

From: [Fairview Park Alliance](#)
To: [CITY CLERK](#); [CITY COUNCIL](#); [GREEN, BRENDA](#)
Subject: FPA Comments for City Council April 15, 2025
Date: Tuesday, April 15, 2025 9:11:48 AM
Attachments: [USFW Recommendation Jan, 2025.png](#)

Please provide comments to council members and add to the public record.

Dear Mayor Stephens and City Council Members,

Fairview Park Alliance (FPA) would like the city of Costa Mesa to stop all activity in the vernal pool watershed at Fairview Park by following USFW recommendation. (See attached). This means to halt any glider plane activity while the Fairview Park Master Plan is being updated.

The glider plane activity is in the vernal pool watershed and is destroying it. There is continued trampling outside of designated areas, due to the nature of the activity and dragging of lines across sensitive habitat. (See attached photos)

The City of Costa Mesa has a responsibility to the community and to federal and state agencies to protect Fairview Park's endangered and threatened species.

“While accommodating public uses within Fairview Park, it is the City’s responsibility to ensure that its actions comply with the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et seq.) (USFW letter to City Engineer and Project Manager Mr. Baltazar Mejia dated July 24, 2014)

“The southern area has potential habitat but is adjacent to school and residential areas and is highly disturbed by pedestrian and model airplane activity. (FPMP p. 154)

FPA asks that you stop all activity on the vernal pool watershed and follow USFW recommendation.

- Fairview Park Alliance



fairviewparkalliance.org [FB](#) | [IG](#)

From: Medak, Christine <Christine_Medak@fws.gov>
Sent: Monday, January 27, 2025 11:38 AM
To: DALTON, KELLY M. <KELLY.DALTON@costamesaca.gov>
Subject: Re: [EXTERNAL] RE: Harbor Soaring Society at Fairview Park

Thank-you for the update.

For the record, the U.S. Fish and Wildlife Service does not support activities by the Harbor Soaring Society that impact either federally listed or sensitive biological resources within Fairview Park. It appears the measures we previously provided have not been fully implemented and there are resources in the vicinity of the flying field that were not previously considered (e.g., burrowing owl, bumblebee, and tarplant). We recommend that activities with

the potential to impact federally listed/sensitive species are discontinued until the City can complete a full evaluation of potential impacts as part of the master plan update.

Christine L. Medak
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
2177 Salk Avenue, Suite 250











15 April 2025

Re: Active Transportation Committee Report

Mr. Mayor and Members of the City Council,

1. **First, thank you for the investments you've made in active transportation so far!** They've made a real difference in quality of life and safety for Costa Mesa residents. I'd like to speak to one improvement I'm personally excited about: the Santa Ana bike lane. Previously, the lane abruptly ended at the block where Kaiser Elementary sits, forcing kids into 30 mph traffic. The City has now filled that gap, making a crucial stretch safer for children and parents commuting to and from school. The continuous lane now extends from University Drive south to Broadway, serving not only elementary students, but also those on their way to Ensign and Newport Harbor, as well as everyday riders along this popular corridor.





A typical school day before the bike lane completion



A typical school day after the bike lane completion

It is crucial that we continue to focus on (invest in) enabling safe and comfortable active transportation in the city *because our population is growing*. Most of the strife and angst that new development generates is due to the real or perceived fear of more cars and the resulting car congestion. We need to think about this problem critically—there is plenty of room in Costa Mesa for more people, [but not their cars](#). A greater population of people is positive for our city and adds to its value; a greater population of cars is negative for our city and will cost us value. Right now, as developers are likely being contacted for stakeholder interviews ahead of our rezoning efforts, *we need to change the market demand for parking*. Developers and prospective residents need to know that Costa Mesa is a car-lite community, where driving is almost always optional and getting around without one is pleasant and convenient. Trying to make this shift during or after an increase in population will be much more difficult.

2. **Please remember that walking and riding a bicycle in a city are not inherently expensive activities.** Walking and biking do not take a toll on infrastructure, nor do they even require much of it. Expensive infrastructure is needed to accommodate heavy and fast-moving machines to continually flow through city streets and cross paths. Automobile traffic, as we've seen over the last century, needs a very high degree of expensive *control* for the sake of safety and has an insatiable appetite for space. The accommodation of its needs always comes at the expense of not only the viability of other modes, but the safety and comfort of the places that it flows through. Changes to such spaces will be expensive—but it is really the result of such heavy prioritization of automobile traffic, not the need to accommodate other users. I feel the need to repeat this because there is a double fallacy out there that 1) the current car-dominant system is the default way that cities must function and 2) that accommodating active transportation is an optional “nice-to-have” but expensive addition to that system. In a *city*, walking and biking should be the default modes of getting around, with automobiles accommodated.

3. **We need to figure out how to do more with less.** Grants that we used to depend on may dry up and our own budget may make “active transportation projects” more difficult to justify. But what I personally have always tried to advocate for—the reclamation of public space and slower automobile traffic—does not depend on expensive projects. The most obvious way to do this is to make minor changes to street design (like tighten vehicle lanes, widen bike lanes, and add crosswalks or bulbout aprons) whenever a project is occurring anyway. We need strong protocol for this so that watchdogs don’t need to continually pester and beg. The Circulation Element is full of policies that speak to making big differences with small and inexpensive changes: pop-up traffic-calming, modal filters, lowering speed limits, downgrading arterials, reclaiming excess road space, introducing bike boxes, etc.

