Planning Area 6 Site Planning Report
Executive Summary

Prepared for

The Irvine Company
Newport Beach, CA

by

SABEEEngineering Irvine, CA

S. Cochinwala, Civil Engineer (Project Manager)

V. Li, Civil Engineer (Project Manager)

M. Beltran, Civil Engineer

R. Banuelos Civil Engineer

J. Lo, Civil Engineer

R. Scobel, Civil Engineer

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This report summarizes a comprehensive planning analysis for the development of Planning Area 6 (PA 6) in the City of Irvine. PA 6 is located on the east edge of the city of Irvine, west of the City of Foothill Ranch. The project site is enclosed by Planning Area 3 to the north, the city sphere boundary to the east, Irvine Boulevard to the south and State Route 133 to the west. Portola Parkway runs through the middle of PA 6 in an east-west alignment while the Foothill Transportation Corridor (SR-241) lies to the north. The Great Park of Orange County, currently in the planning stages, is expected to open in 2015 and will include a golf course, a sports park featuring multiple fields for several sports, a veteran’s memorial, a botanical garden area, a wildlife corridor, as well as museums and a library.

The main objective is to promote alternative modes of transportation such as biking, walking and mass transit. Promoting alternative modes of transport will create an environmental friendly community by increasing the air quality. A bike trail network will be incorporated to provide biking as a mode of transportation as well as recreation as the trails will have a scenic route. A streetcar system will also be incorporated into the project site in order to decrease dependency on privately owned vehicles. The streetcar route will provide easy access to the elementary school, different residential communities, office and research areas as well as the commercial center.
The first task was to perform a site analysis in which all site constraints were identified. Site constraints include: Traffic Circulation, Water Supply, Utility Planning, Natural Preserves etc. A development concept for the project site was proposed taking into account the site constraints. A detailed conceptual development was prepared in which landscaping theme, street layout, school and commercial locations and details were identified. The next task was to identify permits that may be required to complete the proposed project. Infrastructural improvements required for the project were identified. A cost estimate and master schedule was developed for the proposed project. A final development site plan was prepared.

Environmental documentation is provided for the proposed project in Appendix D of the Site Planning Report. A CEQA checklist has been completed for the project and an EIR may be required.

The total cost of site development is estimated to be approximately $1.25 billion. The breakdown by key tasks is: $1.22 billion for transportation elements, $9.5 million for water elements, $6 million for sewer elements, $12.2 million for storm drainage elements, $3.9 million for dry utility elements, $22.2 million for structural elements and $6.6 million for park elements. Sixty five (65%) of the transportation elements will be used for excavation and grading purposes.

The proposed development will be divided into three phases- Planning, Design and Construction. The duration of the project is estimated to be approximately eight years and five months. The planning phase will include a site analysis in which site constraints, entitlement and permitting will be identified and a conceptual development and cost estimate will be prepared. The duration of the planning phase is estimated to be approximately two years and three months. The design phase will include a preliminary grading plan, revisions of the final design, coordination with utility companies and easement preparations. The design phase is estimated to be approximately two years. The construction phase is divided into three phases; the total construction phase will take approximately four years and two months. The next tasks are to develop a Project Design Report (PDR) for the water improvements, structural elements, traffic analysis, and utility improvements will be provided in the PDR.

SABEEngineering is looking forward to providing the city with a transit oriented community that will promote alternative modes of transportation in other areas of the city and eventually show a significant decreased dependence on private vehicle use.