

**JOINT CITY COUNCIL, PLANNING COMMISSION AND PARKS & RECREATION
COMMISSION MEETING ON BANNING RANCH**

OCTOBER 20, 2011

Councilmember Eric Bever:

1. Does the Banning Ranch project consider all impacts on the City's General Plan?

The Banning Ranch Draft Environmental Impact Report (DEIR) includes analysis of various traffic conditions. The analysis for the year 2016 conditions includes consideration of all projects approved by the City of Costa Mesa to date. The General Plan conditions assume the full buildout of General Plan and include land use as well as circulation improvements. The project analysis did not assume any improvements to the SR-55 Freeway.

2. Will the cost for traffic mitigations be paid for by the project?

At this point, there is no final agreement regarding the payment or implementation of traffic mitigations. The developers have indicated that they would work with the City in the implementation of the mitigation measures identified for the project.

3. Can the Bluff Road be jogged so that it is not a through street from Coast highway to 19th Street?

The Bluff Road, according to Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways (MPAH), extends from Victoria Street to Pacific Coast Highway in generally a straight north-south alignment. However, the Banning Ranch project is proposing a modification to this alignment. Between 19th Street and 15th Street, Bluff Road is proposed to be constructed in a north-south alignment. At 15th Street, a T-intersection is proposed and the Bluff Road alignment changed to east-west and then curved in the southwesterly direction to connect to West Coast Highway.

4. The project should be more reflective of the densities that are being proposed on the Costa Mesa's westside. 40 units per acre appears to be too high.

The density of the Urban Colony proposed as part of Banning Ranch project is approximately 40 units per acre, considering 730 units in 18.3 net acres. This part of the development is at the eastern boundary of the project on both sides of 17th Street.

Westside Costa Mesa primarily consists of industrially-zoned properties. With regard to select areas of residential development, Westside Costa Mesa is generally characterized by a mix of different residential densities, including low density residential development (about 7 dwelling units per acre), medium density residential (12 to 15 dwelling units per acre) and high density residential (20 dwelling units per acre). Immediately adjacent to the Banning Ranch property, between W. 18th and W. 19th Streets in the City's corporate limits, there are single-family homes

(R1 zone: single-family residential district) and the Seabreeze Residential Community (Planned Development Residential-High Density zone).

The 2000 Costa Mesa General Plan does not allow residential development at densities greater than 20 dwelling units per acre in the Westside without a General Plan amendment or rezone, as applicable. The mixed-use overlay zones in this area may allow residential development at densities of 13 dwelling units per acre for a purely residential project or densities greater than 20 units per acre for live/work development. A mixed-use project in the overlay zone could potentially feature high density live/work projects in the 20 to 30 unit per acre range.

Councilmember Stephen Mensinger

1. What is the total cost of traffic mitigation in Costa Mesa?

The total cost of traffic mitigation is projected to be several million dollars. The project's responsibility including contribution to the traffic impact fee program is projected to be approximately \$8 to \$10 million. This is based on a very preliminary review of traffic mitigations proposed for the project.

2. Over what time frame would the traffic mitigations occur and at what point in the life cycle of the project

The implementation of all the mitigations is required before the buildout of the project. The project is proposed to be completed in phases between 2016 and 2024. A phased implementation plan of mitigations that corresponds with actual project phasing will need to be developed.

3. Provide additional information to gain a better understanding about the project's open space.

According to the proposed plan, approximately 51 gross acres (42 net acres after accounting for public right-of-way) of land will be open space. Of this, approximately 16 acres are dedicated for active park space including athletic fields. The remaining 35 acres comprise of passive parks, interpretative trails, and other open space. According to the DEIR, the 16 acres of active park uses, between 15th and 16th Streets, is proposed to include 6 lighted tennis courts, 1 basketball court, 3 lighted soccer fields, 1 youth baseball field and 1 adult softball field overlaid on soccer fields, tot lots, picnic areas and restrooms. The fields and courts are proposed to be lit till 10:00 p.m.