I would also encourage the city to think more of how we might make walking and biking easier and more pleasant through land-use decisions: better and better-located bike racks should be required of private development, access and wayfinding to on-site bike parking should be required to be comfortable and intuitive, and new buildings should be required to have respectable frontages along the street and not be allowed to be sealed off from the public right of way.

Thank you for your continued support of active transportation and placemaking in Costa Mesa. We’ve all inherited this great city—let’s ensure that we help it grow into the best place it can be.

Thanks for reading,
Russell Toler

From: [Eric Engle](#)
To: [CITY CLERK](#)
Subject: Safe Streets and Active Transportation
Date: Sunday, April 13, 2025 10:16:09 AM

Hello Mr. Mayor and Members of the City Council,

I'm writing to ask you to continue funding safe street infrastructure in Costa Mesa's next budget cycle.

Our community needs protected bike lanes, traffic calming measures, and pedestrian safety improvements. These projects make our streets safer for everyone—whether driving, biking, or walking—and create a more livable city for all residents.

By investing in these safety measures, Costa Mesa can reduce accidents, encourage active transportation, and build a more connected community.

Please prioritize funding for these vital street safety projects in your upcoming budget decisions.

Thank you for your consideration,

Eric engle

From: [Mae Hubel](#)
To: [CITY CLERK](#)
Subject: Safe Streets and Active Transportation -- Continue Funding
Date: Sunday, April 13, 2025 2:39:45 PM

Hello Mr. Mayor and Members of the City Council,

I'm writing to ask you to continue funding safe street infrastructure in Costa Mesa's next budget cycle. This cause is so important to me and has made such a big impact on how I move through the city and interact with local parks, businesses, people, and the community! I moved to Costa Mesa a couple years ago, and have been so impressed by ATC and their work. Please continue to provide them the precious funding needed to continue making this city a more livable and people-centered place.

Thank you for your consideration,
Mae Hubel

Dear Honorable City Council Members,

I am writing to request an amendment to our city's noise ordinance to include specific guidelines on the distances between properties when using power tools. This amendment would help clarify regulations and promote harmonious living in our community.

Currently, our noise ordinance addresses decibel levels and time restrictions for power tool use but does not specify distance requirements.

I propose that we consider the following additions to our noise ordinance:

1. Establish minimum distances between the point of power tool use and neighboring property lines, considering different residential zoning types (e.g., single-family, multi-family).
2. Create a sliding scale of allowable distances based on the type and noise level of power tools being used.
3. Include guidelines for the use of noise barriers or other mitigation measures when operating power tools near property lines.
4. Provide clear guidance on how these distance requirements interact with existing decibel limits and time restrictions.

These additions would help residents understand their responsibilities when using power tools and provide a clearer framework for addressing noise concerns. It would also assist in enforcement efforts and potentially reduce conflicts between neighbors.

I respectfully request that the City Council consider this amendment to enhance our noise control measures and maintain the quality of life in our residential areas. Thank you for your attention to this matter.

Sincerely,

Dana S. Lavin

danalavin@mindspring.com

The amendment to the noise ordinance regarding distances between properties for power tool use should consider including the following specific distances:

1. Side yard setbacks:
 - a. A minimum of 10 feet between the point of power tool use and the side property line.
 - b. For narrower lots, consider a percentage-based approach, such as 12% of the lot width at the front yard setback.
2. Rear yard setbacks:
 - a. A minimum of 20% of the lot depth, but not less than 30 feet and not required to exceed 40 feet.
3. Front yard setbacks:
 - a. Maintain existing front yard setback requirements, typically ranging from 5 to 15 feet depending on the local zoning regulations.
4. Corner lots:
 - a. Require front yard setbacks on both street sides, with a minimum of 6 feet along the side street.
5. Sliding scale based on tool noise levels:
 - a. For particularly loud power tools, consider increasing the minimum distance to 15 feet from property lines.
6. Special considerations:
 - a. For lots less than 7,500 square feet, allow for slightly reduced setbacks to accommodate smaller properties.
 - b. For lots over 20,000 square feet, consider larger setbacks to maintain consistency with the property size.

These distances provide a starting point for the amendment, balancing the need for noise reduction with practical use of residential properties. The specific distances can be adjusted based on local conditions and community feedback.

The proposed amendment to include specific distances between properties for power tool use would simplify enforcement for city officials in several ways:

1. Clear guidelines: By establishing specific distance requirements, officials would have concrete measurements to enforce, rather than relying solely on decibel levels which can be challenging to measure accurately.

2. Easier visual assessment: Enforcement officers could quickly determine compliance by visually assessing the distance between the power tool user and property lines, without needing specialized equipment.
3. Reduced ambiguity: Currently, many noise ordinances focus on decibel levels and time restrictions. Adding distance requirements would provide an additional, easily verifiable parameter for enforcement.
4. Streamlined complaint process: With clear distance guidelines, residents could more easily report violations, and officials could more quickly determine if a violation has occurred
5. Preventive measure: Distance requirements could prevent noise issues before they occur, potentially reducing the number of complaints officials need to address.
6. Consistent application: Specific distance requirements would allow for more uniform enforcement across different neighborhoods and situations.
7. Complementary to existing regulations: The distance requirements would work in conjunction with existing decibel limits and time restrictions, providing officials with multiple tools for enforcement.

By incorporating these distance requirements, the amendment would provide city officials with clearer, more easily enforceable guidelines, potentially improving the efficiency and effectiveness of noise control efforts in residential areas.

