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**From:** mjheat <mjheat@gmail.com>  
**Sent:** Monday, May 2, 2022 8:29 PM  
**To:** CITY CLERK  
**Subject:** Cabrillo st sanctuary

Hello there men and women of the board. I am a resident living at 140 cabrillo st. As of today I have just learned that 3 pot shops and a restaurant are going to be opening directly next door to my home and across the street very soon. Myself as well as every neighbor on this street are more than irate. There is little to no street parking as it is. This is a residential zoned street not a business zoned street. There are children living here as well as a daycare on the corner of my street. Pot distribution sites have been illegal in Costa mesa how is it that all if a sudden they are allowed? How is it ok the 3 are to open up within feet of each other? And how is this ok for the residents in the area?!!!!

This is absolutely ridiculous and going to cause massive massive calls to 911 dispatchers and a welcome place for druggie and more homeless people if these shops are allowed to open. Last year there was an illegal pot shop in the exact location one of the new shops is opening at. For months and months the FBI and police staked them out to shut them down. While they were here, there were numerous homeless and drug addicts on the street, breaking into our homes and constantly crashing our cars on the street. There was also zero parking at all hours of the day. Please please please make them relocate to a more business zoned street! These shops will be the end of this neighborhood and a detriment to us all. This is of a urgent urgent matter and extremely important to the citizens of Costa mesa just trying to make a happy life for our children and families. Most of california is too expensive to live in and this is the only place we can live and afford. Please don't make this miserable and unsafe for my young children to live at.

As far as the BBQ restaurant being built, I know for fact they have hazardous waste there and massive plumbing problems and well as sewage and poisons in the ground. Nothing is according to health code standards. I am so incredibly upset about all of this. There eill be a protest by the neighbors and I guarantee unstoppable phone calls to 911 for disturbances, thefts, and complaints. Nit to mention the air is sooo engulfed in the smell of pot that none of us can ever open our windows. My daughters have even gotten sick from all the exposure just having our windows open. It is completely unfair and a health hazard for us in the area.

I beg if you all to take this as an important plea.

Sincerely ms. Duarte

Sent from my T-Mobile 5G Device

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**From:** GREEN, BRENDA  
**Sent:** Tuesday, May 3, 2022 11:17 AM  
**To:** BENNETT, STACY  
**Subject:** FW: CIP Study Session Comments

Public comments.

*Brenda Green*  
City Clerk  
City of Costa Mesa  
714/754-5221

Effective, Wednesday, February 16, 2022, City Hall will return to walk-in appointments for the public. Costa Mesa will continue to follow the state mask guidelines. While City Hall will be open, we still encourage members of the public to take advantage of our appointment system.

Appointments can be made at [www.costamesaca.gov/appointments](http://www.costamesaca.gov/appointments).

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**From:** cmcdonald.home@gmail.com <cmcdonald.home@gmail.com>  
**Sent:** Tuesday, May 3, 2022 11:15 AM  
**To:** REYNOLDS, ARLIS <ARLIS.REYNOLDS@costamesaca.gov>; MARR, ANDREA <ANDREA.MARR@costamesaca.gov>; STEPHENS, JOHN <JOHN.STEPHENS@costamesaca.gov>; CHAVEZ, MANUEL <MANUEL.CHAVEZ@costamesaca.gov>; GAMEROS, LOREN <LGAMEROS@costamesaca.gov>; HARPER, DON <DON.HARPER@costamesaca.gov>; HARLAN, JEFFREY <JEFFREY.HARLAN@costamesaca.gov>  
**Cc:** GREEN, BRENDA <brenda.green@costamesaca.gov>; ROSALES, JENNIFER <JENNIFER.ROSALES@costamesaca.gov>; THOMAS, BRETT ATENCIO <BRETTATENCIO.THOMAS@costamesaca.gov>  
**Subject:** CIP Study Session Comments

Dear Mayor and City Council Members.

As Council Member Marr requested, I am following up on my comments at last week's Study Session as I ran out of time. My comments came out of the meeting with Staff and members of the Active Transportation Committee's ATP Implementation subcommittee. As I indicated, we made progress on reaching agreement on the projects to prioritize, but there are still differences, and the ATC will bring its recommendations to you after its meeting this week.

With respect to Study Session Agenda Attachment 1, please note the following:

Item 32 (Adams Ave AT Project). The Staff Report indicates that grant funding is being pursued. Since construction funding has not been secured, it may be years before this project commences. The current year's budget has an Adams Avenue Pavement Rehabilitation Project (#300005) for \$2.3M. My understanding is Staff indicated this funding for the current year and next will be earmarked for PMP effort. The subcommittee gave this project a lower priority due to these issues.

Item 33 (Bicycle and Pedestrian Infrastructure Improvements). This is for small, typically one-off projects not specifically identified in the ATP or PMP. We support funding to cover this type of effort. However, the same project was approved (#450015) in the current year's budget for \$150K. Nothing has been spent YTD. Based on that spending trend, the current funding can also cover next year. This funding would be better applied to other AT projects.

Item 34 (Bicycle Safety Education). Safety education is crucial, but the subcommittee believes the cost should be shared with the school district. One option is to approve half and negotiate with NMUSD for the other half. Also, in fiscal 17-18 a safety education project was approved for \$30K. We need to know the outcome of that effort before approving additional funding.

Item 35 (Citywide Bicycle) Racks. The existing balance from prior years appropriations is \$107K. Last year only \$35K was spent. This year only \$8K has been spent so far. The existing funding is enough for at least another year and no new funding is needed now. I understand that funding will be redirected to wayfinding signage.

Item 36 (Citywide Class II, III and IV Bicycle Projects). This is an increase in funding from prior years, which is needed. The subcommittee believes that a portion of the existing balance will be used for the Placentia and Del Mar projects, but allocation of the remaining balance to specific projects needs to be identified.

Item 38 (Fairview Road Improvement Project). The subcommittee rated this a high priority project. When we met with Staff, we also recommended a crosswalk midway between Wilson St. and Fair Dr., and I understand it is now included.

The subcommittee gave a high priority to procure and install "Bike Route" signage on all the Class III bike routes. At our meeting Staff seemed to agree with this recommendation, but it is not listed in their proposed budget. Perhaps this was an oversight, but funding from projects 34, 35, and 36 can be redirected to this effort and to the Adams Ave. (Harbor to Fairview) project.

We recommend a crosswalk on Victoria at Thurin St. Staff indicated one was not warranted at this time, but the subcommittee will continue to encourage staff to reevaluate the crosswalk's need.

Finally, the subcommittee has drafted a Five-Year Forecast for AT projects and will collaborate with Staff on a final Five-Year Forecast.

These are all the comments I had for that evening. I will be presenting more information in the weeks to come. I want to address some of the comments made about bicycle and pedestrian safety and infrastructure that aren't factual.

Cynthia McDonald

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**From:** GREEN, BRENDA  
**Sent:** Tuesday, May 3, 2022 12:38 PM  
**To:** BENNETT, STACY; THOMAS, BRETT ATENCIO; ROSALES, JENNIFER; YANG, SEUNG; SETHURAMAN, RAJA  
**Subject:** FW: City Council Agenda Consent Calendar Item 5 - Wilson Street Improvement Project, City Project No. 22-01  
**Attachments:** Wilson Street Signing and Striping Plans.pdf

*Brenda Green*  
City Clerk  
City of Costa Mesa  
714/754-5221

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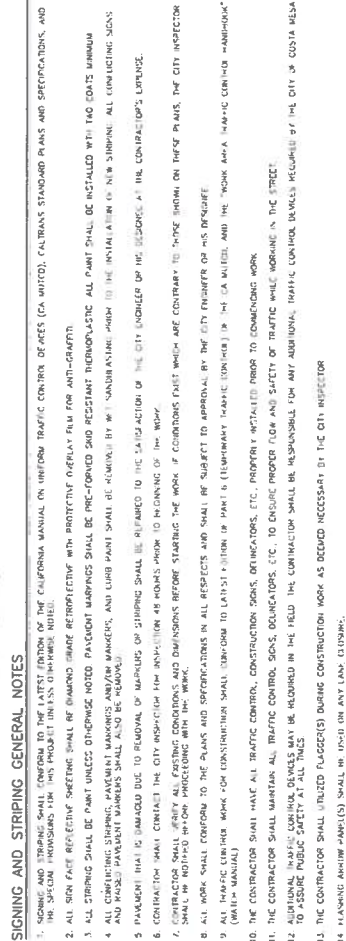
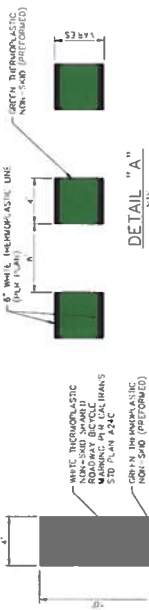
**From:** cmcdonald.home@gmail.com <cmcdonald.home@gmail.com>  
**Sent:** Tuesday, May 3, 2022 11:49 AM  
**To:** REYNOLDS, ARLIS <ARLIS.REYNOLDS@costamesaca.gov>; MARR, ANDREA <ANDREA.MARR@costamesaca.gov>; STEPHENS, JOHN <JOHN.STEPHENS@costamesaca.gov>; HARLAN, JEFFREY <JEFFREY.HARLAN@costamesaca.gov>; CHAVEZ, MANUEL <MANUEL.CHAVEZ@costamesaca.gov>; GAMEROS, LOREN <LGAMEROS@costamesaca.gov>; HARPER, DON <DON.HARPER@costamesaca.gov>  
**Cc:** GREEN, BRENDA <brenda.green@costamesaca.gov>  
**Subject:** City Council Agenda Consent Calendar Item 5 - Wilson Street Improvement Project, City Project No. 22-01

Dear Council Members:

Please be advised that I have requested that this item be pulled from the Consent Calendar this evening.

Despite requests to Staff, the Active Transportation Committee ("ATC") was not given the opportunity to review the striping plans. I note that those plans were not provided to the public in the attachments in the Agenda, so you may not have received them either. Yet, those are the documents that are the most important to those who use active transportation, and they should be reviewed by you, the ATC, and members of the public before a decision is made to accept a bid on the project. I was able to acquire them through a different source and they are attached to this email so you can follow along with my comments this evening.

The ATC is the hardest working committee the City has. There are nine active subcommittees, most of which meet a minimum of once a month and some that meet more often. Please give credit to these volunteers who spend hours and hours of their time researching the best active transportation projects, acquiring knowledge of street design, and then putting that research and knowledge into action by reviewing projects that, hopefully, will save the lives of pedestrians and cyclists. To cut the ATC and members of the public out of the process is missing a critical step in making certain a project is the best the City can build.



9. NOBIS AND TRANEAS SHALL PROVIDE TO THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CURRENT STANDARD PLANS AND SPECIFICATIONS, AND THE SPECIAL PROVISIONS FOR THIS PROJECT IN THE S.D.S. NUMBERED NOTES.
10. ALL SIGN SET-UP BEFORE STARTING WORK SHALL BE FINISHED PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION WORK.
11. ALL STOPPING PAINT SHALL BE WHITE UNLESS OTHERWISE NOTED. PAVEMENT MARKINGS SHALL BE PRE-FORMULATED AND RESISTANT THROUGHOUT TWO YEAR COATS MAINTENANCE.
12. ALL CONSTRUCTION MATERIALS AND EQUIPMENT SHALL BE REMOVED BY 7:00 AM DAILY UNTIL THE COMPLETION OF THE PROJECT.
13. PAVEMENT SHALL BE DAMAGED DUE TO REMOVAL OF MARKINGS OR STOPPING SHALL BE REPAIRED TO THE SATISFACTION OF THE CITY ENGINEER OF THE CONTRACTOR'S EMPLOYEE.
14. CONTRACTOR SHALL CONTACT THE CITY INSPECTOR WITHIN 48 HOURS AFTER BEGINNING OF THE WORK.
15. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS BEFORE STARTING THE WORK. IF CONDITIONS VARY FROM WHAT ARE SHOWN ON THESE PLANS, THE CITY INSPECTOR SHALL BE NOTIFIED BEFORE PROCEEDING WITH THE WORK.
16. ALL WORK SHALL CONFORM TO THE PLANS AND SPECIFICATIONS IN ALL RESPECTS AND SHALL BE SUBJECT TO APPROVAL BY THE CITY ENGINEER OF HIS EMPLOYEE.
17. ALL TRAFFIC CONTROL WORK OF CONSTRUCTION SHALL OBTAIN A LETTER OF INTENT (A TEMPORARY TRAFFIC CONTROL) FROM THE CITY ENGINEER AND THE WORK AREA TRAFFIC CONTROL "MANHOLE" (CONTRACT MANHOLE).
18. THE CONTRACTOR SHALL HAVE ALL TRAFFIC CONTROL, CONSTRUCTION SIGNS, BARRICADES, ETC., INSTALLED PRIOR TO COMMENCING WORK.
19. THE CONTRACTOR SHALL MAINTAIN ALL TRAFFIC CONTROL, SIGNS, BARRICADES, ETC., TO ENSURE PROPER FLOW AND SAFETY OF TRAFFIC WHILE WORKING IN THE STREET.
20. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED IN THE FIELD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED BY THE CITY OF COSTA MESA TO ASSURE PUBLIC SAFETY AT ALL TIMES.
21. THE CONTRACTOR SHALL UTILIZE FLAGGERS(ES) DURING CONSTRUCTION WORK AS DEEMED NECESSARY BY THE CITY INSPECTOR.
22. FLAGGING SHOULD ALWAYS BE IN PLACE ON ANY LANE CLOSING.

[illegible]











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**From:** Pat Shaffer <pshaffer8888@outlook.com>  
**Sent:** Monday, May 2, 2022 4:50 PM  
**To:** CITY CLERK  
**Subject:** Fw: May 3rd Council Agenda - Resident Only Parking -Timely  
**Attachments:** RPP Map 2022.jpeg; 2004 study pgs 1-4.22.23.pdf; LTR to City Council about RPP.pdf

Dear City clerk,

I did send this email to all City Council members on Sunday. Didn't realize that I should send it to you too? Please open the attachments too. The LTR explains in detail why I am writing.

