

Appendix C

Traffic Access Assessment

**AERIE CORONA DEL MAR CONDOMINIUM PROJECT
TRAFFIC ACCESS ASSESSMENT**

Prepared by:

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March 4, 2009

AERIE CORONA DEL MAR CONDOMINIUM PROJECT

Traffic Access Assessment

The Aerie Condominium project, 201-207 Carnation Avenue, Newport Beach is proposing a unique access plan involving a four-story parking structure with vehicle elevators instead of the customary ramps. The site plan is illustrated in Figure 1. The issue has been raised “will such access result in a back-up of vehicles on to Carnation Avenue, and if so, does that create a safety hazard?” In addition, with the small lot size and limited availability of parking, the issue of construction traffic impacts has been investigated and reported upon herein.

ANALYSIS

The project consists of the demolition of an existing 14-unit apartment complex and replacement with a new 8-unit condominium building. The number of residences is actually reduced and thus the usual issue of traffic impacts resulting from increased trips is largely mute since the new project does not create any significant increase.

However, the project is proposing a unique access plan. A four-level parking garage will be provided with a total of 25 parking spaces (16 residents spaces plus eight visitors, and one service vehicle) for the 8-unit condominium building. there is also two spaces for golf carts. Access to the parking garage will be via a driveway on Carnation Avenue, which leads directly to/from vehicle elevators located at the face of the building. There is room for storage of one vehicle in front of the elevator doors.

There are two elevators available – one on the right to enter and another on the left to exit. Since there is very limited storage available to accommodate arriving vehicles, the issue has been raised “does the one vehicle storage create a potential back-up onto Carnation Avenue?”

With regards to the circulation pattern associated with the elevators, the approaches to/from the doors are designed such that the motorists drive straight in and straight out. Existing vehicles proceed when the door opens and do not face another entering vehicle. Any vehicle wishing to exit the garage utilizes the “exit” elevator which is adjacent to but does not conflict with the “entry” elevator. A videotape of a typical operation was obtained from an existing vehicle elevator operation, which reveals the entire operation loading, elevator motion and unloading requires about 1 to 1¹/₂ minutes.

To investigate this question, AFA conducted traffic counts at three condominium complexes in the immediate vicinity. These complexes consisted of 8, 15 and 42 units compared with the 8 proposed by the project. The traffic counts consisted of a minute-by-minute observation of the arrivals and departures from these three condominium complexes during the AM, noon, and PM peak two hour periods. The results of the voluminous data obtained is shown in chart form in the Appendix. However, briefly summarized, the observation revealed that only during one minute did the arrival rate reach as high as three vehicles per minute and that was only one time and for the 15-unit condominium project. On six occasions two vehicles per minute arrived but this was associated with the 42-unit complex. Based on these actual field measured arrival rates, it is estimated that rarely, if ever, will the queue of waiting vehicles at the entry to the project with its eight units (only seven of which use the elevators) back-out onto Carnation Avenue.

Although the conclusion is that a back-up onto Carnation Avenue is a rare occurrence, the question of safety was examined in the event such did occur (because at some time or another it probably will). Existing traffic counts on Carnation Avenue are quite modest. The highest hourly vehicle count observed was 13 vehicles per hour (vph) northbound and 22 vph southbound. This is less than three to four vehicles per minute and the elevators can completely cycle in less than two to three minutes.

Mechanical Lifts

The unique parking garage design is not limited to the access via vehicle elevator rather than ramps. The garage is also proposed to be equipped with mechanical vehicle lifts in six of the residential spaces. The lifts are to be used by the residents themselves to increase their own parking from two spaces per unit to three per unit (for only six of the eight total units). The lift operation requires the lower space to be vacant before the lift is either raised or lowered. Review of the floor plans reveals there is available space behind the lifts to back a vehicle off or pull another on, then raise the lift to open up the lower space. This does mean that in order to really have three spaces per unit, the vehicle in the lower space must be moved elsewhere (maybe out of the garage itself) while the lift is being operated.

In summary, it is concluded that the garage access design involving use of elevators, while relatively unique, does not create any substantial back-up onto Carnation Avenue. This is particularly the case for this project since only seven of the eight units utilize the vehicle elevators. This issue is seemingly more of one for emergency egress in case of evacuation rather than routine daily access. With the one vehicle lift for each of six units combined with single car elevators, evacuation of all vehicles

from the garage could be difficult in time of emergency. Both elevators would have to be operated as exit only in such a case or some vehicles may have to be abandoned.