The proposed amendment to include specific distances between properties for power tool use would improve quality of life for residents in several ways:

1. **Reduced noise exposure:** By establishing minimum distances for power tool use, residents would experience less intense noise from neighboring properties. This is particularly important for tools like jackhammers (120-130 dB), circular saws (88-102 dB), and chain saws (109 dB), which can be extremely disruptive.
2. **Better sleep and relaxation:** With clearer guidelines on tool use distances, residents would be less likely to be disturbed during rest periods, leading to improved sleep quality and overall well-being.

3. **Increased outdoor enjoyment:** Residents would be able to spend more time in their yards without excessive noise interruptions, enhancing their ability to relax and enjoy outdoor spaces.
4. **Improved home office environment:** As remote work becomes more common, quieter residential areas would provide better conditions for concentration and productivity.
5. **Reduced stress:** Consistent exposure to loud noises can increase stress levels. By mitigating this exposure, the amendment would contribute to lower stress levels for residents.
6. **Enhanced property values:** Quieter neighborhoods are often more desirable, potentially leading to increased property values.
7. **Clearer expectations:** The amendment would provide residents with a better understanding of what to expect regarding noise levels in their neighborhood, reducing uncertainty and potential conflicts.
8. **Healthier living environment:** Prolonged exposure to noise levels above 85 dB can cause permanent hearing damage. The amendment would help protect residents' hearing health by reducing exposure to high-decibel power tools.

By addressing these quality of life factors, the amendment would contribute to creating more harmonious and comfortable living environments for all residents.

Jackhammers: These can produce noise levels of 120-130 dB, making them one of the loudest power tools used in construction and home improvement⁴.

Circular saws (skill saws): These common woodworking tools can generate noise levels of 88-102 dB².

Hammer drills: Capable of producing up to 114 dB, these are among the noisiest handheld power tools².

Chop saws: These can create noise levels of around 106 dB².

Chain saws: With noise levels reaching 109 dB, these are particularly disruptive in residential areas.

Impact wrenches: These tools can produce noise levels of about 102 dB².

Tile saws: Often used in home renovations, these can generate noise levels of 101 dB

Proposed Noise Ordinance Amendment

(Incorporating Distance Standards for Residential Harmony)

Mayor Stephens, Council Members, and City Staff. My name is Dana Lavin, a resident of Eastside Costa Mesa

I would like to propose amendments to our noise ordinance that address the unique challenges of Costa Mesa's residential density, particularly the need for clear distance-based standards between homes.

Current Challenges

a. Density and Noise:

- Costa Mesa's average residential density of **~7,000 people/sq. mile** (2020 Census) creates close proximity between homes, amplifying noise impacts.
- Existing decibel-based standards (55 dB daytime/50 dB nighttime) fail to account for spatial relationships between properties, per the General Plan Noise Element.

b. Work-from-Home Realities:

- Remote workers require quiet environments for focus, yet prolonged power tool use disrupts concentration in tightly spaced neighborhoods.

Proposed Amendments

A. Distance-Based Standards:

- **Daytime (7:00 AM–11:00 PM):** Noise not audible beyond **25 feet** from the property line.
- **Nighttime (11:00 PM–7:00 AM):** Noise not audible beyond **15 feet** from the property line.
- *Alignment:* Complements Costa Mesa's Municipal Code Chapter XIII (§42619123) by adding spatial clarity to decibel limits.

B. Operational Limits for DIY Repairs:

- **Permitted Hours:**
 - Weekdays: 8:00 AM–5:00 PM
 - Saturdays: 9:00 AM–5:00 PM

- Sundays/Holidays: Prohibited (except emergencies).
- **Consecutive Use:**
 - No power tools for more than **2 consecutive hours** without a **30-minute break**.
 - Total daily use: **4 hours maximum** per property.

C. Emergency Repairs:

- Allowed 24/7 with prior notice to adjacent properties.

4. Benefits of Distance Standards

a. Protects Dense Neighborhoods:

- Reduces noise bleed between closely spaced homes, critical in areas with **<20-foot setbacks** (common in older Costa Mesa developments).
- Aligns with Irvine’s approach to noise-sensitive land uses ([Irvine Noise Element](#)).

b. Simplifies Enforcement:

- Audibility thresholds are easier to measure than decibel levels, per [California noise guidelines](#).
- Reduces disputes between neighbors over subjective noise perceptions.

c. Supports Modern Lifestyles:

- Accommodates remote workers by ensuring predictable quiet periods during core business hours.

Alignment with City Policies

a. General Plan Noise Element:

- Goal to “minimize exposure to adverse noise conditions” in residential areas.

b. Municipal Code Chapter XIII:

- Existing decibel limits retained but supplemented with distance thresholds for clarity.

c. Regional Consistency:

- Mirrors Newport Beach’s exterior noise standards (55 dBA daytime)^[3] while adding spatial specificity.