I don't know what will be decided at this meeting or whether I should attend because I need to make my point NOW or later will be too late. Or is this just the beginning of the City Council process and specific area needs will be decided upon later. I have been dealing with this issue since 2003 and really hope that we can finally fix it.

Thank you,

Patricia Shaffer, President  
Teresita Villas HOA  
229 W Wilson Street  
Costa Mesa, ca 92627

**From:** Pat Shaffer <pshaffer8888@outlook.com>  
**Sent:** Sunday, May 1, 2022 11:00 AM  
**To:** john.stephens@costamesaca.gov <john.stephens@costamesaca.gov>; Andrea.marr@costamesaca.gov <Andrea.marr@costamesaca.gov>; Manuel.chavez@costamesaca.gov <Manuel.chavez@costamesaca.gov>; Arlis.reynolds@costamesaca.gov <Arlis.reynolds@costamesaca.gov>; Loren.gameros@costamesaca.gov <Loren.gameros@costamesaca.gov>; Jeff.Harlan@costamesaca.gov <Jeff.Harlan@costamesaca.gov>; Don.harper@costamesaca.gov <Don.harper@costamesaca.gov>  
**Subject:** May 3rd Council Agenda - Resident Only Parking -Timely

Hello City Council:

I live on W. Wilson Street and our complex has been adversely affected by RPP on adjacent Streets since 2004. Having read the perspective of Costa Mesa, I have gleaned that we should be able to fix this situation.

Please read my supporting documents and let me know if you would like me to come speak to our needs at Tuesday's meeting.

Thank you for your attention to this matter,





# CITY COUNCIL AGENDA REPORT

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MEETING DATE: NOVEMBER 15, 2004

ITEM NUMBER:

**SUBJECT:** REQUEST FOR RESIDENT ONLY PERMIT PARKING ON COLUMBIA DRIVE, WAKE FOREST ROAD, AMHERST PLACE, TULANE PLACE, DARTMOUTH PLACE, RUTGERS DRIVE AND FORDHAM DRIVE

**DATE:** NOVEMBER 1, 2004

**FROM:** PUBLIC SERVICES / TRANSPORTATION SERVICES

**PRESENTATION BY:** PETER NAGHAVI, TRANSPORTATION SERVICES MANAGER

**FOR FURTHER INFORMATION CONTACT:** PETER NAGHAVI, 714-754-5182

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## **RECOMMENDATION:**

1. Consider a phased plan to minimize parking intrusion on single family residential streets north of Wilson Street and west of Fairview Road as shown on **ATTACHMENT 1**.
2. Direct staff to implement Phase 1 in each Area at this time, and to implement Phase 2 in Area 1 if needed in the future.
3. Direct staff to include funding in proposed FY05-06 budget for the following Phases if needed in the future: Area 1 – Phase 3 and Area 2 – Phase 2.
4. Defer consideration of Phase 4 in Area 1, and Phase 3 in Area 2 at this time.
5. If strategies in Area 1 are effective over time, direct staff to re-evaluate the need for "resident only" permit parking on Cornell Drive and report back to City Council.
6. Defer the request for "resident only" permit parking in accordance with the above Phased Plan.

## **BACKGROUND:**

During the regular meeting of August 16, 2004 the City Council considered a request from residents of Columbia Drive, Wake Forest Road, Amherst Place, Tulane Place, Dartmouth Place, Rutgers Drive and Fordham Drive for "resident only" permit parking. A map depicting the subject area is attached (**ATTACHMENT 2**).

At this Council meeting, public testimony was received both in support and in opposition to the permit parking restriction. Minutes of the Council meeting on this item are attached (**ATTACHMENT 3**). As many residents of the single family developments north of Wilson Street spoke in favor of the parking restrictions within their streets, many residents from nearby multi-family dwellings outside of the requested permit parking area spoke in opposition to the parking restriction. Those opposed cited insufficient parking within their area and of the need for on-street parking for residents and guests. The City Council, due to serious impact that such restriction would create, directed staff to return with a comprehensive report that further examines alternative strategies to



address the concerns of residents both within and outside of the requested permit parking area.

### **Previous “Resident Only” Permit Parking Approvals**

The request for “**resident only**” permit parking on the subject streets followed the January 5, 2004 City Council approval of “**resident only**” permit parking on **Cornell Drive** between Wilson Street and Joann Street. This restriction was adopted to address similar parking concerns due to vehicles associated with multi-family homes, including the Costa Mesa Estates, an adjacent mobile home park located on the south side of Wilson Street across from Cornell Drive.

The City Council has previously approved “**resident only**” permit parking in eight distinct areas of the City, a listing and chronology of which is provided in **ATTACHMENT 4**. The first neighborhood to receive “**resident only**” permit parking was a portion of the College Park residential area near the Pacific Amphitheater. In 1984 the City Council approved “**resident only**” permit parking within a 1000 foot radius of the amphitheater. The area was later expanded to the west and south to address continued complaints due to events at the Pacific Amphitheater and Orange County Fairgrounds throughout the year. Following implementation of permit parking around the Orange County Fairgrounds, the City considered requests from residents of other areas of the city to restrict parking within their neighborhood due to overcrowded parking conditions caused by vehicles “**unrelated to the neighborhood**”. To enable consistent processing of requests for permit parking, guidelines for installation of “**resident only**” permit parking were approved by the City Council on November 17, 1997. The guidelines are shown on **ATTACHMENT 5**.

### **ANALYSIS:**

As directed by City Council, a Task Force consisting of staff from Transportation Services and Planning Divisions as well as the Police Department has reviewed existing parking conditions within the requested permit parking area and in the surrounding multi-family developments. Through weekly meetings, the Task Force identified a number of issues relative to the area requested for permit parking and to the application of the permit parking program. Staff also collected and examined a vast amount of data to better approach a solution to this area's parking problems. A detailed license plate survey indicated that during the time of greatest parking intrusion there were a total of **75 vehicles** parked on the streets on the north side of Wilson Street that were not identifiable as related to the single family dwellings. However, some of these vehicles may belong to a visiting friend or relative in the single family dwelling area. Of these 75 vehicles, **43 vehicles** belonged to the residents of the multi-family dwellings on the south side of Wilson Street and **32 vehicles** were related to those on the east side of Fairview Road. Results of the on-street license plate parking surveys are shown in **ATTACHMENT 6**. The result of this review confirmed that the parking impacts are associated with **two distinct** multi-family development areas as follows:

1. Wilson Street (Area 1): This area includes the residential developments surrounding Wilson Street, where on-street parking on streets north of Wilson Street is impacted by vehicles from numerous small-scale multi-family developments located on the south side of Wilson Street.
2. Fairview Road (Area 2): This area includes the residential developments adjacent to Fairview Road, north of Wilson Street, where on-street parking on single family

residential streets located west of Fairview Road is impacted by vehicles from two large scale multi-family developments located on the east side of Fairview Road.

The Task Force evaluated all parking conditions within the single family streets north of Wilson Street and west of Fairview Road as well as within the multi-family developments and streets south of Wilson Street and east of Fairview Road. Parking surveys have been conducted to determine both **on-site (private)** and **on-street (public)** parking capacity and utilization. Overall, the results of the parking surveys are not unexpected and indicate very dense parking in the multi-family areas and moderate to heavy parking on single-family streets. **ATTACHMENT 7** provides a detailed analysis of parking conditions within all of the multi-family units. A discussion of each of the two areas follows:

## **1. Wilson Street (Area 1)**

### ***a) On-Site (private) Parking Inventory***

Within the single-family residential areas, on-site parking consists of the parking capacity within the garage, on the driveway leading to the garage, plus any additional paved parking areas on the property. The City code requires 4 on-site parking spaces per home. Generally, there are two spaces within the garage and two on the driveway, however, many homes have additional paved areas capable of parking more vehicles. Within the overall single-family streets on the north side of Wilson Street there are a total of 113 homes with 537 on-site parking spaces. If all garages are available for parking, the existing available on-site parking spaces represents a surplus of 85 spaces above the required minimum.

In the area south of Wilson Street and west of Wilson Park there are a total of 18 separate multi-family developments with a total of 448 dwelling units with 840 on-site parking spaces. The size of developments ranges from 3 units to 51 units, plus the Costa Mesa Estates mobile home park with 106 units. While the existing average parking inventory for multi-family homes is 1.87 spaces per dwelling unit, some of the smaller developments have a parking ratio as low as 1.0 space per unit while some of the newer condominium developments have a parking ratio as high as 2.0 to 2.5 spaces per unit.

The Costa Mesa Estates mobile home park currently has 106 dwelling units and 177 on-site parking spaces, or 1.66 spaces per unit. Some residents at the August 16, 2004 City Council meeting expressed concern about recent expansion of the mobile home park. Staff has found that within the past year there have been ten additional dwelling units and 6 additional parking spaces added to the Costa Mesa Estates. Even with these additions, the Costa Mesa Estates remains in conformance with the maximum allowable number of dwelling units per the existing conditional use permit (CUP) (113 units allowed, 106 units existing). The complex is also currently providing on-site parking over the minimum required per the CUP (141 spaces required, 177 provided).

Under current Code requirements, each unit in the multi-family developments is required to have an average of 3 parking spaces. The below table shows a summary of all on-site parking for Area 1. This table also shows that none of the multi-family developments provide this level of parking. Since all multi-family residences in the survey area were built prior to the most recent Code changes with regard to parking, **the developments are considered legal, nonconforming.**

<b>ON-SITE PARKING INVENTORY SUMMARY WILSON STREET (AREA 1)</b>			
<b>NORTH OF WILSON STREET</b>		Average On-Site Parking Per Home (Existing) = 4.75	
Single Family Homes	Existing on-site (private) Parking	Parking Required if Current Code Requirements Were Applied	<b>Parking Surplus</b>
113	537	452	85
<b>SOUTH OF WILSON STREET &amp; WEST OF WILSON PARK</b>		Average On-Site Parking Per Home (Existing) = 1.87	
Apartment/ Condominium Units	Existing on-site (private) Parking	Parking Required if Current Code Requirements Were Applied	<b>Parking Shortage</b>
448	840	1,368	528

***b) On street (public) Parking Inventory***

There are a total of 118 public, on-street parking spaces available on the six single-family streets north of Wilson Street. These spaces are used by local residents of the single-family dwellings as well as by residents from the multi-family dwellings south of Wilson Street and west of Wilson Park. There are a total of 273 public parking spaces available on public streets south of Wilson Street between Fairview Road and College Avenue. These spaces are heavily used by local residents. The following table illustrates the on-street parking inventory and the overall usage of parking in the Wilson Street area (Area 1).

<b>ON STREET PARKING INVENTORY SUMMARY WILSON STREET AREA</b>			
	Total On street Parking	Average Percent Utilized*	Remaining On street Parking Available
<b>NORTH OF WILSON STREET</b>			
Six Streets In Subject Area Requesting Permit Parking	118	85%**	18
<b>SOUTH OF WILSON STREET</b>			
College Avenue	52	80%	10
Avocado Street	146	94%	9
Rutgers Drive	36	92%	2
Avalon Drive	39	59%	16
<b>Total South of Wilson Street</b>	<b>273</b>	<b>86%</b>	<b>37</b>

\*Utilization is 100% closest to Wilson Street and diminishes with distance.

\*\*From License Plate Survey. Includes both resident and non-resident vehicles

ON-STREET LICENSE PLATE PARKING SURVEY												
Petitioned Streets Only												
	WILSON AREA					FAIRVIEW AREA						
	Columbia S/O Wake Forest	Rutgers Wilson to Joann	ES Fordham Wilson to Joann	Amherst Cul-de-Sac	Tulane Cul-de-Sac	Dartmouth Cul-de-Sac	Wake Forest Fairview to Columbia	Columbia Wake Forest to Dartmouth				
Survey 1	On-Street Spaces	20	20	11	6	6	11	27				
Wednesday	% Impacted	30%	30%	55%	17%	0%	45%	11%				
2:00 PM	# Non-Resident	1	2	0	0	0	0	0				
	# Unknown	5	4	6	1	0	5	3				
	# Resident	6	6	6	5	1	2	3				
Survey 2	On-Street Spaces	20	20	11	6	6	11	27				
Saturday	% Impacted	85%	80%	91%	67%	83%	82%	37%				
9:30 PM	# Non-Resident	3	8	4	2	2	2	1				
	# Unknown	14	8	6	2	3	7	9				
	# Resident	3	4	1	2	0	2	6				
Survey 3	On-Street Spaces	20	20	11	6	6	11	27				
Monday	% Impacted	65%	55%	55%	17%	50%	82%	15%				
8:30 PM	# Non-Resident	2	5	3	0	0	1	0				
	# Unknown	11	6	3	1	3	8	4				
	# Resident	8	5	3	5	0	2	0				

