ATTACHMENT 1

2017 ANNUAL REPORT

An Annual Report of the Costa Mesa 2015-2035 General Plan

Costa Mesa

City of Costa Mesa
Development Services Department
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BACKGROUND

On June 29, 1953, the City of Costa Mesa was incorporated as a general law city led by a City Council-Manager form of government. The City of Costa Mesa originally consisted of an area of 3.5 square miles and general population of 16,840. The City's current estimated population is 112,439 persons, and it consists of an overall land area of 15.8 square miles.

The City adopted its first General Plan in 1957 and its second General Plan in 1970. The General Plan was comprehensively amended in 1981 and again in 1992. On January 22, 2002, the City Council adopted the Costa Mesa 2000 General Plan.

The City has completed a comprehensive General Plan update (2015-2035 General Plan) that was approved on June 21, 2016. Many of the policies were carried over from the 2000 General Plan and new policies were added in compliance with the latest State mandates and in accordance with the economic growth of the City. This is an annual report to Planning Commission and City Council as required by state law on the updates of programs and policies of the General Plan. The purpose of this review is to provide the status of the previous and newly adopted policies during 2017. Table 1 provides a summary of the current status of various elements including the latest adopted Housing Element in 2013 of the General Plan. A number of new policies have been incorporated in the 2015-2035 General Plan.

ANALYSIS

Government Code Section 65400

State Government Code Section 65400 requires that an annual report be made to the legislative body on the status of the General Plan and progress in its implementation, including activity towards its share of regional housing needs. This is the 2nd annual review of the 2015-2035 General Plan.

State Law requires the following:

- Provide by April of each year an annual report to the City Council, the Office of Planning and Research, and the Department of Housing and Community Development that includes all of the following:

  (A) The status of the plan and progress in its implementation.

  (B) The progress in meeting its share of regional housing needs determined pursuant to Section 65584 and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing. The housing element portion of the annual report shall include a section that describes the actions taken by the City of Costa Mesa towards completion of the programs and status of the local government's compliance with the deadlines in its housing element.

Annual Review and Housing Program Summary Report

Pursuant to State law, the 2017 Annual Review of the Costa Mesa General Plan reports to the City Council the progress in implementing the General Plan. The 2017 Annual Review includes the following elements:

1. *Table 1* (Annual Review Summary) describes the status of the 2015-2035 General Plan goals, objectives, and policies and progress towards implementing the City's blueprint for land use development in 2017.

2. *Tables A, B, and C* (Housing Program Status Report) summarizes the City's progress in meeting its share of regional housing needs, pursuant to State Government Code Section 65584 and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing.

3. The conclusion describes the effectiveness of the 2015-2035 General Plan.

2015-2035 General Plan – Goals, Objectives, and Policies

The 2015-2035 General Plan goals, objectives, and policies are described in a comprehensive document (attached as Appendix A).

- A goal is defined as a broad vision of what the community wants to achieve or provide to residents, landowners, business owners and tourists. It is a statement of a desired condition based on community values. Goals are general in nature and usually timeless.

- A policy is a specific statement that guides decision-making. It indicates a commitment of the City to a particular course of action. A policy is based on and helps implement a goal.

General Plan Update

The State Office of Planning and Research recommends that Cities update their General Plan every 10 years. City Council approved the City's 2015-2035 General Plan on June 21, 2016. The General Plan update is an extensive process that involves various public meetings with City commissions and Council and extensive community outreach.

As part of this update, the City is also complying with the requirements of Assembly Bill 1358 (enacted in 2008), The California Complete Streets Act that requires integrating multimodal transportation network policies into the circulation elements of the general plans. In addition, the Housing Element was updated in January 2014 and compliance was received from the State Department of Housing and Community Development for an eight-year Regional Housing Needs Assessment (RHNA) cycle that ends in 2021.

CONCLUSION

The Costa Mesa 2015-2035 General Plan serves as an effective guide for orderly growth and development, preservation and conservation of open space land and natural resources, and efficient expenditure of public funds.

As illustrated in Tables 1, A, B, and C, completed projects are in conformance with the General Plan's goals, objectives, and policies for each respective element. Furthermore, significant progress on various public works projects or private developments are also in accordance with the 2015-2035 General Plan. The City's legislative bodies have used the 2015-2035 General Plan as the primary source of long-range planning and policy direction. All future development and activities will be consistent with these goals and policies that will continue to guide growth and preserve the quality of life within the community.

Table 1 – Annual Review

General Plan Goal, Objective, Policy	Description of City Action
LAND USE ELEMENT	
Goal LU-1: A Balanced Community with a Mix of Land Uses to Meet Resident and Business Needs	
Objective LU-1A: Establish and maintain a balance of land uses throughout the community to preserve the residential character of the City at a level no greater than can be supported by the infrastructure.	
LU-1.1 Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.	Updated zoning ordinance to be consistent with the General Plan allowing additional housing and mixed use opportunities. The Land Use Designations and correlated Zoning Map ensure a variety of commercial, residential, and industrial uses throughout the City.
LU-1.2 Balance economic gains from new development while preserving the character and densities of residential neighborhoods.	All commercial development within the City which occurs near residential development requires additional scrutiny and in many cases requires a higher level of discretionary approval to ensure that the use does not negatively impact the residential neighborhood.
LU-1.3 Strongly encourage the development of residential uses and owner-occupied housing (single-family detached residences, condominiums, townhouses) where feasible to improve the balance between rental and ownership housing opportunities.	Homeownership is encouraged with development of all residential projects, especially Small Lot Subdivisions and in particular in the West Side overlay districts.
LU-1.4 Promote housing and employment opportunities within planned development areas to the extent feasible.	The Urban Plan Overlays and the Planned Development Commercial zoning allow mixed use development.
LU-1.5 Maintain a land use structure that strives to balance jobs and housing with available infrastructure and public and human services.	Ongoing.
Goal LU-2: Preserve and Protect Residential Neighborhoods	
Objective LU-2A: Promote land use patterns and development that contribute to community and neighborhood identity.	
LU-2.1 In the event of damage or destruction, allow any legal conforming use in existence at the time of adoption of the General Plan that is located in a nonconforming development to be rebuilt to its original building intensity, as long as any such rebuilding would not increase the development's nonconformity, and the damage or destruction was in no way brought about by intentional acts of any owner of such use or property.	Ongoing. Chapter X of the Zoning Code establishes requirements for nonconforming uses, developments and lots.
LU-2.2 Pursue maximum use of utility company funds and resources in undergrounding existing overhead lines, and encourage undergrounding of utilities in the public right-of-way for residential development consisting of five units or more, to the extent feasible and practical.	City policy requires all projects proposing 5 dwelling units or more on a project site be conditioned to underground all utility poles within the frontage.

General Plan Goal, Objective, Policy	Description of City Action
LU-2.3 Develop standards, policies, and other methods to encourage the grouping of individual parcels to eliminate obsolete subdivision patterns and to provide improved living environments while being consistent with the neighborhood character of the surrounding community.	Ongoing, the City adopted the Small Lot Subdivision Ordinance in 2014 to allow subdivisions of detached residential structures within the density and zoning requirements of multi-family residential districts.
LU-2.4 Do not allow "rounding up" when calculating the number of permitted residential units, except for lots existing as of March 16, 1992, zoned R2-MD that have less than 7,260 square feet in area, and no less than 6,000 square feet, where density calculation fractions of 1.65 or greater may be rounded up to two units.	Consistently applied in review of development proposals. Densities in excess of General Plan are subject to approval of a General Plan Amendment.
LU-2.5 Allow creation of parcels without street frontage if sufficient easements are provided for planned developments or common-interest developments consistent with the neighborhood character. This policy does not apply to small lot subdivisions.	All common roadway and access in common interest developments are subject to recordation of an easement.
LU-2.6 Encourage increased private market investment in declining or deteriorating neighborhoods.	Ongoing. The City Council adopted the Urban Plan Overlays in 2006 and Small Lot Ordinance in March 2014 to reinvest in older multiple family zoned properties. Several projects approved on Westside has replaced marginal industrial and commercial properties with new housing and live/work developments.
LU-2.7 Permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.	Commercial buildings over 30 feet are subject to Planning Commission approval of a variance and considered on a case-by-case basis. There has been no variance and General Plan Amendment approval to increase the height. Structures in urban overlay plans are typically over 30 feet and are evaluated with respect to privacy and shade and shadow impacts. All projects with three stories or more are required to submit a shade and shadow study during evaluation of the project.
LU-2.8 Limit building height to four stories above grade south of the I-405 Freeway, except for special purpose housing such as elderly, affordable, or student housing, unless otherwise approved by a General Plan amendment. (A four-story/five-level parking structure with roof deck parking on the fifth level is considered a four-story structure.)	There has been no variance or General Plan Amendment approval in 2017 to increase the maximum height of buildings over the allowable heights established by the General Plan south of the I-405 Freeway. Baker Block (125 E Baker St.), which was under construction in 2017, received approval of a five-story apartment building and six-story parking structure in 2014 (under GP-13-02).
LU-2.9 Require appropriate building setbacks, structure orientation, and placement windows to consider the privacy of adjacent residential structures within the same project and on adjacent properties.	Ongoing and applicable to all second floor additions and remodels and new three-story developments.

General Plan Goal, Objective, Policy	Description of City Action
LU-2.10 Promote lot consolidation of residential properties to the extent feasible and practical, including the creation of larger single-family residential lots that exceed the minimum 6,000-square-foot requirement in neighborhoods where the prevailing residential subdivision pattern features larger-sized residential lots.	Ongoing. Most projects in Urban Plan areas are proposed with lot consolidation. Lot consolidation is challenging for developers, but encouraged for all new developments.
LU-2.11 Ensure adequate noise attenuation in urban design, such as walls for sound attenuation, development of landscaped greenbelts, provision of landscape berms, etc.	Ongoing. Any new development is subject to compliance with the noise standards and installation of sound walls to protect residential neighborhoods.
Goal LU-3: Development that Maintains Neighborhood Integrity and Character	
Objective LU-3A: Establish policies, standards, and procedures to minimize blighting influences, and maintain the integrity of stable neighborhoods.	
LU-3.1 Protect existing stabilized residential neighborhoods, including mobile home parks (and manufactured housing parks), from the encroachment of incompatible or potentially disruptive land uses and/or activities.	There has been no change to land use policies or approved projects that have impacted residential neighborhoods or mobile home parks
LU-3.2 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings, and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a health, safety, or fire hazard.	Ongoing through the implementation and enforcement of Title 20 – Property Maintenance, of the Municipal Code. Title 20 establishes standards to ensure proper maintenance, removal of hazardous and improper storage, and removal of weeds and other public nuisances.
LU-3.3 Continue code enforcement as a high priority with regard to the regulation of property maintenance standards citywide.	Ongoing.
LU-3.4 Ensure that residential densities can be supported by the infrastructure and are compatible with existing residential neighborhoods in the surrounding area.	Ongoing and reviewed for all projects. All new development proposed at exceeding the beyond the allowable densities is subject to submittal of a will serve letter from the utility companies.
LU-3.5 Provide opportunities for the development of well-planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.	Ongoing. Development of mixed use projects are encouraged by planned development commercial and overlay zones.
LU-3.6 Facilitate revitalization of aging commercial centers by working with property owners, developers, local businesses, and other community organizations to coordinate efforts.	Staff works with property owners, brokers, and agents to help find the right type of uses to be catalyst for revitalization. This includes conducting interviews with existing businesses, organizing meetings to facilitate an exchange of information and guidance, and taking potential sites to a retail conference to assist in sites being redeveloped or tenant vacancies filled.
LU-3.7 Promote development/design flexibility that encourages older or poorly maintained high-density residential uses to be rehabilitated.	Ongoing.
LU-3.8 Ensure that new development reflects existing design standards, qualities, and features that are in context with nearby development and surrounding residential neighborhoods.	Ongoing and reviewed for all projects.

General Plan Goal, Objective, Policy	Description of City Action
LU-3.9 Locate high-intensity developments or high-traffic-generating uses away from low-density residential in order to buffer the more sensitive land uses from the potentially adverse impacts of the more intense development or uses.	Traffic impacts are evaluated with each development project with consideration to the City's circulation element and any potential impacts to residential neighborhoods.
LU-3.10 Minimize effects of new development on the privacy and character of surrounding neighborhoods.	All two-story projects are required to submit privacy and view analysis with exhibits that show location of proposed and existing buildings.
LU-3.11 Promote small-lot residential development on long, narrow, single parcels or combined residential lots.	Most projects in Urban Plan areas are proposed with lot consolidation. Lot consolidation is challenging for developers, but encouraged for all new developments. Small lot residential developments are currently allowed by Small Lot Ordinance and Common Interest Development.
LU-3.12 Ensure that new development reflects existing design standards, qualities, and features that are in context with nearby development.	Ongoing and reviewed for all residential projects. All residential development is required to meet the intent of the Residential Design Guidelines.
LU-3.13 Prohibit construction of buildings which would present a hazard to air navigation, as determined by the Federal Aviation Administration (FAA).	FAA is notified and reviews all mid-rise and high-rise development. The now adopted General Plan was found to be consistent with the John Wayne Airport Environmental Land Use Plan at the Airport Land Use Commission (ALUC) meeting on May 19th, 2016.
LU-3.14 Certain development proposals which may include the construction or alteration of structures more than 200 feet above ground level may require filing with the Federal Aviation Administration (FAA) and Airport Land Use Commission (ALUC) pursuant to federal and State law. If a filing requirement is determined to be necessary in accordance with the procedures provided by State/federal agencies, the filing of a Notice of Proposed Construction or Alteration (FAA Form 7460-1) shall be required prior to review and consideration of the proposed development." Land Use Element (page LU-18) refers to the threshold stated above. It shall be amended to refer to Filing FAA Form 7460-1 Notice of Construction and Alteration, and not to Form 7480-1.	Filing with FAA and ALUC approval is required for all projects exceeding the established FAA thresholds.
LU-3.15 The City will ensure that development proposals, including the construction or operation of a heliport or helistop comply fully with permit procedures under State law, including referral of the project to the ALUC by the applicant, and with all conditions of approval imposed or recommended by the Federal Aviation Administration, ALUC, and Caltrans, including the filing of Form 7480-1 (Notice of Landing Area Proposed) with the FAA. This requirement shall be in addition to all other City development requirements.	Ongoing for all related development projects.

General Plan Goal, Objective, Policy	Description of City Action
LU-3.16 The City shall refer certain projects to the Airport Land Use Commission for Orange County, as required by Section 21676 of the California Public Utilities Code to determine consistency of the project(s) with the Airport Environs Land Use Plan for John Wayne Airport.	Ongoing for applicable projects.
LU 3.17 New residential developments within the 60 dB CNEL noise contour of the airport shall provide designated outdoor signage informing the public of the presence of operating aircraft.	Reviewed for residential projects within proximity to the airport.
Goal LU-4: New Development that Is Sensitive to Costa Mesa's Environmental Resources	
Objective LU-4A: Encourage new development and redevelopment that protects and improves the quality of Costa Mesa's natural environment and resources.	
LU-4.1 Ensure that appropriate watershed protection activities are applied to all new development and significant redevelopment projects that are subject to the National Pollutant Discharge Elimination System Stormwater Permit during the planning, project review, and permitting processes.	All development plans are required to submit the appropriate state required permits and water quality management plans per local ordinance.
LU-4.2 Avoid conversion of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and/or establish development guidelines that identifies these areas and protects them from erosion and sediment loss.	Erosion control plans are consistently required and reviewed prior to grading permits.
LU-4.3 Preserve or restore areas that provide water quality benefits and/or are necessary to maintain riparian and aquatic biota.	Successfully restored 35 acres of wetlands and riparian habitat in Fairview Park.
LU-4.4 Promote site development that limits impact on and protects the natural integrity of topography, drainage systems, and water bodies, and protect the integrity of the bluff crest.	Ongoing.
LU-4.5 Promote integration of stormwater quality protection into construction and post-construction activities, as required by the NPDES Stormwater Permit and the City's Local Implementation Plan.	Required for all new CIP and development projects.
LU-4.6 Incorporate the principles of sustainability into land use planning, infrastructure, and development processes to reduce greenhouse gas emissions consistent with State goals.	Ongoing.
Goal LU-5: Adequate Community Services, Transportation System, and Infrastructure to Meet Growth	
Objective LU-5A: Ensure availability of adequate community facilities and provision of the highest level of public services possible, taking into consideration budgetary constraints and effects on the surrounding area.	

General Plan Goal, Objective, Policy	Description of City Action
LU-5.1 Pursue annexation of certain areas within the City's Sphere of Influence to provide land use regulation and city services within its jurisdiction.	No annexations were completed during 2017. The City of Costa Mesa has approximately 0.3 square miles of land left within our sphere of influence. The last annexation was on December 15, 2014, a County island was officially annexed into the City's jurisdiction. The annexation area contains 54 residential parcels on Colleen Place, Vista Baya, Santa Ana Avenue and 22nd Street in Eastside Costa Mesa. Development was approved by Planning Commission on May 23, 2016.
LU-5.2 Strongly encourage protection and preservation of existing but underutilized school sites for future recreational, social, or educational uses.	Ongoing.
LU-5.3 As appropriate and timely, consider the establishment of development impact fee program(s) to fund additional fire and police personnel, library facilities, and related equipment to meet the demands of additional growth in the City.	The City's fees were under review during 2017. Building fees are expected to be updated in 2018 and Planning fees in 2019.
LU-5.4 Require appropriate site and environmental analysis for future fire and police station site locations or for the relocation or closure of existing fire and police facilities.	Currently there are six fire stations operating in the City. The City continues to monitor fire service needs as the population grows with new residential development projects.
LU.5.5 Ensure that new development pays its fair share of impact fees such as park fees and traffic impact fees. This can also include impact fees related to community services (police protection services and fire emergency response services) or library facilities, once adopted and applicable.	Ongoing and reviewed for all projects. The park impact fees were update in 2015 to include apartment projects.
LU-5.6 Promote development of revenue-generating land uses to help defray the costs of high quality public services.	Ongoing. The Economic Development staff attends industry functions, professional organizations to update businesses about projects and opportunities in Costa Mesa.
LU-5.7 Encourage new development that is organized around compact, walkable, mixed-use neighborhoods and districts to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile.	Ongoing.
LU-5.8 Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications.	Will serve letters from utility companies are required for all projects that could potentially impact the service.
LU-5.9 Phase or restrict future development in the City to that which can be accommodated by infrastructure at the time of completion of each phase of a multi-phased project.	Will serve letters from utility companies are required for all projects that could potentially impact the service.

General Plan Goal, Objective, Policy	Description of City Action
LU-5.10 Building densities/intensities for proposed new development projects shall not exceed the trip budget for applicable land use classifications, as identified in the Land Use Element. Building intensities for proposed new development projects shall not exceed the applicable floor area standards, except for the following conditions: (a) Limited deviations from the graduated floor-area ratio standards for the commercial and industrial land use designations may be approved through a discretionary review process. No deviation shall exceed a 0.05 increase in the FAR in the moderate traffic category, and no deviation shall be allowed in the very low, low, and high traffic categories. Deviations from the FAR standards shall not cause the daily trip generation for the property to be exceeded when compared to the existing daily trip generation for the site without the proposed project or maximum allowable traffic generation for the Moderate Traffic FAR category, whichever is greater. (b) Additions to existing nonconforming nonresidential developments may be allowed if the additions do not affect the overall traffic generation characteristics of the development and if the additions do not substantially affect the existing height and bulk of the development. Additions to nonresidential developments shall be limited to those land uses with traffic generation rates based on variables other than building area square footage. Examples of such additions include, but are not limited to: 1) Hotels/motels: Increases in the size of hotel rooms or lobbies where no increase in the total number of rooms is proposed, and 2) theaters: Increases to "back-stage" support areas or lobbies where no increase in the total number of seats is proposed. (c) In the above conditions, the new development shall be compatible with surrounding land uses. (d) Additional criteria for approving deviations from the FAR standards may be established by policy of the City Council.	a) No project specific General Plan Amendment exceeding the allowable Floor Area Ratio (FAR) was approved in 2017. b) Any intensification of use or additions of floor area for non-conforming structures is subject to the zoning development standards and traffic generation rates. c) There has been no change to the policy. d) There has been no change to the policy.
LU-5.11 Development plans shall be required for all phased development and approvals and shall be approved by the Planning and Transportation Services Divisions prior to the issuance of building permits.	Ongoing.
LU-5.12 Development plans shall include an overall buildout plan, which can demonstrate the ability of the circulation system to support the proposed level of development.	Each project application is reviewed for any potential impacts on the circulation system. Projects with impacts are subject to either traffic improvement requirements and or traffic mitigation fees.

General Plan Goal, Objective, Policy	Description of City Action
LU-5.13 The City shall continue its annual preparation of the Development Phasing and Performance Monitoring Program. The annual review will specifically address major intersection operations in any mixed-use overlay area.	The Development Phasing and Performance Monitoring Program (DPPMP) Report will be prepared every two years.
Goal LU-6: Economically Viable and Productive Land Uses that Increase the City's Tax Base	
Objective LU-6A: Ensure the long-term productivity and viability of the community's economic base.	
LU-6.1 Encourage a mixed of land uses that maintain and improve the City's long-term fiscal health.	Ongoing.
LU-6.2 Continue to promote and support the vitality of commercial uses to meet the needs of local residents and that support regional-serving commercial centers.	Ongoing.
LU-6.3 Continue to prioritize commercial and industrial park use of properties north of I-405 and within the Airport Industrial District.	Continue to facilitate resident supported Measure X which will provide strong economic incentive to maintain industrial uses within the Harbor Gateway.
LU-6.4 Support the continued presence of incubator businesses in the action sports industry and jobs-producing businesses in the Westside.	Ongoing.
LU-6.5 Encourage revitalization of existing, older commercial and industrial areas in the Westside with new mixed-use development consisting of ownership housing stock and live/work units.	In 2017, 190 residential units have been completed in Westside Costa Mesa.
LU-6.6 Continue to encourage and retain land uses that generate sustainable sales and property tax revenues, including regional commercial destinations and automobile dealerships.	Ongoing.
LU-6.7 Encourage new and retain existing businesses that provide local shopping and services.	Ongoing.
LU-6.8 Provide efficient and timely review of development proposals while maintaining quality customer service standards for the business, development, and residential community.	All development proposals are assigned to a planner who works as a liaison for that project from application submittal until final inspection of the development.
LU-6.9 Support the retention and growth of Class A office tenants, including corporate headquarters for the action sports industry, biotech, and high technology companies within the City.	City welcomed and supported the move of Vans headquarters to 1835 South Coast Drive through expedited review and interdepartmental collaboration. They City also expedited review of two additional levels of parking for The MET at north Costa Mesa in support of new high-tech industry tenants. Supported the expedited review of multiple reinvestments of several commercial and office uses throughout the City.
Objective LU-6B: Encourage and facilitate activities that expand the City's revenue base.	
LU-6.10 Encourage a broad range of business uses that provide employment at all income levels and that make a positive contribution to the City's tax base.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
LU-6.11 Provide opportunities for mixed-use, office, manufacturing, and retail development that respond to market and community needs in terms of size, location, and cost.	Ongoing.
LU-6.12 Track retail trends and tailor regulations to respond to market changes, maximize revenue, and maintain the appropriate the business mix.	Staff has been attending quarterly meetings which provide trends and forecasts for the industrial, retail, and office markets. This information is used to provide insight as staff continues to evaluate new business or potential redevelopment projects within the City.
LU-6.13 Encourage new development along major corridors that are pedestrian oriented and includes a mixture of retail/service, residential, and office uses.	Ongoing.
LU-6.14 Improve ease and accessibility to information to capture opportunities for businesses to establish in Costa Mesa and bring high-skill and professional jobs and new revenue sources into the community.	Updated City's Economic Development website to improve the ease and accessibility to information for businesses and potential developers.
LU-6.15 Promote unique and specialized commercial and industrial districts within the City which allow for incubation of new or growing businesses and industries.	Ongoing.
LU-6.16 Examine options for the development of new infrastructure for new technologies and businesses that use those technologies.	Ongoing.
Objective LU-6C: Retain and expand the City's diverse employment base, including office, retail/service, restaurants, high-tech, action sports, boutique and prototype manufacturing, and industrial businesses.	
LU-6.17 Engage in activities that promote Costa Mesa as a great place to live, work, and develop a business.	Ongoing.
LU-6.18 Continue to work with surrounding cities to strengthen regional economic development	Attended local and regional economic development summits, workshops, and meetings.
LU-6.19 Provide flexibility and support for development of residential, office, small retail centers, and similar uses that would serve local residents and would also benefit from the high visibility along major corridors outside of significant commercial or industrial nodes.	Ongoing.
Goal LU-7: A Sound Local Sustainable Economy that Attracts Investment, Creates Educational Opportunities, and Generates Employment Opportunities	
LU-7.1 Endeavor to create mixture of employment opportunities for all economic levels of residents and businesses.	Reorganized Economic Development website for more efficiency. Assisted new development opportunities and supported existing businesses.
LU-7.2 Support linkages between local educational institutions and local industries and businesses. Foster training, collaboration with employers, and new innovative programs that increase job opportunities for residents and students attending school locally.	Ongoing.
LU-7.3 Foster and provide useful and efficient partnerships to implement economic opportunities with private, non-profit, or other public agencies.	Continue to collaborate in regular meetings with private, non-profit, and other public agencies.

General Plan Goal, Objective, Policy	Description of City Action
LU-7.4 Cultivate an entrepreneurial and academic environment that fosters innovation through non-traditional housing developments, flexible office spaces, experiential development, and ensuring the diversity of retail/service throughout the urban districts.	In 2017, 190 housing units have been constructed in the Westside as a result of the Urban plans. This area houses a great many incubator business as well as industries that thrive off of smaller secondary and tertiary businesses. The former LA Times site is planned for over 655,000 square feet of creative office space.
LU-7.5 Support and provide flexibility for development projects and businesses which produce, care, and maintain material goods or fixed assets meant to support the production of market goods, especially for niche industries within the City of Costa Mesa.	Ongoing.
LU-7.6 Seek out opportunities to attract primary businesses within stable industries and support industries that already exist within the City.	Collaborating with multiple property owners and businesses to attract new hotels to the City. Update yearly the Advantage brochure and Community Economic Profile handout.
LU-7.7 Explore economic and employment opportunities to retain and strengthen the unique industry niches along Bristol and Paularino, in the Westside, on East 17th Street, and throughout North Costa Mesa.	Conducted interviews with major industries within these areas and will continue ongoing dialogues with local businesses to support them.
LU-7.8 Support the development of pedestrian plazas and gathering places, and institutional spaces, as well as the more efficient use of existing spaces, to support economic growth and branding of existing industries within the City.	Development of the George and Julianne Argyros Plaza is a substantial investment in the arts plaza that lies in between the Segerstrom Hall and Henry and Renee Segerstrom Concert Hall. The redevelopment will generate an outdoor performing space, increase pedestrian linkages in the Theater Arts District, and create a beautiful space for residents and guest to enjoy. This year also saw the commencement of the construction of Lion's Park and Fire Station Number 1. Two public facilities and gathering spaces.
Goal LU-8: Promote a range of multiple uses at the Fairview Developmental Center site	
LU-8.1 In anticipation of the potential closure or repurposing of the Fairview Development Center site, the City will work with appropriate State agencies or private entity (if the property is sold) to plan for a complementary mix of low-scale residential, institutional, public facilities, open spaces, and recreational uses within a campus setting.	Continue to work with the State on all actions and legislation in relation to the redevelopment or reuse of this site. The Fairview Developmental Center is expected to close around 2021.
Goal LU-9: Ensure that Fairgrounds uses are consistent with the General Plan designation	
LU-9.1 Discourage changes in the allowable uses specified in the Fairgrounds General Plan land use designation for the Orange County Fair & Event Center property. Ensure that amendments to this General Plan designation are approved by the electorate.	Ongoing.
Goal LU-10: Promote the growth of tourism	
Objective LU-10A: Promote structural improvements of visitor-oriented land uses.	
LU-10.1 Engage with property owners, developers, and business owners to encourage the revitalization of the hotel/motels.	Ongoing meetings and collaboration with property owners and developers to encourage the revitalization of motels and inns within the City.

General Plan Goal, Objective, Policy	Description of City Action
LU-10.2 Provide incentives to motel development projects seeking to improve existing motel facilities by increasing the hotel rating. These projects may include: • Updating building mechanical, electrical, or plumbing to comply with current building standards • Updating physical improvements to the site • Adding hotel amenities to the site • Updating or improving the landscaping on the site • Updating or improving the façade of the building(s)	Ongoing.
Objective LU-10B: Promote growth of visitor-oriented land uses.	
LU-10.3 Motel and hotel land uses should be encouraged to be located near major transportation corridors and close to key tourist/visitor draws, other recreation venues, the airport, regional, and general local shopping centers.	Ongoing.
LU-10.4 Consider the interest of quality of stay for visitors when evaluating projects near visitor-oriented land uses by requiring on-site amenities and upscale guest services.	Ongoing.
Objective LU-10C: Promote uses and events that make visitor-oriented business more economically viable.	
LU-10.5 Celebrate and promote the arts, culture, and industries of Costa Mesa through special events, civic gatherings, and City marketing and tourism promotion efforts.	Ongoing – Development of the George and Julianne Argyros Plaza was a substantial investment in the arts plaza that lies in between the Segerstrom Hall and Henry and Renee Segerstrom Concert Hall. The redevelopment will generate an outdoor performing space, increase pedestrian linkages in the Theater Arts District, and create a beautiful space for residents and guest to enjoy. Two new buses now connect regional commercial centers in town with other regional destinations further promoting marketing and tourism efforts.
LU-10.6 Promote the development of small-scale manufacturing uses or other uses that generate multiple secondary and tertiary markets that support business travel tourism-related uses.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
LU-10.7 Maintain and enhance the City's status and image as a centrally located destination and cultural center in Orange County.	The City has worked to increase their digital presence in giving the municipality a voice on the following social media platforms: The City worked to expedite and provide Certificate of Occupancy for several headquarter offices in 2017 included but not limited to the NFL Los Angeles Chargers and the actions sports company Vans. The City has completed various phases of the following beautification projects that will keep Costa Mesa an interesting destination: E. 19th Street monument sign was installed in 2017 as part of the East 19th Street Safe Route to School Project. The City began construction of raised landscaped medians on Placentia Avenue, near Fairview Park. The City awarded the construction contract for the raised landscaped medians on Harbor Boulevard, north of The Triangle. The City also completed the design phase for landscape improvements on Newport Boulevard frontage roads from 19th Street to Bristol Street.
CIRCULATION ELEMENT	
Goal C-1: Implement "Complete Streets" Policies on Roadways in Costa Mesa	
Objective C-1A: Create a transportation network that meets the mobility needs of all Costa Mesa residents, businesses, and visitors.	
C-1.1: Update the City's engineering standards for public and private streets to provide for safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages, abilities, and modes of travel.	Ongoing.
C-1.2: Allow for flexible use of public rights-of-way to accommodate all users of the street system while maintaining safety standards.	Ongoing.
C-1.3: Complete and annually maintain a needs assessment for traffic service levels and traffic safety. Develop and annually update a priority list of improvement projects, with priorities based on: 1) correcting identified hazards; 2) accommodating multimodal trips; 3) improving and/or maintaining peak-hour traffic volumes at critical intersections; 4) improving efficiency of existing infrastructure utilization; and 5) intergovernmental coordination.	A review of traffic levels of service at key intersections and review of traffic accidents at intersections and segments is conducted annually.
C-1.4: Pursue downgrade of arterials that no longer have the demand requiring their buildout to planned capacity.	Ongoing.
C-1.5: Implement road diets on street segments with excess capacity to enhance bicycle and pedestrian facilities.	Merrimac Way has been identified and design to begin this year for a road diet project with the excess capacity for cycle tracks to enhance bicycle facilities.

General Plan Goal, Objective, Policy	Description of City Action
C-1.6: Encourage the conversion of excess on-street parking spaces for expanded sidewalk gathering places or landscaping.	Ongoing.
C-1.7: Encourage community participation in City processes and programs focused on improving mobility and transportation facilities.	Community meetings were held on several projects including several median design projects and for the draft Active Transportation Plan.
C-1.8: Pursue downgrade of 17th Street from 6-lane Major Arterial to 4-lane Primary Arterial between Orange Ave and Tustin Avenue, through Master Plan of Arterial Highways (MPAH) Amendment process with the Orange County Transportation Authority.	To be implemented. Additional information will be provided with the 2019 annual review.
Objective C-1B: Preserve the character of our residential neighborhoods.	
C-1.9: Implement traffic calming measures that discourage speeding and cut-through traffic on residential streets.	Ongoing. A project to install neighborhood traffic control measures on East 19th Street was completed. Projects to install speed cushions on Wilson Street and Superior Avenue are underway.
C-1.10: Encourage non-motorized transportation in residential areas by providing sidewalks and implementing bicycle friendly design of local streets.	New sidewalks have been constructed on Anaheim Ave between 19th Street and West Bay Street.
C-1.11: Reduce or eliminate intrusion of traffic related to non-residential development on local streets in residential neighborhoods.	Traffic calming measures and warning signs are installed as necessary on local streets to reduce cut through traffic.
C-1.12: Prioritize intersection improvements which improve through traffic flow on Major, Primary, and Secondary Arterials, and reduce impacts on local neighborhood streets with emphasis on pedestrian safety.	Ongoing.
C-1.13: Promote engineering improvements such as physical measures constructed to lower speeds, improve safety, and otherwise reduce the impacts of motor vehicles.	Median projects are being implemented on several arterials to address speeding and reduce severe accidents.
C-1.14: Design and Implement transportation projects to meet local and regional system capacity needs in accordance with the Master Plan of Streets and Highways.	Ongoing.
C-1.15: Implement neighborhood approved traffic-calming measures in residential neighborhoods and appropriate commercial areas, such as street narrowing, curb extensions, roundabouts, landscaped medians, and radar speed feedback signs.	East 19th Street project implemented several of these measures. Similar projects will be considered on other streets.
C-1.16: Establish priority-ranking system to evaluate traffic-calming requests for implementation throughout the City.	Ongoing.
C-1.17: Pursue programs that reduce vehicle speeds and cut-through traffic on local streets.	Ongoing.
Goal C-2: Effectively Manage and Improve the Roadway System	
Objective C-2A: Implement policies that encourage and accommodate all users while maintaining the efficiency of the circulation system.	

General Plan Goal, Objective, Policy	Description of City Action
C-2.1: Establish a citywide crosswalk policy to address installation, maintenance, removal, and enhancements of crosswalks at intersections and mid-block locations. Crosswalk locations and treatment will be based on criteria including, but not limited to safety, traffic volume, and concentration of pedestrian activity. Potential enhancements may include leading pedestrian intervals at signalized intersections, bulb-outs, and median refuges to reduce crossing distances.	To be established. Additional information will be provided with the 2019 annual review.
C-2.2: Avoid creation of frequent driveways for new development access in active pedestrian areas that create conflict points between pedestrians and vehicles.	Ongoing.
C-2.3: Encourage commercial property owners to use shared driveway access and interconnected roads within blocks, where feasible. Require driveway access closures or consolidations, or both when a site is remodeled or redeveloped.	Ongoing.
C-2.4: Collaborate with law enforcement and public safety organizations to coordinate policies and programs that would reduce injuries and deaths on the roadways.	Ongoing.
C-2.5: Designate routes for truck traffic to minimize potential conflicts between trucks and cars, pedestrians, bicycles, transit, and vehicle access and circulation. Establish by ordinance a truck map that depicts allowable truck routes within the City.	To be implemented. Additional information will be provided with the 2019 annual review.
C-2.6: Periodically review and update traffic signal timing at all signalized intersections to maintain traffic signal coordination and to accommodate bicycle and pedestrian needs.	Ongoing.
C-2.7: Develop new traffic level of services criteria in accordance with SB 743 to meet the California Environmental Quality Act (CEQA).	To be implemented. Additional information will be provided with the 2019 annual review.
C-2.8: Continue the use of the Intersection Capacity Utilization (ICU) methodology to address local traffic level of service and impacts, with Level of Service "D" as the threshold for meeting the City's significance criteria.	Ongoing.
Objective C-2B: Construct street improvements and apply congestion management tools to obtain efficient performance of the transportation system.	
C-2.9: Incorporate the street system improvements identified in the General Plan Environmental Impact Report (EIR) into the Capital Improvement Program.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
C-2.10: Continue to deploy intelligent transportation systems (ITS) strategies—such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, and real- time parking availability information—to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, and cyclists.	Ongoing. Traffic signal improvement projects were implemented along Harbor Boulevard, Newport Boulevard, and Bristol Street corridors. Traffic signal improvement projects are currently being implemented along Sunflower Avenue, Bear Street and Fairview Road corridors.
C-2.11: Investigate all operational measures, including the use of one-way streets, to improve traffic circulation and to minimize congestion for all travel modes.	To be implemented. Additional information will be provided with the 2019 annual review.
C-2.12: Investigate and utilize state-of-the-art transportation system management technology and industry practices to address recurring and non-recurring traffic events (i.e., special events, incident/emergency management).	Ongoing. City wide implementation of GPS emergency vehicle preemption upgrades are underway at 25 locations.
C-2.13: Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, parking or turn restrictions, etc.) to improve the efficiency of intersections.	Ongoing.
Goal C-3: Enhance Regional Mobility and Coordination	
Objective C-3A: Promote development of transportation projects along regional corridors.	
C-3.1: Maintain compliance with Orange County Congestion Management Plan (CMP) requirements, including consistency with CMP level of service standards, adoption of a seven-year capital improvement program, analysis of impacts of land use decisions on the CMP highway system, and adoption and implementation of deficiency plans when intersections do not meet adopted performance standards.	City conducts a review of CMP in coordination with OCTA every two years.
C-3.2: Support the goals and objectives of the Orange County Long Range Transportation Plan, including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.	Ongoing.
C-3.3: Support the goals and objectives of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.	Ongoing.
C-3.4: Coordinate signal timing on all major arterials with a local signal synchronization program consistent with the Orange County Traffic Signal Synchronization Master Plan (TSSMP).	Several traffic signal improvement projects are underway using this program funding.

