

4.1 Master Roadway Circulation Plan

4.1.1 Existing Conditions

Newport Banning Ranch is currently accessed from West Coast Highway in Newport Beach and 17th Street in Costa Mesa. Current usage is typical of an oil operation, and includes automobile, light truck, and heavy truck trips. In addition to the two access points, the following roads adjoin the Site:

- 15th Street;
- 16th Street; and
- 19th Street.

Based on the City’s Master Plan of Streets and Highways (MPSH) and the County’s Master Plan of Arterial Highways (MPAH), road classifications for the existing access points and adjacent streets are as follows:

STREET	MPSH / MPAH DESIGNATION	JURISDICTION
West Coast Highway	Major	CALTRANS
15 th Street	Secondary	Newport Beach
16 th Street	N/A	Newport Beach
17 th Street	Secondary	Costa Mesa
19 th Street	Major	Costa Mesa

Existing on-site circulation includes gravel, dirt, and paved travelways which criss-cross the Site to provide access to the oil wells, operations, and offices.

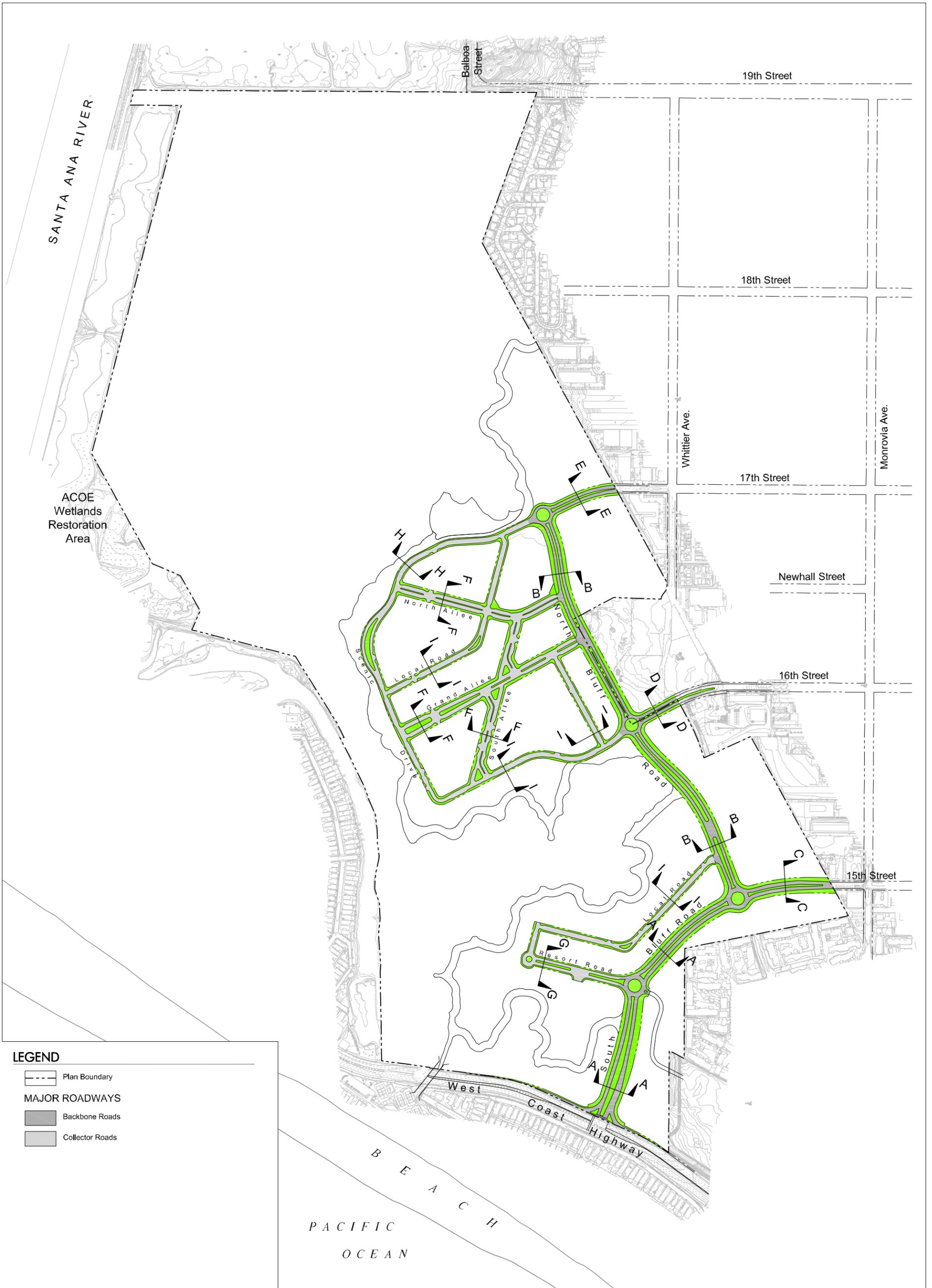
4.1.2 Proposed Master Roadway Plan

Newport Banning Ranch provides an internal network of streets with multiple connections to the existing street pattern in Newport Beach and Costa Mesa. Multiple connection points will disperse traffic throughout the larger existing regional network and are proposed at West Coast Highway, 15th Street, 16th Street, and 17th Street.

Proposed on-site circulation follows a hierarchy which includes a backbone of public secondary highways and collector roads – and then a network of local roads that includes local streets, alleys, and drives.

Signalization is proposed for the access point at West Coast Highway. Four roundabouts are proposed along South and North Bluff Road – at the entrance to the visitor-serving resort entry and at connections with 15th, 16th, and 17th Streets – to optimize traffic flow.

Exhibit II.4-1, Master Roadway Plan and Key Map, depicts the roadways that comprise the Master Roadway Plan.