Construction Traffic Plan

In recognition of the fact, the site itself is quite limited and off-site parking in the surrounding areas is virtually non-existent except for unrestricted on-street parking, the project has prepared a relatively comprehensive Construction Management Plan. Two elements of this plan, i.e., truck trips and parking are of particular interest from a traffic impact point of view. Parking will be discussed first followed by construction truck traffic impacts.

Parking Management

The total construction period is estimated to cover 34 months with four distinct phases varying from 5 to 18 months each. During these construction phases, the daily construction employee work force is predicated to vary from 25 to 80 workers per day on-site. The project proposes to provide employee parking in a remote satellite parking lot (i.e., possibly Corona Del Mar State Beach) for up to 50 vehicles. The employees will be shuttled to/from the site by two 10-passenger vans.

The Parking Management Plan (PMP) indicates that up to 25 of the projects own on-site parking spaces will be available in Phases III and IV, when the vehicle elevations are completed. Research into the capacity of these elevators indicates it takes 2 to 3 minutes to cycle, depending upon which level the elevators service. Filling of all 25 on-site spaces with employee vehicles can be expected to require up to 60 minutes unless both elevators are used for ingress only in AM and egress in PM. Such an operation is contrary to the proposed design of the elevators, which is one for entry and the other for exit. Also, with the other limitations of a similar site, these parking areas may be needed to support other construction operations and not employee parking. Consequently, depending upon the availability of these 25 spaces, it may be necessary to provide additional parking spaces in the satellite lot.