## MULTIPLE-FAMILY RESIDENTIAL PARKING SURVEY

WILSON AREA PROPERTIES LOCATED SOUTH OF WILSON STREET, AND WEST OF WILSON PARK					
Address	Units Permitted/ Units Existing	Parking Approved*/ Parking Existing	Required Parking Per Current Code	Existing Parking	Required Parking**
229 W. Wilson St.	16/16	32 garage; 6 open/ 32 garage; 6 open	16 covered; 24 open; 8 guest	38	48
241 W. Wilson St.	24/24	24 garage; 14 open/ 24 garage; 20 open	24 covered; 28 open; 12 guest	44	64
279 W. Wilson St.	8/7	8 garage; 4 open/ 9 garage; 4 open	8 covered; 12 open; 4 guest***	13	24***
2206-2249 Rutgers and 289 W. Wilson St. (20 lots)	3 units per lot/ 3 units per lot	3 garage; 3 open per lot/ 3 garage; 3 open per lot	3 covered, 5 open and 2 guest per lot***	6 per lot	10 /lot***
311 W. Wilson St./ 310 Avocado St.	28/28	28 carports/ 2 garage; 24 carports; 19 open	28 covered; 42 open; 14 guest***	45	84***
327 W. Wilson St. (CM Mobile Estates)	113 max./106	141/177+2 motorcycle spaces	113 covered; 170 open; 57 guest**	177	340***
347 W. Wilson St.	6/6	6 garages/ 6 garages; no access to open spaces	6 covered; 9 open; 3 guest***	6	18***
349 W. Wilson St.	9/9	12 garage; 6 open/ 11 garage; 8 open	9 covered; 14 open; 5 guest***	19	28***
357 W. Wilson St.	10/10	20 garage; 5 open/ 20 garage; 5 open	10 covered; 13 open; 5 guest	25	28
365 W. Wilson St.	37/37	37 garage; 18 open/ 1 garage; 36 carports; 16 open	37 covered; 42 open; 19 guest	53	98
371 W. Wilson St.	4/4	4 garage/ 4 garage	4 covered; 6 open; 2 guest***	4	12***
377 W. Wilson St.	16/16	16 garage; 9 open/ 16 garage; 16 open	16 covered; 22 open; 8 guest	32	46

## **RE: Resident Only Parking on City Council Docket for May 3, 2022**

**I have read the attachments for this subject and have gleaned that Costa Mesa wants to be fair about giving Single Family streets, and multi-family complexes RPPs. The need must be considerable before the neighboring area is penalized by taking away much needed parking. In other words, if there is no commercial or Fairground Impact or too many neighboring cars parked on their street; they do NOT qualify for RPP. (RPP accommodations should be made for those in need on the edge of RPP areas)**

My background:

I am the HOA president for Teresita Villas at 229 W Wilson Street. We are a multi-family condo complex. We are across the street, perpendicular to Columbia Street. Columbia between Wilson and Wake Forest is not impacted by commercial, or Fairground parking nor were they overrun with strange cars parked on their street. Unlike the streets opposite the Mobile Park near Wilson Park, our section of Columbia was not overparked.

We have 16 units, 6 guest parking spaces, and each unit has a 2-car garage. We have growing families, roommates and 2 parking spaces per unit is insufficient. At the time our complex was built this met the parking requirements. By today's standards we have an insufficient # of spaces to park. Residents are not permitted in guest parking spaces.

We fought to prevent this street from blocking our ability to park there back in 2003. Each home on the North side of Wilson had a minimum of 4 spaces available to them compared to us. We petitioned and were able to get on-street parking on Wilson but lost 33% of it almost immediately. We had hoped that on-street parking would preclude the need for RPP on Columbia but much to our dismay they went a head and voted to give the Northside of Wilson their exclusive parking. We too pay taxes for public streets.

We have no where to go other than to streets in our immediate neighborhood. We don't even need many spaces.

Attachments:

-Full study done in 2003-2004 too large to attach but have attached pertinent pages:

Pages 3, 4, 22,23, point out the parking disparity very well. The study mentions that the single-family homes, on average have 2-car garages, driveways, sometimes additional parking on their lots PLUS ample street parking. We obviously have no way to increase our parking abilities other than on an adjacent public street. **This study, done before Resident Only Parking was instituted shows that there was no need for Columbia to have Resident Only Parking.**

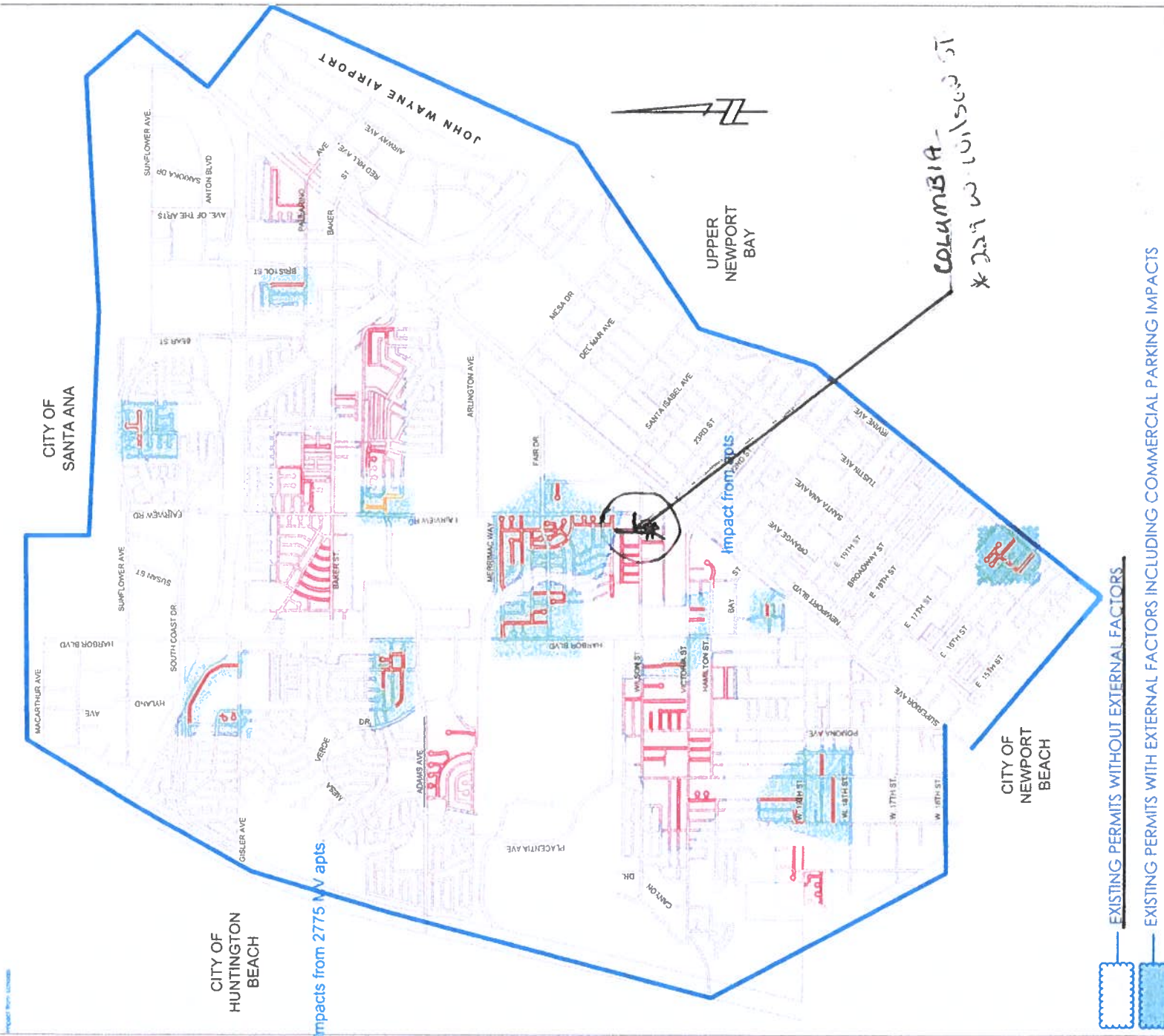
**-The Map points out that Columbia Street, between Lake Forest and Wilson is not impacted by commercial or Fairground parking.**

**Our Request:**

**Permit parking should never have happened to begin with on Columbia. Undoing it is difficult, so we request that we, the residents of 229 W Wilson Street, be given the right to obtain permits to park on a street that is our closest public street, Columbia. Because those who already have Resident Only Parking on Columbia are not likely to give that up, signing a petition to undo it is unlikely and therefore it won't solve our problem. Right now, we have no rights, the only solution is for the City of Costa Mesa to protect our rights and add us to the list of qualified permit holders in our area. We don't need many.**

Patricia Shaffer, President  
Teresita Villas HOA  
229 W Wilson Street #9, CM  
949-302-7572





- EXISTING PERMITS WITHOUT EXTERNAL FACTORS
- EXISTING PERMITS WITH EXTERNAL FACTORS INCLUDING COMMERCIAL PARKING IMPACTS



May 2, 2022

***Via Email***

Costa Mesa City Council  
Lori Ann Farrell Harrison, City Manager  
Raja Sethuraman, Public Services Director  
77 Fair Drive  
Costa Mesa, CA 92626  
[citycouncil@costamesaca.gov](mailto:citycouncil@costamesaca.gov)  
[citymanager@costamesaca.gov](mailto:citymanager@costamesaca.gov)  
[raja.sethuraman@costamesaca.gov](mailto:raja.sethuraman@costamesaca.gov)

Dear Members of the City Council, City Manager Farrell Harrison and Public Services Director Sethuraman:

We write in response to the proposed residential parking permit (RPP) policy. As encouraged as we are that Costa Mesa will finally have a fee-based RRP program, the current proposal is fundamentally flawed in three ways. First, the rate analysis is based on the wrong metrics and, as a result, sets the rates far too low. Second, the proposed exemption for low-income residents, while well intentioned, may undermine the desired results and, perversely, harm these residents. And third, the policy does not identify a recipient of the funds raised by the RPP program, other than covering the program's administration costs. Over time there should be excess revenue generated by the RPP program and the residents deserve clear guidance as to where these funds will go.

### **The Rates Are Too Dang Low**

The rate analysis provided by Dixon (p. 19 of the Citywide Residential Parking Action Plan) appears to be based on three assumptions: any rate is better than free, higher rates are more effective than lower ones, and rates should be consistent with neighboring cities. The first two assumptions are true but do not answer the question, "what the rate should be?", and the third at least answers the question but does so using irrelevant data.

*Who cares what Huntington Beach, Orange or Seal Beach charges for permits?* Residents are not comparing parking rates between Costa Mesa and Seal Beach when making parking choices, nor between Costa Mesa or Orange. This "finger in the air" approach only makes sense as political cover and should be rejected.

Instead, we should ask ourselves how much do residents on these streets *value* their on-street parking, and at what price would they change their behavior? This question was not asked directly, but it could have been inferred from other data. Did Dixon investigate the rates for off-street parking at local apartment buildings? We checked two (Pacific Park and Park Center,

both downtown) and, while each provide the first space for free, the next space costs either \$25 or \$85 *per month*. That's \$300 or \$1,020 per year, and a far cry from the proposed \$25 per year for the first on-street RPP. Did Dixon investigate what storage space costs, given that many residents use their allotted off-street parking for storage? We did; a unit comparable to an off-street parking space (10'x20') at 17th Street Storage or Public Storage, again both downtown, goes for \$400 or \$374 per month.

*Which would you choose if you had an off-street parking space and too much stuff: pay \$25/year to park on the street and get 200 sq. ft. of storage for free, or use your off-street space for your car and spend \$400 per month (an eye-watering \$4800 per year) to rent 200 sq. ft. storage unit to store your stuff?*

Obviously on-street parking spaces aren't storage units, or even off-street parking spaces, so it wouldn't be appropriate to price them the same way. But these comparisons show that the proposed rates are likely far too low to change behaviors in the desired ways. While it is true "any rate is better than free," a rate that is too low won't make a difference in residents' lives. And we believe it is likely that the right rate is several multiples of what has been proposed – perhaps closer to \$25 *a month*, rather than \$25 *a year* – and that rates should escalate geometrically rather than linearly. But whatever is the right rate, we should at least start the calculation with inputs that actually impact the decision to park on-street versus off-street. And it is certainly easier to lower rates if the estimate is too high than raise them later if they are too low.

### **When "Free" Isn't Equitable**

With income inequality rising and inflation eroding purchasing power at a frightening clip, removing subsidies from low-income residents is the last thing a city should do. So we understand the *intention* behind Dixon's recommendation that low-income residents be given their first two RPPs for free, with the escalating rates beginning with their third RPP. But simply giving away RPPs is the wrong way to go about making these residents whole, because doing so guts the effectiveness of a program intended to benefit them.

If the RPP program is supposed to improve parking availability by introducing prices that discourage excessive on-street parking, significant exceptions to the pricing regime will undermine the effectiveness of the program. This effect will be worse on streets where a majority of the residents are low income. The City already knows what a free RPP program looks like, and it has rightly rejected that approach because it is counterproductive. Figures 8 and 9 in the Data Summary Report show that, on average, residents living on RPP streets had access to *more* off-street parking spaces than those living on non-RPP streets (45% of RPP street residents had access to 3 or more off-street spaces, while only 27% of non-RPP streets had access to 3 or more off-street spaces). However, *fewer* residents parked their vehicles off-street in RPP streets (47%) than on non-RPP streets (55%). In other words, even though RPP residents had access to more off-street spaces, a greater percentage of them parked on the street. Free RPPs may have made things worse!

So where a higher percentage of residents on a street are low-income, and therefore where a higher percentage of residents will receive free RPPs, the worse the proposed RPP program will perform. And the RPP program might even *reduce* on-street parking availability if it increases the rate at which residents prefer to park on the street. And if this happens, the RPP program won't just fail to achieve its objectives; it will make residents resent all aspects of the program, including the free RPPs given to low-income residents. So how are we helping low-income residents by potentially making things worse?

There are much better ways to ensure the RPP program is equitable. The first option would be to simply reduce the rates for qualifying low-income residents, rather than eliminating prices all together. As each additional dollar of transportation spending affects low-income residents more than middle- or high-income residents, lower RPP rates for this population may still have the desired effects. This approach, where everyone pays, would also limit feelings of resentment between neighbors.

A more radical but perhaps even more effective option would be a direct subsidy to low-income residents in lieu of waived or discounted RPP permit fees. When a low-income resident is offered a free RPP, they have a choice — either use the RPP to park a car (if they have one), or forgo the subsidy all together and get nothing. But what if that low-income resident received the value of the RPP in cash, and then could choose to either buy the RPP or spend the money on something else? For middle- and high-income residents, this is exactly the choice having a higher income offers. But for low-income residents, they aren't afforded such choices because they don't have the disposable income in the first place. To fix this, we could provide each qualifying household a direct subsidy in cash to alleviate the increase in transportation costs. That way, if such residents choose not to own additional cars, they can keep the subsidy and use it on other goods and services. And if they need to park a car, these residents can use the subsidy to offset some of their RPP costs.