Request for Action

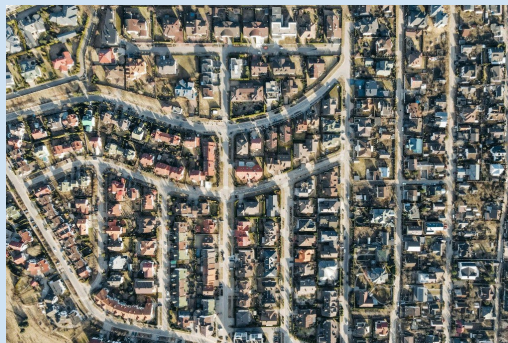
- I urge the Council to adopt these distance-based standards to address Costa Mesa's density challenges and protect residents from intrusive noise.
- This update will modernize enforcement and align our ordinances with peer cities like Irvine and Newport Beach.
- Please refer to the email I sent the council with a request for action and an amendment proposal March 26, 2025

Thank you for your commitment to our community. I welcome further discussion and can be reached at danalavin@mindspring.com

This proposal addresses the unique acoustic challenges of Costa Mesa's residential density while balancing property rights and community well-being

Protecting Quiet in a Dense Community

Proposed Noise Ordinance Amendments



Balancing DIY Repairs and Residential Tranquility

Why Distance Matters in Costa Mesa

- Costa Mesa's density: 7,095 residents/sq. mile
- 30% of Orange County residents work from home
- Current noise rules lack spatial clarity

Balancing DIY Repairs and Residential Tranquility

Clear Boundaries for Peaceful Neighborhoods

- Daytime (7 AM–11 PM): Noise not audible beyond 25 feet
- Nighttime (11 PM–7 AM): Noise not audible beyond 15 feet
- Power Tools: 2-hour limit + 30-min break

Balancing DIY Repairs and Residential Tranquility

How This Helps Costa Mesa

- Protects work-from-home productivity
- Reduces neighbor conflicts
- Simplifies enforcement

Balancing DIY Repairs and Residential Tranquility

Modernize Our Noise Ordinance

- Support distance-based standards
- Limit consecutive hours for power tools
- Protect work-from-home residents

Balancing DIY Repairs and Residential Tranquility

From: [Jim Fitzpatrick](#)
To: [CITY CLERK](#)
Cc: [CITY COUNCIL](#); [MOLINA, CAROL](#); [FARRELL HARRISON, LORI ANN](#)
Subject: Fwd: California Public Records Request
Date: Tuesday, April 15, 2025 10:37:19 AM
Attachments: [image.png](#)
[image.png](#)

GENERAL PUBLIC COMMENTS

City Council, we are facing a **Structural Budget Deficit**.

Staff has indicated this is driven by a decline in Auto Sales and associated taxes.

By studying the HdL Quarterly Tax Report will likely give an indication of trends.

Although Staff has provided the HdL Quarterly Tax Report, as seen below, in the past

Staff is now refusing to provide the document, documents in the possession of the City and are not confidential.

Facing a Structural Budget Deficit, **Transparency is a MUST** !

City Council Action Requested:

- Direct Staff to provided the requested documents
- Also, Staff has discontinued the practice to share this important document with City Council and Planning Commission
 - Direct Staff to continue to provide this document to
 - City Council
 - Planning Commission
 - FiPac Committee
 - Jim Fitzpatrick

These groups need to know who Costa Mesa's Top 25 Tax Generators are, how South Coast Plaza is performing against Fashion Island. How Harbor Blvd of Cars vs Tustin Auto Center



**CITY OF COSTA MESA
FINANCE DEPARTMENT
INTEROFFICE MEMORANDUM**

TO: DISTRIBUTION
FROM: KELLY TELFORD, FINANCE DIRECTOR
DATE: October 5, 2018
SUBJECT: SALES TAX INFORMATION – 2nd Quarter (April 2018 – June 2018)

The attached schedules and graphs detail selected sales tax data for your information. These allocations were generated by sales of retailers during the period of April 1, 2018 through June 30, 2018. The schedules and graphs represent sales tax earned during the second quarter and received by the City during the period of July 1, 2018 through September 30, 2018. There is a three-month lag from the time the retailers make their payment to the California Department of Tax and Fee Administration to the time the City receives its sales tax allocations.

Costa Mesa's receipts from April through June were 8.8% below the second sales period in 2017 though the negative result was caused by the State's transition to a new software and reporting system that delayed the processing of thousands of payments statewide. Sizeable allocations remain outstanding for most categories, particularly home furnishings, used cars, family apparel, specialty stores and restaurants. Absent this and other aberrations actual sales were up 0.6%.

Should you have any questions, please give me a call at extension 5243.



Kelly Telford
Finance Director

Attachments

Distribution:
City Council Members (5)
Planning Commissioners (5)
Department Directors and Staff
Finance and Pension Advisory Committee (11)
Eileen Clifton-Benjamin, Chamber of Commerce

Q2
2018



City of Costa Mesa Sales Tax *Update*

Third Quarter Receipts for Second Quarter Sales (April - June 2018)

Costa Mesa In Brief

Costa Mesa's receipts from April through June were 8.8% below the second sales period in 2017 though the negative result was caused by the State's transition to a new software and reporting system that delayed the processing of thousands of payments statewide. Sizeable allocations remain outstanding for most categories, particularly home furnishings, used cars, family apparel, specialty stores and restaurants. Absent this and other aberrations, actual sales were up 0.6%.

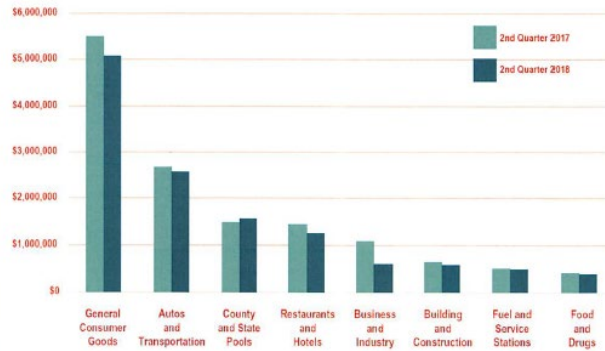
The addition of a new car dealer was a major contributor to this quarter's growth.