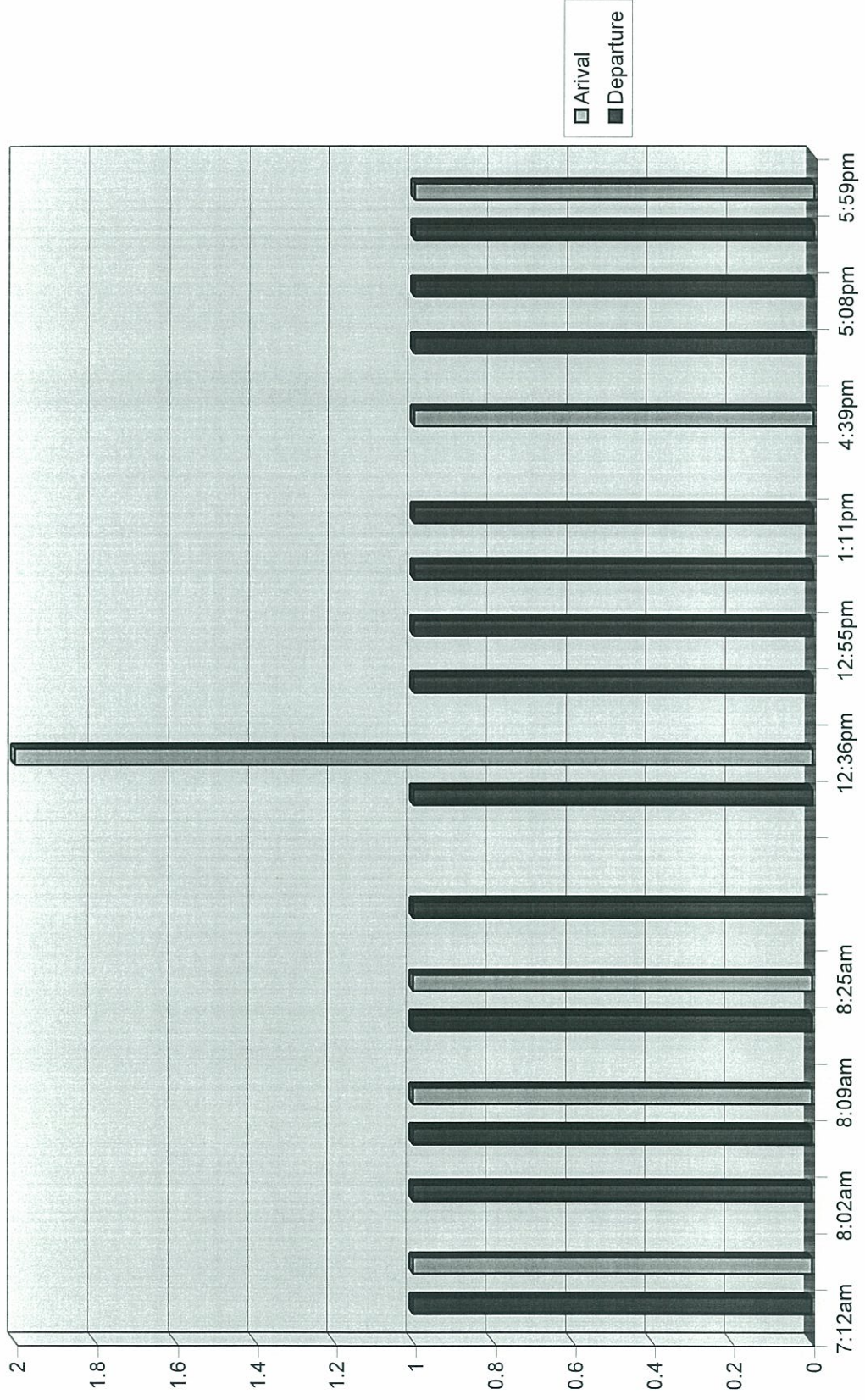
Construction Traffic Impacts

The project is expecting to export more the 25,000 cubic yards of material to the Brea Olinda Landfill site requiring over 2,100 truck trips. This excavation is planned during the five months of Phase I beginning after Labor Day. Given that the typical workday is 11.5 hours on weekdays and 10

