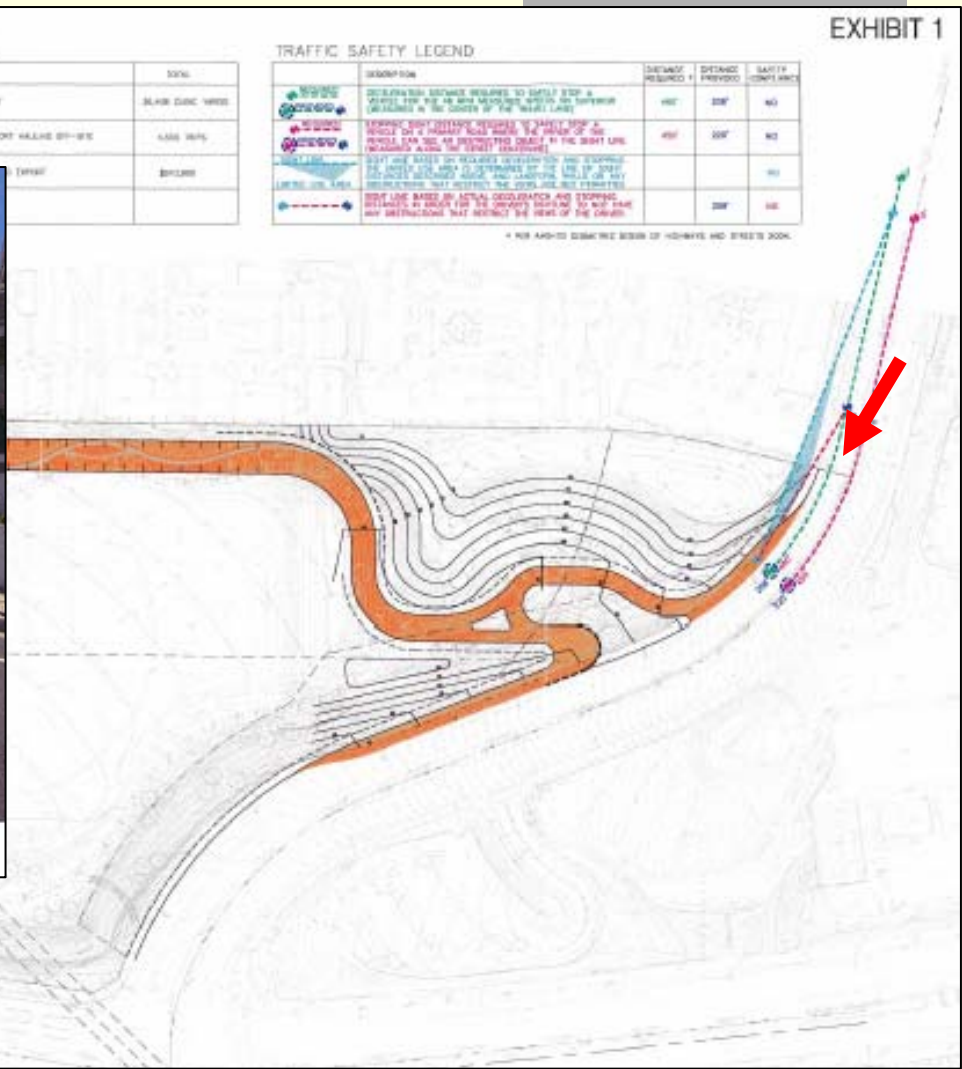




Alternatives Analyses

Infeasible Access off of Superior: Alt. #1













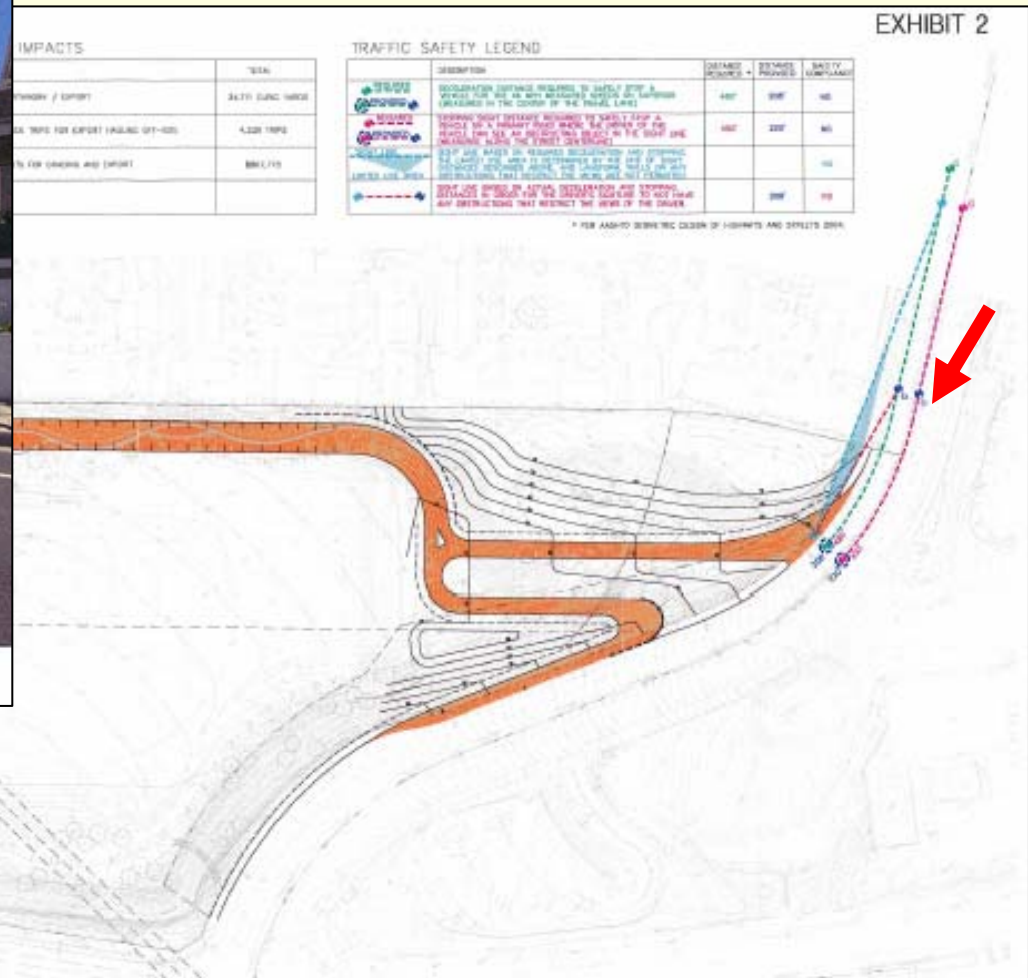
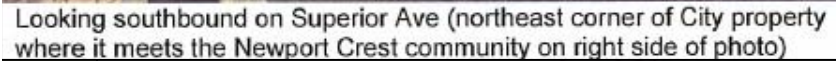
Infeasible Access off of Superior: Alt. #1

EXHIBIT 1

TRAFFIC SAFETY LEGEND

	DESCRIPTION	DISTANCE REQUIRED	DISTANCE PROVIDED	SAFETY COMPLIANCE
	DECELERATION DISTANCE REQUIRED TO SAFELY STOP A VEHICLE FOR THE 46 MPH MEASURED SPEEDS ON SUPERIOR (MEASURED IN THE CENTER OF THE TRAVEL LANE)	480'	208'	
	STOPPING SIGHT DISTANCE REQUIRED TO SAFELY STOP A VEHICLE ON A PRIMARY ROAD WHERE THE DRIVER OF THE VEHICLE CAN SEE AN OBSTRUCTING OBJECT IN THE SIGHT LINE (MEASURED ALONG THE STREET CENTERLINE)	450'	220'	
	SIGHT LINE BASED ON REQUIRED DECELERATION AND STOPPING. THE LIMITED USE AREA IS DETERMINED BY THE LINE OF SIGHT DISTANCES DESCRIBED ABOVE, AND LANDFORM, WALLS OR ANY OBSTRUCTIONS THAT RESTRICT THE VIEWS ARE NOT PERMITTED			
	SIGHT LINE BASED ON ACTUAL DECELERATION AND STOPPING. DISTANCES IN ORDER FOR THE DRIVER'S SIGHTLINE TO NOT HAVE ANY OBSTRUCTIONS THAT RESTRICT THE VIEWS OF THE DRIVER.		208'	











