



PLANNING COMMISSION

AGENDA REPORT

MEETING DATE: MAY 14, 2018

ITEM NUMBER: PH-3

SUBJECT: GENERAL PLAN AMENDMENT GP-18-01 TO AMEND THE 2015-2035 CIRCULATION ELEMENT WITH AN UPDATED BICYCLE MASTER PLAN EXHIBIT AND RELATED STREET CROSS SECTIONS AND REVISING POLICIES UNDER GOALS C-7 TO C-12 FROM "RECOMMENDATIONS" TO "POLICIES"; AND REVIEW OF THE DRAFT ACTIVE TRANSPORTATION PLAN

DATE: MAY 3, 2018

FROM: PLANNING DIVISION/DEVELOPMENT SERVICES DEPARTMENT

PRESENTATION BY: MINOO ASHABI, PRINCIPAL PLANNER

**FOR FURTHER INFORMATION CONTACT: MINOO ASHABI, AIA (714) 754-5610
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DESCRIPTION

The proposed project includes the following:

- An amendment to the City's 2015-2035 General Plan Circulation Element to update the following:
 - Revise the adopted Conceptual Bicycle Master Plan (Figure C-3) to reflect the Final Bicycle Facilities Map (Figure 6-1) in the Draft Active Transportation Plan as recommended by Bikeway and Walkability Committee.
 - Revise Figure C-1 (Roadway Typical Cross Section) to include revised language describing the ultimate street rights-of-way associated with bike lanes and bike facilities identified in the Final Active Transportation Plan.
 - Revise policies of the Circulation Element related to Goal C-7 through Goal C-12 from "recommendation" to "policy" similar to the format of other adopted goals and policies in the General Plan.
- Review and recommend approval of the Draft Active Transportation Plan as recommended by the City's Bikeway and Walkability Committee.

ENVIRONMENTAL DETERMINATION

On June 21, 2016, the City Council certified a Final Environmental Impact Report (State Clearinghouse #2015111053), adopted findings pursuant to CEQA, adopted a Statement of Overriding Considerations for air quality and greenhouse gas emissions impacts (both direct and cumulative), and adopted a Mitigation Monitoring and Reporting Program) for the General Plan Amendments. An addendum to EIR No. 1053 was prepared to describe any minor technical revisions or changes due to the proposed amendment or changes to the environment in which it will be implemented. The

Addendum concludes that the proposed amendment does not result in new significant impacts or mitigation measures, or impacts that are substantially more severe than those discussed in the previously approved EIR; therefore, no further environmental review is required pursuant to CEQA Guidelines Section 15162.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Recommend that the City Council adopt the addendum to EIR No. 2015111053 for the 2015-2035 General Plan and approve General Plan Amendment GP-18-01 for revisions to the Circulation Plan related to City's Bicycle Master Plan, roadway typical cross sections, and policy recommendations.
2. Recommend approval to the City Council of the Draft Active Transportation Plan as recommended by the City's Bikeways and Walkability Committee.

BACKGROUND

2015-2035 General Plan

During preparation of the General Plan, the City held various workshops and study sessions that later contributed and formed the 2015-2035 20-year General Plan that was adopted in June of 2016.

One outcome of the workshops in 2015 was the formation of the Bikeway and Walkability Committee, composed of 15 City Council-appointed members. The Bikeway and Walkability Committee was formed by the City Council on April 7, 2015. The Committee's main purpose was to help plan and implement a robust Active Transportation network for the City by improving bicycle and pedestrian connectivity throughout the City. The Committee is an ad hoc Committee that has held monthly meetings and makes recommendations for bikeway-related improvements to the City Council.

Since the City was at the later stages of the General Plan development, the changes and updates recommended by this committee in late 2015 were incorporated in the 2015-2035 General Plan in the form of recommended policies and the Conceptual Bicycle Master Plan.

Active Transportation Plan

The 2015-2035 General Plan addressed the California Complete Streets Act adopted in 2008 by analyzing and planning to improve multimodal transportation networks and the development of an Active Transportation Plan (ATP), which focuses on non-motorized travel modes such as walking and biking.

The Costa Mesa Active Transportation Plan outlines the vision, strategies, and actions that will be implemented to improve the active transportation experience in Costa Mesa. This Plan focuses on the completion of the bicycle network by identifying existing and absent bikeway segments needed to improve connectivity and providing

recommendations for potential improvements to the system and programs. The Costa Mesa Active Transportation Plan is designed to:

- Encourage bicycling and walking for both commuting and recreational purposes
- Outline the needed facilities and services
- Maximize funding sources for implementation of bicycle infrastructure
- Enhance quality of life and safety

The ATP is a more-detailed continuation and implementation of the previously-adopted Conceptual Bicycle Master Plan adopted as part of the 2016 General Plan Circulation Element.

Components of the ATP

The components of the ATP include Bicycle Infrastructure Concepts, Existing Conditions Analysis, Policy Framework, Recommendations for Future Improvements, and an Implementation Strategy. The draft ATP also incorporates the six goals, below, which were identified in the 2016 General Plan Circulation Element to help in the planning and implementation of active transportation facilities in the future. Each goal, as noted below, includes objectives, and recommendations:

- Goal 1.0- Promote a Friendly Active Transportation System in Costa Mesa
- Goal 2.0- Create a Safer Place to Walk and Ride a Bicycle
- Goal 3.0- Integrate Active Transportation Elements into the Circulation System and Land Use Planning
- Goal 4.0- Promote an Active Transportation Culture
- Goal 5.0- Promote the Positive Air Quality, Health, and Economic Benefits of Active Transportation
- Goal 6.0- Monitor, Evaluate, and Pursue Funding for Implementation of the Active Transportation Master Plan

The ATP includes four basic types of bicycle facilities consisting of Off-Road Bicycle Path (Class I), On-Road Bicycle Lane (Class II), Share-the-Road Bicycle Routes and Bicycle Boulevards (Class III), and Cycle Tracks (Class IV). Each type of facility is described in detail in the ATP. Special treatments to enhance safety include sharrows, colored pavement, and buffered bicycle lanes. An important factor is a network of bicycle facilities that provides connections to activity centers such as parks, schools and shopping.

Pedestrian opportunity zones have been identified in the ATP, which include connections to parks and open spaces, schools, and colleges. Pedestrian improvements include adding sidewalks, increasing the width of sidewalks, improving visibility at crosswalks, and adding more landscaped parkways to help provide a buffer and effective visual cues to slow down traffic in areas where there are high pedestrian volumes.

Two community meetings were held for the public to review and comment on the draft ATP, in November and December 2017. In addition to a presentation of the ATP, exhibits of the ATP, including maps, were provided and comment cards collected during the community meetings. The draft ATP was also posted on the City's website prior to the workshops. In October 2017, a notification was mailed to residents within 500 feet of

proposed bicycle multi-use paths. Comments received from comment cards, letters, and emails are summarized in Attachment 3, Active Transportation Plan Comment Matrix.

Recommended Goals and Policies

Several of the "Recommendations" in the Circulation Element were modified to "Policies" in the Draft Active Transportation Plan which is consistent with the General Plan. This modification did not change the wording of the "Recommendations" or their intent. In addition, two "Recommendations" were removed and a new "Recommendation" was added. Attachment 2 provides a listing of these changes. The new added "Recommendation" is as follows:

"Support the incorporation of bicycle and pedestrian facilities into capital improvement projects, where appropriate to maximize leveraging of funds."

General Plan Amendment

Since the proposed changes to the Circulation Element involve an amendment to the 2015-2035 General Plan, staff notified the local Native American tribes as required by SB 18 (Government Code Section 65352.3) offering the opportunity for consultation and as informed by the Native American Heritage Commission. A request for consultation was received from the San Gabriel Band of Mission Indians, Kizh Nation; staff contacted the tribe on February 14, 2018 and since the ATP does not include any specific construction projects, no further action was required. The tribe was notified by a letter on March 8, 2018 that future implementation projects related to the ATP will require additional CEQA review; this information is included in the addendum (Attachment 7).

With the adoption of the 2015-2035 General Plan, the City also adopted the General Plan EIR (State Clearing House No. 2015111053); the proposed amendment requires an addendum to the EIR, which is included as Attachment 7. The addendum reviewed all the proposed changes and concluded that no further environmental review is required pursuant to CEQA Guidelines Section 15162. All recommended changes to the Circulation Element are included in Attachment 2.

Final Bicycle Facilities Plan

The Draft Active Transportation Plan incorporates policies that reflect minor revisions of the policies listed in the Circulation Element related to the Active Transportation component of the 2015-2035 General Plan. In addition, the Draft Active Transportation Plan includes minor revisions to bicycle classifications shown in the Conceptual Bicycle Master Plan exhibit of the 2015-2035 General Plan. These revisions enhance the Circulation Element by modifying "Recommendations" to "Policies" and adopt various different levels of bike classifications for certain facilities. A summary of the changes between the Conceptual Bicycle Master Plan (adopted as part of the 2016 General Plan) and the Final Bicycle Facilities Plan (included in the Draft ATP) are provided in Attachment 5, and in the Draft Addendum to the General Plan EIR.

Several public comment letters were received and forwarded to the Planning Commission over the past several months regarding a proposed Class 1 Multi-Use Path, along the Costa Mesa Golf Course from Golf Course Drive to Canary Drive, referred as Tanager Bicycle Trail. The proposed Tanager Bicycle Trail was removed from the Draft Active

Transportation Plan and Bicycle Facilities Plan by the Bikeway and Walkability Committee at its monthly meeting on April 4, 2018 and it is no longer part of the proposed ATP. During the April meeting of the Bikeway and Walkability Committee, a Class III Bike Boulevard following Tanager Drive, Canary Drive, Oriole Drive, Cardinal Drive, and Swan Drive to connect to Placentia Avenue was added to the Plan. Comments received from comment cards, letters, and emails are summarized in Attachment 3, Active Transportation Plan Comment Matrix.

Modification to Figure C-1 of 2015-2035 General Plan

The Circulation Element includes Figure C-1 that depicts various street cross sections and required rights-of-way for major arterials, primary and secondary arterials and collector streets. The notes in this figure indicate that additional right-of-way may be required at intersections to accommodate turn lanes and future bicycle facilities consistent with the Conceptual Bicycle Master Plan. With the adoption of final Active Transportation Plan, the additional rights-of-way to accommodate bike lanes are required but are not depicted on the street cross sections. The revised Figure C-1 includes a revised note stating: *Additional right-of-way may be required along streets that include bicycle facilities as identified in the City's Active Transportation Plan. Six (6) additional feet on each side of the roadway is typically required for on-street bike lanes.*

Addendum to General Plan EIR

The California Environmental Quality Act (CEQA) allows for the preparation of an Addendum to a certified EIR to document minor technical changes in the project characteristics or environmental conditions under which the project will be developed. Section 15164(a) of the State CEQA Guidelines states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.


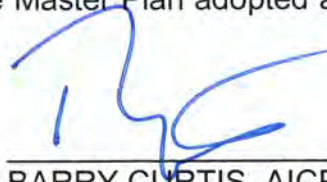
The Environmental Impact Report (EIR) for the 2015-2035 General Plan was certified on June 21, 2016 (State Clearinghouse Number 2015111053). The City proposes to adopt the proposed ATP and incorporate it into the Circulation Element of the 2015-2035 General Plan. Therefore, an addendum to the EIR was prepared to address requirements specified in the California Environmental Quality Act (CEQA). The addendum was used to describe any minor technical revisions or changes due to the subject General Plan Amendment or the environment in which it will be implemented, for purposes of establishing that no further environmental review is required pursuant to CEQA Guidelines Section 15162

ALTERNATIVES:

The Planning Commission may recommend to the City Council modifications to the proposed amendments to the Circulation Element and the Draft Active Transportation Plan. Any comments will be forwarded to the City Council for consideration and final approval.

CONCLUSION

The proposed project has been reviewed at various committee meetings and public workshops. The Conceptual Bike Master Plan which is now part of the City's Active Transportation Plan was originally included in the 2015-2035 General Plan and needs to be updated as recommended by the City's Bikeway and Walkability Committee and the Active Transportation Plan. In addition, items included as "recommendations" in the Circulation Element are proposed to be changed to "policies" by the City's Bikeway and Walkability Committee, which was formed by City Council to address multi-modal transportation in the City. The Draft Active Transportation Plan includes minor revisions to bicycle classifications of the Conceptual Bicycle Master Plan adopted as part of the 2015-2035 General Plan.


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- Attachments:
1. Planning Commission Resolutions
 2. Excerpt of Revised Circulation Element
 3. Public Comment Matrix
 4. List of recommended Policies
 5. List of Changes to Bicycle Master Plan
 6. Draft Active Transportation Plan (under separate cover)
 7. Draft Addendum to EIR No. 1053 (under separate cover)

Distribution:

- Director of Economic and Development Services
- Assistant Director of Development Services
- Deputy City Attorney
- Public Services Director
- City Engineer
- Transportation Services Manager
- Public Services Management Analyst
- Fire Protection Analyst
- File (2)

RESOLUTION NO. PC-18-**A RESOLUTION OF THE PLANNING COMMISSION OF CITY OF COSTA MESA RECOMMENDING APPROVAL OF AN ADDENDUM TO GENERAL PLAN EIR NO. 1053 (SCH# 20151111053) FOR THE 2015-2035 GENERAL PLAN AND ADOPTION OF GENERAL PLAN AMENDMENT GP-18-01 TO REFLECT THE FINAL BIKE MASTER PLAN AND RECOMMENDED POLICIES FOR GOALS C-7 THROUGH C-12 INCLUDED IN THE CITY'S ACTIVE TRANSPORTATION PLAN****THE PLANNING COMMISSION OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:**

WHEREAS, the City of Costa Mesa's 2015-2035 General Plan was adopted on June 21, 2016;

WHEREAS, the Circulation Element includes a Conceptual Bike Master Plan (Figure C-3), typical street cross sections (Figure C-1) and related recommended policies for Goals C-7 through C-12 adopted in 2016;

WHEREAS, following a series of workshops and public meetings in 2017, a Final Bike Master Plan and related policies have been reviewed and recommended for approval by the City's Bikeway and Walkability Committee;

WHEREAS, the required dedications and right-of-ways for implementation of the Bike Master Plan are updated in Figure C-3, as amended by this GP-18-01.

WHEREAS, the "recommended" policies for Goals C-7 through C-12 have been reviewed by the Bikeways and Walkability Committee and recommended to be included as "policies;"

WHEREAS, the addendum to Final Environmental Impact Report No. 1053 was prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines. The City Council certified the EIR on June 21, 2016 by adoption of Resolution No. 16-49. Since the project's revision is within the scope of the project reviewed by EIR No. 1053 and new environmental impacts or mitigation measures are not identified for this amendment; an addendum to the EIR was prepared by Stantec in April 2018.

WHEREAS, the General Plan Amendment GP-18-01 includes the following revisions to the Circulation Element:

- 1) Amend the Conceptual Bike Master Plan (Figure C-3) to reflect the updated Bike Master Plan. Revisions are itemized and shown in Exhibit 1.
- 2) Amend Figure C-1 to include notes for street cross sections that accurately reflect ultimate street right-of-way needs, consistent with the minimum bikeway requirements as included in Exhibit 2.
- 3) Amend "recommended" policies under Goals C-7 to C-12 as included in the Excerpt of the Circulation Element described in Exhibit 3 also itemized in Exhibits 1 and 2.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby find and recommend that the City Council adopt General Plan Amendment GP-18-01 including the revisions as noted above.

PASSED AND ADOPTED this 14th day of May 2018.

Stephan Andranian, Chair
Costa Mesa Planning Commission

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

I, Barry Curtis, Secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution No. PC-18-____ was passed and adopted at a regular meeting of the City of Costa Mesa Planning Commission held on May 14, 2018 by the following votes:

AYES: COMMISSIONERS

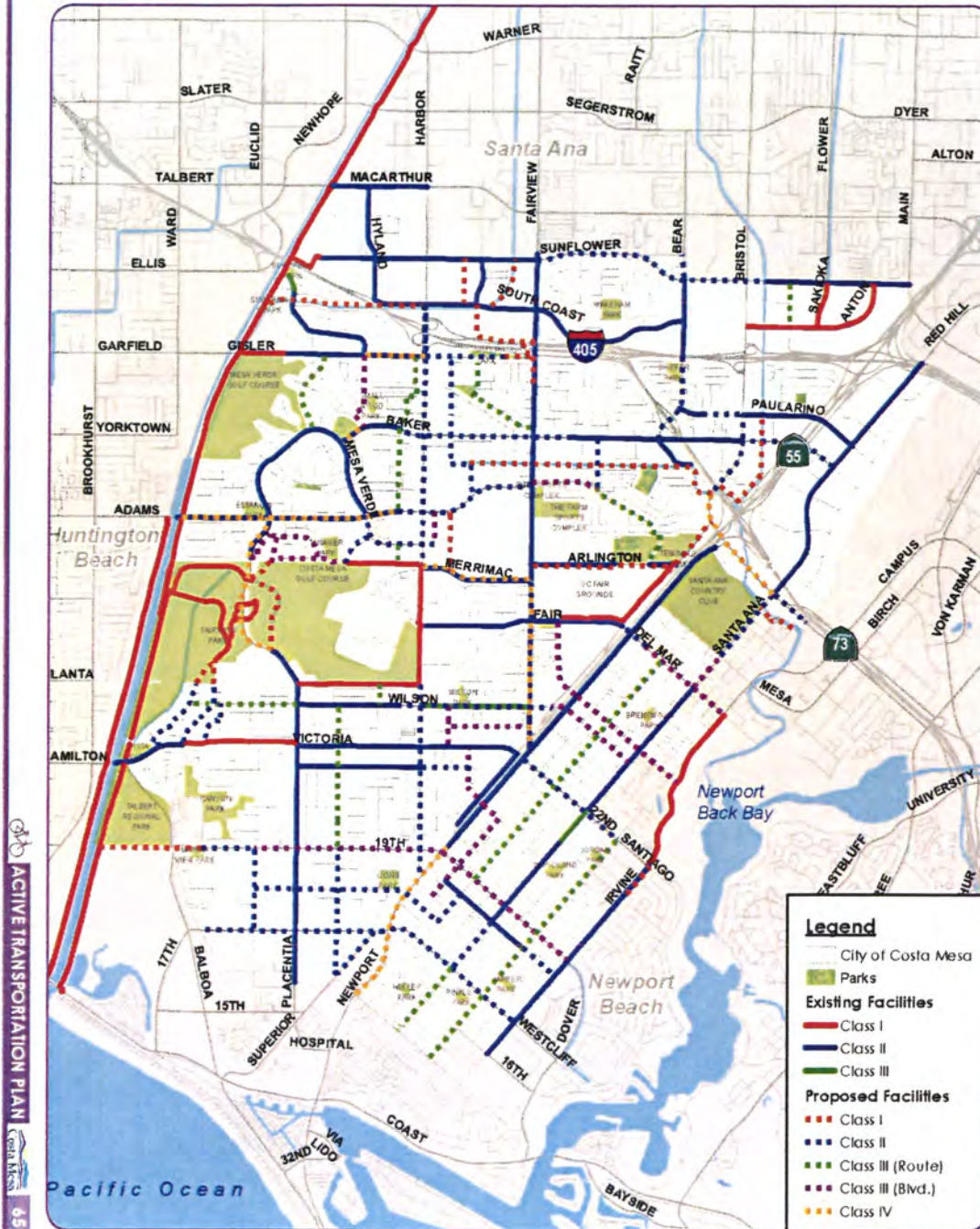
NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Barry Curtis, Secretary
Costa Mesa Planning Commission

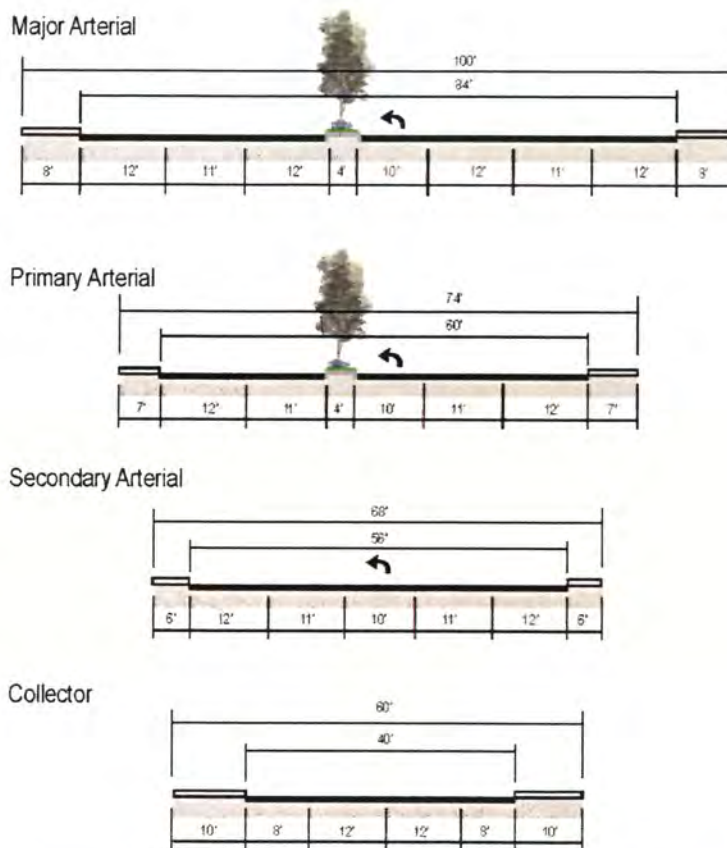
Figure 6-1 Existing and Proposed Bicycle Facilities Map



Revised Figure C-3: Bicycle Master Plan

REVISED FIGURE C-1
CIRCULATION ELEMENT
2015-2035 GENERAL PLAN

Circulation Element



- Notes:
1. Additional right-of-way may be required at intersections for accommodating turn lanes.
 2. Additional right-of-way may be required along streets that ~~are planned to include future bicycle facilities, consistent with the Conceptual Bicycle Master Plan (Figure 6-3)~~ include future bicycle facilities as identified in the City's Active Transportation Plan. Six additional feet on each side of the roadway is typically required for on-street bicycle lanes. (Revised)
 3. The roadway cross sections as shown plus the additional width for turn lanes and bicycle lanes constitute the ultimate right-of-way. (Added)

Figure C-1: Roadway Typical Cross Sections (Revised)

Costa Mesa General Plan | C-9

GOALS, OBJECTIVES, AND POLICIES

The following goals, objectives, and policies work in concert with those in the Land Use Element.

Goal C-1: Implement “Complete Streets” Policies on Roadways in Costa Mesa

Plan, develop, and implement a comprehensive transportation system that serves all users and modes of travel.

Objective C-1A: *Create a transportation network that meets the mobility needs of all Costa Mesa residents, businesses, and visitors.*

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

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

Policy C-1.3: Complete and annually maintain a needs assessment for traffic 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.

Policy C-1.4: Pursue downgrade of arterials that no longer have the demand requiring their buildout to planned capacity.

Policy C-1.5: Implement road diets on street segments with excess capacity to enhance bicycle and pedestrian facilities.

Policy C-1.6: Encourage the conversion of excess on-street parking spaces for expanded sidewalk gathering places or landscaping.

Policy C-1.7: Encourage community participation in City processes and programs focused on improving mobility and transportation facilities.

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

Map prepared by Stantec, Inc.

Objective C-1B: *Preserve the character of our residential neighborhoods.*

Policy C-1.9: Implement traffic calming measures that discourage speeding and cut-through traffic on residential streets.

Policy C-1.10: Encourage non-motorized transportation in residential areas by providing sidewalks and implementing bicycle friendly design of local streets.

Policy C-1.11: Reduce or eliminate intrusion of traffic related to non-residential development on local streets in residential neighborhoods.

Policy C-1.12: 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.

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

Policy C-1.14: Design and Implement transportation projects to meet local and regional system capacity needs in accordance with the Master Plan of Streets and Highways.

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

Policy C-1.16: Establish priority-ranking system to evaluate traffic-calming requests for implementation throughout the City.

Policy C-1.17: Pursue programs that reduce vehicle speeds and cut-through traffic on local streets.

Goal C-2: Effectively Manage and Improve the Roadway System

Develop and maintain a robust and efficient vehicular circulation network.

Objective C-2A: *Implement policies that encourage and accommodate all users while maintaining the efficiency of the circulation system.*

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

Circulation Element

- Policy C-2.2:** Avoid creation of frequent driveways for new development access in active pedestrian areas that create conflict points between pedestrians and vehicles.
- Policy C-2.3:** Encourage commercial property owners to use shared driveway access and interconnected roads within blocks, where feasible. Require driveway access closures or consolidations, or both when a site is remodeled or redeveloped.
- Policy C-2.4:** Collaborate with law enforcement and public safety organizations to coordinate policies and programs that would reduce injuries and deaths on the roadways.
- Policy C-2.5:** Designate routes for truck traffic to minimize potential conflicts between trucks and cars, pedestrians, bicycles, transit, and vehicle access and circulation. Establish by ordinance a truck map that depicts allowable truck routes within the City.
- Policy C-2.6:** Periodically review and update traffic signal timing at all signalized intersections to maintain traffic signal coordination and to accommodate bicycle and pedestrian needs.
- Policy C-2.7:** Develop new traffic level of services criteria in accordance with SB 743 to meet the California Environmental Quality Act (CEQA).
- Policy C-2.8:** Continue the use of the Intersection Capacity Utilization (ICU) methodology to address local traffic level of service and impacts, with Level of Service “D” as the threshold for meeting the City’s significance criteria.
- Objective C-2B:** *Construct street improvements and apply congestion management tools to obtain efficient performance of the transportation system.*
- Policy C-2.9:** Incorporate the street system improvements identified in the General Plan Environmental Impact Report (EIR) into the Capital Improvement Program.
- Policy C-2.10:** Continue to deploy intelligent transportation systems (ITS) strategies—such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, and real-time parking availability information—to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, and cyclists.
- Policy 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.
- Policy C-2.12:** Investigate and utilize state-of-the-art transportation system management technology and industry practices to address recurring and non-recurring traffic events (i.e., special events, incident/emergency management).
- Policy C-2.13:** Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, parking or turn restrictions, etc.) to improve the efficiency of intersections.

Goal C-3: Enhance Regional Mobility and Coordination

Encourage development of a regional transportation network that addresses regional mobility needs for all modes of travel.

Objective C-3A: *Promote development of transportation projects along regional corridors.*

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

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

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

Policy C-3.4: Coordinate signal timing on all major arterials with a local signal synchronization program consistent with the Orange County Traffic Signal Synchronization Master Plan (TSSMP).

Policy C-3.5: Ensure Costa Mesa's input, participation, and discretionary review of applicable region-wide transportation system policies, programs, and construction.

Policy C-3.6: Develop short-term and long-term improvements to the SR-55 corridor in coordination with Caltrans and OCTA to address regional mobility needs.

Policy C-3.7: Promote the City's preferred alternative of undergrounding the SR-55 freeway south of 19th Street within the City limits.

Objective C-3B: *Coordinate and partner with local and regional agencies to promote projects and policies that improve regional mobility.*

Policy 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.

- Policy 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.
- Policy 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.
- Policy C-3.11:** Collaborate with Caltrans and neighboring jurisdiction to improve signal timing and coordination along major arterials across jurisdictional boundaries.
- Policy 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.).
- Policy C-3.13:** Coordinate with other responsible agencies the planning, funding, prioritization, and implementation of bicycle, pedestrian, and transit programs and supporting infrastructure.

Goal C-4: Promote Transportation Demand Management, Transit, and Efficiency

Utilize Transportation Demand Management strategies to manage demand and maximize available capacity.

- Objective C-4A:** *Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.*
- Policy C-4.1:** Support South Coast Air Quality Management District (SCAQMD) trip reduction programs, including park and ride lots, transit subsidies, carpool and vanpool programs, flexible working hours, bicycle facilities, and other traffic reduction strategies.
- Policy C-4.2:** Support local and multi-jurisdictional car-sharing and bike-sharing programs.
- Policy C-4.3:** Consider implementing park-once approaches for multiuse districts and regional destinations areas.
- Policy C-4.4:** Embrace innovative parking solutions that reduce the required spaced needed for parking, such as automated parking lifts and elevators.
- Policy C-4.5:** Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles, and flex cars.

- Policy C-4.6:** Encourage and support programs that increase vehicle occupancy, including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods.
- Policy C-4.7:** Promote the combination of TDM measures as much more effective than any single measure.
- Policy C-4.8:** Require discussion of transportation system management (TSM) and TDM measures in all EIRs prepared for major projects.
- Policy C-4.9:** Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.
- Policy C-4.10:** Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips to achieve consistency with allocated trip budgets.
- Objective C-4B:** *Promote regional and local transit services as an alternative to automobile travel.*
- Policy C-4.11:** Ensure that roadways designated as transit routes can accommodate transit vehicle circulation and convenient pedestrian access to and from transit stops.
- Policy C-4.12:** Review all capital improvement projects to ensure improvements located on existing and planned transit routes include modification of street, curb, and sidewalk configurations to allow for easier and more efficient transit operations and improved passenger access.
- Policy C-4.13:** Provide transit stop amenities that facilitate access to and from transit stops and transfer locations. These may include pedestrian pathways approaching stops, high-quality benches and shelters, traveler information systems (real-time transit arrival information), and bike storage and bicycle connections. Bus stops should accommodate timed transfers between buses and other transit services where necessary.
- Policy C-4.14:** Encourage new development along major transit corridors to provide efficient and safe access to transit stops and public sidewalks.
- Policy C-4.15:** Support and participate with OCTA ACCESS Service in providing transportation assistance to senior citizens and the disabled.

- Policy C-4.16:** Consult with OCTA for transit services, such as changes to bus routes, bus stops, and hours of operation. Additionally, coordinate with OCTA for changes to transit services provided for seniors, the disabled, and transit dependent populations.
- Policy C-4.17:** Consult with the Newport-Mesa Unified School District to maintain school bus services provided for local schoolchildren.
- Policy C-4.18:** Coordinate with OCTA to improve transit services in the City, including strategies such as bus rapid transit, express services, community circulators, and other strategies.
- Policy C-4.19:** Encourage new local transit programs in coordination with OCTA, consisting of shuttle services to local and regional destinations.
- Policy C-4.20:** Coordinate with OCTA to construct bus turnouts at appropriate locations, with attractive shelters designed for safe and comfortable use.
- Policy C-4.21:** Require discussion of transit service needs and site design amenities for transit ridership in EIR for major projects.

Goal C-5: Ensure Coordination between the Land Use and Circulation Systems

Facilitate close coordination between development of land use and circulation system.

- Objective C-5A:** *Coordinate land use policies and development activities that support a sustainable transportation system.*
- Policy C-5.1:** Ensure that new development projects are consistent with the vehicular trip budgets, where adopted.
- Policy C-5.2:** Require that large developments and redevelopments provide short-term and long-term vehicular traffic impact studies.
- Policy C-5.3:** Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transit and transportation corridors to minimize vehicle use, congestion, and delay.
- Policy C-5.4:** Maintain balance between land use and circulation systems by phasing new developments to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.
- Policy C-5.5:** Promote development of mixed-use projects to reduce number of vehicle trips.

- Policy C-5.6:** Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities.
- Policy C-5.7:** Require dedication of right-of-way, in an equitable manner, for development that increases the intensity of land use.
- Policy C-5.8:** Minimize circulation improvements that will necessitate the taking of private property on existing developed properties.
- Policy C-5.9:** Require that circulation necessary to provide or attain the minimum traffic level of service standard at an intersection to which a development project contributes 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.
- Policy C-5.10:** Allow for construction of circulation improvements for a phased development project to be constructed commensurate with the project construction, based upon the findings of a traffic study approved by the City of Costa Mesa.
- Policy C-5.11:** Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.
- Policy C-5.12:** Support consistency with the Orange County *Sustainable Communities Strategy* (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375.
- Objective C-5B:** *Establish strategies and processes that allow large developments to analyze and mitigate traffic impacts and infrastructure needs.*
- Policy C-5.13:** Require that new development projects improve access to and accommodations for multimodal transportation.
- Policy C-5.14:** Require developers of new building and redevelopment/reuse projects as part of the project development review process that are located along bus routes to pay a designated fair share of the cost of providing improved bus stop facilities and related street furniture or, where appropriate, dedicate land for improved bus stop facilities.
- Policy C-5.15:** Consider the needs of the transportation and infrastructure system early for large developments and coordinate with developers to design projects that minimize traffic impacts and infrastructure demands, and implement complete streets wherever

feasible. Alternatively, address transportation and infrastructure system impacts through the implementation of development agreements.

Goal C-6: Fund and Evaluate the City's Transportation Network

Explore opportunities to secure funding for enhancing the circulation system.

Objective C-6A: *Pursue funding sources to maintain and enhance the transportation and infrastructure system.*

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

Policy C-6.2: Continue to develop and maintain long-range capital improvement programs consistent with the General Plan and M2 eligibility requirements.

Policy C-6.3: Coordinate with OCTA to fund, develop, and maintain a Master Plan of Streets and Highways consistent with the Master Plan of Arterial Highways (MPAH).

Policy C-6.4: 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.

Policy C-6.5: Actively pursue local, State, and federal funding to implement, maintain, and evaluate the transportation and infrastructure system.

Policy C-6.6: Supplement funding from annual fees or assessments on existing and new development with grants and other nonlocal sources.

Policy C-6.7: Develop strategies to implement an infrastructure and transportation system to be consistent with State policies on resiliency and sustainability.

Policy 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.

Policy 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.

- Policy 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.
- Policy C-6.11:** Prioritize funding and timing for implementing transportation improvements. Consider prioritizing multimodal projects that provide the most benefit to all users.
- Policy C-6.12:** Require that every new development project pay its share of costs associated with the mitigation of project generated impacts.
- Policy C-6.13:** Measure M2 sales tax revenues shall not be used to replace private developer funding which has been committed for any project.
- Policy 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.
- Policy 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.
- Objective C-6B:** *Evaluate the transportation system to ensure that it meets the City's circulation goals.*
- Policy C-6.16:** Provide an annual Capital Improvement Program General Plan consistency report.
- Policy C-6.17:** Provide annual public review of implementation status reports of goals, policies, and objectives stated in the Circulation Element.
- Policy 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.

Goal C-7: Promote a Friendly Active Transportation System in Costa Mesa

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

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

Bikeways and Pedestrian Paths

Recommendation Policy C-7.1: Develop an extensive bicycle and pedestrian backbone network through the use of standard and appropriate innovative treatments.

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

Recommendation Policy C-7.2: Plan and install new bicycle lanes on Major Arterials, where feasible and appropriate.

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.

Recommendation Policy C-7.4: Where feasible, Class I shared-use paths should be a priority for future developments.

Recommendation Policy C-7.5: Plan and install new shared-use paths in utility corridors and/or along flood control channels, and extend existing bicycle and shared-use paths.

Recommendation Policy C-7.6: Plan and complete north/south multi-purpose and bicycle routes through the City to augment the east/west route.

Recommendation C-7.7: ~~Consider the identification and feasibility of potential Class IV cycle tracks.~~

Recommendation C-7.8: ~~When feasible, implement the completion through regional coordination of the Costa Mesa roadway and trail segments of regional bikeway plans.~~

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.

Recommendation Policy C-7.10: Support bicycle improvement projects that close gaps in the regional bicycle network either by implementing specific projects recommended in the Plan or through other treatments.

Recommendation C-7.11: Encourage bicycle projects that connect local facilities and neighborhoods to major bicycle corridors.

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.

Recommendation Policy C-7.13: Prioritize safe access to major regional trails such as the OC Loop/Santa Ana River Trail and the Newport Back Bay Trail System. Where feasible, plan and provide a continuous low-stress Class I and/or Class IV facility from east to west across the city between these facilities.

- Recommendation C-7.14:** Explore favorable opportunities to remove parking to accommodate bicycle lanes.
- Recommendation C-7.15:** Identify favorable opportunities to retain parallel parking adjacent to sidewalks to maintain pedestrian safety.
- Recommendation C-7.16:** Consider every street in Costa Mesa as a street that cyclists could use.
- 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.
- Recommendation C-7.18:** Low-stress design techniques should be considered where necessary to attract a wide variety of users.
- Recommendation C-7.19:** Establish designated safe routes to schools for biking and walking.
- Recommendation Policy C-7.20:** Designate walkable districts in the City.

Bike and Pedestrian Facilities

- Objective C-7B:** *Provide end-of-trip facilities that support the bicycle network.*
- Recommendation C-7.21:** Provide bike parking and bike-related amenities at public facilities and along public rights-of-way.
- Recommendation C-7.22:** Pursue public-private partnerships to furnish local businesses with secure bike parking and other related amenities.
- 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.
- 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.
- 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.
- Recommendation C-7.26:** Prioritize the installation of bicycle-scale and/or pedestrian-scale lighting.
- 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.
- 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.
- Recommendation C-7.29:** Provide bike parking and bike-related amenities at public facilities and along public right-of-way.

"First and Last Mile" Programs

Objective C-7C: *Encourage sustainable modes of transportation to fill gaps between the first and last miles of trips (walking, biking, ride sharing, transit, taxi and car-sharing).*

Recommendation C-7.30: Identify citywide infrastructure needed to create the interconnected multi-trail system.

Recommendation C-7.31: Improve the quality, aesthetics, and safety of high-use pedestrian corridors.

Recommendation C-7.32: Development and implement a bicycle sharing system.

Recommendation-Policy C-7.33: Proposed new mode split goals:

- 50 percent motor vehicles
- 10 percent transit
- 10 percent bicycles
- 20 percent walking
- 10 percent carpools, taxi, transportation network company services, and car sharing

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.

Recommendation C-7.35: Consider implementing a small-scale transportation system to encourage mode shift to popular destinations as defined by users.

Goal C-8: Create a Safer Place to Walk and Ride a Bicycle

Provide a safe, convenient, and attractive bicycling and pedestrian environment. Apply design standards, enforcement of traffic laws, maintenance practices, and safety awareness campaigns to encourage and increase the use of bicycle and pedestrian facilities.

Design and Way-finding

Objective C-8A: *Develop bicycle and pedestrian facilities with approved uniform design standards, and implementation of way-finding signage providing information on various destinations.*

Recommendation C-8.1: Require that all facilities be designed in accordance with the latest federal, state, and local standards.

Recommendation C-8.2: Provide and maintain bicycle and pedestrian signal detectors, informational signage, and lighting, along City bikeways.

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

Recommendation-Policy 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.

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

Recommendation C-8.6: Crosswalks will include high visibility crossing treatments.

Recommendation C-8.7: Paint direction arrows on all bike lanes and bike paths to reduce the risk of collisions.

Safety Enforcement and Reporting

Objective C-8B: *Continue and expand enforcement activities that enhance safety of bicyclists on bike paths and roadways.*

Recommendation C-8.8: Enforce laws that reduce bicycle/pedestrian/motor vehicle incidents and conflicts.

Recommendation-Policy C-8.9: Train police officers on bicyclists' rights and responsibilities and bicycle/pedestrian/vehicle collision evaluation.

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.

Recommendation C-8.11: Promote efficient reporting mechanisms for behaviors that endanger cyclists and pedestrians.

Recommendation C-8.12: Develop a partnership with the school community to establish and update suggested routes to schools for biking and walking.

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.

Circulation Element

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.

Recommendation C-8.15: Establish procedures for responding to citizen reports in a timely manner.

~~Recommendation~~ Policy C-8.16: Where feasible, reduce or eliminate conflict points such as driveways that cross the sidewalk.

Safety Education

Objective C-8D: *Increase education of bicycle and pedestrian safety through programs and training of school children and the public.*

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.

Recommendation C-8.18: Provide multilingual bicycle-safety maps and brochures (print and electronic versions) in languages that are widely used in Costa Mesa.

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.

~~Recommendation~~ Policy C-8.20: Support marketing and public awareness campaigns aimed at improving bicycle and pedestrian safety.

Recommendation C-8.21: Provide a user education program developed and promoted to encourage proper trail use and etiquette.

~~Recommendation~~ Policy 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.

Recommendation C-8.23: Develop and distribute education material regarding bicycle and pedestrian responsibilities and laws.

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.

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).

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.

Goal C-9: Integrate Active Transportation Elements into Circulation System and Land Use Planning

Provide bikeway and walkway facilities that are integrated with other transportation systems and land use planning decisions.

Land Use Planning Decisions and Active Transportation

Objective C-9A: *Consider bicycle and pedestrian facilities during land use planning process.*

~~Recommendation-Policy~~ C-9.1: Incorporate the Costa Mesa Bicycle and Pedestrian Master Plan into the City's General Plan.

~~Recommendation-Policy~~ C-9.2: Ensure that all current and proposed land use planning is consistent with the Costa Mesa Bicycle and Pedestrian Master Plan.

~~Recommendation-Policy~~ C-9.3: Require new developments provide adequate bicycle parking and pedestrian access.

Recommendation C-9.4: Collaborate with property owners to increase bicycle parking over time.

~~Recommendation-Policy~~ C-9.5: Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

Recommendation C-9.6: Provide a fully integrated network of modern active transportation facilities to and from major activity centers and residential centers.

Recommendation C-9.7: Identify areas where an increase in the need for active transportation can reasonably be anticipated due to housing/business growth.

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.

Recommendation C-9.9: Develop creative, artistic, and functional bicycle parking solutions, and install them throughout the City as a standard.

Recommendation: Support the incorporation of bicycle and pedestrian facilities into capital improvement projects, where appropriate to maximize leveraging of funds.

Active Transportation in Developments

Objective C-9B: *Integrate bicycle and pedestrian facility improvements during planning, design and implementation of transportation projects.*

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

Recommendation C-9.11: Establish bike boulevards on streets with low traffic volumes and slow speeds to encourage bicycling.

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.

Recommendation C-9.13: Improve the safety of all road users through the implementation of neighborhood traffic-calming treatments.

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.

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.

Goal C-10: Promote an Active Transportation Culture

Develop educational and promotional programs to increase bicycle and pedestrian usage that respects and accommodates all users to foster a more balanced transportation system.

An Active Transportation Culture

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

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

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

- ~~Recommendation Policy~~ 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.
- Recommendation C-10.4:** Encourage and promote bicycle related businesses within Costa Mesa including, but not limited to, involvement of civic clubs and organizations.
- 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.
- 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.
- Recommendation C-10.7:** Encourage participation in bicycle and pedestrian promotion activities by education facilities, arts programs, active transportation clubs, and entertainment providers.
- ~~Recommendation Policy~~ C-10.8:** Achieve "Silver Level Bicycle Friendly Community" by League of American Bicyclists by 2025.
- Recommendation C-10.9:** Achieve "Walk Friendly Community" status from WalkFriendly.org by 2025.
- Recommendation C-10.10:** Achieve "HEAL City" designation by 2017.

Goal C-11: Promote the Positive Air Quality, Health, and Economic Benefits of Active Transportation

Encourage active transportation by promoting air quality, health, and economic benefits, and by pursuing multiple sources of funding for active transportation programs and facilities.

Improving the Environment with Active Transportation

- Objective C-11A:** *Improve air quality and public health and reduce ambient noise by promoting Active Transportation programs.*
- 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.
- Recommendation C-11.2:** Improve the quality of life in Costa Mesa by reducing neighborhood traffic and noise.

Circulation Element

Recommendation C-11.3: Increase pedestrian and bicycle trips, thereby reducing vehicle trips and vehicle miles Traveled.

~~Recommendation- Policy~~ C-11.4: Coordinate with appropriate federal, state, and county health agencies on active transportation programs to achieve health benefits.

Economic and Other Incentives

Objective C-11B: *Provide economic incentives for expanding and enhancing bicycle and pedestrian facilities.*

Recommendation C-11.5: Incentivize the business community to support pedestrians and bicycle users in tangible ways.

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.

~~Recommendation- Policy~~ C-11.7: Encourage developers to include features, amenities and programs that are proven to increase walking and/or bicycling.

Recommendation C-11.8: Offer incentives for businesses whose employees walk or bike to work.

~~Recommendation- Policy~~ C-11.9: Encourage the Chamber of Commerce and the business community to promote active transportation in commercial areas to stimulate economic vitality.

Goal C-12: Monitor, Evaluate, and Pursue Funding for Implementation of the Bicycle and Pedestrian Master Plan

Objective 12A: *Continuously monitor and evaluate Costa Mesa's implementation progress on the Bicycle and Pedestrian Master Plan policies, programs, and projects.*

~~Recommendation- Policy~~ C-12.1: Establish a monitoring program to measure the effectiveness and benefits of the Costa Mesa Bicycle and Pedestrian Master Plan.

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

~~Recommendation- Policy~~ C-12.3: Ensure that Bicycle and Pedestrian Master Plan programs and projects are implemented in an equitable manner geographically, socioeconomically, and serving disadvantaged communities.

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.
- 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.
- ~~Recommendation~~ Policy C-12.6:** Consider designating a portion of development traffic impact fees to fund bicycle and pedestrian facilities.

RESOLUTION NO. PC-18-

**A RESOLUTION OF THE PLANNING COMMISSION OF
CITY OF COSTA MESA RECOMMENDING APPROVAL OF
THE 2018 DRAFT ACTIVE TRANSPORTATION PLAN**

**THE PLANNING COMMISSION OF THE CITY OF COSTA MESA HEREBY RESOLVES
AS FOLLOWS:**

WHEREAS, the City of Costa Mesa's 2015-2035 General Plan was adopted on June 21, 2016;

WHEREAS, the Circulation Element requires adoption of an Active Transportation Plan to improve the active transportation experience in Costa Mesa. This Plan focuses on the completion of the bicycle network by identifying existing and absent bikeway segments to improve connectivity and providing recommendations for potential improvements to the system and programs.

WHEREAS, following a series of workshops and public meetings in 2017, a draft Active Transportation Plan have been reviewed and recommended for approval by the City's Bikeway and Walkability Committee;

WHEREAS, the addendum to Final Environmental Impact Report No. 1053 was prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines. The City Council certified the EIR on June 21, 2016 by adoption of Resolution No. 16-49. Since the Active Transportation Plan is within the scope of the project reviewed by EIR No. 1053 and new environmental impacts or mitigation are not identified as a result of this amendment; an addendum to the EIR was prepared by Stantec in April 2018.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby recommend that the City Council approve the Draft Active Transportation Plan as recommended by the Bikeway and Walkability Committee included as Exhibit 1.

PASSED AND ADOPTED this 14th day of May 2018.

Stephan Andranian, Chair
Costa Mesa Planning Commission

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

I, Barry Curtis, Secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution No. PC-18-___ was passed and adopted at a regular meeting of the City of Costa Mesa Planning Commission held on May 14, 2018 by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

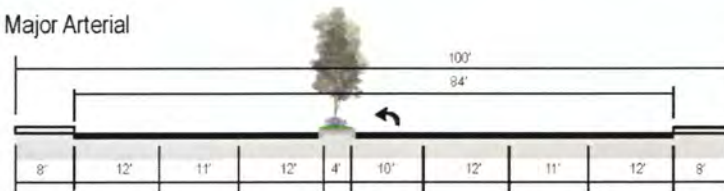
ABSTAIN: COMMISSIONERS

Barry Curtis, Secretary
Costa Mesa Planning Commission

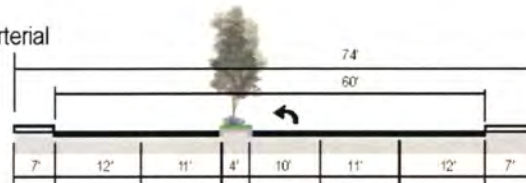
REVISED FIGURE C-1
CIRCULATION ELEMENT
2015-2035 GENERAL PLAN

Circulation Element

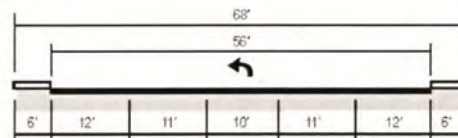
Major Arterial



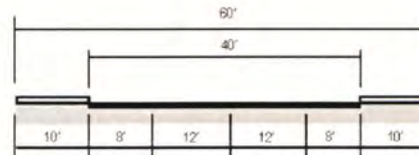
Primary Arterial



Secondary Arterial



Collector

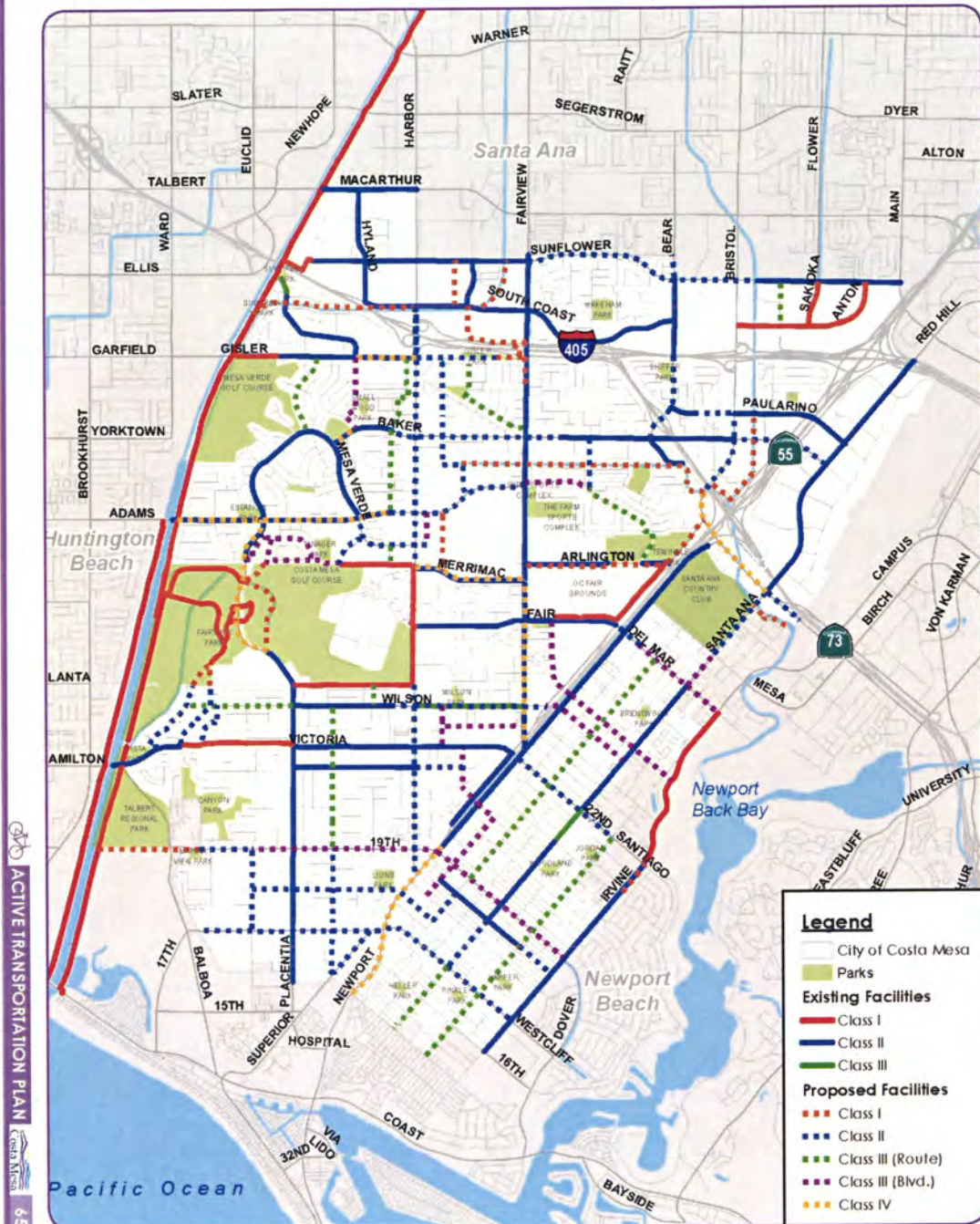


- Notes:
1. Additional right-of-way may be required at intersections for accommodating turn lanes.
 2. Additional right-of-way may be required along streets that ~~are planned to include future bicycle facilities, consistent with the Conceptual Bicycle Master Plan (Figure C-3)~~ include future bicycle facilities as identified in the City's Active Transportation Plan. Six additional feet on each side of the roadway is typically required for on-street bicycle lanes. (Revised)
 3. The roadway cross sections as shown plus the additional width for turn lanes and bicycle lanes constitute the ultimate right-of-way. (Added)

Figure C-1: Roadway Typical Cross Sections (Revised)

Costa Mesa General Plan | C-9

Figure 6-1 Existing and Proposed Bicycle Facilities Map



Revised Figure C-3: Bicycle Master Plan

GOALS, OBJECTIVES, AND POLICIES

The following goals, objectives, and policies work in concert with those in the Land Use Element.

Goal C-1: Implement “Complete Streets” Policies on Roadways in Costa Mesa

Plan, develop, and implement a comprehensive transportation system that serves all users and modes of travel.

Objective C-1A: *Create a transportation network that meets the mobility needs of all Costa Mesa residents, businesses, and visitors.*

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

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

Policy C-1.3: Complete and annually maintain a needs assessment for traffic 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.

Policy C-1.4: Pursue downgrade of arterials that no longer have the demand requiring their buildout to planned capacity.

Policy C-1.5: Implement road diets on street segments with excess capacity to enhance bicycle and pedestrian facilities.

Policy C-1.6: Encourage the conversion of excess on-street parking spaces for expanded sidewalk gathering places or landscaping.

Policy C-1.7: Encourage community participation in City processes and programs focused on improving mobility and transportation facilities.

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

Map prepared by Stantec, Inc.

Objective C-1B: *Preserve the character of our residential neighborhoods.*

Policy C-1.9: Implement traffic calming measures that discourage speeding and cut-through traffic on residential streets.

Policy C-1.10: Encourage non-motorized transportation in residential areas by providing sidewalks and implementing bicycle friendly design of local streets.

Policy C-1.11: Reduce or eliminate intrusion of traffic related to non-residential development on local streets in residential neighborhoods.

