

A G E N D A

IRVINE TRANSPORTATION COMMISSION  
REGULAR MEETING  
AUGUST 11, 1986

CALL TO ORDER

7:30 P.M. CITY COUNCIL CHAMBERS  
17200 JAMBOREE ROAD  
IRVINE, CALIFORNIA

PLEDGE OF ALLEGIANCE

ROLL CALL

JOHNSON, LOTTES, LYONS, WERNER,  
CHAIR GIULIANO

ADDITIONS AND DELETIONS

ORAL COMMUNICATIONS

CONSENT CALENDAR

NOTICE TO THE PUBLIC

All matters listed under Consent Calendar are considered to be routine and all will be enacted by one roll call vote. There will be no separate discussion of these items unless members of the Commission request specific items to be removed from the Consent Calendar for separate actions.

1. TRANSPORTATION COMMISSION MINUTES

1. Recommendation:

Approve the following Transportation Commission minutes as mailed:

- a. June 23, 1986
- b. July 28, 1986

2. OPERATIONAL CONCERNS AND POLICIES

Recommendations:

1. Direct staff to temporarily close the median on Jamboree at Kelvin with striping and signing.
2. Direct staff to pursue funding for a project closing the median with permanent curbs and landscaping.

NEW BUSINESS

3. KOLL/TIC JOINT VENTURE; 86-MP-0023; IRVINE INDUSTRIAL COMPLEX-EAST, VILLAGE 35 (IRVINE TECHNOLOGY CENTER) 1.0

Recommendation:

1. Recommend to the Planning Commission approval of 86-MP-0023, subject to the conditions listed on Attachment 5.

ADDITIONAL BUSINESS

COMMITTEE REPORTS

ADJOURNMENT

August 25, 1986

**AGENDA ITEM 1**

MINUTES OF THE REGULAR MEETING  
OF THE IRVINE TRANSPORTATION COMMISSION  
HELD  
JUNE 23, 1986

The regular meeting of the Irvine Transportation Commission was called to order at 7:30 p.m., Irvine City Council Chambers, 17200 Jamboree Road, Irvine, California.

PRESENT: COMMISSIONERS: Glenn, Johnson, Lottes,  
Lyons, Chair Giuliano

ABSENT: COMMISSIONERS:

Also present were Dennis Wilberg, Manager of Transportation Services; and Cheryle Kortman, Recording Secretary.

ADDITIONS AND DELETIONS

Chair Giuliano agendized the CIP Report of June 11, 1986 as Agenda Item 9.

Dennis Wilberg added Irvine Center Drive Road Closure as Agenda Item 10.

Chair Giuliano modified the agenda order to have Agenda Item 5, Left Turn Restriction at Filare and Tivoli and Agenda Item 7, Abandoned Northwood Railroad Right-of-Way presented after the Consent Calendar items.

ORAL COMMUNICATIONS

There were none.

PRESENTATIONS

1. DRAFT FINAL REPORT - FOOTHILL/EASTERN/I-5 BOTTLENECK ANALYSIS

A slide presentation was given by Sharon Greene of the Orange County Transportation Commission. She indicated July 28, 1986, is the scheduled date for Orange County Transportation Commission action on the study. Commissioner Lottes requested a copy of the Toll Road Study. The Commission concurred with staff comments and the draft Mayor's letter and recommended City Council approval.

CONSENT CALENDAR

2. TRANSPORTATION COMMISSION MINUTES

It was moved by Chair Giuliano, seconded by Commissioner Johnson and carried with Commissioners Glenn and Lyons abstaining to approve the minutes as mailed.

OLD BUSINESS

3. LEFT TURN RESTRICTION ON CULVER DRIVE AT FILARE AND TIVOLI

Steve Libring, Senior Transportation Engineer, presented the staff report.

Several homeowners from Vista Filare spoke to the issue. Jack Alberts, Thomas Corbin and Dave Nibarger expressed concern regarding the necessity for an additional traffic lane, the installation of a traffic signal, and decreasing the speed limit on northbound Culver.

After discussion, it was moved by Commissioner Lyons, seconded by Commissioner Johnson and carried with Commissioners Glenn and Lottes voting in opposition, to approve staff recommendation as follows:

1. Retain the existing striping on Culver Drive to restrict left turn movements at Filare and Tivoli.

It was moved by Commissioner Glenn, seconded by Commissioner Lyons and unanimously carried to amend the motion as follows:

The Transportation Commission recommends that the developer fund its fair share for the traffic signal (100%) and traffic signal be installed as soon as justification warrants.

Commissioner Lyons questioned if updated traffic counts were available on Culver to provide the necessary justification; she suggested that Friday afternoon would be the optimum time for gathering traffic counts.

Irvine Pacific was the developer for the tract. Pam Sapetto, representing The Irvine Company, addressed the Commission and stated the existing traffic and volumes contributing to the situation should be evaluated.

The Commission requested the information by the next meeting.

Conrad Lapinski, Senior Transportation Engineer, indicated traffic counts require substantial staff time, therefore these could not be made available by next meeting.

It was moved by Commissioner Glenn, seconded by Commissioner Johnson and unanimously carried to recommend the request for signalization be continued until July 28, 1986, to allow time for staff to work with the developer regarding the determination of "fair share" fees and compile traffic counts for the area.

Mr. Alberts commended Chair Giuliano on her service to the City of Irvine as Transportation Commissioner.

Commission recessed at 9:30 p.m. and reconvened at 9:40 p.m.

4. ABANDONED NORTHWOOD RAILROAD RIGHT-OF-WAY

Marie Swami, Assistant Planner, presented the staff report.

Several Northwood residents who live in close proximity to the project spoke. Jolene Edwards and A.D. Zelinko expressed concern regarding homeowner security, the need for fencing along the project as it abuts the adjacent homes, and hazardous crossing for school children in the area. They also requested traffic signals be considered at the bike crossings with Eastwood and Westwood to alleviate any safety problems that may occur.

Jean Raoul indicated the homeowner survey was not indicative of homeowners supporting the greenbelt as many of the non-adjacent homeowners also signed and are not directly affected by the greenbelt. She felt a "fair share" program should be utilized for funding. Andrea Zelinko requested the eucalyptus trees be retained. Mrs. Gladys Morris indicated she supports the use of a greenbelt for the area and read a letter from Keith Sanders also in support of the use.

Following discussion, it was moved by Chair Giuliano, seconded by Commissioner Lottes and unanimously carried to recommend staff recommendations as follows:

1. Recommend that the City Council direct staff to prepare a bicycle trail and greenbelt development plan for the entire length of the Northwood Abandoned Railroad Right-of-way.
2. Recommend that the City Council direct staff to incorporate the abandoned Railroad Right-of-Way into the Open Space Element General Plan Amendment.
3. Recommend that the City Council direct the Director of Community Development to begin proceedings to levy an assessment on the City of Irvine Landscape Maintenance District No. 8 - Village of Northwood for the funding of the construction and maintenance of a greenbelt/bike trail in the Northwood Abandoned Railroad Right-of-Way.

It was moved by Commissioner Johnson, seconded by Commissioner Lyons and unanimously carried to add the following condition:

4. Recommend that City Council direct city to acquire the narrow parcel belonging to Bruce Nott located within the right-of-way between 28 Cape Cod and Jeffrey Road.

5. OPERATIONAL CONCERNS AND POLICIES

Steve Libring, Senior Transportation Engineer, presented the staff report.

Commissioner Glenn indicated staff should continue identifying the priority items to the Transportation Commission.

It was moved by Commissioner Lyons, seconded by Commissioner Johnson and unanimously carried to approve staff recommendations:

1. Receive and file the attached priority list of operational concerns.
2. Replace the existing three ton weight restriction with standard seven ton weight restrictions on Bonita Canyon: Culver to Sunnyhill.
3. Remove the seven ton weight restriction on Thomas: Rockfield to Muirlands.

6. REVISION TO PHASE II MASTER PLAN FOR THE HOME AND GARDEN CENTER, 85-CP-0018

Bonnie Burton, Assistant Transportation Analyst, presented the staff report.

Dave Mudgett, Bill Pope, and Peter Pirzadeh representing The Irvine Company stated that accessibility and visibility of the center is important for consumer as well as retail use; to accomplish this, the second access off Irvine Center Drive is necessary.

The Commission pursued extensive discussion on the need for the second access. Commissioner Lyons indicated her support for the second access due to: visibility to the motoring public and potential safety hazards by not allowing the second access, because of the curvature of the road; the cumbersome movements required for truck deliveries on-site; and the improvement she felt this access would provide to on-site circulation. Commissioner Glenn stated the number of trips proposed for the second access do not warrant its provision. He also questioned if visibility would be improved since the existing and future freestanding buildings may obscure any visibility. Commissioner Lottes stated that the second access was justified on user convenience. Commissioner Giuliano stressed the second access was not vital to the center, and that the problems identified by the applicant (need for visibility) stems from the way the site was designed. Commissioner Johnson stressed that the City identified Irvine Center Drive as an arterial, and that limited access off arterials is more important than marketing concerns. He also identified that this center has more accessibility from adjacent streets than any other center, and thus could not support a second access.

After discussion it was moved by Chair Giuliano, seconded by Commissioner Glenn and carried 3-2, with Commissioners Lottes and Lyons voting in opposition, to approve the following staff recommendation:

1. Recommend to the Planning Commission approval of Master Plan 85-MP-0018 with the elimination of the second access of Irvine Center Drive, subject to the conditions stated in Attachment 8.

The conditions as revised by staff are as follows:

1. Prior to the issuance of building permits, the applicant shall install a separate decleration lane on westbound Irvine Center Drive at the existing vehicular entrance.
2. Prior to issuance of building permits, the applicant shall relocate the center median nose five feet behind the stop bar on all four legs of the Culver Drive/Irvine Center Drive intersection.
3. All truck traffic to and from the center shall be prohibited on Hearthstone.
4. Prior to the issuance of building permits, the applicant shall submit, and the Manager of Transportation Services shall approve, an engineering study which determines the design, construction and implementation of a bus turn-out fronting the project site on southbound Culver and westbound Irvine Center Drive. The location of the turn-outs shall be determined by the Manager of Transportation Services. The improvements shall be constructed in accordance with a schedule approved by the Manager of Transportation Services at the expense of the applicant.
5. Commercial truck delivery hours for businesses within this center shall be limited to the hours of 7:00 a.m. to 9:00 p.m. daily.
6. Prior to the issuance of any building permits, the applicant shall submit, and the Manager of Transportation Services shall approve, a revised site plan which eliminates the second Irvine Center Drive access and includes additional parking stalls in this location.
7. Prior to issuance of any building permits, the applicant shall submit an employee parking plan for utilization of the employee parking spaces at the rear of the buildings. The parking plan shall include provisions for providing security for employees and their vehicles. The parking plan shall be reviewed and approved by the Manager of Transportation Services.

Proposed Condition 3 was unanimously recommended for deletion: "The applicant shall widen southbound Culver Drive fronting the project site to accommodate a right turn lane and a bike lane. The design of the improvement, its striping, and a schedule of implementation shall be approved by the Manager of Transportation Services prior to the issuance of any building permits."

NEW BUSINESS

7. WINDROW COMMUNITY PARK; VILLAGE OF WOODBRIDGE; CIP 5-8037

Elizabeth Richards, Associate Transportation Analyst, presented the staff report. Mike Loving, Assistant Project Engineer, was available to answer any questions.

Commissioner Lyons questioned if lighted ball fields would be provided. Conduit for lighting at diamonds will be installed at the park and can be energized at a later date, according to Mike Loving, Associate Project Engineer.

There was discussion regarding safety concerns of foul balls entering the roadway and the pedestrian path adjacent to the park, the Commission questioned whether alternative access was considered (off Yale Loop) or if the BMX site could be accessed through the eucalyptus windrow from Windrow Park.

John DeWitt, POD, Inc., indicated the Irvine Bike Trails Committee would be against this implementation.

After discussion, it was moved by Chair Johnson, seconded by Commissioner Lyons and unanimously carried to continue the item to July 28, 1986 with the direction for staff to analyze eliminating BMX access off Jeffrey and providing access from the park.

8. FLUOR PROPERTIES MASTER PLAN, CONDITIONAL USE PERMIT 86-CP-0727; IRVINE BUSINESS COMPLEX

Joanne Kulachok, Senior Transportation Analyst, presented the staff report with presentation of revised conditions for clarification. William Lane, Jr., representing Trammell Crow, reviewed the issues of the disagreement between staff and the applicant: (1) number of Jamboree egress/ingress points; (2) requirement to provide a riding/hiking trail when the land on which the trail is to be constructed is owned by The Irvine Company, not Trammell-Crow; and (3) the requirement for the applicant to be conditioned for the construction of the Michelson Bridge widening, versus the payment of fees.

The Commission directed staff to analyze the following concerns for discussion at the July 14, 1986, meeting:

1. Identify the phasing of circulation improvements, particularly areawide improvements, with the phasing of development, and link each improvement with each building's development.
2. Analyze widening Jamboree to eight lanes over the freeway as an areawide improvement.
3. Identify interim circulation improvements that are necessary to implement in the next five years, due to accelerated development and significant levels of service at critical intersections.
4. Address how the applicant will coordinate the environmental processing for the widening of the Michelson Bridge if they are required to build the improvement.
5. Analyze the necessity of the riding and hiking trail on the west side of the San Diego Creek Channel.
6. Analyze the feasibility of triple left turn lanes at Michelson/Jamboree.
7. Address pedestrian and transit access.
8. Redistribute traffic and re-analyze local and areawide improvements based on inclusion of regional circulation improvements (i.e., Jamboree through the base and corridors). Identify any additional improvements that may be necessary with this analysis.
9. Analyze the effectiveness of the existing TMP on-site, since the recorded traffic counts equal the standard generation expected for office development, which implies:
  - a. that no benefit is realized from the TMP program; or
  - b. the traffic generation rate used for office development is too low.
10. Analyze why so much excess parking is being provided. Is additional building development implied?
11. Identify improvements that will be necessary if Michelson Bridge is not widened.
12. Re-analyze Jamboree access issue, in particular, the impacts of allowing Jamboree egress.

It was moved by Chair Giuliano, seconded by Commissioner Glenn and unanimously carried to continue this item to July 14, 1986.

ADDITIONAL BUSINESS

9. DISCUSSION OF THE 1986-87 CIP REPORT

This item was continued to July 14, 1986.

10. IRVINE CENTER DRIVE ROAD CLOSURE

Dennis Wilberg, Manager of Transportation Services, asked the Commission if they had any questions or concerns with the information that was sent to the Commission regarding the subject road closure which is expected to extend into September. The Commission had no further questions on the subject.

Chair Giuliano advised that due to changes in commission personnel and vacation time a quorum may be difficult to establish during July.

COMMITTEE REPORTS

None.

ADJOURNMENT

There being no further business to come before the Commission, the meeting was adjourned at 12:40 a.m. to July 14, 1986.

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CHAIRMAN OF THE TRANSPORTATION COMMISSION

ATTEST:

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SECRETARY OF THE TRANSPORTATION COMMISSION

MINUTES OF THE REGULAR MEETING  
OF THE IRVINE TRANSPORTATION COMMISSION  
HELD  
JULY 28, 1986

The regular meeting of the Irvine Transportation Commission was called to order at 7:35 p.m., Irvine City Council Chambers, 17200 Jamboree Road, Irvine, California.

PRESENT: COMMISSIONERS: Lottes, Lyons  
Werner, Chair Giuliano

ABSENT: COMMISSIONERS: Johnson

Also present were G. Brent Muchow, Director of Public Works; and Cheryle Kortman, Recording Secretary.

ADDITIONS AND DELETIONS

G. Brent Muchow, Director of Public Works, requested the Master Environmental/Assessment (MEA) be agendized as Item 11.

ORAL COMMUNICATIONS

None.

CONSENT CALENDAR

Chair Giuliano requested that Item 1 (Relief from Brinderson Towers Phasing Plan for MacArthur Blvd. Road Improvements) and Item 6 (Douglas Plaza Tower 17) be removed from the Consent Calendar for discussion since these are Irvine Business Complex projects requiring areawide improvements.

It was moved by Commissioner Lyons, seconded by Chair Giuliano and carried 4-0 to approve staff recommendations on the following Consent Calendar items:

1. SAN MARINO PARK; VILLAGE OF WESTPARK; 85-WS-0026

1. Recommend to the Planning Commission approval of San Marino Park subject to the condition stated in Attachment 5.

1. All tree limbs of mature trees planted near a sight distance triangle which may encroach into the sight distance triangle upon growth shall be maintained to permit a minimum clear distance of six (6) feet above the ground within the sight triangle.

2. WINDROW COMMUNITY PARK; VILLAGE OF WOODBRIDGE; CIP 5-8037

1. Continue this item to the August 25, 1986, meeting.

3. DUPONT CENTER PARKING STRUCTURE GATES; 86-CP-0725; IBC

1. Recommend to the Planning Commission approval of the gated access for the Dupont Center Parking Structure, 85-CP-0687, subject to conditions (See Attachment 4).
  1. Prior to the issuance of building permits for the gated access, the applicant shall submit a signing plan for review by the Manager of Transportation Services, which shall direct visitors to Dupont Center to enter and exit the site at the main Dupont entrance. Said signing shall be approved by the Director of Community Development prior to installation.
  2. Prior to the issuance of building permits for the gated access, the applicant shall submit and the Director of Community Development shall approve a revised site plan which reflects the installation of an electronic gate opener and intercom system at the secondary Dupont entrance.
  3. Permit control gated parking on proposed access locations until such time when it is determined by the Manager of Transportation that a program of attended operation is necessary. The applicant shall be notified in writing and shall be required to adopt a program within 30 days of said notice.

4. SB 821 APPLICATIONS FOR FY 86/87 FUNDING OF REGIONAL AND LOCAL TRAILS

1. Request Orange County Transportation Commission approval of SB821 Regional Bikeway Funding for the following projects:
  - a. Bridge Road from North Circle View to California Avenue: Construct on-street bicycle lanes.

- b. Irvine Center Drive from the Laguna Freeway to Sand Canyon (westbound): construct on-street bicycle lane.
  - c. AT&SF Railroad Trail from Jeffrey to Sand Canyon: construct off-street trail.
  - d. Peters Canyon Wash Trail - Barranca to I-5: design future off-street trail.
2. Recommend the following projects for funding with SB 821 Local Bikeway Funds:
- a. Edison Right-of-Way Trail: install asphalt overlay from Harvard to Jeffrey.
  - b. Riparian Trail: partial funding of concrete and asphalt overlays.
5. RELIEF FROM THE BRINDERSON TOWERS PHASING PLAN FOR MAC ARTHUR BLVD. ROAD IMPROVEMENTS, 84-CP-0552

Bonnie Burton, Assistant Transportation Analyst, presented the staff report.

Shirley Land, Principal Transportation Analyst, provided additional background information on the status of the IBC Areawide Capital Improvement Program and answered the Commission's questions on the projected timing of the MacArthur widening.

After discussion, it was moved by Chair Giuliano, seconded by Commissioner Lyons and carried 4-0 to approve the following staff recommendation:

1. Approve acceptance of a bond for the MacArthur Boulevard road improvements in lieu of constructing the improvements for Brinderson Towers.

6. DOUGLAS PLAZA TOWER 17 85-CP-1296; 84-ZD-0030

Shirley Land, Principal Transportation Analyst, presented the staff report.

The Commission expressed concern that the subject areawide improvements at MacArthur and the s/b San Diego (I-405) on ramps were currently needed and felt that immediate action was needed to provide relief to this roadway.

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It was moved by Chair Giuliano, seconded by Commissioner Lyons, and carried 4-0 to approve staff recommendations and add Recommendation 3 as follows:

1. Rescind previous Transportation Commission action on August 13, 1985 requiring the areawide improvements per Condition 6 of Resolution 84-706 to be built in conjunction with this project and completed prior to issuance of use and occupancy.
2. Approve the payment of fees in lieu of the improvements.
3. Direct staff to proceed to implement double left turn at MacArthur southbound to I-405 access ramp in the current fiscal year.

Commissioner Lyons suggested a list of IBC projects currently on line should be presented to the Transportation Commission every three months for informational purposes.

The Commission also requested that circulation phasing be dealt with on a quarterly basis.

G. Brent Muchow, Director of Public Works, indicated a report would be prepared for submittal to the IBC Task Force as well as the Transportation Commission on this issue.

OLD BUSINESS

7. MODIFIED WESTPARK PHASING PLAN REVISION

Merrie Wilent, Senior Transportation Analyst, presented the staff report and explained the evolution of requests for the phasing plan.

Steve Letterly, Principal Planner, was available to answer questions regarding environmental and planning aspects of the project.

Commissioner Lottes asked about the impact of the extension of Jamboree through the Marine base, and whether an alternative or supplemental traffic study be needed.

Staff explained that no additional traffic study is necessary because 3200 dwelling units and a maximum of 62,700 trips are proposed for The Irvine Company's Phase I, which is no greater than the amount of residential units and trips currently allowed under the approved phasing plan. Staff also explained that Commissioner Glenn's condition is tied to assessment district development of Alton, Barranca, Thiel, Harvard and Main being functional prior to occupancy.

Chair Giuliano questioned why Condition 2 should be removed as stated in staff recommendation 1. She indicated her concern about leaving trips open and how this would affect development of the various parcels. She said she did not want incremental development of any parcel and also that schools and commercial are necessary aspects of the Westpark project but have not been included in the trip generation projections to date.

Norm Smith, representing The Irvine Company, indicated the Company would not be increasing development within Phase I but is requesting to spread development over the village for the purpose of residential commercial, mixed use and office uses. He stated that the concept plan allows 5,200 dwelling units but less than 5,000 dwelling units are currently proposed. The Irvine Company would like to use these additional trips for commercial use; at build out village commercial would use any remaining trips. He also explained that TIC's primary concern with Commissioner Glenn's condition is that it requires 1992 roadway improvements to come on line in 1988, ahead of when they are necessary.

Steve Letterly, Principal Planner, explained the trip tracing program and indicated Community Development could stop development with the monitoring system as necessary when the building permits in excess of the 53% trip limitation was reached.

Merrie Wilent indicated staff would be adding a new mechanism to track trips/development in Westpark with this phasing plan revision.

Chair Giuliano expressed concern that independent builders should be assured of completing Phases II and III if Phase I is initiated.

The Commission recessed at 9:10 p.m. and reconvened at 9:30 p.m.

It was moved by Chair Giuliano, seconded by Commissioner Lyons and carried 4-0 to approve staff recommendations as recommended and modified below:

1. Recommend deleting Condition 2 from the Transportation Commission's original recommendations to the Planning Commission on the Westpark Phasing Plan Revision.

2. The Director of Public Works shall identify those roadway improvements of Exhibit 1 of Tentative Tract 85-TT-12355 which are required for the development of Phase I and Phase II. The roadway improvements required for Phase I shall be under construction and within 6 months of completion prior to the issuance of building permits for the 3201 dwelling unit. Prior to January 1, 1993, all roadway improvements required for Phase II shall be completed.
3. Recommend deletion of the phasing map from the Westpark concept Plan.
4. Recommend approval of the Modified Westpark Phasing Plan Revision to the Planning Commission with the provision that the 53% trip limitation identified in Westpark Concept Plan Policy IV-13 shall be allocated to Westpark sites 1, 2A, 3A, 3B, 3C, 3E, 4A, 6A, 6C, 8A, 8C, 9A, 9B, 12C, 12D, 13A, 13C, 13D, 13G, and 13H as identified in Exhibit 1 and attached hereto and incorporated herein by this reference. Substitutions among residential parcels shall be approved by the Director of Community Development; any allocation change between land uses shall be reviewed by the Transportation Commission and approved by the Planning Commission.

NEW BUSINESS

8. YALE AVENUE RAILROAD OVERCROSSING EVALUATION FOR SIGNALIZATION AT WINVALE AND DEERFIELD

Shirley Land, Principal Transportation Analyst, presented the staff report and clarified the staff report. Crossing guards are stationed at Charnoff/Yale with a second crossing guard monitoring the bridge. This would maintain the design schedule of the bridge and permit staff the opportunity to evaluate the conditions with school in session.

G. Brent Muchow, Director of Public Works, indicated the design committee will be meeting this week concerning the details of the entire project and will provide input to the Transportation Commission prior to advising City Council of its recommended action.

Commissioner Werner asked about the timing of the proposed signals and indicated more staff study should be made concerning signal warrants for the area from resident and school viewpoint.

G. Brent Muchow, Director of Public Works, stated one signal is justified but the other intersection should be evaluated in 60-90 days for possible redesign of the bridge.

It was moved by Commissioner Lyons, seconded by Chair Giuliano and carried 4-0 to approve staff recommendation 1, with modifications to recommendation 2 as follows:

1. Authorize the installation of a traffic signal at Yale/Deerfield.
2. Direct staff to continue to monitor the area north of the project after project completion for any signal warrants and report back to the Commission with their findings in three months.

Gary Vanderpol, 15081 Lorenat St., representing The Ranch Homeowners Association, stated Public Works/Project Management staff has been working with the homeowners association regarding the project. The homeowners association supports staff recommendations 1 and 2 as listed in the staff report. He indicated his appreciation for transportation's efforts in identifying the need for the traffic signal.

David Flint, Vice President of the Deerfield Homeowner Association, stated his board of directors has been working with Public Works staff regarding design review phase traffic control, speed limit and parking concerns. He indicated the homeowner association supports the recommendations as stated in the staff report. He stated 35 mph should be the speed limit for the area due to schools within the area and had questions on the procedure.

G. Brent Muchow, Director of Public Works, indicated that the speed limits would be established per the City's standard practice which includes evaluation of school zones. He also indicated that no parking signs would be installed along the length of the project.

9. PINKY'S BURGER GRILL; 86-CP-0722; THE MARKETPLACE; UNIVERSITY TOWN CENTER

Elizabeth Richards, Associate Transportation Analyst, presented the staff report. She reviewed the City parking standard, comparison of square footage for similar uses, circulation/drive thru lanes, length of stacking distance for ordering/receiving food at fast food restaurants.

Chair Giuliano questioned how pedestrian access will be accommodated given the significant student traffic from UCI. Staff explained that the approved master plan for the entire Marketplace identified the pedestrian circulation system for the Marketplan; however, staff would further address this issue in conjunction with the zoning compliance currently in review.

Gary Bosz, representing Raygal Architects, stated he has worked extensively with staff to improve the project, that signage will be used to advise patrons to move forward as soon as possible in the drive-thru lane, and that the center does not lend itself to pedestrian access.

It was moved by Chair Giuliano, seconded by Commissioner Lyons and carried 4-0 to approve staff recommendation as follows:

1. Recommend to the Planning Commission that Conditional Use Permit 86-CP-0772 for Pinky's Burger Grill in the UTC Marketplace be approved, subject to the conditions stated in Attachment 4.

Proposed conditions are as follows:

1. Prior to the issuance of building permits, the applicant shall submit for the review and approval by the Manager of Transportation Services a plan depicting the appropriate striping for angled parking and any median modifications necessary to accommodate angled parking in the parking row across from the restaurant entrance, as identified in Exhibit 1, attached hereto and incorporated herein by this reference.
2. Prior to the issuance of certificates of use and occupancy, the applicant shall restripe the parking row across from the applicant's restaurant to be angled parking as well as adjust the medians along this parking row as necessary, per the plan approved in Condition 1.

10. VON KARMAN CORPORATE CENTER PHASE III, 84-CP-0557; CONDITIONS OF APPROVAL

Bonnie Burton, Assistant Transportation Analyst, presented the staff report and recommended several modifications to the recommendations.

Lyn Calerdine, Larry Seeman and Associates, represented Juanita Moe of the Bicycle Trails Committee. He stated the IBC Master Plan does not provide sufficient right-of-way to maintain on street bike lanes, which the Bike Committee prefers. It may be necessary to cover the channel in order to accommodate on street bike lanes.

It was moved by Commissioner Lyons, seconded by Commissioner Werner and carried 3-0 with Commissioners Lottes and Johnson absent to approve staff recommendations as modified.

The modified conditions were approved as follows:

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1. Prior to the issuance of building permits for Phase III (84-CP-0557), the applicant shall bond for 20% of the design, engineering, construction, and inspection costs of the local on-site improvements to construct an eastbound free right-turn only lane on Barranca Road at Von Karman Avenue.
2. Prior to the issuance of building permits for Phase III (84-CP-0557), the applicant shall bond for 10% of the design, engineering, construction, and inspection costs for the local off-site improvement to construct a dual southbound left-turn lane at Barranca/Redhill. This improvement shall be coordinated with the City of Tustin and with the ultimate design of Barranca and/or Redhill.
3. Prior to the issuance of building permits for Phase III (84-CP-0557), the applicant shall bond for 12% of the design, engineering, construction, and inspection costs for the local off-site improvement to construct a dual, westbound left-turn lane on Barranca at Von Karman. The design of said improvement shall be coordinated with the right-of-way acquisition requirements for the ultimate areawide widening of Barranca Parkway as required pursuant to Condition 5 of this approval.
4. Prior to the issuance of building permits for Phase III (84-CP-0557), the applicant shall bond for a period of ten years 100% of the design, engineering, construction, and inspection costs of the local off-site improvement to construct a traffic signal with separate left-turn phasing and associated interconnect at the Armstrong Avenue/Barranca Parkway intersection. The timing of signal installation shall be determined by the Manager of Transportation Services.
5. Prior to the issuance of certificates of use and occupancy for Phase III (84CP-0557), the applicant shall complete the plans, specifications, and engineering for the following areawide improvement, with approval by the Manager of Transportation Services and the City Engineer.

Widening the north and south sides of Barranca Parkway between Redhill and Peter's Canyon Wash to provide four travel lanes in each direction, bike trails, and any appurtenant improvements.

The applicant shall enter into an agreement with the City to be reimbursed for that portion of the areawide improvement fees already remitted to the City of Irvine which is equal to the cost of completing said plans, specifications, and engineering. The timing of construction of this improvement shall be determined by the City, at its discretion, in conjunction with implementation of its capital improvement program for the IBC circulation improvements.

6. Prior to the issuance of certificates of use and occupancy for Phase III (84-CP-0557), the applicant shall dedicate additional right-of-way on the south side of Barranca Parkway and the west side of Von Karman Avenue, fronting the project site to accommodate construction of local on-site improvements as identified in the roadway concept plans pursuant to Attachment 3 of the staff report dated July 28, 1986, and the necessary right-of-way to implement the areawide improvement of widening Barranca Parkway to accommodate four travel lanes in each direction, as identified in the preliminary engineering report required pursuant to Condition 5.
7. The applicant shall be reimbursed should future projects be required to contribute to the cost of signalization.

#### ADDITIONAL BUSINESS

#### 11. TRI-COMMISSION MEETING REGARDING MASTER ENVIRONMENTAL

G. Brent Muchow, Director of Public Works indicated a Tri-Commission Meeting has been requested by Community Development Department regarding Master Environmental Plan. Steve Letterly, Principal Planner, indicated a timeframe would be established for this meeting, probably late August early September.

Chair Giuliano suggested that the meeting be scheduled after Commissioners have returned from vacations.

Shirley Land, Principal Transportation Analyst, advised that the MacArthur Action Plan is projected to be reviewed and reauthorized in September or October.

#### COMMITTEE REPORTS

Chair Giuliano stated the IBC Task Force has been reorganized per City Council direction. Paula Werner and Lowell Johnson will represent the Transportation Commission. She reported that the following was discussed: the transfer of development rights, freeway access study, IBC revenue status, with the IBC Task Force work program and the Circulation Phasing Task Force also to address the situation and advise the Transportation Commission of its input.

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ADJOURNMENT

There being no further business to come before the Commission, the meeting was adjourned at 10:45 p.m. to August 11, 1986

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CHAIRMAN OF THE TRANSPORTATION COMMISSION

ATTEST:

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SECRETARY OF THE TRANSPORTATION COMMISSION

• **AGENDA ITEM 2**

AUGUST 11, 1986

TO: TRANSPORTATION COMMISSION  
FROM: DEPARTMENT OF PUBLIC WORKS  
FOR: TRANSPORTATION COMMISSION MEETING OF AUGUST 11, 1986  
SUBJECT: OPERATIONAL CONCERNS AND POLICIES  
(JAMBOREE/KELVIN LEFT TURN CLOSURE)

RECOMMENDATIONS:

1. Direct staff to temporarily close the median on Jamboree at Kelvin with striping and signing.
2. Direct staff to pursue funding for a project closing the median with permanent curbs and landscaping.

ISSUE:

Whether or not left turns should be allowed at Jamboree and Kelvin.

HISTORY:

On August 12, 1985, staff came before the Transportation Commission requesting partial closure of the intersection to help correct an accident problem at the subject location. The intersection was converted by City forces to left-in only (no left out or through traffic) on September 9, 1985. The Transportation Commission asked that they receive a followup report six to twelve months after implementation documenting the success or failure and any complaints received.

ANALYSIS:

Prior to restricting the intersection to right-turn egress only, an analysis of accidents between January 1, 1979, and September 9, 1985, revealed that 21 of the 25 accidents (84%) involved vehicles trying to cross Jamboree. Since the partial closure was implemented nine months ago, there have been no accidents at this location.

Twenty-four hour traffic counts have been conducted to determine the use of the left turn pockets on Jamboree. Results of these counts indicate a total of 842 vehicles used these pockets daily with 133 vehicles (16%) during the A.M. peak hour. The counts also indicated most (83%) of the vehicles use the northbound left turn pocket. Should this pocket be closed as recommended, these vehicles would need to go only one block to the north at the signalized intersection of Jamboree/McGaw and make a left or U-turn. Motorists who are southbound on Jamboree can turn left at McGaw or make a U-turn at Main Street.

Transportation Commission  
August 11, 1986  
Page 2

Public Safety and Transportation Services staff have monitored the location and operation on several occasions and feel the situation has greatly improved. There have been no complaints received by either department since the restriction was implemented. However, while the current situation is operating much better, staff is still concerned with the unnecessary potential for left turn accidents which still exists. As Jamboree volumes continue to increase (1984-16,000 per day, 1986-31,000 per day), the potential for an accident increases for the mere convenience of some 800-900 vehicles daily. As you know, Jamboree is a future super street with an ultimate traffic forecast of 75,000 vehicles/day at this location.

The City has modified the timing and signal phasing at Jamboree/McGaw to handle the revised traffic pattern and would continue to monitor its operation in the future. Additionally, when future development on the southwest corner of Jamboree/Kelvin comes in, the issues of an access or signals at Kelvin could then be addressed.

The Commission may recall a similar situation on Old Warner, between Harvard and Culver, whereby approximately 630 vehicles used this roadway daily; and, because of an accident problem occurring at Harvard, the Commission in 1983 recommended closing Old Warner and redirecting these vehicles to paralleling arterials one mile to the north or south.

CONCLUSION:

Staff feels that limiting median openings on thru-ways is consistent with City-wide practice. Approval of the recommendations will promote smoother and safer flow without significantly impacting access to adjacent businesses. Staff, therefore, recommends that the Transportation Commission direct staff to temporarily close the median with striping and signing, and to seek funding for a future project to permanently close and landscape the median island.

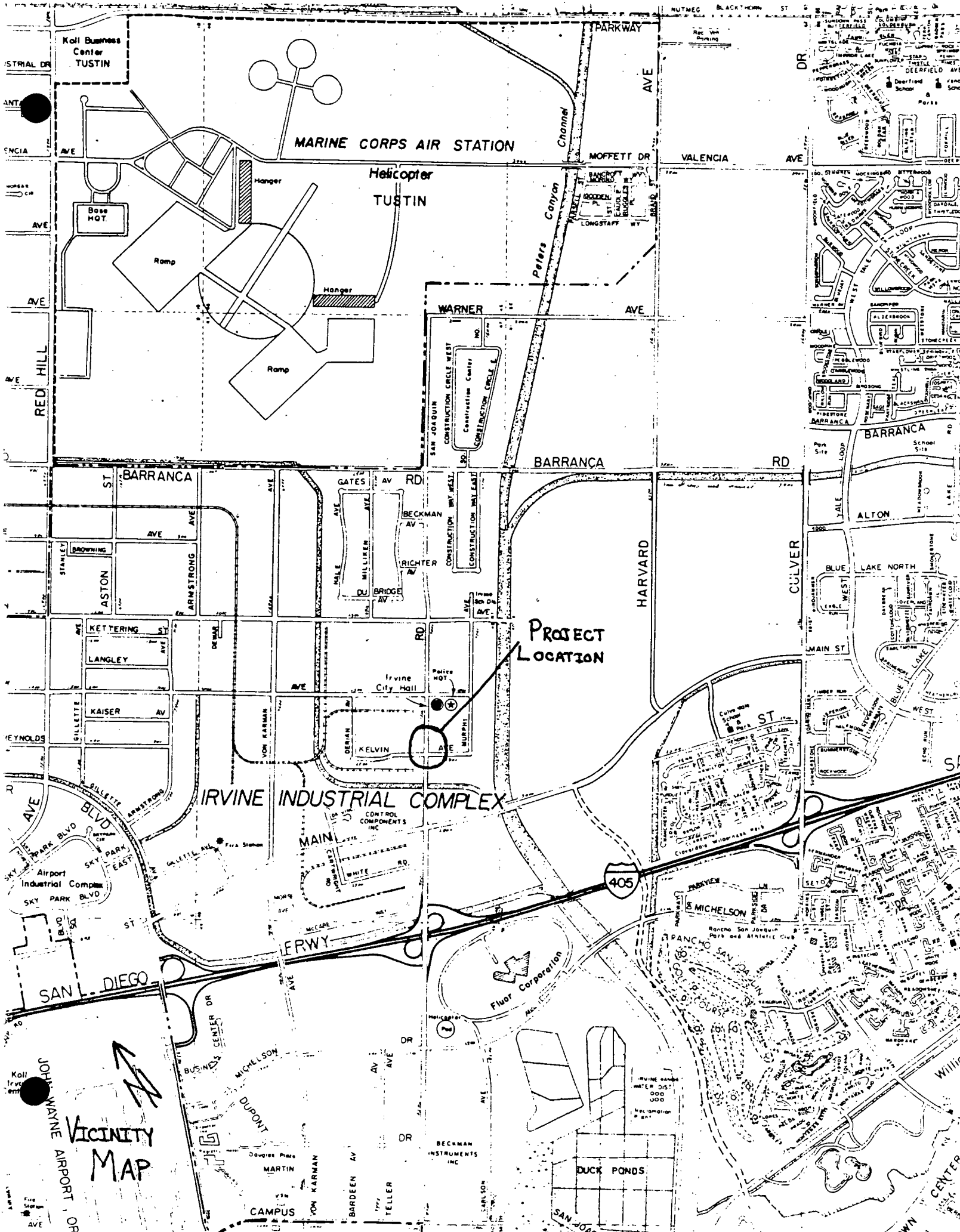
Prepared by Steve Libring, Senior Engineer, 660-3687  
Reviewed by Sam Allevato, Traffic Lieutenant, 660-3708

Submitted by:

  
DENNIS WILBERG  
Manager of Transportation Services

DW:SL/pb

Attachments: Vicinity Map  
Accident Rate List (Before and After)  
Traffic Counts



JOHN WAYNE AIRPORT, OR  
 VICINITY  
 MAP

MARINE CORPS AIR STATION  
 TUSTIN

Helicopter  
 TUSTIN

PROJECT  
 LOCATION

IRVINE INDUSTRIAL COMPLEX

MAIN

Fluor Corporation

405

DUCK PONDS

BARRANCA

HARVARD

CULVER

SAN L. DIEGO

VICINITY  
 MAP

12 MAR 1988  
LPQS AR. REPORTS

ENGINEERING  
ACCIDENT RATES - DESCENDING RATE  
AS OF 09:40:08 12 MAR 1988

INTERSECTION

BEFORE

01-01-79  
TO  
02-28-85

6335 MITCHELL NORTH/RED HILL AV/SKY PARK NORTH	0.63
3901 JEFFREY RD/SANTA ANA FWY NB RAMP	0.56
5415 JAMBOREE BL/KELVIN AV	0.30
7145 RED HILL AV/REYNOLDS AV	0.24
7180 REVSON/ROCKFIELD BL	0.23
9888 IRVINE CENTER DR/SAN DIEGO FWY NB RAMP	0.22
3312 DEERE AV/RED HILL AV	0.20
5965 MAIN ST/SKY PARK SOUTH	0.19
6170 MCLAREN/ROCKFIELD BL	0.17
3055 COWAN/MAIN ST	0.16
3205 CULVER DR/FERRIS ST	0.16
3215 CULVER DR/BETON RD	0.16
8500 SAN JOAQUIN/UNIVERSITY DR	0.15
2160 CAMPUS DR/CARLSON AV	0.14
4160 ESCOLAR/WALNUT AV	0.14
4465 FONTAINE AV/IRVINE CENTER DR	0.14
5915 MAC ARTHUR BL/SKY PARK EAST	0.14
6380 JEFFREY RD/TRIOMPHE AV	0.14
8105 UNIVERSITY DR/YALE AV	0.13
3810 DUPONT DR/JAMBOREE BL	0.11
2150 CAMPUS DR/TELLER AV	0.10
2145 BARDEEN AV/CAMPUS DR	0.09
3165 CULVER DR/ESCOUDERO DR	0.09
3315 LAGUNA CANYON RD/LAGUNA FWY	0.09
4750 GOLDENGLOW ST/UNIVERSITY DR	0.08
4270 FAIRCHILD/MAC ARTHUR BL	0.06
5950 MAIN ST/MCDURMOTT WEST	0.06
6761 OLDFIELD/ROCKFIELD BL	0.06
1775 BRYAN AV/WESTWOOD	0.05
3160 CULVER DR/FARWELL AV	0.04
5452 JEFFREY RD/SMOKETREE	0.04
8521 BEECH TREE LN/UNIVERSITY DR	0.03
5439 JEFFREY RD/POPLAR	0.02
5955 MAIN ST/MCDURMOTT EAST	0.02

*THIS LIST IS ALL THE LOCATIONS CITY-WIDE  
WITH SIMILAR PARAMETERS TO JAMB./KELVIN.  
SELECTED PARAMETERS ARE TWO WAY STOP ON  
DIVIDED HWY. WITH VOLUMES GREATER THAN 15000  
AND SPEEDS GREATER THAN OR EQUAL TO 45 MPH.*

01 JUL 1986  
 [PQS AR. REPORT]

TRANSPORTATION SERVICES  
 ACCIDENT RATES - DESCENDING R  
 INTERSECTIONS WITH SIG CTRL = "T" V  
 AS OF 11:01:38 01 JUL 1986

**AFTER**

RANK LOCATION 09-01-85  
 TO  
 05-31-86

1	8901 JEFFREY RD/SANTA ANA FWY NB RAMP	1.80
2	1775 BRYAN AV/WESTWOOD	1.63
3	6335 MITCHELL NORTH/RED HILL AV/SKY PARK NORTH	1.51
4	3215 CULVER DR/SETON RD	0.99
5	8315 LAGUNA CANYON RD/LAGUNA FWY	0.70
6	0826 BARRANCA PARKWAY/MILLIKEN AV	0.68
7	8105 UNIVERSITY DR/YALE AV	0.56
8	5915 MAC ARTHUR BL/SKY PARK EAST	0.42
9	2150 CAMPUS DR/TELLER AV	0.41
9	5452 JEFFREY RD/SMOKETREE	0.41
11	5950 MAIN ST/MCDURMOTT WEST	0.29
12	3810 DUPONT DR/JAMBOREE BL	0.27
13	3205 CULVER DR/FERRIS ST	0.25
13	3312 DEERE AV/RED HILL AV	0.25
15	2145 BARDEEN AV/CAMPUS DR	0.24
15	4465 FONTAINE AV/IRVINE CENTER DR	0.24
15	4945 HARVARD AV/POPLAR	0.24
15	7145 RED HILL AV/REYNOLDS AV	0.24
19	3405 DEERWOOD/IRVINE CENTER DR	0.18
19	6761 OLDFIELD/ROCKFIELD BL	0.18
19	7180 REVSON/ROCKFIELD BL	0.18
19	7245 ROCKFIELD BL/WHATNEY	0.18
19	8500 SAN JOAQUIN/UNIVERSITY DR	0.18
24	2160 CAMPUS DR/CARLSON AV	0.16
24	4275 FAIRCHILD/JAMBOREE BL	0.16
24	8888 IRVINE CENTER DR/SAN DIEGO FWY NB RAMP	0.16
27	3055 COWAN/MAIN ST	0.15
27	5439 JEFFREY RD/POPLAR	0.15
29	5965 MAIN ST/SKY PARK SOUTH	0.14
30	0626 ASTON ST/BARRANCA PARKWAY	0.13
31	0890 BARRANCA PARKWAY/JEFFREY RD	0.11
32	3160 CULVER DR/FARWELL AV	0.09
33	0521 ARMSTRONG AV/BARRANCA PARKWAY	0.00
33	2165 CAMPUS DR/TOWN CENTER	0.00
33	3165 CULVER DR/ESCUDERO DR	0.00
33	4270 FAIRCHILD/MAC ARTHUR BL	0.00
33	4750 GOLDENGLOW ST/UNIVERSITY DR	0.00
33	5302 INDEPENDENCE WY/IRVINE BL	0.00
33	5327 IRVINE BL/VARESSA	0.00
33	5341 IRVINE CENTER DR/VALENCIA AV	0.00
33	5415 JAMBOREE BL/KELVIN AV	0.00
33	5955 MAIN ST/MCDURMOTT EAST	0.00
33	8380 JEFFREY RD/TRIOMPHE AV	0.00
33	8521 BEECH TREE LN/UNIVERSITY DR	0.00

**\*\* OVERALL SUMMARY \*\***

TOTAL INTERSECTIONS	44
TOTAL ACCIDENTS	82
TOTAL VOLUME	1023475
AVERAGE VOLUME	23,261
AVERAGE ACCIDENT RATE	0.29

# AUTOMATIC TRAFFIC COUNT SUMMARY



LOCATION JAMBOREE

DIRECTION N of KELVEN S/B DIRECTION S of KELVIN N/B

NIB + S/B LEFT TURN POCKETS ONLY

	DAY	WED	THUR	TOTAL	WED	THUR
	DATE	6-25-86	6-26-86		6-25-86	6-26-86
A.M.	12-1		1	5		4
	1-2		1	2		1
	2-3		0	0		0
	3-4		1	1		0
	4-5		0	0		0
	5-6		2	3		1
	6-7		4	33		29
	7-8		6	133		127
	8-9		18	107		89
	9-10		11	95		84
	10-11		7	42		35
	11-12	9	23	52		29
P.M.	12-1	12	20	51	28	31
	1-2	8	19	67	48	
	2-3	2		61	59	
	3-4	3		40	37	
	4-5	7		53	46	
	5-6	6		30	24	
	6-7	4		28	24	
	7-8	2		15	13	
	8-9	1		8	7	
	9-10	2		10	8	
	10-11	1		2	1	
	11-12	0		4	4	
24 HR	TOTAL		141	842		701
8 HR PEAK						

• **AGENDA ITEM 3**

AUGUST 11, 1986

TO: TRANSPORTATION COMMISSION  
FROM: DEPARTMENT OF PUBLIC WORKS  
FOR: TRANSPORTATION COMMISSION MEETING OF AUGUST 11, 1986  
SUBJECT: KOLL/TIC JOINT VENTURE; 86-MP-0023; IRVINE INDUSTRIAL COMPLEX-  
EAST, VILLAGE 35 (IRVINE TECHNOLOGY CENTER)

RECOMMENDATION:

1. Recommend to the Planning Commission approval of 86-MP-0023, subject to the conditions listed on Attachment 5.

BACKGROUND

The tentative parcel map for Irvine Technology Center (83-TP-0615) was approved by the Subdivision Committee in August of 1984 (see resolution of approval, Attachment 2). The proposed project is located on Parcel 23, which is bounded by Alton Parkway on the north, Technology Drive on the south, and Parcel 24 on the east (see Vicinity Map, Attachment 1). This site is zoned for general commercial land use. General commercial land use is defined as follows in the Land Use Element of the City's General Plan:

"A general commercial land use designation includes uses not typically related to shopping centers, including professional and administration offices, automobile service stations, plant nurseries, restaurants, outdoor storage and sales, and retail or service commercial uses."

The City's Zoning Ordinance defines general commercial land use as follows:

"This category consists of commercial and office uses designed to serve industrial or business areas and may be designed as a center or as freestanding uses."

The City's Zoning Ordinance requires that all parcels zoned as general commercial submit a master plan application. Final determination on the project will be made by the Planning Commission.

ISSUE:

Although commercial land uses are allowed on Parcel 23 through the general commercial zoning classification, the proposed project -- to be built by The Koll Company and The Irvine Company as a joint venture -- consists of office uses, which is consistent with zoning. A total square footage of 71,500 will ultimately exist on the site to be developed with two buildings. Building 4 (35,500 sq. ft.) will be built initially, while Building 5 (36,000 sq. ft.) is a future phase. All of the parking will be provided at the time Building 4 is constructed.

Each building will be reviewed separately under a code compliance application prior to issuance of any building permits.

The transportation related issues of this project include parking, access, the Irvine Technology Center trip tracking program, and bus turn-outs. Each is discussed in the following analysis section of this report.

#### ANALYSIS OF ISSUES:

##### Issue 1: Parking

Required parking for this site, calculated on a use-by-use basis, is 286 spaces, based on the parking requirement for office use of one space per 250 square feet. Two hundred and ninety-one (291) spaces will be provided on the site, resulting in an excess of five spaces.

As can be seen on the site plan, the orientation of the buildings and parking on the site is such that some of the parking is farther away from the buildings than typically considered convenient. This is partially due to the presence of an Orange County Flood Control easement on which no structures can be built, in combination with the triangular shape of the site. Due to these constraints, staff believes that the distribution of parking will work, especially considering the fact that no commercial uses are proposed on the site.

##### Issue 2: Access

Appropriate points of access for all parcels in Irvine Technology Center were identified at the time of the tentative parcel map approval. Parcel 23 shares two approved joint access locations with Parcel 24 to the east; one along Alton, which is the fourth leg of the Alton/Ada signalized intersection, and one along Technology Drive. The proposed driveway along Technology Drive will line up with a future driveway directly across the street.

In the original parcel map for I.T.C., the lot line between Parcels 23 and 24 was placed along to the eastern edge of the flood control easement, and the joint access was to be centered over the lot line. Based on this previously approved parcel map and access location, a median along Technology Drive was extended back from the Alton/Technology Drive intersection, to form a left-turn pocket into the previously approved access. This improvement has already been constructed. Due to the realignment of the lot line, the joint access location has shifted 240 feet to the east, where it will lie directly across from a previously approved joint access location for Parcels 28 and 29. As a result of this shift, the median needs modification to eliminate the existing left-turn pocket. Also, striping modifications will be required to provide left-turn storage into the new joint access location. The applicant will be responsible for 100% of the cost of design, engineering, construction, and inspection of the median and striping modifications (see Condition 3, Attachment 5).

Pedestrian access into/out of the site has been provided through the placement of sidewalks along the driveway entrances which connect to the sidewalks along Alton and Technology Drive. The applicant has also been conditioned to provide a connector sidewalk between the buildings and the sidewalk along Alton Parkway, to access the bus turnout (see Attachment 5, Condition 1). This is further discussed in Issue 4.

Issue 3: Irvine Technology Center Trip Tracking Program

The Irvine Technology Center was originally approved with a PM peak hour trip end ceiling of 3,790, because any additional trips would cause certain critical transportation links to exceed their capacity, even with the backbone arterial circulation system already committed as part of Technology Center. To ensure that the number of PM peak hour trip ends does not exceed 3,790, a trip tracking program has been developed by staff to maintain an accounting of trips generated by I.T.C. development (see Attachment 3). The Transportation Commission also required reductions from the 3,790 trips as conditions on the traffic performance monitoring program for I.T.C. (see Attachment 4). Applying these two conditions yields a starting point of 1,591 PM peak hour trips. Previously approved projects in I.T.C. further reduce this total, resulting in the availability of 414 trips. The Koll/TIC joint venture project generates 165 PM peak hour trips. Approval of this project thus results in 249 remaining PM peak hour trips in I.T.C. Thus, traffic generated by approval of this project will not exceed the acceptable standards for street capacity in Irvine Technology Center.

Issue 4: Bus Turnout

OCTD has identified to the City, proposed bus routes through Irvine Technology Center along Alton Parkway and Technology Drive. A bus stop location is anticipated along eastbound Alton Parkway, on the far side of the Alton/Technology Drive intersection (i.e., past the intersection). This location was proposed by OCTD, and staff believes that a bus turnout will provide the optimal situation for a bus stop because it will allow the buses to pull completely out of the heavy flow of traffic exiting the I-5 Freeway and heading to the northeast, thereby not jeopardizing the capacity of Alton Parkway. Since the routes are proposed, rather than existing, the applicant has chosen to identify the proposed bus stop location on the site plan, and has agreed to bond for the construction of a turnout, for a period of ten years, through condition of approval 1 (see Attachment 5, Condition 1), rather than construct the turnout concurrently with the project. The timing of the turnout construction will be determined by the Manager of Transportation Services. As part of the condition of approval, the applicant will also be required to provide pedestrian access from the buildings to the sidewalk along Alton, near the bus turn-out.

CONCLUSION:

In summary, the proposed master plan has met requirements for parking, complied with access requirements set forth at the time of tentative parcel map approval, has been conditioned to provide bus turnouts, and has adequate onsite circulation. Further, roadway improvements necessary to accommodate traffic entering the site have been provided as part of the assessment district's roadway improvement plans. Also, the applicant will be required to bear the cost of any modifications necessary to create left turn storage for the new driveway location, as well as the elimination of the left turn pocket leading into the previous driveway location. Based on these facts, staff recommends approval of 86-MP-0023, subject to the conditions in Attachment 5.

Transportation Commission  
August 11, 1986  
Page 4

Prepared by: Cindy Gray, Assistant Transportation Analyst (660-6131)

Reviewed by: Gail Shiomoto-Lohr, Principal Transportation Analyst

Submitted by:

DENNIS WILBERG  
Manager of Transportation Services

DW/CG:gl

Attachments

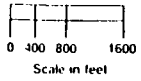
1. Vicinity Map
2. Subdivision Committee Resolution No. 291 for 83-TP-0615
3. Irvine Technology Trip Tracking Form
4. T.M.P. Conditions of Approval
5. Proposed Conditions of Approval

cc: Frank Anderson, The Koll Center  
Chris Torrey, Leason Pomeroy, Assoc.  
Robert Williams, The Irvine Company  
Joanne Kulachok, Senior Transportation Analyst  
Merrie Wilent, Senior Transportation Analyst  
John Murphy, Manager of Development Services  
Dennis Trapp, Principal Planner  
Robert Delgadillo, Assistant Planner  
File: 86-MP-0023

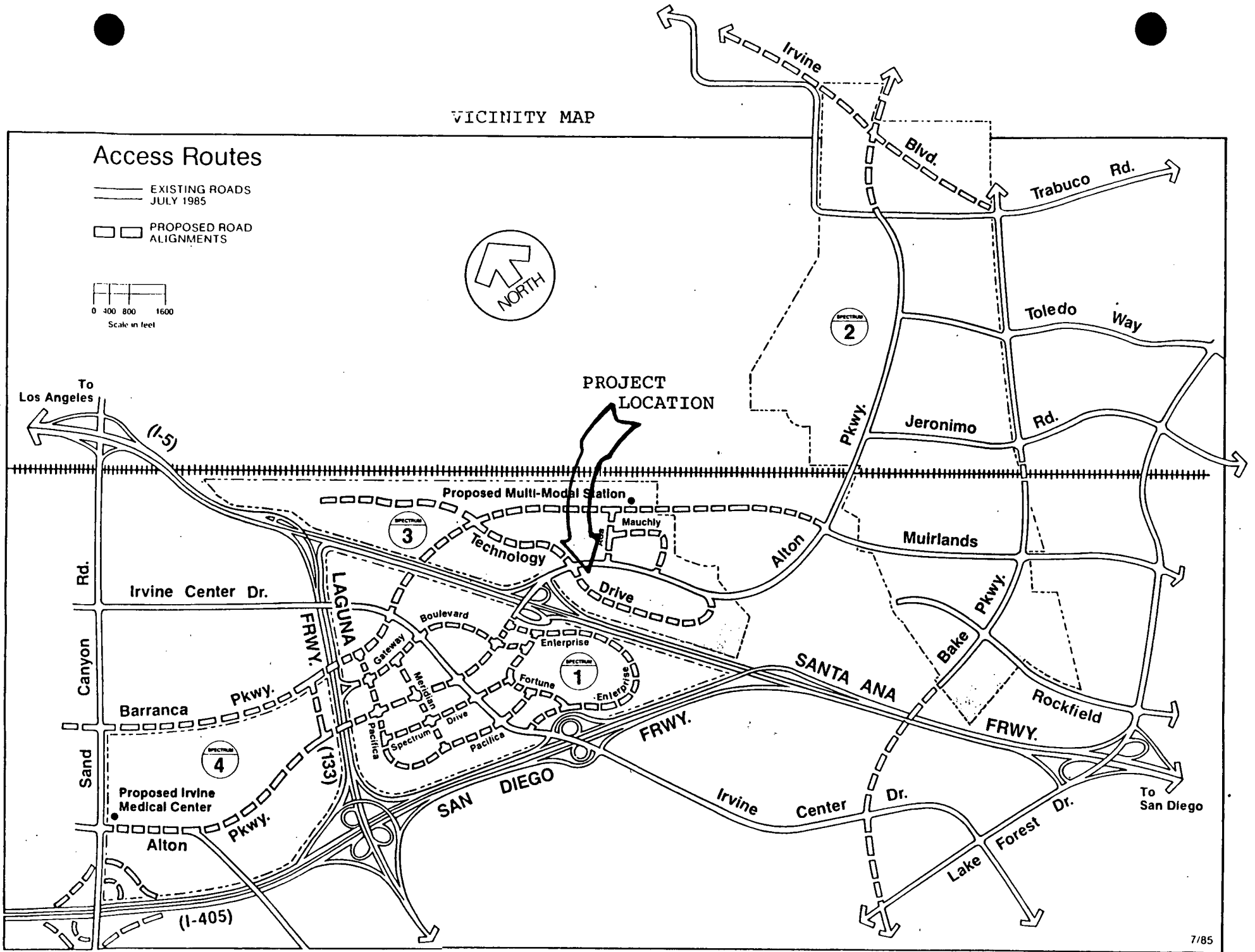
VICINITY MAP

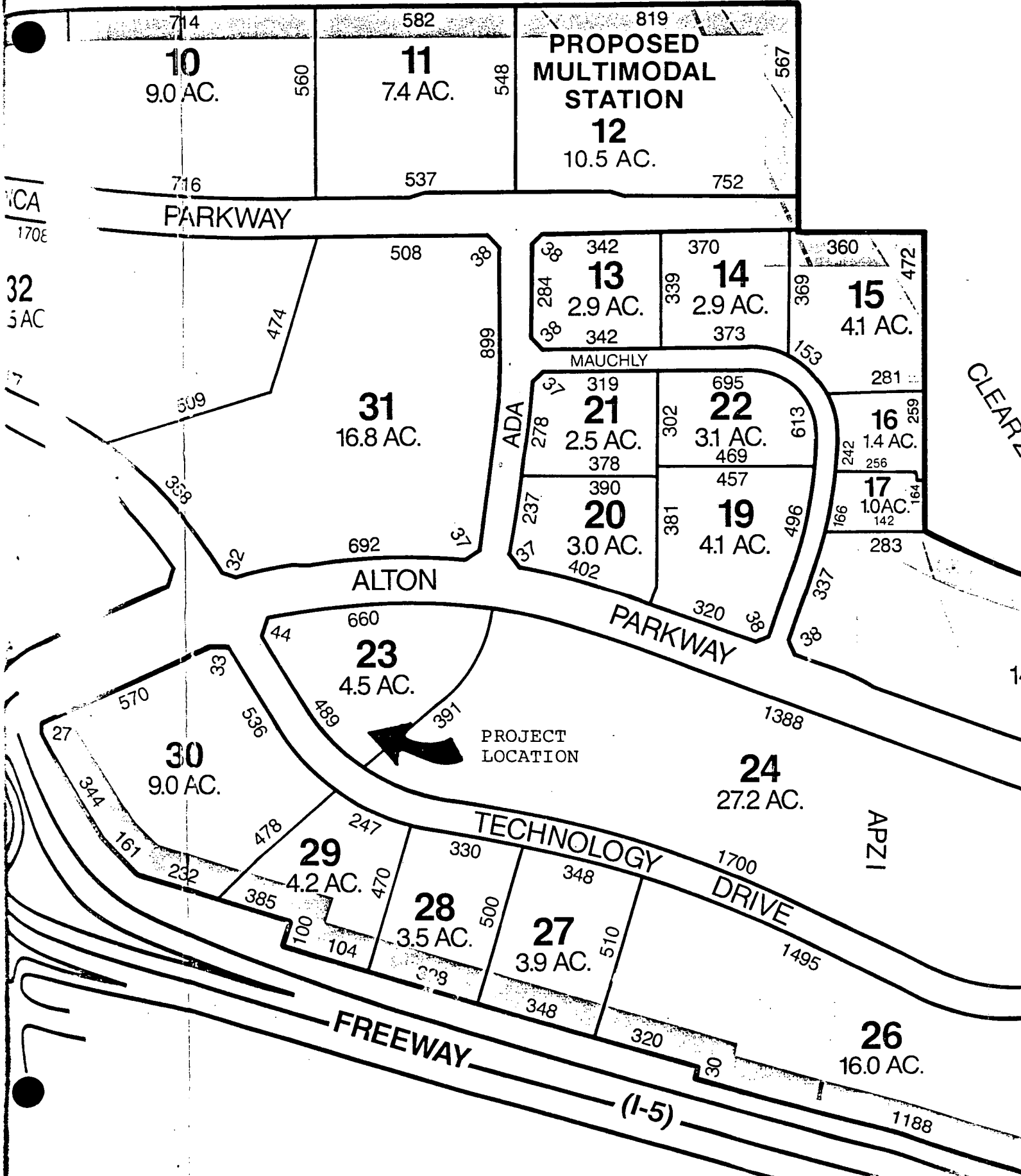
Access Routes

- EXISTING ROADS  
JULY 1985
- PROPOSED ROAD  
ALIGNMENTS



ATTACHMENT 1





VICINITY MAP

SUBDIVISION COMMITTEE RESOLUTION NO. 291

83-TP-0615  
83-TP-0615

A RESOLUTION OF THE SUBDIVISION COMMITTEE OF THE CITY OF IRVINE APPROVING TENTATIVE PARCEL MAP 83-TP-0615, FOR THE DEVELOPMENT OF THE IRVINE TECHNOLOGY CENTER ON A 456.7 GROSS ACRE SITE BOUNDED BY THE MARINE CORPS AIR STATION - EL TORO, ASSOCIATED CLEAR ZONES, AND THE I-5 (SANTA ANA) FREEWAY; LOWER PHASE IV AND PHASE V OF THE IRVINE INDUSTRIAL COMPLEX-EAST; FILED BY THE IRVINE COMPANY