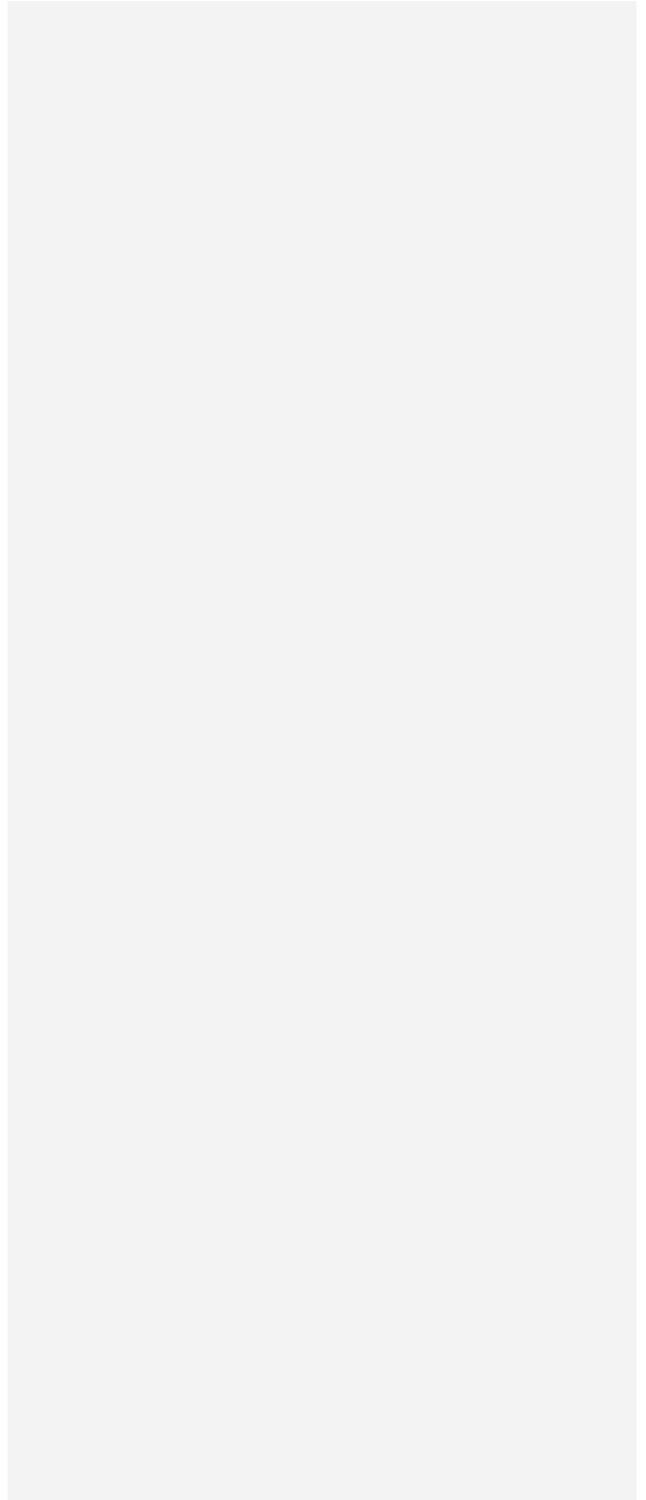


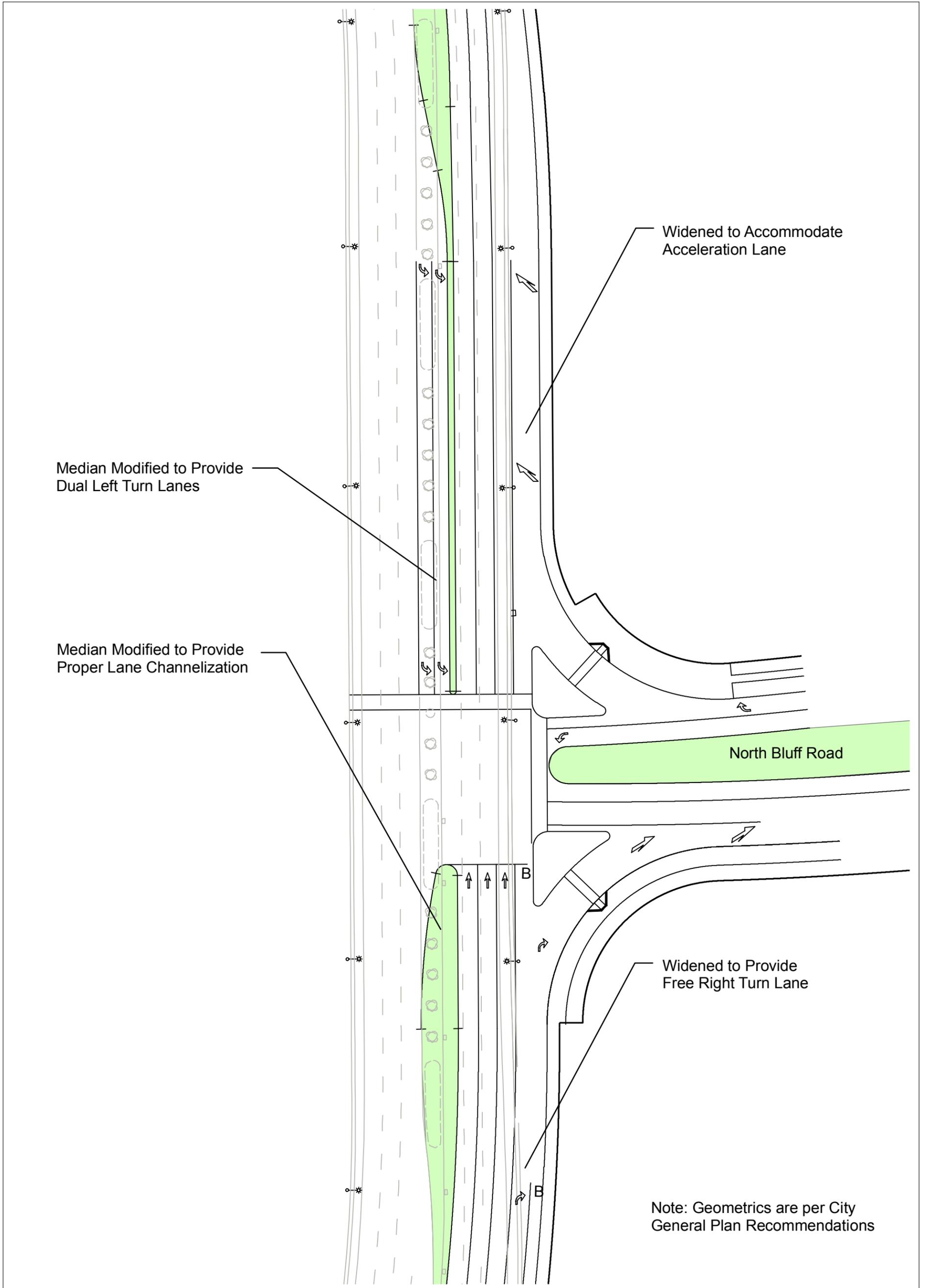
4.2 West Coast Highway Intersection Improvements

The primary entrance to the Project from Newport Beach will be at West Coast Highway. As shown in Exhibit II.4-2, West Coast Highway Intersection Improvements Detail, it is proposed that a T-intersection be constructed consistent with the County's Master Plan of Arterial Highways and the City of Newport Beach General Plan Circulation Element. In order to accommodate the lane geometry envisioned by the City's General Plan, a portion of West Coast Highway will need to be widened. The lane geometry, widening, and additional right-of-way necessary is shown on Vesting Tentative Tract Map No. 17308.

