West Newport Mesa

STREETSCAPE MASTER PLAN

Prepared for the **City of Newport Beach**
July 2016

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WEST NEWPORT MESA STREETSCAPE MASTER PLAN

Prepared for the
City of Newport Beach.

Document prepared by
RRM Design Group.

ACKNOWLEDGMENTS

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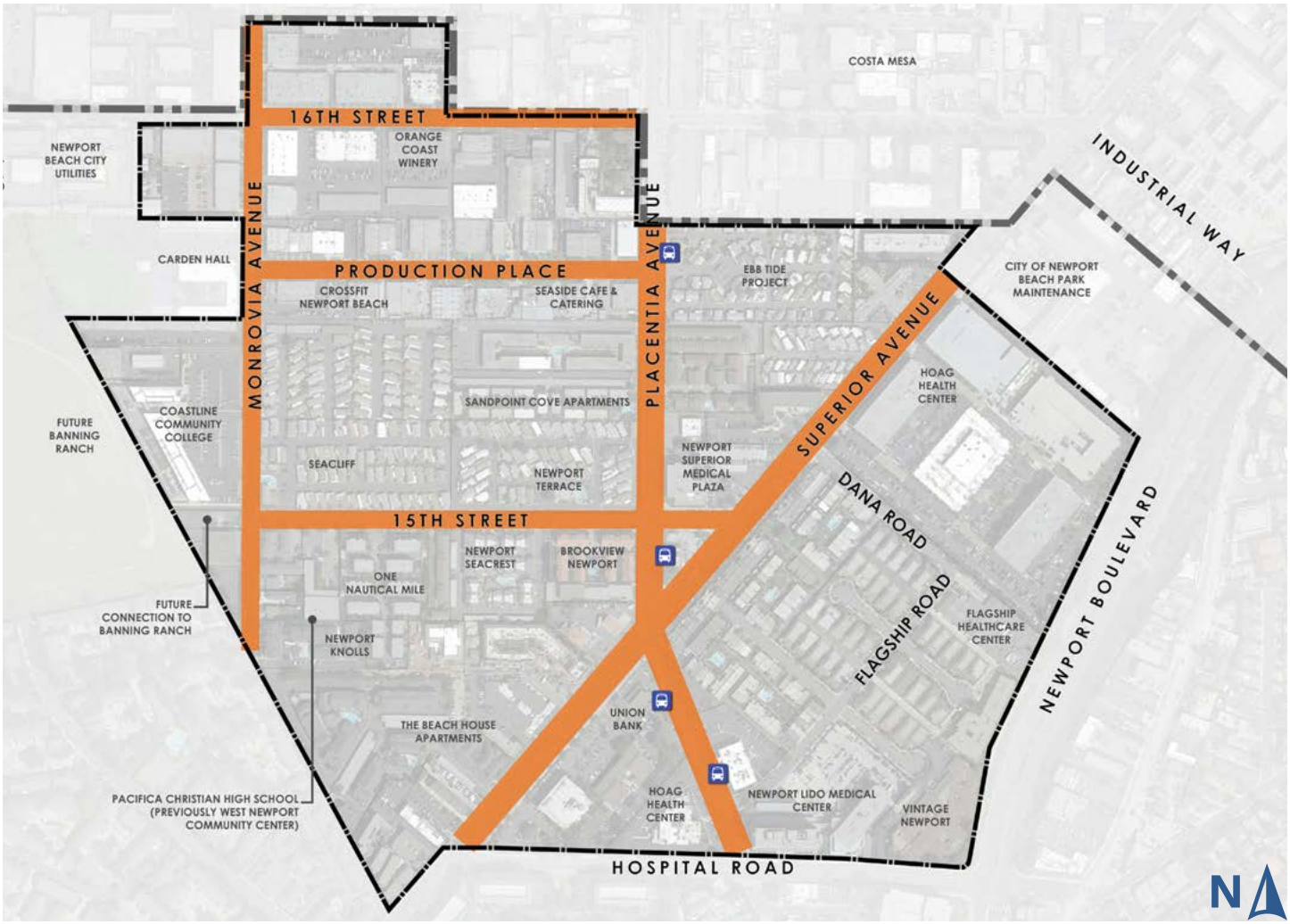
1 | INTRODUCTION

West Newport Mesa Streetscape Master Plan



West Newport Mesa Study Area Map

1.1 PROJECT AREA

The West Newport Mesa neighborhood is roughly bound by 16th Street, Monrovia Avenue, Hospital Road, and Newport Boulevard. The site for the proposed Newport Banning Ranch Development abuts the study area to the west and Hospital Road abuts the study area to the south. The study area covers approximately 149 acres of land within the City of Newport Beach and is comprised of residential, commercial, industrial, and medical office uses with several housing complexes, numerous medical uses, industrial offices and buildings, and Carden Hall, Pacifica Christian High School, and Coastline Community College.

1.2 PROJECT OVERVIEW

The West Newport Mesa Streetscape Master Plan (Plan) is a document designed to establish a vision and foster implementation of an action plan to beautify and improve the public right-of-way within West Newport Mesa. It provides a framework to discuss future development requirements in the private and public realms and address relationships between the building edge and the roadway. The ultimate goal is to create a lively and safe multimodal area that serves the needs of the community.

In developing the Plan, the team reviewed several pertinent planning documents, including the Newport Beach General Plan, Newport Beach Bicycle Master Plan, and the proposed Newport Banning Ranch Planned Community Master Development Plan. Several public outreach events were conducted to encourage public involvement, to better understand the needs and concerns

of the community area, and to prioritize projects within West Newport Mesa.

The Plan identifies challenges with the study area and provides recommended improvements and phasing as well as cost estimates to assist with implementation. The following primary goals were identified to guide the design and development of the study area:

- Develop a vision for West Newport Mesa.
- Implement complete street principles to better serve pedestrians, transit riders, bicyclists, and automobiles.
- Encourage bicyclist and pedestrian activity.
- Create a more walkable environment.
- Improve safety.
- Improve landscape areas to be more aesthetically pleasing.
- Utilize sustainability measures such as low-water-use planting and LED lighting.
- Implement traffic calming measures.

1.3 PUBLIC OUTREACH

In an effort to involve all those interested and affected by the Plan, public outreach events were conducted to better understand the needs and concerns of the community, residents, employees, and visitors of the area. Stakeholder interviews and community workshops were held to provide a variety of opportunities for the community to become engaged in the planning process and help develop strategies to best serve their needs.

1.3.1 STAKEHOLDER INTERVIEWS

Interviews were conducted on January 26, 2016, with various stakeholders interested in the improvements to West Newport Mesa. The following stakeholders were interviewed:

- Representatives from the Newport Knolls, Newport Terrace, and One Nautical Mile communities as well as Seaside Catering & Cafe, a local business
- Tony Petros, City of Newport Beach Councilmember
- MBK Homes and Studio PAD Landscape Architects on Ebb Tide Development

During these interviews, opportunity and constraint maps and existing conditions photos were shared to support the discussion for the vision of the study area.

Placentia Avenue existing condition

Monrovia Avenue existing condition

15th Street existing condition

Project introduction to the community at February 17th workshop

Dot exercise at March 16th workshop

Top ten community desires determined from public outreach

1.3.2 PUBLIC WORKSHOPS

Several public workshops were conducted in early 2016, to assist the project team in identifying and prioritizing issues and ideas to create a vision for the study area:

- Workshop #1: February 17, 2016
- Workshop #2: March 16, 2016
- Planning Commission Meeting: June 9, 2016
- Public Open House: June 22, 2016
- Planning Commission Final Review: July 11, 2016

Community members shared their comments and concerns in response to the opportunities and constraints maps, proposed improvement concepts, planting, site furnishings, lighting, and graphics presented by RRM Design Group. The main topics of the workshop included improving walkability and pedestrian safety, bicycle safety, addressing high speeds on roadways, streetscape beautification, low-water-use planting, increasing street amenities, increasing visibility and lighting, improving parking availability, and addressing drainage issues. This feedback was the foundation used to develop the concepts outlined later in the Plan.

1.4 GENERAL OPPORTUNITIES AND CONSTRAINTS

Information gathered from field observations, City staff input, and public comments were utilized in the analysis and integrated into an exhibit (Figure 1.1).

Key topics that were identified by the community include:

- Increase lighting to improve visibility and safety, and to help reduce vandalism
- Widen sidewalks
- Increase parking availability and capacity
- Remove sidewalk obstacles such as utilities and signage
- Add traffic calming measures
- Improve overall safety for vehicles, bicyclists, and pedestrians
- Improve visibility to promote a safe feeling
- Add more bicycle facilities
- Address vandalism, graffiti, and homelessness
- Implement 15 foot setbacks in entire study area
- Provide opportunities for nodes, benches, wider parkways and sidewalks
- Utilize complete streets concepts
- Create more walkable streets
- Consider bike share program
- Foster neighborhood feeling on smaller streets
- Provide safer crossings for pedestrians

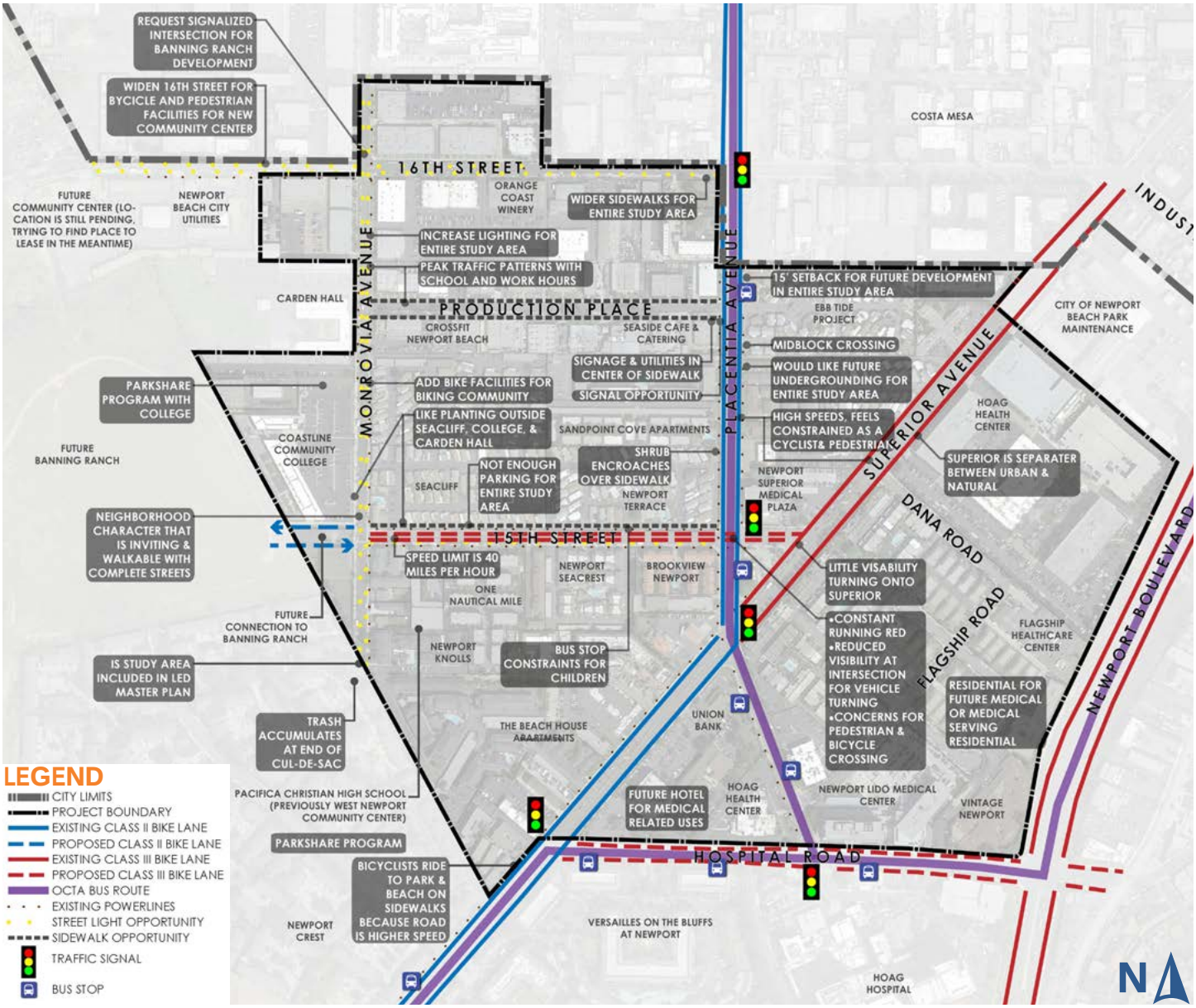


Figure 1.1: Community comments and ideas

1.5 IMPROVEMENT STRATEGIES

1.5.1 COMPLETE STREETS

Implementation of the complete streets design philosophy is a large part of the improvements that are desired for the study area. This movement pushes to plan for balanced, multimodal transportation network that meets the needs of all users (motorists, pedestrians, people bicycling, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation) of streets, roads, and highways. The California Department of Transportation (Caltrans) adopted complete street policies in 2008, and has been working to implement complete streets throughout the State transportation system. These policies are also supported by Federal law requiring safe accommodations for all transportation users.

1.5.2 GREEN STREETS AND SUSTAINABILITY

The study area provides opportunities to enhance environmental resources and create sustainable site improvements to reduce stormwater pollution and runoff, minimize solar heat gain, and encourage walking and biking.

A large percentage of the surfaces within the street corridors right-of-way are impervious and absorb summer heat. Impervious surfaces prevent the percolation of water, creating stormwater runoff that washes motor vehicle pollutants and other surface contaminants into storm drains and eventually to reservoirs and oceans. "Green Streets" principles should be applied to streets, where appropriate, within the study area in an effort to reduce water pollution and replenish local groundwater storage. Green streets strategies include managing stormwater through small scale drainage features to slow, filter, and capture urban runoff and precipitation. Several ways to accomplish this are to increase the permeable areas through parkway strips, medians, bioswales, and storm drains with pervious bottoms to allow infiltration.

Solar heat gain is created when dark elements absorb heat from the sun and emit excess heat throughout the day and night. A way to minimize this is to use lighter colored materials to reflect the sun's heat and to create shade over the exposed areas. Street trees planted in parkways and medians are an effective way to create shade and absorb greenhouse gases (GHGs) and other airborne pollutants.

GREEN STREETS AND SUSTAINABILITY GUIDELINES

- Increase low-water-use vegetation to minimize irrigation needs
- Use mulch to reduce need for irrigation
- Increase tree counts for shade cover
- Increase permeability and infiltration opportunities to recharge groundwater
- Convert to water efficient irrigation
- Reduce heat island effects
- Reduce stormwater runoff volume and pollutants
- Promote active and healthy transportation
- Promote transportation options that serve all levels of physical ability, age, and income levels.

GHGs can also be reduced by providing more opportunities for non-motorized transportation. The Plan aims to improve neighborhood walkability by increasing sidewalk connectivity, accessibility, sidewalk improvements, increased lighting, enhanced Class II bike lanes, and sharrows. Providing alternate transportation choices also creates opportunities for a healthier lifestyle within the community.

Bioswales allow stormwater runoff to infiltrate, filter pollutants out of the water, and reduce impact on traditional drainage systems

Low-water-use planting, current irrigation techniques, mulch, and increased permeable area are all ways to create a more sustainable environment

2 | PLACENTIA AVENUE

West Newport Mesa Streetscape Master Plan

Placentia Avenue opportunities and constraints map with existing photo locations

2.1 EXISTING CONDITIONS

Placentia Avenue, from just north of Production Place south to Hospital Road, is lined with medical, commercial, office, industrial, and dense residential uses, and is urban in nature. The right-of-way is fairly wide, varying from 60 to 80 feet and designated for bicycle, vehicular and bus travel. Parking is prohibited along Placentia Avenue. The following elements describe the existing conditions:

- High vehicular travel speed
- Uninviting pedestrian and bicycle environment due to exposure to traffic
- Lack of seating and trash receptacles
- Four bus stops provided by OCTA for bus route
- Reduced visibility at intersections for vehicles and pedestrian activity, especially 15th Street intersection
- Lack of street trees and planted medians north of Superior Avenue intersection
- Variety of plant species on privately and publicly owned landscapes
- Varying building setback distances
- Powerlines along both sides of the street

The northern border of Placentia Avenue, just south of 16th Street, is the City boundary between Costa Mesa and Newport Beach, yet there is no signage, gateway element, or change in identity signifying the transition between the two cities.

2.2 PUBLIC INPUT

Comments collected from community members about Placentia Avenue at the various public outreach events include:

- Pedestrians and bicyclists feel constrained due to high vehicle speeds
- Reduced visibility turning right on 15th Street from Placentia Avenue heading south
- Pedestrian and bicycle crossing 15th Street from Placentia Avenue concerns
- Barrier shrub planting outside Newport Terrace encroaches onto sidewalk on Placentia Avenue and gives little room to walk
- Possible mid-block crossing opportunity

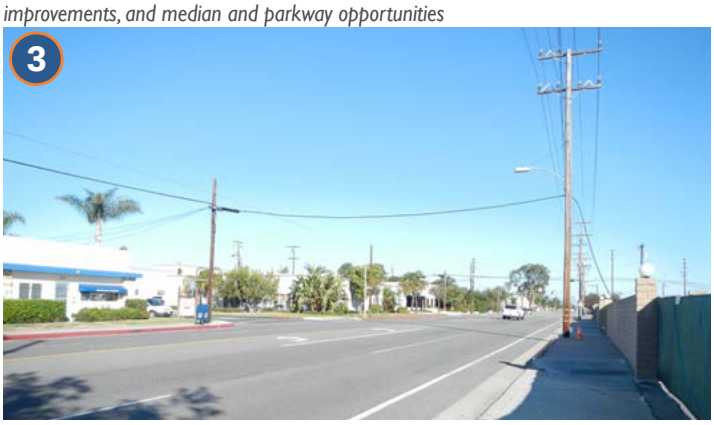
2.3 OPPORTUNITIES

With consideration to existing conditions and public input, several opportunities for improvement were identified:

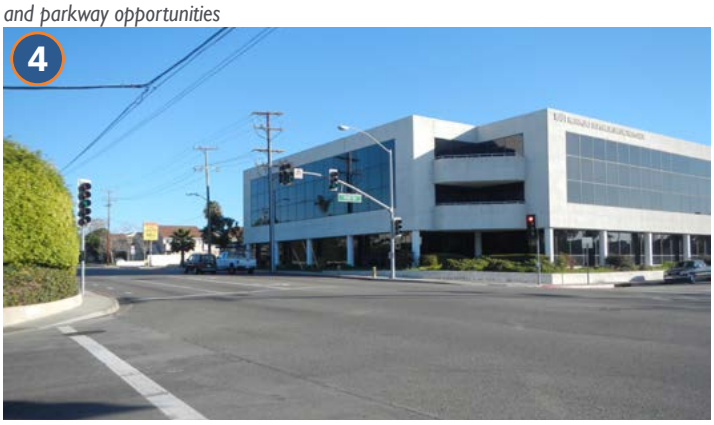
- Enhanced bike lanes
- Landscaped medians and parkways with low-water-use plants with unified plant theme
- Additional site furnishings
- Enhanced crosswalks
- Standard setback policies for new development
- Improved identity for people entering Newport Beach from Costa Mesa
- Gateway opportunity at north Placentia Avenue when entering the City of Newport Beach

East side of Placentia Avenue looking north with driveway consolidation, bike lane improvements, and median and parkway opportunities