Policy C-1.12: 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.

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

Policy C-1.14: Design and Implement transportation projects to meet local and regional system capacity needs in accordance with the Master Plan of Streets and Highways.

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

Policy C-1.16: Establish priority-ranking system to evaluate traffic-calming requests for implementation throughout the City.

Policy C-1.17: Pursue programs that reduce vehicle speeds and cut-through traffic on local streets.

Goal C-2: Effectively Manage and Improve the Roadway System

Develop and maintain a robust and efficient vehicular circulation network.

Objective C-2A: *Implement policies that encourage and accommodate all users while maintaining the efficiency of the circulation system.*

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

Circulation Element

- Policy C-2.2:** Avoid creation of frequent driveways for new development access in active pedestrian areas that create conflict points between pedestrians and vehicles.
- Policy C-2.3:** Encourage commercial property owners to use shared driveway access and interconnected roads within blocks, where feasible. Require driveway access closures or consolidations, or both when a site is remodeled or redeveloped.
- Policy C-2.4:** Collaborate with law enforcement and public safety organizations to coordinate policies and programs that would reduce injuries and deaths on the roadways.
- Policy C-2.5:** Designate routes for truck traffic to minimize potential conflicts between trucks and cars, pedestrians, bicycles, transit, and vehicle access and circulation. Establish by ordinance a truck map that depicts allowable truck routes within the City.
- Policy C-2.6:** Periodically review and update traffic signal timing at all signalized intersections to maintain traffic signal coordination and to accommodate bicycle and pedestrian needs.
- Policy C-2.7:** Develop new traffic level of services criteria in accordance with SB 743 to meet the California Environmental Quality Act (CEQA).
- Policy C-2.8:** Continue the use of the Intersection Capacity Utilization (ICU) methodology to address local traffic level of service and impacts, with Level of Service “D” as the threshold for meeting the City’s significance criteria.
- Objective C-2B:** *Construct street improvements and apply congestion management tools to obtain efficient performance of the transportation system.*
- Policy C-2.9:** Incorporate the street system improvements identified in the General Plan Environmental Impact Report (EIR) into the Capital Improvement Program.
- Policy C-2.10:** Continue to deploy intelligent transportation systems (ITS) strategies—such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, and real-time parking availability information—to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, and cyclists.
- Policy 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.
- Policy C-2.12:** Investigate and utilize state-of-the-art transportation system management technology and industry practices to address recurring and non-recurring traffic events (i.e., special events, incident/emergency management).
- Policy C-2.13:** Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, parking or turn restrictions, etc.) to improve the efficiency of intersections.

Goal C-3: Enhance Regional Mobility and Coordination

Encourage development of a regional transportation network that addresses regional mobility needs for all modes of travel.

Objective C-3A: *Promote development of transportation projects along regional corridors.*

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

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

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

Policy C-3.4: Coordinate signal timing on all major arterials with a local signal synchronization program consistent with the Orange County Traffic Signal Synchronization Master Plan (TSSMP).

Policy C-3.5: Ensure Costa Mesa's input, participation, and discretionary review of applicable region-wide transportation system policies, programs, and construction.

Policy C-3.6: Develop short-term and long-term improvements to the SR-55 corridor in coordination with Caltrans and OCTA to address regional mobility needs.

Policy C-3.7: Promote the City's preferred alternative of undergrounding the SR-55 freeway south of 19th Street within the City limits.

Objective C-3B: *Coordinate and partner with local and regional agencies to promote projects and policies that improve regional mobility.*

Policy 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.

- Policy 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.
- Policy 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.
- Policy C-3.11:** Collaborate with Caltrans and neighboring jurisdiction to improve signal timing and coordination along major arterials across jurisdictional boundaries.
- Policy 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.).
- Policy C-3.13:** Coordinate with other responsible agencies the planning, funding, prioritization, and implementation of bicycle, pedestrian, and transit programs and supporting infrastructure.

Goal C-4: Promote Transportation Demand Management, Transit, and Efficiency

Utilize Transportation Demand Management strategies to manage demand and maximize available capacity.

- Objective C-4A:** *Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.*
- Policy C-4.1:** Support South Coast Air Quality Management District (SCAQMD) trip reduction programs, including park and ride lots, transit subsidies, carpool and vanpool programs, flexible working hours, bicycle facilities, and other traffic reduction strategies.
- Policy C-4.2:** Support local and multi-jurisdictional car-sharing and bike-sharing programs.
- Policy C-4.3:** Consider implementing park-once approaches for multiuse districts and regional destinations areas.
- Policy C-4.4:** Embrace innovative parking solutions that reduce the required spaced needed for parking, such as automated parking lifts and elevators.
- Policy C-4.5:** Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles, and flex cars.

- Policy C-4.6:** Encourage and support programs that increase vehicle occupancy, including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods.
- Policy C-4.7:** Promote the combination of TDM measures as much more effective than any single measure.
- Policy C-4.8:** Require discussion of transportation system management (TSM) and TDM measures in all EIRs prepared for major projects.
- Policy C-4.9:** Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.
- Policy C-4.10:** Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips to achieve consistency with allocated trip budgets.
- Objective C-4B:** *Promote regional and local transit services as an alternative to automobile travel.*
- Policy C-4.11:** Ensure that roadways designated as transit routes can accommodate transit vehicle circulation and convenient pedestrian access to and from transit stops.
- Policy C-4.12:** Review all capital improvement projects to ensure improvements located on existing and planned transit routes include modification of street, curb, and sidewalk configurations to allow for easier and more efficient transit operations and improved passenger access.
- Policy C-4.13:** Provide transit stop amenities that facilitate access to and from transit stops and transfer locations. These may include pedestrian pathways approaching stops, high-quality benches and shelters, traveler information systems (real-time transit arrival information), and bike storage and bicycle connections. Bus stops should accommodate timed transfers between buses and other transit services where necessary.
- Policy C-4.14:** Encourage new development along major transit corridors to provide efficient and safe access to transit stops and public sidewalks.
- Policy C-4.15:** Support and participate with OCTA ACCESS Service in providing transportation assistance to senior citizens and the disabled.

Circulation Element

- Policy C-4.16:** Consult with OCTA for transit services, such as changes to bus routes, bus stops, and hours of operation. Additionally, coordinate with OCTA for changes to transit services provided for seniors, the disabled, and transit dependent populations.
- Policy C-4.17:** Consult with the Newport-Mesa Unified School District to maintain school bus services provided for local schoolchildren.
- Policy C-4.18:** Coordinate with OCTA to improve transit services in the City, including strategies such as bus rapid transit, express services, community circulators, and other strategies.
- Policy C-4.19:** Encourage new local transit programs in coordination with OCTA, consisting of shuttle services to local and regional destinations.
- Policy C-4.20:** Coordinate with OCTA to construct bus turnouts at appropriate locations, with attractive shelters designed for safe and comfortable use.
- Policy C-4.21:** Require discussion of transit service needs and site design amenities for transit ridership in EIR for major projects.

Goal C-5: Ensure Coordination between the Land Use and Circulation Systems

Facilitate close coordination between development of land use and circulation system.

- Objective C-5A:** *Coordinate land use policies and development activities that support a sustainable transportation system.*
- Policy C-5.1:** Ensure that new development projects are consistent with the vehicular trip budgets, where adopted.
- Policy C-5.2:** Require that large developments and redevelopments provide short-term and long-term vehicular traffic impact studies.
- Policy C-5.3:** Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transit and transportation corridors to minimize vehicle use, congestion, and delay.
- Policy C-5.4:** Maintain balance between land use and circulation systems by phasing new developments to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.
- Policy C-5.5:** Promote development of mixed-use projects to reduce number of vehicle trips.

- Policy C-5.6:** Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities.
- Policy C-5.7:** Require dedication of right-of-way, in an equitable manner, for development that increases the intensity of land use.
- Policy C-5.8:** Minimize circulation improvements that will necessitate the taking of private property on existing developed properties.
- Policy C-5.9:** Require that circulation necessary to provide or attain the minimum traffic level of service standard at an intersection to which a development project contributes 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.
- Policy C-5.10:** Allow for construction of circulation improvements for a phased development project to be constructed commensurate with the project construction, based upon the findings of a traffic study approved by the City of Costa Mesa.
- Policy C-5.11:** Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.
- Policy C-5.12:** Support consistency with the Orange County *Sustainable Communities Strategy* (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375.
- Objective C-5B:** *Establish strategies and processes that allow large developments to analyze and mitigate traffic impacts and infrastructure needs.*
- Policy C-5.13:** Require that new development projects improve access to and accommodations for multimodal transportation.
- Policy C-5.14:** Require developers of new building and redevelopment/reuse projects as part of the project development review process that are located along bus routes to pay a designated fair share of the cost of providing improved bus stop facilities and related street furniture or, where appropriate, dedicate land for improved bus stop facilities.
- Policy C-5.15:** Consider the needs of the transportation and infrastructure system early for large developments and coordinate with developers to design projects that minimize traffic impacts and infrastructure demands, and implement complete streets wherever

feasible. Alternatively, address transportation and infrastructure system impacts through the implementation of development agreements.

Goal C-6: Fund and Evaluate the City's Transportation Network

Explore opportunities to secure funding for enhancing the circulation system.

Objective C-6A: *Pursue funding sources to maintain and enhance the transportation and infrastructure system.*

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

Policy C-6.2: Continue to develop and maintain long-range capital improvement programs consistent with the General Plan and M2 eligibility requirements.

Policy C-6.3: Coordinate with OCTA to fund, develop, and maintain a Master Plan of Streets and Highways consistent with the Master Plan of Arterial Highways (MPAH).

Policy C-6.4: 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.

Policy C-6.5: Actively pursue local, State, and federal funding to implement, maintain, and evaluate the transportation and infrastructure system.

Policy C-6.6: Supplement funding from annual fees or assessments on existing and new development with grants and other nonlocal sources.

Policy C-6.7: Develop strategies to implement an infrastructure and transportation system to be consistent with State policies on resiliency and sustainability.

Policy 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.

Policy 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.

- Policy 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.
- Policy C-6.11:** Prioritize funding and timing for implementing transportation improvements. Consider prioritizing multimodal projects that provide the most benefit to all users.
- Policy C-6.12:** Require that every new development project pay its share of costs associated with the mitigation of project generated impacts.
- Policy C-6.13:** Measure M2 sales tax revenues shall not be used to replace private developer funding which has been committed for any project.
- Policy 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.
- Policy 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.
- Objective C-6B:** *Evaluate the transportation system to ensure that it meets the City's circulation goals.*
- Policy C-6.16:** Provide an annual Capital Improvement Program General Plan consistency report.
- Policy C-6.17:** Provide annual public review of implementation status reports of goals, policies, and objectives stated in the Circulation Element.
- Policy 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.

Goal C-7: Promote a Friendly Active Transportation System in Costa Mesa

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

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

Bikeways and Pedestrian Paths

Recommendation Policy C-7.1: Develop an extensive bicycle and pedestrian backbone network through the use of standard and appropriate innovative treatments.

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

Recommendation Policy C-7.2: Plan and install new bicycle lanes on Major Arterials, where feasible and appropriate.

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.

Recommendation Policy C-7.4: Where feasible, Class I shared-use paths should be a priority for future developments.

Recommendation Policy C-7.5: Plan and install new shared-use paths in utility corridors and/or along flood control channels, and extend existing bicycle and shared-use paths.

Recommendation Policy C-7.6: Plan and complete north/south multi-purpose and bicycle routes through the City to augment the east/west route.

~~**Recommendation C-7.7:** Consider the identification and feasibility of potential Class IV cycle tracks.~~

~~**Recommendation C-7.8:** When feasible, implement the completion through regional coordination of the Costa Mesa roadway and trail segments of regional bikeway plans.~~

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.

Recommendation Policy C-7.10: Support bicycle improvement projects that close gaps in the regional bicycle network either by implementing specific projects recommended in the Plan or through other treatments.

Recommendation C-7.11: Encourage bicycle projects that connect local facilities and neighborhoods to major bicycle corridors.

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.

Recommendation Policy C-7.13: Prioritize safe access to major regional trails such as the OC Loop/Santa Ana River Trail and the Newport Back Bay Trail System. Where feasible, plan and provide a continuous low-stress Class I and/or Class IV facility from east to west across the city between these facilities.

- Recommendation C-7.14:** Explore favorable opportunities to remove parking to accommodate bicycle lanes.
- Recommendation C-7.15:** Identify favorable opportunities to retain parallel parking adjacent to sidewalks to maintain pedestrian safety.
- Recommendation C-7.16:** Consider every street in Costa Mesa as a street that cyclists could use.
- 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.
- Recommendation C-7.18:** Low-stress design techniques should be considered where necessary to attract a wide variety of users.
- Recommendation C-7.19:** Establish designated safe routes to schools for biking and walking.
- Recommendation-Policy C-7.20:** Designate walkable districts in the City.

Bike and Pedestrian Facilities

- Objective C-7B:** *Provide end-of-trip facilities that support the bicycle network.*
- Recommendation C-7.21:** Provide bike parking and bike-related amenities at public facilities and along public rights-of-way.
- Recommendation C-7.22:** Pursue public-private partnerships to furnish local businesses with secure bike parking and other related amenities.
- 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.
- 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.
- 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.
- Recommendation C-7.26:** Prioritize the installation of bicycle-scale and/or pedestrian-scale lighting.
- 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.
- 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.
- Recommendation C-7.29:** Provide bike parking and bike-related amenities at public facilities and along public right-of-way.

"First and Last Mile" Programs

- Objective C-7C:** *Encourage sustainable modes of transportation to fill gaps between the first and last miles of trips (walking, biking, ride sharing, transit, taxi and car-sharing).*
- Recommendation C-7.30:** Identify citywide infrastructure needed to create the interconnected multi-trail system.
- Recommendation C-7.31:** Improve the quality, aesthetics, and safety of high-use pedestrian corridors.
- Recommendation C-7.32:** Development and implement a bicycle sharing system.
- Recommendation-Policy C-7.33:** Proposed new mode split goals:
- 50 percent motor vehicles
 - 10 percent transit
 - 10 percent bicycles
 - 20 percent walking
 - 10 percent carpools, taxi, transportation network company services, and car sharing
- 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.
- Recommendation C-7.35:** Consider implementing a small-scale transportation system to encourage mode shift to popular destinations as defined by users.

Goal C-8: Create a Safer Place to Walk and Ride a Bicycle

Provide a safe, convenient, and attractive bicycling and pedestrian environment. Apply design standards, enforcement of traffic laws, maintenance practices, and safety awareness campaigns to encourage and increase the use of bicycle and pedestrian facilities.

Design and Way-finding

- Objective C-8A:** *Develop bicycle and pedestrian facilities with approved uniform design standards, and implementation of way-finding signage providing information on various destinations.*
- Recommendation C-8.1:** Require that all facilities be designed in accordance with the latest federal, state, and local standards.
- Recommendation C-8.2:** Provide and maintain bicycle and pedestrian signal detectors, informational signage, and lighting, along City bikeways.

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

Recommendation-Policy 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.

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

Recommendation C-8.6: Crosswalks will include high visibility crossing treatments.

Recommendation C-8.7: Paint direction arrows on all bike lanes and bike paths to reduce the risk of collisions.

Safety Enforcement and Reporting

Objective C-8B: *Continue and expand enforcement activities that enhance safety of bicyclists on bike paths and roadways.*

Recommendation C-8.8: Enforce laws that reduce bicycle/pedestrian/motor vehicle incidents and conflicts.

Recommendation-Policy C-8.9: Train police officers on bicyclists' rights and responsibilities and bicycle/pedestrian/vehicle collision evaluation.

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.

Recommendation C-8.11: Promote efficient reporting mechanisms for behaviors that endanger cyclists and pedestrians.

Recommendation C-8.12: Develop a partnership with the school community to establish and update suggested routes to schools for biking and walking.

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.

Circulation Element

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.

Recommendation C-8.15: Establish procedures for responding to citizen reports in a timely manner.

~~Recommendation~~-Policy C-8.16: Where feasible, reduce or eliminate conflict points such as driveways that cross the sidewalk.

Safety Education

Objective C-8D: *Increase education of bicycle and pedestrian safety through programs and training of school children and the public.*

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.

Recommendation C-8.18: Provide multilingual bicycle-safety maps and brochures (print and electronic versions) in languages that are widely used in Costa Mesa.

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.

~~Recommendation~~-Policy C-8.20: Support marketing and public awareness campaigns aimed at improving bicycle and pedestrian safety.

Recommendation C-8.21: Provide a user education program developed and promoted to encourage proper trail use and etiquette.

~~Recommendation~~-Policy 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.

Recommendation C-8.23: Develop and distribute education material regarding bicycle and pedestrian responsibilities and laws.

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.

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).

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.

Goal C-9: Integrate Active Transportation Elements into Circulation System and Land Use Planning

Provide bikeway and walkway facilities that are integrated with other transportation systems and land use planning decisions.

Land Use Planning Decisions and Active Transportation

Objective C-9A: *Consider bicycle and pedestrian facilities during land use planning process.*

~~Recommendation~~ Policy C-9.1: Incorporate the Costa Mesa Bicycle and Pedestrian Master Plan into the City's General Plan.

~~Recommendation~~ Policy C-9.2: Ensure that all current and proposed land use planning is consistent with the Costa Mesa Bicycle and Pedestrian Master Plan.

~~Recommendation~~ Policy C-9.3: Require new developments provide adequate bicycle parking and pedestrian access.

Recommendation C-9.4: Collaborate with property owners to increase bicycle parking over time.

~~Recommendation~~ Policy C-9.5: Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

Recommendation C-9.6: Provide a fully integrated network of modern active transportation facilities to and from major activity centers and residential centers.

Recommendation C-9.7: Identify areas where an increase in the need for active transportation can reasonably be anticipated due to housing/business growth.

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.

Recommendation C-9.9: Develop creative, artistic, and functional bicycle parking solutions, and install them throughout the City as a standard.

Recommendation: Support the incorporation of bicycle and pedestrian facilities into capital improvement projects, where appropriate to maximize leveraging of funds.

Active Transportation in Developments

Objective C-9B: *Integrate bicycle and pedestrian facility improvements during planning, design and implementation of transportation projects.*

- ~~Recommendation~~ Policy C-9.10:** Promote the preservation of bicycle access within all roadway rights-of-way, as well as the development of innovative, safety-enhanced on-street facilities, such as bicycle boulevards and cycle tracks.
- Recommendation C-9.11:** Establish bike boulevards on streets with low traffic volumes and slow speeds to encourage bicycling.
- 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.
- Recommendation C-9.13:** Improve the safety of all road users through the implementation of neighborhood traffic-calming treatments.
- 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.
- 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.

Goal C-10: Promote an Active Transportation Culture

Develop educational and promotional programs to increase bicycle and pedestrian usage that respects and accommodates all users to foster a more balanced transportation system.

An Active Transportation Culture

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

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

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

- ~~Recommendation- Policy~~ 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.
- Recommendation C-10.4:** Encourage and promote bicycle related businesses within Costa Mesa including, but not limited to, involvement of civic clubs and organizations.
- 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.
- 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.
- Recommendation C-10.7:** Encourage participation in bicycle and pedestrian promotion activities by education facilities, arts programs, active transportation clubs, and entertainment providers.
- ~~Recommendation- Policy~~ C-10.8:** Achieve "Silver Level Bicycle Friendly Community" by League of American Bicyclists by 2025.
- Recommendation C-10.9:** Achieve "Walk Friendly Community" status from WalkFriendly.org by 2025.
- Recommendation C-10.10:** Achieve "HEAL City" designation by 2017.

Goal C-11: Promote the Positive Air Quality, Health, and Economic Benefits of Active Transportation

Encourage active transportation by promoting air quality, health, and economic benefits, and by pursuing multiple sources of funding for active transportation programs and facilities.

Improving the Environment with Active Transportation

- Objective C-11A:** *Improve air quality and public health and reduce ambient noise by promoting Active Transportation programs.*
- 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.
- Recommendation C-11.2:** Improve the quality of life in Costa Mesa by reducing neighborhood traffic and noise.

Circulation Element

Recommendation C-11.3: Increase pedestrian and bicycle trips, thereby reducing vehicle trips and vehicle miles Traveled.

~~Recommendation~~ Policy C-11.4: Coordinate with appropriate federal, state, and county health agencies on active transportation programs to achieve health benefits.

Economic and Other Incentives

Objective C-11B: *Provide economic incentives for expanding and enhancing bicycle and pedestrian facilities.*

Recommendation C-11.5: Incentivize the business community to support pedestrians and bicycle users in tangible ways.

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.

~~Recommendation~~ Policy C-11.7: Encourage developers to include features, amenities and programs that are proven to increase walking and/or bicycling.

Recommendation C-11.8: Offer incentives for businesses whose employees walk or bike to work.

~~Recommendation~~ Policy C-11.9: Encourage the Chamber of Commerce and the business community to promote active transportation in commercial areas to stimulate economic vitality.

Goal C-12: Monitor, Evaluate, and Pursue Funding for Implementation of the Bicycle and Pedestrian Master Plan

Objective 12A: *Continuously monitor and evaluate Costa Mesa's implementation progress on the Bicycle and Pedestrian Master Plan policies, programs, and projects.*

~~Recommendation~~ Policy C-12.1: Establish a monitoring program to measure the effectiveness and benefits of the Costa Mesa Bicycle and Pedestrian Master Plan.

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

~~Recommendation~~ Policy C-12.3: Ensure that Bicycle and Pedestrian Master Plan programs and projects are implemented in an equitable manner geographically, socioeconomically, and serving disadvantaged communities.

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.
- 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.
- ~~Recommendation~~ Policy C-12.6:** Consider designating a portion of development traffic impact fees to fund bicycle and pedestrian facilities.

Public Comments regarding the Draft Active Transportation Plan (2017/2018)
Received by the Bikeway & Walkability Committee, the Planning Commission & the City Council

Number ¹	Date	Format ²	Name	Street	Comment Summary ³
Received by Bikeway & Walkability Committee					
BWC-1	11/1/2017	Comment Card	Marc Perkins	Peppertree Ln	<ul style="list-style-type: none"> - Extend Class I's all the way around the Fairgrounds - Adams & Harbor need lots of help for walkers & cyclists - OCC needs as much Class I/IV connectivity as possible - Extend the Tanager Class I all the way to Placentia - Stripe bike lanes through intersections - Definitely like the new Class I's - Tanager especially would help a lot - Extend Class I or IV on Placentia from Adams to Joann
BWC-2	11/1/2017	Comment Card	Lisa Chevalier	St. Clair	<ul style="list-style-type: none"> - House backs up to Paularino Channel. Very concerned about effect of proposed trail on residents. - Vehemently opposed to Paularino Trail - Would like City to raise allowable fence height (if trail built)
BWC-3	11/15/2017	Letter	Lucky S Yamaga	Upper Bird Neighborhood	<ul style="list-style-type: none"> - Oppose Class I Bike Trail behind the homes on Tanager Dr
BWC-4	11/20/2017	Letter	Kevin Shannon	Swan Circle	<ul style="list-style-type: none"> - Bicycle rider & supports Class 3 bike trail on Tanager Dr - Opposes Class I trail along golf course behind homes
BWC-5	11/26/2017	Letter	Jack & Nancy Ross	Swan Circle	<ul style="list-style-type: none"> - Delete the proposed bikeway behind homes on Tanager - Greatly appreciate what BWC is doing & fully support it
BWC-6	11/27/2017	Letter	Bob Isaacson	Tanager Dr	<ul style="list-style-type: none"> - Remove Tanager Bike Trail from bikeway plan
BWC-7	11/28/2017	Letter	Bob Juneman, President	Mesa Verde Community, Inc	<ul style="list-style-type: none"> - Take proposed bike trail behind the homes on Tanager Dr out of the Active Transportation Plan, until you meet with the residents & find a mutually agreeable solution
BWC-8	11/28/2017	Letter	Valerie Torelli	Torrelli Realty	<ul style="list-style-type: none"> - The proposed Tanager bike trail would greatly impair the value of properties along Tanager Dr
BWC-9	11/29/2017	Letter cc: CC, PC & CM	William (Bill) Burke	Tanager Dr	<ul style="list-style-type: none"> - Remove proposed Class I Bicycle Trail behind homes on Tanager Dr - Support overall goals & objectives of the Plan & applaud time & work of BWC in preparing plan
BWC-10	11/29/2017	Letter cc: CC, PC & CM	Seymour & Ellen Schlosser	Tanager Dr	<ul style="list-style-type: none"> - Strongly object to proposed Class I Bicycle Trail, as described in the Plan; directly behind their house
BWC-11	11/30/2017	Letter cc: CC & PC	Julie Allione	Kinglet Court	<ul style="list-style-type: none"> - Remove the proposal to construct a Class 1 bicycle trail behind the homes on Tanager Dr
BWC-12	11/30/2017	Letter cc: CC, PC & CM	John R Smith, President	Costa Mesa Seniors Golf Assn.	<ul style="list-style-type: none"> - Strongly object to the proposed Class 1 bicycle trail as described in the Plan, to be constructed along the 9th fairway of the Los Lagos Golf Club
BWC-13	12/1/2017	Letter cc: CC, PC & CM	Michael Chun, Architect	Tanager Dr	<ul style="list-style-type: none"> - Concerned that the Committee has not adequately considered the feasibility of its proposal related to Tanager Bike Trail & has not considered the severe negative impacts this trail will have on residents, the golf course & golfing community - Commends the Committee for its efforts to encourage & facilitate the use of bicycles in Costa Mesa

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BWC-14	12/1/2017	Letter	Ted Umetsu	Tanager Dr	- Writing letter in opposition to the Class I bicycle Trail proposal that is to be placed behind our homes along Tanager Drive - Consider eliminating the Class I bicycle Trail once and for all
BWC-15	12/4/2017	Letter cc: CC, PC & CM	Michelle McGuff & Gordon Burk	Tanager Dr	- Strongly object to the Class 1 Bicycle Trail behind the homes on Tanager Dr & request immediate & permanent removal from the Plan
BWC-16	12/5/2017	Letter cc: CC, PC & CM	Ms Terry Simon-Arnold	Tanager Dr	- Urges Committee to remove the Class I Bike Trail behind the homes on Tanager Dr from the Plan. - Opposes any and all proposals for construction behind the homes on Tanager Dr, along the Costa Mesa Club Golf Course for many reasons
BWC-17	12/6/2017	Letter	Kelly & Tom Schur	Canary Dr	- Opposed to the Class1 bike trail near Tanager Dr
BWC-18	12/6/2017	Letter	Paul Shoenberger, Gen'l Mgr, Mesa Water District, Addressed to Mr. Burke	N/A	- The District maintains a pipeline that runs along the edge of the golf course & behind the backyard fences of the Tanager homes - The easement does not allow for any structures over it, including a bike path or fencing
BWC-19	12/6/2017 (?)	Letter	Marie Urrea		- The bike trail project should not be approved; instead, have the existing trails maintained & handled
BWC-20	12/6/2017	Comment Card	Tom Richardson	St. Clair	- Improve,/make safe existing bike lanes (Type II) - More Type III & IV routes explored by Committee - Committee should work with law enforcement for their input before designing trails through certain neighborhoods & locations
BWC-21	12/6/2017	Comment Card	Andy Wolf	St. Clair	- How are you going to patrol the area? - How high is the fence? - Will you have cameras on the lit/walking path? Homeless encampment? - Is the path 2-lane on 1 side of drainage or split directions on both sides? - What 40-ft rule? - How much (what percent) of the proposed miles will back up to homes? - In a perfect world, when will this be done?
BWC-22	12/6/2017	Comment Card	Raymi Wun	St. Clair	- Has experienced a variety of security issues (with Paularino Channel) & calls PD many times, but it takes them a long time to arrive - How is PD going to cover, access & enforce in these areas? - The safety & security of the families that live on Saint Clair St will be compromised! - Maybe replacing the existing wall with a new 10-foot or higher wall may help with security - Start of homeless encampment worries
BWC-23	12/6/2017	Comment Card	Jack Ross	Swan Circle	- He & wife have lived on Swan Cir for 52 yrs & ride bikes 1/2 hr, 3 times/wk minimum, often around golf course, 4 mi. total - Always down Tanager & it's never been even slightly dangerous. It's fine & safe - Oppose the trail behind the houses on Tanager for numerous reasons - Do support other bike trails around the City except in Fairview Park

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BWC-24	12/6/2017	Comment Card	Dane Brimer	Tanager Dr	- He, wife & children are in opposition to bike trail adjacent to Tanager Dr - Believe it would have a negative impact on the community rather than a positive one
BWC-25	12/6/2017	Comment Card	Chaim Bar	Tanager Dr	- Against the bike trail built at the back of his house because of safety & another high fence built in between his house & the golf club
BWC-26	12/6/2017	Comment Card	John Tupy	Bluebird Circle	- Very much appreciate work & commitment given by this committee - Opposes the proposed Class I Bike path behind the homes on Tanager, primarily for the safety of his neighbors - Rides his bicycle regularly throughout the Upper Bird streets & around the golf course to Fairview Park - Has never had any concern for safety on these streets & feel this proposed path is unnecessary
BWC-27	12/6/2017	Comment Card	John Taylor	Arapaho, Santa Ana	- Improved bicycle access improves the value of the neighborhood & improves quality of life by increasing exercise & health, and reduces traffic on the street - As electric bikes become more common we need to have more routes to ride
BWC-28	12/6/2017	Comment Card	Dean Abernathy	Valley Circle	- Better bike & walking infrastructure improves the quality of life for all citizens & beautifies the City
BWC-29	12/6/2017	Mark-up of Draft ATP	Russell Toler	Costa Mesa St	Provided detailed mark-up of draft ATP. See document for details.
BWC-30	12/7/2017	Email	Marc Perkins	Peppertree Ln	- Add Swan & Cardinal to the Class III Bike Blvd alternate for the Tanager Drive Trail extension, so cyclists can climb/descend the hill on a small, low-traffic street rather than Placentia - Would it be possible to extend the Class IV on Fairview north to Baker, or at least the proposed Paularino Trail area? It would really help OCC students & the high school - Change Royal Palm Dr from a Bike Route to a Bike Blvd, since there's enough traffic & parked cars that traffic calming would really make a difference there (he lives on Peppertree & would love it if there was traffic calming on Palm)
BWC-31	12/7/2017	Letter cc: CC, PC & CM	Kathleen Brown	Tanager Dr	- Home on Tanager Dr faces golf course & has 2 young boys. Proposal of placing a public bike trail directly behind their home is terrifying - Will not stand by and watch their peaceful and beautiful space be ripped away for such a trivial purpose when clear alternatives are available
BWC-32	12/7/2017	Letter cc: CC, PC & CM	William (Bill) Burke	Tanager Dr	- Appreciates the Committee's willingness to hear their concerns at the Dec. 6th Town Hall Meeting, about the proposed bike trail behind the Tanager Dr homes - Since not all of members of the Committee were in attendance, enclosed his remarks - Hopes the Committee will consider their objections to the Class I Bike Trail on the golf course and remove it from the ATP.

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BWC-33	12/12/2017	Online Petition & Cover Letter	change.org Created by Marc Perkins Signed by 28 residents of Costa Mesa & 54 others from Cypress, Irvine, Huntington Beach, Westminster, Sacramento, Fountain Valley, Stanton, Los Angeles, Newport Beach, Norwalk, Mission Viejo, Berkeley, Pomona, Santa Ana, Anaheim, Dana Point, Davis, Torrance, Panorama City & Studio City; Little Rock, AR, Oviedo, FL, Bessemer, AL, Kansas City, MO, Charlotte, NC, Jamestown, NY, Winter Park, FL		- Support the proposed new & improved active transportation infrastructure contained in the City's draft Bikeway & Walkability Active Transportation Plan
BWC-34	12/12/2017	Joint Letter	Marc Perkins, William Burke & Mike Chun	Peppertree Ln, Tanager Dr	- Support removing the proposed Class I Tanager Drive Trail extension from the draft ATP, with the understanding that it could be considered in the future if conditions change & all parties agree to consider - Support replacing it with a new Class III Bike Blvd along the streets in the neighborhood as illustrated on attached diagram. - Also support improvements to the Class III Bike Blvd such as wayfinding assistance, an improved entrance to Tanager Trail at Golf Course Dr & improvements along Placentia
BWC-35	12/22/2017	Letter	Lissy & Bahman Hosseini	Tanager Dr	- Asking that the BWC remove the proposed Tanager bike trail due to loss of privacy, the potential for criminal activity & likelihood of property values going down - Unreasonable & silly to spend a lot of money & time on a bike trail that is short when Tanager Dr is very wide & quiet - why not put a bike lane on Tanager? - Everyone on Tanager Dr feels the same way & does not want this bike trail.
BWC-36	1/2/2018	Email & Letter (same content) cc: CC, PC & CM	Barbara B. Abbott	Bluebird Circle	- Concerned about proposed Tanager bike path & that it will become like the Joann trail. - Requests that the BWC permanently removes the proposed bike path along the north side of the golf course.
BWC-37	4/23/2018	Letter cc: CC, PC & CM	William (Bill) Burke	Tanager Dr	- There is substantial opposition to construction of any bike trails in the NE Quadrant of Fairview Park, as expressed in many letters. - At 4/18/18 meeting of Fairview Park Steering Comm., Dr. Martz, Pres, Fairview Park Alliance, & Joyce Perry, Tribal Mgr for Juaneno Band of Mission Indians Acjachemen Nation, Matias Berlades, Chair, gave presentation on Native American sacred sites in Fairview Park. Both expressed strong opposition to any bike trails in the NW Quad due to devastating impact on Native American cultural sites. Cultural values cannot be mitigated by archeological excavations (as is usually done). - Bike trails in NE Quad of the park also prohibited by Measure AA, approved by > 70%. Costa Mesa citizens want Fairview Park preserved in natural state, protected from development, including bike trails. - At the meeting, many Committee members voiced strong opposition to paved or unpaved bike trails in the park.

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BWC-37 (cont)					- Letter serves as request that the BWC approve a resolution at its May 2, 2018 meeting opposing any paved or unpaved bike trails in Fairview Park. Also, to amend the ATP so it removes any recommendation for bike trails in Fairview Park and recommends that these trails not be included in the City's Master Plan of Bikeways.
BWC-38	4/24/2018	Letter cc: CC, PC & CM	Rob Braun Petition signed by (grouped by address): - Joanne, Ken (?) & Brian King - Scott G (Unknown) - Jay & Lina Little - Catherine & Albert Rasch - Dale & Robert Braun - Don Minez (?) & Michael Farmin (?) - Kyle R. Molchan, Liz & K. McCormack - (Unknown) - Amy Cefe (?) - John & Dominique Dale - Pam, Ryan & Carter Fenley - Shane (?) & Dan Thompson - W Hurly (?) - Thuy & Nam Nguyen, Minh Hong - Samia & Ramzy Mankartow (?) - Wael & Hadia Bississo - Todd Klitzner - Emily & John Sigrist	Canary Dr Tanager at Canary Canary Dr (this & all below)	- Petition attached signed by every resident on Canary Dr. - Through petition, request that BWC defer any action on the proposed Canary Dr Bike Ramp until after they have met with BWC members & City staff to discuss the need, design & cost of ramp & they have had chance to ask relevant questions & provide input. This is only fair. - Proposal for the ramp just recently came to their attention - all residents of Upper Birds will be impacted, especially those on Canary. Concerned ramp will greatly impact their homes & lives. - Since ramp proposal is less than 30 days old, no urgency in putting to vote at May 2nd BWC meeting. - On April 11, requested meeting with City staff to review ramp proposal before May 2nd meeting. Told that meeting would be premature since studies haven't been done, due diligence hasn't been completed & designs have not been prepared for the BWC & residents to review. Staff said this information may not be ready by May 2nd. They are willing to wait, but it would be very inappropriate for this information to be presented & voted on at May 2nd meeting before the ramp proposal has been vetted with affected residents. - Petition: - "The undersigned, residents on Canary Drive in Costa Mesa, request that the Bikeway and Walkability Committee not take any action on the proposal to construct a bike ramp on Canary Drive until after members of the Committee and City Staff have met with residents to discuss the proposed bike ramp and solicit their input." - Dated April, 2018, and signed by 33 Canary Dr. residents & 3 Tanager Dr. residents on corner of Canary Dr (some addresses have more than 1 signature).
BWC-39	4/26/2018	Email cc: CC, PC & CM	Board of Directors (sent by Bob Juneman, President)	Mesa Verde Community, Inc	- Mesa Verde Community, Inc. is the volunteer resident's association of Mesa Verde, including Canary Dr & the "Bird Streets" - Strongly urge BWC to consult with residents, city staff & any other stakeholders in BWC's efforts to establish bike trails, ramps, or other "enhancements" that would change the nature of these neighborhoods. - A bike ramp at the foot of Canary Dr would certainly affect those nearby residents & any intrusion into Fairview Park would be of concern to all of Costa Mesa.

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Addressed to the Planning Commission					
PC-1	12/23/2017	Letter cc: CC & CM	Tim & Diane Bjelland	Bluebird Circle	<ul style="list-style-type: none"> - Remove this specific proposed bike trail (Tanager) & fiscal waste from any future city planning - Do not want/need proposed bike trail in neighborhood - it would create unsafe conditions for end users, residents & golf course customers
PC-2	12/28/2017	Letter cc: CC	Ms Terry Simon-Arnold	Tanager Dr	<ul style="list-style-type: none"> - Strongly opposed to proposed Tanager Class I Bike Trail, for reasons stated in 12/5/17 letter, which was copied to PC - Feels that her concerns were disregarded by BWC - Asks that the PC not support construction of the Tanager Class I Bike Trail & remove it from the ATP
PC-3	12/29/2017	Letter & Email	Ted Umetsu	Tanager Dr	<ul style="list-style-type: none"> - Opposes the proposed Tanager Class I Bike Trail. - Concerned about safety, cost, negative impact to home values & impact to the golf course
PC-4	Undated Rcvd 1/2/2018	Letter	Kelly & Tom Schur	Canary Dr	<ul style="list-style-type: none"> - Opposed to the unwise & unnecessary change to the Master Plan regarding Tanager Trail. - Have several concerns including home depreciation & unnecessary access & riffraff. - Parks used by families & children & don't want to promote access to the homeless, criminal elements, etc. - There is already a Class I bike trail from Harbor to Placentia, so no reason to add a parallel one with negative impacts
PC-5	1/1/2018	Letter	Nancy Perlin	Joann St	<ul style="list-style-type: none"> - As a resident of Joann St, with existing Class I bikeway behind her house, recommends removal of the proposed Tanager Trail from the ATP, to spare those residents the issues she continues to deal with
PC-6	1/2/2018	Letter cc: CC & CM	Gordon Burk & Michelle McGuff	Tanager Dr	<ul style="list-style-type: none"> - Strongly object to the proposed Class I Tanager Bike Trail - Costa Mesa is not Newport Beach, which the BWC seems determined to ignore. - The pre-planning & allowance for physical space (provided by planned cities like Irvine) make the difference between such bike trails being regarded at neighborhood enhancements vs destructive intrusions. - Many, if not all, Upper Birds residents feel threatened by the proposed trail - Should the proposed trail survive the many obstacles, the residents of the Upper Birds would file lawsuits. - This confrontation is completely unnecessary since there is an existing Class 3 bike path on Tanager Dr with connecting paths to Placentia Ave, in addition to other Class I east-west connectors. - Request that the PC remove this destructive proposed trail from the Plan, at least until the BWC charter can be examined, the BWC members can be reviewed to provide a broader perspective of the varied interests, the Plan can be scrutinized for additional negligence & abuse of power by the BWC toward other neighborhoods & the process of advancing proposals can be revised to react appropriately, so that the rest of the Plan improvements can proceed.

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PC-7	1/5/2018	Letter cc: CC	Richard Mehren, Pres, Fairview Park Alliance	N/A	<ul style="list-style-type: none"> - Alliance opposes the Class I (Tanager) Trail - Concerned about how the trail would enter the Park at the top of a large hill, not suited to regular bicycles & the bikeway would be located over a water company mainline easement. - Supports keeping Tanager St as a bikeway with some signage that it is shared.
PC-8	1/8/2018	Letter cc: CC	Bob Juneman, Pres, Mesa Verdi Community, Inc (MVCI)	N/A	<ul style="list-style-type: none"> - MVCI has ~ 3,000 homes, including Tanager Dr & "Bird Streets" - Share Tanager residents' concerns & urge the removal of the proposed Tanager Trail from the ATP until meeting with the Tanager residents & find a mutually agreeable solution.
PC-9	1/3/2018	Letter cc: CC & CM	Nancy Ross	Swan Circle	<ul style="list-style-type: none"> - Main source of exercise is bicycling, 3-5 times/wk; due to age, now limited to around CM - Has noticed more homeless & trash along Joann Trail & no longer feels safe & feels caged in - would not use proposed Tanager Trail for same reason, but would keep using Tanager Dr - Even without a "cage" on Tanager Trail, it would be too dangerous to ride down the steep hill & not strong enough to use the stairs & bike ramp at Canary.
PC-10	Undated Rcvd 1/10/2018	Letter	Terry & Laurie Wall	Upper Birds	<ul style="list-style-type: none"> - When playing golf at Los Lago Course, looked at proposed location of Tanager Trail - Do not see how the trail can be adequately accommodated withing easement area without significant encroachment on golf course property & adjacent homeowners. - Bad idea & should be summarily rejected.
PC-11	1/9/2018	Letter cc: CC & CM	Don Harper	Kinglet Court	<ul style="list-style-type: none"> - Opposed to Class 1 Tanager Bike Trail - PC has plenty of info from other residents to strike the Bike Trail from the ATP - Suggestst that the PC consider a viable alternative that meets the objectives of the bicycling community as well as of the homeowners. - After much discussion, some residents & an ATP advocate reached a compromise, summarize in a Joint Statement (attached), which recommends: <ul style="list-style-type: none"> - Removal of Bike Trail from ATP, but could be reconsidered in future if conditions change & all affected parties agree to consider it - Instead, designate Tanager Dr & Oriole Dr as Class 3 Bike Blvds & install street improvements to increase bicycle safety, wayfinding assistance & improving entrance to Class 1 bike trail that ends at Golf Course Dr. - The Joint Statement addresses the principal concern of bicyclists regarding access to traffic signal & crosswalk under construction on Placentia Ave, by widening the sidewalk on the east side of Placentia Ave. - The widening may encroach into Fairview Park, however, the Pres of Fairview Park Alliance has said he could support this encroachment. - In Dec 2017, the BWC rejected the Joint Statement's recommendation to eliminate Tanager Trail from the BWC, without explanation, approving the ATP & forwarding it to the PC. - Asks that the PC endorse the Joint Statement.

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PC-12	1/11/2018	Letter cc: CC & CM	Alan D Lee	Tanager Dr	<ul style="list-style-type: none"> - Opposes the construction of a Class 1 bike (lane) behind his house - Attracted to their home by the beautiful view of the golf course & paid a premium for the view. Would not have bought home if bike trail had existed then or even if they'd been told the bike trail was a possibility. - Anxious about the safety, security & privacy of their young daughters while playing in the backyard. - Requests PC to not approve the bike trail - there is already another trail on the south side of the golf course & a bike trail through their neighborhood.
PC-13	1/12/2018	Letter cc: CC & CM	Chaim & Victoria Bar	Tanager Dr	<ul style="list-style-type: none"> - Do not approve the bike trail on the golf course behind their home - Have been many burglaries of Tanager Dr homes using access from the golf course. Fear that they will increase with bike trail - that it will attract criminals in addition to legitimate users. - Do not want a repeat of what is happening on the Joann St bike trail - Bike trail is unnecessary since there are already two east/west bike trails that are safe & meet the needs of bicyclists.
PC-14	1/13/2018	Letter	Weldon & Carleen Smith	Tanager Dr	<ul style="list-style-type: none"> - Live on north side of Tanager Dr & do not have view of golf course - Oppose the proposed bike trail on the golf course: <ul style="list-style-type: none"> - Not necessary - their neighborhood streets are already quiet & safe for bicycles & is sure the neighbors would support changes to make them safer. - Have been advised by real estate brokers that proposed bike trail will decrease value of all homes, not just those with golf course views. - Why would the City want to do this to the Upper Bird residents when proposed bike trail is not needed? - Do not approve the proposed bike trail.
PC-15	1/15/2018	Letter (bound) cc: CC & CM	William Burke	Tanager Dr	<ul style="list-style-type: none"> - Letter submitted in response to draft ATP submitted to the PC by the BWC. He's opposed to very small part of the ATP - the proposal to build a Class 1 Bicycle Trail on the 9th fairway of the golf course, directly behind the home on Tanager Dr. - Urges the PC to remove the proposed bike trail from the ATP & consider the Joint Statement as a viable alternative - Letter has several sections: <ul style="list-style-type: none"> - Provides an historical perspective - Summarizes the "flawed" approval process followed by the BWC - Explains why the proposed design study is not necessary & notes that no design study can make these stubborn facts go away: <ol style="list-style-type: none"> 1. Tanager Trail will depress value of all homes in Upper Bird streets 2. Only option for a bike trail on 9th fairway is protective structure directly behind the homes on Tanager Dr 3. Tanager Trail will attract homelessness & crime in Upper Bird streets 4. Tanager Trail is unnecessary 5. The existing Class 3 Bike Trail on Tanager Dr is safe 6. A bike trail on the 9th fairway of the golf course will not be safe because a 2,400' enclosure would offer no exit points to escape from criminal activity

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PC-15 (cont)					<p>7. Even the BWC acknowledges that the bike trail makes no sense if it cannot proceed through Fairview Park & Measure AA prohibits the construction of a paved bike trail in the Park</p> <p>8. The bike trail cannot be constructed over the public utility & water easements that exist on the north side of the golf course behind the homes on Tanager Dr</p> <p>9. Construction of a bike trail on the golf course & through Fairview Park will require the preparation/defense of an environmental impact report</p> <p>10. Construction of a bike trail on the golf course & through Fairview Park will require a multi-million dollar expenditure of funds in a time of much needed financial austerity</p> <p>- Attachments to letter:</p> <p>1 - Various historical documents & letters in opposition to trail in the past</p> <p>2 - Mr Burke's November 29, 2017 letter to BWC in opposition to proposed Tanager Trail</p> <p>3 - Joint Statement from Marc Perkins, William Burke & Mike Chun proposing alternative to proposed Tanager Trail</p> <p>4 - Nancy Perlin's January 1, 2018 letter to the PC opposing the proposed Tanager Trail</p> <p>5 - Richard Mehren's January 5, 2018 letter on behalf of the Fairview Park Alliance to the PC opposing the proposed Tanager Trail</p>
PC-16	1/20/2018	Letter	Lucky S Yamaga	Tanager Dr	<p>- Have opposed the Class 1 Bicycle Trail on 9th Fairway of the golf course, directly behind the homes on Tanager Dr for many years.</p> <p>- Mr. Bob Graham (TWC member), who does not live in the Upper Birds & probably not a golfer, should be removed from the Committee. Believes he is making a political statement. How many times must they endure people like Mr. Graham who do not live in Upper Birds, trying to convince them that the trail is for people like Mr. Graham & his family who probably enjoy riding their bikes & walking? They only see a few people walking on Tanager Dr & less riding bicycles.</p>
PC-17	1/30/2018	Letter cc: CC & CM Follow-up to 1/15/18 letter (PC-15)	William Burke	Tanager Dr	<p>Follow-up to 1/15/18 letter.</p> <p>- Expressed concern about certain BWC members continuing to provide reasons why the proposed Tanager Trail should be in the ATP at the Jan 2018 BWC meeting even though the BWC had approved the ATP at their Dec 2017 meeting.</p> <p>- In particular, concerned that Ms. Martin appears to have changed sides from vehemently opposing Tanager Trail to fully supporting it</p> <p>- Surmised that the BWC resents the overwhelming opposition & are not used to such push back. Opined that the BWC has yet to respond to the opposition or answer any of their questions.</p> <p>- This is a contest between the BWC & Upper Bird residents plus the Residents' Association</p> <p>- Ms. Martin's conclusion that the Tanager Trail is needed to beautify the area is based on the false premise that the plants, shrubs, vines & trash on the golf course near the Tanager Dr homes are unsightly, so the Tanager Dr residents have no view of the golf course, anyway (presented with photos from the golf course at the Jan 2017 BWC meeting).</p> <p>- Attached photos of golf course from Tanager Dr homes demonstrate the beautiful, unobstructed views of the golf course.</p>

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PC-17 (cont)					<ul style="list-style-type: none"> - If the vegetation needs to be trimmed or trash collected, then the City or golf course should take care of it - This attempt to confuse the two views is further evidence of Ms. Martin's bias & unwillingness to consider the residents' perspective/concerns - Still waiting for answers from the BWC. The PC should insist that the BWC respond to these questions & issues before any vote is taken on the proposed Tanager Trail or and design study is commissioned. - This attempt to confuse the two views is further evidence of Ms. Martin's bias & unwillingness to consider the residents' perspective/concerns - Still waiting for answers from the BWC. The PC should insist that the BWC respond to these questions & issues before any vote is taken on the proposed Tanager Trail or and <u>design study is commissioned.</u>
PC-18	1/31/2018	Letter	Liz McCormack	Canary Dr	See summary of identical letter sent to City Council (CC-9).

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Public Comments regarding the Draft Active Transportation Plan (2017/2018)
Received by the Bikeway & Walkability Committee, the Planning Commission & the City Council

Number ¹	Date	Format ²	Name	Street	Comment Summary ³
Addressed to the City Council & City Manager					
CC-1	12/14/2017	Letter cc: CM	Michael Chun, Architect	Tanager Dr	<ul style="list-style-type: none"> - Urges CC to instruct BWC to remove the proposed Tanager Class I Bike Trail & work with stakeholders to seek a solution. - Attended public hearing on 12/6/17 & made presentation at 12/6/17 meeting. - Also attended BWC meeting on 12/12/17, where the BWC dismissed the overwhelming opposition to the Tanager Trail & 6 noted facts. - BWC members lack the experience & expertise to make the final recommendations to amend the Costa Mesa Transportation Plan.
CC-2	12/15/2017	Letter cc: CM	William Burke	Tanager Dr	<ul style="list-style-type: none"> - Asks CC to reject BWC's request for funding & direct the BWC to removed the proposed Class I Bike Trail. - Summarized community meetings & BWC meeting, with community opposition & BWC support regarding Tanager Trail. - BWC will be seeking funding from CC for a design study to show how bike trail can be built. - Urges CC to reject this funding - unnecessary since it won't change the facts (noted). - BWC has not provided a response to issues raised by area residents - because they don't have the answers. - City has paid significant sum to Stantec to prepare the ATP report. Why didn't Stantec raise these issues? Where was City staff? - How many other proposals in the ATP are deserving of similar outreach & studies?
CC-3	12/18/2017	Letter	Anthony & Hildegard Doria	Tanager Dr	<ul style="list-style-type: none"> - Understands that a bike trail proposal would require the construction of an enclosure that would make his current view ugly. - A trail would block SCE trucks from doing maintenance. - About 300 homes would be adversely affected by bike trail reducing worth of each home, but have only seen about 3 bikes on Tanager. - Agrees with everything his neighbors have written to the City & begs CC to not build the bike trail. Kill it once & for all.
CC-4	12/29/2017	Letter cc: CM	James & Geraldine Peterson	Tanager Dr	<ul style="list-style-type: none"> - Join with neighbors in requesting the CC to reject the request for funding & remove the proposed bike trail from the back of their homes. - Attended 2 meetings of the BWC & were offended by certain member's comments & how easily members suggested spending \$100,000 to study the proposal. - They already have a bike trail on Tanager Dr, including a set of stairs & bike ramps at Canary.
CC-5	1/15/2018	Memo to CC & CM - attached to bound letter to PC (PC-15)	William Burke	Tanager Dr	<ul style="list-style-type: none"> - Requested CC to review attached letter to PC since the letter displays an incredible unfairness & fundamental flaw in the process followed by the BWC - BWC not a blue ribbon committee, but has singular purpose of recommending more bike trails without regard to consequences to affected residents - BWC conducted absolutely no due diligence to determine if proposed Tanager bike trail is feasible & cost effective, conducted no outreach to affected residents, dismissed nearly 30-year history of opposition to proposed bike trail, BWC didn't respond to avalanche of neighborhood opposition & rejected without comment a compromise.

Public Comments regarding the Draft Active Transportation Plan (2017/2018)
Received by the Bikeway & Walkability Committee, the Planning Commission & the City Council

Number ¹	Date	Format ²	Name	Street	Comment Summary ³
CC-5 (cont)					<ul style="list-style-type: none"> - At the Dec & Jan 2017 BWC meetings, members were dismissive of residents' concerns. This is not the hallmark of a committee that wants to reach consensus, but is the mark of a committee that will not tolerate opposition to any part of the ATP. - As a result of this one-sided focus, the ATP arrives at the PC with a patina of legitimacy, as it comes from a CC-appointed committee. Upper Bird residents are shadow boxing in a closet since the BWC will not offer responses to even their most basic questions. - Requested CC to read his 1/15/18 letter & judge for themselves - the Upper Bird Street residents, the Residents' Assoc & the Fairview Park Alliance urge CC to oppose this proposal.
CC-6	1/23/2018	Letter to CM	William Burke	Tanager Dr	<ul style="list-style-type: none"> - Thanked the CM for voice message - after months of a steady stream of stonewalling, denials, obfuscation & ridicule from BWC members, nice to know someone in the City is listening & cares about their concerns. - Over the last weeks & months, he & his neighbors have had to spend enormous amounts of time opposing this 3-decade old proposal, which has been rejected over & over by City agencies. This time, he has spent well over \$1,000 in printing/copying flyers, handouts, letters & booklets, including the booklet the CM recently received. - Now informed that the PC will not hear this matter until May or June or maybe later. Leaves them in limbo, anxious & unsure about future of bike trail. - Genuinely worried about negative impact on value of their homes. - Deeply concerned about safety, security & privacy, which especially concerns families - Issue is focus of many sincere & heartfelt letters to City from these families - All of this is unnecessary, as they have repeatedly pointed out in their letters to the BWC, the PC, CC & CM. - No need to build a paved bike trail on the 9th fairway of the golf course in close proximity to homes & golfers - He & neighbors are happy to consider alternative proposals to make bicycling in their neighborhood even safer - Sadly, the BWC has no interest in pursuing this alternative - Everyone in the Upper Birds would be deeply grateful for anything the CM can do to end this madness now.
CC-7	1/29/2018	Letter cc: CM & PC Supplement to 1/15/18 Memo (CC-5)	William Burke	Tanager Dr	<p>Supplement to 1/15/18 memo with newly discovered information:</p> <ul style="list-style-type: none"> - The BWC has commissioned a feasibility, design & environmental study for the proposed Paluarino Bike Trail, which is similar to the proposed Tanager Trail. When study is done, there will be public outreach to affected neighborhoods. CC authorized \$150,000 for this study in 2017 budget. RFPs will be issued in Spring 2018. - When City staff was asked why these same studies & public outreach weren't also provided for the proposed Tanager Trail, they responded that they were told by the CC not to spend any more time on the Tanager Trail since it was permanently deleted from the Bicycle Master Plan in 2001 & will not be built. Staff informed the BWC of this directive.