Electronics-appliance store allocations may have been inflated by a suspected misallocation, but revenue was also driven higher by a product refresh that stimulated consumer demand. Department stores were artificially boosted by the receipt of delayed payments from the prior quarter.

Business-industrial returns were negatively impacted by onetime allocations, company operational changes and late payments.

Net of aberrations, taxable sales for all of Orange County grew 0.7% over the comparable time period; the Southern California region was up 1.0%.

SALES TAX BY MAJOR BUSINESS GROUP



TOP 25 PRODUCERS In ALPHABETICAL ORDER

Apple	Louis Vuitton
Autonation Honda	Macys
Costa Mesa	Nordstrom
Best Buy	Orange Coast
Bloomingdale's	Chrysler Jeep
California Beemers	Dodge
Cartier	Orange Coast
Chanel	Nissan
Circle K	Pirch
Connell Chevrolet	South Coast Toyota
Eurocar	Suburban Buick
Ganahl Lumber	GMC Cadillac
Gucci	Target
Hermes	Tesla Motors
Home Depot	Theodore Robins
	Ford

REVENUE COMPARISON

Four Quarters - Fiscal Year To Date (Q3 to Q2)

	2016-17	2017-18
Point-of-Sale	\$49,105,729	\$47,979,779
County Pool	6,450,240	6,473,348
State Pool	27,265	26,975
Gross Receipts	\$55,583,235	\$54,480,102

Published by HdL Companies in Fall 2018
www.hdlcompanies.com | 888.861.0220



Cheers,

Jim Fitzpatrick
Solutioneer

----- Forwarded message -----

From: <news@costamesaca.gov>

Date: Tue, Apr 15, 2025 at 10:14 AM

Subject: California Public Records Request

To: <jimfitzeco@gmail.com>

A new entry to a form/survey has been submitted.

Form Name: Make A Public Records Request
Date & Time: 04/15/2025 10:14 am
Response #: 4966
Submitter ID: 38524
IP address: 68.15.88.43
Time to complete: 4 min. , 41 sec.

Survey Details

Page 1

Please fill out the following online form and your request will be send to the Costa Mesa City Clerk's Office for processing. The responsible department will advise the person submitting the request, by telephone, e-mail or by mail of:

1. The location, date, and time at which the requested records may be inspected.
2. If copies of records requested are available, and the cost of providing such copies.
3. Which of the records requested are not subject to disclosure as public records pursuant to applicable provisions of the Public Records Act.
4. The City may also request additional information if the records request is not specific enough to permit the identification of the requested records.

If requesting Building Permits, please check our [Document Search](#) before submitting the request.

PLEASE NOTE:

If you would like a copy of a police record please call the Police Department Records Bureau directly at (714) 754-5373.

*****Do not file a public records request for police records.**

1. What is your name?

Jim Fitzpatrick

2. What is your mailing address?

4040 MacArthur Blvd ste 240

3. What is your e-mail address?

Jim@Solutioneer.biz

4. What is your telephone number?

(949) 257-8448

5. Please describe the nature of the documents you are requesting. Please be as specific as possible for a timely response.

*** SECOND REQUEST ***

A previous request was submitted for known documents and the City was non responsive

HdL provides the City of Costa Mesa a Quarterly Tax Report, as it does in many cities.

In the past, I have done a Public Records Request, and received the HdL Quarterly Tax Report from Costa Mesa, and other cities.

Please email a copy of the last 4 HdL Quarterly Tax Reports

The City has these documents and must provide them

Thank you

Thank you,
City of Costa Mesa

This is an automated message generated by Granicus. Please do not reply directly to this email.

From: [Jim Fitzpatrick](#)
To: [CITY CLERK](#)
Cc: [CITY COUNCIL](#)
Subject: Request to Pull Consent Calendar #5 on City Council 4.15 Agenda
Date: Monday, April 14, 2025 11:47:13 AM
Attachments: [Budget Cut Options - Can Costa Mesa Afford Unfunded State Mandates 4.14.2025.pdf](#)

City Clerk, please pull Consent Calendar #5 for discussion and distribute the **attached document** to City Council. Thank you.

City Council ... we need action facing a Structural Budget Deficit!

Goat Team: What should we work on next?

Agenda Link: <https://costamesa.legistar.com/LegislationDetail.aspx?ID=7299320&GUID=3CABB3E6-8248-4CB9-B5D3-8CC629E446EA>

Cheers,

Jim Fitzpatrick
Solutioneer

GOAT – BUDGET CUTS – ALL OPTIONS ON THE TABLE



Government Openness and Transparency

GOAT is a riff on Goathill and the Greatest Of All Time.

It is a group of residents and business that are monitoring City policies, documenting facts, and taking action. From an example here of a Newsletter, to neighborhood walks using the Costa Mesa 311 APP, and anything that the members of the group want to come together and work on. Let us know if you wish to participate, and what you recommend JimFitzEco@gmail.com.



UNFUNDED STATE MANDATES IMPACT A CITY'S BUDGET

GOAT – BUDGET CUTS – ALL OPTIONS ON THE TABLE

Costa Mesa is facing a significant **STRUCTURAL DEFICIT**, and all options need to be considered.

QUESTION: Can the City's structural budget deficit issues continue to support the State's Unfunded Mandates?

###

Excerpts from the Staff Report and General Plan Annual Report:

NOTE: **These are future actions.** So City Council could remove these references and not commit valuable budget resources at a time of Structural Budget Deficits!