General Plan Goal, Objective, Policy	Description of City Action
C-3.5: Ensure Costa Mesa's input, participation, and discretionary review of applicable region-wide transportation system policies, programs, and construction.	Ongoing.
C-3.6: Develop short-term and long-term improvements to the SR-55 corridor in coordination with Caltrans and OCTA to address regional mobility needs.	A design project will be underway in the next six months to review short-term improvement options for Newport Boulevard in the Downtown area.
C-3.7: Promote the City's preferred alternative of undergrounding the SR-55 freeway south of 19th Street within the City limits.	Ongoing.
Objective C-3B: Coordinate and partner with local and regional agencies to promote projects and polices that improve regional mobility.	
C-3.8: Coordinate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard Level of Service no worse than "D" at all intersections under State or joint control. Intersection Level of Service analyses for General Plan conditions for locations under State or joint control will be updated periodically and presented to the City Council.	Ongoing coordination with Cities of Santa Ana, Newport Beach and Huntington Beach on traffic signal issues and development projects and with Caltrans on their improvement projects.
C-3.9: Consult with Caltrans and OCTA regarding the I-405 widening project to minimize adverse impacts to Costa Mesa's neighborhoods, businesses, and streets.	Ongoing.
C-3.10: Coordinate with OCTA and other jurisdictions to remove Gisler Avenue Bridge over the Santa Ana River from the City's Master Plan of Streets and Highways and County's Master Plan of Arterial Highways.	The current designation is valid until 2020. Staff will initiate discussions in 2018 to resolve this.
C-3.11: Collaborate with Caltrans and neighboring jurisdiction to improve signal timing and coordination along major arterials across jurisdictional boundaries.	Ongoing.
C-3.12: Work closely with the State of California and other government agencies to control traffic–related impacts of uses on State- or other agency-owned land (i.e., Orange County Fairgrounds, Orange Coast College, etc.).	Ongoing.
C-3.13: Coordinate with other responsible agencies the planning, funding, prioritization, and implementation of bicycle, pedestrian, and transit programs and supporting infrastructure.	Secured grant from OCTA Project V and implemented a transit shuttle between South Coast Plaza area and LAB/Camp.
Goal C-4: Promote Transportation Demand Management, Transit, and Efficiency	
Objective C-4A: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	
C-4.1: Support South Coast Air Quality Management District (SCAQMD) trip reduction programs, including park and ride lots, transit subsidies, carpool and vanpool programs, flexible working hours, bicycle facilities, and other traffic reduction strategies.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
C-4.2: Support local and multi-jurisdictional car-sharing and bike-sharing programs.	Ongoing.
C-4.3: Consider implementing park-once approaches for multiuse districts and regional destinations areas.	Ongoing.
C-4.4: Embrace innovative parking solutions that reduce the required spaced needed for parking, such as automated parking lifts and elevators.	This will be considered at project level review.
C-4.5: Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles, and flex cars.	Large projects are required to provide Transportation Demand Management (TDM) programs incorporating various trip reduction strategies.
C-4.6: Encourage and support programs that increase vehicle occupancy, including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods.	Ongoing. Secured grant from OCTA Project V and implemented transit shuttle between South Coast Plaza area and LAB/Camp.
C-4.7: Promote the combination of TDM measures as much more effective than any single measure.	Ongoing.
C-4.8: Require discussion of transportation system management (TSM) and TDM measures in all EIRs prepared for major projects.	Ongoing.
C-4.9: Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.	Ongoing.
C-4.10: Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips to achieve consistency with allocated trip budgets.	Ongoing.
Objective C-4B: Promote regional and local transit services as an alternative to automobile travel.	
C-4.11: Ensure that roadways designated as transit routes can accommodate transit vehicle circulation and convenient pedestrian access to and from transit stops.	Ongoing.
C-4.12: Review all capital improvement projects to ensure improvements located on existing and planned transit routes include modification of street, curb, and sidewalk configurations to allow for easier and more efficient transit operations and improved passenger access.	All improvement projects incorporate ADA facility improvements, bus stop improvements and sidewalk enhancements.
C-4.13: Provide transit stop amenities that facilitate access to and from transit stops and transfer locations. These may include pedestrian pathways approaching stops, high-quality benches and shelters, traveler information systems (real-time transit arrival information), and bike storage and bicycle connections. Bus stops should accommodate timed transfers between buses and other transit services where necessary.	To be implemented. Additional information will be provided with the 2019 annual review.
C-4.14: Encourage new development along major transit corridors to provide efficient and safe access to transit stops and public sidewalks.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
C-4.15: Support and participate with OCTA ACCESS Service in providing transportation assistance to senior citizens and the disabled.	Ongoing.
C-4.16: Consult with OCTA for transit services, such as changes to bus routes, bus stops, and hours of operation. Additionally, coordinate with OCTA for changes to transit services provided for seniors, the disabled, and transit dependent populations.	Ongoing.
C-4.17: Consult with the Newport-Mesa Unified School District to maintain school bus services provided for local schoolchildren.	Ongoing.
C-4.18: Coordinate with OCTA to improve transit services in the City, including strategies such as bus rapid transit, express services, community circulators, and other strategies.	Ongoing.
C-4.19: Encourage new local transit programs in coordination with OCTA, consisting of shuttle services to local and regional destinations.	Local transit shuttle initiated with OCTA Project V Funds.
C-4.20: Coordinate with OCTA to construct bus turnouts at appropriate locations, with attractive shelters designed for safe and comfortable use.	Ongoing.
C-4.21: Require discussion of transit service needs and site design amenities for transit ridership in EIR for major projects.	Ongoing.
Goal C-5: Ensure Coordination between the Land Use and Circulation Systems	
Objective C-5A: Coordinate land use policies and development activities that support a sustainable transportation system.	
C-5.1: Ensure that new development projects are consistent with the vehicular trip budgets, where adopted.	Ongoing.
C-5.2: Require that large developments and redevelopments provide short-term and long-term vehicular traffic impact studies.	Ongoing. City requires detailed traffic analysis for all new developments that generate 50 or more trips at any intersection during peak hours.
C-5.3: Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transit and transportation corridors to minimize vehicle use, congestion, and delay.	Ongoing.
C-5.4: Maintain balance between land use and circulation systems by phasing new developments to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.	Ongoing.
C-5.5: Promote development of mixed-use projects to reduce number of vehicle trips.	This is reviewed at project level.
C-5.6: Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities.	Ongoing.
C-5.7: Require dedication of right-of-way, in an equitable manner, for development that increases the intensity of land use.	City requires dedication of right-of-way as development occurs in accordance with Municipal Code requirements.

General Plan Goal, Objective, Policy	Description of City Action
C-5.8: Minimize circulation improvements that will necessitate the taking of private property on existing developed properties.	Ongoing.
C-5.9: Require that circulation necessary to provide or attain the minimum traffic level of service standard at an intersection to which a development project contributes measureable traffic be completed within three years of issuance of the first building permit for such development project, unless additional right-of-way or coordination with other government agencies is required to complete the improvement. Improvements may be required sooner if, because of extraordinary traffic generation characteristics of the project or extraordinary impacts to the surrounding circulation system, such improvements are necessary to prevent significant adverse impacts.	Ongoing.
C-5.10: Allow for construction of circulation improvements for a phased development project to be constructed commensurate with the project construction, based upon the findings of a traffic study approved by the City of Costa Mesa.	Ongoing.
C-5.11: Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.	Ongoing.
C-5.12: Support consistency with the Orange County Sustainable Communities Strategy (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375.	Ongoing.
Objective C-5B: Establish strategies and processes that allow large developments to analyze and mitigate traffic impacts and infrastructure needs.	
C-5.13: Require that new development projects improve access to and accommodations for multimodal transportation.	Ongoing.
C-5.14: Require developers of new building and redevelopment/reuse projects as part of the project development review process that are located along bus routes to pay a designated fair share of the cost of providing improved bus stop facilities and related street furniture or, where appropriate, dedicate land for improved bus stop facilities.	Ongoing.
C-5.15: Consider the needs of the transportation and infrastructure system early for large developments and coordinate with developers to design projects that minimize traffic impacts and infrastructure demands, and implement complete streets wherever feasible. Alternatively, address transportation and infrastructure system impacts through the implementation of development agreements.	Ongoing.
Goal C-6: Fund and Evaluate the City's Transportation Network	

General Plan Goal, Objective, Policy	Description of City Action
Objective C-6A: Pursue funding sources to maintain and enhance the transportation and infrastructure system.	
C-6.1: Evaluate traffic collision data regularly, and identify top collision locations for automobiles, bicycles, pedestrians, transit in Costa Mesa. Develop appropriate countermeasures and pursue funding from all available sources to implement them.	Ongoing.
C-6.2: Continue to develop and maintain long-range capital improvement programs consistent with the General Plan and M2 eligibility requirements.	City submits an annual report to OCTA for Measure M2 eligibility
C-6.3: Coordinate with OCTA to fund, develop, and maintain a Master Plan of Streets and Highways consistent with the Master Plan of Arterial Highways (MPAH).	Ongoing.
C-6.4: Require a locally collected and administered traffic mitigation fee program to guarantee that new development pays for its fair share toward improvements resulting in reductions in air pollutant and GHG emissions and traffic impacts generated by the development.	City is currently in the process of updating the traffic impact fee.
C-6.5: Actively pursue local, State, and federal funding to implement, maintain, and evaluate the transportation and infrastructure system.	Ongoing.
C-6.6: Supplement funding from annual fees or assessments on existing and new development with grants and other nonlocal sources.	Ongoing.
C-6.7: Develop strategies to implement an infrastructure and transportation system to be consistent with State policies on resiliency and sustainability.	Ongoing.
C-6.8: Amend the General Plan, if necessary, to be responsive to evolving funding requirements and to comply with State and federal regulations affecting the goals and policies of the Circulation Element.	As needed and ongoing.
C-6.9: Coordinate with OCTA and Caltrans to seek funding and implementation solutions to improve Newport Boulevard at the terminus of the State Route 55 freeway to relieve congestion from regional traffic.	Staff to meet with OCTA to review options for improving SR-55.
C-6.10: Review the City's transportation impact fee program on a regular basis, and adjust fees as needed to ensure that funding is available for planned transportation improvements that will benefit all travel modes.	An update of the fee program is underway. Periodic reviews will be conducted.
C-6.11: Prioritize funding and timing for implementing transportation improvements. Consider prioritizing multimodal projects that provide the most benefit to all users.	Ongoing.
C-6.12: Require that every new development project pay its share of costs associated with the mitigation of project generated impacts.	Ongoing.
C-6.13: Measure M2 sales tax revenues shall not be used to replace private funding which has been committed for any project.	Measure M2 requires that M2 funds do not supplant developer fee requirements.

General Plan Goal, Objective, Policy	Description of City Action
C-6.14: The City's seven-year capital improvement program shall be adopted and maintained in conformance with the provisions of Measure M2 for the purpose of maintaining the established level of service standard.	Ongoing.
C-6.15: Maintain a traffic impact fee for circulation system improvements to the Master Plan of Streets and Highways; review and update fees on a regular basis.	Ongoing.
Objective C-6B: Evaluate the transportation system to ensure that it meets the City's circulation goals.	
C-6.16: Provide an annual Capital Improvement Program General Plan consistency report.	The CIP is annually reviewed by the Planning Commission prior to its adoption to ensure consistency with General Plan.
C-6.17: Provide annual public review of implementation status reports of goals, policies, and objectives stated in the Circulation Element.	Ongoing.
C-6.18: Adopt and seek out methods and processes that provide appropriate and accurate data for evaluating the performance of the transportation and infrastructure system.	To be implemented. Additional information will be provided with the 2019 annual review.
Goal C-7: Promote a Friendly Active Transportation System in Costa Mesa	
Bikeways and Pedestrian Paths **Objective C-7A:** Expand, enhance, and protect the existing bicycle and pedestrian network to provide a comprehensive, system of Class I, Class II, Class III, and Class IV facilities to increase connectivity between homes, jobs, schools transit, and recreational resources in Costa Mesa.	
Recommendation C-7.1: Develop an extensive bicycle and pedestrian backbone network through the use of standard and appropriate innovative treatments.	A draft Active Transportation Plan has been developed and reviewed by the Bikeway and Walkability Committee and by the public. This will be further reviewed by the Planning Commission and submitted to City Council for adoption in 2018.
Recommendation C-7.2: Plan and install new bicycle lanes on Major Arterials, where feasible and appropriate.	Ongoing.
Recommendation C-7.3: Plan and install shared lane markings ("sharrows") and signage on appropriate existing and planned bicycle routes where bicycle lane implementation is demonstrated to be infeasible.	Ongoing. Sharrows were installed on East 19th Street.
Recommendation C-7.4: Where feasible, Class I shared-use paths should be a priority for future developments.	Ongoing.
Recommendation C-7.5: Plan and install new shared-use paths in utility corridors and/or along flood control channels, and extend existing bicycle and shared-use paths.	Study of bicycle trail along Paularino Channel and public outreach will be conducted in 2018.
Recommendation C-7.6: Plan and complete north/south multi-purpose and bicycle routes through the City to augment the east/west route.	Ongoing.
Recommendation C-7.7: Consider the identification and feasibility of potential Class IV cycle tracks.	Design of Merrimac Way Class IV will be underway in early 2018.

General Plan Goal, Objective, Policy	Description of City Action
Recommendation C-7.8: When feasible, implement the completion through regional coordination of the Costa Mesa roadway and trail segments of regional bikeway plans.	Ongoing.
Recommendation C-7.9: Encourage reallocation of roadway rights-of-way where appropriate to accommodate shared-use path and bicycle facilities, while preserving and respecting the character of each adjacent neighborhood.	Ongoing.
Recommendation C-7.10: Support bicycle improvement projects that close gaps in the regional bicycle network either by implementing specific projects recommended in the Plan or through other treatments.	Ongoing.
Recommendation C-7.11: Encourage bicycle projects that connect local facilities and neighborhoods to major bicycle corridors.	Ongoing.
Recommendation C-7.12: Work cooperatively with adjoining jurisdictions and local/regional agencies to coordinate bicycle planning, and implementation activities. Where required, develop consistent active transportation plans and policies with regional and adjacent agencies.	Ongoing.
Recommendation C-7.13: Prioritize safe access to major regional trails such as the OC Loop/Santa Ana River Trail and the Newport Back Bay Trail System. Where feasible, plan and provide a continuous low-stress Class I and/or Class IV facility from east to west across the city between these facilities.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-7.14: Explore favorable opportunities to remove parking to accommodate bicycle lanes.	Ongoing.
Recommendation C-7.15: Identify favorable opportunities to retain parallel parking adjacent to sidewalks to maintain pedestrian safety.	Ongoing.
Recommendation C-7.16: Consider every street in Costa Mesa as a street that cyclists could use.	Ongoing.
Recommendation C-7.17: Link on-road and off-road bicycle and pedestrian facilities within Costa Mesa to existing and planned facilities in adjacent and regional jurisdictions.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-7.18: Low-stress design techniques should be considered where necessary to attract a wide variety of users.	Ongoing.
Recommendation C-7.19: Establish designated safe routes to schools for biking and walking.	Safe Route to School routes designated and provided to schools and posted online.
Recommendation C-7.20: Designate walkable districts in the City.	Ongoing.
Bike and Pedestrian Facilities **Objective C-7B:** Provide end-of-trip facilities that support the bicycle network.	

General Plan Goal, Objective, Policy	Description of City Action
Recommendation C-7.21: Provide bike parking and bike-related amenities at public facilities and along public rights-of-way.	Bike racks have been installed at public parks, and the second phase of bikes racks at public parks is underway which will complete installation at public parks. Additional information will be provided with the 2019 annual review.
Recommendation C-7.22: Pursue public-private partnerships to furnish local businesses with secure bike parking and other related amenities.	Ongoing.
Recommendation C-7.23: Develop and adopt bicycle parking equipment standards for bicycle parking to be installed within the public right-of-way and post on the City website.	Underway. Bicycle rack parking standards and specifications have been developed for public facilities. Additional information will be provided with the 2019 annual review.
Recommendation C-7.24: Work with local schools and colleges to provide ample and secure bike parking and other related amenities for students and employees.	Ongoing.
Recommendation C-7.25: Work with OCTA to maximize bicycle amenities, such as bus stop solar lighting and bicycle lockers, at high-volume transit stops.	Ongoing.
Recommendation C-7.26: Prioritize the installation of bicycle-scale and/or pedestrian-scale lighting.	Pedestrian lighting provided along Harbor Cornerstone Bicycle Trail.
Recommendation C-7.27: Encourage and incentivize providing attended bicycle parking services, such as a bicycle valet, at major City events, OC Fair, Farmers' Markets, holiday festivals, and other community events.	Encouraged provision of bicycle parking at OC Fair and at Chargers Training Camp.
Recommendation C-7.28: Prioritize schools with the highest auto traffic volume during peak hours and insufficient parking for staff and parents. Plan and install bicycle facilities adjacent those schools.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-7.29: Provide bike parking and bike-related amenities at public facilities and along public right-of-way.	Bicycle racks are being proposed at several city facilities including parks and libraries. Bike racks have been installed at public parks, and the second phase of bikes racks at public parks is underway which will complete installation at public parks. Additional information will be provided with the 2019 annual review.
"First and Last Mile" Programs **Objective C-7C:** Encourage sustainable modes of transportation to fill gaps between the first and last miles of trips (walking, biking, ride sharing, transit, taxi and car-sharing).	
Recommendation C-7.30: Identify citywide infrastructure needed to create the interconnected multi-trail system.	Ongoing.
Recommendation C-7.31: Improve the quality, aesthetics, and safety of high-use pedestrian corridors.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
Recommendation C-7.32: Development and implement a bicycle sharing system.	City reviewing bicycle sharing system options with Bikeway and Walkability Committee. Additional information will be provided with the 2019 annual review.
Recommendation C-7.33: Proposed new mode split goals: • 50 percent motor vehicles • 10 percent transit • 10 percent bicycles • 20 percent walking • 10 percent carpools, taxi, transportation network company services, and car sharing	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-7.34: Establish a goal for all trips of less than three miles to be 30 percent by bicycle, and establish a goal of less than 1 mile to be 30 percent by walking.	Ongoing.
Recommendation C-7.35: Consider implementing a small-scale transportation system to encourage mode shift to popular destinations as defined by users.	A new transit shuttle service was initiated connecting South Coast Metro Area, South Coast Plaza and LAB/Camp.
Goal C-8: Create a Safer Place to Walk and Ride a Bicycle	
Design and Way-finding **Objective C-8A:** Develop bicycle and pedestrian facilities with approved uniform design standards, and implementation of way-finding signage providing information on various destinations.	
Recommendation C-8.1: Require that all facilities be designed in accordance with the latest federal, state, and local standards.	Ongoing.
Recommendation C-8.2: Provide and maintain bicycle and pedestrian signal detectors, informational signage, and lighting, along City bikeways.	Ongoing.
Recommendation C-8.3: Develop, install and maintain a bicycle and pedestrian way-finding signage program to indicate route turns, the presence of intersecting bikeways, streets and distances to nearby local and major destinations.	Ongoing.
Recommendation C-8.4: Develop a list of acceptable plant materials for shared use paths that will not damage, create security problems or hazards for bicyclists. Incorporate canopy trees and native, drought-tolerant landscaping as a standard Class I facility (shared use path) feature. Encourage the use of sustainable drainage designs, such as bio-swales.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
Recommendation C-8.5: Utilize Complete Streets elements as demonstrated in most recent versions of National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Bikeway Design Guide.	Ongoing.
Recommendation C-8.6: Crosswalks will include high visibility crossing treatments.	New projects like the Bristol Street Rehabilitation and the Placentia Avenue Bicycle/Pedestrian Signal projects include high visibility crosswalks.
Recommendation C-8.7: Paint direction arrows on all bike lanes and bike paths to reduce the risk of collisions.	Ongoing.
Safety Enforcement and Reporting **Objective C-8B:** Continue and expand enforcement activities that enhance safety of bicyclists on bike paths and roadways.	
Recommendation C-8.8: Enforce laws that reduce bicycle/pedestrian/motor vehicle incidents and conflicts.	Ongoing.
Recommendation C-8.9: Train police officers on bicyclists' rights and responsibilities and bicycle/pedestrian/vehicle collision evaluation.	Ongoing.
Recommendation C-8.10: Utilize the City's bicycle-mounted patrol officer program to educate and enforce pedestrian and bicycle user violations not necessarily to punish, but to correct.	Ongoing.
Recommendation C-8.11: Promote efficient reporting mechanisms for behaviors that endanger cyclists and pedestrians.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-8.12: Develop a partnership with the school community to establish and update suggested routes to schools for biking and walking.	Suggested Routes to School maps were provided to all schools. An updated bicycle education program will be implemented in the upcoming fiscal year.
Safe Roadway Conditions **Objective C-8C:** Maintain bicycle and pedestrian facilities that are clear of debris and provide safe conditions for all users.	
Recommendation C-8.13: Establish routine maintenance schedule/standards for bicycle and pedestrian facilities such as sweeping, litter removal, landscaping, repainting of striping, signage, and signal actuation devices.	Ongoing.
Recommendation C-8.14: Encourage and empower citizens to report maintenance issues that impact bicyclist and pedestrian safety including, but not limited to, potholes, sidewalk lifting, and overgrown vegetation.	Costa Mesa Connect includes provision to notify bicycle-related issues to the City.
Recommendation C-8.15: Establish procedures for responding to citizen reports in a timely manner.	Ongoing.
Recommendation C-8.16: Where feasible, reduce or eliminate conflict points such as driveways that cross the sidewalk.	Ongoing.
Safety Education **Objective C-8D:** Increase education of bicycle and pedestrian safety through programs and training of school children and the public.	

General Plan Goal, Objective, Policy	Description of City Action
Recommendation C-8.17: Create, fund, and implement bicycle-safety curricula and provide to the public, tourists, various ethnic groups, diverse ages and disadvantaged communities.	Funding included for bicycle education in FY 17-18.
Recommendation C-8.18: Provide multilingual bicycle-safety maps and brochures (print and electronic versions) in languages that are widely used in Costa Mesa.	To be implemented. Bicycle-safety maps and brochures provided in adult and children English versions. Additional information will be provided with the 2019 annual review.
Recommendation C-8.19: Encourage schools to develop and provide bicycle-safety curricula for use in elementary, middle, and high schools, such as the Bicycle Rodeo events.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-8.20: Support marketing and public awareness campaigns aimed at improving bicycle and pedestrian safety.	Ongoing.
Recommendation C-8.21: Provide a user education program developed and promoted to encourage proper trail use and etiquette.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-8.22: Work with local bicycle advocacy organizations to develop, promote and support a series of bicycle education classes. Include information on bicycle safety, maintenance, and security.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-8.23: Develop and distribute education material regarding bicycle and pedestrian responsibilities and laws.	A bicycle map and safety guide was developed and distributed in both adult and children versions.
Safety Data **Objective C-8E:** Monitor and analyze bicycle and pedestrian safety.	
Recommendation C-8.24: Request bicycle and pedestrian collision reports from local law enforcement periodically and consider improvements to address problem areas.	Ongoing.
Recommendation C-8.25: Establish an expedited process to report maintenance and safety concerns, e.g. pavement markings (sharrows, missing bike lane lines), ramps, curb cut-outs, broken walk/bike signal buttons, signage, minor maintenance of bike lanes/paths (street/path sweeping, minor surface patching, inoperable traffic signal bicycle detection).	Costa Mesa Connect includes provision to report maintenance and safety concerns. Sharrows were implemented on E 19th Street.
Recommendation C-8.26: Conduct Roadside Safety Audits (RSAs) on a regular basis to provide periodic snapshots of roadway safety, including bicycle, pedestrian, equestrian, skateboard, and other non-motorized modes of travel.	To be implemented. Additional information will be provided with the 2019 annual review.
Goal C-9: Integrate Active Transportation Elements into Circulation System and Land Use Planning	
Land Use Planning Decisions and Active Transportation **Objective C-9A:** Consider bicycle and pedestrian facilities during land use planning process.	
Recommendation C-9.1: Incorporate the Costa Mesa Bicycle and Pedestrian Master Plan into the City's General Plan.	This effort is currently underway and to be considered by City Council in 2018.

General Plan Goal, Objective, Policy	Description of City Action
Recommendation C-9.2: Ensure that all current and proposed land use planning is consistent with the Costa Mesa Bicycle and Pedestrian Master Plan.	The Bicycle and Pedestrian Master Plan is part of overall City's General Plan Circulation Element.
Recommendation C-9.3: Require new developments provide adequate bicycle parking and pedestrian access.	Ongoing.
Recommendation C-9.4: Collaborate with property owners to increase bicycle parking over time.	Ongoing.
Recommendation C-9.5: Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.	Ongoing
Recommendation C-9.6: Provide a fully integrated network of modern active transportation facilities to and from major activity centers and residential centers.	Secured grant from OCTA Project V and implemented a transit shuttle between South Coast Plaza area and LAB/Camp.
Recommendation C-9.7: Identify areas where an increase in the need for active transportation can reasonably be anticipated due to housing/business growth.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-9.8: Make commercial and recreational areas more enjoyable for pedestrians by implementing measures such as providing shade, planting trees, eliminating visible parking lots and vacant land, and minimizing long stretches of building façade.	Ongoing.
Recommendation C-9.9: Develop creative, artistic, and functional bicycle parking solutions, and install them throughout the City as a standard.	Ongoing.
Active Transportation in Developments **Objective C-9B:** Integrate bicycle and pedestrian facility improvements during planning, design and implementation of transportation projects.	
Recommendation C-9.10: Promote the preservation of bicycle access within all roadway rights-of-way, as well as the development of innovative, safety-enhanced on-street facilities, such as bicycle boulevards and cycle tracks.	Ongoing.
Recommendation C-9.11: Establish bike boulevards on streets with low traffic volumes and slow speeds to encourage bicycling.	Bicycle Boulevards have been identified and included in the draft Active Transportation Plan.
Recommendation C-9.12: Proactively seek new opportunities for acquisition of abandoned rights-of-way and other lands for the development of new multi-use pathways that integrate with the planned network.	Ongoing.
Recommendation C-9.13: Improve the safety of all road users through the implementation of neighborhood traffic-calming treatments.	Traffic calming improvements were implemented on East 19th Street. Speed cushions are currently being implemented on Wilson Street and Superior Avenue.

General Plan Goal, Objective, Policy	Description of City Action
Recommendation C-9.14 Detours through or around construction zones should be designed for safety and convenience, and with adequate signage for cyclists and pedestrians.	Ongoing.
Recommendation C-9.15: Provide opportunity for public input prior to the removal of an existing bicycle or pedestrian facility or the approval of any development or street improvement that would preclude these planned facilities.	Ongoing.
Goal C-10: Promote an Active Transportation Culture	
An Active Transportation Culture **Objective C-10A:** Encourage more people to walk and bicycle by supporting programs that foster community support for bicycling and walking, and raise public awareness about active transportation.	
Recommendation C-10.1: Support marketing and public awareness campaigns through a variety of media aimed at promoting bicycling and walking as a safe, healthy, cost-effective, environmentally friendly transportation choice.	Staff will be promoting bicycle parking at events such as Orange County Fair, Chargers Training Camp and other large events.
Recommendation C-10.2: Support programs aimed at increasing bicycle and walk trips by providing incentives, recognition, or services that make bicycling and walking a more convenient transportation mode.	Ongoing.
Recommendation C-10.3: Promote bicycling and walking at City-sponsored and public events, such as Earth Day, Bike to Work Day/Month, farmers' markets, public health fairs, art walks, craft fairs, and civic events.	Staff will work with event organizers to promote bicycle parking and access.
Recommendation C-10.4: Encourage and promote bicycle related businesses within Costa Mesa including, but not limited to, involvement of civic clubs and organizations.	Ongoing.
Recommendation C-10.5: Promote active transportation events in Costa Mesa to raise awareness and encourage bicycling, including, but not limited to, those that may involve temporary road closures, bike to work/school, senior walks, historic walks, and ciclovías.	Ongoing.
Recommendation C-10.6: Encourage major employment centers and employers to promote commuting by bicycle including the use of flex-time work schedules to support non-rush bicycle commuting. Build a coalition with City, businesses, schools, and residents to promote active transportation.	Ongoing.
Recommendation C-10.7: Encourage participation in bicycle and pedestrian promotion activities by education facilities, arts programs, active transportation clubs, and entertainment providers.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-10.8: Achieve "Silver Level Bicycle Friendly Community" by League of American Bicyclists by 2025.	To be implemented. Additional information will be provided with the 2019 annual review.

General Plan Goal, Objective, Policy	Description of City Action
Recommendation C-10.9: Achieve "Walk Friendly Community" status from WalkFriendly.org by 2025.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-10.10: Achieve "HEAL City" designation by 2017.	To be implemented. Additional information will be provided with the 2019 annual review.
Goal C-11: Promote the Positive Air Quality, Health, and Economic Benefits of Active Transportation	
Improving the Environment with Active Transportation **Objective C-11A:** Improve air quality and public health and reduce ambient noise by promoting Active Transportation programs.	
Recommendation C-11.1: Determine baseline emissions levels, then track and communicate changes in emissions as modes of transportation trips shift to encourage more walking and biking.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-11.2: Improve the quality of life in Costa Mesa by reducing neighborhood traffic and noise.	Ongoing.
Recommendation C-11.3: Increase pedestrian and bicycle trips, thereby reducing vehicle trips and vehicle miles Traveled.	Ongoing.
Recommendation C-11.4: Coordinate with appropriate federal, state, and county health agencies on active transportation programs to achieve health benefits.	To be implemented. Additional information will be provided with the 2019 annual review.
Economic and Other Incentives **Objective C-11B:** Provide economic incentives for expanding and enhancing bicycle and pedestrian facilities.	
Recommendation C-11.5: Incentivize the business community to support pedestrians and bicycle users in tangible ways.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-11.6: Partner with the business and school communities to create a marketing strategy to encourage individual businesses to market Costa Mesa as a bicycle-friendly City.	Ongoing.
Recommendation C-11.7: Encourage developers to include features, amenities and programs that are proven to increase walking and/or bicycling.	Ongoing.
Recommendation C-11.8: Offer incentives for businesses whose employees walk or bike to work.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-11.9: Encourage the Chamber of Commerce and the business community to promote active transportation in commercial areas to stimulate economic vitality.	Representative from the Chamber of Commerce is a liaison on the Bikeway and Walkability Committee. Additional information will be provided with the 2018 annual review.
Goal C-12: Monitor, Evaluate, and Pursue Funding for Implementation of the Bicycle and Pedestrian Master Plan	
Objective 12A: Continuously monitor and evaluate Costa Mesa's implementation progress on the Bicycle and Pedestrian Master Plan policies, programs, and projects.	
Recommendation C-12.1: Establish a monitoring program to measure the effectiveness and benefits of the Costa Mesa Bicycle and Pedestrian Master Plan.	To be implemented. Additional information will be provided with the 2019 annual review.

General Plan Goal, Objective, Policy	Description of City Action
Recommendation C-12.2: Track citywide trends in active transportation through the use of Census data, bicycle and pedestrian counts, travel surveys, and online surveys as part of annual reviews of the General Plan.	To be implemented. Additional information will be provided with the 2019 annual review.
Recommendation C-12.3: Ensure that Bicycle and Pedestrian Master Plan programs and projects are implemented in an equitable manner geographically, socioeconomically, and serving disadvantaged communities.	To be implemented. Additional information will be provided with the 2019 annual review.
Fund the Plans **Objective C-12B:** Pursue grants and other sources of funding for bicycle and pedestrian projects.	
Recommendation C-12.4: Strategize use of resources on developing effective and efficient grant application and program administration.	Ongoing.
Recommendation C-12.5: Pursue multiple sources of funding and support efforts to maintain or increase federal, state and local funding for the implementation of the Bicycle and Pedestrian Master Plan.	Ongoing.
Recommendation C-12.6: Consider designating a portion of development traffic impact fees to fund bicycle and pedestrian facilities.	Staff has initiated discussions with traffic impact fee committee on this item.
GROWTH MANAGEMENT ELEMENT	
Goal GM-1: Inter-jurisdictional Coordination	
Objective GM-1A: Coordinate land use and transportation planning policies with State, regional, and local growth management efforts.	
GM-1.1 Cooperate with the Orange County Transportation Authority (OCTA) and other jurisdictions on development, all future regional transportation plans, and land use planning on a countywide basis.	Ongoing.
GM-1.2: Coordinate population, housing, and employment projections with the State Department of Finance, Southern California Association of Governments, Center for Demographic Research, Newport-Mesa Unified School District, and County of Orange agencies in terms of infrastructure planning.	Ongoing. Annual report are provided to CDR, SCAG and Dept. of Finance and Newport Mesa Unified for potential growth in the City.
GM-1.3: Work with inter-jurisdictional forums such as the City-County Coordinating Committee to make sure that the City's fees are consistent with minimally acceptable impact fees in the region.	The City's fees were under review during 2017. The Building fees are expected to be updated in 2018 and Planning fees in 2019.
GM-1.4: Participate in inter-jurisdictional planning forums to discuss implementation of traffic improvements, cooperative land use planning, and appropriate mitigation measures for developments with multijurisdictional impacts.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
GM-1.5: Continue to require that any new large developments prepare a master plan and environmental impact analysis. This allows the City to anticipate the impacts of large projects prior to development of any portion and permits more time to plan for public services and facilities needed to support the project.	Ongoing.
Goal GM-2: Integration of Land Use and Transportation Planning	
Objective GM-2A: Maintain the Level of Service standards by integration of land use and transportation planning	
GM-2.1: Ensure that land use designations are reflected in the sub-regional county model and SCAG's model through consistent assumptions and methodologies.	Ongoing.
GM-2.2: Coordinate with State, county, and local agencies for planning and construction of public utilities to minimize negative impacts on the circulation system.	Ongoing.
GM-2.3: Use the Development Phasing and Performance Monitoring Program to assess the impact of existing and new development on the circulation system.	Ongoing.
GM-2.4: Support uses and development which create synergistic relationships with neighboring uses and development, especially those whose addition does not create mutually exclusive additional vehicular trips but adds to the value of the destination by any potential visitor.	Ongoing.
GM-2.5: Support creative and flexible solutions that provide for additional economic or physical growth within the City but does not place greater impact on the circulation system. These would include shared parking agreements, offset hours of operation, and clustering of harmonious and supportive uses.	Ongoing.
HOUSING ELEMENT	
Goal HOU-1: Preservation and Enhancement	
Preserve the availability of existing housing opportunities and conserve as well as enhance the quality of existing dwelling units and residential neighborhoods.	
HOU-1.1: Develop standard and/or guidelines for new development with emphasis on site (including minimum site security lighting) and building design to minimize vulnerability to criminal activity.	Ongoing. This is a standard condition of approval for new multiple family residential developments.
HOU-1.2: Protect existing stabilized residential neighborhoods, including but not limited to mobile home parks and manufactured home parks, from the encroachment of incompatible or potentially disruptive land uses and/or activities.	There have been no new development affecting stabilized residential neighborhoods or mobile home parks. The City has taken additional action to protect existing stabilized residential neighborhoods, including (i) adoption of a Multiple Family Group Home Ordinance on November 17, 2015 to limit the number and concentration of group homes and sober living facilities in the Multiple Family Residential zones.