In addition to West Coast Highway being the primary development access point from Newport Beach, the entrance will also serve the City's proposed Sunset Ridge Park.

West Coast Highway is currently owned and maintained by CalTrans, and therefore permits and approvals must be coordinated with CalTrans.





Median Modified to Provide Dual Left Turn Lanes

Median Modified to Provide Proper Lane Channelization

Widened to Accommodate Acceleration Lane

North Bluff Road

Widened to Provide Free Right Turn Lane

Note: Geometrics are per City General Plan Recommendations

4.3 15th Street / 16th Street / 17th Street Project Entries

There are three proposed connections to the City of Newport Beach and City of Costa Mesa street grid pattern east of the site. These connections are proposed at 15th Street, 16th Street and 17th Street. While similar in nature, each connection has its own nuances.

4.3.1 15th Street

15th Street right-of-way does not connect with the Newport Banning Ranch property. It is, however, a Primary Road designation in the City's General Plan. Bluff Road is proposed to be built to the Newport Banning Ranch property line. It is anticipated that the City will assist with obtaining the necessary right-of-way dedication offsite in order to complete the Master Plan of Arterial Highways.

4.3.2 16th Street

The extension of 16th Street to the Project has been accommodated offsite in the planning and construction of the City of Newport Beach Utility Yard. Adequate setbacks are available to build the proposed street. A portion of the 16th Street extension will impact land owned by the Newport Mesa Unified School District. It is apparent from earlier planning efforts and from the existing condition that 16th Street would be extended with the centerline being the current property line between the NMUSD property and the City Yard property.

4.3.3 17th Street

17th Street currently ends at the Project property line. The extension of 17th Street on-site will have sufficient right-of-way to allow for any future widening of existing 17th Street.

The alignments and transitions of these roads are shown on the Tentative Tract Map.

4.4 Roundabout Details

Four roundabouts are proposed for the Project. The roundabouts are proposed in an effort to reduce hydrocarbon emissions from vehicles, improve traffic and pedestrian safety, and improve traffic flow.

The precise geometry of each roundabout will be evaluated during preparation of Final Engineering Plans in association with City staff. The following key features will be included:

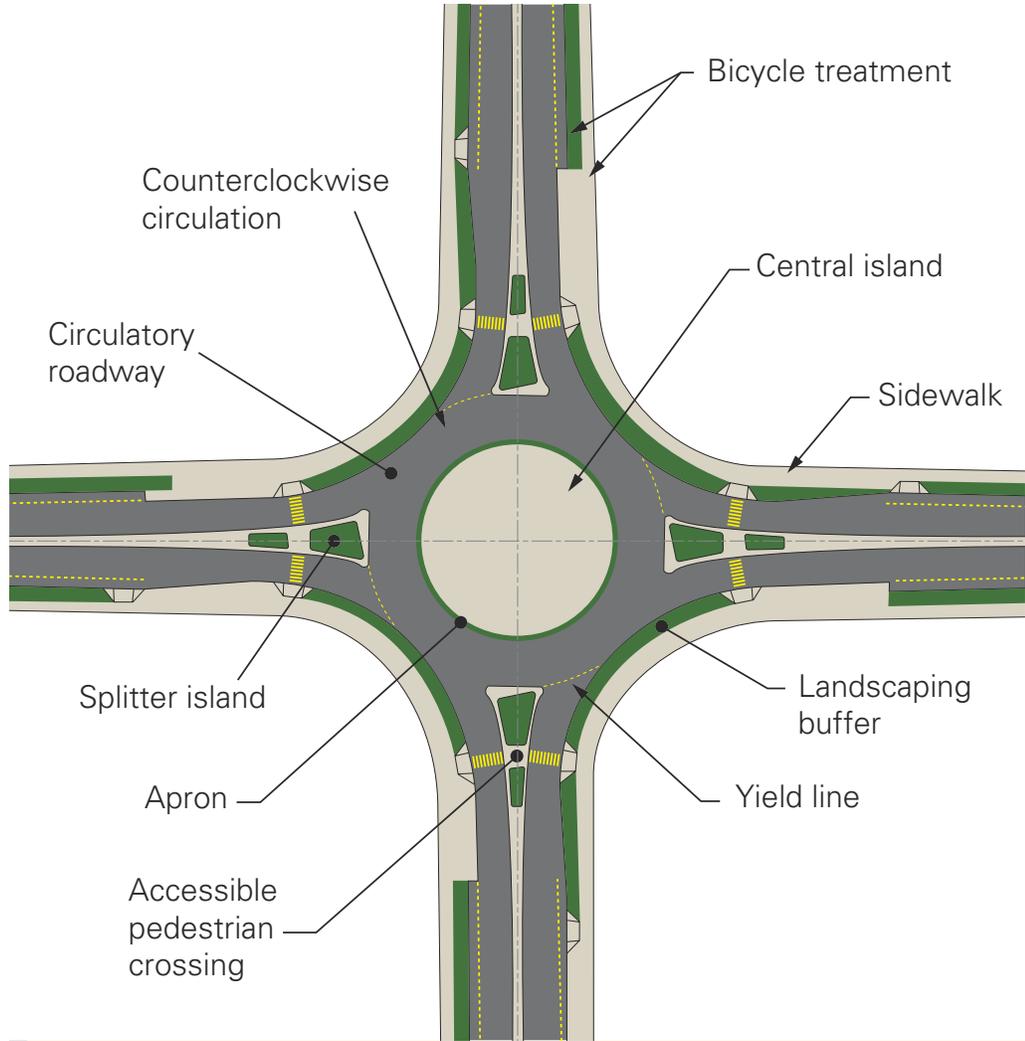
1. Bicycle treatment;
2. Central Island;
3. Sidewalk;
4. Landscaping buffer;
5. Yield line;
6. Accessible pedestrian crossing;
7. Apron;
8. Splitter Island;
9. Circulatory roadway; and
10. Counterclockwise circulation.