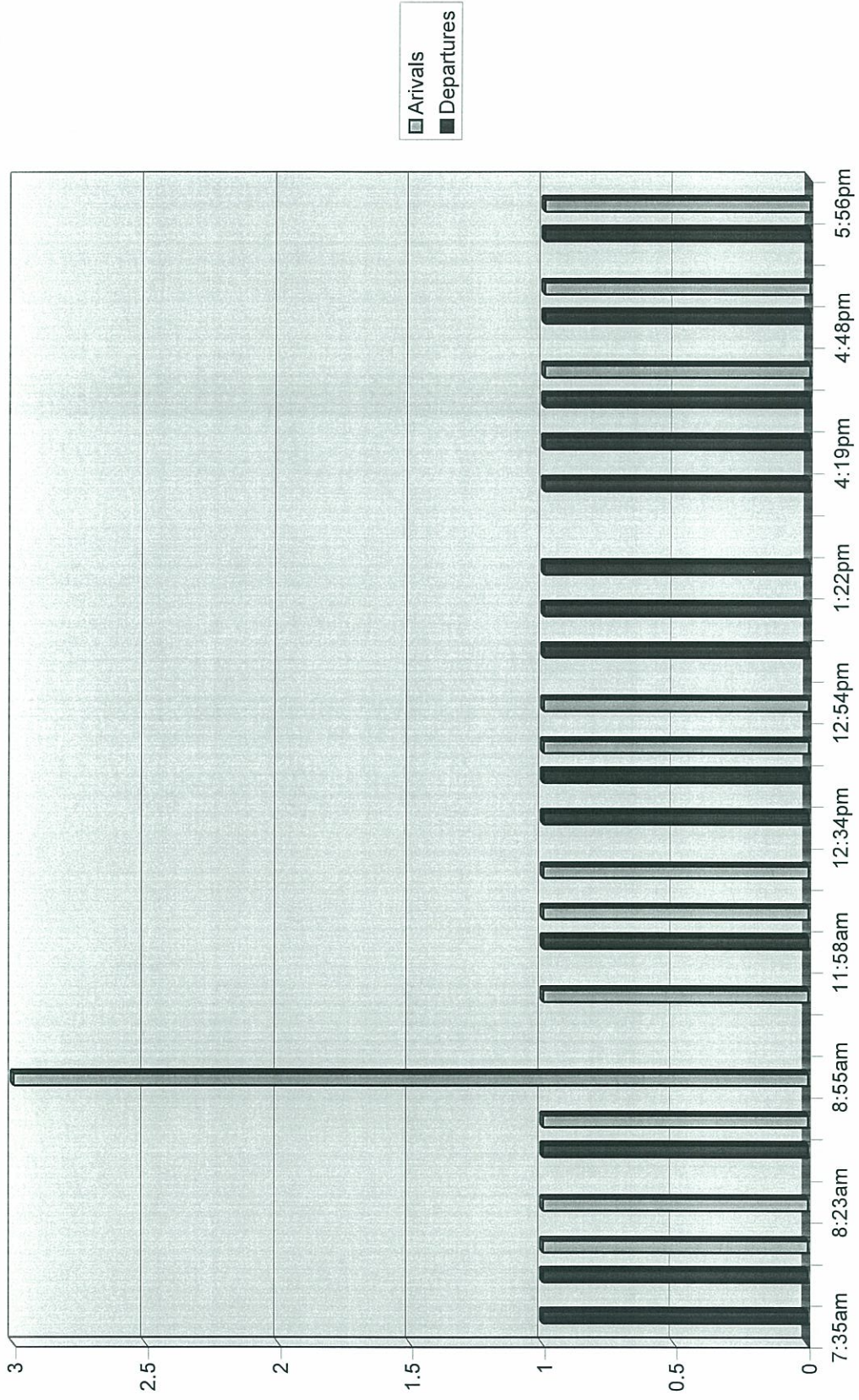
hours on Saturdays, and only one truck every 15 minutes will load, an average of 40-44 truck trips per day is expected. The plan is to schedule these trucks every 15 minutes to avoid a back-up of large tractor-trailer rigs at the site. The plan appears well designed, including an enforceable condition to ensure this plan is actually implemented.