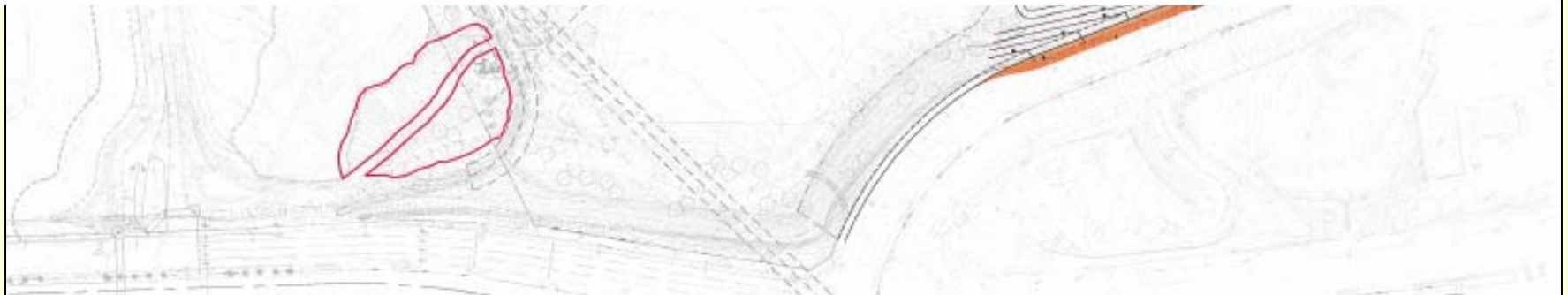


Infeasible Access off of Superior: Alt. #2

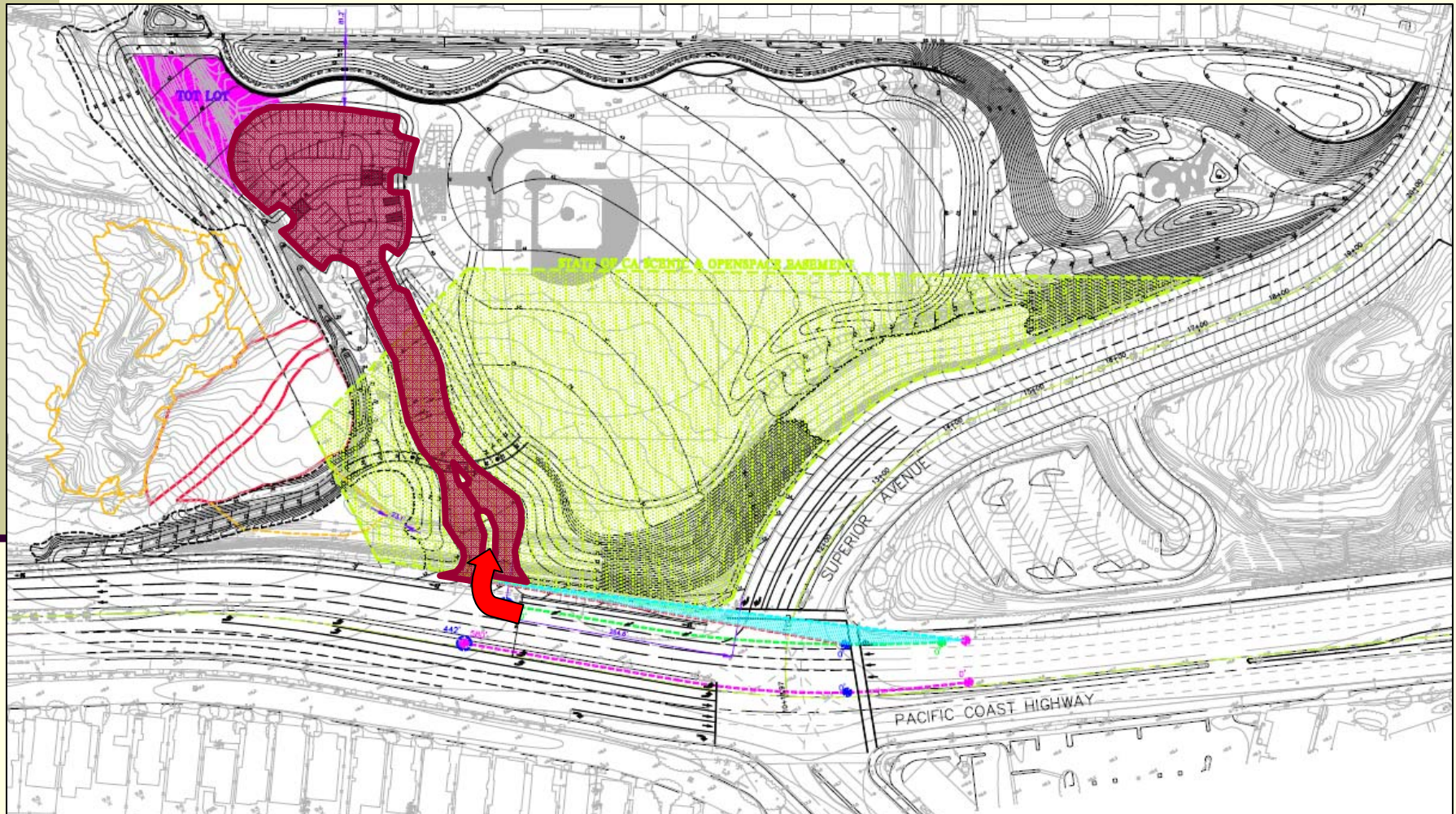
EXHIBIT 2

TRAFFIC SAFETY LEGEND

	DESCRIPTION	DISTANCE REQUIRED	DISTANCE PROVIDED	SAFETY COMPLIANCE
	DECELERATION DISTANCE REQUIRED TO SAFELY STOP A VEHICLE FOR THE 46 MPH MEASURED SPEEDS ON SUPERIOR (MEASURED IN THE CENTER OF THE TRAVEL LANE)	480'	208'	
	STOPPING SIGHT DISTANCE REQUIRED TO SAFELY STOP A VEHICLE ON A PRIMARY ROAD WHERE THE DRIVER OF THE VEHICLE CAN SEE AN OBSTRUCTING OBJECT IN THE SIGHT LINE (MEASURED ALONG THE STREET CENTERLINE)	450'	220'	
	SIGHT LINE BASED ON REQUIRED DECELERATION AND STOPPING. THE LIMITED USE AREA IS DETERMINED BY THE LINE OF SIGHT DISTANCES DESCRIBED ABOVE, AND LANDFORM, WALLS OR ANY OBSTRUCTIONS THAT RESTRICT THE VIEWS ARE NOT PERMITTED			
	SIGHT LINE BASED ON ACTUAL DECELERATION AND STOPPING. DISTANCES IN ORDER FOR THE DRIVER'S SIGHTLINE TO NOT HAVE ANY OBSTRUCTIONS THAT RESTRICT THE VIEWS OF THE DRIVER.		208'	



Infeasible Access from WCH Directly onto City Park Parcel: **Alt. #3**



Deed Restriction on Access and Development Along WCH Frontage

District	County	Route	Post	Number
12	Orange	1	19.7	DD 040766-01-01

OCT - 2006 - 01

The STATE OF CALIFORNIA, acting by and through its Director of Transportation, does hereby grant to the _____ City _____ of _____ Newport _____ Beach _____

all that real property in the City of Newport Beach County of Orange, State of California, described as:

Parcel No. DD 040766-01-01

That portion of Lot 1 of Tract No. 463 in the City of Newport Beach, County of Orange, State of California as shown per a map filed in Book 32, Pages 2 and 3 of Miscellaneous Maps in the office of the County Recorder of said county; that portion of Lot 1 of Tract No. 2250 as shown per a map filed in Book 104, Pages 6 and 7 of said Miscellaneous Maps; that portion of Melrose Mesa (Tract No. 15) as shown on a map filed in Book 9, Page 19 of said Miscellaneous Maps; that portion of Lot D of the Banning Tract, as shown on a map of said tract filed in the case of Hancock Banning, et al. vs. Mary E. Banning for partition, and being Case No. 6385 upon the Register of Actions of Superior Court of Los Angeles County, California, bounded as follows:

