

NIVA MEETING RECORD

September 12, 2007

ANNOUNCEMENTS

You may have noticed the construction fence on the west side of Jeffrey Road south of Irvine blvd. along side The Groves. Per Tom Perez of the City of Irvine Public Works [724-6442], The Irvine Company is constructing 265 feet of 8-foot concrete block fencing as a mitigation measure associated with the Northern Sphere Development Project. This was a requirement to reduce the traffic noise impact on the residents of The Groves. A portion of the fence will be new 8-foot fence replacing the existing fence while the remainder will be simply a new 8-foot fence installed 1 foot from the existing fence on the street side with a cap placed over the opening. The 8 foot fence will be engineered though as of Aug 31 the City is still awaiting receipt the details of the fencing design from TIC.

COMMITTEE REPORTS

1. **PA-10 JAMBOREE MEDICAL/SCIENCE CENTER COMMITTEE** [LaPorte] - KIA has recently installed new landscaping (bushes) for screening parking lot from I-5 motorists in response to NIVA's request.
2. **NORTHERN SPHERE COMMITTEE** [] - Applications had been filed for:
 - (1) Monument sign at the Woodbury Town Center at Sand Canyon and Irvine Blvd. by Baab & Associates in behalf of TIC. The application requested administrative relief to permit increased size of the sign -- 186 sq ft versus 90 sq ft and much longer than permitted by code and increase the lettering size from 18" height to 24" height also exceeding code. The matter went before the Zoning Administrator earlier today and was approved. The overall sign size did not appear to be a problem but the lettering is simply another example of the continued increased lettering that TIC has been repeatedly seeking and receiving approval of administrative relief -- essentially negating the code -- in North Irvine.
 - (2) Sign Program for the residential village of Stonegate (PA-9B) - the area between Jeffrey Rd., Portola Pkwy., Irvine Blvd., and Sand Canyon. Administrative relief was sought to increase the size of monument and entry signs for apartment complexes -- another example of the continued application for code relief being sought by TIC for apartment complexes in North Irvine. The most critical was the monument sign proposed for the NW corner of Irvine Blvd. and Sand Canyon in the "landscaped" setback. The sign will be 2 feet taller and 9 feet wider than permitted by the code. The relief was approved by the Zoning Administrator earlier today. Niva had submitted an objection to the continued disregard for the code for apartment complexes in North Irvine.

OLD BUSINESS

1. **MUSICK JAIL EXPANSION** - A lawsuit was filed in August 8 by Taxpayers for Improving Public Safety which challenges the bond measure as a scheme to bypass as constitutionally-required the approval by voters. The scheme would authorize the selling of \$7.9 Billion in bonds by simply labeling them as "lease-revenue" bonds rather than the usual "general obligation" bonds. Part of the funds from such a bond measure would most likely assist in financing the expansion of Musick. Should the challenge succeed, the matter must go to a vote of the public.
2. **NORTH IRVINE LIBRARY** - The City Council Study Session on the Library Alternatives Study prepared by City staff has been postponed 2 weeks until Tues., Sept 25 @ 4 PM.
3. **HICKS CANYON COMMUNITY PARK COMMUNITY BUILDING** - NIVA received a June 28 letter from City Mgr. Sean Joyce in response to NIVA's May 15 letter questioning the fairness of placing higher priority on enlarging the University Community Park above that of a center for the long overdue Hicks Canyon Community Park. Joyce gave the rationale that the funding is coming from a State Grant to bring existing facilities into ADA compliance. Melvold responded by e-mail of Aug 20 to Joyce discribing

the shortfalls in facilities in the older portion of North Irvine while conceding that new facilities are being installed or planned for North Irvine but only in the new developments.. Copies of both were distributed at the meeting. It should, however, be noted that a community center for Hicks Canyon Com. Park has been included in the 5-year Park and Facilities Acquisition listing in the City's 2007 Strategic Business Plan indicates a community center in the

4. NB CULVER I-5 UNDERCROSSING - On Aug 14, the City Council approved the agreement between the City and Caltrans for the addition of the 3rd left-turn lane for the I-5 SB off-ramp at Culver Drive. This City-originated and requested project will be combined with that of Caltrans to add a second lane for the I-5 SB Culver off-ramp paralleling the existing lane along the I-5 and to add a 4th off-ramp lane at the Culver Drive intersection. Council's action was taken under "Consent Calendar" meaning no specific identification of the item or discussion of the matter and was approved in conjunction with several other items by a single vote of the Council. NIVA received no prior indication of this item being on the agenda but expressed major concerns with the proposed design, the action initiated by staff as most inconsiderate, and the manner of presentation to the Council as outright offensive. Staff had agreed to look into and investigate the concerns expressed by NIVA. It was assumed that NIVA would hear back from staff before went forward further with the proposed 5th left-turn lane proposal. Consequently, an e-mail was sent on Aug 20 to Cindy Krebs, the City planner overseeing the City project, objecting to the failure to notify NIVA and to present findings of City's investigation, and the action taken by the City [copies distributed at the meeting]. An e-mail response from Krebs on Aug 21 stated that she has requested the City's project manager (no name provided) "to provide responses to the issues...raised" aiming for a response late that week or early the following week.

An e-mail from Krebs on Sept 10 states that the agreement dealt only with funding but that the design is on-going between City and Caltrans. Note, she states that they evaluated the design and that it met all Federal, State and City standards. Evaluation of turning radius and movements may be simply practical engineering assessments and not associated with any existing standards. Regarding the signage, though the City would augment the signage, it does not mention where the signs could or would be placed, i.e., on freeway ROW. Regarding the 4th NB lane, it is as if we are starting all over on this discussion! Krebs states it is not warranted! Regarding the phasing of the Culver/Walnut and Culver/Trabuco projects, there is mention of a 4-lane detour road being built on Jeffrey. This is the first indication of such and no details were provided.

When the State Legislature finally approved the State Budget, it included cuts in the area of transit and road projects. These cuts are expected to affect the planned improvements to on- and off-ramps on the I-5 in Irvine. Whether this includes this proposed widening of the Culver off-ramp has not as yet been made public but there is a good chance it could since no contracts have been let as yet.

5. FUTURE NORTHWOOD MIDDLE SCHOOL - TIC has started the rough grading for the future middle school at the southeast corner of Tabuco and Jeffrey. Both the State and the IUSD School Board have approved the new site. A construction fence has been installed along Jeffrey and Trabuco in the immediate area. As part of the grading, 2 temporary catch basins are being installed -- one within the future Jeffrey Spine. The rough grading appears therefore to include the Jeffrey Spine but this is not the case. The balance of PA-40, including the adjacent Jeffrey Spine, are still "unapproved". In fact, no application has been formally submitted as yet. However, as a part of the grading for the school, an intersection with Trabuco is being graded with the intent for another signaled intersection between Jeffrey and Sand Canyon - a possibility previously indicated by TIC last November that was indicated to be objectionable by the Northern Sphere Community Task Force. It may be TIC's intent to avoid that contentious item by including the intersection in the middle school plans rather than the PA-40 development and thus "putting the monkey" on the school district.

6. BOWERMAN LANDFILL EXPANSION - Melvold discussed the issue of the "signing bonus" with Councilmembers Shea and Choi and Shea's aid, Don Davis, on Sept. 4 and was referred to PW's Dir. M. Gomez by Shea since her recollection was that the use had already be allocated last year. As Gomez was out of town, in speaking with Deputy Dir. Joyce Amerson, he was informed that (1) the \$5.5 million has not been received by the City but is expected before the end of Oct., and (2) that several possible uses including the new North Irvine senior center were including in the City's 2007 Strategic Business Plan. A review of the SBP does so indicate under the chapter on "Park, Facilities, and Open Space". Several of the possible identified projects are not in North Irvine or are for the City in general.

7. JEFFREY OPEN-SPACE SPINE - A meeting was scheduled to go over the JOST Segment 2 calculations which NIVA has indicated in its Nov. 29, 2005 letter to the City to have serious flaws resulting in a shortchanging of the City. It was held earlier today between City staff (John McAllister, Michelle Grettenberg, Pamela Chana, Steve Haubert, & Debbie Mears) and NIVA reps (Melvold & Kiser) to discuss the outstanding issues. In the end, the discrepancies were explained satisfactorily even if the actual methodology used by the City still appears dubious. The City will send a letter referencing NIVA's outstanding letter and stating to the effect that the issues were resolved. It was also noted during the meeting that the method of calculation of improvement credits, as expressed previously by McAllister at the Jan 17, 2007 meeting with Assist. City Mgr. Landers and City staff, was incorrect. Staff did review the actual plans and determine that improvements received were accurately accounted in the same fashion as routinely done for park developments. Left without any means to revise is the fact that the calculations use the average estimated cost for a grade-separated crossing rather than estimated cost of the specific bridge. Since the Long Meadow (Bryan) bridge is the least costing, the City is shortchanged until the others are built. There was also some discussion whether the City will be seeking a grade-separated crossing of Roosevelt by the JOST Trail and whether credit will be granted to TIC for grading for undercrossing.

As a side note, Melvold inquired as to whether the City is reviewing the drawings on the I-5 Freeway Landscape Project [See Item #18] to determine if any conflicts with the JOST trail plans or whether modifications might be desirable such as improving the dying orange grove at Walnut/Jeffrey that is essentially in the JOST linkage from south-to-north. Com. Services staff at the meeting were unaware of the Caltrans contract. They agreed to pursue the matter and look into it.

8. NORTHWOOD MILITARY MEMORIAL MONUMENT [Zelinko] - The Community Services Commission [CSC] held a hearing on the proposed Memorial/Monument Sign in Northwood Community Park on Sept. 5. After City staff gave a presentation on preliminary details on the 2 proposed alternatives and some very preliminary costs associated with each, staff made a recommendation that the Commission "approve a concept for the NCP joint sign/memorial so that park design plans can be prepared". Subsequently, 17 attendees spoke on the issue -- 16 for and 1 against the memorial. Most of those who spoke were supporting Alternative 2 which included the names of the individual fallen soldiers. Last January, the City Council indicated at least marginal support for the proposed memorial in committing \$150,000 toward its construction. The outstanding concerns and question appeared to be primarily its costs and sources of the balance of the funding. The hang-up appeared at this juncture to be finalizing the concept so that efforts could be initiated on securing private funds. Melvold gave a presentation in behalf of NIVA, indicating NIVA's previous approval of support for the project in concept.

Following a very brief discussion amongst the 3 commissioners present, the CSC voted 2/1 (Farivar & Luong in favor, Littschwager negative) to simply replace the current Northwood Community Park monument sign with a monument sign and plaque on the back side of the monument sign commemorating the "Gratitude and Honor" efforts of the community. Basically this action changed the project from a memorial honoring the fallen soldiers to a monument honoring the community's recent memorial services! It was not clear what this approved motion meant as there appeared to exist a dichotomy in direction from the Council and this Commission.

Melvold contacted City planner Debbie Mears in an attempt to get clarification but she also was not fully confident of what it exactly means. She restated the obvious that the CSC decision can always be appealed to the Council. Melvold followed with an inquiry of Dir. John McAllister. He stated that essentially the next step is in the hands of the monument group. Because of the CSC vote, neither alternate design is possible. The Council's vote on a concept and the seed money still hold however. It was agreed at the meeting that NIVA would continue to support the memorial concept at Northwood Community park should the sponsoring group decide to appeal the matter to the Council.

9. "SMART" PEDESTRIAN CROSSING OF YALE & GRADE-SEPARATED CROSSING FOR VENTA SPUR TRAILS - (See report in Attachment 1) It was decided at the meeting that NIVA would take no action at this time but await the results of the meeting with IBI and City.

10. NORTH IRVINE SENIOR CENTER - (See report in Attachment 2) A copy of the power-point presentation, received from Pamela Chana of the City, was available for review at the meeting. It was decided that no action would be taken at this time by NIVA but encouraged all who can to attend the City Council study session when finally scheduled.

11. WB BRYAN BUS-STOP AT YALE - After waiting since May 31 for a contact from the City for update on this effort as promised by e-mail from Asst. City Mgr. Landers, a phone message from Cindy Krebs was received on Aug 31 indicating the City has changed its mind on the bus stop turnout on Bryan following further investigation. After further discussions with OCTA, the City has identified what they consider as "other viable options" which can resolve the problem which are less expensive. In a conversation with Krebs on Sept. 5, Melvold was informed that the City has reached an agreement with the OCTA to park the bus in the park parking lot off of Yale if the bus is expected to stay for any length of time. Ironically, this supposedly-new option was proposed quite some time ago but rejected by Com. Services Dept. as an improper use of park parking! Consequently, considerable time and effort, including consultant expenses, were incurred in attempting to design a bus turnout on Bryan. Still not clear, however, is what constitutes a long enough anticipated time for which the parking in the park lot is expected. Krebs could not define this definitively. She promised to send an e-mail explaining the oral agreement reached with the OCTA and naming the party(ies) involved in the discussions at the OCTA. No such e-mail has been received to date.

12. REFURBISHMENT OF NORTHWOOD SHOPPING CENTER - A letter was sent Aug 22 by NIVA to the Vons Division of Safeway Corp. located in Tempe seeking at least a temporary delay in the closing of the Vons Market to be able to determine whether both the Vons and the soon to open Pavilion's Market in Orchard Hills could both operate successfully [Copies distributed at the meeting.]. It should be noted that Vons retains a lease on the site and plans to sublease the space though no tenant(s) has (have) as yet signed. This of course could be an obstacle to securing a replacement market as Vons may not permit another competitor to locate at this site.

13. HARVARD RAILCROSSING QUIET ZONE - The Grand Jury issued a report entitled "Orange County Rail Crossing Safety: Snapshot of a Process" which was sent to the City on May 1, 2007 requesting a response to 3 findings described in the report. The report summarized the findings of the Grand Jury's investigation of the OCTA's actions in planning for the increased Metro-link service known as the "30-minute Service Plan", i.e., service amounting to at least 1 train every 30 minutes in each direction. That would amount to an increase of 75% minimum in the number of trains per day from the current 60 to 101 trains per day. The City Council approved a draft of a response to the Grand Jury Report on Aug 14.

On Aug 27, the OCTA Board approved the \$60 million program to improve safety of railroad crossings including Quiet Zone improvements. Two such crossings projects are included for Irvine, one of which is that for Harvard Ave. Approval by the Board initiates the engineering design. Construction could start as soon as 2008 with completion no later than 2010. Funding for the program comes from a combination of

Urban Rail Endowment money, renewed Measure M salestax dollars, and a 12% "matching" contribution from the city. The latter has still to be allocated and approved by the City Council.

On Sept 10, an e-mail was received from Berg-Curtis stating that "the City has been working with OCTA...and has been strong in conveying the City's position on liability and indemnification, as well as the need for a timely schedule for improvements". City staff is proposing to include the local matching funds needed for the improvement in FY2008-09 in the City's 2008 Strategic Business Plan. NIVA and its member associations n proximity to the crossing must be prepared to actively support this funding.

14. CULVER DRIVE/WALNUT AVENUE IMPROVEMENT PROJECT - [Awaiting promised response to NIVA's comments on the draft project plan and notice of scheduled Council hearing.] NIVA received a letter dated June 13 from Mayor Krom in response to NIVA's letter of May 15, 2007 to the City Council requesting the Council to include consideration and funding of the Scottsdale to I-5 SB offramp intersection simultaneously with this project [Copies distributed at the meeting.]. The mayor's response states that staff will be coming before the Council (supposedly in July) for funding to begin engineering work for the additional section of Culver Drive as part of the FY 08/09 Capital Improvement Budget.

15. PUBLIC STORAGE FACILITY EXPANSION - Per Marika Modregno [8/31], the City is placing a contingency requirement on the project such that should the number of vehicles using the driveway to be shared with any future adjacent land development hits a certain threshold, a slowdown right-turn lane will be require in the future to be funded by Public Storage on a fair-share funding basis. An additional "reserved" ROW of 10' would be required for such a lane per City Traffic Engineer Ken Louie.

16. WIRELESS COMMUNICATIONS FACILITY IN LOWER PETERS CANYON COMMUNITY PARK - The City held a public meeting at Heritage Park Community Center on the proposal on Aug 21. The cabinet for the installation is to be placed in a 16 foot deep vault located at the Beckman HS side of the Park. Consequently, the only visible part of the installation are the cell antenna to be located on an existing light standard. The undergrounding of the cabinet, something NIVA has supported and continuously sought on such park installations, was spearheaded by Planning Commissioner Adam Probolsky. It was suggested and approved that a letter of appreciation be sent to Probolsky for his efforts. [Letter sent to Commissioner Probolsky on Sept 14, 2007.]

17. I-5 FREEWAY LANDSCAPE PROJECT - The City has received detailed drawings of the planned freeway landscape improvement project from Caltrans. The plans include removal and refurbishment of existing landscaping, installation of new irrigation, improvements to the drainage system, and replacement and improving of landscaping plantings. The area involved extends from Tustin Ranch Road to Alton Parkway. Note this includes the segment of the freeway adjacent to or involving areas with the following planned and/or approved modifications:

- (1) Area adjacent to the KIA Motors Hdqtrs,
- (2) The pending addition of a second SB Culver Drive off-ramp,
- (3) The proposed sound wall on the NB side before Culver,
- (4) The recently burned area at the Culver Drive SB on-ramp,
- (5) The area potentially to be modified with the proposed Culver Drive underpass widening,
- (6) The area adjacent to the City's entry monument sign,
- (7) The area of the Walnut SB on- and off-ramps and the supposedly planned historical agricultural orange grove,
- (8) The future JOST crossing of the I-5,
- (9) The bridge over the I-5 being considered in association with PA-40,
- (10)The planned widening of the Jamboree underpass,
- (11)The area requiring coordination with ETC (SR-261) crossing, and
- (12)The proposed landscaping of Culver Drive underpass median.

Alan Luken in Public Works Landscaping is the lead for the City. He forwarded 3 copies of the drawings for NIVA's review. The contract was awarded on Aug 22 to Diversified Lanscaping. The lead for Caltrans is Kevin Tong in their Irvine office. Luken would like to have a meeting with NIVA after our review to go over any concerns.

18 IRVINE BLVD. MEDIAN RE-LANDSCAPING - The City has done a commendable job in replacement of the groundcover and trees along with a substational increase in number of trees in the Irvine Blvd. median from Culver to Jamboree following NIVA expressed objection to the inadequate and deteriorating landscape in this median. It was agreed at the meeting that a letter be sent to Steve Buorke, Mgr. of Streets, Landscape, and Fleet, expressing gratitude for his efforts and those of others within the City staff. *[Letter sent on Sept. 14, 2007.]*

19. FINANCIALS AND TRANSFER OF ACCOUNT - NIVA has \$2,489.79 in its checking account (plus \$135.00 in recent submission not yet deposited) as of August 31, 2007. Per McFadden, annual dues payments are still outstanding from 3 member associations. He will be contcting them. He is also in the process of securing the membership of a new member association -- Northwood 2 HOA. Discussion followed on the difficulties encountered in attempting to change the authorization signature on NIVA's bank account for the new Treasurer. Applications are required to secure a Federal ID number from the IRS. It was noted that this process will unfortunately cost NIVA not only the appllication fee but also additional expenses for required annual State submissions and for income tax filings even though NIVA has no taxable income.

20. REPLACEMENT OF TREES IN RACQUET CLUB PARK - Per Alan Luken, Supt. of Landscape Maintenance, the City has initiated a City-wide program to anticipated the eventual replacement of Liquid Amber trees throughout the City as they are affected by a disease (Xylella) which they anticipate will eventually attack all of the trees in the City. In anticipation of their removal, the City is planting new replacement trees in the vicinity so that when the removal occurs, there will be a more mature and already established replacement. As far as the Racquet Club park trees, they have not as yet been affected by the disease. Consequently, the Liquid Ambers are not scheduled for removal and may not for some time if fortunately they are not attacked.

NEXT MEETING - The next meeting would be Wed., Oct. 10 at The Groves.

**“SMART” PEDESTRIAN CROSSING OF YALE & GRADE-SEPARATED
CROSSING FOR VENTA SPUR TRAILS**

A meeting was held on Aug 29 at City Hall between City PWs staff (Manuel Gomez, Katie Berg-Curtis, and Alfonso Gomez) and NIVA reps (Aharonian, V. Garcia, Melvold, Ravenscroft, Zelinko) to discuss NIVA's objections/concerns with the Venta Spur Feasibility report. Supposedly the meeting was intended to address the issues in NIVA's letter of April 13. A total of 23 issues were included in the letter and 3 were added to the listing provided at the start of the meeting. City staff (Berg-Curtis & O. Gomez) were unaware of Melvold's e-mail suggesting that the City respond to those issues it could prior to any meeting to reduce the number of issues to cover at the meeting. As expected, very few specific issues were addressed and even fewer resolved or answered. Additionally, staff was unable to answer specific questions dealing with the bridge options and their respective calculations. Consequently, a subsequent meeting is to be set up in a couple of weeks to meet again with reps from IBI -- the City's consultant who prepared the report. The following noteworthy responses were received:

- (1) Though it was NIVA's understanding that it was a key purpose of the study to identify specific impacts, analysis of impacts, suggest mitigation measures or their respective costs, staff will not do so until such time as specifically directed by Council.
- (2) A span of 80' is required rather than 51' as indicated by the roadway dimension because it is anticipated that a right-turn slowdown is being required for the Public Storage expansion.
- (3) Staff has had no communications with the OCFCD regarding the possibility of use of ROW for bridge landing to shorten the eastern span.
- (4) Staff never considered an bridge alternative that combines the bike trail with the pedestrian trail on the west side such that both utilize the switchback ramp thus reducing the extension of the ramp to the west.
- (5) Though many bridge alternatives were studied and a criteria provided which was applied to each resulting in elimination of most, staff acknowledges that this analysis is not included in the report.
- (6) Only IBI's internal design engineering staff was used to provide the estimated cost of the bridge options.

In support of the value a bridge crossing might have on the value and desirability of neighboring homes, it should be noted that The Irvine Company has been including in its recent advertisements on the Portola Springs residential development that "in the heart of Portola Springs, a graceful bridge will span Portola Parkway to provide pedestrian and bicycle access throughout the village". Thus, pedestrians and bicyclists will be able to access other areas including the Great Park without crossing the major Parkway thoroughfare. In contrast, without a bridge over Jeffrey Road, pedestrians and bicyclists from Northwood will have to cross the major thoroughfare to access either the Jeffrey Spine Trail or the Great Park.

NORTH IRVINE SENIOR CENTER

A community information workshop was held Aug 30 at the Woodbury Com. Park Com. Center as the 3rd in a series of workshops leading to the completion of a study to be presented to the Council sometime in early Oct. A total of 37 residents were in attendance. Following an hour presentation going over material presented at the first workshop and a summary of the the senior centers visited last June 14 and comments received from the visiting group on the various centers, the meeting transitioned into groupings to discuss and prioritize 3 areas of interest leading towards a consensus of top 5 items in each area. The areas were (1) top critical elements in consideration of siting of the center, (2) most important facilities to be included within the center, and (3) selection of the three preferred sites out of the 7 presented. On No. 1, the elements considered the most critical (in no particular order) were availability of parking, building size, proximity to 50+ population, safety, bus route/public transportation/vehicular access, and stand-alone facility. On No 3, the top 3 choices (in no particular order) were Gateway Ridge, the LSD (Latter Day Saints private property), and Trabuco. Oddly enough, the O.C. Register article of the same day contained more details on the 7 sites than any handout provided at the meeting to assist the attendees in making their selection of preferred sites.

No statement was presented to bring clearly to the attention of the attendees that any senior center facility built in either Hicks Canyon or Northwood Community Parks would be only at the expense of other needed facilities. In the former, there is no existing community center though one is on the originally approved master plan for the park. However, it is undersized at only 5,000 sq. ft. to begin with and any proposed use as a combined senior/community center would reduce further the normal community center portion. In the case of Northwood, the senior center addition can only occur with the removal of the existing covered picnic area and a large portion of the lawn around the picnic area .

Obviously missing from the sites being investigated by the City's consultant was that of the site opposite The Groves on Irvine Blvd.. Also, no explanation was given why staff had chosen to limit the LSD site to only 3.7 acres of the 8 vacant acres and in so doing arrive at a less than adequate sized facility. NIVA has requested a copy of each of the slides presented at the meeting and was assured of receiving such for discussion at this meeting. Another critical factor not address whatsoever would be that of the earliest expected construction or in-service date. A couple of the sites may be many years out before development with adjacent residential development.

There is also no reason given as to why a study is being performed with the goal of selecting a single site (if a stand-alone facility is ultimately desired) rather than possibly 2 sites. Realizing that the City ultimate population is now being project at 268,000 with a considerable amount of residential to the far east, possibly another center is warranted to be built later when this residential development becomes a reality.

One of the questions posed by attendees was the cost of the facility and funding source(s) for each. It was not clearly explained that for facilities built as part of a residential development, the City would be trading land for the cost of the building. A key point not mentioned was the potential for funding the senior center that NIVA has previously proposed to the City for consideration, i.e., the funds anticipated to come from the County as a result of the Bowerman Landfill Expansion Agreement. In fact, the City should have received the first payment of \$5.5 Million last July 1. These funds are not supposed to go into the City's General Fund but, as argued by NIVA, should go to projects benefitting North Irvine as this is the community expected to endure the impacts associated with the Expansion.