltes Dam, Huebra River, Spain incudes a Natura 2000 site and was therefore eligible for LIFE funding.*

LOCAL AND NATIONAL GOVERNMENTS

- Municipalities and Water Authorities may have the resources and jurisdiction to purchase and remove obsolete dams. *Example: In Sweden, Hudiksvall Municipality, purchased and removed Sofieholm's hydroelectric power station. In France, water authorities may subsidize a portion of removal costs.*
- Project funding has been provided through national agencies including national park authorities, environmental agencies, and marine and fisheries management agencies in countries including France, U.K., Estonia, Sweden, Switzerland, Spain, Finland and Germany have funded projects. For example, in 2019, the Finnish Government announced they would allocate $18M EUR to increase funding for restoring migratory fish through barrier removal and restoration of breeding grounds.

Private funding opportunities may include:

FOUNDATIONS AND PRIVATE DONORS

- Removing an obstacle from a river and returning it to its free-flowing state is something that can be seen as a direct legacy for donors. The one-time investment

- Europe is a global leader on funding barrier removal through crowdsourcing. Led by the efforts of WWF Netherlands, they have facilitated raising tens of thousands of EURs to date, removing barriers in the Ukraine and the U.K., with more in the cue. Learn more about their Dam Removal Funding Platform here.

NON-GOVERNMENTAL ORGANIZATIONS

- Local, national and global environmental and river conservation organizations
- Angler's associations (Association of Anglers for the Conservation of Rivers, European Anglers Alliance). On the River Dove in England, local fishing clubs helped to fund and manage dozens of weir removal projects.
- Whitewater and paddling associations



KRUPA RIVER, CROATIA The winding Krupa River makes its way through Croatia. © TNC/Chip Carroon

Four Emerging Innovations for Finance

funding streams.

1. LIFE-CYCLE FINANCE MODELS

With a better understanding of the full life cycle cost of dams, lenders and governments can make project financing and permitting contingent on a commitment to incorporate the true cost of the project, from cradle to grave, into the business model.

This would include the project owner guaranteeing financial reserves for the removal. In a setting where the cumulative social and environmental impacts of existing dams is already high, these reserves may be used to establish a revolving fund where the cost of removal of the newly financed or permitted project is used in the near-term to remove existing high priority dams that no longer serve their intended purpose.

2. CLIMATE ADAPTATION AND PUBLIC SAFETY

As our climate changes, flood and drought events will continue to become more extreme. Strategic barrier removal can be incorporated into local and national climate adaptation strategies to reduce the community risks of failure during a flood event or exacerbating critical water quality conditions during dry seasons or drought events.

This is also a measure to support adaptation of ecosystems by increasing river connectivity and resilience. In Massachusetts, there are several state-level programs that can serve as models for how to include dam removal finance in a public safety and climate resilience strategy.

Three examples include:

- Municipal Vulnerability Preparedness (MVP) Program Action Grants. TNC worked with the state to develop a vulnerability and climate adaptation rapid planning process for municipalities. After completing a MVP plan, municipalities are eligible to apply for Action Grants to implement their plans. Ecological restoration, including dam removal, is an eligible activity.
- State Hazard Mitigation and Climate Adaptation Plan (SHMCAP). Using a collaborative stakeholder process, Massachusetts recently released a statewide climate adaptation plan to promote resilience of state agency operations, assets and resources. Dam removal is a key adaptation tool referenced in the newly released plan and draft legislation is being proposed to fund implementation.

3. ENVIRONMENTAL MARKETS FOR DAM REMOVAL

An environmental market is an exchange-based approach that uses market mechanisms to achieve environmental goals (regulatory and non-regulatory). Below, we outline two types of environmental markets emerging for dam removal; compensatory mitigation and ecosystem service markets.

Compensatory mitigation. The first is based on the opportunity to use dam removal as a mitigation tool for unavoidable environmental impacts as required by regional or national environmental regulations. For example, in 2018 the Sihlpost Dam was removed in Sweden as mitigation to offset river impacts from a railway expansion.

A recent Nature Conservancy study highlights example crediting mechanisms for dam removal and offers recommendations to increase the use of dam removal as a mitigation tool in the U.S.

Water Act.

In Europe, environmental regulations and mitigation requirements vary from country to country, however three general regulatory frameworks may readily support markets for barrier removal:

- *Biodiversity offsets*—where new development is negatively impacting river habitat, and offsets are required, dam removal can be a durable river restoration tool to create habitat for critical species and populations – in particular, for migratory and resident fish, freshwater mussels and other macroinvertebrates and, potentially for riverine-dependent plants, birds and mammals. Regulatory frameworks that may support biodiversity markets include Natura 2000, European Commission Eel Regulation and National Eel Management Plans, and country-or regional fish passage regulations.
- *Concessions/permits for water use or hydropower*—where regulatory requirements are in place and enforced, strategic dam removal can be a mitigation tool for renewing existing hydropower and/or water use concessions or potentially for considering new ones.
- *Water Framework Directive*—several dam removal projects have demonstrated the ability to improve ecological status to meet the goals of the water framework directive. Similar to biodiversity offsets, where existing or new developments are seeking opportunities to mitigate their impacts to a stream's condition and status under the Water Framework Directive, dam removal may be used as a mitigation tool (see benefits).

In the U.S., formalized environmental mitigation markets have been demonstrated to reduce permitting times by half, can make more effective conservation investments

Targeted ecosystem service restoration.

A second type of market may be created by the restoration of a specific ecosystem service. Simply put, a service provider pays for the dam removal to improve the provision of its services.

For example, dam removals have been demonstrated to improve water chemistry (DO, temperature) and reduce the risk of algal blooms. A water utility may pay for the removal of an obsolete dam upstream of its intake, in order to improve source water quality and reduce treatment costs.

Dam removals have also been demonstrated to drastically improved recreation and fishing opportunities. In these cases, an angler's association group may pay to remove a dam in exchange for the benefit of the fisheries or in exchange for an extension of the region for which it manages permitting authority.

4. LEVERAGING ECONOMIES OF SCALE

Governments, NGOs and private investors have found ways to drastically reduce the project costs of dam removal by both, vertically integrating project phases and by implementing multiple projects at the same time.

For example, there is a federal team in the U.S. Fish and Wildlife Service that is trained in the design, permitting, project management and construction of dam removal projects. This team specialization has dramatically reduced the overall cost of project implementation and could potentially be replicated by a government agency or NGO in Europe.

Similarly, government agencies and NGOs that are moving forward with several dam ovals at the same time may issue a request for proposal on a comprehensive service

5. Case Studies

The following case studies present in brief three dam removal projects which illustrate success managing some of the key issues at restoration projects.



Retuerta Dam, Spain

Removal of the Retuerta Dam is restoring fisheries and natural river processes in the Aravelle River in the municipality of Umbrías, Spain. **Read the case study.**



Ennerdale Mill Weir

The Ennerdale Mill Weir removal is an example of a successful project that was accomplished with limited complexities. **Read the case study.**



Vezins Dam Removal

6. Resources



UNA RIVER, BOSNIA The Una River flowing through Bosnia. The river forms a natural border between Croatia and Bosnia-Herzegovina. © Ken Geiger/TNC

Ecological and Socioeconomic Benefits of Dam Removal +

Regional Barrier Prioritization Tools, Project Databases and Studies +

Authors and contributors

Content written and edited by Tara Moberg and Amy Singler with thanks to our partners at Dam Removal Europe, Rewilding Europe, WWF Netherlands, and the Massachusetts Division of Ecological Restoration for sharing their experience, review and contributions to the case studies and financing sections.

Questions, comments or suggestions on the above content can be emailed to Tara Moberg at tmoberg@tnc.org.

Acknowledgements

The Nature Conservancy is fortunate to have the support of visionary people and organizations, whose generosity allows us to pursue our mission. We are grateful to the Enterprise Rent-A-Car Foundation for supporting our work to find water solutions that work for rivers and the communities that depend on them.

Sign Up for E-News

Attachment 3
Source: https://www.nyclimateexchange.org/blog/project-closed-circuit-helping-cities-lead-on-ev-battery-circularity

Project Closed Circuit: Helping Cities Lead on EV Battery Circularity

Apr 10

The New York Climate Exchange recently launched ***Project Closed Circuit***, a new project to put cities at the center of electric vehicle (EV) battery circularity.

What is EV Battery Circularity?

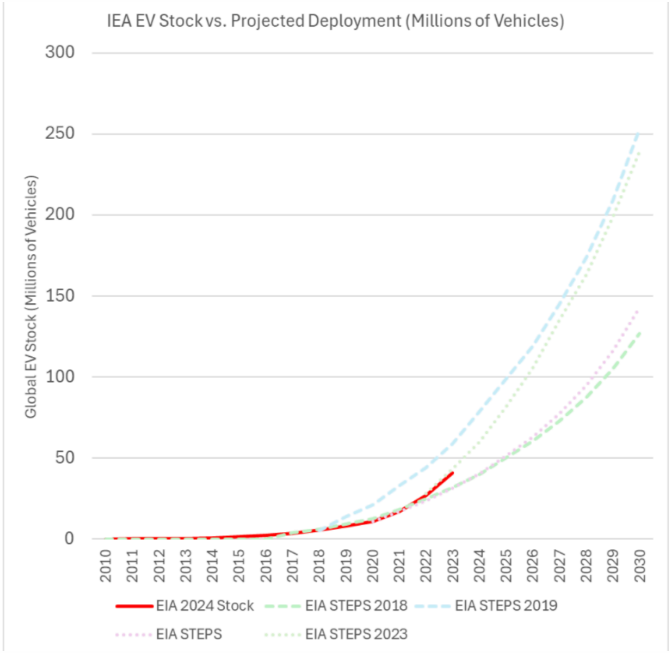


Figure: Global EV Stock vs. forecasted demand (2018-2023 forecasts, 2024 actual)

Batteries are at the heart of the effort to electrify the economy and move away from fossil fuels. From powering EVs to storing electricity generated by wind and solar, global battery demand has surged by around 33% per year over the past 30 years. Nearly 95% of recent growth is driven by EVs. In 2013, there were only 100,000 electric vehicles on the road worldwide; just 10 years later that number reached 40 million!

The transition to EVs comes with challenges.

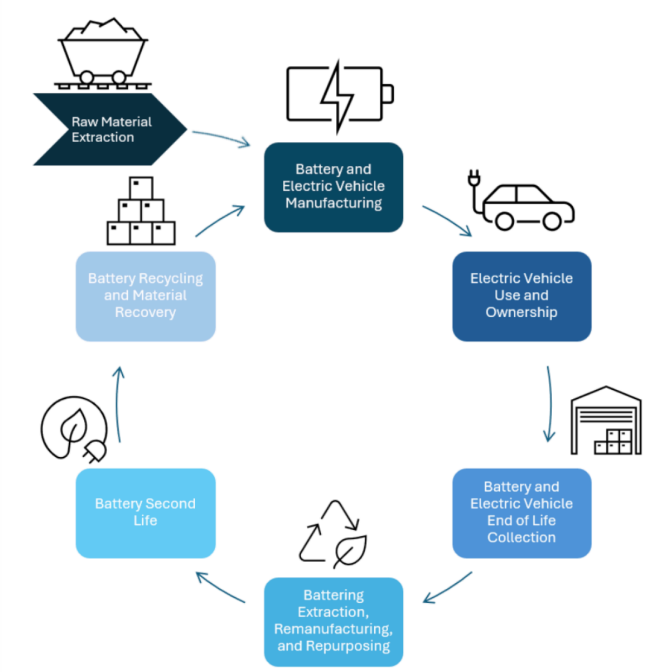
[International Energy Agency, Annual Energy Outlooks 2018-2024]

All batteries require rare earth materials—85% of the world's lithium, 70% of its cobalt, and 10% of its nickel go to battery production—and we'll need hundreds of new mines to meet growing demand. Many of these mines come with environmental and human rights concerns and increase the world's dependence on unstable supply zones.

Still, EVs are much less harmful to the environment than gas-powered vehicles, however high upfront costs and questions about battery life contributes to slow adoption. Like cell phones, EV batteries degrade over time. Around 7-12 years into an EV battery's life, it loses about 25% of its original strength. At this stage, the battery may struggle to maintain peak performance, despite having 70-80% of its charging capacity.

Disposing these batteries in landfills risks contamination from toxic materials and recycling them prematurely wastes their remaining value. **A single-use EV battery is unsustainable.** Without a better way recycle and repurpose batteries, the growing EV market could turn a climate solution into an environmental crisis.

A "circular" approach offers a sustainable solution and massive market opportunity.



A circular strategy maximizes a vehicle's lifecycle using intelligent battery management. This first stage involves using data to optimize battery performance so it can be used longer before being discarded.

Once a battery's charging capacity degrades to 70-80%, it can be reused or repurposed. These second-life batteries can be used in building energy systems or electrical grid storage. This approach transforms a battery, once considered garbage, into a valuable asset, and allows EV owners to earn money from their used batteries. These circular

Figure: A Circular Economy for EV Batteries. Credit: Wyatt Williams

economy principles make EV ownership more affordable and environmentally responsible.

Finally, at the end of its life, the battery can be recycled. Recycling processes extract and purify raw materials and send them back to manufacturers for new batteries. This closed-loop approach dramatically reduces the need to mine new materials, creating a sustainable cycle that minimizes waste and environmental impact.

Current estimates value the battery circularity market to be $7 billion by 2033. According to The International Energy Agency, battery circularity could decrease the need for critical mineral mining by up to 40% and decrease greenhouse gas emissions by up to 80%. EV batteries that are suitable for second-life applications could create more than 200 GWh of power—enough energy to power around 18,500 American homes for a year—by 2030 Plus, local circular economies for batteries reduce dependence on foreign sources of raw materials

Cities are already at the forefront of the battery revolution: they are home to the majority of EV fleets and owners, charging infrastructure, and the bulk of the growth in energy storage systems – making them ideal innovation grounds for battery circularity. This deployment ecosystem means the potential for demonstrating battery *circularity* is at our fingertips. It just needs some support and coordination.

Introducing *Project Closed Circuit:* at the heart of battery circularity.

Project Closed Circuit leverages The New York Climate Exchange's partner network of battery experts and resources, business and public–sector engagement, convening, and thought leadership to deliver:

- Framing and analytical content
- Key industry events that facilitate learning and collaboration
- Technology and regulation across and beyond our partners to advance a circular economy for batteries

What will this look like?

- **Awareness**: Expanding the network of individuals who are advancing battery circularity by sharing its importance with new audiences — from city officials to fleet operators, waste management professionals to insurers and financiers, and national security and supply chain logisticians to sustainability advocates.
- **Urban Solutions**: Developing communities of practice across and beyond the Exchange's partner network to ensure that local lessons from the battery ecosystem extend across geographies. These convenings will focus on researchers, city officials, regulators, startups and private sector businesses, fleets, and energy system developers.
- **Implementation**: *Project Closed Circuit* will initially focus on The Exchange's home — New York City. With a regulatory and economic framework that informs cities worldwide, NYC is poised to become a leading hub and global model for resource-efficient battery innovation, investment, and safe deployment. This will be achieved through policy, local access to battery data and end-of-life battery assets, and the development of a replicable roadmap for battery circularity in urban environments.

Want to learn more, get involved in, or receive updates about this project and its events?
Email us at batteries@nyclimateexchange.org with the subject line "Project Closed Circuit".

〈 Stony Brook University On Governors Island

Exchange Partners Welcome New Leadership 〉

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COASTAL CORRIDOR ALLIANCE

August 4, 2026

Comments submitted via email to: sustainability@costamesaca.gov

City of Costa Mesa
Economic and Development Services Department
77 Fair Drive 2nd Floor
Costa Mesa, CA 92626

RE: Comments on City's Draft Climate Action and Adaptation Plan

Dear Economic and Development Services Department,

Coastal Corridor Alliance (CCA) respectfully submits these comments on the City of Costa Mesa's draft Climate Action and Adaptation Plan (CAAP). We request to be notified of any and all future comment opportunities on the CAAP or its elements. Please add: *Admin@CoastalCorridor.org* to the distribution list.

We received notice from the City staff today that some of our comments will be incorporated into the Planning Commission staff report due out on Friday, August 7th.

Since the comment deadline for the Draft CAAP precedes that date and we are not privy to what those edits will be, and the current document does not reflect our previous suggestions, we would be reiterating many of our points here.

Some comments in this letter are new after reading the Draft CAAP, some comments reiterate previous points, but our original comment letter should be considered our main contributions, as they remain relevant (Attachment A).

We also respectfully request a meeting with staff to go through our areas of concern, see how our comments have been addressed and discuss elements of the plan.

Comments

CCA's comments on the 2026 Draft CAAP below are grouped by Plan Sector, with Sectors ordered by priority related to our comments. Each comment is referenced by Plan Sector, Location (PDF page), Plan Objective, Plan Action, and CCA's comment.

Chapter 1: Introduction
Location: Pg. 18
Text: "Urban Forestry, Open Space, and Nature-Based Resilience. The City continues to invest in urban greening and ecosystem health."
Comment: We do not see examples or plans in this document of ecosystem investments. We recommend examples be incorporated to strengthen the document.

Chapter 1: Introduction
Location: Pg. 19
Text: Co-benefit definition: "**Enhances the Natural Environment.** Efforts that positively impact the ecosystems, biodiversity, and natural resources within Costa Mesa."
Comment: We cannot find examples in the Draft Plan where a solution accomplishes this goal. It is listed as a co-benefit of some of the CAAP efforts, but is not shown how actions accomplish this specific co-benefit. Only natural resources (water and atmosphere) seem to be considered here, for human benefits. There is no mention of biodiversity elsewhere in the plan, and mentions of ecosystem benefits are not explained in the few places it appears (using less toxic chemicals, etc.). What do ecosystems here need, and how will the City provide that?

Chapter 5: Climate Action And Adaptation Strategy
Location: Natural and Urban Lands, Pg. 73
General Comment: As stated in our last comment letter (Attachment A), we feel Natural Lands should be treated fully and separately from Urban Lands. The following comments would apply to an individual Urban Lands Sector:

> Chapter 5: Climate Action And Adaptation Strategy
> **Location:** Natural and Urban Lands, Pg. 73
> **Text:** "The natural and urban lands sector focuses on enhancing carbon sequestration across parks, open spaces, and urban landscapes. This sector advances strategies that capture and store CO_2 in vegetation while expanding nature-based solutions to strengthen climate resilience."
> **Comment:** Focusing solely on carbon sequestration to mitigate human impacts by further

human engineering (even planting 'drought tolerant' gardens) is not ultimately effective. The focus should be on restoring natural carbon cycles or natural carbon distribution systems provided by naturally evolving ecosystems. More carbon should be stored in terrestrial biology (plants) and geology (soil) because humans have extracted and burned so much of it, but only when carbon is returned to native biological and geological systems will the naturally moderated carbon cycle exchanges be restored and balanced for a stable atmosphere. In short, we suggest the City consider ways to restore and improve the natural carbon cycle and distribution systems.

Chapter 5: Climate Action And Adaptation Strategy

Location: Table 5-1. Sectors, Objectives, and Actions Pg. 81-82
Actions: NU1.a.-e.; g.-h.: Build upon and implement the City's Urban Canopy and Land Assessment to encourage equitable tree canopy expansions.
Comment: Please include strong guidance and City commitments or ordinances to plant only native or edible plants and trees. Planting non-native trees works to further destroy native pollinators, plants, fungi, and other animals that create a stable environment. Planting non-natives should not a long term solution. It creates more of the problem it tries to solve with only short term human relief. Native plants are naturally drought tolerant and provide the needed shade to help with urban heat island effect. Utilitarian plants help with greening, community wellbeing, and food security. We support community garden and urban farming initiatives alongside native plant landscaping.

We also suggest:

- Adding incentives for participation in Homegrown National Park (https://homegrownnationalpark.org/).
- Working with the Orange County Chapter of the California Native Plant Society.
- Finding solutions to organize and consciously scale urban regenerative food production.
- Establishing restrictions against the propagation, sale, and planting of non-native invasive plants. To see a list of non-native invasive plants go to the California Invasive Plant Council website (https://www.cal-ipc.org/).

General Comments

Goals of the Plans

Text:
"The CAAP reflects an integrated approach to align multiple priorities while moving forward with

local climate action and adaptation. It provides clear opportunities to reduce emissions, prepare for climate impacts, and support a resilient, thriving community into the future." (pg. 15)

and,

"...forward-looking community, one where environmental responsibility and quality of life go hand in hand well beyond 2045." (pg. 65)
Comment: We agree with the goals, but what it would take to truly accomplish this needs further definition. If this plan were carried out fully, is the promise that true environmental responsibility and sustainability would be achieved? If not, what else is needed?

Terms & Topics
Term/Topic: "Growth"
Text:
"The City of Costa Mesa CAAP is a roadmap for the community to thrive, supporting continued growth and quality of life while preparing for and addressing climate change." (pg. 15)

and,

"The CAAP is designed to work with, not against, continued growth and development by supporting smart, sustainable land use, transportation, and infrastructure decisions. The City recognizes that the goal is not to slow progress but to ensure it happens responsibly and equitably." (pg. 15)
Comment: Please facilitate building a City-wide framework for how "growth" can be measured and discussed. Break down all categories of growth, quantify goals, and prove with research how competing goals are possible to be addressed concurrently.

What are the City's categories, definitions, and goals for "growth" and how they relate to each other." Define each growth category's trajectory and its impacts on true local regenerative ecological sustainability. Define goals, or what numbers / increase is acceptable, for how long. Is there a cap, threshold, or benchmark for each category?

- Natural World (re-growth)
  - biodiversity
  - natural lands
  - habitat
- Human World

- economic
- population
  - "Costa Mesa's strong economy and relatively low exposure to climate hazards as compared to the region may make it an attractive destination for climate-displaced populations from other parts of Southern California. While this may bring economic opportunities, it could also exacerbate existing housing affordability pressures." (pg. 47)
- human land use expansion
- building expansion (out or up?)
- other?

We did a keyword search with the following results

Native landscaping (three uses, one page, one sector: Water and Wastewater. Not found in Natural and Urban Lands)
Native plants (0 mentions)
Wildlife (0 mentions)
Habitat (0 mentions)
Natural lands: No definition or discussion is in the plan
Ecosystem (some nominal mentions, with no specific actions attached)

Glossary (Pg. 101-110): Please include comprehensive and specific definitions for the following:

- **Natural environment:** This is purported to be enhanced, but is never defined (pg. 19)
- **Natural lands:** What does this mean to the City?
- **Nature-based solutions:** how does this include or not include naturally evolving systems?
- **Urban greening:**
  - drought tolerant landscaping
  - shade trees (native?)
  - native plant / pollinator landscaping
  - edible or usable plants landscaping for food security and carbon cycles
- **Environmental Responsibility:**
  - to humans?
  - to pets?
  - to native plants and animals?
- **Growth / Smart Growth**

Conclusion

We would like to see the City's CAAP plans include more specificity for steering the community toward harmony with the natural world as the only long term effective solution to anthropogenic climate change. We wish for a base level of intention in Costa Mesa's CAAP that matches other cities' CAAPs, like San Diego, Santa Cruz, and others. Notably missing is a plan and framework for the necessity of recovering local native species and habitats as our only long-term nature-based solution for climate change.

We hope that any efforts made in the name of 'urban greening', 'green industry workforce opportunities,' 'nature-based solutions,' 'green business programs,' put **native plants and ecosystems** in its primary position of priority. Without this, these programs will only make nominal temporary living improvements for humans while continuing to contribute to the underlying problem of imminent ecosystem collapse.

We ask that all **communications and outreach** to the public be honest, realistic, and carefully researched. Please avoid greenwashing or presenting false positivity or a false narrative of the reality of our environmental impacts and the real world consequences in City communications and outreach.

We appreciate the work of City staff to increase sustainability in Costa Mesa. Should you have questions, please reach out to Paul Waggoner at: (949) 820-9094.

Sincerely,



Terry M. Welsh, MD
Board President

Attachments: 1 - CCA Letter to Costa Mesa on CAAP dated May 26, 2026

COASTAL CORRIDOR ALLIANCE

May 25, 2026

Comments submitted via email to: sustainability@costamesaca.gov

City of Costa Mesa
Economic and Development Services Department
77 Fair Drive 2nd Floor
Costa Mesa, CA 92626

RE: Comments on City's Draft Climate Action and Adaptation Plan Policies

Dear Economic and Development Services Department,

Coastal Corridor Alliance (CCA) respectfully submits these comments on the City of Costa Mesa's draft Climate Action and Adaptation Plan (CAAP). We request to be notified of any and all future comment opportunities on the CAAP or its elements. Please add: *Admin@CoastalCorridor.org* to the distribution list.

Background

CCA, formerly the Banning Ranch Conservancy, led the decades-long effort to protect and create a permanent public open space of the 400-acre Banning Ranch property located between the borders of Costa Mesa, Newport Beach, and Huntington Beach, along the tidal influx zone of the Santa Ana River. Escrow closed in December 2022, permanently protecting 387 acres of Banning Ranch. The title was transferred to the Mountains Recreation and Conservation Authority (MRCA), a local joint powers authority that manages over 85,000 acres of parkland in Southern California. The property is now known as the Frank and Joan Randall Preserve/Genga (or simply Randall Preserve/Genga).

Our vision of conservation extends beyond the Randall Preserve/Genga to encompass the entire Coastal Corridor from the Pacific Ocean up the Santa Ana River to Adams Street in Costa Mesa. We seek to restore our natural lands, ensure functional habitat for wildlife, and promote the critical need for native biodiversity survival through education and built-environment reform in today's context of late-stage ecological destruction.

Comments

General Comments

We would like to see climate and sustainability planning in Costa Mesa, or any location, first inventory and prioritize the needs of the preexisting and preeminent local native ecosystems. Local, regional, and global ecosystems serve as Earth's irreplaceable, self-regulating life-support systems.

Climate change, environmental injustice, and resource collapses are not just emissions, pollution, and human resource efficiency problems—they are symptoms of a deeper root cause: the destruction of native biodiversity by the expanding built human environment. Climate science points to the biodiversity crisis at the center, and prioritizes restoration over innovation (**Attachment 1**).

While decarbonizing Costa Mesa should be a goal the City strives for in this CAAP, our primary and most effective focus would be to shift our relationship with nature and cede land and resources back to local, regional, and global native living systems. Engineering, technology, and green planning cannot effectively reduce human impacts to accommodate all of what modern human populations want and need, *and* effectively replicate or replace the natural systems that regulate our air, water, and carbon cycles.

Global, Regional, Local: To make our local air, water, and soil cleaner is crucial. But for as long as our populations require remote resources for support, we simply push our air, water, and soil impacts elsewhere. This is just another form of (out of sight and out of mind) environmental injustice for humans, and reinforces the ecological destruction that drives the global climate crisis that local CAAPs try to address. Those global impacts come back around at larger scales to affect all local places too, even if local areas end up with cleaner resources. Climate action in this frame looks like taking responsibility for all of our local and remote impacts, reducing or ending our reliance on remote water, air, mineral, and food resources, and reorienting our local infill spaces for food, sustainable goods production, and native biodiversity recovery.

Climate action based on ecology prioritizes the restoration of all of our suitable natural areas to native habitats, and creating/ceding massive amounts of local, regional, and global space back for wildlife and habitat connectivity.

We hope our comments encourage Costa Mesa's CAAP toward actions that help recover biodiversity as a first and most effective priority.

Prioritized Comments

Our comments on the 2026 Draft CAAP below are grouped by Plan Sector, with Sectors ordered by priority related to our comments. Each comment is referenced by Plan Sector, Location (PDF page), Plan Objective, Plan Action, and CCA's comment.

Sector: Natural and Urban Lands
Location: Pg. 9
Comments: We respectfully request that this Sector gets careful and robust reframing. Natural and Urban lands are very different, which should warrant separate Sectors. The existing action items apply almost exclusively to Urban Lands and their orientation for human benefits rather than prioritizing Natural Lands and (local, native) nature-based solutions.

- **We request Natural Lands become a new, banner 'Sector' of the CAAP plan** focusing on clearly defined, legally bound native biodiversity goals. Actions should support ecosystem recovery on Natural Lands, as this is our best and most effective action to take to mitigate anthropogenic climate change.
    - We request, Costa Mesa add specific restoration and rewilding goals, actions, and ordinances as the European Union does, that remove invasive plants, restore already-available open spaces to functioning locally native habitats, and remove human infrastructure that blocks otherwise available native habitats.
    - Please include consideration of Costa Mesa's position within our bioregion and within the California Floristic Province, acknowledging our City's impact on the fragmentation of native habitats, and its effects on the climate and livability of our built world, as Santa Barbara does in its CAAP.
    - Other documents for reference:
        - CAAPS from San Diego, Santa Cruz
        - Costa Mesa General Plan, Conservation Element
        - Fairview Park Master Plan's California Environmental Quality Act (CEQA) Initial Study/Mitigated Negative Declaration Appendices B-1 and C-3.

- **Urban Lands (Existing Sector):**
    - Native or edible plants: We request all rules, references, outreach, educational or community programs related to the use of plants (Plan-wide) including tree canopies, tree planting, tree replacements, urban greening, shade plants, drought tolerant plants, or landscaping, make a clear prioritization for either locally native plants or edible cultivars for local food production. Please clearly deprioritize or ban planting non-native or non-edible plants in CAAP actions and policies, as they contribute to biodiversity loss. Instead, please share the benefits of locally native plant species and local food production as solutions.

Native plants provide drought tolerance, shade / canopy, sequestration, and more, while also supporting native pollinators, wildlife, natural soil composition, natural water treatment for the watershed (except for Action d., see Water and Wastewater comment).

- Consider adding an action to include public promotion and incentives for residents and developments to participate either in 'homegrown national park' native landscapes (https://homegrownnationalpark.org/) (CCA would be glad to help strategize), or micro-farmed food production for locals.
- We support all initiatives that incentivize and expand local food production within infill spaces. Please specify that no additional natural lands encroachments should occur for the sake of food production. We have some other incentivized ideas that support job creation that we can share upon request.
- All civic tree installations or replacements must be to native trees or food production. See Pasadena's urban forestry information: https://www.cityofpasadena.net/public-works/urban-forestry/
- Consider policies to block the sale of known invasive plant species from nurseries, garden centers, and more. Look to California Native Plant Society (CNPS), California Invasive Plant Council (CAL-IPC), and Ron Vanderhoff at Roger's Gardens for consultation (rvanderhoff@sbcglobal.net).
- Please define 'Urban Greening' to include recovery for locally native species, Dark Sky, bird safe windows, invasive honeybee and other invasive pollinator management, and more.

Sector: Water and Wastewater
Location: Pg. 6
Comment: We hope this Sector gets a more robust nature-first framework. Local watersheds and dependent native ecosystems must be primary considerations, as they comprise the foundation of all human and nonhuman life of a place.

- We request that all references, examples, and methods related to the use of plants for shade, drought tolerance, or any other benefits be focused exclusively on diverse locally native plant palettes, or cultivars that provide local human food production. We ask the City to commit to working with consultants from groups such as the CNPS, CAL-IPC, and others to create native wildlife friendly landscapes. Ornamental plant palettes support invasive pollinators and other non-native species, whose presence displaces and competes with native biodiversity.
- Local watersheds are engineered to cut off dependent ecosystems through hardened walls and barriers, which would need to be prioritized for removal to recover biodiversity. Please consider forming a framework for long term watershed infrastructure removal.
- Add an action item focused on low-impact development (LID) that mimics natural hydrology. Ensure stormwater capture basins, bioswales, and daylighted drainage systems are designed as

living wetlands rather than concrete or synthetic retention cells. This filters urban runoff naturally before it reaches the ocean while providing immediate avian and amphibian habitats.

Sector: People and Community
Location: Pg. 10 - 11
Comment: We generally support the action items, with a few critiques listed below. We urge the City:

- To prioritize implementing long term solutions like native habitat and watershed restoration that decrease the needs for short term solutions.
- Not to promote 'Green' jobs or businesses that might trade local immediate improvements for global or long term impacts.
- Prioritize sustainably sourced natural materials in efforts to provide relief, and avoid plastics which harm native ecosystems' ability to thrive and regulate the planetary temperatures.

Sector: People and Community
Location: Pg. 11
Objective: PC3: Build City and Regional Capacity for CAAP Implementation
Action: "d. Coordinate with the following agencies on dam operational planning and related flood risks:

• U.S. Army Corps of Engineers Los Angeles District
• Irvine Ranch Water District
• County of Orange"

Comment: Our watersheds are highly engineered, which cuts off their natural functions to support the ecosystems' environmental regulatory systems. Watershed infrastructure might protect human homes from floods, but they accelerate the trajectory toward a warming environment. Watershed infrastructure must be removed, not added for short term climate relief. City policies should reflect this priority, and City involvement in regional planning should promote this practice. Instead of cutting off river and tide functions to protect infrastructure, infrastructure should move out of the way of rivers and tides (**Attachment 2**).

Sector: People and Community
Location: Pg. 11
Objective: PC4. Foster Local Sustainable Practices
Action: "e. Engage local Non-Governmental Organizations (NGOs) and compile a list relative to their interests and capabilities on a variety of topics related to climate action and adaptation, such as distributing related news or grant opportunities, or participating in or facilitating volunteer events such as clean ups or tree plantings."
Comment: CCA is available and willing to engage with the City on these topics and activities.

Sector: On-Road Transportation
Location: Pg. 2
Objective: T1. Transition to Electric Vehicles
Comment: We generally support the listed action items. Please add actions to incentivize and plan electrification deployment within a closed-loop second-life framework to reduce rare earth mining impacts. Local improvements should not come with additional global impacts **(Attachment 3)**.

Sector: On-Road Transportation
Location: Pg. 2
Objective: T2. Promote Walking and Biking
T3. Reduce Single-Occupancy Vehicle Trips
T4. Increase Public Transportation Use
Comment: We generally support the action items, though not at the expense of more use of plastics or other environmentally harmful materials or activities. We request the City limit materials to sustainably sourced natural materials and focus on design efficiency, biodegradation, and simplification.

Sector: On-Road Transportation
Location: Pg. 2
Objective: T5. Support Smart Growth
Comment: We urge the City to consider how biodiversity is already too constrained, and how continued growth works against climate adaptation.