General Plan Goal, Objective, Policy	Description of City Action
HOU-1.3: Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal building and establish regulations to abate weed-filled yards when any of the above is deemed to constitute a health, safety or fire hazard.	Ongoing through the implementation and enforcement of Title 20 – Property Maintenance, of the Municipal Code. Title 20 establishes standards to ensure proper maintenance, removal of hazardous and improper storage, and removal of weeds and other public nuisances.
HOU-1.4: Establish code enforcement as a high priority and provide adequate funding and staffing to support code enforcement programs.	Ongoing.
HOU-1.5: Install and upgrade public service facilities (streets, alleys, and utilities) to encourage increased private market investments in declining or deteriorating neighborhoods.	Ongoing as funding is available.
HOU-1.6: Continue existing rehabilitation loan and grant programs for low and moderate-income homeowners as long as funds are available.	Ongoing as funding is available.
HOU-1.7: Minimize the displacement of existing residences due to public projects.	Ongoing.
HOU-1.8: Encourage the development of housing that fulfills specialized needs.	Ongoing.
Goal HOU-2: Preserving and Expanding Affordable Housing Opportunities	
Provide a range of housing choices for all social and economic segments of the community, including housing for persons with special needs.	
HOU-2.1: Encourage concurrent applications (i.e., rezones, tentative tract maps, conditional use permits, variance request, etc.) if multiple approvals are required, and if consistent with applicable processing requirements.	Ongoing. Applications for multiple family residential projects requiring multiple approvals are generally processed concurrently.
HOU-2.2: Promote the use of State density bonus provisions to encourage the development of affordable housing for lower and moderate income households, as well as senior housing.	All units under density bonus agreements with the City are monitored on an annual basis.
HOU-2.3: Provide incentive bonus units to encourage the redevelopment of residential units that are nonconforming in terms of density. The incentive shall be limited to the multi-family residential land use designations. The density incentive shall be limited to an increase of 25 percent above the Medium-Density or an increase of 50 percent above High-Density. In no case shall the resulting number of units exceed the existing number of units on each site.	Ongoing.
HOU-2.4: Encourage developers to employ innovative or alternative construction methods to reduce housing costs and increase housing supply.	Ongoing.
HOU-2.5: Continue membership in the Orange County Housing Authority to provide rental assistance to very low income households.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
HOU-2.6: Provide clear rules, policies, and procedures, for reasonable accommodation in order to promote equal access to housing. Policies and procedures should be ministerial and include but not be limited to identifying who may request a reasonable accommodation (i.e., persons with disabilities, family-members, landlords, etc.), timeframes for decision-making, and provisions for relief from the various land-use, zoning, or building regulations that ma constrain the housing for persons of disabilities.	The Zoning Code includes regulations that address reasonable accommodation per State requirements. In March of 2013, the City adopted an Ordinance, in accordance with Senate Bill 2, to permit emergency shelters by right in the Planned Development Industrial zone. The Ordinance also created provisions for transitional housing and supportive housing that would allow these uses to be subject only to those restrictions that apply to other residential dwellings of the same type in the same zone.
HOU-2.7: Monitor the implementation of the City's ordinances, codes, policies, and procedures to ensure they comply with the "reasonable accommodation" for disable provisions and all fair housing laws.	Ongoing.
Goal HOU-3: Provisions of Adequate Sites	
Provide adequate, suitable sites for residential use and development or maintenance of a range of housing that varies sufficiently in terms of cost, design, size, location, and tenure to meet the housing needs of all segment of the community at a level that can be supported by infrastructure.	
HOU-3.1: Encourage the conversion of existing marginal or vacant motels, commercial, and/or industrial land to residential, where feasible and consistent with environmental conditions that are suitable for new residential development.	Ongoing. In 2006, the City adopted three Urban Plans to encourage the conversion of existing marginal or vacant industrial land in the West Side to mixed-use and residential developments.
HOU-3.2: Provide opportunities for the development of well planned and designed project which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.	Reviewed and considered with development projects
HOU-3.3: Cooperate with large employers, the Chamber of Commerce, and major commercial and industrial developers to identify and implement programs to balance employment growth with the ability to provide housing opportunities affordable to the incomes of the newly created job opportunities.	Ongoing.
HOU-3.4: Consider the potential impact on housing opportunities and existing residential neighborhoods when reviewing rezone petitions affecting residential properties.	Ongoing and reviewed for all rezone applications.
HOU-3.5: Encourage transit-oriented development along transportation corridors.	Ongoing.
Goal HOU-4: Equal Housing Opportunity	
Ensure that all existing and future housing opportunities are open and available to all social and economic segments of the community without discrimination on the basis of race, color, religion, sex, sexual orientation, disability/medical conditions, national origin or ancestry, marital status, age, household composition or size, source of income, or any other arbitrary factors.	
HOU-4.1: Support the intent and spirit of equal housing opportunities as express in Federal and State fair housing laws.	Ongoing (refer to Table C).

General Plan Goal, Objective, Policy	Description of City Action
HOU-4.2: Continue to provide fair housing and counseling services for all Costa Mesa residents in an effort to remove barriers and promote access to affordable housing in the City.	Ongoing (refer to Table C).
HOU-4.3: Encourage programs that address the housing needs of senior citizens.	The 2013-2021 Housing Element was adopted by City Council on January 21, 2014. The draft was certified by California Department of Housing and Community Development on November 22, 2013 in meeting statuary requirements. The Housing Element includes special programs for special housing needs (i.e., seniors, large families, etc.).
HOU-4.4: Encourage and support the construction, maintenance and preservation of residential developments which will meet the needs of families and individuals with specialized housing requirements.	
HOU-4.5: Encourage and support the construction, maintenance and preservation of residential developments to meet the needs of the developmentally disabled.	
Goal HOU-5: Coordination and Cooperation	
Coordinate local housing efforts with appropriate federal, state, regional, and local governments and/or agencies and to cooperate in the implementation of intergovernmental housing programs to ensure maximum effectiveness in solving local and regional housing problems.	
HOU-5.1: Investigate alternative intergovernmental arrangements and program options to deal with area-wide housing issues and problems.	Ongoing.
CONSERVATION ELEMENT	
Goal CON-1: Preserved and Restored Natural Coastal Habitat and Landforms	
Objective CON-1.A: Evaluate existing biotic resources and preserve them in ecologically viable and natural conditions, where possible; and/or restore and integrate these resources into the urban environment, where feasible.	
CON-1.A.1: Natural habitat is essential to ensuring biodiversity and protecting sensitive biological resources. Protect these areas and consult with the California Department of Fish and Wildlife, Orange County Water District, Orange County Parks, and other regional agencies to identify areas for special protection, and establish appropriate protection measures for these areas.	Staff has communicated with representatives from the Department of USFW regarding biologically sensitive plant and animal species. Staff also communicates with OC Parks, City of Torrance (Marsh Project), Irvine Ranch Water District, Orange County River Park group and the US Army Corps of Engineers (ACOE).
CON-1.A.2: Contribute to regional biodiversity and the preservation of rare, unique, and sensitive biological resources by maintaining functional wildlife corridors and habitat linkages.	Creation of Fairview Park Steering Committee. Specific creation of Fairview Park 'trails subcommittee'
CON-1.A.3: Coordinate with the United States Fish and Wildlife service, the California Department of Fish and Wildlife, and other regulatory agencies to mitigate project impacts affecting open and natural spaces.	Communication with Department of USFW regarding events and projects at Fairview Park.
CON-1.A.4: Promote and protect native plant species within Fairview Park, and remove and control the spread of invasive species, including plants, animals, and fungi.	Work with Institute of Conservation, Research and Education to host monthly 2nd Saturday free environmental workshops and invasive plant clean-ups. Delineation of sensitive plant species has taken place on the East side of Fairview Park.

General Plan Goal, Objective, Policy	Description of City Action
CON-1.A.5: Ensure that all future development is reviewed with regard to protecting natural topography and bluffs to preserve and enhance Costa Mesa's natural beauty.	Fairview Park Steering Committee to review all potential projects at Fairview Park.
CON-1.A.6: Minimize soil depletion and erosion in development projects. Prevent erosion caused by construction activities, and encourage preservation of natural vegetation and topography.	Ongoing as developments are submitted for approval. Erosion control plans are required with all grading permits.
CON-1.A.7: Improve access to large-scale natural areas in the City. These areas should be open for controlled access to improve public enjoyment. Access should be limited where natural habitat is extremely sensitive. Work with transit agencies to improve connections and access to open space and recreation facilities from all Costa Mesa neighborhoods.	Repaving of parking lot surfaces at TeWinkle Park and Fairview Park. Completion of bike trails along Harbor Blvd to connect with Joanne Bike Trail.
CON-1.A.8: Require the provision of adequate visitor-serving on-site parking facilities that do no impact sensitive resources within the Coastal Zone.	The Coastal Zone is within Talbert Regional Park. All improvements are consistent with the Parks Master Plan and will be coordinated with the local, state and federal agencies.
CON-1.A.9: Coordinate the development of plans, policies, and design standards for projects within the Coastal Zone with appropriate local, regional, and federal agencies.	The Coastal Zone is within Talbert Regional Park. All improvements are consistent with the Parks Master Plan and will be coordinated with the local, state and federal agencies.
Goal CON-2: Conserved Natural Resources through Environmental Sustainability	
Objective CON-2.A: Work to conserve energy resources in existing and new buildings, utilities, and infrastructure.	
CON-2.A.1: Promote efficient use of energy and conservation of available resources in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.	Ongoing as development is submitted for review for private development. Replaced outdated and poorly functioning pool pump and associated chemical equipment the Downtown Aquatics Center. The Lions Park Projects are proposed gold and silver LEED certified projects. The library project, involves construction of a new two -story 22,860 SF library. This new library is designed to achieve a U.S. Green Building Council (USGBC) Leadership in Energy & Environmental Design (LEED) rating of Gold and renovation of the existing 8,740 SF Donald Dungan Library to achieve a USGBC LEED rating of Silver.
CON-2.A.2: Consult with regional agencies and utility companies to pursue energy efficiency goals. Expand renewable energy strategies to reach zero net energy for both residential and commercial new construction.	Have worked with SCE to upgrade existing lights to LED.
CON-2.A.3: Continue to develop partnerships with participating jurisdictions to promote energy efficiency, energy conservation, and renewable energy resource development by leveraging the abilities of local governments to strengthen and reinforce the capacity of energy efficiency efforts.	Studying feasibility of installing charging stations at City facilities.

General Plan Goal, Objective, Policy	Description of City Action
CON-2.A.4: Encourage new development to take advantage of Costa Mesa's optimal climate in the warming and cooling of buildings, including use of heating, ventilation and air conditioning (HVAC) systems.	Ongoing.
CON-2.A.5: Promote environmentally sustainable development principles for buildings, master planned communities, neighborhoods, and infrastructure.	Ongoing.
CON-2.A.6: Encourage construction and building development practices that reduce resource expenditures throughout the lifecycle of a structure.	Ongoing.
CON-2.A.7: Continue to require all City facilities and services to incorporate energy and resource conservation standards and practices and require that new municipal facilities be built within the LEED Gold standards or equivalent.	The Lions Park Projects are proposed to be gold and silver certified. The library project, involves construction of a new two -story 22,860 SF library The new library designed to achieve a U.S. Green Building Council (USGBC) Leadership in Energy & Environmental Design (LEED) rating of Gold and renovation of the existing 8,740 SF Donald Dungan Library to achieve a USGBC LEED rating of Silver.
CON-2.A.8: Continue City green initiatives in purchases of equipment, and agreements that favor sustainable products and practices.	Ongoing.
CON-2.A.9 Encourage waste management programs that promote waste reduction and recycling to minimize materials sent to landfills. Maintain robust programs encourage residents and businesses to reduce, reuse, recycle, and compost.	Ongoing and required with all building permits. For demolition, grading, or building permits involving projects with a valuation of $10,000 or more, the contractor is required to use a City-Permitted Waste Hauler(s) to haul any debris or soiled waste from the jobsite.
CON-2.A.10 Support waste management practices that provide recycling programs. Promote organic recycling, landfill diversion, zero waste goals, proper hazardous waste collections, composting, and the continuance of recycling centers.	Costa Mesa Sanitation District provides organic recycling programs.
CON-2.A.11 Continue construction and demolition programs that require recycling and minimize waste in haul trips.	Ongoing and required with all building permits. For demolition, grading, or building permits involving projects with a valuation of $10,000 or more, the contractor is required to use a City-Permitted Waste Hauler(s) to haul any debris or soiled waste from the jobsite.
Goal CON-3: Improved Water Supply and Quality	
Objective CON-3.A: Work towards the protection and conservation of existing and future water resources by recognizing water as a limited resource that requires conservation.	
CON-3.A.1: Continue to consult with local water districts and the Orange County Water District to ensure reliable, adequate, and high-quality sources of water supply at a reasonable cost.	Participates in regional water resource planning efforts and evaluate opportunities to develop multi-benefit projects within the City.
CON-3.A.2: Encourage residents, public facilities, businesses, and industry to minimize water consumption, especially during drought years.	The City adopted the amendment to Water Efficient Landscape Guidelines in 2015 that has been in effect for more than 7 years. Distributes public education materials that promote water-efficient practices and policies.

General Plan Goal, Objective, Policy	Description of City Action
CON-3.A.3: Restrict use of turf in new construction and landscape reinstallation that requires high irrigation demands, except for area parks and schools, and encourage the use of drought-tolerant landscaping.	The City adopted the amendment to Water Efficient Landscape Guidelines in 2015 that has been in effect for more than 7 years. Compliance with the guidelines minimizes use of turf for commercial and residential projects. Encourage use of drought-tolerant landscaping for new developments
CON-3.A.4: Consult with local water districts and the Orange County Water District to advance water recycling program for new and existing developments, including the use of treated wastewater to irrigate parks, golf courses, roadway landscaping, and other intensive irrigation consumers.	Wherever allowed and available, the City Integrates recycled water into Capital Improvement Projects and development projects.
CON-3.A.5: Work with public and private property owners to reduce stormwater runoff in urban areas to protect water quality in storm drainage channels, the Santa Ana River, and other local water courses that lead to the Pacific Ocean.	Responds to incidents involving possible water quality violations and employ public education and other measures to control pollutant discharges to the City's storm drain system
CON-3.A.6: Continue to develop strategies to promote stormwater management techniques and storm drain diversion programs that collectively and naturally filter urban runoff.	Ongoing the City is contributing $600,000 to the Santa Ana-Delhi watershed dry weather diversion project.
CON-3.A.7: Continue to comply with the National Pollutant Discharge Elimination System Program (NPDES) by participating in the Countywide Drainage Area Management Plan (DAMP), which stipulates water quality requirements for minimizing urban runoff and discharge from new development and requires the provisions of applicable Best Management Practices (BMP).	Reviews plans and ensures project conformance with development standards for water quality including implementation of low-impact development Best Management Practices to the maximum extent practicable.
CON-3.A.8: Require that all applicable development projects be reviewed with regards to requirements of both the on-site Water Quality Management Plan and State requirements for runoff and obtaining a Storm Water Pollution Prevention Plan (SWPPP) permit.	Reviews Water Quality Management Plans and Stormwater Pollution Prevention Plans and inspects development projects for compliance.
CON-3.A.9: Continue to consult with the Costa Mesa Sanitation District and the Orange County Sanitation District to modernize wastewater treatment facilities to avoid overflows of untreated sewage.	Ongoing.
Goal CON-4: Improved Air Quality	
Objective CON-4.A: Pursue the prevention of the significant deterioration of local and regional air quality.	
CON-4.A.1: Support regional policies and efforts that improve air quality to protect human and environmental health, and minimize disproportionate impacts on sensitive population groups.	Ongoing. The City worked with CDR and SCAG in development of the 2016-2040 RTP (Regional Transportation Plan) and SCS (Sustainable Communities Strategy) regional plans.
CON-4.A.2: Encourage businesses, industries and residents to reduce the impact of direct, indirect, and cumulative impacts of stationary and non-stationary pollution sources.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
CON-4.A.3: Require that sensitive uses such as schools, childcare centers, parks and playgrounds, housing, and community gathering places are protected from adverse impacts of emissions.	This is considered in review of private childcare and school developments.
CON-4.A.4: Continue to participate in regional planning efforts with the Southern California Association of Governments, nearby jurisdictions, and the South Coast Air Quality Management District to meet or exceed air quality standards.	Ongoing.
CON-4.A.5: Encourage compact development, infill development, and a mix of uses that are in proximity to transit, pedestrian, and bicycling infrastructures.	Urban Plan project encourage compact infill developments. In 2017, more than 260 units were completed, that are infill development and in proximity to transit stops.
CON-4.A.6: Enhance bicycling and walking infrastructure, and support public bus service, pursuant to the Circulation Element's goals, objectives, and policies.	Ongoing.
CON-4.A.7: Encourage installation of renewable energy devices for businesses and facilities and strive to reduce community-wide energy consumption.	Ongoing.
CON-4.A.8: Develop long-term, community-wide strategies and programs that work at the local level to reduce greenhouse gases and Costa Mesa's "carbon footprint".	Ongoing. The City worked with CDR and SCAG in development of the 2016-2040 RTP (Regional Transportation Plan) and SCS (Sustainable Communities Strategy) regional plans.
NOISE ELEMENT	
Goal N-1: Noise Hazards and Conditions	
Objective N-1A: Control noise levels within the City for the protection of residential areas, park areas, and other sensitive land uses from excessive and unhealthful noise.	
N-1.1: Enforce the maximum acceptable exterior noise levels for residential areas at 65 CNEL.	Ongoing.
N-1.2: Give full consideration to the existing and projected noise environment when considering alterations to the City's circulation system and Master Plan of Highways.	Ongoing.
N-1.3: Encourage Caltrans to construct noise attenuation barriers along I-405, SR-55, and SR-73 where these freeways adjoin residential and other noise-sensitive areas.	Ongoing.
N-1.4: Ensure that appropriate site design measures are incorporated into residential developments, when required by an acoustical study, to obtain appropriate exterior and interior noise levels. When necessary, require field testing at the time of project completion to demonstrate compliance.	Ongoing. Specific sound attenuation for interior and exterior spaces is incorporated per requirements of the acoustical studies on project basis.

General Plan Goal, Objective, Policy	Description of City Action
N-1.5: Apply the standards contained in Title 24 of the California Code of Regulations as applicable to the construction of all new dwelling units.	Ongoing.
N-1.6: Discourage sensitive land uses from locating within the 65 CNEL noise contour of John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed.	Ongoing.
N-1.7: Support alternative methods for the reduction of noise impacts at John Wayne Airport while continuing to maintain safety and existing limitations on aircraft daily departures.	Ongoing.
N-1.8: Monitor the noise levels at OC Fair and Event Center and the Pacific Amphitheater, and continue to monitor the status of legally binding noise levels on the OC Fair and the Event Center and the Pacific Amphitheater.	Ongoing.
Goal N-2: Noise and Land Use Compatibility	
Objective N-2A: Plan for the reduction in noise impacts on sensitive receptors and land uses.	
N-2.1: Require the use of sound walls, berms, interior noise insulation, double-paned windows, and other noise mitigation measures, as appropriate, in the design of new residential or other new noise sensitive land uses that are adjacent to arterials, freeways, or adjacent to industrial or commercial uses.	Ongoing and reviewed for residential projects.
N-2.2: Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment.	Ongoing for all new projects.
N-2.3: Consider alternative noise level standards for mixed-use projects that take into consideration the interaction of industrial operation noise impacts and the mixed-use developments planned for the Westside and SoBeca.	Ongoing for projects utilizing the City's Urban Plans (19 West Urban Plan, Mesa West Bluffs Urban Plan, Mesa West Residential Ownership Urban Plan and SoBeca Urban Plan).
N-2.4: Require that all proposed projects are compatible with adopted noise/land use compatibility criteria.	Ongoing for all new projects.
N-2.5: Enforce applicable interior and exterior noise standards.	Ongoing for all new projects.
N-2.6: Allow a higher exterior noise level standard for infill projects in existing residential areas adjacent to major arterials if it can be shown that there are no feasible mechanisms to meet the exterior noise levels. The interior standard of 45 dBA CNEL shall be enforced for any new residential project.	Ongoing.
N-2.7: Encourage effective site planning in mixed-use areas that provides the optimal distance between source of excessive sound and residents.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
N-2.8: Require new mixed-use developments to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development and adjacent established residential development.	Ongoing for all new mixed-use developments.
N-2.9: Limit hours and/or require attenuation of commercial/entertainment operations adjacent to residential and other noise sensitive uses in order to minimize excessive noise to these receptors.	Ongoing.
SAFETY ELEMENT	
Goal S-1: Risk Management of Natural and Human-Caused Disasters	
Objective S-1A: Work to mitigate and prevent potential adverse consequences of natural and human-caused disasters.	
S-1.1: Continue to incorporate geotechnical hazard data into future land use decision-making, site design, and construction standards.	Ongoing.
S-1.2: Enforce standards, review criteria, and ensure that structures on or adjacent to bluffs are set back sufficiently to preserve the natural contours and aesthetic value of the bluff line and to provide sufficient access for fire protection.	Ongoing. Reviewed in detail for each project with the geotechnical report.
S-1.3: Require geologic surveys of all new development located on or adjacent to bluffs.	Ongoing. Reviewed in detail for each project with the geotechnical report.
S-1.4: Encourage retrofitting of structures—particularly older buildings—to withstand earthquake shaking and landslides consistent with State and historical building codes.	There have been no development incentives regarding seismic hazards in 2012.
S-1.5: Enforce applicable building codes relating to the seismic design of structures to reduce the potential for loss of life and property damage.	Ongoing.
S-1.6: Identify through a study the issue of unreinforced masonry buildings and soft stories and other structures not meeting earthquake standards in Costa Mesa. Provide assistance if necessary to unreinforced masonry building owners once those buildings have been identified.	Unreinforced masonry buildings went through reinforcement decades ago. There are no remaining URM buildings in the City of Costa Mesa. The continued effort to identify soft story buildings and their structures not meeting earthquake standards in Costa Mesa are ongoing.
S-1.7: Continue to implement the Seismic Hazard Mapping Act, which requires sites within liquefaction hazard areas to be investigated for liquefaction susceptibility prior to building construction or human occupancy.	No additional public information has been provided. Seismic standards are reviewed with building permit applications.
S-1.8: Consider site soils conditions when reviewing projects in areas subject to liquefaction or slope instability.	Ongoing per State guidelines.
S-1.9: Continue to consult with appropriate local, State, and federal agencies to maintain the most current flood hazard and floodplain information; use the information as a basis for project review and to guide development in accordance with federal, State, and local standards.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
S-1.10: Regularly review and update Article 10 - Floodway and Floodplain Districts of the City's Municipal Code consistent with federal and State requirements.	Ongoing as information becomes available
S-1.11: Improve and maintain local storm drainage infrastructure in a manner that reduces flood hazards.	Ongoing.
S-1.12: Continue to develop hazard preparedness plans to prepare for large storms that could bring flooding hazards and other related issues.	Ongoing.
S-1.13: Actively promote public education, research, and information dissemination on flooding hazards.	Ongoing.
S-1.14: Minimize flood hazard risks to people, property, and the environment by addressing potential damage tsunamis and sea level rise.	Ongoing.
S-1.15: Consult with regional agencies and study strategies that employ engineering defensive methods along the Santa Ana River that limit potential flooding hazards from sea level rise.	Ongoing.
S-1.16: Develop emergency response, early warning notification, and evacuation plans for areas that are within dam inundation areas, where feasible.	Ongoing.
S-1.17: Utilize the John Wayne Airport Environs Land Use Plan (AELUP) as a planning resource for evaluation of land use compatibility and land use intensity in areas affected by airport operations. In particular, future land use decisions within the Safety/Runway Protection Zone will be evaluated in light of the risk to life and property associated with aircraft operations.	Ongoing.
S-1.18: Comply with Federal Aviation Regulations (FAR) and the John Wayne AELUP requirements relative to Objects Affecting Navigable Airspace.	Ongoing.
S-1.19: Use the Federal Aviation Regulations as a guideline to establish the ultimate height of structures as defined in FAR Part 77.	Ongoing.
S-1.20: Minimize hazards to aeronautical operations by ensuring land uses do not emit excessive glare, light, steam, smoke, dust, or electronic interference in compliance with FAR regulations and the John Wayne AELUP.	Ongoing.
Goal S-2: High Level of Police and Fire Services and Emergency Preparedness	
Objective S-2A: Plan, promote, and demonstrate a readiness to respond and reduce threats to life and property through traditional and innovative emergency services and programs.	
S-2.1: Promote crime prevention strategies and provide a high level of response to incidents.	Ongoing.
S-2.2: Emphasize and prioritize crime prevention strategies, such as pedestrian-scale lighting in targeted areas.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
S-2.3: Timely response to incidents and monitoring areas with high crime rates should be part of a comprehensive strategy to reduce crime in the community.	Ongoing.
S-2.4: Provide a high level of police and fire service in the community. Secure adequate facilities, equipment, and personnel for police and fire.	Ongoing.
S-2.5: Consult with neighboring jurisdictions and partner agencies to respond appropriately to emergencies and incidents in all parts of the City.	Ongoing.
S-2.6: Require that water supply systems for development are adequate to combat structural fires in terms of location and minimum required fire-flow pressures.	Ongoing.
S-2.7: Require development to contribute its fair share toward funding the provision of appropriate fire and emergency medical services as determined necessary to adequately serve the project.	Ongoing.
S-2.8: Regularly update regulations that will protect the community from fire hazards.	Ongoing.
S-2.9: Emphasize prevention and awareness of fire safety guidelines to minimize risk and potential damage to life, property, and the environment. In areas designated by the Costa Mesa Fire Department as having a high fire hazard, ensure adequate fire equipment, personnel, firebreaks, facilities, water, and access for a quick and efficient response in any area.	Ongoing.
S-2.10: Maintain staff and facilities that will continue to support a coordinated and effective response to emergencies and natural disasters throughout the City.	Ongoing.
S-2.11: Consult with neighboring jurisdictions, local employers, and industries to ensure that emergency preparedness and disaster response programs equitably serve all parts of the City.	The Police Department's Office of Emergency Management continues to improve upon the City's emergency preparedness through active engagement in all aspects and the continuous planning and preparedness to respond to an event.
S-2.12: Continue to maintain adequate police and fire staffing, facilities, equipment, and maintenance sufficient to protect the community.	The Police Department continues to hire sworn and civilian staff to fill vacancies within the Department. Current staffing is prioritized to provide excellent levels of service to the community, along with equipment and facilities that promote top-tier law enforcement within Orange County.
S-2.13: Continue to consult with the County of Orange in the implementation of the Orange County Hazardous Waste Management Plan.	Ongoing.
S-2.14: Ensure that appropriate in-depth environmental analysis is conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility.	Ongoing with all related projects.

General Plan Goal, Objective, Policy	Description of City Action
S-2.15: Continue to consult with the County of Orange to identify and inventory all users of hazardous materials and all hazardous waste generators, and prepare clean-up action plans for identified disposal sites.	Ongoing.
S-2.16: Require the safe production, transportation, handling, use, and disposal of hazardous materials that may cause air, water, or soil contamination.	Ongoing.
S-2.17: Encourage best practices in hazardous waste management, and ensure consistency with City, County, and federal guidelines, standards, and requirements.	Ongoing.
S-2.18: Consult with federal, State, and local agencies and law enforcement to prevent the illegal transportation and disposal of hazardous waste.	Ongoing.
COMMUNITY DESIGN ELEMENT	
Goal CD-1: Vehicular and Pedestrian Corridors	
Objective CD-1A: Contribute to City beautification by enhancing the visual environment of Costa Mesa's vehicular and pedestrian paths and corridors.	
CD-1.1 Implement the City of Costa Mesa Streetscape and Median Development Guidelines in all new streetscape corridor and parkway projects. Coordinate with new development adjacent to public rights-of-ways to integrate landscape features and design elements consistent with the streetscape standards and recommendations.	New and consistent landscape palette is required for all new developments along Harbor Blvd. south of the 405 Freeway. Multiple City street rehabilitation projects have been completed, including the Harbor Boulevard beautification project and the Harbor Boulevard/Adams Avenue intersection improvements. An update of the existing guidelines is currently underway.
CD-1.2 Coordinate street furniture elements (benches, bus shelters, newspaper racks, trash receptacles, kiosks, etc.) whenever possible. Develop design standards and guidelines for the street furniture within and adjacent to public rights-of-way to complement the specific recommendations provided for streets in the City of Costa Mesa Streetscape and Median Development Guidelines.	Ongoing.
CD-1.3 Promote treatments for walls and fences and utility cabinets along public rights-of-way that contribute to an attractive street and sidewalk environment. Require that new walls and fences complement the style and character of the local district and adjacent buildings. Newly constructed or reconstructed walls and fences adjacent to sidewalks and roadways should incorporate architectural treatments such as pilasters, masonry, or wrought iron, and should integrate tiered plantings to soften their appearance.	All new residential development projects are subject to a standard condition that requires decorative walls along the perimeter of the development.

General Plan Goal, Objective, Policy	Description of City Action
CD-1.4 Promote a consistent landscape character along City streets to reinforce the unique qualities of each corridor and district, including the development of landscaped medians. Support implementation of the recommended street tree palette for each City street, as identified in the City of Costa Mesa Streetscape and Median Development Guidelines.	This condition is required for all new commercial development along Harbor Blvd. The city tree palette is implemented with all new projects.
CD-1.5 Encourage electric and communication lines to be placed underground and electrical substations and telephone facilities to be screened to minimize visual impacts from sidewalks, streets, and adjacent properties. Support utility undergrounding through conditions of project approval, preparation of undergrounding plans, and the formation of assessment districts.	All new development is required to underground all utilities to the greatest extent possible. No assessment district has been formed.
Objective CD-1B: Encourage clear connections between districts within the City.	
CD-1.6 Promote linkages between separate districts using bike trails, pedestrian paths, common medians or parkway landscaping, and other location-appropriate physical improvements. Through conditions of approval, public improvement projects, and other measures, support development of new connections and the enhancement of existing connections between districts.	Ongoing.
Goal CD-2: Cohesive and Identifiable Districts	
Objective CD-2A: Encourage future development and redevelopment to reinforce district scale, identity, and urban form.	
CD-2.1 Consider urban design guidelines for each identified district in Costa Mesa that recognizes, maintains, and enhances the character and identity of each district; integrate existing specific plans' policies and design guidelines as applicable.	All projects were considered and conditioned to be in keeping with the character and identity of its district.
CD-2.2 Support and seek land uses and development that correspond or enrich our existing districts.	Ongoing.
Goal CD-3: High Quality and Visually Interesting Nodes	
Objective CD-3A: Create a sense of arrival to Costa Mesa, and develop prominent community focal points at key nodes within the City.	
CD-3.1 Introduce entry monument signs at key gateway locations, as identified in Figure CD-4. Utilize the standard design specifications for entry signs included in the City of Costa Mesa Streetscape and Median Development Guidelines.	Project and neighborhood identification signs have been installed at Superior Pointe, Level 1, Eastside (Del Mar), and College Park. In addition, the city has installed entry monument signs at most Major Entry Nodes and continues to include the City Entry Monument Sign Program in the 7-year CIP.
CD-3.2 Reinforce a sense of arrival into the City by promoting architecturally significant development and significant landscape plantings at key nodes. Undertake a visioning process to develop specific design guidelines that articulate the desired character for each node within Costa Mesa.	New and consistent landscape palette was required for all new development along Harbor Boulevard and major corridors.

General Plan Goal, Objective, Policy	Description of City Action
CD-3.3 Design and development of entry and internal wayfinding signage to be located throughout the City in areas that correspond to the existing nodes and districts.	The City also completed the design phase of the Citywide Way Finding Signage Program.
Goal CD-4: Identifiable and Protected City Landmarks.	
Objective CD-4A: Promote the maintenance, use, and improvement of landmarks to enhance the visual image and identity of Costa Mesa.	
CD-4.1 Support efforts to introduce new monuments and landmarks, and preserve, maintain, and improve the condition of Costa Mesa landmarks.	During the construction at Lions Park for the new Library landmarks, like the Airplane at Lions Park, are being preserved.
Goal CD-5: Edges	
Objective CD-5A: Develop and implement programs that preserve and enhance City edges.	
CD-5.1 Preserve and optimize natural views and open spaces in Costa Mesa.	Ongoing.
CD-5.2 Control the visual impacts of new development on natural views of the coast and the wetlands.	Ongoing for all new projects.
CD-5.3 Develop open space corridors and trails along the edges of Costa Mesa where feasible and connect these trails to existing and potential future trails throughout the City.	Ongoing.
CD-5.4 Continue to preserve natural open space, including restoration of the natural areas of Talbert Regional Park.	Ongoing.
CD-5.5 Continue protection of Fairview Park as an open space and recreation area.	Ongoing.
CD-5.6 Continue to work with Caltrans to improve the design quality of freeway edges.	Ongoing.
Goal CD-6: Image	
Objective CD-6A: Establish development policies and design guidelines that create an aesthetically pleasing and functional environment.	
CD-6.1 Encourage the inclusion of public art and attractive, functional architecture into new development that will have the effect of promoting Costa Mesa as the "City of the Arts".	The George and Julianne Argyros Plaza was approved in 2017. This new plaza includes an outdoor stage, bistro kiosk, and infrastructure improvements to allow for the space to be more efficient for outdoor events and more pleasant for guests. Other projects approved last year have added several murals throughout the City including the Baker Block mural by Shepard Fairey and the historic mural at Floyd's Barber Shop on 17th Street. Furthermore, the water fountain originally proposed as part of the Town Center Master Plan has been constructed within the loop in front of Segerstrom Hall.
CD-6.2 Encourage the use of creative and well-designed signs that establish a distinctive image for the City.	Ongoing.
CD-6.3 Continue to work with Code Enforcement to ensure continued maintenance of properties and compliance with adopted development standards.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
Goal CD-7: Quality Residential	
Objective CD-7A: Encourage excellence in architectural design.	
CD-7.1 Ensure that new and remodeled structures are designed in architectural styles that reflect the City's eclectic quality, yet are compatible in scale and character with existing buildings and the natural surroundings within residential neighborhoods. Continue to update and maintain the Costa Mesa Residential Guidelines.	Ongoing.
CD-7.2 Preserve the character and scale of Costa Mesa's established residential neighborhoods where possible; when new residential development is proposed, encourage that the new structures are consistent with the prevailing character of existing development in the immediate vicinity, and that new development does not have a substantial adverse impact on adjacent areas.	Ongoing and reviewed for all projects.
Objective CD-7B: Encourage the use of native plant palettes in the creation of landscaping plans used to establish a sense of place in neighborhood identification efforts.	
CD-7.3 Ensure that California native plants are used to support the local ecology and save water. Develop landscaping guidelines that reflect the local community.	Ongoing. The City continues to adhere to the revisions of the January 2016 Water Efficient Landscape Guidelines to reflect Governor Brown's April 1, 2015 Drought Executive Order (B-19-25) for public and private projects.
Goal CD-8: Quality Commercial Development	
Objective CD-8A: Encourage a high level of architectural and site design quality.	
CD-8.1 Require that new and remodeled commercial development be designed to reflect architectural diversity, yet be compatible with the scale and character of the district.	Ongoing.

<table>
<tr><th>General Plan Goal, Objective, Policy</th><th>Description of City Action</th></tr>
<tr><td>CD-8.2 Use distinctive commercial architectural styles to reinforce a positive sense of place. Commercial architectural design elements and materials must be of high quality and style as well as suitable for long-term maintenance. Consistent architectural design should be considered in choosing materials, finishes, decorative details, color, accent features and include the following elements and materials appropriate for their context (see Table CD-3: Elements and Materials):

Table CD-3: Elements and Materials
<table>
<tr><th>Design Elements</th><th>Design Materials</th></tr>
<tr><td>Simple, multi-planed pitched roofs
Open rafters/tails with large overhangs
Appearance of "thick" walls
Courtyards, arcades, and intimate spaces
Tile details
Deep-set window and door openings
Offset wall planes
Fountains and other unique details
Building masses with the incorporation of one and two story architecture
Sequencing of enclosed space/arches</td><td>Stucco, smooth, sand or light lace finish
Wood, as an exposed structural material
Clay or concrete roof tiles
Native fieldstone
Wood window casements
Wood, as an accent material
Brick, as an accent material
Wrought iron (rust proof; anodized aluminum)
Tile, as an accent material
Slumpstone garden walls</td></tr>
</table></td><td>Ongoing for all new commercial projects.</td></tr>
<tr><td>CD-8.3 Encourage the use of entrance patios, courtyards, plazas, arcades, fountains, porches, tower elements, covered walks, and other features in commercial areas. Promote pedestrian amenities.</td><td>Ongoing for all new and rehabilitation projects.</td></tr>
<tr><td>CD-8.4 Ensure that common areas, walkways, driveways, and parking spaces be landscaped consistent with landscaping standards contained in the Planning, Zoning, and Development Code. Utilize landscaping to provide project amenities for new and remodeled commercial uses, and to screen parking and equipment areas. Landscaped areas generally should incorporate planting utilizing a three-tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees.</td><td>Ongoing for all new and rehabilitation projects.</td></tr>
</table>

General Plan Goal, Objective, Policy	Description of City Action
CD-8.5 Ensure that site access, parking, and circulation for commercial uses are designed in a logical, safe manner. Parking should not dominate the site in areas adjacent to street, and should be well landscaped with a clear hierarchy of circulation. Wherever possible, parking lots should be divided into a series of connected smaller lots utilizing walkways and raised landscape strips. Parking lots should also include landscaping that accents the importance of driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways.	Ongoing for all new and rehabilitation projects.
CD-8.6 Require that areas for outside equipment, trash receptacles, storage, and loading areas be located in the least conspicuous part of the site. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, and junction boxes) should be concealed from view from public streets, neighboring properties, and nearby higher buildings. Trash enclosures should be architecturally compatible with the project. Landscaping should be incorporated into the design of trash enclosures to deter graffiti.	Ongoing and required for all new and rehabilitation projects.
CD-8.7 Encourage decorative paving treatments to be incorporated throughout commercial developments, including driveway entries, pedestrian walkways, plazas, and other areas. The design, materials, and colors of decorative paving treatments (e.g., stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete) should complement the architectural style of the primary buildings and make a positive contribution to the aesthetic and function of the site.	Ongoing for all new commercial projects.
CD-8.8 Require that exterior lighting on commercial properties be consistent with the architectural style of the commercial building. On each commercial site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light. Lighting sources should be shielded, diffused or indirect to avoid spillover on adjacent properties, nighttime sky light pollution, and glare to pedestrians and motorists. To minimize the total number of freestanding light standards, wall-mounted and pathway lights should be utilized to the greatest extent possible.	Ongoing for all commercial projects.
Objective CD-8B: Preserve the scale and character of established neighborhoods near commercial uses.	