APPENDIX

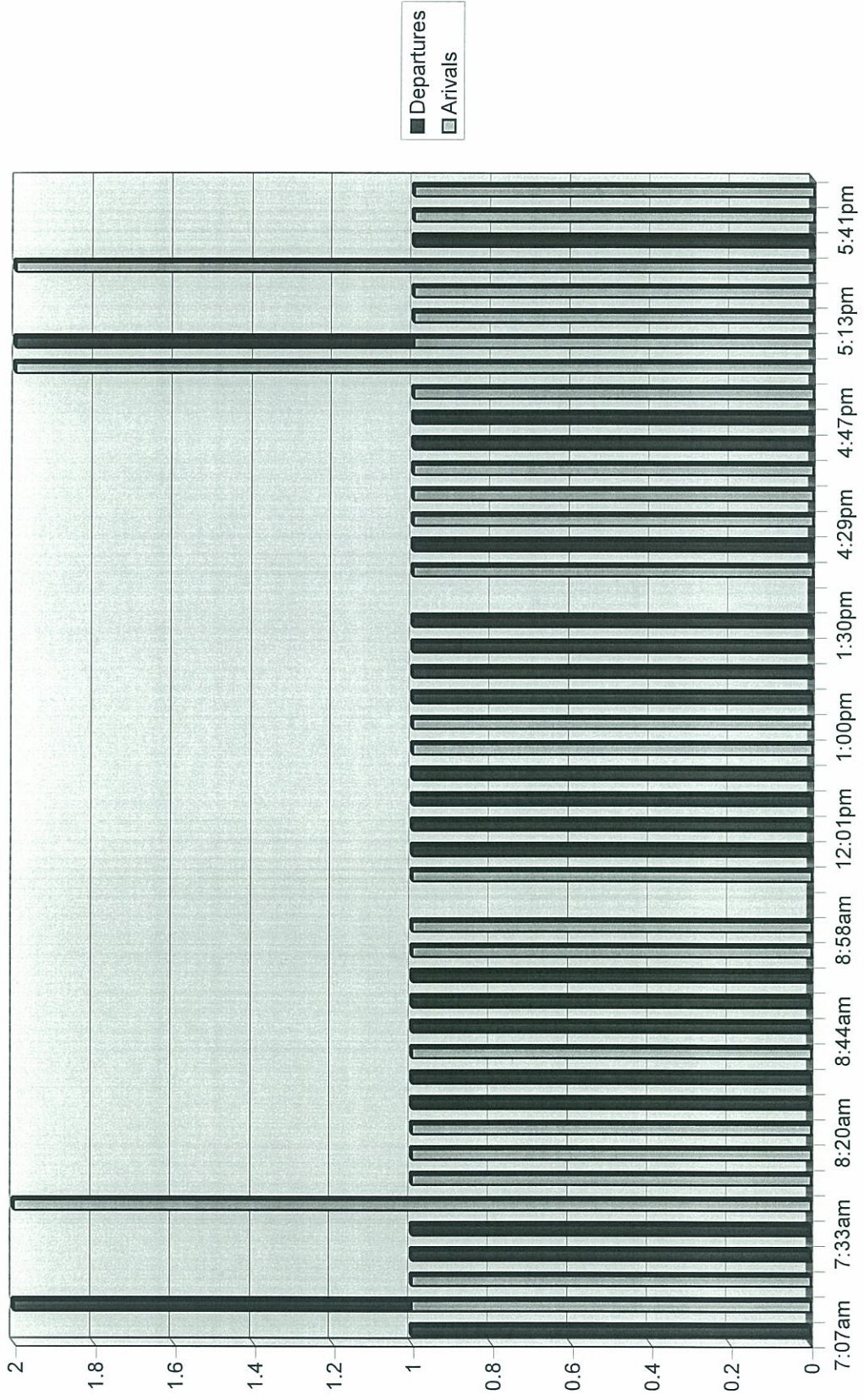
Morning Canyon Rd - 15 Condos



Bayside Dr - 8 Condos



Ocean Blvd - 42 Condos



Morning Canyon Rd 15 Condos

	Arival	Departure
7:12am		1
7:45am	1	
8:02am		1
8:05am		1
8:09am	1	
8:20am		1
8:25am	1	
8:42am		1
12:29pm		1
12:36pm	2	
12:45pm		1
12:55pm		1
1:09pm		1
1:11pm		1
4:39pm	1	
4:52pm		1
5:08pm		1
5:53pm		1
5:59pm	1	

Bayside Dr 8 Condos

	Arivals	Departures
7:35am		1
7:52am		1
8:03am	1	
8:23am	1	
8:47am		1
8:51am	1	
8:55am	3	
11:52am	1	
11:58am		1
12:27pm	1	
12:29pm	1	
12:34pm		1
12:42pm		1
12:43pm	1	
12:54pm	1	
1:06pm		1
1:14pm		1
1:22pm		1
4:18pm		1
4:19pm		1
4:34pm		1
4:38pm	1	
4:48pm		1
5:24pm	1	
5:45pm		1
5:56pm	1	

Ocean Blvd 42 Condos

	Arivals	Departures
7:07am		1
7:08am	1	1
7:15am	1	
7:24am		1
7:33am		1
7:50am	2	
7:51am	1	
8:06am	1	
8:20am	1	
8:23am		1
8:39am		1
8:40am	1	
8:44am		1
8:47am		1
8:51am		1
8:56am	1	
8:58am	1	
11:34am	1	
11:36am		1
12:01pm		1
12:06pm		1
12:31pm		1
12:32pm	1	
1:00pm	1	
1:06pm		1
1:14pm		1
1:20pm		1
1:30pm		1
4:03pm	1	
4:22pm		1
4:29pm	1	
4:33pm	1	
4:44pm	1	
4:46pm		1
4:47pm		1
4:58pm	1	
4:59pm	2	
5:07pm	1	1
5:13pm	1	
5:17pm	1	
5:21pm	2	
5:26pm		1

5:41pm	1
5:56pm	1

TRAFFIC DATA SERVICES, INC
SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S ST : CARNATION AVE
 E/W ST: OCEAN BLVD
 CITY: NEWPORT BEACH

FILENAME: 0981101
 DATE: 9/18/08
 DAY: THURSDAY

PERIOD BEGINS	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:													
7:00 AM		1			1								2
15 AM		2			2								4
30 AM		0			1								1
45 AM		0			2								2
8:00 AM		1			6								7
15 AM		0			4								4
30 AM		1			5								6
45 AM		0			7								7

PEAK HOUR BEGINS AT:
 800 AM

VOLUMES = 2 22 24

FILENAME: 0981101P
 DATE: 9/18/08
 DAY: THURSDAY

PERIOD BEGINS	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM		5			3								8
15 PM		1			4								5
30 PM		5			1								6
45 PM		2			1								3
5:00 PM		2			3								5
15 PM		0			3								3
30 PM		1			5								6
45 PM		2			4								6