Public Comments regarding the Draft Active Transportation Plan (2017/2018)
Received by the Bikeway & Walkability Committee, the Planning Commission & the City Council

Number ¹	Date	Format ²	Name	Street	Comment Summary ³
CC-7 (cont)					<ul style="list-style-type: none"> - This new information is alarming - despite CC direction, the BWC still spent time approving the Tanager Bike Trail & defended it against overwhelming opposition. - This is illogical, discriminatory & unfair. The BWC sought & obtained funding from CC for a study & outreach for Paularino Trail, but stripped the Upper Bird residents of this same protection & benefit. - BWC member, John Merrill, who lives near the Paularino Trail moved to approve the Tanager Trail. In the face of opposition, he added a requirement that a design study & one-tie outreach to Upper Bird residents be completed. - This is meaningless since funds have already been allocated for the Paularino study & outreach, which will soon be underway. - Tanager Trail study & outreach will occur long after City approvals have been secured - It does not mean that the Tanager Trail has been afforded the same due process & equal protection - If the above information is correct, CC should take action to enforce its instructions & direct the BWC to remove the Tanager Trail & spend no more time on it - We oppose the design study which is being belatedly offered by the BWC as a post factum corrective measure to offset its discriminatory treatment of Upper Bird residents - In addition to the 10 reasons given in his 1/15/18 letter as to why this study is unnecessary, he adds an 11th reason: the BWC's manifest bias against the Upper Bird residents makes it impossible for these residents to receive a fair hearing before the BWC.
CC-8	1/31/2018	Letter with email Also addressed to PC	Megan Delaney & Mike Bigelow	Starbird Dr	<ul style="list-style-type: none"> - Opposed to proposed Tanager Bike Trail since it is unnecessary since Tanager Dr provides a lovely walking & biking experience & is a low-traffic street - If it were built, they will have same problems as Joann St residents (crime, drug use & homelessness) - Puzzled & disturbed by the process - neighborhood's input never solicited formally & have not seen an EIR - Realtor selling a house on Starbird recently told potential buyers that "the bike trail is a dead issue". Not sure where he got his information - might want to make sure all committee members are communicating the same info to public & do more community outreach.
CC-9	1/31/2018	Letter	Liz McCormack	Canary Dr	<ul style="list-style-type: none"> - Adamantly opposed to proposed bike trail (Tanager). Reasons against are obvious & have been explained over & over again. Agenda of a very few is being "pushed down our throats" with no regard for long-standing opposition - Another instance of "agenda pushing" is that the immediate homeowners in area for Canary Dr access to Fairview Park only supported stair access at the dead end of their street ONLY if adequate lighting & signage stating that the park closes at dusk were also installed. The stairs are in, but lighting & signs are not & the increase in parking, traffic & homeless wandering through is eye-opening & discouraging. There is absolutely no doubt all of that would increase with the nightmare of a bike path. - Do not let anyone forge ahead with this idea under the guise that we are for it or that it benefits us in any way. - If we can't all show up at meetings or reiterate our opinion at the right moment, the stance on this issue is unchanged, now & in the future.

Public Comments regarding the Draft Active Transportation Plan (2017/2018)
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Number ¹	Date	Format ²	Name	Street	Comment Summary ³
CC-10	1/28/2018	Letter cc: PC & CM	Mandy Collister	Hummingbird Dr	<ul style="list-style-type: none"> - Sharing her concerns on proposed Tanager Bike Trail - Her 2 boys are in middle school & high school & often bike 7-11. She's asked her kids to: <ul style="list-style-type: none"> - Stay clear of current bike path that runs between the apt. bldgs from the golf course to Harbor - Use the streets vs bike path since the streets seem safer than the path - she often finds needles/other drug paraphernalia & witnesses illegal activities along current bike path & doesn't want to expose her kids to this - Fears the expanded bike trail would create more unwanted crime & illegal activities since it's not visible to neighborhood & would not allow her kids to use it - Using Tanager Dr is safer, more visible & a preferred route. Would prefer funds spent on a safer crossing on Adams Ave to the other side of Mesa Verde Dr.
CC-11	1/28/2018	Letter	Colin Delaney, Broker/Owner GateHouse Properties	N/A	<ul style="list-style-type: none"> - Real Estate firm & many of their agents grew up in Mesa Verde area - Addition of the proposed (Tanager) bike path would be poor idea - Impact would be major to homes next to the golf course - Potential buyers would see bike path as a nuisance & not consider purchasing - Similar situation on Europa Dr altho the Santa Ana trails much further away from homes - many buyers don't want to by homes on Europa due to existing bike trail - Proposed bike trail could devalue homes by more than \$100,000/lot; majority of buyers in Upper Bird Sts (UBS) neighborhood trending toward younger families & bike trail would lower values for other homes in neighborhood - Avid bikers know they can simply exit the existing trail on Tanager Dr & continue easily through the UBS to Placentia Ave. Extending this bike trail would have very, very negative effect on UBS neighborhood.
CC-12	1/29/2018	Letter cc: CM & PC	Michelle Johnson	Hummingbird Dr	<ul style="list-style-type: none"> - Recently made aware of proposal to construct a bike trail behind the homes on Tanager Dr that has been approved by the BWC. Adamantly opposed for several reasons: <ul style="list-style-type: none"> - No need - cyclists already have option to use Tanager, a low volume street - has cycled many times on Tanager without issues - Knows of no traffic issues on Tanager & past studies show is has little traffic, making it ideal to share with cyclists - Doesn't see logic in building bike trail behind existing houses & adjacent to active golf course. Brings forward several safety issues: <ul style="list-style-type: none"> - Would remove existing trees which buffer the golf course from homes - poses hazard to residents, pedestrians & cyclists - Not aware of any credible environmental, traffic or impact studies done before vote taken - Baffled by lack of fiduciary duties shown by BWC regarding the Tanager Trail & expected impact on Upper Bird residents - As long-time resident, appeal to City Council to take immediate action to stop construction of this ill-concieved project

Public Comments regarding the Draft Active Transportation Plan (2017/2018)
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Number ¹	Date	Format ²	Name	Street	Comment Summary ³
CC-12 (cont)					<ul style="list-style-type: none"> - No dispute that property values in Upper Bird community will be severely impacted - bike trails such as JoAnn St are an example; expect homeless expelled from Santa Ana/Anaheim to come here - City already impacted by large number of rehab facilities & devastating impact on City's homeless population well documented in recent OC Register article - do not want City of have largest homeless population in SoCal outside of LA. - Concerned about safety of family & neighbors, many of who live alone. - Have built up equity in home over the years. Duty to let Council know they are against this bike trail. Many neighbors feel the same.
CC-13	2/1/2018	Letter	Cynthia Tyssee	Unknown, but not Tanager Dr; City homeowner	<ul style="list-style-type: none"> - Heard that City is considering extending the bike trail behind homes on Tanager Dr - although she doesn't live in any of them, wants to go on record as definitely against it. - The opinions of those who live there should be most heavily weighted - they are the ones who will have to live with the results. - The Tanager homeowners made a commitment & investment in this city & now City is letting them down. They certainly considered what they wanted in home & were willing to pay a premium to live there, with low walls affording a great view. Sure that many of the homeowners would not have bought with a bike trail looking into their backyard. City should be trying to lift up Costa Mesa neighborhoods, not bring them down - Her family enjoys using the bike trail on Harbor, but Joanne St is another matter: - Won't use Joanne - sketchy people doing sketchy things. - Concerned about types of people that would be attracted to the private, hidden & out-of-the-way area that would be created by the Tanager bike trail. Daily, reads stories about business & homeowners in Costa Mesa dealing with unsavory strangers. - Put the people who've made a long-term investment in & commitment to Costa Mesa first.

¹ Number corresponds to comment item.

BWC = Comment addressed to Bikeway & Walkability Committee, PC = Comment addressed to Planning Commission, CC = Comment addressed to City Council

² All letters, the marked-up ATP & the petition were scanned & emailed to BWC members, PC members & CC members, as appropriate

For cc:, CC = City Council, PC = Planning Commission & CM = City Manager; Note many of those copied to CM were also copied to Public Svcs Director, Transportation Svcs Mgr & Stantec Consulting Svcs

³ See letters, emails, petition & comment cards for details

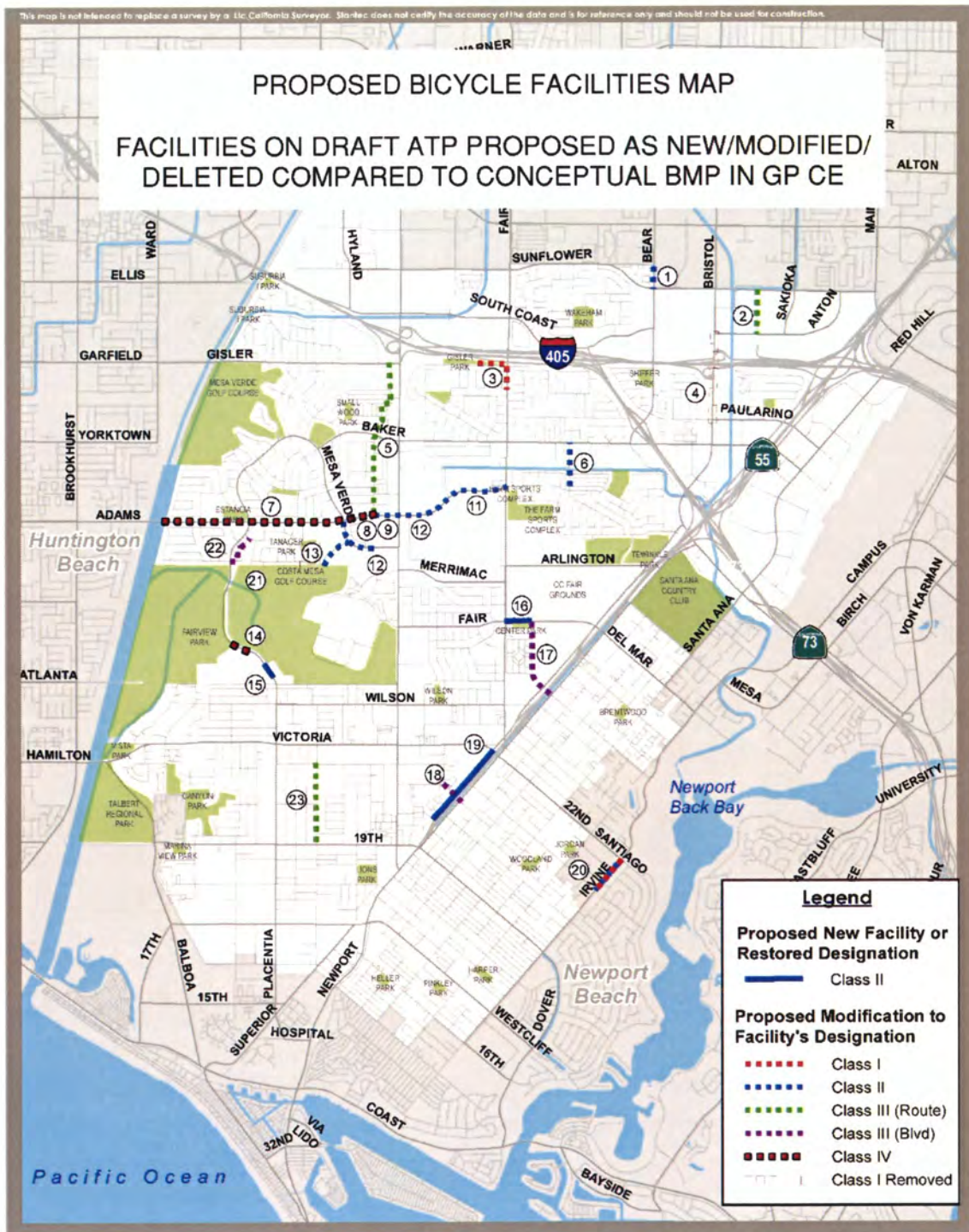
Listing of Recommended Policy Changes to the General Plan

"Recommendations" Modified to "Policies"	
General Plan Recommendation Number	General Plan Recommendation
C-7.1	Develop an extensive bicycle and pedestrian backbone network through the use of standard and appropriate innovative treatments.
C-7.2	Plan and install new bicycle lanes where feasible and appropriate.
C-7.4	Where feasible, Class I shared-use paths should be a priority for future developments.
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.
C-7.6	Plan and complete north/south multi-purpose and bicycle routes through the City to augment the east/west routes.
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.
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.
C-7.20	Designate walkable districts in the City.
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
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.
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-swailes.
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.
C-8.9	Train police officers on bicyclists' rights and responsibilities and bicycle/pedestrian/vehicle collision evaluation.
C-8.16	Where feasible, reduce or eliminate conflict points such as driveways that cross the sidewalk.
C-8.20	Support marketing and public awareness campaigns aimed at improving bicycle and pedestrian safety.
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.
C-9.1	Incorporate the Costa Mesa Active Transportation Master Plan into the City's General Plan.
C-9.2	Ensure that all current and proposed land use planning is consistent with the Costa Mesa Bicycle and Pedestrian Master Plan.
C-9.3	Require new developments to provide adequate bicycle parking and pedestrian access.

C-9.5	Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.
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.
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.
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.
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, civic events, etc.
C-10.8	Achieve "Silver Level Bicycle Friendly Community" by League of American Bicyclists by 2025.
C-11.4	Coordinate with appropriate federal, state, and county health agencies on active transportation programs to achieve health benefits.
C-11.7	Encourage developers to include features, amenities and programs that are proven to increase walking and/or bicycling.
C-11.9	Encourage the Chamber of Commerce and the business community to promote active transportation in commercial areas to stimulate economic vitality.
C-12.1 and C-12.2 combined	C -12.1: Establish a monitoring program to measure the effectiveness and benefits of the Costa Mesa Bicycle and Pedestrian Master Plan. 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.
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.
C-12.6	Consider designating a portion of development traffic impact fees to fund bicycle and pedestrian facilities.
"Recommendations" Removed	
General Plan Recommendation Number	General Plan Recommendation
C-7.7	Consider the identification and feasibility of potential Class IV cycle tracks.
C-7.8	When feasible, implement the completion through regional coordination of the Costa Mesa roadway and trail segments of regional bikeway plans.
New "Recommendation" Added	
Support the incorporation of bicycle and pedestrian facilities into capital improvement projects, where appropriate to maximize leveraging of funds.	

**Summary of Changes Between Conceptual Master Bicycle Plan (CMBP
and Proposed Active Transportation Plan (ATP) (Facilities)**

Item No	Location	Proposed Change from CMBP to ATP
1	Bear from Sunflower to the NCL	Replace existing Class II with proposed Class II
2	Avenue of the Arts from Sunflower to Anton	Add proposed Class III
3	Gisler west of Fairview; Fairview south of Gisler	Replace existing Class I with proposed Class I
4	Airport Channel / Delhi Channel	Delete Class I between Anton and Paularino
5	Royal Palm at Adams to Baker to Deodar to Caraway to Cinnamon to Gisler	Add proposed Class III
6	Mendoza from Baker to Coronado	Replace existing Class II with proposed Class II
7	Adams from Santa Ana River to Mesa Verde E	Replace proposed Class I with proposed Class IV
8	Adams from Mesa Verde E to Royal Palm	Replace existing Class II with proposed Class IV
9	Adams from Royal Palm to Harbor	Replace existing Class II with proposed Class II
10	Adams from Harbor to east of Peterson	Add proposed Class II
11	Adams from east of Peterson to Fairview	Replace proposed Class I with proposed Class II
12	Mesa Verde E from Adams to Harla	Remove existing Class I designation; will remain proposed Class II only
13	Golf Course Drive from Mesa Verde E to Tanager	Replace existing Class II with proposed Class II
14	Placentia from north of Estancia High School to entrance to Fairview Park on east side of Placentia in front of Estancia High School	Replace existing Class II with proposed Class IV
15	Placentia north of Joann in front of Estancia High School	Remove section of existing Class I and return to existing Class II
16	Fair Drive from Fairview to Vanguard Way	Remove existing Class I designation; will remain existing Class II only
17	Vanguard Way from Fair Drive to NB Newport Boulevard (Blvd)	Replace proposed Class IV with proposed Class III (Blvd)
18	Bay Street from Thurin to NB Newport Blvd	Replace proposed Class III (Route) with proposed Class III (Blvd)
19	Southbound Newport Blvd from Victoria to SR-55 to Ford Road	Add existing Class II
20	Irvine Avenue from Santiago to Holiday Road	Replace existing Class I with existing Class II to be replaced with proposed Class I
21	Tanager trail through Costa Mesa Golf Course from Canary Drive to Golf Course Drive	Remove proposed Class I
22	Cardinal Drive from Oriole Drive and Swan Circle from Cardinal Drive to Placentia Avenue	Add proposed Class III (Blvd)
23	Pomona Avenue from Hamilton Street to West 19 th Street	Add proposed Class III (Route)





April 2018



ACTIVE TRANSPORTATION PLAN



Acknowledgments:

Bikeway & Walkability Committee Members:

Chair Cynthia McDonald
Chair (former) Jim Erickson
Vice-Chair Ralph Taboada
Member Alan Engard
Member Michelle Fay
Member Robert Graham
Member Michael Habitz
Member Richard Huffman II
Member James Kane
Member Dan Leibson
Member Andrew Levins
Member Flo Martin
Member (former) John C. Merrill
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1.0 Introduction

Bicycling, walking, skateboarding and other methods of nonmotorized transportation are inexpensive and healthy transportation choices that have been proven to benefit bicyclists and pedestrians themselves as well as the communities that they live in. Every trip that residents or visitors take by active transportation reduces both traffic and pollution by keeping additional cars off the road. Replacing even the smallest of errands with bicycle or pedestrian trips can significantly reduce an individual's carbon footprint, improve local air quality, and help meet regional sustainability goals. Moreover, individuals who bicycle regularly for transportation or recreation also benefit from quality exercise and better health.

In addition to the health and environmental benefits to the community, improving active transportation bicycle infrastructure in a given neighborhood can improve livability and attractiveness, increasing home values and skilled workforce retention. Improving bicycle and pedestrian access to commercial areas, likewise, improves retail sales, the local economy, and tax revenues. On the individual level, bicycling can provide improved mobility for segments of the population that cannot drive, such as youth, seniors, the disabled, and those who cannot afford a car. Finally, making it easier for residents to bicycle and walk can reduce transportation costs among all population segments that choose to bicycle and walk.

The City of Costa Mesa recognizes bicycling and walking as a valid means of transportation and has authorized the preparation of the Active Transportation Plan in conjunction with the Update to the City's General Plan. The Costa Mesa Bicycle Master Plan is intended to guide the development and maintenance of bicycle-friendly roads and bicycle facilities and inform the population of the cycling support programs across the City. The success of this Plan relies on the continued support of the City, the bicycling community, and other residents who recognize the benefits of cycling in their community.

Purpose

The Costa Mesa Active Transportation Plan outlines the vision, strategies, and actions that will be implemented to improve the active transportation experience in Costa Mesa. This Plan focuses on the completion of the bicycle network by identifying existing and absent connectivity and providing recommendations for potential improvements to the system and programs. The Costa Mesa Active Transportation Plan is designed to:

- Encourage bicycling and walking for both commuting and recreational purposes
- Outline the needed facilities and services
- Maximize funding sources for implementation of bicycle infrastructure
- Enhance quality of life and safety

Plan Organization

The Costa Mesa Active Transportation Plan is organized into the following chapters:

- **Chapter 2 Related Planning Initiatives**

State and regional initiatives, neighboring city plans, and past local efforts that can inform the Costa Mesa Active Transportation Plan are summarized in this chapter.

- **Chapter 3 Components of Bicycle Planning**

This section documents the best practices of bicycle planning and includes Class I, II, III, and IV facilities, parking and bicycle infrastructure concepts such as bicycle boxes, intersections, signals, and roundabouts.

- **Chapter 4 Existing Conditions Analysis**

This chapter reports the existing conditions assessment for Costa Mesa's bicycle infrastructure including bicycle paths, bicycle lanes, and bicycle routes as well as roadways and transit services, highlighting deficiencies as appropriate. This is presented in an easy-to-understand matrix form and a reference map. The chapter also documents certain area details, activity centers, and support facilities.

- **Chapter 5 Policy Framework**

This chapter presents the vision for the Costa Mesa Active Transportation Plan and lays out the Goals, Objectives, and Policies to achieve this vision.

- **Chapter 6 Recommendations for Future**

This chapter summarizes the existing network, previously proposed facilities, and newly proposed facilities to create a complete, user-friendly, and well-connected network of bicycle facilities to serve the City of Costa Mesa. Recommendations are presented in an easy-to-understand matrix form along with a reference map.

- **Chapter 7 Implementation Strategy**

This chapter includes general cost-estimates and potential funding sources.

- **References**

- **Appendix 1: Public Engagement Results**

Appendix 1 summarizes the public engagement effort for the bicycle planning portion of General Plan's Circulation Element.

- **Appendix 2: Inventory of Existing Bicycling Support Facilities**

Bicycling Support Facilities such as bicycle parking and change/shower facilities in the City of Costa Mesa are documented in this section.

Replacing even the smallest of errands with bicycle or pedestrian trips can significantly reduce an individual's carbon footprint, improve local air quality, and help meet regional sustainability goals.



Figure 1-1 Bicycle Facility in Fairview Park

2.0 Related Planning Initiatives

The Active Transportation Plan will have a more meaningful impact if it is developed in conjunction with other planning efforts in the vicinity and region at large. This approach helps build on the work done thus far, and creates a wider, continuous network of bicycle facilities. In the case of Costa Mesa, the related efforts include state and regional initiatives, neighboring city plans, and past local efforts. These planning efforts are summarized below.

State and Regional Initiatives

California Complete Streets Act

The California Complete Streets Act of 2008 (AB 1358) defines Complete Streets as "a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context." The law requires the legislative body of each county and city to adopt a comprehensive, long-term General Plan for the physical development of the county or city with specified elements, including a Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan (Assembly Bill No. 1358).

Benefits of complete streets include increased transportation choices, economic revitalization, improved return on infrastructure investments, livable communities, improved safety for all users, more walking and bicycling to improve public health, greenhouse gas reduction, and improved air quality.

Orange County Commuter Bikeways Strategic Plan

Developed in 2009 by the Orange County Transportation Authority (OCTA), the Commuter Bikeways Strategic Plan (CBSP) serves as a long-term planning document and bicycle master plan for all of Orange County. The plan provides a comprehensive blueprint of existing bicycle facilities as well as proposed new facilities designed to enhance regional connectivity through the establishment of a network of bicycle facilities and a more balanced transportation system.

The CBSP proposed 12.65 miles of Bicycle Facility for the City of Costa Mesa (refer to Table 2-1 and Figure 2-1) in addition to 43.34 miles of existing facility, at a total cost of \$4,746,260 based on 2009 dollar value. (OCTA, 2009 OCTA Commuter Bikeways Strategic Plan, 2009).

Table 2-1: OCTA's CBSP Proposed Facilities in Costa Mesa

Facility	Mileage
Class I	1.11
Class II	10.88
Class III	1.66
Source: http://www.octa.net/pdf/bikeways09.pdf	



Figure 2-1 Existing and Proposed Facilities per the CBSP



OCTA Districts 1 and 2 Bikeways Strategy

The OCTA Districts 1 and 2 Bikeways Strategy (shown in Figure 2-2) represents a collaborative planning effort including OCTA, the County of Orange, Caltrans, and local cities such as Costa Mesa and its neighbors. The objectives of the strategic plan include building consensus amongst the various agencies involved with regard to regional bicycle corridors, providing a set of tools to assist with the implementation of bicycle facilities, and positioning local jurisdictions for funding opportunities. Of the eleven regional bicycle facilities proposed by the Districts 1 and 2 collaborative strategy, two Corridors (B and K) would pass through Costa Mesa (OCTA, 2013).

Corridor B is a 12.3-mile proposed corridor that runs primarily north to south within the City of Costa Mesa. It runs from the Santiago Creek Trail in the north to the Upper Newport Bay trail in Newport Beach. The corridor utilizes Bristol Street to cross under the SR-55 freeway and uses Bear Street to cross over the I-405 freeway and under the SR-73 freeway.

Corridor K is an 11.1-mile bike facility that is proposed within Costa Mesa. The bikeway forms a loop that connects the Pacific Coast Highway corridor in downtown Huntington Beach and Newport Beach at Back Bay. The corridor travels along Indianapolis Avenue, crosses the Santa Ana River Trail, passes along the northern edge of Fairview Park and the western side of the Upper Newport Bay before linking to Pacific Coast Highway at Dover Drive.



Figure 2-2 OCTA Districts 1 and 2 Bikeways Strategy



Orange County Loop

The Orange County Loop (OC Loop) is a vision for 66 miles of seamless bicycle and pedestrian connections and an opportunity for people to bicycle, walk, and connect to some of California's most scenic beaches and inland reaches. (Refer to Figure 2-3). About 70 percent of the OC Loop is already in place and is used by thousands of people. The OC Loop connects 17 cities, 200 parks, and 180 schools in Orange County. Currently, the OC Loop includes nearly 46 miles of existing off-street trails along the San Gabriel River, Coyote Creek, Santa Ana River and the Coastal/Beach Trail.

The OC Loop provides direct access to Costa Mesa along the western edge, specifically via the Santa Ana River Trail. The OC Loop is largely complete in Costa Mesa but enhancements providing better access to the OC Loop could receive favorable funding recommendations in regional programs.



Neighboring City Initiatives

Apart from Regional Plans, a review of neighboring cities' bicycle plans is a necessary step towards building consensus when implementing the Costa Mesa Active Transportation Plan and establishing bicycle connections with neighboring cities. The City of Costa Mesa shares its boundaries with 5 municipalities: Newport Beach, Huntington Beach, Irvine, Santa Ana, and Fountain Valley. A summary of each of their respective bicycle plans and their implications for Costa Mesa are provided below.

Newport Beach

Recently adopted by the Newport Beach City Council in October 2014, the Newport Beach Bicycle Master Plan network shown in Figure 2-4 lays out existing and proposed facilities as well as general design, safety, and way-finding strategies to guide future development of bicycle infrastructure. Existing bicycle connections to Costa Mesa from Newport Beach include a number of Class II facilities (Superior Avenue, Placentia Avenue, Irvine Avenue, 16th Street, Dover Drive, and Mariners Drive), the Newport Back Bay Trail (Class I), and a bicycle route on Newport Boulevard to Pacific Coast Highway. Planned new connections to Costa Mesa mentioned in the Newport Beach Bicycle Master Plan include Class III facilities on Santiago Drive, 17th Street, Tustin Avenue, Westminster Avenue, Clay Street, and Fullerton Avenue, as well as bicycle lanes on Santa Ana Avenue.

Huntington Beach

Adopted in November of 2013, the Huntington Beach Bicycle Master Plan provides a blueprint for future bicycle facilities to improve bicycle connectivity and safety. The plan (Refer to Figure 2-5) also encompasses an array of programs designed to promote cycling for transportation as well as recreation and a number of provisions for the

safety of both cyclists and motorists, especially on Huntington Beach's high-speed, high-volume arterials and downtown streets. Lastly, the Huntington Beach Bicycle Master Plan stresses regional connections and collaboration with neighboring cities to promote cycling as a viable commuter option. Existing bicycle connections to Costa Mesa from Huntington Beach include a number of Class II facilities (Hamilton Avenue, Atlanta Avenue, Indianapolis Avenue, and Adams Avenue) as well as the Class I bicycle trail along the Santa Ana River—part of the regional OC Loop facility. No new bicycle connections to Costa Mesa are called for in the Huntington Beach Bicycle Master Plan.

Irvine

The Irvine Bicycle Transportation Plan was adopted in 2006 and amended in 2011 to reflect the existing bicycle infrastructure network and the near-term project list (Refer to Figure 2-6). Costa Mesa shares a very small portion of its boundary with the City of Irvine.

Major obstacles in connecting Irvine to Costa Mesa are the John Wayne Airport and SR-55 Freeway. Currently, the only connection from Irvine to Costa Mesa is a bicycle facility along Redhill Avenue. There are no new proposed routes in the plan to connect the two cities.



Figure 2-4 Newport Beach Bicycle Master Plan



Figure 2-5 Huntington Beach Bicycle Master Plan

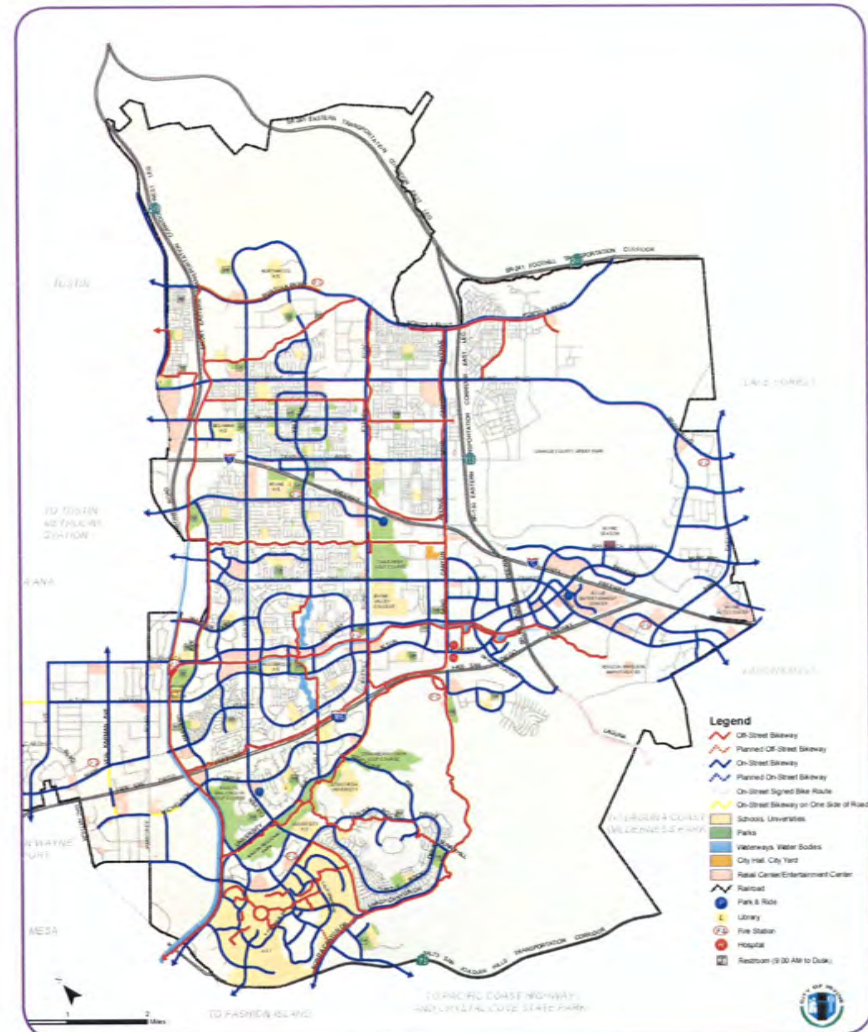


Figure 2-6 Irvine Bicycle Master Plan



Santa Ana

Originally adopted in 1995 and included as part of the City's 1998 General Plan (reformatted in 2010), the existing Santa Ana Bikeway Master Plan lays out the completed network (both then existing and planned bicycle facilities) as envisioned at build-out at that time. However, the Santa Ana Bikeway Master Plan is currently being updated as part of Santa Ana's ongoing effort to update the circulation element of its General Plan (currently undergoing public comment and environmental review pursuant to CEQA regulations). Bicycle connections to Costa Mesa from Santa Ana currently include the Class I facilities on MacArthur Boulevard and the OC Loop segment along the Santa Ana River. The City has adopted a Class I connection along the open channel linking Centennial Regional Park to Costa Mesa, a Class I facility along Flower Street, and a Class II facility on Bristol Street. Proposed additional facilities linking Costa Mesa with Santa Ana, as published in the April 2014 draft of the Bikeway Master Plan, include Class II facilities on South Main Street and Greenville Street.



Figure 2-7 Santa Ana Bikeway Master Plan



Fountain Valley

Fountain Valley adopted a General Plan in 1995. The Circulation Element of the General Plan was then updated in 2008. The Trails Plan is a part of this Circulation Element plan (Refer Figure 2-8). The City of Costa Mesa shares a very small portion of its boundary with Fountain Valley. No direct bicycle connections to Costa Mesa are called for in the Fountain Valley Bicycle Plan. However, a connection to the Santa Ana River Trail is proposed by a bicycle lane along Garfield Avenue.



Figure 2-8 Fountain Valley Trails Plan

City of Costa Mesa Initiatives

City of Costa Mesa General Plan

The Costa Mesa General Plan (2015-2035) was adopted by the City Council on June 21, 2016 and the Bicycle Master Plan proposed herein will become a part of the Circulation Element of the General Plan. The previous General Plan was adopted in 2000. The Circulation Element of the 2000 General Plan included a Bicycle Master Plan with Class I, II, and III bicycle facilities and regional trails. This plan made several changes to the previously adopted Master Plan of Bikeways from 1974 (shown in Figure 2-9) in addition to proposed new routes. As of 2016, much of the 2000 Bicycle Master Plan has been implemented. Several additional routes were also implemented.

Major gaps in the plan implemented thus far are highlighted in red in Figure 2-10 and include:

- Connectivity to the east of SR-55 via Del Mar Avenue, 22nd Street, and Baker Street
- Bicycle lane on 18th Street connecting Monrovia Avenue and Orange Avenue
- Bicycle lane on Sunflower Avenue between Park Center Drive and Fairview Road
- Bicycle lane on Adams Avenue between Harbor Boulevard and Mendoza Drive
- Bicycle route on College Avenue, Village Way and Pinecreek Drive connecting to Adams Avenue
- Regional trail on Santa Ana Avenue between Bristol Street and University Drive.



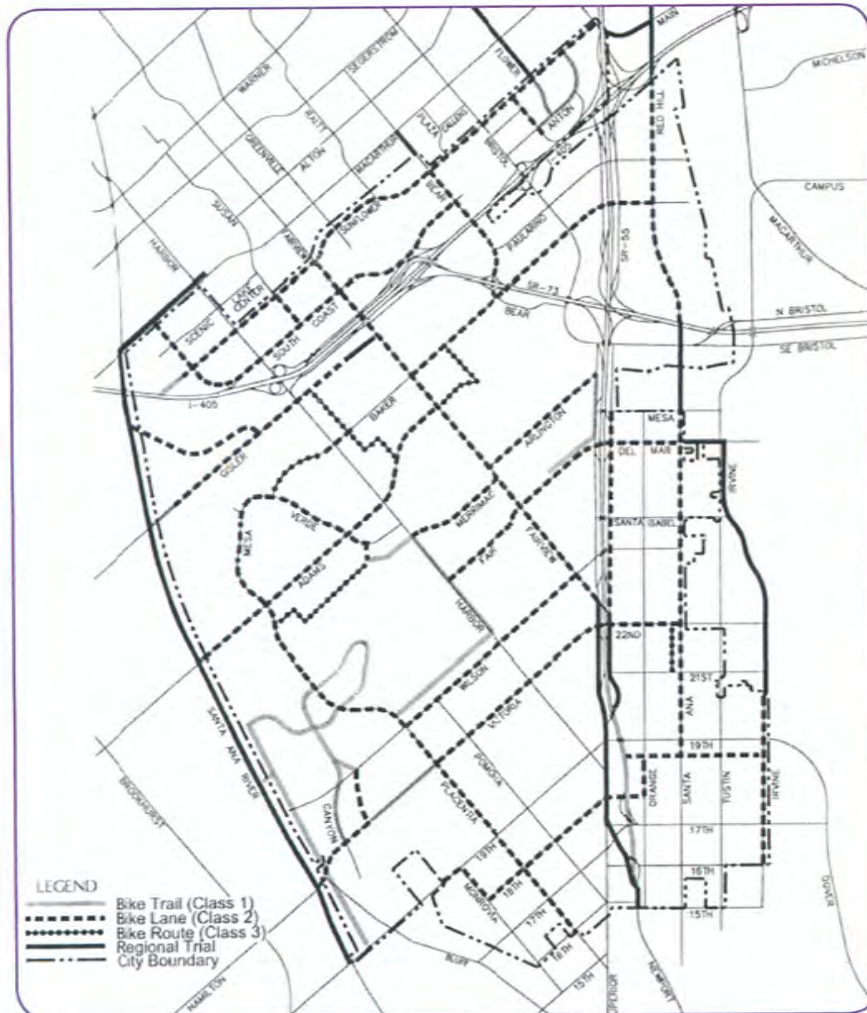


Figure 2-9 Costa Mesa Master Plan of Bikeways (1974)

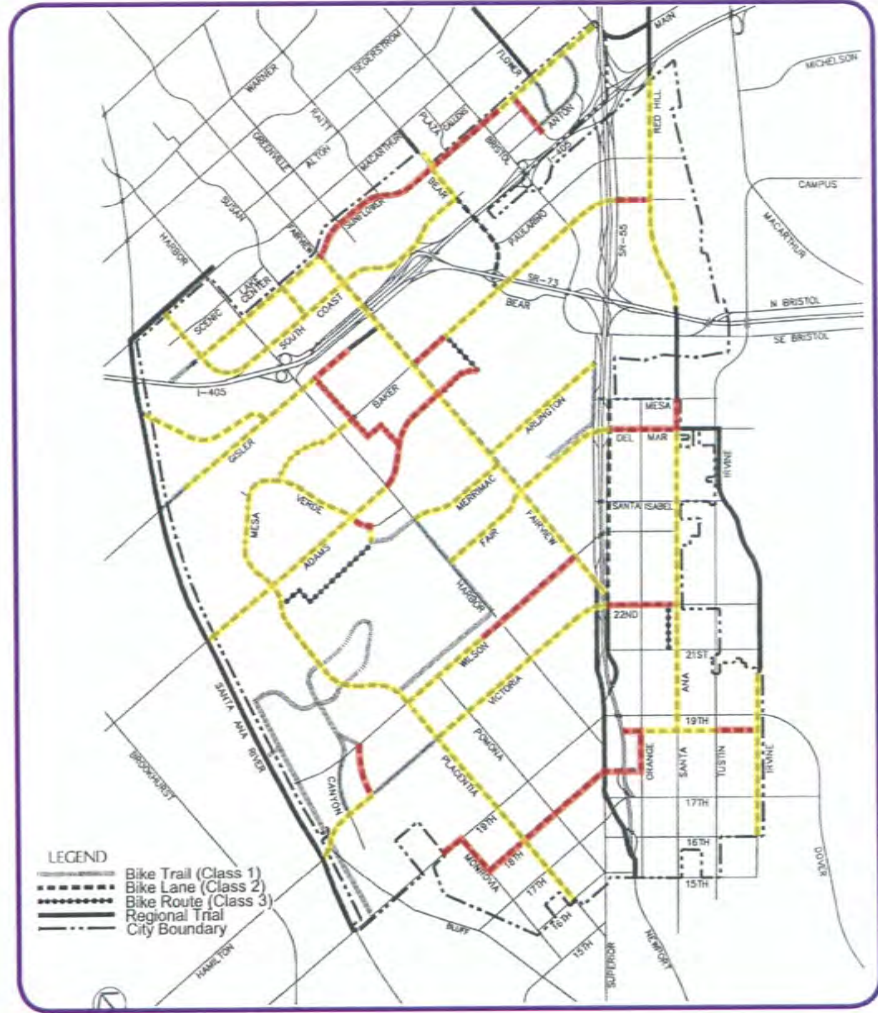


Figure 2-10 Costa Mesa Bikeways Major Gaps

Bicycle Safety Guide

The City of Costa Mesa publishes a Bicycle Map and Safety Guide shown in Figure 2-11 available both digitally on the City's website and on paper. The map shows existing Class I, II, and III facilities (there are no existing Class IV facilities in Costa Mesa at this time), points of interest and other destinations, as well as a handful of notably challenging streets for cyclists. The map is available in two versions with safety information tailored to adult and child audiences, respectively.

Elementary School Bicycle Education Program

The City of Costa Mesa and Newport-Mesa Unified School District kicked off a series of pedestrian and bicycle safety workshops on April 20, 2015. Each safety event, conducted by a traffic safety non-profit Safe Moves, consisted of the workshop itself as well as a bicycle rodeo. The workshops were conducted at 16 elementary schools throughout the City.

Community-Wide Bicycle Education Program

In addition to the elementary school workshops, the City conducted five public bicycle rodeo events that were completed in June 2016. These events were funded through a grant from OCTA's Bicycle Corridor Improvement Program (BCIP).

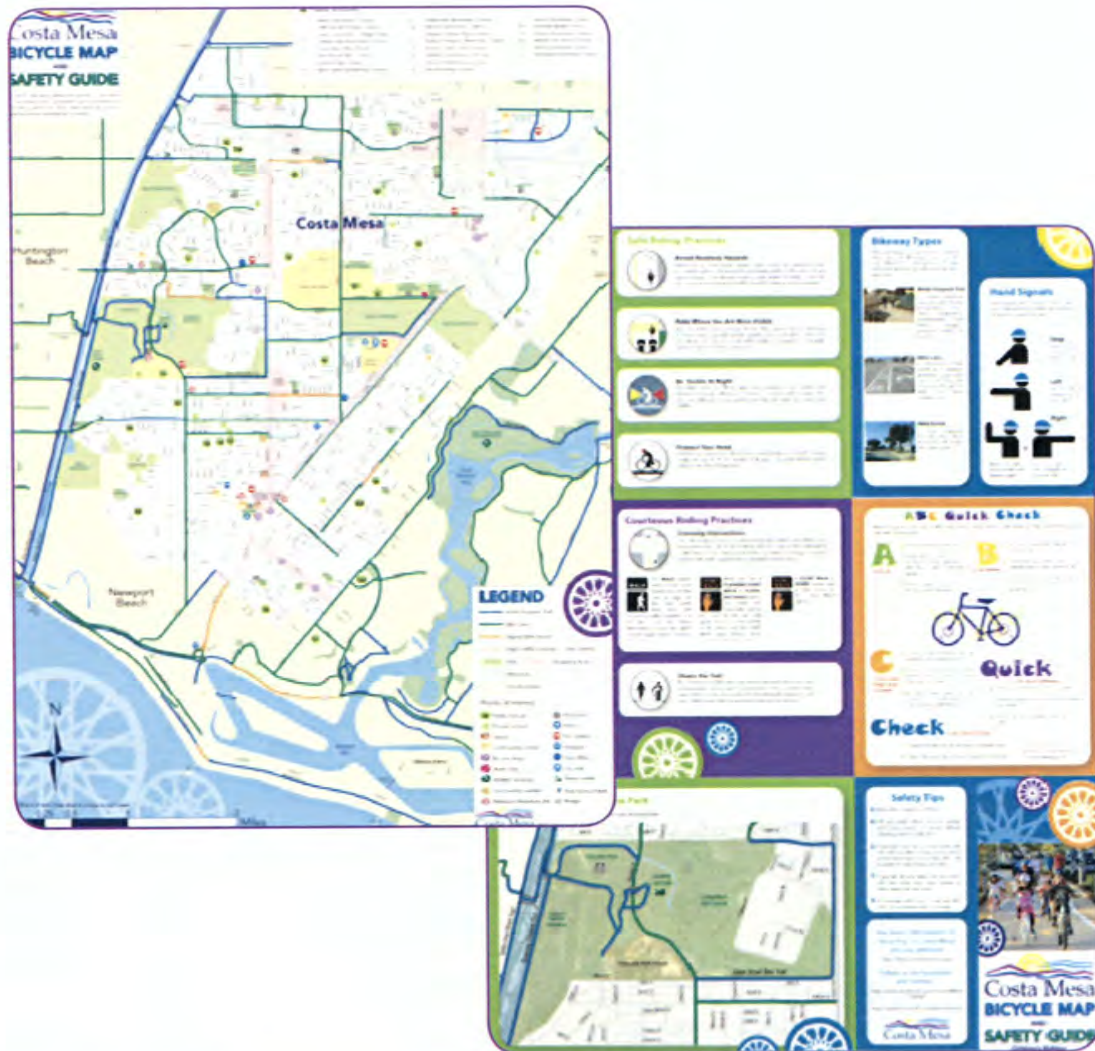


Figure 2-11 City of Costa Mesa Bicycle Map and Safety Guide



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3.0 Components of Active Transportation Planning

Caltrans Classification System

Class I Bicycle Facility (Off-Road Facility - Bicycle Path)

Class I multi-use pathways (or bicycle paths) provide a paved right-of-way that is physically separated from the street or highway. Bicycle paths can provide opportunities for recreation or serve as direct high-speed commute routes. These facilities are commonly found along rivers, ocean fronts, canals, utility right-of-way, and abandoned railroad right-of-way. Class I facilities also close gaps caused by the construction of freeways or the existence of natural barriers (rivers, mountains, etc.).

Class I bicycle paths are facilities with exclusive right-of-way and minimized vehicle cross flows for the exclusive use of bicycles and pedestrians.

Pros:

- Separated from motor vehicles
- Low stress
- Accessible to bicyclists of all skill levels

Cons:

- Relatively expensive
- Require dedicated right-of-way



Figure 3-1 Class I Multi-use Trail



Figure 3-2 Existing Class I Multi-use Trail



Class II Bicycle Facility (On-Road Facility - Bicycle Lane)

Bicycle lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each. Primarily, bicycle lanes serve to better accommodate bicyclists through corridors where sufficient room exists for side-by-side sharing of existing streets by motorists and bicyclists. Class II facilities (or bicycle lanes) provide a striped lane for one-way travel on a street or highway. Class II facilities are marked lanes within a roadway, located adjacent to the curb or parking lane.

Pros:

- Can use existing street right-of-way
- Relatively inexpensive
- Provides designated space for bicyclists

Cons:

- Limited separation from motor vehicles
- Can be intimidating to less experienced bicyclists
- Can result in conflict with car doors opening in cyclist's path when parking is allowed adjacent to the lane



Figure 3-3 Class II Bicycle Lanes

Colored or Paved Bicycle Lanes

Recently, some agencies have started providing green color treatments on striped bicycle lanes to make them more visible to motorists. According to the latest guidelines by MUTCD, the green colored pavement may be used within a bicycle lane or within an extension of a bicycle lane to enhance the visibility of the bicycle lane or extension. Green colored pavement may also be installed as a rectangular background behind the word, symbol, and arrow pavement markings in a bicycle lane. If a pair of dotted lines is used to extend a bicycle lane across an intersection or driveway or a ramp, green colored pavement may be installed between these lines as a supplement to the lines. The extra paint or coating can be expensive to apply and maintain so the specific project recommendation will vary based on the speed and volume of traffic on the roadway and the stage of roadway construction.



Figure 3-4 Class II Colored Bicycle Lanes

Buffered Bicycle Lanes

Buffered bike lanes are similar to conventional bicycle lanes paired with a designated buffer space or "shy zone" separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. The buffered zone can be demarcated with hatched striping and/or raised pavement markings (Botts' dots) or soft hit posts. The buffer is often marked with two solid white lines with diagonal hatching. Double white lines indicate lanes where crossing is discouraged, though not prohibited. These might not be appropriate for roadways with a high density of vehicle curb cuts/driveways.



Figure 3-5 Class IV Buffered Bicycle Lanes

Class III Bicycle Facility (Share the Road or Sharrow)

Class III facilities (or bicycle routes) provide for shared use with motor vehicle traffic and are identified by signage and/or sharrows. These facilities serve to provide continuity to other bicycle facilities, connections, or to designate preferred routes through high demand corridors.

Pros:

- Can fit within existing street right-of-way
- Relatively inexpensive
- Guides cyclists through low volume preferred bicycle routes
- Helps motorists to expect bicyclists
- Encourages bicyclists to avoid riding too close to parked cars

Cons:

- No separation from motor vehicles
- Can be intimidating to less experienced bicyclists
- Not suitable for high-speed streets



Figure 3-6 Class III Bicycle Facility

Sharrow Markings

Sharrow markings indicate that travel lanes are intended for the use of both bicycles and motor vehicles. They often include bicycle lane markings in the motor-vehicle travel way known as sharrows. Sharrows are a visual reminder for cyclists and cars to share the road and are typically used where there is insufficient width to add a dedicated bicycle lane. The sharrow, when implemented correctly, shows the rider where to ride in the road to increase maximum visibility of the cyclist and move the cyclist out of the "door zone" of parked cars. Sharrow markings and signs can be applied to bicycle routes to more clearly indicate that motorists should expect, and show greater courtesy to, bicyclists.



Figure 3-7 Lanes with Sharrow Marking

Bicycle Boulevards

Bicycle boulevards, also known as neighborhood greenways, are a treatment applied to a street to encourage bicycle travel while discouraging or slowing motor vehicle travel. Bicycle boulevards typically provide traffic devices that are also used for neighborhood traffic calming, such as speed humps, medians, landscaped bulb-outs, roundabouts, and other measures that discourage unnecessary traffic and reduce motor vehicle speeds to 15 mph while allowing bicycle speeds uninterrupted at 15 mph. The net effect is to transform a street into a facility where bicycles have priority while motor vehicles become secondary users.



Figure 3-8 Class III Bike Boulevards

Class IV Bicycle Facility (Cycle Tracks)

In addition to the standard Class I, II, and III bicycle facilities, an additional treatment is now being implemented in cities across the country. Class IV bicycle facilities, also known as cycle tracks, separated bikeways, or protected bikeways, are similar to Class I facilities in that they feature a dedicated bicycle right-of-way. Rather than being independent from a street or highway, Class IV facilities are located inside the road right-of-way. Bicyclists are typically separated from motor vehicles by a barrier such as a curb, delineator posts, parked cars, or median. These facilities can also be designed as two-way cycle tracks.

The State of California recently passed a law defining Class IV bicycle facilities and in 2016 created Design Information Bulletin (DIB) number 89 for Class IV design standards. The law also allows for use of design criteria in the Urban Bikeway Design Guide, published by the National Association of City Transportation Officials (NACTO). Elements of Class IV facilities were formerly considered to be contrary to State design standards until the passage of this law and DIB 89. They are now permitted and are encouraged where feasible by Caltrans.

Class IV Bicycle Facilities are much less common than other classes in California, with examples currently in Temple City, Los Angeles, Long Beach, Redondo Beach, Carlsbad, Santa Cruz, and San Francisco. They are being implemented in cities throughout the U.S., often following the criteria found in the NACTO guide.

Pros:

- Can use existing street right-of-way
- Protected from motor vehicles with a physical barrier
- Accessible to bicyclists of all levels

Cons

- Relatively expensive
- Requires more right-of-way than a Class II or III facility

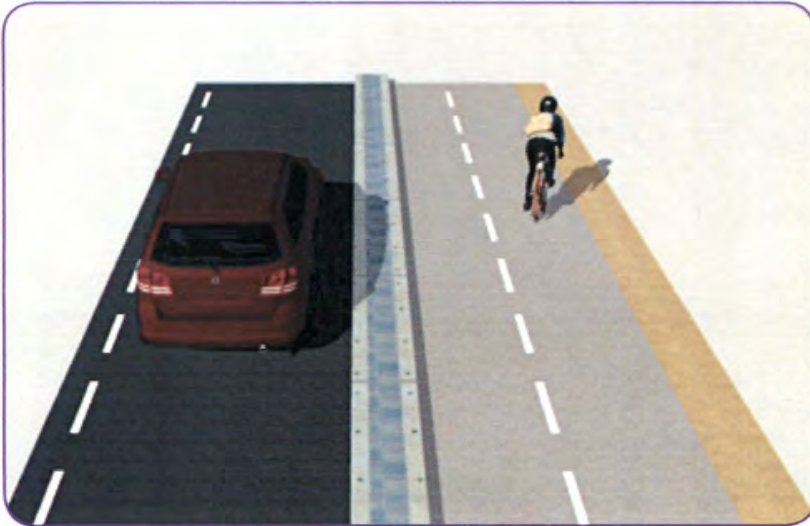


Figure 3-9 Class IV Cycle Tracks



Figure 3-10 Class IV Cycle Tracks

Raised Bicycle Lanes

Slightly elevating the bicycle lane from the travel lane can also provide additional visibility to the bicycle lane, along with a slight physical barrier. They can be raised only slightly over the pavement or to the same level as the sidewalk. This treatment is relatively new in the United States and is not widely accepted yet.



Figure 3-11 Class II Raised Bicycle Lanes

Bicycle Infrastructure Concepts

This section describes other bicycle friendly improvements that can be made to existing infrastructure.