The key features are illustrated on Exhibit 11.4-3, Roundabout Detail.

4.5 Traffic-Calming Features

In order to reduce speeds of motorist and enhance the pedestrian experience, traffic-calming features are intended to be used on the local streets. These features include tree planters in parallel parking strips, tapers and or chokers at intersections and narrower road widths.

Examples of these elements are shown on Exhibit II.4-4, Traffic-Calming Features.



Source: U.S. Department of Transportation

4.6 Internal Roads

Below is a discussion on the proposed road types. The corresponding illustrated street cross-sections are shown on Exhibit 11.4-5 through Exhibit 11.4-8.

1. South and North Bluff Road

South Bluff Road (Exhibit II.4-5) has a 125-foot right-of-way with two (2) travel lanes in each direction. Pedestrian mobility is provided with a 12-foot Class I Trail and a five-foot walk. Landscaped parkways provide a buffer between pedestrians and vehicular traffic. A large landscaped median incorporates a "green streets" design.

North Bluff Road (Exhibit II.4-5) has a 105-foot right-of-way with one (1) travel lane and one (1) striped bike lane in each direction. Pedestrian mobility is provided with ten-foot and five-foot walks. Large landscaped parkways and a landscaped median are continued from South Bluff Road to 17th Street.

2. 15th Street

15th Street (Exhibit II.4-6) has a 105-foot right-of-way with two (2) travel lanes in each direction. Pedestrian mobility is provided with two (2) five-foot walks in each direction. Landscaped parkways provide a buffer between pedestrian and vehicular traffic and a 15-foot landscaped median enhances the "green streets" concept.

3. 16th Street

16th Street (Exhibit II.4-6) has an 85-foot right-of-way with one (1) travel lane and one (1) striped bike lane in each direction. Pedestrian mobility is provided by a ten-foot and a five-foot walks. Landscaped parkways provide a buffer between pedestrian and vehicular traffic and a 15-foot landscaped median enhances the "green streets" concept.

4. 17th Street

17th Street (Exhibit II.4-7) has an 85-foot right-of-way with one (1) travel lane and one (1) striped bike lane in each direction. Pedestrian mobility is provided by two (2) five-foot walks. Landscaped parkways provide a buffer between pedestrian and vehicular traffic and a 15-foot landscaped median enhances the "green streets" concept.

5. Allées

The Allées (Exhibit II.4-7) have an 88-foot minimum right-of-way with one (1) travel lane, one (1) emergency median, and one (1) curbside parking aisle in each direction. Pedestrian mobility is provided by two (2) 5-foot walks. A large landscaped Alice is provided through the center of the street and is the backbone of the "green streets" concept.

6. Resort Colony Road

The Resort Colony Road (Exhibit II.4-8) has a 72-foot right-of-way with one (1) travel lane and one (1) bike lane in each direction. Landscaped parkways provide a buffer between pedestrian and vehicular traffic and a 15-foot landscaped median enhances the "green streets" concept.