PEAK HOUR BEGINS AT:
 1600 PM

VOLUMES = 13 9 22

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : CARNATION AVE
 E/W ST: OCEAN BLVD
 CITY: NEWPORT BEACH

FILENAME: 0981101M
 DATE: 9/18/08
 DAY: THURSDAY

PERIOD BEGINS	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:													
11:00 AM													
15 AM													
30 AM		4			6								10
45 AM		2			4								6
12:00 PM		4			3								7
15 PM		2			4								6
30 PM		2			4								6
45 PM		4			6								10
1:00 PM		1			2								3
15 PM		1			5								6
30 PM													
45 PM													

PEAK HOUR BEGINS AT:

PHF: 0.73

1200 PM

VOLUMES =

12

17

29

COMMENTS:

**TRAFFIC DATA SERVICES, INC.
ARRIVAL/DEPARTURE SURVEY**

LOCATION: (1239 - 1241) (1247 - 1301) BAYSIDE DR
8 CONDOS

FILENAME: 09811D02

DIRECTION:

DAY: WEDNESDAY

CITY: NEWPORT BEACH

DATE: 09/17/08

TIME PERIOD: 7:00 AM - 6:00 PM

ARRIVAL TIME	DEPARTURE TIME	ARRIVAL TIME	DEPARTURE TIME
	7:35:00		
	7:52:00		
8:03:00			
X 8:23:00	8:47:00		
8:51:00			
X 8:55:00			
X 8:55:00			
8:55:00			
<hr/>			
11:52:00	11:58:00		
12:27:00			
12:29:00	12:34:00		
	12:42:00		
12:43:00			
12:54:00	13:06:00		
	13:14:00		
	13:22:00		
<hr/>			
	16:18:00		
	16:19:00		
	16:34:00		
16:38:00	16:48:00		
17:24:00	17:45:00		
17:56:00			

COMMENTS: X = SERVICE PERSONNEL

**TRAFFIC DATA SERVICES, INC.
ARRIVAL/DEPARTURE SURVEY**

LOCATION: 2525 OCEAN BLVD
42 CONDOS

FILENAME: 09811D05

DIRECTION:

DAY: THURSDAY

CITY: CORONA DEL MAR

DATE: 09/18/08

TIME PERIOD: 7:00 AM - 1:30 PM

ARRIVAL TIME	DEPARTURE TIME	ARRIVAL TIME	DEPARTURE TIME
	7:07:00		
7:08:00	7:08:00		
7:15:00	7:24:00		
	7:33:00		
7:50:00			
7:50:00			
7:51:00			
8:06:00			
8:20:00	8:23:00		
	8:39:00		
8:40:00	8:44:00		
	8:47:00		
	8:51:00		
8:56:00			
8:58:00			

11:34:00	11:36:00		
	12:01:00		
	12:06:00		
	12:31:00		
12:32:00			
13:00:00	13:06:00		
	13:14:00		
	13:20:00		
	13:30:00		

COMMENTS:

TRAFFIC DATA SERVICES, INC.
ARRIVAL/DEPARTURE SURVEY

LOCATION: 2525 OCEAN BLVD
42 CONDOS

FILENAME: 09811D06

DIRECTION:

DAY: THURSDAY

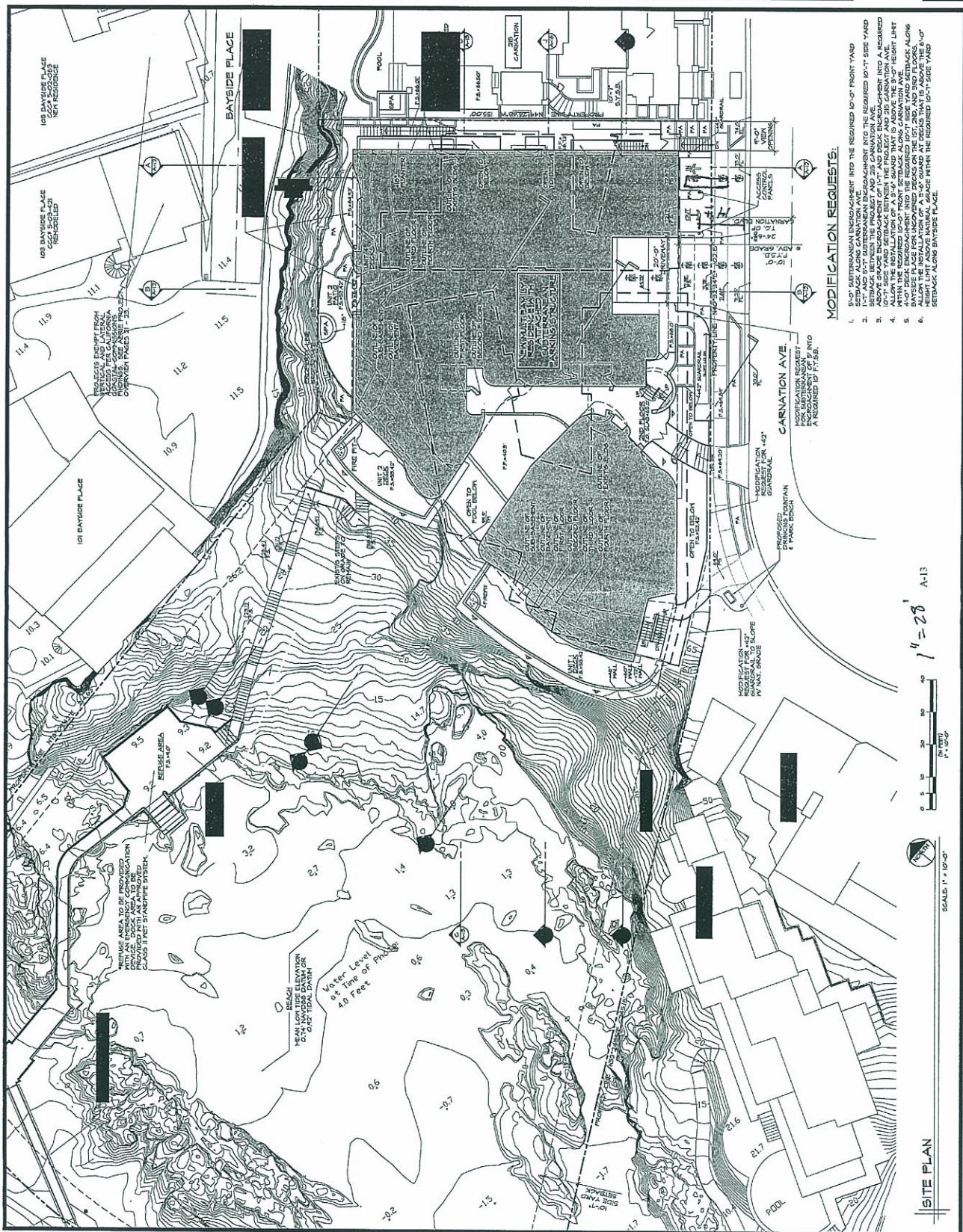
CITY: CORONA DEL MAR

DATE: 09/18/08

TIME PERIOD: 4:00 PM - 6:00 PM

ARRIVAL TIME	DEPARTURE TIME	ARRIVAL TIME	DEPARTURE TIME
16:03:00			
	16:22:00		
16:29:00			
16:33:00			
16:44:00	16:46:00		
	16:47:00		
16:58:00			
16:59:00			
16:59:00			
17:07:00	17:07:00		
17:13:00			
17:17:00			
17:21:00			
17:21:00	17:26:00		
17:41:00			
17:56:00			

COMMENTS:



APR 2011
201-207 CARNATION
CORONA DEL MAR, CA

brion jeanne architecture
 brion jeanne architecture • brion jeanne architecture • brion jeanne architecture

PLAN

Date: _____
 Revision: _____
 Revision: _____
 Revision: _____
 Revision: _____
 Job No. 08-024

APPROVED
 (Seal)
 REGISTERED
 ARCHITECT
 STATE OF CALIFORNIA
 License No. 50001

A-1

MODIFICATION REQUESTS:

1. 8'-0" SETBACK ENTOUCHMENT INTO THE REQUIRED 10'-0" FRONT YARD
2. 12" AND 20" SETBACK ENTOUCHMENT INTO THE REQUIRED 10'-0" SIDE YARD
3. SETBACK BETWEEN THE PROPOSED AND 219 CARNATION AVE.
4. 10'-0" SIDE YARD SETBACK BETWEEN THE PROPOSED AND 219 CARNATION AVE.
5. 10'-0" SIDE YARD SETBACK BETWEEN THE PROPOSED AND 219 CARNATION AVE.
6. 10'-0" FRONT SETBACK ALONG CARNATION AVE.
7. 10'-0" SETBACK ENTOUCHMENT INTO THE REQUIRED 10'-0" SIDE YARD SETBACK ALONG
8. ALLOW THE INSTALLATION OF A 3'-6" WARD AT HEIGHTS THAT IS ABOVE THE 8'-0" SETBACK ALONG BAYSIDE PLACE.