Either way, an appropriately priced RPP program would have sufficient cash to fund such a low-income resident subsidy, either in the form of reduced RPP rates or cash payments. In fact, it would probably have funds left over — which brings us to our last point.

### **Where Does the Money Go?**

Dixon recommends that the City adopt an RPP rate structure “with the goal of making the program cost-neutral.” This is nonsensical on its face; if prices are the mechanism to drive behavior changes, why should prices then be limited to only achieve cost-neutrality? As we have written above, the RPP rates likely need to be higher than what would be strictly necessary to charge to make the RPP program cost-neutral. But if the City is going to receive net revenue from the RPP program, it should be thoughtfully and transparently explain where the excess funds would go.

One option would be to earmark the funds for local street improvements, specifically ones that support mode shifts away from cars and towards more sustainable transportation like walking, bicycling and transit. This would be along the lines of the “parking benefit district” concept championed by Donald Shoup in his landmark book *The High Cost of Free Parking*. A parking benefit district takes the funds received above the cost of administering a RPP program (or parking meter program in commercial districts) and earmarks them for improvements on the same street where the RPP program is in place. In addition to active and mass transportation improvements, these improvements could also take the form of traffic calming, beautification or even open street events. The intent of a parking benefit district is to directly link the undesirable reality of paying for “free” parking to the undeniable benefit of enjoying a better street.

Another option would be to set aside the funds for other local benefits, such as neighborhood parks. The Westside, which is where most of the parking impacts are located, also has the poorest city access to green space. Additionally, park maintenance is a constant drain on City resources, and lack of maintenance can quickly degrade the value of the few Westside parks we have. Having a dedicated funding source such as a local RPP program would take the pressure off of our parks budget and allow residents to feel like their dollars are having a direct, visible and positive impact on City life.

As the RPP program grows the City will need to decide what it will do with these funds. It would be better to articulate a clear vision now, centering transparency and maximizing the effectiveness of the RPP program’s stated goals, than to mumble something like “cost neutrality” and kick the can down the road. Otherwise, these funds will either be used frivolously or, worse, in a way that undermines the purpose of the RPP program.

### **A Step in the Right Direction, but A Long Way to Go**

Any program that treats our street space as public space of significant value is a good program. But trying to get prices to work their magic when they are set arbitrarily, or when large swaths of affected residents are exempted from paying anything at all, is a recipe for frustration and resentment. Costa Mesa needs its RPP program to be successful. There is no way to reduce car dependency, without residents having to face the true costs of car ownership. So while this proposal is a step in the right direction, we challenge the Council and staff to think harder about what an RPP program is trying to accomplish, whether the means used to achieve it are realistic, and how the RPP program fits into the larger narrative of City improvement.

Best,  
Jenn Tanaka  
Marc Vukceвич  
David Martinez

CC:  
Jennifer Rosales (jennifer.rosales@costamesaca.gov)  
Brett Atencio Thomas (brettatencio.thomas@costamesaca.gov)

**COSTA MESA  
CITY COUNCIL PRESENTATION  
APRIL 2022**

[www.ochft.org](http://www.ochft.org)

# OCHFT OVERVIEW

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- Created in March 2019.
- Joint Powers Authority (JPA) formed between the County of Orange and a majority of cities in the county.
- Finance the development affordable housing

## MISSION

The mission of the Orange County Housing Finance Trust is to strengthen the communities in Orange County by financing the development of affordable housing for homeless and low-income individuals and families.

## VISION

The vision of the Orange County Housing Finance Trust is to respond to the humanitarian crisis of homelessness by identifying and securing funding that will contribute to the construction of 2,700 permanent supportive housing units and work to secure funding that will contribute to additional affordable housing units by 2025.

# ACCOMPLISHMENTS

- 23 cities and the County
- 5-year strategic plan, updated annually
- \$30 million in funding
- 13 projects totaling 901 affordable housing units
- Website with administrative and project related information
- Outreach to developers, cities, service providers





# ACCOMPLISHMENTS

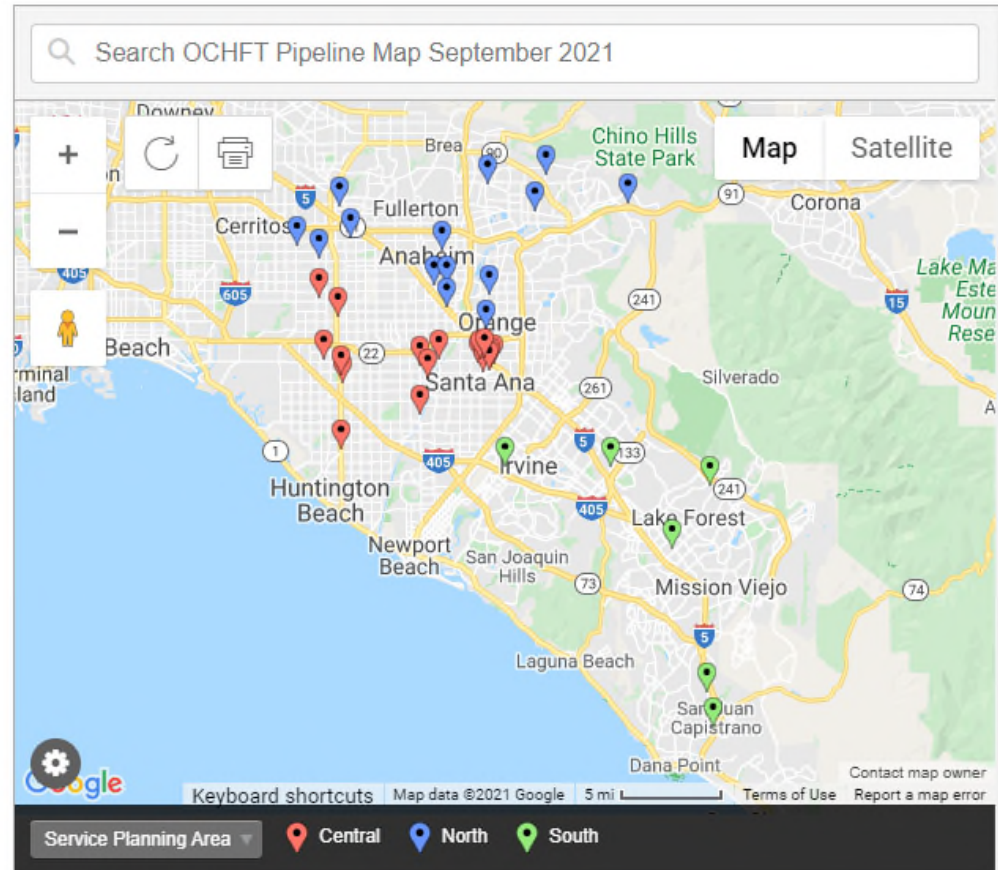
- Announced Notices of Funding Availability (NOFAs) in 2020, 2021 and 2022.
  - 2020 Funds Available: \$11.5 Million
  - 2021 Funds Available: \$11.0 Million
  - 2022 Funds Available: \$10.5 Million
- Committed funding to a total of 13 project, 7 in 2020 and 6 in 2021.
  - 2020 Funds Awarded: \$10,165,360 (466 units)
  - 2021 Funds Awarded: \$10,192,730 (434 units)
- Awarded \$4,215,360 in 2020 from HCD for capital and administrative funding through the Local Housing Trust Fund program.
- Awarded \$600,000 from OCCOG for their Regional Early Action Plan (REAP) grant for administrative funding.
- Awarded \$5,000,000 in 2021 from HCD for capital and administrative funding through the Local Housing Trust Fund program.

# DEVELOPMENT TRACKING

SERVICE PLANNING AREA	TOTAL PSH	% PSH	TOTAL UNITS	% TOTAL UNITS
Central	677	58%	1,096	46%
North	389	33%	892	37%
South	110	9%	401	17%
<b>Grand Total</b>	<b>1,176</b>	<b>100%</b>	<b>2,389</b>	<b>100%</b>

PROJECT STATUS	PSH- UNITS	% PSH	TOTAL UNITS	% TOTAL UNITS
Complete	375	32%	619	26%
In progress of funding	378	32%	986	41%
Under Construction	423	36%	784	33%
<b>Grand Total</b>	<b>1,176</b>	<b>100%</b>	<b>2,389</b>	<b>100%</b>

Updated September 14, 2021



[View OCHFT Pipeline Map September 2021 in a full screen map](#)

# ANNUAL FUNDING SOURCES

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- **Administrative Funding**

- County of Orange General Fund - \$200,000/year
- Local Housing Trust Fund (LHTF) Program - ~\$105,000/year
- Regional Early Action Planning (REAP) Grant - ~\$310,000/year
- City Member Contributions - **\$0/year**
- **Total Administrative Budget: ~\$615,000**

- **Capital Funding**

- County of Orange General Fund - \$1,000,000/year
- Mental Health Services Act (MHSA) - \$4,500,000/year
- Local Housing Trust Fund (LHTF) Program - \$4,750,000/year
- **Total Capital Budget: ~\$10.25 Million**

## LOOKING TO THE FUTURE

---

- Expand Trust membership to all 34 cities in the county
- Receive additional funding through State budget allocation
- Develop sources of private donations for affordable and workforce housing
- 2,700 new permanent supportive housing units by 2025
- Work with other stakeholders in Orange County to create more regional collaborative opportunities to address the housing crisis and homelessness.

**COSTA MESA  
CITY COUNCIL PRESENTATION  
APRIL 2022**

[www.ochft.org](http://www.ochft.org)

# California Bicycle Coalition Summit 2022

Report to city council













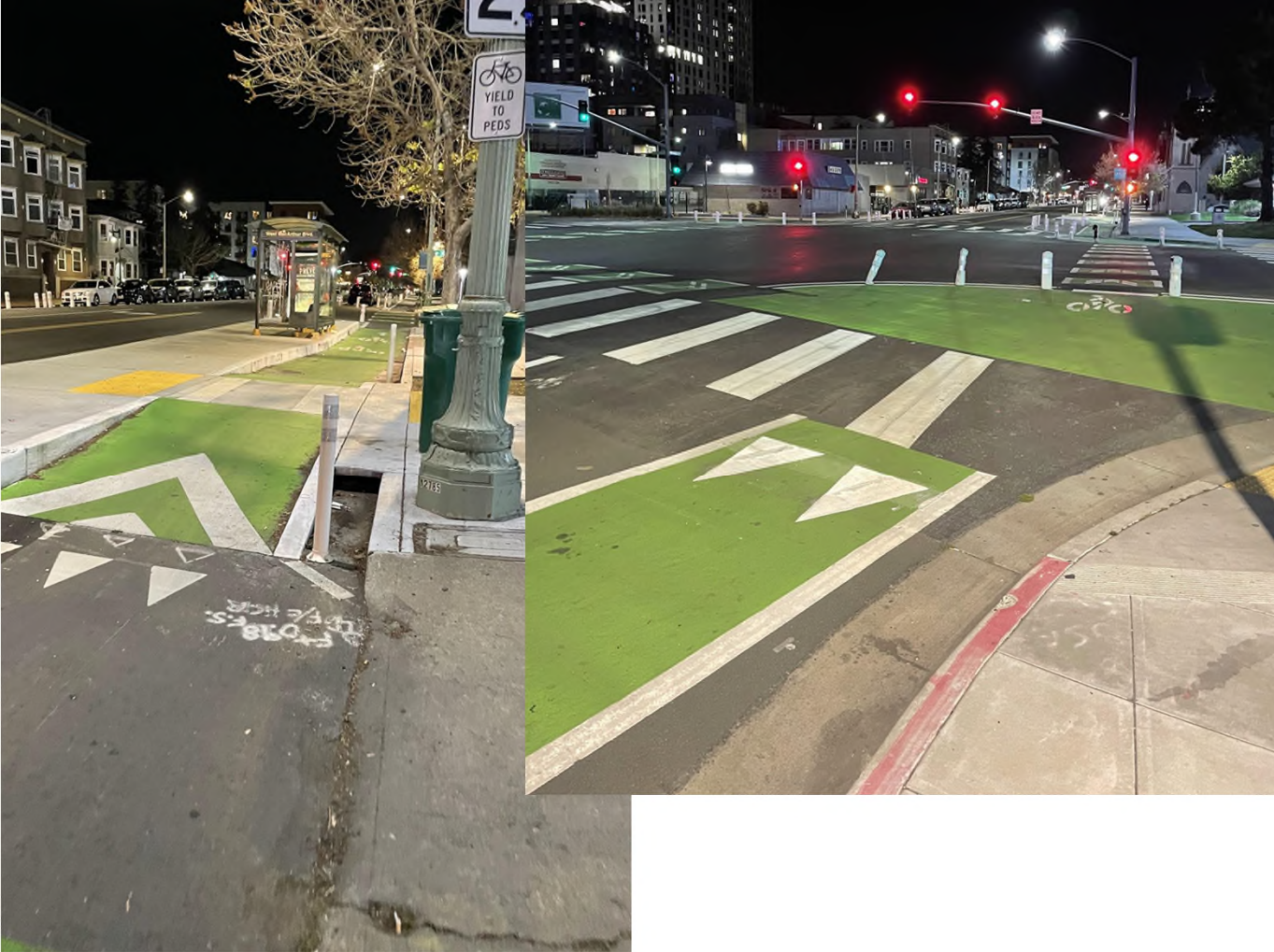












Protected  
Intersection



## Caltrans Tenants Left Out as "710 Home" Sales Move Forward

By Damien Newton

### Today's Headlines

By Joe Linton | Apr 8, 2022 | Comment here

- Metro Launches 'Respect the Ride' Customer Experience Pilot ([The Source](#))
- Lancaster Receives [Clean CA Grant](#) For Amargosa Creek Bike/Walk Path ([AV Times](#))
- New Protected Bike Lanes In Costa Mesa ([Costa Mesa YouTube](#))
- Riot Police Shut Down Climate Scientist Protest Against Chase Bank ([LAist](#))
- Near DTLA, Metro A Line Train Hits, Kills Pedestrian ([LAT](#), [LB Post](#))
- Carnage: Driver Killed In Rollover Crash Near Lancaster ([AV Times](#))
- ...\$25K Offered In Deadly Long Beach Hit-