7. Scenic Drive

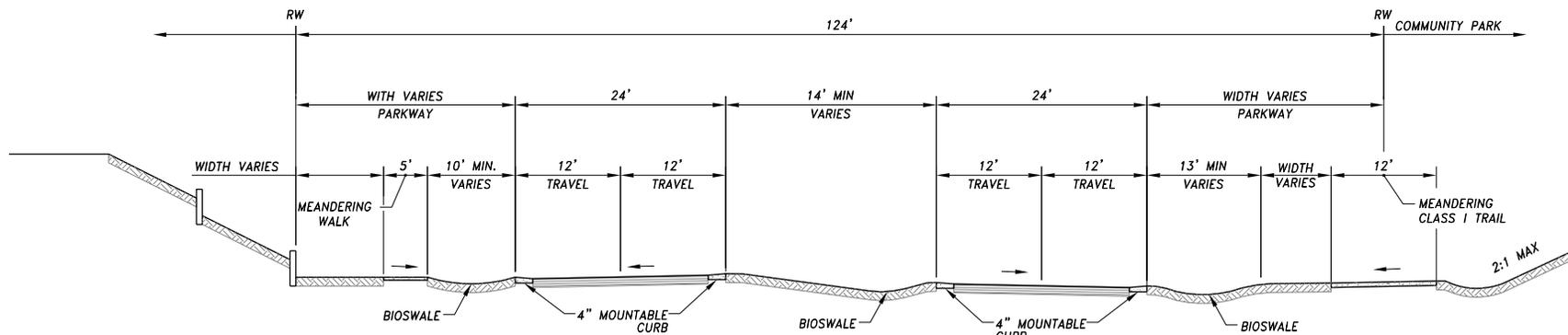
Scenic Drive (Exhibit II.4-8) has a 50-foot right-of-way with one (1) travel lane and one (1) curbside parking aisle in each direction. Pedestrian mobility is provided by a six-foot meandering trail and a four-foot walk.

8. Local Roads

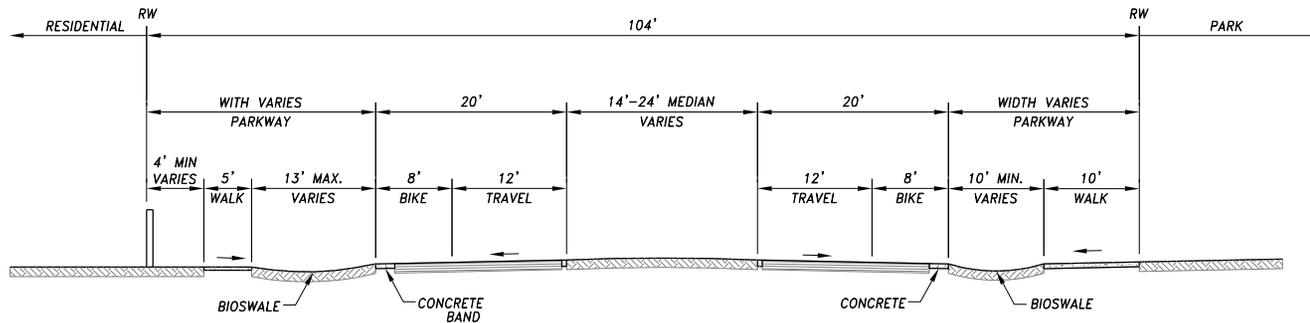
Local Roads (Exhibit II.4-8) have a 52-foot right-of-way with one (1) travel lane and one (1) curbside parking aisle in each direction. In some instances, as noted in the cross-sections, curbside parking is only provided on one side of the street. Pedestrian mobility is provided by two (2) four-foot sidewalks when parking is provided on both sides of the street, and one four-foot sidewalk and a six-foot meandering trail when parking is provided on one side of the street.

9. Private Alley

Private alleys (Exhibit II.4-8) have a 20-foot travel lane with a proposed garage separation of 30 feet.



