

NIVA MEETING RECORD

Dec 14, 2005

ANNOUNCEMENTS

At the Nov 22 City Council meeting, an ordinance to revise posted speed limits on Irvine streets was read and approved [5/0]. Several changes were included but only 2 affecting streets in North Irvine. These were: (1) Jeffrey Road between Walnut and Roosevelt from the existing 55 mph to 50 mph; and (2) Trabuco from Jeffrey to Sand Canyon from no posted speed to 50 mph.

Though the Cities of Irvine and Lake Forest have officially come out opposing the tunnel option for improving the transportation connection between Riverside and Orange Counties, the joint Orange County Transportation Authority [OCTA] and Riverside Transportation Commission voted unanimously last Nov 18 to continue the tunnel concept study along with the other alternatives.

At its Dec 12 meeting, the OCTA Board approved as the preferred alternative the widening of 91 Freeway but also to continue the investigation of the 12-mile tunnel alternative through the Santa Ana Mts. between Corona and Irvine. The Riverside County Transportation Commission was expected to act on the matter today.

At the Dec 12 meeting, the OCTA approved a project for coordination of traffic signals countywide. This of course would be limited to County-jurisdictional roadways. The Agency has identified 750 miles of eligible roads with 2,000 signals. In North Irvine, the major roadway possibly being included would be Irvine Blvd. and maybe Jamboree. The proposal is based on the anticipation of the theoretical 5% performance improvement. However, NIVA's previous evaluations of this measure as overly optimistic and has found the usual accompanying analysis to be fundamentally flawed.

COMMITTEE REPORTS

1. PA-10 JAMBOREE MEDICAL/SCIENCE CENTER COMMITTEE [Nancy LaPorte] - A review of the 1998 traffic study done for the center indicated the following:
 - (1) For 1.36 Million sq ft of R&D and not office land use.
 - (2) Assumed Tustin Base military operation and not closed base with reuse development.
 - (3) ATMS was proposed as a sufficient traffic impact mitigation for Jamboree.
 - (4) Assumed implementation and changes in traffic behavior resulting from Transportation Demand Management Plan reduction measures being applied by the center businesses.
 - (5) Assumed ETC is "free" in the long-range analysis though delayed now to pay off bonds.
 - (6) Assumed Harvard is widened to a 4-lane road.
 - (7) Assumed Myford goes over the I-5.
 - (8) Did not include traffic generation as a result of the Tustin rail platform.
 - (9) Did not include the "affordable housing" being installed in the area originally slated for the Irvine Technology Center [ITC] with no reduction in the total ITC intensity.

Most recently, City staff, in response to an inquiry, has stated that it is looking at adding another lane in each direction on Jamboree. However, this would include widening of the I-5 underpass -- a extremely expensive and highly-improbable event. In any case, this would require an unlikely approval by Caltrans and consequently can not realistically be considered a viable option.

At the City Council hearing of Dec 13, the General Plan Amendment and Zone Change application requested by TIC was approved [4/1, Choi descenting] with no changes. LaPorte had presented a case to no avail regarding the deficiencies of the traffic study and the present and increased traffic anticipated from this further development. **Neither staff nor the Council suggested any roadway improvements even though there was a general acknowledgement as to the already existing congestion.**

2. NORTHERN SPHERE (PA-3, 5B, 6, 8A, & 9) (_____) - The Community Services

Commission [CSC] held a hearing on Nov 16 on the Tentative Tract Map, Park Plan and Master Trails Plan for PA-9C -- the previously labelled "Workforce Housing". The Irvine Company [TIC] reduced the proposal from 3000 dwelling units [DUs] to only 1,500 DUs. Phase I consists of 1,030 DUs of medium and medium-high density range (averaging 13.57 units/acre). 400 of the units would be apartments located adjacent to Irvine Blvd. The map includes an extension of the Venta Spur Trail through the Phase I site as previously sought by NIVA and essentially in line with the trail through Woodbury Village. The trail would end at the site of a future bridge over the SR-133. The CSC recommended the Planning Commission [PC] approve the plans. A letter was sent Nov 16 to the CSC detailing concerns with the proposed project. Copies were distributed at the meeting. The major items were (1) support for the Venta Spur Extension through PA-9C with an overcrossing bridge to the Great Park, and (2) the urging of the CSC to recommend to the PC that TIC provide a fair-share participation in the bridge construction and that TIC be required to take an active supporting role in seeking the necessary approvals and the balance of the funding for the bridge. **The CSC took no position regarding NIVA's recommendation on the fair-share funding but did support the Venta Spur extension and bridge crossing of the SR-133.** The City's Subdivision Committee reviewed the plans and made some minor changes at its meeting of Nov 23. During the meeting, City Engineer Carroll questioned why TIC was not paying anything towards construction of the bridge and was told that the City has made arrangements for funding other than TIC though no specific sources were mentioned.