# Panels

Working Towards an E-bike Future!	Principles of Equitable Micromobility
Changes in Federal Transportation Policy and the Impact on California	The Pandemic Pivot
The Future of Open Streets	People Power in Bike Advocacy
California Bicycle Advocacy Success Stories	Lessons from Latin America
What Is the Future of Mobility?	Report Card on California Bike Funding
International Cycling Cities	Community Bike Shops
Decriminalizing Biking & Walking	State Leadership for a New Paradigm
CalBike Design Symposium	Disabilities and Cycling: Truly Inclusive Bike Advocacy
Building Mobility Justice	The Business of Growing the Movement
Speed Cameras: Enforcement and Equity	Educating for Better Bicycling
Show Me the Money	Climate Change and Culture Change: Let's Get Creative Right Now
Bike Tourism	In Defense of the Pedal
Quick Build 101	The Case for Bike Highways: Examples from the Bay Area and Los Angeles County
	Bike Skills in Schools

# Quick Build 101

- I always thought quick builds = pop ups
  - I was wrong
- Quick builds are have a few premises
  - Use cheap but durable materials
  - Do something that doesn't require a study
  - Learn from doing

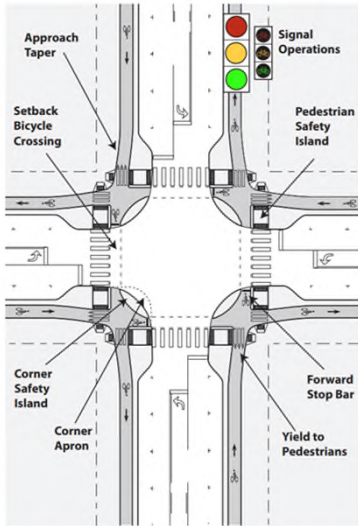
Panel led by ALTA and Mr.  
Barricade from Tik Tok



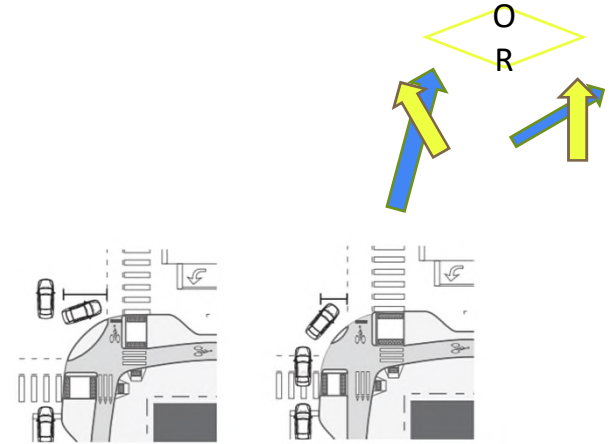
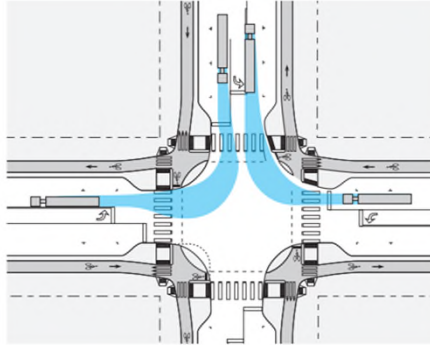


What to Quick Build? Don't give up at the intersection!

## Protected Intersections aka Dutch Junctions



Alta: Evolution of the Protected Intersection



# Quick Build Process

Plan

Check out ALTA's public quick build white paper:

Monitor

<https://altago.com/wp-content/uploads/Quick-Build-Guide-White-Paper-2020-1.pdf>

Engage

Iterate

Maintain

Repeat

# Bike Education

Learned so much good stuff:

- How to teach
- Curriculum
- How to motivate kids
  - Trick them into learning
  - Bring pizza
- What bike education can mean:
  - Self repair
  - Teaching drivers how to drive
  - How to be a good cyclist
  - How to ride a bike from zero to hero
  - Bike commuting
    - Put the bike in the back of the car, drive halfway and bike to work
    - Tell everyone you biked the whole way
- Becoming an LCI trained instructor



# Show me the money!

## Show Me the Money

### How to Fund Active Transportation in 2022

alta

#### Introductions

alta



**Jeff Knowles, AICP**  
Alta Planning + Design

[jeffknowles@altago.com](mailto:jeffknowles@altago.com)  
(510) 788-6878



**Karl Anderson**  
Metropolitan Transportation Commission

[kanderson@bayareametro.gov](mailto:kanderson@bayareametro.gov)  
(415) 788-6645



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**



**Marc Caswell**  
Strategic Growth Council

[marc.caswell@sgc.ca.gov](mailto:marc.caswell@sgc.ca.gov)  
(415) 418-0657



**CALIFORNIA  
STRATEGIC  
GROWTH  
COUNCIL**

# Show me the money!

Amazing talk

Talked about the various funding sources and grants that cities can apply to and what each is looking for

Just as importantly,

- It talked about the way that non profits can help

- We can review applications (even just for spelling)

- We can collect community input

- We can write letters of support

- We can work work cities to buttress their arguments

Novices ask...	Pros ask...
Is my organization eligible?	<input type="checkbox"/> Who can I partner with? <input type="checkbox"/> Am I stronger if my project crosses municipal borders?
What projects are eligible?	<input type="checkbox"/> Is my project competitive? <input type="checkbox"/> What projects are most often selected; what do they have in common? <input type="checkbox"/> What does the scoring criteria say?
What match is required?	<input type="checkbox"/> How much can my organization afford to provide? <input type="checkbox"/> What other funding sources can we leverage?
When is the grant due?	<input type="checkbox"/> How much work needs to be completed in advance? (e.g. public outreach) <input type="checkbox"/> Who will complete it?
Where can I find the grant guidelines?	<input type="checkbox"/> Who can I speak with from the funding agency? <input type="checkbox"/> Are they able to join a site visit or review a draft?

## Grant writing: Strategies for Success

### 1. Start Early.

- Be aware of long-lead items (design, outreach, Council resolutions)

### 2. Tell a compelling story.

- Cite evidence (research, analysis, photos, testimonials)

### 3. Anticipate and mitigate red flags.

- Put yourself in the shoes of the funder.

### 4. Be persistent.

- Request a debrief, revise, reapply.

Federal and State: pots of money

- RAISE - Rebuilding American Infrastructure with Sustainability and Equity
- Congestion Mitigation and Air Quality (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Active Transportation Infrastructure Investment Program
- Safe Streets and Roads for All (SS4A)
- American Rescue Plan
- Member-Designated Transportation Projects (Earmarks)

- Urban Greening Program
- Transformative Climate Communities (TCC) Program
- STP - Sustainable Transportation Planning
- LPP - Local Partnership Program (Funded by SB1 Road Maintenance and Rehabilitation Program RMRA )
- LSRP - Local Streets and Roads Program(Funded by SB1 Road Maintenance and Rehabilitation Program RMRA )
- Transportation Development Act (TDA) Article 3
- OTS – Office of Traffic Safety

Affordable Housing and Sustainable Communities Program (AHSC)

Fights Climate Change by reducing GHG’s by funding:

- Infill affordable housing near transit
- Transit Improvements & Bikeways, Sidewalks, Trees
- Maximum funding request: \$30 million per project
- \$20 million max for Affordable Housing
- \$10 million max available for transit, bike, and walk



# Housing and Biking

No one at the policy level really about housing and biking  
— they talk about transit but not walkability and bikeability

We need to be thinking about housing in the context of  
regional mobility

Parking reform is the nexus

Talking about housing affordability



# What I feel like I want to bring back to CM

- Ideas around bike education
- Networking important relationships
  - SAAS
  - CalTrans
  - Other bike coalitions
  - Rock Miller
  - Education folks
  - Latino Health Network
- What grants should CM apply for?
  - How can CMABS help? We can do more than just a letter
- What could we accomplish / take on?
- How can we as city be more collaborative with state agencies?
  - OCPW ATP
  - CalTrans

# What I hope council takes away:

Staff and councilmembers should attend next year!!! (Likely in San Diego next year)

CMABS wants to help whatever way it can. We know money is tight and staff time is limited but we can help with those things at the margins by:

- Finding grants
- Conducting community outreach
- Helping buttress the arguments in our grants

What would it take to get the CalBike summit to Costa Mesa in 2-3 years?

Happy to send you all a link to any powerpoint and or/panel recording



# *Fairview Park Alliance*

## **VOLUNTEERS**











## Restoration at Fairview Park

Join us at Fairview Park on the 2nd Saturday morning of each month from 9 - 11:30 a.m. for a "Restoration Morning"!! Be prepared to get your hands dirty while you help restore Fairview Park's natural habitats. Restoration days at Fairview Park include a variety of activities to support the long term success of the native plant community and may include non native vegetation removal, debris clearing, native seed collection, and planting. Volunteer training and tools are provided. Come and get your exercise while supporting Fairview Park, and get to know your Costa Mesa neighbors. Bring your own gloves, hat and water. School service hours can be obtained through this event.

Check out the City's website for more information about the schedule for restoration days, special events, and find other information about the unique ecology of Fairview Park ([www.costamesaca.gov/fvp](http://www.costamesaca.gov/fvp)).

### SYMBOL KEY



Parent Participation Required



Administrative Fee Required



New Class



Class is Free



## About Fairview Park

Fairview Park is the City's largest park, hosting 195 acres of open space and 13 acres of manicured landscape for a total of 208 acres. Within the 195 acres of open space there are two Nationally Registered Cultural Resource Historic Sites and five distinct habitat ecosystems which are home to many rare and endangered plant and animal species.

The ecosystems at the park include:

- **Grasslands** are abundant on both the east and west side of the park. Grasslands support native grass scrubs including the Southern Ear Plant, the CA State Purple Needle Grass, and many native wildflowers.
- **Wetlands** have approximately 6 acres of ponds that filter reclaimed urban run off through the riparian system, and 20 acres of restored riparian habitat supporting the endangered bird species least Bell's vireo and CA gnatcatcher.
- **Bluff (or mesa) shelf** is approximately 30 acres with a mix of natives and non native plants and animals.
- **Vernal pool complex** includes five different pool locations, totaling roughly 4 acres, supporting 6 rare plants and 2 endangered species of fairy shrimp. It is the last CA coastal vernal pool complex north of San Diego.
- **Canyon & Coastal Sage Scrub** areas support many species of plants and animals including the CA gnatcatcher.

Fairview Park is known to have more bird species than any other Orange County park and is a local favorite for spectacular sunsets!

To preserve and maintain the open space character and the special species that live at Fairview Park, it is important that we all be good "stewards" of the park. One way to help is to join in a restoration day put on by the City and the volunteer community.





# *Concerts in the Park*



**July 12 – Balearic Park**

**July 19 – Tewinkle Park**

**July 26 – Lion's Park**



# Balearic Park is PERFECT for Concerts in the Park



1 PR46B-101.3  
2 Fairview Park

6 PURCHASE AGREEMENT

7  
8 THIS PURCHASE AGREEMENT is made January 16, 1986, by and  
9 between the CITY OF COSTA MESA, hereinafter referred to as "CITY," and the ORANGE  
COUNTY HARBORS, BEACHES, AND PARKS DISTRICT, hereinafter referred to as "DISTRICT,"  
without regard to number and gender.

10 RECITALS:

- 11 I. DISTRICT and the STATE OF CALIFORNIA, hereinafter referred to as "STATE," en-  
12 tered into an agreement dated February 27, 1973, hereinafter referred to as  
13 "AGREEMENT" which provided for DISTRICT's purchase of the real property, herein-  
after referred to as "PROPERTY," which is shown crosshatched on the map attached  
hereto and made a part hereof as Exhibit "A."
- 14 II. Said AGREEMENT which is attached hereto and made a part hereof as Exhibit "B,"  
15 required DISTRICT to develop PROPERTY in accordance with a general development  
16 plan to be approved by the STATE (a copy of which is attached hereto and made a  
part hereof as Exhibit "C") within 10 years from the date of the Grant Deed  
transferring PROPERTY to DISTRICT.
- 17 III. DISTRICT, pursuant to the terms of the AGREEMENT, paid STATE an initial payment  
18 of \$182,500 and executed a note and deed of trust, securing the sum of  
19 \$3,467,500 with interest at the rate of 5-1/2% per annum, which sum was to be  
20 paid in annual installments of \$290,157. DISTRICT currently has paid to STATE  
a total sum of \$3,664,384. There is a remaining balance of \$2,321,256 to be  
paid in eight (8) annual installments of \$290,157.
- 21 IV. The Grant Deed transferring the PROPERTY to DISTRICT, a copy of which is at-  
22 tached hereto and made a part hereof as Exhibit "D" hereto, was executed by the  
23 STATE on March 9, 1973, and recorded on April 3, 1973. This Grant Deed contains  
a condition that the PROPERTY must be used for park and recreation purposes for  
a period of 25 years or the PROPERTY will revert to the STATE.
- 24 V. PROPERTY is located within the City of Costa Mesa and CITY desired to cooperate  
25 with DISTRICT in development, construction and operation of PROPERTY as a  
Regional Park. In order to accomplish joint development CITY and DISTRICT  
entered into Agreement No. D-77-005 dated June 28, 1977.
- 26 VI. With cooperative input from CITY and DISTRICT, design plans and construction  
27 documents for the first phase of development were prepared and bids for  
28 construction were requested between September 1977 and June 1978.