General Plan Goal, Objective, Policy	Description of City Action
CD-8.9 Ensure that new commercial development utilize site planning and design features that optimize compatibility with adjacent residential neighborhoods. The following guidance should be considered: When adjacent residential and nonresidential uses can mutually benefit from connection, appropriate linkages (e.g., walkways, common landscape areas, and building orientation) are encouraged. Successful interaction between commercial and residential uses may be achieved through adequate setbacks, landscape buffers, screening, decorative masonry walls, berms, building orientation, and limitations of commercial activities. Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should be located as far as possible from adjacent residences. Building orientation and landscaping of commercial buildings should minimize direct lines of sight into adjacent residential private open space.	Ongoing for all new commercial projects.
Goal CD-9: Mixed Use	
Objective CD-9A: Design mixed use development projects to achieve a high quality character.	
CD-9.1 Require that mixed-use development projects be designed to mitigate potential conflicts between uses. Consider noise, lighting, and security.	Ongoing for all mixed-use development projects.
CD-9.2 Provide adequate parking, open space and recreational facilities to serve residents in mixed-use development projects. Design parking and other areas to acknowledge different users (residents versus shoppers) and to be compatible with the architectural character of the building(s).	Ongoing.
Objective CD-9B: Provide for the development of projects that integrate housing with commercial uses and other compatible uses.	
CD-9.3 Encourage mixed-use development along the east side of Newport Boulevard between Mesa Drive and Walnut Street. Establish incentives for the development of projects in planned development zones that integrate housing with retail and office uses.	Ongoing.
CD-9.4 Encourage the development of mixed-use urban villages along specified areas of West 17th Street, West 19th Street, and Superior Avenue that integrates residential with office, retail, business services, personal services, public spaces and uses, and other community amenities in a single building (vertical mixed-use development) or in proximity on the same site (horizontal mixed-use development).	On-going. 19 West Urban Plan, Mesa West Residential Ownership Urban Plan, Mesa West Bluffs Urban Plan allow for mixed use development along the main commercial corridors.
CD-9.5 Promote new types of urban housing that could be target-marketed to people seeking alternative housing choices in proximity to a major commercial area.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
CD-9.6 Support efforts to mix compatible uses and activities. Encourage the siting of community-oriented services, businesses, and amenities in and near mixed-use neighborhoods, including schools, libraries, open space, and parks.	Ongoing. In 2017, the City began construction on the new Library/Lion's Park/new Community Center;
Goal CD-10: Industrial and Business Parks	
Objective CD-10A: Require that industrial and business park projects meet high-quality design standards.	
CD-10.1 Require that industrial projects be designed to convey visual interest and a positive image. Architectural qualities and design elements encouraged for industrial uses are: • Building modulation indentations and architectural details • Building entry accentuation • Screening of equipment and storage areas • Landscaping to soften building exteriors and to serve as a buffer between uses	Ongoing for all new industrial projects.
CD-10.2 Encourage that the design of industrial buildings considers the visual and physical relationship to adjacent uses. An industrial structure which dominates its surrounding environment by its relative size shall generally be discouraged.	Ongoing and reviewed for all industrial projects.
CD-10.3 Encourage adaptive reuse of existing industrial structures which results in rehabilitated buildings with distinctive and attractive architecture.	Ongoing.
CD-10.4 Promote the use of materials and colors that produce diversity and visual interest in industrial buildings. The use of various siding materials (i.e., masonry, concrete texturing, cement, or plaster) can produce effects of texture and relief that provide architectural interest.	Ongoing for all new industrial projects.
CD-10.5 Require that landscaping be used to define areas such as entrances to industrial buildings and parking lots; define the edges of developments; provide transition between neighboring properties; and provide screening for outdoor storage, loading, and equipment areas. Landscaping should be in scale with adjacent buildings and be of an appropriate size at maturity to accomplish its intended purpose.	Ongoing and required for all industrial projects.
CD-10.6 Require that the design of lighting fixtures and their structural support be of a scale and architectural design compatible with on-site industrial buildings. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects.	Ongoing and required for all industrial projects. Standard conditions of approval for industrial projects ensure minimal visual impacts and minimal light spillover onto surrounding properties.

General Plan Goal, Objective, Policy	Description of City Action
Objective CD-10B: Ensure that the development of industrial projects are positive additions to the City's community setting and do not result in adverse impacts with adjacent uses.	
CD-10.7 Require industrial projects to incorporate landscape setbacks, screening walls, and/or other elements that mitigate negative impacts with adjacent uses.	Ongoing and required for all industrial projects.
CD-10.8 Protect transitional areas between industrial and other uses.	Ongoing.
CD-10.9 Storage yards, parking areas, and service areas should be screened from public view.	Ongoing and required for these uses.
Goal CD-11: Attractive Signs that Reflect Costa Mesa	
Objective CD-11A: Facilitate the installation of signs that contribute to a positive image of the public realm.	
CD-11.1 Encourage homeowners' associations and neighborhoods to maintain housing tract entrance signs in an attractive condition, and encourage the placement of such signs at the entrance of major developments which do not have such identification.	Ongoing.
CD-11.2 Encourage the use of common design elements in signs for commercial and industrial centers through the development of planned sign programs to improve center identity by publicizing the benefits of such programs to developers and local business operators.	Ongoing.
CD-11.3 Encourage citywide sign design guidelines that promote creativity and flexibility while upholding design quality. Design guidelines could include the design and placement of business signs, public street graphics, street signs, locational and directional signs, traffic signs, etc.	Ongoing.
CD-11.4 Introduce distinctive entry signage within the Costa Mesa Streetscape and Median Development Guidelines which effectively announces arrival to unique districts and neighborhoods.	Ongoing.
CD-11.5 Develop and design signage that helps with way-finding throughout the City so visitors and residents can easily access destination locations and identify landmarks.	Ongoing.
Goal CD-12: Public Safety through Design	
Objective CD-12A: Incorporate public safety considerations into community design.	
CD-12.1 Decrease the opportunity for criminal activity by addressing high-risk circumstances (e.g., dark alleys, enclosed stairwells, and dark entrances). Involve the Police and Fire Departments in reviewing and making design recommendations during the project review process.	Ongoing and reviewed for all new projects.
CD-12.2 Continue to implement and refine development standards and/or guidelines based on Crime Prevention Through Environmental Design (CPTED) for new development and redevelopment with emphasis on site and building design to minimize vulnerability to criminal activity.	Ongoing.

General Plan Goal, Objective, Policy	Description of City Action
CD-12.3 Continue to provide CPTED training to City staff and local planning and design professionals to optimize public safety through community design.	Ongoing.
OPEN SPACE AND RECREATION ELEMENT	
Goal OSR-1: Balanced and Accessible System of Parks and Open Spaces	
Objective OSR-1A: Maintain and preserve existing parks, and strive to provide additional parks, public spaces, and recreation facilities that meet the community's evolving needs.	
OSR-1.1: Maintain a system of Neighborhood and Community Parks that provide a variety of active and passive recreational opportunities throughout the City.	Ongoing regular maintenance and oversite of all community parks through the Public Services and Parks and Community Services Departments. New active recreational opportunities arise quarterly through recreation class offerings and youth sports offerings. Parks, Recreation and Open Space Master Plan Update in progress.
OSR-1.2: Provide parks and recreation facilities appropriate for the individual neighborhoods in which they are located and reflective of the needs and interests of the population they serve.	Parks, Recreation and Open Space Master Plan Update in progress.
OSR-1.3: Pursue the acquisition and development of pocket and neighborhood parks within park-deficient areas, as identified in Figure OSR-3: Planning Areas and Underserved Park Areas.	Parks, Recreation and Open Space Master Plan Update in progress. Map specific to this is included.
OSR-1.4: Prioritize the acquisition of land for parks in underserved neighborhoods.	Parks, Recreation and Open Space Master Plan Update in progress. Map specific to this is included.
OSR-1.5: Maximize public space by requiring plazas and public gathering spaces in private developments that can serve multiple uses, including recreation and social needs.	Ongoing.
OSR-1.6: Provide maximum visibility and accessibility for future public parks by locating facilities in close proximity to public streets.	Ongoing.
OSR-1.7: Adjust and update development fee programs to accumulate funds for the acquisition and improvement of parks and recreation facilities commensurate with identified need and population growth.	The park impact fees were update in 2015 to include apartment projects.
OSR-1.8: Require that parks and recreation facilities reflect new trends and population changes, and are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots, and picnic areas.	Parks, Recreation and Open Space Master Plan Update in progress. Lions Park play area upgrade to include new amenities.
OSR-1.9: Conduct a sports facility study to review current outdoor facility locations and resources and a demographic study for future facility requirements as they relate to planned growth within the City.	Parks, Recreation and Open Space Master Plan Update in progress.
OSR-1.10: Pursue additional community garden lots and spaces to meet demand and need by the community.	Parks, Recreation and Open Space Master Plan Update in progress. Location identified in update.

General Plan Goal, Objective, Policy	Description of City Action
OSR-1.11: Perform regular maintenance of facilities to ensure proper working order of all recreation facilities and equipment.	Ongoing.
OSR-1.12: Retrofit parks and recreation facilities to provide disability access as required by law.	Ongoing.
OSR-1.13: Design and reform parks to reflect the latest recreational features that respond to demographic changes and community needs.	Parks, Recreation and Open Space Master Plan Update in progress.
OSR-1.14: Consult with law enforcement agencies, surrounding cities, community policing groups, and OC Parks to create a safe and healthy environment at Talbert Regional Park, Fairview Park, and along the Santa Ana River.	Regular collaboration between Park Ranger staff in the Police Department, maintenance staff in the Public Services Department and Field ambassador staff and the Fairview Park Administrator in the Parks and Community Services Department. Interagency meeting with the Homeless Task Force and other City departments.
OSR-1.15: Continue to pursue opportunities to create joint-use community space at facilities owned by private organizations such as private schools, faith-based groups, service clubs, and hospitals.	Early College HS has become reserveable by the City for room use. OC Fair Centennial Farms is a cooperative site.
OSR-1.16: Continue to coordinate with the Newport-Mesa Unified School District to supplement City park facilities through joint-use agreements.	Ongoing.
OSR-1.17: Consult with Orange County Fairgrounds in implementing OC Fair & Event Center Master Plan.	Ongoing.
OSR-1.18: Provide a minimum of 4.26 acres of parkland per 1,000 residents.	Ongoing.
OSR-1.19: Update the Parks, Recreation and Open Space Master Plan every 10 years, as feasible.	Parks, Recreation and Open Space Master Plan Update in progress.
OSR-1.20: Enhance pedestrian, bicycle, and transit linkages to meet the needs of residents and to provide better access to parks, recreation, and public spaces.	Ongoing.
OSR-1.21: Provide opportunities for public access to all open space areas, except where sensitive resources may be threatened or damaged, public health and safety may be compromised, or access would interfere with the managed production of resources.	Vernal pool delineation fencing has become effective in some areas at Fairview Park.
GOAL OSR-2: Community Services Programs Meeting Community Needs	

General Plan Goal, Objective, Policy	Description of City Action
Objective OSR-2A: Provide activities, classes, and a variety of programs to meet the year-round recreational needs of all residents: children, adult, seniors, and persons with special needs.	
OSR-2.1: Provide high-quality community services programs that are flexible and responsive to the community's changing needs.	Nearly 1.5K affordable offerings of classes and workshops, for all ages, are offered annually.
OSR-2.2: Plan and conduct citywide special events that bring residents together to create an enhanced quality of life and promote economic development.	Annual calendar of special events is administered annually by staff.
OSR-2.3: Continue to consult with nonprofit sports organizations and recreational groups to support their offering of diverse recreational programs that complement and supplement those offered by the City.	Staff attends monthly attendance at meetings of the Costa Mesa Youth Sports Council.
OSR-2.4: Update existing facilities for senior citizens, youth, adults, and overall community use.	Regular building modifications and CIP projects have taken place at the Balearic Community Center, the Downtown Recreation Center, the Downtown Aquatics Center and the Costa Mesa Senior Center.
OSR-2.5: Monitor and research the ever-changing community services needs of the community, and develop action plans to address those needs through partnerships with service agencies.	Surveys are conducted quarterly.
OSR-2.6: Continue to provide rental opportunities at community facilities and parks for residents, nonprofit groups, and businesses to meet their recreational and professional needs.	Ongoing.
OSR-2.7: Continue broad-based public outreach activities that inform residents of all available community services programs, and obtain input from the community regarding program and service needs.	Parks, Recreation and Open Space Master Plan Update in progress. Arts & Culture Master Plan in Progress. Quarterly surveys are conducted. Mail quarterly Recreation Guide to 45K+ rooftops. Senior Center monthly Chronicle is published monthly.
OSR-2.8: Encourage resident input and utilize demographic data, partnerships, volunteers, and existing resources to identify the needs of community.	Coordinate with multiple volunteer committees (Cultural Arts, Historical Preservation, Fairview Park, Animal Services, Youth Sports); the Costa Mesa Foundation.
OSR-2.9: Identify innovative funding and development opportunities to support and sustain a responsive community services network.	Receive HOAG transportation Grant, CDBG funding, NRPA Grant funding, and utilize Measure M2 funds as is appropriate.
OSR-2.10: Continue and expand the development of community partnerships to offer both standard and innovative services to meet residents' needs.	Solicit new partners and event sponsors on an ongoing basis. Increased partnership relationship with NMUSD, City of Newport Beach, SOY, Segerstrom Center for the Arts, etc.
OSR-2.11: Develop and implement community services programs and activities that meet the needs of specialized populations through the development of community partnerships.	Partner with Alzheimers OC (Seniors) Special Olympics Orange County (Inclusion), Segerstrom Center for the Arts (Inclusion and arts).

General Plan Goal, Objective, Policy	Description of City Action
OSR-2.12: Provide support for volunteer groups that conduct special activities open to the entire community.	Provide park rental space and facility rental space (fee based).
GOAL OSR-3: Conserved Open Space	
Objective OSR-3A: Preserve the City's open space lands and provide additional community and neighborhood parkland in underserved areas.	
OSR-3.1: Preserve open space areas along The Santa Ana River, large open space parks, and along the mesa formations to protect natural habitat and to maintain the integrity of the natural environment.	Ongoing Parks, Recreation and Open Space Master Plan Update in progress.
OSR-3.2: Encourage the preservation of coastal views from City and County parkland and public streets within Costa Mesa.	Ongoing.
OSR-3.3: Identify current open space areas for protection, management, and potential enhancement to maintain and, if possible, increase its value as wildlife habitat.	Parks, Recreation and Open Space Master Plan Update in progress.
OSR-3.4: Encourage the long-term maintenance and management of open space lands through open space easements, development rights transfers or acquisition, zoning regulations, and other incentives.	Ongoing.
OSR-3.5: Encourage the greening and beautifying of the Santa Ana River.	Ongoing.
OSR-3.6: Encourage opportunities for recreation, history, education, interpretive materials, and art associated with the Santa Ana River open spaces.	Provide regular educational classes, clean-up events and active recreational community events located in Fairview Park and OC Talbert Park.
OSR-3.7: Promote water quality strategies to improve water quality along the Santa Ana River.	Ongoing.
OSR-3.8: Consult with State and regional agencies and the California Native American Heritage Commission (NAHC), regarding open space planning efforts.	Ongoing when appropriate Vernal Pool fencing project).
OSR-3.9: Consult with the Orange Coast River Park, Inc. and surrounding cities and other government agencies in maintaining and rehabilitating open space lands along the Santa Ana River.	Designated staff attend OCRP meetings regularly.
OSR-3.10: Consult with OC Parks over the enhancements and management of Talbert Regional Park without adversely impacting surrounding residential neighborhoods.	Ongoing. Staff communicates with OC Parks staff on a regular basis pertaining to Fairview and Talbert Park connectors, sensitive wildlife and issues with improper land use.
GOAL OSR-4: Extensive Arts and Culture Programs and Services	
Objective OSR-4A: Support performing and visual arts programs, facilities, and activities that stimulate the minds and intellectual thinking of community members to increase awareness of the City's motto, "The City of the Arts."	
OSR-4.1: Continue to support the mission of the Segerstrom Center for the Arts and associate venues and facilities.	Meet semi-regularly with Vice President of Engagement. Promote community events and collaborate when possible.

General Plan Goal, Objective, Policy	Description of City Action
OSR-4.2: Support the development and operations of an arts museum at the Segerstrom Center for the Arts.	Ongoing.
OSR-4.3: Encourage additional indoor and outdoor facility spaces citywide to display public art and host arts and culture special events.	3 art gallery spaces have been created in public facilities, 1 sculpture has been donated to the City and an Arts & Culture Master plan is underway.
OSR-4.4: Expand the City's role as a supporter of the arts.	An Arts & Culture Master Plan is underway.
OSR-4.5: Encourage financial support of the arts by supporting non-profit groups and foundations.	The Cultural Arts Committee grant program provides small grants for local arts organizations.
OSR-4.6: Consider preparation of an arts and culture master plan for the City.	Underway.
OSR-4.7: Consult with local agencies and surrounding cities to address the creation and implementation of arts-friendly policies.	An Arts & Culture Master Plan is underway.
OSR-4.8: Enhance Costa Mesa's position as a leader in the arts in Southern California and its recognition nationally as a city devoted to arts institutions of superior quality.	An Arts & Culture Master Plan is underway.
OSR-4.9: Engage community members in arts activities, and utilize the arts to provide educational and cultural awareness opportunities.	Art opportunities have been added to new community events and pre-existing community events. An Arts & Culture Master Plan is underway.
OSR-4.10: Continue the City's commitment to its arts in cooperation with the private sector.	Ongoing.
OSR-4.11: Provide opportunities for local artists to create and display their work.	3 gallery display spaces have been created and two large-scale community events take place annually.
OSR-4.12: Support arts activities, programs, events, and facilities for patrons to enjoy and share experiences, and that enhance the City's economic vitality.	ARTventure event, Action Arts in the Park event, Concerts in the Park events all incorporate art. Increased arts, language and music class offerings for all ages have been offered.
OSR-4.13: Designate Community Services Department staff with the responsibility for expanding and implementing activities related to recreational arts programming.	Ongoing. Increased arts, language and music class offerings for all ages have been offered.
OSR-4.14: Pursue cooperative educational cultural programs enlisting the aid of public and private institutions.	Work with the NMUSD for the summer SMART Camp (Sports, Music and Arts Camps).
OSR-4.15: Continue to review adopting an Arts in Public Places Program.	Policy may be addressed in the Arts & Culture Master Plan which is underway.
OSR-4.16: Pursue the placement of public art in prominent locations, particularly along major travel corridors to enliven and beautify the public realm.	An Arts & Culture Master Plan is underway.
OSR-4.17: Develop incentives or programs that encourage art in new developments.	An Arts & Culture Master Plan is underway.

General Plan Goal, Objective, Policy	Description of City Action
HISTORICAL AND CULTURAL RESOURCES ELEMENT	
Goal HCR-1: Historical, Archeological, and Paleontological Resource Preservation	
Objective HCR-1A: Encourage preservation and protection of the City's archaeological, paleontological, and historical resources.	
HCR-1.1: Encourage protection and enhancement of the diverse range of historical sites and resources in the City for the benefit of current and future residents and visitors.	Ongoing.
HCR-1.2: Encourage the preservation of significant historical resources (as identified in Table HCR-1) by developing and implementing incentives such as building and planning application permit fee waivers, Mills Act contracts, grants and loans, and implementing other incentives identified in the Historical Preservation Ordinance.	In 2011 a Historic Reserve account was created related to preservation of Home Ranch historic structures and as a requirement of the Development Agreement. The Historic Reserve Account is intended to be utilized for purposes of providing financial support for the costs of maintaining, operating, and preserving the Historic Structures and Site. Per requirements of Home Ranch Development Agreement, the developer has been hosting open house events at the Home Ranch site on annual basis.
HCR-1.3: Promote context-sensitive design that respects and celebrates the history and historical character of sites and resources while meeting contemporary needs of the community.	Ongoing.
HCR-1.4: Require, as part of the environmental review procedure, an evaluation of the significance of paleontological, archaeological, and historical resources, and the impact of proposed development on those resources.	Ongoing. Required as a standard condition of approval for projects with extensive grading.
HCR-1.5: Continue to identify local landmarks with markers and way-finding signage. Include informational signage about local history, utilizing maps to highlight locations of other historical resources at popular historical sites.	Ongoing.
HCR-1.6: Encourage development of an interpretive center for paleontological, archaeological, and historical resources at Fairview Park. The center may contain resources found in the park area as well as resources found throughout the City.	The Fairview Park Master Plan was last updated in November 2008. The Master Plan includes an area south of the rail station, east of Placentia Avenue, which is being retained for a potential museum site. The site could house the Costa Mesa Historical Society, including archaeological and historical resources at the Fairview Park site. Staff continues to search for funding sources for the implementation of elements of the Fairview Park Master Plan, including the potential museum site.

General Plan Goal, Objective, Policy	Description of City Action
HCR-1.7: Require cultural resources studies (i.e, archaeological and historical investigations) for all applicable discretionary projects, in accordance with CEQA regulations. The studies should identify cultural resources (i.e., prehistorical sites, historical sites, and isolated artifacts and features) in the project area, determine their eligibility for inclusion in the California Register of Historical Resources, and provide mitigation measures for any resources in the project area that cannot be avoided. Cultural resources studies shall be completed by a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistorical or historical archaeology.	Ongoing. Required as a standard condition of approval for projects with extensive grading.
HCR-1.8: Comply with requirements of the California Environmental Quality Act regarding protection and recovery of archaeological resources discovered during development activities.	Ongoing. Required as a standard condition of approval for projects with extensive grading.
HCR-1.9: Require paleontological studies for all applicable discretionary projects. The studies should identify paleontological resources in the project area, and provide mitigation measures for any resources in the project area that cannot be avoided.	Ongoing. Required as a standard condition of approval for projects with extensive grading.
HCR-1.10: Comply with the California Environmental Quality Act regarding the protection and recovery of paleontological resources during development activities.	Ongoing. Required as a standard condition of approval for projects with extensive grading.

Table A1 – Annual Building Activity Report

Housing Development Information								Housing with Financial Assist. and/or Deed Restrictions		Housing without Financial Assist. or Deed Restriction
1	2	3	4 Affordability by Household Incomes				5	6	7	8
Project	Unit Category	Tenure R=Renter O=Owner	Very-Low	Low	Moderate	Above Moderate	Total Units	Assist.	Deed Restrictions	
	Attached	O				15	0			
	SFD	O				241	0			
	Multi-Family	O				4	0			
Subtotal						260	0			
(9) Total of Above Moderate from Table A2 > > >							0			
(10) Total by income units (Field 5) Table A			0	0	0	0	0			

Table A2 – Annual Building Activity
Above Moderate-Income Units

	Single Family	2-4 Units	5+ Units	Second Unit	Mobile Homes	Total
No. of Units Permitted for Above Moderate	240	4	14	2		260

Table B – Regional Housing Needs Allocation Progress

Table B – Regional Housing Needs Allocation Progress

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.			2013	2014*	2015	2016	2017	2018	2019	2020	2021	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level		RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Very Low	Deed Restricted	1											1
	Non-deed restricted												
Low	Deed Restricted	1											1
	Non-deed restricted												
Moderate	Deed Restricted	0											0
	Non-deed restricted												
Above Moderate		0	22	50	93	115	260					540	0
Total RHNA by COG. Enter allocation number:		2										540	2
Total Units ► ► ►			22	50	93	115	260						
Remaining Need for RHNA Period ► ► ► ► ►													

*New RHNA cycle began in 2014.

Table C – Housing Program Status

City of Costa Mesa

Table C1 - Housing Program Status

(January 2017 – December 2017) (HCD)

Housing Program Action	Current Status
DEVELOPMENT REVIEW	Ongoing through the Planning Division, in order to protect residential uses from incompatibility.
PUBLIC NUISANCE ABATEMENT	Ongoing through various divisions and departments.
HOUSING REHABILITATION	Ongoing assistance through the Housing and Community Development Division for owner-occupied units. Also the Housing and Community Development Division provides assistance with the purchase and rehabilitation of rental units by non-profit organizations to operate as affordable to low and very-low income tenants. None were funded during FY 16-17. During FY 16-17 no rehabilitation of owner-occupied units were completed.
MOBILE HOME PARK PRESERVATION	Ongoing. The City completed 7 mobile home rehabilitation projects during FY 16-17. The Zoning Code requires Planning Commission approval to convert to another land use.
INCENTIVES FOR AFFORDABLE HOUSING	Implementing ordinance in effect, 206 density bonus units currently exist in the City as a result of this ordinance.
MANUFACTURED HOUSING	Standards incorporated into zoning code, offer development review streamlining through staff level processing; adopted May 1998.
(ADUs) SECOND UNITS	Staff is working on a Code Amendment to Title 13 of Costa Mesa Municipal Code related to second units for compliance with new state regulations (Senate Bill SB 1069 and Assembly Bill 2299) approved by the Governor on September 27, 2016. Two ADUs were approved in 2017.
ACCESSORY APARTMENTS	Based on latest state laws (SB 1069, SB 2299, and AB 494), accessory apartments are referred to as Accessory Dwelling Units (ADUs). In 2018, the City adopted a new ordinance allowing development of ADUs in R-1 and R-2MD zones subject to certain lot size requirements. In 2017, one ADU (215 Monte Vista) was approved, several are under review and in the process of obtaining a permit in 2018.

Housing Program Action	Current Status
FEDERAL/STATE HOUSING PROGRAMS	Ongoing. 48 single- and multiple-family units constructed over the last several years through a combination of public/private partnerships. No new units were constructed in the past year.
HOUSING ASSISTANCE	Ongoing rental assistance voucher program (formerly Section 8) assistance through OCHA, during FY 16-17.
SHARED HOUSING	No programs are offered by the City, Senior Center, or County.
ZONING ORDINANCE REVIEW	Ongoing. See Mixed-Use Developments.
OPPORTUNITIES FOR FIRST-TIME HOMEBUYERS (FTHB)	Small lot common interest development standards have been adopted since 2001 to promote development for first time home buyers.* The City also adopted Small Lot Subdivision Ordinance in 2014 to further promote homeownership and development of fee simple lots.
LAND ACQUISITIONS	No land acquisitions occurred in 2017.
MIXED USE DEVELOPMENTS	A Mixed-Use Overlay District has been approved for the Bristol Street corridor area and Westside Costa Mesa. This overlay district, in conjunction with Urban Plan documents, will allow mixed-use development opportunities, and live/work development opportunities.
HOUSING SUPPLY IMPACT ASSESSMENT	Ongoing.
REZONE REVIEW	None.
DEVELOPMENT MONITORING PROGRAM	Ongoing activity.
CDBG FUNDING FOR HOMELESS SHELTER	During FY 16-17, 20 individuals were provided homelessness prevention services (i.e., rental assistance to prevent eviction or deposit assistance to move into housing and rapid housing), plus 25 individuals were provided transitional housing assistance and services. 1 individuals were also funded with Rapid Rehousing.
ADEQUATE SITES	• With the termination of the City's Redevelopment Agency based on Supreme Court opinion relative to AB1X26 and AB1X27 effective February 1, 2012, the future of affordable housing project sites and financing is being determined. • A total of 260 new and replaced housing units completed construction in 2017.
SINGLE-ROOM OCCUPANCY AND FAMILY-ROOM OCCUPANCY HOTELS	Ongoing. Policy was adopted in 1991; three projects are completed and occupied for a total of 247 units; including 91 senior units and 11 SRO units.
FAIR HOUSING ASSISTANCE	The City is a member of a region-wide effort to ensure equal access to housing. Generally, activities have included investigation, resolution and education. During FY 16-17, 204 Costa Mesa households were assisted with fair housing issues.
INCENTIVES FOR AFFORDABLE SPECIAL NEEDS HOUSING	Accessibility is now required through ADA standards. A 50 percent density increase for construction of very-low income senior housing is provided in the Density Bonus Program.

Housing Program Action	Current Status
COMMON INTEREST DEVELOPMENTS/SMALL LOT SUBDIVISIONS	In 2017, 633 units of common interest developments and small lot subdivisions were approved, under construction or completed.
CONDOMINIUM CONVERSIONS	No apartment conversions were approved in 2017.
PRESERVATION OF AT-RISK HOUSING	No new activity.
DENSITY BONUS COMPLIANCE MONITORING	Annual review conducted to ensure compliance; 204 affordable units (of the 206 units) are in compliance with the density bonus program that exist in the City. As of 2017, 25 of the 27 properties participating in the Density Bonus Program are in compliance with the program's requirements in terms of maximum affordable rental rates. A separate report will be provided to the Planning Commission and City Council on the status of the Density Bonus units for 2018 later this year.

City of Costa Mesa

Table C2 - Housing Program Status

(January 2017 – December 2017)

Housing Element Programs		Affordability by Household Incomes				Total Units
		Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	
HOUSING REHABILITATION-OWNER		0	0	0	0	0
HOUSING REHABILITATION-RENTER		0	0	0	0	0
MOBILE HOME REHABILITATION		7	0	0	0	7
AFFORDABLE HOUSING CONSTRUCTION		0	0	0	0	0
GRANNY FLATS AND ACCESSORY APARTMENTS CONSTRUCTION		0	0	0	2	2
FIRST-TIME HOMEBUYER (this program is no longer available)		0	0	0	0	0
NEW SINGLE ROOM OCCUPANCY HOTEL ROOMS		0	0	0	0	0
PRESERVE AT-RISK UNITS		0	0	0	0	0
CONDOMINIUM CONVERSIONS APPROVED		N/A				0
URBAN PLANS MIXED-USE DEVELOPMENTS APPROVED *	SOBECA				0	0
	Mesa West Bluffs				0	0
	Residential Ownership				0	0
REZONE REVIEW					0	0

Table D –
Approved & Completed Residential Units

The following is a list of residential units approved in 2017 and units completed and under construction approved in previous years.

APPROVED PROJECTS		
No. of Units	**Building Type**	**Address**
Projects approved in 2016 (not under construction)		
2 Units	Detached	2156 Myran Dr.
6 Units	Detached	592 Hamilton St.
111 Units	Attached; assisted Living	1640 Monrovia Ave.
2 Units	Detached	2053 Tustin Ave.
393 Units	Apartments	595 Anton Blvd.
Projects approved in 2017		
2 Units	Detached	1933 Church Street
2 Units	Detached	174 Costa Mesa Street
2 Units	Detached	391 La Perle Place
2 Units	Detached	326 E 16th Street
2 Units	Detached	245 Knox Place
11 Units	Detached	2850 Mesa Verde Drive E
3 Units	Detached	134 Santa Isabel Ave
3 Units	Detached	767 W 18th Street
2 Units	Detached	337 16th Place
29 Units Total		
APPROVED PROJECTS - UNDER CONSTRUCTION		
No. of Units	**Building Type**	**Address**
56 Units	Detached	929 Baker St.
33 Units	Detached	2626 Harbor Blvd.
5 Units	Detached	548 Victoria St.
10 Units	Detached	522 & 526 Bernard St.
13 Units	Detached	300, 316, and 320 22nd St. and 2212 and 2216 Santa Ana Ave.
4 Units	Detached	127 23rd St.
2 Units	Detached	788 Center St.
2 Units	Detached	166 Rochester St.
2 Units	Detached	2242 Pacific Ave.
2 Units	Detached	1808 Pomona Ave.
2 Units	Detached	146 E 18th St.
5 Units	Detached	531 Bernard St.
4 Units	Detached	353 E 18th St.
2 Units	Detached	162 E. 18th St.
1 Unit	Detached	130 Magnolia St.
250 Units	Attached/Apartments	580 Anton Blvd.
12 Units	Detached live/work	1672 Placentia Ave.
38 Units	Detached; 40 live/work, 49 residential	1620-1644 Whittier Ave.
5 Units	Detached	2333 Elden Ave.

APPROVED PROJECTS - UNDER CONSTRUCTION (continued)		
No. of Units	**Building Type**	**Address**
240 Units	Apartments	125 E. Baker St.
4 Units	Detached	2068 Maple Ave.
177 Units	42 detached live/work, 89 attached live/work, 46 residential lofts	671 W. 17th St.
869 Units Total		
COMPLETED UNITS		
No. of Units	**Building Type**	**Address**
8 Units	Detached	133-139 E. 21st St.
4 Units	Detached	165-171 22nd St.
4 Units	Detached duplex (2 duplexes)	2136 Thurin St.
5 Units	Detached	531 Bernard St.
2 Units	Detached	155 Flower St.
2 Units	Detached	163 Flower St.
24 Units	Detached condos	650 Hamilton St.
2 Units	Detached	1620 Orange Ave.
2 Units	Detached	189 & 191 Merrill Pl.
2 Units	Detached	215 Knox Pl.
2 Units	Detached	288 E 15th St.
2 Units	Detached	355 Rochester St.
28 Units	Detached	1239 Victoria St.
4 Units	Detached	2880 Mesa Verde Dr. E.
19 Units	Detached live/work	1672 Placentia Ave.
2 Units	Detached	320 E. 18th St.
2 Units	Detached	1944 Church St.
5 Units	Detached	2661 Orange Ave.
14 Units	Detached live/work	2075 Placentia Ave.
37 Units	Detached condos	573-591 Victoria St.
44 Units	Detached; 40 live/work, 49 residential	1620-1644 Whittier Ave.
7 Units	Detached condos	789 & 795 Paularino Ave.
15 Units	Detached live/work	2026 Placentia Ave.
2 Units	Detached	119 Cecil Place
5 Units	Detached	261 Mesa Dr.
14 Units	Attached Condos	2460 Newport Blvd.
1 Unit	Attached	247 23rd St.
1 Unit	Detached	215 Monte Vista Ave.
1 Unit	Detached	328 Cabrillo Street
260 Units Total		

TOTAL UNITS APPROVED IN 2017: 29 UNITS
TOTAL UNITS APPROVED AND UNDER CONSTRUCTION IN 2017: 869 UNITS
TOTAL UNITS COMPLETED IN 2017: 260 UNITS (includes common interest and detached single family)

Appendix A

2015-2035 General Plan Goals, Objectives, Policies

2015–2035 Costa Mesa General Plan Goals, Objectives, and Policies

- 2017 Annual Review -

2015-2035 GENERAL PLAN GOALS AND POLICIES

Each element of the General Plan contains goals and policies based upon the needs and desires of the community, as derived from the previously adopted 2015-2035 General Plan, background research, planning staff, and members of the City Council.

A goal is defined as a broad vision of what the community wants to achieve or provide to residents, landowners, business owners and tourists. It is a statement of a desired condition based on community values. Goals are general in nature and usually timeless. A policy is a specific statement that guides decision-making. It indicates a commitment of the City to a particular course of action. A policy is based on and helps implement a goal.

One of the objectives for the 2015-2035 General Plan and General Plan EIR was to review the 2000 General Plan goals, objectives, and policies for relevancy, completion and applicability for the long-term development in the City. City staff reviewed the goals, objectives, and policies in the 2000 General Plan and determined if the goals, objectives, and policies had been completed, and if not, determined their relevancy and applicability for the 2015-2035 General Plan. The following are the goals and associated objectives and policies that have been set for the Costa Mesa 2015-2035 General Plan.