Melvold contacted Cheryl Miller, Asst. Trails Planner for Orange County, seeking the County's support for the Venta Spur extension bridge crossing of the 133 Corridor. Per Miller the County had prepared a letter to be faxed to the City in support of the bridge. However, the County had mistakenly thought the PC was considering a zone change and not a master plan after contacting the City directly and prepared the letter accordingly. Upon realizing the error, there was insufficient time to correct the letter. Melvold then requested the County submit a letter of support for the bridge in the near future for the the City to have on record in its request to the Corridor Agency seeking approval of the bridge over the Corridor.

The PC held a hearing on Dec 1 on these plans. A letter was sent to the PC on Nov 29 listing the following 3 issues:

- (1) Need to assure continuity/connectivity of the Venta Spur Trail Extension bridge over the SR-133 Corridor;
- (2) Fair-share funding by all parties benefitting from the Venta Spur Extension bikeway bridge over the Corridor, including TIC; and
- (3) Need for reasonable accommodation of pedestrian crossings of Sand Canyon to assure safe crossing and minimum Sand Canyon traffic flow interruption.

Copies of the letter were distributed at the meeting. Melvold also gave a brief recap in support of each of these issues at the hearing. The PC approved [4/0, Gaido absent] the plans with several additional conditions. Amongst these were conditions regarding the Venta Spur Trail extension dedication and permission for entry to construct and maintain the bridge. There was considerable discussion about the need for the PC Trails Committee and the CSC TF to meet and explore with all parties the subject of continuity/connectivity of the Venta Spur Trail extension to the Great Park and seeking of funding for the same. However, **no condition was placed on this project to provide a fair-share funding for the bridge.** Though Com. Mavity expressed concern and need for investigation of a grade-separated crossing of Sand Canyon Road, **the PC took no action on the issue of safety of pedestrian crossing of Sand Canyon Road.** The PC did agree with the CSC on the recommendation to the City Council that the City needs to update Exhibit B-4, "Trails Network", of the General Plan to include the extension of the Venta Spur Trail through PA-9C-1 over the SR 133 Corridor with a grade-separated crossing to the Great Park.

OLD BUSINESS

1. EL TORO MCAS REUSE - As a result of a realization by the Great Park Corp Board that there will

most likely be insufficient funds available to complete the Park as envisioned, consideration is being given to alternatives. Amongst these are:

- (1) Seeking grants or other revenue sources to build all that has been planned;
- (2) Deferring development of some sections of the the planned park; and
- (3) Shrinking the parkland area and develop more of the old base land.

The OC Great Park Board was to consider the park loop light-rail system and initiate discussion on the architect selection at its Dec 12 meeting. The results of the meeting were not known at time of this NIVA meeting.

The commencement of the demolition of the Base runways has been delayed to late Spring due to continued negotiations of terms with the pending contractor, Recycled Materials Co. of Denver, Colorado.

2. NORTH IRVINE LIBRARY - At the initial meeting (Nov. 16) of the Irvine Library Task Force [TF], a presentation was given by City staff and O.C. Librarian John Adams on the status of Irvine's situation and the County's Library System, current service levels, and current operational funding and distribution between the cities within the System. Effort was spent on identifying the goals/objectives of the TF. Two goals agreed on so far are the determination of a recommendation on whether the City should separate from the County Library System and whether a large "main" library should be constructed in the Great Park area. The next meeting is scheduled for Jan 3. Tentatively, the agenda will include presentations of library construction funding options, and possible sources of funds.