South Bluff Road
(Section A-A)



North Bluff Road
(Section B-B)

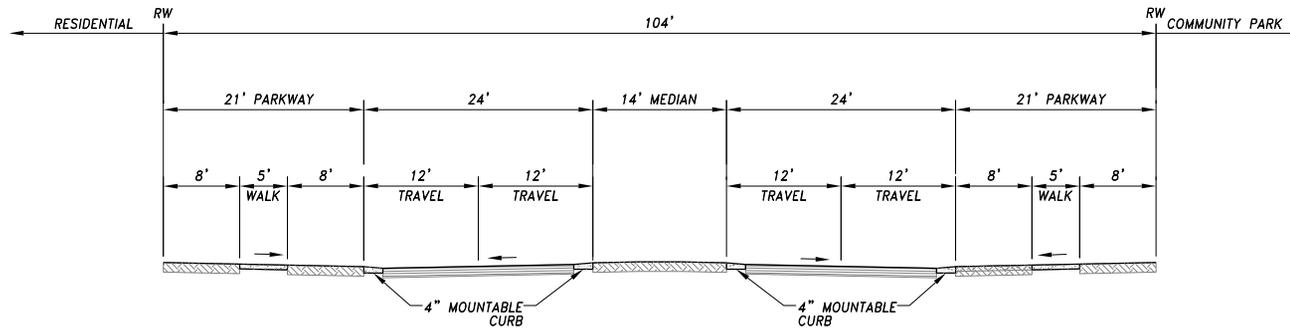
Exhibit II.4-5

South and North Bluff Roads Detailed Sections A-A and B-B

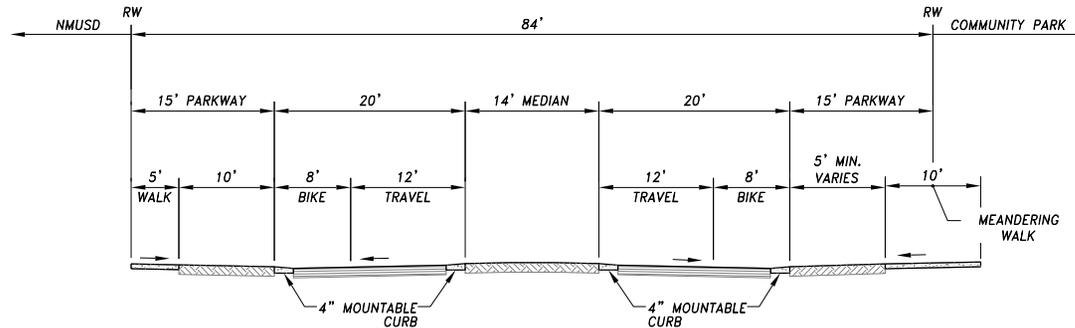


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City of Newport Beach - California





15th Street
(Section C-C)



16th Street
(Section D-D)

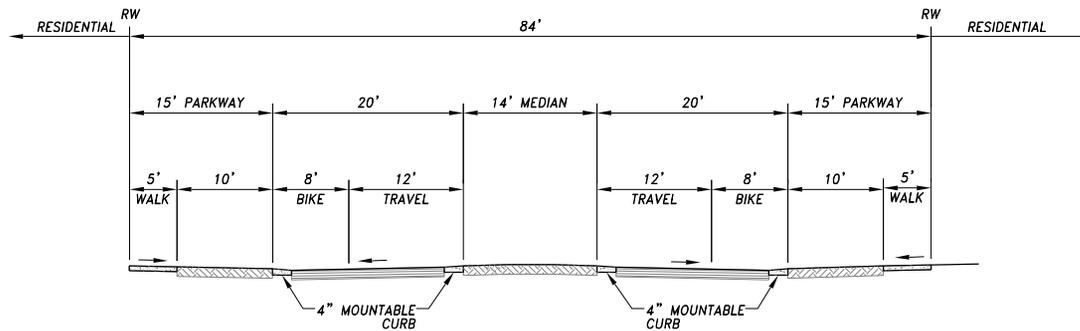
Exhibit II.4-6

15th and 16th Streets Detailed Sections C-C and D-D

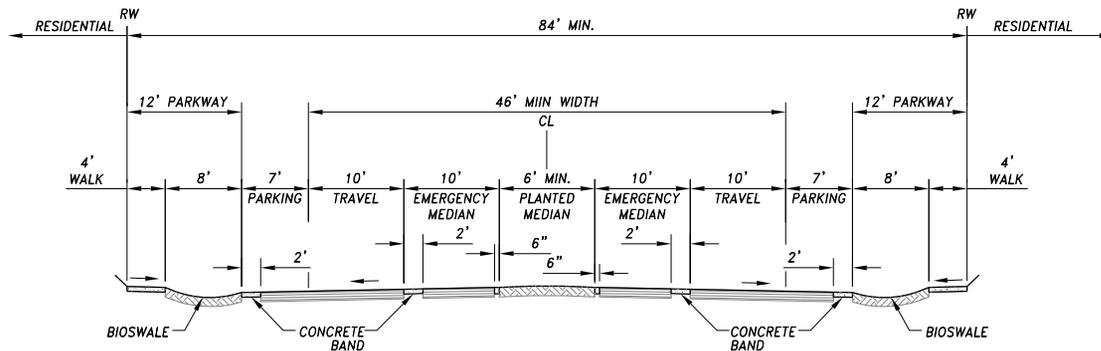


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17th Street
(Section E-E)



Allees (Typical)
(Section F-F)

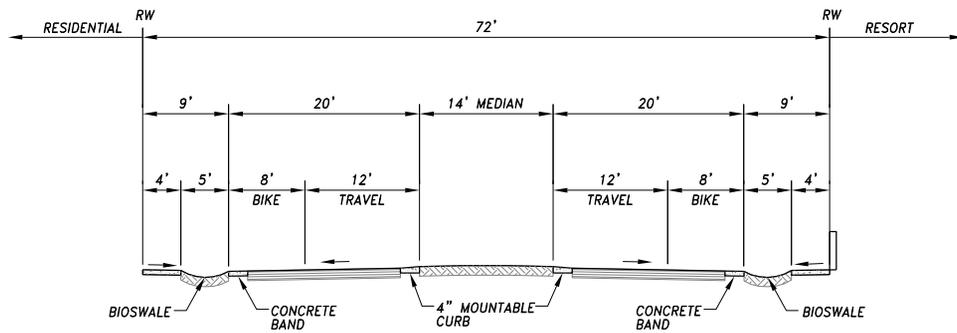
Exhibit II.4-7

17th Street and Allees Detailed Sections E-E and F-F

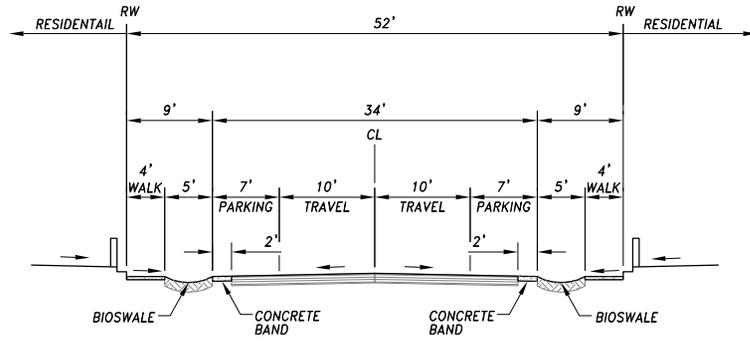


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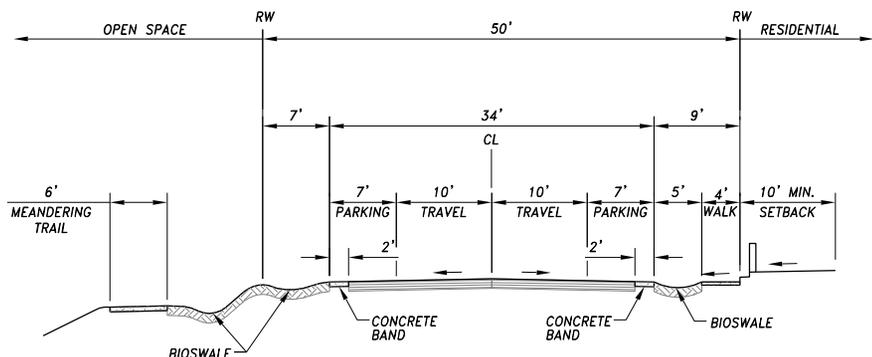




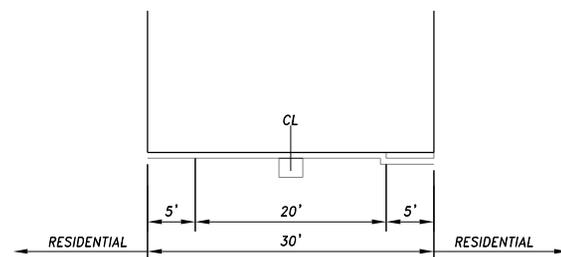
Resort Colony Road
(Section G-G)



Local Road
(Section I-I)



Scenic Drive
(Section H-H)



Private Alley
(Typical)

Exhibit II.4-8

Collector and Local Roads Detailed Sections G-G, H-H, and I-I



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City of Newport Beach - California