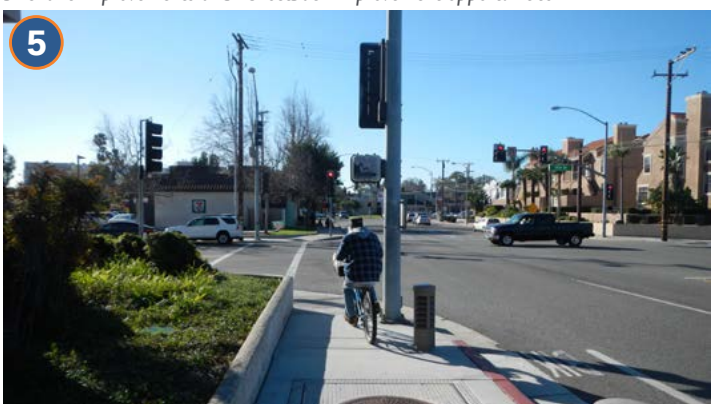
East side of Placentia Avenue looking north with bike lane improvement and median and parkway opportunities



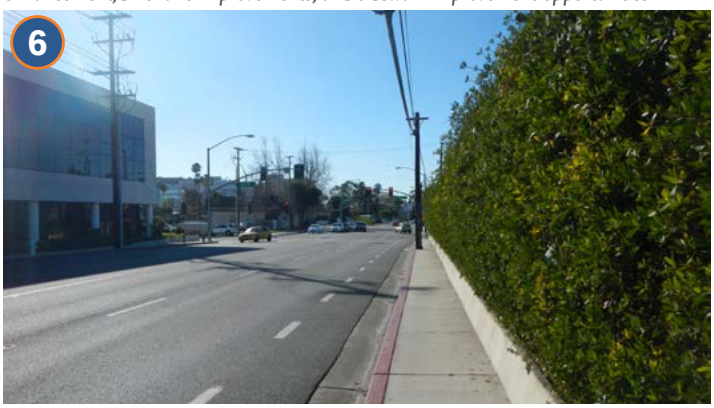
East side of Placentia Avenue looking north adjacent to Ebb Tide Development with bike lane improvements and 15' setback improvement opportunities



Intersection at Placentia Avenue and 15th Street looking north with crosswalk enhancement, bike lane improvements, and sidewalk improvement opportunities



Intersection at Placentia Avenue and 15th Street looking south with crosswalk enhancement and bike lane improvements



Bike lane and sidewalk improvement opportunities from Placentia Avenue looking south

PLACENTIA AVENUE PUBLIC REALM IMPROVEMENTS

- Increased setbacks for future development
- Sidewalk widening and meandering where appropriate
- Addition of parkways where space allows
- Drought-tolerant street trees, shrubs, and groundcover plant species
- Striped bike lanes
- Landscaped medians
- Site furnishings
- Require undergrounding utilities, where feasible

LEGEND

- SIDEWALK IMPROVEMENTS
- STRIPED BIKE LANES
- LANDSCAPE MEDIANS
- LOW-WATER-USE TREES
- LOW-WATER-USE SHRUBS AND GROUNDCOVER
- SITE FURNISHINGS
- STREETSCAPE IMPROVEMENTS AND MAINTENANCE PROGRAM

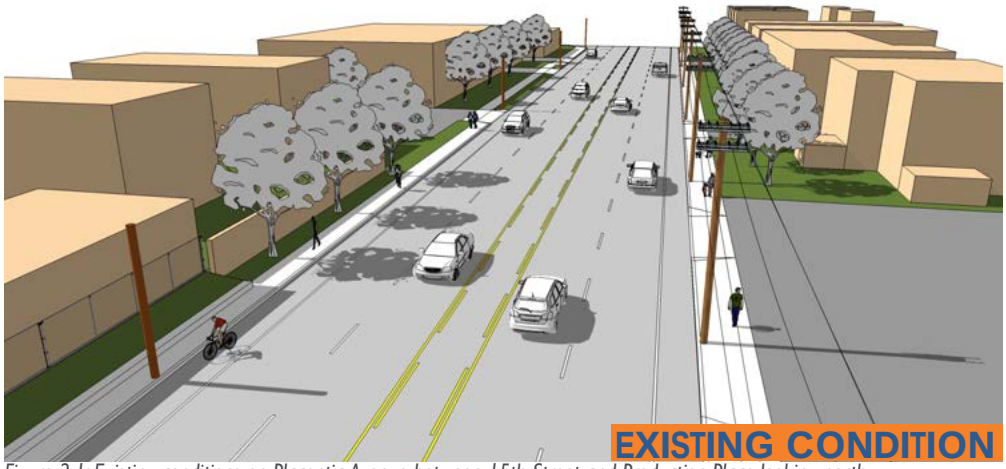


Figure 2.1: Existing conditions on Placentia Avenue between 15th Street and Production Place looking north

Figure 2.2: Placentia Avenue proposed improvements between 15th Street and Production Place looking north

2.4 PROPOSED IMPROVEMENTS

Placentia Avenue is a four-lane undivided, highly traveled road in the study area. The existing conditions perspective (Figure 2.1), shows the Placentia Avenue right-of-way between 15th Street and Production Place, and exhibits current conditions including varying sidewalk widths, building locations, and overhead powerline heights. Vehicular speeds consistent with an arterial road cause safety concerns for exposed pedestrians and bicyclists.

Several proposed improvements focus on streetscape beautification and pedestrian and bicycle safety are shown in the perspective in Figure 2.2. Recommended improvements designed to enhance pedestrian and bicycle safety and experience include meandering sidewalks, striped bike lanes, and additional site furnishings. A modified sidewalk configuration will allow space for planted parkways as well as provide opportunities to locate bus stops, site furnishings, signage, and utilities in a way that allows increased accessible movement along the corridor.

Additional site furnishings, as identified in Section 5.2 of this document, should be installed at approximately one location per block. Additional furnishings may be located on private property, should property owners choose to add to the theme and walkability of the area. An opportunity for an accessible bus stop also exists in front of the residential development across from Production Place.

Landscape medians are proposed for Placentia Avenue in locations which do not block or limit access to existing residences and businesses. Canopy trees with low shrub and groundcover are

Existing conditions on Placentia Avenue looking north

Proposed improvements along Placentia Avenue looking north

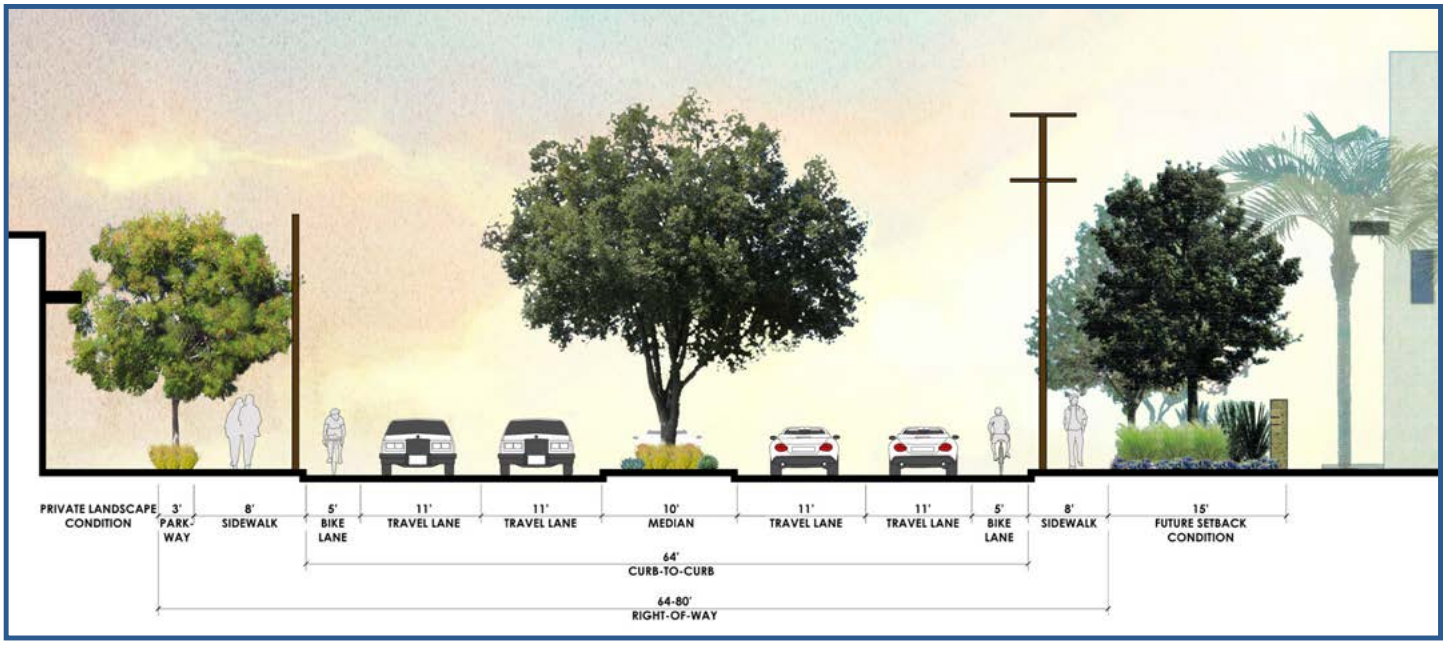
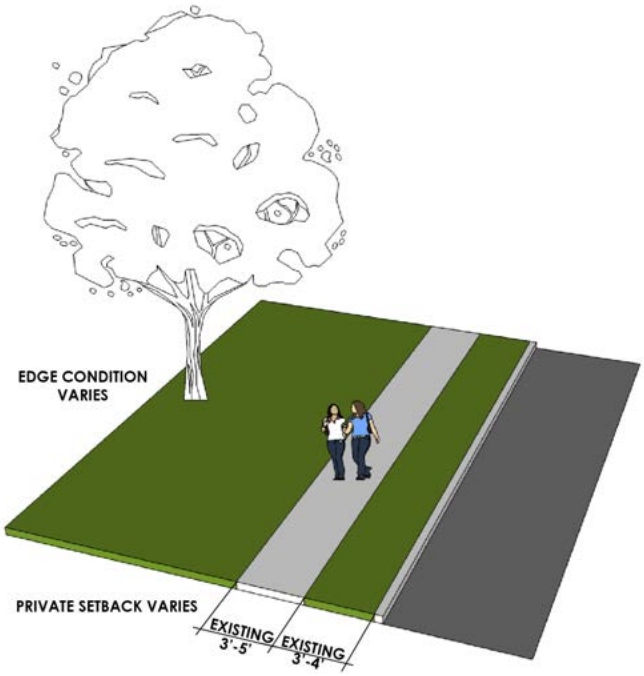
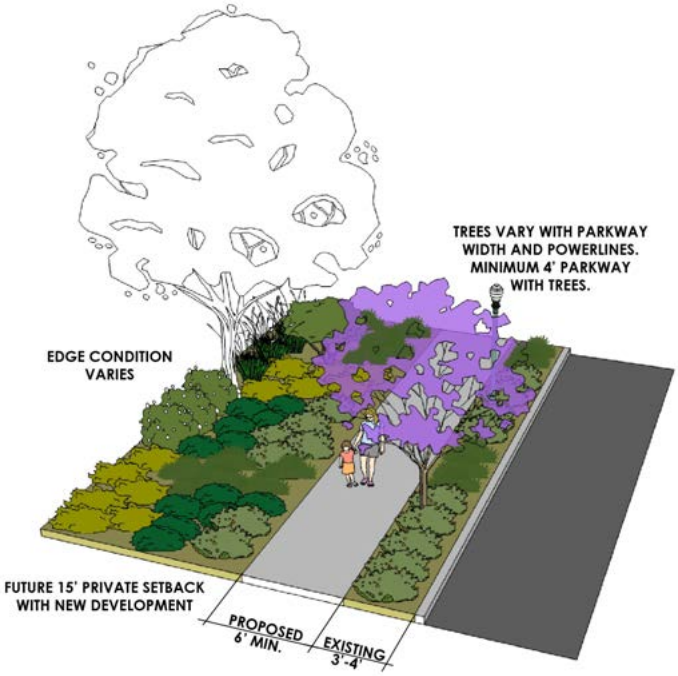


FIgure 2.3: Placentia Avenue proposed improvements looking north



Type A: Existing Condition



Type A: Proposed Improvements

recommended for median plantings to provide shade, while maintaining visibility along the corridor. Street trees should be planted in parkways with a width of four feet or greater. In areas where powerlines occur and will not be undergrounded at the time of improvements, trees with a smaller canopy height should be considered in order to avoid tree topping under the powerlines.

Low-water-use plant species for parkways, medians, and private landscape improvements have been selected and are included in Chapter 5: Landscape and Streetscape Amenities. A maintenance program tailored to the West Newport Mesa area is recommended as a future implementation item to ensure the area is well kept.

Future development should include a 15-foot setback from the street frontage to allow for street beautification, widened and meandered sidewalks with planted parkways, and increased space for pedestrian nodes and site furnishings (Figure 2.3). At the time of future development, the City may obtain an easement for these improvements.

2.4.1 PUBLIC REALM IMPROVEMENTS

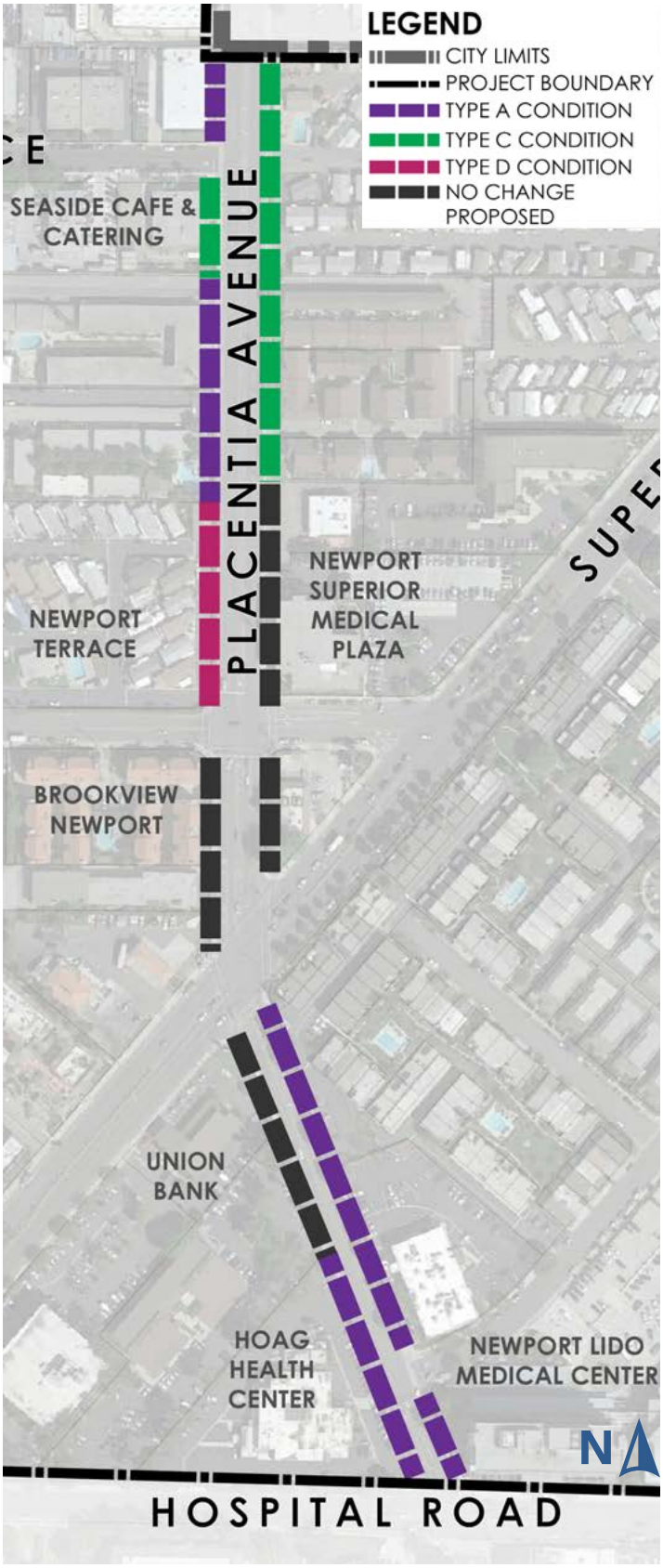
Four improvement types were identified for improvements along Placentia Avenue within the public realm. Recommended improvements are located based on existing conditions, available public right-of-way, and enhancement opportunities. Areas where no proposed changes occur are located where existing conditions are restrictive.

Type A: Existing Conditions:

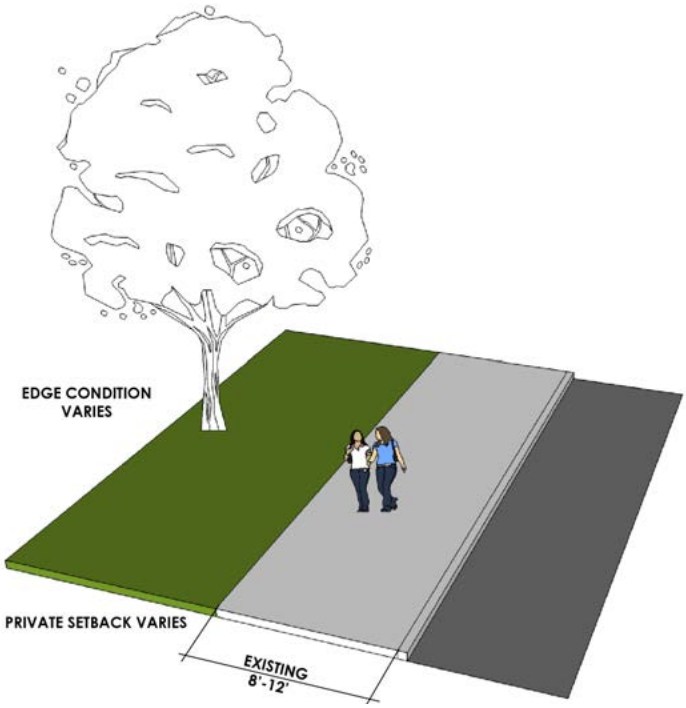
Currently, areas in the right-of-way have narrow sidewalks and missing trees, which make it hot and uncomfortable for walking. Many existing parkways include grass with a high need for water.

Type A: Proposed Improvements:

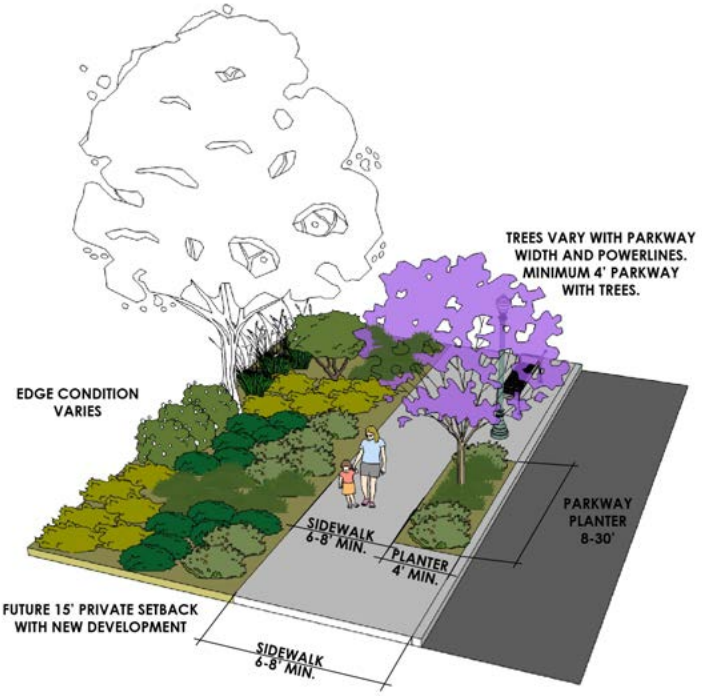
The sidewalk will be widened to make a more walkable pedestrian experience. Existing mature trees will be supplemented with lower story plants and groundcovers. New street trees will be added to provide additional shade for pedestrians and to beautify the street. Water-intensive lawn will be replaced with drought-tolerant, visually appealing shrubs that will preserve resources and add character to the street.



Placentia Avenue Streetscape Improvement Conditions



Type C: Existing Condition



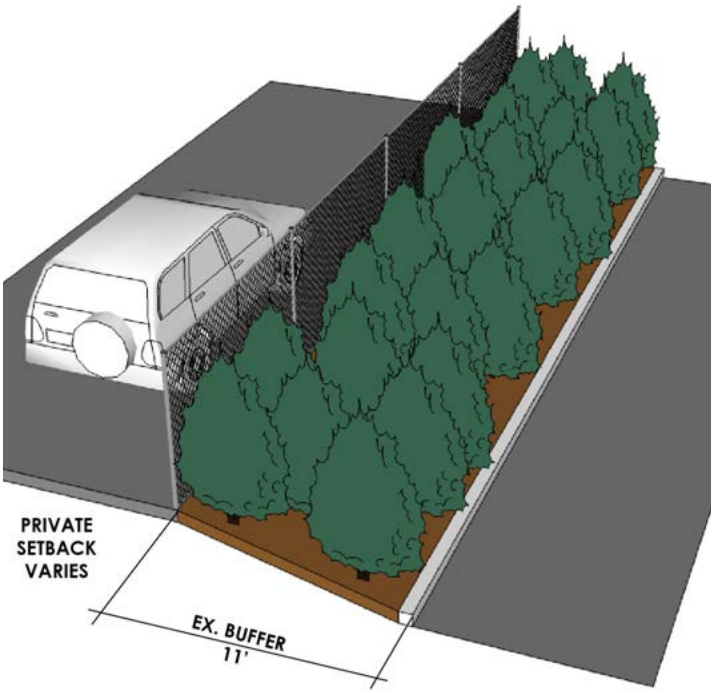
Type C: Proposed Improvements

Type C: Existing Conditions:

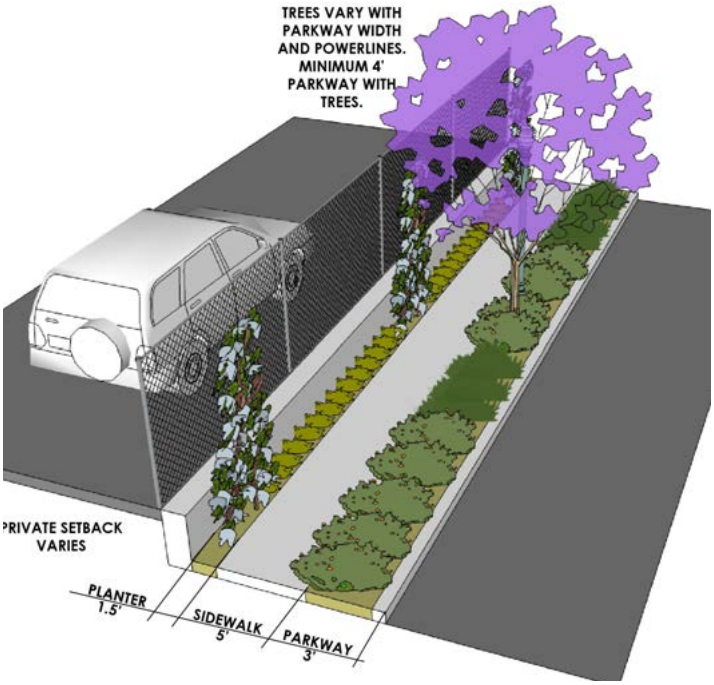
Lawn cover requires significant watering in order to maintain vitality. Long stretches of sidewalks have sparse tree spacing, offering little shade to pedestrians.

Type C: Proposed Improvements:

Buffering the sidewalk from the street with planters provides a pleasant pedestrian experience while adding character to the public realm. Augmenting mature trees with similar, shade-providing trees increases comfort for pedestrians and makes the street more attractive as a whole. Native and drought-tolerant planting will reduce water needs and soften the roadway edges along the street.



Type D: Existing Condition



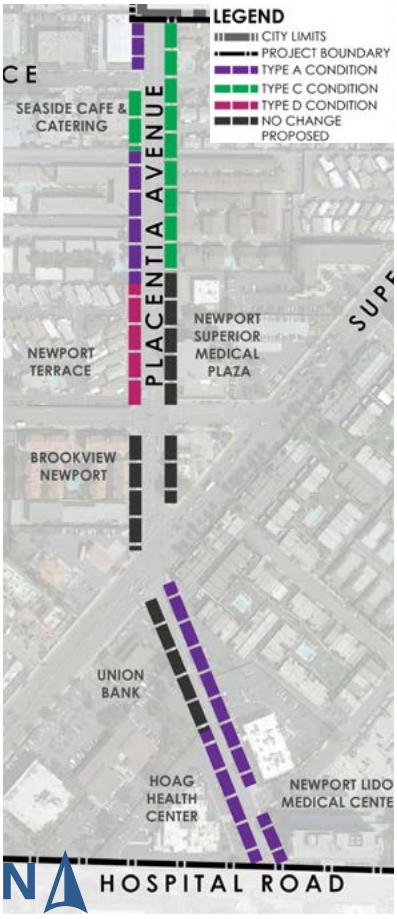
Type D: Proposed Improvements

Type D: Existing Conditions:

Lack of a sidewalk for pedestrians decreases connectivity, accessibility and discourages alternative transportation. Existing vegetation lacks cohesion to other community landscaping and decreases visibility, thereby decreasing pedestrian comfort.

Type D: Proposed Improvements:

The addition of a sidewalk creates a more walkable community by increasing connectivity. Parkway planters include attractive, drought-tolerant landscaping and buffer the pedestrian from the street. The addition of vines over the fence increases comfort for the pedestrian without compromising the visual buffer between the public and private realm.



Placentia Avenue Streetscape Improvement Conditions

2.5 CONCEPTUAL COST ESTIMATE

This section presents the estimated cost of public improvements identified within the Placentia Avenue corridor. These improvements include new sidewalks with additional landscaping, a new landscaped median, striped bike lanes, and street furnishings. Additional costs for area-wide improvements and implementation prioritization are identified within Chapter 6 and the original detailed cost estimate and background is provided within Appendix A of this document. While the overall cost of the public right-of-way improvements have been provided, it is possible that some of the financial burden will be met as part of private redevelopment within the study area. Cost estimates are shown as lump sum, rounded to the nearest thousand, include hard and soft costs, and assume prorates for general conditions, design contingency, and escalation. All cost estimates for construction are based on current 2016 rates. At the time of project bidding, it is important to ensure that a minimum of 4 to 5 valid bids are received.

Conceptual Cost Estimate

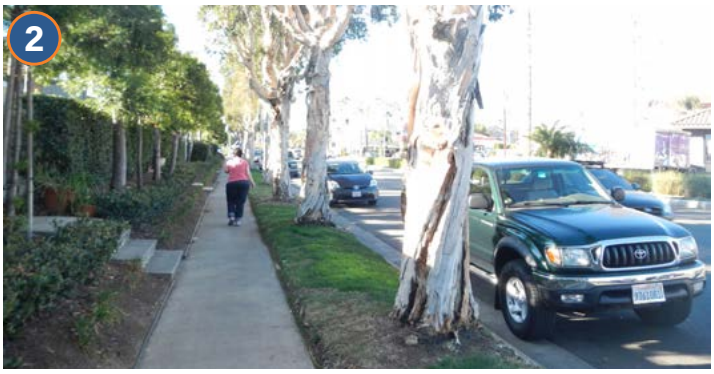
Project Improvements (new sidewalks with additional landscaping, bicycle facilities, landscaped medians, and street furnishings):

		$764,000
General Conditions:	10%	$ 77,000
Design Contingency:	30%	$229,000
Escalation to 2019:	14.76%	$113,000
Subtotal:		$1,183,000
Bonds:	02%	$ 24,000
Overhead and Profit:	08%	$ 95,000
Placentia Avenue Total Estimated Cost:		**$1,302,000**

3 | SUPERIOR AVENUE

West Newport Mesa Streetscape Master Plan

West side of Superior Avenue looking south with landscaped parkway opportunity



East side of Superior Avenue looking south with turf removal and replacement with low-water-use plant species opportunity

Superior Avenue and Placentia Avenue Intersection looking south with crosswalk enhancement opportunity

Superior Avenue median between Placentia Avenue and Hospital Road looking south

3.1 EXISTING CONDITIONS

Superior Avenue between 16th Street and Hospital Road has a wide open street character lined with medical, commercial, office, and residential development. The right-of-way is fairly wide along Superior Avenue, ranging from 80 to 100 feet. The following elements describe the existing conditions:

- Traffic speeds consistent with arterial road
- Multiple driveways and curb-cuts provide opportunities for pedestrian/bicycle/vehicular conflicts. Bicyclists have been observed riding on the sidewalk
- Class II bike lane south of the Placentia Avenue intersection
- Class III bike lane north of the Placentia Avenue intersection
- Lack of seating and trash receptacles
- Lack of buffer between the sidewalk and the street
- Power poles, utilities, and signage are located within sidewalks, creating accessibility issues
- Inconsistent landscape theme

3.2 OPPORTUNITIES

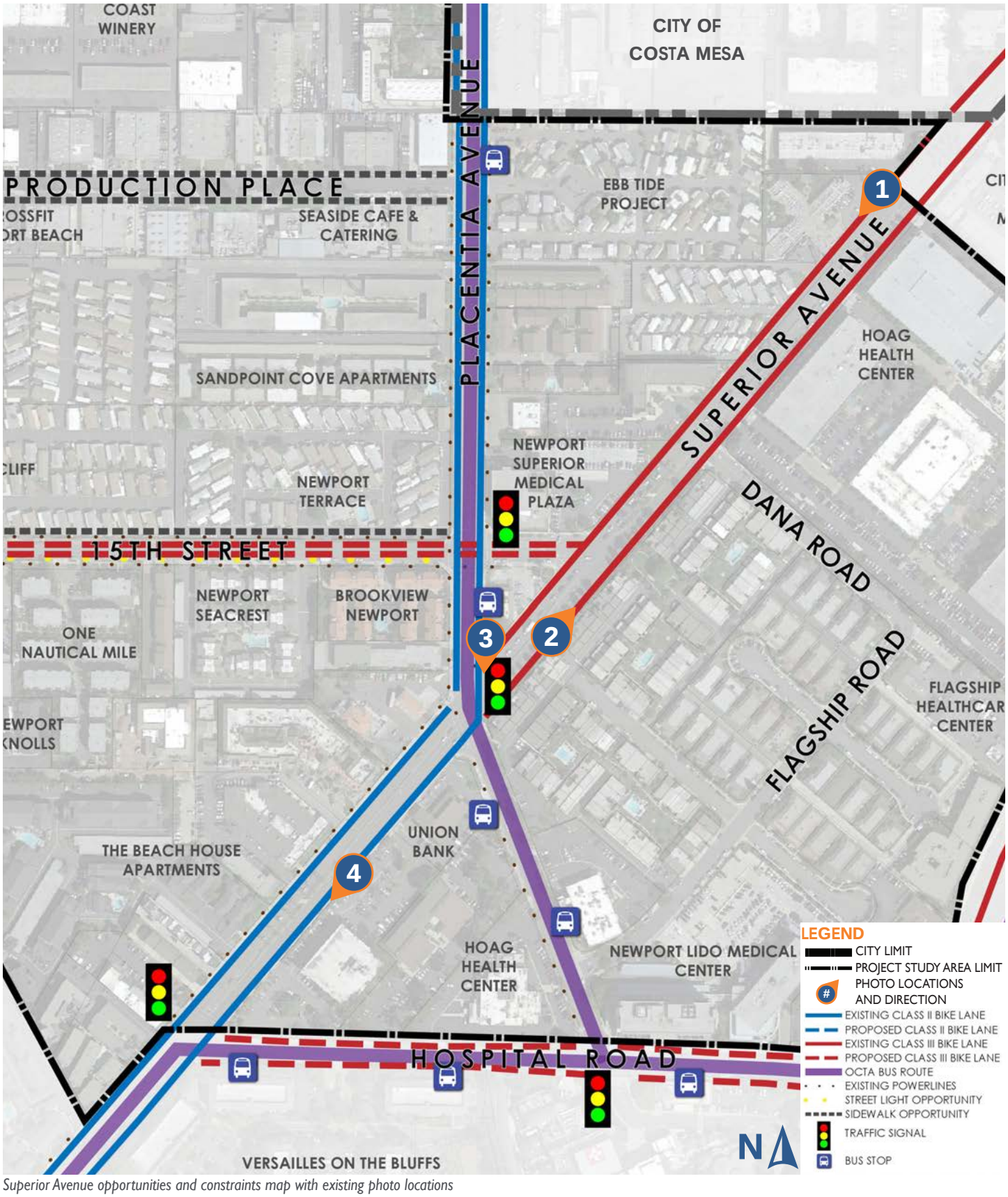
Several opportunities for improvement were identified with consideration to existing conditions and public input including:

- Driveway consolidation
- Landscape parkways
- Unified low-water-use plant theme
- Site furnishings
- Enhanced crosswalks
- City of Newport Beach gateway opportunity on north Superior Avenue when entering the City from Costa Mesa

3.3 PROPOSED IMPROVEMENTS

Superior Avenue is a four-lane divided, highly traveled road characterized by distinctive planted medians and adjacent to a variety of land uses. Landscaping located within parkways on and privately owned land varies in plant species and style. Turf parkways along the Superior Avenue corridor should be replaced with low-water-use shrubs and groundcover. Additional areas should be evaluated and replaced if excessive water use exists.

Street trees should be planted in existing and proposed parkways with a width of four feet or greater. In areas where powerlines occur, and will not be undergrounded at the time of improvements, trees with a smaller canopy height should be considered in order to avoid tree topping under powerlines.



Superior Avenue opportunities and constraints map with existing photo locations

Recommended plant species are provided in Chapter 5: Landscape and Streetscape Amenities. A unified landscape along Superior Avenue would help create a cohesive character for the corridor. Site furnishings, also identified in Chapter 5, should be installed once per block to improve walkability and the pedestrian environment.

Future development should include a 15-foot setback from the street frontage to allow for street beautification, widened and meandered sidewalks with planted parkways, and increased space for pedestrian nodes and site furnishings (Figure 2.3). At the time of future development, the City may obtain an easement for these improvements.

3.3.1 PUBLIC REALM IMPROVEMENTS

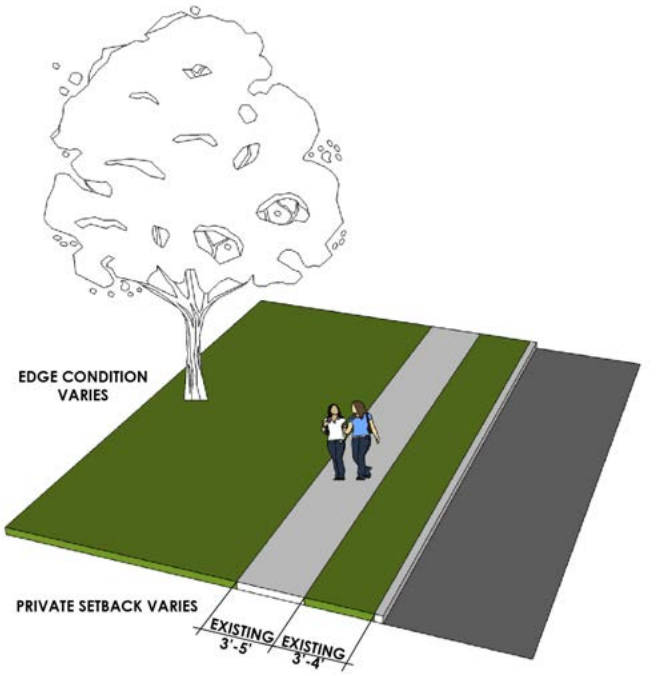
Two public realm improvement types were identified for improvements along Superior Avenue. Recommended improvements are located based on existing conditions, available public right-of-way, and enhancement opportunities. Areas where no proposed changes occur are located where existing conditions are restrictive.

Type A: Existing Conditions:

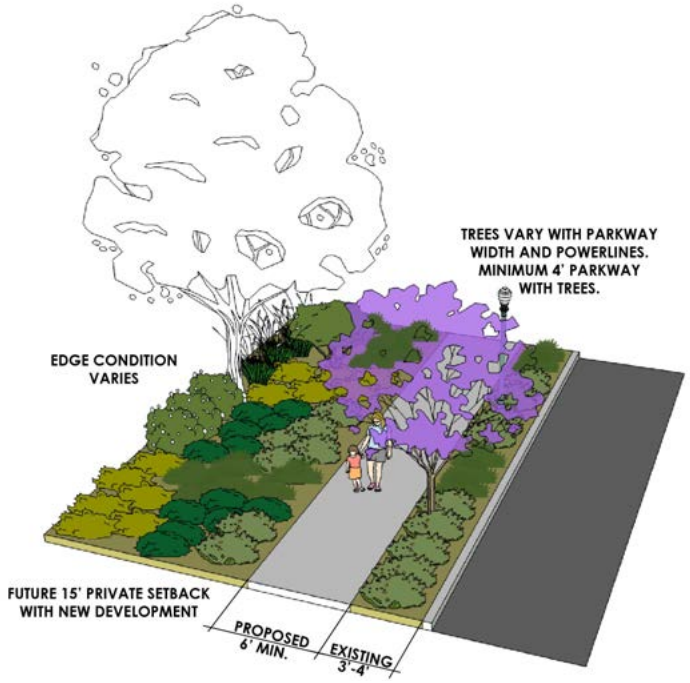
Currently, areas in the right-of-way have narrow sidewalks and missing trees which make it hot and uncomfortable for walking. Many existing parkways include grass with a high need for water.

Type A: Proposed Improvements:

The sidewalk will be widened to make a more walkable pedestrian experience. Existing mature trees will be supplemented with lower story plants and groundcovers. New street trees will be added to provide additional shade for pedestrians and to beautify the street. Water-intensive lawn will be replaced with drought-tolerant, visually appealing shrubs that will preserve resources and add character to the street.



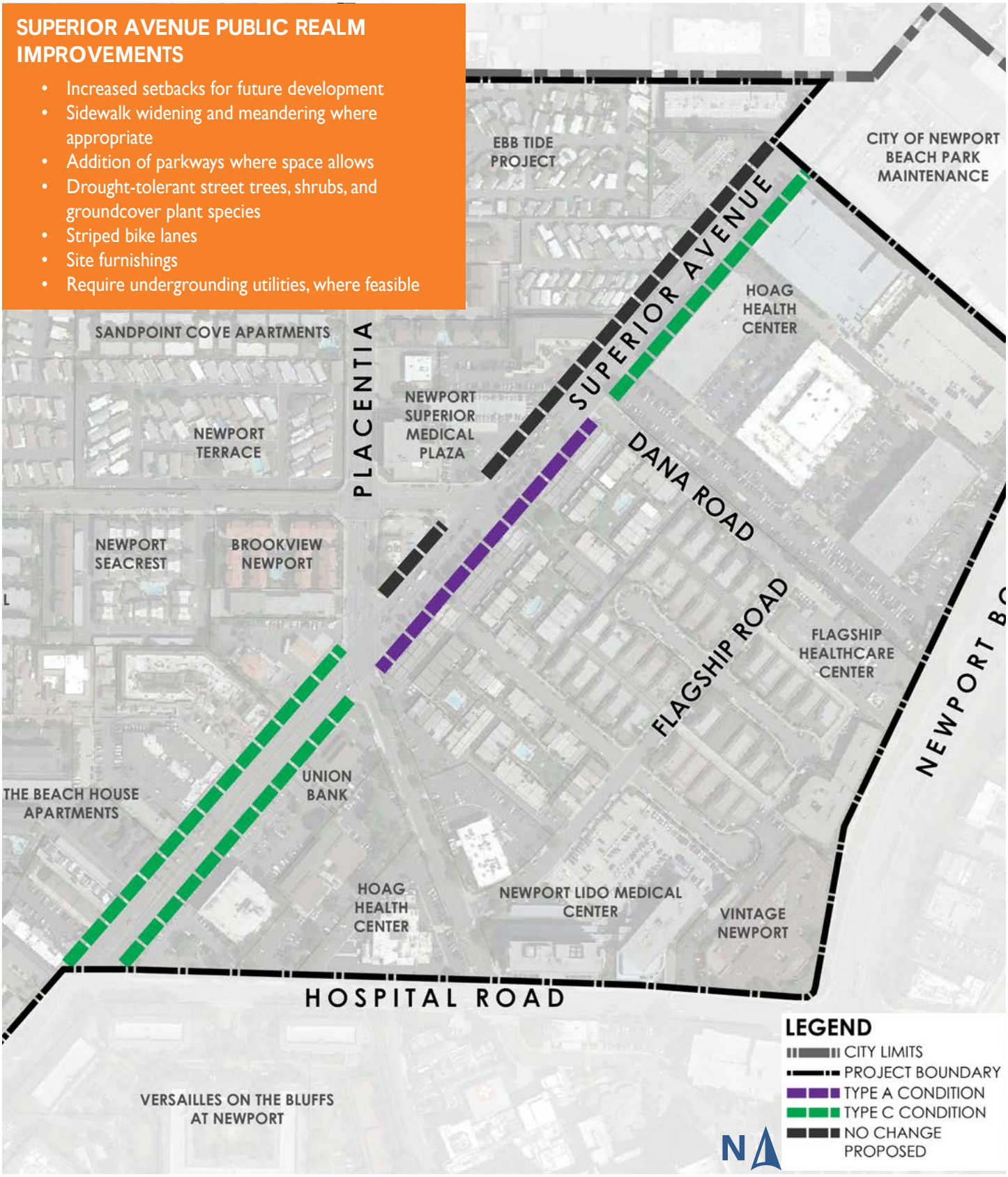
Type A: Existing Condition



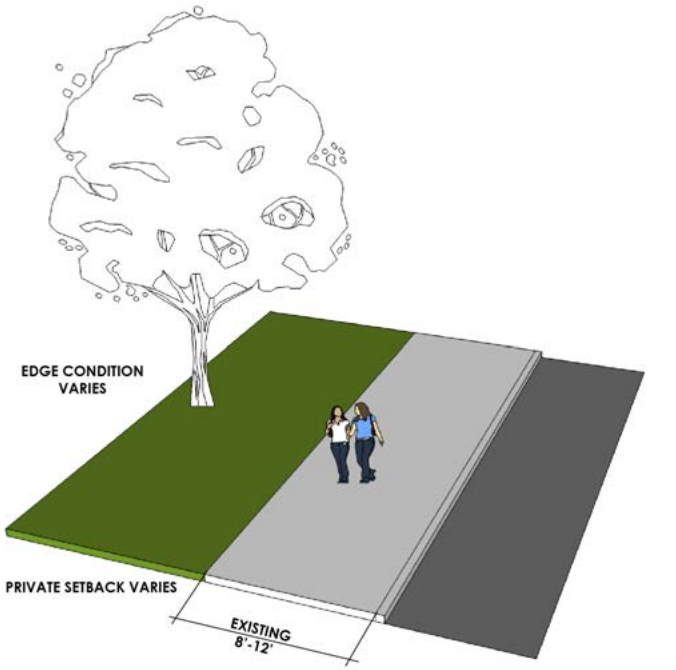
Type A: Proposed Improvements

SUPERIOR AVENUE PUBLIC REALM IMPROVEMENTS

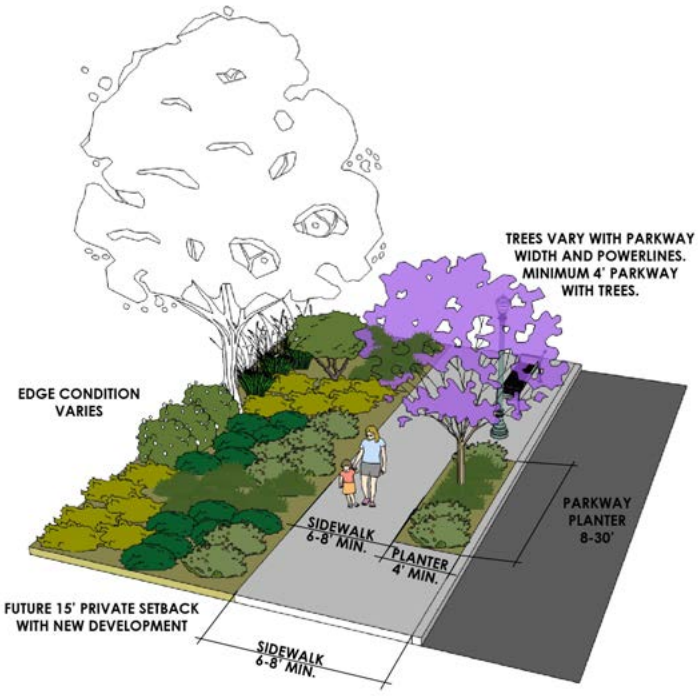
- Increased setbacks for future development
- Sidewalk widening and meandering where appropriate
- Addition of parkways where space allows
- Drought-tolerant street trees, shrubs, and groundcover plant species
- Striped bike lanes
- Site furnishings
- Require undergrounding utilities, where feasible



Superior Avenue Streetscape Improvement Conditions



Type C: Existing Condition



Type C: Proposed Improvements

Type C: Existing Conditions:

Lawn cover requires significant watering in order to maintain vitality. Long stretches of sidewalks have sparse tree spacing, offering little shade to pedestrians.

Type C: Proposed Improvements:

Buffering the sidewalk from the street with planters provides a pleasant pedestrian experience while adding character to the public realm. Augmenting mature trees with similar, shade-providing trees increases comfort for pedestrians and makes the street more attractive as a whole. Native and drought-tolerant planting will reduce water needs and soften the roadway edges along the street.

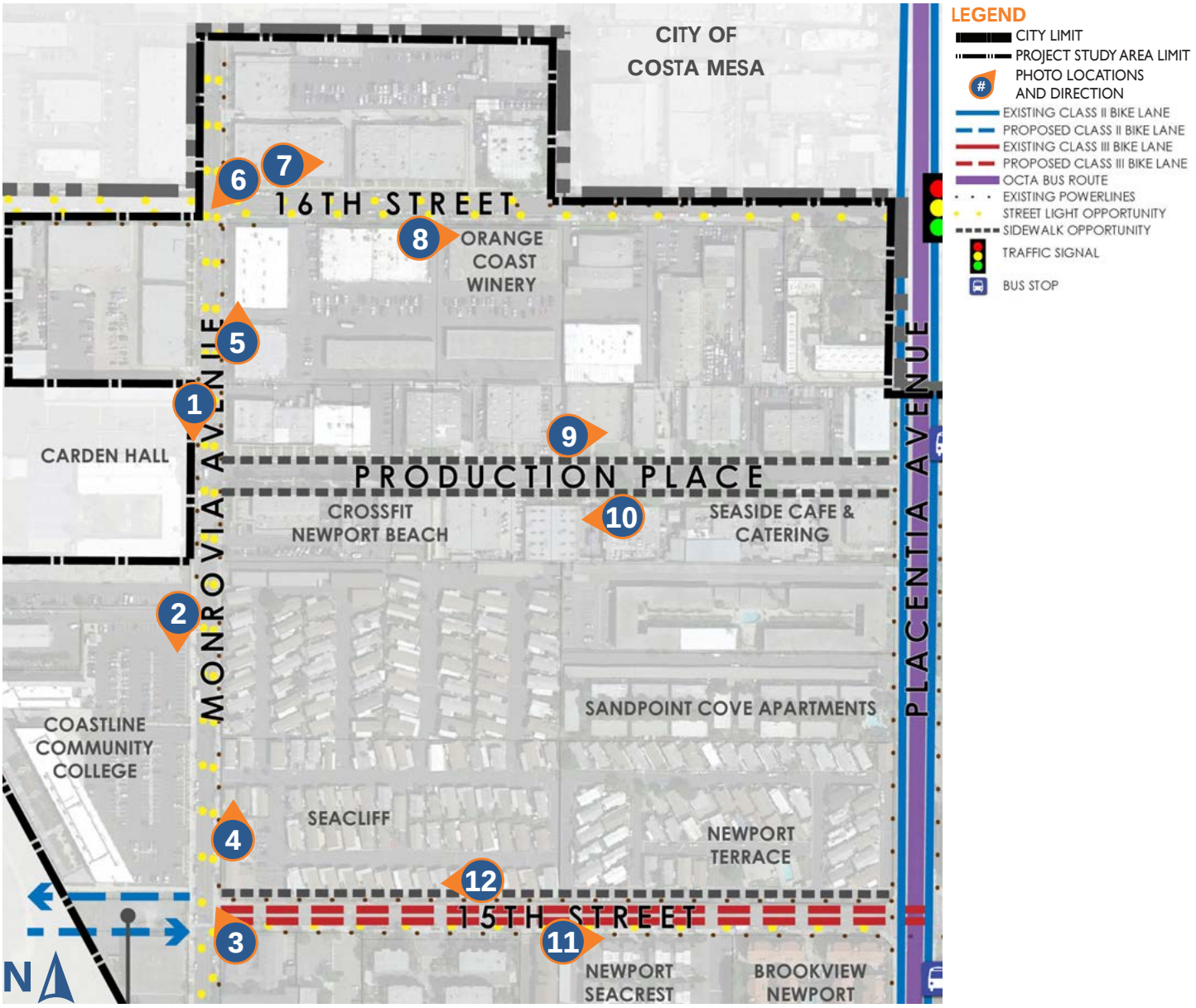
3.4 CONCEPTUAL COST ESTIMATE

This section presents the estimated cost of public improvements identified within the Superior Avenue corridor. These improvements include new sidewalks with additional landscaping, striped bike lanes, and street furnishings. Additional costs for area-wide improvements and implementation prioritization are identified within Chapter 6 and the original detailed cost estimate and background is provided within Appendix A of this document. While the overall cost of the public right-of-way improvements have been provided, it is possible that some of the financial burden will be met as part of private redevelopment within the study area. Cost estimates are shown as lump sum, rounded to the nearest thousand, include hard and soft costs, and assume prorates for general conditions, design contingency, and escalation. All cost estimates for construction are based on current 2016 rates. At the time of project bidding, it is important to ensure that a minimum of 4 to 5 valid bids are received.

Conceptual Cost Estimate

Project Improvements (new sidewalks with additional landscaping, bicycle facilities, and street furnishings):		$655,000
General Conditions:	10%	$ 66,000
Design Contingency:	30%	$197,000
Escalation to 2019:	14.76%	$ 97,000
Subtotal:		$1,015,000
Bonds:	02%	$ 20,000
Overhead and Profit:	08%	$ 81,000
Superior Avenue Total Estimated Cost:		**$1,116,000**

4 | MONROVIA AVENUE • 15TH STREET • PRODUCTION PLACE • 16TH STREET



Opportunities and constraints map with existing photo locations for Monrovia Avenue, 16th Street, Production Place, and 15th Street

4.1 INTRODUCTION

Monrovia Avenue, 16th Street, Production Place, and 15th Street share similar characteristics and opportunities for improvements. Chapter 4 describes the existing conditions and cost estimates, as well as proposed improvements for each of the corridors.

4.2 EXISTING CONDITIONS

4.2.1 MONROVIA AVENUE

Monrovia Avenue, from just north of 16th Street at the City boundary to the south ending of the cul-de-sac, has a neighborhood feel in comparison to Superior Avenue and Placentia Avenue. The 60-foot-wide right-of-way has two travel lanes, one in each direction, and there is parallel parking on either side of the street. Monrovia Avenue is flanked by industrial and residential uses. Coastline Community College and Carden Hall, a private school, are also located on the west side of the street. Several existing conditions include:

- Peak traffic patterns for Coastline Community College, drop off and pick up times for Carden Hall, and work hours for businesses and Production Avenue
- Pedestrian and bicycle travel is perceived as constrained

- On-street parking is often fully utilized
- Lack of bicycle facilities
- Lack of street furnishings and pedestrian lighting
- Overhead powerlines are located along segments of the street frontage
- Landscape parkways on both sides of the street
- Varying landscape palette including turf, low-water-use planting, and trees

West side of Monrovia Avenue looking south at Carden Hall

West side of Monrovia Avenue looking south at Coastline Community College

Monrovia Avenue and 15th Street intersection looking northwest with enhanced crosswalk and bulbout opportunity

East side of Monrovia Avenue looking north adjacent to Seacliff

East side of Monrovia Avenue looking north with turf removal and replacement with low-water-use plant species opportunity

Monrovia Avenue and 16th Street intersection looking southwest with crosswalk enhancement and bulbout opportunity

4.2.2 16TH STREET

16th Street, from Placentia Avenue west to Monrovia Avenue, includes a light industrial use neighborhood, half of which is located within the City of Costa Mesa on the north side of the street. At the far west end of 16th Street is the Newport Beach City Utilities Yard, and a possible future location for the West Newport Beach Community Center. The right-of-way for 16th Street is 60 feet wide and has two travel lanes with parallel parking on both sides of the south side of the street. A few existing conditions include:

- Lack of bicycle facilities
- Turf parkway and sidewalks on the north and south side
- Powerlines line most of the north side.
- Lighting is limited to street lights attached to power poles
- Varying plant palette
- Lack of site furnishings

4.2.3 PRODUCTION PLACE

Production Place, from Monrovia Avenue to Placentia Avenue, is bordered by industrial buildings. The right-of-way is 60 feet wide and includes two travel lanes, parallel parking and sidewalk flanking either side of the street, and some landscape areas. A few existing conditions include:

- Narrow sidewalks without landscaped parkways to buffer the street edge
- Utilities and signage located in the sidewalk
- Inconsistent street lighting
- Turf dominant planting with a few street trees on the south side of the street
- Varying traffic patterns due to Coastline Community College, drop off and pick up times for Carden Hall, and work hours for businesses

4.2.4 15TH STREET

15th Street, from Superior Avenue west, is a predominantly residential street with dense housing. Pacifica Christian High School is located at the old West Newport Community Center building. Coastline Community College and the future Kobe Inc. Headquarters bookend the west end of 15th Street, while commercial, medical, and office buildings bookend the east end. The right-of-way varies from 60 to 72 feet wide, containing two travel lanes and parallel parking on both sides. Several existing conditions are listed below:

- Lack of on-street parking
- Varying sidewalk width and parkway
- Utilities, signs, and power poles on the south side of the street located in the sidewalk
- Powerlines on north side of the street
- Decomposed granite path on north side parkway
- Lack of bicycle facilities
- Inconsistent lighting on the south side.
- Visibility concerns at the Placentia Avenue and Superior Avenue intersections

4.3 OPPORTUNITIES

With consideration to existing conditions and public input, several opportunities for improvement were identified:

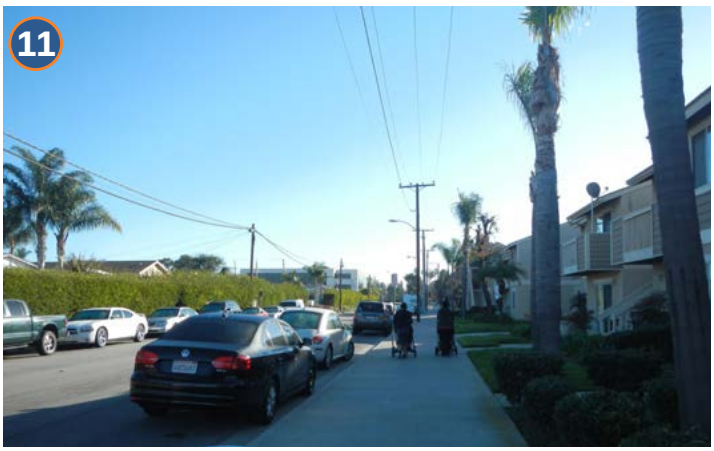
- Pedestrian lighting for increased visibility and walkability.
- Sharrows for bicycle safety and awareness
- Enhanced crosswalks and curb extensions at intersections to increase visibility and safety
- Turf removal and replacement with low-water-use planting
- Shared parking program with Coastline Community College
- Wayfinding directional signage for major destinations
- Additional street trees
- Consistent plant palette to unify the street
- Site furnishings
- Sidewalk improvements

North side of 16th Street looking east with opportunity for landscape improvements and bike facilities

South side of 16th Street looking east with landscape improvements and bike facility opportunities

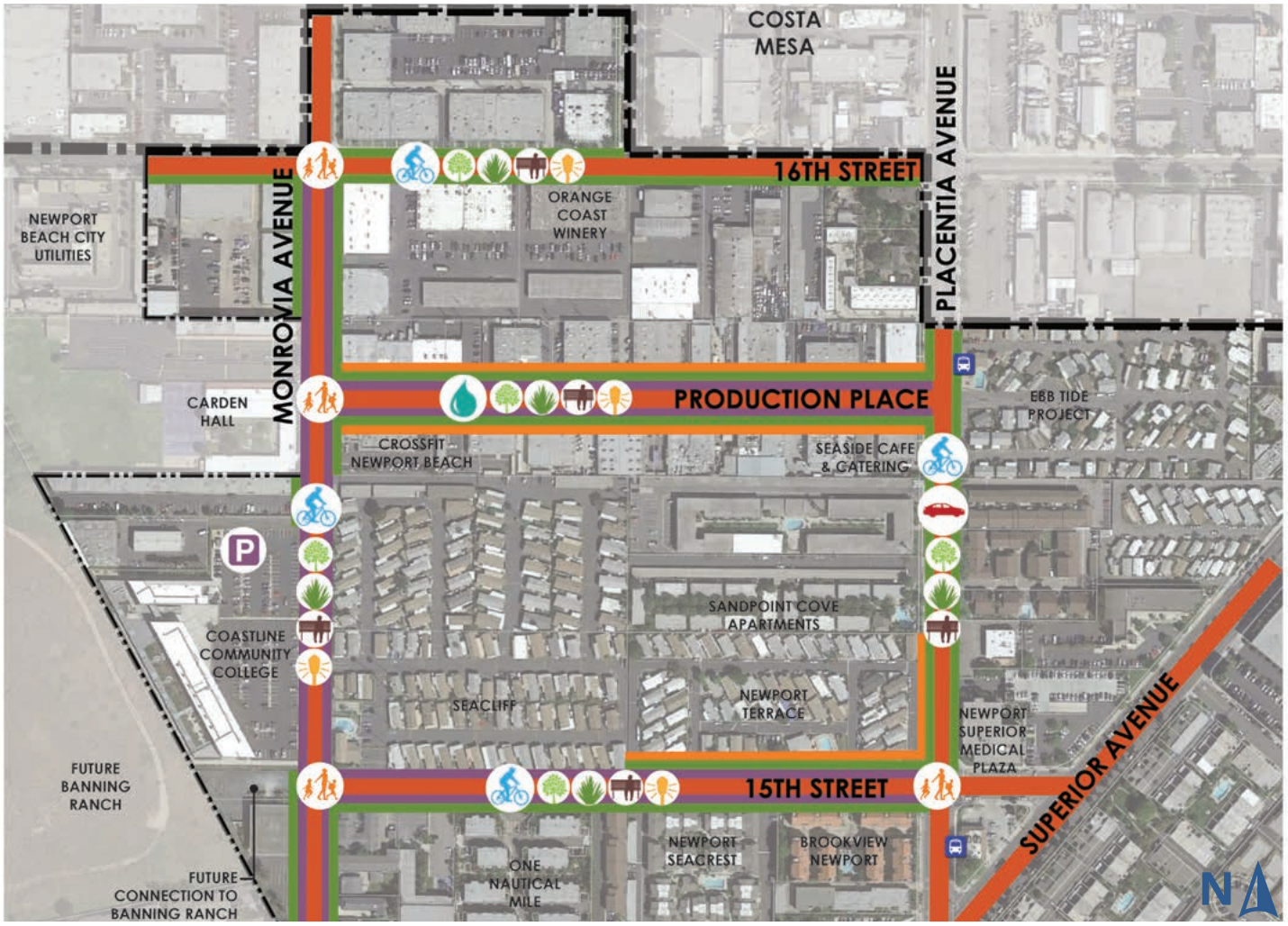
North side of Production Place looking east with sidewalk improvements, turf removal and replacement, and increased lighting opportunities

South side of Production Place looking west with sidewalk improvements, turf removal and replacement, and increased lighting opportunities



15th Street looking east from the south side of the street with parkway, sharrow, and lighting opportunities

15th Street looking west from the north side of the street with sharrow opportunities



Proposed improvements for Monrovia Avenue, 16th Street, Production Place, and 15th Street

4.4 PROPOSED IMPROVEMENTS

Monrovia Avenue, 16th Street, Production Place, and 15th Street are considered the neighborhood streets of the study area. They are all characterized by varying sidewalk and parkway widths, but are generally similar in needs including pedestrian and bicycle improvements, low-water-use planting, additional site furnishings, and increased parking.

Pedestrian and bicycle improvements for this area include new meandering and wider sidewalks, enhanced crosswalks, bulbouts, and sharrows. Enhanced crosswalks and bulbouts are envisioned at the 16th Street, Production Place, and 15th Street intersections at Monrovia Avenue, reducing the crossing distances and increasing the visibility for pedestrians. Bike sharrows are proposed in the area to elevate the importance of bicyclists in the area. A sharrow is a street marking which is placed in a travel lane to notify drivers that bicyclists can legally ride in the roadway.

Turf is present on the four streets in parkway and privately owned landscape areas. Low-water-use planting should replace turf in all parkway and City controlled right-of-ways. Opportunities for street trees should be considered to provide more shade along the streets. Street trees should be planted in existing and proposed parkways with a width of

LEGEND

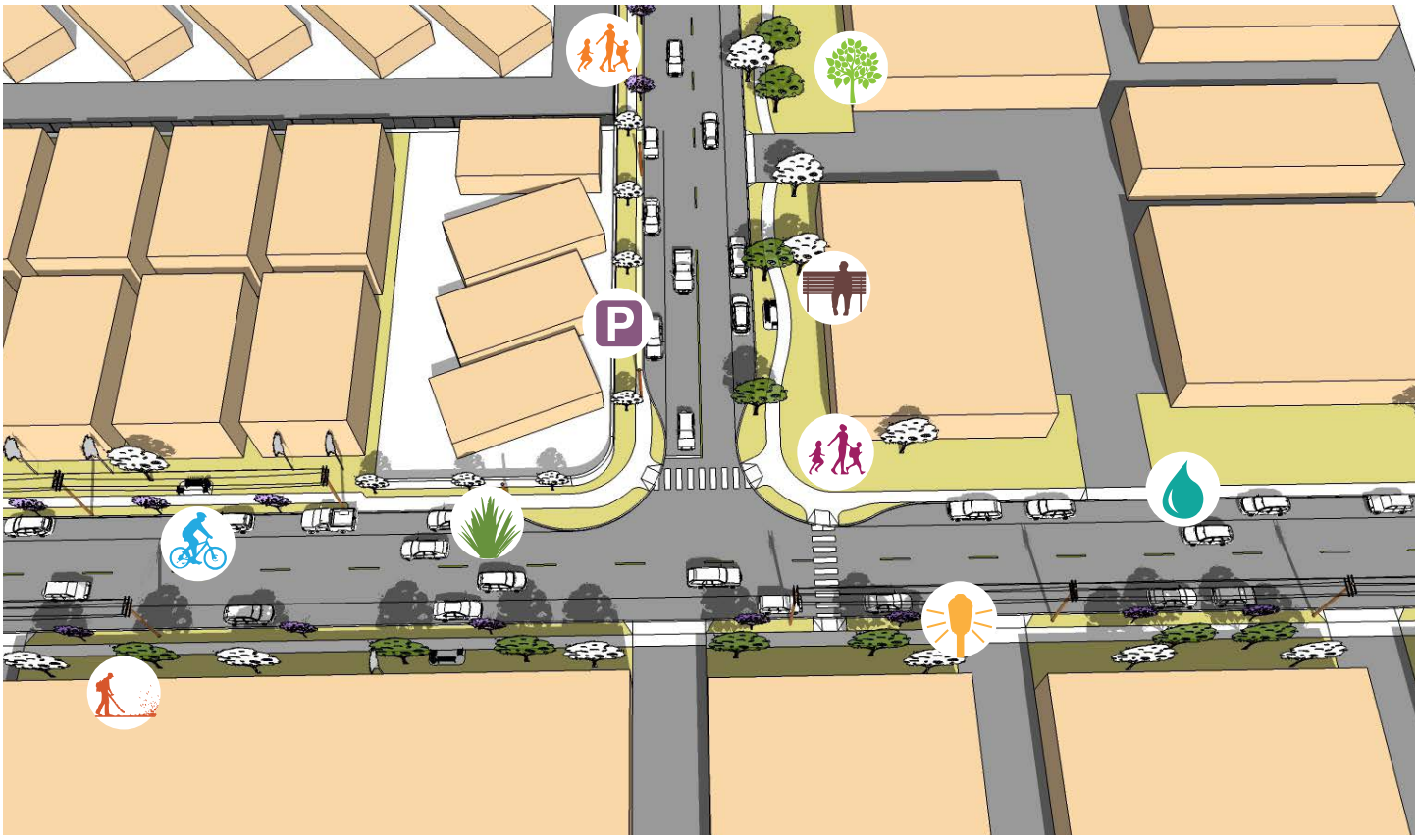
- CITY LIMIT
- PROJECT STUDY AREA LIMIT
- STREETSCAPE BEAUTIFICATION
- PARKING
- LOW WATER USE NATIVE PLANTING
- SIDEWALK IMPROVEMENTS
- ENHANCED CROSSWALKS AND BULBOUTS
- SHARROWS AND STRIPED LANES
- NEW STREET LANDSCAPE MEDIANS
- STREET TREES AND DROUGHT TOLERANT PLANTING
- SITE FURNISHINGS
- PEDESTRIAN LIGHTING
- PARKING PROGRAMS
- IMPROVE STREET DRAINAGE
- EXISTING BUS STOP

four feet or greater. In areas where powerlines occur, and will not be undergrounded at the time of improvements, trees with a smaller canopy height should be considered in order to avoid tree topping under powerlines. A cohesive plant palette will help create a more unified character for the neighborhood streets and the study area as a whole. Site furnishings should be considered to provide seating nodes with trash receptacles and appropriate lighting. Site furnishings and lighting recommendations can be found in Chapter 5: Landscape and Streetscape Amenities.

LEGEND

- SIDEWALK IMPROVEMENTS, BULBOUT AND CROSSWALK ENHANCEMENTS
- SHARROWS
- LOW-WATER-USE TREES
- LOW-WATER-USE SHRUBS AND GROUNDCOVER
- SITE FURNISHINGS
- LIGHTING
- STREETSCAPE IMPROVEMENTS AND MAINTENANCE PROGRAM
- PARKING SHARE PROGRAMS
- DRAINAGE

Existing conditions for Monrovia Avenue, 16th Street, Production Place, and 15th Street



Various proposed conditions for Monrovia Avenue, 16th Street, Production Place, and 15th Street

Monrovia Avenue, Production Place, and 15th Street all have a shortage of available on-street parking. Parking share programs with Coastline Community College and Pacifica Christian High School should be explored, in an effort to alleviate the parking shortage.

Future development should include a 15-foot setback from the street frontage to allow for street beautification, widened and meandered sidewalks with planted parkways, and increased space for pedestrian nodes and site furnishings (Figure 2.3). At the time of future development, the City may obtain an easement for these improvements.

4.4.1 PUBLIC REALM IMPROVEMENTS

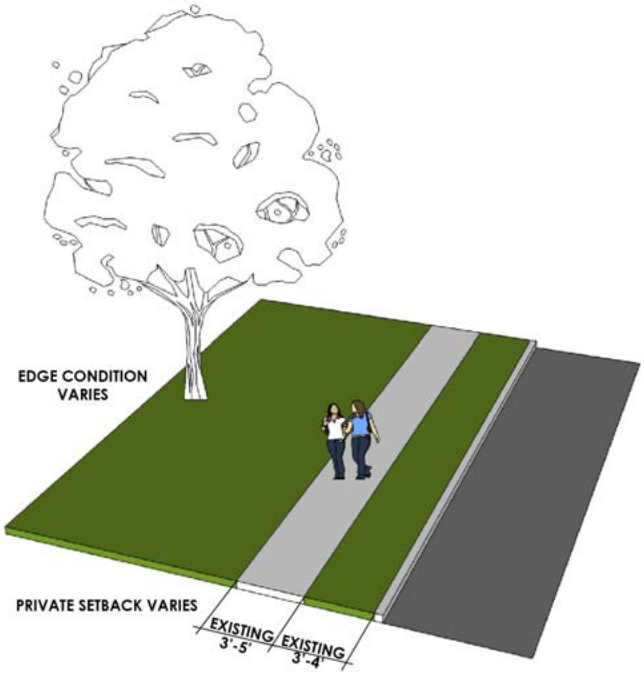
Four public realm improvement types were identified for improvements along Monrovia Avenue, 16th Street, Production Place, and 15th Street. Recommended improvements are located based on existing conditions, available public right-of-way, and enhancement opportunities. Areas where no proposed changes occur are located where existing conditions are restrictive.

Type A: Existing Conditions:

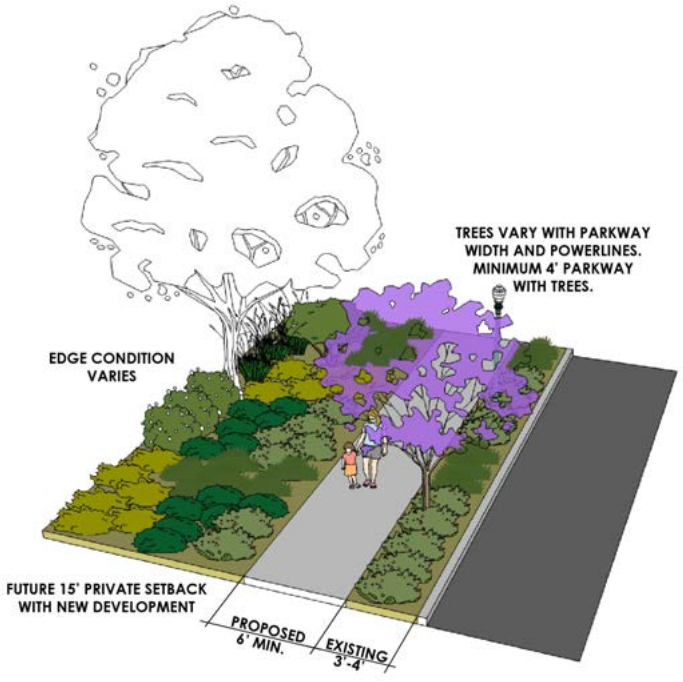
Currently, areas in the right-of-way have narrow sidewalks and missing trees which make it hot and uncomfortable for walking. Many existing parkways include grass with a high need for water.

Type A: Proposed Improvements:

The sidewalk will be widened to make a more walkable pedestrian experience. Existing mature trees will be supplemented with lower story plants and groundcovers. New street trees will be added to provide additional shade for pedestrians and to beautify the street. Water-intensive lawn will be replaced with drought-tolerant, visually appealing shrubs that will preserve resources and add character to the street.



Type A: Existing Condition



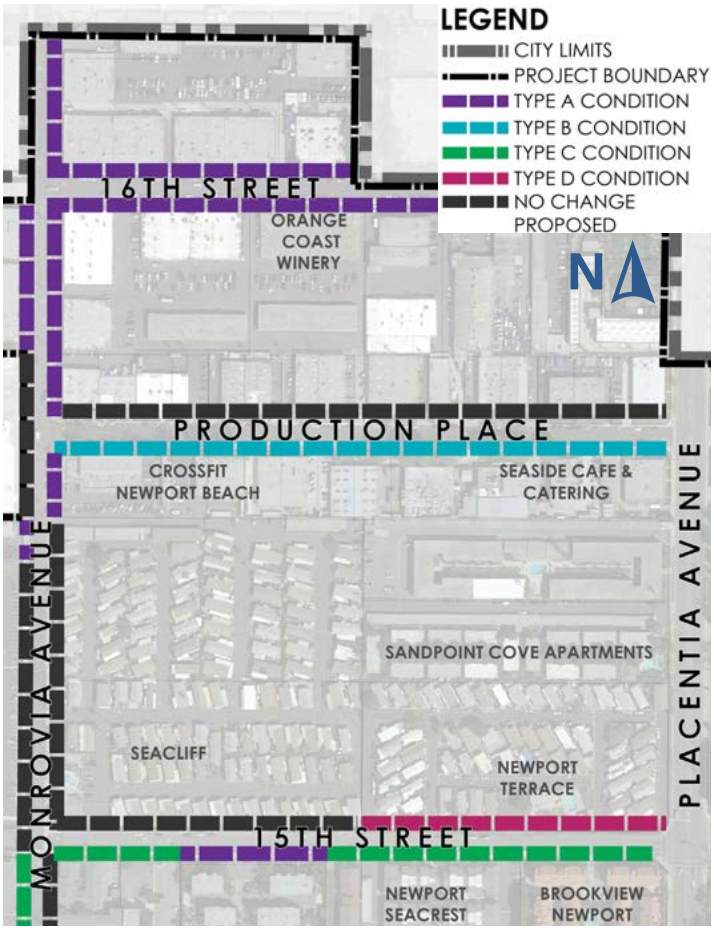
Type A: Proposed Improvements

Type B: Existing Conditions:

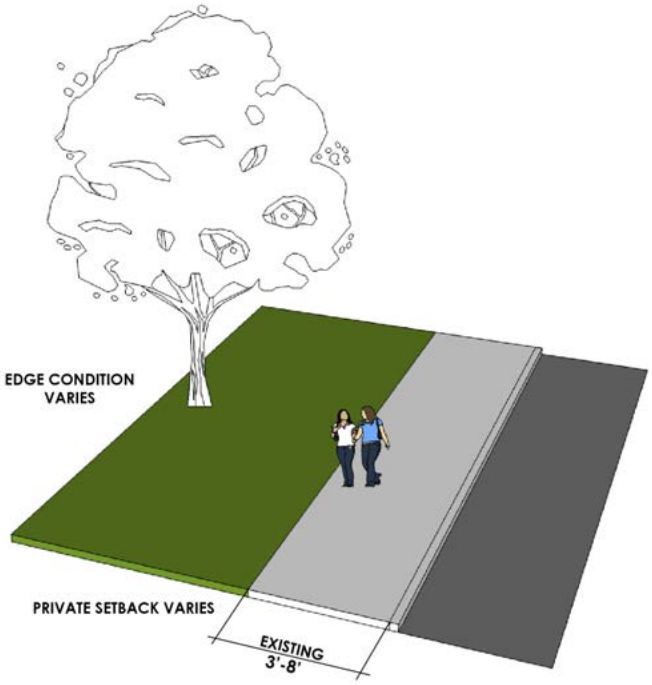
The current sidewalk in place provides no buffer to the street, resulting in a barren and exposed space. The lawn in the adjacent landscape require intense water needs and frequent maintenance.

Type B: Proposed Improvements:

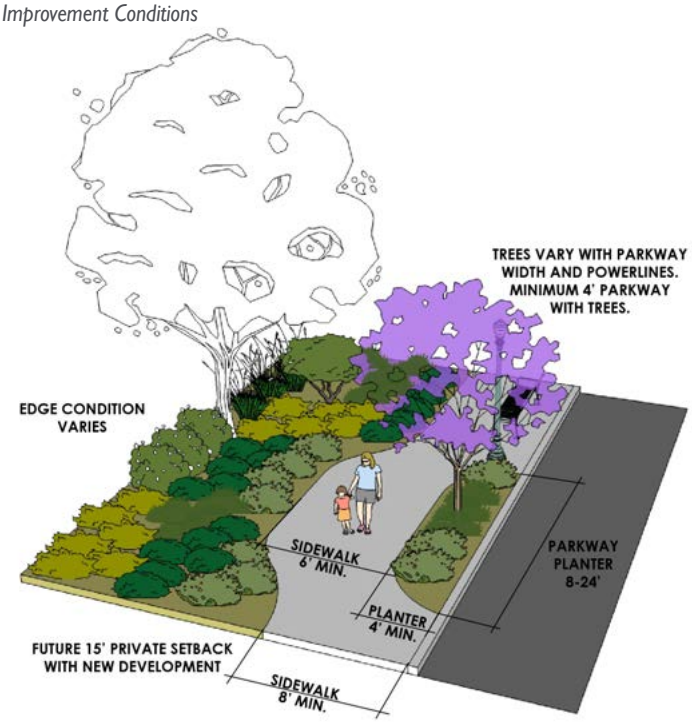
Proposed improvements include adding parkway planters to buffer the street, improving pedestrian comfort, and allowing the sidewalk to meander in wider right-of-ways. Additional trees will shade pedestrians and grow to add character to the street. Replacing water-intensive lawn with drought-resistant, native landscaping preserves resources and adds visual appeal.



Monrovia Avenue, 16th Street, Production Place, and 15th Street Streetscape Improvement Conditions



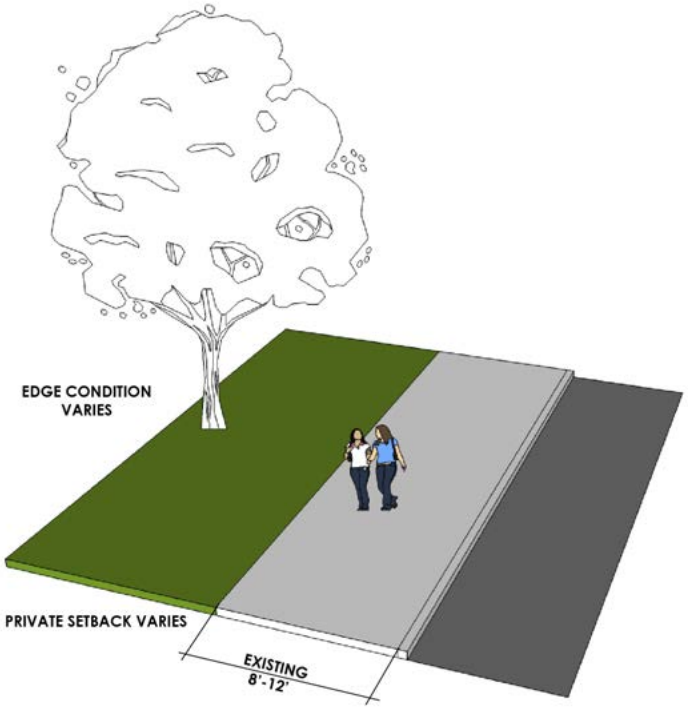
Type B: Existing Condition



Type B: Proposed Improvements

Type C: Existing Conditions:

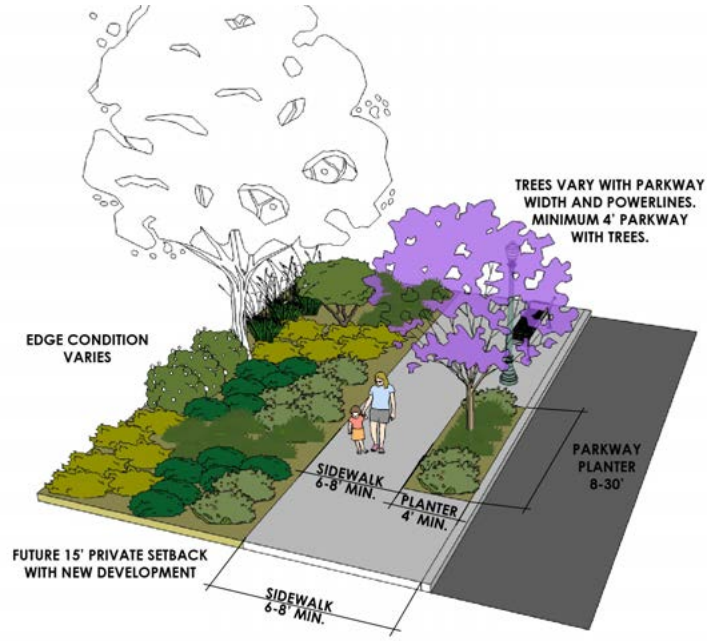
Lawn cover requires significant watering in order to maintain vitality. Long stretches of sidewalks have sparse tree spacing, offering little shade to pedestrians.



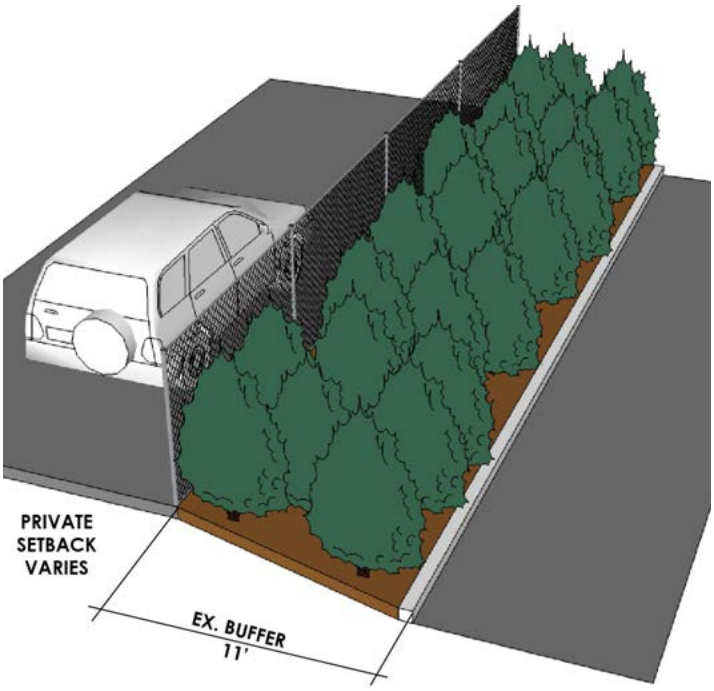
Type C: Existing Condition

Type C: Proposed Improvements:

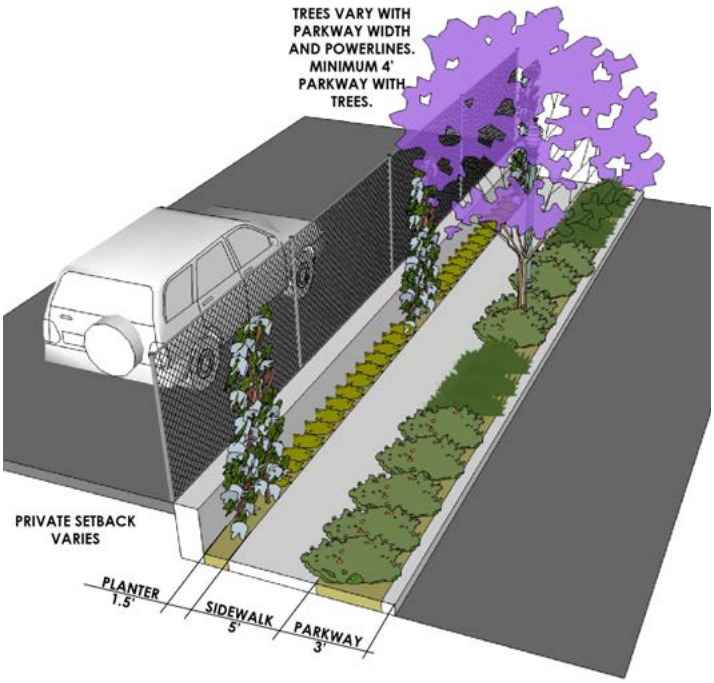
Buffering the sidewalk from the street with planters provides a pleasant pedestrian experience while adding character to the public realm. Augmenting mature trees with similar, shade-providing trees increases comfort for pedestrians and makes the street more attractive as a whole. Native and drought-tolerant planting will reduce water needs and soften the roadway edges along the street.



Type C: Proposed Improvements



Type D: Existing Condition



Type D: Proposed Improvements

Type D: Existing Conditions:

Lack of a sidewalk for pedestrians decreases connectivity, accessibility, and discourages alternative transportation. Existing vegetation lacks cohesion to other community landscaping and decreases visibility, thereby decreasing pedestrian comfort.

Type D: Proposed Improvements:

The addition of a sidewalk creates a more walkable community by increasing connectivity. Parkway planters include attractive, drought-tolerant landscaping and buffer the pedestrian from the street. The addition of vines over the fence increases comfort for the pedestrian without compromising the visual buffer between the public and private realm.

MONROVIA AVENUE, 15TH STREET, PRODUCTION PLACE, AND 16TH STREET PUBLIC REALM IMPROVEMENTS

- Increased setbacks for new development
- Sidewalk widening and meandering where appropriate
- Addition of parkways where space allows
- Drought-tolerant street trees, shrubs, and groundcover plant species
- Bulbouts
- Enhanced crosswalks
- Sharrows
- Site furnishings
- Pedestrian lighting
- Parking share programs
- Improvements to street drainage
- Require undergrounding utilities, where feasible

15th Street existing conditions looking east

15th Street proposed improvements looking east

4.5 CONCEPTUAL COST ESTIMATE

This section presents the estimated cost of public improvements identified within the Monrovia Avenue, 16th Street, Production Place, and 15th Street corridors. These improvements include bulbouts with bioswales, new sidewalks with additional landscaping, bicycle sharrows, pedestrian oriented street lighting, and street furnishings. Additional costs for area-wide improvements and implementation prioritization are identified within Chapter 6 and the original detailed cost estimate and background is provided within Appendix A of this document. While the overall cost of the public right-of-way improvements have been provided, it is possible that some of the financial burden will be met as part of private redevelopment within the study area. Cost estimates are shown as lump sum, rounded to the nearest thousand, include hard and soft costs, and assume prorates for general conditions, design contingency, and escalation. All cost estimates for construction are based on current 2016 rates. At the time of project bidding, it is important to ensure that a minimum of 4 to 5 valid bids are received.

Monrovia Avenue

Project Improvements (new bulbouts/bioswales, sidewalks with additional landscaping, bicycle facilities, pedestrian oriented lighting, and street furnishings):		$678,000
General Conditions:	10%	$ 68,000
Design Contingency:	30%	$203,000
Escalation to 2019:	14.76%	$100,000
Subtotal:		$1,049,000
Bonds:	02%	$ 21,000
Overhead and Profit:	08%	$ 84,000
Monrovia Avenue Total Estimated Cost:		**$1,154,000**

16th Street

Project Improvements (new bulbouts/bioswales, sidewalks with additional landscaping, bicycle facilities, pedestrian oriented lighting, and street furnishings):		$591,000
General Conditions:	10%	$ 59,000
Design Contingency:	30%	$177,000
Escalation to 2019:	14.76%	$ 87,000
Subtotal:		$914,000
Bonds:	02%	$ 18,000
Overhead and Profit:	08%	$ 73,000
16th Street Total Estimated Cost:		**$1,005,000**

Production Place

Project Improvements (new sidewalks with additional landscaping, pedestrian oriented lighting, and street furnishings):		$390,000
General Conditions:	10%	$ 39,000
Design Contingency:	30%	$117,000
Escalation to 2019:	14.76%	$ 58,000
Subtotal:		$604,000
Bonds:	02%	$ 12,000
Overhead and Profit:	08%	$ 48,000
Production Place Total Estimated Cost:		**$ 664,000**

15th Street

Project Improvements (new bulbouts/bioswales, sidewalks with additional landscaping, bicycle facilities, pedestrian oriented lighting, and street furnishings):		$793,000
General Conditions:	10%	$ 79,000
Design Contingency:	30%	$238,000
Escalation to 2019:	14.76%	$117,000
Subtotal:		$1,227,000
Bonds:	02%	$ 25,000
Overhead and Profit:	08%	$ 98,000
15th Street Total Estimated Cost:		**$1,350,000**

5 | LANDSCAPE AND STREETSCAPE AMENITIES

LEGEND

- CITY LIMIT
- PROJECT STUDY AREA
- STREETS
- SUPERIOR AVENUE
- PLACENTIA AVENUE
- MONROVIA AVENUE
- 16TH STREET
- PRODUCTION PLACE
- 15TH STREET

**Note: Street colors are keyed to plant palette matrix.*

Landscape Palette Areas

5.1 PLANT PALETTE

The plant palette for the West Newport Mesa streetscape incorporates several complementary tree, shrub, and groundcover palettes that will help to create a distinctive character and unified theme for each corridor. The majority of the streets in the study area currently have inconsistent plantings, preventing these streets from possessing a true sense of identity.

Canopy trees with a high, broad branching structure are recommended for plan area streetscapes for several reasons. Canopy trees create shade for roadway and sidewalk surfaces, thereby reducing the heat island effect and creating a more comfortable environment. In addition, trees improve air quality by absorbing vehicle air pollution and enhance water quality by capturing and filtering stormwater runoff. Lastly, canopy trees provide a passive traffic calming influence by visually narrowing the feel of a corridor, which leads a driver to instinctively reduce speed.

A few of the challenges within the study area include the overhead powerlines and narrow parkways within the street right-of-way. Trees with lower heights that can handle small root zones are recommended for most of the streets adjacent to powerlines. In addition, many of the streets have more right-of-way on one side of the street than the other. In these areas, trees can be planted on the City-owned right-of-way and private land owners are encouraged to plant similarly.

Planting should be low-water-use to comply with the State of California's drought-tolerant laws and to reduce water use. A variety of plants and colors should be used within the medians and the parkways to create a unified, yet diverse and aesthetically pleasing corridor. Boulders and mulch should be used as accents in the landscape area. Mulch should also be used as a tool to retain moisture and lessen the need for additional water.

On the following pages, a list can be found with recommended trees, shrubs and groundcover and corresponding height, spread, spacing, and location. Many of the species listed in the plant palette matrix are existing species, which are currently present within the study area. Plant species should be selected appropriately for height, spread, and intended use and placed where optimal growing conditions will ensure health and longevity. Certain existing tree, shrub, and groundcover species in the study area should be replaced at the time of landscape improvements if they have destructive roots, weak branching structure, and high water use or are poisonous or combustible or leave heavy debris.

TREES

Agonis flexuosa
Peppermint Tree

Arbutus unedo
Strawberry Tree

Metrosideros excelsa
New Zealand Christmas Tree

Platanus racemosa
California Sycamore

Quercus agrifolia
Coast Live Oak

Tipuana tipu
Tipu Tree

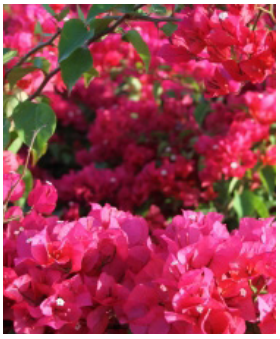
Tristaniopsis laurina
Water Gum

Ulmus parvifolia
Chinese Elm

SHRUBS AND GROUNDCOVER

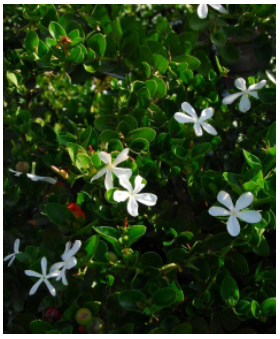
Agave americana
Blue Agave

Agave parryi
Parry's Agave

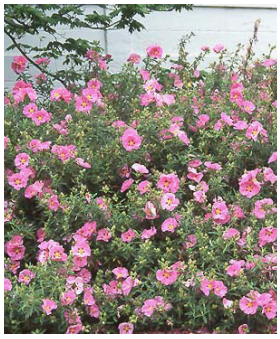


Bougainvillea spp.
Bougainvillea

Carex praegracilis
California Field Sedge



Carissa macrocarpa
Natal Plum



Cistus purpureus
Purple Rockrose

Keckiella cordifolia
Heartleaf Keckiella

Muhlenbergia rigens
Deer Grass

Myoporum parvifolium
Creeping Myoporum

Salvia clevelandii
Cleveland Sage

Senecio serpens
Blue Chalk Sticks

Yucca filamentosa 'Golden Sword'
Golden Sword Yucca

TREE PALETTE

Tree Species *Botanical Name* Common Name	SPECIFICATIONS												LOCATION					
	Height		Spread			Spacing			Median	Parkway	Accent	Gateway	Superior Avenue	Placentia Avenue	Monrovia Avenue	16th Street	Production Place	15th Street
	<40'	>40'	<20'	20-40'	>40'	20-30' O.C.	30-40' O.C.	40-60' O.C.										
Agonis flexuosa **Peppermint Tree**	●			●		●			●	●			●	●		●	●	
Arbutus 'Marina' **Arbutus**	●		●							●	●		●	●		●	●	
Arbutus unedo **Strawberry Tree**	●		●			●				●	●		○	○	P	P	P	P
Bauhinia variegata **Purple Orchid Tree**	●			●		●				●	●	●	●	●	●	●	●	●
Brachychiton acerfolius **Flame Tree**		●		●			●		●	●			●	●		●	●	
Lagerstroemia indica 'Natchez' **White Crape Myrtle**	●		●			●			●	●	●	●	○	P	●	●	●	
Laurus nobilis 'Saratoga' **Saratoga Laurel**	●			●		●			●	●			●	●		○	○	
Lophostemon confertus **Brisbane Box**		●		●		●			●	●			●	○	○	●	●	
Magnolia grandiflora 'Little Gem' **Little Gem Magnolia**	●		●			●			●	●	●	●	●	P	○	P	○	
Metrosideros excelsa **New Zealand Christmas Tree**	●			●			●		●	●			●	●	P	●	●	○
Phoenix dactylifera **Date Palm**		●		●			●		●	●	●	●	●	●				
*Platanus racemosa** **California Sycamore**		●		●				●	●	●			●	P				
Quercus agrifolia **Coast Live Oak**		●			●			●	●	●		●		●				
Syagrus romanzoffiana **Queen Palm**		●		●		●			●	●			P					
Tipuana tipu **Tipu Tree**	●				●			●	●	●	●	●	●	●		○	○	
Tristaniopsis laurina **Water Gum**		●		●			●		●	●			○	●	●	●	●	
Ulmus parvifolia **Chinese Elm**		●			●			●	●	●		●	●	○			○	

Legend: P = Primary Trees O = Secondary Trees

*Known to be attacked by the Polyphagus Shot Hole Borer Beetle. Assess the severity of the beetle before planting this species.

SHRUB & GROUNDCOVER PALETTE

Tree Species *Botanical Name* Common Name	SPECIFICATIONS												LOCATION					
	Height		Spread			Spacing			Median	Parkway	Accent	Gateway	Superior Avenue	Placentia Avenue	Monrovia Avenue	16th Street	Production Place	15th Street
	<3'	>3'	<3'	3-5'	>5'	0-3' O.C.	3-5' O.C.	5-10' O.C.										
Aeonium spp. **Canary Island Rose**	●		●			●									●	●	●	●
Agave americana **Blue Agave**		●			●			●	●			●	●	P	●	●	●	●
Agave attenuata **Agave**		●		●			●		●			●	●	O				
Agave desmettiana 'Variegata' **Variegated Dwarf Agave**	●			●		●			●	●	●	●	O	P	P	P	P	P
Agave parryi **Parry's Agave**	●			●		●			●	●	●	●	●	●	O	●	●	O
Agave victoria-reginae **Queen Victoria Agave**	●		●			●			●	●	●	●	O	P	P	P	P	P
Aloe spp. **Aloe**		●		●			●		●			●	●	O				
Anigozanthos flavidus **Kangaroo Paw**	●		●			●			●		●	●		●	●	●	●	●
Bougainvillea spp. **Bougainvillea**	●				●			●	●	●	●	●	O	O	P	O	O	P
Callistemon viminalis'Little John' **Little John Bottlebtush**		●		●			●		●	●			O	P				
Carex divulsa **European Gray Sedge**	●		●			●			●	●			●	●	P	P	P	P
Carex praegracilis **California Field Sedge**	●		●			●			●	●					●	●	●	●
Carissa macrocarpa **Natal Plum**	●			●			●		●	●			●	P		●	●	
Carpinteria californica **Bush Anenome**		●		●			●		●	●			●	●	●	●	●	●
Cistus purpureus **Purple Rockrose**		●		●			●		●	●			O	P	●			●
Festuca idahoensis 'Siskiyou Blue' **Idaho Fescue**	●		●			●			●	●			P	O	P	P	P	P
Hardenbergia violacea **Purple Lilac Vine**		●			●			●		●				P				P

Legend: P = Primary Shrubs and Groundcover, O = Secondary Shrubs and Groundcover

SHRUB & GROUNDCOVER PALETTE

Tree Species *Botanical Name* **Common Name**	SPECIFICATIONS												LOCATION					
	Height		Spread			Spacing			Median	Parkway	Accent	Gateway	Superior Avenue	Placentia Avenue	Monrovia Avenue	16th Street	Production Place	15th Street
	<3'	>3'	<3'	3-5'	>5'	0-3' O.C.	3-5' O.C.	5-10' O.C.										
Keckiella cordifolia **Heartleaf Keckiella**		●		●			●		●	●		●	●	●	●	●	●	●
Muhlenbergia lindheimeri 'Leni' **Autumn Glow Muhly**		●		●			●		●				●	●				
Muhlenbergia rigens **Deer Grass**		●		●			●		●	●			P	P	P	P	P	P
Myoporum parvifolium **Creeping Myoporum**	●				●			●	●	●				●		●	●	
Penstemon heterophyllus **Beard Tongue**	●		●			●			●	●	●	●	●	●	●	●	●	●
Rosmarinus officinalis **Rosemary**		●		●			●		●	●			P	P	P	P	P	P
Salvia clevelandii **Cleveland Sage**		●		●			●		●	●	●	●	●	●	●	●	●	●
Salvia mellifera **Black Sage**		●		●			●		●	●			●	●	●	●	●	●
Salvia leucantha **Mexican Sage Bush**		●		●			●		●	●	●	●	P	P	P	P	P	P
Senecio serpens **Blue Chalk Sticks**	●		●			●			●	●			P	P	P	P	P	P
Yucca filamentosa 'Golden Sword' **Golden Sword Yucca**	●			●			●		●	●	●	●	●	○				

Legend: P = Primary Shrubs and Groundcover, O = Secondary Shrubs and Groundcover

5.2 SITE FURNISHINGS

Street furnishings such as benches, trash and recycling receptacles, bike racks, and bus shelters can create a sense of character and unify a place. Furnishings in the study area should be clustered together to create gathering spaces and nodes for members of the community to enjoy. Recommended street furnishings are provided below.

BENCHES

Benches should be placed every 300 feet to improve the pedestrian experience. Benches may be placed with other furnishing elements to create a node. Benches should be designed to deter homeless activity, whether using a center armrest, installing a shorter bench or installing individual chairs. Skateboard deterrents can also be added to the benches to help reduce damage.

Manufacturer: Maglin or similar

Model: MLB510 Series

Color: Graphite Gloss or RAL Custom Gray

CHAIRS

Chair locations should be determined on the same criteria as bench locations. Chairs should be placed in groups of two or more or accompany a bench.

Manufacturer: Victor Stanley or similar

Model: PRSCA-8 Production Collection

Color: Gray or RAL Custom Gray

TRASH AND RECYCLING RECEPTACLES

Trash and recycling receptacles should be placed in multiple places along each corridor to provide multiple convenient waste disposal locations. Receptacles should also be placed with other furnishings such as benches and bus shelters.

Manufacturer: Maglin or similar

Model: MLWR250-32 Series

Color: Graphite Gloss or RAL Custom Gray

BIKE RACKS

Bike racks should be located near transit stops, schools, the community college, medical areas, commercial areas, parking lots, and various places throughout the study area. They should also be considered within new development and open space areas. Bike racks encourage bike ridership and prevent bikes from being locked to high posts or trees. Bike racks should accommodate a minimum of two bicycles and their capacity should be determined by the location and the number of bicyclists who frequent the destination.

Manufacturer: Dero or similar

Model: Round Rack

Color: Silver or Gray

BUS SHELTERS

Bus stop shelters shall be added to all current and future bus stop locations within the study area. Bus shelters should be combined with benches and trash receptacles. Safety lighting should also be considered for bus shelters.

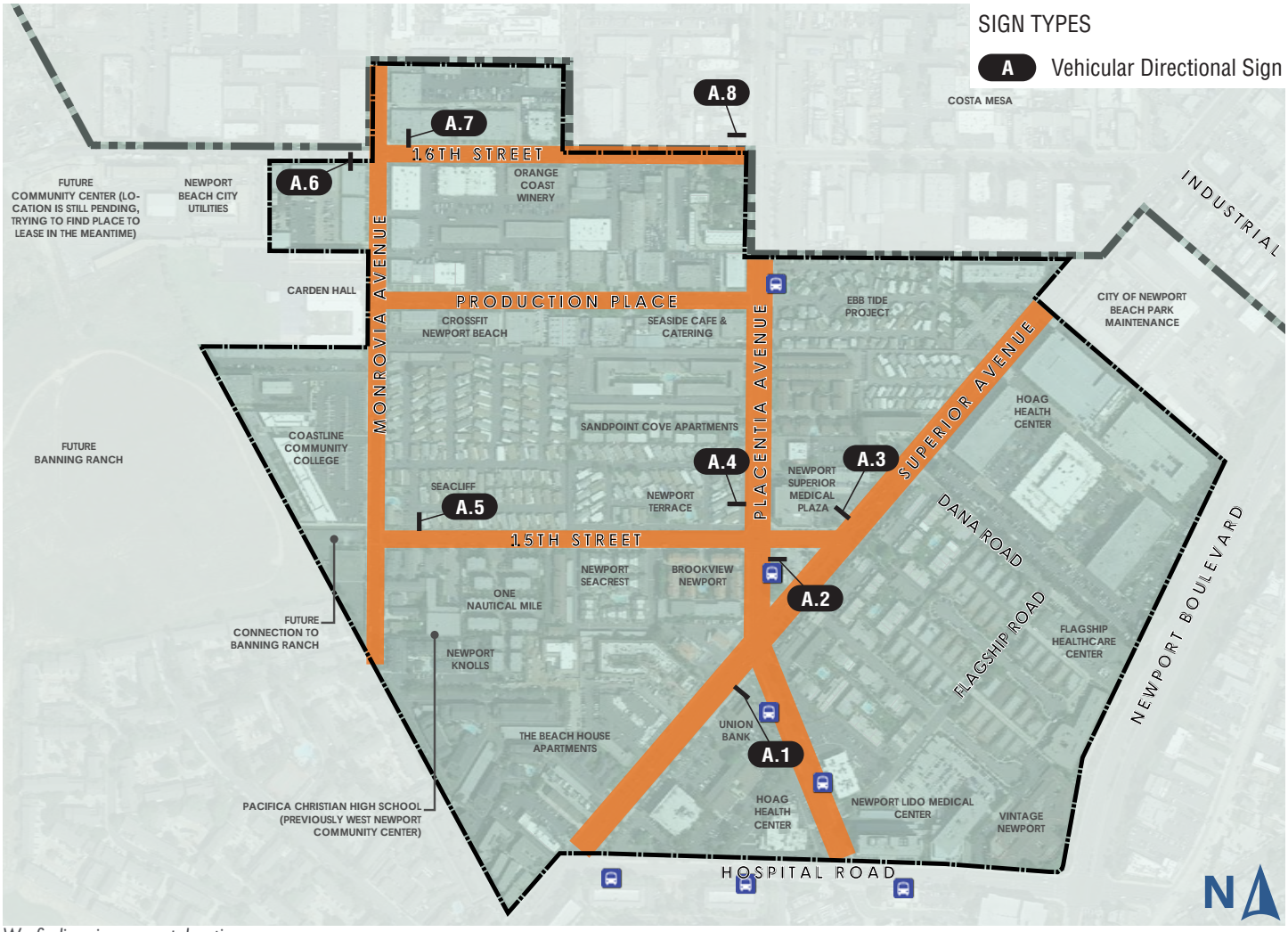
Manufacturer: Landscape Forms or similar

Model: Kaleidoscope OS

Color: Silver

All furnishings should be coated with a protective sealant against rust to combat local coastal conditions.

Site furnishings will create unified aesthetic for the study area



Wayfinding signage map locations

5.3 WAYFINDING SIGNAGE

A wayfinding signage program should be established for the study area to enhance mobility, physically accommodating various modes of transportation. The City should coordinate with community organizations to develop key points of interest for signage locations and content.

Vehicular directional signs will establish an identity for West Newport Mesa as a special district within the City of Newport Beach. They incorporate distinctive forms and colors inspired by the local area. Common, easy to understand symbols and fonts identify and guide travelers to the district's destinations and attractions. Durability and economic implementation and maintenance were planned for in the design of the signage.

Typical destinations may include:

- Coastline Community College
- Community Center
- Medical Center
- Trails
- Parks
- Relevant public destinations outside the district, creating better connectivity

Wayfinding signs for bikes will follow the guidelines of the City's Bicycle Master Plan. Pedestrian wayfinding signs (directional and directories) may be developed in the future as the area evolves, following the design aesthetic established by the vehicular signs, only on a much smaller scale.

Wayfinding signage should be uniform with site furnishings. Designed by Graphic Solutions

Pedestrian lighting should be uniform within the study area

Monument signage should also be considered at higher profile locations such as City boundaries and heavily traveled areas. Monument signs should follow the current City monument sign program, should be located in planted medians, and should be lit at night.

5.4 LIGHTING

Pedestrian lights are typically located along pathways and sidewalks to provide a smaller, more focused illuminated area. Pedestrian lights should be placed evenly along sidewalks where lighting is needed. Globes should be dark sky compliant and should have LED light bulbs.

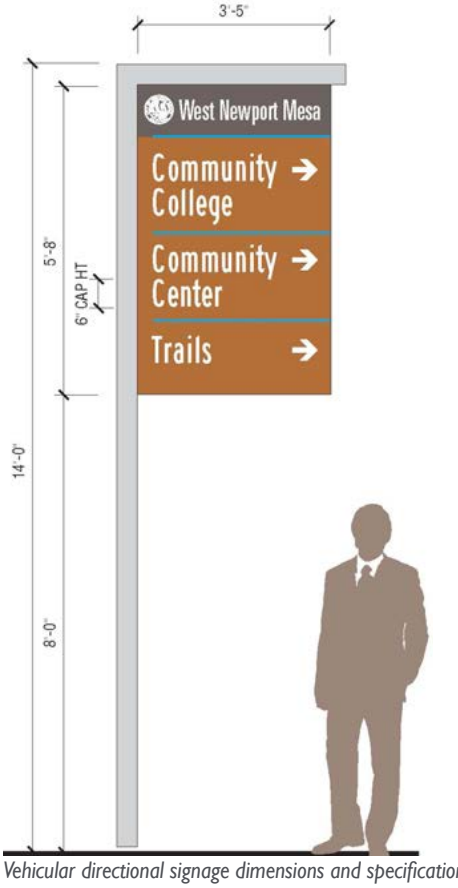
Manufacturer: Ameron (City Standard Type V) or similar

Model: 22-CT-10

Color: Standard Concrete

5.5 PUBLIC ART

The use of public art within a community is an effective way of expressing the unique personality and character of the area. Public art should serve as an aesthetic improvement to enhance the pedestrian environment. Stand-alone installations or design integrated installations should both be considered with future improvements in the study area, such as building murals, paving, benches, sculpture, mosaics, and water features. A public art program should be developed for the West Newport Mesa community that is consistent with public art programs that are currently on-going with the City of Newport Beach.



SIGN FACE: 3/16" ALUMINUM WELDED TO SIGN POST.

GRAPHICS PANEL: WHITE 3M DIAMOND GRADE REFLECTIVE VINYL SHEET SERIES 4000 WITH 3M UV INK SERIES 8800 WITH 1170 CLEAR OVERLAY.

COLOR MATCH REFERENCE: DARK GRAY PMS 425C; RUST PMS 167; BLUE PMS 285C;

BACK OF SIGN: PAINT FINISH GRAY PMS 421C.

SIGN POST: 4"X4" ALUMINUM SQUARE TUBE; PAINT FINISH GRAY PMS 421C (PORTION BELOW GRADE TREAT WITH COALTAR EPOXY TO PREVENT CORROSION.)

FOOTING: CONCRETE FOOTING PER SIGN FABRICATOR'S ENGINEERING.

PAINT FINISHES: ALL PAINT FINISHES TO BE LINEAR POLYURETHANE MATTE FINISH WITH ANTI-GRAFFITI COATING.

Vehicular directional signage dimensions and specifications

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6 | IMPLEMENTATION PHASING

West Newport Mesa Streetscape Master Plan

6.1 INTRODUCTION

This chapter provides direction for implementing the public improvements proposed within the West Newport Mesa study area. Individual street improvements and area-wide wayfinding, bicycle facilities, and walkability have been considered in prioritizing and phasing recommendations. Associated cost estimates for each street (provided in previous chapters) have been organized within proposed near (2-4 years), mid (4-6 years), and long (6-8 year) term phasing plans. In addition, potential future funding sources are identified within the chapter.

6.2 PROJECT PHASING AND COST ESTIMATES

NEAR TERM PHASE (2 TO 4 YEARS)

A number of near-term improvements have been prioritized, balancing community input and desire with the City's ability to create change with capital improvement projects that will beautify the area and improve walkability and bicycle access within the existing public right-of-way. Priority projects within the next few years include:

- Monrovia Avenue (new bulbouts/bioswales at Production Place, sidewalks with additional landscaping, pedestrian oriented lighting, wayfinding signage, and street furnishings): $1,154,000
- Placentia Avenue medians: $50,000
- Placentia Avenue Type D Improvements to 15th Street intersection (new sidewalk, wall, and additional landscaping): $346,000
- Crosswalk striping throughout the study area: $14,000
- Bicycle facility striping and signage throughout the study area: $41,000
- Improvements within private property expanded required setback and undergrounding of utilities, where feasible (on-going)
- Coordination with Coastline Community College and Pacifica Christian High School to explore shared parking agreements

Total Estimated Conceptual Cost of Near Term Phase (with General Conditions, Contingencies, Overhead, and Escalation): $1,605,000

MID-TERM PHASE (4 TO 6 YEARS)

Mid to long-term projects will likely be realized as private development transitions over time and incremental improvements are implemented. The following matrix provides a summary of improvements necessary to carry out the vision for the West Newport Mesa area. In addition, priority/phasing and preliminary cost estimates are provided.

- Placentia Avenue Remaining Improvements (new sidewalks with additional landscaping, bicycle striping, crosswalk striping, wayfinding signage, and street furnishings): $908,000
- Production Place Improvements (new sidewalks with additional landscaping, crosswalk striping, wayfinding signage, pedestrian oriented lighting, and street furnishings): $664,000
- 15th Street Improvements (new bulbouts/bioswales at Monrovia Avenue, sidewalks with additional landscaping, bicycle sharrow striping, crosswalk striping, wayfinding signage, pedestrian oriented lighting, and street furnishings): $1,350,000
- Improvements within private property expanded required setback and undergrounding of utilities, where feasible (on-going)

Total Estimated Conceptual Cost of Mid-Term Phase (with General Conditions, Contingencies, Overhead, and Escalation): $2,922,000

LONG TERM PHASE (6 TO 8 YEARS)

- Superior Avenue Improvements (new sidewalks with additional landscaping, bicycle striping, crosswalk striping, wayfinding signage, and street furnishings): $1,116,000
- 16th Street Improvements (coincide with construction of the Community Center) (new bulbouts/bioswales at Monrovia Avenue, sidewalks with additional landscaping, bicycle sharrow striping, crosswalk striping, wayfinding signage, pedestrian oriented lighting, and street furnishings): $1,005,000
- Improvements within private property expanded required setback and undergrounding of utilities, where feasible (on-going)

Total Estimated Conceptual Cost of Long Term Phase (with General Conditions, Contingencies, Overhead, and Escalation): $2,121,000

6.3 FUNDING SOURCES

A summary of potential funding sources, as identified in the 2014 City of Newport Beach Bicycle Master Plan, are listed below.

FEDERAL PROGRAMS

- Bus and Bus Facilities Program: State of Good Repair
- Bus Livability Initiative
- Federal Transit Act
- MAP-21 - Surface Transportation Program
- MAP-21 - Pilot Transit-Oriented Development Planning Program
- National Center for Environmental Health - Health Impact Assessment for Improved Community Design
- Transportation Investments Generating Economic Recovery (TIGER) Program

STATE PROGRAMS

- CalTrans Active Transportation Program (ATP)
- Community Based Transportation Planning Grants
- Environmental Justice: Context-Sensitive Planning
- Safe Routes to School (SRTS)
- Sustainable Communities Planning Grant and Incentives Program
- Watershed Protection Program (Proposition 13)

REGIONAL PROGRAMS

- Clean Air Fund (AB 434/2766 - Vehicle Registration Fee Surcharge)
- Orange County Measure M2 Local Return
- OCTA Bike Corridor Improvement Program (BCIP) Call for Projects

PRIVATE PROGRAMS

- Health Foundations
- PeopleForBikes

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A | APPENDIX A

West Newport Mesa Streetscape Master Plan

Leland Saylor Associates
A Certified DVBE

CONCEPT LEVEL ESTIMATE

WEST NEWPORT MESA

NEWPORT BEACH, CA

LSA JOB NUMBER:
16-078AR2

July 11, 2016

PREPARED FOR
RRM DESIGN
BY LELAND SAYLOR ASSOCIATES

101 Montgomery Street, Suite 800 | San Francisco | California | 94104
415-291-3200 | 415-291-3201 (f) | www.lelandsaylor.com

Leland Saylor Associates
A Certified DVBE

PROJECT:	**WEST NEWPORT MESA**	JOB NUMBER:	**16-078AR2**
LOCATION:	**NEWPORT BEACH, CA**	PREPARED BY:	**JS**
CLIENT:	**RRM DESIGN**	BID DATE:	
DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**

CONTENTS

Leland Saylor Associates
A Certified DVBE

PROJECT:	**WEST NEWPORT MESA**	JOB NUMBER:	**16-078AR2**
LOCATION:	**NEWPORT BEACH, CA**	PREPARED BY:	**JS**
CLIENT:	**RRM DESIGN**	CHECKED BY:	**IS**
DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**

SECTION I

PREFACE AND NOTES TO THE ESTIMATE

Leland Saylor Associates
A Certified DVBE

PROJECT:	**WEST NEWPORT MESA**	JOB NUMBER:	**16-078AR2**
LOCATION:	**NEWPORT BEACH, CA**	PREPARED BY:	**JS**
CLIENT:	**RRM DESIGN**	BID DATE:	**EARLY 2019**
DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**

PREFACE AND NOTES TO THE ESTIMATE

1.0 PROJECT SYNOPSIS

1.1 TYPE OF STUDY:

CONCEPT LEVEL ESTIMATE

1.2 PROJECT DESCRIPTION:

Construction Type:	SITEWORK
Foundation Type:	RETAINING WALL
Exterior Wall Type:	RETAINING WALL
Roof Type:	N/A
Stories Below Grade:	N/A
Stories Above Grade:	N/A
Sitework:	PAVING, MEDIANS, LANDSCAPE, STRIPING, LIGHTING
Plumbing System:	N/A
Mechanical System:	N/A
Fire Protection System:	N/A
Electrical Service:	LIGHTING

1.3 GENERAL NOTES REGARDING PROJECT:

REFURBISHMENT OF SEVERAL AREAS OF STREETSCAPES. WORK TO INCLUDE PAVING, MEDIANS, LANDSCAPE, STRIPING, LIGHTING AND DRAINAGE.

Leland Saylor Associates
A Certified DVBE

PROJECT:	**WEST NEWPORT MESA**	JOB NUMBER:	**16-078AR2**
LOCATION:	**NEWPORT BEACH, CA**	PREPARED BY:	**JS**
CLIENT:	**RRM DESIGN**	BID DATE:	**EARLY 2019**
DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**

PREFACE AND NOTES TO THE ESTIMATE

2.0 DEFINITIONS

2.1 ESTIMATE OF COST:

An Estimate of Cost is prepared from a survey of the quantities of work - items prepared from written or drawn information provided at the design-development, working drawing or bid-documents stage of the design. Historical costs, information provided by contractors and suppliers, plus judgmental evaluation by the Estimator are used as appropriate as the basis for pricing. Allowances as appropriate will be included for items of work which are not indicated on the design documents provided that the Estimator is made aware of them, or which, in the judgment of the Estimator, are required for completion of the work. We cannot, however, be responsible for items or work of an unusual nature of which we have not been informed.

2.2 BID:

An offer to enter a contract to perform work for a fixed sum, to be completed within a limited period of time.

3.0 BIDS & CONTRACTS

3.1 MARKET CONDITIONS:

In the current market conditions for construction, our experience shows the following results on competitive bids, as a differential from Leland Saylor Associates final estimates:

Number of Bids		Percentage Differential
1	.....	+25 to 100%
2 - 3	.....	+10 to 25%
4 - 5	.....	0 to +10%
6 - 7	.....	0 to -10%
8 or more	.....	-10 to -20%

Accordingly, it is extremely important to ensure that a minimum of 4 to 5 valid bids are received. Since LSA has no control over the bid process, there is no guarantee that proposals, bids or construction cost will not vary from our opinions or our estimates. Please see Competitive Bidding Statement in the estimate detail section for more information.

Leland Saylor Associates

PROJECT:	**WEST NEWPORT MESA**	JOB NUMBER:	**16-078AR2**
LOCATION:	**NEWPORT BEACH, CA**	PREPARED BY:	**JS**
CLIENT:	**RRM DESIGN**	BID DATE:	**EARLY 2019**
DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**

PREFACE AND NOTES TO THE ESTIMATE

4.0 ESTIMATE DOCUMENTS

4.1 This Estimate has been compiled from the following documents and information supplied:

DRAWINGS:

Architectural *REPORT ONLY*	**Mechanical** *None*	**Landscaping** *None*
Structural *None*	**Plumbing** *None*	**Accessibility Standards** *None*
Civil *None*	**Electrical** *None*	**Other** *None*

SPECIFICATIONS / PROJECT MANUAL:

Describe: Complete, or Technical Only or Bid & Conditions of the Work. MM, LBE.

COSTS PROVIDED BY OTHERS:

Describe: None, or list.

4.2 The user is cautioned that significant changes in the scope of the project, or alterations to the project documents after completion of the concept level estimate can cause major cost changes. In these circumstances, Leland Saylor Associates should be notified and an appropriate adjustment made to the concept level estimate.

5.0 GROSS SQUARE FEET

BUILDING	GSF
STREETSCAPES	334,160
TOTAL Gross Floor Area	334,160

6.0 WAGE RATES

6.1 This Estimate is based on prevailing wage-rates and conditions currently applicable in NEWPORT BEACH, CA.

7.0 PRORATE ADDITIONS TO THE ESTIMATE

7.1 GENERAL CONDITIONS: **10.00%**

An allowance based on 10.00% of the construction costs subtotal has been included for Contractor's General Conditions.

7.2 CONTINGENCY: **30.00%**

Leland Saylor Associates
A Certified DVBE

PROJECT:	**WEST NEWPORT MESA**	JOB NUMBER:	**16-078AR2**
LOCATION:	**NEWPORT BEACH, CA**	PREPARED BY:	**JS**
CLIENT:	**RRM DESIGN**	BID DATE:	**EARLY 2019**
DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**

PREFACE AND NOTES TO THE ESTIMATE

An allowance based on 30.00% of the construction costs subtotal has been included for Design/Estimating Contingency.

NOTE: This allowance is intended to provide a Design Contingency sum only, for use during the design process. It is not intended to provide for a Construction Contingency sum.

7.3 ESCALATION: **14.76%**

An allowance of 14.76% has been included in this estimate for construction material & labor cost escalation up to the anticipated mid-point of construction, based on the following assumptions:

Construction start date:	**EARLY 2019**
Construction period:	**9 MONTHS**
Mid-point of construction:	**MID 2019**
Annual escalation rate:	**5.00%**
Allowance for escalation:	**14.76%**

No allowance has been made for Code Escalation or Technological Escalation.

7.4 GEOGRAPHIC FACTOR - REMOTE SITE **0.00%**

This estimate is based on current market prices for work of a similar character, done in NEWPORT BEACH, CA. No adjustment is required for geographical location factor.

7.5 PHASING ALLOWANCE **0.00%**

No Phasing Allowance is needed for this job.

Leland Saylor Associates
A Certified DVBE

PROJECT:	**WEST NEWPORT MESA**	JOB NUMBER:	**16-078AR2**
LOCATION:	**NEWPORT BEACH, CA**	PREPARED BY:	**JS**
CLIENT:	**RRM DESIGN**	BID DATE:	**EARLY 2019**
DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**

PREFACE AND NOTES TO THE ESTIMATE

7.6 BONDS: **2.00%**

An allowance of 2.00% of the construction cost subtotal is included to provide for the cost of Payment and Performance Bonds, if required.

7.7 CONTRACTOR'S FEE: **8.00%**

An allowance based on 8.00% of the construction cost subtotal is included for Contractor's office Overhead and Profit. Office overhead of the contractor is always included with the fee.

All field overhead of the contractor is included in the General Conditions section of the estimate.

8.0 SPECIAL NOTES PERTAINING TO THIS ESTIMATE

8.1 SPECIFIC INCLUSIONS:

The following items are specifically included in this estimate:

NONE

8.2 SPECIFIC EXCLUSIONS:

The following items are specifically excluded from this estimate:

HAZMAT
SOIL REMEDIATION

Leland Saylor Associates
A Certified DVBE

PROJECT:	**WEST NEWPORT MESA**	JOB NUMBER:	**16-078AR2**
LOCATION:	**NEWPORT BEACH, CA**	PREPARED BY:	**JS**
CLIENT:	**RRM DESIGN**	CHECKED BY:	**IS**
DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**

SECTION II

SUMMARY OF THE ESTIMATE

LELAND SAYLOR ASSOCIATES

PROJECT:	**WEST NEWPORT MESA**	JOB NO:	**16-078AR2**
LOCATION:	**NEWPORT BEACH, CA**	PREPARED BY:	**JS**
CLIENT:	**RRM DESIGN**	CHECKED BY:	**IS**
DESCRIPTION:	**STREETSCAPES**	DATE:	**7/11/2016**
	SUMMARY OF THE ESTIMATE	GSF:	**334,160**

CONCEPT LEVEL ESTIMATE

DIV #	DESCRIPTION	QTY	UNIT	UNIT COST	TOTALS
	SUMMARY OF THE ESTIMATE				
1.00	**ESTIMATE**	334,160	GSF	19.71	**$ 6,587,940**
	TOTAL PROJECT COSTS	**334,160**	**GSF**	**19.71**	**$ 6,587,940**
	PRORATES INCLUDED IN ABOVE COSTS				
	General Conditions	10.00%			
	Design Contingency	30.00%			
	Escalation	14.76%			
	Phasing Allowance				
	City Procurement / LBE Requirements				
	SUB-TOTAL	**334,160**	**GSF**	**19.71**	**$ 6,587,940**
	Bonds / Insurance	2.00%			
	Contractors Fee	8.00%			
	TOTAL PROJECT COSTS	**334,160**	**GSF**	**19.71**	**$ 6,587,940**

Competitive Bidding

The prices in this Estimate are based on Competitive Bidding. Competitive Bidding is receiving responsive bids from at least five (5) or more General Contractors and three (3) or more responsive bids from Major Subcontractors or Trades. Major Subcontractors are Structural Steel, Plaster / EIFS Contractors, Mechanical, Plumbing and Electrical Subcontractors.

Without Competitive Bidding, Contractor bids can and have ranged from 25%-to 100% over the prices in this Estimate, depending on the size of the job.

We urge you to notify your client of the existing bidding climate, and work with them to ensure that the project is adequately publicized so that they can get the minimum number of bids for competitive bidding. Please contact LSA if you need ideas about how to publicize your project.

Leland Saylor Associates
A Certified DVBE

PROJECT:	**WEST NEWPORT MESA**	JOB NUMBER:	**16-078AR2**
LOCATION:	**NEWPORT BEACH, CA**	PREPARED BY:	**JS**
CLIENT:	**RRM DESIGN**	CHECKED BY:	**IS**
DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**

SECTION III

STREETSCAPES

LELAND SAYLOR ASSOCIATES

PROJECT:	**WEST NEWPORT MESA**	LSA JOB NO:	**16-078AR2**
LOCATION:	**NEWPORT BEACH, CA**	PREPARED BY:	**JS**
CLIENT:	**RRM DESIGN**	CHECKED BY:	**IS**
DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**
		GSF:	**334,160**

CONCEPT LEVEL ESTIMATE

ITEM #	DESCRIPTION	QUANTITY	UNIT	COST	TOTAL
	PLACENTIA AVENUE			2.29	**763,872**
	SUPERIOR AVENUE			1.96	**654,341**
	MONROVIA AVENUE			2.03	**677,827**
	16TH ST			1.77	**591,160**
	PRODUCTION PLACE			1.17	**389,659**
	15TH ST			2.37	**793,027**
	TOTAL SITE & BUILDING	**3,869,886**		**11.58**	**3,869,886**
	PRORATES				
	General Conditions	10.00%			**386,989**
	Design Contingency	30.00%			**1,160,966**
	Escalation to 2019	14.76%			**571,195**
	Geographic Factor - Remote Site	0.00%			**-**
	Phasing Allowance	0.00%			**-**
	SUBTOTAL			**17.92**	**5,989,036**
	Bonds	2.00%			**119,781**
	Overhead and Profit	8.00%			**479,123**
	TOTAL PROJECT COSTS			**19.71**	**6,587,940**

LELAND SAYLOR ASSOCIATES

PROJECT:	**WEST NEWPORT MESA**	LSA JOB NO:	**16-078AR2**
LOCATION:	**NEWPORT BEACH, CA**	PREPARED BY:	**JS**
CLIENT:	**RRM DESIGN**	CHECKED BY:	**IS**
DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**
		GSF:	**334,160**

CONCEPT LEVEL ESTIMATE

ITEM #	DESCRIPTION	QUANTITY	UNIT	COST	TOTAL
	PLACENTIA AVENUE				
	TYPE A IMPROVEMENT -	1,557	LF		
	DEMO (E) SIDEWALK	12,456	SF	4.00	**49,824**
	SIDEWALK	12,456	SF	16.00	**199,296**
	CLEAR AND GRUB (E) LANDSCAPING	6,228	SF	0.25	**1,557**
	LANDSCAPING, PLANTBED, SHRUBS	6,228	SF	3.50	**21,798**
	IRRIGATION	6,228	SF	3.00	**18,684**
	ADJUST DRAINAGE	6,228	SF	1.00	**6,228**
	TYPE C IMPROVEMENT	765	LF		
	DEMO (E) SIDEWALK	6,120	SF	4.00	**24,480**
	SIDEWALK	6,120	SF	16.00	**97,920**
	CLEAR AND GRUB (E) LANDSCAPING	3,060	SF	0.25	**765**
	LANDSCAPING, PLANTBED, SHRUBS	3,060	SF	3.50	**10,710**
	IRRIGATION	3,060	SF	3.00	**9,180**
	ADJUST DRAINAGE	3,060	SF	1.00	**3,060**
	TYPE D IMPROVEMENT	300	LF		
	DEMO (E) SIDEWALK	2,400	SF	4.00	**9,600**
	RETAINING WALL, 3' AVE. HEIGHT	900	SF	55.00	**49,500**
	RETAINING WALL FOOTING	150	CY	550.00	**82,500**
	RETAINING WALL EXCAVATION & BACKFILL	300	CY	35.00	**10,500**
	SIDEWALK	2,400	SF	16.00	**38,400**
	LANDSCAPING, PLANTBED, SHRUBS	1,200	SF	3.50	**4,200**
	IRRIGATION	1,200	SF	3.00	**3,600**
	ADJUST DRAINAGE	1,200	SF	4.00	**4,800**

LELAND SAYLOR ASSOCIATES

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CLIENT:	**RRM DESIGN**	CHECKED BY:	**IS**
DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**
		GSF:	**334,160**

CONCEPT LEVEL ESTIMATE

ITEM #	DESCRIPTION	QUANTITY	UNIT	COST	TOTAL
	STREET TREES & GRATES	18	EA	1,900.00	**34,200**
	STRIPED CROSSWALKS	10	EA	500.00	**5,000**
	BIKE LANE STRIPING	1,259	LF	10.00	**12,590**
	WAYFINDING SIGN, POLE AND FOUNDATION	2	EA	1,900.00	**3,800**
	DEMO ROADWAY FOR MEDIAN	1,220	SF	4.00	**4,880**
	MEDIANS, LANDSCAPED	1,220	SF	20.00	**24,400**
	TRAFFIC CONTROL	30	DAYS	720.00	**21,600**
	SITE FURNISHINGS	3	SET	3,600.00	**10,800**
	SUBTOTAL				**763,872**
	SUPERIOR AVENUE				
	TYPE A IMPROVEMENT -	760	LF		
	DEMO (E) SIDEWALK	6,080	SF	4.00	**24,320**
	SIDEWALK	6,080	SF	16.00	**97,280**
	CLEAR AND GRUB (E) LANDSCAPING	3,040	SF	0.25	**760**
	LANDSCAPING, PLANTBED, SHRUBS	3,040	SF	3.50	**10,640**
	IRRIGATION	3,040	SF	3.00	**9,120**
	ADJUST DRAINAGE	3,040	SF	1.00	**3,040**
	TYPE C IMPROVEMENT	2,554	LF		
	DEMO (E) SIDEWALK	20,432	SF	4.00	**81,728**
	SIDEWALK	20,432	SF	16.00	**326,912**
	CLEAR AND GRUB (E) LANDSCAPING	3,405	SF	0.25	**851**
	LANDSCAPING, PLANTBED, SHRUBS	3,405	SF	3.50	**11,919**
	IRRIGATION	3,405	SF	3.00	**10,216**
	ADJUST DRAINAGE	3,405	SF	1.00	**3,405**
	STREET TREES & GRATES	26	EA	1,900.00	**49,400**
	STRIPED CROSSWALKS	2	EA	500.00	**1,000**
	BIKE LANE STRIPING	915	LF	10.00	**9,150**
	WAYFINDING SIGN, POLE AND FOUNDATION	2	EA	1,900.00	**3,800**
	SITE FURNISHINGS	3	SET	3,600.00	**10,800**
	SUBTOTAL				**654,341**

LELAND SAYLOR ASSOCIATES

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DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**
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CONCEPT LEVEL ESTIMATE

ITEM #	DESCRIPTION	QUANTITY	UNIT	COST	TOTAL
	MONROVIA AVENUE				
	TYPE A IMPROVEMENT -	1,260	LF		
	DEMO (E) SIDEWALK	10,080	SF	4.00	**40,320**
	SIDEWALK	10,080	SF	16.00	**161,280**
	CLEAR AND GRUB (E) LANDSCAPING	5,040	SF	0.25	**1,260**
	LANDSCAPING, PLANTBED, SHRUBS	5,040	SF	3.50	**17,640**
	IRRIGATION	5,040	SF	3.00	**15,120**
	ADJUST DRAINAGE	5,040	SF	1.00	**5,040**
	TYPE C IMPROVEMENT	800	LF		
	DEMO (E) SIDEWALK	6,400	SF	4.00	**25,600**
	SIDEWALK	6,400	SF	16.00	**102,400**
	CLEAR AND GRUB (E) LANDSCAPING	1,067	SF	0.25	**267**
	LANDSCAPING, PLANTBED, SHRUBS	1,067	SF	3.50	**3,733**
	IRRIGATION	1,067	SF	3.00	**3,200**
	ADJUST DRAINAGE	1,067	SF	1.00	**1,067**
	STREET TREES & GRATES	15	EA	1,900.00	**28,500**
	BULBOUTS - 2 CORNERS	4	EA	10,000.00	**40,000**
	LIGHTING	2,193	LF	100.00	**219,300**
	STRIPED CROSSWALKS	3	EA	500.00	**1,500**
					-
	SHARROW STRIPING	320	SF	2.50	**800**
	SITE FURNISHINGS	3	SET	3,600.00	**10,800**
	SUBTOTAL				**677,827**
	16TH ST				
	TYPE A IMPROVEMENT -	1,860	LF		
	DEMO (E) SIDEWALK	14,880	SF	4.00	**59,520**
	SIDEWALK	14,880	SF	16.00	**238,080**
	CLEAR AND GRUB (E) LANDSCAPING	7,440	SF	0.25	**1,860**
	LANDSCAPING, PLANTBED, SHRUBS	7,440	SF	3.50	**26,040**
	IRRIGATION	7,440	SF	3.00	**22,320**
	ADJUST DRAINAGE	7,440	SF	1.00	**7,440**

LELAND SAYLOR ASSOCIATES

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DESCRIPTION:	**STREETSCAPES**	ESTIMATE DATE:	**7/11/2016**
		GSF:	**334,160**

CONCEPT LEVEL ESTIMATE

ITEM #	DESCRIPTION	QUANTITY	UNIT	COST	TOTAL
	STREET TREES & GRATES	19	EA	1,900.00	**36,100**
	BULBOUTS - 4 CORNERS	1	EA	20,000.00	**20,000**
	LIGHTING	1,660	LF	100.00	**166,000**
	STRIPED CROSSWALKS	4	EA	500.00	**2,000**
					-
	SHARROW STRIPING	320	SF	2.50	**800**
	WAYFINDING SIGN, POLE AND FOUNDATION	2	EA	1,900.00	**3,800**
	SITE FURNISHINGS	2	SET	3,600.00	**7,200**
	SUBTOTAL				**591,160**
	PRODUCTION PLACE				
	TYPE B IMPROVEMENT	1,249	LF		
	DEMO (E) SIDEWALK	9,992	SF	4.00	**39,968**
	SIDEWALK	9,992	SF	16.00	**159,872**
	CLEAR AND GRUB (E) LANDSCAPING	4,996	SF	0.25	**1,249**
	LANDSCAPING, PLANTBED, SHRUBS	4,996	SF	3.50	**17,486**
	IRRIGATION	4,996	SF	3.00	**14,988**
	ADJUST DRAINAGE	4,996	SF	1.00	**4,996**
	STREET TREES & GRATES	10	EA	1,900.00	**19,000**
	LIGHTING	1,249	LF	100.00	**124,900**
	SITE FURNISHINGS	2	SET	3,600.00	**7,200**
	SUBTOTAL				**389,659**
	15TH ST				
	TYPE A IMPROVEMENT -	293	LF		
	DEMO (E) SIDEWALK	2,344	SF	4.00	**9,376**
	SIDEWALK	2,344	SF	16.00	**37,504**
	CLEAR AND GRUB (E) LANDSCAPING	1,172	SF	0.25	**293**
	LANDSCAPING, PLANTBED, SHRUBS	1,172	SF	3.50	**4,102**
	IRRIGATION	1,172	SF	3.00	**3,516**
	ADJUST DRAINAGE	1,172	SF	1.00	**1,172**

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CONCEPT LEVEL ESTIMATE

ITEM #	DESCRIPTION	QUANTITY	UNIT	COST	TOTAL
	TYPE C IMPROVEMENT	956	LF		
	DEMO (E) SIDEWALK	2,294	SF	4.00	**9,178**
	SIDEWALK	7,648	SF	16.00	**122,368**
	CLEAR AND GRUB (E) LANDSCAPING	1,275	SF	0.25	**319**
	LANDSCAPING, PLANTBED, SHRUBS	1,275	SF	3.50	**4,461**
	IRRIGATION	1,275	SF	3.00	**3,824**
	ADJUST DRAINAGE	1,275	SF	1.00	**1,275**
	TYPE D IMPROVEMENT	620	LF		
	DEMO (E) SIDEWALK	2,480	SF	4.00	**9,920**
	RETAINING WALL	1,860	SF	55.00	**102,300**
	RETAINING WALL FOOTING	310	CY	550.00	**170,500**
	RETAINING WALL EXCAVATION & BACKFILL	620	CY	35.00	**21,700**
	SIDEWALK	4,960	SF	16.00	**79,360**
	CLEAR AND GRUB (E) LANDSCAPING	2,480	SF	0.25	**620**
	LANDSCAPING, PLANTBED, SHRUBS	2,480	SF	3.50	**8,680**
	IRRIGATION	2,480	SF	3.00	**7,440**
	ADJUST DRAINAGE	2,480	SF	4.00	**9,920**
	STREET TREES & GRATES	16	EA	1,900.00	**30,400**
	BULBOUTS - 2 CORNERS	2	EA	10,000.00	**20,000**
	SHARROW STRIPING	320	SF	2.50	**800**
	WAYFINDING SIGN, POLE AND FOUNDATION	1	EA	1,900.00	**1,900**
	SITE FURNISHINGS	2	SET	3,600.00	**7,200**
	SUBTOTAL				**793,027**