3. HEAVY VEHICLE ROADWAY RESTRICTIONS [Jerry Kirchgessner] - A meeting is scheduled for tomorrow at City Hall at 1 PM. Representing NIVA will be Ciulik, Kirchgessner and Melvold. From the City the following are expected: Assist. Dir. Manuel Gomez, traffic engineer Ken Louie, Deputy Police Chief Mihalik.

4. NB CULVER I-5 UNDERCROSSING - The need for another meeting with City staff along with Caltrans was discussed and it was decided to make another attempt to schedule such a meeting. Melvold would contact PW Deputy Dir. Gomez about the meeting.

5. ORCHARD HILLS VILLAGE [PA-1]LAND-USE PLANNING - The PC held a hearing on Dec 1 on the Master Plan for the development of 123,904 sq ft Orchard Hills Retail Center to be built on the north side of Portola Pkwy at Culver Drive. Included in the Plan is a market, drug store, and several satellite buildings for fast-food restaurants, etc. Also included is a convenience store/gas station/car wash. Concerns with the proposal involved the liquor sales, 24-hour operation of both the convenience store and the car wash, lighted signage on the gas station, and accesses to the site. Melvold gave a presentation to the PC on the possible concern with the number of liquor licences to be issued, the concern about noise from the 24-hour operation of the car wash, and the need for a separate right-turn lane on SB Forge at Portola Pkwy. **The PC approved [4/0, Gaido absent] the project with several additional conditions. Most notably is the limited operating hours of the car wash from 8AM to 8PM; limited commercial truck delivery hours of 7AM to 9PM Monday-Friday and 8AM to 5PM on Sat., Sun., & holidays; and no illuminated signage on the gas pump canopy.** Though there was considerable discussion about the accesses at both Forge and the back entrance off of Culver Drive, the PC took no action on either. More details on this concern on Forge were provided at the meeting. **Unfortunately, regarding hour of operation of the wash operation, the hours can change in the future, however, by simply an action of the Director of Com. Dev. when TIC provides details on the car wash equipment and noise levels.**

6. NORTH IRVINE TRANSPORTATION MITIGATION PROGRAM - A draft of a proposed Negative

Declaration for I-5/Sand Canyon Interchange Improvements was out for a review period from Oct 31 to Nov 29. The matter is scheduled to be heard by the County on Jan 24, 2006. The improvements consist of the following:

- (1) Widening of Sand Canyon from 4 lanes to 8 by adding a 3rd & 4th through-lane in each direction from Burt Road to the I-5 NB on-ramp and dual left turn lanes at the SB and NB ramp intersections;
- (2) Widening of the SB I-5 off-ramp to provide 2 left turn lanes, one left/right lane and one right turn lane;
- (3) Widening of the NB I-5 on-ramp to provide 3 lanes at the Sand Canyon intersection;
- (4) Widening of the NB I-5 off-ramp to provide 2 left turn lanes, one right turn lane and one through lane; and
- (5) Relocate the existing Marine Way intersection opposite the NB on/off-ramp intersection to accommodate the separate Marine Way realignment project. [That project will provide 2 right turn lanes, 2 left turn lanes, and one through lane on NB Marine Way, and 2 through lanes on SB Marine Way. The existing Marine Way intersection will remain; however, access from Sand Canyon will become right-in/right-out only.]

A response was faxed to the City on Nov 25 detailing **2 major concerns: (1) Transfer of truck traffic from congestion caused by construction at Sand Canyon to Jeffrey Road and Jeffrey Road on- and off-ramps of the I-5; and (2) Possibility of simultaneous construction of this project along with the railroad underpass of Jeffrey and the I-5/Culver/Trabuco Interchange impacting 3 major north-south roadways in Irvine.** Copies of the letter were distributed at the meeting.

7. JEFFREY OPEN-SPACE SPINE - Kiser, Melvold & Zelinko met on Nov 18 to review and analyze the June 27 City letter to NIVA's letter of questions on the acreage credit calculation for Segment 2 of the Spine. A letter was drafted and sent to the City on Nov 29, 2005. The major concerns dealt with (1) an unexplained credit of 0.33 acres or \$383,460; (2) the use of probable and estimated construction costs rather than actual costs; (3) the use of average bridge crossing costs per trail segment based on combined costs of all planned bridges for all of the trail segments rather than the actual costs for only those bridges contained in the particular segment; and (4) the apparent lack of evaluation of actual improvements provided in comparison to the original estimate of anticipated improvements. Copies of the letter were distributed at the meeting. Overall, **it appears the City was shorted due to a lack of either diligence in overseeing the project or unwillingness to commit sufficient resources to managing the project.**

8. "SMART" PEDESTRIAN CROSSING OF YALE & GRADE-SEPARATED CROSSING FOR VENTA SPUR TRAILS - On Nov 16, Councilmember Shea was reminded of her previous commitment to seek funding of a conceptual study of the Venta Spur Trail overcrossing of Jeffrey. She had indicated recently that she would make a proposal for funds for the study when the Council considered allocation of the "Fiscal Year 2004-05 General Fund Carryover" at the Nov 22 Council meeting. As a reminder, she requested a letter from NIVA suggesting and supporting the request. Such a letter was, therefore, faxed to Shea and Councilmember Kang on Nov 18. However at the outset of the meeting, neither Shea nor Kang proposed such an allocation at the meeting nor did either support such a request after Melvold and Zelinko introduced the request in presentations. It was only late in the evening after approval of all other proposals that Shea introduced the subject for discussion, supported to a small extent by Kang and Mayor Krom. At one point, a figure of \$100,000 was thrown up as needed for the study! The discussion will continue at the next meeting scheduled to address the allocation of the remaining unallocated \$6 Million. NIVA must be prepared to actively support this allocation at that time.

9. WB BRYAN BUS-STOP AT YALE - A meeting was held on Nov. 15 between NIVA reps (Melvold & Zelink) and City reps (Sandzimier & Taghavi) on the bus turn-out on Bryan just west of Yale. The City

has a proposal from PBS&J to do an engineering study of the proposed turn-out and another in Woodbridge. It is anticipated that the study will be completed in Jan, 2006. The City is anticipating the OCTA to fund all or major costs of any turn-out under its ADA requirements program. During the study, Public Works' Advanced Transportation will be meeting with Community Services staff to get their OK for implementation as the turn-out would usurp a small amount of Northwood Com. Park land. After completion of the study and receipt of Com. Services OK, the City would then approach OCTA for funding.

10. CITY BICYCLE TRANSPORTATION PLAN UPDATE - The City held the Open House on the Irvine Bicycle Transportation Plan Update on Nov 15. Stations were set up illustrating both existing and proposed bikeway improvements. Noticably absent from the diagram and listing of future bikeway improvements was any mention whatsoever of the extension of the Venta Spur Trail through PA-9C and over the 133 Corridor into the Great Park. The Venta Spur Trail grade-separated crossing of Jeffrey was mentioned. From the various illustrations, **it was apparent that the greatest number of grade-separated crossings of roadways by trails -- both existing and proposed -- are located in the southern part of the City.**

11. CALIFORNIA HOA OMBUDSMAN PROGRAM - NIVA has not received any copies of any correspondence sent to elected State representatives or to the City regarding this proposed legislation [AB 770 and SB551] apparently indicating a lack of concern. The City Council was to have considered the issue regarding taking a position and conveying it to Sacramento at its Dec 13 meeting but, due to the late hour before the item came up on the agenda, continued the item until the Jan 10 meeting. NIVA had not received any copies of letters having been sent to either the City Council or elected State representatives from any member associations as strongly suggested in NIVA's flyer on the proposed legislation. Johnson indicated that The Groves Board had passed the matter onto their legal counsel for attention. None of the other association representatives in attendance indicated any knowledge of any action taken by their respective association boards. After a brief discussion, **it was decided to close this item primarily due to a completion of NIVA's obligation and the apparent lack of interest demonstrated by NIVA-member associations.**, i.e., the lack of receipt of copies of any forwarded letters of concern. [ITEM CLOSED]

12. NOISE IMPACT OF TRAIN HORN BLOWING AT HARVARD CROSSING [Richard Price] - Price gave a presentation on initially the history of the banning of railroad crossing horn blowing and then on information he had been able to obtain since the last meeting. As a result of Federal legislation passed last April and effective June 24, 2005, a City can establish a "Quiet Zone" in which trains would not be permitted to blow their whistles at crossings. To implement such, crossings are to have quad-gates, i.e., crossing guard arms for both roadway directions on both sides of the tracks. This would be in contrast to the existing dual-gate system at Harvard which has arms which drop only on the side of the track fronting the approaching traffic. The City would have to provide the funds for construction of the needed additional arms. Usually, such a system is roughly estimated to cost \$500,000 (including preliminary studies) but since a dual-gate system now exists, the costs should be significantly less than half that amount. The cities of Carlsbad, and Orange are amongst those now in the process of securing Quiet Zones. It was decided that a meeting with the City staff should be held as soon as possible. Price will contact PW Dir. Marty Bryant to schedule a meeting between the City and NIVA reps. If favorable consideration does not result from the meeting, NIVA would go to the Council and/or possibly commence a program of informing and seeking support from the residents of College Park, Parkland, Tustin Fields and Windwood. Another alternative, but less desirable, would be the uni-directional stationary horn system. Melvold provided a picture of such an installation at the Magnolia Ave. railroad crossing in Riverside.

13. CULVER DRIVE/WALNUT AVENUE IMPROVEMENT PROJECT - The City has scheduled a

scoping session tomorrow night (Dec 15) on the proposed project. The session is at 6 PM in the Conference & Training Room at City Hall. The following is a summary of the major details of the proposed project:

- (1) Addition of 4th NB lane on Culver between Scottsdale and Walnut.
- (2) Addition of 4th SB lane on Culver between Scottsdale and Walnut.
- (3) Extension of dual left-turn lanes on EB Walnut to NB Culver.
- (4) Widening of EB Walnut on east side of Culver reducing landscaped setback for station.
- (5) Removal of left-turn from Walnut Village onto EB Walnut.
- (6) Closing of Culver median openings for NB & SB left turns.
- (7) Extension dual left-turn lanes on SB Culver at Scottsdale.
- (8) Extension dual left-turn lanes on SB Culver at Walnut.
- (9) Restriping demensions for lanes for Culver between Scottsdale and Walnut.
- (10) Modify bus turnout on SB Culver south of Scottsdale.

A City-supplied site plan indicating the various improvements and locations was distributed at the meeting. After considerable discussion on the various pieces of the project and the consequences of each, it was decided that NIVA would take no action or position at this time but rather encourage membership to attend the scoping session. The item would be continued to the next meeting at which time a decision can be made on a position.

14. JEFFREY/I-5 BUSINESS PARK - An "early notification" was sent out Oct 26 to property owners adjacent to the 22.8 acre site advising them that The Irvine Company has proposed a 50 building office park complex park at the SW corner of Jeffrey & Roosevelt in PA-8. The application for a Master Plan Permit has been filed by Ware Malcomb on behalf of TIC. The majority of the buildings are 2-story and 35 feet in height. The layout design has the buildings on the perimeter of the site with parking located in the interior. Access to the site will be from Roosevelt and off Truman at the point of its intersection with Hayes. The site is zoned Community Commerical. The PC is the final approval body of the Master Plan. Public hearings are anticipated to commence in early 2006. Marika Modugno is the City's planner.

15. NIVA STATIONERY - A request for approval to purchase stationery was made by Melvold. The costs for stationery and envelopes is as follows:

Stationery w/ blue letterhead on linen bright white paper :	250 sheets	\$ 90.00
	500 sheets	\$102.00
Envelopes with blue NIVA return address:	250	\$ 98.00
	500	\$114.00

A motion was made by LaPort, seconded by Kirchgessner, was unanimously approved for the purchase of 500 sheets and 500 envelopes.

NEXT MEETING - Next meeting is scheduled for Wed., Jan. 11, 2006.