Dedicated Bicycle Signals and Signal Phases

A signal phase is defined as the portion of a traffic signal cycle allocated to a traffic movement at an intersection receiving the right-of-way, or to any combination of traffic movements receiving the right-of-way simultaneously. The combination of all phases is equal to one cycle length. Traffic signals can be timed to allow priority for bicycles or pedestrians. Providing a dedicated bicycle signal can move bicyclists through an intersection safely, while prohibiting motor vehicles from creating a potential conflict.



Figure 3-12 Dedicated Bicycle Signals and Signal Phases

Bicycle Box

A bicycle box is the extension of the bicycle lane into the intersection itself. Bicycle boxes are designed to reduce bicycle and car collisions as they provide bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. Generally a green box with a white bicycle symbol inside is painted on the road before a stop bar. The boxes include the bicycle lanes approaching the box. The Federal Highway Administration's Office of Transportation Operations recently issued a new Interim Approval for the Optional Use of an Intersection Bicycle Box. Interim Approval allows for the provisional use, pending official rule making of a new traffic control device not specifically described in the Manual on Uniform Traffic Control Devices.



Figure 3-13 Bicycle Box at Strathmore and Westwood Plaza at UCLA

Roundabout

Modern roundabouts are potentially the most efficient and the safest form of traffic control for many intersections while also providing opportunities for enhanced landscaping. They are also preferred by bicyclists under many circumstances, as they do not require the bicyclist to stop or lose momentum as previously discussed in the bicycle boulevard section. However, bicycle lanes are typically not striped through roundabout intersections, even on Class II roadways. This allows bicyclists the ability to move from the striped bicycle lane to take control of the travel lane. Alternately, it is recommended that the sidewalks adjacent to the roundabout provide additional width to allow for a multi-use segment, so bicycles can choose to use the sidewalk if they are uncomfortable taking control of the travel lane. Pedestrian crossings within roundabouts are located one car length away from the circulating roadway to shorten the crossing distance, reduce the potential for vehicle-to-pedestrian conflicts, and allow pedestrians to cross between waiting vehicles. Connections from the bicycle lanes to the sidewalk prior to this crosswalk are recommended.

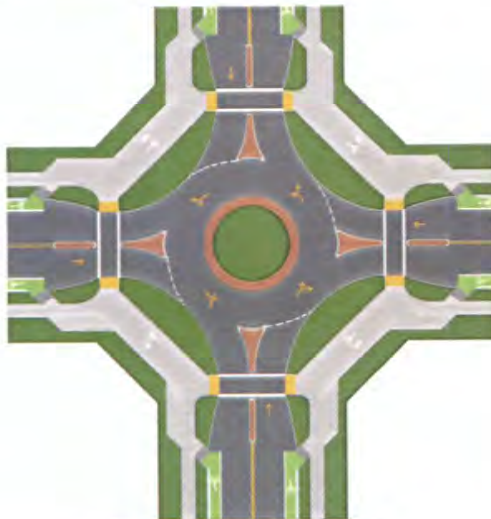


Figure 3-14 Roundabout

Mini Roundabout / Residential Roundabouts

A mini-roundabout is a type of intersection that can be used in residential neighborhoods or at physically-constrained locations in place of stop-controlled intersections. They are compact in size and provide operational efficiency and safety. These residential roundabouts are seen as traffic calming devices and enhance aesthetics of the neighborhoods. A mini-roundabout may offer an environmental benefit compared to conventional intersections through reduced delay, fuel consumption, and vehicle emissions. Sharrows and share-the-road signs can be added to these residential roadways to provide for bicycle facilities.



Figure 3-15 Mini Roundabout



At-Grade Intersections

The Caltrans Highway Design Manual suggests several designs for at-grade crossings that include bicycle lanes. Figure 3-16 depicts a typical at-grade intersection of multilane streets without dedicated right-turn lanes. Bicycle lanes are included on all approaches. A prevalent crash type is between straight-through bicyclists and right-turning motorists not yielding to through bicyclists.



Figure 3-16 Typical Bicycle and Motor Vehicle Movements at Intersection of Multilane Streets



Figure 3-17 Bicycle Left Turn Lane

The use of optional right-turn lanes in combination with dedicated right-turn lanes is not recommended in any case where a Class II bicycle lane is present. This may increase the need for dual dedicated right-turn lanes. If right-turn lanes are provided, the bicycle lanes should be located to the left of the lanes. Figure 3-17 depicts an intersection with a left-turn-only bicycle lane, which should be considered when bicycle left-turns are common. A left-turn-only bicycle lane may be considered at any intersection as a tool to provide mobility for bicyclists.

Protected Bicycle Lanes

While there are standard intersection designs suggested by Caltrans, some innovative designs have surfaced recently. One of them is called protected bicycle lanes and is an adaptation from a Dutch way of designing complex streets. The protected bicycle lane intersections have four main components:

- Corner Refuge Island
- Forward Stop Bar
- Setback Crossings
- Bicycle-Friendly Signal Phasing

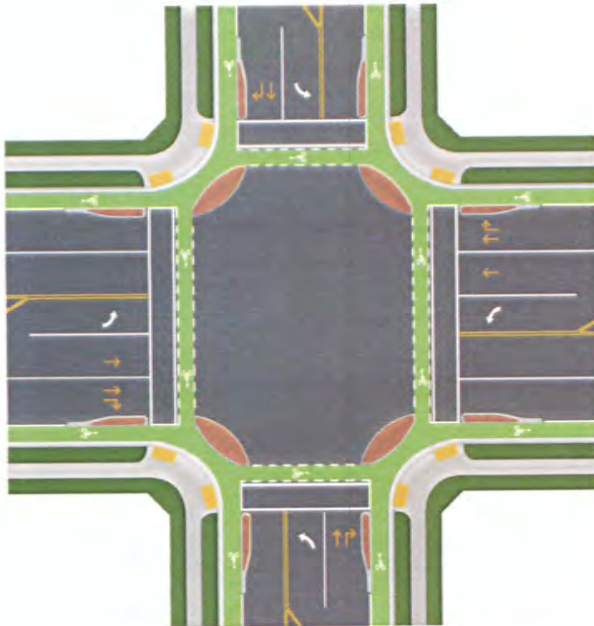


Figure 3-18 Protected Bicycle Lane Intersection

Grade-Separated Intersections

This treatment allows for a secondary bicycle-only intersection adjacent to the vehicular intersection. The intersection is designed at an alternative grade, but operates as a standard four-legged intersection. This removes any potential for conflict between bicycles and motor vehicles. However, disadvantages of this treatment include very high cost and inconvenience.



Figure 3-19 Grade-Separated Intersection

Supporting Facilities

Bicycle parking is the most vital of all support facilities for bicycle transportation. Other supporting facilities such as showers and changing rooms encourage people to use bicycles as a mode of transport rather than just for recreational use.

Bicycle Parking

Bicycle parking should be adequate, attractive, convenient, simple and safe. It should be connected to the (main) bicycle network and close to the destination. Direct access to the destination is essential from the parking area.

Bicycle parking can be divided into short-term and long-term parking. The most common and widely used short-term parking takes the form of bicycle racks, and these come in various shapes and sizes. The selection of an appropriate bicycle rack will depend on factors such as space available, budget, intended character, and frequency of use. Some common types of bicycle racks are inverted U and post and ring (Refer to Figures 3-20 and 3-21). High-density environments can take advantage of two-tier racks, staggered wheel well secured racks, vertical racks, and two-tier racks (Refer to Figures 3-22 to 3-24).

The Association of Pedestrian and Bicycle Professionals suggests avoiding certain kinds of racks in their publication "Essentials of Bicycle Parking", due to their performance concerns such as security, user friendliness, and limitations. These include wave, coat hanger, wheel well secured, bollard, spiral and swingarm secured (Refer to Figure 3-23 for wheel well secured).



Figure 3-20 Inverted U Bicycle Rack



Figure 3-21 Post and Ring



Figure 3-22 Two-tier Racks



Figure 3-23 Staggered Wheel Well Secured Racks



Figure 3-24 Vertical Racks

Long-term parking places high value on security and weather protection. These include bicycle lockers and sheltered secure enclosures (Refer to Figures 3-25 and 3-26).



Figure 3-25 Bicycle Lockers



Figure 3-26 Sheltered Secure Enclosures

Accommodating Pedestrians

Walkability, access, and connections are essential components of a circulation system that accommodates pedestrians. Walkability includes design features such as wide sidewalks, safe street crossings, treatments that encourage cautious driving, and comfortable and safe walking environments. Comfortable sidewalks, well-designed pedestrian crossings, pathways, and pedestrian shortcuts allow people to get from one destination point to another with ease.

The City supports the integration of pedestrian-oriented improvements and amenities within the circulation system to improve walkability. Figure 3-28 identifies the primary pedestrian districts in Costa Mesa that will receive focused attention.

Sidewalks and Sidewalk Zones

Sidewalks are not merely places for pedestrians to move about. As public spaces, sidewalks serve as the front steps to the City, activating streets socially and economically. Safe, accessible, and well-maintained sidewalks can enhance general public health and create vibrant social settings. In districts with heavy pedestrian activity—such as in the Westside, SoBECA and South Coast Plaza/Orange County Performing Arts districts—sidewalks should have several zones that accommodate pedestrians. The zones should include a frontage zone, pedestrian-through zone, street furniture zone, and enhancement/buffer zone (See Figure 3-29).

Frontage Zone

The frontage zone is that section of the sidewalk that functions as an extension of the building, whether through entryways and doors or sidewalk cafes and sandwich boards. The frontage zone

consists of both the structure and the facade of the building fronting the street, as well as the space immediately adjacent to the building.

Pedestrian Through Zone

The pedestrian through zone is the primary accessible pathway that runs parallel to the street. The through zone ensures that pedestrians have a safe and adequate place to walk and should be five to seven feet wide in residential settings and eight to 12 feet wide in downtown or commercial areas.



Figure 3-27 Example of pedestrian-friendly streets with wide sidewalks, street furniture, and lighting that illuminates the sidewalk
(Source: General Plan)

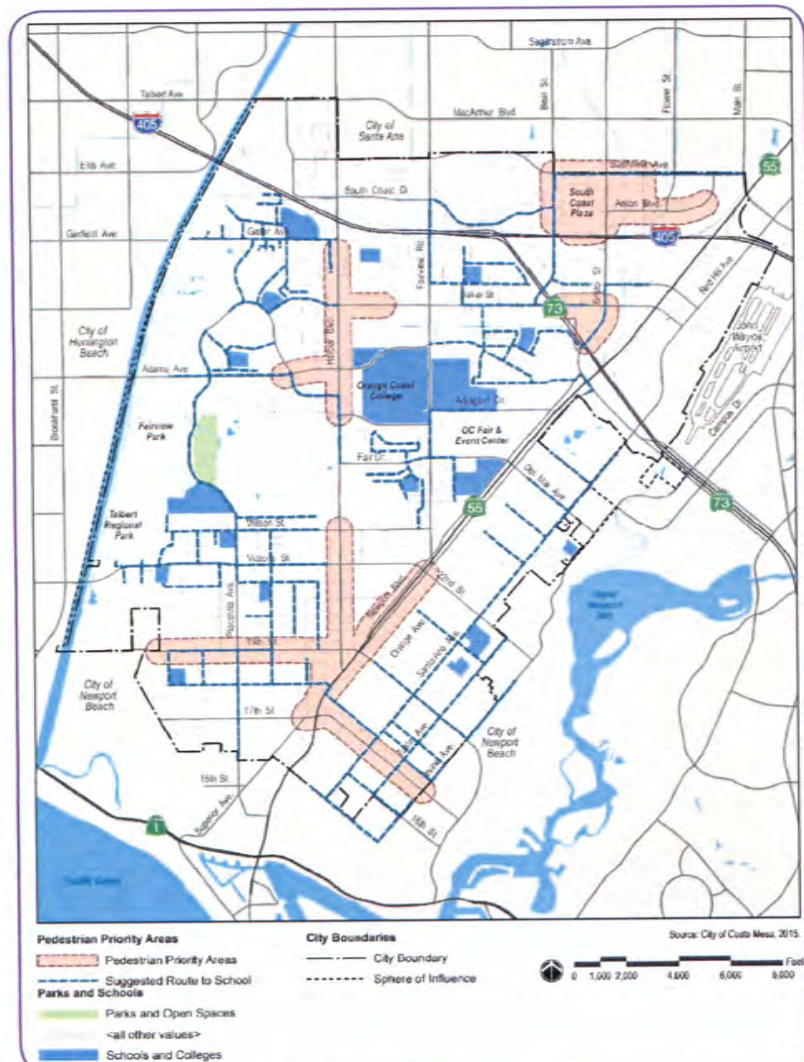


Figure 3-28 Pedestrian Opportunity Zones (source: General Plan)

Street Furniture Zone

The street furniture zone is defined as the section of the sidewalk between the curb and the pedestrian through zone in which street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree wells, and bicycle parking are provided.

Enhancement/Buffer Zone

The enhancement/buffer zone is the space immediately next to the sidewalk that may consist of a variety of different elements. These include curb extensions, parklets, stormwater management features (e.g., bioswales), parking, bike racks, bike share stations, and curbside bike lanes or cycle tracks.

Importance of Shade and Heat Management

While provisions for street trees, landscaping, and shade are always good public policy, hot summers in Southern California and the potential for more and more record heat with continued global warming makes heat management strategies critical to the development of a viable town center. Summer high temperatures

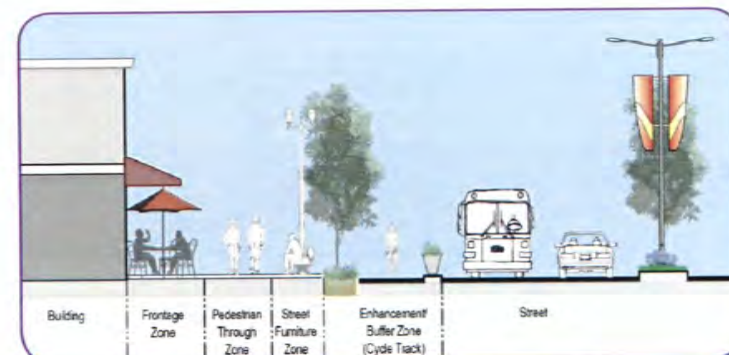


Figure 3-29 Sidewalk Zones (Source: General Plan)

frequently average in the mid 90s and occasionally reach well over 100 degrees Fahrenheit. Temperatures that high can discourage residents from walking or biking for transportation or having meaningful social interactions in public open spaces which can translate into a less active and engaging street scenes as well as negative health outcomes from reduced exercise. Ensuring streetscape projects promote drought tolerant shade trees and landscaping can help reduce the impact of rising temperatures on mode choice while reducing energy costs from air conditioning adjacent buildings. Moreover, breaking up paved areas with landscaping has been proven to help reduce the urban heat island effect. Some jurisdictions such as the City of Los Angeles have begun experimenting with additional innovative heat management strategies such as specialized reflective pavement which is lighter in color and markedly reduces the amount of heat absorbed by public roadways.

Multi-use Trails

Multi-use trails are off-street pedestrian and bicycle facilities that offer opportunities not provided by the road system. Multi-use trails are used for walking and biking including wheelchair users, skaters and skateboarders. Caltrans' Highway Design Manual provides guidelines for Class I bikeways, which are paved multi-use (bicycling and walking) paths that conform to these guidelines. The recommended width for Class I facilities is ten feet, although they can be as narrow as eight feet where necessary and should be 12 feet or more where heavy use is anticipated. Other characteristics of these paths are a clear vertical space of eight feet and two feet of horizontal clearance from the edge of the path to any obstructions (such as signs or other stationary objects such as lighting).

Crosswalks and Markings

Properly designed, marked, and signed crossings improve motorist courtesy toward pedestrians. The City supports the provision of marked crosswalks at protected (signalized or stop-controlled) intersections if their presence minimizes pedestrian-auto conflicts. The City has

prioritized improving intersections near schools to create pedestrian-friendly environments under the suggested Safe Routes to School program. Figure 3-28 Pedestrian Opportunity Zones, identifies areas where the City will pursue street enhancements to create pedestrian-friendly environments. Figure 3-30: Street and Intersection Improvements for Pedestrian Safety, outlines the types of design improvements that create safer streets and intersections for pedestrians.

Costa Mesa has approved several projects under its Capital Improvement Programs that invest in all neighborhoods with proven methods to enhance pedestrian safety, including:

- Implementation of traffic-calming devices
- Illuminated crosswalks
- New landscaped parkways and medians to both address pedestrian-orientation and provide effective visual cue to slow traffic
- Completion of sidewalks and curbs
- Extensive traffic signal synchronization

Design Improvements	Supplemental Design Improvements
<ul style="list-style-type: none"> ▪ Traffic Signal ▪ Stop Sign ▪ High-Visibility Crosswalks ▪ Mid-Block Crosswalks ▪ Pedestrian Refuge Islands 	<ul style="list-style-type: none"> ▪ Advance Stop and Yield Lines ▪ Flashing Lights and Beacons ▪ Special Intersection Paving ▪ Raised Crosswalk and Intersections ▪ RRFB and HAWKS
<p>HAWK – High Intensity Activated Crosswalk is a pedestrian hybrid beacon that is used at busy crosswalks. The beacon is activated to solid red followed by flashing red when the pedestrian button is pushed.</p>	
<p>RRFB – Rectangular Rapid Flash Beacons are used at mid-block pedestrian crossings to increase driver awareness of potential pedestrian conflicts. They use irregular flash patterns when activated by pedestrians to get driver attention.</p>	

Figure 3-30 Street and Intersection Improvements for Pedestrian Safety
(Source: General Plan)



4.0 Existing Conditions Analysis

This chapter reports the existing conditions assessment for Costa Mesa's bicycle infrastructure including bicycle paths, bicycle lanes, and bicycle routes as well as roadways and transit services.

Table 4-1 breaks down the transportation (commute to work) mode share of Costa Mesa, neighboring cities, as well as the State and County based on data from the American Community Survey (2013 Estimate). While this measure does not include other purposes for bicycle riding, it is the only data formally collected to determine the amount of cycling. As the table shows, Costa Mesa already has higher cycling levels than neighboring cities and the county and state averages. This percentage is likely to increase with bicycle network expansion and bicycle education programs.

Table 4-1 Transportation Mode Share (Commute to Work)

Jurisdiction	Bicycle	Walk	Transit*	Carpool	Drive Alone
Costa Mesa	2.2%	2.3%	3.4%	8.6%	79.0%
Huntington Beach	1.1%	1.6%	2.7%	9.4%	79.4%
Newport Beach	1.6%	2.7%	3.0%	6%	79.3%
Irvine	1.5%	4.1%	2.7%	6.9%	78.7%
Santa Ana	1.8%	2.2%	10.2%	12.9%	71.6%
Orange County	1.0%	2.0%	4.0%	9.8%	78.3%
California	1.1%	2.7%	6.8%	10.9%	73.2%
*Transit figure includes public transportation and taxicab data. Source: 2013 American Community Survey 1-Year Estimates					

Collision Rate for Bicyclists

The California Office of Traffic Safety (OTS) publishes collision data for cities and counties in the State of California. Cities are grouped in different categories of similar sized populations. Costa Mesa belongs to Group B that has a total of 56 cities. The results are published in form of OTS ranking. Number 1 in the rankings is the highest, or "worst." So, for Group B, a ranking of 1/56 is the highest or worst, 27/56 is average, and 56/56 is the lowest or best.

The 2013 data shows that there were 87 collisions with injuries or fatalities, giving Costa Mesa an OTS ranking of 3/56 in the bicycle category. This may be in part due to higher commuting and non-commuting uses, but it suggests that the area merits attention. The City will need to deeply study the existing bicycle network, safety education, and excessive car vehicular speeding to reduce these collisions in the future. Distracted and aggressive driving also contribute to collisions and might need increased enforcement of existing traffic laws.

Existing Bicycle Infrastructure

An extensive field review was conducted for this project of the existing roads and bicycle facilities in Costa Mesa.

Figure 4-1 illustrates the Existing Bicycle Facilities Map.

Table 4-2 provides a detailed inventory of the class types, deficiency codes and length in miles for each existing bicycle facility. Table 4-3 identifies the common bicycle problems each deficiency code represents.

Figure 4-1 Existing Bicycle Facilities Map

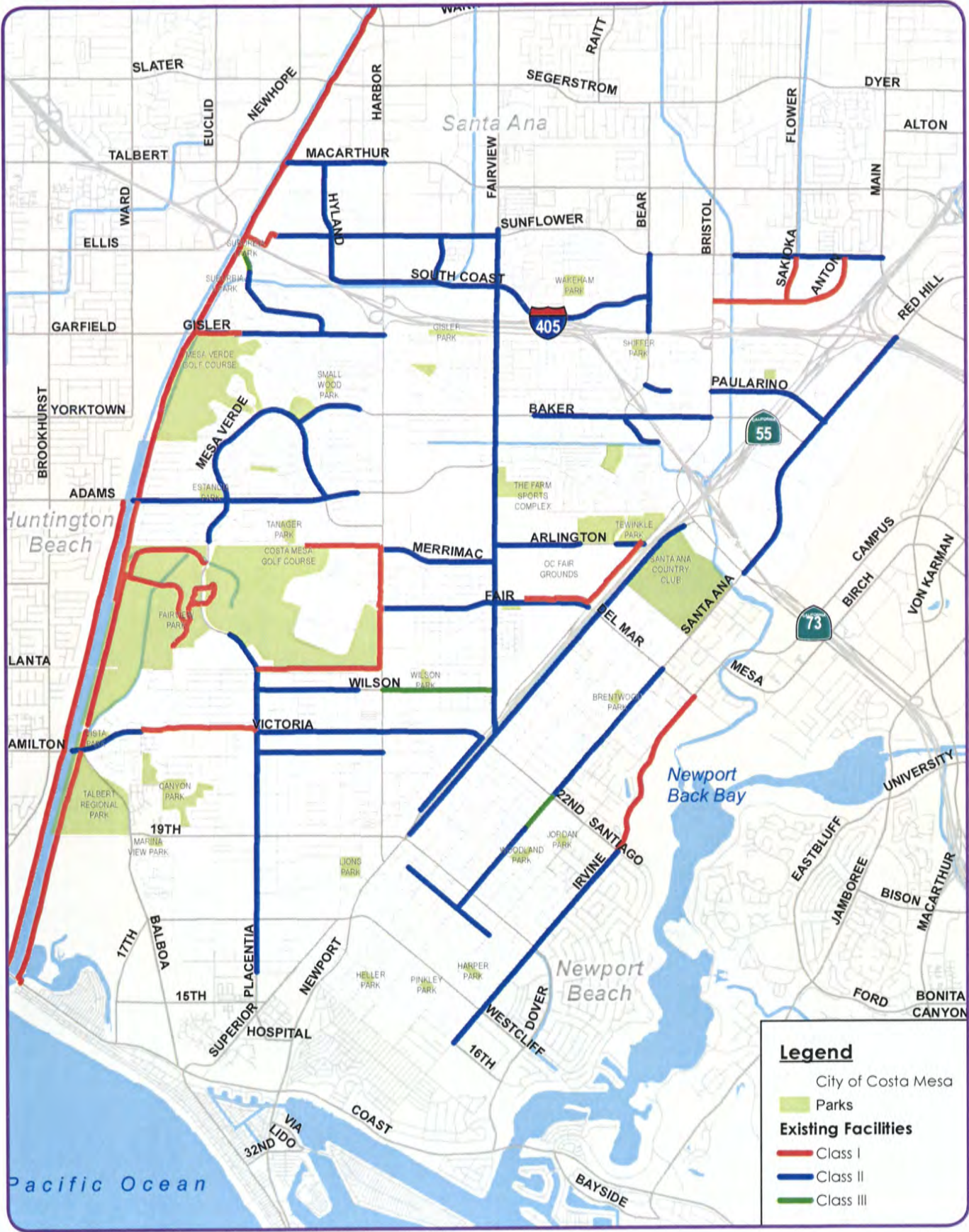


Table 4-2 Existing Bicycling Facilities Inventory

Existing Class I Multi-Use Paths			
Route	Miles	Notes	Deficiency Codes*
Anton Boulevard	0.9	Wide walkway from Bristol Street to Sunflower Avenue on the southbound side of Anton Boulevard.	SB/WB, WW
Sakioka Drive	0.3	Wide walkway from Anton Blvd to Sunflower Avenue on the northbound side of Sakioka Drive.	NB, WW
Fairview Park	2.5	Provides several multi-use path facilities including connections to the Santa Ana River Trail and OC Loop facilities, as well as a bicycle and pedestrian bridge over Placentia Avenue. While some of the paths are paved, others remain unpaved reducing their usefulness in wet weather. Improved bicycle and pedestrian access to neighborhoods north and south of the park would improve utility. A narrow, deteriorating asphalt trail just north of Estancia's stadium connects Placentia to the main trail near the restrooms.	IC, N, IS
E. Mesa Verde Drive	0.2	Adams Avenue to Ashwood Street. Short length and ends abruptly at abruptly at Ashwood Street a block from Harbor Boulevard.	NB, WW, SS
Tanager Drive	0.5	Golf Course Drive to Harbor Boulevard. Seems semi-private so increased signage/public bicycle facilities along the route are needed to encourage usage. Extension along the northern edge of the golf course to Fairview Park is a highly desirable route linking existing Class I facilities. Paving is in poor condition.	IS, MG
Placentia Avenue	0.1	Wide walkway from the Corporate Yard entrance to the edge of the Costa Mesa Golf Course. The portion immediately to the south (between the Corporate Yard entrance and the connection with the Joann Street bicycle trail) narrows to a sidewalk insufficiently wide to be considered a Class I facility or win over additional prospective bicyclists.	NB, WW
Joann Street Bicycle Trail	1.4	Wide, landscaped, multi-use trail from Fair Drive to Placentia Avenue on the southbound side of Harbor Boulevard and along the southern boundary of Costa Mesa Golf Course.	SB/WB, IS
Victoria Street	0.7	Wide, striped multi-use trail from Canyon Drive to Placentia Avenue on the eastbound side of Victoria Street.	WB, INT
Fair Drive/Newport Boulevard South	1.0	Wide walkway on the westbound side of Fair Drive from Fairview Road to Arlington Drive.	SB/WB, WW
Sunflower Avenue	0.2	Narrow multi-use trail connecting the Santa Ana River Trail and Orange County Loop to the end of Sunflower Avenue at Cadillac Avenue. Easily missed at the entrance so improved signage is required.	N, IS



Route	Route	Notes	Deficiency Codes*
W. Gisler Avenue	1.1	Multi-use trail connecting the dedicated Santa Ana River Trail, Banning Channel Trail, and Orange County Loop to the end of W. Gisler Avenue at Washington Avenue. Signage making residents aware of entrance, available bicycle destinations, and various Class I trails is required along with center striping for directional lanes.	IS
E. Gisler Avenue	0.1	Narrow walkway from Kerry Lane (Gisler Park) to Fairview Road. Turns sharply with limited lateral clearance. Poor access to Fairview Road.	N, LC
Total Class I Miles	9.0		
Existing Class II Bicycle Lanes			
Hyland Avenue	0.7	MacArthur Boulevard to South Coast Drive	
Sunflower Avenue	2.4	Cadillac Avenue to Fairview Road	
Sunflower Avenue	0.9	Park Center Drive to Main Street	WB
Susan Street	0.3	Sunflower Avenue to South Coast Drive	
South Coast Drive	0.3	Hyland Avenue to Bear Street. Major interruptions in both directions for right-turn lanes and driveways. Westbound: Bear Street, South Coast Plaza Entrance, Harbor Boulevard area. Eastbound: Bear Street, Metro Pointe entrance, I-405 Freeway on-ramp by Metro Pointe. The infrastructure has been severely impacted by heavy truck/bus traffic. The street needs to be re-graded and surfaced and provision of bike lanes and or multi-use trail should be studied as a part of redevelopment planning efforts.	MG, RTL, TS
W. Paularino Avenue	0.8	Bristol Street to Red Hill Avenue. Right-turn interruptions: westbound at Bear Street & eastbound at Bristol Street. Eastbound lane becomes very narrow prior to gap.	MG, RTL, N
W. Paularino Avenue	0.1	Bear Street to Platte Drive. Westbound lane interrupted by right-turn lane at Bear Street. Eastbound lane narrows towards Platte Drive and then both lanes end abruptly.	RTL, N
Baker Street	1.0	Coolidge Avenue to Bristol Street. Bicycle lanes disappear westbound at Bear Street and Babb Street and eastbound at Bristol Street.	RTL, SS
California Street	0.8	Moon Park to Gisler Avenue. Class II bicycle lanes exist in both directions from Gisler Avenue to Iowa Street. Class II facility continues northbound only from Iowa Street to New Hampshire Drive where both directions are downgraded to a signed bicycle route (Class III). Bicycle lanes run between parked cars and travel lanes in the door zone area, but zone may be less hazardous due to residential setting.	MG, DZ

EXISTING CONDITIONS ANALYSIS

Route	Miles	Notes	Deficiency Codes*
Gisler Avenue	0.7	Washington Avenue to Iowa Street. Eastbound bicycle lane stops short of Iowa Street. EB Gisler at Harbor has a dangerous left-turn conflict where cyclists need to negotiate crossing a straight/right-turn lane and two left-turn lanes that enter I-405. A third left-turn lane is being built, which presents a great opportunity to incorporate a left-turn lane for cyclists.	SS, LTC
W. Baker Street	0.6	W. Mesa Verde Drive to Royal Palm Drive. Buffered with wide striped sections in places but not everywhere.	INT, DZ
Adams Avenue	1.5	Santa Ana River Trail to Harbor Boulevard. There is a prolonged gap eastbound at W. Mesa Verde Drive due to neighborhood entrance. Major gaps at right-turn lanes westbound at E. Mesa Verde Drive and eastbound at both Mesa Verde intersections as well as Harbor Boulevard.	RTL, MG, SS, HV
W. Mesa Verde Drive	1.2	W. Adams Avenue to E. Adams Avenue. Bicycle lanes are interrupted by right-turn lanes at both intersections with Adams Avenue.	RTL
Placentia Avenue	3.2	W. Adams Avenue to Superior Avenue. See Placentia Avenue subsection for details.	MG, RTL, TS
Merrimac Way	0.7	Harbor Boulevard to short of Fairview Road	SS, DZ
Fair Drive	0.7	Harbor Boulevard to Fairview Road. Bicycle lanes are interrupted by right-turn lanes at both Fairview Road and Harbor Boulevard.	MG, RTL
Fair Drive	0.6	Fairview Road to Newport Boulevard. A major gap exists in the westbound direction due to the extended double right-turn lanes at the OC Fairgrounds entrance from Newport Boulevard and the SR-55 Freeway. Right-turn lanes also interrupt the westbound bicycle lane at Harbor Boulevard and the second Fairgrounds entrance at Vanguard Way as well as the eastbound bicycle lane at Newport Boulevard.	MG, RTL
Arlington Drive	0.7	Fairview Road to Newport Boulevard. Westbound only from Junipero Drive to Newport Boulevard. A gap exists on either side of Junipero Drive in both directions.	MG, WB
Fairview Road	3.0	MacArthur Boulevard to Newport Boulevard. No northbound bicycle lane from Newport Boulevard to Avocado Street. See Fairview Road subsection for details.	RTL, MG, HV, INT, TS
Newport Boulevard N.	2.4	19th Street to Bristol Street. Narrow bicycle lanes on northbound side only. See Newport Boulevard subsection for details.	HV, NB, N, IRM, RTL, INT
Wilson Street	0.6	Placentia Avenue to Miner Street. Stops short of Harbor Boulevard in both directions and interrupted by a right-turn lane eastbound at Placentia Avenue.	RTL, SS
Santa Ana Avenue	1.0	Santiago Drive/22nd Street to Del Mar Avenue/University Drive. Major gap between Del Mar Avenue and Bristol Street and Class III section between 22nd Street and 21st Street. See Santa Ana Avenue subsection for details.	MG
Santa Ana Avenue	0.6	Broadway to 21st Street. See Santa Ana Avenue subsection for details.	

Route	Miles	Notes	Deficiency Codes*
Broadway	0.6	Fullerton Avenue to Tustin Avenue. Ends abruptly on either end (a block short of Irvine Avenue and Newport Boulevard respectively).	MG
Red Hill Avenue	1.7	Bristol to I-405. Bicycle lane interrupted southbound by right-turn lane at Bristol Street. I-405 overpass is fairly steep which could be dangerous for less conditioned riders.	RTL
Bear Street	0.3	I-405 to City Limit at Sunflower Avenue. The northbound bicycle lane starts a few hundred feet south of I-405 with an incorrectly striped, wide shoulder without bicycle lane markings. Right-turn lanes interrupt the northbound bicycle lane at both South Coast Plaza Entrances before the lane disappears altogether between South Coast Drive and the City Limit at Sunflower Avenue. The southbound bicycle lane starts at Sunflower Avenue and continues uninterrupted until the southern edge of the I-405 overpass. Both bicycle lanes are narrow given the size of Bear Street north of I-405.	MG, HV, N, RTL, IRM
Bear Street	0.3	Baker Street to St. Clair Street. Striped bicycle lane exists southbound only from Baker Street to the curve in the street prior to St. Clair Street. Appears striped but not marked as a bicycle lane.	SB, IRM
Victoria Street	0.4	Santa Ana River to Canyon Drive. Narrow bicycle lanes in both directions given grade approaching the Santa Ana River. Features connection to the Santa Ana River Trail and multi-use trail on Victoria Street starting at Canyon Drive. Connection to the Santa Ana River Trail could be improved and signed better.	N, IS, IC, HV
Victoria Street	1.3	Placentia Avenue to Newport Boulevard. Intersection with Newport Boulevard should be improved. Existing shoulder on the bridge over SR-55 is striped but not marked as a bicycle lane.	INT, MG, IRM
Hamilton Street	0.7	Placentia Avenue to Harbor Boulevard. Both lanes end short of Harbor Boulevard.	SS
Mendoza Drive	0.4	Northbound bicycle lane from Baker Street to El Camino Drive.	NB
Irvine Avenue	1.5	16th Street to north of Baycrest Road. Fast, high-volume street may warrant wider, protected, or colored bicycle lanes to protect cyclists. Connection to Newport Back Bay Multi-use Trail could be improved. Signalization for cyclists looking to cross Irvine Avenue to or from the Back Bay Trail may also be desirable.	HV, N, IRM, TS, IC, DZ
Total Class II Miles	32.2		
Existing Class III Bicycle Routes			
Gisler Avenue	0.5	Harbor Boulevard to Gisler Park. No signs or sharrows visible.	IS
Canary Drive	0.6	Placentia Avenue to Golf Course Drive. No signs or sharrows visible.	IS
W. Wilson Street	0.7	Harbor Boulevard to Fairview Road. Bike Route signs exist, but it needs sharrow signs and paint and "Bikes May Use Full Lane" signs.	IS, HV

EXISTING CONDITIONS ANALYSIS

Santa Ana Avenue	0.2	22nd Street to 21st Street. Class II facility exists northbound but not southbound.	SB, IS
Total Class III Miles	2.0		
TOTAL BIKE FACILITY MILEAGE- 43.2 Miles			

*See Table 4-3

Table 4-3 Deficiency Code Explanation

Deficiency Code	Problem
RTL	Right-turn Lane Conflicts: Class II facilities that disappear as they approach major intersections to make way for dedicated right-turn lanes. This treatment may put cyclists proceeding straight at increased risk of being hit by motorists turning right.
INT	Bicycle Lane Location at Intersections: Bicycle lanes that are situated between right-turn-only lanes and the sidewalk putting cyclists proceeding straight through the intersection at increased risk of being hit by vehicle traffic turning right.
N	Narrow Bicycle Facilities: Bicycle facilities in the City that are not wide enough to provide a safe and comfortable route for all but the most experienced cyclists.
LC	Limited Clearance: Bicycle facilities that are themselves wide enough but may lack ideal clearance on either side. This is significant as it makes less experienced riders uncomfortable (and less likely to use the affected facility).
DZ	Door Zone: Facilities where bicyclists are expected to ride right alongside parked cars where they run the risk of colliding with an opening car door or being hit by a car entering or leaving a parking stall.
LTC	Left-Turn Conflicts: Cyclists that intend to turn left at a given intersection must cross travel lanes to the left-turn lane (or left lane) of wider streets making bicycle connections to the left difficult. This puts cyclists at risk as motorists often do not expect and, therefore, do not look out for cyclists outside of designated bicycle lanes
WW	Wide Walkway: Bicycle path facilities that resemble widened sidewalks without minimized cross flows or directional striping. While these facilities may technically be considered Class I facilities, potential conflicts with driveways and pedestrians make them a less effective treatment than a dedicated, optimized bicycleway.
TS	Inability to Trigger Traffic Signals: Vehicle detection equipment designed to detect cars that cannot be easily triggered by cyclists on the road.
NB, SB, EB, or WB	Single Direction Only: Bicycle facilities for travel in one direction only (limiting the utility of the route and making return trips on the same route less convenient). Identified by the cardinal direction served, ex: Northbound, Southbound, etc.
MG or SS	Major Gaps or Stopping Short: Bicycle facilities that have major gaps (interruptions) or that stop short of an intersection at their terminus limiting their utility and potentially endangering cyclists.
HV	High Traffic Volumes/Speeds: Bicycle facilities that travel on high-speed, high-volume arterial streets (Newport Boulevard, Fairview Road, Bear Street, etc.) making cycling less desirable than on lower volume streets.
IS or IRM	Inadequate Signage or Road Markings: Bicycle facilities without adequate signage or road markings can potentially increase exposure to traffic for cyclists who legally use the roadway because motorists may not know to look out for them.
IC	Inadequate Connections: Bicycle facilities that feature poorly executed but potentially valuable connections to neighboring bicycle routes in the vicinity.



Existing Bicycle Facilities Area Details

Placentia Avenue Corridor

Placentia Avenue runs from Adams Avenue in the north to Superior Avenue in Newport Beach to the south. It is a wide arterial street with two lanes in each direction and Class II bicycle lanes along the majority of that span. Daily traffic volumes range from a low of 11,000 in the vicinity of Fairview Park to a high of 24,000 south of Victoria Street (OCTA 2013-14 Traffic Volume Map). Running through Fairview Park, the Costa Mesa Golf Course, and the Talbert Nature Preserve, Placentia Avenue provides access to a number of Class I facilities in those areas to residents and prospective riders to the north and south. Placentia Avenue also provides north-south connectivity to the Joann Street Bicycle Trail and planned Westside/19th Street Bicycle Trail to the south. The length of the street, and the connectivity that it provides as a smaller, bicycle-friendly, north-south arterial, make it a key part of Costa Mesa's overall bicycle network.



Figure 4-2 The Joann Street Bicycle Trail connection at Placentia Avenue

Though Placentia Avenue features buffered bicycle lanes as it passes through the golf course, it also loses its bicycle lanes altogether due to right-turn lanes at 19th Street, at Victoria Street and at Adams Avenue in the northbound direction. The northbound bicycle lane also disappears briefly north of 20th Street and from Hamilton Street to Governor Street. The southbound bicycle lane disappears at Governor Street and reappears midblock between Victoria Street and Hamilton Street.

Additionally, there is a short Class I multi-use trail along the east side of Placentia Avenue that travels northwards from the Corporate Yard entrance. However, it ends just short of the Joann Street bicycle Trail to the south and the Fairview Park trails (and Santa Ana River Trail access they provide) to the north. Though Class II facilities continue in both directions, the short Class I facility is unlikely to attract additional riders wary of riding on the street until it provides direct access to these nearby facilities. Estancia High School provides an additional potential destination along the route and would benefit from expanded bicycle access for less experienced cyclists.



Figure 4-3 Placentia Avenue at Estancia High School with bicycle lanes



Figure 4-4 Placentia Avenue at Fairview Park with buffered bicycle lanes and multi-use trail bridge



Fairview Road Corridor

Fairview Road is a high-speed, high-volume, north-south arterial linking Newport Boulevard and SR-55 with the commercial and employment centers of North Costa Mesa as well as Santa Ana. Daily traffic volumes range from a low of 13,000 just north of Newport Boulevard to a high of 54,000 just north of I-405 (City of Costa Mesa 2015 Study). As one of the major arterials serving Orange Coast College (OCC), Costa Mesa High School, Davis Elementary School, and the Orange County Fair, Fairview Road is also an integral link in Costa Mesa's bicycle network.

At present, Fairview Road features narrow and inconsistent Class II facilities in both directions that disappear for long segments making the route unattractive to less experienced cyclists. Specifically, the southbound bicycle lane disappears between the OCC entrance and Merrimac Way. Additionally, right-turn lanes interrupt the northbound bicycle lane at Sunflower Avenue, South Coast Drive, I-405, both before and after Arlington Street, at Merrimac Way, and at Fair Drive. Likewise, the southbound bicycle lane is interrupted at I-405, Baker Street, Adams Avenue, and Fair Drive. At its southern terminus, the southbound bicycle lane faces a double right-turn at Newport Boulevard, and the northbound bicycle lane does not exist until Avocado Street. There is a wide shoulder on the Fairview Road Bridge over SR-55 but it is not striped as a bicycle lane, and cyclists would have to cross three lanes of traffic on Newport Boulevard to reach the bicycle lane on the northbound side of Fairview Road.

Another limiting factor that affects the Fairview Road corridor is the fact that several potential east-west connections do not quite extend to Fairview Road. For example, bicycle lanes on Baker Street end a block short of Fairview Road, bicycle lanes on Victoria Street end as they approach Newport Boulevard just south of Fairview Road, and bicycle lanes on Wilson Street end at Harbor Boulevard leaving a less desirable Class III facility linking the two. Class II facilities do currently extend from Harbor Boulevard to Fairview Road on both Fair Drive and Merrimac Way.



Figure 4-5 Looking north along Fairview Road at Newport Boulevard, no existing bicycle facilities



Figure 4-6 Looking south along the Fairview Road bridge over SR-55, wide striped shoulder visible

Newport Boulevard Corridor

Newport Boulevard flanks SR-55 for almost its entire passage through the City of Costa Mesa. The frontage road is split into two one-way segments adjacent to the northbound and southbound sections of SR-55 until it merges with traffic from SR-55 at the southern terminus of that freeway. Daily traffic volumes range from a low of 14,000 south of SR-73 (in 2012, City of Costa Mesa 2014 ADT Map) to a high of 96,000 at the southern end of SR-55 (City of Costa Mesa 2014 Study). In the southbound direction, a wide walkway (a continuation of the facility on Fair Drive) exists along the edge of the OC Fairgrounds from Fair Drive to Arlington Drive. The northbound section of Newport Boulevard hosts a single-direction bicycle lane with no major interruptions apart from a right-turn lane conflict south of Victoria Street and street parking stalls north of it. However, the Newport Boulevard North bicycle lane is narrow at times and not always marked apart from a simple stripe that could easily be mistaken for a highway shoulder or parallel parking area.

Despite its long span, the Newport Boulevard bicycle lane stops short of both Bristol Street to the north and the Triangle Square and Costa Mesa Courtyards shopping centers to the South. Most of the bridges over SR-55 have unmarked shoulders that could conceivably host bicycle lanes if safety measures were taken with cross traffic. The Victoria Street Bridge features an isolated, unmarked bicycle lane in the eastbound direction.



Figure 4-7 Looking south on Southbound Newport Boulevard at Fair Drive



Figure 4-8 Looking north along Northbound Newport Boulevard at Cecil Place

Santa Ana Avenue Corridor

Santa Ana Avenue runs parallel to Newport Boulevard through the southeastern portion of Costa Mesa. As a narrower (one lane in each direction apart from a few turn lanes and a 0.5 mile section adjacent to the Santa Ana Country Club before it becomes Red Hill Avenue) local alternative to Newport Boulevard and Irvine Avenue, Santa Ana Avenue could become an important component of Costa Mesa's overall bicycle network. Daily traffic volumes range from a low of 5,000 south of 22nd Street to a high of 10,000 south of Bristol Street (City of Costa Mesa Fall 2010 ADT Map). Currently, the street hosts Class II facilities in both directions for much of its span though major gaps exist to the north and south. Class II facilities run in both directions from Flower Street in the south to Del Mar Avenue in the north, though the southbound bicycle lane becomes a bicycle route from 21st Street to 22nd Street by Heinz Kaiser School.

Though the Santa Ana Avenue bicycle lanes connect to the east-west bicycle lanes on Broadway to the south, no other bicycle facilities intersect with the corridor which limits its utility. Nearby facilities on Irvine Avenue and the Newport Back Bay Multi-Use Trail curve northwards

towards Santa Ana Avenue between Santiago Drive and Mesa Drive. The neighboring facilities come within a block of Santa Ana Avenue, though no bicycle connection exists between them. Similarly, the Santa Ana Avenue bicycle lanes end at Del Mar Avenue/University Drive leaving a significant gap between them and the facility that starts at Bristol Street to the north, where Santa Ana Avenue becomes Red Hill Avenue.

Though limited facilities currently exist, the OCTA Districts 1 and 2 Bikeway Strategy (Refer Figure 2-2) identifies University Drive-Santa Ana Avenue-Bristol Street-Bear Street as a potential alignment of proposed regional bicycle Corridor B. If implemented, the aforementioned corridor would increase bicycle connectivity to and from the Santa Ana Avenue corridor. Additionally, many of the other east-west cross streets are fairly wide and could potentially host bicycle facilities, though none currently exist apart from Broadway. The Santa Ana Avenue bicycle lanes also stop short of potential cycling destinations such as the commercial area along 17th Street and Newport Heights Elementary School at 15th Street.



Figure 4-9 Looking south on Santa Ana Avenue from 22nd Street where the southbound bicycle lane becomes a bicycle route

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Existing Activity Centers

Bicycle facilities, however well-designed, are only useful if they take prospective cyclists to and from where they want to go. Though it would be impossible to maintain a database of exactly where each person will ever want to go to and from, it is possible to generalize trip origins and destinations based on major activity centers. Activity centers are major employment centers, shopping centers, schools and colleges, community parks and buildings, local attractions, etc. Essentially, activity centers represent where people go to everyday or frequently: work, school, shop or run errands, and relax or exercise. A few examples of these activity centers are shown in Figure 4-10 through Figure 4-13. Costa Mesa activity centers, categorized by land use, as well as the City's top four employers, are depicted in Figure 4-14. Harbor Boulevard and 17th Street are major shopping areas in the City.

Most Costa Mesa activity centers, with the exception of some schools and parks, are clustered on and around the City's major arterial streets, as shown in Figure 4-14. This poses a challenge to prospective cyclists as those same busy streets are often the least welcoming to cyclists due to their width, travel speed, and lack of adequate bicycle facilities. For example, a number of major local destinations, such as South Coast Plaza, the Cultural Arts Center, and businesses along Harbor Boulevard, have only limited cycling accessibility which limits the efficacy of the entire Costa Mesa bicycle network. Every time prospective cyclists cannot ride to the destinations that are relevant to them safely and conveniently, that is a missed opportunity to get them out of their cars where they do not contribute to congestion or pollution. To address this problem, recommendations for infrastructure improvements and new facility construction prioritize bicycle connectivity to and from activity centers among other factors.

Though some activity centers, such as office parks, tend to maintain fairly constant demand, others, like schools or the Fairgrounds, witness marked seasonal variations in demand.



Figure 4-10 Art museum in the City of Costa Mesa



Figure 4-11 Lions Park in the City of Costa Mesa

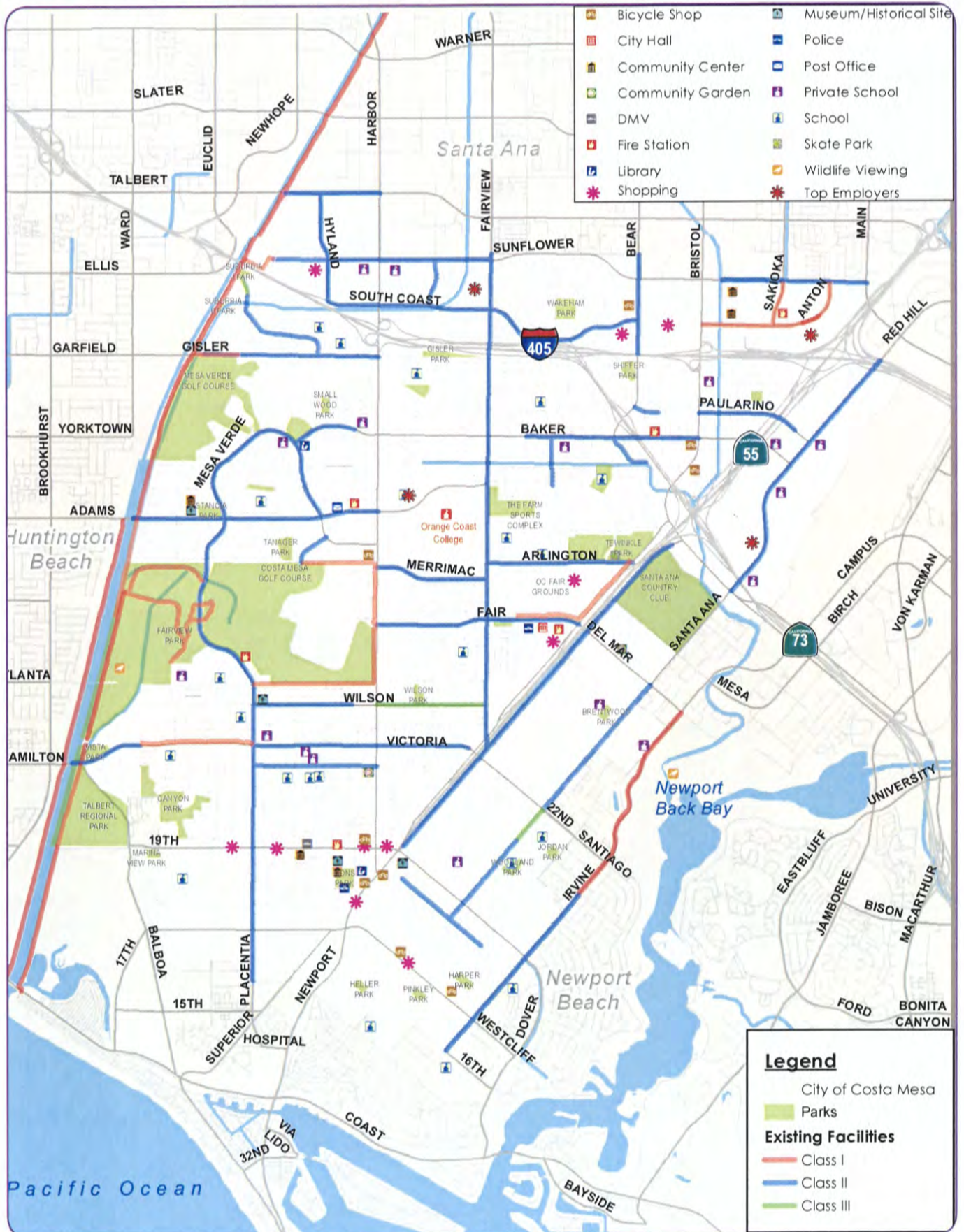


Figure 4-12 Costa Mesa High School



Figure 4-13 Costa Mesa Neighborhood Community Center

Figure 4-14 Existing Activity Center Map



Existing Support Facilities

Parking

One of the factors that limits the utility of bicycle infrastructure, regardless of connectivity, is the perceived and actual availability of secure bicycle parking at potential destinations. Prospective cyclists must not only be able to get to their destination on their bicycle, but also be confident that they will have somewhere safe and convenient to store it once they arrive. Like automobile parking, bicycle parking should be well-lit and reasonably close to building entrances. However, installing a bicycle rack without giving any thought to its actual utility does not solve this problem. For a bicycle rack to be effective, it must be easy to access without disrupting pedestrians, it must facilitate the parking of multiple bicycles without bending or damaging other bicycles, and it must accommodate convenient locking that secures the bicycle at two points and accommodates U-shaped locks. In some areas covered bicycle parking or bicycle lockers may be more appropriate. Though bicycle racks exist at many schools and commercial areas in Costa Mesa, as shown in Figure 4-15 (following page), providing additional bicycle parking can encourage more residents to take their bicycles for short trips where they would normally take their car.

Showers/Change Rooms

While bicycle racks alone may be enough to entice someone to ride their bicycle to school or the grocery store, it might not necessarily be the case for prospective bicycle commuters. For cyclists looking to ride their bicycles to work, changing room and shower facilities, as shown in Figure 4-16, mean that they do not have to ride in the same clothes that they plan to wear around the workplace all day. Such amenities will definitely encourage employees to bike to work. This is especially significant in the summer when warmer weather can make cycling much more strenuous. Existing shower and locker room facilities are depicted in Figure 4-17 (following page).

An inventory of existing bicycle parking, shower, and changing room/locker room facilities was conducted in July 2014. Appendix 2 provides an inventory of existing facilities and the destinations they serve.

Transit Connection

Providing convenient bicycle connectivity to transit allows prospective cyclists to reach more distant destinations and makes cycling a more attractive and useful alternative to driving. Bicycle connectivity can be a bicycle lane that gets cyclists to a transit stop and a secure place for them to store their bicycle if they aren't bringing it with them on the bus (a bicycle rack or bicycle lockers), or even changing rooms or showers as in Figure 4-16. Bicycle facilities, bus routes, bus stops, and park and ride facilities are detailed in Figure 4-18 including specific OCTA transit routes within Costa Mesa (Routes 37, 51, and 53 are not shown because they have limited stops within the City limits).