At the conclusion of each goal, objective or policy is a statement within [brackets] that indicates one of four possible scenarios: 1) the goal, objective, or policy remains the same as the 2000 General Plan, 2) the goal, objective or policy has been modified from the 2000 General Plan statement for the 2015-2035 General Plan, 3) the goal, objective or policy is a new statement for the 2000 General Plan, or 4) in the case of the Housing Element, no changes were made to the goals, objectives or policies. Examples of the wording for the aforementioned scenarios are as follows:

1) [2000 GP Goal LU-1],
2) [2000 GP Policy LU-1A.4 – Modified for 2015-2035 GP],
3) [New Objective for 2015-2035 GP], and
4) [No Change].

Land Use Element

The goals, objectives, and policies that address land use are as follows:

Goal LU-1:

A Balanced Community with a Mix of Land Uses to Meet Resident and Business Needs [2000 GP Goal LU-1]

Objective LU-1A: Establish and maintain a balance of land uses throughout the community to preserve the residential character of the City at a level no greater than can be supported by the infrastructure. [2000 GP Objective LU-1A]

LU-1.1 Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community. [2000 GP Policy LU-1A.1]

LU-1.2 Balance economic gains from new development while preserving the character and densities of residential neighborhoods. [New Policy for 2015-2035 GP]

LU-1.3 Strongly encourage the development of residential uses and owner-occupied housing (single-family detached residences, condominiums, townhouses) where feasible to improve the balance between rental and ownership housing opportunities. [2000 GP Policy LU-1A.4]

LU-1.4 Promote housing and employment opportunities within planned development areas to the extent feasible. [2000 GP Policy LU-1A.5]

LU-1.5 Maintain a land use structure that strives to balance jobs and housing with available infrastructure and public and human services. [New Policy for 2015-2035 GP]

Goal LU-2:

Preserve and Protect Residential Neighborhoods [2000 GP Goal LU-1]

Objective LU-2A: Promote land use patterns and development that contribute to community and neighborhood identity. [2000 GP Objective LU-1C]

LU-2.1 In the event of damage or destruction, allow any legal conforming use in existence at the time of adoption of the General Plan that is located in a nonconforming development to be rebuilt to its original building intensity, as long as any such rebuilding would not increase the development's nonconformity, and the damage or destruction was in no way brought about by intentional acts of any owner of such use or property. [2000 GP Policy LU-2A.4]

LU-2.2 Pursue maximum use of utility company funds and resources in undergrounding existing overhead lines, and encourage undergrounding of utilities in the public right-of-way for residential development consisting of five units or more, to the extent feasible and practical. [2000 GP Policy LU-2A.9 – Modified for 2015-2035 GP]

LU-2.3 Develop standards, policies, and other methods to encourage the grouping of individual parcels to eliminate obsolete subdivision patterns and to provide improved living environments while being consistent with the neighborhood character of the surrounding community. [2000 GP Policy LU-2A.5 – Modified for 2015-2035 GP]

LU-2.4 Do not allow "rounding up" when calculating the number of permitted residential units, except for lots existing as of March 16, 1992, zoned R2-MD that have less than 7,260 square feet in area, and no less than 6,000 square feet, where density calculation fractions of 1.65 or greater may be rounded up to two units. [2000 GP Policy LU-2A.6]

LU-2.5 Allow creation of parcels without street frontage if sufficient easements are provided for planned developments or common-interest developments consistent with the neighborhood character. This policy does not apply to small lot subdivisions. [2000 GP Policy LU-2A.7]

LU-2.6 Encourage increased private market investment in declining or deteriorating neighborhoods. [2000 GP Policy LU-2A.8]

LU-2.7 Permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access. [2000 GP Policy LU-1C.1]

LU-2.8 Limit building height to four stories above grade south of the I-405 Freeway, except for special purpose housing such as elderly, affordable, or student housing, unless otherwise approved by a General Plan amendment. (A four-story/five-level parking structure with roof deck parking on the fifth level is considered a four-story structure.) [2000 GP Policy LU-1C.2]

LU-2.9 Require appropriate building setbacks, structure orientation, and placement windows to consider the privacy of adjacent residential structures within the same project and on adjacent properties. [2000 GP Policy LU-1C.4]

LU-2.10 Promote lot consolidation of residential properties to the extent feasible and practical, including the creation of larger single-family residential lots that exceed the minimum 6,000-square-foot requirement in neighborhoods where the prevailing residential subdivision pattern features larger-sized residential lots. [2000 GP Policy LU-1C.5 – Modified for 2015-2035 GP]

LU-2.11 Ensure adequate noise attenuation in urban design, such as walls for sound attenuation, development of landscaped greenbelts, provision of landscape berms, etc. [2000 GP Policy LU-1C.6 – Modified for 2015-2035 GP]

Goal LU-3:

Development that Maintains Neighborhood Integrity and Character [2000 GP Goal LU-1]

Objective LU-3A: Establish policies, standards, and procedures to minimize blighting influences, and maintain the integrity of stable neighborhoods. [2000 GP Objective LU-1F]

LU-3.1 Protect existing stabilized residential neighborhoods, including mobile home parks (and manufactured housing parks), from the encroachment of incompatible or potentially disruptive land uses and/or activities. [2000 GP Policy LU-1F.1]

LU-3.2 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings, and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a health, safety, or fire hazard. [2000 GP Policy LU-1F.2]

LU-3.3 Continue code enforcement as a high priority with regard to the regulation of property maintenance standards citywide. [2000 GP Policy LU-1F.3 – Modified for 2015-2035 GP]

LU-3.4 Ensure that residential densities can be supported by the infrastructure and are compatible with existing residential neighborhoods in the surrounding area. [2000 GP Policy LU-1F.4 – Modified for 2015-2035 GP]

LU-3.5 Provide opportunities for the development of well-planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood. [2000 GP Policy LU-1F.5]

LU-3.6 Facilitate revitalization of aging commercial centers by working with property owners, developers, local businesses, and other community organizations to coordinate efforts. [New Policy for 2015-2035 GP]

LU-3.7 Promote development/design flexibility that encourages older or poorly maintained high-density residential uses to be rehabilitated. [New Policy for 2015-2035 GP]

LU-3.8 Ensure that new development reflects existing design standards, qualities, and features that are in context with nearby development and surrounding residential neighborhoods. [New Policy for 2015-2035 GP]

LU-3.9 Locate high-intensity developments or high-traffic-generating uses away from low-density residential in order to buffer the more sensitive land uses from the potentially adverse impacts of the more intense development or uses. [2000 GP Policy LU-1A.3]

LU-3.10 Minimize effects of new development on the privacy and character of surrounding neighborhoods. [New Policy for 2015-2035 GP]

LU-3.11 Promote small-lot residential development on long, narrow, single parcels or combined residential lots. [New Policy for 2015-2035 GP]

LU-3.12 Ensure that new development reflects existing design standards, qualities, and features that are in context with nearby development. [New Policy for 2015-2035 GP]

LU-3.13 Prohibit construction of buildings which would present a hazard to air navigation, as determined by the Federal Aviation Administration (FAA). [2000 GP Policy LU-1C.3 – Modified for 2015-2035 GP]

LU-3.14 Certain development proposals which may include the construction or alteration of structures more than 200 feet above ground level may require filing with the Federal Aviation Administration (FAA) and Airport Land Use Commission (ALUC) pursuant to federal and State law. If a filing requirement is determined to be necessary in accordance with the procedures provided by State/federal agencies, the filing of a Notice of Proposed Construction or Alteration (FAA Form 7460-1) shall be required prior to review and consideration of the proposed development." Land Use Element (page LU-18) refers to the threshold stated above. It shall be amended to refer to Filing FAA Form 7460-1 Notice of Construction and Alteration, and not to Form 7480-1. [New Policy for 2015-2035 GP]

LU-3.15 The City will ensure that development proposals, including the construction or operation of a heliport or helistop comply fully with permit procedures under State law, including referral of the project to the ALUC by the applicant, and with all conditions of approval imposed or recommended by the Federal Aviation Administration, ALUC, and Caltrans, including the filing of Form 7480-1 (Notice of Landing Area Proposed) with the FAA. This requirement shall be in addition to all other City development requirements. [New Policy for 2015-2035 GP]

LU-3.16 The City shall refer certain projects to the Airport Land Use Commission for Orange County, as required by Section 21676 of the California Public Utilities Code to determine consistency of the project(s) with the Airport Environs Land Use Plan for John Wayne Airport. [New Policy for 2015-2035 GP]

LU 3.17 New residential developments within the 60 dB CNEL noise contour of the airport shall provide designated outdoor signage informing the public of the presence of operating aircraft. [New Policy for 2015-2035 GP]

Goal LU-4:

New Development that Is Sensitive to Costa Mesa's Environmental Resources [2000 GP Goal LU-2]

Objective LU-4A: Encourage new development and redevelopment that protects and improves the quality of Costa Mesa's natural environment and resources. [2000 GP Objective LU-2A]

LU-4.1 Ensure that appropriate watershed protection activities are applied to all new development and significant redevelopment projects that are subject to the National Pollutant Discharge Elimination System Stormwater Permit during the planning, project review, and permitting processes. [2000 GP Policy LU-2A.10]

LU-4.2 Avoid conversion of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and/or establish development guidelines that identifies these areas and protects them from erosion and sediment loss. [2000 GP Policy LU-2A.11]

LU-4.3 Preserve or restore areas that provide water quality benefits and/or are necessary to maintain riparian and aquatic biota. [2000 GP Policy LU-2A.12]

LU-4.4 Promote site development that limits impact on and protects the natural integrity of topography, drainage systems, and water bodies, and protect the integrity of the bluff crest. [2000 GP Policy LU-2A.13]

LU-4.5 Promote integration of stormwater quality protection into construction and post-construction activities, as required by the NPDES Stormwater Permit and the City's Local Implementation Plan. [2000 GP Policy LU-2A.14]

LU-4.6 Incorporate the principles of sustainability into land use planning, infrastructure, and development processes to reduce greenhouse gas emissions consistent with State goals. [New Policy for 2015-2035 GP]

Goal LU-5:

Adequate Community Services, Transportation System, and Infrastructure to Meet Growth [2000 GP Goal LU-1 and Goal LU-3]

Objective LU-5A: Ensure availability of adequate community facilities and provision of the highest level of public services possible, taking into consideration budgetary constraints and effects on the surrounding area. [2000 GP Objective LU-3A]

LU-5.1 Pursue annexation of certain areas within the City's Sphere of Influence to provide land use regulation and city services within its jurisdiction. [2000 GP Policy LU-3A.1]

LU-5.2 Strongly encourage protection and preservation of existing but underutilized school sites for future recreational, social, or educational uses. [2000 GP Policy LU-3A.2]

LU-5.3 As appropriate and timely, consider the establishment of development impact fee program(s) to fund additional fire and police personnel, library facilities, and related equipment to meet the demands of additional growth in the City. [2000 GP Policy LU-3A.3 – Modified for 2015-2035 GP]

LU-5.4 Require appropriate site and environmental analysis for future fire and police station site locations or for the relocation or closure of existing fire and police facilities. [2000 GP Policy LU-3A.4]

LU.5.5 Ensure that new development pays its fair share of impact fees such as park fees and traffic impact fees. This can also include impact fees related to community services (police protection services and fire emergency response services) or library facilities, once adopted and applicable. [New Policy for 2015-2035 GP]

LU-5.6 Promote development of revenue-generating land uses to help defray the costs of high quality public services. [New Policy for 2015-2035 GP]

LU-5.7 Encourage new development that is organized around compact, walkable, mixed-use neighborhoods and districts to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile. [New Policy for 2015-2035 GP]

LU-5.8 Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications. [2000 GP Policy LU-1D.1]

LU-5.9 Phase or restrict future development in the City to that which can be accommodated by infrastructure at the time of completion of each phase of a multi-phased project. [2000 GP Policy LU-1D.2]

LU-5.10 Building densities/intensities for proposed new development projects shall not exceed the trip budget for applicable land use classifications, as identified in the Land Use Element. Building intensities for proposed new development projects shall not exceed the applicable floor area standards, except for the following conditions:

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

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

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

(d) Additional criteria for approving deviations from the FAR standards may be established by policy of the City Council. [2000 GP Policy LU-1E.1 – Modified for 2015-2035 GP]

LU-5.11 Development plans shall be required for all phased development and approvals and shall be approved by the Planning and Transportation Services Divisions prior to the issuance of building permits. [2000 GP Policy LU-1E.2]

LU-5.12 Development plans shall include an overall buildout plan, which can demonstrate the ability of the circulation system to support the proposed level of development. [2000 GP Policy LU-1E.3]

LU-5.13 The City shall continue its annual preparation of the Development Phasing and Performance Monitoring Program. The annual review will specifically address major intersection operations in any mixed-use overlay area. [2000 GP Policy LU-1E.4]

Goal LU-6:

Economically Viable and Productive Land Uses that Increase the City's Tax Base [2000 GP Goal LU-1]

Objective LU-6A: Ensure the long-term productivity and viability of the community's economic base. [2000 GP Objective LU-1B]

LU-6.1 Encourage a mixed of land uses that maintain and improve the City's long-term fiscal health. [New Policy for 2015-2035 GP]

LU-6.2 Continue to promote and support the vitality of commercial uses to meet the needs of local residents and that support regional-serving commercial centers. [New Policy for 2015-2035 GP]

LU-6.3 Continue to prioritize commercial and industrial park use of properties north of I-405 and within the Airport Industrial District. [New Policy for 2015-2035 GP]

LU-6.4 Support the continued presence of incubator businesses in the action sports industry and jobs-producing businesses in the Westside. [New Policy for 2015-2035 GP]

LU-6.5 Encourage revitalization of existing, older commercial and industrial areas in the Westside with new mixed-use development consisting of ownership housing stock and live/work units. [New Policy for 2015-2035 GP]

LU-6.6 Continue to encourage and retain land uses that generate sustainable sales and property tax revenues, including regional commercial destinations and automobile dealerships. [New Policy for 2015-2035 GP]

LU-6.7 Encourage new and retain existing businesses that provide local shopping and services. [New Policy for 2015-2035 GP]

LU-6.8 Provide efficient and timely review of development proposals while maintaining quality customer service standards for the business, development, and residential community. [New Policy for 2015-2035 GP]

LU-6.9 Support the retention and growth of Class A office tenants, including corporate headquarters for the action sports industry, biotech, and high technology companies within the City. [New Policy for 2015-2035 GP]

Objective LU-6B: Encourage and facilitate activities that expand the City's revenue base. [New Objective for 2015-2035 GP]

LU-6.10 Encourage a broad range of business uses that provide employment at all income levels and that make a positive contribution to the City's tax base. [New Policy for 2015-2035 GP]

LU-6.11 Provide opportunities for mixed-use, office, manufacturing, and retail development that respond to market and community needs in terms of size, location, and cost. [New Policy for 2015-2035 GP]

LU-6.12 Track retail trends and tailor regulations to respond to market changes, maximize revenue, and maintain the appropriate the business mix. [New Policy for 2015-2035 GP]

LU-6.13 Encourage new development along major corridors that are pedestrian oriented and includes a mixture of retail/service, residential, and office uses. [New Policy for 2015-2035 GP]

LU-6.14 Improve ease and accessibility to information to capture opportunities for businesses to establish in Costa Mesa and bring high-skill and professional jobs and new revenue sources into the community. [New Policy for 2015-2035 GP]

LU-6.15 Promote unique and specialized commercial and industrial districts within the City which allow for incubation of new or growing businesses and industries. [New Policy for 2015-2035 GP]

LU-6.16 Examine options for the development of new infrastructure for new technologies and businesses that use those technologies. [New Policy for 2015-2035 GP]

Objective LU-6C: Retain and expand the City's diverse employment base, including office, retail/service, restaurants, high-tech, action sports, boutique and prototype manufacturing, and industrial businesses. [New Objective for 2015-2035 GP]

LU-6.17 Engage in activities that promote Costa Mesa as a great place to live, work, and develop a business. [New Policy for 2015-2035 GP]

LU-6.18 Continue to work with surrounding cities to strengthen regional economic development. [New Policy for 2015-2035 GP]

LU-6.19 Provide flexibility and support for development of residential, office, small retail centers, and similar uses that would serve local residents and would also benefit from the high visibility along major corridors outside of significant commercial or industrial nodes. [New Policy for 2015-2035 GP]

Goal LU-7:

A Sound Local Sustainable Economy that Attracts Investment, Creates Educational Opportunities, and Generates Employment Opportunities [New Goal for 2015-2035 GP]

LU-7.1 Endeavor to create mixture of employment opportunities for all economic levels of residents and businesses. [New Policy for 2015-2035 GP]

LU-7.2 Support linkages between local educational institutions and local industries and businesses. Foster training, collaboration with employers, and new innovative programs that increase job opportunities for residents and students attending school locally. [New Policy for 2015-2035 GP]

LU-7.3 Foster and provide useful and efficient partnerships to implement economic opportunities with private, non-profit, or other public agencies. [New Policy for 2015-2035 GP]

LU-7.4 Cultivate an entrepreneurial and academic environment that fosters innovation through non-traditional housing developments, flexible office spaces, experiential development, and ensuring the diversity of retail/service throughout the urban districts. [New Policy for 2015-2035 GP]

LU-7.5 Support and provide flexibility for development projects and businesses which produce, care, and maintain material goods or fixed assets meant to support the production of market goods, especially for niche industries within the City of Costa Mesa. [New Policy for 2015-2035 GP]

LU-7.6 Seek out opportunities to attract primary businesses within stable industries and support industries that already exist within the City. [New Policy for 2015-2035 GP]

LU-7.7 Explore economic and employment opportunities to retain and strengthen the unique industry niches along Bristol and Paularino, in the Westside, on East 17th Street, and throughout North Costa Mesa. [New Policy for 2015-2035 GP]

LU-7.8 Support the development of pedestrian plazas and gathering places, and institutional spaces, as well as the more efficient use of existing spaces, to support economic growth and branding of existing industries within the City. [New Policy for 2015-2035 GP]

Goal LU-8:

Promote a range of multiple uses at the Fairview Developmental Center site [New Goal for 2015-2035 GP]

LU-8.1 In anticipation of the potential closure or repurposing of the Fairview Development Center site, the City will work with appropriate State agencies or private entity (if the property is sold) to plan for a complementary mix of low-scale residential, institutional, public facilities, open spaces, and recreational uses within a campus setting. [New Policy for 2015-2035 GP]

Goal LU-9:

Ensure that Fairgrounds uses are consistent with the General Plan designation [New Goal for 2015-2035 GP]

LU-9.1 Discourage changes in the allowable uses specified in the Fairgrounds General Plan land use designation for the Orange County Fair & Event Center property. Ensure that amendments to this General Plan designation are approved by the electorate. [New Policy for 2015-2035 GP]

Goal LU-10:

Promote the growth of tourism [New Goal for 2015-2035 GP]

Objective LU-10A: Promote structural improvements of visitor-oriented land uses. [New Objective for 2015-2035 GP]

LU-10.1 Engage with property owners, developers, and business owners to encourage the revitalization of the hotel/motels. [New Policy for 2015-2035 GP]

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

a. Updating building mechanical, electrical, or plumbing to comply with current building standards
b. Updating physical improvements to the site
c. Adding hotel amenities to the site
d. Updating or improving the landscaping on the site
e. Updating or improving the façade of the building(s) [New Policy for 2015-2035 GP]

Objective LU-10B: Promote growth of visitor-oriented land uses. [New Objective for 2015-2035 GP]

LU-10.3 Motel and hotel land uses should be encouraged to be located near major transportation corridors and close to key tourist/visitor draws, other recreation venues, the airport, regional, and general local shopping centers. [New Policy for 2015-2035 GP]

LU-10.4 Consider the interest of quality of stay for visitors when evaluating projects near visitor-oriented land uses by requiring on-site amenities and upscale guest services. [New Policy for 2015-2035 GP]

Objective LU-10C: Promote uses and events that make visitor-oriented business more economically viable. [New Objective for 2015-2035 GP]

LU-10.5 Celebrate and promote the arts, culture, and industries of Costa Mesa through special events, civic gatherings, and City marketing and tourism promotion efforts. [New Policy for 2015-2035 GP]

LU-10.6 Promote the development of small-scale manufacturing uses or other uses that generate multiple secondary and tertiary markets that support business travel tourism-related uses. [New Policy for 2015-2035 GP]

LU-10.7 Maintain and enhance the City's status and image as a centrally located destination and cultural center in Orange County. [New Policy for 2015-2035 GP]

Circulation Element

The goals, objectives, and policies that address circulation are as follows:

Goal C-1:

Implement "Complete Streets" Policies on Roadways in Costa Mesa

Plan, develop, and implement a comprehensive transportation system that serves all users and modes of travel. [2000 GP Goal CIR-1 – Modified for 2015-2035 GP]

Objective C-1A: Create a transportation network that meets the mobility needs of all Costa Mesa residents, businesses, and visitors. [2000 GP Objective CIR-1A – Modified for 2015-2035 GP]

C-1.1: Update the City's engineering standards for public and private streets to provide for safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages, abilities, and modes of travel. [New Policy for 2015-2035 GP]

C-1.2: Allow for flexible use of public rights-of-way to accommodate all users of the street system while maintaining safety standards. [New Policy for 2015-2035 GP]

C-1.3: Complete and annually maintain a needs assessment for traffic service levels and traffic safety. Develop and annually update a priority list of improvement projects, with priorities based on: 1) correcting identified hazards; 2) accommodating multimodal trips; 3) improving and/or maintaining peak-hour traffic volumes at critical intersections; 4) improving efficiency of existing infrastructure utilization; and 5) intergovernmental coordination. [2000 GP Policy CIR-2C.2]

C-1.4: Pursue downgrade of arterials that no longer have the demand requiring their buildout to planned capacity. [New Policy for 2015-2035 GP]

C-1.5: Implement road diets on street segments with excess capacity to enhance bicycle and pedestrian facilities. [New Policy for 2015-2035 GP]

C-1.6: Encourage the conversion of excess on-street parking spaces for expanded sidewalk gathering places or landscaping. [New Policy for 2015-2035 GP]

C-1.7: Encourage community participation in City processes and programs focused on improving mobility and transportation facilities. [New Policy for 2015-2035 GP]

C-1.8: Pursue downgrade of 17th Street from 6-lane Major Arterial to 4-lane Primary Arterial between Orange Ave and Tustin Avenue, through Master Plan of Arterial Highways (MPAH) Amendment process with the Orange County Transportation Authority. [New Policy for 2015-2035 GP]

Objective C-1B: Preserve the character of our residential neighborhoods. [2000 GP Objective CIR-1A – Modified for 2015-2035 GP]

C-1.9: Implement traffic calming measures that discourage speeding and cut-through traffic on residential streets. [2000 GP Policy CIR-1A.14]

C-1.10: Encourage non-motorized transportation in residential areas by providing sidewalks and implementing bicycle friendly design of local streets. [New Policy for 2015-2035 GP]

C-1.11: Reduce or eliminate intrusion of traffic related to non-residential development on local streets in residential neighborhoods. [New Policy for 2015-2035 GP]

C-1.12: Prioritize intersection improvements which improve through traffic flow on Major, Primary, and Secondary Arterials, and reduce impacts on local neighborhood streets with emphasis on pedestrian safety. [2000 GP Policy CIR-1A.14]

C-1.13: Promote engineering improvements such as physical measures constructed to lower speeds, improve safety, and otherwise reduce the impacts of motor vehicles. [New Policy for 2015-2035 GP]

C-1.14: Design and Implement transportation projects to meet local and regional system capacity needs in accordance with the Master Plan of Streets and Highways. [New Policy for 2015-2035 GP]

C-1.15: Implement neighborhood approved traffic-calming measures in residential neighborhoods and appropriate commercial areas, such as street narrowing, curb extensions, roundabouts, landscaped medians, and radar speed feedback signs. [New Policy for 2015-2035 GP]

C-1.16: Establish priority-ranking system to evaluate traffic-calming requests for implementation throughout the City. [New Policy for 2015-2035 GP]

C-1.17: Pursue programs that reduce vehicle speeds and cut-through traffic on local streets. [New Policy for 2015-2035 GP]

Goal C-2:

Effectively Manage and Improve the Roadway System

Develop and maintain a robust and efficient vehicular circulation network. [2000 GP Goal CIR-1 – Modified for 2015-2035 GP]

Objective C-2A: Implement policies that encourage and accommodate all users while maintaining the efficiency of the circulation system. [2000 GP Objective CIR-1A – Modified for 2015-2035 GP]

C-2.1: Establish a citywide crosswalk policy to address installation, maintenance, removal, and enhancements of crosswalks at intersections and mid-block locations. Crosswalk locations and treatment will be based on criteria including, but not limited to safety, traffic volume, and concentration of pedestrian activity. Potential enhancements may include leading pedestrian intervals at signalized intersections, bulb-outs, and median refuges to reduce crossing distances. [New Policy for 2015-2035 GP]

C-2.2: Avoid creation of frequent driveways for new development access in active pedestrian areas that create conflict points between pedestrians and vehicles. [New Policy for 2015-2035 GP]

C-2.3: Encourage commercial property owners to use shared driveway access and interconnected roads within blocks, where feasible. Require driveway access closures or consolidations, or both when a site is remodeled or redeveloped. [New Policy for 2015-2035 GP]

C-2.4: Collaborate with law enforcement and public safety organizations to coordinate policies and programs that would reduce injuries and deaths on the roadways. [New Policy for 2015-2035 GP]

C-2.5: Designate routes for truck traffic to minimize potential conflicts between trucks and cars, pedestrians, bicycles, transit, and vehicle access and circulation. Establish by ordinance a truck map that depicts allowable truck routes within the City. [New Policy for 2015-2035 GP]

C-2.6: Periodically review and update traffic signal timing at all signalized intersections to maintain traffic signal coordination and to accommodate bicycle and pedestrian needs. [New Policy for 2015-2035 GP]

C-2.7: Develop new traffic level of services criteria in accordance with SB 743 to meet the California Environmental Quality Act (CEQA). [New Policy for 2015-2035 GP]

C-2.8: Continue the use of the Intersection Capacity Utilization (ICU) methodology to address local traffic level of service and impacts, with Level of Service "D" as the threshold for meeting the City's significance criteria. [New Policy for 2015-2035 GP]

Objective C-2B: Construct street improvements and apply congestion management tools to obtain efficient performance of the transportation system. [2000 GP Objective CIR-1A – Modified for 2015-2035 GP]

C-2.9: Incorporate the street system improvements identified in the General Plan Environmental Impact Report (EIR) into the Capital Improvement Program. [New Policy for 2015-2035 GP]

C-2.10: Continue to deploy intelligent transportation systems (ITS) strategies—such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, and real- time parking availability information—to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, and cyclists. [New Policy for 2015-2035 GP]

C-2.11: Investigate all operational measures, including the use of one-way streets, to improve traffic circulation and to minimize congestion for all travel modes. [New Policy for 2015-2035 GP]

C-2.12: Investigate and utilize state-of-the-art transportation system management technology and industry practices to address recurring and non-recurring traffic events (i.e., special events, incident/emergency management). [New Policy for 2015-2035 GP]

C-2.13: Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, parking or turn restrictions, etc.) to improve the efficiency of intersections. [2000 GP Policy CIR-2A.4]

Goal C-3:

Enhance Regional Mobility and Coordination

Encourage development of a regional transportation network that addresses regional mobility needs for all modes of travel. [2000 GP Goal CIR-1 – Modified for 2015-2035 GP]

Objective C-3A: Promote development of transportation projects along regional corridors. [2000 GP Objective CIR-1A – Modified for 2015-2035 GP]

C-3.1: Maintain compliance with Orange County Congestion Management Plan (CMP) requirements, including consistency with CMP level of service standards, adoption of a seven-year capital improvement program, analysis of impacts of land use decisions on the CMP highway system, and adoption and implementation of deficiency plans when intersections do not meet adopted performance standards. [New Policy for 2015-2035 GP]

C-3.2: Support the goals and objectives of the Orange County Long Range Transportation Plan, including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure. [New Policy for 2015-2035 GP]

C-3.3: Support the goals and objectives of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure. [New Policy for 2015-2035 GP]

C-3.4: Coordinate signal timing on all major arterials with a local signal synchronization program consistent with the Orange County Traffic Signal Synchronization Master Plan (TSSMP). [2000 GP Policy CIR-2A.2 – Modified for 2015-2035 GP]

C-3.5: Ensure Costa Mesa's input, participation, and discretionary review of applicable region-wide transportation system policies, programs, and construction. [New Policy for 2015-2035 GP]

C-3.6: Develop short-term and long-term improvements to the SR-55 corridor in coordination with Caltrans and OCTA to address regional mobility needs. [New Policy for 2015-2035 GP]

C-3.7: Promote the City's preferred alternative of undergrounding the SR-55 freeway south of 19th Street within the City limits. [New Policy for 2015-2035 GP]

Objective C-3B: Coordinate and partner with local and regional agencies to promote projects and polices that improve regional mobility. [2000 GP Objective CIR-1A – Modified for 2015-2035 GP]

C-3.8: Coordinate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard Level of Service no worse than "D" at all intersections under State or joint control. Intersection Level of Service analyses for General Plan conditions for locations under State or joint control will be updated periodically and presented to the City Council. [2000 GP Policy CIR-1A.12]

C-3.9: Consult with Caltrans and OCTA regarding the I-405 widening project to minimize adverse impacts to Costa Mesa's neighborhoods, businesses, and streets. [New Policy for 2015-2035 GP]

C-3.10: Coordinate with OCTA and other jurisdictions to remove Gisler Avenue Bridge over the Santa Ana River from the City's Master Plan of Streets and Highways and County's Master Plan of Arterial Highways. [2000 GP Policy CIR-1A.18]

C-3.11: Collaborate with Caltrans and neighboring jurisdiction to improve signal timing and coordination along major arterials across jurisdictional boundaries. [2000 GP Policy CIR-2A.3 – Modified for 2015-2035 GP]

C-3.12: Work closely with the State of California and other government agencies to control traffic–related impacts of uses on State- or other agency-owned land (i.e., Orange County Fairgrounds, Orange Coast College, etc.). [2000 GP Policy CIR-1A.17]

C-3.13: Coordinate with other responsible agencies the planning, funding, prioritization, and implementation of bicycle, pedestrian, and transit programs and supporting infrastructure. [New Policy for 2015-2035 GP]

Goal C-4:

Promote Transportation Demand Management, Transit, and Efficiency

Utilize Transportation Demand Management strategies to manage demand and maximize available capacity. [2000 GP Goal CIR-2 – Modified for 2015-2035 GP]

Objective C-4A: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles. [2000 GP Objective CIR-2A – Modified for 2015-2035 GP]

C-4.1: Support South Coast Air Quality Management District (SCAQMD) trip reduction programs, including park and ride lots, transit subsidies, carpool and vanpool programs, flexible working hours, bicycle facilities, and other traffic reduction strategies. [New Policy for 2015-2035 GP]

C-4.2: Support local and multi-jurisdictional car-sharing and bike-sharing programs. [New Policy for 2015-2035 GP]

C-4.3: Consider implementing park-once approaches for multiuse districts and regional destinations areas. [New Policy for 2015-2035 GP]

C-4.4: Embrace innovative parking solutions that reduce the required spaced needed for parking, such as automated parking lifts and elevators. [New Policy for 2015-2035 GP]

C-4.5: Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles, and flex cars. [New Policy for 2015-2035 GP]

C-4.6: Encourage and support programs that increase vehicle occupancy, including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods. [New Policy for 2015-2035 GP]

C-4.7: Promote the combination of TDM measures as much more effective than any single measure. [New Policy for 2015-2035 GP]

C-4.8: Require discussion of transportation system management (TSM) and TDM measures in all EIRs prepared for major projects. [2000 GP Policy Policy CIR-2D.5]

C-4.9: Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use. [2000 GP Policy CIR-1A.8]

C-4.10: Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips to achieve consistency with allocated trip budgets. [2000 GP Policy CIR-1A.10]

Objective C-4B: Promote regional and local transit services as an alternative to automobile travel. [2000 GP Objective CIR-1A – Modified for 2015-2035 GP]

C-4.11: Ensure that roadways designated as transit routes can accommodate transit vehicle circulation and convenient pedestrian access to and from transit stops. [2000 GP Policy CIR-1A.11 – Modified for 2015-2035 GP]

C-4.12: Review all capital improvement projects to ensure improvements located on existing and planned transit routes include modification of street, curb, and sidewalk configurations to allow for easier and more efficient transit operations and improved passenger access. [New Policy for 2015-2035 GP]

C-4.13: Provide transit stop amenities that facilitate access to and from transit stops and transfer locations. These may include pedestrian pathways approaching stops, high-quality benches and shelters, traveler information systems (real-time transit arrival information), and bike storage and bicycle connections. Bus stops should accommodate timed transfers between buses and other transit services where necessary. [New Policy for 2015-2035 GP]

C-4.14: Encourage new development along major transit corridors to provide efficient and safe access to transit stops and public sidewalks. [New Policy for 2015-2035 GP]

C-4.15: Support and participate with OCTA ACCESS Service in providing transportation assistance to senior citizens and the disabled. [New Policy for 2015-2035 GP]

C-4.16: Consult with OCTA for transit services, such as changes to bus routes, bus stops, and hours of operation. Additionally, coordinate with OCTA for changes to transit services provided for seniors, the disabled, and transit dependent populations. [New Policy for 2015-2035 GP]

C-4.17: Consult with the Newport-Mesa Unified School District to maintain school bus services provided for local schoolchildren. [New Policy for 2015-2035 GP]

C-4.18: Coordinate with OCTA to improve transit services in the City, including strategies such as bus rapid transit, express services, community circulators, and other strategies. [New Policy for 2015-2035 GP]

C-4.19: Encourage new local transit programs in coordination with OCTA, consisting of shuttle services to local and regional destinations. [New Policy for 2015-2035 GP]

C-4.20: Coordinate with OCTA to construct bus turnouts at appropriate locations, with attractive shelters designed for safe and comfortable use. [2000 GP Policy CIR-2B.1]

C-4.21: Require discussion of transit service needs and site design amenities for transit ridership in EIR for major projects. [2000 GP Policy CIR-2D.4]

Goal C-5:

Ensure Coordination between the Land Use and Circulation Systems

Facilitate close coordination between development of land use and circulation system. [2000 GP Goal CIR-2 – Modified for 2015-2035 GP]

Objective C-5A: Coordinate land use policies and development activities that support a sustainable transportation system. [2000 GP Objective CIR-1A – Modified for 2015-2035 GP]

C-5.1: Ensure that new development projects are consistent with the vehicular trip budgets, where adopted. [New Policy for 2015-2035 GP]

C-5.2: Require that large developments and redevelopments provide short-term and long-term vehicular traffic impact studies. [New Policy for 2015-2035 GP]

C-5.3: Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transit and transportation corridors to minimize vehicle use, congestion, and delay. [2000 GP Policy CIR-1A.9]

C-5.4: Maintain balance between land use and circulation systems by phasing new developments to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project. [2000 GP Policy GM-1A.2 and Policy CIR-1A.16]

C-5.5: Promote development of mixed-use projects to reduce number of vehicle trips. [New Policy for 2015-2035 GP]

C-5.6: Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities. [2000 GP Policy CIR-1A.3]

C-5.7: Require dedication of right-of-way, in an equitable manner, for development that increases the intensity of land use. [2000 GP Policy CIR-1A.6]

C-5.8: Minimize circulation improvements that will necessitate the taking of private property on existing developed properties. [2000 GP Policy CIR-1A.19]

C-5.9: Require that circulation necessary to provide or attain the minimum traffic level of service standard at an intersection to which a development project contributes measureable traffic be completed within three years of issuance of the first building permit for such development project, unless additional right-of-way or coordination with other government agencies is required to complete the improvement. Improvements may be required sooner if, because of extraordinary traffic generation characteristics of the project or extraordinary impacts to the surrounding circulation system, such improvements are necessary to prevent significant adverse impacts. [2000 GP Policy CIR-2D.1]

C-5.10: Allow for construction of circulation improvements for a phased development project to be constructed commensurate with the project construction, based upon the findings of a traffic study approved by the City of Costa Mesa. [2000 GP Policy CIR-2D.2]

C-5.11: Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project. [2000 GP Policy GM-1A.2 and Policy CIR-1A.16]

C-5.12: Support consistency with the Orange County Sustainable Communities Strategy (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375. [New Policy for 2015-2035 GP]

Objective C-5B: Establish strategies and processes that allow large developments to analyze and mitigate traffic impacts and infrastructure needs. [2000 GP Objective CIR-2D – Modified for 2015-2035 GP]

C-5.13: Require that new development projects improve access to and accommodations for multimodal transportation. [New Policy for 2015-2035 GP]

C-5.14: Require developers of new building and redevelopment/reuse projects as part of the project development review process that are located along bus routes to pay a designated fair share of the cost of providing improved bus stop facilities and related street furniture or, where appropriate, dedicate land for improved bus stop facilities. [New Policy for 2015-2035 GP]

C-5.15: Consider the needs of the transportation and infrastructure system early for large developments and coordinate with developers to design projects that minimize traffic impacts and infrastructure demands, and implement complete streets wherever feasible. Alternatively, address transportation and infrastructure system impacts through the implementation of development agreements. [New Policy for 2015-2035 GP]

Goal C-6:

Fund and Evaluate the City's Transportation Network

Explore opportunities to secure funding for enhancing the circulation system. [New Goal for 2015-2035 GP]

Objective C-6A: Pursue funding sources to maintain and enhance the transportation and infrastructure system. [2000 GP Objective CIR-2C – Modified for 2015-2035 GP]

C-6.1: Evaluate traffic collision data regularly, and identify top collision locations for automobiles, bicycles, pedestrians, transit in Costa Mesa. Develop appropriate countermeasures and pursue funding from all available sources to implement them. [New Policy for 2015-2035 GP]

C-6.2: Continue to develop and maintain long-range capital improvement programs consistent with the General Plan and M2 eligibility requirements. [New Policy for 2015-2035 GP]

C-6.3: Coordinate with OCTA to fund, develop, and maintain a Master Plan of Streets and Highways consistent with the Master Plan of Arterial Highways (MPAH). [New Policy for 2015-2035 GP]

C-6.4: Require a locally collected and administered traffic mitigation fee program to guarantee that new development pays for its fair share toward improvements resulting in reductions in air pollutant and GHG emissions and traffic impacts generated by the development. [New Policy for 2015-2035 GP]

C-6.5: Actively pursue local, State, and federal funding to implement, maintain, and evaluate the transportation and infrastructure system. [New Policy for 2015-2035 GP]

C-6.6: Supplement funding from annual fees or assessments on existing and new development with grants and other nonlocal sources. [New Policy for 2015-2035 GP]

C-6.7: Develop strategies to implement an infrastructure and transportation system to be consistent with State policies on resiliency and sustainability. [New Policy for 2015-2035 GP]

C-6.8: Amend the General Plan, if necessary, to be responsive to evolving funding requirements and to comply with State and federal regulations affecting the goals and policies of the Circulation Element. [New Policy for 2015-2035 GP]

C-6.9: Coordinate with OCTA and Caltrans to seek funding and implementation solutions to improve Newport Boulevard at the terminus of the State Route 55 freeway to relieve congestion from regional traffic. [2000 GP Policy CIR-2A.1 Modified for 2015-2035 GP]

C-6.10: Review the City's transportation impact fee program on a regular basis, and adjust fees as needed to ensure that funding is available for planned transportation improvements that will benefit all travel modes. [New Policy for 2015-2035 GP]

C-6.11: Prioritize funding and timing for implementing transportation improvements. Consider prioritizing multimodal projects that provide the most benefit to all users. [New Policy for 2015-2035 GP]

C-6.12: Require that every new development project pay its share of costs associated with the mitigation of project generated impacts. [New Policy for 2015-2035 GP]

C-6.13: Measure M2 sales tax revenues shall not be used to replace private funding which has been committed for any project. [2000 GP Policy GM-1A.5 – Modified for 2015-2035 GP]

C-6.14: The City's seven-year capital improvement program shall be adopted and maintained in conformance with the provisions of Measure M2 for the purpose of maintaining the established level of service standard. [2000 GP Policy GM-1A.6 – Modified for 2015-2035 GP]

C-6.15: Maintain a traffic impact fee for circulation system improvements to the Master Plan of Streets and Highways; review and update fees on a regular basis. [2000 GP Policy GM-1A.4 AND Policy CIR-2D.3 – Modified for 2015-2035 GP]

Objective C-6B: Evaluate the transportation system to ensure that it meets the City's circulation goals. [2000 GP Objective CIR-2A – Modified for 2015-2035 GP]

C-6.16: Provide an annual Capital Improvement Program General Plan consistency report. [New Policy for 2015-2035 GP]

C-6.17: Provide annual public review of implementation status reports of goals, policies, and objectives stated in the Circulation Element. [New Policy for 2015-2035 GP]

C-6.18: Adopt and seek out methods and processes that provide appropriate and accurate data for evaluating the performance of the transportation and infrastructure system. [New Policy for 2015-2035 GP]

Goal C-7:

Promote a Friendly Active Transportation System in Costa Mesa

Create a bicycle and pedestrian friendly environment throughout Costa Mesa for all types of users and all trip purposes in accordance with the five "Es:" Education, Encouragement, Enforcement, Engineering, and Evaluation. [New Goal for 2015-2035 GP]

The following recommendations are aimed at providing the maximum flexibility in meeting the goals and policies in this Circulation Element.