THIS AREA TO BE PROVIDED WITH A BEACH AND DECK AREA TO BE PROVIDED WITH STAIRS TO BEACH.

BEACH
 150' WIDE DELTA
 5' TIDE GATE
 Water Level
 at Time of High
 4.0 Feet



SITE PLAN



MEMORANDUM

TO: Keeton Kreitzer

FROM: Joe Foust, P.E.

DATE: February 26, 2009

SUBJECT: **2nd REVIEW COMMENTS – AERIE CONSTRUCTION MANAGEMENT PLAN**

I have reviewed the February 18, 2009 Aerie Construction Management Plan (2nd check) and have the following comments:

1. General Observation – From an overall standpoint, this 2nd edition of the Construction Management Plan (CMP) appears to address nearly all of my previous concerns raised in both a memo and face-to-face meeting. However, a couple of issues remain. These are:

- a. One Page 6, the CMP correctly states:

“At no time will more than one cement or dump truck be stationed at the site.”

It is essential the contractor be aware of and observe this fact as it could result in the City having to enforce the condition. It should also be noted that not more than one large delivery truck may be at the site at any one time. I had suggested a remote truck staging/holding site be identified and maintained. But as long as this condition is recognized and complied with the main issue has been satisfied.

- b. There is a discrepancy in the CMP regarding the number of workers present in Stages III and IV. Page 4 says 60 – 80 workers, whereas page 7 says 25 and 20. Although this needs to be clarified, the fact remains the contractor must arrange for an adequate number of off-site parking spaces for each phase. I continue to question whether or

647009mm.doc

Keeton Kreitzer
February 26, 2009
Page 2

not the 31 on-site spaces are usable from a practical viewpoint given the only access is via the elevators. However, that question will finally be answered during actual construction. If use of some or all of these 31 on-site spaces is not practical, then additional off-site spaces will need to be provided.

CONCLUSION

In summary, pending clarification of the anticipated worker count in Construction Phases III and IV, the February 2009 version of the Aerie CMP is deemed complete.

SOIL

Sampling Point: 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-14	10YR 2/1	100	NONE				Loamy Sand	Smells very fresh i.e. good garden soil - no hydric indicators of any kind

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix. ²Location: PL=Pore Lining, RC=Root Channel, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 1 cm Muck (A9) (LRR C)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> 2 cm Muck (A10) (LRR B)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1)	<input type="checkbox"/> Reduced Vertic (F18)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Stratified Layers (A5) (LRR C)	<input type="checkbox"/> Depleted Matrix (F3)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> 1 cm Muck (A9) (LRR D)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Depressions (F8)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Vernal Pools (F9)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)		³ Indicators of hydrophytic vegetation and wetland hydrology must be present.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ No

Remarks:

HYDROLOGY

<p>Wetland Hydrology Indicators:</p> <p>Primary Indicators (any one indicator is sufficient)</p> <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Salt Crust (B11) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Biotic Crust (B12) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Aquatic Invertebrates (B13) <input type="checkbox"/> Water Marks (B1) (Nonriverine) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) (Nonriverine) <input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3) <input type="checkbox"/> Drift Deposits (B3) (Nonriverine) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Recent Iron Reduction in Plowed Soils (C6) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Water-Stained Leaves (B9)	<p>Secondary Indicators (2 or more required)</p> <input type="checkbox"/> Water Marks (B1) (Riverine) <input type="checkbox"/> Sediment Deposits (B2) (Riverine) <input type="checkbox"/> Drift Deposits (B3) (Riverine) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> FAC-Neutral Test (D5)
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Field Observations:

Surface Water Present? Yes _____ No Depth (inches): _____

Water Table Present? Yes _____ No Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No Depth (inches): _____

Wetland Hydrology Present? Yes _____ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: