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MASTER COASTAL DEVELOPMENT PERMIT FIRST AMENDMENT

September 1989

County of Orange
Environmental Management Agency
Land Planning Division • Coastal Planning Section

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4.0 MASTER ROADWAY IMPROVEMENTS


A hierarchy of roadways will ultimately serve The Irvine Coast, including regional freeway and highway networks, subregional arterial highway networks, and local collectors (e.g., Upper and Lower Loop Roads). Two arterial highways are planned through The Irvine Coast in a general north-south direction: Pelican Hill Road (PHR) and Sand Canyon Avenue (SCA). Pelican Hill Road is designated as a major arterial (six lanes) on the County of Orange Master Plan of Arterial Highways (MPAH). Also, San Joaquin Hills Road (SJHR) will be extended from its existing terminus at Spyglass Hill Road to the proposed Pelican Hill Road. Sand Canyon Avenue is designated as a commuter arterial highway (two lanes). The two internal loop roads, designed as two lane undivided collector roads will serve to collect and distribute residential, destination resort, and retail/commercial traffic. Pacific Coast Highway (PCH) is also designated as a major arterial (six lanes) through portions of The Irvine Coast.

Exhibit 4.1.1 presents the Arterial Roadway Master Plan, including the locations for street sections illustrated on Exhibits 4.2.1 through 4.6.1. Road grading is included with each road description, and is shown on Vesting "A" Tentative Tract Map No. 13337 -- Second Revised (Exhibit 3.1.1). All roadways within the project shall be constructed in conformance with the County of Orange design specifications. PCH improvements will also be constructed to State of California standards.

CP ✓
The construction of the arterial roadway system for The Irvine Coast will be phased in accordance with LCP requirements to meet The Irvine Coast traffic demands (see Table 4-A.1). In doing so, roadway capacity beyond the needs attributed to development of The Irvine Coast will be provided and public access to coastal recreation areas will be enhanced.

4.1 General Public Street Pattern Description

4.1.1 Pelican Hill Road:



Pelican Hill Road (PHR) will provide access to the visitor-serving and public park facilities, and relieve congestion on Pacific Coast Highway (PCH) through Corona del Mar. The construction of Pelican Hill Road is governed by a Coastal Development Permit which has been approved by the County and Coastal Commission with separate environmental documentation.¹ Although not a component of Master CDP CD 88-11P or this First Amendment, the description of Pelican Hill Road is included in this text to provide an understanding of a central component of The Irvine Coast development and also to provide a basis for assessing proposed fill in Planning Areas 2B and 8 necessitated by Pelican Hill Road construction.

As approved, PHR will extend approximately 6.1 miles from the current intersection of MacArthur Boulevard and Bonita Canyon Drive (sometimes referred to as Bonita Canyon Road) to Pacific Coast Highway, southeast of Corona del Mar. By connecting the State Park entry at Pelican Point to the coastal hills, and joining MacArthur Boulevard south of the University of California at Irvine (UCI) campus, PHR reduces the need to use PCH as a distribution route for inland traffic that would otherwise come from MacArthur Boulevard and Laguna Canyon Road. In particular, PHR increases PCH capacity through Corona del Mar by providing a direct link between down-coast residential areas and major inland

¹ The Pelican Hill Road EIR No. 460 was certified by the Orange County Board of Supervisors on September 15, 1987 (Resolution No. 87-1260).

destinations, including employment centers and the UCI campus.

Pelican Hill Road will be graded for the ultimate six-lane roadway width (ranging from 128 to 150 feet). Its alignment is shown on Vesting "A" Tentative Tract Map No. 13337 -- Second Revised (Exhibit 3.1.1) and a typical section is shown in Exhibit 4.2.1.

Planning Areas 8 and 2B (including the Local Park in Development Area (DA) 2B-3 abut PHR. Different from any other Planning Areas fronting on PHR, portions of these two Planning Areas require fill to bring the sites to grade above PHR and create the ultimate road slopes. In addition, this fill will form, in part, the limits of a proposed detention basin in Buck Gully. Earth for these fills is proposed to come from a borrow site located opposite Planning Areas 8 and 2B, and across PHR. This grading will complete the slope grading along PHR on its frontage. The aforementioned rough grading was approved under Master CDP 88-11P and is refined by this Master CDP First Amendment to illustrate the ultimate construction of slopes adjoining PHR, with the addition of the Local Park in DA 2B-3 and associated drainage improvements.

Approximately 1.4 million cubic yards of fill and 180,000 cubic yards of remedial grading will be required to raise portions of Planning Area 8 and Planning Area 2B to rough grade (see Exhibit 4.3.1). Planning Area 8 requires approximately 1.0 million cubic yards, and Planning Area 2B requires the 400 thousand cubic yards, of fill. Remedial grading estimates are contained in the Preliminary Soils and Geotechnical Reports prepared by Leighton and Associates

and referenced in EIR Nos. 485 and 511. Final grading estimates will be included in the Project CDPs for these Planning Areas.

This proposed grading is within the Residential Planning Areas (including the Local Park) except for the borrow site which is outside the Coastal Zone Boundary. It includes grading within 100 feet of Buck Gully (a USGS "Blue Line" Drainage Course).

The existing SCE maintenance access roads for Buck Gully and Los Trancos Canyon will be accessed from Pelican Hill Road. These roads will also provide controlled emergency access for fire and other emergency vehicles as well as access for County Harbors, Beaches and Parks Department Personnel.

4.1.2 San Joaquin Hills Road:

San Joaquin Hills Road (SJHR) will be extended from its existing terminus at Spyglass Hill Road to the proposed Pelican Hill Road (PHR), consistent with the LCP. The Irvine Coast traffic studies indicate that no more than four lanes of this Master Plan of Arterial Highways (MPAH) designated six lane arterial will ultimately be needed in the location noted, based on implementation of all other components of the current County MPAH. These differences are expected to be addressed by the County after certification of the Environmental Impact Statement (EIS) and adoption of the final alignment and interchange configuration for the San Joaquin Hills Transportation Corridor (SJHTC).

4.3 Conceptual Roadway Phasing

The conceptual phasing of road construction within the Master CDP area is illustrated in the Roadway Phasing Plan (Exhibit 4.10.1). This Plan shows both the conceptual sequence of arterial roadways, master utilities, and backbone infrastructure, as well as Planning Area development.

The Irvine Coast LCP addresses the phasing of major infrastructure, and Residential and Tourist Commercial development as summarized in Table 4-A (LCP Exhibit Q). Since the current peak hour congestion of PCH in Corona del Mar is the primary traffic concern, early completion of Pelican Hill Road to MacArthur Boulevard is important. To expedite the construction of Pelican Hill Road, it will be designed and built in segments: San Joaquin Hills Road to Pacific Coast Highway, and San Joaquin Hills Road to MacArthur Boulevard.

Pelican Hill Road will be constructed just short of PCH to SJHR, and SJHR will be constructed from Spyglass to PHR, to support Phase I development. Domestic water, reclaimed water, sanitary sewer, master utilities, drainage facilities, and access will be provided. However, PHR cannot be connected to PCH prior to connection with MacArthur Boulevard. PCH widening in Phase I will support the extension of downcoast sanitary sewer and utilities. Construction of Upper Loop Road (ULR) to access the 7.0 MG reservoir is needed in Phase I, as well as Sand Canyon Avenue (SCA) within PA 3A and 3B.

Phase I Residential development will occur in Planning Areas 1A, 1B, a portion of 1C, 2A, 2B, 3A, 3B and 9. Residential units generating up to 4,560 ADT can be occupied prior to PHR being completed from PCH to MacArthur Boulevard. In addition, commencement of grading in Planning Areas 3A, 3B, and 9 is conditioned upon the start of grading on PHR. Once grading begins, up to 100 residential units can be occupied before completing PHR to MacArthur Boulevard. Grading began on PHR in January 1989.

Phase I Residential development and Golf Course grading and site improvements may commence concurrently with the construction of Lower Loop Road (LLR). Such land use development requires approval of subsequent Project Coastal Development Permits, which have been submitted to the County concurrent with this Master CDP First Amendment. Early Golf Course construction is intended to complete the PCH edge and provide one year of growing time for plant material prior to the first hotel opening. Hotel pad rough-grading and remedial grading may also be conducted with Golf Course construction. Hotel occupancy is contingent upon completion of PHR to MacArthur Boulevard.

Phases II and III are dependent upon the completion of PHR from PCH to MacArthur Boulevard. Coupled with PCH widening, these improvements provide Orange County with the much needed Corona del Mar bypass and access to The Irvine Coast. It is anticipated that Residential development in Development Area 1C will occur in Phase II. Lower Loop Road will be completed to support this development. Residential development in Development Area 2B-3 is also planned to occur in Phase II since it takes access off South Upper Loop Road which is under construction with PHR. Planning Area 2C and 8, are proposed as Phase III development, along with the completion of Upper Loop Road.

4.4 LCP Consistency

4.4.1 Public Road Pattern

Roadway improvements are mainly covered by LUP Development Policies for Transportation/Circulation (Section I-4-E) and IAP General Provisions and Regulations (Section II-3-B). The roadway alignment and cross sections for PHR, PCH, ULR, LLR, and SCA as shown Exhibits 4.1.1, 4.2.1, 4.4.1, 4.7.1, 4.8.1, and 4.9.1 are consistent with the LUP. Applicable LCP Policies and Regulations are listed in Table 4-B.1.

IRVINE COAST ARTERIAL ROADWAY PHASING SUMMARY

<u>Roadway Improvement</u>	<u>Triggering Mechanism</u>
2 lanes of San Joaquin Hills Road-existing terminus to Pelican Hill Road	Pelican Hill/Pelican Ridge Development generating up to 4560 ADT* (PA1A, PA1B, PA1C, PA2A, PA2B, PA2C)
4 lanes of Pelican Hill Road - from San Joaquin Hills Road to Development Area access	Occupancy of Highway to MacArthur Boulevard development inland of Pacific Coast Highway generating in excess of 4560 ADT*
4 lanes of Pelican Hill Road-Pacific Coast	Adjacent Pelican Hill Frontal Slope Occupancy (PA13A, PA13B)
2 additional lanes on Pelican Hill Road (6 total) between Pacific Coast Highway and San Joaquin Hills Road	Adjacent Cameo Del Mar Occupancy (PA9)**
1 additional southbound lane on Pacific Coast Highway - PA9 Frontage	Adjacent Pelican Frontal Slope Occupancy (PA13A, PA13B)
1 additional northbound lane on Pacific Coast Highway from Sand Canyon to Pelican Hill Road	Adjacent Pelican Hill Ridge/Pelican Hill Frontal Slope Development and adjacent Huddy Canyon Occupancy (PA13C, PA13D, PA14)
1 additional northbound lane on Pacific Coast Highway between: 1) Crystal Cove State Park and Sand Canyon; and 2) Pelican Hill Road and Corona Del Mar	Adjacent Wishbone Frontal Slope Occupancy** (PA3A, PA3B)
2 lanes of Sand Canyon Avenue-Pacific Coast Highway to Development Area access	Adjacent Wishbone Hill Occupancy (PA4A, PA4B)
2 lanes of Sand Canyon Avenue from Wishbone Frontal Slope access to PA 4A, 4B access	Adjacent Wishbone Ridge Occupancy (PA5, PA6)

* Initial development inland of Pacific Coast Highway shall be limited to a 4560 ADT total trip ceiling prior to the implementation of Pelican Hill Road to MacArthur Boulevard, which equates to development allowed inland of Pacific Coast Highway in the 1987 LUP approval. Said initial development inland of Pacific Coast Highway shall be allowed in Planning Areas PA1A, PA1B, PA1C, PA2A, PA2B, PA2C, PA3A, and PA3B, as long as the total cumulative trip generation does not exceed the 4560 ADT ceiling.

** Implementation of Planning Areas PA3A, PA3B, and PA9 is not only subject to the applicable restrictions discussed in the previous footnote but is further limited to allow issuance of building permits in those areas only when the grading of Pelican Hill Road has started. Further, the amount of development, on a cumulative basis, for Planning Areas PA3A, PA3B, and PA9 is to be limited so that the 101st occupancy permit cannot be issued prior to the opening of Pelican Hill Road through to MacArthur Boulevard.

I-4.27

Exhibit Q

IRVINE COAST ARTERIAL ROADWAY PHASING SUMMARY



THE IRVINE COMPANY

THE IRVINE COAST MASTER CDP: FIRST AMENDMENT

The Irvine Coast
MCDP First Amendment
September, 1989 - 147/97.000

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TABLE 4-A.1

SEPTEMBER 1989