Fairview  
Park  
Purchase  
Agreement  
Signed by  
the city in  
1986



# Enterprise Fund

8. Establish an "Enterprise Fund" accounting system for all recreation concession activities and uses in the park. The Enterprise Fund accounting shall establish a system and procedures consistent with government finance practices whereby CITY shall ensure that all future net revenue (profit) from commercial recreation concession operations within the park which may accrue to CITY in excess of expenditures (if any) for operation and maintenance of said park facility, and all interest that may accrue on such funds deposited in an interest-bearing account, will be retained for Fairview Park improvements, maintenance and operations. Said revenue shall include, but not be limited to, rents and fees paid to CITY by concessionaires, and CITY will document all such revenue paid by concessionaires or otherwise realized by CITY from operation of concessions. CITY also agrees to account for all expenditures by CITY relative to operation and maintenance of said park facility and to provide DISTRICT a DISTRICT-approved financial report annually on all park concession operations.

Expenditures to be accounted for pursuant to this agreement as costs applied to Enterprise account shall include only funds spent by CITY for construction of buildings and directly appurtenant facilities and improvements, as well as expenditures, if any, for maintenance and operation of the buildings, facilities and improvements. These expenditures shall be limited to actual monies spent by CITY for park development and infrastructure, but shall not include any expenditures for assumed costs such as "depreciation," general park administration, space utilization, etc. However, fair and reasonable pro rata administrative overhead may be included provided such overhead is clearly supported by CITY accounting records.

9. Not enter into any agreement to sell, lease, assign, or otherwise dispose of any portion of said SITE purchased from DISTRICT without first obtaining express written consent of DISTRICT, by which DISTRICT shall ensure continued use of park property for public park and recreational open space purposes.

Any agreement for sale of all or any portion of SITE, with approval of DISTRICT, shall provide for proceeds of such sale to be paid directly to DISTRICT. DISTRICT shall pay to CITY all reasonable costs incurred by CITY for acquisition of said park property.

B. DISTRICT shall:

Execute and deliver to CITY a signed Grant Deed in the form of Exhibit "G" within 30 days after CITY has delivered all of the following to DISTRICT: CITY's payment referred to in Clause A.1. above and CITY's assumption of DISTRICT's Note and Deed of Trust covering PROPERTY referred to in Clause A.2 above.

C. It is mutually agreed:

1. Records and Accounts

A. Records. CITY shall, at all times, keep or cause to be kept true and complete books, records, accounts, and supporting source documents of all financial transactions in the development and operation of all concessions, of whatever nature, conducted on site.









# Wilson Street Plans

By David  
Martinez

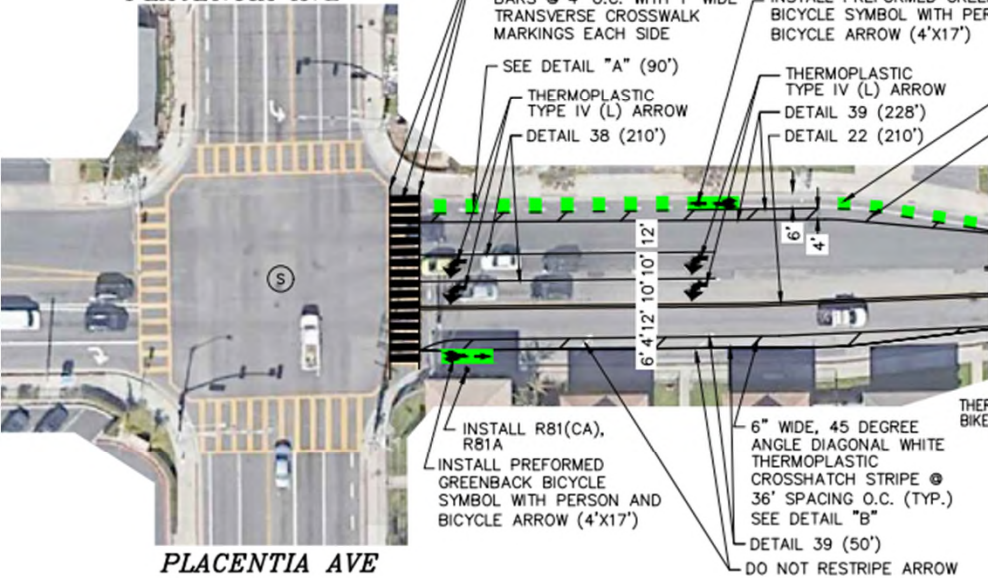


Dutch Junction →

# Bike box?

HARROW

PLACENTIA AVE

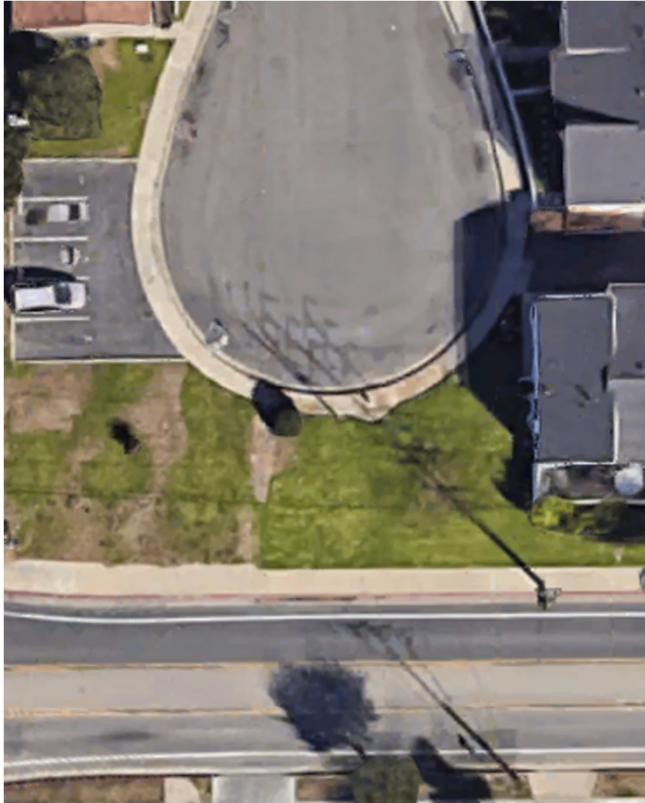


PLACENTIA AVE

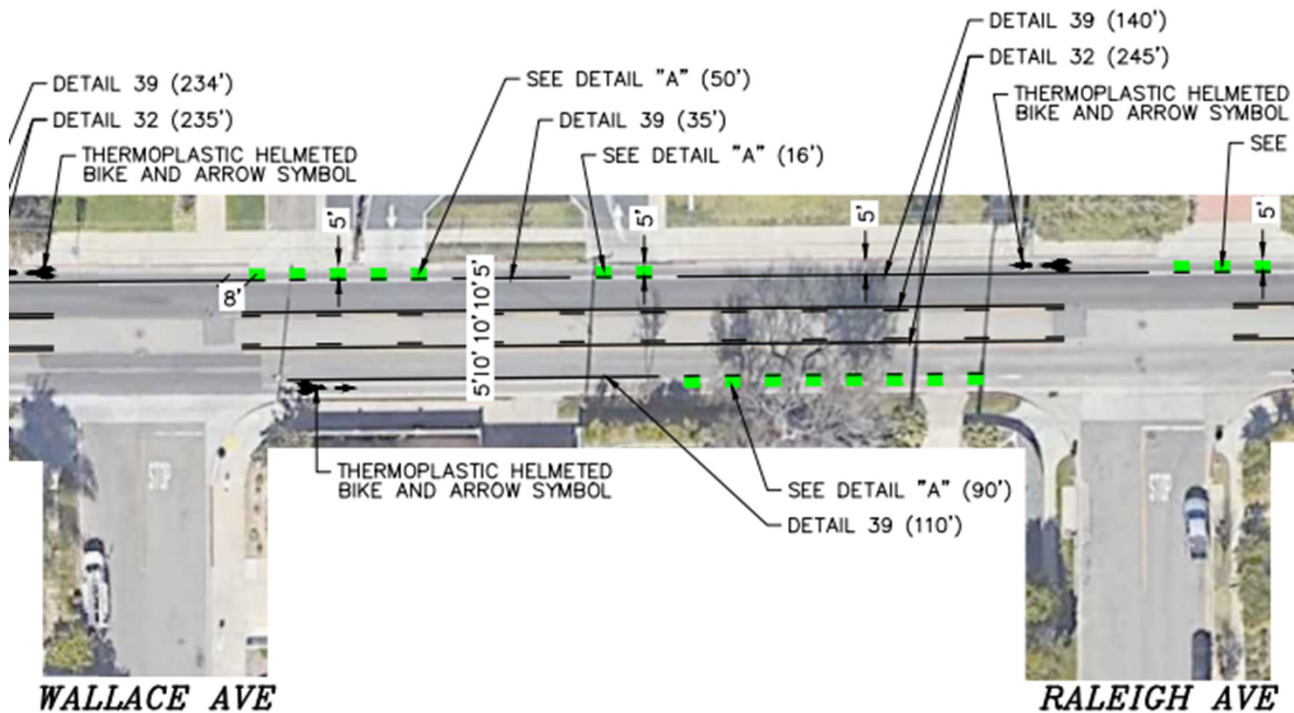




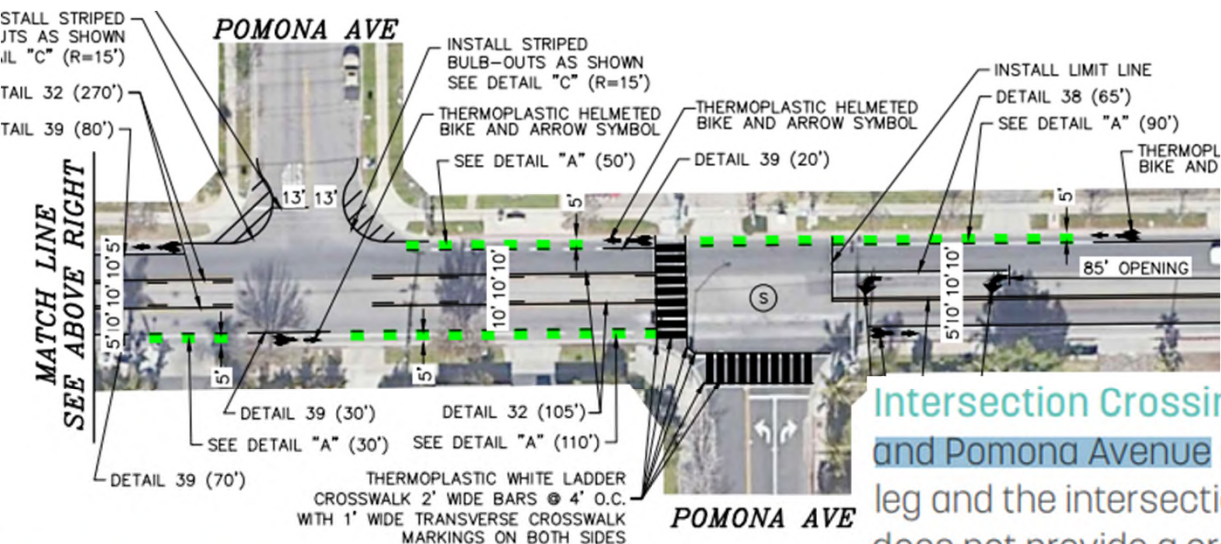
# Sidewalk connection?



# Bulb outs?



# Missing leg, identified in PMP



**Intersection Crossings:** The intersection of **Wilson Street and Pomona Avenue** does not provide a crossing at the east leg and the intersection of Wilson Street and Center Way does not provide a crossing at the west leg. The community desires an additional marked crosswalk at these locations to facilitate pedestrians crossing from various directions. Additionally, more marked crosswalks are desired throughout the corridor to facilitate pedestrian crossings.

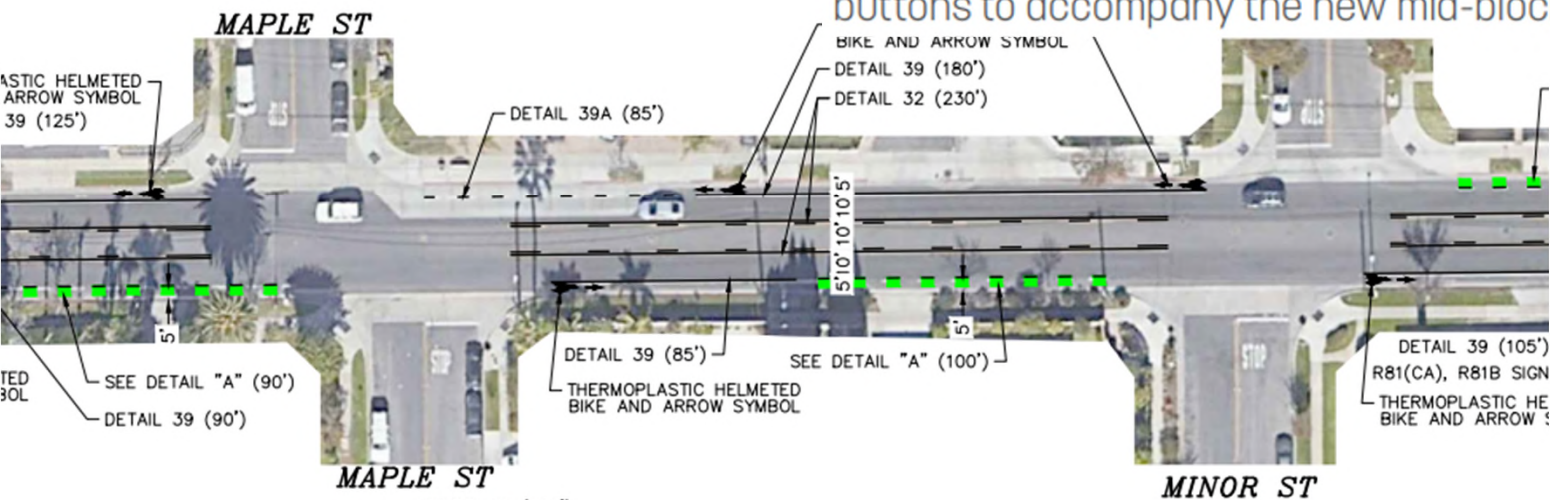
**Marked Crosswalks:** Evaluate the traffic operations at Wilson Street and Pomona Avenue where marked crosswalks are not provided at all legs to install new marked crosswalks at intersection legs where not currently provided.