In the future, to implement the 6th Cycle Housing Element and, specifically, to accommodate the City's Regional Housing Needs Assessment allocation, the General Plan will be updated to ensure that the City's General Plan will remain internally consistent and remain an effective guiding document for orderly growth. Additionally, the City is reviewing other General Plan Elements to integrate

Page 2 of 8

Item #: 25-220

Meeting Date: 04/15/2025

environmental justice policies in accordance with the Planning for Healthy Communities Act (SB 1000). This law mandates the development of General Plan policies that address the needs of lower-income areas disproportionately affected by pollution and other environmental hazards that contribute to negative health outcomes. As part of this effort, the City will identify existing policies that support environmental justice.

QUESTIONS:

- These funds are not yet committed, is City Council willing to Cut this Finding?
- What does this say about City Council priorities? Funding DEI Policies over Streets?

###

The General Plan's Safety Element will be updated to incorporate references to the City's Local Hazard Mitigation Plan and to comply with applicable State laws, including SB 1035 (related to flood and hazard resilience) and AB 747/SB 99 (evacuation route planning). As part of this broader effort, City staff will evaluate other General Plan Elements to integrate environmental justice policies in accordance with the Planning for Healthy Communities Act (SB 1000). A key component of this work involves identifying existing General Plan policies that support environmental justice, as well as developing new policies where needed. In

OBSERVATION:

- These funds are not yet committed and can be cut

###

GOAT – BUDGET CUTS – ALL OPTIONS ON THE TABLE

The General Plan's Safety Element **will be updated** to incorporate references to the City's Local Hazard Mitigation Plan and to comply with applicable State laws, including SB 1035 (related to flood and hazard resilience) and AB 747/SB 99 (evacuation route planning). As part of this broader effort, City staff will evaluate other General Plan Elements to integrate environmental justice policies in accordance with the Planning for Healthy Communities Act (SB 1000). A key component of this work involves identifying existing General Plan policies that support environmental justice, as well as developing new policies where needed. In alignment with SB 1425, the City will also review and update the Open Space Element, the Open Space Master Plan, and its associated action program to ensure equitable access to open space for all residents. These updates will be coordinated with the City's environmental justice policies to **promote equity, inclusion,** and long-term community resilience. These

OBSERVATION:

- Does Costa Mesa have DEI Policies? / DEI Policies are NOT State Mandated
- Is Costa Mesa at risk for losing Federal Funds because it still has DEI policies?

QUESTION:

- Will Costa Mesa act to cancel any and all DEI Policies?

###

7. Safety Element Update and Environmental Justice Policies [2G]

City Council approved the professional services agreement with Dudeck to commence the Climate Action Adaption Plan process on October 15, 2024. A working draft of the Safety Element is being prepared that incorporates references to the City's Local Hazard Mitigation Plan, as well as to address other applicable State laws (SB 1035-Flood and Hazards and AB 747/SB 99-Evacuation Routes). As part of this process, staff will also be evaluating other General Plan Elements to **incorporate environmental justice policies** pursuant to the Planning for Healthy Communities Act (SB 1000). This law requires jurisdictions to develop and incorporate policies aimed at improving conditions in lower-income communities that are disproportionately impacted by pollution and other environmental hazards contributing to adverse health outcomes.

A key component of this effort includes identifying existing General Plan policies that already support **environmental justice**, as well as developing new policies where needed. The intent of SB 1000, as outlined in the Office of Planning and Research's General Plan Guidelines, is to "address unique or compounded health risks in disadvantaged communities by decreasing pollution exposure, increasing community assets, and improving overall health."

OBSERVATION:

- Costa Mesa is facing a Structural Budget Deficit, and is currently only considering deferring maintenance of streets and CIP Projects.

QUESTION:

- What are the City Council priorities? DEI or the basic role of government to allocate funds to Infrastructure while solving for Structural Budget Deficits?

###

GOAT – BUDGET CUTS – ALL OPTIONS ON THE TABLE

ALL CITY CONSULTANT CONTRACTS HAVE A TERMINATION CLAUSE

QUESTION:

- What are the City Council's priorities when facing a Structural Budget Deficit?
- Will City Council prioritize cutting budgets for contracts like this?
- Or allow Staff to cut funding City Infrastructure and increase deferred maintenance ?

City entered into a contract with DUDEK for a Climate Action Plan = \$500,000

CITY OF COSTA MESA PROFESSIONAL SERVICES AGREEMENT WITH DUDEK

THIS PROFESSIONAL SERVICES AGREEMENT ("Agreement") is made and entered into this 15th day of October, 2024 ("Effective Date"), by and between the CITY OF COSTA MESA, a municipal corporation ("City"), and DUDEK, a California corporation ("Consultant").

There is, in fact, an ability to terminate contracts to solve for the STRUCTURAL BUDGET DEFICIT

4.0. TERM AND TERMINATION

4.1. Term. This Agreement shall commence on the Effective Date and continue for a period of two (2) years, ending on October 14, 2026, unless previously terminated as provided herein or as otherwise agreed to in writing by the parties. This Agreement may be extended by two [2] additional one [1] year periods upon mutual written agreement of both parties.

4.2. Notice of Termination. The City reserves and has the right and privilege of canceling, suspending or abandoning the execution of all or any part of the work contemplated by this Agreement, with or without cause, at any time, by providing written notice to Consultant. The termination of this Agreement shall be deemed effective upon receipt of the notice of termination. In the event of such termination, Consultant shall immediately stop rendering services under this Agreement unless directed otherwise by the City.