Bounded northeasterly by the northeasterly line of the lands described as Parcel 1 of State Parcel No. 40767 in a Grant Deed recorded February 14, 1966 in Book 7839, Page 739 of Official Records in the office of the County Recorder of Orange County, California;

RECORDING REQUESTED BY AND WHEN RECORDED MAIL TO:

State of California
DEPARTMENT OF TRANSPORTATION
Caltrans - District 12
Office of Right of Way
3337 Michelson Drive Suite CN380
Irvine, CA 92612-1699

Attn: R/W Excess Lands

Map No.: E120010-15
RWPE: C. SMYTHE (01/04/01)
Written: CS Checked: DO

CONFORMED COPY
Not Compared with Original

Recorded in Official Records, Orange County
Tom Daly, Clerk-Recorder

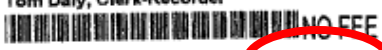
2006000813583 10:16am 12/05/06

106 33 D10 8
0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

NO FEE

Space above this line for Recorder's Use

Deed Restriction on Access and Development Along WCH Frontage

RECORDING REQUESTED BY AND WHEN RECORDED MAIL TO: State of California DEPARTMENT OF TRANSPORTATION Caltrans - District 12 Office of Right of Way 3337 Michelson Drive Suite CN380 Irvine, CA 92612-1699 Attn: R/W Excess Lands	CONFORMED COPY Not Compared with Original Recorded in Official Records, Orange County Tom Daly, Clerk-Recorder  2006000813583 10:16am 12/05/06 106 33 D10 8 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
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There shall be no abutter's rights of access appurtenant to the above-described real property in and to the adjacent state highway over and across those portions of the northeasterly line of "new" Pacific Coast Highway hereinabove described in said deed recorded as Instrument No. 93-0304178 of Official

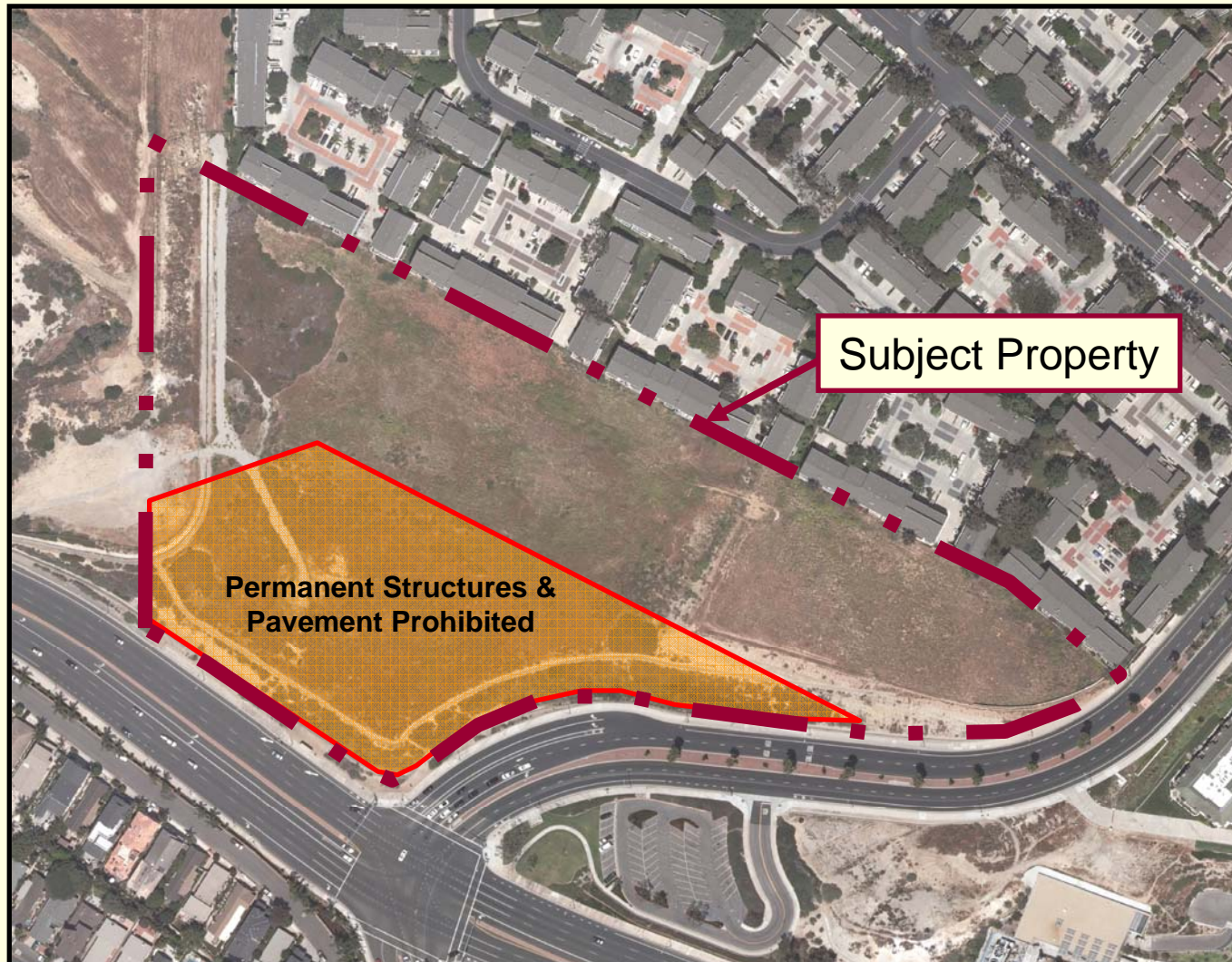
The STATE OF CALIFORNIA, acting by and through its Director of Transportation, does hereby grant to the _____ City _____ of _____ Newport _____ Beach _____

GRANTEES USE OF SAID EASEMENT AREA SHALL BE LIMITED TO THOSE "PERMITTED" USES UNDER GRANTEE'S ZONING DESIGNATION OPEN SPACE - ACTIVE AS DEFINED UNDER TITLE 20 OF GRANTEE'S ZONING CODE AS IT EXISTED ON OCTOBER 12, 2006. ADDITIONALLY THE GRANTEE IS PROHIBITED FROM PLACING PERMANENT STRUCTURES OR PAVEMENT WITHIN THE EASEMENT AREA. AND NO PARKING OF MOTORIZED VEHICLES SHALL BE PERMITTED WITHIN THE EASEMENT AREA.

is being for partition, and being Case No. 6583 upon the Register of Actions of Superior Court of Los Angeles County, California, bounded as follows:

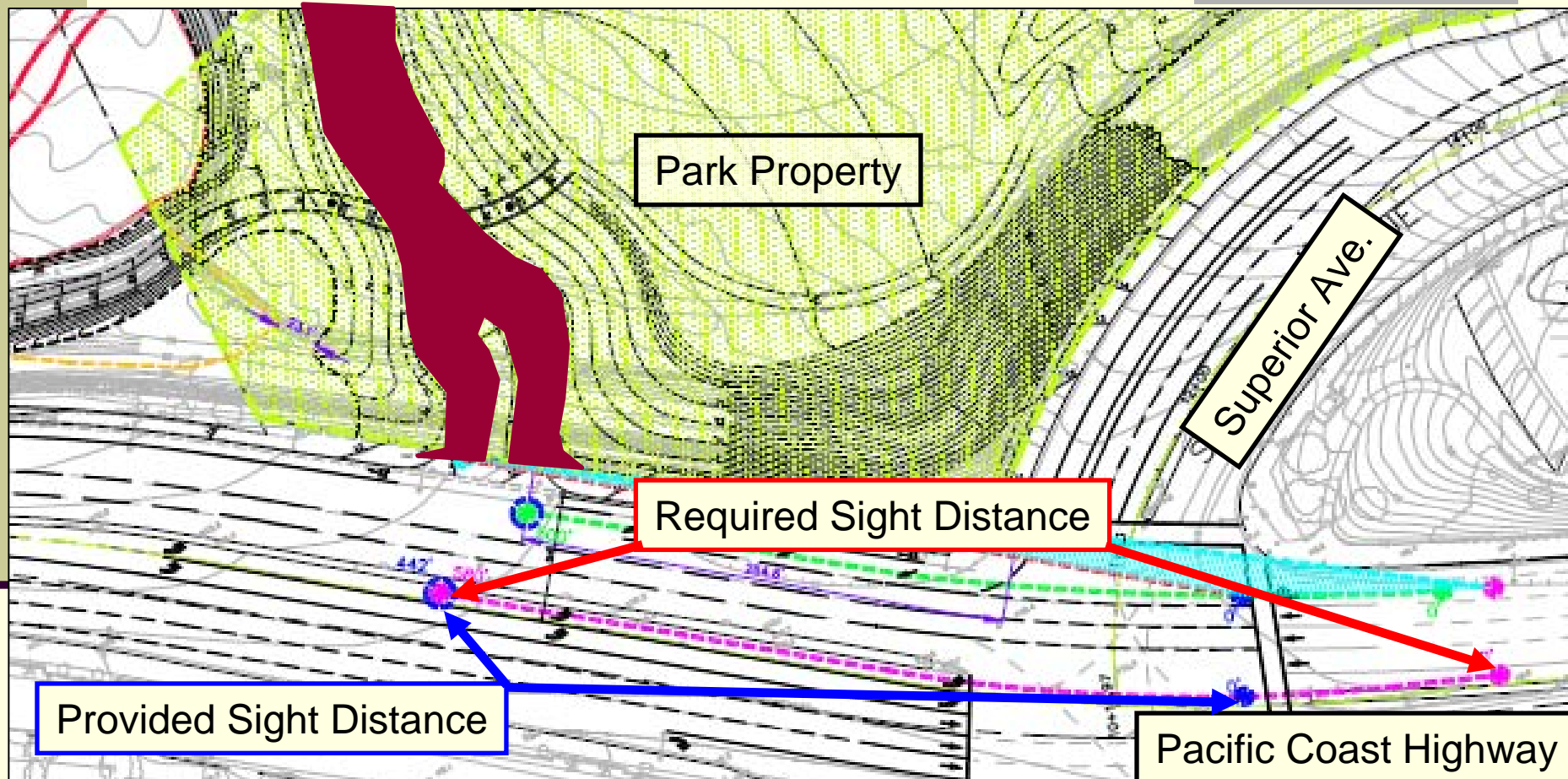
Bounded northeasterly by the northeasterly line of the lands described as Parcel 1 of State Parcel No. 40767 in a Grant Deed recorded February 14, 1966 in Book 7839, Page 739 of Official Records in the office of the County Recorder of Orange County, California;

Caltrans Deed Restriction











CITY OF NEWPORT BEACH

PUBLIC WORKS DEPARTMENT

Stephen G. Badum, Director

October 12, 2011

Karl Schwing and John Del Arroz
California Coastal Commission
200 Oceangate, 10th Floor
Long Beach, CA 90802

Subject: Sunset Ridge Park – Access Review of Alternate Driveway Access Location on Coast Highway

Dear Mr. Schwing and Mr. Del Arroz;

I have had an opportunity to review an alternative driveway location for Sunset Ridge Park, which would be located on the north side of Coast Highway approximately 350 feet west of Superior Avenue. The focus of this letter is a discussion of concerns regarding the safety of this particular access location. I will list my concerns here in no particular order of importance:

1. The significance of providing for safe ingress and egress for each and every vehicle entering and exiting the park is paramount. The trip generation rates, game schedules, peak arrival volumes, signal timing, etc. are not the main safety factors with regards to this proposed access location.
2. Westbound through traffic on Coast Highway is the most important movement with regards to safe ingress and egress. The high speed of traffic, the high PM peak hour traffic volumes, the lane configurations, and the existing geometry on Coast Highway (both adjacent to the park site and in advance of Superior Avenue) are the key design features. Traffic turning from Superior Avenue and Balboa Boulevard does not present the same concerns as westbound Coast Highway traffic.
3. One of the primary issues when reviewing this alternate access location is the ability of each individual driver to safely exit the park by providing adequate sight distance. While traveling westbound on Coast Highway, there is an angle point at the intersection with Superior Avenue. This angle in the roadway impacts the advance sight distance for the driveway. A field review shows that the line of sight for exiting vehicles would be obstructed by an existing bus shelter and traffic signal pole. The existing line of sight measurement does not meet the required 580 feet per the Caltrans Highway Design Manual. In addition, the slope and natural landscaping behind the bus shelter obstructs any advance sight distance.
4. Another primary issue when reviewing this driveway location is the ability of drivers to safely decelerate to enter the park driveway. Deceleration into the proposed driveway

location would occur within an area that includes a lane drop, bicycle lane, and bus stop all simultaneously existing in the same short segment of westbound Coast Highway. Deceleration for westbound Coast Highway would need to begin prior to the Superior Avenue intersection. Because of the angle in the roadway, the advance visibility of the driveway for westbound traffic prior to the Superior Avenue intersection is limited.

5. A park user unfamiliar with the entry location could be driving in the third through lane on Coast Highway across the Superior Avenue intersection. To access the park driveway, the driver would need to change lanes across the lane drop causing a potential for unsafe weaving of traffic in this short segment of the roadway.
6. If a park user wishes to enter the site, each time a bus is stopped adjacent to the existing shelter, the driver wishing to access the park cannot safely pass the bus and decelerate to enter the driveway.
7. In the last two years, there have been a total of 24 accidents for westbound traffic in the area of the proposed driveway access location.

As a Registered Traffic Engineer in the State of California, it is my professional opinion that a driveway access at the proposed location is not safe for ingress or egress into the Sunset Ridge Park.

We look forward to our continued relationship while working on this project. If you have any questions, please contact me at (949) 644-3329.

Sincerely,

Antony Brine, P.E., T.E.
City Traffic Engineer



October 12, 2011

CITY OF NEWPORT BEACH

PUBLIC WORKS DEPARTMENT

Stephen G. Badum, Director

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Deceleration into the proposed driveway location would occur within an area that includes a lane drop, bicycle lane, and bus stop **all simultaneously existing in the same short segment of westbound Coast Highway.**

regards to safe ingress and egress. The high speed of traffic, the high PM peak hour traffic volumes, the lane configurations, and the existing geometry on Coast Highway (both adjacent to the park site and in advance of Superior Avenue) are the key design features. Traffic turning from Superior Avenue and Balboa Boulevard does not present the same concerns as westbound Coast Highway traffic.

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A handwritten signature in black ink, appearing to read 'Antony Brine'.

Antony Brine, P.E., T.E.
City Traffic Engineer

Alternative Access Studied

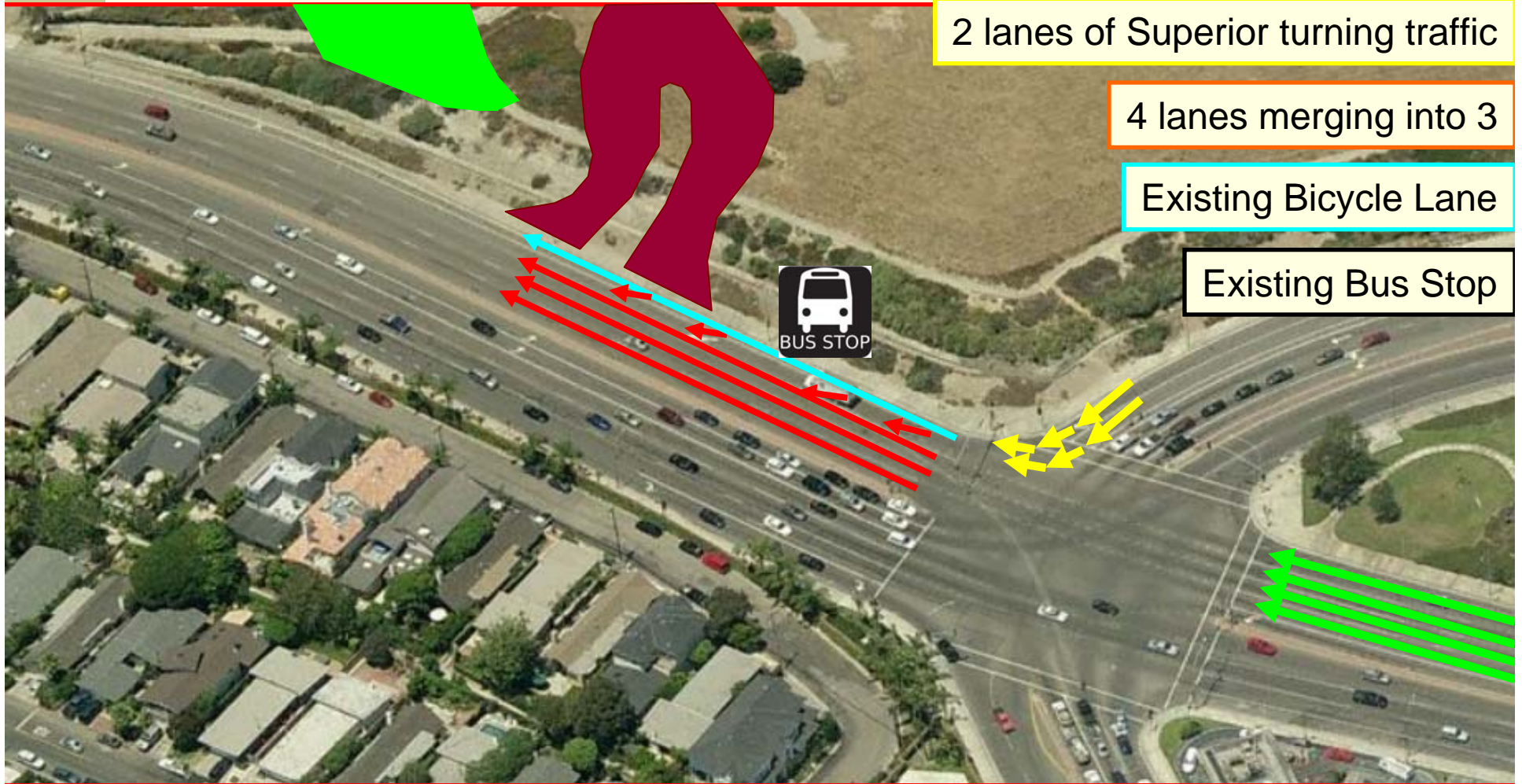
4 lanes of thru traffic

2 lanes of Superior turning traffic

4 lanes merging into 3

Existing Bicycle Lane

Existing Bus Stop





CITY OF NEWPORT BEACH

PUBLIC WORKS DEPARTMENT

Stephen G. Badum, Director

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Sincerely,

Antony Brine, P.E., T.E.
City Traffic Engineer

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