Figure 4-16 Locker Room Facility

Figure 4-15 Existing Bicycle Parking Facilities Map

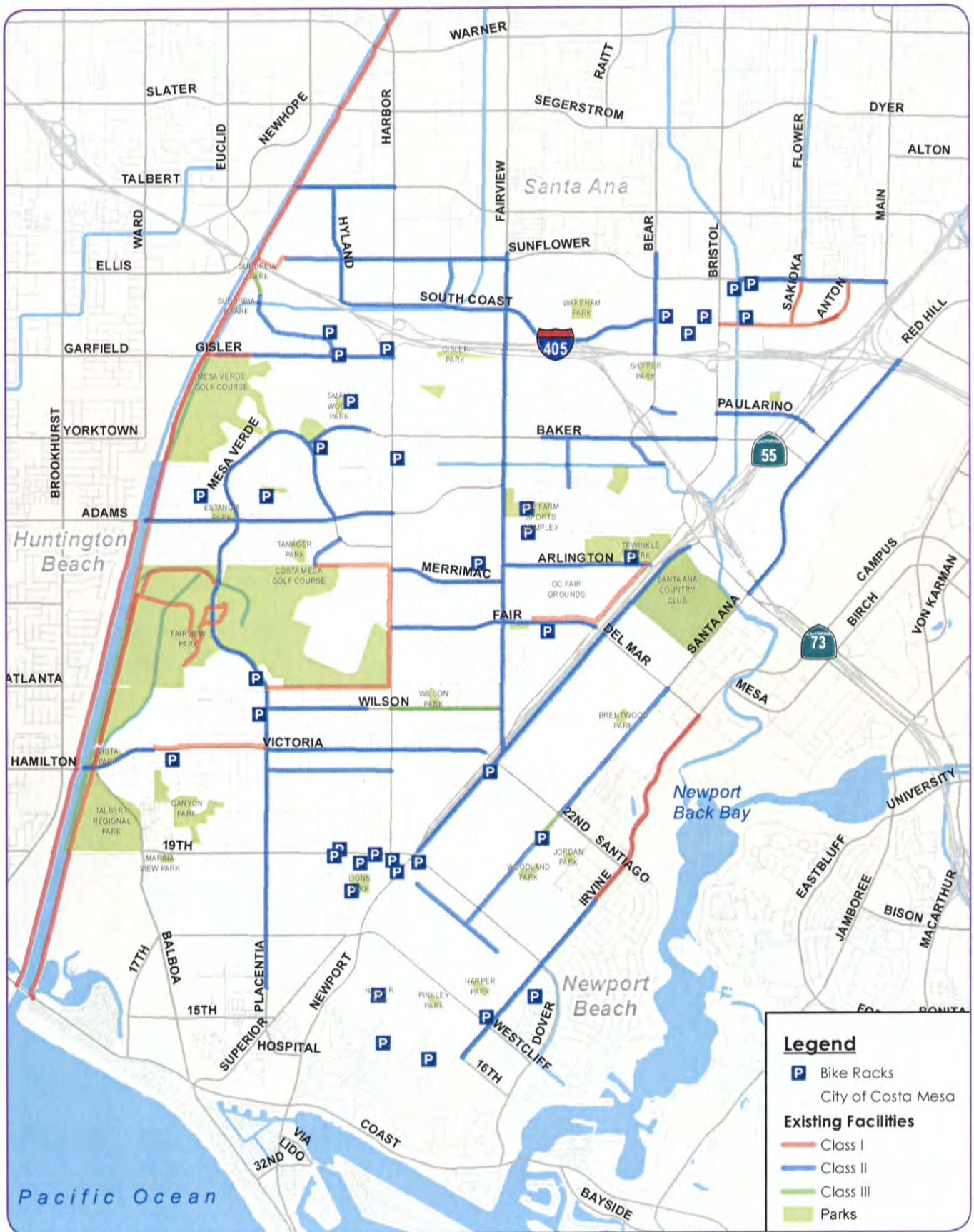




Figure 4-17 Existing Shower and Locker Room Facilities Map

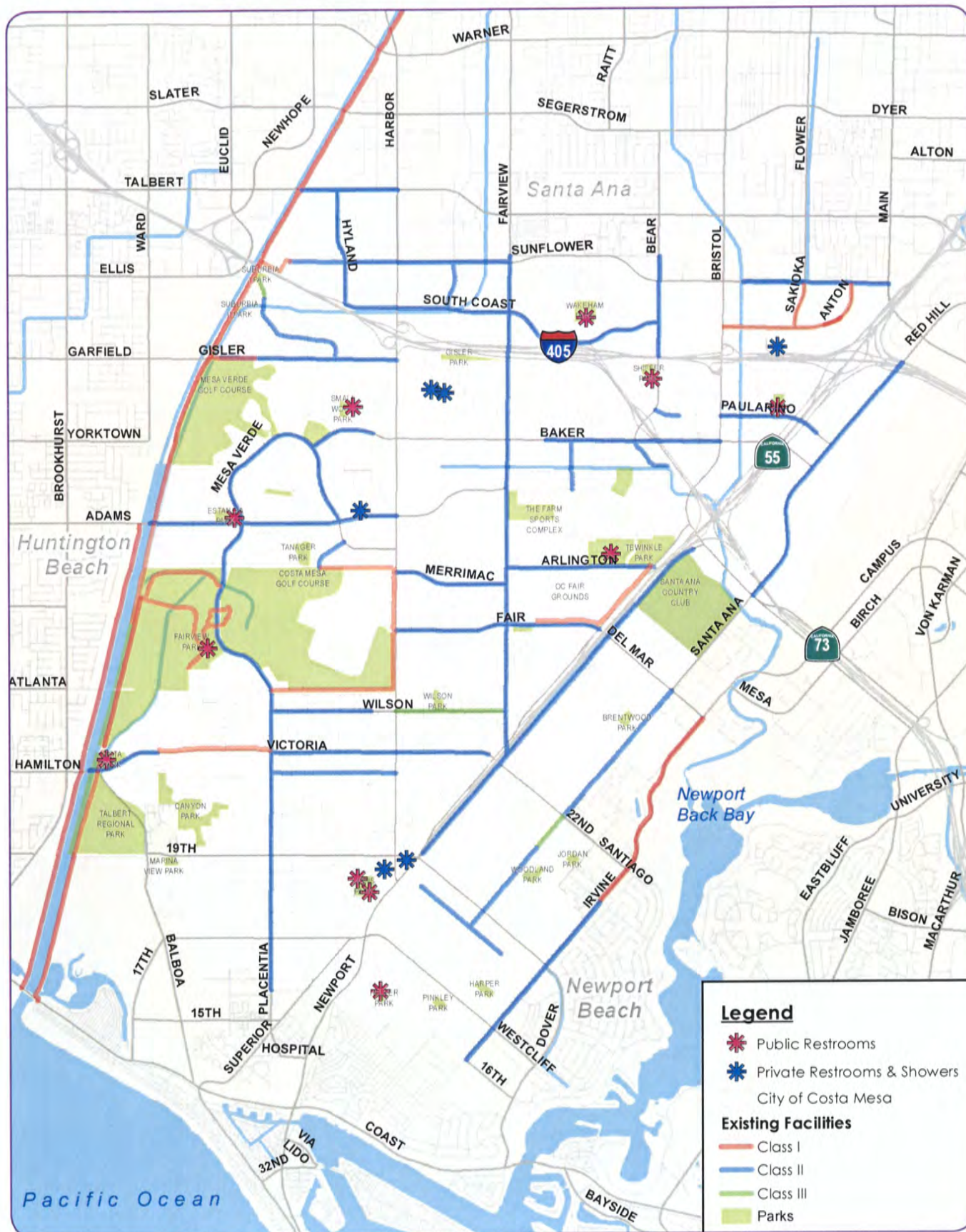
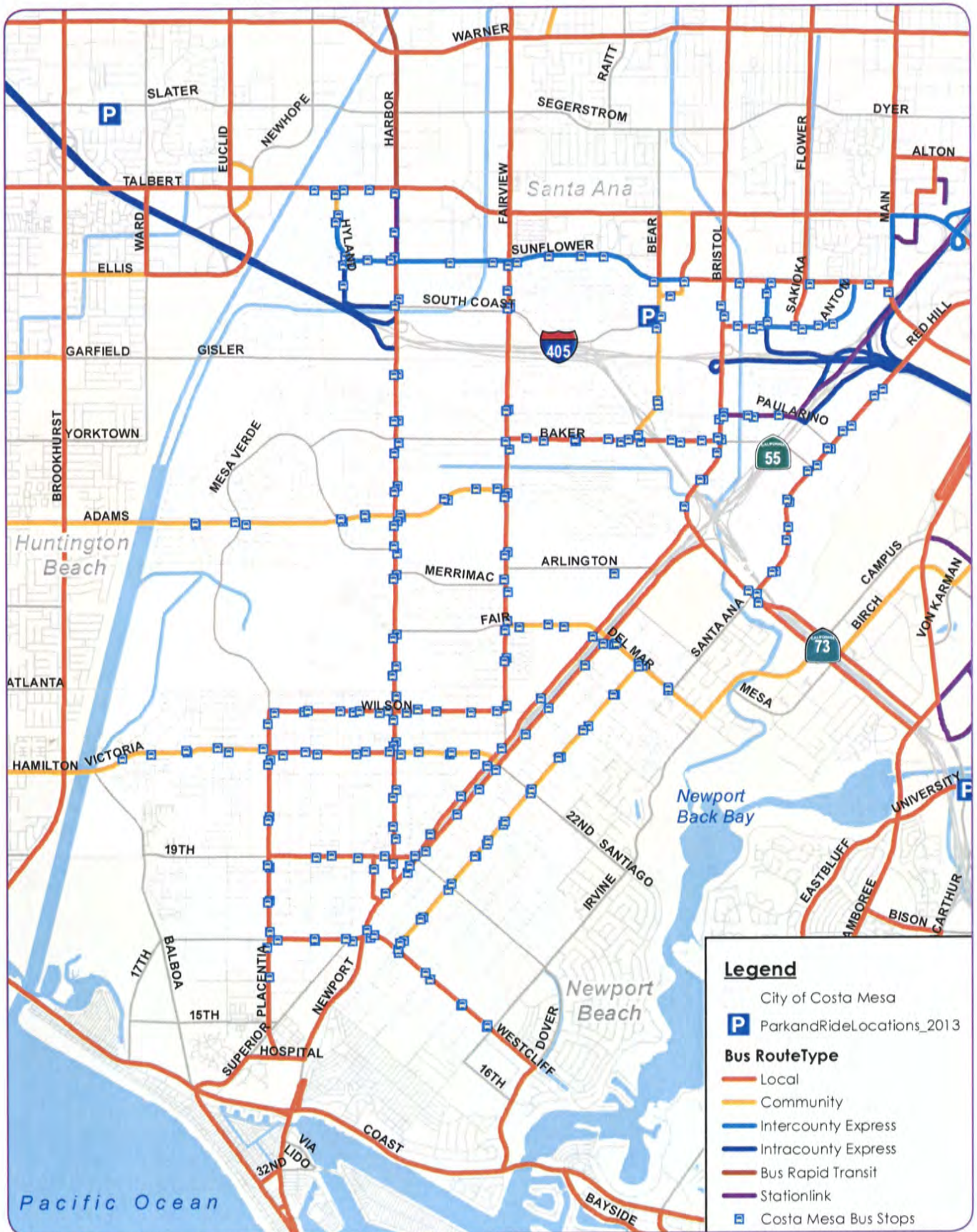


Figure 4-18 Existing Transit Routes and Transit Connector Facilities Map



5.0 Policy Framework

Vision

A successful plan starts with the residents' vision of their community in the future. A vision for the active transportation plan must articulate what the community as a whole agrees to support. That vision determines the goals the Plan should achieve and directly relates to the creation of objectives and policies for implementation.

The Vision statement for the City of Costa Mesa Active Transportation Plan is the result of public engagement efforts that involved various steering committee meetings, City staff consultation, and feedback from the general public. The final vision statement is "The City of Costa Mesa will have a comprehensive and visible transportation network and will promote safety, education, health, recreation, and access to important locations within the city while connecting to the larger regional network".

Goals, Objectives, Policies, and Recommendations

This section outlines the goals, objectives, and policy actions that back the vision of the Plan and serve to guide the development of the active transportation network.

Goals are broad assertions that state general overall population needs. Goals are formed by balancing key issues and opportunities that influence the active transportation facility framework.

Objectives are more particular than goals. Execution of an objective aids the satisfaction of a broader goal.

Policies are standards and approaches used to guarantee the success of broader goals and objectives. Policies often complete a number of objectives.

Recommendations are additional policies that assist in achieving the desired objectives.

The City of Costa Mesa will have a comprehensive and visible active transportation network and will promote safety, education, health, recreation and access to important locations within the City while connecting to the larger regional network.

Goal 1.0: Promote a Friendly Active Transportation System in Costa Mesa

Create a bicycle- and pedestrian-friendly environment throughout Costa Mesa for all types of users and all trip purposes in accordance with the five “Es:” Education, Encouragement, Enforcement, Engineering, and Evaluation.

Objective 1.1 Bikeways and Pedestrian Paths:

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.

Objective 1.2 Bike and Pedestrian Facilities:

Provide end-of-trip facilities that support the bicycle network.

Objective 1.3 “First and Last Mile” Programs:

Encourage sustainable modes of transportation to fill gaps between the first and last miles of trips (walking, bicycling, ridesharing, transit, taxi and car-sharing).

Policies

- 1 Develop an extensive bicycle and pedestrian backbone network through the use of standard and appropriate innovative treatments.
- 2 Plan and install new bicycle lanes where feasible and appropriate.
- 3 Plan and complete north/south multi-purpose and bicycle routes through the City to augment the east/west routes.
- 4 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.

- 5 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.
- 6 Where feasible, Class I shared-use paths should be a priority for future developments.
- 7 Plan and install new shared-use paths in utility corridors and/or along flood control channels, and extend existing bicycle and shared-use paths.
- 8 Designate walkable districts in the City.
- 9 Pursue the following mode split goals:
 - 50% motor vehicles
 - 10% transit
 - 10% bicycles
 - 20% walking
 - 10% carpools, taxi, Uber and other forms

Recommendations

- 1 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.
- 2 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.

- 3 Consider every street in Costa Mesa as a street that cyclists could use.
- 4 Identify citywide infrastructure needed to create the interconnected multi-trail system.
- 5 Explore favorable opportunities to remove parking to accommodate bicycle lanes.
- 6 Low stress design techniques should be considered where necessary to attract a wide variety of users.
- 7 Provide bike parking and bike-related amenities at public facilities and along public rights-of-way.
- 8 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.
- 9 Improve the quality, aesthetics and safety of high-use pedestrian corridors.
- 10 Establish a goal for all trips of less than three miles to be 30 percent by bicycle, and establish a goal for all trips of less than 1 mile to be 30 percent by walking.
- 11 Consider implementing a small-scale transportation system to encourage mode shift to popular destinations as defined by users.
- 12 Encourage bicycle projects that connect local facilities and neighborhoods to major bicycle corridors.
- 13 Link on-road and off-road bicycle and pedestrian facilities within Costa Mesa to existing and planned facilities in adjacent and regional jurisdictions.
- 14 Establish designated suggested routes to schools for biking and walking.
- 15 Pursue public-private partnerships to furnish local businesses with secure bike parking and other related amenities.
- 16 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.
- 17 Work with OCTA to maximize bicycle amenities, such as bus stop solar lighting and bicycle lockers, at high-volume transit stops.
- 18 Develop and implement a bicycle sharing system.
- 19 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.
- 20 Identify favorable opportunities to retain parallel parking adjacent to sidewalks to maintain pedestrian safety.
- 21 Work with local schools and colleges to provide ample and secure bike parking and other related amenities for students and employees.
- 22 Prioritize the installation of bicycle-scale and/or pedestrian-scale lighting.
- 23 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.

Goal 2.0: 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 increase the use of bicycle and pedestrian facilities.

Objective 2.1 Design and Way-finding:

Develop bicycle and pedestrian facilities with approved uniform design standards, and implementation of way-finding signage providing information on various destinations.

Objective 2.2 Safety Enforcement:

Continue and expand enforcement activities that enhance safety of bicyclists on bike paths and roadways.

Objective 2.3 Safe Roadway Conditions:

Maintain bicycle and pedestrian facilities that are clear of debris and provide safe conditions for all users.

Objective 2.4 Education:

Increase education of bicycle and pedestrian safety through programs and training of school children and public.

Objective 2.5 Safety Data:

Monitor and analyze bicycle and pedestrian safety.

Policies

- 1 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.

- 2 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.
- 3 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.
- 4 Train police officers on bicyclists' rights and responsibilities and bicycle/pedestrian/vehicle collision evaluation.
- 5 Where feasible reduce or eliminate conflict points such as driveways that cross the sidewalk.
- 6 Support marketing and public awareness campaigns aimed at improving bicycle and pedestrian safety.
- 7 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.

Recommendations

- 1 Require that all facilities be designed in accordance with the latest federal, state, and local standards.
- 2 Provide and maintain bicycle and pedestrian signal detectors, informational signage, and lighting, along City bikeways.
- 3 Crosswalks will include high visibility crossing treatments.
- 4 Establish an expedited process to report maintenance and safety concerns, e.g. pavement markings (sharrows, missing bicycle 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).

- 5 Enforce laws that reduce bicycle/pedestrian/motor vehicle incidents and conflicts.
- 6 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.
- 7 Develop a partnership with the school community to establish and update suggested routes to schools for bicycling and walking.
- 8 Establish routine maintenance schedule/standards for bicycle and pedestrian facilities for sweeping, litter removal, landscaping, repainting of striping, signage, and signal actuation devices.
- 9 Request bicycle and pedestrian collision reports from local law enforcement periodically and consider improvements to address problem areas.
- 10 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.
- 11 Paint direction arrows on all bike lanes and bike paths to reduce the risk of collisions.
- 12 Promote efficient reporting mechanisms for behaviors that endanger cyclists and pedestrians.
- 13 Create, fund, and implement bicycle-safety curricula and provide to the public, tourists, various ethnic groups, diverse ages and disadvantaged communities.
- 14 Provide a user education program developed and promoted to encourage proper trail use and etiquette.
- 15 Encourage and empower citizens to report maintenance issues that impact bicyclist and pedestrian safety including, but not limited to, potholes, sidewalk lifting, and overgrown vegetation.
- 16 Establish procedures for responding to citizen reports in a timely manner.
- 17 Provide multilingual bicycle-safety maps and brochures (print and electronic versions) in languages that are widely used in Costa Mesa.
- 18 Encourage schools to develop and provide bicycle-safety curricula for use in elementary, middle, and high schools such as the Bicycle Rodeo events.
- 19 Develop and distribute education material regarding bicycle and pedestrian responsibilities and laws.



Goal 3.0: Integrate Active Transportation Elements into the Circulation System and Land Use Planning

Provide bikeway and walkway facilities that are integrated with other transportation systems and land use planning decisions.

Objective 3.1 Land Use Planning Decisions and Active Transportation:

Consider bicycle and pedestrian facilities during land use planning process.

Objective 3.2 Active Transportation in Developments:

Integrate bicycle and pedestrian facility improvements during planning, design and implementation of transportation projects.

Policies

- 1 Require new developments to provide adequate bicycle parking and pedestrian access.
- 2 Incorporate the Costa Mesa Active Transportation Master Plan into the City's General Plan.
- 3 Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.
- 4 Ensure that all current and proposed land use planning is consistent with the Costa Mesa Active Transportation Master Plan.
- 5 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.

Recommendations

- 1 Provide a fully integrated network of modern active transportation

facilities to and from major activity centers and residential centers.

- 2 Identify areas where an increase in the need for active transportation can reasonably be anticipated due to housing/business growth.
- 3 Establish bike boulevards on streets with low traffic volumes and slow speeds to encourage bicycling.
- 4 Improve the safety of all road users through the implementation of neighborhood traffic calming treatments.
- 5 Make commercial and recreational areas more enjoyable for pedestrians by implementing measures such as providing shade, planting trees, eliminating visible parking lots and vacant lots, and long stretches of bland building façade.
- 6 Support the incorporation of bicycle and pedestrian facilities into capital improvement projects, where appropriate to maximize leveraging of funds.
- 7 Develop creative, artistic and functional bicycle parking solution and install them throughout the City as a standard.
- 8 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.
- 9 Collaborate with property owners to increase bicycle parking over time.
- 10 Detours through or around construction zones should be designed for safety and convenience, and with adequate signage for cyclists and pedestrians.
- 11 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.



Goal 4.0: 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.

Objective 4.1 An Active Transportation Culture:

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.

Policies

- 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.
- 2 Achieve "Silver Level Bicycle Friendly Community" by League of American Bicyclists by 2025.
- 3 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.
- 4 Promote bicycling and walking at City-sponsored and public events, such as Earth Day, Bike to Work Day/Month, farmers' markets, public health fairs, art walks, craft fairs, civic events, etc.
- 5 Achieve "Walk Friendly Community" status from WalkFriendly.org by 2025.
- 6 Achieve "HEAL City" designation by 2019.
- 7 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 ciclovias.
- 8 Encourage and promote bicycle related businesses within Costa Mesa including, but not limited to, involvement of civic clubs and organizations.
- 9 Encourage participation in bicycle and pedestrian promotion activities by education facilities, arts programs, active transportation clubs, and entertainment providers.

Recommendations

- 1 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.

Goal 5.0: Promote the Positive Air Quality, Health, and Economic Benefits of Active Transportation

Encourage active transportation by promoting air quality, health, and economic benefits.

Objective 5.1 Improving the Environment with Active Transportation:

Improve air quality and public health and reduce ambient noise by promoting Active Transportation programs.

Objective 5.2 Incentives:

Provide economic incentives for expanding and enhancing bicycle and pedestrian facilities.

Policies

- 1 Coordinate with appropriate federal, state, and county health agencies on active transportation programs to achieve health benefits.
- 2 Encourage developers to include features, amenities and programs that are proven to increase walking and/or bicycling.
- 3 Encourage the Chamber of Commerce and the business community to promote active transportation in commercial areas to stimulate economic vitality.

Recommendations

- 1 Determine baseline emissions levels, then track and communicate changes in emissions as modes of transportation trips shift to encourage more walking and biking.
- 2 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.

- 3 Offer incentives for businesses whose employees walk or bike to work.
- 4 Incentivize the business community to support pedestrians and bicycle users in tangible ways.
- 5 Improve the quality of life in Costa Mesa by reducing neighborhood traffic and noise.
- 6 Increase pedestrian and bicycle trips, thereby reducing vehicle trips and vehicle miles traveled.

Goal 6.0: Monitor, Evaluate, and Pursue Funding for Implementation of the Active Transportation Master Plan

Observe and assess the usage of bicycle and pedestrian facilities periodically and pursue funding for projects that will help achieve the overall implementation of the Active Transportation Master Plan.

Objective 6.1 Monitor and Evaluate the Plans:

Continuously monitor and evaluate Costa Mesa's implementation progress on the Active Transportation Master Plan policies, programs, and projects.

Objective 6.2 Fund the Plans:

Pursue grants and other sources of funding for bicycle and pedestrian projects.

Policies

- 1 Establish a monitoring program to measure the effectiveness and benefits of the Costa Mesa Active Transportation Master Plan by tracking 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.
- 2 Ensure that Active Transportation Master Plan programs and projects are implemented in an equitable manner, geographically, socioeconomically, and serving disadvantaged communities.
- 3 Consider designating a portion of development traffic impact fees to fund bicycle and pedestrian facilities.

Recommendations

- 1 Strategize use of resources on developing effective and efficient grant application and program administration.

- 2 Pursue multiple sources of funding and support efforts to maintain or increase federal, state and local funding for the implementation of the Active Transportation Master Plan.

6.0 Recommendations for the Future

Street-by-Street Recommendations

The Costa Mesa Bicycle Master Plan aims to build on the existing network to create a well-connected network of Class I, II, III, and IV facilities to serve the City of Costa Mesa. Figure 6-1 shows the existing as well as proposed facilities and Table 6-1 lists bicycle facilities proposed by this master planning effort.

Table 6-1 Proposed Bicycle Facilities

Proposed Class I Multi-Use Paths			
Route	Miles	Limits	Description
Airport Channel/Delhi Channel Trail	1.27	Bristol Street to Anton Boulevard	Parallel to Bristol Street, under SR-73 on excess right-of-way beneath the freeway overpass, and along the edge of Caltrans right-of-way from Bristol Street to the Paularino Channel, and finally to I-405 along the Santa Ana-Delhi Channel. The Santa Ana-Delhi Channel Trail would utilize existing service roads and improve bicycle and pedestrian access to several residential neighborhoods, retail stores, small businesses, and offices on Bristol Street. This facility would build off of the proposed Paularino Channel Trail providing an additional link of dedicated, off-street bicycle and pedestrian connectivity to northeastern Costa Mesa. The facility could eventually provide increased utility through provisions for a bridge or tunnel over or under I-405 linking Costa Mesa residents south of I-405 to the offices, retail, and cultural spaces north of I-405, though any freeway crossing would be expensive.
Arlington Drive Bicycle Trail	0.86	Fairview Road to Newport Boulevard	The proposed corridor would run from Newport Boulevard to Fairview Road. The previously planned Arlington Drive Multi-purpose Trail would connect the existing Class I facility on Newport Boulevard and Fair Drive to Harbor Boulevard along the northern border of the OC Fairgrounds while improving access to Orange Coast College, Costa Mesa High School, Davis School, and TeWinkle Park.
Auto Club Channel Bicycle Trail	0.37	Sunflower Avenue to South Coast Drive	The planned off-street facility will be developed along Greenville Banning Channel from Sunflower Avenue to South Coast Drive. It will connect the Auto Club of Southern California (one of Costa Mesa's largest employers) to a planned Class I facility in Santa Ana that continues north along the Greenville-Banning Channel. This facility would ultimately provide an additional off-street connection to the Santa Ana River Trail and businesses along the existing flood control channel service roads.
Fairview Channel Bicycle Trail	0.54	East Extension Placentia to Estancia	The proposed segment would start at Placentia Avenue (north of the park) to Estancia High School (south of the park). The trail would connect the east of the park to west of the park using an off-street facility.



Proposed Class I Multi-Use Paths			
Route	Miles	Limits	Description
Fairview Park East	0.17	Canary Drive to Fairview Channel	The facility would run from the end of Canary Drive to Fairview Channel Bicycle Trail. This facility would provide off-street access to Fairview Park, the Santa Ana River Trail, and other proposed Class I facilities in and around Fairview park.
Fairview Park Trail	0.13	End of Canyon Drive to existing trail in Fairview Park	The trail will provide access to Fairview Park from neighborhoods south of the park.
Fairview Park Trail	0.16	End of Pacific Avenue to existing trail in Fairview Park	The trail will provide access to Fairview Park from neighborhoods south of the park.
Gisler Avenue Trail	0.18	Gister Avenue Class II facility to Fairview Road	A trail connection will be developed to connect the Class II facility on Gisler Avenue to connect to a Class I facility on Fairview Road
Greenville Banning Channel	1.02	Harbor Boulevard to Santa Ana River	The planned off-street facility will be developed along Greenville Banning Channel from Harbor Boulevard to Santa Ana River Trail. It will also connect to LA Times Property Bicycle Trail and Auto Club Channel Bicycle Trail via small stretch of Class II facility along South Coast Drive.
LA Times Property Bicycle Trail	0.27	South Coast Drive to Sunflower Avenue	The planned off-street facility will be developed along an existing path east of LA Times Property, from South Coast Drive to Sunflower Avenue. It will also connect to the Greenville Banning Channel via small stretch of Class II facility along South Coast Drive and ultimately connect to Santa Ana River Channel.
Newport Frontage Road South	0.34	Bristol Street to Arlington Avenue	The proposed segment would start at Arlington Drive and end on Bristol Street. A Class I facility could use either excess Caltrans right-of-way or excess right-of-way along the perimeter of the Costa Mesa Tennis Center along Newport Boulevard to connect the Class I trails around the OC Fairgrounds to proposed facilities along the Paularino Channel. If all other proposed Class I facilities in the corridor were also built, this facility would provide for a dedicated bicycle and pedestrian facility linking the Newport Back Bay Trail System with the Santa Ana River Trail and improve access to the OC Fairgrounds, Orange Coast College, and numerous schools, parks, and retail corridors.
OCC West Bicycle Trail	0.37	Merrimac Way to Adams Avenue	The proposed segment uses the driveway east of Harbor at Mesa apartments from Merrimac Way to Adams Avenue. The facility will be a shared driveway and will connect the trail along Adams Avenue connecting Santa Ana River Trail and trail along Merrimac way connecting Fairview Park.



Proposed Class I Multi-Use Paths			
Route	Miles	Limits	Description
Paularino Channel Trail-1	1.22	Fairview Road to Bristol Street	Connection from Bristol Street to Fairview Road. This section of the proposed Paularino Channel Trail would provide bicyclists and pedestrians an off-street connection between Bristol Street and existing bicycle lanes on Fairview Road, and proposed bicycle lanes on Bristol Street as well as proposed Class I Airport Channel/Delhi Channel Trail. This facility would provide improved bicycle and pedestrian access to nearby businesses and residential neighborhoods while providing one segment of a desirable off street east-west Santa Ana River Trail/Newport Back Bay Trail System connection through central Costa Mesa. Routing would utilize existing flood control channel service roads, excess right-of-way beneath the SR-55 Freeway overpass, and a 24-foot strip of landscaping on OC Flood Control District property on Bristol Street (completion would require co-ordination with the City of Newport Beach to reach Irvine Avenue and could yield an even more desirable route in an entirely off-street connection to the Newport Back Bay Trail System by extending this route along existing channel service roads through the Newport Beach Golf Course).
Paularino Channel Trail-2	0.39	Fairview Road to Pinecreek Drive	Connection from Fairview Road to Pinecreek Drive. This section of the proposed Paularino Channel Trail would provide bicyclists and pedestrians an off-street connection between Fairview Road and proposed bicycle lanes on Pinecreek Drive. It will connect to the Paularino Channel Trail-1 from Fairview Road to Bristol Street and ultimately to the Airport Channel/Delhi Channel Trail.
Susan Street	0.21	I-405 to South Coast Drive	The proposed facility will connect from the trail near the I-405 bridge over Susan Street to the existing bicycle lanes on Susan Street north of South Coast Drive.
Trail along channel	0.27	Santa Ana Avenue to City Boundary (east)	The trail takes advantage of available right of way along an existing channel.
West 19th Bicycle Trail	0.62	To Santa Ana River	The trail would run from the end of 19th Street to the Santa Ana River Trail. This facility would improve bicycle and pedestrian access to the Santa Ana River Trail, Huntington Beach, and West-side Costa Mesa.
Total New Class I Multi-use Path Miles Proposed	8.39		

RECOMMENDATIONS FOR FUTURE

Proposed Class II Bicycle Lanes		
Route	Miles	Limits
17th Street	1.13	West City Limits to Newport Boulevard
22nd Street	0.86	Newport Boulevard to Irvine Avenue
Adams Avenue	0.86	Royal Palm Drive to Fairview Road
American Avenue	0.29	Victoria Street to West Wilson Street
Baker Street	0.61	Bristol Street to Red Hill Avenue
Baker Street from e/o Fairview Road to west of Harbor Boulevard	1.06	Fairview Road to Royal Palm
Bear Street	0.14	Sunflower Avenue to the North City Limit
Bear Street	0.57	I-405 to Baker Street
Bristol Street	0.53	Paularino Avenue to Bear Street
Bristol Street	0.27	Santa Ana Avenue to City Boundary (east)
Broadway	0.26	Tustin Avenue to Irvine Avenue
Canyon Drive	0.43	Victoria Street to Fairview Park
College Avenue/Village Way	0.78	Gisler Avenue to Pinecreek Drive
Del Mar Avenue	0.19	Newport Frontage to Elden
East 17th Street	0.98	Newport Boulevard to Irvine Avenue
Gisler Avenue	0.49	Harbor Boulevard to Gisler Class I facility
Golf Course Drive	0.21	Tanager Drive to Mesa Verde Drive East
Hamilton Street	0.29	Harbor Boulevard to Thurin Street

Route	Miles	Limits
Harbor Boulevard	1.57	Merrimac Way to South Coast Drive
Harbor Boulevard	1.19	Fairview Park to Newport Boulevard
Mendoza Drive	0.30	El Camino Drive to Baker Street
Mesa Verde East	0.53	Adams Avenue to Peterson Place
Monrovia Avenue	0.49	17th Street to 19th Street
Pacific Avenue	0.59	Victoria Street to Fairview Park
Paularino Avenue	0.36	East of Bear Street to Bristol Street
Pinecreek Drive	0.18	Adams Avenue to Village Way
Pomona Avenue	0.76	Superior Street to 19th Street
Rochester Street	0.48	W 18th Street to Orange Avenue
Santa Ana Avenue	0.50	Bristol Street to Mesa Drive
Santa Ana Avenue	0.38	Broadway to East 17th Street
Sunflower Avenue	1.45	Park Center Drive to Fairview Road
Superior Avenue	0.34	17th Street to Pomona Avenue
West 19th Street	0.32	Balboa Boulevard to Monrovia Avenue
West 18th Street	0.92	Monrovia Avenue to Newport Boulevard
Wilson Street	0.96	Miner Street to Newport Boulevard
Total New Class II Bicycle Lane Miles Proposed	21.27	

Proposed Class III Bicycle Boulevards		
Route	Miles	Limits
19th Street	1.14	Newport Boulevard to Monrovia Avenue
Avocado Street	0.50	College Avenue to Fairview Road
Bay Street	0.28	Thurin Street to Fullerton Avenue
Canary Drive	0.13	Oriole Drive to Fairview Park
Cardinal Drive	0.16	Oriole Drive to Swan Circle
College Avenue	0.25	Wilson Street to Victoria Street
Del Mar Avenue	0.38	Elden Avenue to Santa Ana Avenue
East 19th Street	1.02	Newport Boulevard to Irvine Avenue
El Camino Drive	0.40	Fairview Road to Mendoza Drive
Fullerton Avenue	0.63	Bay Street to East 18th Street
Labrador Drive/Gibraltar Avenue	0.48	Baker Street to Gisler Avenue
Oriole Drive	0.40	Placentia Avenue to Tanager Drive
Peterson Place	0.20	Mesa Verde Drive East to Adams Avenue
Royal Palm Drive, Mace, Caraway, Cinnamon	1.03	Adams Avenue to Gisler Avenue
Santa Ana Avenue	0.25	Mesa Drive to Del Mar Avenue
Swan Circle	0.02	Cardinal Drive to Placentia Avenue

Route	Miles	Limits
Tanager Drive	0.48	Golf Course Drive to Canary Drive
Thurin Street	0.24	Victoria Street to Bay Street
University Drive	0.25	Santa Ana Avenue to Irvine Avenue
Vanguard Way/Santa Isabel Avenue	0.81	Fair Drive to Irvine Avenue
Wilson Street	0.50	Newport Boulevard to Santa Ana Avenue
Total New Class III Bicycle Boulevard Miles Proposed	9.55	



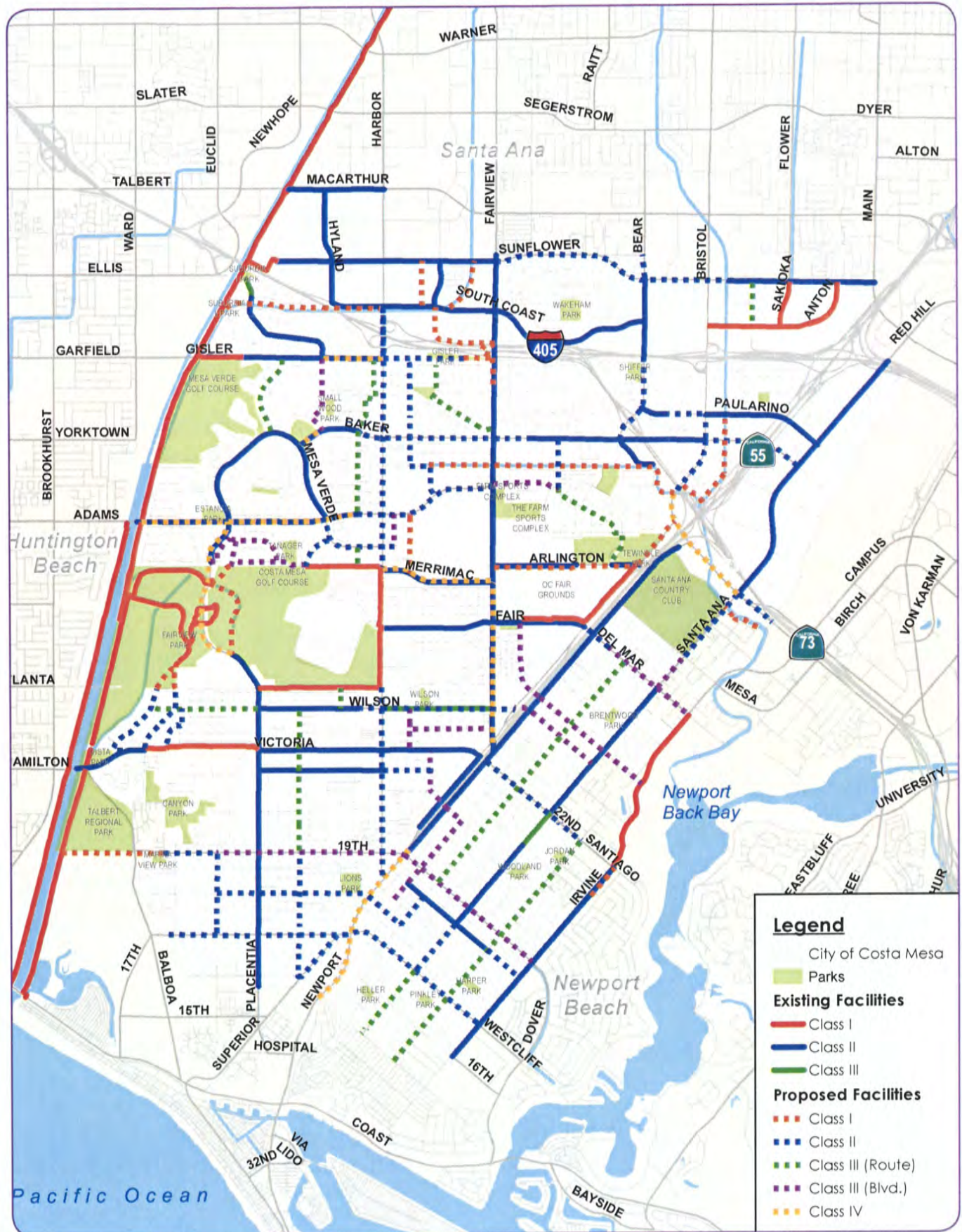
Proposed Class III Bicycle Routes		
Route	Miles	Limits
Avenue of Arts	0.27	Anton Boulevard to Sunflower Avenue
Conway Avenue/Killy-brooke Lane	0.65	Fairview Road to Garlingford
Coronado Drive	0.46	Presidio Drive to Mendoza Drive
Country Club Drive	0.52	Mesa Verde Drive to Gisler Avenue
Fountain Way	0.13	Wilson Street to Joann Street Bicycle Trail
Harla Avenue	0.11	Mesa Verde Drive East to Bicycle Trail
Junipero Drive	0.25	Presidio Drive to Arlington Drive
Orange Avenue	1.75	Del Mar Avenue to East 19th Street
Pomona Avenue	0.87	Wilson Street to West 19th Street
Santa Ana Avenue	0.50	East 17th Street to South City Limits
Tustin Avenue	1.74	22nd Street to South City Limits
Wilson Street	0.65	Placentia Avenue to Pacific Avenue
Total New Class III Bicycle Routes Miles Proposed	7.90	

Proposed Class IV Cycle Tracks		
Route	Miles	Limits
Adams Avenue	1.69	West City Limit to Royal Palm Drive
Baker Street	0.16	Mesa Verde Drive East to Labrador Drive
Bristol Street	0.75	Newport Boulevard to Paularino Channel
Fairview Road	1.08	Merrimac Way to Newport Boulevard
Gisler Avenue	0.37	Gibraltar Avenue to Harbor Boulevard
Merrimac Way	0.67	Harbor Boulevard to Fairview Road
Newport Boulevard	1.08	19th Street to 15th Street
Placentia Avenue	0.83	Adams Avenue to Estancia High School
Total New Class IV Cycle Track Miles	6.63	

Total Proposed Bicycle Facility - 53.7 Miles



Figure 6-1 Existing and Proposed Bicycle Facilities Map



7.0 Implementation Strategy

Proposed Facilities and Cost Estimates

Table 7-1 below provides a list of facilities and their estimated costs.

Table 7-1 Proposed Facilities and Cost Estimates

Proposed Class I Multi-Use Paths			
Route	Miles	Limits	Estimated Cost
Airport Channel/Delhi Channel Trail	1.27	Bristol Street to Anton Boulevard	\$2,540,000
Arlington Drive Bicycle Trail	0.86	Fairview Road to Newport Boulevard	\$1,720,000
Auto Club Channel Bicycle Trail	0.37	Sunflower Avenue to South Coast Drive	\$740,000
Fairview Channel Bicycle Trail	0.54	East Extension Placentia to Estancia	\$1,080,000
Fairview Park East	0.17	Canary Drive to Fairview Channel	\$340,000
Fairview Park Trail	0.13	End of Canyon Drive to existing trail in Fairview Park	\$260,000
Fairview Park Trail	0.16	End of Pacific Drive to existing trail in Fairview Park	\$320,000
Gisler Avenue Trail	0.18	Gisler Avenue Class II facility to Fairview Road	\$360,000
Greenville Banning Channel	1.02	Harbor Boulevard to Santa Ana River	\$2,040,000
LA Times Property Bicycle Trail	0.27	South Coast Drive to Sunflower Avenue	\$540,000
Newport Frontage Road South	0.34	Bristol Street to Arlington Avenue	\$680,000
OCC West Bicycle Trail	0.37	Merrimac Way to Adams Avenue	\$740,000
Paularino Channel Trail-1	1.22	Fairview Road to Bristol Street	\$2,440,000
Paularino Channel Trail-2	0.39	Fairview Road to Pinecreek Drive	\$780,000
Susan Street	0.21	I-405 to South Coast Drive	\$420,000
Trail along channel	0.27	Santa Ana Avenue to City Boundary (east)	\$540,000
West 19th Bicycle Trail	0.62	To Santa Ana River	\$1,240,000
	8.39		\$16,780,000

Proposed Class II Bicycle Lanes			
Route	Miles	Limits	Estimated Cost
17th Street	1.13	West City Limits to Newport Boulevard	\$169,500
22nd Street	0.86	Newport Boulevard to Irvine Avenue	\$129,000
Adams Avenue	0.86	Royal Palm Drive to Fairview Road	\$129,000
American Avenue	0.29	Victoria Street to West Wilson Street	\$43,500
Baker Street	0.61	Bristol Street to Red Hill Avenue	\$91,500
Baker Street from e/o Fairview Road to west of Harbor Boulevard	1.06	Fairview Road to Royal Palm	\$159,000
Bear Street	0.14	Sunflower Avenue to the North City Limit	\$21,000
Bear Street	0.57	I-405 to Baker Street	\$85,500
Bristol Street	0.53	Paularino Avenue to Bear Street	\$79,500
Bristol Street	0.27	Santa Ana Avenue to City Boundary (east)	\$40,500
Broadway	0.26	Tustin Avenue to Irvine Avenue	\$39,000
Canyon Drive	0.43	Victoria Street to Fairview Park	\$64,500
College Avenue/Village Way	0.78	Gisler Avenue to Pinecreek Drive	\$117,000
Del Mar Avenue	0.19	Newport Frontage to Elden	\$28,500
East 17th Street	0.98	Newport Boulevard to Irvine Avenue	\$147,000
Gisler Avenue	0.49	Harbor Boulevard to Gisler Class I facility	\$73,500
Golf Course Drive	0.21	Tanager Drive to Mesa Verde Drive East	\$31,500
Hamilton Street	0.29	Harbor Boulevard to Thurin Street	\$43,500
Harbor Boulevard	1.57	Merrimac Way to South Coast Drive	\$235,500
Harbor Boulevard	1.19	Fairview Park to Newport Boulevard	\$178,500
Mendoza Drive	0.30	El Camino Drive to Baker Street	\$45,000
Mesa Verde East	0.53	Adams Avenue to Peterson Place	\$79,500
Monrovia Avenue	0.49	17th Street to 19th Street	\$73,500
Pacific Avenue	0.59	Victoria Street to Fairview Park	\$88,500
Paularino Avenue	0.36	East of Bear Street to Bristol Street	\$54,000

Proposed Class II Bicycle Lanes (cont.)			
Route	Miles	Limits	Estimated Cost
Pinecreek Drive	0.18	Adams Avenue to Village Way	\$27,000
Pomona Avenue	0.76	Superior Street to 19th Street	\$114,000
Rochester Street	0.48	W 18th Street to Orange Avenue	\$72,000
Santa Ana Avenue	0.50	Bristol Street to Mesa Drive	\$75,000
Santa Ana Avenue	0.38	Broadway to East 17th Street	\$57,000
Sunflower Avenue	1.45	Park Center Drive to Fairview Road	\$217,500
Superior Avenue	0.34	17th Street to Pomona Avenue	\$51,000
West 19th Street	0.32	Balboa Boulevard to Monrovia Avenue	\$48,000
West 18th Street	0.92	Monrovia Avenue to Newport Boulevard	\$138,000
Wilson Street	0.96	Miner Street to Newport Boulevard	\$144,000
	21.27		\$3,190,500

Proposed Class III Bicycle Boulevards			
Route	Miles	Limits	Estimated Cost
19th Street	1.14	Newport Boulevard to Monrovia Avenue	\$456,000
Avocado Street	0.50	College Avenue to Fairview Road	\$200,000
Bay Street	0.28	Thurin Street to Fullerton Avenue	\$112,000
Canary Drive	0.13	Oriole Drive to Fairview Park	\$52,000
Cardinal Drive	0.16	Oriole Drive to Swan Circle	\$64,000
College Avenue	0.25	Wilson Street to Victoria Street	\$100,000
Del Mar Avenue	0.38	Elden Avenue to Santa Ana Avenue	\$152,000
East 19th Street	1.02	Newport Boulevard to Irvine Avenue	\$408,000
El Camino Drive	0.40	Fairview Road to Mendoza Drive	\$160,000
Fullerton Avenue	0.63	Bay Street to East 18th Street	\$252,000
Labrador Drive/Gibraltar Avenue	0.48	Baker Street to Gisler Avenue	\$192,000
Oriole Drive	0.40	Placentia Avenue to Tanager Drive	\$160,000
Peterson Place	0.20	Mesa Verde Drive East to Adams Avenue	\$80,000
Royal Palm Drive, Mace, Caraway, Cinnamon	1.03	Adams Avenue to Gisler Avenue	\$412,000



Proposed Class III Bicycle Boulevards (cont.)			
Route	Miles	Limits	Estimated Cost
Santa Ana Avenue	0.25	Mesa Drive to Del Mar Avenue	\$100,000
Swan Circle	0.02	Cardinal Drive to Placentia Avenue	\$8,000
Tanager Drive	0.48	Golf Course Drive to Canary Drive	\$192,000
Thurin Street	0.24	Victoria Street to Bay Street	\$96,000
University Drive	0.25	Santa Ana Avenue to Irvine Avenue	\$100,000
Vanguard Way/Santa Isabel Avenue	0.81	Fair Drive to Irvine Avenue	\$324,000
Wilson Street	0.50	Newport Boulevard to Santa Ana Avenue	\$200,000
	9.55		\$3,820,000

Proposed Class III Bicycle Routes			
Route	Miles	Limits	Estimated Cost
Avenue of Arts	0.27	Anton Boulevard to Sunflower Avenue	\$5,400
Conway Avenue/Killybrooke Lane	0.65	Fairview Road to Garlingford	\$13,000
Coronado Drive	0.46	Presidio Drive to Mendoza Drive	\$9,200
Country Club Drive	0.52	Mesa Verde Drive to Gisler Avenue	\$10,400
Fountain Way	0.13	Wilson Street to Joann Street Bicycle Trail	\$2,600
Harla Avenue	0.11	Mesa Verde Drive East to Bicycle Trail	\$2,200
Junipero Drive	0.25	Presidio Drive to Arlington Drive	\$5,000
Orange Avenue	1.75	Del Mar Avenue to East 19th Street	\$35,000
Pomona Avenue	0.87	Wilson Street to West 19th Street	\$17,400
Santa Ana Avenue	0.50	East 17th Street to South City Limits	\$10,000
Tustin Avenue	1.74	22nd Street to South City Limits	\$34,800
Wilson Street	0.65	Placentia Avenue to Pacific Avenue	\$13,000
	7.90		\$158,000

Proposed Class IV Cycle Tracks			
Route	Miles	Limits	Estimated Cost
Adams Avenue	1.69	West City Limit to Royal Palm Drive	\$845,000
Baker Street	0.16	Mesa Verde Drive East to Labrador Drive	\$80,000



Proposed Class IV Cycle Tracks (cont.)			
Route	Miles	Limits	Estimated Cost
Bristol Street	0.75	Newport Boulevard to Paularino Channel	\$375,000
Fairview Road	1.08	Merrimac Way to Newport Boulevard	\$540,000
Gisler Avenue	0.37	Gibraltar Avenue to Harbor Boulevard	\$185,000
Merrimac Way	0.67	Harbor Boulevard to Fairview Road	\$335,000
Newport Boulevard	1.08	19th Street to 15th Street	\$540,000
Placentia Avenue	0.83	Adams Avenue to Estancia High School	\$415,000
	6.63		\$3,315,000

TOTAL BICYCLE FACILITY MILEAGE AND ESTIMATED COST	53.74 Miles	\$27,263,500
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OCTA Districts 1 and 2 Bikeway Strategic Plan

Corridor B (Newport Back Bay Trail System-Santa Ana)- Bristol Bear: The proposed regional corridor would start on University Drive turning right on Santa Ana Avenue, left on Bristol Street along SR-73, under SR-55, left on Bear Street, under SR-73, over I-405, and past South Coast Plaza before leaving Costa Mesa and heading northwards into Santa Ana.

Corridor K- Indianapolis Fairview: The proposed regional corridor would form a loop connecting Pacific Coast Highway (PCH) in downtown Huntington Beach to Newport Back Bay. The alignment would cross Costa Mesa through Fairview Park, Fair Drive, and Santa Isabel Avenue.



Figure 7-1 OCTA Districts 1 and 2 Bikeway Strategic Plan

Funding Sources

Bicycle projects are funded through a number of sources. Funding can be divided into five categories: local, regional, state, federal, and private funding. The City should tap into all of these sources in order to take maximum advantage of the funds that are available. The following are general descriptions of three categories of financing available for greenway and trail construction.

Local Funding Sources (City)

SB-1183 Vehicle registration fees: surcharge for bicycle infrastructure

This bill authorizes a city, county, or regional park district to impose and collect, as a special tax, a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes until January 1, 2025. The bill requires the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues from the surcharge to the local agency. The bill requires the local agency to use these revenues for improvements to paved and natural surface trails and bikeways, including existing and new trails and bikeways and other bicycle facilities, and for associated maintenance purposes. The bill limits to 5% the amount of net revenues that may be used by the local agency for its administrative expenses in implementing these provisions.

Special Gas Tax Fund

The gas tax fund was established to account for the receipt and disbursement of funds used for construction and maintenance of the road network system of the City. Financing is provided by the City's share of State gasoline taxes.

Traffic Impact Fees Fund

Traffic Impact Fees Fund is established to account for the receipt and disbursement of funds for off-site transportation improvements Citywide. Financing is provided by fees charged to residential and commercial developers.

Park Development Fees Fund

Park Development Fees Fund is established to account for the development and maintenance of the City's park system. Financing is provided by fees charged to residential and commercial developers.

Local Funding Sources (County)

The City of Costa Mesa is located within Orange County. In addition to local City funds that are allocated to maintain City streets, the County of Orange has funding available through Measure M2, the Bicycle Corridor Improvement Program (BCIP), and the Transportation Development Act (TDA).

Measure M2

Measure M2 is a local sales tax initiative which imposes a .5-cent sales tax in Orange County, enacted in 2009, and administered by OCTA. Under Measure M2, local return funds are distributed to incorporated cities within Orange County as well as the County of Orange. Eligible uses include roadway improvements, signal synchronization, transit, and bicycle & pedestrian facilities.

Bicycle Corridor Improvement Program (BCIP)

The Bicycle Corridor Improvement Program (BCIP) is a funding program administered by OCTA to connect local city and county projects to competitive federal grant programs. Funding is provided by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) who select projects to receive Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Transportation Alternatives Program (TAP) funds. Eligible uses include construction and right-of-way acquisition of bicycle facilities and trails. Requested funds must be between \$100,000 and \$1 million with at least 12 percent local matching funds.



The City was awarded a \$1 million grant from the BCIP for the design and construction of the Westside Bicycle Trail in 2014.

Transportation Development Act (TDA)

OCTA distributes approximately \$2.5 million a year in TDA funding for bicycle facilities. TDA funds are derived from a \$0.25 statewide sales tax for transportation of which 2 percent is reserved for pedestrian and bicycle facilities. Projects are submitted to OCTA through a competitive call for projects and scored based on a set of performance criteria. Higher scores translate to a higher likelihood of receiving funding.

Regional Funding Sources

The Southern California Association of Governments (SCAG) aids local jurisdictions with integrated land use and transportation planning projects. As the successor to the Compass Blueprint Growth Vision Program, the Sustainable Communities Strategy was adopted on April 4, 2012 and provides an avenue for SCAG to provide direct funding to innovative planning initiatives through Sustainability Program Grants. In addition to land use and transportation planning assistance, the Sustainability program provides funding through the Green Region Initiative aimed at local sustainability as well as Active Transportation funding for pedestrian and bicycle planning efforts.

SCAQMD Clean Air Fund

Local jurisdictions can apply for South Coast Air Quality Management District (SCAQMD) Clean Air Fund grants to support projects that encourage increased walking, bicycling, and/or transit ridership. Eligible active transportation projects include the design, development, or installation of bikeways, bicycle facility improvements, installing bicycle lockers or bus bicycle racks, and even bicycle loan programs. Applicant agencies must provide 10-15 percent in local matching funds to be eligible.

State Funding Sources

The City of Costa Mesa is located within the State of California, which has additional funding sources available.

State Transportation Improvement Program (STIP)

The STIP is a five-year state-regional program, adopted every two even years, of capital improvements on and off the State Highway System that increase the capacity of the transportation system. The STIP is funded from the State Highway Account (SHA), the primary funds of which are the \$0.18 per gallon state gasoline tax and Federal (primarily STP) funds. The California Transportation Commission (CTC) must approve each County's STIP in its entirety. CTC allocation is required by the end of the fiscal year that the project is listed in the STIP.

The program provides funding for capital acquisition and construction of State highways and freeways, carpool lanes, local roads, public transit, pedestrian and bicycle facilities, grade separations, Transportation Demand Management (TDM), sound walls, and safety projects.

Active Transportation Program (ATP)

The ATP is funded by approximately \$129 million of various state and federal funds from appropriations in the annual Budget Act. Funds for the program are appropriated to the Department of Transportation (Caltrans), for allocation by the CTC. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The program provides funding to improve walking or bicycling, and to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to improve safety, reduce traffic and air pollution.

State and regional requirements mandate that three percent of projects benefit Disadvantaged Communities. For a project to contribute towards this mandate, as well as earn additional points in the scoring process for benefiting a disadvantaged community, a "direct, meaningful, and assured benefit" to that community must be demonstrated. Disadvantaged communities are defined in the ATP guidelines as those among the 25 percent most disadvantaged in the state according to the CalEPA, those where at least 75 percent of public school students are eligible for free or reduced price lunches, and those where the median income is below 80 percent of the statewide median income or \$48,857 (California Transportation Commission 2015 ATP Guidelines).

As the median income metric is derived from census tract level information, four Costa Mesa Census Tracts (CT) might qualify: CT 637.01 (\$37,679) south of Victoria Street and east of Placentia Avenue, CT 637.02 (\$44,263) south of Victoria Street and west of SR-55, CT 636.04 (\$40,643) south of 19th Street and west of Placentia Avenue, and CT 636.05 (\$43,651) north of 16th Street and east of Placentia Avenue.

Bicycle Transportation Account (BTA) is part of ATP. The funds provide state funds for city and county projects that improve safety and convenience for bicycle commuters. Cities and counties are eligible applicants. A city or county may apply for funds on behalf of another agency that is not a city or county. To be eligible for funding the jurisdiction has to prepare and adopt a Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.2.

Approvals from Regional Transportation Planning Agency and Caltrans Bicycle Facilities Unit are needed. BTP adoption establishes eligibility for five consecutive BTA funding cycles.

Project categories include bicycleways, bicycle parking, bicycle racks on public transit vehicles, traffic control devices, safety improvements on existing bicycleways, planning, and improvement and maintenance

of bicycleways. However, bicycleway projects must conform to the Highway Design Manual (HDM), Chapter 1000 and the California Manual on Uniform Traffic Control Devices (CA MUTCD).

The BTA provides \$7.2 million in state funds, per Streets and Highways Code Section 2106. A 10 percent match from the local agency is required.

Other Funding Sources

Other potential State funding sources are listed in Table 7-2 below.

Table 7-2 Other Potential State Funding Sources

Grant Source	Comments
Community-Based Transportation Planning Grants	Administered by Caltrans and funded at approximately \$3 million annually, Community Based Transportation Planning Grants are awarded to projects that feature livable community concepts such as enhanced bicycle access and walkability. Projects cannot exceed \$300,000.
Environmental Justice: Context-Sensitive Planning	Administered by Caltrans and funded at approximately \$3 million annually, Context-Sensitive Planning grants fund projects that emphasize economic sustainability, transit-oriented development, mixed-use construction, and expanded access to multiple modes of transportation including active transportation. Each grant cannot exceed \$250,000.
Office of Traffic Safety (OTS) Grant Program	The California Office of Traffic Safety funds education, enforcement, and engineering projects that improve safety on existing facilities. Eligible projects include traffic safety studies, helmet giveaways, and safety education programs.



Federal Funding Sources

In addition to local sources, the Federal Government has money available for transportation improvements including bicycle and pedestrian facilities and programs.

Fixing America's Surface Transportation (FAST) Act

The FAST Act is the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research and development, technology, and statistics programs. This program is the most prominent funding source for biking and walking infrastructure projects and makes some policy changes as stated below:

- Nonprofit organizations are eligible to apply for funds. This makes it easier for nonprofits to do safety and education for Safe Routes to School programs. It also means that nonprofits who run bike share programs can apply directly.
- Funding increases from \$820 million to \$835 million in 2016 and 2017 and to \$850 million in 2018, 2019 and 2020.
- The program maintains its competitive nature.

The FAST Act creates a priority safety fund to reduce bicycle and pedestrian fatalities. Only states in which 15% or more of overall fatalities are bicyclists or pedestrians will receive funds. The FAST Act also directs the US DOT to encourage states and Metropolitan Planning Organizations to set design standards to accommodate all road users. It also requires the US DOT to produce a report on implementation and best practices in two years.

More information regarding various funding opportunities under FAST Act can be found on FHWA website (<http://www.fhwa.dot.gov/federalaid/projects.pdf>).

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program funds construction projects that reduce traffic fatalities and serious injuries on public roads or public bicycle and pedestrian paths or trails. Eligible projects must identify a specific safety problem that will be corrected. A minimum of 90% of the project cost must be safety-related construction items and a maximum of 10% of the project cost can be used for non-safety construction items, such as landscaping. The maximum for individual project grants is \$1.5 million and the minimum is \$100,000. Projects are evaluated based on the Benefit/Cost ratio and the projects with the highest B/C ratio are selected for funding. Proposed projects first go through Statewide Project Selection, which allocates 70%-80% of HSIP funds. Projects that are not selected then go through District Project Selection, which allocates the remaining 20%-30% of HSIP funds. High Risk Rural Road Projects have a lower statewide B/C ratio cutoff.

Calls for projects are generally made every 1-2 years. Applications must be submitted to the respective Caltrans District Local Assistance Office and directed to the attention of the District Local Assistance Engineer. Information on Cycle 8, the most recent call for projects (May 2016) can be found here: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm. The next call for projects (HSIP Cycle 9) is expected to be announced around May 2018.

Transportation Investments Generating Economic Recovery (TIGER)

Congress designed TIGER grants to incentivize innovative, collaborative solutions to difficult transportation problems and generate economic development. Since 2009 when it was launched, the TIGER grant program has funded \$5.1 billion to 421 projects in all 50 states, DC, Puerto Rico, Guam the Virgin Islands and tribal communities. The seventh round of TIGER grants in 2015 generated 625 applications requesting \$9.8 billion worth of projects of which bicycle and pedestrian projects made up six percent. There was an eighth round of funding in July 2016.

Pilot Transit-Oriented Development Planning Program

The Pilot Transit-Oriented Development Planning Program allocates funding to promote planning projects that aim to improve pedestrian and bicycle access to transit hubs. Table 7-3 summarizes other potential Federal funding sources.

Table 7-3 Other Potential Federal Funding Sources

Grant Source	Description
Bus and Bus Facilities Program (Part of the Bus Livability Initiative)	Administered by the Federal Transit Administration (FTA), Bus & Bus Facilities Program grants can be used to fund infrastructure that improves bicycle and pedestrian access to public transit stations, provide bicycle shelter or parking facilities in the vicinity of transit stations, and install bicycle racks on buses.
Rivers, Trails, and Conservation Assistance (RCTA) Program	Administered by the National Park Service, RCTA staff members provide technical expertise and assistance to local jurisdictions to help preserve watersheds, open space, and develop bicycle and pedestrian trails and greenways improving resident access to said open spaces. Eligible projects include bicycleway plans, corridor studies, public outreach, and trail assistance.

Private Funding Sources

In addition to the various levels of government funding available, a number of private charities and advocacy groups recognize the benefits of active transportation. These charities and groups provide grants for transportation improvements including bicycle and pedestrian facilities and outreach programs. These are listed in Table 7-4 below.

Table 7-4 Potential Private Funding Sources

Grant Source	Description
Health Foundations	Organizations like Kaiser Permanente and the California Endowment sponsor efforts to promote bicycling and walking due to their public health benefits as they relate to obesity prevention and exercise promotion.
PeopleForBikes	Formerly Bikes Belong, PeopleForBikes issues grants for planning, design, and construction of bicycle improvements, support facilities, and related programs. Funding is capped at \$10,000 and requires 50 percent matching funds from the recipient.
Surdna Foundation	The Surdna Foundation provides assistance to nonprofits addressing the environment, the arts, community revitalization, and effective citizenry.
Rails to Trails Conservancy	The Rails to Trails Conservancy advocacy organization provides technical assistance for projects that plan to convert abandoned rail corridors to multi-use trails for bicycles and pedestrians.



Appendix 1 Public Engagement Results

The City of Costa Mesa hosted a community engagement workshop on September 18, 2013, for the Circulation Element and Bicycle Master Plan Update. Approximately 40 community members participated in the workshop held in Costa Mesa's Emergency Operations Center at 99 Fair Drive, Costa Mesa.

The second part of the workshop addressed the Bicycle Master Plan Update with a presentation describing existing bicycle infrastructure and common deficiencies. Participants were asked to comment on the bicycle network and make infrastructure recommendations. The participants' comments were recorded both verbally and on various bicycle maps. All feedback from workshop attendees was reviewed and incorporated into the recommendations of this plan.

Additionally, the Costa Mesa City Council voted unanimously to establish the Bikeway and Walkability Committee on February 3, 2015, to guide the expansion of the bicycleway network and improve connectivity.

Common Themes/Questions

Common themes heard during the workshop were:

Circulation Element

- How did Bluff Road get added to the Master Plan of Arterial Highways (MPAH)?
- When developers apply for variances for higher densities, does the City take into account the parking and traffic problems associated with those variances?
- Does the City look at the impacts of projects? For example, Harbor Boulevard/ Mesa Verde Drive East and how that traffic will impact the existing conditions?
- New development approvals do not require enough parking.
- What does it mean when roadways are "downgraded?"

Bicycle Master Plan Update

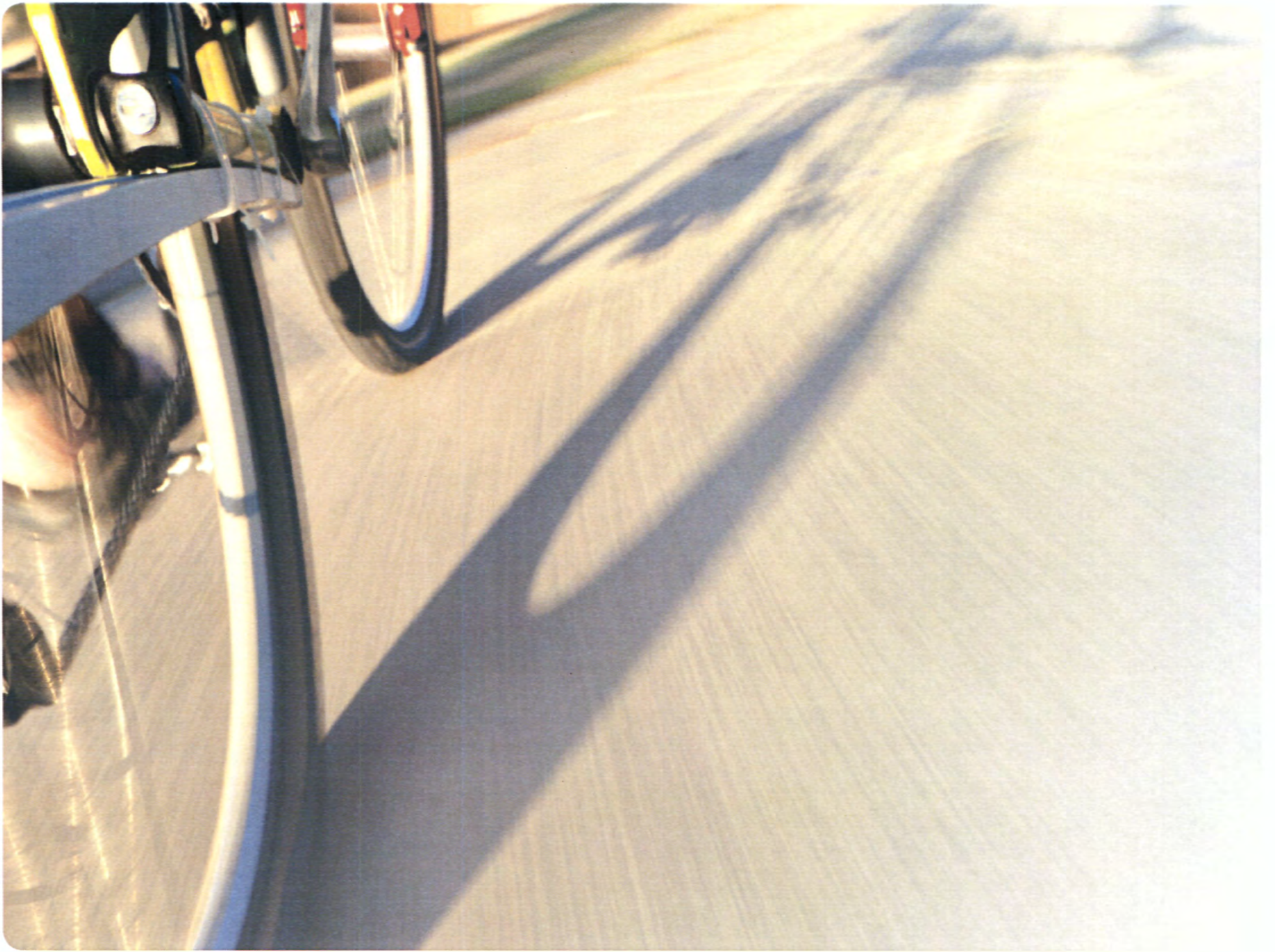
- Stripe one-way arrows to prevent bicyclists from riding in the wrong direction.
- Are bicycles allowed to ride on sidewalks?
- Bicycle facilities/racks are needed to promote bicycling.
- Recent Broadway improvements – traffic calming project or bicycle project?
- Define how sharrows work.
- Will Bicycle Master Plan consider future population centers when making recommendations for future bicycle infrastructure?
- Request for bicycle transportation systems to reduce traffic.
- Cyclists do not obey traffic rules.
- Policy needed to encourage people to bicycle responsibly.
- Bicycle education program needed to enforce traffic laws?
- Do other cities provide bells (for bicyclists) to warn pedestrians?
- What is policy to handle bicyclists that ride impaired (i.e., drunk riding)? Are bicyclists cited?

Appendix 2 Inventory of Existing Bicycling Support Facilities

Existing Bicycle Racks	
Location	Notes
Volcom Skate Park	
Lions Park	
Heller Park	
24 hour Fitness	(Costa Mesa Courtyards)
Triangle Square 1	(Newport Boulevard)
Triangle Square 2	(Harbor Boulevard)
Mothers Market	(19th Street & Newport Boulevard)
Estancia High School	(on Placentia Avenue)
Heinz Kaiser Elementary School	(on Santa Ana Avenue)
Newport Harbor High School	(Off-Street - Newport Beach)
Costa Mesa High School	(Off-Street)
Adams Elementary School	(Off-Street)
California Elementary School	(Off-Street)
TeWinkle Middle School	(on Gisler Avenue)
Newport Heights Elementary School	
Victoria Elementary School	(Off-Street)
Wilson Elementary School	(Off-Street)
OCC 1	(Even with Arlington Drive 1/3 across west)
Costa Mesa City Hall	
The Farm Sports Complex	
Estancia Park/Balearic Community Center	
South Coast Plaza 1	(S. Parking Structure/Bloomingdales)
South Coast Plaza 2	(Near Z'Tejas)
South Coast Plaza 3	(Macy's Sublevel)
South Coast Plaza 4	(Near Security Office/Parking Structure)



Existing Bicycle Racks (cont.)		
Location	Notes	
Plaza Tower Parking Structure		
Center Tower Parking Structure		
Park Center Parking Structure		
Neighborhood Community Center		
Newport Mesa Plaza	(Off of East 17th Street)	
Goodwill	(Off of 19th Street Near Myers Place)	
McDonalds	(Off of 19th St at Myers Place)	
Jack in the Box	(Off of Harbor Boulevard between Village Way and Dale Way)	
In-N-Out Burger	(Off of Harbor Boulevard south of I-405)	
Stater Brothers	(Newport Boulevard N, south of Victoria Street)	
Costa Mesa Senior Center	(Off-Street)	
Near loading docks north of The Capital Grill	(Off Street)	
Existing Changing Rooms and Showers		
Location	Type	Notes
Costa Mesa Aquatic Center	Public	(Downtown Rec Center) Swimmers Only
24 Hour Fitness Costa Mesa Active	Private	
24 Hour Fitness Costa Mesa Newport Supersport	Private	
24 Hour Fitness Costa Mesa Sport	Private	
24 Hour Fitness South Coast Metro Center Supersport	Private	
Halecrest Park/Pool Club	Private	





**Addendum to 2015-2035
General Plan EIR for an
Amendment to the
Circulation Element**

2015-2035 General Plan EIR
State Clearing House No.
#2015111053



Lead Agency:
City of Costa Mesa



Technical Assistance:
Stantec Consulting Services Inc.
1327 Del Norte Road
Camarillo, CA 93010

May 3, 2018

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1.0 INTRODUCTION

1.1 EXECUTIVE SUMMARY

Under California law (Government Code Section 65300 et seq.), every city and county are required to have a general plan. The general plan is to be comprehensive and long range in perspective. For cities, the general plan guides the physical development of the incorporated city, plus any land outside city boundaries that has a relationship to the city's planning activities.

On June 21, 2016, the City of Costa Mesa (City) adopted a comprehensive update to its General Plan including the Circulation Element (2015-2035 General Plan). One of the components of the Circulation Element was a Conceptual Bicycle Master Plan (CBMP). The CBMP is an exhibit in the General Plan which conceptually shows existing and potential future bikeway and pedestrian connections throughout the City. Several policies were also included in the adopted General Plan that encourage the planning and future development of an extensive bicycle and pedestrian network in accordance with the CBMP.

The City is proposing to refine the CBMP and adopt an Active Transportation Plan (ATP). The ATP is a more detailed plan for implementing the bike and pedestrian network shown on the CBMP. The ATP includes minor additions and deletions of bike trail segments shown on the CBMP and revises "recommended" goals and policies adopted in the 2016 General Plan to reflect "final" goals and policies.

The Environmental Impact Report (EIR) certified on June 21, 2016 (State Clearinghouse Number 2015111053) for the City 2015-2035 General Plan addressed the CBMP. The City proposes to adopt the proposed ATP and incorporate it into the Circulation Element of the 2015-2035 General Plan. To incorporate and approve proposed ATP into the General Plan and Circulation Element, an addendum to the EIR is required to address requirements specified in the California Environmental Quality Act (CEQA). This document is intended as an Addendum to the City's 2015-2035 General Plan EIR, to support the City's determination that subsequent or supplemental environmental review is not required for the minor modifications to the adopted General Plan.

1.2 LOCATION

The City is located in the extensively developed west-central portion of Orange County. The cities of Newport Beach, Huntington Beach, Santa Ana, Fountain Valley, and Irvine surround Costa Mesa. Major transportation facilities serving the City include Interstate 405 (I-405), State Route 55 (SR-55), State Route 73 (SR-73), and John Wayne-Orange County (SNA) Airport. The City encompasses an approximately 15.7 square-mile area, including lands within the City's unincorporated sphere of influence (Figure 1). The term "sphere of influence" (SOI) applies to the area designated by the Orange County Local Agency Formation Commission (LAFCO) as the probable, future physical boundary or service area of the City. Land use regulatory authority in the SOI area is held by Orange County. However, certain portions of the SOI receive one or more services administered by the City. Overall, planning decisions made for the City are assumed to have a bearing on growth and development in these unincorporated adjacent areas; hence the term "sphere of influence."

1.3 PROJECT DESCRIPTION

The City is proposing to refine the CBMP and adopt an Active Transportation Plan (ATP). The ATP is a more detailed plan for implementing the bike and pedestrian network shown on the CBMP. The General Plan Amendment includes minor additions and deletions of bike trail segments within the CBMP and revises "recommended" goals and policies adopted in the 2016 General Plan to reflect "final" goals and policies.

The ATP outlines the vision, strategies, and actions that will be implemented to improve the active transportation experience in Costa Mesa. It focusses on the completion of the bicycle network by identifying existing and absent connectivity and providing recommendations for potential improvements to the system and programs (Costa Mesa 2017).

The Active Transportation Plan is designed to:

- Encourage bicycling and walking for both commuting and recreational purposes;
- Outline the needed facilities and services;
- Maximize funding sources for implementation of bicycle infrastructure; and,
- Enhance quality of life and safety (Costa Mesa 2017).

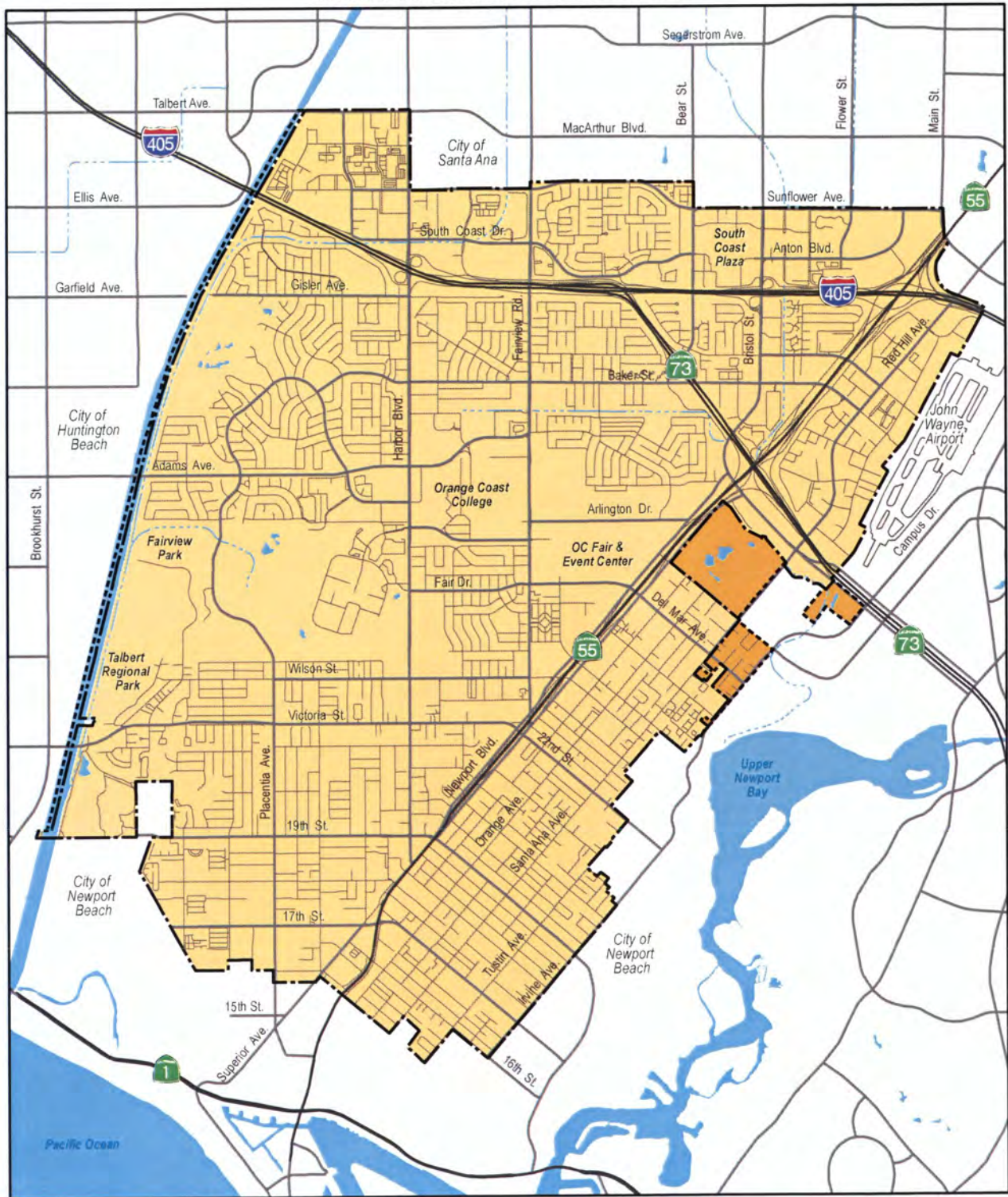
A number of bicycle friendly improvements that can be made to existing infrastructure are outlined in the ATP, such as: dedicated bicycle signals and signal phases, bicycle box, raised bicycle lanes, roundabout, mini roundabout/ residential roundabouts, at-grade intersections, protected bicycle lanes, grade-separated intersections, and bicycle parking.

A public engagement program was undertaken by the City for the bicycle planning portion of the General Plan's Circulation Element, as well as input into the vision statement for the ATP: "The City will have a comprehensive and visible active transportation network and will promote safety, education, health, recreation and access to important locations within the City while connecting to the larger regional network" (Costa Mesa 2017).

The proposed removal of the adopted Costa Mesa CBMP for the incorporation of the ATP into the Circulation Element of the 2015-2035 General Plan includes only minor modifications that enhances the Circulation Element policies by modifying "Recommendations" to Circulation Element to "Policies" and adopts various levels of bike classifications for certain facilities. (See Table 1)

Table 1 provides a summary of the changes between the CMBP (included in the Circulation Element of the existing General Plan) and the ATP with respect to facility classifications. Refer to Figure 2 for accompanying map.

FIGURE 1
CITY OF COSTA MESA PLANNING AREA



City Boundaries
— Costa Mesa City Boundary
- - - Costa Mesa Sphere of Influence

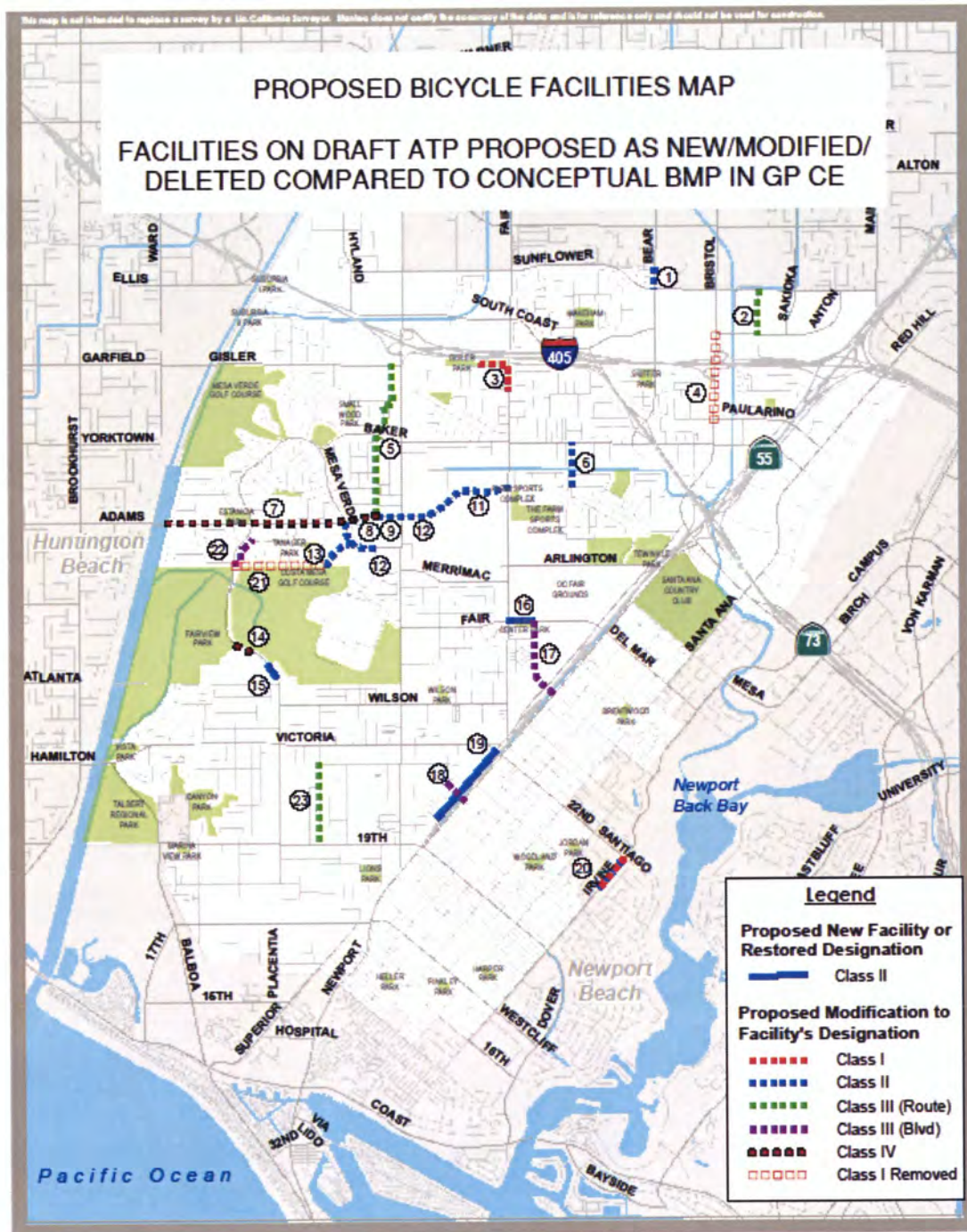
Source: City of Costa Mesa, 2015.



Table 1
Summary of Changes Between Conceptual Master Bicycle Plan (CMBP
and Proposed Active Transportation Plan (ATP) (Facilities)

Item No	Location	Proposed Change from CMBP to ATP
1	Bear from Sunflower to the NCL	Replace existing Class II with proposed Class II
2	Avenue of the Arts from Sunflower to Anton	Add proposed Class III
3	Gisler west of Fairview; Fairview south of Gisler	Replace existing Class I with proposed Class I
4	Airport Channel / Delhi Channel	Delete Class I between Anton and Paularino
5	Royal Palm at Adams to Baker to Deodar to Caraway to Cinnamon to Gisler	Add proposed Class III
6	Mendoza from Baker to Coronado	Replace existing Class II with proposed Class II
7	Adams from Santa Ana River to Mesa Verde E	Replace proposed Class I with proposed Class
8	Adams from Mesa Verde E to Royal Palm	Replace existing Class II with proposed Class IV
9	Adams from Royal Palm to Harbor	Replace existing Class II with proposed Class II
10	Adams from Harbor to east of Peterson	Add proposed Class II
11	Adams from east of Peterson to Fairview	Replace proposed Class I with proposed Class
12	Mesa Verde E from Adams to Harla	Remove existing Class I designation; will remain proposed Class II only
13	Golf Course Drive from Mesa Verde E to Tanager	Replace existing Class II with proposed Class II
14	Placentia from north of Estancia High School to entrance to Fairview Park on east side of Placentia in front of Estancia High School	Replace existing Class II with proposed Class IV
15	Placentia north of Joann in front of Estancia High School	Remove section of existing Class I and return to existing Class II
16	Fair Drive from Fairview to Vanguard Way	Remove existing Class I designation; will remain existing Class II only
17	Vanguard Way from Fair Drive to NB Newport Boulevard (Blvd)	Replace proposed Class IV with proposed Class III (Blvd)
18	Bay Street from Thurin to NB Newport Blvd	Replace proposed Class III (Route) with proposed Class III (Blvd)
19	Southbound Newport Blvd from Victoria to SR-55 to Ford Road	Add existing Class II
20	Irvine Avenue from Santiago to Holiday Road	Replace existing Class I with existing Class II to be replaced with proposed Class I
21	Tanager trail through Costa Mesa Golf Course from Canary Drive to Golf Course Drive	Remove proposed Class I
22	Cardinal Drive from Oriole Drive and Swan Circle from Cardinal Drive to Placentia Avenue	Add proposed Class III (Blvd)
23	Pomona Avenue from Hamilton Street to West 19 th Street	Add proposed Class III (Route)

FIGURE 2
UPDATED ACTIVE TRANSPORTATION PLAN (ATP) MAP



1.4 COSTA MESA 2015-2035 GENERAL PLAN

The City of Mesa 2015-2035 General Plan, amended in 2016 was an amendment to the 2002 General Plan and recently amended in 2016. The following eleven chapters comprise the current General Plan:

1. Introduction
2. Land Use Element
3. Circulation Element
4. Growth Management Element
5. Housing Element
6. Conservation Element
7. Noise Element
8. Safety Element
9. Community Design Element
10. Open Space and Recreation Element
11. Historic and Cultural Resources Element

The Costa Mesa 2015-2035 General Plan is a long-range planning program that guides the orderly growth and development of the Costa Mesa planning area, which is defined as all properties within the Costa Mesa corporate limits and properties within the City's sphere of influence. The General Plan communicates the City's vision of its future and establishes a policy framework to govern decision-making concerning the physical development of the community, including assurances that the community at large will be supported by an adequate range of public services and infrastructure systems. The General Plan updates in the previous EIR did not authorize any specific development project, land use approval, or any specific public facilities or capital facilities expenditures or improvements. As such, a Program EIR for the General Plan updates were the appropriate type of document to identify the geographic extent of sensitive resources and hazards, along with existing and planned services and infrastructure support systems that occur in the planning area.

The General Plan's EIR (GP EIR) included a proposed Circulation Element containing a CMBP that specified a complete streets approach to managing travel modes. Complete streets planning aims to provide for all transportation routes in Costa Mesa to accommodate all users: pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. New goals, policies, recommendations, and exhibits were prepared in the GP EIR to reflect the City's future direction related to walking, bicycling, and transit improvements.

1.5 PURPOSE OF AN ADDENDUM TO THE GENERAL PLAN EIR

The analysis included in this Addendum has been conducted to support the City's determination that the minor revisions and change from CBMP to ATP for the General Plan would not result in new or greater environmental impacts than those evaluated and disclosed in the adopted GP EIR. California Environmental Quality Act (CEQA) Guidelines Section 15162 includes the following guidance for determining if additional CEQA review is required:

(a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects of a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur, or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

As documented in Section 2.0 of this Addendum, the proposed ATP is similar in nature to the previous adopted General Plan's CMBP evaluated in the previous GP EIR. Furthermore, the changes to the Approved Project will not result in new significant impacts or any new mitigation measures, will not increase the severity of environmental impacts analyzed, and no new feasible alternatives or mitigation measures have been found. A copy of the 2015-2035 General Plan EIR Environmental Impact Summary is included as Appendix 4.1. Additionally, none of the other factors set forth in Section 15162(a)(3) are present. Therefore, in accordance with CEQA Guidelines Section 15162(b) the City has determined that changes to the proposed Active Transportation Plan are minor technical changes and additions that do not raise any new or substantially increased environmental impacts, therefore, an Addendum is appropriate.

1.6 ADDENDUM TO THE 2015-2035 COSTA MESA GENERAL PLAN EIR FOR THE ATP

This Addendum is intended to update the Circulation Element with an Active Transportation Plan and updating the previously approved CBMP. This update is considered a minor change to the overall General Plan program. For a complete evaluation of environmental impacts associated with the General Plan, the Addendum should be read together with the full text of the Costa Mesa 2015-2035 General Plan EIR. The proposed General Plan Amendment and the ATP are planning-level documents and do not describe specific construction-level projects or details. Future planning, funding, design, and/or environmental review work (as applicable) would be necessary to implement any specific project. The conclusions of the analysis in this Addendum remain consistent with those made in the GP EIR. The approval of the ATP would not introduce any new impacts that were not previously discussed in the GP EIR. No new or revised mitigation measures are required.

1.7 APPROVALS REQUIRED

The adoption of the ATP is considered a General Plan Amendment to amend the Circulation Element. The City requires two public hearings for the project. A 10-day public notice prior to the hearing is required. The proposed amendment would be heard by the Planning Commission for a recommendation to City Council and final approval of the amendment is by the City Council. No additional approvals are required.

2.0 ENVIRONMENTAL IMPACT ANALYSIS

2.1 AESTHETICS

Would the Project:	New Potentially Significant Impact	Less Than Significant with New Mitigation Incorporation	No Substantial Change
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

AES-a Have a substantial adverse effect on a scenic vista?

AES-b Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

Impact Analysis

The certified GP EIR concluded that the approved General Plan with the incorporation of land use and community design policies would not interfere with any scenic vistas nor damage any scenic resources. There are no scenic highways in the planning area. With the approval of the ATP, impacts to scenic vistas and resources would remain less than significant as concluded in the certified GP EIR. Compliance with the City's land use and community design policies would be required for all ATP projects. Therefore, no new or revised mitigation measures are required, and impacts would continue to be less than significant.

AES-c Substantially degrade the existing visual character or quality of the site and its surroundings?

Impact Analysis

The certified GP EIR concluded that with incorporation of City land use and community design policies, any approved project within the General Plan planning area would not degrade the existing visual character or quality of the site and its surroundings. Furthermore, the document concluded that with policies and regulations in place protecting the integrity of historical buildings and structures, the General Plan would not result in any significant impacts to such visual resources. Any project implemented as part of the approval of the ATP would be required to adhere to the land use and community design policies and any historical regulations therefore, the modified project would not introduce any new impacts to the visual character or quality of the site and its surroundings that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

AES-d Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact Analysis

The certified GP EIR concluded that the development directed by the goals and policies of the General Plan Amendments could produce new sources of light and/or glare that may potentially cause significant impacts to daytime and/or nighttime views. Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. For example, a floodlight attached to the side of a single-family residence could be oriented to shine into a neighbor's house. Reflective surfaces (e.g., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (e.g. if glare is directed into the eyes of motorists). Furthermore, new development could introduce inappropriate lighting or use building materials that could cause inappropriate glare in the planning area. Community design policies and development standards required by Municipal Code, require that outdoor lights be shielded to avoid spillover onto adjacent properties and specifically, to be directed away from residential areas. The GP EIR concluded that with implementation of community design policies and development standards existing in the Municipal Code, potential impacts related to light and glare would be less than significant.

Approval of the ATP would not create any significant or new sources of light and glare not previously analyzed in the GP EIR. Any project developed as part of the ATP would be required to conform to the community design policies and development standards related to lighting and would not create any impacts related to substantial light or glare that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

New Mitigation:

None.

2.2 AGRICULTURE AND FORESTRY RESOURCES

Would the Project:	New Potentially Significant Impact	Less Than Significant with New Mitigation Incorporation	No Substantial Change
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

AG-a Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance(Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

AG-b Conflict with existing zoning for agricultural use or a Williamson Act contract?

AG-c Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

AG-d Result in the loss of forestland or conversion of forestland to non-forest use?

Impact Analysis:

The certified GP EIR concluded that the City is an almost fully developed, suburbanized area that does not contain any areas zoned or designated solely for commercial agriculture or forest resources. No areas of the City support Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and therefore no possible way of any conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use because of the build out of the General Plan. The City also has no Williamson Act contracts within the City. The City is a fully developed, suburban area that does not contain any forest land. The proposed ATP is located within the General Plan planning area and is consistent with the approved GP EIR. No impacts would occur, and no new or revised mitigation measures are required.

AG-e Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?

Impact Analysis

The certified GP EIR concluded that the only large parcels in the planning area still in agricultural production are the properties, Segerstrom Home Ranch property and Sakioka Lot 2. The land use designation for both properties is Urban Center Commercial and the actual loss of existing agricultural uses on the two properties would be at the discretion of the private property owners. Thus, the impact was considered less than significant. The City does not contain any forest or timber land within its boundaries. The proposed ATP is located within the General Plan planning area and is consistent with the approved GP EIR. No impacts would occur, and no new or revised mitigation measures are required.

New Mitigation

None

2.3 AIR QUALITY

Would the Project:	New Potentially Significant Impact	Less Than Significant with New Mitigation Incorporated	No Substantial Change
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose Sensitive Receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

AIR-a Conflict with or obstruct implementation of the applicable air quality plan?

AIR-b Violate any air quality standard or contribute to an existing or projected air quality violation?

AIR-c Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Impact Analysis

The certified GP EIR concluded that General Plan would not directly result in construction of any development or infrastructure; however, future development supported by the policies of the General Plan would result in short-term construction-related criteria pollutant emissions. Pursuant to existing CEQA requirements, short-term, project-specific construction-related emissions would be analyzed as development proposals are submitted. Mitigation would be applied, where necessary, and typically includes requirements for use of low-VOC paints, installation of diesel particulate filters on older construction equipment, and limitations on hauling distances and or daily trips. As a proposed policy document, no development is authorized or would directly occur

from the adoption of the proposed General Plan. However, development can be expected to occur within the planning area that is guided by approved General Plan policies.

The GP EIR concluded that compliance with the City's land use, growth management, circulation, and conservation policies would be required for all development projects. Although the GP EIR found that impacts to Air Quality were an unavoidable and significant, there are no new or revised impacts with regards to air quality as the ATP project is considered a policy document as the General Plan is. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would be considered less than significant for the ATP.

AIR-d Expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis

The certified GP EIR concluded that the General Plan would not authorize any specific construction; however, future development projects constructed pursuant to General Plan land use policies could potentially expose sensitive receptors to temporary, localized pollutant concentrations more than air quality standards, even if the broader region is in attainment. Examples include emissions of fugitive dust and vehicle and machinery exhaust during large-scale grading activities and roadway construction. Under limited circumstances, large-scale construction activities could result in emissions of fugitive dust, nitrogen oxides, and other criteria pollutants that could exceed South Coast Air Quality Control District (SCAQMD) daily thresholds of significance and thereby could result in a significant impact. Emissions of fugitive dust near sensitive receptors are a primary concern because, unlike gaseous pollutants that quickly rise and affect the upper atmosphere, particulate matter tends to remain close to the ground. Pursuant to existing law, future development associated with buildout of the proposed General Plan would be required to prepare an air quality impact analysis for individual development projects where possible emissions could impact sensitive receptors. Such analyses will include project-specific mitigation measures, as appropriate. It should be noted that SCAQMD guidance indicates that analysis of localized criteria pollutant impacts is required; therefore, future construction projects would be assessed for localized criteria pollutant impacts on a case-by-case basis under the purview of the City. Impacts related to local criteria pollutant emissions would not be significant with implementation of existing regulations and the proposed policies of the General Plan update.

According to the Air Quality and Land Use Handbook, Air Resources Board (ARB) recommends that sensitive land uses not be located within 500 feet of highways or major arterials having average annual daily traffic (AADT) that exceeds 100,000 vehicles. This is due to the concentration of pollutants that accumulate in this proximity to freeways and other major arterials. No non-freeway roadways within the planning area either currently or over the long term are projected to have an AADT that exceeds 100,000 vehicles. I-405, SR-55, and SR-73 currently have and will likely continue to have AADTs that exceed 100,000.¹ Based on ARB guidelines, a significant impact could occur if the General Plan Amendments would permit new residential or other sensitive uses within 500 feet of these highways. Today, residential land uses exist within 500 feet of these highways within the planning area. Also, there are many vacant parcels designated for residential land use within 500 feet of either freeway. With the implementation of proposed General Plan policies and adherence to existing environmental regulations that require specific analysis of impacts of industrial projects on existing or potential sensitive receptors and sensitive receptors from existing industrial projects, significant impacts to sensitive receptors from heavy traffic roadway criteria pollutants would be less than significant the approved project would not expose sensitive receptors to substantial concentrations of localized PM₁₀, PM_{2.5}, carbon monoxide, diesel particulate matter, or TACs with the implementation of mitigation measures. The approval of the ATP plan would not expose sensitive receptors to substantial concentrations of localized PM₁₀,

PM_{2.5}, carbon monoxide, or diesel particulate matter with the implementation of mitigation measures. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts are considered to be less than significant for the ATP.

AIR-e Create objectionable odors affecting a substantial number of people?

Impact Analysis

The GP EIR concluded that land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). While odors do not present a health risk of themselves, they are often considered a nuisance by people who live, work, or otherwise are located near outdoor odor sources. Odor controls are routinely established by cities, on a case-by-case basis, during the development project review/entitlement process, based on the unique characteristics of the specific development proposal. Future potential sources of odors would have to be considered considering potential impacts to surrounding land uses. Pursuant to existing environmental regulations, projects would be evaluated about potential impacts related to odors. While siting is the primary way to prevent exposure to odors, odors can also be mitigated in similar fashion to air pollutant emissions (i.e., filtering). The City also found that no mitigation is available to provide for consistency of the proposed General Plan with the 2012 AQMP growth projections. Pursuant to proposed General Plan policies, CEQA, and SCAQMD regulations, individual development projects would be required to perform project-specific air quality analyses to determine potential impacts and mitigation measures to comply with the applicable AQMP and maximum daily emission thresholds.

The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

New Mitigation:

None.

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2.4 BIOLOGICAL RESOURCES

Would the Project:	New Potentially Significant Impact	Less Than Significant with New Mitigation Incorporated	No Substantial Change
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

BIO-a Have a substantial adverse effect, either directly or through habitat modifications on any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Impact Analysis

The certified GP EIR concluded with impacts to special status plant and animal species would be considered less than significant, with the exception of the burrowing owl, within the entire planning area. Goals and policies contained in the Conservation Element of the General Plan promote the conservation of important biological resources.

The one species of concern within the planning area is the burrowing owl. The species is known to nest in existing burrows, culverts, or other appropriately sized holes found on vacant land. This allows it to occur theoretically on any vacant site in the planning area. Any future development on vacant land could potentially impact this species. The approved General Plan adopted a mitigation measure/policy that requires surveys and monitoring of the burrowing owl for development projects. Therefore, the approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

BIO-b Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish or U.S. Fish and Wildlife Service?

Impact Analysis

The certified GP EIR concluded that the CNDDDB identified two sensitive natural communities within the planning area: Southern Cottonwood Willow Riparian Forest within the Santa Ana River and Southern Coastal Salt Marsh found in Talbert Regional Park. In addition, vernal pools are present in Fairview Park. The proposed approved General Plan did not propose any land use changes that would impact these areas. No impact to these sensitive habitats were expected to occur. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

BIO-c Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Impact Analysis

The certified GP EIR indicated that no wetlands located within the planning area are subject to land use changes. All wetlands occur along the edge of the Santa Ana River within dedicated parklands and consists of riverine habitat along the Santa Ana River and Freshwater Emergent wetlands adjacent to the Santa Ana River in the southwestern portion of the planning area. Vernal pool wetlands occur in Fairview Park within the City. The proposed General Plan was found to not

impact any wetlands as defined by Section 404 of the Clean Water Act. . The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

BIO-d Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact Analysis

The certified GP EIR stated the General Plan addressed five new Overlay Zones and one new land use designation. None of those would result in land use changes that could fragment the Santa Ana River and freshwater emergent wetlands adjacent to the Santa Ana River that act as a wildlife corridor because all amended planning zones are well away from this area. The GP EIR concluded that the General Plan would not impede its use as local or migratory wildlife corridors. There are no known wildlife nurseries in the planning area. Therefore, no impacts would occur. The approval of the ATP would not result in any impacts to migratory wildlife corridors that were not previously discussed, and no impacts would occur.

BIO-e Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact Analysis

The certified GP EIR stated that development pursuant to the approved General Plan would be required to comply with proposed General Plan policies and existing City policies related the protection of biological resources. In addition to the General Plan policies of the Conservation Element, new and existing development must comply with the Zoning ordinance related to the preservation of landmark trees (see above under Local Regulations). As a result, the project would not conflict with any City policies, regulations, or standards designed to protect biological resources applicable to the planning area. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

BIO-f Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?

Impact Analysis

As described above, certified GP EIR concluded that the development of the site would not conflict with local policies or ordinances protecting biological resources. None of the land use changes in the approved General Plan were considered to conflict with the County of Orange Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP) because none of the changes apply to properties within the NCCP/HCP. As described above, the City is not a participant to the NCCP/HCP; however, proposed reserve lands occur within the City's jurisdiction in the Talbert Nature Preserve. Reserves are also proposed in Talbert Regional Park,

which is under the jurisdiction of the County of Orange (Natural Communities Coalition 2015). The revised Fairview Park Master Plan (CM 2008) recommends that 111 acres of habitat restoration areas within the park ultimately be incorporated into the Orange County NCCP/HCP (CM 2008). The approval of the ATP would not conflict with any adopted or approved conservation plans nor the NCCP/HCP and will have no impact on any such plans. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

New Mitigation:

None

2.5 CULTURAL RESOURCES

Would the Project:	New Potentially Significant Impact	Less Than Significant with New Mitigation Incorporated	No Substantial Change
a) Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CUL-a Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?

Impact Analysis

The certified GP EIR concluded that any future development within the planning area subject to the goals and policies of the General Plan could impact historic resources where new development supplants older development. Adverse modification of historic resources may also occur if appropriate restoration methods are not implemented, thereby permanently altering the historic character of the resource. Impacts associated with the destruction or alteration of historic resources can affect a City's sense of place and lose important information relevant to City, the region, and/or State history. As part of the approval of the General Plan, the goals, objectives, and policies in the Historic and Cultural Resources Element were strengthened, particularly with regard to post-World War II structures and community education. By preventing demolition of historic structures, ensuring that new development is compatible with historic resources, and ensuring that restoration of historic structures preserve the character of the resource, potential impacts to historic resources will be less than significant because the historic value of these resources will be preserved in perpetuity. The approval of the ATP would not result in any new impacts to historic resources that were not previously discussed. Impacts would continue to be less than significant.

P

CUL-b Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

The certified GP EIR concluded that future development subject to the goals and policies of the City's Land Use and Circulation Elements could impact archaeological resources where excavation and other earthmoving activities are required. Failure to properly survey development sites and, if necessary, monitor earthmoving activities to ensure identification and recovery of archaeological resources could result in a significant impact due to the loss of information related to pre-historic and historic human activities.

The approved General Plan amended the Cultural Resources Element and included goals, policies, and implementation measures designed to protect and maintain paleontological resources by requiring surveys, documentation, and protection of resources. Other policies and mitigation for development could be required, including recovery, identification, and curation of resources discovered during site surveying or during earthmoving activities. Impacts to paleontological resources were considered to be less than significant with implementation of existing policies and regulations and general plan policies related to paleontological resources. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

CUL-c Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?

Impact Analysis

The certified GP EIR discussed that AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

Pursuant to Government Code §65352.3 (Senate Bill 18), and to fully evaluate potential significant impacts to cultural resources, the City of Costa Mesa initiated government-to-government consultation as required by SB 18. Refer to Appendix 4.2 for tribal consultation information.

The proposed General Plan Amendment and the ATP are planning-level documents and do not describe specific construction-level projects or details. Future planning, funding, design, and/or environmental review work (as applicable) would be necessary to implement any specific project. However, as part of the CEQA process the City has undertaken consultation pursuant to both AB 52 and SB 18 (since the project is for a General Plan Amendment).

A record search of the Native American Heritage Commission (NAHC) Sacred Land File (SLF) was completed for the area of potential project effect (APE). Sites have been located within the APE that may be impacted by the project. However, as previously noted, the ATP is a more detailed plan for implementing the bike and pedestrian network previously approved with 2016 General Plan. Future planning, funding, design, and/or environmental review work (as applicable) would

be necessary to implement any specific project. The following General Plan policies are effective and are applied to all development projects:

Policies:

Historic Element adopted in 2016 for Preserving Paleontological Resources

Policy 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.

Policy HCR-1.10: Comply with the California Environmental Quality Act regarding the protection and recovery of paleontological resources during development activities.

The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

CUL-d Disturb any human remains, including those interred outside of formal cemeteries?

Impact Analysis

The certified GP EIR concluded that the potential exists that as-yet undiscovered human remains may be encountered during future development activities within the planning area. In the event human remains are encountered, the discovery is required to comply with State of California Public Resources Health and Safety Code Section 7050.5-7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site. As required by state law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." No development or construction is proposed with this general plan amendment. In accordance with existing policies in place, if human remains are found during any future excavation due to construction activities, excavation must stop within the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been contacted, the remains investigated, and appropriate recommendations made for the treatment and disposition of the remains. The approval of the general plan amendment and ATP would not result in any new impacts that were not previously discussed and therefore are still considered less than significant.

New Mitigation:

As stated above, the proposed General Plan Amendment and the ATP are planning-level documents and do not describe specific construction-level projects or details. Future planning, funding, design, and/or environmental review work (as applicable) would be necessary to implement any specific project and any cultural and historic impacts, and related mitigation, would be evaluated at that time, therefore no new mitigation is required at this time.

2.6 GEOLOGY AND SOILS

Would the Project:	New Potentially Significant Impact	Less Than Significant with New Mitigation Incorporated	No Substantial Change
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

GEO-a Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
- ii) Strong seismic ground shaking?
- iii) Seismic-related ground failure, including liquefaction?
- iv) Landslides?

Impact Analysis

The certified GP EIR concluded that hazardous impacts to people and structures resulting from the potential rupture of a known earthquake fault would be less than significant with implementation of existing regulatory practices and policies in the approved General Plan Safety Element. The GP EIR also found that impacts to life and property resulting from earthquakes would be less than significant with implementation of existing regulatory standards and draft Safety Element policies that support design parameters related to ground shaking. Impacts to life and property in the planning area resulting from seismically induced liquefaction or seismically induced landslides were found to be less than significant with the implementation of existing regulatory standards and approved General Plan policies that require investigation of site conditions for liquefaction susceptibility. The approval of the ATP would not introduce any new significant impacts that were not previously discussed, and impacts would continue to be less than significant.

GEO-b Result in substantial soil erosion or the loss of topsoil?

Impact Analysis

The certified GP EIR concluded that impacts related to wind-blown soil erosion and loss of topsoil would be less than significant. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

GEO-c Be located on strata or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Impact Analysis

The certified GP EIR concluded that there would be a low potential for landsliding, lateral spreading, subsidence, liquefaction or collapse with the implementation of existing regulations and General Plan policies. No changes have occurred to the project site that would alter this conclusion. The approval and implementation of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

GEO-d Be located on expansive soil, as defined in Table 18.1 B of the Uniform Building Code, creating substantial risks to life or property?

Impact Analysis

The GP EIR concluded that impacts related to expansive soils would be less than significant with implementation of existing regulations. The approval and implementation of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

GEO-e Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Impact Analysis

The certified GP EIR concluded that no impacts related to soils and septic systems would occur since all of Costa Mesa is served by a public sewer system. The approval and implementation of the ATP would not introduce any impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

New Mitigation

None.

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2.7 GREENHOUSE GASES (GHG)

Would the Project:	New Potentially Significant Impact	Less Than Significant with New Mitigation Incorporated	No Substantial Change
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

GHG-a Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

GHG-b Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis

The certified GP EIR concluded that over the long term, GHG emissions may exceed regional thresholds established, as projected population capacity for Costa Mesa exceeds population growth assumptions in the regional plans. The certified GP EIR concluded that The General Plan Amendments have the potential to conflict with the 2012 SCAG RTP/SCS and California Air Resources Board's Scoping Plan—and thereby not attain GHG reductions targets—because land use policy does not support the same level of population growth projected.

It was further found that no feasible mitigation measures are available to reduce the significant and unavoidable impacts relating to greenhouse gases. The only way to attain consistency with the 2012 AQMP about GHG emissions would be to adjust land use policies to reduce the growth capacity in Costa Mesa during the planning horizon extending to 2035. This measure would be inconsistent with City goals to incentivize private reinvestment and redevelopment efforts along major corridors and on targeted sites where infrastructure can support desired growth. Many new technologies and fuels will need to be developed, made readily available, and widely applied that avoid materials and processes that generate GHGs via building energy consumption and vehicular transportation as proposed by CARB's Scoping Plan. Until that occurs, total GHGs due to growth in the planning area would be significant. Thus, long-term impacts with respect to climate change was considered potentially significant and unavoidable. The approval of the ATP would not introduce any new GHG emission related impacts that were not previously discussed in the GP EIR. No new mitigation measures are recommended or required.

New Mitigation

None.

2.8 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:	New Potentially Significant Impact	Less Than Significant with New Mitigation Incorporated	No Substantial Changes
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely-hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:	New Potentially Significant Impact	Less Than Significant with New Mitigation Incorporated	No Substantial Changes
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

HAZ-a Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

HAZ-b Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

HAZ-c Emit hazardous emissions or handle hazardous or acutely-hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact Analysis

The certified GP EIR concluded that the proposed revisions to the General Plan would result in less than significant impacts associated with the use, transport, and disposal of hazardous materials and wastes since existing federal, State, County, and local regulations provide sufficient protections. With the approval and the implementation of the ATP, the project would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

HAZ-d Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The certified GP EIR concluded that impacts to development and persons due to building siting on contaminated properties would be less than significant with mitigation incorporated. Any construction activity because of the ATP will go through a thorough environmental analysis. If a Phase I Environmental Site Assessment (ESA), prepared in accordance with the latest ASTM protocol for such assessments, indicates some evidence of site contamination exists that could require cleanup to avoid danger to people or damage to the environment, a Phase II level review shall be completed to fully characterize the nature and extent of such contamination, and the scope of required clean up procedures. The results of the Phase II assessment shall be considered as part of the CEQA compliance process prior to any action on the project. With the approval and the implementation of the ATP, the project would not introduce any new impacts that were not previously discussed. No new or revised mitigation

measures are required, and impacts would continue to be less than significant, with mitigation incorporated.

HAZ-e For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

HAZ-f For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Impact Analysis

The certified GP EIR stated that no impacts related to operation of public or private airports would occur with implementation of existing regulatory standards since the project does not proposed any new land use policies that would impact operations at John Wayne Airport. Also, as required by State law, the approved General Plan was reviewed and approved by the Orange County Airport Land Use Commission. The approval an implementation of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

HAZ-g Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact Analysis

The certified GP EIR states the General Plan would not interfere with the implementation of the City's emergency response and evacuation procedures already in place for the City. With the approval and the implementation of the ATP, the project would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

HAZ-h Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Impact Analysis

The certified GP EIR concluded that no impacts associated with wildland fires would occur since not wildland fire hazard areas exist in Costa Mesa. The project as modified would not include any changes that would alter this conclusion. No new or revised mitigation measures are required, and no impacts would occur.

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2.9 HYDROLOGY AND WATER QUALITY

Would the Project:	New Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	No Substantial Changes
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there should be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:	New Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	No Substantial Changes
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation of seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact HYD-a Violate any water quality standards or waste discharge requirements?

Impact Analysis

The certified GP EIR concluded implementation of the General Plan would not violate any water quality standards or waste discharge requirements, or otherwise degrade water quality. Future development consistent with General Plan land use policies have the potential to increase urban runoff from residential, commercial, industrial, utility, and roadway sources. New development would not create any new impervious surfaces and would present opportunities to better control current runoff through implementation of modern and mandated runoff control features.)

The City currently inspects all residential, commercial, institutional, and industrial development and enforces structural and non-structural BMPs as adopted in the Santa Ana River Basin Plan to ensure compliance with the City's MS4 and eliminate such discharges. Future ATP development supported by the proposed General Plan would be subject to the same monitoring and enforcement procedures. NPDES regulations applicable to the planning area are designed to reduce non-point-source pollutant loading through implementation of BMPs and other control measures that minimize or eliminate pollutants from urban runoff, thereby protecting downstream water resources. The City implements NPDES provisions through the requirements of its MS4 permit, which is applicable to all portions of the City. BMPs implemented to address residential pollutant sources generally revolve around educational programs. Violations of water quality standards due to urban runoff can be prevented through the continued implementation of existing regional water quality regulations and through successful implementation of the City's local water quality control standards imposed on new development and redevelopment over the long term. The proposed General Plan would not interfere with the implementation of water quality regulations and standards.

The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

HYD-b Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there should be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Impact Analysis

The certified GP EIR concluded that impacts related to over drafting of groundwater resources and lowering of groundwater levels would be less than significant with application of existing City, Regional, and State standards and regulations. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

HYD-c Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

HYD-d Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Impact Analysis

The certified GP EIR concluded that flooding and sedimentation impacts caused by on- or off-site flooding would be less than significant with implementation of draft General Plan policies and existing City regulatory standards, particularly with regard to implementation of the City's Master Plan of Drainage and payment of required fees for development projects. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

HYD-e Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Impact Analysis

The certified GP EIR stated impacts related to polluted urban runoff and storm drain capacity would be less than significant with implementation of existing City, Regional, and State standards and regulations. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

HYD-f Otherwise substantially degrade water quality?

Impact Analysis

As described above in HYD-1, the certified GP EIR concluded that Implementation of the General Plan would not violate any water quality standards or waste discharge requirements, or otherwise degrade water quality. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

Impact HYD-g Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Impact Analysis

The certified GP EIR concluded that the proposed General Plan would not authorize any residential construction and therefore could not directly result in the placement of housing within flood hazards areas. Furthermore, the floodway and floodplain districts section of the Municipal Code (Chapter V, Development Standards, Article 10) addresses inappropriate development in flood zones. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

HYD-h Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Impact Analysis

The GP EIR concluded that there would be no General Plan policies would place structures within a floodplain, and all proposed land use changes were outside of floodplains. Furthermore, all significant structures built within the City would be subject to the Floodplain Management Regulations (Chapter V, Article 10 of the Municipal Code) that require hydrological evaluation to ensure that minimal diversion of floodwaters occurs, and development standards are implemented to prevent flooding of on- and off-site uses. These regulations specifically prohibit construction of structures that could cause or divert floodwaters without appropriate site planning and structural design. Implementation of existing regulations would reduce impacts associated with the potential diversion of floodwaters to less than significant levels. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

HYD-i Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Impact Analysis

The certified GP EIR states that the proposed General Plan would not interfere with the County's responsibilities in recertifying any levee within or protecting the planning area because there are no levees in the planning area. Impacts due to levee failure would be less than significant. The Los Angeles Times and Segerstrom Home Ranch sites are contained in an area subject to inundation in the event of failure of both the Santiago Creek Dam and the Prado Dam. The National Dam Safety Act of 2006 authorized a program to reduce the risks to life and property from dam failure by establishing a safety and maintenance program. The program requires regular inspection of dams to reduce the risks associated with dam facilities. Furthermore, all dam operators are required to submit an evacuation plan for review and approval by the State Office of Emergency Services (OES). The evacuation plan for the Santiago Creek and Prado Dams are on file with the U.S. Army Corps of Engineers. The evacuation plans have been prepared in accordance with the Federal Guidelines for Dam Safety. Continued inspection and maintenance of the two dams and the procedures outlined in the evacuation plans are considered adequate precautions to reduce impacts due to potential dam inundation to less than significant. Therefore, the impacts associated with dam inundation were considered to be less than significant. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

HYD-J Inundation of seiche, tsunami, or mudflow?

Impact Analysis

The certified GP EIR concluded that the potential for mudflow is minimal throughout the majority of the planning area because of the generally level grade and lack of hillsides, particularly within the areas where land use changes are proposed. None of the areas proposed in the planning area lies within a tsunami and sea level rise hazard area. The Safety Element contains policies which address tsunamis and sea level rise. Therefore, impacts associated with tsunamis and seiches would be less than significant. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

New Mitigation

None.

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2.10 LAND USE AND PLANNING

Would the Project:	New Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	No Substantial Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities' conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

LU-a Physically divide an established community?

Impact Analysis

The certified GP EIR concluded that the approval of a General Plan represented a policy-level project designed to direct long-term growth within the planning area. The City has many long-established residential neighborhoods as well as newer developments. The approved General Plan retained the City's primarily residential character since the land use changes only affect about four percent of land in the City. There were no proposed land use changes would divide an established community because it did not authorize any specific construction project, development plan, or other land-altering activity. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

LU-b Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Impact Analysis

The certified GP EIR involved the update of all General Plan elements, except the Housing Element. None of the proposed changes affected plans, policies, or regulations of other agencies that have jurisdiction within the planning area. The approved General Plan does not conflict with

an applicable land use plan, policy, or regulation of an agency with jurisdiction over the planning area. Although the proposed ATP amends the Circulation Element of the General Plan, the approval of the ATP would not introduce any new impacts that were not previously discussed and would not conflict with any other agency regulations or policies within the planning area. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

LU-c Conflict with any applicable habitat conservation plan or natural community's conservation plan?

Impact Analysis

The certified GP EIR concluded that none of the changes proposed in the revised General Plan would conflict with the County of Orange NCCP/HCP since no land use changes are proposed in affected areas. The City of Costa Mesa is not a participant to the NCCP/HCP, and none of the proposed reserve lands occur within the City's jurisdiction. Reserves are proposed in Talbert Regional Park, which is under the jurisdiction of the County of Orange. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

2.11 MINERAL RESOURCES

Would the Project:	New Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	No Substantial Changes
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

MIN-a Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the State?

MIN-b Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Impact Analysis

The certified GP EIR concluded that implementation of the General Plan Amendments would result in a less than significant impact with regard to loss of known mineral resources of value to the local, regional, and the State since the City is largely built out. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

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2.12 NOISE

Would the Project:	New Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	No Substantial Changes
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

N-a Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact Analysis

The certified GP EIR stated that the noise environment in Costa Mesa is not expected to change as a result of the implementation of the General Plan. Future development under the General Plan could result in the exposure to persons to or generate noise levels in excess of City standards. Particular sources of noise that could expose persons to noise in excess of City standards are the John Wayne Airport, the OC Fair and Event Center, and traffic. The City has specific exterior and

interior noise standards to protect residents from above standard noise. In addition, the general plan amendments included includes policies in the noise element that pertained to protecting new development from noise impacts through ensuring compatibility with surrounding areas, building types and materials, and setbacks. Noise policies were adopted in the General Plan were adopted to address noise compatibility issues, especially surrounding residential areas.

Policies adopted in the 2015-2035 General Plan include:

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

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

Policy N-2.3: Require that all proposed projects are compatible with adopted noise/land use compatibility criteria.

Policy N-2.4: Enforce applicable interior and exterior noise standards.

Policy N-2.5: Allow a higher exterior noise level standard for infill projects in existing residential areas adjacent to major arterials if it can be shown that there are no feasible mechanisms to meet the exterior noise levels. The interior standard of 45 dBA CNEL shall be enforced for any new residential project.

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

Policy N-2.7: Encourage effective site planning in mixed-use areas that provides the optimal distance between source of excessive sound and residents.

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

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

The approval of the ATP is a considered a General Plan Amendment to the Circulation Element and is a policy/program document. All plans to create different types and classes of bicycle lanes are conceptual in design and there is no development or project being considered as part of this plan. At the time the City develops a project to construct, conditions will be considered that meet the policies as described above. Therefore, the proposed ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

N-b Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

Impact Analysis

The certified GP EIR concluded that typical sources of ground-borne vibration and noise include construction activities and heavy vehicle traffic. Excessive vibration can lead to structural damage and general annoyance to the public. Vibration can also adversely affect delicate instruments such as electron microscopes and advanced technology production and research equipment. Potential vibration due to future construction activities would be assessed in conjunction with the City's routine review of site-specific geotechnical studies and the recommended grading and foundation design measures. This occurs in the project planning process, prior to project approval, for projects subject to review under CEQA, and this will provide an adequate mechanism to require special measures to mitigate potentially significant vibration impacts of the updated General Plan. Impacts resulting from construction-generated ground-borne vibration and noise would be less than significant for the approval of the General Plan. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

N-c A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Impact Analysis

The certified GP EIR stated that the proposed General Plan would allow for additional development of industrial, commercial, residential, and mixed-use development that may cause a permanent increase in ambient noise levels higher than current levels. However, impacts would be less than significant with continued implementation of the City's Municipal Code and the General Plan policies. Project specific noise impacts will be evaluated on a project basis. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

N-d A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Impact Analysis

The certified GP EIR concluded that the proposed General Plan would allow for additional development of industrial, commercial, residential and mixed-use development that may result in increased temporary or intermittent noise impacts. Those impacts are less than significant with the continued implementation of Municipal Code regulations relating to noise and the proposed General Plan Amendment policies. Project specific noise impacts will be evaluated on a project basis. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

-
- N-e** For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- N-f** For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?
-

Impact Analysis

The certified GP EIR concluded that portions of the City are located within the John Wayne Airport land use plan area (OC 2008). Overflights to and from the airport are audible within portions of the city. The airport is located along the northeastern boundary of the city. A large industrial area, located between SR 55 and the airport, is adjacent to the airport within Costa Mesa. In addition, approximately 100 dwelling units are located within the 65 dBA CNEL noise impact area south of the runway. According to the noise contour map for JWA, the ultimate 65 dBA CNEL noise contour for the airport encroaches into the City. However, the planned land use in the encroachment area is industrial; this is not considered a sensitive land use for the 65 dBA airport noise area. The General Plan Amendment would not change land uses in areas susceptible to a 65 dBA or greater noise levels associated with JWA. The noise impact was considered less than significant. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

2.13 POPULATION AND HOUSING

Would the Project:	New Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	No Substantial Changes
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

POP-a Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Impact Analysis

The certified GP EIR found that although the projected population at proposed General Plan buildout is 131,690 residents, the projected buildout population is what can be accomplished within existing urban areas that already support urban infrastructure. None of the proposed growth would be accommodated on undeveloped land that requires the expansion of urban infrastructure. Additionally, should population growth be less than what the buildout can accommodate (i.e., in accordance with the SCAG projections), then residential development would also be less. Projected buildout population is just that, a projection; actual development and population growth in the City will be based on market conditions. There are only 88 acres of land are undeveloped and could support new development, and these acres are already designated for development under the existing North Costa Mesa Specific Plan. The GP EIR found that implementation of the proposed General Plan would not induce population or housing growth. Impacts would be less than significant. Further, the approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

POP-b Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Impact Analysis

The certified GP EIR concluded that the proposed General Plan did not propose policies that would result in the displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Policies support development of new housing for all income categories. Impact would be less than significant. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

POP-c Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

Impact Analysis

The certified GP EIR concluded that the proposed General Plan did not propose policies that would result in the displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere. Policies support development of housing for all income categories. Impact would be less than significant. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

New Mitigation

None.

2.14 PUBLIC SERVICES

Would the Project:	New Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	No Substantial Changes
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PUB-a Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

Impact Analysis

The GP EIR concluded that impacts would be considered less than significant for public services. Impacts related to the expansion of fire protection facilities to maintain applicable service standards would be less than significant with implementation of the proposed General Plan and Municipal Code policies and requirements, including the payment of impact fees to offset any increased demand for fire protections services.

The GP EIR concluded that impacts related to the expansion of police protection facilities to maintain applicable service standards would be less than significant with implementation of proposed General Plan and Municipal Code policies and requirements.

The GP EIR concluded that impacts related to the expansion of school facilities to maintain applicable service standards would be less than significant with implementation of existing State regulations that require the payment of school impact fees.

The GP EIR concluded that impacts related to the expansion and construction of parks to maintain applicable service standards would be less than significant with implementation of proposed General Plan and Municipal Code policies and requirements, including compliance with Quimby Act provisions and payment of park impact fees.

The GP EIR concluded that impacts related to the expansion and construction of libraries to maintain applicable service standards would be less than significant with implementation of existing Municipal Code requirements.

Therefore, the approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

New Mitigation

None.

2.15 RECREATION

Would the Project:	New Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	No Substantial Changes
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REC-a Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

REC-b Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact Analysis

The certified GP EIR concluded that deterioration of existing parks and recreation facilities due to increased use would be less than significant with implementation of policies of the adopted Open Space and Park Element and existing City regulatory standards, including compliance with Quimby Act provisions and payment of park impact fees. Any direct impacts related to the expansion and construction of recreational facilities would be less than significant since the proposed General Plan does not specifically provide for new park facilities. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

New Mitigation

None.

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2.16 TRANSPORTATION AND TRAFFIC

Would the Project:	New Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	No Substantial Changes
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

TRANS-a	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
TRANS-b	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures,

or other standards established by the county congestion management agency for designated roads or highways?

TRANS-c **Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Impact Analysis

The certified GP stated the approved Circulation Element included goals to: (1) implement Complete Streets; (2) effectively manage and improve the roadway system; (3) promote a friendly active transportation system; (4) create a safer place to walk and ride a bicycle; (5) integrate active transportation elements into circulation system and land use planning; (6) promote an active transportation culture; (7) promote positive air quality, health, and economic benefits of active transportation; (8) monitor, evaluate and pursue funding for implementation of the Bicycle and Pedestrian Master Plan; (9) enhance regional mobility and coordination; (10) promote transportation demand management, transit, and efficiency; (11) ensure coordination between land use and circulation systems; and (12) evaluate and fund the City's transportation network. The policies and recommendations in the element provide the details as to how the City will implement that support these goals. Central to the element are the Circulation Plan and CBMP.

This GP EIR Addendum is for a General Plan Amendment for the City's Circulation Element to replace the adopted CBMP with a proposed (ATP) that includes a comprehensive plan that outlines the vision, strategies, and actions that will be implemented to improve the active transportation experience in Costa Mesa. The proposed ATP focuses on the completion of the bicycle network by identifying existing and absent connectivity and providing recommendations for potential improvements to the system and programs. The ATP is designed to:

- Encourage bicycling and walking for both commuting and recreational purposes;
- Outline the needed facilities and services;
- Maximize funding sources for implementation of bicycle infrastructure; and,
- Enhance quality of life and safety.

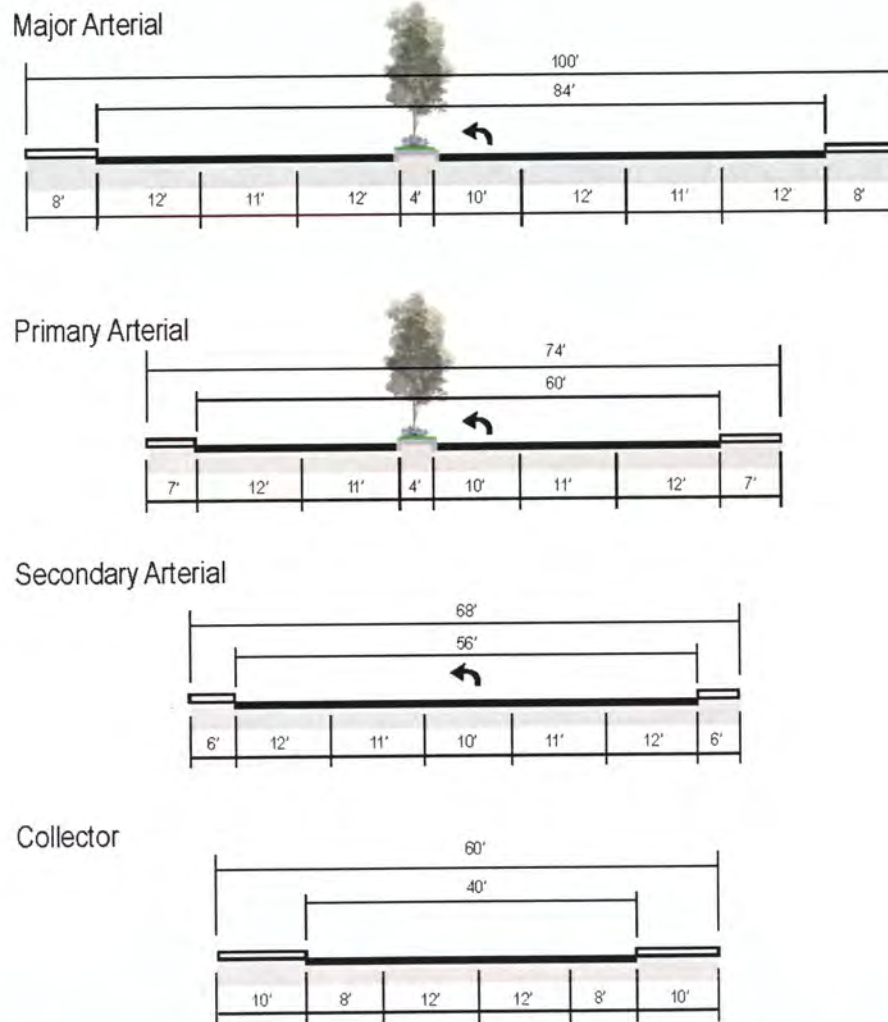
The proposed ATP also proposes to revise one (1) exhibit in the adopted General Plan. Figure C-1 for Roadway Typical Cross Sections is proposed to be revised to update the language to allow for the change of terminology of CBMP to ATP. Further, a clarification regarding turn lanes and bicycle lanes constituting the ultimate right-of-way was added (See Figure 3).

The GP EIR concluded that future street improvements that are programmed to implement the updated circulation network plan would be designed in accordance with all applicable standards relating to vehicle traffic, bicycles, and pedestrian safety. Impacts were less than significant. Additionally, no impact was expected with respect to alternative transportation as the General Plan and the Circulation Element promulgate development and use of alternative transportation modes.

The approval of the ATP and the proposed revision of Figure C-1 of the adopted General Plan would not introduce any new impacts that were not previously discussed. All elements of the ATP will be designed and constructed in accordance with applicable city and state (CalTrans) design standards relating to traffic, bicycle, and pedestrian safety. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

REVISED FIGURE C-1
CIRCULATION ELEMENT
2015-2035 GENERAL PLAN

Circulation Element



- Notes:
1. Additional right-of-way may be required at intersections for accommodating turn lanes.
 2. Additional right-of-way may be required along streets that ~~are planned to include future bicycle facilities, consistent with the Conceptual Bicycle Master Plan (Figure C-3)~~ include future bicycle facilities as identified in the City's Active Transportation Plan. Six additional feet on each side of the roadway is typically required for on-street bicycle lanes. (Revised)
 3. The roadway cross sections as shown plus the additional width for turn lanes and bicycle lanes constitute the ultimate right-of-way. (Added)

Figure C-1: Roadway Typical Cross Sections (Revised)

TRANS-c	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?
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Impact Analysis

The GP EIR concluded that impacts with respect to air traffic patterns would be less than significant since the project would not interfere with existing patterns and review by the Orange County Airport Land Use Commission is required for any projects with the influence area of John Wayne Airport (SNA). The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

TRANS-d	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
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Impact Analysis

The certified GP EIR concluded that impacts with respect to traffic hazards would be less than significant since the proposed General Plan did not involve any direct changes to the circulation system. All new roadway segments and improvements pursuant to the Circulation Element would be required to conform to City design standards, which have been designed in accordance with accepted traffic safety engineering practices. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

TRANS-e	Result in inadequate emergency access?
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Impact Analysis

The certified GP EIR concluded that future development within the planning area will be subject to the provisions of the City's Fire Code with regard to providing adequate emergency access. The proposed General Plan would not include policies that would change standards related to emergency access, nor would it interfere with policy implementation. Therefore, there were no impacts anticipated. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and there would be no impacts anticipated.

New Mitigation:

None.

2.17 UTILITIES AND SERVICE SYSTEMS

Would the Project:	New Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	No Substantial Changes
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the proposed project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the proposed project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

UTIL-a Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB)?

Impact Analysis

The certified GP EIR concluded that the Orange County Sanitation District will be required to comply with the RWQCB wastewater discharge requirements to ensure that effluent discharges are within acceptable water quality parameters. The requirement for the collection of development fees on new development which pay for facility upgrades, reduces impacts associated with wastewater treatment requirements to less than significant. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and there would be no impacts anticipated.

UTIL-b Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?

Impact Analysis

The certified GP EIR indicated that the expansion of water and wastewater facilities would be contingent upon the rate of growth and deterioration of aging facilities. Thus, identifying the specific location of and timing for new facilities is speculative at this time. Construction of new or expanded water and wastewater treatment facilities could result in environmental impacts. Any future expansion of existing facilities or construction of new facilities would be required to undergo environmental review pursuant to CEQA. The review will either be conducted by project applicants for individual projects or by the City for project of broader application. Such impacts would be identified, along with measures to mitigate any significant impacts, as part of the CEQA compliance process for future project-specific planning actions. Therefore, impacts related to the potential future construction of water and wastewater infrastructure would be less than significant for the proposed General Plan with implementation of existing City standards and regulations. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

UTIL-c Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?

Impact Analysis

The certified GP EIR stated that as part of the development review process for major development projects, the City requires assessment of the adequacy of regional and localized drainage facilities and requires developers to fund/provide any new facilities required (beyond those identified in the master drainage plans and City's CIP) to address project-specific impacts. Construction of any new or expanded storm drainage facilities could result in environmental impacts. However, such impacts would be identified, along with measures to mitigate any significant impacts, as part of the project review and CEQA compliance process for future project-

specific planning actions. Therefore, impacts related to the potential future expansion of storm drain facilities would be less than significant for the proposed General Plan with implementation of existing City standards and regulations, and most specifically, implementation of the Master Plan of Drainage and required payment of fees. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

UTIL-d Have sufficient water supplies available to serve the proposed project from existing entitlements and resources, or are new or expanded entitlements needed?

Impact Analysis

The certified GP EIR that the proposed General Plan did not contain policies or programs that would conflict with existing policies and standards designed to conserve water, such as the Water Conservation in Landscaping Act. The proposed General Plan Amendments include policies supporting green building and sustainable building practices that will support water conservation efforts. City policies promote the use of environmentally sustainable practices and requires all City facilities and services to incorporate green and sustainable building practices in new municipal facilities. Based on existing water supplies and existing and proposed water conservation efforts, impacts related to the need for new or expanded water supplies would be less than significant. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

UTIL-e Result in a determination by the wastewater treatment provider that serves or may serve the proposed project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact Analysis

The certified GP EIR concluded that the proposed General Plan would not require expansion of existing wastewater treatment facilities because no development or other land altering activity is proposed. Future development accommodated under the General Plan could require expanded wastewater infrastructure to meet future needs when considered in light of existing demand. Localized environmental impacts associated with the future expansion of facilities are subject to project-level environmental review pursuant to CEQA. Facilities may be expanded by development project proponents, as well to ensure that adequate facilities are available to serve new development needs. Incremental expansion of facilities in accordance with the Wastewater System Master Plan is achieved through the Development Fee Program described above, with fees applied to developers. The proposed General Plan does not include policies that will interfere with the implementation of the current or future CIP or the collection of Public Improvement Fees. Pursuant to existing standards and regulations, impacts associated with a lack of wastewater treatment capacity was considered less than significant. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

UTIL-f Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

UTIL-g Comply with federal, State, and local statutes and regulations related to solid waste?

Impact Analysis

The certified GP EIR stated that impacts associated with solid waste regulations and adequacy of disposal sites would be less than significant with implementation of existing policies and regulations. The City will continue to implement a variety of solid waste reduction, recycling, and re-use measures to meet its obligation under AB 939. The policies and programs of the General Plan Amendments would not interfere with implementation of existing solid waste disposal regulations and would in fact support them. Impacts related to solid waste disposal methods and regulations would be less than significant. The approval of the ATP would not introduce any new impacts that were not previously discussed. No new or revised mitigation measures are required, and impacts would continue to be less than significant.

New Mitigation

None.

3.0 LIST OF PREPARERS

Principal.....Michael P. Weber
Principal Planner/Project Manager (Lead)Hollie L. King, MPA, AICP
Environmental PlannerLindsay McDonough

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4.0 APPENDICES

4.1 COSTA MESA 2015-2035 GENERAL PLAN EIR ENVIRONMENTAL IMPACT SUMMARY

2.4 Environmental Impact

Table 2.0-1
Environmental Impact Summary

Impact Summary (The numbers in the first column refer to the EIR sections where specific impact topics are addressed. The letters refer to the thresholds identified in Appendix G of the CEQA Guidelines.)		Environmental Impact Summary	Mitigation Measures	Level of Significance with Mitigation Incorporated
Significant and Unavoidable Impacts				
Air Quality				
4.3.A	The General Plan Amendments have the potential to conflict with the 2012 Air Quality Management Plan (AQMP) because land use policies provide for a greater level of population and jobs growth than projected and assumed in the Southern California Association of Governments' (SCAG) <i>Regional Transportation Plan/Sustainable Communities Strategy</i> , which informs the AQMP. Impacts at the program level would be significant and unavoidable.			
4.3.B				
4.3.C				
Greenhouse Gas Emissions				
4.7.A	Over the long term, GHG emissions may exceed regional thresholds established, as projected population capacity for Costa Mesa exceeds population growth assumptions in the regional plans. Impacts at the program level are significant and unavoidable.			
4.7.B	The General Plan Amendments have the potential to conflict with the 2012 SCAG RTP/SCS and California Air Resources Board's Scoping Plan—and thereby not attain GHG reductions targets—because land use policy does not support the same level of population growth projected. Impacts at the program level are significant and unavoidable.			
Less than Significant Impacts with Mitigation Incorporated				
Biological Resources				
4.4.A	Impacts to special status species (burrowing owls) and their habitat resulting from implementation of the General Plan Amendments would be less than significant with mitigation incorporated.	4.3.A-1 – A focused survey for burrowing owls shall be conducted by a qualified professional biologist for any new development project proposed on a vacant site of two acres or larger, with a landscape of annual and perennial grasslands, desert, or arid scrubland with low-growing vegetation or agricultural use or vegetation. The purpose of the survey is to determine if burrowing owls are foraging or nesting on or adjacent to the project site. If surveys confirm that the site is occupied habitat, mitigation measures to minimize impacts to burrowing owls, their burrows, and foraging habitat shall be identified. The results of this survey, including any mitigation recommendations, shall be incorporated into the project-level CEQA compliance documentation. Owl surveys and approaches to mitigation shall be in	Less than Significant	

Table 2.0-1
Environmental Impact Summary

Impact Summary (The numbers in the first column refer to the EIR sections where specific impact topics are addressed. The letters refer to the thresholds identified in Appendix G of the CEQA Guidelines.)		Mitigation Measures	Level of Significance with Mitigation Incorporated
		accordance with the Staff Report on Burrowing Owl Mitigation, issued by the California Department of Fish and Game on March 7, 2012.	
Hazards and Hazardous Materials			
4.8.D	Impacts to development and persons due to building siting on contaminated properties would be less than significant with mitigation incorporated.	4.8.D-1 - Applications for new development projects requiring City discretionary approval shall include the results of a Phase I Environmental Site Assessment (ESA), prepared in accordance with the latest ASTM protocol for such assessments. If the Phase I ESA indicates some evidence of site contamination exists that could require cleanup to avoid danger to people or damage to the environment, a Phase II level review shall be completed to fully characterize the nature and extent of such contamination, and the scope of required clean up procedures. The results of the Phase II assessment shall be considered as part of the CEQA compliance process prior to any action on the project.	Less than significant
No Impact and Less than Significant Impacts			
Aesthetics			
4.1.A	Impacts to scenic vistas and resources would be less than significant with implementation of draft General Plan policies in the Land Use and		
4.1.B	Community Design Elements that focus on enhancements to Costa Mesa's arterial corridors.		
4.1.C	Impacts to the visual character and quality of the planning area would be less than significant with implementation of draft General Plan policies in the Land Use and Community Design Element that require review of new projects for compatibility with the established, surrounding development.		
4.1.D	Impacts due to light and glare would be less than significant with implementation of existing zoning standards that provide for shielding of new light sources, particularly in areas adjacent to residential development.		
Agricultural Resources			
4.2.A	Implementation of the General Plan Amendments would not result in impacts to prime farmland since none exists in the City.		
4.2.B	Implementation of the General Plan Amendments would not result in any Williamson Act Contract impacts since none exist in the City.		
4.2.C, D	No impact would occur to existing zoning for forest land or timberland as a result of the General Plan Amendments since no such lands exist in the City.		

Table 2.0-1
Environmental Impact Summary

Impact Summary (The numbers in the first column refer to the EIR sections where specific impact topics are addressed. The letters refer to the thresholds identified in Appendix G of the CEQA Guidelines.)		Mitigation Measures	Level of Significance with Mitigation Incorporated
4.2.E	Changes to the existing environment would not result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use since no such lands exist in the City.		
Air Quality			
4.3.D	The General Plan Amendments have the potential to result in the exposure of sensitive receptors to pollutant emissions associated with industrial uses. However, potential impacts can be addressed at the project level. Impact would be less than significant with implementation of General Plan policies and application of standard development practices specific to pollutant emissions and most specifically, those regulations of the South Coast Air Quality Management District (SCAQMD).		
4.3.E	The General Plan Amendments have the potential to result in the exposure of sensitive receptors to odors from industrial uses. However, potential impacts can be addressed at the project level through compliance City and SCAQMD regulations. Impact would be less than significant with implementation of draft General Plan policies and application of standard development practices.		
Biological Resources			
4.4.B	No impacts to Southern Cottonwood Willow Riparian Forest or Southern Coastal Salt Marsh habitat would occur as a result of implementation of the General Plan Amendments.		
4.4.C	No impact to Section 404 wetlands would occur as a result of implementation of the General Plan Amendments since no changes are proposed to areas containing wetlands.		
4.4.D	No impact to the Santa Ana River wildlife corridors or any wildlife nurseries would occur as a result of implementation of the General Plan Amendments since the proposed project does not include any changes to any such areas.		
4.4.E	No impact related to conflicts between the General Plan Amendments and other existing policies, regulations, or standards would occur.		
4.4.F	No impact related to conflicts between the General Plan Amendments and existing Habitat Conservation Plans would occur.		
Cultural Resources			
4.5.A	Impacts to historical resources would be less than significant with implementation of existing regulations and draft General Plan policies, specifically those that provide for the protection of such resources.		
4.5.B	Impacts to archaeological resources would be less than significant with implementation of existing regulations and draft General Plan policies, specifically those that provide for the protection of such resources.		
4.5.C	Impacts to paleontological resources would be less than significant with implementation of existing regulations and draft General Plan policies, specifically those that provide for the protection of such resources.		
4.5.D	Impacts to human remains would be less than significant with implementation of existing regulations, particularly those enforced by the Orange County Coroner.		

2.4 Environmental Impacts

Table 2.0-1
Environmental Impact Summary

Impact Summary (The numbers in the first column refer to the EIR sections where specific impact topics are addressed. The letters refer to the thresholds identified in Appendix G of the CEQA Guidelines.)		Mitigation Measures	Level of Significance with Mitigation Incorporated
Geology and Soils			
4.6.A.1	Hazardous impacts to people and structures resulting from the potential rupture of a known earthquake fault would be less than significant with implementation of existing regulatory practices and policies in the draft General Plan Safety Element.		
4.6.A.2	Impacts to life and property resulting from earthquakes would be less than significant with implementation of existing regulatory standards and draft Safety Element policies that support design parameters related to ground shaking.		
4.6.A.3	Impacts to life and property resulting from seismically induced liquefaction or settlement would be less than significant with implementation of existing regulatory standards and draft General Plan policies that require investigation of site conditions for liquefaction susceptibility.		
4.6.A.4	Impacts to life and property within the planning area related to seismically induced landslides would be less than significant with implementation of existing regulatory standards and draft General Plan policies that require the consideration of site soil conditions in the review of projects in areas subject to landslides.		
4.6.B	Impacts related to wind-blown soil erosion and loss of topsoil would be less than significant.		
4.6.C	Impacts related to ground failure would be less than significant with implementation of existing regulations and draft General Plan policies.		
4.6.D	Impacts related to expansive soils would be less than significant with implementation of existing regulations.		
4.6.E	No impacts related to soils and septic systems would occur since all of Costa Mesa is served by a public sewer system.		
Hazards and Hazardous Materials			
4.8.A	The General Plan Amendments would result in less than significant impacts associated with the use, transport, and disposal of hazardous materials and wastes since existing federal, State, County, and local regulations provide sufficient protections.		
4.8.B			
4.8.C			
4.8.E	No impacts related to operation of public or private airports would occur with implementation of existing regulatory standards since the project does not proposed any new land use policies that would impact operations at John Wayne Airport. Also, as required by State law, the proposed General Plan Amendments will be reviewed by the Orange County Airport Land Use Commission.		
4.8.F			
4.8.G	The General Plan Amendments would not interfere with the implementation of the City's emergency response and evacuation procedures.		
4.8.H	No impacts associated with wildland fires would occur since not wildland fire hazard areas exist in Costa Mesa.		
Hydrology and Water Quality			
4.9.A	Implementation of the General Plan Amendments would not violate any water quality standards or waste discharge requirements, or otherwise degrade water quality.		
4.9.F			
4.9.B	Impacts related to overdrafting of groundwater resources and lowering of groundwater levels would be less than significant with application of existing standards and regulations.		

Table 2.0-1
Environmental Impact Summary

Impact Summary (The numbers in the first column refer to the EIR sections where specific impact topics are addressed. The letters refer to the thresholds identified in Appendix G of the CEQA Guidelines.)		Mitigation Measures	Level of Significance with Mitigation Incorporated
4.9.C	Flooding and sedimentation impacts caused by on- or off-site flooding would be less than significant with implementation of draft General Plan policies and existing City regulatory standards, particularly with regard to implementation of the City's <i>Master Plan of Drainage</i> and payment of required fees for development projects.		
4.9.D			
4.9.E	Impacts related to polluted urban runoff and storm drain capacity would be less than significant with implementation of existing standards and regulations.		
4.8.G	Impacts due to the placement of housing within 100-year flood zones would not occur as a result of implementation of the General Plan Amendments.		
4.9.H	Impacts related to the diversion of floodwaters would be less than significant with implementation of existing City regulations.		
4.9.I	Impacts related to inundation due to dam or levee failure would be less than significant with implementation of existing federal, City, and county regulations.		
4.9.J	Impacts associated with mudflows, tsunamis, and seiche would be less than significant with implementation of existing City regulations.		
Land Use and Planning			
4.10.A	The General Plan Amendments would not result in a division of an established community since the project does not propose any substantial land use changes.		
4.10.B	The General Plan Amendments would not conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project, as discussed in other sections of the EIR.		
4.10.C	No impact related to conflicts between the General Plan Amendments and existing Habitat Conservation Plans would occur.		
Mineral Resources			
4.11.A	Implementation of the General Plan Amendments would result in a less than significant impact with regard to loss of known mineral resources of value to the region and the State since the City is largely built out.		
4.11.B	No impact to locally important mineral resources would occur as a result of the implementation of the General Plan Amendments since the City is largely built out.		
Noise			
4.12.A	Exposure of persons to or generation of noise levels in excess of City standards would be less than significant with implementation of the proposed General Plan Amendments.		
4.12.B	Implementation of the General Plan Amendments would not expose persons to or generate excessive groundborne vibration or groundborne noise; impact would be less than significant impact.		
4.12.C	The proposed project would allow for additional development of industrial, commercial, residential, and mixed-use development that may cause a permanent increase in ambient noise levels higher than current levels. However, the anticipated increases would not exceed levels considered		

2.4 Environmental Impacts

Table 2.0-1
Environmental Impact Summary

Impact Summary (The numbers in the first column refer to the EIR sections where specific impact topics are addressed. The letters refer to the thresholds identified in Appendix G of the CEQA Guidelines.)	Mitigation Measures	Level of Significance with Mitigation Incorporated
	significant. Impacts would be less than significant with continued implementation of the City's Municipal Code and the proposed General Plan Amendment policies.	
4.12.D	The project would allow for additional development of industrial, commercial, residential and mixed-use development that may result in increased temporary or intermittent noise impacts. Those impacts are less than significant with the continued implementation of Municipal Code regulations relating to noise and the proposed General Plan Amendment policies.	
4.12.E 4.12.F	The project would not expose people residing or working within two miles of any public airport nor private airport to excessive noise levels associated with air traffic.	
Population and Housing		
4.13.A	Implementation of the General Plan Amendments would not induce population or housing growth. Impacts would be less than significant.	
4.13.B	The General Plan Amendments do not propose policies that would result in the displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Policies support development of new housing for all income categories. Impact would be less than significant.	
4.13.C	The General Plan Amendments do not propose policies that would result in the displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere. Policies support development of housing for all income categories. Impact would be less than significant.	
Public Services		
4.14.A	Impacts related to the expansion of fire protection facilities to maintain applicable service standards would be less than significant with implementation of existing General Plan and Municipal Code policies and requirements, including the payment of impact fees to offset any increased demand for fire protections services.	
4.14.B	Impacts related to the expansion of police protection facilities to maintain applicable service standards would be less than significant with implementation of existing General Plan and Municipal Code policies and requirements.	
4.14.C	Impacts related to the expansion of school facilities to maintain applicable service standards would be less than significant with implementation of existing State regulations that require the payment of school impact fees.	
4.14.D	Impacts related to the expansion and construction of parks to maintain applicable service standards would be less than significant with implementation of existing General Plan and Municipal Code policies and requirements, including compliance with Quimby Act provisions and payment of park impact fees.	
4.14.E	Impacts related to the expansion and construction of libraries to maintain applicable service standards would be less than significant with implementation of existing Municipal Code requirements.	
Recreation		

Table 2.0-1
Environmental Impact Summary

Impact Summary (The numbers in the first column refer to the EIR sections where specific impact topics are addressed. The letters refer to the thresholds identified in Appendix G of the CEQA Guidelines.)		Mitigation Measures	Level of Significance with Mitigation Incorporated
4.15.A	Deterioration of existing parks and recreation facilities due to increased use would be less than significant with implementation of policies of the Draft Open Space and Park Element and existing City regulatory standards, including compliance with Quimby Act provisions and payment of park impact fees.		
4.15.B	Any direct impacts related to the expansion and construction of recreational facilities would be less than significant since the General Plan Amendments do not specifically provide for new park facilities. Indirect impacts are addressed by 4.15A.		
Transportation and Traffic			
4.16.C	Impact with respect to air traffic patterns would be less than significant since the project would not interfere with existing patterns and review by the Orange County Airport Land Use Commission is required for any projects with the influence area of John Wayne Airport (SNA).		
4.16.D	Impact with respect to traffic hazards would be less than significant since the General Plan Amendments do not involve any direct changes to the circulation system. All new roadway segments and improvements pursuant to the Circulation Element would be required to conform to City design standards, which have been designed in accordance with accepted traffic safety engineering practices.		
4.16.E	Impact with respect to emergency access would be less than significant since the General Plan Amendments would not change any emergency response plans.		
4.16.F	Impact with respect to parking capacity would be less than significant since the project does not involve any changes to existing parking regulations.		
4.16.G	No adverse impact would result with respect to alternative transportation. In fact, the General Plan Amendments promulgate development and use of alternative transportation modes.		
Utilities and Service Systems			
4.17.A	Impacts related to the exceedance of wastewater treatment requirements would be less than significant with implementation of existing codes, policies and regulations.		
4.17.B	Impacts related to the potential future construction of water and wastewater infrastructure would be less than significant with implementation of existing City standards and regulations.		
4.17.C	Impacts related to the potential future expansion of storm drain facilities would be less than significant with implementation of existing City standards and regulations, and most specifically, implementation of the <i>Master Plan of Drainage</i> and required payment of fees.		
4.17.D	Implementation of the General Plan Amendments would not require new or expanded water supply entitlements to be secured.		
4.17.E	Impacts related to insufficient wastewater treatment capacity would be less than significant with implementation of existing standards and regulations.		
4.17.F	Impacts associated with solid waste regulations and adequacy of disposal sites would be less than significant with implementation of existing policies and regulations.		
4.17.G			

4.2 TRIBAL NOTIFICATION



CITY OF COSTA MESA

P.O. BOX 1200 • 77 FAIR DRIVE • CALIFORNIA 92628-1200

DEVELOPMENT SERVICES DEPARTMENT

March 8, 2018

Chairman Andrew Salas
Gabrieleno Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA 91723

RE: SB 18 CONSULTATION SUMMARY

Dear Chairman Salas:

Thank you Mr. Salas and Mr. Matt Teutimez for speaking with us on February 14, 2018 via a conference call. The following City staff were present during the discussion:

- Jennifer Rosales, Transportation Manager (JENNIFER.LE@costamesaca.gov)
- Jennifer Le, Development Services Assistant Director (JENNIFER.ROSALES@costamesaca.gov)
- Minoo Ashabi, Principal Planner (MINOO.ASHABI@costamesaca.gov)

The City of Costa Mesa sent you a letter regarding SB 18 consultation on January 20, 2018 (Attachment). We received a request for consultation from your tribe on January 22, 2018 (Attachment). A conference call was scheduled on February 14, 2018 to discuss the project and initiate the consultation process.

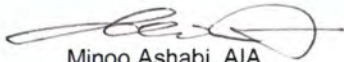
During the call, we discussed the extent of the Active Transportation Plan in that this is a pedestrian and bikeway circulation plan (part of the City's General Plan) that is conceptual in nature, and no specific construction project is designed, funded or scheduled at this point.

You informed us of the sensitivity and importance of Costa Mesa and its environs as a coastal village and for spiritual and ceremonial purposes. We understand your concerns regarding construction activities that require disturbance of soil and per your request we agree to be in contact with your tribe for any specific construction projects associated with the Active Transportation Plan that involve excavation to a depth of two feet or more. For such future projects, we will seek your input before commencing construction as to whether or not a site monitor will be needed. This inter-governmental coordination will occur as a normal part of our project design process.

Consultation under SB 18 is now complete. Thank you for contacting us and we will be in contact with you on this and other future projects as required by SB 18.

If you have any questions, please call me at (714) 754-5610.

Sincerely,



Minoo Ashabi, AIA
Principal Planner

Attachments:
City Letter Notification regarding SB 18 Consultation
Tribe Request for SB 18 Consultation



CITY OF COSTA MESA

P.O. BOX 1200 • 77 FAIR DRIVE • CALIFORNIA 92628-1200

Invitation to Request SB 18 Consultation

Gabrieleno Band of Mission
Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA, 91723

January 20, 2018

Subject: Invitation to Request SB 18 Consultation (Government Code §65352.3): General Plan Amendment GP-18-01 for minor modifications to the approved Conceptual Bikeways Master Plan and associated General Plan goals and policies, and adoption of an Active Transportation Plan for the City of Costa Mesa, Orange County, California

Dear Mr. Salas:

Pursuant to Government Code §65352.3 (Senate Bill 18), and in an effort to fully evaluate potential significant impacts to cultural resources, the City of Costa Mesa is contacting you to offer and initiate government-to-government consultation as required by SB 18.

Project Description

On June 21, 2016, the City of Costa Mesa adopted a comprehensive update to its General Plan including the Circulation Element. One of the components of the Circulation Element was a Conceptual Bicycle Master Plan (CBMP). The CBMP is an exhibit in the General Plan which conceptually shows existing and potential future bikeway and pedestrian connections throughout the City. Several policies were also included in the adopted General Plan that encourage the planning and future development of an extensive bicycle and pedestrian network in accordance with the CBMP. SB 18 consultation was conducted at the time of the 2016 General Plan adoption and an Environmental Impact Report was prepared at that time.

The City is proposing to refine the CBMP and adopt an Active Transportation Plan (ATP). The ATP is a more detailed plan for implementing the bike and pedestrian network shown on the CBMP. The General Plan Amendment includes minor additions and deletions of bike trail segments within the CBMP and revises "recommended" goals and policies adopted in the 2016 General Plan to reflect "final" goals and policies. A complete list of the revisions along with the updates to the CBMP is included as Attachment 1. The proposed CBMP is included as Attachment 2.

Please note the proposed General Plan Amendment and the ATP are planning-level documents and do not describe specific construction-level projects or details. Future planning, funding, design and/or environmental review work (as applicable) would be necessary to implement any specific project.

Request

The City invites you to request Consultation for the above-referenced General Plan Amendment. A Request for Consultation must be received by the City within 90 days of the date of this Invitation pursuant to the timelines outlined in SB 18. As such, please respond to Minoo.ashabi@costamesaca.gov by (April 20, 2018). If we do not receive a written response by this date, we will assume Consultation is not being requested and we will move forward with scheduling public hearings.

Please note that a record search of the Native American Heritage Commission (NAHC) Sacred Land File (SLF) was completed for the area of potential project effect (APE). Sites have been located within the APE that may be impacted by the project. However, as previously noted, the ATP is a more detailed plan for implementing the bike and pedestrian network previously approved with 2016 General Plan. Future planning, funding, design and/or environmental review work (as applicable) would be necessary to implement any specific project. The following General Plan policies are effective and are applied to all development projects:

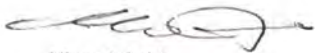
Historic Element adopted in 2016

Preserving Paleontological Resources

- Policy 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.
- Policy HCR-1.10:** Comply with the California Environmental Quality Act regarding the protection and recovery of paleontological resources during development activities.

Thank you for your consideration.

Sincerely,



Minoo Ashabi
Principal Planner
77 Fair Drive
Costa Mesa, CA 92626
(714) 754-5610
Minoo.ashabi@costamesaca.gov

- Attachments: 1) List of Revisions
2) Conceptual Bike Master Plan



GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

City of Costa Mesa
P.O. Box 1200
77 Fair Drive
Costa Mesa, CA 92628-1200

January 22, 2018

Re: SB 18 Consultation (Government Code Section 65352.3) Conceptual Bikeways Master Plan

Dear Minoo Ashabi,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Senate Bill 18 (SB 18) Government Code Section 65352.3. Your project lies within our ancestral tribal territory, meaning descending from, a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission, ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the Native American Heritage Commission (NAHC) will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 901 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email gabrielenoindians@yahoo.com to schedule an appointment.

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer

P.O. Box 555, Covina, CA 91725

Nadene Salas, Vice-Chairman

Martha Gonzalez-Lemos, treasurer

www.gabrielenoindians.org

Christina Serrano, secretary

Richard Cuadras, Chairman of the Council of Elders

gabrielenoindians@yahoo.com



PLANNING COMMISSION

SUPPLEMENTAL MEMORANDUM

MEETING DATE: MAY 14, 2018

ITEM NUMBER: PH-3

SUBJECT: GENERAL PLAN AMENDMENT GP-18-01 TO AMEND THE 2015-2035 CIRCULATION ELEMENT WITH AN UPDATED BICYCLE MASTER PLAN EXHIBIT AND RELATED STREET CROSS SECTIONS AND REVISING POLICIES UNDER GOALS C-7 TO C-12 FROM "RECOMMENDATIONS" TO "POLICIES"; AND REVIEW OF THE DRAFT ACTIVE TRANSPORTATION PLAN

DATE: MAY 11, 2018

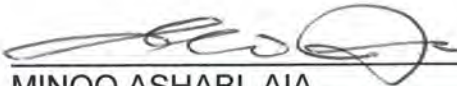
FROM: PLANNING DIVISION / DEVELOPMENT SERVICES DEPARTMENT


PRESENTATION BY: MINOO ASHABI, PRINCIPAL PLANNER

FOR FURTHER INFORMATION CONTACT: MINOO ASHABI, AIA (714) 754-5610
minoo.ashabi@costamesaca.gov

This memo is provided for the following:

- Updated Figure 6-1 "Existing and Proposed Bicycle Facilities Map" with an added note as shown below to make a cross-reference to the Fairview Park Master Plan:
 - *All trails within Fairview Park shall conform and be implemented per specifications in the Fairview Park Master Plan.*
- Updated public comment matrix, to include Mr. Burke's 2/19/18 letter to the City Council added (as CC-14) and the missing line from the letter/petition from Mr. Braun (BWC-38).
- Updated Addendum based on above changes (revised Project Description Pages 1-2 and 1-5) and including a comment letter to Section 4.2 "Tribal Notification". This letter refers to no known cultural ties to the project area and recommends contacting other tribes, which has been completed. The letter makes no change to the analysis included in the Addendum. The Project Description was revised to include a reference to the above described note; no changes to the analysis or conclusions were warranted.

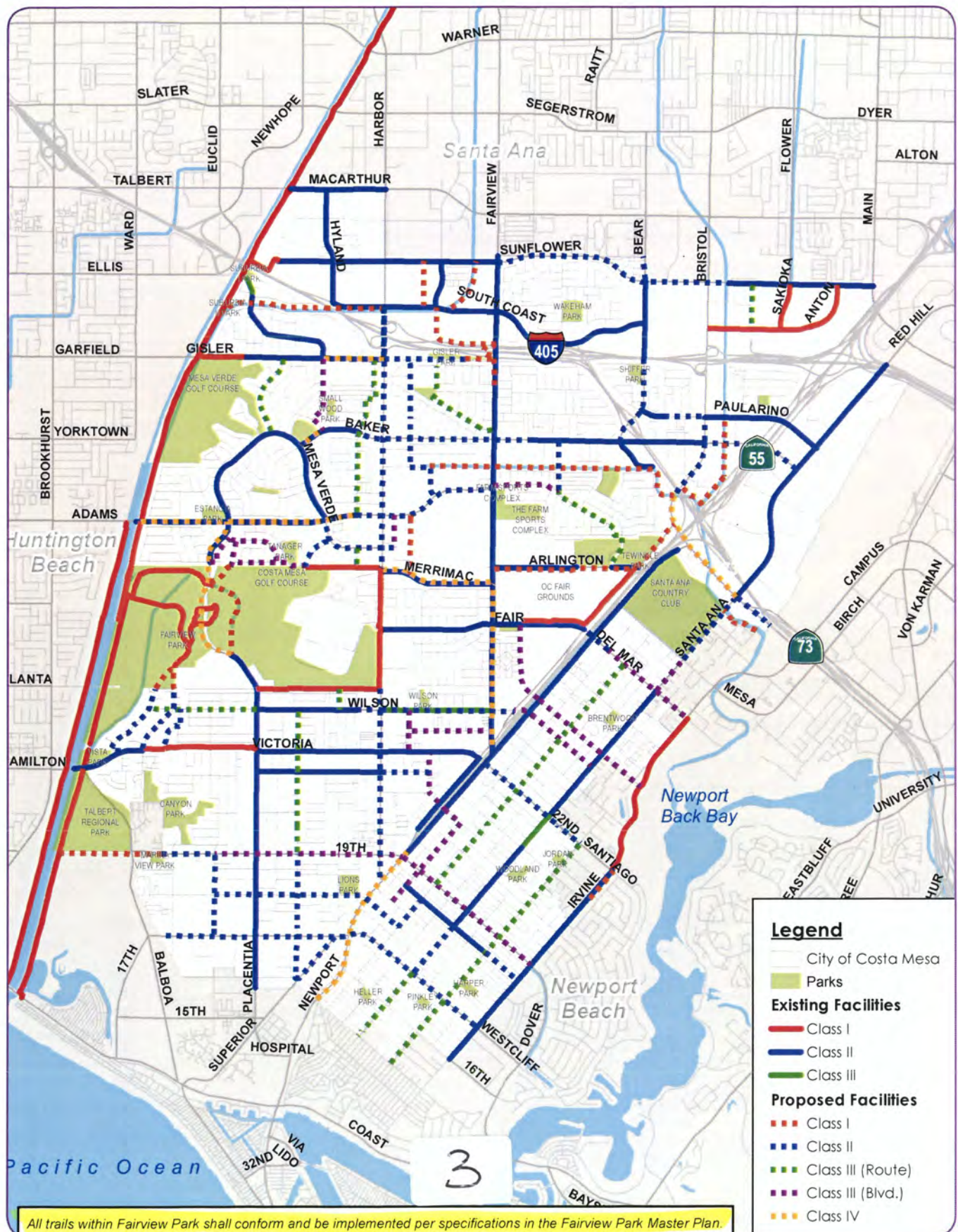

MINOO ASHABI, AIA
Principal Planner


BARRY CURTIS, AICP
Director of Economic and Development
Services

Attachments: 1) Updated Figure 6-1 (Existing and Proposed Bicycle Facilities Map) previously included in Attachment 6, Page 65 (Active Transportation Plan)
2) Updated Attachment 3 of Staff report (Public Comments Matrix)
3) Updated pages 1-2 and 1-5 of the Addendum, and new page 4-14

Distribution: Director of Economic and Development Services
Assistant Director of Development Services
Deputy City Attorney
Public Services Director
City Engineer
Transportation Services Manager
Public Services Management Analyst
Fire Protection Analyst
File (2)

Figure 6-1 Existing and Proposed Bicycle Facilities Map



Revised May 11, 2018

Public Comments regarding the Draft Active Transportation Plan (2017/2018)
Received by the Bikeway & Walkability Committee, the Planning Commission & the City Council

Number ¹	Date	Format ²	Name	Street	Comment Summary ³
Received by Bikeway & Walkability Committee					
BWC-1	11/1/2017	Comment Card	Marc Perkins	Peppertree Ln	<ul style="list-style-type: none"> - Extend Class I's all the way around the Fairgrounds - Adams & Harbor need lots of help for walkers & cyclists - OCC needs as much Class I/IV connectivity as possible - Extend the Tanager Class I all the way to Placentia - Stripe bike lanes through intersections - Definitely like the new Class I's - Tanager especially would help a lot - Extend Class I or IV on Placentia from Adams to Joann
BWC-2	11/1/2017	Comment Card	Lisa Chevalier	St. Clair	<ul style="list-style-type: none"> - House backs up to Paularino Channel. Very concerned about effect of proposed trail on residents. - Vehemently opposed to Paularino Trail - Would like City to raise allowable fence height (if trail built)
BWC-3	11/15/2017	Letter	Lucky S Yamaga	Upper Bird Neighborhood	<ul style="list-style-type: none"> - Oppose Class I Bike Trail behind the homes on Tanager Dr
BWC-4	11/20/2017	Letter	Kevin Shannon	Swan Circle	<ul style="list-style-type: none"> - Bicycle rider & supports Class 3 bike trail on Tanager Dr - Opposes Class I trail along golf course behind homes
BWC-5	11/26/2017	Letter	Jack & Nancy Ross	Swan Circle	<ul style="list-style-type: none"> - Delete the proposed bikeway behind homes on Tanager - Greatly appreciate what BWC is doing & fully support it
BWC-6	11/27/2017	Letter	Bob Isaacson	Tanager Dr	<ul style="list-style-type: none"> - Remove Tanager Bike Trail from bikeway plan
BWC-7	11/28/2017	Letter	Bob Juneman, President	Mesa Verde Community, Inc	<ul style="list-style-type: none"> - Take proposed bike trail behind the homes on Tanager Dr out of the Active Transportation Plan, until you meet with the residents & find a mutually agreeable solution
BWC-8	11/28/2017	Letter	Valerie Torelli	Torrelli Realty	<ul style="list-style-type: none"> - The proposed Tanager bike trail would greatly impair the value of properties along Tanager Dr
BWC-9	11/29/2017	Letter cc: CC, PC & CM	William (Bill) Burke	Tanager Dr	<ul style="list-style-type: none"> - Remove proposed Class I Bicycle Trail behind homes on Tanager Dr - Support overall goals & objectives of the Plan & applaud time & work of BWC in preparing plan
BWC-10	11/29/2017	Letter cc: CC, PC & CM	Seymour & Ellen Schlosser	Tanager Dr	<ul style="list-style-type: none"> - Strongly object to proposed Class I Bicycle Trail, as described in the Plan; directly behind their house
BWC-11	11/30/2017	Letter cc: CC & PC	Julie Allione	Kinglet Court	<ul style="list-style-type: none"> - Remove the proposal to construct a Class 1 bicycle trail behind the homes on Tanager Dr
BWC-12	11/30/2017	Letter cc: CC, PC & CM	John R Smith, President	Costa Mesa Seniors Golf Assn.	<ul style="list-style-type: none"> - Strongly object to the proposed Class 1 bicycle trail as described in the Plan, to be constructed along the 9th fairway of the Los Lagos Golf Club
BWC-13	12/1/2017	Letter cc: CC, PC & CM	Michael Chun, Architect	Tanager Dr	<ul style="list-style-type: none"> - Concerned that the Committee has not adequately considered the feasibility of its proposal related to Tanager Bike Trail & has not considered the severe negative impacts this trail will have on residents, the golf course & golfing community - Commends the Committee for its efforts to encourage & facilitate the use of bicycles in Costa Mesa

Public Comments regarding the Draft Active Transportation Plan (2017/2018)
Received by the Bikeway & Walkability Committee, the Planning Commission & the City Council

Number ¹	Date	Format ²	Name	Street	Comment Summary ³
BWC-14	12/1/2017	Letter	Ted Umetsu	Tanager Dr	- Writing letter in opposition to the Class I bicycle Trail proposal that is to be placed behind our homes along Tanager Drive - Consider eliminating the Class I bicycle Trail once and for all
BWC-15	12/4/2017	Letter cc: CC, PC & CM	Michelle McGuff & Gordon Burk	Tanager Dr	- Strongly object to the Class 1 Bicycle Trail behind the homes on Tanager Dr & request immediate & permanent removal from the Plan
BWC-16	12/5/2017	Letter cc: CC, PC & CM	Ms Terry Simon-Arnold	Tanager Dr	- Urges Committee to remove the Class I Bike Trail behind the homes on Tanager Dr from the Plan. - Opposes any and all proposals for construction behind the homes on Tanager Dr, along the Costa Mesa Club Golf Course for many reasons
BWC-17	12/6/2017	Letter	Kelly & Tom Schur	Canary Dr	- Opposed to the Class1 bike trail near Tanager Dr
BWC-18	12/6/2017	Letter	Paul Shoenberger, Gen'l Mgr, Mesa Water District, Addressed to Mr. Burke	N/A	- The District maintains a pipeline that runs along the edge of the golf course & behind the backyard fences of the Tanager homes - The easement does not allow for any structures over it, including a bike path or fencing
BWC-19	12/6/2017 (?)	Letter	Marie Urrea		- The bike trail project should not be approved; instead, have the existing trails maintained & handled
BWC-20	12/6/2017	Comment Card	Tom Richardson	St. Clair	- Improve./make safe existing bike lanes (Type II) - More Type III & IV routes explored by Committee - Committee should work with law enforcement for their input before designing trails through certain neighborhoods & locations
BWC-21	12/6/2017	Comment Card	Andy Wolf	St. Clair	- How are you going to patrol the area? - How high is the fence? - Will you have cameras on the lit/walking path? Homeless encampment? - Is the path 2-lane on 1 side of drainage or split directions on both sides? - What 40-foot rule? - How much (what percent) of the proposed miles will back up to homes? - In a perfect world, when will this be done?
BWC-22	12/6/2017	Comment Card	Raymi Wun	St. Clair	- Has experienced a variety of security issues (with Paularino Channel) & calls PD many times, but it takes them a long time to arrive - How is PD going to cover, access & enforce in these areas? - The safety & security of the families that live on Saint Clair St will be compromised! - Maybe replacing the existing wall with a new 10-foot or higher wall may help with security - Start of homeless encampment worries
BWC-23	12/6/2017	Comment Card	Jack Ross	Swan Circle	- He & wife have lived on Swan Cir for 52 yrs & ride bikes 1/2 hr, 3 times/wk minimum, often around golf course, 4 mi. total - Always down Tanager & it's never been even slightly dangerous. It's fine & safe - Oppose the trail behind the houses on Tanager for numerous reasons - Do support other bike trails around the City except in Fairview Park

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BWC-24	12/6/2017	Comment Card	Dane Brimer	Tanager Dr	- He, wife & children are in opposition to bike trail adjacent to Tanager Dr - Believe it would have a negative impact on the community rather than a positive one
BWC-25	12/6/2017	Comment Card	Chaim Bar	Tanager Dr	- Against the bike trail built at the back of his house because of safety & another high fence built in between his house & the golf club
BWC-26	12/6/2017	Comment Card	John Tupy	Bluebird Circle	- Very much appreciate work & commitment given by this committee - Opposes the proposed Class I Bike path behind the homes on Tanager, primarily for the safety of his neighbors - Rides his bicycle regularly throughout the Upper Bird streets & around the golf course to Fairview Park - Has never had any concern for safety on these streets & feel this proposed path is unnecessary
BWC-27	12/6/2017	Comment Card	John Taylor	Arapaho, Santa Ana	- Improved bicycle access improves the value of the neighborhood & improves quality of life by increasing exercise & health, and reduces traffic on the street - As electric bikes become more common we need to have more routes to ride
BWC-28	12/6/2017	Comment Card	Dean Abernathy	Valley Circle	- Better bike & walking infrastructure improves the quality of life for all citizens & beautifies the City
BWC-29	12/6/2017	Mark-up of Draft ATP	Russell Toler	Costa Mesa St	Provided detailed mark-up of draft ATP. See document for details.
BWC-30	12/7/2017	Email	Marc Perkins	Peppertree Ln	- Add Swan & Cardinal to the Class III Bike Blvd alternate for the Tanager Drive Trail extension, so cyclists can climb/descend the hill on a small, low-traffic street rather than Placentia - Would it be possible to extend the Class IV on Fairview north to Baker, or at least the proposed Paularino Trail area? It would really help OCC students & the high school - Change Royal Palm Dr from a Bike Route to a Bike Blvd, since there's enough traffic & parked cars that traffic calming would really make a difference there (he lives on Peppertree & would love it if there was traffic calming on Palm)
BWC-31	12/7/2017	Letter cc: CC, PC & CM	Kathleen Brown	Tanager Dr	- Home on Tanager Dr faces golf course & has 2 young boys. Proposal of placing a public bike trail directly behind their home is terrifying - Will not stand by and watch their peaceful and beautiful space be ripped away for such a trivial purpose when clear alternatives are available
BWC-32	12/7/2017	Letter cc: CC, PC & CM	William (Bill) Burke	Tanager Dr	- Appreciates the Committee's willingness to hear their concerns at the Dec. 6th Town Hall Meeting, about the proposed bike trail behind the Tanager Dr homes - Since not all of members of the Committee were in attendance, enclosed his remarks - Hopes the Committee will consider their objections to the Class I Bike Trail on the golf course and remove it from the ATP.

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BWC-33	12/12/2017	Online Petition & Cover Letter	change.org Created by Marc Perkins Signed by 28 residents of Costa Mesa & 54 others from Cypress, Irvine, Huntington Beach, Westminster, Sacramento, Fountain Valley, Stanton, Los Angeles, Newport Beach, Norwalk, Mission Viejo, Berkeley, Pomona, Santa Ana, Anaheim, Dana Point, Davis, Torrance, Panorama City & Studio City; Little Rock, AR, Oviedo, FL, Bessemer, AL, Kansas City, MO, Charlotte, NC, Jamestown, NY, Winter Park, FL		- Support the proposed new & improved active transportation infrastructure contained in the City's draft Bikeway & Walkability Active Transportation Plan
BWC-34	12/12/2017	Joint Letter	Marc Perkins, William Burke & Mike Chun	Peppertree Ln, Tanager Dr	- Support removing the proposed Class I Tanager Drive Trail extension from the draft ATP, with the understanding that it could be considered in the future if conditions change & all parties agree to consider - Support replacing it with a new Class III Bike Blvd along the streets in the neighborhood as illustrated on attached diagram. - Also support improvements to the Class III Bike Blvd such as wayfinding assistance, an improved entrance to Tanager Trail at Golf Course Dr & improvements along Placentia
BWC-35	12/22/2017	Letter	Lissy & Bahman Hosseini	Tanager Dr	- Asking that the BWC remove the proposed Tanager bike trail due to loss of privacy, the potential for criminal activity & likelihood of property values going down - Unreasonable & silly to spend a lot of money & time on a bike trail that is short when Tanager Dr is very wide & quiet - why not put a bike lane on Tanager? - Everyone on Tanager Dr feels the same way & does not want this bike trail.
BWC-36	1/2/2018	Email & Letter (same content) cc: CC, PC & CM	Barbara B. Abbott	Bluebird Circle	- Concerned about proposed Tanager bike path & that it will become like the Joann trail. - Requests that the BWC permanently removes the proposed bike path along the north side of the golf course.
BWC-37	4/23/2018	Letter cc: CC, PC & CM	William (Bill) Burke	Tanager Dr	- There is substantial opposition to construction of any bike trails in the NE Quadrant of Fairview Park, as expressed in many letters. - At 4/18/18 meeting of Fairview Park Steering Comm., Dr. Martz, Pres, Fairview Park Alliance, & Joyce Perry, Tribal Mgr for Juaneno Band of Mission Indians Acjachemen Nation, Matias Berlades, Chair, gave presentation on Native American sacred sites in Fairview Park. Both expressed strong opposition to any bike trails in the NW Quad due to devastating impact on Native American cultural sites. Cultural values cannot be mitigated by archeological excavations (as is usually done). - Bike trails in NE Quad of the park also prohibited by Measure AA, approved by > 70%. Costa Mesa citizens want Fairview Park preserved in natural state, protected from development, including bike trails. - At the meeting, many Committee members voiced strong opposition to paved or unpaved bike trails in the park.

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BWC-37 (cont)					- Letter serves as request that the BWC approve a resolution at its May 2, 2018 meeting opposing any paved or unpaved bike trails in Fairview Park. Also, to amend the ATP so it removes any recommendation for bike trails in Fairview Park and recommends that these trails not be included in the City's Master Plan of Bikeways.
BWC-38	4/24/2018	Letter cc: CC, PC & CM	Rob Braun Petition signed by (grouped by address): - Joanne, Ken (?) & Brian King - Scott G (Unknown) - Jay & Lina Little - Catherine & Albert Rasch - Dale & Robert Braun - Don Minez (?) & Michael Farmin (?) - Kyle R. Molchan, Liz & K McCormack - (Unknown) - Amy Cefe (?) - John & Dominique Dale - Pam, Ryan & Carter Fenley - Shane (?) & Dan Thompson - W Hurly (?) - Thuy & Nam Nguyen, Minh Hong - Samia & Ramzy Mankartow (?) - Wael & Hadia Bississo - Todd Klitzner - Emily & John Sigrist	Canary Dr Tanager at Canary Canary Dr (this & all below)	- Petition attached signed by every resident on Canary Dr. - Through petition, request that BWC defer any action on the proposed Canary Dr Bike Ramp until after they have met with BWC members & City staff to discuss the need, design & cost of ramp & they have had chance to ask relevant questions & provide input. This is only fair. - Proposal for the ramp just recently came to their attention - all residents of Upper Birds will be impacted, especially those on Canary. Concerned ramp will greatly impact their homes & lives. - Since ramp proposal is less than 30 days old, no urgency in putting to vote at May 2nd BWC meeting. - On April 11, requested meeting with City staff to review ramp proposal before May 2nd meeting. Told that meeting would be premature since studies haven't been done, due diligence hasn't been completed & designs have not been prepared for the BWC & residents to review. Staff said this information may not be ready by May 2nd. They are willing to wait, but it would be very inappropriate for this information to be presented & voted on at May 2nd meeting before the ramp proposal has been vetted with affected residents. - Hope BWC will agree to defer any vote on ramp until after the BWC & residents have had a chance to review the information being prepared by staff, and the BWC & staff have conducted the necessary public outreach. - Petition: - "The undersigned, residents on Canary Drive in Costa Mesa, request that the Bikeway and Walkability Committee not take any action on the proposal to construct a bike ramp on Canary Drive until after members of the Committee and City Staff have met with residents to discuss the proposed bike ramp and solicit their input." - Dated April, 2018, and signed by 33 Canary Dr. residents & 3 Tanager Dr. residents on corner of Canary Dr (some addresses have more than 1 signature).
BWC-39	4/26/2018	Email cc: CC, PC & CM	Board of Directors (sent by Bob Juneman, President)	Mesa Verde Community, Inc	- Mesa Verde Community, Inc. is the volunteer resident's association of Mesa Verde, including Canary Dr & the "Bird Streets" - Strongly urge BWC to consult with residents, city staff & any other stakeholders in BWC's efforts to establish bike trails, ramps, or other "enhancements" that would change the nature of these neighborhoods. - A bike ramp at the foot of Canary Dr would certainly affect those nearby residents & any intrusion into Fairview Park would be of concern to all of Costa Mesa.

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Addressed to the Planning Commission					
PC-1	12/23/2017	Letter cc: CC & CM	Tim & Diane Bjelland	Bluebird Circle	<ul style="list-style-type: none"> - Remove this specific proposed bike trail (Tanager) & fiscal waste from any future city planning - Do not want/need proposed bike trail in neighborhood - it would create unsafe conditions for end users, residents & golf course customers
PC-2	12/28/2017	Letter cc: CC	Ms Terry Simon-Arnold	Tanager Dr	<ul style="list-style-type: none"> - Strongly opposed to proposed Tanager Class I Bike Trail, for reasons stated in 12/5/17 letter, which was copied to PC - Feels that her concerns were disregarded by BWC - Asks that the PC not support construction of the Tanager Class I Bike Trail & remove it from the ATP
PC-3	12/29/2017	Letter & Email	Ted Umetsu	Tanager Dr	<ul style="list-style-type: none"> - Opposes the proposed Tanager Class I Bike Trail. - Concerned about safety, cost, negative impact to home values & impact to the golf course
PC-4	Undated Rcvd 1/2/2018	Letter	Kelly & Tom Schur	Canary Dr	<ul style="list-style-type: none"> - Opposed to the unwise & unnecessary change to the Master Plan regarding Tanager Trail. - Have several concerns including home depreciation & unnecessary access & riffraff. - Parks used by families & children & don't want to promote access to the homeless, criminal elements, etc. - There is already a Class I bike trail from Harbor to Placentia, so no reason to add a parallel one with negative impacts
PC-5	1/1/2018	Letter	Nancy Perlin	Joann St	<ul style="list-style-type: none"> - As a resident of Joann St, with existing Class I bikeway behind her house, recommends removal of the proposed Tanager Trail from the ATP, to spare those residents the issues she continues to deal with
PC-6	1/2/2018	Letter cc: CC & CM	Gordon Burk & Michelle McGuff	Tanager Dr	<ul style="list-style-type: none"> - Strongly object to the proposed Class I Tanager Bike Trail - Costa Mesa is not Newport Beach, which the BWC seems determined to ignore. - The pre-planning & allowance for physical space (provided by planned cities like Irvine) make the difference between such bike trails being regarded at neighborhood enhancements vs destructive intrusions. - Many, if not all, Upper Birds residents feel threatened by the proposed trail - Should the proposed trail survive the many obstacles, the residents of the Upper Birds would file lawsuits. - This confrontation is completely unnecessary since there is an existing Class 3 bike path on Tanager Dr with connecting paths to Placentia Ave, in addition to other Class I east-west connectors. - Request that the PC remove this destructive proposed trail from the Plan, at least until the BWC charter can be examined, the BWC members can be reviewed to provide a broader perspective of the varied interests, the Plan can be scrutinized for additional negligence & abuse of power by the BWC toward other neighborhoods & the process of advancing proposals can be revised to react appropriately, so that the rest of the Plan improvements can proceed.

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PC-7	1/5/2018	Letter cc: CC	Richard Mehren, Pres, Fairview Park Alliance	N/A	<ul style="list-style-type: none"> - Alliance opposes the Class I (Tanager) Trail - Concerned about how the trail would enter the Park at the top of a large hill, not suited to regular bicycles & the bikeway would be located over a water company mainline easement. - Supports keeping Tanager St as a bikeway with some signage that it is shared.
PC-8	1/8/2018	Letter cc: CC	Bob Juneman, Pres. Mesa Verdi Community, Inc (MVCI)	N/A	<ul style="list-style-type: none"> - MVCI has ~ 3,000 homes, including Tanager Dr & "Bird Streets" - Share Tanager residents' concerns & urge the removal of the proposed Tanager Trail from the ATP until meeting with the Tanager residents & find a mutually agreeable solution.
PC-9	1/3/2018	Letter cc: CC & CM	Nancy Ross	Swan Circle	<ul style="list-style-type: none"> - Main source of exercise is bicycling, 3-5 times/wk; due to age, now limited to around CM - Has noticed more homeless & trash along Joann Trail & no longer feels safe & feels caged in - would not use proposed Tanager Trail for same reason, but would keep using Tanager Dr - Even without a "cage" on Tanager Trail, it would be too dangerous to ride down the steep hill & not strong enough to use the stairs & bike ramp at Canary.
PC-10	Undated Rcvd 1/10/2018	Letter	Terry & Laurie Wall	Upper Birds	<ul style="list-style-type: none"> - When playing golf at Los Lago Course, looked at proposed location of Tanager Trail - Do not see how the trail can be adequately accommodated withing easement area without significant encroachment on golf course property & adjacent homeowners. - Bad idea & should be summarily rejected.
PC-11	1/9/2018	Letter cc: CC & CM	Don Harper	Kinglet Court	<ul style="list-style-type: none"> - Opposed to Class 1 Tanager Bike Trail - PC has plenty of info from other residents to strike the Bike Trail from the ATP - Suggestst that the PC consider a viable alternative that meets the objectives of the bicycling community as well as of the homeowners. - After much discussion, some residents & an ATP advocate reached a compromise, summarize in a Joint Statement (attached), which recommends: <ul style="list-style-type: none"> - Removal of Bike Trail from ATP, but could be reconsidered in future if conditions change & all affected parties agree to consider it - Instead, designate Tanager Dr & Oriole Dr as Class 3 Bike Blvds & install street improvements to increase bicycle safety, wayfinding assistance & improving entrance to Class 1 bike trail that ends at Golf Course Dr. - The Joint Statement addresses the principal concern of bicyclists regarding access to traffic signal & crosswalk under construction on Placentia Ave, by widening the sidewalk on the east side of Placentia Ave. - The widening may encroach into Fairview Park, however, the Pres of Fairview Park Alliance has said he could support this encroachment. - In Dec 2017, the BWC rejected the Joint Statement's recommendation to eliminate Tanager Trail from the BWC, without explanation, approving the ATP & forwarding it to the PC. - Asks that the PC endorse the Joint Statement.

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PC-12	1/11/2018	Letter cc: CC & CM	Alan D Lee	Tanager Dr	<ul style="list-style-type: none"> - Opposes the construction of a Class 1 bike (lane) behind his house - Attracted to their home by the beautiful view of the golf course & paid a premium for the view. Would not have bought home if bike trail had existed then or even if they'd been told the bike trail was a possibility. - Anxious about the safety, security & privacy of their young daughters while playing in the backyard. - Requests PC to not approve the bike trail - there is already another trail on the south side of the golf course & a bike trail through their neighborhood.
PC-13	1/12/2018	Letter cc: CC & CM	Chaim & Victoria Bar	Tanager Dr	<ul style="list-style-type: none"> - Do not approve the bike trail on the golf course behind their home - Have been many burglaries of Tanager Dr homes using access from the golf course. Fear that they will increase with bike trail - that it will attract criminals in addition to legitimate users. - Do not want a repeat of what is happening on the Joann St bike trail - Bike trail is unnecessary since there are already two east/west bike trails that are safe & meet the needs of bicyclists.
PC-14	1/13/2018	Letter	Weldon & Carleen Smith	Tanager Dr	<ul style="list-style-type: none"> - Live on north side of Tanager Dr & do not have view of golf course - Oppose the proposed bike trail on the golf course: - Not necessary - their neighborhood streets are already quiet & safe for bicycles & is sure the neighbors would support changes to make them safer. - Have been advised by real estate brokers that proposed bike trail will decrease value of all homes, not just those with golf course views. - Why would the City want to do this to the Upper Bird residents when proposed bike trail is not needed? - Do not approve the proposed bike trail.
PC-15	1/15/2018	Letter (bound) cc: CC & CM	William Burke	Tanager Dr	<ul style="list-style-type: none"> - Letter submitted in response to draft ATP submitted to the PC by the BWC. He's opposed to very small part of the ATP - the proposal to build a Class 1 Bicycle Trail on the 9th fairway of the golf course, directly behind the home on Tanager Dr. - Urges the PC to remove the proposed bike trail from the ATP & consider the Joint Statement as a viable alternative - Letter has several sections: <ul style="list-style-type: none"> - Provides an historical perspective - Summarizes the "flawed" approval process followed by the BWC - Explains why the proposed design study is not necessary & notes that no design study can make these stubborn facts go away: <ol style="list-style-type: none"> 1. Tanager Trail will depress value of all homes in Upper Bird streets 2. Only option for a bike trail on 9th fairway is protective structure directly behind the homes on Tanager Dr 3. Tanager Trail will attract homelessness & crime in Upper Bird streets 4. Tanager Trail is unnecessary 5. The existing Class 3 Bike Trail on Tanager Dr is safe 6. A bike trail on the 9th fairway of the golf course will not be safe because a 2,400' enclosure would offer no exit points to escape from criminal activity

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PC-15 (cont)					<p>7. Even the BWC acknowledges that the bike trail makes no sense if it cannot proceed through Fairview Park & Measure AA prohibits the construction of a paved bike trail in the Park</p> <p>8. The bike trail cannot be constructed over the public utility & water easements that exist on the north side of the golf course behind the homes on Tanager Dr</p> <p>9. Construction of a bike trail on the golf course & through Fairview Park will require the preparation/defense of an environmental impact report</p> <p>10. Construction of a bike trail on the golf course & through Fairview Park will require a multi-million dollar expenditure of funds in a time of much needed financial austerity</p> <p>- Attachments to letter:</p> <p>1 - Various historical documents & letters in opposition to trail in the past</p> <p>2 - Mr Burke's November 29, 2017 letter to BWC in opposition to proposed Tanager Trail</p> <p>3 - Joint Statement from Marc Perkins, William Burke & Mike Chun proposing alternative to proposed Tanager Trail</p> <p>4 - Nancy Perlin's January 1, 2018 letter to the PC opposing the proposed Tanager Trail</p> <p>5 - Richard Mehren's January 5, 2018 letter on behalf of the Fairview Park Alliance to the PC opposing the proposed Tanager Trail</p>
PC-16	1/20/2018	Letter	Lucky S Yamaga	Tanager Dr	<p>- Have opposed the Class 1 Bicycle Trail on 9th Fairway of the golf course, directly behind the homes on Tanager Dr for many years.</p> <p>- Mr. Bob Graham (TWC member), who does not live in the Upper Birds & probably not a golfer, should be removed from the Committee. Believes he is making a political statement. How many times must they endure people like Mr. Graham who do not live in Upper Birds, trying to convince them that the trail is for people like Mr. Graham & his family who probably enjoy riding their bikes & walking? They only see a few people walking on Tanager Dr & less riding bicycles.</p>
PC-17	1/30/2018	Letter cc: CC & CM Follow-up to 1/15/18 letter (PC-15)	William Burke	Tanager Dr	<p>Follow-up to 1/15/18 letter.</p> <p>- Expressed concern about certain BWC members continuing to provide reasons why the proposed Tanager Trail should be in the ATP at the Jan 2018 BWC meeting even though the BWC had approved the ATP at their Dec 2017 meeting.</p> <p>- In particular, concerned that Ms. Martin appears to have changed sides from vehemently opposing Tanager Trail to fully supporting it</p> <p>- Surmised that the BWC resents the overwhelming opposition & are not used to such push back. Opined that the BWC has yet to respond to the opposition or answer any of their questions.</p> <p>- This is a contest between the BWC & Upper Bird residents plus the Residents' Association</p> <p>- Ms. Martin's conclusion that the Tanager Trail is needed to beautify the area is based on the false premise that the plants, shrubs, vines & trash on the golf course near the Tanager Dr homes are unsightly, so the Tanager Dr residents have no view of the golf course, anyway (presented with photos from the golf course at the Jan 2017 BWC meeting).</p> <p>- Attached photos of golf course from Tanager Dr homes demonstrate the beautiful, unobstructed views of the golf course.</p>

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PC-17 (cont)					<ul style="list-style-type: none"> - If the vegetation needs to be trimmed or trash collected, then the City or golf course should take care of it - This attempt to confuse the two views is further evidence of Ms. Martin's bias & unwillingness to consider the residents' perspective/concerns - Still waiting for answers from the BWC. The PC should insist that the BWC respond to these questions & issues before any vote is taken on the proposed Tanager Trail or and design study is commissioned. - This attempt to confuse the two views is further evidence of Ms. Martin's bias & unwillingness to consider the residents' perspective/concerns - Still waiting for answers from the BWC. The PC should insist that the BWC respond to these questions & issues before any vote is taken on the proposed Tanager Trail or and design study is commissioned.
PC-18	1/31/2018	Letter	Liz McCormack	Canary Dr	See summary of identical letter sent to City Council (CC-9).

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Addressed to the City Council & City Manager					
CC-1	12/14/2017	Letter cc: CM	Michael Chun, Architect	Tanager Dr	<ul style="list-style-type: none"> - Urges CC to instruct BWC to remove the proposed Tanager Class I Bike Trail & work with stakeholders to seek a solution. - Attended public hearing on 12/6/17 & made presentation at 12/6/17 meeting. - Also attended BWC meeting on 12/12/17, where the BWC dismissed the overwhelming opposition to the Tanager Trail & 6 noted facts. - BWC members lack the experience & expertise to make the final recommendations to amend the Costa Mesa Transportation Plan.
CC-2	12/15/2017	Letter cc: CM	William Burke	Tanager Dr	<ul style="list-style-type: none"> - Asks CC to reject BWC's request for funding & direct the BWC to removed the proposed Class I Bike Trail. - Summarized community meetings & BWC meeting, with community opposition & BWC support regarding Tanager Trail. - BWC will be seeking funding from CC for a design study to show how bike trail can be built. - Urges CC to reject this funding - unnecessary since it won't change the facts (noted). - BWC has not provided a response to issues raised by area residents - because they don't have the answers. - City has paid significant sum to Stantec to prepare the ATP report. Why didn't Stantec raise these issues? Where was City staff? - How many other proposals in the ATP are deserving of similar outreach & studies?
CC-3	12/18/2017	Letter	Anthony & Hildegard Doria	Tanager Dr	<ul style="list-style-type: none"> - Understands that a bike trail proposal would require the construction of an enclosure that would make his current view ugly. - A trail would block SCE trucks from doing maintenance. - About 300 homes would be adversely affected by bike trail reducing worth of each home, but have only seen about 3 bikes on Tanager. - Agrees with everything his neighbors have written to the City & begs CC to not build the bike trail. Kill it once & for all.
CC-4	12/29/2017	Letter cc: CM	James & Geraldine Peterson	Tanager Dr	<ul style="list-style-type: none"> - Join with neighbors in requesting the CC to reject the request for funding & remove the proposed bike trail from the back of their homes. - Attended 2 meetings of the BWC & were offended by certain member's comments & how easily members suggested spending \$100,000 to study the proposal. - They already have a bike trail on Tanager Dr, including a set of stairs & bike ramps at Canary.
CC-5	1/15/2018	Memo to CC & CM - attached to bound letter to PC (PC-15)	William Burke	Tanager Dr	<ul style="list-style-type: none"> - Requested CC to review attached letter to PC since the letter displays an incredible unfairness & fundamental flaw in the process followed by the BWC - BWC not a blue ribbon committee, but has singular purpose of recommending more bike trails without regard to consequences to affected residents - BWC conducted absolutely no due diligence to determine if proposed Tanager bike trail is feasible & cost effective, conducted no outreach to affected residents, dismissed nearly 30-year history of opposition to proposed bike trail, BWD didn't respond to avalanche of neighborhood opposition & rejected without comment a compromise.

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CC-5 (cont)					<ul style="list-style-type: none"> - At the Dec & Jan 2017 BWC meetings, members were dismissive of residents' concerns. This is not the hallmark of a committee that wants to reach consensus, but is the mark of a committee that will not tolerate opposition to any part of the ATP. - As a result of this one-sided focus, the ATP arrives at the PC with a patina of legitimacy, as it comes from a CC-appointed committee. Upper Bird residents are shadow boxing in a closet since the BWC will not offer responses to even their most basic questions. - Requested CC to read his 1/15/18 letter & judge for themselves - the Upper Bird Street residents, the Residents' Assoc & the Fairview Park Alliance urge CC to oppose this proposal.
CC-6	1/23/2018	Letter to CM	William Burke	Tanager Dr	<ul style="list-style-type: none"> - Thanked the CM for voice message - after months of a steady stream of stonewalling, denials, obfuscation & ridicule from BWC members, nice to know someone in the City is listening & cares about their concerns. - Over the last weeks & months, he & his neighbors have had to spend enormous amounts of time opposing this 3-decade old proposal, which has been rejected over & over by City agencies. This time, he has spent well over \$1,000 in printing/copying flyers, handouts, letters & booklets, including the booklet the CM recently received. - Now informed that the PC will not hear this matter until May or June or maybe later. Leaves them in limbo, anxious & unsure about future of bike trail. - Genuinely worried about negative impact on value of their homes. - Deeply concerned about safety, security & privacy, which especially concerns families - Issue is focus of many sincere & heartfelt letters to City from these families - All of this is unnecessary, as they have repeatedly pointed out in their letters to the BWC, the PC, CC & CM. - No need to build a paved bike trail on the 9th fairway of the golf course in close proximity to homes & golfers - He & neighbors are happy to consider alternative proposals to make bicycling in their neighborhood even safer - Sadly, the BWC has no interest in pursuing this alternative - Everyone in the Upper Birds would be deeply grateful for anything the CM can do to end this madness now.
CC-7	1/29/2018	Letter cc: CM & PC Supplement to 1/15/18 Memo (CC-5)	William Burke	Tanager Dr	<p>Supplement to 1/15/18 memo with newly discovered information:</p> <ul style="list-style-type: none"> - The BWC has commissioned a feasibility, design & environmental study for the proposed Paluarino Bike Trail, which is similar to the proposed Tanager Trail. When study is done, there will be public outreach to affected neighborhoods. CC authorized \$150,000 for this study in 2017 budget. RFPs will be issued in Spring 2018. - When City staff was asked why these same studies & public outreach weren't also provided for the proposed Tanager Trail, they responded that they were told by the CC not to spend any more time on the Tanager Trail since it was permanently deleted from the Bicycle Master Plan in 2001 & will not be built. Staff informed the BWC of this directive.

Public Comments regarding the Draft Active Transportation Plan (2017/2018)
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Number ¹	Date	Format ²	Name	Street	Comment Summary ³
CC-7 (cont)					<ul style="list-style-type: none"> - This new information is alarming - despite CC direction, the BWC still spent time approving the Tanager Bike Trail & defended it against overwhelming opposition. - This is illogical, discriminatory & unfair. The BWC sought & obtained funding from CC for a study & outreach for Paularino Trail, but stripped the Upper Bird residents of this same protection & benefit. - BWC member, John Merrill, who lives near the Paularino Trail moved to approve the Tanager Trail. In the face of opposition, he added a requirement that a design study & one-on-one outreach to Upper Bird residents be completed. - This is meaningless since funds have already been allocated for the Paularino study & outreach, which will soon be underway. - Tanager Trail study & outreach will occur long after City approvals have been secured - It does not mean that the Tanager Trail has been afforded the same due process & equal protection - If the above information is correct, CC should take action to enforce its instructions & direct the BWC to remove the Tanager Trail & spend no more time on it - We oppose the design study which is being belatedly offered by the BWC as a post factum corrective measure to offset its discriminatory treatment of Upper Bird residents - In addition to the 10 reasons given in his 1/15/18 letter as to why this study is unnecessary, he adds an 11th reason: the BWC's manifest bias against the Upper Bird residents makes it impossible for these residents to receive a fair hearing before the BWC.
CC-8	1/31/2018	Letter with email Also addressed to PC	Megan Delaney & Mike Bigelow	Starbird Dr	<ul style="list-style-type: none"> - Opposed to proposed Tanager Bike Trail since it is unnecessary since Tanager Dr provides a lovely walking & biking experience & is a low-traffic street - If it were built, they will have same problems as Joann St residents (crime, drug use & homelessness) - Puzzled & disturbed by the process - neighborhood's input never solicited formally & have not seen an EIR - Realtor selling a house on Starbird recently told potential buyers that "the bike trail is a dead issue". Not sure where he got his information - might want to make sure all committee members are communicating the same info to public & do more community outreach.
CC-9	1/31/2018	Letter	Liz McCormack	Canary Dr	<ul style="list-style-type: none"> - Adamantly opposed to proposed bike trail (Tanager). Reasons against are obvious & have been explained over & over again. Agenda of a very few is being "pushed down our throats" with no regard for long-standing opposition - Another instance of "agenda pushing" is that the immediate homeowners in area for Canary Dr access to Fairview Park only supported stair access at the dead end of their street ONLY if adequate lighting & signage stating that the park closes at dusk were also installed. The stairs are in, but lighting & signs are not & the increase in parking, traffic & homeless wandering through is eye-opening & discouraging. There is absolutely no doubt all of that would increase with the nightmare of a bike path. - Do not let anyone forge ahead with this idea under the guise that we are for it or that it benefits us in any way. - If we can't all show up at meetings or reiterate our opinion at the right moment, the stance on this issue is unchanged, now & in the future.

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CC-10	1/28/2018	Letter cc: PC & CM	Mandy Collister	Hummingbird Dr	<ul style="list-style-type: none"> - Sharing her concerns on proposed Tanager Bike Trail - Her 2 boys are in middle school & high school & often bike 7-11. She's asked her kids to: <ul style="list-style-type: none"> - Stay clear of current bike path that runs between the apt. bldgs from the golf course to Harbor - Use the streets vs bike path since the streets seem safer than the path - she often finds needles/other drug paraphernalia & witnesses illegal activities along current bike path & doesn't want to expose her kids to this - Fears the expanded bike trail would create more unwanted crime & illegal activities since it's not visible to neighborhood & would not allow her kids to use it - Using Tanager Dr is safer, more visible & a preferred route. Would prefer funds spent on a safer crossing on Adams Ave to the other side of Mesa Verde Dr.
CC-11	1/28/2018	Letter	Colin Delaney, Broker/Owner GateHouse Properties	N/A	<ul style="list-style-type: none"> - Real Estate firm & many of their agents grew up in Mesa Verde area - Addition of the proposed (Tanager) bike path would be poor idea - Impact would be major to homes next to the golf course - Potential buyers would see bike path as a nuisance & not consider purchasing - Similar situation on Europa Dr altho the Santa Ana trails much further away from homes - many buyers don't want to by homes on Europa due to existing bike trail - Proposed bike trail could devalue homes by more than \$100,000/lot; majority of buyers in Upper Bird Sts (UBS) neighborhood trending toward younger families & bike trail would lower values for other homes in neighborhood - Avid bikers know they can simply exit the existing trail on Tanager Dr & continue easily through the UBS to Placentia Ave. Extending this bike trail would have very, very negative effect on UBS neighborhood.
CC-12	1/29/2018	Letter cc: CM & PC	Michelle Johnson	Hummingbird Dr	<ul style="list-style-type: none"> - Recently made aware of proposal to construct a bike trail behind the homes on Tanager Dr that has been approved by the BWC. Adamantly opposed for several reasons: <ul style="list-style-type: none"> - No need - cyclists already have option to use Tanager, a low volume street - has cycled many times on Tanager without issues - Knows of no traffic issues on Tanager & past studies show is has little traffic, making it ideal to share with cyclists - Doesn't see logic in building bike trail behind existing houses & adjacent to active golf course. Brings forward several safety issues: <ul style="list-style-type: none"> - Would remove existing trees which buffer the golf course from homes - poses hazard to residents, pedestrians & cyclists - Not aware of any credible environmental, traffic or impact studies done before vote taken - Baffled by lack of fiduciary duties shown by BWC regarding the Tanager Trail & expected impact on Upper Bird residents - As long-time resident, appeal to City Council to take immediate action to stop construction of this ill-concieved project

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Number ¹	Date	Format ²	Name	Street	Comment Summary ³
CC-12 (cont)					<ul style="list-style-type: none"> - No dispute that property values in Upper Bird community will be severely impacted - bike trails such as JoAnn St are an example; expect homeless expelled from Santa Ana/Anaheim to come here - City already impacted by large number of rehab facilities & devastating impact on City's homeless population well documented in recent OC Register article - do not want City of have largest homeless population in SoCal outside of LA. - Concerned about safety of family & neighbors, many of who live alone. - Have built up equity in home over the years. Duty to let Council know they are against this bike trail. Many neighbors feel the same.
CC-13	2/1/2018	Letter	Cynthia Tyssee	Unknown, but not Tanager Dr; City homeowner	<ul style="list-style-type: none"> - Heard that City is considering extending the bike trail behind homes on Tanager Dr - although she doesn't live in any of them, wants to go on record as definitely against it. - The opinions of those who live there should be most heavily weighted - they are the ones who will have to live with the results. - The Tanager homeowners made a commitment & investment in this city & now City is letting them down. They certainly considered what they wanted in home & were willing to pay a premium to live there, with low walls affording a great view. Sure that many of the homeowners would not have bought with a bike trail looking into their backyard. City should be trying to lift up Costa Mesa neighborhoods, not bring them down - Her family enjoys using the bike trail on Harbor, but Joanne St is another matter: - Won't use Joanne - sketchy people doing sketchy things. - Concerned about types of people that would be attracted to the private, hidden & out-of-the-way area that would be created by the Tanager bike trail. Daily, reads stories about business & homeowners in Costa Mesa dealing with unsavory strangers. - Put the people who've made a long-term investment in & commitment to Costa Mesa first.
CC-14	2/19/2018	Letter cc: CM & PC	William Burke	Tanager Dr	<ul style="list-style-type: none"> - Stated that at the Feb 2018 BWC meeting, members continued their disinformation campaign against Upper Bird Street residents. - Also stated that at the meeting, Council member Foley urged the BWC to remove the Class I Tanager Dr. Bike Trail from the ATP. Also, that there was a barrage of opposition from the BWC & a threat to sue the City. Stated Ms. Foley explained that Council approval was unlikely due to the avalanche of opposition by residents, but that Member Bob Graham claimed that the trail is opposed by only a few residents on Tanager Dr. Invited an examination if the truth is being told at BWC meetings. - Noted that to date, over 70 letters have been submitted by Upper Bird residents opposing the proposed bike trail, whereas not one letter has been submitted in support. Also, that at the 12/6/2016 hearing, 19 residents spoke in opposition; one resident spoke in favor, but later retracted his support & opposed the proposal in a statement submitted to the BWC.

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CC-14 (cont)					<p>- Stated that to further refute the bogus claims of BWC members, he & others recently gathered signatures on a petition opposing construction of the bike trail - to date, over 800 people have signed it, including more than 400 Upper Bird Street residents & more than 350 golfers (many City residents) who use the golf course & do not want to see it degraded by a totally unnecessary bike trail.</p> <p>- Stated that in residents' letters to the BWC, PC, City staff & City Manager, they thoroughly documented the BWC's rampant abuse & bias directed at the Upper Bird Street residents. He specifically referred to his 1/15/2018 letter (PC-15) & his 1/29/2018 letter (CC-7) titled "Something is Rotten in Denmark." He & other residents urge the Council to do what they can to stop this madness. They also urge the Council to ask how many other "Class I Tanager Drive Bike Trails" are buried in the 78-page Plan prepared by the BWC with absolutely no due diligence or outreach in affected neighborhoods.</p>

¹ Number corresponds to comment item.

BWC = Comment addressed to Bikeway & Walkability Committee, PC = Comment addressed to Planning Commission, CC = Comment addressed to City Council

² All letters, the marked-up ATP & the petition were scanned & emailed to BWC members, PC members & CC members, as appropriate

For cc:, CC = City Council, PC = Planning Commission & CM = City Manager; Note many of those copied to CM were also copied to Public Svcs Director, Transportation Svcs Mgr & Stantec Consulting Svcs

³ See letters, emails, petition & comment cards for details

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1.3 PROJECT DESCRIPTION

The City is proposing to refine the CBMP and adopt an Active Transportation Plan (ATP). The ATP is a more detailed plan for implementing the bike and pedestrian network shown on the CBMP. The General Plan Amendment includes minor additions and deletions of bike trail segments within the CBMP and revises "recommended" goals and policies adopted in the 2016 General Plan to reflect "final" goals and policies.

The ATP outlines the vision, strategies, and actions that will be implemented to improve the active transportation experience in Costa Mesa. It focusses on the completion of the bicycle network by identifying existing and absent connectivity and providing recommendations for potential improvements to the system and programs (Costa Mesa 2017).

The Active Transportation Plan is designed to:

- Encourage bicycling and walking for both commuting and recreational purposes;
- Outline the needed facilities and services;
- Maximize funding sources for implementation of bicycle infrastructure; and,
- Enhance quality of life and safety (Costa Mesa 2017).

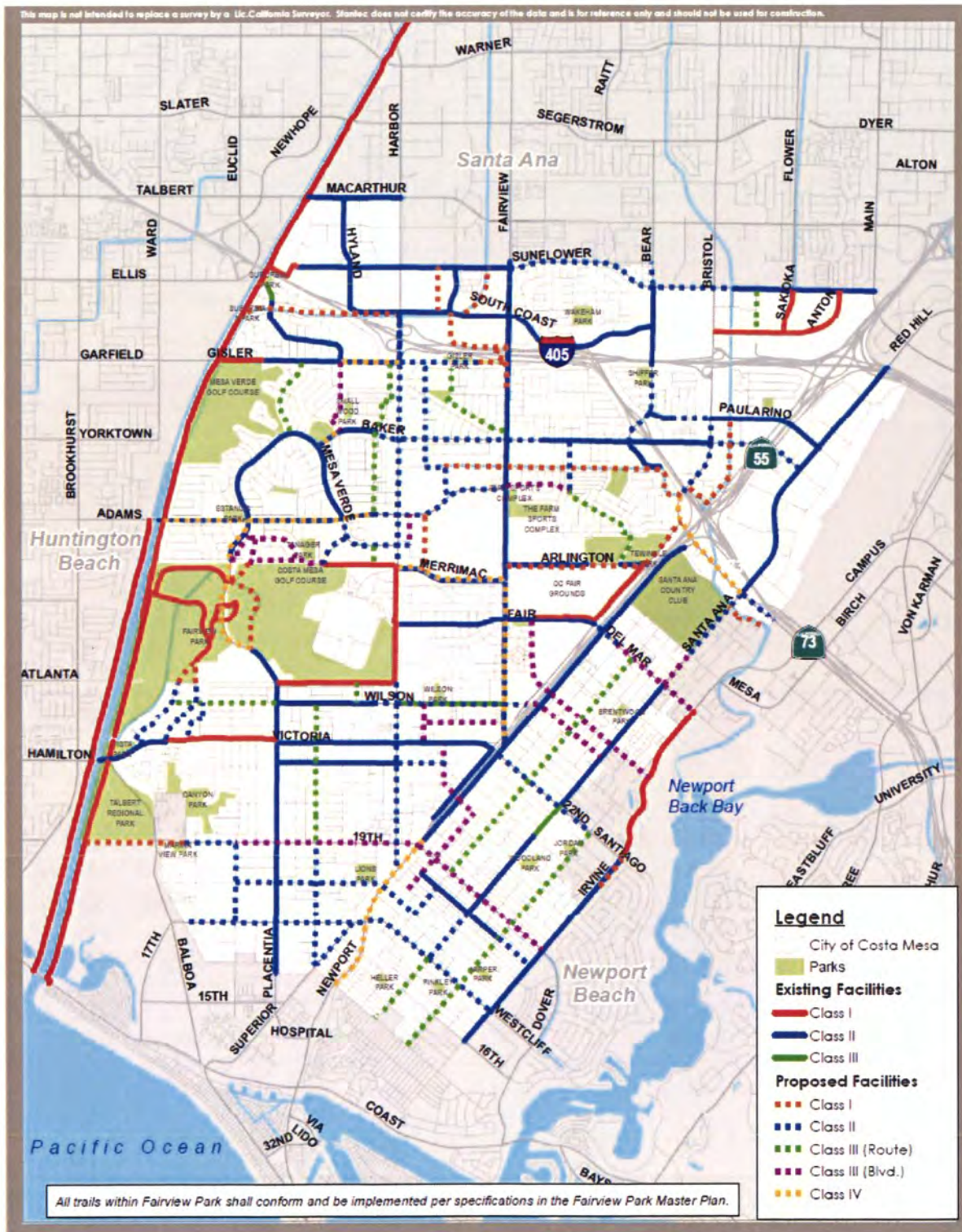
A number of bicycle friendly improvements that can be made to existing infrastructure are outlined in the ATP, such as: dedicated bicycle signals and signal phases, bicycle box, raised bicycle lanes, roundabout, mini roundabout/ residential roundabouts, at-grade intersections, protected bicycle lanes, grade-separated intersections, and bicycle parking.

A public engagement program was undertaken by the City for the bicycle planning portion of the General Plan's Circulation Element, as well as input into the vision statement for the ATP: "The City will have a comprehensive and visible active transportation network and will promote safety, education, health, recreation and access to important locations within the City while connecting to the larger regional network" (Costa Mesa 2017).

The proposed removal of the adopted Costa Mesa CBMP for the incorporation of the ATP into the Circulation Element of the 2015-2035 General Plan includes only minor modifications that enhances the Circulation Element policies by modifying "Recommendations" to Circulation Element to "Policies" and adopts various levels of bike classifications for certain facilities. (See Table 1)

Table 1 provides a summary of the changes between the CMBP (included in the Circulation Element of the existing General Plan) and the ATP with respect to facility classifications. Refer to Figure 2 that shows existing and proposed facilities. Please note that the map indicates that all trails within Fairview Park shall conform and be implemented per specifications in the Fairview Park Master Plan.

FIGURE 2
EXISTING AND PROPOSED BICYCLE FACILITIES MAP
FOR UPDATED ACTIVE TRANSPORTATION PLAN (ATP)



VIEJAS

TRIBAL GOVERNMENT

P.O. Box 908
Alpine, CA 91903
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January 26, 2018

REC'D JAN 29 2018

Minoo Ashabi
Principal Planner
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626


Re: Conceptual Bikeways Master Plan & Active Transportation Plan

Dear Ms. Ashabi,

The Viejas Band of Kumeyaay Indians ("Viejas") has reviewed the proposed project and at this time we have determined that the project site has little cultural significance or ties to Viejas. We further recommend that you contact the tribe(s) closest to the cultural resources. We, however, request to be informed of any new developments such as inadvertent discovery of cultural artifacts, cremation sites, or human remains in order for us to reevaluate our participation in the government-to-government consultation process.

Please do not hesitate to contact me if you have further questions. Please call Ernest Pingleton at 619-659-2314 or me at 619-659-2312, or email, epingleton@viejas-nsn.gov or rteran@viejas-nsn.gov. Thank you.

Sincerely,



Ray Teran, Resource Management
VIEJAS BAND OF KUMEYAAY INDIANS