4.3. Compensation. In the event of termination, City shall pay Consultant for reasonable costs incurred and professional services satisfactorily performed up to and including the date of City's written notice of termination. Compensation for work in progress shall be prorated based on the percentage of work completed as of the effective date of termination in accordance with the fees set forth herein. In ascertaining the professional services actually rendered hereunder up to the effective date of termination of this Agreement, consideration shall be given to both completed work and work in progress, to complete and incomplete drawings, and to other documents pertaining to the services contemplated herein whether delivered to the City or in the possession of the Consultant.

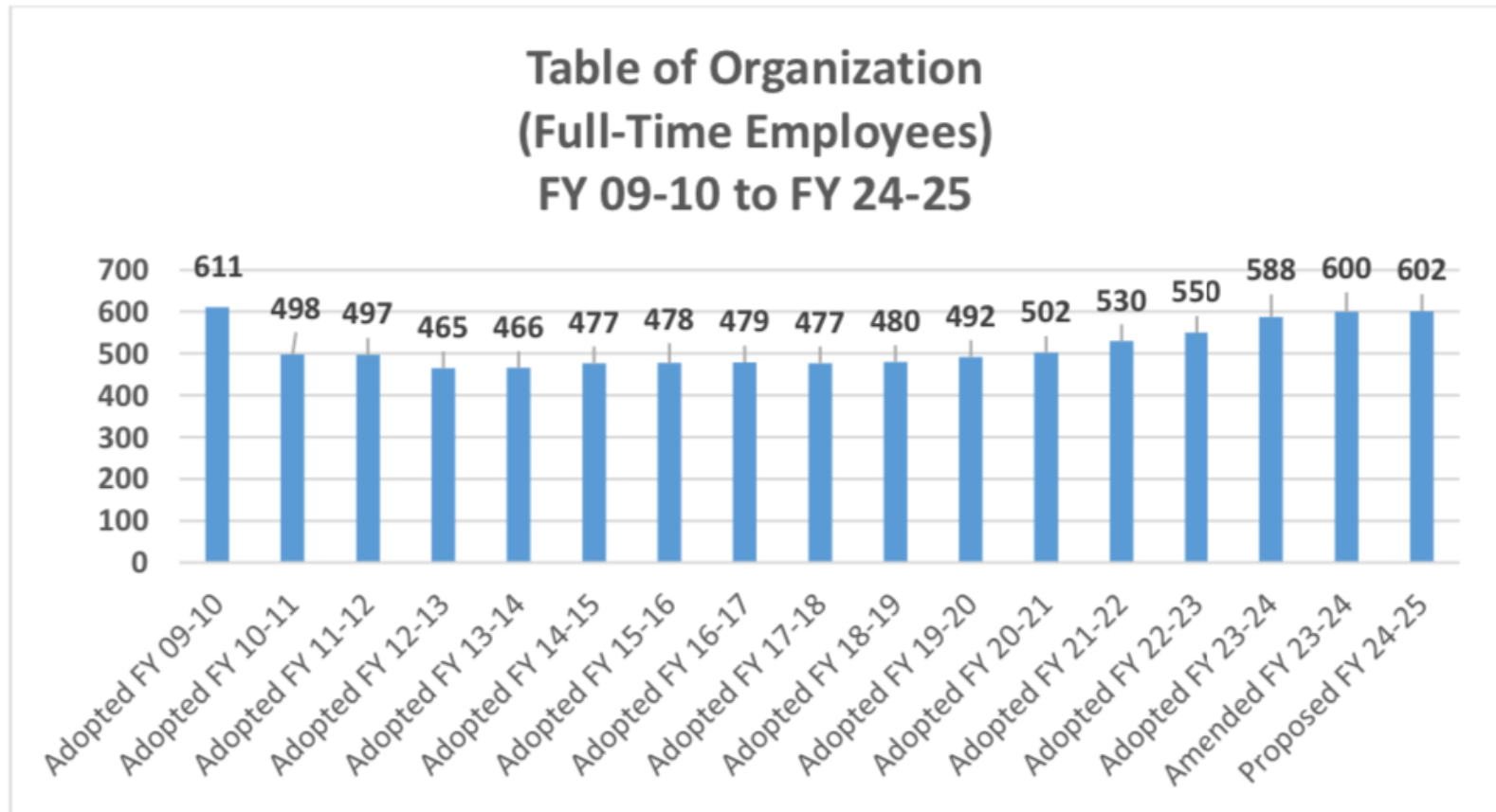


Lastly, this feels like the time for Costa Mesa to change from a General Law City, where Sacramento issues Unfunded Mandates, to a Charter City for Local control, where Costa Mesa makes the decisions.

What say ye Costa Mesa? Sick and tired?

In the last 5 Budget Years, the City has added 100 Employees

Table 4 - Budgeted Citywide Staffing Levels



13 April 2025

City of Costa Mesa
City Council
77 Fair Drive
Costa Mesa, CA 92626

Dear Mayor Stephens and Members of the Costa Mesa City Council,

We are writing to express our concern about yet another marijuana shop opening up in our neighborhood. We had planned to attend the Planning Commission meeting when they were discussing this agenda item, but a family emergency precluded our attendance. With apologies, we would like to weigh in on this issue now, though we recognize it's a bit late in the process. And we are heartened to see local businesses and neighbors express their displeasure with this proposed business.

For several years now, we've watched our neighborhood decline in ways that make us sad, and also angry. We live in a mixed-use neighborhood, and have struggled with issues of trash, noise, graffiti, fast driving, homeless individuals sleeping on sidewalks, and parking. These issues have been getting steadily worse over the past few years.

We wonder: At what point will our neighborhood reach the saturation point for weed shops?

Currently, we have 5 weed shops within a half mile of our home:

- 420 Central (1990 Harbor) – 700 feet from our home
- High Seas (1921 Harbor) – 800 feet from our home
- Mr. Nice Guy (1854 Newport) – .2 miles from our home
- A NEW weed shop opening in what was formerly Soloway Chiropractic – .3 miles from our home
- South Coast Safe Access (2001 Harbor) – .5 mile from our home

Currently, we have an *additional* 3 weed shops within a mile of our home (and many more just beyond the mile marker!):

- Nektar (2275 Newport Blvd) – .9 miles
- *Another* Mr. Nice Guy (167 Cabrillo Street) – .9 miles
- Catalyst (170 E. 17th St.) – 1 mile

How many is too many? Is *another* weed shop what our neighborhood really needs?

The answer is no. We desperately do not need a 6th weed store within .5 miles of our front door. We were disappointed to see the Planning Commission approve this addition to our neighborhood. Please help us draw the line, especially in light of the concerns that our local business leaders have about the project and the owner.

Alongside the issues we mention above, we live in a neighborhood where our closest green space/park is a one mile, 20-minute walk across multiple major intersections to Lions Park OR Wilson Park. We mention this because as a family, we are interested in being in public spaces with our neighbors in ways that help bring us together as a community. Adding a 6th weed shop to our neighborhood feels like the last thing we need. What our community needs are businesses and spaces that welcome all.

We've shouldered more than our fair share of the burden to support Costa Mesa's marijuana scene.

From an economic diversity perspective, we are also concerned about what our neighborhood will look like in several years when not all of these businesses are able to weather the extremely intense side-by-side competition with one another. Like Mayor Stephens expressed in the budget planning meeting from last month, we, too, dislike seeing empty storefronts along Harbor Blvd. But for us, the solution needs to be to diversify our business scene so that our neighborhood isn't overly invested in *any* one kind of business. And especially not an over investment in weed shops. Truthfully, it's probably too late for that, considering we already have 5 shops within half-a-mile of our house; it's not too late, however, to start drawing a line about the kinds of businesses that our particular neighborhood needs.

As parents to a teen daughter, we are also interested in helping Costa Mesa be the kind of city that offers her and her friends opportunities to engage in neighborhood activities. Stop and imagine what the built environment with so many marijuana shops looks like through her eyes. Business upon business with windows that you can't see into, doors that you're not allowed to open. Think about the lived experience of being a kid in our neighborhood without a park, but with over half-a-dozen weed shops! What kind of neighborhood experience is that?? And in the past couple years, more younger families have moved into the neighborhood. We are also very concerned about the reputation that this particular business owner has in his community, and do not think it's the direction for the neighborhood.

When we moved into the neighborhood 12 years ago, the landscape was very different. It's not like we moved here 6 months ago, with the existing marijuana shops already in

residence. And in light of the housing market in Costa Mesa, we feel trapped with few, if any, options to keep our daughter at CMHS.

We also find the idea of a marijuana store that models itself on a convenience store mentality particularly anathema to our sensibilities. We need businesses that look out upon the world, and invite us in! We'd like businesses that can (legally) welcome our daughter and her friends in! We want businesses that are at least mildly interested in helping foster community—not that highlight their business model as a convenience store for a controlled substance. This is precisely the kind of business we don't want or need. And as we consider the impact of a fast-paced weed dispensary in our neighborhood, we are especially worried about allowing our daughter to walk up to Boba Pop, trying to dodge cars zipping into and out of the parking lot.

We ask that you please consider the objections that the local business owners and residents have about approving a permit for the proposed marijuana business at 1912 Harbor Blvd.

Many thanks for your time and consideration of our perspectives.

Sincerely,

Jeff, Kelly, and Nora Brown
District 5 residents

From: [W Lewis](#)
To: [CITY CLERK](#)
Subject: PCUP-24-0011 for 1912 Harbor Boulevard
Date: Tuesday, April 15, 2025 10:11:19 AM

I own several properties in Costa Mesa and I oppose this cannabis store.

I own 126-128 Broadway, 130-132 Broadway and 203-205 E 19th St and seven other properties in Costa Mesa.

Glenda Lewis



HEADQUARTERS
903W. 17TH ST, #79 COSTA MESA, CA 92627
(714) 357-0320
Adopt@FureverHeaven.Org
IRS 501(c)3: # 87-2919682

April 15, 2025

Mr. Mayor and Council Members,

Thank you for your service to Costa Mesa. I am a long time resident of Costa Mesa.

My foundation fureverheaven.org began during the pandemic with a junkyard rescue on 18th st of 22 cats. The feral Moms were returned to the junkyard and not put to death.

With the help of Priceless Pets, I was able to afford the low cost spay and neutering they offer.

My foundation is dedicated to rescuing, socializing, homing and educating pet guardians on the importance of fixing their pets.

TNR is our only hope of slowing population explosions of feral colonies.

We need to do right by the animals of Costa Mesa by adopting a formal TNR policy.

My request -is for the city council members to use their comments to request the City Manager quickly agendize an item for a city council meeting where council can vote to approve over 4 hours of staff time to prepare and bring a TNR policy to the Animal Service Committee for discussion and ultimately recommend a policy for city council to adopt.

Over the last seven years, there has been a lot of work done on a TNR policy and there is a current draft based on best practices in neighboring cities.

Thank you for your consideration.

Respectfully,

Debra Lee

Founder, Furever Heaven Org