4. How will the project interact with Talbert and the county island issue? How will that be resolved?

The DEIR does not address the Talbert Nature Preserve and County island issue.

5. What are the impacts from the project to the 55 corridor? Is this going to have a huge impact on Newport Blvd. and the improvements the City just made?

The project adds significant traffic to SR-55 Freeway. According to the traffic study in the DEIR, approximately 40 percent of Banning Ranch's project traffic would use Newport Boulevard and the SR-55 Freeway. This translates to approximately 6,000 vehicles per day. The DEIR identified impacts at all major intersections on Newport Boulevard between 19th Street and 17th Street. The project utilizes some of the increased capacity provided in the northbound direction with the recently completed improvement project. The project mitigations require improvements in the southbound direction of Newport Boulevard between 19th Street and 17th Street.

6. *How does the project mitigate the additional trips coming in and out of the city?*

Mitigation measures were identified at seven intersections within the City of Costa Mesa. In addition, with the project buildout, the City of Costa Mesa may need to implement General Plan Circulation Element improvements such as widening of 17th and 19th Streets.

7. *How will this project impact the flow to the eastside?*

Eastside Costa Mesa is not expected to be impacted with the project due to the project location as well as potential project distribution.

8. *How will this impact the flow to Newport Beach?*

The project impacts to Newport Boulevard are discussed in earlier paragraph.

Mayor Gary Monahan

1. *Taking into consideration the 55 freeway extension study that OCTA and the City is looking at, would the impacts increase or decrease if the Banning Ranch project were to go through?*

The SR-55 Access Study is analyzing long-term solutions for SR-55 Freeway/Newport Boulevard to address future traffic growth based on buildout of General Plan land uses in Costa Mesa, Newport Beach and other jurisdictions. The proposed Newport Banning Ranch development is within the buildout assumptions in the Newport Beach General Plan. The DEIR identified improvements in the Newport Boulevard corridor with the proposed Banning Ranch development. Even with the proposed improvements, the DEIR shows that several intersections would be operating at unacceptable levels requiring consideration of other alternatives as identified in the SR-55 Access Study.

2. *On Bluff Road, could it stop at 17th Street?*

The DEIR includes a Bluff Road Alternative that assumes Bluff Road will terminate just north of 17th Street. This alternative results in one less impact at Monrovia Avenue – 19th Street intersection.

3. *Can we get a picture of what the increase in pressure on 17th street would be? Would the 35 percent jump up if we stopped it from going to 19th?*

Additional traffic is forecasted on 17th Street as a result of this Bluff Road Alternative. The expected traffic on 17th Street would increase by about 5 percent or 750 vehicles per day as a result of this Bluff Road Alternative. The need for widening 17th Street to General Plan standards may increase with this Alternative.

Mayor Pro Tem Jim Righeimer

1. *Would there be any kind of cut though traffic through the Eastside? Does anything get drawn through Eastside?*

Eastside Costa Mesa is not expected to be impacted with the development of Banning Ranch due to the project location as well as its potential traffic distribution.

2. *How is the open space maintenance going to be funded? How is that going to work over - forever? How do you pick someone to do that? What's the process to go through to have someone who's in charge of doing that?*

The DEIR does not provide details on the future maintenance responsibilities, and funding of the proposed open space. The details will need to be provided by the developer.

3. *Regarding the large green space on the eastern side, are there plans for ball fields, play fields, or some kind of facilities the kids in Costa Mesa would be able to use? If so, how will the cost of those improvements funded?*

As mentioned in an earlier response, the project includes development of an active park between 15th and 16th Streets. The proposed facilities include 6 lighted tennis courts, 1 basketball court, 3 lighted soccer fields, 1 youth baseball field and 1 adult softball field overlaid on soccer fields, tot lots, picnic areas and restrooms. The fields and courts are proposed to be lit till 10:00 p.m. The DEIR does not provide specific details on the use of these facilities by Costa Mesa residents.