WHEREAS, an application has been filed by the Irvine Company requesting approval of tentative parcel map for a 456.7 gross acre subdivision for industrial/ commercial development; and

WHEREAS, the Transportation Commission has considered evidence presented by the applicant, the Community Development Department, and other interested parties at a public meeting held on August 13, 1984; and

WHEREAS, the Subdivision Committee has considered the recommendation of the Transportation Commission, evidence presented by the applicant, and the Community Development Department, and other interested parties at a public hearing held on August 22, 1984.

NOW, THEREFORE, the Subdivision Committee of the City of Irvine does hereby resolve as follows:

SECTION 1. The Subdivision Committee has reviewed and considered the EIR and certified the final EIR (84-ER-0062) for the Irvine Technology Center as adequate and complete.

SECTION 2. The final EIR indicates that the development of this project will contribute to accumulative loss of prime farm land which has been found to be a significant environmental effect of the development of the Irvine Technology Center.

SECTION 3. In accordance with Section 15091 of the State CEQA guidelines, the impact on prime farm land cannot be mitigated because of specific economic and social considerations making the mitigations of this impact infeasible. The Irvine Technology Center is in conformance with the existing general plan and zoning for the Irvine Industrial Complex East. At the time of adoption of General Plan Amendment 4, the City Council adopted a statement of overriding consideration for the conversion of this area from agriculture to industrial use.

SECTION 4. The final EIR indicates that the project will result in an incremental increase in traffic on the regional highway system which has been found to be a significant environmental effect of the development of the Irvine Technology Center.

SECTION 5. In accordance with Section 15091 of the State CEQA guidelines, the impact on the Santa Ana Freeway (I-5), the San Diego Freeway (I-405), and Laguna Freeway (SR-133) is under the jurisdiction and responsibility of the California Department of Transportation and is outside the purview of the City of Irvine. I-5 and I-405 are both currently scheduled for widening by the California Department of Transportation.

SECTION 6. The final EIR indicates the incremental increases in air pollution emissions from vehicular and stationary sources have been found to be significant environmental effects of the development of the Irvine Technology Center.

SECTION 7. In accordance with Section 15091 of the State CEQA guidelines, the impact on air quality cannot be mitigated because specific economic social considerations make the mitigation of this impact infeasible. The majority of the project related impact result from use of the automobile. The automobile emissions constitutes a regional impact, and unless there are significant changes in lifestyles, economics of transportation systems, air quality impacts cannot be effectively mitigated on a project by project basis.

SECTION 8. The final EIR indicates that with the development of the Irvine Technology Center, there will be additional cumulative demands for water which may not be able to be met by the existing supply.

SECTION 9. In accordance with Section 15091 of the State CEQA guidelines, mitigation measures have been required as part of this project, and incorporated therein, which will substantially lessen the significant environmental effect as identified in the final EIR.

SECTION 10. The final EIR indicates that there will be an alteration of use of the site from open space/agriculture to urban development which have been found to be significant environmental effects of the development of the Irvine Technology Center.

SECTION 11. In accordance with Section 15091 of the State CEQA guidelines, mitigation measures have been required and incorporated into the project which will substantially lessen the significant environmental effects identified in the EIR. The mitigation measures included in the EIR have been attached as conditions to approval of the project.

SECTION 12. In the response to comments from the United States Marine Corps and Orange County Environmental Management Agency, an additional mitigation measure to require an aviation easement be dedicated to the United States Marine Corps was included.

SECTION 13. In accordance with Section 15091 of the State CEQA guidelines, mitigation measures have been incorporated into the project which eliminates the need for an aviation easement over the project. Specifically these measures are:

- o The project mitigates impacts related to operations at USMC - El Toro by adhering to 1981 AICUZ Study standards.
- o Future owners will be adequately notified of these flight operations and their impacts through conditions of approval placed on this tentative map.

- o That the air station's mission will be protected by adherence to the 1981 AICUZ Study standards.

SECTION 14. The benefits of this project have been balanced and considered against a possible unavoidable environmental risk and against project alternatives identified in the final EIR. The following specific benefits override the significant environmental effects of this project.

- a. The ultimate objective of the project is to complete development of the Irvine Industrial Complex East, in accordance with all of the objectives and policies of the general plan. The general plan provides for a managed, balanced growth-scheme for the city. Any growth-scheme contemplated will have attendant affects such as increased demand for vacant land, transportation and circulation systems, and increased noise, water and air pollutants. These are natural results of a growth plan and have been so recognized in conjunction with adoption of the City's general plan and the accompanying environmental impact reports.
- b. The project, when implemented, will provide needed improvements in the overall circulation system such as the improvement of Alton and Barranca Roads, and the improvement of drainage facilities in the Irvine Industrial Complex East area. These projects will provide needed improvements in the existing circulation and drainage systems which will serve the surrounding area as well as the Irvine Technology Center.
- c. The project provides for the best utilization of land.
- d. The project will allow continued growth of employment opportunities adjacent to largely existing residential areas in southeast Orange County.
- e. The project will establish a system for funding local circulation system improvements.

SECTION 15. That the proposed subdivision is consistent with applicable general and specific plans in that it complies with the industrial land use designation of the General Plan and The Irvine Industrial Complex-East zoning regulations.

SECTION 16. That the design or improvement of the proposed subdivision IS consistent with applicable general and specific plans in that on-site and off-site improvements are complete or will be complete when the conditions of Tentative Parcel Map 83-TP-0615 have been complied with.

SECTION 17. That the site IS physically suitable for the type of development.

SECTION 18. That the site IS physically suitable for the proposed density of development.

SECTION 19. That the design of the subdivision or the type of improvements is NOT likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat with the adoption of all feasible mitigation measures as identified in the EIR for the project.

SECTION 20. That the design of the subdivision or the type of improvements is NOT likely to cause serious public health problems.

SECTION 21. That the design of the subdivision or the types of improvements will NOT conflict with easements acquired by the public at large, for access through or use of the property within the proposed site.

SECTION 22. That the Tentative Parcel Map complies with all the requirements of the City of Irvine Subdivision Ordinance and the Irvine Industrial Complex-East zoning regulations.

NOW, THEREFORE, based upon the above findings, the Subdivision Committee of the City of Irvine does hereby approve Tentative Parcel Map 83-TP-0615, subject to the following conditions:

Prior to Recordation

- Std. Cond. 1.1 Prior to recordation of a final map, the Subdivider shall construct or post security guaranteeing the construction of the following public and/or private improvements in conformance with applicable City standards and the City's Capital Improvement Policy:
- A. Street improvements including, but not limited to: pavement, curb and gutter, medians, sidewalks, drive approaches, street lights, signing, striping, traffic signal systems and other traffic control devices as appropriate.
  - B. Storm drain facilities.
  - C. Landscaping (street and parks).
  - D. Sewer and domestic water systems.
  - E. All trails, as required by the City's Master Plans.
  - F. Undergrounding of existing and proposed utility distribution lines.

Plans for improvements, including proposed utility lines, shall be approved by the City Engineer. Plans for signing, striping, and other traffic control devices shall be approved by the City Engineer with the concurrence of the Manager of Transportation Services. Water improvement plans shall be approved by the Fire Marshal, IRWD and the City Engineer. The water distribution system and appurtenances shall conform to the applicable laws and adopted regulations enforced by the Orange County Health Department. Sewer and reclaimed water improvement plans shall be approved by the local sewerage agency and the City Engineer. Construction of improvements shall be under the inspection of the Director of Public Works.

If the above work is to be bonded for, the construction of improvements for any portion of the project must be completed prior to the issuance of certificates of use and occupancy for that portion of the project.

- Std. Cond. 1.2 Prior to recordation of a final map, the Subdivider shall post with Community Development a cash deposit to guarantee sweeping of streets affected by construction activities. The amount of the deposit shall be determined by the City Engineer.

- d. Cond. 1.3 Prior to recordation of a final map, the Subdivider shall pay all fees as specified by the City's Master Plan of Drainage and all applicable "Areas of Benefit" charges.
- Std. Cond. 1.4 Not applicable.
- Std. Cond. 1.5 Prior to recordation of any final map, all fees due for the processing of the tentative map shall be remitted to the City of Irvine.
- Std. Cond. 1.6 Prior to recordation of a final map, the Subdivider shall post advanced energy charges for street lighting with the City of Irvine.
- 1.7 Prior to recordation of a final map, the Subdivider shall pay to the landscape maintenance district a fee equal to the difference between the land use classifications prior to and after subdivision of the land.
- 1.8 Prior to recordation of a final map of any property within an existing assessment district, a fee shall be paid to pay the cost of amending the assessment diagram, the apportionment of the assessment, recording fees and legal costs.
- 1.9 Prior to recordation of any final map, the applicant shall submit and the Transportation Commission shall approve, a plan showing bicycle and pedestrian corridors (including consideration of a bicycle corridor adjacent to the AT&SF railroad, as well as the proposed transit corridor connecting the Irvine Multi-modal Transportation Center with Irvine Regional Center. Any additional right-of-way dedication shall be included on the final map. The requirement to construct the pedestrian and bicycle facilities shall be noticed by certificate on the final map. The improvements shall be constructed or surety posted prior to issuance of any building permits.
- 1.10 Prior to recordation of any final map the applicant shall enter into agreement and post surety to provide traffic signals and associated interconnection to the City's Master Signal Computer, at the following locations:
  - Alton at C Street north
  - Alton at A Street
  - Alton at C Street south
  - Barranca at C Street
  - Barranca at A Street
  - Southerly intersection C Street at D Street
- 1.11 This document shall be recorded with the County of Orange within one (1) year of the approval of this tentative map. If this document is not recorded within one (1) year, and no extension has been granted, this tentative parcel map is void.
- 1.12 Prior to the recordation of any final map, the applicant shall enter into an agreement describing how the following improvements will be phased and financed. This agreement shall describe the relative share of funding to be paid by each party to said agreement.

- o Additional westbound lanes on Barranca east of SR-133
- o Alton Parkway (ultimate design)
- o Barranca Parkway (ultimate design)

1.13 Prior to recordation of any final map the applicant shall enter into an agreement to participate, on a fair share basis, based on project traffic utilization, in the funding of the extension of Rockfield from its present terminus east of Alton Parkway to Barranca Parkway.