Sector: Energy and Buildings
Location: Pg. 4
Objective: E1. Reduce Energy Demand in Buildings
Action: "c. Seek grants to offer incentives for cool roofs and walls during roof replacements or renovations."
Comment: Please consider policies / building requirements which include other passive cooling and heating systems of various types (air towers, trombe walls, etc.) for all new construction. Consider hybrid local-earth building materials to reduce resource needs, plastic use, promote in-ground infill building, and more.

Sector: Energy and Buildings
Location: Pg. 4
Objective: E2. Decarbonize Building Energy Use
Comment: We support actions a. - c. However, for d., we recognize that Green Building standards still have major tradeoffs, particularly in the prolific use of plastic and other harmful materials. Consider celebrating those that go beyond Green Building by sustainably sourcing natural building materials.

Sector: Energy and Buildings
Location: Pg. 4
Objective: E3. Increase Carbon-Free Energy Supply
Comment: We provide our general support. Find incentives / ways to keep electrification circular, engage in second-life platforms (See comment above).

Sector: Solid Waste
Location: Pg. 7
Objective: SW1. Reduce Waste Generation
Comment:

- We provide our support for all, with special support for Action b**.**
- Consider adding actions for easy City-supported e-waste drop-off / recycling, and facilities for handling fats, oils, and grease waste.
- Please consider having City Departments join the OC Trash and Debris Task Force quarterly meetings CCA participates in. Email jesse.aragon@pw.oc.gov to participate.

Sector: Off-Road Equipment
Location: Pg. 8
Objective: OR1. Accelerate Zero-Emission Off-Road Equipment Adoption
Comment: We provide our general support. However, see the above comments on circular electrification and second-life programs to reduce mining impacts.

Sector: Municipal
Location: Pg. 12 - 13
Comment: We can provide our general support for action items, with relevant above comments for other Sectors applied: native-first plantings, second-life electrification, embargo on plastic infrastructure, etc.

Conclusion

We appreciate the City's work on the draft CAAP. Thank you for the opportunity to provide comments on this plan. We understand that ecosystem centrality with its needs and limits have not made its way into widespread public discourse or planning solutions. It's a change in paradigm compared to what most of

us were raised to think and believe about what we humans can or can't sustainably do. We respectfully submit our comments with this in mind.

Should you have questions, please reach out to Paul Waggoner at: (949) 820-9094.

Sincerely,



Terry M. Welsh, MD
Board President

Attachments:
1 - UN: Biodiversity - our strongest natural defense against climate change
2 - Restoring Free-flowing Rivers in Europe
3 - Project Closed Circuit: Helping Cities Lead on EV Battery Circularity

Attachment 1
Source: https://www.un.org/en/climatechange/science/climate-issues/biodiversity

Climate Action (/en/climatechange)

Biodiversity - our strongest natural defense against climate change



The Earth's land and the ocean serve as natural carbon sinks, absorbing large amounts of greenhouse gas emissions. Conserving and restoring natural spaces, and the biodiversity they contain, is essential for limiting emissions and adapting to climate impacts.

Biological diversity — or biodiversity (https://www.unep.org/unep-and-biodiversity?_ga=2.141360562.1630766004.1661203745-120134052.1634700687) — is the variety of life on Earth, in all its forms, from genes and bacteria to entire ecosystems such as forests or coral reefs. The biodiversity we see today is the result of 4.5 billion years of evolution, increasingly influenced by humans.

Biodiversity forms the web of life that we depend on for so many things – food, water, medicine, a stable climate, economic growth, among others. Over half of global GDP (https://blogs.worldbank.org/voices/business-case-nature#:~:text=According%20to%20the%20World%20Economic,have%20created%20new%20biodiversity%20funds) is dependent on nature. More than 1 billion people rely on forests (https://www.un.org/en/desa/5-things-you-should-know-about-how-forests-benefit-people-and-planet) for their livelihoods. And land and the ocean absorb more than half of all carbon emissions.

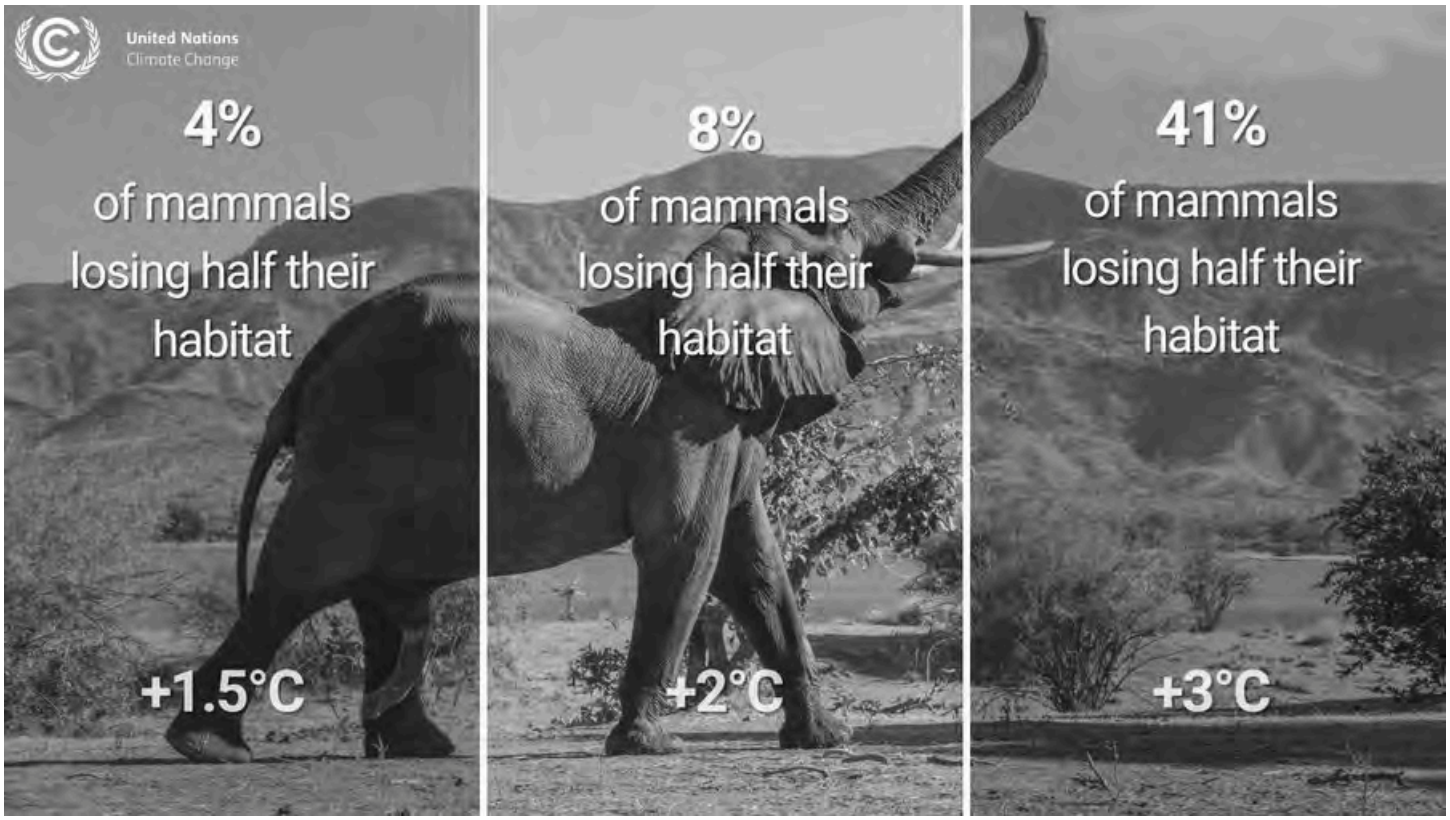
But nature is in crisis. Up to one million species (https://ipbes.net/news/Media-Release-Global-Assessment) are threatened with extinction, many within decades. Irreplaceable ecosystems like parts of the Amazon rainforest (https://wmo.int/media/news/role-of-amazon-carbon-sink-declines-nature-study) are turning from carbon sinks into carbon sources due to deforestation. And 85 per cent of wetlands (https://ipbes.net/news/Media-Release-Global-Assessment), such as salt marshes and mangrove swamps which absorb large amounts of carbon, have disappeared.

How is climate change affecting biodiversity?

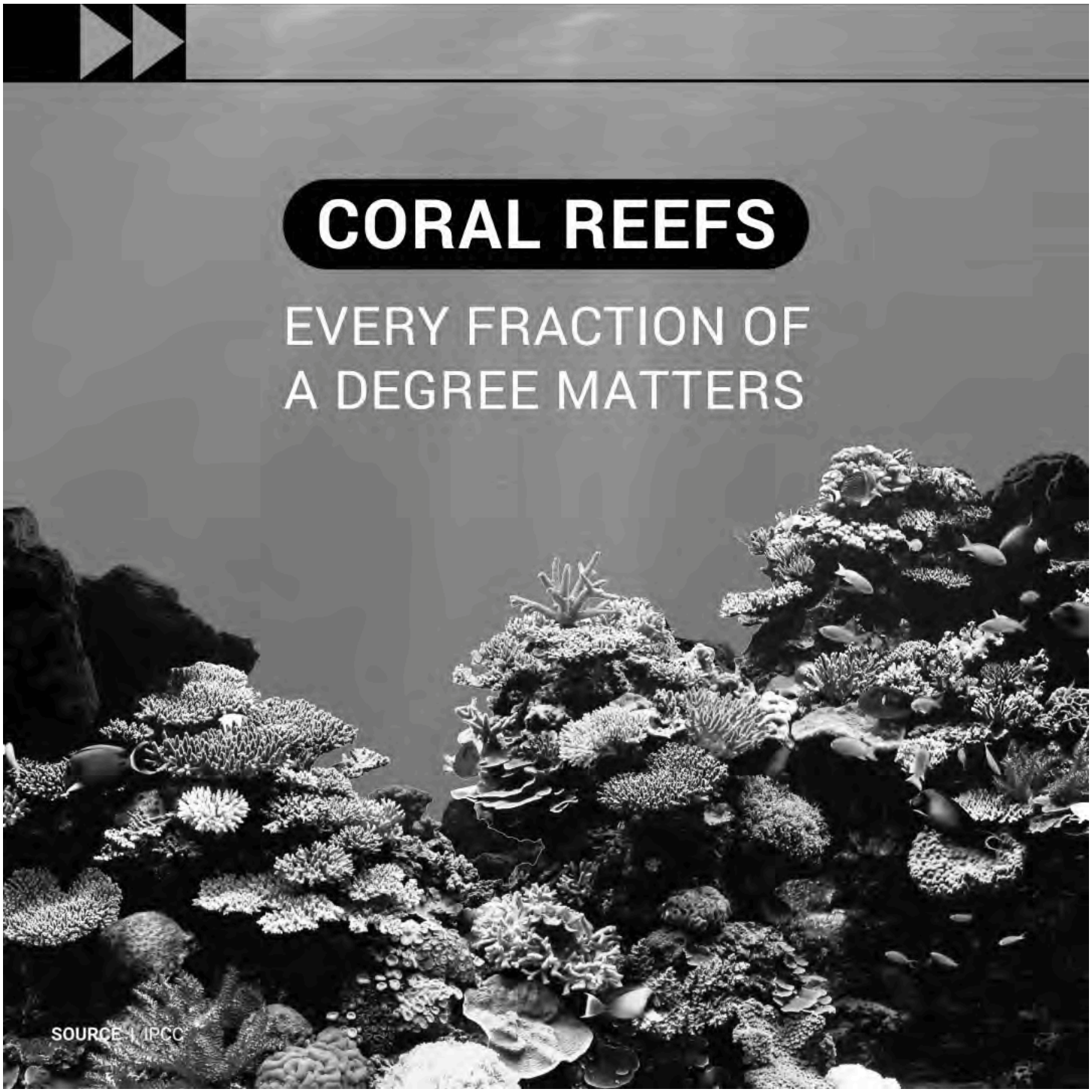
The main driver of biodiversity loss remains humans' use of land (https://www.unccd.int/land-and-life/biodiversity/overview) – primarily for food production (https://www.unep.org/news-and-stories/press-release/our-global-food-system-primary-driver-biodiversity-loss). Human activity has already altered over 70 per cent of all ice-free land. When land is converted for agriculture, some animal and plant species may lose their habitat and face extinction.

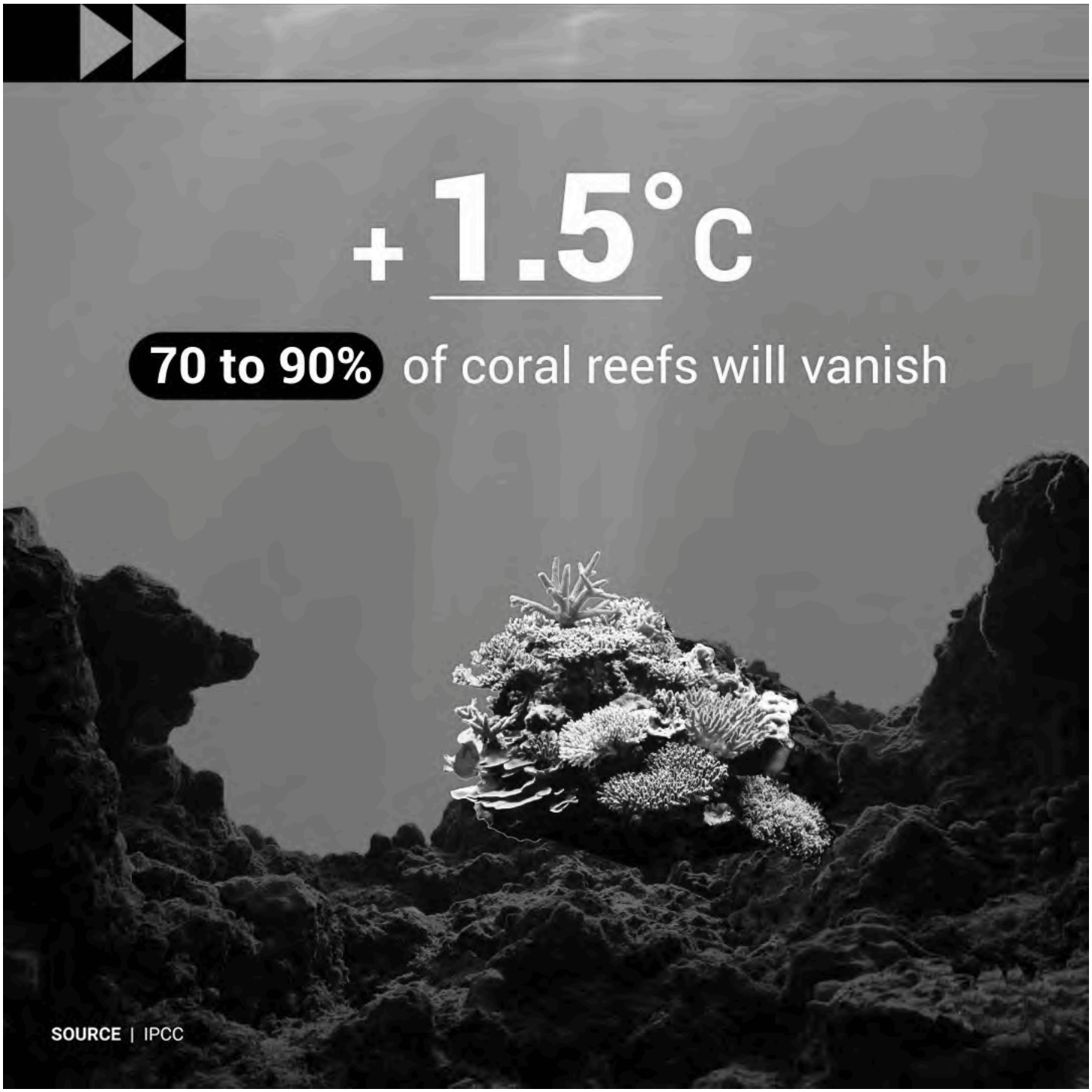
But climate change (https://www.un.org/en/climatechange/what-is-climate-change) is playing an increasingly important role in the decline of biodiversity. Climate change has altered marine, terrestrial, and freshwater ecosystems around the world. It has caused the loss of local species, increased diseases, and driven mass mortality of plants and animals, resulting in the first climate-driven extinctions.

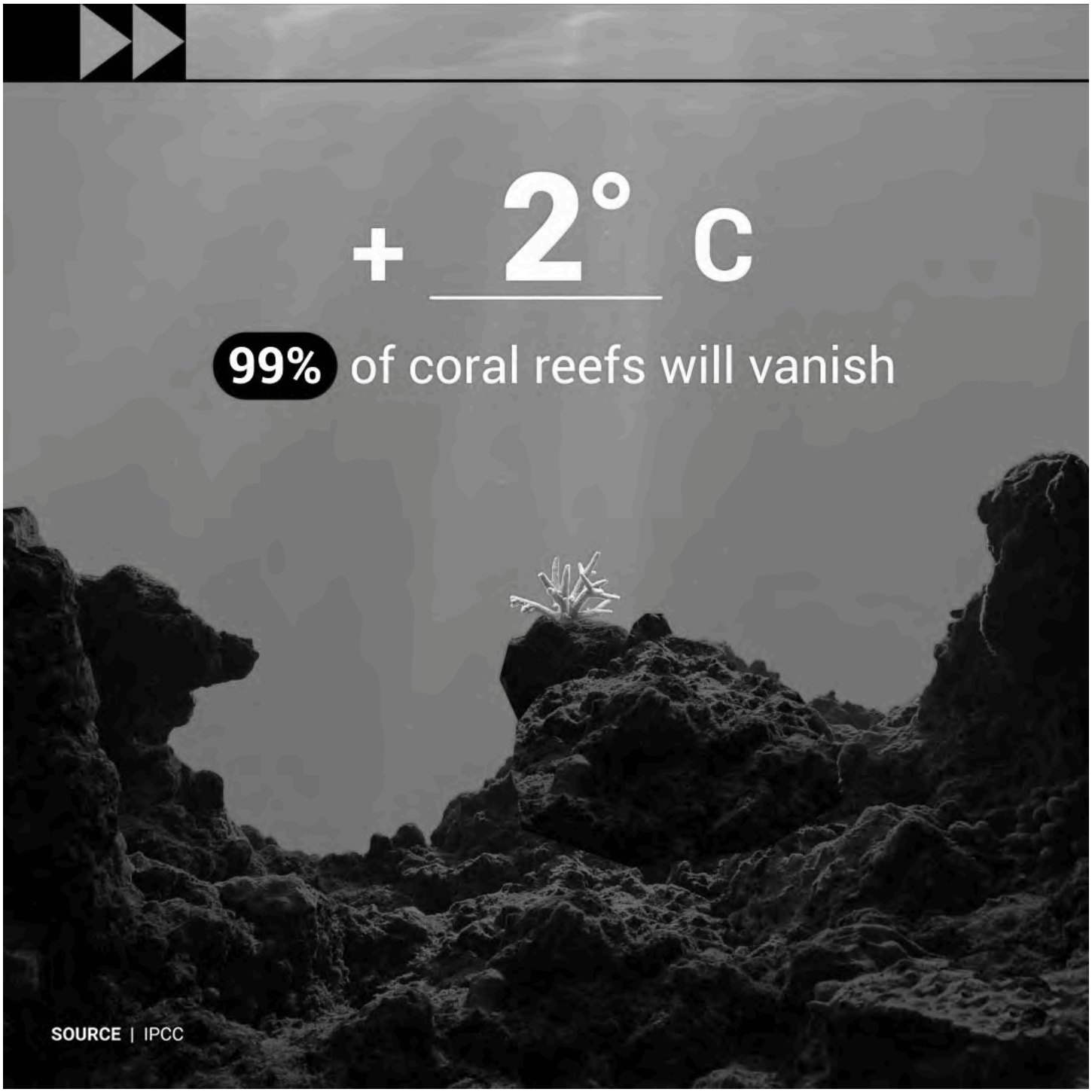
On land, higher temperatures have forced animals and plants to move to higher elevations or higher latitudes, many moving towards the Earth's poles, with far-reaching consequences for ecosystems. The risk of species extinction (https://www.ipcc.ch/report/ar6/wg2/downloads/report/IPCC_AR6_WGII_CCP1.pdf) increases with every degree of warming.



In the ocean, rising temperatures increase the risk of irreversible loss of marine and coastal ecosystems (https://www.ipcc.ch/report/ar6/wg2/chapter/chapter-3/). For instance, 14 per cent of the coral (https://www.unep.org/topics/ocean-seas-and-coasts/blue-ecosystems/coral-reefs) from the world's coral reefs was lost between 2009 and 2018, mostly due to climate change, and further warming threatens to destroy almost all remaining reefs.


CORAL REEFS
EVERY FRACTION OF
A DEGREE MATTERS
SOURCE | IPCC


+1.5°c
70 to 90% of coral reefs will vanish
SOURCE | IPCC



Overall, climate change affects the health of ecosystems (https://www.who.int/news-room/fact-sheets/detail/biodiversity-and-health), influencing shifts in the distribution of plants, viruses, animals, and even human settlements. This can create increased opportunities for animals to spread diseases (https://www.who.int/news-room/fact-sheets/detail/biodiversity-and-health) and for viruses to spill over to humans. Human health can also be affected by reduced ecosystem services, such as the loss of food, medicine and livelihoods provided by nature.

Why is biodiversity essential for limiting climate change?

When human activities produce greenhouse gases, around half of the emissions remain in the atmosphere, while the other half is absorbed by the land and ocean (https://www.unep.org/news-and-stories/story/five-ecosystems-where-nature-based-solutions-can-deliver-huge-benefits). These ecosystems – and the biodiversity they contain – are natural carbon sinks, providing so-called nature-based solutions to climate change.

Protecting, managing, and restoring forests (https://www.un-redd.org/), for example, offers roughly two-thirds of the total mitigation potential of all nature-based solutions. Despite massive and ongoing losses, forests still cover more than 30 per cent of the planet's land.

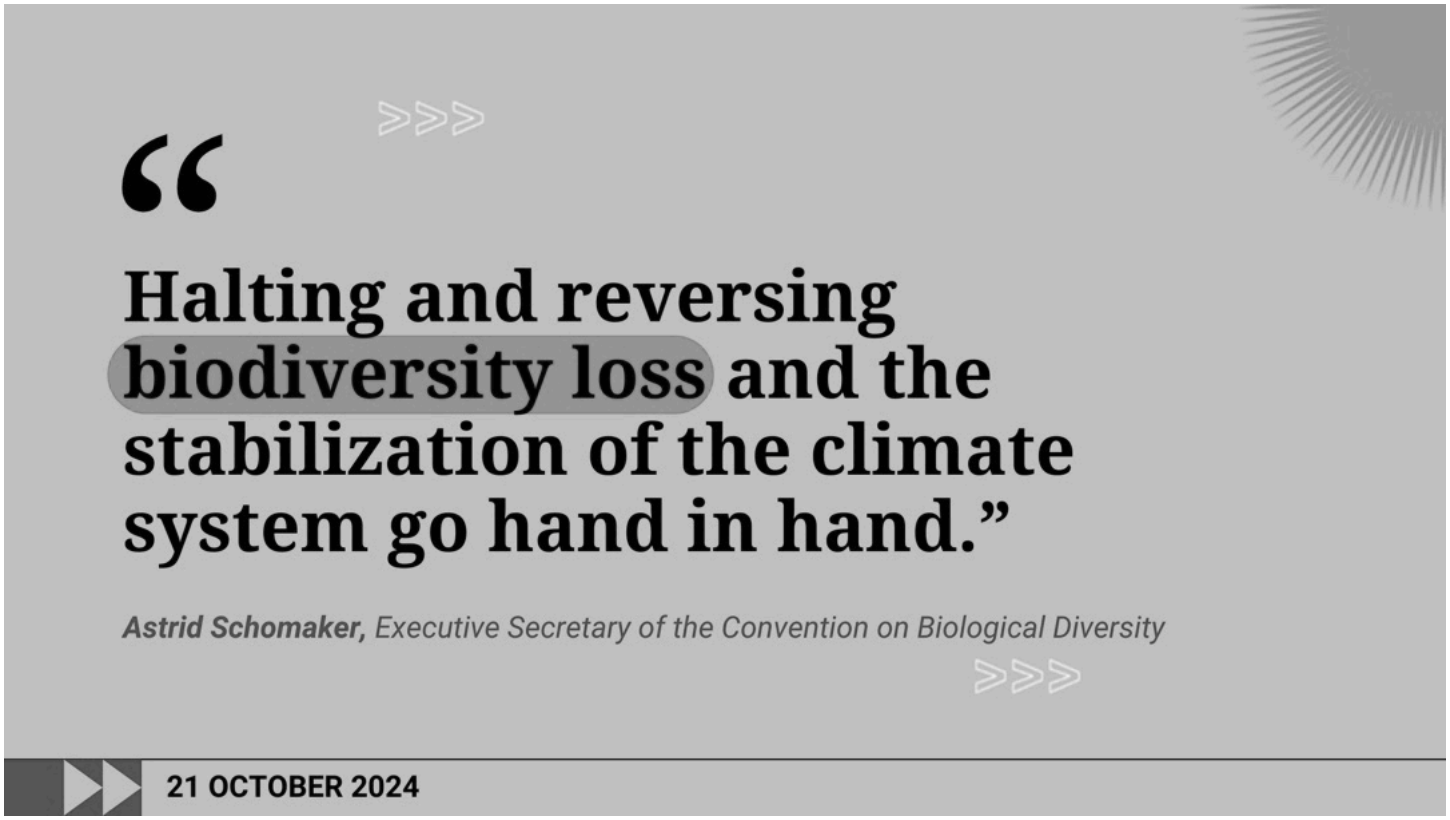
Peatlands (https://www.unep.org/news-and-stories/story/peatlands-store-twice-much-carbon-all-worlds-forests) – wetlands such as marshes and swamps – cover only 3 per cent of the world's land, but they store twice as much carbon as all the forests. Preserving and restoring peatlands means keeping them wet so the carbon doesn't oxidize and float off into the atmosphere.

Ocean habitats such as seagrasses and mangroves (https://www.unep.org/explore-topics/oceans-seas/what-we-do/protecting-restoring-blue-carbon-ecosystems/why-protecting) can also sequester carbon dioxide from the atmosphere (https://unfccc.int/news/protecting-the-ocean-critical-for-climate-action) at rates up to four times higher than terrestrial forests can. Their ability to capture and store carbon make mangroves highly valuable in the fight against climate change.

Conserving and restoring natural spaces (https://wedocs.unep.org/xmlui/bitstream/handle/20.500.11822/35360/NatClim.pdf), both on land and in the water, is essential for limiting carbon emissions and adapting to an already changing climate. About one-third of the greenhouse gas emissions reductions needed (https://www.unep.org/resources/factsheet/nature-climate-action) in the next decade could be achieved by improving nature's ability to absorb emissions.

Is the UN tackling climate and biodiversity together?

Climate change and biodiversity loss (as well as pollution) are part of an interlinked triple planetary crisis (https://unfccc.int/blog/what-is-the-triple-planetary-crisis) the world is facing today. They need to be tackled together (https://news.un.org/en/story/2021/04/1090762) if we are to advance the Sustainable Development Goals (https://www.un.org/sustainabledevelopment/sustainable-development-goals/) and secure a viable future on this planet.



Governments deal with climate change and biodiversity through two different international agreements – the UN Framework Convention on Climate Change (https://unfccc.int/) (UNFCCC) and the UN Convention on Biological Diversity (https://www.cbd.int/) (CBD), both established at the 1992 Rio Earth Summit.

Similar to the historic Paris Agreement (https://www.un.org/en/climatechange/paris-agreement) made in 2015 under the UNFCCC, parties to the Biodiversity Convention in December 2022 adopted an agreement for nature, known as the Kunming-Montreal Global Biodiversity Framework (https://www.cbd.int/article/cop15-final-text-kunming-montreal-gbf-221222), which succeeds the Aichi Biodiversity Targets (https://www.cbd.int/sp/targets/) adopted in 2010.

The framework includes wide-ranging steps to tackle the causes of biodiversity loss worldwide, including climate change and pollution, and should work in synergy with the Paris Agreement (https://press.un.org/en/2021/sgsm20959.doc.htm).

“Delivering on the framework will contribute to the climate agenda, while full delivery of the Paris Agreement is needed to allow the framework to succeed,” said Inger Andersen (https://www.unep.org/news-and-stories/speech/towards-strong-targeted-post-2020-global-biodiversity-framework), the head of the UN Environment Programme. “We can’t work in isolation if we are to end the triple planetary crises.”

At COP15 in December 2022, governments met in Montreal, Canada (https://www.unep.org/events/conference/un-biodiversity-conference-cop-15), and agreed on the new framework to address biodiversity loss, restore ecosystems and protect the rights of Indigenous Peoples, who suffer disproportionately (https://www.unep.org/news-and-stories/story/indigenous-peoples-and-nature-they-protect) from biodiversity loss.

“Indigenous Peoples, people of African descent, and local communities are guardians of our nature,” said the UN Secretary-General. “Their traditional knowledge is a living library of biodiversity conservation. They must be protected. And they must be part of every biodiversity conversation.”

At the meeting, the parties also adopted the Multilateral Mechanism on the fair and equitable sharing of benefits arising from the use of digital sequence information (https://www.fao.org/cgrfa/topics/digital-sequence-information/en/) on genetic resources.

In November 2024, at COP16 in Cali, Colombia, countries reached a historic consensus, including on the functioning of a fund, known as the Cali Fund, aimed at mobilizing new streams of funding for biodiversity action worldwide and boosting the implementation of the framework.

The Cali Fund was launched (https://www.un.org/sustainabledevelopment/blog/2025/02/press-release-cop16/) in Rome, Italy, in February 2025 on the margins of the resumed session of COP16. It is set to receive contributions from private sector entities making commercial use of data from genetic resources, with the aim to raise an additional $200 billion each year by 2030 to close the global biodiversity finance gap.

“Those profiting from nature cannot treat it like a free, infinite resource. They must step up and contribute to its protection and restoration,” the UN Secretary-General said.

Learn more

Read the UN Secretary-General’s speech at the High-Level Segment of COP16 (https://www.un.org/sg/en/content/sg/statement/2024-10-29/secretary-generals-remarks-the-high-level-segment-of-cop16-biodiversity-trilingual-delivered-scroll-down-for-all-english) in November 2024, and his remarks ahead of the resumed opening session of COP16 in February 2025 (https://www.un.org/sg/en/content/sg/statement/2025-02-25/secretary-generals-message-the-resumed-opening-session-of-cop16-biodiversity).

Watch our interview with Elizabeth Mrema (https://www.un.org/en/climatechange/thought-leaders-elizabeth-mrema), former Executive Secretary of the United Nations Convention on Biological Diversity.

Hindou Ibrahim: Living in harmony with nature (https://www.un.org/en/climatechange/thought-leaders-hindou-ibrahim)

"Indigenous peoples are a solution, we are not only a victim of the climate change," says SDG Advocate and Indigenous rights activists Hindou Ibrahim.



(https://www.un.org/en/climatechange/elliott-harris-measure-value-nature)

Elliott Harris: Measure the value of nature – before it's too late (https://www.un.org/en/climatechange/elliott-harris-measure-value-nature)

UN Chief Economist Elliott Harris introduces a ground-breaking shift in valuing nature as a way of making more informed decisions about economies, climate action and the protection of biodiversity.



CONFLUENCE The Morača and Zeta rivers meet in Montenegro. © TNC/Chip Carroon

STORIES IN EUROPE

Restoring Free-flowing Rivers in Europe

A practitioner's toolkit for dam removal

SHARE

In This Guide:

1. Introduction

2. Why Remove Dams

3. Project Phases

Financing Options

This is an introductory resource guide for those new to restoring rivers through dam removal.

In the coming year, the toolkit will be developed into a more comprehensive guide and training for practitioners. In the interim, we would be honored to have your input on the scope and content, to better support your needs. For the latest news and developments on barrier removal, please have a look at our European Case Studies, Financing Options and Resources pages.

1. Introduction

Rivers provide freshwater and fisheries to sustain us, support our farms, drive industry, and power our homes. We rely on rivers as transportation corridors connecting our seaports with inland towns. And we value our rivers for recreation such as fishing, boating, and swimming.

Such heavy use, however, has impacted the health of this important resource globally.

With more than 1 million dams, European rivers are among the most developed. This cumulative impact is one of the leading causes of the > **80% decline of freshwater biodiversity and a loss of 55% of the abundance of monitored migratory fish populations.**

While many dams in Europe deliver invaluable services – like critical water supplies and flood risk reduction – it is estimated that **tens of thousands no longer serve their**

flood-risk reduction, and more cost-effective ways of producing renewable energy, provide new solutions to better meet our needs.

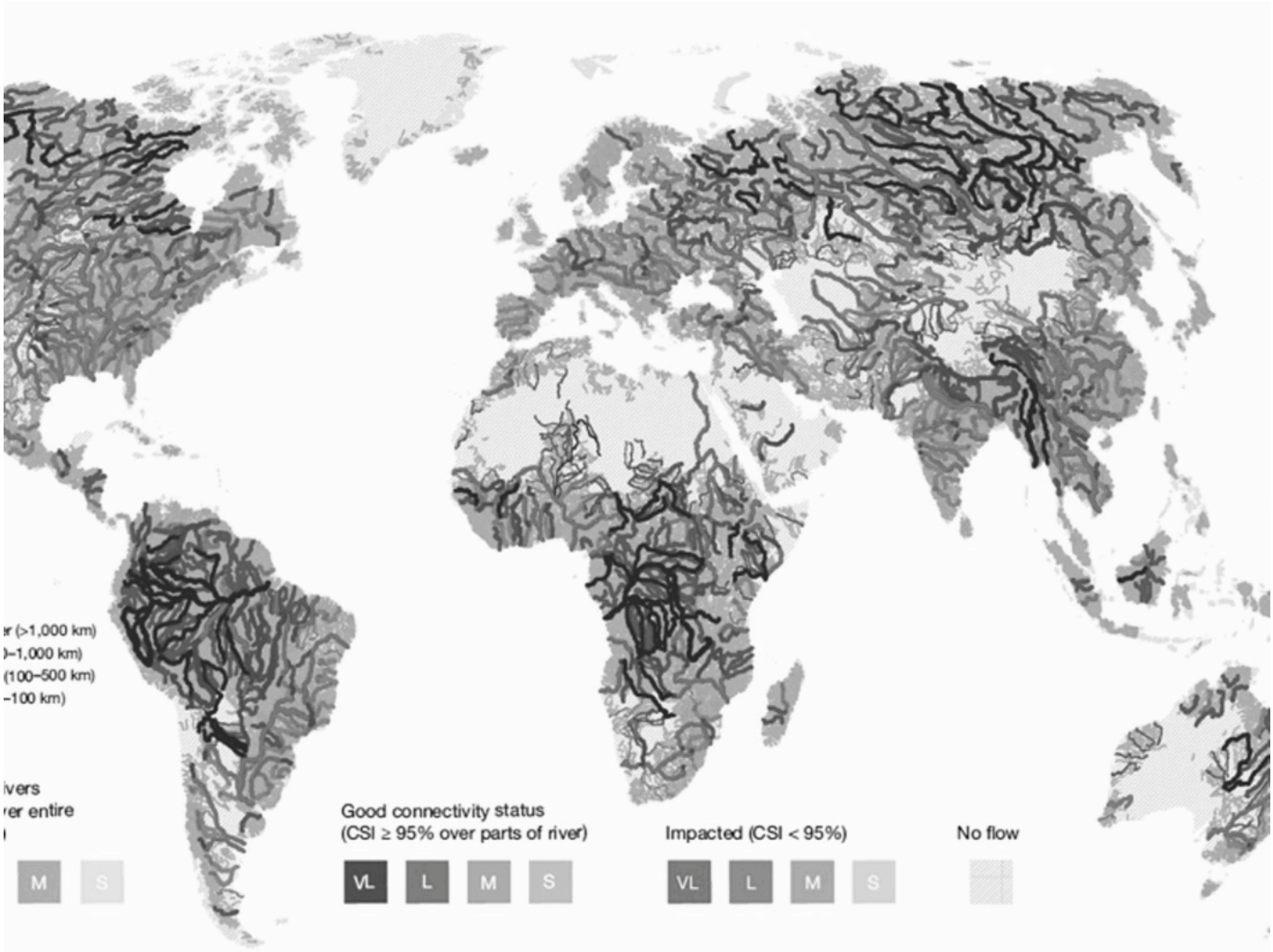


FIGURE 1 Global status of free-flowing rivers (Grill 2019).

Removing barriers to river health

This creates an unprecedented opportunity to re-think our infrastructure and restore European rivers, their biological diversity and the vital services they provide our communities. And we're doing just that.

To date, The Nature Conservancy has worked with partners to **remove more than 100 stream barriers in the U.S.**, restoring thousands of river kilometers which provide social and ecological benefits.

We've used this experience to invest deeply in the science of 'where,' to identify which future projects will provide the greatest ecological benefits, the science of 'how,' to understand which approaches work, and to pursue innovative policies and finance solutions that move beyond project-by-project decisions to address the scale of the problem for people and nature.

In Southeast Europe, we are sharing our expertise with local partners to support the development of their restoration strategies and, more broadly, we are partnering with Dam Removal Europe to support the growing movement to restore European rivers.

MOVE THE SLIDER ON THE IMAGE BELOW TO SEE THE BEFORE AND AFTER OF THE ENNERDALE MILL WEIR REMOVAL.



ENNERDALE MILL WEIR REMOVAL Ennerdale Mill Weir removal is an example of a successful project that was accomplished with limited complexities while managing sediment removal for protected mussels. © West Cumbria Rivers Trust

Aim of this toolkit

We've summarized a collection of introductory resources for partners who are generally new to using dam removal as a tool for river restoration and are interested in learning how to approach a new project or engage in an existing project.

The toolkit synthesizes resources for communicating the benefits, understanding finance options and an overview of the process and issues that drive a dam removal project, and key issues to consider in design and construction.

the future.

In the coming year we aim to work with partners to develop this toolkit into a more comprehensive guide and training for practitioners. In the interim, we would be honored to have your input on helpful scope and content, to ensure the resource supports your needs. Please contact us here.

Terminology

Barriers on rivers, include dams, weirs, road and railroad crossings, levees and more, that fragment our rivers, impacting both up and downstream flow as well as the connection to the floodplain. For this toolkit we focus on dams and weirs. We will use the term "dam" inclusively to refer to barriers that span the stream channel for the purposes of impounding or diverting water, block the natural movement of water, fish, sediment and nutrients in the river. Dams can be made of any combination of concrete, stone, brick or earth, and may have been built for many different purposes such as hydropower, water supply, or recreation.

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2. Why Remove Dams?



ON THE PENOBSCOT An unprecedented array of partners, including the Nature Conservancy and the Penobscot Indian Nation, have come together to accomplish the goal of restoring the Penobscot River. © Bridget Besaw

While the exact number is not yet known, it is estimated that there are more than 1 million stream barriers in Europe. Many still serve vital functions, like water supply, and flood risk reduction. However, it is estimated that tens of thousands are no longer in use, nearing the end of their design life, and in need of review to assess whether decommissioning and removal is an economically and environmentally effective path forward.

Over the past 25 years, led by countries including France, Spain, Sweden, Finland, Estonia and the United Kingdom, preliminary findings show that more than 4,500 dam, weir and barrier removals have been implemented in Europe.

Common reasons for pursuing barrier removal in Europe have included one or a bination of the following:

- Public safety concerns due to risk of failure during flood events
- Reduced capacity and function due to sedimentation
- Restore migratory fish pathways
- Restore ecological functions and ecosystem services
- Restore habitat for endangered fish and wildlife

Ecological and Socio-economic Benefits

Dams have a wide range of impacts on the environment and local communities, including loss of biodiversity, blocking fish migrations, trapping sediment and nutrients that maintain habitat and estuary health, and altering flow patterns that drive the productivity of downstream floodplains and wetlands.

The selective removal of dams can restore the natural flows and conditions of rivers, as well as the societal and economic benefits that rivers provide. Increasingly, dam owners and communities see dam removal as a long-term option and are enjoying the benefits of a free-flowing river.

ECOLOGICAL BENEFITS

While the specific ecological response to a dam removal project will be different for each river and watershed, there are general observations and conclusions that have been made from synthesizing the body of research published to date that provide a helpful foundation for predicting responses for future projects.

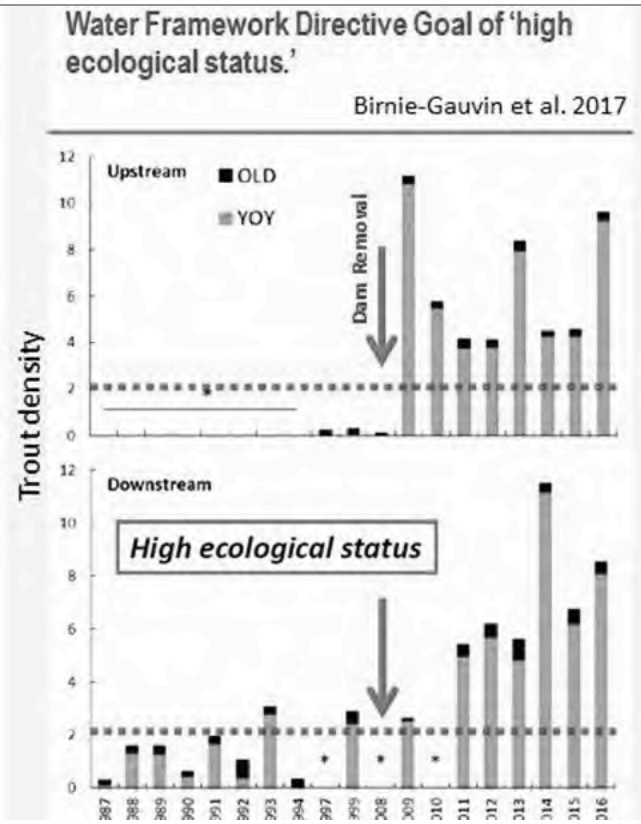
ntly, the Dam Removal Synthesis Working Group, a consortium of 22 scientists from . government, academic and NGO organizations, summarized existing monitoring data

This collection of studies has found:

- **Rivers respond quickly**. Physical responses to dam removals are typically fast, with the rate of sediment movement from the site largely dependent on sediment characteristics and dam removal strategy. Functional connectivity is also quickly restored, sometimes immediately, between upstream and downstream river reaches, including the movement of material and organisms.
- **Watershed-scale benefits and climate resilience.** Dam removal is one of the few reach-specific restoration practices that has demonstrated the potential for providing watershed-scale restoration and enhancing watershed resilience in the face of human-caused changes to the landscape and climate.
- **Restoration of river processes and functions.** Removals improved nutrient and sediment transport and substrate distribution. After a dam removal, stream functions may be fully restored in less than 10 years and frequently in less than five. Compared to other stream restoration techniques, dam removals restore self-sustaining processes, requiring minimal maintenance and delivering more sustainable environmental outcomes.
- **Species and population recovery.** Dam removal projects have consistently restored up and downstream passage for resident and migratory fish, including sea-run fish. Where sea-run fish populations have recovered, marine fisheries, have benefited. Monitoring reveals improvement to the quantity, age distribution and diversity of stream-dependent fish species, increased quantity and distribution of freshwater mussels and stream-dependent invertebrates and improved mammal and bird habitat.
- **Water quality improvements.** Improvements to water quality, especially ambient temperature, dissolved oxygen and nutrients.

in habitat type (from lake to stream), release of sediment from behind the impoundment and allowing non-native species to gain access to areas from which they were previously excluded by the barrier. These potential risks should be thoroughly assessed before implementing a project. Quantitative modeling capability is improving, particularly for physical and broad-scale ecological effects, giving managers predictive tools for more informed and precise decision making. Ecological responses differ upstream, downstream and within the inundation zone and there are empirical observations to help with predictions in each of these impact areas.

In summary, barrier removal projects, when properly sited and carefully managed, can be highly durable ecosystem restoration actions that permanently increase habitat connectivity and improve processes and functions important for the health of connected freshwater and estuary habitats.



- Kernan Dam, Léguer River, France
- Kentchurch Weir, River Monnow, Wales
- Maisons-rouges Dam, Vienne River, France
- Vilholt Dam, Gudenaa River, Denmark
- Yecla de Yeltes Dam, Huebra River, Spain
- Pärnu watershed restoration, Estonia

Read more about these case studies and others through Dam Removal Europe: https://damremoval.eu



SOCIAL AND ECONOMIC BENEFITS

The benefits of a project will vary, in general they will be a factor of the position of the dam within the watershed, relative to other resources and threats, the condition of the dam, the complexity of the project and its management. Several examples of social and economic benefits are described below.

- **Public safety and climate adaptation:** Dams that have been abandoned or are unmaintained can pose a risk of failure, especially during flood events. Low head dams can also pose a significant hazard for boaters and swimmers. These risks can have resulted in property loss, injury and in some cases, loss of life. With a changing climate and an increase in extreme weather events, dam removal has been seen as a

the most economical option. A recent US study found that removal could be 10 to 30 times cheaper than ongoing maintenance and repair.

- **Cultural values:** Local communities and native people can have long-standing cultural and spiritual ties connected to individual free-flowing rivers, their features and the species that they support. Restoration through dam removal can provide significant, and in some cases irreplaceable, benefits in restoring these resources and connections to communities. Examples of dam removals that had a significant cultural benefit include, Glines Canyon Dam, Elwha River, Oregon; Veazie and Great Works Dams, Penobscot River Restoration Project, Maine.
- **Transition to lower cost, lower impact renewable electricity:**Older hydroelectric dams were often sited and constructed to support a specific mill or factory. Many of these mills and factories have since closed, and the capacity of the stranded energy to the electricity grid may be more effectively supplied by a lower cost, lower impact renewable energy source like wind or solar. Overall, with the significant drops in the cost of deploying wind, solar and battery technologies, a global study by TNC and WWF highlights the shifting role of hydroelectricity in meeting our clean energy needs, citing the global technical potential of low-impact wind and solar is 17 times the renewable energy targets under the Paris Climate Agreement.

> *To restore and protect the Elwha River for current and future generations, economists found that the public would be willing to pay $4.8B euros.*

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to remove the dams and restore the river. Several similarly designed studies have documented the substantial value that people place on the following environmental changes associated with removing dams:

- The existence of a free-flowing river that individuals can see now, in the future, or for future generations
- Knowledge that endangered species are present in a river and their population is recovering
- Improved catch rates for recreational anglers
- Improved experiences for whitewater boaters



FLY FISHING ON THE SAVINJA Barrier removal projects can help increase the catch rate for recreational anglers, like this one on the Savinja River in Slovenia. © Creative Commons

- **Recreational angling and commercial fisheries:** For projects that improve habitat for valued recreational or commercial fish, like trout, salmon, river herring, etc., measurable economic benefits have included improved catch rates, improved experiences, increase in jobs and revenue (increased visiting anglers). Two examples:

    - The Sea Trout Funen Project in Denmark generates an estimated $5.8 M EUR/year in angling tourism for a $.5M EUR/year initial investment in river restoration through dam removal.
    - In the State of Maine, USA, the restoration of rivers has resulted in fish harvesting permit sales to towns exceeding $600,000 EUR/year (Maine

most important fishery is another searun fish, the juvenile (elver) American eel (>$18M EUR in 2019: Maine DMR).

- **River recreation and other tourism:** Returning rivers to a free-flowing state can support new canoeing, boating and whitewater rafting opportunities. An increase in boaters can benefit neighboring communities when visitors support guide companies, restaurants, lodging and other establishments. For example, after the restoration of the lower Penobscot River the city of Bangor hosted the North America Whitewater Regatta for the first time and remained the host for three years in a row, bringing significant tourism and related revenues to the region.
- **Restoration economy – job creation:** Dam removal projects are infrastructure projects, and as such require the labor and services of engineering and construction professionals. This value has rarely been quantified but two examples from the United States demonstrate the tangible economic benefit and justification for further concentrated research.

    - In the state of Massachusetts, for every $900K EUR spent on restoration projects, 10 to 13 jobs were created or maintained
    - In the state of Oregon, 15 to 23 new jobs were created for every for every $900K EUR spent on watershed restoration, this also resulted in and $1.9-2.0M EUR in economic activity

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3. Project Phases



CUDDEBACKVILLE DAM Photo of the dam prior to its 2004 demolition on the Neversink River at Cuddebackville, New York. © Mark Godfrey/TNC

With so many dams and possible projects on rivers, how to start can feel like a challenge. There are a series of tasks that must be accomplished to take a project from an idea through design and ultimately construction for restoration. While each project is unique, generally, most projects require similar phases and considerations as outlined below and then further described in the following sections.

Project Planning and Assessment	Design and Permitting	Construction
Project identification. Partner development. Define project goals. Scope feasibility.	Field surveys and studies. Engineering design. Permitting review iterative with the design.	Hiring and working with a construction contractor. Determine partner roles.
Cross-cutting: Monitoring and Communication		
Determine best methods for outreach and communication with the community and partners. Develop pre and post restoration monitoring goals iterative with the project goals, designs, and permitting.		

Project Planning and Assessment

DEFINING PROJECT GOALS, PRIORITIZATION CONSIDERATIONS

ermine goals for all project partners at the beginning of a project. Fish passage, healthy er quality, improved safety, and reduced maintenance may all be part of the suite of

project will improve river habitat to different degrees depending on the scale of the impact. Where we work and how we spend limit resource dollars increasingly calls for us to be strategic when choosing which projects to move forward.

Many governments and nonprofits now have decision-support or prioritization tools available to estimate the relative benefits of a potential project. Common prioritization metrics for ecological restoration include projects that connect a high number of river miles in areas with good habitat and projects that will that will improve water quality.

Often these decision-support or prioritization tools are developed at a watershed or basin scale. By working at a watershed scale, agencies and partners can identify multiple projects that may advance established goals to restore rare or important riverine species.

In these cases, possibly several removals together will create a large network and could have a greater impact that one project alone or projects across multiple watersheds.

Please see the Resources section for example approaches to barrier prioritization and watershed scale restoration.

DEVELOPING A TEAM. WHO DOES WHAT WORK?

Developing a strong project team can be very helpful for some projects, particularly when managing more complex issues and multiple objectives. Even so it is good to determine who is the central project manager and how partners are each contributing.

If agency personnel are able, it can be beneficial to have them on the partner team to help access with data collection or assist with early review of designs and the permitting process. This does not need to be a formal or written structure, but questions to consider include:

- What is the role of agencies and NGO partners?

4. Who will be responsible for fundraising?

Different project phases will require different expertise, including biologists for survey, environmental and structural engineering firms for design, historic specialists, and permit specialists. The project team members may be able to complete some of these tasks.

For instance, state biologists may already have species information or are able to do the necessary biological inventory. Similarly, someone on the team may have experience with completing and submitting permits.

Project considerations

OWNERSHIP

Permission to remove a dam is a critical early step. Dams may be owned by the government, businesses, nonprofit organizations or individuals. Determine who owns the dam and what their long-term interests are in the dam and the associated uses of the impoundment.

Dam owners often have concerns and need design answers before they are able to decide. In such a case it is not uncommon to do a certain level of research or limited analysis to help answer some of these questions or agree that the design will meet a certain set of criteria.

For instance, that a drinking water intake that relies on the depth of the impoundment will be replaced with an alternative. When actively developing designs for a project, it is important to have agreement with the dam owner for removal and restoration before investing a lot time and resources.

SITE ASSESSMENT

Issues to look for include size of the dam, width of the impoundment relative to the river, existing uses (hydropower, water supply, recreation, etc.), adjacent infrastructure (roads, bridges, walls), upstream land use, sediment, visible bedrock, and more.

A sample site assessment to understand the potential complexity of a project is also included under the Resources section.

EXISTING USE

Every dam removal will change the area upstream and to varying extents the area downstream of the dam. Determining the existing uses of the dam and the impoundment are important to understand what uses may be affected and how that will impact the design.

In many cases, the existing uses will not all go away or can be mitigated for in the design. For instance, a pond that is used for fire suppression could be replaced by an in-river hydrant. In a well-known case in the United States, active hydroelectric dams were removed on the mainstem Penobscot River in exchange for the ability to install increased power capacity at dams on a tributary.

Local connections to the dam or impoundment go beyond commercial uses. Members of the community may feel a strong emotional connection tied to existing uses for recreation, scenery, or history. This fear of change can be a difficult hurdle to overcome and we discuss it further below when assessing key issues in your design and the importance of pro-active and consistent communication throughout the project phases.

Key issues to consider in assessing project scope and feasibility and defining project stakeholders

The top issues that are most likely to drive the complexity of a project are existing infrastructure, sediment quantity and quality, and ecological sensitivity, so we touch on those first. Case studies that illustrate complex and straightforward projects are included in the Case Studies section.

INFRASTRUCTURE/UTILITIES

It is critical to the design and construction of any dam removal to avoid impacts to human health and safety. Identify any infrastructure adjacent to, or within the limits of impact of your project early in the project.

This includes bridges upstream and downstream of the dam, roads or walls along the river, and water or sewer pipes under the stream bed or in the adjacent river bank. Not all infrastructure will be affected by the removal, but you want to determine this in advance and plan for it.

Often bridges or pipes were installed without considering that the dam and impoundment may not always be in place. Rivers are dynamic and can shift course from floods. In some cases, relocating a water pipe will be the best long-term solution. Adding scour protection to an existing bridge may be enough to protect from changes that might otherwise undermine a bridge pier or abutment.

SEDIMENT QUANTITY AND QUALITY

Sediment type, quality, and quantity play a large role in project design. In recent years, resource agencies and the dam removal community have come to better recognize that rivers naturally move sediment and nutrients every day, and even more so during high flow ts. Sediment is a natural component of the system.



K NAI, conservationists gather mud in sieves and rinse away the sediment to collect wildlife such as worms, shrimp and crabs. The creatures are taken to HKU's scientific laboratories © Lori CHeung/TNC

Sediment that is contaminated with high levels of pollutants that can impact human health may need to be removed and relocated to an approved off-site location.

It is important to note that not all dams accumulate sediment, not all sediment in the impoundment will move, and even then, not all at once. As a general rule a wide impoundment with a small stream will have less sediment erosion than a narrow impoundment.

Sediment, particularly sand and gravel, can be beneficial for rebuilding downstream gravel beds and creating habitat, as well as rebuilding estuary habitats and salt marshes farther downstream. Therefore, some projects allow for a natural release of sediment that will gradually move downstream and ultimately be replenished from upstream through restored river function after the dam is removed.

The Ennerdale Weir and the Retuerta Dam removals illustrate two different approaches to managing sediment benefits and impacts. See also the Additional Resources section for links to an example of published sediment guidelines from the US Bureau of Reclamation.

ECOLOGICAL SENSITIVITY

Dam removal will fundamentally change the habitat type and construction activities inherently have some impacts. The fish, wildlife, and plants that are in the impoundment will be impacted as the dam is removed and the water recedes.

It is important to recognize this and know that there will likely be a loss of plants and animals with low mobility (like mussels). You cannot avoid all impacts to all individuals or species, but there are best practices that can be implemented to minimize these impacts.

Work with your natural resource agencies to determine particular species that are threatened or endangered which could be impacted in the short or long term. In other

minimize those impacts.

Planning for species impacts could include adjusting the time of year construction takes place, implementing certain measures during construction to avoid impacting the species, or adding habitat features to the design to benefit critical species. Some examples are below.

Construction timing: Avoiding impacts

- Biologists may want to avoid construction during the migratory season for fish. Thus, the construction can be timed to start after migration.
- Avoid nesting and spawning season for a particular species, or have a biologist identify specific sites to be avoided or protected during construction.

Pre-construction methods: Minimizing impacts

- Biologists may be able to collect and relocate individuals from the impoundment before construction starts. For example: electro-shocking fish or hand collection of mussels during a controlled draw down of the water level.
- Installing barriers to prevent species from moving into the construction site. For example, a barrier can be put in place around the site to prevent wildlife, like turtles, from entering the construction zone and being injured by moving equipment.

Improving Habitat: Mitigation for impacts

- Native plants can be added to kick start a restoration, such as trees to add shade to reduce water temperature
- Habitat features could be added for sensitive species that may be impacted. An example of this could include keeping trees removed during construction on site an...

In the Ennerdale Weir removal case study, protected fresh-water mussels were both a target species that benefit from the removal, as well as a sensitive species requiring special sediment management measures during construction.



ED BILLS POND DAM REMOVAL, USA Volunteers work to plant the former impounded area following a dam removal on the Eight Mile River. © TNC

additional public outreach to prepare people for the change and provide examples from other projects.

Public outreach can be supported by developing design schematics, photo simulations, or illustrations of the site before and after removal. Examples from other dam removal and restoration sites are also useful. These types of public sites may also warrant consideration for additional planting to kick start some of the natural regrowth.

The impact on steeper gradient streams with narrower impoundments will likely be less visually dramatic and therefore less challenging for the public.

RECREATION AND COMMUNITY ACCESS

As the river changes, types of recreation can change. Talk with the community about what concerns they have. Sometimes a drained impoundment can have walking paths built or benches and interpretive signs added at overlooks. Fishing access or new boating access can also help people enjoy the new river. In some cases, dam removal creates new white-water recreation opportunities.



FREE-FLOWING KENNEBEC Paddlers enjoy a stretch of the Kennebec River that has been free-flowing since removal of the Edwards Dam. © Tim Paul / TNC

HISTORIC

Many dams were built decades to hundreds of years ago and may have significant cultural and historic significance. Removing a dam could have an impact on these values. Identify the local and country laws around these impacts. In many cases the impact cannot be avoided, if the dam itself is the critical feature. Photo documentation of the dam before and during removal can provide insight into the architectural and engineering history of the dam. Interpretive signs can serve as a marker and educate the public of the past significance of the site after the project is complete.

FLOODING AND FLOOD CONTROL

ple often have concerns about how dam removal will affect flooding. This stems in part from the perception that all dams provide flood control, when in fact very few actually do.

your communication with the dam owner and the public.

Design and Permitting

Once you have selected a project and understand the key issues, you will need to develop design plans to complete the restoration. The complexity of the project will determine what types of engineering and biological studies are necessary and how detailed the plans need to be.

Sustainable Restoration Project Design

Design should address the previously discussed issues through the project planning and site assessment, as well as those identified by the owner, partners and agencies. Keep in mind that not all projects need to design for, or consider, all issues.

Restoration projects should be designed to meet ecological goals and match the situational context, while maintaining health and safety of the community. Consider the following three keys when approaching your project design.

1. **Simple vs. Complex projects.** Projects will need a different level of design and analysis depending on the issues at the site and the surrounding context. For instance, a project in the middle of a city with adjacent water pipes and a high volume of potentially contaminated sediment will require greater study and likely a more complex design than a project on a bedrock dominated stream in a natural area.
2. **Removal for restoration.** In order to restore river function and processes any dam removal should always remove the full vertical extentof the dam and as much of the

and the scour the riverbed as well as limit fish passage.

3. **Passive vs. Active Restoration.** Given the dynamic nature of rivers, less is often more when it comes to river restoration. Understand the project goals and determine how best to meet those through the design process. Passive restoration recognizes that the site will adjust over time and minimizes in-channel work, focusing on full removalof the dam and allowing for the river to self-adjust. Active restoration may be more appropriate in a case where infrastructure and sediment management require some direct channel reconstruction, or installation of infrastructure protection measures.

HIRING THE RIGHT EXPERTISE

Many projects will require design by a certified engineer. Often this will include someone or a firm with experience that includes hydrologists and structural engineers. You'll want to find someone with experience working in river systems.

Dam removal is a relatively new field, so not all engineers may have designed a removal, but identify engineers with experience in rivers, including dam building or bridge design. Both types of projects that require similar types of analysis involved with dam removal.

Also consider including a fluvial geomorphologist on your team, a scientist who understands how flow and velocities influences river structure and habitat. Especially if others on your team don't have prior experience working on river restoration projects, it is important to have someone with expertise in river form and function reviewing the design.

BASIC COMPONENTS OF A PROJECT DESIGN

design and summarizes the analysis that went into the design. The memo can also be used to layout alternatives analysis if that was part of the process.

Design sheets: The detail of your engineering design will depend on the complexity of your project and your permitting requirements. In general project plans will lay out a site base map with existing conditions and natural resource areas, equipment access, the sequence of removal construction, extent of natural resources impacted, and proposed final conditions. Design plans typically present a profile view of the stream channel as well as existing and proposed cross-sections of the river channel. You may also need to provide detailed information on particular activities such as how you will manage dewatering, sediment management, or restoration plantings.

Cost Estimate: Once you have a design, you'll be able to determine estimate. Working with an engineer they are able to estimate costs before you look for a construction firm to complete the work.

PERMITS

Contact your regulatory agencies to determine what permits the project will require, including the timelines and agency personnel contacts for each permit. Typical permits can be from separate local and state authorities and may relate to potential impacts to wetlands or stream, species specific impacts, dam specific issues, or building and demolition issues.

Rather than wait until the design is complete, it is often useful to initiate project discussions with the permitting agencies early in the design process so that designs may be adjusted to best avoid impacts and account for resource concerns. This iterative process can save time and money and often delivers a better restoration result.



CUDDEBACKVILLE DAM, NEW YORK Start of breach during demolition of the Cuddebackville dam on the Neversink River at Cuddebackville, New York in September, 2004. © George Schuler/TNC

CONSTRUCTION APPROACHES

How you approach construction will be somewhat determined by design issues such as your sediment management plan and avoiding sensitive species impacts, and site issues, such as if you are able to draw down the water levels in the impoundment in advance.

river around the construction site. Building and maintaining water diversion will extend the construction time and increase costs, but there are often reasons that this is right approach, for instance when building in the river.

In the case of in-river work, it is allowable for the equipment be in the river up to a certain safe depth, usually with a requirement for biodegradable hydraulic fluid. This works better in cobble and bedrock streams where there is less risk of heavy equipment sinking into soft sediment.

WORKING WITH A CONTRACTOR

Determine how to move forward with construction and bring in the right expertise to fit the project. More complex projects may require hiring a construction firm with significant structural building experience.

Regardless of the complexity of the project, look for firms with experience working in water, particularly in rivers. These types of firms will know how to watch and manage for rain events and will have operators comfortable working in wet environments. Many of these firms are also often able to suggest construction approaches that save time and money.

Determine who from your team, partners or the engineering design firm will be on site to help direct the contractor. You should consider having the design engineer on site for phases that include technical issues such as complex water management or building infrastructure protection measures or a rock riffle. Having the design engineer on site also ensures they are liable for their designs if they oversee installation.



ROB BULLARD AT DAM REMOVAL Rob Bullard, Tennessee River and Cumberland River Program Director for The Nature Conservancy in Tennessee, was on the scene as the Roaring River Dam was being removed. © Cory Holliday/The Nature Conservancy



ROARING RIVER DAM DIGGING OUT A power shovel tears away the old deteriorating dam on Tennessee's Roaring River. © Paul Kingsbury/The Nature Conservancy

SAFETY

Always develop and follow a safety plan both for the safety of the contractors and for the partners and visitors to the site. Common elements include restricting public access with posted signs, wearing safety vests and hard hats, requiring visitors to check in when arriving on site, and posting proper signs to direct traffic.

CROSS-CUTTING

MONITORING

We learn from our successes and our challenges with each project and the right monitoring contributes to our understanding of river restoration techniques. Partners should determine what metrics should be monitored as not all projects necessarily warrant the same level of monitoring.

Often funders require monitoring of one or two factors to ensure the project met the funding goal. For instance, evidence that migratory fish are using the site and continuing upstream following restoration, or improvements in water quality and temperature.

In other cases, partners have reason to complete a longer and more comprehensive study to include physical and biological metrics such as plant communities, fish and wildlife presence, substrate type, water quality, and more. For most projects, you'll want to determine an appropriate time span, including sufficient pre and post restoration data collection.

Examples of monitoring protocols are included in the Resources section below.

FUNDING

Funding is always a big question with any project. Based on your project goals and the types of benefits you may be eligible for different types of funding.

Determine what species will benefit from your restoration, including metrics like how many miles of habitat will be accessible. Projects that benefit migratory species are often easier to fund, but funding is available for native species as well.

Also look into infrastructure funding, considering that removing aging infrastructure ha a ic safety benefit and reduces future maintenance costs. When developing a budget for

COMMUNICATION AND STAKEHOLDER ENGAGEMENT

Clear, proactive, and consistent communication with the stakeholders interested in the current and future condition of the river may be necessary across all phases of a project from planning through construction and post-construction monitoring.

Depending on the complexity of the project, this may include a combination of announcements in local newspapers, community forums or social media, public meetings and an accountable and accessible point of contact for stakeholders to reach with any questions or concerns.

Some smaller projects with fewer noticeable changes may not require the same intensity of outreach. Communicate the anticipated benefits of the project, any anticipated negative impacts, and a plan to manage those impacts. Often, an illustration of the site before and after construction, can help with communication.

BACK TO TOP

4. Overview of Financing Options



WATERFALLS OF THE UNA RIVER The Štrbački buk waterfalls and the the Una River forms a natural border between Croatia and Bosnia-Herzegovina. © Ken Geiger/TNC

Ideally, when a dam is no longer serving its intended purpose, or when its value is outweighed by the social or environmental costs, the owner would be responsible for, and able to, finance removal of their infrastructure.

Today, for many reasons, this is rarely the case. Over decades, and in some cases centuries, dams can change owners multiple times, or they can be abandoned altogether. In addition, historically, the life-cycle costs of a dam, including the cost of removing infrastructure, has not been factored into the business model.

Many local and national governments, including many countries in Europe and in the U.S., lack proper regulatory frameworks and funding mechanisms to address the public safety issues associated with maintenance and removal of unsafe dams.

Existing Funding Mechanisms

By understanding the many potential benefits the project may provide – for people and nature – in addition to your specific objectives, you can maximize the potential for community and financial support.

These benefits may include climate adaptation and public safety, water quality, recreation, water supply, biodiversity, migratory fish and the environment. In general, sources can be separated into public and private funding.

One source of funding may be adequate to finance a small, low-controversy project – while large, and more complex projects may require two or more sources of funding.

Public funding sources used in European countries include:

EUROPEAN UNION

- The Cohesion Fund: This fund allocates € 63.4 billion to trans-European transportation and environmental projects, aiming to reduce economic and social disparity and promote sustainable development. In candidate countries it has been used to support dozens of dam removal projects. Notably, the Estonian Government successfully leveraged use of the Cohesion Fund to finance 85% of a €15 M basin-scale restoration project in the Parnü River Basin including eight dam removals on the mainstem and tributaries. The remaining 15% was provided by the Estonian state budget. Key to using this fund was the development of a River Basin Management Plan that identifies the needs and priorities for dam removal consistent with implementation of the Water Framework Directive.

European Commission LIFE Environment subprogram. The goal of the environment subprogram is to fund nature conservation projects with a focus on the areas of biodiversity, habitats and species, so long as more than half of the project costs are used to improve conservation status of priority habitats or species listed in the EU's birds and habitats directives. Otherwise, general nature conservation projects may receive co-financing of up to 60%. *Example: Yecla de Yeltes Dam, Huebra River, Spain incudes a Natura 2000 site and was therefore eligible for LIFE funding.*

LOCAL AND NATIONAL GOVERNMENTS

- Municipalities and Water Authorities may have the resources and jurisdiction to purchase and remove obsolete dams. *Example: In Sweden, Hudiksvall Municipality, purchased and removed Sofieholm's hydroelectric power station. In France, water authorities may subsidize a portion of removal costs.*
- Project funding has been provided through national agencies including national park authorities, environmental agencies, and marine and fisheries management agencies in countries including France, U.K., Estonia, Sweden, Switzerland, Spain, Finland and Germany have funded projects. For example, in 2019, the Finnish Government announced they would allocate $18M EUR to increase funding for restoring migratory fish through barrier removal and restoration of breeding grounds.

Private funding opportunities may include:

FOUNDATIONS AND PRIVATE DONORS

- Removing an obstacle from a river and returning it to its free-flowing state is something that can be seen as a direct legacy for donors. The one-time investment

- Europe is a global leader on funding barrier removal through crowdsourcing. Led by the efforts of WWF Netherlands, they have facilitated raising tens of thousands of EURs to date, removing barriers in the Ukraine and the U.K., with more in the cue. Learn more about their Dam Removal Funding Platform here.

NON-GOVERNMENTAL ORGANIZATIONS

- Local, national and global environmental and river conservation organizations
- Angler's associations (Association of Anglers for the Conservation of Rivers, European Anglers Alliance). On the River Dove in England, local fishing clubs helped to fund and manage dozens of weir removal projects.
- Whitewater and paddling associations



KRUPA RIVER, CROATIA The winding Krupa River makes its way through Croatia. © TNC/Chip Carroon

Four Emerging Innovations for Finance

funding streams.

1. LIFE-CYCLE FINANCE MODELS

With a better understanding of the full life cycle cost of dams, lenders and governments can make project financing and permitting contingent on a commitment to incorporate the true cost of the project, from cradle to grave, into the business model.

This would include the project owner guaranteeing financial reserves for the removal. In a setting where the cumulative social and environmental impacts of existing dams is already high, these reserves may be used to establish a revolving fund where the cost of removal of the newly financed or permitted project is used in the near-term to remove existing high priority dams that no longer serve their intended purpose.

2. CLIMATE ADAPTATION AND PUBLIC SAFETY

As our climate changes, flood and drought events will continue to become more extreme. Strategic barrier removal can be incorporated into local and national climate adaptation strategies to reduce the community risks of failure during a flood event or exacerbating critical water quality conditions during dry seasons or drought events.

This is also a measure to support adaptation of ecosystems by increasing river connectivity and resilience. In Massachusetts, there are several state-level programs that can serve as models for how to include dam removal finance in a public safety and climate resilience strategy.

Three examples include:

- Municipal Vulnerability Preparedness (MVP) Program Action Grants. TNC worked with the state to develop a vulnerability and climate adaptation rapid planning process for municipalities. After completing a MVP plan, municipalities are eligible to apply for Action Grants to implement their plans. Ecological restoration, including dam removal, is an eligible activity.
- State Hazard Mitigation and Climate Adaptation Plan (SHMCAP). Using a collaborative stakeholder process, Massachusetts recently released a statewide climate adaptation plan to promote resilience of state agency operations, assets and resources. Dam removal is a key adaptation tool referenced in the newly released plan and draft legislation is being proposed to fund implementation.

3. ENVIRONMENTAL MARKETS FOR DAM REMOVAL

An environmental market is an exchange-based approach that uses market mechanisms to achieve environmental goals (regulatory and non-regulatory). Below, we outline two types of environmental markets emerging for dam removal; compensatory mitigation and ecosystem service markets.

Compensatory mitigation. The first is based on the opportunity to use dam removal as a mitigation tool for unavoidable environmental impacts as required by regional or national environmental regulations. For example, in 2018 the Sihlpost Dam was removed in Sweden as mitigation to offset river impacts from a railway expansion.

A recent Nature Conservancy study highlights example crediting mechanisms for dam removal and offers recommendations to increase the use of dam removal as a mitigation tool in the U.S.

Water Act.

In Europe, environmental regulations and mitigation requirements vary from country to country, however three general regulatory frameworks may readily support markets for barrier removal:

- *Biodiversity offsets*—where new development is negatively impacting river habitat, and offsets are required, dam removal can be a durable river restoration tool to create habitat for critical species and populations – in particular, for migratory and resident fish, freshwater mussels and other macroinvertebrates and, potentially for riverine-dependent plants, birds and mammals. Regulatory frameworks that may support biodiversity markets include Natura 2000, European Commission Eel Regulation and National Eel Management Plans, and country-or regional fish passage regulations.
- *Concessions/permits for water use or hydropower*—where regulatory requirements are in place and enforced, strategic dam removal can be a mitigation tool for renewing existing hydropower and/or water use concessions or potentially for considering new ones.
- *Water Framework Directive*—several dam removal projects have demonstrated the ability to improve ecological status to meet the goals of the water framework directive. Similar to biodiversity offsets, where existing or new developments are seeking opportunities to mitigate their impacts to a stream's condition and status under the Water Framework Directive, dam removal may be used as a mitigation tool (see benefits).

In the U.S., formalized environmental mitigation markets have been demonstrated to reduce permitting times by half, can make more effective conservation investments

Targeted ecosystem service restoration.

A second type of market may be created by the restoration of a specific ecosystem service. Simply put, a service provider pays for the dam removal to improve the provision of its services.

For example, dam removals have been demonstrated to improve water chemistry (DO, temperature) and reduce the risk of algal blooms. A water utility may pay for the removal of an obsolete dam upstream of its intake, in order to improve source water quality and reduce treatment costs.

Dam removals have also been demonstrated to drastically improved recreation and fishing opportunities. In these cases, an angler's association group may pay to remove a dam in exchange for the benefit of the fisheries or in exchange for an extension of the region for which it manages permitting authority.

4. LEVERAGING ECONOMIES OF SCALE

Governments, NGOs and private investors have found ways to drastically reduce the project costs of dam removal by both, vertically integrating project phases and by implementing multiple projects at the same time.

For example, there is a federal team in the U.S. Fish and Wildlife Service that is trained in the design, permitting, project management and construction of dam removal projects. This team specialization has dramatically reduced the overall cost of project implementation and could potentially be replicated by a government agency or NGO in Europe.

Similarly, government agencies and NGOs that are moving forward with several dam ovals at the same time may issue a request for proposal on a comprehensive service

5. Case Studies

The following case studies present in brief three dam removal projects which illustrate success managing some of the key issues at restoration projects.



Retuerta Dam, Spain

Removal of the Retuerta Dam is restoring fisheries and natural river processes in the Aravelle River in the municipality of Umbrías, Spain. **Read the case study.**



Ennerdale Mill Weir

The Ennerdale Mill Weir removal is an example of a successful project that was accomplished with limited complexities. **Read the case study.**



Vezins Dam Removal

6. Resources



UNA RIVER, BOSNIA The Una River flowing through Bosnia. The river forms a natural border between Croatia and Bosnia-Herzegovina. © Ken Geiger/TNC

Ecological and Socioeconomic Benefits of Dam Removal +

Regional Barrier Prioritization Tools, Project Databases and Studies +

Authors and contributors

Content written and edited by Tara Moberg and Amy Singler with thanks to our partners at Dam Removal Europe, Rewilding Europe, WWF Netherlands, and the Massachusetts Division of Ecological Restoration for sharing their experience, review and contributions to the case studies and financing sections.

Questions, comments or suggestions on the above content can be emailed to Tara Moberg at tmoberg@tnc.org.

Acknowledgements

The Nature Conservancy is fortunate to have the support of visionary people and organizations, whose generosity allows us to pursue our mission. We are grateful to the Enterprise Rent-A-Car Foundation for supporting our work to find water solutions that work for rivers and the communities that depend on them.

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Attachment 3
Source: https://www.nyclimateexchange.org/blog/project-closed-circuit-helping-cities-lead-on-ev-battery-circularity

Project Closed Circuit: Helping Cities Lead on EV Battery Circularity

Apr 10

The New York Climate Exchange recently launched ***Project Closed Circuit***, a new project to put cities at the center of electric vehicle (EV) battery circularity.

What is EV Battery Circularity?

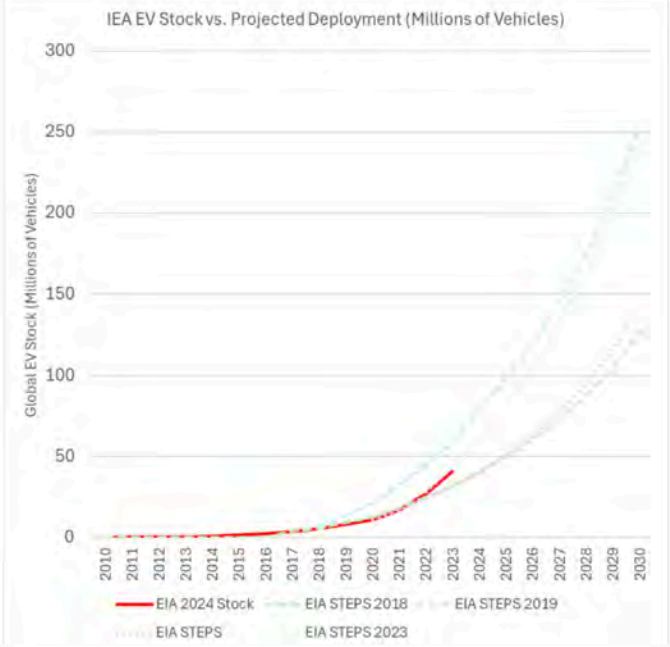


Figure: Global EV Stock vs. forecasted demand (2018-2023 forecasts, 2024 actual)

Batteries are at the heart of the effort to electrify the economy and move away from fossil fuels. From powering EVs to storing electricity generated by wind and solar, global battery demand has surged by around 33% per year over the past 30 years. Nearly 95% of recent growth is driven by EVs. In 2013, there were only 100,000 electric vehicles on the road worldwide; just 10 years later that number reached 40 million!

The transition to EVs comes with challenges.

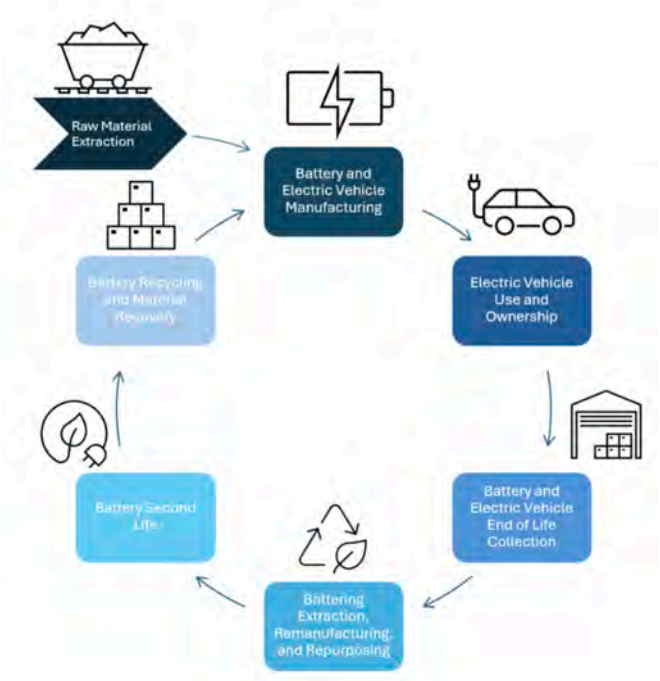
[International Energy Agency, Annual Energy Outlooks 2018-2024]

All batteries require rare earth materials—85% of the world's lithium, 70% of its cobalt, and 10% of its nickel go to battery production—and we'll need hundreds of new mines to meet growing demand. Many of these mines come with environmental and human rights concerns and increase the world's dependence on unstable supply zones.

Still, EVs are much less harmful to the environment than gas-powered vehicles, however high upfront costs and questions about battery life contributes to slow adoption. Like cell phones, EV batteries degrade over time. Around 7-12 years into an EV battery's life, it loses about 25% of its original strength. At this stage, the battery may struggle to maintain peak performance, despite having 70-80% of its charging capacity.

Disposing these batteries in landfills risks contamination from toxic materials and recycling them prematurely wastes their remaining value. **A single-use EV battery is unsustainable.** Without a better way recycle and repurpose batteries, the growing EV market could turn a climate solution into an environmental crisis.

A "circular" approach offers a sustainable solution and massive market opportunity.



A circular strategy maximizes a vehicle's lifecycle using intelligent battery management. This first stage involves using data to optimize battery performance so it can be used longer before being discarded.

Once a battery's charging capacity degrades to 70-80%, it can be reused or repurposed. These second-life batteries can be used in building energy systems or electrical grid storage. This approach transforms a battery, once considered garbage, into a valuable asset, and allows EV owners to earn money from their used batteries. These circular

Figure: A Circular Economy for EV Batteries. Credit: Wyatt Williams

economy principles make EV ownership more affordable and environmentally responsible.

Finally, at the end of its life, the battery can be recycled. Recycling processes extract and purify raw materials and send them back to manufacturers for new batteries. This closed-loop approach dramatically reduces the need to mine new materials, creating a sustainable cycle that minimizes waste and environmental impact.

Current estimates value the battery circularity market to be $7 billion by 2033. According to The International Energy Agency, battery circularity could decrease the need for critical mineral mining by up to 40% and decrease greenhouse gas emissions by up to 80%. EV batteries that are suitable for second-life applications could create more than 200 GWh of power—enough energy to power around 18,500 American homes for a year—by 2030 Plus, local circular economies for batteries reduce dependence on foreign sources of raw materials

Cities are already at the forefront of the battery revolution: they are home to the majority of EV fleets and owners, charging infrastructure, and the bulk of the growth in energy storage systems – making them ideal innovation grounds for battery circularity. This deployment ecosystem means the potential for demonstrating battery *circularity* is at our fingertips. It just needs some support and coordination.

Introducing *Project Closed Circuit:* at the heart of battery circularity.

Project Closed Circuit leverages The New York Climate Exchange's partner network of battery experts and resources, business and public–sector engagement, convening, and thought leadership to deliver:

- Framing and analytical content
- Key industry events that facilitate learning and collaboration
- Technology and regulation across and beyond our partners to advance a circular economy for batteries

What will this look like?

- **Awareness**: Expanding the network of individuals who are advancing battery circularity by sharing its importance with new audiences — from city officials to fleet operators, waste management professionals to insurers and financiers, and national security and supply chain logisticians to sustainability advocates.
- **Urban Solutions**: Developing communities of practice across and beyond the Exchange's partner network to ensure that local lessons from the battery ecosystem extend across geographies. These convenings will focus on researchers, city officials, regulators, startups and private sector businesses, fleets, and energy system developers.
- **Implementation**: *Project Closed Circuit* will initially focus on The Exchange's home — New York City. With a regulatory and economic framework that informs cities worldwide, NYC is poised to become a leading hub and global model for resource-efficient battery innovation, investment, and safe deployment. This will be achieved through policy, local access to battery data and end-of-life battery assets, and the development of a replicable roadmap for battery circularity in urban environments.

Want to learn more, get involved in, or receive updates about this project and its events?
Email us at batteries@nyclimateexchange.org with the subject line "Project Closed Circuit".

〈 Stony Brook University On Governors Island

Exchange Partners Welcome New Leadership 〉

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SPRINGER, CHARLES

From: Chris Ganiere <zeist19@gmail.com>
Sent: Tuesday, August 4, 2026 10:08 PM
To: sustainability
Subject: CAAP

Government is not equipped to deal with "Climate Change". Not Costa Mesa Government, not State of California Government. Not Federal Government hundreds of billions have been spent and yet the climate is exactly as destructive as before the money was spent.

The City of Costa Mesa is not required to help the Federal Government in any way because of the anti commandeering doctrine. We don;t have to spend a single City resource for FEDERAL goals.

Just take this document and file it away and say it is for the citizens & residents of Costa Mesa to decide to voluntarily do something. No enforcement. No record keeping. Just let the people do what they think is right.

Less Government = More Liberty = More Cash in the hands of the People.
Electrons from the mind of Christopher Ganiere

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SPRINGER, CHARLES

From: cheri messerli <scoutholiday@gmail.com>
Sent: Wednesday, August 5, 2026 12:51 PM
To: sustainability
Subject: Feedback on CAAP

Categories: CAAP

The City's Integrated Pest Management (IPM) Plan also ensures the health of Costa Mesa's ecosystems. Adopted in 2019, the IPM Plan prioritizes organic and least-toxic treatments, reduces fertilizer use, and focuses on prevention first. This balanced, eco-friendly approach protects community health, supports local ecosystems, and goes beyond the regulatory requirements of Federal, State, and Orange County agencies.

Then why was it ok for glyphosate to be sprayed in a park that is designated a nature preserve, within 500 ft or less of two schools currently in session, with guys spraying in full hazmat suits?
For some sort of wildflower project, or at least so I was told.

Get rid of grass, regulate how often grass only yards can be watered, get rid of grass in parks, kids don't need grass, they need nature to play in and explore. Other than sports fields, it is not needed, and drastically guzzles up too much of our water, which we are already going to have to use less of, Colorado river water rights are being renegotiated because it is does not have the water it once did, and too many people/states need it.

page 56, great! Please implement it. Trees need to be big to create shade, this take years, it needed to start years ago, but now it better than never.

You talk about fire hazards and risks of wildfires, but fireworks are STILL legal here, which is ridiculous. People are CONSTANTLY setting them off throughout the year, and on the 4th of July it is horrific how much pollution, and fire risk is going on. My street alone was nuts. The air quality index the day after is terrible.

p68 is suggestions to people, not noting any actions by the city, what is the city doing besides making these suggestions in this document?

p. 69 Unless the city is changing the codes so that new buildings need to implent these things, these are just suggestions, and not actions in any way. Update building codes, offer rebates for homes and businesses who upgrade to a grey water system. Promote Grey water systems... these are the only ways to get people to change, along with education on Why it Matters, Why it is DIRE.