Bikeways and Pedestrian Paths

Objective C-7A: Expand, enhance, and protect the existing bicycle and pedestrian network to provide a comprehensive, system of Class I, Class II, Class III, and Class IV facilities to increase connectivity between homes, jobs, schools transit, and recreational resources in Costa Mesa. [New Objective for 2015-2035 GP]

Recommendation C-7.1: Develop an extensive bicycle and pedestrian backbone network through the use of standard and appropriate innovative treatments. [New Policy for 2015-2035 GP]

Recommendation C-7.2: Plan and install new bicycle lanes on Major Arterials, where feasible and appropriate. [New Policy for 2015-2035 GP]

Recommendation C-7.3: Plan and install shared lane markings ("sharrows") and signage on appropriate existing and planned bicycle routes where bicycle lane implementation is demonstrated to be infeasible. [New Policy for 2015-2035 GP]

Recommendation C-7.4: Where feasible, Class I shared-use paths should be a priority for future developments. [New Policy for 2015-2035 GP]

Recommendation C-7.5:	Plan and install new shared-use paths in utility corridors and/or along flood control channels, and extend existing bicycle and shared-use paths. [New Policy for 2015-2035 GP]
Recommendation C-7.6:	Plan and complete north/south multi-purpose and bicycle routes through the City to augment the east/west route. [New Policy for 2015-2035 GP]
Recommendation C-7.7:	Consider the identification and feasibility of potential Class IV cycle tracks. [New Policy for 2015-2035 GP]
Recommendation C-7.8:	When feasible, implement the completion through regional coordination of the Costa Mesa roadway and trail segments of regional bikeway plans. [New Policy for 2015-2035 GP]
Recommendation C-7.9:	Encourage reallocation of roadway rights-of-way where appropriate to accommodate shared-use path and bicycle facilities, while preserving and respecting the character of each adjacent neighborhood. [New Policy for 2015-2035 GP]
Recommendation C-7.10:	Support bicycle improvement projects that close gaps in the regional bicycle network either by implementing specific projects recommended in the Plan or through other treatments. [New Policy for 2015-2035 GP]
Recommendation C-7.11:	Encourage bicycle projects that connect local facilities and neighborhoods to major bicycle corridors. [New Policy for 2015-2035 GP]
Recommendation C-7.12:	Work cooperatively with adjoining jurisdictions and local/regional agencies to coordinate bicycle planning, and implementation activities. Where required, develop consistent active transportation plans and policies with regional and adjacent agencies. [New Policy for 2015-2035 GP]
Recommendation C-7.13:	Prioritize safe access to major regional trails such as the OC Loop/Santa Ana River Trail and the Newport Back Bay Trail System. Where feasible, plan and provide a continuous low-stress Class I and/or Class IV facility from east to west across the city between these facilities. [New Policy for 2015-2035 GP]
Recommendation C-7.14:	Explore favorable opportunities to remove parking to accommodate bicycle lanes. [New Policy for 2015-2035 GP]
Recommendation C-7.15:	Identify favorable opportunities to retain parallel parking adjacent to sidewalks to maintain pedestrian safety. [New Policy for 2015-2035 GP]
Recommendation C-7.16:	Consider every street in Costa Mesa as a street that cyclists could use. [New Policy for 2015-2035 GP]
Recommendation C-7.17:	Link on-road and off-road bicycle and pedestrian facilities within Costa Mesa to existing and planned facilities in adjacent and regional jurisdictions. [New Policy for 2015-2035 GP]

Recommendation C-7.18: Low-stress design techniques should be considered where necessary to attract a wide variety of users. [New Policy for 2015-2035 GP]

Recommendation C-7.19: Establish designated safe routes to schools for biking and walking. [New Policy for 2015-2035 GP]

Recommendation C-7.20: Designate walkable districts in the City. [New Policy for 2015-2035 GP]

Bike and Pedestrian Facilities

Objective C-7B: Provide end-of-trip facilities that support the bicycle network. [New Objective for 2015-2035 GP]

Recommendation C-7.21: Provide bike parking and bike-related amenities at public facilities and along public rights-of-way. [New Policy for 2015-2035 GP]

Recommendation C-7.22: Pursue public-private partnerships to furnish local businesses with secure bike parking and other related amenities. [New Policy for 2015-2035 GP]

Recommendation C-7.23: Develop and adopt bicycle parking equipment standards for bicycle parking to be installed within the public right-of-way and post on the City website. [New Policy for 2015-2035 GP]

Recommendation C-7.24: Work with local schools and colleges to provide ample and secure bike parking and other related amenities for students and employees. [New Policy for 2015-2035 GP]

Recommendation C-7.25: Work with OCTA to maximize bicycle amenities, such as bus stop solar lighting and bicycle lockers, at high-volume transit stops. [New Policy for 2015-2035 GP]

Recommendation C-7.26: Prioritize the installation of bicycle-scale and/or pedestrian-scale lighting. [New Policy for 2015-2035 GP]

Recommendation C-7.27: Encourage and incentivize providing attended bicycle parking services, such as a bicycle valet, at major City events, OC Fair, Farmers' Markets, holiday festivals, and other community events. [New Policy for 2015-2035 GP]

Recommendation C-7.28: Prioritize schools with the highest auto traffic volume during peak hours and insufficient parking for staff and parents. Plan and install bicycle facilities adjacent those schools. [New Policy for 2015-2035 GP]

Recommendation C-7.29: Provide bike parking and bike-related amenities at public facilities and along public right-of-way. [New Policy for 2015-2035 GP]

"First and Last Mile" Programs

Objective C-7C: Encourage sustainable modes of transportation to fill gaps between the first and last miles of trips (walking, biking, ride sharing, transit, taxi and car-sharing). [New Objective for 2015-2035 GP]

Recommendation C-7.30: Identify citywide infrastructure needed to create the interconnected multi-trail system. [New Policy for 2015-2035 GP]

Recommendation C-7.31: Improve the quality, aesthetics, and safety of high-use pedestrian corridors. [New Policy for 2015-2035 GP]

Recommendation C-7.32: Development and implement a bicycle sharing system. [New Policy for 2015-2035 GP]

Recommendation C-7.33: Proposed new mode split goals:

- 50 percent motor vehicles
- 10 percent transit
- 10 percent bicycles
- 20 percent walking
- 10 percent carpools, taxi, transportation network company services, and car sharing [New Policy for 2015-2035 GP]

Recommendation C-7.34: Establish a goal for all trips of less than three miles to be 30 percent by bicycle, and establish a goal of less than 1 mile to be 30 percent by walking. [New Policy for 2015-2035 GP]

Recommendation C-7.35: Consider implementing a small-scale transportation system to encourage mode shift to popular destinations as defined by users. [New Policy for 2015-2035 GP]

Goal C-8:

Create a Safer Place to Walk and Ride a Bicycle

Provide a safe, convenient, and attractive bicycling and pedestrian environment. Apply design standards, enforcement of traffic laws, maintenance practices, and safety awareness campaigns to encourage and increate the use of bicycle and pedestrian facilities. [New Goal for 2015-2035 GP]

Design and Way-finding

Objective C-8A: Develop bicycle and pedestrian facilities with approved uniform design standards, and implementation of way-finding signage providing information on various destinations. [New Objective for 2015-2035 GP]

Recommendation C-8.1: Require that all facilities be designed in accordance with the latest federal, state, and local standards. [New Policy for 2015-2035 GP]

Recommendation C-8.2: Provide and maintain bicycle and pedestrian signal detectors, informational signage, and lighting, along City bikeways. [New Policy for 2015-2035 GP]

Recommendation C-8.3: Develop, install and maintain a bicycle and pedestrian way-finding signage program to indicate route turns, the presence of intersecting bikeways, streets and distances to nearby local and major destinations. [New Policy for 2015-2035 GP]

Recommendation C-8.4: Develop a list of acceptable plant materials for shared use paths that will not damage, create security problems or hazards for bicyclists. Incorporate canopy trees and native, drought-tolerant landscaping as a standard Class I facility (shared use path) feature. Encourage the use of sustainable drainage designs, such as bio-swales. [New Policy for 2015-2035 GP]

Recommendation C-8.5: Utilize Complete Streets elements as demonstrated in most recent versions of National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Bikeway Design Guide. [New Policy for 2015-2035 GP]

Recommendation C-8.6: Crosswalks will include high visibility crossing treatments. [New Policy for 2015-2035 GP]

Recommendation C-8.7: Paint direction arrows on all bike lanes and bike paths to reduce the risk of collisions. [New Policy for 2015-2035 GP]

Safety Enforcement and Reporting

Objective C-8B: Continue and expand enforcement activities that enhance safety of bicyclists on bike paths and roadways. [New Objective for 2015-2035 GP]

Recommendation C-8.8: Enforce laws that reduce bicycle/pedestrian/motor vehicle incidents and conflicts. [New Policy for 2015-2035 GP]

Recommendation C-8.9: Train police officers on bicyclists' rights and responsibilities and bicycle/pedestrian/vehicle collision evaluation. [New Policy for 2015-2035 GP]

Recommendation C-8.10: Utilize the City's bicycle-mounted patrol officer program to educate and enforce pedestrian and bicycle user violations not necessarily to punish, but to correct. [New Policy for 2015-2035 GP]

Recommendation C-8.11: Promote efficient reporting mechanisms for behaviors that endanger cyclists and pedestrians. [New Policy for 2015-2035 GP]

Recommendation C-8.12: Develop a partnership with the school community to establish and update suggested routes to schools for biking and walking. [New Policy for 2015-2035 GP]

Safe Roadway Conditions

Objective C-8C: Maintain bicycle and pedestrian facilities that are clear of debris and provide safe conditions for all users. [New Objective for 2015-2035 GP]

Recommendation C-8.13: Establish routine maintenance schedule/standards for bicycle and pedestrian facilities such as sweeping, litter removal, landscaping, repainting of striping, signage, and signal actuation devices. [New Policy for 2015-2035 GP]

Recommendation C-8.14: Encourage and empower citizens to report maintenance issues that impact bicyclist and pedestrian safety including, but not limited to, potholes, sidewalk lifting, and overgrown vegetation. [New Policy for 2015-2035 GP]

Recommendation C-8.15: Establish procedures for responding to citizen reports in a timely manner. [New Policy for 2015-2035 GP]

Recommendation C-8.16: Where feasible, reduce or eliminate conflict points such as driveways that cross the sidewalk. [New Policy for 2015-2035 GP]

Safety Education

Objective C-8D: Increase education of bicycle and pedestrian safety through programs and training of school children and the public. [New Objective for 2015-2035 GP]

Recommendation C-8.17: Create, fund, and implement bicycle-safety curricula and provide to the public, tourists, various ethnic groups, diverse ages and disadvantaged communities. [New Policy for 2015-2035 GP]

Recommendation C-8.18: Provide multilingual bicycle-safety maps and brochures (print and electronic versions) in languages that are widely used in Costa Mesa. [New Policy for 2015-2035 GP]

Recommendation C-8.19: Encourage schools to develop and provide bicycle-safety curricula for use in elementary, middle, and high schools, such as the Bicycle Rodeo events. [New Policy for 2015-2035 GP]

Recommendation C-8.20: Support marketing and public awareness campaigns aimed at improving bicycle and pedestrian safety. [New Policy for 2015-2035 GP]

Recommendation C-8.21: Provide a user education program developed and promoted to encourage proper trail use and etiquette. [New Policy for 2015-2035 GP]

Recommendation C-8.22: Work with local bicycle advocacy organizations to develop, promote and support a series of bicycle education classes. Include information on bicycle safety, maintenance, and security. [New Policy for 2015-2035 GP]

Recommendation C-8.23: Develop and distribute education material regarding bicycle and pedestrian responsibilities and laws. [New Policy for 2015-2035 GP]

Safety Data

Objective C-8E: Monitor and analyze bicycle and pedestrian safety. [New Objective for 2015-2035 GP]

Recommendation C-8.24: Request bicycle and pedestrian collision reports from local law enforcement periodically and consider improvements to address problem areas. [New Policy for 2015-2035 GP]

Recommendation C-8.25: Establish an expedited process to report maintenance and safety concerns, e.g. pavement markings (sharrows, missing bike lane lines), ramps, curb cut-outs, broken walk/bike signal buttons, signage, minor maintenance of bike lanes/paths (street/path sweeping, minor surface patching, inoperable traffic signal bicycle detection). [New Policy for 2015-2035 GP]

Recommendation C-8.26: Conduct Roadside Safety Audits (RSAs) on a regular basis to provide periodic snapshots of roadway safety, including bicycle, pedestrian, equestrian, skateboard, and other non-motorized modes of travel. [New Policy for 2015-2035 GP]

Goal C-9:

Integrate Active Transportation Elements into Circulation System and Land Use Planning

Provide bikeway and walkway facilities that are integrated with other transportation systems and land use planning decisions. [New Goal for 2015-2035 GP]

Land Use Planning Decisions and Active Transportation

Objective C-9A: Consider bicycle and pedestrian facilities during land use planning process. [New Objective for 2015-2035 GP]

Recommendation C-9.1: Incorporate the Costa Mesa Bicycle and Pedestrian Master Plan into the City's General Plan. [New Policy for 2015-2035 GP]

Recommendation C-9.2: Ensure that all current and proposed land use planning is consistent with the Costa Mesa Bicycle and Pedestrian Master Plan. [New Policy for 2015-2035 GP]

Recommendation C-9.3: Require new developments provide adequate bicycle parking and pedestrian access. [New Policy for 2015-2035 GP]

Recommendation C-9.4: Collaborate with property owners to increase bicycle parking over time. [New Policy for 2015-2035 GP]

Recommendation C-9.5: Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use. [New Policy for 2015-2035 GP]

Recommendation C-9.6: Provide a fully integrated network of modern active transportation facilities to and from major activity centers and residential centers. [New Policy for 2015-2035 GP]

Recommendation C-9.7: Identify areas where an increase in the need for active transportation can reasonably be anticipated due to housing/business growth. [New Policy for 2015-2035 GP]

Recommendation C-9.8: Make commercial and recreational areas more enjoyable for pedestrians by implementing measures such as providing shade, planting trees, eliminating visible parking lots and vacant land, and minimizing long stretches of building façade. [New Policy for 2015-2035 GP]

Recommendation C-9.9: Develop creative, artistic, and functional bicycle parking solutions, and install them throughout the City as a standard. [New Policy for 2015-2035 GP]

Active Transportation in Developments

Objective C-9B: Integrate bicycle and pedestrian facility improvements during planning, design and implementation of transportation projects. [New Objective for 2015-2035 GP]

Recommendation C-9.10: Promote the preservation of bicycle access within all roadway rights-of-way, as well as the development of innovative, safety-enhanced on-street facilities, such as bicycle boulevards and cycle tracks. [New Policy for 2015-2035 GP]

Recommendation C-9.11: Establish bike boulevards on streets with low traffic volumes and slow speeds to encourage bicycling. [New Policy for 2015-2035 GP]

Recommendation C-9.12: Proactively seek new opportunities for acquisition of abandoned rights-of-way and other lands for the development of new multi-use pathways that integrate with the planned network. [New Policy for 2015-2035 GP]

Recommendation C-9.13: Improve the safety of all road users through the implementation of neighborhood traffic-calming treatments. [New Policy for 2015-2035 GP]

Recommendation C-9.14 Detours through or around construction zones should be designed for safety and convenience, and with adequate signage for cyclists and pedestrians. [New Policy for 2015-2035 GP]

Recommendation C-9.15: Provide opportunity for public input prior to the removal of an existing bicycle or pedestrian facility or the approval of any development or street improvement that would preclude these planned facilities. [New Policy for 2015-2035 GP]

Goal C-10:

Promote an Active Transportation Culture

Develop educational and promotional programs to increase bicycle and pedestrian usage that respects and accommodates all users to foster a more balanced transportation system. [New Goal for 2015-2035 GP]

An Active Transportation Culture

Objective C-10A: Encourage more people to walk and bicycle by supporting programs that foster community support for bicycling and walking, and raise public awareness about active transportation. [New Objective for 2015-2035 GP]

Recommendation C-10.1: Support marketing and public awareness campaigns through a variety of media aimed at promoting bicycling and walking as a safe, healthy, cost-effective, environmentally friendly transportation choice. [New Policy for 2015-2035 GP]

Recommendation C-10.2: Support programs aimed at increasing bicycle and walk trips by providing incentives, recognition, or services that make bicycling and walking a more convenient transportation mode. [New Policy for 2015-2035 GP]

Recommendation C-10.3: Promote bicycling and walking at City-sponsored and public events, such as Earth Day, Bike to Work Day/Month, farmers' markets, public health fairs, art walks, craft fairs, and civic events. [New Policy for 2015-2035 GP]

Recommendation C-10.4: Encourage and promote bicycle related businesses within Costa Mesa including, but not limited to, involvement of civic clubs and organizations. [New Policy for 2015-2035 GP]

Recommendation C-10.5: Promote active transportation events in Costa Mesa to raise awareness and encourage bicycling, including, but not limited to, those that may involve temporary road closures, bike to work/school, senior walks, historic walks, and ciclovías. [New Policy for 2015-2035 GP]

Recommendation C-10.6: Encourage major employment centers and employers to promote commuting by bicycle including the use of flex-time work schedules to support non-rush bicycle commuting. Build a coalition with City, businesses, schools, and residents to promote active transportation. [New Policy for 2015-2035 GP]

Recommendation C-10.7: Encourage participation in bicycle and pedestrian promotion activities by education facilities, arts programs, active transportation clubs, and entertainment providers. [New Policy for 2015-2035 GP]

Recommendation C-10.8: Achieve "Silver Level Bicycle Friendly Community" by League of American Bicyclists by 2025. [New Policy for 2015-2035 GP]

Recommendation C-10.9: Achieve "Walk Friendly Community" status from WalkFriendly.org by 2025. [New Policy for 2015-2035 GP]

Recommendation C-10.10: Achieve "HEAL City" designation by 2017. [New Policy for 2015-2035 GP]

Goal C-11:

Promote the Positive Air Quality, Health, and Economic Benefits of Active Transportation

Encourage active transportation by promoting air quality, health, and economic benefits, and by pursuing multiple sources of funding for active transportation programs and facilities. [New Goal for 2015-2035 GP]

Improving the Environment with Active Transportation

Objective C-11A: Improve air quality and public health and reduce ambient noise by promoting Active Transportation programs. [New Objective for 2015-2035 GP]

Recommendation C-11.1: Determine baseline emissions levels, then track and communicate changes in emissions as modes of transportation trips shift to encourage more walking and biking. [New Policy for 2015-2035 GP]

Recommendation C-11.2: Improve the quality of life in Costa Mesa by reducing neighborhood traffic and noise. [New Policy for 2015-2035 GP]

Recommendation C-11.3: Increase pedestrian and bicycle trips, thereby reducing vehicle trips and vehicle miles Traveled. [New Policy for 2015-2035 GP]

Recommendation C-11.4: Coordinate with appropriate federal, state, and county health agencies on active transportation programs to achieve health benefits. [New Policy for 2015-2035 GP]

Economic and Other Incentives

Objective C-11B: Provide economic incentives for expanding and enhancing bicycle and pedestrian facilities. [New Objective for 2015-2035 GP]

Recommendation C-11.5: Incentivize the business community to support pedestrians and bicycle users in tangible ways. [New Policy for 2015-2035 GP]

Recommendation C-11.6: Partner with the business and school communities to create a marketing strategy to encourage individual businesses to market Costa Mesa as a bicycle-friendly City. [New Policy for 2015-2035 GP]

Recommendation C-11.7: Encourage developers to include features, amenities and programs that are proven to increase walking and/or bicycling. [New Policy for 2015-2035 GP]

Recommendation C-11.8: Offer incentives for businesses whose employees walk or bike to work. [New Policy for 2015-2035 GP]

Recommendation C-11.9: Encourage the Chamber of Commerce and the business community to promote active transportation in commercial areas to stimulate economic vitality. [New Policy for 2015-2035 GP]

Goal C-12:

Monitor, Evaluate, and Pursue Funding for Implementation of the Bicycle and Pedestrian Master Plan. [New Goal for 2015-2035 GP]

Objective C-12A: Continuously monitor and evaluate Costa Mesa's implementation progress on the Bicycle and Pedestrian Master Plan policies, programs, and projects. [New Objective for 2015-2035 GP]

Recommendation C-12.1: Establish a monitoring program to measure the effectiveness and benefits of the Costa Mesa Bicycle and Pedestrian Master Plan. [New Policy for 2015-2035 GP]

Recommendation C-12.2: Track citywide trends in active transportation through the use of Census data, bicycle and pedestrian counts, travel surveys, and online surveys as part of annual reviews of the General Plan. [New Policy for 2015-2035 GP]

Recommendation C-12.3: Ensure that Bicycle and Pedestrian Master Plan programs and projects are implemented in an equitable manner geographically, socioeconomically, and serving disadvantaged communities. [New Policy for 2015-2035 GP]

Fund the Plans

Objective C-12B: Pursue grants and other sources of funding for bicycle and pedestrian projects. [New Objective for 2015-2035 GP]

Recommendation C-12.4: Strategize use of resources on developing effective and efficient grant application and program administration. [New Policy for 2015-2035 GP]

Recommendation C-12.5: Pursue multiple sources of funding and support efforts to maintain or increase federal, state and local funding for the implementation of the Bicycle and Pedestrian Master Plan. [New Policy for 2015-2035 GP]

Recommendation C-12.6: Consider designating a portion of development traffic impact fees to fund bicycle and pedestrian facilities. [New Policy for 2015-2035 GP]

Growth Management Elements

The goals, objectives, and policies that address growth management are as follows:

Goal GM-1:

Inter-jurisdictional Coordination [New Goal for 2015-2035 GP]

Objective GM-1A: Coordinate land use and transportation planning policies with State, regional, and local growth management efforts. [New Objective for 2015-2035 GP]

GM-1.1: Cooperate with the Orange County Transportation Authority (OCTA) and other jurisdictions on development, all future regional transportation plans, and land use planning on a countywide basis. [New Policy for 2015-2035 GP]

GM-1.2: Coordinate population, housing, and employment projections with the State Department of Finance, Southern California Association of Governments, Center for Demographic Research, Newport-Mesa Unified School District, and County of Orange agencies in terms of infrastructure planning. [New Policy for 2015-2035 GP]

GM-1.3: Work with inter-jurisdictional forums such as the City-County Coordinating Committee to make sure that the City's fees are consistent with minimally acceptable impact fees in the region. [New Policy for 2015-2035 GP]

GM-1.4: Participate in inter-jurisdictional planning forums to discuss implementation of traffic improvements, cooperative land use planning, and appropriate mitigation measures for developments with multijurisdictional impacts. [New Policy for 2015-2035 GP]

GM-1.5: Continue to require that any new large developments prepare a master plan and environmental impact analysis. This allows the City to anticipate the impacts of large projects prior to development of any portion and permits more time to plan for public services and facilities needed to support the project. [New Policy for 2015-2035 GP]

Goal GM-2:

Integration of Land Use and Transportation Planning [2000 GP Goal GM-1 – Modified for 2015-2035 GP]

Objective GM-2A: Maintain the Level of Service standards by integration of land use and transportation planning. [2000 GP Objective GM-1A – Modified for 2015-2035 GP]

GM-2.1: Ensure that land use designations are reflected in the sub-regional county model and SCAG's model through consistent assumptions and methodologies. [New Policy for 2015-2035 GP]

GM-2.2: Coordinate with State, county, and local agencies for planning and construction of public utilities to minimize negative impacts on the circulation system. [New Policy for 2015-2035 GP]

GM-2.3: Use the Development Phasing and Performance Monitoring Program to assess the impact of existing and new development on the circulation system. [New Policy for 2015-2035 GP]

GM-2.4: Support uses and development which create synergistic relationships with neighboring uses and development, especially those whose addition does not create mutually exclusive additional vehicular trips but adds to the value of the destination by any potential visitor. [New Policy for 2015-2035 GP]

GM-2.5: Support creative and flexible solutions that provide for additional economic or physical growth within the City but does not place greater impact on the circulation system. These would include shared parking agreements, offset hours of operation, and clustering of harmonious and supportive uses. [New Policy for 2015-2035 GP]

Housing Element

The goals and policies, from the adopted 2013-2021 Housing Element, that address housing are as follows:

Goal HOU-1:

Preservation and Enhancement

Preserve the availability of existing housing opportunities and conserve as well as enhance the quality of existing dwelling units and residential neighborhoods. [No Change]

HOU-1.1: Develop standard and/or guidelines for new development with emphasis on site (including minimum site security lighting) and building design to minimize vulnerability to criminal activity. [No Change]

HOU-1.2: Encourage existing stabilized residential neighborhoods, including but not limited to mobile home parks and manufactured home parks, from the encroachment of incompatible or potentially disruptive land uses and/or activities. [No Change]

HOU-1.3: Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal building and establish regulations to abate weed-filled yards when any of the above is deemed to constitute a health, safety or fire hazard. [No Change]

HOU-1.4: Establish code enforcement as a high priority and provide adequate funding and staffing to support code enforcement programs. [No Change]

HOU-1.5: Install and upgrade public service facilities (streets, alleys, and utilities) to encourage increased private market investments in declining or deteriorating neighborhoods. [No Change]

HOU-1.6: Continue existing rehabilitation loan and grant programs for low and moderate-income homeowners as long as funds are available. [No Change]

HOU-1.7: Minimize the displacement of existing residences due to public projects. [No Change]

HOU-1.8: Encourage the development of housing that fulfills specialized needs. [No Change]

Goal HOU-2:

Preserving and Expanding Affordable Housing Opportunities

Provide a range of housing choices for all social and economic segments of the community, including housing for persons with special needs.

HOU-2.1: Encourage concurrent applications (i.e., rezones, tentative tract maps, conditional use permits, variance request, etc.) if multiple approvals are required, and if consistent with applicable processing requirements. [No Change]

HOU-2.2: Promote the use of State density bonus provisions to encourage the development of affordable housing for lower and moderate income households, as well as senior housing. [No Change]

HOU-2.3: Provide incentive bonus units to encourage the redevelopment of residential units that are nonconforming in terms of density. The incentive shall be limited to the multi-family residential land use designations. The density incentive shall be limited to an increase of 25 percent above the Medium-Density or an increase of 50 percent above High-Density. In no case shall the resulting number of units exceed the existing number of units on each site. [No Change]

HOU-2.4: Encourage developers to employ innovative or alternative construction methods to reduce housing costs and increase housing supply. [No Change]

HOU-2.5: Continue membership in the Orange County Housing Authority to provide rental assistance to very low income households. [No Change]

HOU-2.6: Provide clear rules, policies, and procedures, for reasonable accommodation in order to promote equal access to housing. Policies and procedures should be ministerial and include but not be limited to identifying who may request a reasonable accommodation (i.e., persons with disabilities, family-members, landlords, etc.), timeframes for decision-making, and provisions for relief from the various land-use, zoning, or building regulations that ma constrain the housing for persons of disabilities. [No Change]

HOU-2.7: Monitor the implementation of the City's ordinances, codes, policies, and procedures to ensure they comply with the "reasonable accommodation" for disable provisions and all fair housing laws. [No Change]

Goal HOU-3:

Provisions of Adequate Sites

Provide adequate, suitable sites for residential use and development or maintenance of a range of housing that varies sufficiently in terms of cost, design, size, location, and tenure to meet the housing needs of all segment of the community at a level that can be supported by infrastructure. [No Change]

HOU-3.1: Encourage the conversion of existing marginal or vacant motels, commercial, and/or industrial land to residential, where feasible and consistent with environmental conditions that are suitable for new residential development. [No Change]

HOU-3.2: Provide opportunities for the development of well planned and designed project which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood. [No Change]

HOU-3.3: Cooperate with large employers, the Chamber of Commerce, and major commercial and industrial developers to identify and implement programs to balance employment growth with the ability to provide housing opportunities affordable to the incomes of the newly created job opportunities. [No Change]

HOU-3.4: Consider the potential impact on housing opportunities and existing residential neighborhoods when reviewing rezone petitions affecting residential properties. [No Change]

HOU-3.5: Encourage transit-oriented development along transportation corridors. [No Change]

Goal HOU-4:

Equal Housing Opportunity

Ensure that all existing and future housing opportunities are open and available to all social and economic segments of the community without discrimination on the basis of race, color, religion, sex, sexual orientation, disability/medical conditions, national origin or ancestry, marital status, age, household composition or size, source of income, or any other arbitrary factors. [No Change]

HOU-4.1: Support the intent and spirit of equal housing opportunities as express in Federal and State fair housing laws. [No Change]

HOU-4.2: Continue to provide fair housing and counseling services for all Costa Mesa residents in an effort to remove barriers and promote access to affordable housing in the City. [No Change]

HOU-4.3: Encourage programs that address the housing needs of senior citizens. [No Change]

HOU-4.4: Encourage and support the construction, maintenance and preservation of residential developments which will meet the needs of families and individuals with specialized housing requirements. [No Change]

HOU-4.5: Encourage and support the construction, maintenance and preservation of residential developments to meet the needs of the developmentally disabled. [No Change]

Goal HOU-5:

Coordination and Cooperation

Coordinate local housing efforts with appropriate federal, state, regional, and local governments and/or agencies and to cooperate in the implementation of intergovernmental housing programs to ensure maximum effectiveness in solving local and regional housing problems. [No Change]

HOU-5.1: Investigate alternative intergovernmental arrangements and program options to deal with area-wide housing issues and problems. [No Change]

Conservation Element

The goals, objectives, and policies that address conservation are as follows:

Goal CON-1:

Preserved and Restored Natural Coastal Habitat and Landforms

It is the goal of the City of Costa Mesa to provide residents with a high-quality environment through the conservation of resources, including land, water, wildlife, and vegetation; and the protection of areas of unique natural beauty. [2000 GP Goal CON-1]

Objective CON-1.A: Evaluate existing biotic resources and preserve them in ecologically viable and natural conditions, where possible; and/or restore and integrate these resources into the urban environment, where feasible. [2000 GP Objective CON-1A]

Habitat and Biological Resources Protection and Restoration

CON-1.A.1: Natural habitat is essential to ensuring biodiversity and protecting sensitive biological resources. Protect these areas and consult with the California Department of Fish and Wildlife, Orange County Water District, Orange County Parks, and other regional agencies to identify areas for special protection, and establish appropriate protection measures for these areas. [2000 GP Policy CON-1A.1 – Modified for 2015-2035 GP]

CON-1.A.2: Contribute to regional biodiversity and the preservation of rare, unique, and sensitive biological resources by maintaining functional wildlife corridors and habitat linkages. [New Policy for 2015-2035 GP]

CON-1.A.3: Coordinate with the United States Fish and Wildlife service, the California Department of Fish and Wildlife, and other regulatory agencies to mitigate project impacts affecting open and natural spaces. [New Policy for 2015-2035 GP]

CON-1.A.4: Promote and protect native plant species within Fairview Park, and remove and control the spread of invasive species, including plants, animals, and fungi. [New Policy for 2015-2035 GP]

CON-1.A.5: Ensure that all future development is reviewed with regard to protecting natural topography and bluffs to preserve and enhance Costa Mesa's natural beauty. [New Policy for 2015-2035 GP]

CON-1.A.6: Minimize soil depletion and erosion in development projects. Prevent erosion caused by construction activities, and encourage preservation of natural vegetation and topography. [New Policy for 2015-2035 GP]

Access to Large-Scale Natural Areas

CON-1.A.7: Improve access to large-scale natural areas in the City. These areas should be open for controlled access to improve public enjoyment. Access should be limited where natural habitat is extremely sensitive. Work with transit agencies to improve connections and access to open space and recreation facilities from all Costa Mesa neighborhoods. [New Policy for 2015-2035 GP]

CON-1.A.8: Require the provision of adequate visitor-serving on-site parking facilities that do no impact sensitive resources within the Coastal Zone. [2000 GP Policy CON-1D.4]

CON-1.A.9: Coordinate the development of plans, policies, and design standards for projects within the Coastal Zone with appropriate local, regional, and federal agencies. [2000 GP Policy CON-1D.5]

Goal CON-2:

Conserved Natural Resources through Environmental Sustainability

Reduce the City's carbon footprints and manage resources wisely to meet the needs of a growing population and economy. Base community planning decisions on sustainable practices that reduce environmental pollutants, conserve resources, and minimize waste. Encourage the design of energy-efficient buildings, use renewable energy, and promote alternative methods of transportation. [2000 GP Goal CON-1]

Objective CON-2.A: Work to conserve energy resources in existing and new buildings, utilities, and infrastructure. [2000 GP Objective CON-1C]

Energy Efficiency and Conservation

CON-2.A.1: Promote efficient use of energy and conservation of available resources in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment. [New Policy for 2015-2035 GP]

CON-2.A.2: Consult with regional agencies and utility companies to pursue energy efficiency goals. Expand renewable energy strategies to reach zero net energy for both residential and commercial new construction. [New Policy for 2015-2035 GP]

CON-2.A.3: Continue to develop partnerships with participating jurisdictions to promote energy efficiency, energy conservation, and renewable energy resource development by leveraging the abilities of local governments to strengthen and reinforce the capacity of energy efficiency efforts. [New Policy for 2015-2035 GP]

CON-2.A.4: Encourage new development to take advantage of Costa Mesa's optimal climate in the warming and cooling of buildings, including use of heating, ventilation and air conditioning (HVAC) systems. [New Policy for 2015-2035 GP]

Green Building Sustainable Development Practices

CON-2.A.5: Promote environmentally sustainable development principles for buildings, master planned communities, neighborhoods, and infrastructure. [New Policy for 2015-2035 GP]

CON-2.A.6: Encourage construction and building development practices that reduce resource expenditures throughout the lifecycle of a structure. [New Policy for 2015-2035 GP]

CON-2.A.7: Continue to require all City facilities and services to incorporate energy and resource conservation standards and practices and require that new municipal facilities be built within the LEED Gold standards or equivalent. [New Policy for 2015-2035 GP]

CON-2.A.8: Continue City green initiatives in purchases of equipment, and agreements that favor sustainable products and practices. [New Policy for 2015-2035 GP]

Solid Waste Reduction and Recycling

CON-2.A.9 Encourage waste management programs that promote waste reduction and recycling to minimize materials sent to landfills. Maintain robust programs encourage residents and businesses to reduce, reuse, recycle, and compost. [New Policy for 2015-2035 GP]

CON-2.A.10 Support waste management practices that provide recycling programs. Promote organic recycling, landfill diversion, zero waste goals, proper hazardous waste collections, composting, and the continuance of recycling centers. [2000 GP Policy CON-1B.4 – Modified for 2015-2035 GP]

CON-2.A.11 Continue construction and demolition programs that require recycling and minimize waste in haul trips. [New Policy for 2015-2035 GP]

Goal CON-3:

Improved Water Supply and Quality

Pursue a multijurisdictional approach to protecting, maintaining, and improving water quality and the overall health of the watershed. A comprehensive, integrated approach will ensure compliance with federal and State standards, and will address a range of interconnected priorities, including water quality and runoff; stormwater capture, storage, and flood management techniques that focus on natural drainage; natural filtration and groundwater recharge through green infrastructure and habitat restoration; and water recycling and conservation. [New Goal for 2015-2035 GP]

Objective CON-3.A: Work towards the protection and conservation of existing and future water resources by recognizing water as a limited resource that requires conservation. [2000 GP Objective CON-1B]

Water Supply

CON-3.A.1: Continue to consult with local water districts and the Orange County Water District to ensure reliable, adequate, and high-quality sources of water supply at a reasonable cost. [2000 GP Policy CON-1B.3 – Modified for 2015-2035 GP]

Water Conservation

CON-3.A.2: Encourage residents, public facilities, businesses, and industry to minimize water consumption, especially during drought years. [2000 GP Policy CON-1B.3 – Modified for 2015-2035 GP]

CON-3.A.3: Restrict use of turf in new construction and landscape reinstallation that requires high irrigation demands, except for area parks and schools, and encourage the use of drought-tolerant landscaping. [2000 GP Policy 1A.2 – Modified for 2015-2035 GP]

Water Recycling

CON-3.A.4: Consult with local water districts and the Orange County Water District to advance water recycling program for new and existing developments, including the use of treated wastewater to irrigate parks, golf courses, roadway landscaping, and other intensive irrigation consumers. [2000 GP Policy CON-1B.2 – Modified for 2015-2035 GP]

Water Quality and Urban Runoff

CON-3.A.5: Work with public and private property owners to reduce stormwater runoff in urban areas to protect water quality in storm drainage channels, the Santa Ana River, and other local water courses that lead to the Pacific Ocean. [New Policy for 2015-2035 GP]

CON-3.A.6: Continue to develop strategies to promote stormwater management techniques and storm drain diversion programs that collectively and naturally filter urban runoff. [2000 GP Policy CON-1E.5 – Modified for 2015-2035 GP]

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

the provisions of applicable Best Management Practices (BMP). [2000 GP Policy CON-1A.3]

CON-3.A.8: Require that all applicable development projects be reviewed with regards to requirements of both the on-site Water Quality Management Plan and State requirements for runoff and obtaining a Storm Water Pollution Prevention Plan (SWPPP) permit. [2000 GP Policy CON-1E.6 – Modified for 2015-2035 GP]

Municipal Sewer System

CON-3.A.9: Continue to consult with the Costa Mesa Sanitation District and the Orange County Sanitation District to modernize wastewater treatment facilities to avoid overflows of untreated sewage. [New Policy for 2015-2035 GP]

Goal CON-4:

Improved Air Quality

Take steps to improve and maintain air quality for the benefit of the health and vitality of residents and the local economy. In alignment with State emissions reduction goals and in cooperation with the South Coast Air Quality Management District, pursue regional collaboration to reduce emissions from all sources. [New Goal for 2015-2035 GP]

Objective CON-4.A: Pursue the prevention of the significant deterioration of local and regional air quality. [2000 GP Objective CON-1E]

Air Quality

CON-4.A.1: Support regional policies and efforts that improve air quality to protect human and environmental health, and minimize disproportionate impacts on sensitive population groups. [New Policy for 2015-2035 GP]

CON-4.A.2: Encourage businesses, industries and residents to reduce the impact of direct, indirect, and cumulative impacts of stationary and non-stationary pollution sources. [New Policy for 2015-2035 GP]

CON-4.A.3: Require that sensitive uses such as schools, childcare centers, parks and playgrounds, housing, and community gathering places are protected from adverse impacts of emissions. [New Policy for 2015-2035 GP]

CON-4.A.4: Continue to participate in regional planning efforts with the Southern California Association of Governments, nearby jurisdictions, and the South Coast Air Quality Management District to meet or exceed air quality standards. [2000 GP Policy CON-1E.1]

Climate Change

CON-4.A.5: Encourage compact development, infill development, and a mix of uses that are in proximity to transit, pedestrian, and bicycling infrastructures. [New Policy for 2015-2035 GP]

CON-4.A.6: Enhance bicycling and walking infrastructure, and support public bus service, pursuant to the Circulation Element's goals, objectives, and policies. [New Policy for 2015-2035 GP]

CON-4.A.7: Encourage installation of renewable energy devices for businesses and facilities and strive to reduce community-wide energy consumption. [New Policy for 2015-2035 GP]

CON-4.A.8: Develop long-term, community-wide strategies and programs that work at the local level to reduce greenhouse gases and Costa Mesa's "carbon footprint". [New Policy for 2015-2035 GP]

Noise Element

The goals, objectives, and policies that address noise are as follows:

Goal N-1:

Noise Hazards and Conditions

The City of Costa Mesa aims to protect residents, local workers, and property from injury, damage, or destruction from noise hazards and to work toward improved noise abatement. [2000 GP Goal N-1]

Objective N-1A: Control noise levels within the City for the protection of residential areas, park areas, and other sensitive land uses from excessive and unhealthful noise. [2000 GP Objective N-1A]

N-1.1: Enforce the maximum acceptable exterior noise levels for residential areas at 65 CNEL. [2000 GP Policy N-1A.2]

N-1.2: Give full consideration to the existing and projected noise environment when considering alterations to the City's circulation system and Master Plan of Highways. [2000 GP Policy N-1A.3]

N-1.3: Encourage Caltrans to construct noise attenuation barriers along I-405, SR-55, and SR-73 where these freeways adjoin residential and other noise-sensitive areas. [2000 GP Policy N-1A.4]

N-1.4: Ensure that appropriate site design measures are incorporated into residential developments, when required by an acoustical study, to obtain appropriate exterior and interior noise levels.

When necessary, require field testing at the time of project completion to demonstrate compliance. [2000 GP Policy N-1A.5]

N-1.5: Apply the standards contained in Title 24 of the California Code of Regulations as applicable to the construction of all new dwelling units. [2000 GP Policy CON-1C.2 and Policy N-1A.6]

N-1.6: Discourage sensitive land uses from locating within the 65 CNEL noise contour of John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed. [2000 GP Policy N-1A.7]

N-1.7: Support alternative methods for the reduction of noise impacts at John Wayne Airport while continuing to maintain safety and existing limitations on aircraft daily departures. [2000 GP Policy N-1A.8]

N-1.8: Monitor the noise levels at OC Fair and Event Center and the Pacific Amphitheater, and continue to monitor the status of legally binding noise levels on the OC Fair and the Event Center and the Pacific Amphitheater. [New Policy for 2015-2035 GP]

Goal N-2:

Noise and Land Use Compatibility

Integrate the known impacts of excessive noise on aspects of land use planning and siting of residential and non-residential projects. [New Goal for 2015-2035 GP]

Objective N-2A: Plan for the reduction in noise impacts on sensitive receptors and land uses. [New Objective for 2015-2035 GP]

N-2.1: Require the use of sound walls, berms, interior noise insulation, double-paned windows, and other noise mitigation measures, as appropriate, in the design of new residential or other new noise sensitive land uses that are adjacent to arterials, freeways, or adjacent to industrial or commercial uses. [New Policy for 2015-2035 GP]

N-2.2: Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment. [2000 GP Policy N-1A.1]

N-2.3: Consider alternative noise level standards for mixed-use projects that take into consideration the interaction of industrial operation noise impacts and the mixed-use developments planned for the Westside and SoBeca. [New Policy for 2015-2035 GP]

N-2.4: Require that all proposed projects are compatible with adopted noise/land use compatibility criteria. [New Policy for 2015-2035 GP]

N-2.5: Enforce applicable interior and exterior noise standards. [New Policy for 2015-2035 GP]

N-2.6: Allow a higher exterior noise level standard for infill projects in existing residential areas adjacent to major arterials if it can be shown that there are no feasible mechanisms to meet the exterior noise levels. The interior standard of 45 dBA CNEL shall be enforced for any new residential project. [New Policy for 2015-2035 GP]

N-2.7: Encourage effective site planning in mixed-use areas that provides the optimal distance between source of excessive sound and residents. [New Policy for 2015-2035 GP]

N-2.8: Require new mixed-use developments to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development and adjacent established residential development. [New Policy for 2015-2035 GP]

N-2.9: Limit hours and/or require attenuation of commercial/entertainment operations adjacent to residential and other noise sensitive uses in order to minimize excessive noise to these receptors. [New Policy for 2015-2035 GP]

Safety Element

The goals, objectives, and policies that address safety are as follows:

Goal S-1:

Risk Management of Natural and Human-Caused Disasters

Minimize the risk of injury, loss of life, property damage, and environmental degradation from seismic activity, geologic hazards, flooding, fire, and hazardous materials. Promote a sustainable approach to reduce impacts of natural disasters, such as flooding and fire. [2000 GP Goal SAF-1]

Objective S-1A: Work to mitigate and prevent potential adverse consequences of natural and human-caused disasters. [2000 GP Objective SAF-1A]

Geologic and Seismic Safety

S-1.1: Continue to incorporate geotechnical hazard data into future land use decision-making, site design, and construction standards. [2000 GP Policy SAF-1A.1]

S-1.2: Enforce standards, review criteria, and ensure that structures on or adjacent to bluffs are set back sufficiently to preserve the natural contours and aesthetic value of the bluff line and to provide sufficient access for fire protection. [2000 GP Policy SAF-1A.2]

S-1.3: Require geologic surveys of all new development located on or adjacent to bluffs. [2000 GP Policy SAF-1A.3]

S-1.4: Encourage retrofitting of structures—particularly older buildings—to withstand earthquake shaking and landslides consistent with State and historical building codes. [2000 GP Policy SAF-1A.6 – Modified for 2015-2035 GP]

S-1.5: Enforce applicable building codes relating to the seismic design of structures to reduce the potential for loss of life and property damage. [New Policy for 2015-2035 GP]

S-1.6: Identify through a study the issue of unreinforced masonry buildings and soft stories and other structures not meeting earthquake standards in Costa Mesa. Provide assistance if necessary to unreinforced masonry building owners once those buildings have been identified. [New Policy for 2015-2035 GP]

Liquefaction and Landslides

S-1.7: Continue to implement the Seismic Hazard Mapping Act, which requires sites within liquefaction hazard areas to be investigated for liquefaction susceptibility prior to building construction or human occupancy. [2000 GP Policy SAF-1A.5 – Modified for 2015-2035 GP]

S-1.8: Consider site soils conditions when reviewing projects in areas subject to liquefaction or slope instability. [2000 GP Policy SAF-1A.4 – Modified for 2015-2035 GP]

Localized Flooding

S-1.9: Continue to consult with appropriate local, State, and federal agencies to maintain the most current flood hazard and floodplain information; use the information as a basis for project review and to guide development in accordance with federal, State, and local standards. [2000 GP Policy SAF-1A.8 – Modified for 2015-2035 GP]

S-1.10: Regularly review and update Article 10 - Floodway and Floodplain Districts of the City's Municipal Code consistent with federal and State requirements. [New Policy for 2015-2035 GP]

S-1.11: Improve and maintain local storm drainage infrastructure in a manner that reduces flood hazards. [New Policy for 2015-2035 GP]

S-1.12: Continue to develop hazard preparedness plans to prepare for large storms that could bring flooding hazards and other related issues. [2000 GP Policy SAF-1A.8 – Modified for 2015-2035 GP]

S-1.13: Actively promote public education, research, and information dissemination on flooding hazards. [2000 GP Policy SAF-1A.8 – Modified for 2015-2035 GP]

Tsunami and Sea Level Rise

S-1.14: Minimize flood hazard risks to people, property, and the environment by addressing potential damage tsunamis and sea level rise. [New Policy for 2015-2035 GP]

S-1.15: Consult with regional agencies and study strategies that employ engineering defensive methods along the Santa Ana River that limit potential flooding hazards from sea level rise. [New Policy for 2015-2035 GP]

Dam Inundation

S-1.16: Develop emergency response, early warning notification, and evacuation plans for areas that are within dam inundation areas, where feasible. [New Policy for 2015-2035 GP]

Aviation Safety and Protection

S-1.17: Utilize the John Wayne Airport Environs Land Use Plan (AELUP) as a planning resource for evaluation of land use compatibility and land use intensity in areas affected by airport operations. In particular, future land use decisions within the Safety/Runway Protection Zone will be evaluated in light of the risk to life and property associated with aircraft operations. [New Policy for 2015-2035 GP]

S-1.18: Comply with Federal Aviation Regulations (FAR) and the John Wayne AELUP requirements relative to Objects Affecting Navigable Airspace. [New Policy for 2015-2035 GP]

S-1.19: Use the Federal Aviation Regulations as a guideline to establish the ultimate height of structures as defined in FAR Part 77. [New Policy for 2015-2035 GP]

S-1.20: Minimize hazards to aeronautical operations by ensuring land uses do not emit excessive glare, light, steam, smoke, dust, or electronic interference in compliance with FAR regulations and the John Wayne AELUP. [New Policy for 2015-2035 GP]

Goal S-2:

High Level of Police and Fire Services and Emergency Preparedness

Provide a high level of security in the community to prevent and reduce crime, and to minimize risks of fire to people, property, and the environment. [New Goal for 2015-2035 GP]

Objective S-2A: Plan, promote, and demonstrate a readiness to respond and reduce threats to life and property through traditional and innovative emergency services and programs. [New Objective for 2015-2035 GP]

Crime Prevention and Response

S-2.1: Promote crime prevention strategies and provide a high level of response to incidents. [New Policy for 2015-2035 GP]

S-2.2: Emphasize and prioritize crime prevention strategies, such as pedestrian-scale lighting in targeted areas. [New Policy for 2015-2035 GP]

S-2.3: Timely response to incidents and monitoring areas with high crime rates should be part of a comprehensive strategy to reduce crime in the community. [New Policy for 2015-2035 GP]

Police and Fire Level of Service

S-2.4: Provide a high level of police and fire service in the community. Secure adequate facilities, equipment, and personnel for police and fire. [New Policy for 2015-2035 GP]

S-2.5: Consult with neighboring jurisdictions and partner agencies to respond appropriately to emergencies and incidents in all parts of the City. [New Policy for 2015-2035 GP]

S-2.6: Require that water supply systems for development are adequate to combat structural fires in terms of location and minimum required fire-flow pressures. [New Policy for 2015-2035 GP]

S-2.7: Require development to contribute its fair share toward funding the provision of appropriate fire and emergency medical services as determined necessary to adequately serve the project. [New Policy for 2015-2035 GP]

Fire and Medical Servicers

S-2.8: Regularly update regulations that will protect the community from fire hazards. [New Policy for 2015-2035 GP]

S-2.9: Emphasize prevention and awareness of fire safety guidelines to minimize risk and potential damage to life, property, and the environment. In areas designated by the Costa Mesa Fire Department as having a high fire hazard, ensure adequate fire equipment, personnel, firebreaks, facilities, water, and access for a quick and efficient response in any area. [New Policy for 2015-2035 GP]

Emergency and Disaster Preparedness

S-2.10: Maintain staff and facilities that will continue to support a coordinated and effective response to emergencies and natural disasters throughout the City. [New Policy for 2015-2035 GP]

S-2.11: Consult with neighboring jurisdictions, local employers, and industries to ensure that emergency preparedness and disaster response programs equitably serve all parts of the City. [New Policy for 2015-2035 GP]

S-2.12: Continue to maintain adequate police and fire staffing, facilities, equipment, and maintenance sufficient to protect the community. [New Policy for 2015-2035 GP]

Hazardous Materials Operations

S-2.13: Continue to consult with the County of Orange in the implementation of the Orange County Hazardous Waste Management Plan. [2000 GP Policy SAF-1B.1]

S-2.14: Ensure that appropriate in-depth environmental analysis is conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility. [2000 GP Policy SAF-1B.2]

S-2.15: Continue to consult with the County of Orange to identify and inventory all users of hazardous materials and all hazardous waste generators, and prepare clean-up action plans for identified disposal sites. [2000 GP Policy SAF-1B.3]

S-2.16: Require the safe production, transportation, handling, use, and disposal of hazardous materials that may cause air, water, or soil contamination. [New Policy for 2015-2035 GP]

S-2.17: Encourage best practices in hazardous waste management, and ensure consistency with City, County, and federal guidelines, standards, and requirements. [2000 GP Policy SAF-1B.1 – Modified for 2015-2035 GP]

S-2.18: Consult with federal, State, and local agencies and law enforcement to prevent the illegal transportation and disposal of hazardous waste. [New Policy for 2015-2035 GP]

Community Design Element

The goals, objectives, and policies that address community design are as follows:

PUBLIC REALM FOCUS

Goal CD-1:

Vehicular and Pedestrian Corridors

Strengthen the image of the City as experienced from sidewalks and roadways. [2000 GP Goal CD-1]

Objective CD-1A: Contribute to City beautification by enhancing the visual environment of Costa Mesa's vehicular and pedestrian paths and corridors. [2000 GP Objective CD-1A]

CD-1.1 Implement the City of Costa Mesa Streetscape and Median Development Guidelines in all new streetscape corridor and parkway projects. Coordinate with new development adjacent to public rights-of-ways to integrate landscape features and design elements consistent with the streetscape standards and recommendations. [2000 GP Policy CD-1A.1]

CD-1.2 Coordinate street furniture elements (benches, bus shelters, newspaper racks, trash receptacles, kiosks, etc.) whenever possible. Develop design standards and guidelines for the street furniture within and adjacent to public rights-of-way to complement the specific recommendations provided for streets in the City of Costa Mesa Streetscape and Median Development Guidelines. [New Policy for 2015-2035 GP]

CD-1.3 Promote treatments for walls and fences and utility cabinets along public rights-of-way that contribute to an attractive street and sidewalk environment. Require that new walls and fences complement the style and character of the local district and adjacent buildings. Newly constructed or reconstructed walls and fences adjacent to sidewalks and roadways should incorporate architectural treatments such as pilasters, masonry, or wrought iron, and should integrate tiered plantings to soften their appearance. [2000 GP Policy CD-1A.3 – Modified for 2015-2035 GP]

CD-1.4 Promote a consistent landscape character along City streets to reinforce the unique qualities of each corridor and district, including the development of landscaped medians. Support implementation of the recommended street tree palette for each City street, as identified in the City of Costa Mesa Streetscape and Median Development Guidelines. [2000 GP Policy CD-1A.4]

CD-1.5 Encourage electric and communication lines to be placed underground and electrical substations and telephone facilities to be screened to minimize visual impacts from sidewalks, streets, and adjacent properties. Support utility undergrounding through conditions of project approval, preparation of undergrounding plans, and the formation of assessment districts. [2000 GP Policy CD-1A.5]

Objective CD-1B: Encourage clear connections between districts within the City. [2000 GP Objective CD-1B]

CD-1.6 Promote linkages between separate districts using bike trails, pedestrian paths, common medians or parkway landscaping, and other location-appropriate physical improvements. Through conditions of approval, public improvement projects, and other measures, support development of new connections and the enhancement of existing connections between districts. [New Policy for 2015-2035 GP]

Goal CD-2:

Cohesive and Identifiable Districts

Enhance the existing character and strengthen the identity of Costa Mesa's districts. [2000 GP Goal CD-2]

Objective CD-2A: Encourage future development and redevelopment to reinforce district scale, identity, and urban form. [2000 GP Objective CD-2]

CD-2.1 Consider urban design guidelines for each identified district in Costa Mesa that recognizes, maintains, and enhances the character and identity of each district; integrate existing specific plans' policies and design guidelines as applicable. [2000 GP Policy CD-2.1 – Modified for 2015-2035 GP]

CD-2.2 Support and seek land uses and development that correspond or enrich our existing districts. [New Policy for 2015-2035 GP]

Goal CD-3:

High Quality and Visually Interesting Nodes

Heighten the design quality and visual interest of nodes within Costa Mesa. [2000 GP Goal CD-3]

Objective CD-3A: Create a sense of arrival to Costa Mesa, and develop prominent community focal points at key nodes within the City. [2000 GP Objective CD-3]

CD-3.1 Introduce entry monument signs at key gateway locations, as identified in Figure CD-4. Utilize the standard design specifications for entry signs included in the City of Costa Mesa Streetscape and Median Development Guidelines. [2000 GP Policy CD-3.1]

CD-3.2 Reinforce a sense of arrival into the City by promoting architecturally significant development and significant landscape plantings at key nodes. Undertake a visioning process to develop specific design guidelines that articulate the desired character for each node within Costa Mesa. [2000 GP Policy CD-3.2]

CD-3.3 Design and development of entry and internal wayfinding signage to be located throughout the City in areas that correspond to the existing nodes and districts. [New Policy for 2015-2035 GP]

Goal CD-4:

Identifiable and Protected City Landmarks. [2000 GP Goal CD-4]

Objective CD-4A: Promote the maintenance, use, and improvement of landmarks to enhance the visual image and identity of Costa Mesa. [2000 GP Objective CD-4]

CD-4.1 Support efforts to introduce new monuments and landmarks, and preserve, maintain, and improve the condition of Costa Mesa landmarks. [2000 GP Policy CD-4.1]

Goal CD-5:

Edges

Utilize Costa Mesa's edges as opportunities to enhance the City's image along its boundaries. [2000 GP Goal CD-5]

Objective CD-5A: Develop and implement programs that preserve and enhance City edges. [2000 GP Objective CD-5]

CD-5.1 Preserve and optimize natural views and open spaces in Costa Mesa. [2000 GP Policy CD-5.1]

CD-5.2 Control the visual impacts of new development on natural views of the coast and the wetlands. [2000 GP Policy CD-5.2]

CD-5.3 Develop open space corridors and trails along the edges of Costa Mesa where feasible and connect these trails to existing and potential future trails throughout the City. [2000 GP Policy CD-5.3]

CD-5.4 Continue to preserve natural open space, including restoration of the natural areas of Talbert Regional Park. [2000 GP Policy CD-5.4]

CD-5.5 Continue protection of Fairview Park as an open space and recreation area. [2000 GP Policy CD-5.5]

CD-5.6 Continue to work with Caltrans to improve the design quality of freeway edges. [2000 GP Policy CD-5.6]

PRIVATE PROPERTY FOCUS

Goal CD-6:

Image

Enhance opportunities for new development and redevelopment to contribute to a positive visual image for the City of Costa Mesa that is consistent with the district image. [2000 GP Goal CD-6]

Objective CD-6A: Establish development policies and design guidelines that create an aesthetically pleasing and functional environment. [2000 GP Objective CD-6]

CD-6.1 Encourage the inclusion of public art and attractive, functional architecture into new development that will have the effect of promoting Costa Mesa as the "City of the Arts". [2000 GP Policy CD-6.1 – Modified for 2015-2035 GP]

CD-6.2 Encourage the use of creative and well-designed signs that establish a distinctive image for the City. [2000 GP Policy CD-6.2 – Modified for 2015-2035 GP]

CD-6.3 Continue to work with Code Enforcement to ensure continued maintenance of properties and compliance with adopted development standards. [2000 GP Policy CD-6.3]

Goal CD-7:

Quality Residential

Promote and protect the unique identity of Costa Mesa's residential neighborhoods. [2000 GP Goal CD-7]

Objective CD-7A: Encourage excellence in architectural design. [2000 GP Objective CD-7A]

CD-7.1 Ensure that new and remodeled structures are designed in architectural styles that reflect the City's eclectic quality, yet are compatible in scale and character with existing buildings and the natural surroundings within residential neighborhoods. Continue to update and maintain the Costa Mesa Residential Guidelines. [2000 GP Policy CD-7.1]

CD-7.2 Preserve the character and scale of Costa Mesa's established residential neighborhoods where possible; when new residential development is proposed, encourage that the new structures are consistent with the prevailing character of existing development in the immediate vicinity, and that new development does not have a substantial adverse impact on adjacent areas. [2000 GP Policy CD-7.2]

Objective CD-7B: Encourage the use of native plant palettes in the creation of landscaping plans used to establish a sense of place in neighborhood identification efforts. [New Objective for 2015-2035 GP]

CD-7.3 Ensure that California native plants are used to support the local ecology and save water. Develop landscaping guidelines that reflect the local community. [New Policy for 2015-2035 GP]

Goal CD-8:

Quality Commercial Development

Achieve a high level of design quality for commercial development. [2000 GP Goal CD-8]

Objective CD-8A: Encourage a high level of architectural and site design quality. [2000 GP Objective CD-8A]

CD-8.1 Require that new and remodeled commercial development be designed to reflect architectural diversity, yet be compatible with the scale and character of the district. [2000 GP Policy CD-8A.1 – Modified for 2015-2035 GP]

CD-8.2 Use distinctive commercial architectural styles to reinforce a positive sense of place. Commercial architectural design elements and materials must be of high quality and style as well as suitable for long-term maintenance. Consistent architectural design should be considered in choosing materials, finishes, decorative details, color, accent features and include the following elements and materials appropriate for their context (see Table CD-3: Elements and Materials): [2000 GP Policy CD-8A.2 – Modified for 2015-2035 GP]

Table CD-3: Elements and Materials

Design Elements	Design Materials
• Simple, multi-planed pitched roofs • Open rafters/tails with large overhangs • Appearance of "thick" walls • Courtyards, arcades, and intimate spaces • Tile details • Deep-set window and door openings • Offset wall planes • Fountains and other unique details • Building masses with the incorporation of one and two story architecture • Sequencing of enclosed space/arches	• Stucco, smooth, sand or light lace finish • Wood, as an exposed structural material • Clay or concrete roof tiles • Native fieldstone • Wood window casements • Wood, as an accent material • Brick, as an accent material • Wrought iron (rust proof; anodized aluminum) • Tile, as an accent material • Slumpstone garden walls

CD-8.3 Encourage the use of entrance patios, courtyards, plazas, arcades, fountains, porches, tower elements, covered walks, and other features in commercial areas. Promote pedestrian amenities. [2000 GP Policy CD-8A.3]

CD-8.4 Ensure that common areas, walkways, driveways, and parking spaces be landscaped consistent with landscaping standards contained in the Planning, Zoning, and Development Code. Utilize landscaping to provide project amenities for new and remodeled commercial uses, and to screen parking and equipment areas. Landscaped areas generally should incorporate planting utilizing a three-tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees. [2000 GP Policy CD-8A.4 – Modified for 2015-2035 GP]

CD-8.5 Ensure that site access, parking, and circulation for commercial uses are designed in a logical, safe manner. Parking should not dominate the site in areas adjacent to street, and should be well landscaped with a clear hierarchy of circulation. Wherever possible, parking lots should be divided into a series of connected smaller lots utilizing walkways and raised landscape strips. Parking lots should also include landscaping that accents the importance of driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways. [2000 GP Policy CD-8A.5 – Modified for 2015-2035 GP]

CD-8.6 Require that areas for outside equipment, trash receptacles, storage, and loading areas be located in the least conspicuous part of the site. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, and junction boxes) should be concealed from view from public streets, neighboring properties, and nearby higher buildings. Trash enclosures should be architecturally compatible with the project. Landscaping should be incorporated into the design of trash enclosures to deter graffiti. [2000 GP Policy CD-8A.6 – Modified for 2015-2035 GP]

CD-8.7 Encourage decorative paving treatments to be incorporated throughout commercial developments, including driveway entries, pedestrian walkways, plazas, and other areas. The design, materials, and colors of decorative paving treatments (e.g., stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete) should complement the architectural style of the primary buildings and make a positive contribution to the aesthetic and function of the site. [2000 GP Policy CD-8A.7 – Modified for 2015-2035 GP]

CD-8.8 Require that exterior lighting on commercial properties be consistent with the architectural style of the commercial building. On each commercial site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light. Lighting sources should be shielded, diffused or indirect to avoid spillover on adjacent properties, nighttime sky light pollution, and glare to pedestrians and motorists. To minimize the total number of freestanding light standards, wall-mounted and pathway lights should be utilized to the greatest extent possible. [2000 GP Policy CD-8A.8]

Objective CD-8B: Preserve the scale and character of established neighborhoods near commercial uses. [2000 GP Objective CD-8B]

CD-8.9 Ensure that new commercial development utilize site planning and design features that optimize compatibility with adjacent residential neighborhoods. The following guidance should be considered:

- When adjacent residential and nonresidential uses can mutually benefit from connection, appropriate linkages (e.g., walkways, common landscape areas, and building orientation) are encouraged. Successful interaction between commercial and residential uses may be achieved through adequate setbacks, landscape buffers, screening, decorative masonry walls, berms, building orientation, and limitations of commercial activities.
- Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should be located as far as possible from adjacent residences.
- Building orientation and landscaping of commercial buildings should minimize direct lines of sight into adjacent residential private open space. [2000 GP Policy CD-8B.1]

Goal CD-9:

Mixed Use

Promote development of mixed-use projects that seamlessly integrate multiple uses both functionally and aesthetically. [2000 GP Goal CD-9]

Objective CD-9A: Design mixed use development projects to achieve a high quality character. [2000 GP Objective CD-9A]

CD-9.1 Require that mixed-use development projects be designed to mitigate potential conflicts between uses. Consider noise, lighting, and security. [2000 GP Policy CD-9A.1]

CD-9.2 Provide adequate parking, open space and recreational facilities to serve residents in mixed-use development projects. Design parking and other areas to acknowledge different users (residents versus shoppers) and to be compatible with the architectural character of the building(s). [2000 GP Policy CD-9A.2]

Objective CD-9B: Provide for the development of projects that integrate housing with commercial uses and other compatible uses. [2000 GP Objective CD-9B]

CD-9.3 Encourage mixed-use development along the east side of Newport Boulevard between Mesa Drive and Walnut Street. Establish incentives for the development of projects in planned development zones that integrate housing with retail and office uses. [2000 GP Policy CD-9B.1]

CD-9.4 Encourage the development of mixed-use urban villages along specified areas of West 17th Street, West 19th Street, and Superior Avenue that integrates residential with office, retail, business services, personal services, public spaces and uses, and other community amenities in a single building (vertical mixed-use development) or in proximity on the same site (horizontal mixed-use development). [New Policy for 2015-2035 GP]

CD-9.5 Promote new types of urban housing that could be target-marketed to people seeking alternative housing choices in proximity to a major commercial area. [New Policy for 2015-2035 GP]

CD-9.6 Support efforts to mix compatible uses and activities. Encourage the siting of community-oriented services, businesses, and amenities in and near mixed-use neighborhoods, including schools, libraries, open space, and parks. [2000 GP Policy CD-9B.2]

Goal CD-10:

Industrial and Business Parks

Promote quality design approaches for the redevelopment of existing industrial buildings, encourage the design to incorporate or provide flexibility for the needs of emerging types of industrial uses, and strive to match design with overall character of nodes, corridors, or districts if applicable. [2000 GP Goal CD-10 – Modified for 2015-2035 GP]

Objective CD-10A: Require that industrial and business park projects meet high-quality design standards. [2000 GP Policy CD-10A]

CD-10.1 Require that industrial projects be designed to convey visual interest and a positive image. Architectural qualities and design elements encouraged for industrial uses are:

- Building modulation indentations and architectural details
- Building entry accentuation
- Screening of equipment and storage areas
- Landscaping to soften building exteriors and to serve as a buffer between uses [2000 GP Policy CD-10A.1]

CD-10.2 Encourage that the design of industrial buildings considers the visual and physical relationship to adjacent uses. An industrial structure which dominates its surrounding environment by its relative size shall generally be discouraged. [2000 GP Policy CD-10A.2]

CD-10.3 Encourage adaptive reuse of existing industrial structures which results in rehabilitated buildings with distinctive and attractive architecture. [New Policy for 2015-2035 GP]

CD-10.4 Promote the use of materials and colors that produce diversity and visual interest in industrial buildings. The use of various siding materials (i.e., masonry, concrete texturing, cement, or plaster) can produce effects of texture and relief that provide architectural interest. [2000 GP Policy CD-10A.3]

CD-10.5 Require that landscaping be used to define areas such as entrances to industrial buildings and parking lots; define the edges of developments; provide transition between neighboring properties; and provide screening for outdoor storage, loading, and equipment areas. Landscaping should be in scale with adjacent buildings and be of an appropriate size at maturity to accomplish its intended purpose. [2000 GP Policy CD-10A.4]

CD-10.6 Require that the design of lighting fixtures and their structural support be of a scale and architectural design compatible with on-site industrial buildings. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects. [2000 GP Policy CD-10A.5]

Objective CD-10B: Ensure that the development of industrial projects are positive additions to the City's community setting and do not result in adverse impacts with adjacent uses. [2000 GP Objective CD-10B]

CD-10.7 Require industrial projects to incorporate landscape setbacks, screening walls, and/or other elements that mitigate negative impacts with adjacent uses. [2000 GP Policy CD-10B.1]

CD-10.8 Protect transitional areas between industrial and other uses. [New Policy for 2015-2035 GP]

CD-10.9 Storage yards, parking areas, and service areas should be screened from public view. [2000 GP Policy CD-10B.2]

Goal CD-11:

Attractive Signs that Reflect Costa Mesa

Ensure that signs contribute positively to Costa Mesa's image and overall economic development. [2000 GP Goal CD-13]

Objective CD-11A: Facilitate the installation of signs that contribute to a positive image of the public realm. [2000 GP Objective CD-13]

CD-11.1 Encourage homeowners' associations and neighborhoods to maintain housing tract entrance signs in an attractive condition, and encourage the placement of such signs at the entrance of major developments which do not have such identification. [2000 GP Policy CD-13.1]

CD-11.2 Encourage the use of common design elements in signs for commercial and industrial centers through the development of planned sign programs to improve center identity by publicizing the benefits of such programs to developers and local business operators. [2000 GP Policy CD-13.2]

CD-11.3 Encourage citywide sign design guidelines that promote creativity and flexibility while upholding design quality. Design guidelines could include the design and placement of business signs, public street graphics, street signs, locational and directional signs, traffic signs, etc. [New Policy for 2015-2035 GP]

CD-11.4 Introduce distinctive entry signage within the Costa Mesa Streetscape and Median Development Guidelines which effectively announces arrival to unique districts and neighborhoods. [2000 GP Policy CD-13.3 – Modified for 2015-2035 GP]

CD-11.5 Develop and design signage that helps with way-finding throughout the City so visitors and residents can easily access destination locations and identify landmarks. [New Policy for 2015-2035 GP]

Goal CD-12:

Public Safety through Design

Use design approaches to enhance public safety. [2000 GP Goal CD-14 – Modified for 2015-2035 GP]

Objective CD-12A: Incorporate public safety considerations into community design. [2000 GP Objective CD-14]

CD-12.1 Decrease the opportunity for criminal activity by addressing high-risk circumstances (e.g., dark alleys, enclosed stairwells, and dark entrances). Involve the Police and Fire Departments in reviewing and making design recommendations during the project review process. [2000 GP Policy CD-14.1]