Prior to Issuance of Grading Permits

- Std. Cond. 2.1 Prior to issuance of precise grading permits, any private streets not shown on the final map for the site shall be approved by the Fire Marshal and the Director of Community Development.
- Std. Cond. 2.2 Prior to the issuance of grading permits, a soils engineering report conforming to the requirements of the Grading and Excavation Code shall be submitted to and approved by the City Engineer.
- Std. Cond. 2.3 Prior to issuance of grading permits, a siltation control program and plan for the proposed development shall be approved by the City Engineer.
- Std. Cond. 2.4 Prior to issuance of grading permits, the Subdivider shall obtain clearance from the Orange County Vector Control District, attesting that an evaluation of the impact of ground squirrels and rodents on the surrounding area has been performed.
- Std. Cond. 2.5 Prior to issuance of precise grading permits, the Subdivider shall submit to the City Engineer, detailed drainage studies indicating how the project grading in conjunction with the drainage conveyance systems, will allow building pads to be safe from inundation from rainfall runoff, which may be expected from all storms up to, and including, the theoretical 100 year storm.
- Std. Cond. 2.6 Not Applicable.
- Std. Cond. 2.7 Not Applicable.
- 2.8 Prior to the approval of a grading permit, the project developer shall submit the names and qualifications of three archaeologist to the Director of Community Development. The Director shall select a qualified archaeologist who shall be retained to be on-site during grading and other significant ground-disturbing activity. The archaeologist shall be present at the pre-grading conference, shall establish procedures for cultural/scientific resource surveillance, and shall establish, in cooperation with the project developer, procedures for temporarily halting grading on the archaeological site and redirecting work to permit the sampling, identification, evaluation, and disposition of the artifacts or fossils. If cultural/scientific features are discovered, the archaeologist shall report such findings to the project developer and to the Director of Community Development. If the cultural/scientific features are found to be significant, the archaeologist shall determine in an expeditious manner

appropriate actions, in cooperation with the project developer, which insure that the resources will not be destroyed before exploration and/or salvage. Final mitigation of impacts and disposition of the resources shall be subject to the approval of the Director of Community Development. Upon completion of the grading observation, the archaeologist shall submit a brief report to the developer and the Director of Community Development as per City guidelines.

Prior to Issuance of Building Permits

- Std. Cond. 3.1 Prior to the issuance of building permits, the subdivider shall record a final map in conformance with the approved tentative map.
- Std. Cond. 3.2 Prior to the issuance of building permits, the Subdivider shall obtain a precise grading permit from the Department of Community Development as required by the City of Irvine Grading and Excavation Code.
- Std. Cond. 3.3 Prior to the issuance of building permits for combustible construction, evidence that adequate water supply for fire protection is available, shall be submitted to the Orange County Fire Marshal.
- Std. Cond. 3.4 Prior to the issuance of building permits, the subdivider shall submit to the Director of Community Development and receive approval of an acoustical report prepared pursuant to Community Development Department policy. The acoustical analysis shall calculate the noise impact exposure levels and specify mitigation measures necessary to bring the project into conformance with any City noise standards and policies in effect at the time of project review. The acoustical analysis shall be prepared by an expert or authority in the field of acoustics.

All development shall be sound-attenuated against present and projected noise levels to meet City interior and exterior noise standards.

- 3.5 Prior to the issuance of building permits, the applicant shall submit a construction vehicle traffic plan prohibiting heavy trucks from traversing residential streets. The plan shall be approved by the Director of Public Works.
- 3.6 Prior to the issuance of building permits, the applicant shall demonstrate design measures in order to reduce energy consumption including the use of alternative energy technology.
- 3.7 Prior to the issuance of building permits or business licenses for any business which intends to handle or store hazardous substances or materials, shall comply with the following procedures:
- o Shall obtain all appropriate permits and comply with all regulations administered by the California Department of Health Services. (The EPA has authorized the State to administer the Federal hazardous material management regulations).
  - o Industries which store hazardous materials in underground tanks shall obtain permits and comply with standards set forth by the State Regional Water Quality Control Board.

- o If surface water is collected anywhere on the project site for discharge as a point source, or if a point source discharge is contemplated, a National Pollution Discharge Elimination System (NPDES) permit must be obtained from the state to satisfy federal requirements.
- o Hazardous waste materials used by the project will be handled and disposed of in the manner specified by the State of California Hazardous Substances Control Law (Health and Safety Code Division 20, Chapter 6.5), standards established by the California Department of Health Services, Office of Statewide Health Planning and Development, and according to the requirements of the California Administrative Code, Title 30, Chapter 22.
- o Storage facilities of hazardous materials shall comply with standards in the Orange County Fire Department Code and the City of Irvine's Building and Safety codes.
- o Any business who is commencing the use, handling, storage or disposal of a hazardous material listed in the City's Hazardous Materials List in quantities greater than 55 gallons of a liquid or 500 pounds of a solid or gas shall file a Disclosure Form along with the fee established by the City Council to the City's Hazardous Materials Administrator within 30 days of the commencement of such activities pursuant to City Code Title IV.0.
- o Any person who is required to file a Hazardous Materials Disclosure Form shall appoint an emergency contact plus two alternates who can be contacted by the City in emergency situations.
- o All major industries proposing to connect to or discharge into the IRWD's sewer system must first obtain the appropriate Wastewater Discharge Permit dependent upon the volume and characteristics of wastewater to be discharged. Qualities of the daily wastewater discharges by these industries shall comply with rules and regulations pertinent to the type of Wastewater Discharge Permit obtained.
- o Each business which intends to handle or store hazardous substances must notify the City of Irvine, and prepare a hazardous materials control plan for review and approval by the City of Irvine and the County of Orange, Division of Environmental Health, Waste Management Section.
- o All generators and transporters of hazardous materials shall acquire necessary safety equipment. These safety equipment include: a telephone or radio for emergency communications; protective clothing and equipment for employee safety (e.g., breathing apparatus, respiration, goggles, boots); warning or alarm system; readily available safety shower and eyewash; first aid supplies.
- o The I-5 Freeway and the I-5/Alton on- and off-ramp shall be used as the access and egress routes to and from the project site for all vehicles transporting hazardous materials. All vehicles transporting hazardous materials shall be prohibited to traverse all residential areas in Irvine and Orange County.

- o The use and storage of hazardous materials on the project site shall be regulated by the City during the building permit process and by the Orange County Fire Department via the fire hazard inspection program.
  - o Solvents and heavy metals in the industrial wastes shall be recycled to the extent feasible.
- 3.8 Prior to the issuance of building permits for parcels 12, 15, 16, 17, 18, 24, 25, and 26, which are located within the APZ-1 and Clear Zone as defined by the 1981 AICUZ, a master plan or site plan or conditional use permit for each parcel shall be reviewed and approved by the Planning Commission. The following design guidelines shall be considered during review of the master plans and zoning compliance review as defined in Section 300 and 735 of the zoning regulations:
- o Land use compatibility with the 1981 AICUZ study
  - o Maximum 50% site coverage
  - o Maximum 100 persons per building
  - o Compliance with FAA part 77 building height requirements
  - o Identification and nature of all hazardous materials for compatibility of use in any aircraft crash hazard area
  - o Location and intensity of lighting for compatibility with aircraft operations
- 3.9 Prior to the issuance of building permits, the applicant shall submit documents showing compliance with FAA part 77.
- 3.10 Prior to the issuance of building permits, the applicant shall submit plans and studies required to have the project area removed from FEMA 100 year flood zone designation.
- 3.11 Prior to the issuance of building permits, the applicant shall submit and receive approval from the Planning Commission of architectural design guidelines for the Irvine Technology Center. These guidelines shall create an architectural theme for the area and shall apply to all development in the Irvine Technology Center. The applicant shall incorporate these design guidelines into the CC & R's for the project and shall be responsible for the implementation.
- 3.12 Prior to the issuance of any building permits, a master landscape plan and streetscape plan (including medians) shall be reviewed and approved by the Planning Commission. The following landscape and streetscape design considerations shall be incorporated into the plans:
- o Views from major throughways, freeways, or parkways
  - o Heavier landscape materials at freeway interchanges and open vistas (with parking lots obscured or screened by berms or landscaping).

- o Establish a Santa Ana Freeway landscape theme palette in accordance with the City's scenic highway element. This landscape plan shall also be in compliance with the guidelines established by CalTrans.
  - o Public transit stop locations shall be considered in order to establish appropriate location points in conjunction with the multi-modal center and the transit corridor.
  - o Preservation by some means of access through the site from the AT&SF railroad right-of-way, through the clear zone in the northern corner and in conjunction with the multi-modal terminal site, in order to provide a link to any future bikeway along the trail alignment.
  - o Drought-resistant vegetation shall be used in landscaping whenever possible to reduce the demand of irrigation water.
  - o Identification of responsibility for maintenance of all landscaping improvements within the public right-of-way.
- 3.13 Prior to the issuance of any building permits, a sign program shall be reviewed and approved by the Planning Commission. Included in the sign program shall be sign restrictions for the truck routes and shall also include street signs and their locations which indicate the notifications necessary for noise or APZ-1 impacted areas as defined by the 1981 AICUZ study.
- 3.14 Prior to issuance of any building permits, the applicant shall submit, and the Transportation Commission shall approve, an on-going traffic performance monitoring program. This program shall monitor the PM peak hour trip generation for the Irvine Technology Center and take into account trip generating potential for undeveloped areas in the Center. Once a maximum of 3,790 trips is reached, additional mitigation measures must be identified and approved by the Transportation Commission which would allow the maximum to be increased, before further development is allowed. The program shall also be accompanied by a guarantee of funding to carry out the program and administration which shall be reviewed and approved by the City Attorney.
- 3.15 Prior to issuance of any building permits, the applicant shall submit, and the Transportation Commission shall approve, a Transportation Management Plan for the Irvine Technology Center. The plan shall address the proposed land uses and other considerations which may affect the effectiveness and appropriateness of the TSM measures proposed and shall require annual reporting on the implementation and status of the plan. It shall also provide a guarantee of continuation of the plan after buildout of the project.
- 3.16 Prior to issuance of building permits for the following parcels, the applicant shall submit and the Director of Public Works shall approve, documentation showing the right-of-way requirements for future freeway improvements:
- o Parcels 25 and 26 - Bake Parkway interchange ramps
  - o Parcels 41 thru 45 - Barranca Parkway interchange ramps
  - o Parcels 46 and A - Laguna Freeway (SR-133) extension

- 3.17 Prior to the issuance of building permits, the Subdivider shall submit a noise, APZ 1, and clear zone (as defined by the 1981 AICUZ study) statement which shall be reviewed and approved by the Director of Community Development.

This statement shall contain at minimum:

- A. The location of any jet or helicopter flight paths over or in the vicinity of the proposed subdivision.
  - B. The distance of the project from runways in the vicinity.
  - C. The probable frequency of both visual and audible impacts of aircraft.
  - D. The type of flight activity causing impact.
  - E. The general hours during which such aircraft activity can be expected.
  - F. Locations of the noise, APZ-1, and clear zones as defined by the 1981 AICUZ study.
- 3.18 Prior to the issuance of building permits, the Subdivider shall submit for review and approval of content by the Director of Community Development a draft copy of sales literature for the project with the approved noise, APZ-1 and notification statement, per Condition 3.17 printed on it.
- 3.19 Prior to the issuance of building permits, the Subdivider shall provide the City with a copy of the statement to be signed by each land buyer which shall contain a disclosure document on aircraft APZ-1 and clear zone notification per Condition 3.17. The content of the statement shall be approved by the Director of Community Development prior to circulation.
- 3.20 Prior to the issuance of building permits, the Subdivider shall record a document separate from the deed which will be an information notice to future land buyers of aircraft, helicopter activity and potential crash hazards impacting the subdivision. The content of this document shall be reviewed and approved by the Director of Community Development prior to recordation.
- 3.21 Prior to the issuance of building permits, outdoor lighting plans shall be reviewed and approved to demonstrate how the outdoor lighting will be designed and installed so that all direct rays are confined to the site and that adjacent properties are protected from glare. The level of lighting in parking lots and along walkways shall comply with the requirements of the City's security code.
- 3.22 Prior to the issuance of any building permits, or acceptance of any improvements, which ever occurs first, a mechanism shall be established for the proper maintenance of all regional flood control facilities.

Prior to Issuance of Certificates of Use and Occupancy

- d. Cond. 4.1 Prior to issuance of certificates of use and occupancy, the Developer shall request enforcement of the California Vehicle Code for all streets within this subdivision which have been dedicated to the public but have not been accepted for maintenance by the City. Prior to the enforcement of the California Vehicle Code, the Manager of Transportation Services and the Director of Public Safety will inspect said streets for properly installed traffic control devices. The Developer shall have all responsibility for maintenance and liability.

Street construction and improvements shall not be opened for public use until accepted by the City Council unless appropriate agreement and indemnification is approved by the City Attorney and Manager of Inspection Services.

- Std. Cond. 4.2 Prior to any occupancy, the subdivider shall install the following sign at all project entrances:

"MAINTENANCE OF THIS STREET AND RIGHT-OF-WAY ARE DEVELOPER'S RESPONSIBILITY.

DEVELOPER \_\_\_\_\_ PHONE: \_\_\_\_\_"

The signs shall have three inch high (minimum) lettering. The Developer shall remove signs after certification of completion by the City.

Other

- Std. Cond. 5.1 The on-site components of any sewage system shall comply with all laws administered by the Director of Community Development or the management of a governing sanitation district.
- Std. Cond. 5.2 Sewer lines, connections and structures shall be installed of the type, and in locations meeting the approval of the County Health Officer as outlined in "Guidelines Requiring Separation between Water Mains and Sanitary Sewers," Orange County Health Department, 1974.
- Std. Cond. 5.3 No structures shall be placed on any part of the sewer and storm drain easements except those directly related to the purposes of said easements or as approved by the City.
- Std. Cond. 5.4 If, at the time of site plan review, a parcel is proposed for industrial, commercial, or church use, maintenance of any landscaping between the curb and the right-of-way line of any street abutting the parcel shall be the responsibility of the owner of that parcel.
- Std. Cond. 5.5 Prior to site design approval, the location of all proposed solid waste collection areas shall be approved by the Director of Community Development. This approval shall be based on the conformance of the design with standard plans and receipt of clearance from the Orange County Human Services Agency, Division of Environmental Health.

d. Cond.

5.6 Easements shall not be granted or recorded within rights-of-way proposed to be deeded or dedicated for public streets, until after the tract is recorded, unless such easements are subordinated to the road easement by certification on the title sheet of the final map. Easements granted prior to adoption of these Standard Conditions (March 3, 1983) are exempted.

Std. Cond.

5.7 Not applicable.

5.8 Prior to utility release and/or security release, the subdivider is required to submit a duplicate mylar of the final map and two (2) copies of 35mm microfilm aperture cards of the final map, site plan, and the "as-built" grading, landscape and improvement plans to Community Development.

5.9 The applicant shall participate in a Circulation Phasing Task Force, which shall include providing necessary development, employment, trip generation and traffic count data for ITC.

5.10 Construction of the following freeway related improvements shall be completed in the appropriate timeframe in relationship to the phasing of this development as identified by the Circulation Phasing Task Force:

Barranca overcrossing of I-5

Additional on-ramp lane from Alton or Barranca to southbound I-5

5.11 The construction of arterial streets shall include the following internal improvements:

- Dual left turn lanes
  - Eastbound Alton at A Street
  - Eastbound Alton at C Street
  - Northbound C Street at Alton
  - Southbound C Street at Barranca
  - Northbound C Street at Barranca
  - Eastbound Barranca at C Street

- Right turn only lanes
  - Eastbound Alton at C Street
  - Westbound Alton at C Street
  - Southbound C Street at Alton
  - Westbound Alton at B Street

Free right turn lane-Westbound Barranca at C Street

Extension of C Street to northerly boundary of Parcel A (per the City's General Plan)

5.12 At such time as C Street is extended through Parcel A (per the City's General Plan), the applicant shall dedicate the necessary right of way to accommodate the extension.

5.13 If the extension of C Street is to be implemented within 10 years of approval of the final map for ITC, the applicant shall participate in funding of the overcrossing of C Street at the AT&SF railroad, on a fair share basis, based upon project traffic utilization.

- 5.14 Access to Alton Parkway shall only be allowed at signalized intersections with the exception of B Street, which shall be limited to right turn in - right turn out.
- 5.15 Access to the north side of Barranca shall be limited to a joint access point at each property edge with alternating access points restricted to right turn in and out only.
- 5.16 The timing of all arterial street improvements shall be consistent with the phasing schedule identified by the Circulation Phasing Task Force.
- 5.17 Landscape improvement plans shall consider control of fertilizers, pesticides and irrigation water runoff.
- 5.18 Prior to issuance of any permits for parcels 11 and 12, the location of the Multimodal Transportation Center shall be determined and land offered for dedication.
- 5.19 This tentative parcel map shall be effective for a period of 36 months from the date of validity.

PASSED AND ADOPTED by the Subdivision Committee of the City of Irvine at a regular meeting held on the 22nd day of August, 1984, by the following vote:

AYES: 4  
NOES: 0  
ABSENT: 0

*Edward A. Slunka*  
CHAIRMAN OF SUBDIVISION COMMITTEE

Date: July 31, 1986

Tracking Number: #6

IRVINE TECHNOLOGY CENTER (ITC)  
TRAFFIC MONITORING

This form is to be completed for all project proposals in ITC.

PRINCIPAL

Project Name: Koll/TIC Joint Venture Case #: 86-MP-0023  
 Parcel: 23 of Tract 83-TP-0615 Location: S/W Aton & Technology  
 \_\_\_\_\_ Part or  Entire Parcel Site Acreage: 5.52 Sq. Ft. 240,451  
 Land Use: General Commercial Average FAR: \_\_\_\_\_  
 \*ITC Available Trips: 414

Circle the appropriate trip generation rate from the table below. If the use is not on the table, STOP; send to Transportation Services.

PROPOSED USE OF BUILDING	TRIP RATE	UNIT SIZE
Industrial	1.6	TSF
Retail Commercial	3.5	TSF
Office	<u>2.3</u>	TSF
Research and Development	1.6	TSF

CASE PLANNER

Calculating Project Trip Generation:

Step 1: Total square footage <sup>Office</sup> 71,500 divided by 1000 = 71.5 (A)  
 Step 2: Trip Rate 2.3 x (A) 71.5 = 165 Project Trips

Calculating ITC Balance:

\*ITC Available Trips (from above number): 414  
 Project Trips: 165  
 ITC Remaining Trips: 249  
 Project FAR: .30 (71,500 ÷ 240,451)

Transportation Services Validation: \_\_\_\_\_  
Name Date

NOTE: Transportation returns validated form to case planner for distribution.

cc: Dennis Trapp

IRVINE TECHNOLOGY CENTER (ITC) TRIP TRACKING PROGRAM

Date: June 12, 1986

Tracking Number	Project Description	Project Request Use/Sq.Ft.	Trip Rate	ITC Project Trips	ITC Cumulative Project Trips	Available Trips 3,790	Project Status	Square Footage Issued BP	ITC Trips Entitled	Cumulative Project Unit Trips	Available Trips 3,790	Miscellaneous Notes
	20 percent of trip ceiling	N/A	N/A	758	758	3,032	Per Condition 4 of TPM	N/A	758	758	3,032	20% of trip ceiling
	Parcels 34 & 35 Hotel/Retail	27 ac.	3.5	1,441	2,199	1,591	Per Condition 7 of TPM	N/A	1,441	2,199	1,591	Trips reserved for retail development
1	Parcel 20 #2 AdA 85-ZD-0065	R&D/50,422	1.6	81	2,280	1,510	Built	50,422	81	2,280	1,510	FAR = .39
2	Parcel 30 #31, 30 Technology Dr. 85-ZD-0072	R&D/133,750	1.6	214	2,494	1,296	Built	133,750	214	2,494	1,296	FAR = .34
3	Parcel 9 Barranca Pkwy. 86-CC-2263	R&D/81,450	1.6	131	2,625	1,165	In Review					Bldg. 10 only. Parcel Area 343,166 sq.ft. FAR = .24

Tracking Number	Project Description	Project Request	Trip Rate	ITC Project Trips	ITC Cumulative Project Trips	Available Trips	Project Status	Square Footage Issued BP	ITC Trips Entitled	Cumulative Project Unit Trips	Available Trips	Miscellaneous Notes
4	Parcel 31 AdA/Barranca 86-MP-0022	R&D/148,000 OFF./118,575	1.6 2.3	510	3,135	655	In Review					FAR = .36
5	Parcel 24 Alton Pkwy. 86-CC-2262	OFF./61,384 Ind./61,804	2.3 1.6	241	3,376	414	In Review					Bldg. 8 only. Parcel Area 574,992 FAR = .21
6	Parcel 23 Alton/Tech. Dr. 86-MP-0023	OFF./71,500	2.3	165	3,541	249	In Review					FAR = .30
7	Parcel 19 Alton/Mauchly 86-ZD-0110	OFF./22,510 Ind./40,846	2.3 1.6	118	3,659	131	In Review					FAR = .35
8												
9												
10												

ATTACHMENT  
TMP CONDITIONS OF APPROVAL

1. Until such time as the trip generation rates are updated the applicant shall use the following p.m. peak hour trip generation rates per 1,000 per square feet gross floor area:

"High Tech"	1.6
Commercial Office	2.3
Commercial Retail	3.5

2. The applicant or the Transportation Management Agency (TMA) shall have the responsibility for collection of the annual traffic/trip generation counts. Accompanying these counts shall be documentation on the location and type of project surveyed including the type of use and number of employees. The driveway vehicle counts identified by occupancy (number of people per vehicle), direction of movement, and the time of day and day of week shall also be provided. The parcels for which traffic counts will be conducted shall be for uses in which 90 percent or greater of the building area is occupied. The resulting trip generation rates should be based on trips per 1,000 gross square foot of floor area. The Manager of Transportation Services may require specific locations and times to be counted as part of this program.
3. The applicant shall submit annual Traffic Performance Monitoring Program reports to the Transportation Commission for review and approval. If development were to accelerate or slow significantly, the Manager of Transportation Services could modify the annual requirement. The first annual monitoring report shall be submitted either one year from approval of the overall performance monitoring program or when 50 percent of the trip generation ceiling is reached using the current prevailing trip generation rates, which ever comes first.

These reports shall contain a list of all the previously approved building permits, and updated trip generation rates proposed for use in subsequent applications. The City staff review of these monitoring reports shall be funded by the applicant. If these reports are not submitted as required, no further building permits shall be issued.

4. Prior to or concurrent with reaching 80 percent of the trip generation ceiling, the applicant shall submit a revised trip generation monitoring report prior to issuance of any additional building permits. This monitoring report shall determine how much additional development can be accommodated within the performance ceiling. The report shall be based on traffic counts taken within

- 5.. Prior to the issuance of building permits, CC&R language restricting a parcel's Floor Area Ratio (FAR) shall be submitted to the Manager of Transportation Services for his review and approval.

The CC&R's shall be reviewed by the City Attorney. If, in the City Attorney's opinion, the CC&R's are not adequate, an alternative mechanism to enforce the FAR shall be identified. The Transportation Commission shall review and approve this alternate approach except for Parcels 20 and 30.

6. Prior to the issuance for building permits, the applicant shall prepare an addendum to the City's building permit application addressing the land use and Floor Area Ratio CC&R map. This building permit addendum shall be submitted to and approved by the Director of Public Works and Community Development. The applicant shall fund the additional administrative costs to maintain these records and map.
7. The Traffic Performance Monitoring Program trip generation ceiling for industrial "high-tech" uses shall equal the total trip generation ceiling minus the projected trip generation for the commercial retail and hotel uses assumed in the City's fiscal analysis for the Irvine Technology Center. If it is determined by the applicant that the hotel will not be constructed as planned, the trip generation reserved for the hotel could be reassigned to other uses.
8. The upper limit of the floor area ratio (FAR) shall be as shown on Attachment 5. Any change to raise the FAR shall be reviewed and approved by the Transportation Commission.

NOTE: General Comment - Guiliano

One of the mitigation measures would be ridesharing, i.e. increase in vehicle occupancy.

ATTACHMENT 5

Conditions of Approval  
86-MP-0023

1. Prior to the issuance of any building permits, the applicant shall bond, for a period of ten years, for 100% of the design, engineering, construction, and inspection of a bus turnout along eastbound Alton Parkway on the far side of the Alton/Technology Drive intersection. The timing of construction shall be determined by the Manager of Transportation Services. The design of the bus turnout at the above specified location shall include pedestrian access from the buildings, via a sidewalk which connects to the sidewalk along Alton, near the turnout. The location of the bus stop/turnout shall be evaluated by the Irvine Spectrum Transportation Management Association, and final location determined by the Manager of Transportation Services.
2. Prior to the issuance of any building permits, the applicant shall submit, for review and approval by the Manager of Development Services and City Attorney, a reciprocal easement agreement, to ensure joint use of the Alton and Technology Drive accesses by both Parcels 23 and 24 of 83-TP-0615.
3. Prior to issuance of any building permits, the applicant shall post security for 100% of the costs of design, engineering, construction, and inspection of the following modifications, to be reviewed and approved by the Manager of Transportation Services: 1) the elimination of the left-turn pocket where the previous joint access was located; and 2) striping modifications to provide left turn storage into the proposed joint access location. These improvement modifications shall be completed prior to the issuance of any certificates of use and occupancy.

*(as identified in the approved revised master plan.)*

*to Technology Drive*