A huge way to mitigate urban fires is to underground the old electrical lines, especially in Costa Mesa where they are old, and not properly maintained and often buzzing very loudly. Look at what happened with the Eaton fire. Put pressure on the companies who are not maintaining their lines. The consequences can be deadly and devastating.

p. 71 Host mending events, events teaching about composting in different ways, events teaching about reusing, and wasting less, buying less etc..

p.72 Information about how much gas leaf blowers pollute such as 1 hour of lawn mowing is the equivalent of a car driving 3,000 miles in emissions. Public education is key. Have this kind of information as visuals during city events, even if not related to the event, just as public service announcements, or as bus stop billboards, etc..

p. 73 Planting more trees is great, but please stop planting non native plants and trees that are highly flameable. Native plants use less water, survive the heat more easily, and are more fire resistant. We need oaks to be planted, maybe not along sidewalks as they get so large, but they are needed for survival of so many species. There is the Fairview nature preserve, please get some native oaks planted there. They are essential to our ecosystems.

Please host events where people can learn about natural pest control with things like neem oil. Where people can learn about amending their soil naturally, not with horrible chemical based products. Worm bins are a very easy low maintenance way people can amend their soil, and compost at the same time. Events where native plant landscapers can educate people on ways to make their gardens more water wise, save money, and be beautiful, as well as supporting local wildlife.

We need to be a sponge city, to mitigate flood risks, it would be great to work towards making it more of a 15 minute city as well, difficult in a suburban area, but still can have things implemented to help. Look up both terms if not familiar.

Look at what Paris did in a very short amount of time. The city's outgoing Mayor regreened the city by digging up paved areas and planting tons of trees, closed off streets to traffic to make them kids, families, walkers, bicyclists, put in more protected bike lanes, and drastically reduced air pollution.

Another idea is to have maps of all the great bike paths in the area for people to access online to encourage biking vs driving. Make Costa Mesa more bike safe and friendly.

One last note, please do a better job of adding signage that is CLEAR to educate the public in Fairview park, that they are in a delicate ecosystem. 90% of California's vernal pools have been destroyed, these ones in Fairview park are extremely important to protect. That information right there should be on signs in the park by each one. People and dogs are running through them, damaging those essential habitats. This has been captured on camera by the staff who maintain these grounds, which is where I learned this when I was volunteering with them. There needs to be a sign with some ordinance which would mean people would be fined for trespassing in these protected zones within the park. Otherwise, no one takes it seriously. The educational sign for it also matters, because many people probably have no idea what a vernal pool is or that is is an eco system in danger of being lost in California.

Happy to see the objectives on pages 81-83.

Please also prioritize the banning of all use of glyphosate, on both public lands and waterways, as well as on private property. It should be the number one priority. Be a leader in this respect. It only significantly increases fire risk, as well as cancer rates. The group of advocates known as OC Creek Team have brought to light the intense use of this horrific chemical in Orange County. Going against wildlife

protections, not to mention causing immense irreparable damage to soil, air, water, and human health. This should be priority number one for Costa Mesa, to eliminate its use entirely.

Also, stop spraying pesticides in the gutters on the streets of Costa Mesa. I was horrified to see a truck with a guy spraying out the window into the gutters all along the street. This is a backwards practice. No more spraying. It's lazy, it's toxic, it causes cancer, and is completely irresponsible. It goes against anything you're doing as a city to build a better safer, cleaner, sustainable environment. What goes into the soil, goes into the air, the water, and the people.

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From: Dominic Bendinelli
To: sustainability
Subject: Draft CAAP Comments
Date: Sunday, August 2, 2026 6:16:50 PM

The Costa Mesa draft Climate Action and Adaptation Plan is an excellent document. The team who crafted this has done amazing work and I look forward to the city adopting it. Below I have some suggestions on how (in my opinion) it could be improved even more.

A General Comment: The draft CAAP appears to be missing major milestone dates and metrics to measure against next to each Objective/Action. For example M1.B "Transition the City's non-emergency light-duty gasoline- and diesel-powered fleet to EV". The state of California is aiming for a fully electric state-owned fleet by 2030, are you planning to meet or beat that goal? Each of the Actions listed needs to have a complete by date projected. If you take a look at the Los Angeles or San Diego Climate Action Plans they have five year increments with targets set along each milestone. A closer to home and smaller city, Buena Park's CAAP has 2030 and 2045 targets set for each action. To be clear this plan has great goals, but it means nothing if in 15 years a resident stands up at council and asks why you haven't "Install solar PV systems as shade structures at City owned parking lots and facilities" (M2.E) and the council of this future says there is no obligation to do so since the timeline was undefined.

Comments by Objective:

TR1 - Consider incentives to auto dealers for selling electric vehicles over internal combustion engine vehicles. Potentially a local tax break on the purchase of EVs.

TR1 - The city should be exploring and favoring V2G capabilities especially when looking at medium and heavy-duty charging facilities which will tie into Objective E3.

TR1 - It could be considered parts of T1.C/T1.D/T1.E, but its vital that the city prioritizes access to EV chargers at multifamily residences where renters are often not able to have a choice in the right to charge their EV. If rules can be changed to require a minimum number of chargers via landlords or programs rolled out to use state funds to provide those, either way its a bottleneck that should be addressed sooner than later.

TR.1 - There should be explicit language for partnership with school districts for ZE school buses and infrastructure. (This is a very well known program, but this comment and my previous comment are inspired by this.)

TR2.A/B - Please stress the need for *protected* bike and pedestrian infastructure.

TR4 - Support efforts to revive the OC Centerline rail project or similar proposals that could connect Costa Mesa to the county and the LOSSAN corridor via heavy or light rail. Similarly consider studying a streetcar route like the OC Streetcar especially on existing ROW.

E3 - Consider adoption of policy that requires businesses with an excess of X number of parking spaces to develop solar canopy parking. For example, if a business has over 100 parking spots, 30% must be covered by solar canopy. Not only does it support the E3 measure, but also reduces dangerous heat island effects.

OR1 - Consider offering financial incentives (when funding available) to switch to ZE equipment and follow that up with non-voluntary restrictions on gas-powered lawn equipment such as neighboring Irvine.

NU1 - Include an action to maintain existing green space in the city and incorporate new green space if the opportunity presents itself.

NU1.C - Adopt a policy where a tree is planted in each parkway, unless explicitly rejected by homeowner. Public Works can go door to door with flyers/knocking in a neighborhood to notify residents they will be planting trees and give opportunity, with amply time, for rejection.

NU1.H - " Amend the municipal code to limit the removal of mature trees" add 'unless causing unavoidable property damage'

Great plan! Props to the whole team who worked on developing this and the Commissioners and Councilmembers supporting it!

Thank you,
Dominic Bendinelli

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From: Eric Engle
To: sustainability
Subject: comment on the CM draft
Date: Saturday, August 1, 2026 11:55:44 PM

Hello, would it be better if more people took alternative transportation option besides just using electric cars because it wouldn't solve the over-reliance on the cars (gas or electric) throughout the city. The best way to reduce emissions is to provide viable alternative like the cool bike lines going around town. its a start. I feel The city needs a dedicated bus route that loops around within the city limits on a 10-15 minute frequency to the cities biggest destination hotspots. The Goat service is nice until the wait times are over an hour. wouldn't it be nice to have some kind of high capacity vehicle performing the service. Thanks

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SPRINGER, CHARLES

From: Jeff Gibbs <jginnb@gmail.com>
Sent: Monday, August 3, 2026 6:21 PM
To: sustainability
Subject: Smart Traffic???

I reviewed the document and noticed not a single comment about smart traffic. Lot's of info about pedestrian paths, bicycle paths, electric vehicles, though not a mention about keeping traffic moving. Idling cars are terrible for the air, and as long as we keep putting in stop lights, taking away lanes, traffic is going to idle more and more. And reducing speed for potholes and speed bumps, cannot be good either, as most of the time, cars accelerate away from them. My suggestion is to hire a traffic engineering department, to keep the major streets moving, such as Fairview, Harbor, Placentia, Adams, Victoria, 17th, 19th and other major thoroughfares. Keeping traffic moving alone would help the air, not to mention city workers would become more efficient. If the city has a traffic engineering department, tasked to help residents move safely, then I am not aware of that, and perhaps should replace them with participants from the Early Childhood Program. My guess is the results would be identical, traffic stopped throughout the city.

The other item that must be looked at to keep traffic moving, is the 55. How does that highway end at 19th street? Figure out how to get it to Newport, and make it our neighbors problem, or, get revenue from Newport for all of the idling vehicles.

We also have a lot of asphalt in Costa Mesa. Time to plant more trees. The OC Fair parking Lot, OCC parking lot as well as City Hall, should have many more trees, and those are public facilities which you control. .

My greater question is how is this going to be paid for? This endeavor will cost a lot, so what is going to get cut in order for this plan to be put in place. The new bike lanes look amazing, too bad they are unused and still look brand new. As for busing, unless you start building high rises up and down the thoroughfares, it is not in our culture to walk 2 blocks to a bus stop, pay $2 and ride a bus for 2 miles to the grocery store and then back on the bus, another $2 to get back home. Southern Californians are too independent, and love their cars, you know that, the study just does not want to call that out.

Good luck with your expensive plan. I would prefer you would fix the potholes, clean up the trash on the streets/sidewalks/parking lots, plant more trees and fields, and make it a better community rather than dream of one,

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SPRINGER, CHARLES

From: Le Wentz <wentzle@yahoo.com>
Sent: Tuesday, August 4, 2026 7:16 AM
To: sustainability
Subject: Sustainable life

I have been to multiple planning committee meetings and each time I have come away disappointed that climate change is not addressed in building plans! Not once was requiring solar panels on new construction even addressed! This is unacceptable!
Sent from my iPad
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SPRINGER, CHARLES

From: Mike Draganza <mdraganza@gmail.com>
Sent: Tuesday, August 4, 2026 4:44 PM
To: sustainability
Subject: Comments on the CAAP

How much CM taxpayer dollars went into creating this plan and what is the overall cost of implementation? Is that anywhere in the document?

What is the point of all this? if it's reducing CO2 in the atmosphere, that will make no difference at all in the total amount in the atmosphere, since China will continue to spew out massive amounts that swamp any savings from CM, California or the U.S.

This plan references a climate model. The problem is that these models have been wildly inaccurate. Since they have been wrong in every prediction up to this point, what makes you think they will correctly forecast 50-100 years out? We can't even tell what the weather will be 2 weeks out!

No taxpayer dollars should ge to funding EV infrastructure. If EVs were popular, private dollars would fund it. Sales of EVs have plummeted since the $7500 rebate was cancelled. For good reason. They're expensive, have limited range and have a tendency to catch on fire. Creating expensive infrastructure at taxpayer expense will not make people change their minds.

I strongly disagree with the city spending our dollars on this. The city should concentrate on basic services and get out of the green new deal scam.

Mike Draganza
Costa Mesa resident

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SPRINGER, CHARLES

From: melanie@coastalcorridor.org
Sent: Tuesday, August 4, 2026 5:47 PM
To: sustainability
Cc: 'Paul Waggoner'
Subject: Comments on the Costa Mesa Draft CAAP
Attachments: CCA Letter to Costa Mesa on Draft CAAP 080426 FINAL.pdf

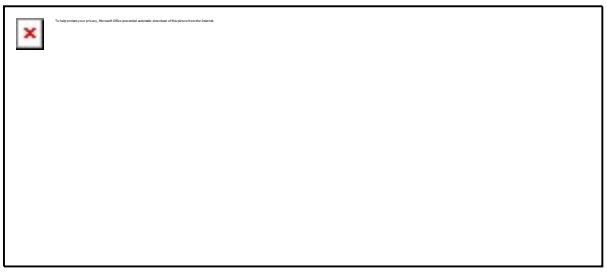
Greetings,

Please find Coastal Corridor Alliance's comments on the Draft Climate Action and Adaptation Plan. We understand some edits have been made and request a brief meeting to walk through those edits and outline our concerns on the document.

Please confirm receipt.

Thank you,

Melanie Schlotterbeck
Stewardship Consultant
Cell: (714) 501-3133
Available: Mon - Fri



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SPRINGER, CHARLES

From: melanie@coastalcorridor.org
Sent: Tuesday, August 4, 2026 5:40 PM
To: sustainability
Cc: 'Paul Waggoner'
Subject: Comments on the Costa Mesa Draft CAAP
Attachments: CCA Letter to Costa Mesa on Draft CAAP 080426 FINAL.pdf

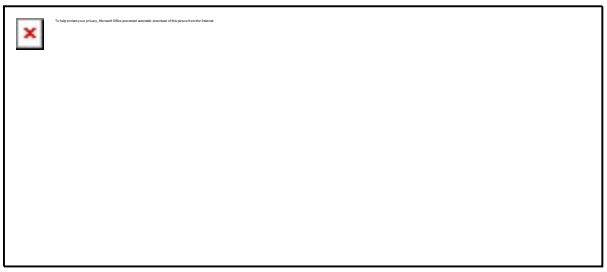
Greetings,

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Please confirm receipt.

Thank you,

Melanie Schlotterbeck
Stewardship Consultant
Cell: (714) 501-3133
Available: Mon - Fri



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SPRINGER, CHARLES

From: R M <robmillernow@gmail.com>
Sent: Monday, August 3, 2026 6:51 PM
To: sustainability
Subject: Re: Costa Mesa CAAP Constituent Comment - Permeable Paving

I forgot to include who I am --

Rob Miller - Costa Mesa District 5 Resident
1076 Townhouse Drive
Costa Mesa, CA 92627

On Mon, Aug 3, 2026 at 6:44 PM R M <robmillernow@gmail.com> wrote:

> As your constituent in District 5, I'd like to see policy implemented that encourages the use of permeable paving in construction, as shown in the inserted photo below.
>
> Permeable paving stones allowing grass to grow up while allowing water to drain down and through are already in use all over the world.
> They have a lovely aesthetic, are supremely functional, and are somehow simultaneously classic, innovative, ancient and forward-thinking.
>
> It seems that encouraging permeable tiling would be pursuant to
> "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."
>
> Thank you for the consideration.



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SPRINGER, CHARLES

From: Steve Klein <stevek@adventure51.com>
Sent: Tuesday, August 4, 2026 12:13 AM
To: sustainability
Subject: Feedback on CAAP

CAAP Feedback:

1. These documents and policies are developed with very little real community engagement. They claim to be based on "bringing together a range of perspectives" but when your own documents state they've "engaged 340+ participants" and collected "158 survey responses", that's a trivial number compared to the 100,000+ residents. This tries to give the appearance of soliciting broad input but in practice no one takes the time. If you really wanted input, then put it to a vote.
2. The CAAP document says "While state policies are expected to reduce emissions over time, these actions alone are not sufficient to meet the City's long-term climate goals" – however, it does not appear to describe how the city's goals were chosen and why our goals are apparently greater than that mandated by state policies.
3. I oppose state-mandated reductions in GHG
4. It is my preference that the City actively work against state control, as Huntington Beach does
5. To the degree which the state compels the city to act, we should be doing the absolute minimum and obstructing the state as much as possible.
6. I object to the amount of money, time, and leadership focus spent on these proposals.
7. I will actively vote against, and campaign against, councilmembers who are promoting increased wasted money and effort on these topics

Steven Klein
1936 Flamingo Dr
Costa Mesa, CA 92626

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SPRINGER, CHARLES

From: Sarita Plata <s.plata7026@gmail.com>
Sent: Tuesday, August 4, 2026 7:29 PM
To: sustainability
Subject: Climate Action & Adaptation Plan

Hello,

It makes me super excited to see that Costa Mesa is developing a Climate Action & Adaptation Plan. I was born and raised in Costa Mesa, so it's beautiful to see how the City can implement strategies.

After reading the plan, I wanted to share my thoughts. Overall, my greatest recommendation is to be more explicit with environmental justice. Several sections failed to showcase how these climate actions interconnect with racial & economic inequalities. The Environmental Justice Policies that the City developed in 2026 should speak directly to the Climate Action Plan. They cannot be seen as separate, but rather as a joint effort; this includes more explicit mentions of EJ in the Climate Action Plan.

Chapter 3: Local Hazards

I found the explanations of climate hazards easy to understand and engaging. The use of map visualizations also helped me visualize where these local hazards occur. However, I was disappointed to see the lack of representation for environmental justice. The impacts of climate change are deeply interconnected with racial and economic inequalities. Latino and low-income communities face the brunt of climate change impacts. I would recommend more explicit mention of which populations are vulnerable. Showcasing this relationship with maps, including an overlay of racial and income status, is crucial!

Chapter 4: Community Engagement

I'd be interested to know how many Disadvantaged Communities/EJ communities participated. How many of the pop-ups were in these neighborhoods? Underserved and minority communities should be a major stakeholder group!

Chapter 5:

The objectives listed for transportation are strong, especially in decarbonization. Yet, the transition to electrification raises barriers such as affordability and reliability. These barriers are more pronounced in environmental justice neighborhoods that already face barriers to paying electricity bills. Renewable energy is not cheap. Not all households, especially low-income households, have the budget to adopt EVs. Yet many of these communities rely on personal vehicles for work. I would like to see a more explicit strategy and outline about how the City expects to address these barriers. Furthermore, historically marginalized communities often have a lot of skepticism towards EVs. How is the City hoping to address that?

Thank you

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