CD-12.2 Continue to implement and refine development standards and/or guidelines based on Crime Prevention Through Environmental Design (CPTED) for new development and redevelopment with emphasis on site and building design to minimize vulnerability to criminal activity. [2000 GP Policy CD-14.2]

CD-12.3 Continue to provide CPTED training to City staff and local planning and design professionals to optimize public safety through community design. [2000 GP Policy CD-14.3]

Open Space and Recreation Element

The goals, objectives, and policies that address open space and recreation are as follows:

Goal OSR-1:

Balanced and Accessible System of Parks and Open Spaces

Provide a high-quality environment through the development of recreation resources and preservation of open space that meets community needs in Costa Mesa. [2000 GP Goal OSR-1]

Objective OSR-1A: Maintain and preserve existing parks, and strive to provide additional parks, public spaces, and recreation facilities that meet the community's evolving needs. [2000 GP Objective OSR-1A]

Adequate Neighborhood and Community Park Recreational Facilities

OSR-1.1: Maintain a system of Neighborhood and Community Parks that provide a variety of active and passive recreational opportunities throughout the City. [New Policy for 2015-2035 GP]

OSR-1.2: Provide parks and recreation facilities appropriate for the individual neighborhoods in which they are located and reflective of the needs and interests of the population they serve. [New Policy for 2015-2035 GP]

Acquisition of New Parkland

OSR-1.3: Pursue the acquisition and development of pocket and neighborhood parks within park-deficient areas, as identified in Figure OSR-3: Planning Areas and Underserved Park Areas. [2000 GP Policy OSR-1A.3 – Modified for 2105-2035 GP]

OSR-1.4: Prioritize the acquisition of land for parks in underserved neighborhoods. [2000 GP Policy OSR-1A.14 – Modified for 2015-2035 GP]

OSR-1.5: Maximize public space by requiring plazas and public gathering spaces in private developments that can serve multiple uses, including recreation and social needs. [New Policy for 2015-2035 GP]

OSR-1.6: Provide maximum visibility and accessibility for future public parks by locating facilities in close proximity to public streets. [2000 GP Policy OSR-1A.2]

OSR-1.7: Adjust and update development fee programs to accumulate funds for the acquisition and improvement of parks and recreation facilities commensurate with identified need and population growth. [New Policy for 2015-2035 GP]

Balance of Passive and Active Recreation

OSR-1.8: Require that parks and recreation facilities reflect new trends and population changes, and are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots, and picnic areas. [2000 GP Policy OSR-1A.15]

OSR-1.9: Conduct a sports facility study to review current outdoor facility locations and resources and a demographic study for future facility requirements as they relate to planned growth within the City. [New Policy for 2015-2035 GP]

OSR-1.10: Pursue additional community garden lots and spaces to meet demand and need by the community. [New Policy for 2015-2035 GP]

Park Maintenance and Retrofit

OSR-1.11: Perform regular maintenance of facilities to ensure proper working order of all recreation facilities and equipment. [New Policy for 2015-2035 GP]

OSR-1.12: Retrofit parks and recreation facilities to provide disability access as required by law. [New Policy for 2015-2035 GP]

OSR-1.13: Design and reform parks to reflect the latest recreational features that respond to demographic changes and community needs. [New Policy for 2015-2035 GP]

OSR-1.14: Consult with law enforcement agencies, surrounding cities, community policing groups, and OC Parks to create a safe and healthy environment at Talbert Regional Park, Fairview Park, and along the Santa Ana River. [New Policy for 2015-2035 GP]

Long-Term Planning of Institutional Uses

OSR-1.15: Continue to pursue opportunities to create joint-use community space at facilities owned by private organizations such as private schools, faith-based groups, service clubs, and hospitals. [2000 GP Policy OSR-1A.10]

OSR-1.16: Continue to coordinate with the Newport-Mesa Unified School District to supplement City park facilities through joint-use agreements. [2000 GP Policy OSR-1A.10]

OSR-1.17: Consult with Orange County Fairgrounds in implementing OC Fair & Event Center Master Plan. [New Policy for 2015-2035 GP]

Level of Service and Access

OSR-1.18: Provide a minimum of 4.26 acres of parkland per 1,000 residents. [2000 GP Policy OSR-1A.1]

OSR-1.19: Update the Parks, Recreation and Open Space Master Plan every 10 years, as feasible. [2000 GP Policy OSR-1A.15]

OSR-1.20: Enhance pedestrian, bicycle, and transit linkages to meet the needs of residents and to provide better access to parks, recreation, and public spaces. [New Policy for 2015-2035 GP]

OSR-1.21: Provide opportunities for public access to all open space areas, except where sensitive resources may be threatened or damaged, public health and safety may be compromised, or access would interfere with the managed production of resources. [New Policy for 2015-2035 GP]

GOAL OSR-2:

Community Services Programs Meeting Community Needs

Enhancing the community through the delivery of innovative recreational programs, quality parks and facilities and services that promote social, physical, and emotional well-being. High-quality community services programs demonstrate the City's commitment to providing opportunities for recreational, physical, and educational activities for residents of all ages. [New Goal for 2015-2035 GP]

Objective OSR-2A: Provide activities, classes, and a variety of programs to meet the year-round recreational needs of all residents: children, adult, seniors, and persons with special needs. [New Objective for 2015-2035 GP]

High-quality Community Services

OSR-2.1: Provide high-quality community services programs that are flexible and responsive to the community's changing needs. [New Policy for 2015-2035 GP]

OSR-2.2: Plan and conduct citywide special events that bring residents together to create an enhanced quality of life and promote economic development. [New Policy for 2015-2035 GP]

OSR-2.3: Continue to consult with nonprofit sports organizations and recreational groups to support their offering of diverse recreational programs that complement and supplement those offered by the City. [New Policy for 2015-2035 GP]

OSR-2.4: Update existing facilities for senior citizens, youth, adults, and overall community use. [New Policy for 2015-2035 GP]

Community Services to Support Community Needs

OSR-2.5: Monitor and research the ever-changing community services needs of the community, and develop action plans to address those needs through partnerships with service agencies. [New Policy for 2015-2035 GP]

OSR-2.6: Continue to provide rental opportunities at community facilities and parks for residents, nonprofit groups, and businesses to meet their recreational and professional needs. [New Policy for 2015-2035 GP]

OSR-2.7: Continue broad-based public outreach activities that inform residents of all available community services programs, and obtain input from the community regarding program and service needs. [New Policy for 2015-2035 GP]

OSR-2.8: Encourage resident input and utilize demographic data, partnerships, volunteers, and existing resources to identify the needs of community. [New Policy for 2015-2035 GP]

OSR-2.9: Identify innovative funding and development opportunities to support and sustain a responsive community services network. [New Policy for 2015-2035 GP]

OSR-2.10: Continue and expand the development of community partnerships to offer both standard and innovative services to meet residents' needs. [New Policy for 2015-2035 GP]

OSR-2.11: Develop and implement community services programs and activities that meet the needs of specialized populations through the development of community partnerships. [New Policy for 2015-2035 GP]

OSR-2.12: Provide support for volunteer groups that conduct special activities open to the entire community. [New Policy for 2015-2035 GP]

GOAL OSR-3:

Conserved Open Space

Costa Mesa is committed to open space conservation to ensure that the network of parklands, trails, hillsides, and undeveloped natural areas remain viable for supporting biological communities and providing sanctuary for future generations. This commitment includes expanding public access to open space, where appropriate, and acquiring additional lands where feasible. [New Goal for 2015-2035 GP]

Objective OSR-3A: Preserve the City's open space lands and provide additional community and neighborhood parkland in underserved areas. [New Objective for 2015-2035 GP]

Open Space Preservation and Stewardship

OSR-3.1: Preserve open space areas along The Santa Ana River, large open space parks, and along the mesa formations to protect natural habitat and to maintain the integrity of the natural environment. [New Policy for 2015-2035 GP]

OSR-3.2: Encourage the preservation of coastal views from City and County parkland and public streets within Costa Mesa. [2000 GP Policy OSR-1A.13]

OSR-3.3: Identify current open space areas for protection, management, and potential enhancement to maintain and, if possible, increase its value as wildlife habitat. [New Policy for 2015-2035 GP]

Management and Maintenance of Open Space

OSR-3.4: Encourage the long-term maintenance and management of open space lands through open space easements, development rights transfers or acquisition, zoning regulations, and other incentives. [2000 GP Policy OSR-1A.6]

OSR-3.5: Encourage the greening and beautifying of the Santa Ana River. [New Policy for 2015-2035 GP]

OSR-3.6: Encourage opportunities for recreation, history, education, interpretive materials, and art associated with the Santa Ana River open spaces. [New Policy for 2015-2035 GP]

OSR-3.7: Promote water quality strategies to improve water quality along the Santa Ana River. [New Policy for 2015-2035 GP]

Coordination and Organization Development

OSR-3.8: Consult with State and regional agencies and the California Native American Heritage Commission (NAHC), regarding open space planning efforts. [New Policy for 2015-2035 GP]

OSR-3.9: Consult with the Orange Coast River Park, Inc. and surrounding cities and other government agencies in maintaining and rehabilitating open space lands along the Santa Ana River. [New Policy for 2015-2035 GP]

OSR-3.10: Consult with OC Parks over the enhancements and management of Talbert Regional Park without adversely impacting surrounding residential neighborhoods. [New Policy for 2015-2035 GP]

GOAL OSR-4:

Extensive Arts and Culture Programs and Services

Provide comprehensive and multifaceted arts and culture programs and services that provide education and entertainment to the community and a broader audience. [New Goal for 2015-2035 GP]

Objective OSR-4A: Support performing and visual arts programs, facilities, and activities that stimulate the minds and intellectual thinking of community members to increase awareness of the City's motto, "The City of the Arts." [New Objective for 2015-2035 GP]

Cultural Arts Venues

OSR-4.1: Continue to support the mission of the Segerstrom Center for the Arts and associate venues and facilities. [New Policy for 2015-2035 GP]

OSR-4.2: Support the development and operations of an arts museum at the Segerstrom Center for the Arts. [New Policy for 2015-2035 GP]

OSR-4.3: Encourage additional indoor and outdoor facility spaces citywide to display public art and host arts and culture special events. [New Policy for 2015-2035 GP]

Leader in the Arts

OSR-4.4: Expand the City's role as a supporter of the arts. [New Policy for 2015-2035 GP]

OSR-4.5: Encourage financial support of the arts by supporting non-profit groups and foundations. [New Policy for 2015-2035 GP]

OSR-4.6: Consider preparation of an arts and culture master plan for the City. [New Policy for 2015-2035 GP]

OSR-4.7: Consult with local agencies and surrounding cities to address the creation and implementation of arts-friendly policies. [New Policy for 2015-2035 GP]

OSR-4.8: Enhance Costa Mesa's position as a leader in the arts in Southern California and its recognition nationally as a city devoted to arts institutions of superior quality. [New Policy for 2015-2035 GP]

OSR-4.9: Engage community members in arts activities, and utilize the arts to provide educational and cultural awareness opportunities. [New Policy for 2015-2035 GP]

OSR-4.10: Continue the City's commitment to its arts in cooperation with the private sector. [New Policy for 2015-2035 GP]

OSR-4.11: Provide opportunities for local artists to create and display their work. [New Policy for 2015-2035 GP]

Arts Programs and Events

OSR-4.12: Support arts activities, programs, events, and facilities for patrons to enjoy and share experiences, and that enhance the City's economic vitality. [New Policy for 2015-2035 GP]

OSR-4.13: Designate Community Services Department staff with the responsibility for expanding and implementing activities related to recreational arts programming. [New Policy for 2015-2035 GP]

OSR-4.14: Pursue cooperative educational cultural programs enlisting the aid of public and private institutions. [New Policy for 2015-2035 GP]

Arts in Public Places and in Private Development

OSR-4.15: Continue to review adopting an Arts in Public Places Program. [New Policy for 2015-2035 GP]

OSR-4.16: Pursue the placement of public art in prominent locations, particularly along major travel corridors to enliven and beautify the public realm. [New Policy for 2015-2035 GP]

OSR-4.17: Develop incentives or programs that encourage art in new developments. [New Policy for 2015-2035 GP]

Historical and Cultural Resources Element

The goals, objectives, and policies that address historical and cultural resources are as follows:

Goal HCR-1:

Historical, Archeological, and Paleontological Resource Preservation

The City of Costa Mesa supports focused efforts to provide residents with a sense of community and history through the protection and preservation of historical and cultural resources. [2000 GP Goal HCR-1]

Objective HCR-1A: Encourage preservation and protection of the City's archaeological, paleontological, and historical resources. [2000 GP Objective HCR-1A]

Preserving Historical Resources

HCR-1.1: Encourage protection and enhancement of the diverse range of historical sites and resources in the City for the benefit of current and future residents and visitors. [New Policy for 2015-2035 GP]

HCR-1.2: Encourage the preservation of significant historical resources (as identified in Table HCR-1) by developing and implementing incentives such as building and planning application permit fee waivers, Mills Act contracts, grants and loans, and implementing other incentives identified in the Historical Preservation Ordinance. [2000 GP Policy HCR-1A.4]

HCR-1.3: Promote context-sensitive design that respects and celebrates the history and historical character of sites and resources while meeting contemporary needs of the community. [New Policy for 2015-2035 GP]

HCR-1.4: Require, as part of the environmental review procedure, an evaluation of the significance of paleontological, archaeological, and historical resources, and the impact of proposed development on those resources. [2000 GP Policy HCR-1A.1]

HCR-1.5: Continue to identify local landmarks with markers and way-finding signage. Include informational signage about local history, utilizing maps to highlight locations of other historical resources at popular historical sites. [New Policy for 2015-2035 GP]

HCR-1.6: Encourage development of an interpretive center for paleontological, archaeological, and historical resources at Fairview Park. The center may contain resources found in the park area as well as resources found throughout the City. [2000 GP Policy HCR-1A.6]

Preserving Archaeological Resources

HCR-1.7: Require cultural resources studies (i.e, archaeological and historical investigations) for all applicable discretionary projects, in accordance with CEQA regulations. The studies should identify cultural resources (i.e., prehistorical sites, historical sites, and isolated artifacts and features) in the project area, determine their eligibility for inclusion in the California Register of Historical Resources, and provide mitigation measures for any resources in the project area that cannot be avoided. Cultural resources studies shall be completed by a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistorical or historical archaeology. [2000 GP Policy HCR-1A.2 and HCR-1A.3 – Modified for 2015-2035 GP]

HCR-1.8: Comply with requirements of the California Environmental Quality Act regarding protection and recovery of archaeological resources discovered during development activities. [New Policy for 2015-2035 GP]

Preserving Paleontological Resources

HCR-1.9: Require paleontological studies for all applicable discretionary projects. The studies should identify paleontological resources in the project area, and provide mitigation measures for any resources in the project area that cannot be avoided. [2000 GP Policy HCR-1A.2 and HCR-1A.3 – Modified for 2015-2035 GP]

HCR-1.10: Comply with the California Environmental Quality Act regarding the protection and recovery of paleontological resources during development activities. [New Policy for 2015-2035 GP]

Appendix B

Housing Successor Annual Report
Fiscal Year 2015-2016

COSTA MESA HOUSING AUTHORITY ANNUAL REPORT AS HOUSING AUTHORITY AND AS HOUSING SUCCESSOR FOR FISCAL YEAR 2016-2017 UNDER CALIFORNIA HEALTH & SAFETY CODE SECTIONS 34176.1 AND 34328

This Annual Report of the Costa Mesa Housing Authority (Housing Authority) is prepared under California Health and Safety Code (HSC), Section 34176.1 as the housing successor, and Section 34328 as a housing authority (together, Report). In particular, Division 24 of the HSC sets forth the Dissolution Law in Parts 1.8 and 1.85 and the Housing Authorities Law in Part 2, which respectively require preparation of an annual Report on the housing successor and the housing authority's activities for the prior fiscal year. This Report details the Housing Authority's activities during Fiscal Year (FY) 2016-2017 and is intended to satisfy the requirements under both HSC Sections 34328 and 34176.1. In particular, this Report details the Housing Authority's activities for FY 2016-2017, including the information required about the Low and Moderate Income Housing Asset Fund (LMIHAF) and on other information under Section 34176.1(f). After receipt of the complete, final CAFR (term defined below) that is expected by the end of December 2017, this Report will be finalized using data in the CAFR and will be provided to, and will be presented for joint consideration and action by the City Council and Housing Authority Board in January 2018.

This Report includes information prepared by City staff on behalf of the Housing Authority and data from the independent financial audit of the Low and Moderate Income Housing Asset Fund Financial Report for FY 2016-2017 (CAFR) as prepared by White Nelson Diehl Evans LLP, which audit is separate from this Report; further, this report conforms with and is organized into sections I. through XIV., inclusive, under Section 34176.1(f) of the Dissolution Law:

I. **Amounts Received and Deposited Under 34191.4(b)(3)(A).** This section provides the total amount of funds paid to the City and the amount deposited into the LMIHAF representing 20% of repayments on the reinstated City/Agency loan per Section 34191.4.

II. **Amount Deposited into LMIHAF.** This section provides the total amount of funds deposited into the LMIHAF in FY 2016-2017 and itemized by amounts deposited in FY 2016-2017 for items listed on Recognized Obligation Payment Schedule (ROPS), amounts representing Section 34191.4 deposits, and other amounts deposited into the LMIHAF.

III. **Ending Balance of LMIHAF.** This section provides a statement of the balance in the LMIHAF as of the close of FY 2016-2017. Any amounts deposited for items listed on the ROPS, and amounts representing Section 34191.4 deposits, must be distinguished from the other amounts deposited.

IV. **Description of Expenditures from LMIHAF.** This section provides a description of expenditures made from the LMIHAF during FY 2016-2017. The expenditures are to be categorized among (A) administration for monitoring, preserving

covenanted housing units, (B) homeless prevention and rapid rehousing services and (C) development of housing.

V. **Statutory Value of Assets Owned by Housing Successor**. This section provides the statutory value of real property owned by the Housing Authority, as housing successor, the value of loans and grants receivables, and the sum of these two amounts.

VI. **Description of Transfers**. This section describes transfers, if any, to another housing successor made in previous fiscal year(s), including whether the funds are unencumbered and the status of projects, if any, for which the transferred LMIHAF will be used. The sole purpose of the transfers must be for development of transit priority projects, permanent supportive housing, regional homeless shelters, housing for agricultural employees, or special needs housing.

VII. **Project Descriptions**. This section describes any project for which the Housing Authority, as housing successor, receives or holds property tax revenue under the ROPS and the status of that project.

VIII. **Status of Compliance with Section 33334.16**. As and if applicable, this section provides a status update on compliance with Section 33334.16 for interests in real property acquired by the former redevelopment agency prior to February 1, 2012. For interests in real property acquired on or after February 1, 2012, provide a status update on the project.

IX. **Description of Outstanding Obligations under Section 33413**. This section describes outstanding inclusionary and replacement housing obligations, if any, under Section 33413 that remained outstanding prior to dissolution of the former redevelopment agency as of February 1, 2012, along with the Housing Authority's progress, as housing successor, in meeting those prior obligations, if any, of the former redevelopment agency and how the Housing Authority, as housing successor, plans to meet unmet obligations, if any.

X. **Income Test**. This section provides information required by Section 34176.1(a)(3)(B), or a description of expenditures by income category and restriction for `the applicable five-year period, with the time period beginning January 1, 2014 and whether the statutory thresholds have been met. However, reporting of the Income Test is not required until 2019.

XI. **Senior Housing Test**. This section provides the percentage of deed-restricted rental housing units restricted to seniors and assisted individually or jointly by the housing successor, its former redevelopment agency, and its host jurisdiction within the previous 10 years in relation to the aggregate number of units of deed-restricted rental housing assisted individually or jointly by the housing successor, its former redevelopment agency and its host jurisdiction within the same 10-year time period.

XII. **Excess Surplus Test:** This section provides the amount of excess surplus in the LMIHAF, if any, and the length of time that the housing successor has had excess surplus, and the housing successor's plan for eliminating the excess surplus.

XIII. **Inventory of Homeownership Units:** This section provides a summary of covenanted homeownership units assisted by the former redevelopment agency or the housing successor that include equity sharing and repayment provisions, including: (A) number of units; (B) number of units lost to the portfolio in the last fiscal year and the reason for those losses, and (C) any funds returned to the housing successor due to losses or repayments.

XIV. **Additional Information:** Housing Authority's Activities for the Preceding Year FY 2016-2017 under HSC Section 34328.

This Report is to be provided to Housing Authority and its governing body, the City Council, in accordance with the Dissolution Law and the Housing Authorities Law. In addition, this Report will be posted and made available to the public on the City's website (www.costamesaca.gov).

I. AMOUNTS RECEIVED AND DEPOSITED UNDER SECTION 34191.4(b)(3)(A)

In FY 2016-2017, a total of $696,062 attributable to the reinstated City/Agency loan under Section 34191.4 was approved by DOF and remitted via the first annual ROPS 2016-2017 and; of that amount, $556,850 (representing 80% of $696,062) was remitted by the Successor Agency to the City, and $139,212 was deposited into the LMIHAF upon receipt in June 2017 (representing 20% of $696,062).

II. AMOUNTS DEPOSITED INTO LMIHAF

- The amount of $139,212 was deposited into the LMIHAF allocable to FY 2016-2017 equal to 20% of the monies received by the City in repayment of the reinstated City/Agency loan per Section 34191.4 for ROPS 2016-2017; plus
- $0 was held for items listed on the ROPS; plus
- Other deposits into the LMIHAF in FY 2016-2017 of: (1) $400,671 rental income, (2) $352,076 loan repayments, and (3) $31,035 investment income.

In sum, the cumulative total is $922,994 of all deposits into the LMIHAF during FY 2016-2017.

III. ENDING BALANCE OF LMIHAF

At the close of FY 2016-2017 on June 30, 2017, the ending balance in the LMIHAF was $5,064,767, of which $0 is held for items listed on the ROPS. Ending fund balance includes a prior period adjustment of $3,464,592 which increased LMIHAF beginning fund balance from $1,148,308 to $4,612,900. This prior period adjustment consisted of the June 30, 2016 loan receivable balance that was removed from unavailable revenues.

IV. DESCRIPTION OF EXPENDITURES FROM LMIHAF

The table below lists and describes expenditures from LMIHAF by category for FY 2016-2017:

FY 2016-2017 Monitoring and Administration Expenditures	Costs for monitoring, enforcement, and preserving long-term affordable housing covenants imposed by the former redevelopment agency or the Housing Authority, as housing successor, and costs to administer homeless prevention and rapid rehousing supportive services, and toward development and preservation of housing. The maximum expenditure for this category in FY 2016-2017 is the *greater* of (a) 5% of the statutory value of (i) real property owned by the housing successor *and* (ii) loans and grants receivable, or (b) $200,000 (plus allowed CPI adjustments). Based on the valuation listed in Section V., [lines 5+6 in that table=$8,529,617] for FY 2016-2017, the Housing Authority as housing successor was authorized to spend up to $426,480.85, but expended only $154,163.	$154,162
Homeless Prevention and Rapid Rehousing Services Expenditures	Costs for homeless prevention and rapid rehousing supportive services for individuals and families who are homeless or would be homeless but for this assistance. The housing successor was authorized to spend up to $250,000 for this category in FY 2016-2017 $133,089 was expended.	$133,089
Housing Development Expenditures	Costs for housing "development", which term is defined to include: (a) new construction, (b) acquisition and rehabilitation, (c) substantial rehabilitation, (d) long-term affordability covenants on multifamily units, and (e) preservation of assisted affordable housing that is eligible for (i) prepayment, (ii) termination, or (iii) for which the expiration of rental restrictions is scheduled to occur within five years. The 30 apartments within 8 properties commonly referred to as James Street/W. 18th Street units, were acquired by Costa Mesa through non-judicial foreclosure proceedings in FY 2015-2016. This acquisition was made in order to preserve this long-term affordable housing which covenants were at risk of termination and thus conversion to market housing and to protect Costa Mesa's investments in these properties.	$183,876

	The 8 properties are now owned by the Housing Authority and continue to be operated as affordable housing units for low and very low income households/tenants by a professional property management company. The FY 2017-2018 Adopted Budget includes an allocation of funds toward preparation of a request for proposals (RFP) to be issued to experienced affordable housing developers for development of continued affordable housing at these properties, such as disposition or ground lease for substantial rehabilitation or new construction and covenanted housing for extremely low, very low, and low income persons and households.	
Total: FY 2016-2017 LMIHAF Expenditures		$471,127

V. STATUTORY VALUE OF ASSETS OWNED BY HOUSING SUCCESSOR IN LMIHAF

Under Dissolution Law and for purposes of this Report, the "statutory value of real property" means the value of properties formerly held by the former redevelopment agency as listed on the housing asset transfer schedule approved by the Department of Finance as listed in such schedule under Section 34176(a)(2), the value of the properties transferred to the housing successor under Section 34181(f), and the purchase price of property(ies) purchased by the Housing Authority. Further, the value of loans and grants receivable is included in these reported assets held in the LMIHAF.

The following table provides the statutory value of assets owned by the Housing Authority as of the end of FY 2016-2017:

As of June 30, 2017 End of FY 2016-2017	
1. Cash and Investments	$1,733,902
2. Interest Receivable	$4,652
3. Rent Receivable	$19,335
4. Account Receivable	$28,654
5. Statutory Value of Real Property Owned by Costa Mesa Housing Authority	$5,194,875
6. Value of Loans and Grants Receivable	$3,334,742
Total Value	$10,316,160

VI. DESCRIPTION OF TRANSFERS

The Housing Authority, as housing successor, did not make any LMIHAF transfers to other housing successor(s) under Section 34176.1(c)(2) during FY 2016-2017.

VII. APPROVED ROPS PROJECTS

The Housing Authority, as housing successor, does not receive or hold property tax revenue under a ROPS.

VIII. STATUS OF COMPLIANCE WITH SECTION 33334.16

Section 34176.1 provides that Section 33334.16 does not apply to interests in real property acquired by the Housing Authority, as housing successor, on or after February 1, 2012.

With respect to interests in real property acquired by the former Agency *prior* to February 1, 2012, the time periods described in Section 33334.16 shall be deemed to have commenced on the date that the Department of Finance approved the property as a housing asset in the LMIHAF; thus, as to real property acquired by the former redevelopment agency now held by the Housing Authority, as housing successor, in the LMIHAF, the Housing Authority, as housing successor, must initiate activities consistent with development (as the term is explained in Section IV. and Section 34176.1(a)(3)(D)) of the real property for the purpose for which it was acquired within five years of the date the DOF approved such property as a housing asset.

In this regard, the Housing Authority, as housing successor, did not own any real property acquired for development (to be developed) as of dissolution on February 1, 2012 subject to this limitation so the five-year limitation of Section 33334.16 does not apply.

It is noted that the former redevelopment agency did hold at dissolution, now the Housing Authority holds as landlord/ground lessor, the underlying fee interests in the three Ground Leases with Costa Mesa Family Village, a California limited partnership, as tenant/ground lessee (affiliate of Shapell Properties) relating to the existing 72-unit multifamily affordable housing apartment development called Costa Mesa Family Village located at 1924 and 1981 Wallace Avenue and 2015 Pomona Avenue. The three ground leases end/expire in 2039. Section 33334.16 does not apply to such ground leases and this existing affordable housing development as the subject property was not held for development; it is developed property.

IX. DESCRIPTION OF OUTSTANDING OBLIGATIONS UNDER SECTION 33413

Replacement Housing: Under the former redevelopment agency's last Implementation Plan in effect prior to dissolution (the 2010-2014 plan) for the former redevelopment agency, the former agency's replacement housing obligations, if any, under Section 33413(a) were transferred to the Housing Authority, as housing successor; however, the former redevelopment agency had *no* outstanding replacement housing obligations as of dissolution on February 1, 2012.

Inclusionary/Production Housing. Under the former redevelopment agency's last Implementation Plan in effect prior to dissolution (the 2010-2014 plan), the former agency's inclusionary/production housing obligations, if any, under Section 33413(b) were transferred to the Housing Authority, as housing successor; however, the former

redevelopment agency had *no* outstanding inclusionary/production housing obligations as of dissolution on February 1, 2012.

Under the former redevelopment agency's last Implementation Plan in effect prior to dissolution (the 2010-2014 plan), the former redevelopment agency's inclusionary/ production housing obligations, if any, under Section 33413(b) were transferred to the Housing Authority, as housing successor; however, the former redevelopment agency had *no* outstanding inclusionary/production housing obligations as of dissolution on February 1, 2012.

Therefore, the Housing Authority, as housing successor, has no outstanding replacement or inclusionary/production housing obligations and thus no implementation obligation under Section 33413. For information, the former Agency's Implementation Plan is posted on the City's website at (www.costamesaca.gov).

X. EXTREMELY-LOW INCOME TEST

Section 34176.1(a)(3)(B) requires that the Housing Authority, as housing successor, must require at least 30% of the LMIHAF to be expended for development of rental housing affordable to and occupied by households earning 30% or less of the AMI. If the Housing Authority, as housing successor, were to fail to comply with the Extremely-Low Income requirement in any five-year report, then the Housing Authority, as housing successor, must ensure that at least 50% of the funds remaining in the LMIHAF be expended in each fiscal year following the latest fiscal year following the report on households earning 30% or less of the AMI until the Housing Authority, as housing successor, demonstrates compliance with the Extremely-Low Income requirement. This information is not required to be reported until 2019 for the 2014-2019 period.

XI. SENIOR HOUSING TEST

The housing successor is to calculate the percentage of units of deed-restricted rental housing restricted to seniors and assisted by the housing successor, the former redevelopment agency and/or the City within the previous 10 years in relation to the aggregate number of units of deed-restricted rental housing assisted by the housing successor, the former redevelopment agency, and/or City within the same time period. If this percentage exceeds 50%, then the housing successor cannot expend future funds in the LMIHAF to assist additional senior housing units until the Housing Authority, as housing successor, or City assists and construction has commenced on a number of restricted rental units that is equal to 50% of the total amount of deed-restricted rental units.

As reported in the prior FY 2015-2016 annual report, for the 10-year period of January 1, 2004 to January 1, 2014 evidences that 9.8% of the funds were expended on assistance to provide senior affordable housing units and 90.2% of the funds were expended on assistance to provide non-senior/family affordable housing units. In particular, 36 senior units with long-term 55-year affordability covenants were established during the previous 10-year period (specifically, the St. John's Manor Project in 2006).

For the current 10-year period of January 1, 2014 to January 1, 2024 that includes the subject FY 2016-2017, the Housing Authority expended no funds ($0) for senior housing; therefore 0% of funds were expended on development or assistance to develop senior housing units.

XII. EXCESS SURPLUS TEST

The term excess surplus is defined as: "an unencumbered amount in the LMIHAF account that exceeds the greater of one million dollars ($1,000,000) or the aggregate amount deposited into the account during the housing successor's preceding 4 fiscal years, whichever is greater." The housing successor existed as of February 1, 2012. For this report, aggregate deposits for the 4 preceding fiscal years of 2012-2013, 2013-2014, 2014-2015 and 2015-2016 totaled $2,333,801. The unencumbered account balance as of the end of FY 2016-2017 (June 30, 2017) was $1,715,038. The LMIHAF does not have an Excess Surplus.

XIII. INVENTORY OF HOMEOWNERSHIP UNITS

This section provides an inventory of homeownership units assisted by the former redevelopment agency and assumed by the Housing Authority, as housing successor, that are subject to covenants or restrictions or to an adopted program that protects the former redevelopment agency's investment of moneys from the Low and Moderate Income Housing Fund per Section 33334.3(f).

Total homeownership inventory as of dissolution on February 1, 2012 (subparagraph (A) below) and inventory, losses, and repayments for the period from February 1, 2012 through June 30, 2015 (subparagraph (B) below) include:

(A) As of dissolution on February 1, 2012, the total number of homeownership units assisted by the former redevelopment agency and that have covenants and restrictions of record was 41 units, which includes loans and restricted single-family homes assisted by the former redevelopment agency through its (1) First Time Homebuyer Program, (2) Single-Family Rehabilitation Program, (3) affordable housing projects with Habitat for Humanity of Orange County, and (4) Neighborhood Stabilization Program.

(B) The total number of homeownership units lost to the Housing Authority's (as housing successor) portfolio between February 1, 2012 through June 30, 2016, along with the reason or reasons for those losses.

Total losses between February 1, 2012 to June 30, 2016: 27 units

Reason for loss from homeownership portfolio of each such unit:

Principal Repayments:	$464,449.72
Loan Impairment:	$1,095,000.00
Foreclosure:	$436,000.00

Funds returned to the Housing Authority, as housing successor, as part of an adopted program that protects the former Agency's investment of moneys from the Low and Moderate Income Housing Fund. This includes repayments of all such loans including principal, interest, and equity sharing payments between February 1, 2012 and June 30, 2016: $707,298.08 (principal, interest, and fees).

(C) The number of homeownership units lost to the Housing Authority's portfolio (as housing successor) in FY 2016-2017 and the reason for those losses.

Total losses to portfolio in FY 2016-2017 is: 3 units

Reason for loss from homeownership portfolio in FY 2016-2017 of each such unit:

Principal Repayments:

Three (3) homeownership loans were fully paid-off, thus 3 units were lost from homeownership inventory during FY 2016-2017; the total received from the full homeownership loan repayments was $138,085.97 and these funds were deposited into the LMIHAF.

In addition, in FY 2016-2017, 6 owners made monthly amortized payments on homeownership loans. Total payments received amounted to $7,895.08 and these payments were deposited into the LMIHAF.

Therefore, the funds returned to the Housing Authority, as housing successor, as part of an adopted program that protects the former Agency's investment of moneys from the former redevelopment agency's Low and Moderate Income Housing Fund, including repayments of all Single Family Rehabilitation and First Time Homebuyer program loans including principal, interest, and equity sharing payments during FY 2016-17 were $352,076.

(D) The Housing Authority, as housing successor, does have existing consulting agreements with: Amerinational Community Services, Inc., a Minnesota Corporation and Farmers State Bank of Hartland, a Minnesota corporation relating to certain, but not all, aspects of administration of the former Agency's Single Family Rehabilitation (SF Rehab) and First Time Homebuyer (FTHB) programs that provided second lien mortgages for homeownership units. These consulting services include assistance with oversight and administration of amortized loan payments, if any, due; with tracking and calculation of loan balances in the event of payoff; and, other administrative activities for these outstanding SF Rehab and FTHB loans.

In addition, the Housing Authority retains the services of Keyser Marston Associates, a professional housing economic consultant, and the Housing Authority legal counsel, Celeste Brady of Stradling Yocca Carlson & Rauth (SYCR). SYCR assists staff in review of legal issues related to outstanding SF Rehab and FTHB program loans, such as the refinancing of first lien mortgages consistent with SF Rehab and FTHB program refinancing criteria, repayments, impairment analyses, defaults, foreclosures,

bankruptcies, renting out part of the home, short sale requests, and other issues that arise in the administration of the former Agency's loan programs for ownership housing.

XIV. ADDITIONAL INFORMATION ABOUT THE HOUSING AUTHORITY'S ACTIVITIES FOR THE PRECEDING YEAR FY 16-17 PER HSC SECTION 34328

Without repeating the information presented above in this report, the Housing Authority:

(1) continued to monitor and enforce housing assets transferred from the former redevelopment agency to the Housing Authority, as housing successor, as well as other Housing Authority (non-housing successor) assets;

(2) continued property management and operation of the James Street/W.18th Street properties for very low and low income housing, including:

(a) 707, 711 W. 18th Street, 8 units in two 4-plexes; 8 Low Income units;

(b) 734, 740, 744 James Street, 11 units in one 3-plex and two 4-plexes; 9 Low and 2 Very Low Income units;

(c) 745 W. 18th Street, 3 units in one 3-plex, 3 Very Low Income units; and

(d) 717, 721 James Street, 8 Very Low Income units.

(3) As housing successor under Section 34176.1(a)(2), the Housing Authority may expend up to $250,000 per fiscal year "for homeless prevention and rapid rehousing services for individuals and families who are homeless or would be homeless but for this assistance, including the provision of short-term or medium-term rental assistance, housing relocation, and stabilization services including housing search, mediation, or outreach to property owners, credit repair, security or utility deposits, utility payments, rental assistance for a final month at a location, moving cost assistance, and case management, or other appropriate activities for homelessness prevention and rapid rehousing of persons who have become homeless." In this regard in FY 2016-2017 and as detailed in this report, the Housing Authority provided partial funding for Community Outreach Workers who assertively work toward placing homeless individuals and families into temporary or permanent housing as it becomes available. The part-time staff addresses the various needs represented by our homeless population on a daily basis. Further, a part-time Management Analyst maintains the database that Community Outreach Workers and volunteers from varied community groups utilize to streamline their reporting and recordkeeping processes relative to placement of homeless individuals and families into housing.