# Another crossing?

**Mid-Block Crossing:** Evaluate the segment of Wilson Street between Maple Street and Miner Street for the design and installation of a new mid-block crossing with RRFB and push buttons.

**Rectangular Rapid Flashing Beacon (RRFB):** Evaluate the segment of Wilson Street between Maple Street and Miner Street for the design and installation of RRFBs and push buttons to accompany the new mid-block crossing.





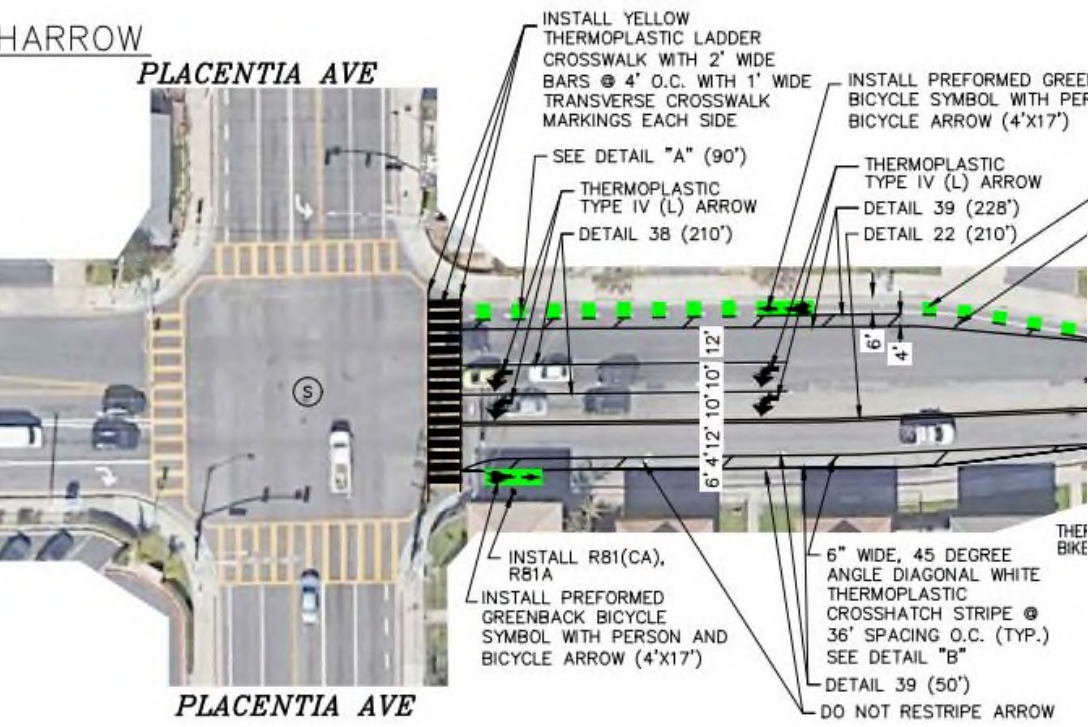


# Wilson Street Plans

By David Martinez

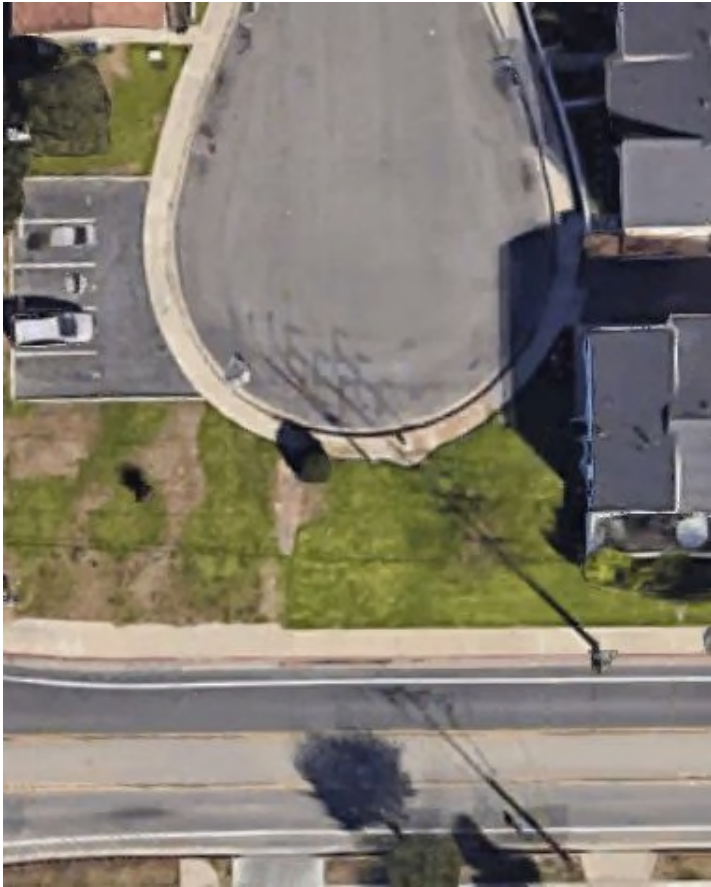


# Bike box?

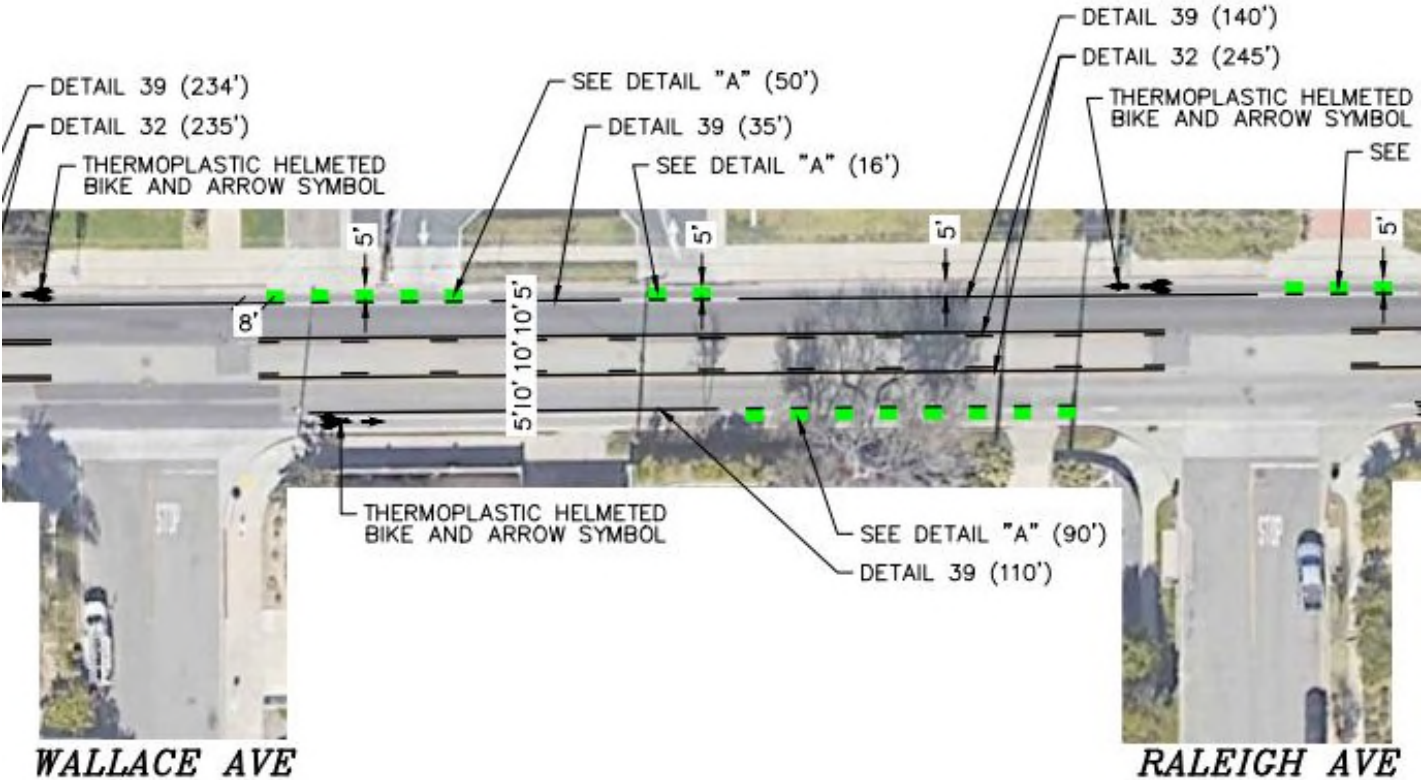




Sidewalk connection?

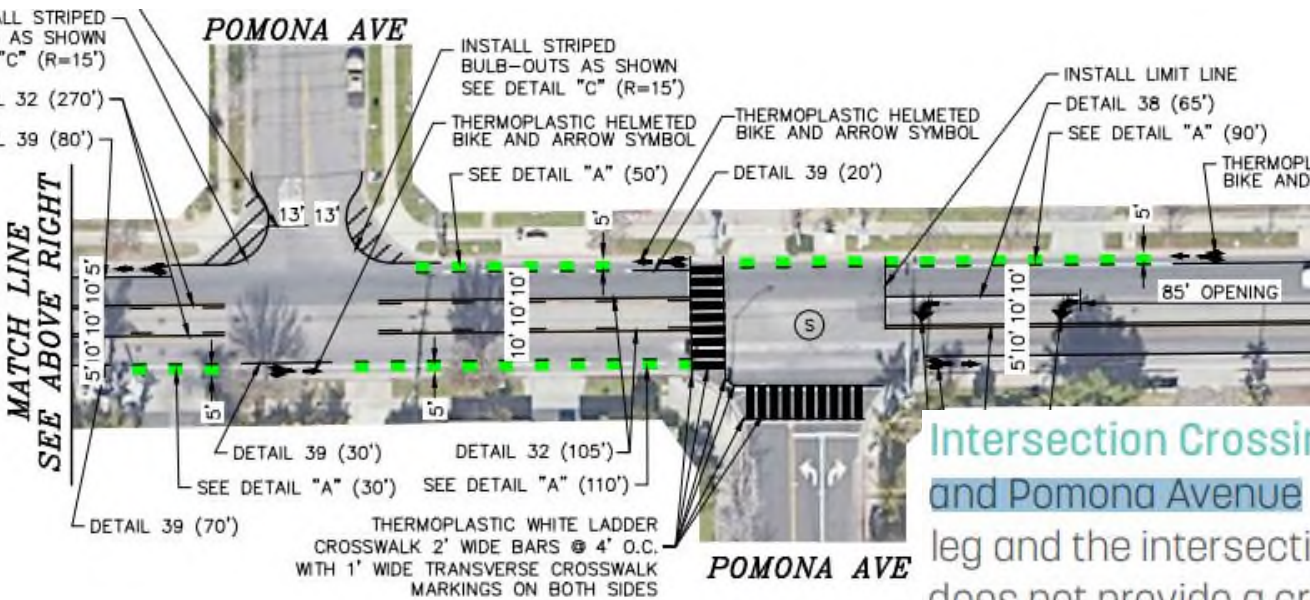


# Bulb outs?





# Missing leg, identified in PMP



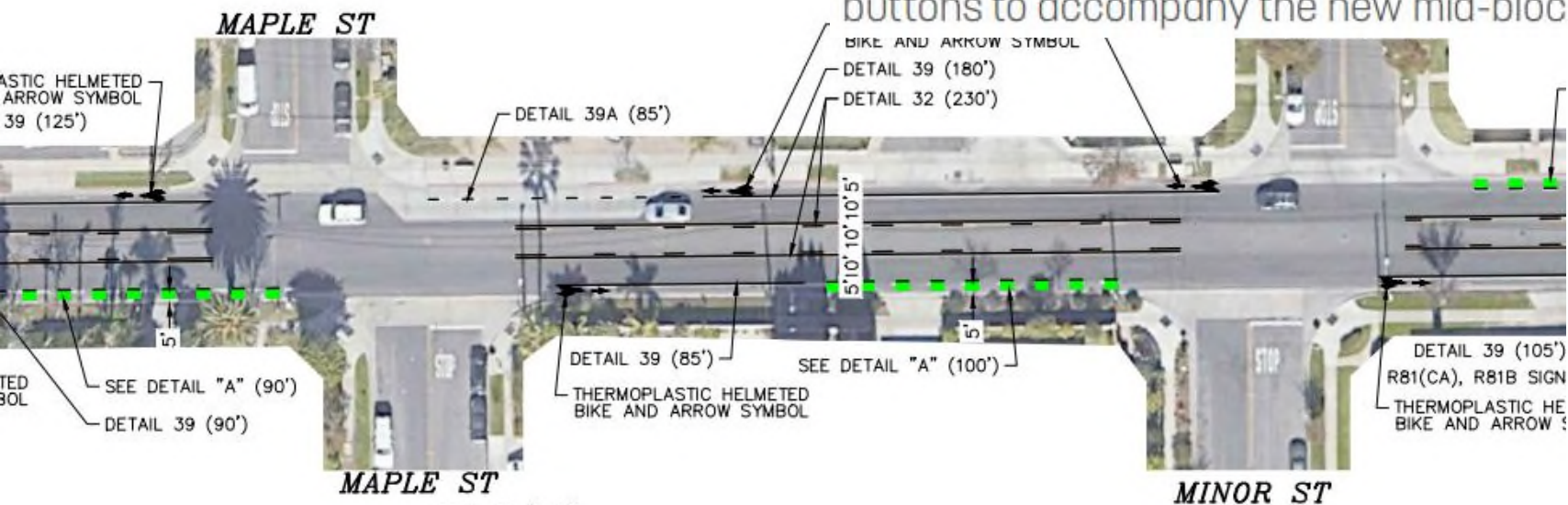
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[illegible]

“bicycle lanes on Wilson Street end at Harbor Boulevard leaving a less desirable Class III facility linking the two.”

“bicycle lanes on Wilson Street end at Harbor Boulevard leaving a less desirable Class III facility linking the two.”

# Where is the Class II?



## Legend

City of Costa Mesa

Parks

## Existing Facilities

Class I

Class II

Class III

## Proposed Facilities

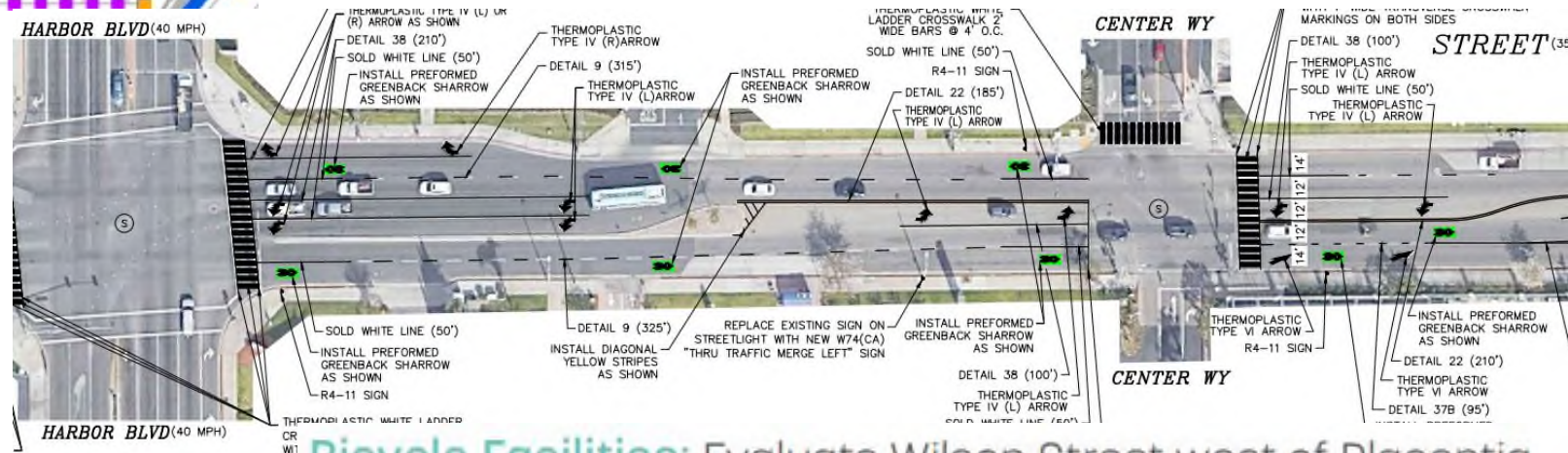
Class I

Class II

Class III (Route)

Class III (Blvd.)

Class IV



**Bicycle Facilities:** Evaluate Wilson Street west of Placentia Avenue and from Harbor Boulevard to Newport Boulevard to design and install Class II bike lanes as identified in the City's Active Transportation Plan to complete the bicycle network on Wilson Street and reduce conflicts between pedestrians and bicyclists on the sidewalk.

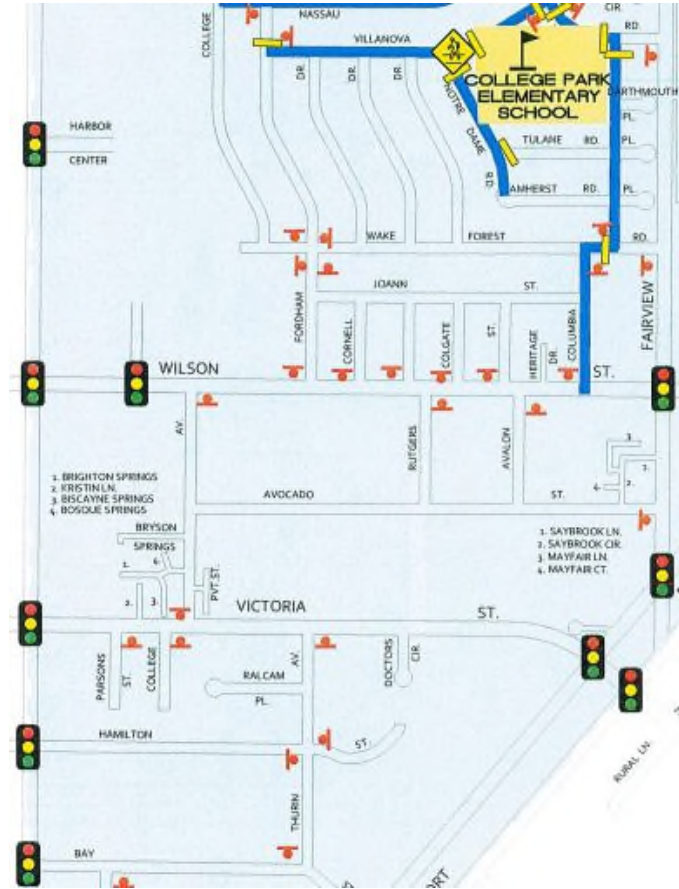


# Very safe for Sharrows

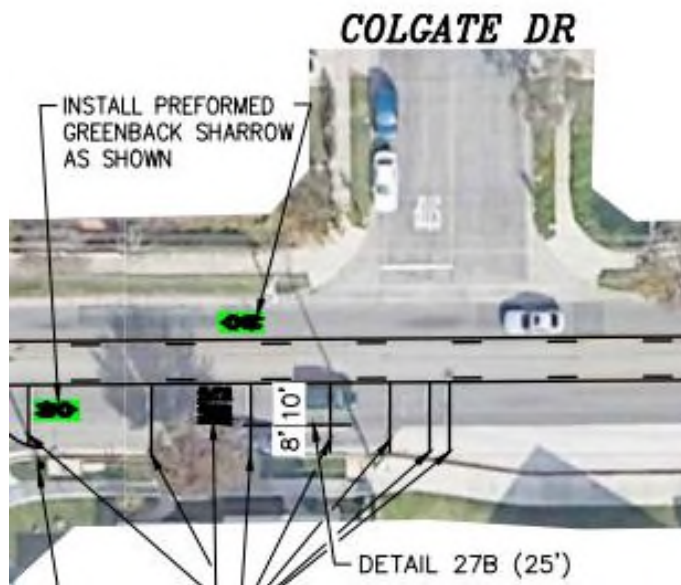
Wilson closed at Cornell. Roll over accident.





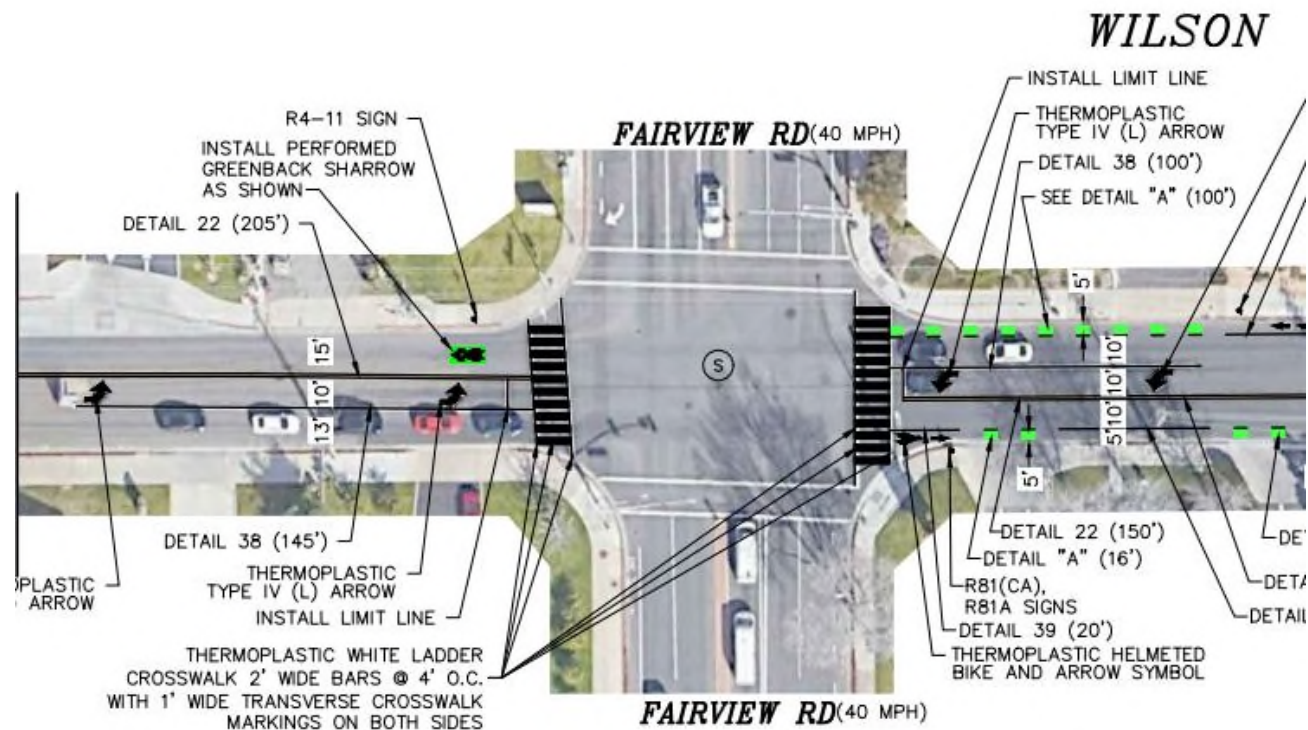


# Curb cut to nowhere?



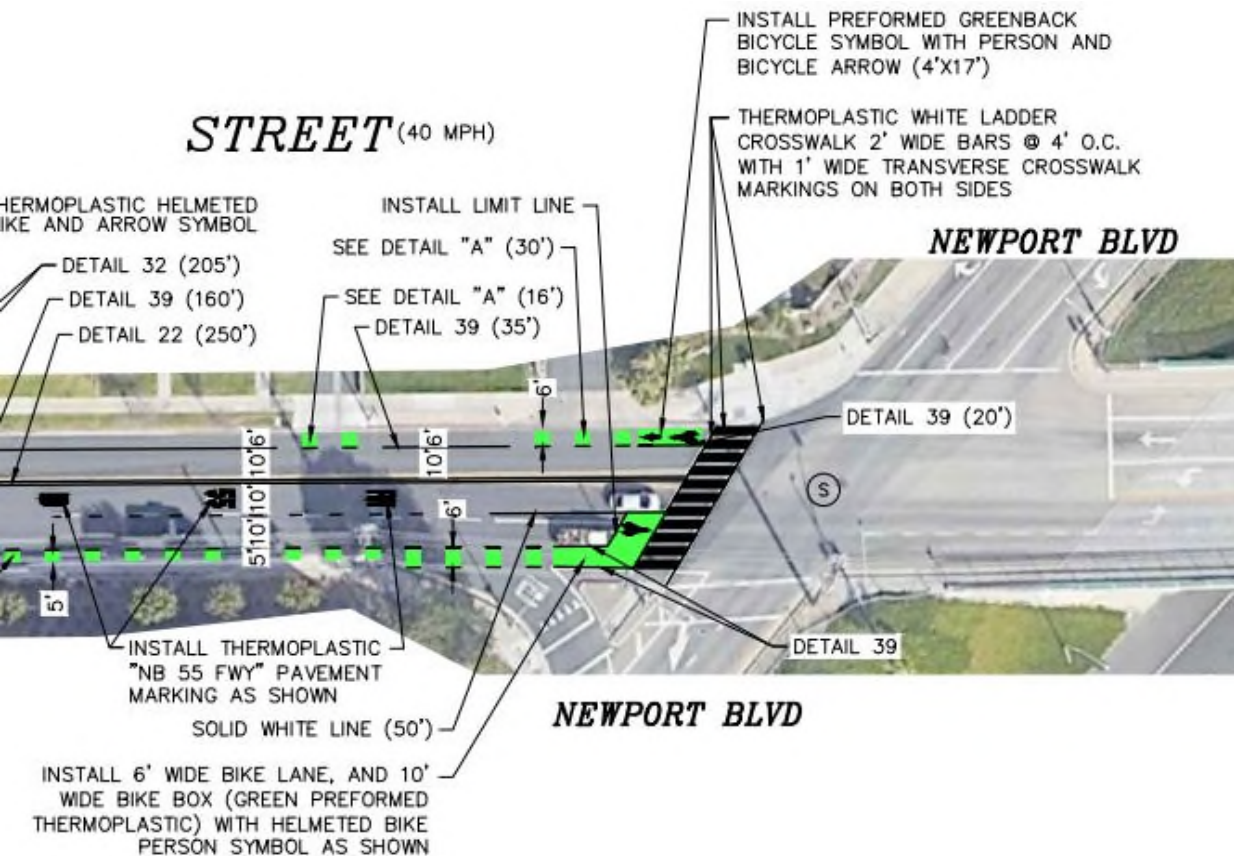


# Future planning





# Death to slip lanes and intersections without full crosswalks



City of Costa Mesa  
Complete Streets Safety Assessment  
November 2021



Figure 4-19: Wilson Street at Newport Boulevard – issues and opportunities

Conclusion



**CITY OF COSTA MESA  
ACTIVE TRANSPORTATION COMMITTEE**

**MEETING AGENDA  
May 4, 2022, 4:00 PM – 6:00 PM**