



5.5 TRAFFIC/CIRCULATION

This section is based upon the *Lido House Hotel Traffic Impact Analysis* (Traffic Impact Analysis), dated March 26, 2014, prepared by RBF Consulting and *Parking Study for the Lido House Hotel* (Parking Study), dated April 2014, prepared by Stantec, which are included as Appendix 11.3, *Traffic Impact Analysis/Parking Study*.

The purpose of the Traffic Impact Analysis is to evaluate development of the proposed project from a traffic and circulation standpoint. This analysis considers impacts on local intersections and regional transportation facilities. Mitigation measures are recommended, if necessary, to avoid or reduce project impacts on traffic and circulation.

The Traffic Impact Analysis analyzes existing and future weekday daily peak hour traffic conditions for the following conditions:

- Existing conditions;
- Existing with project conditions;
- Newport Beach Traffic Phasing Ordinance (TPO) Forecast Year 2018 without project conditions;
- Newport Beach TPO Forecast Year 2018 with project conditions;
- Forecast Year 2018 Cumulative without project conditions;
- Forecast Year 2018 Cumulative with project conditions;
- General Plan buildout without project conditions; and
- General Plan buildout with project conditions.

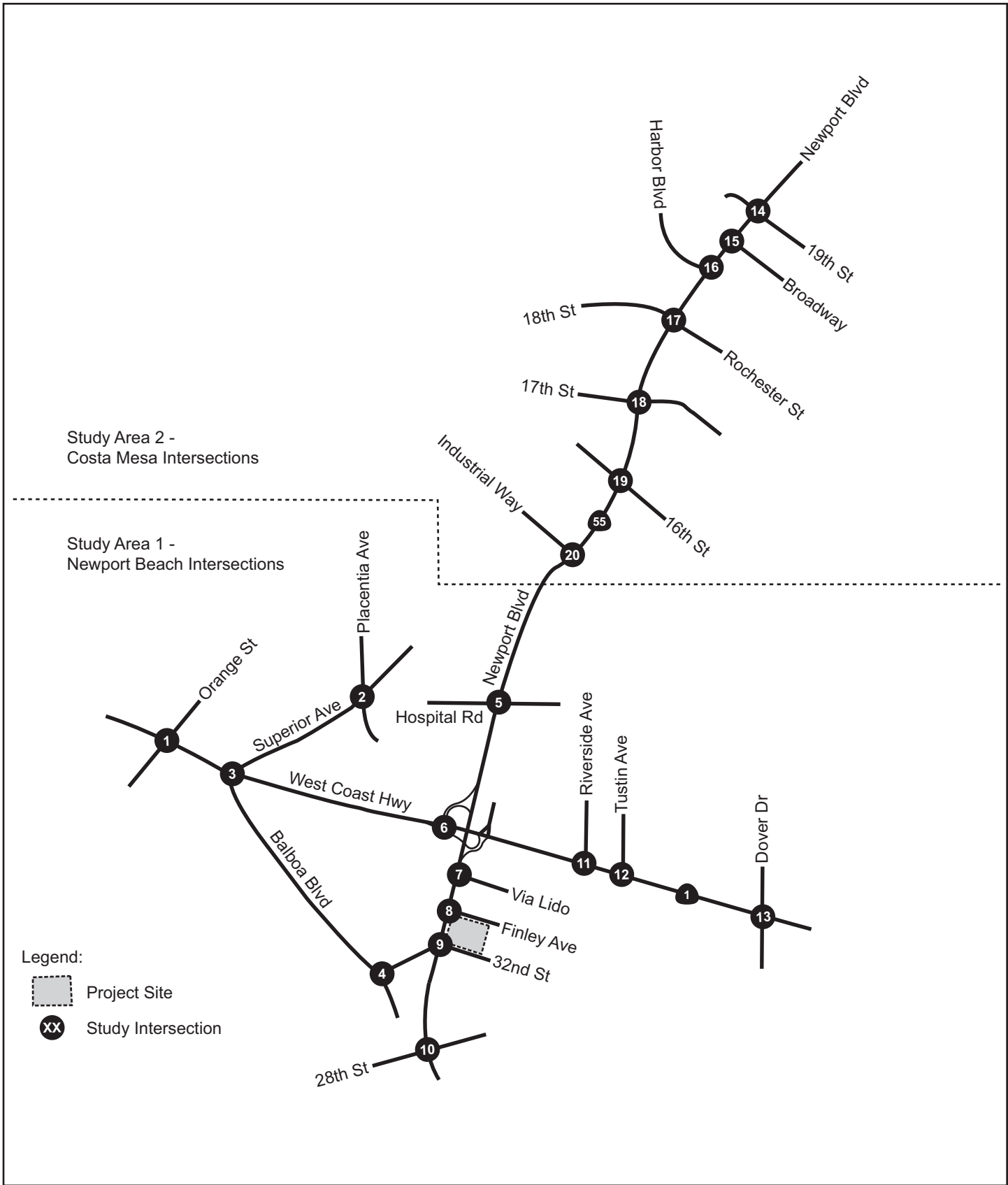
The purpose of the Parking Study is to identify the appropriate supply of parking adequate for the proposed hotel use.

5.5.1 EXISTING SETTING

STUDY AREA

Study Intersections

The locations of the study intersections are listed below, along with the local jurisdictions in which the intersections are located; refer to Exhibit 5.5-1, *Location of Study Intersections*. Of the 20 identified intersections, 13 are located within the City of Newport Beach and seven are located within the City of Costa Mesa. These intersections provide local access to the project area.



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LIDO HOUSE HOTEL
ENVIRONMENTAL IMPACT REPORT

Location of Study Intersections

Exhibit 5.5-1



City of Newport Beach

1. Orange Street/West Coast Highway (SR-1);
2. Superior Avenue/Placentia Avenue;
3. Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1);
4. Balboa Boulevard/32nd Street;
5. Newport Boulevard (SR-55)/Hospital Road;
6. Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1);
7. Newport Boulevard/Via Lido;
8. Newport Boulevard/Finley Avenue;
9. Newport Boulevard/32nd Street;
10. Newport Boulevard/28th Street;
11. Riverside Avenue/West Coast Highway (SR-1);
12. Tustin Avenue/West Coast Highway (SR-1);
13. Dover Drive-Bayshore Drive/West Coast Highway (SR-1);

City of Costa Mesa

14. Newport Boulevard (SR-55)/19th Street;
15. Newport Boulevard (SR-55)/Broadway;
16. Newport Boulevard (SR-55)/Harbor Boulevard;
17. Newport Boulevard (SR-55)/18th Street-Rochester Street;
18. Newport Boulevard (SR-55)/17th Street;
19. Newport Boulevard (SR-55)/16th Street; and
20. Newport Boulevard (SR-55)/Industrial Way.

Local Roadways

The characteristics of the primary roadways within the study area are described below.

West Coast Highway (State Route 1). In the project vicinity, West Coast Highway trends in an east-west direction and is designated SR-1. West of Superior Avenue/Balboa Boulevard, West Coast Highway is a six-lane divided roadway with a raised median and permitted on-street parking on the north side within the project vicinity. From Superior Avenue/Balboa Boulevard to the Newport Boulevard (SR-55) Southbound Off-Ramp, West Coast Highway is a seven-lane divided roadway (four lanes in the westbound direction and three lanes in the eastbound direction) with a raised median and prohibited on-street parking. From the Newport Boulevard Southbound Off-Ramp to Riverside Avenue, West Coast Highway is a five-lane divided roadway (three lanes in the westbound direction and two lanes in the eastbound direction) with a continuous left-turn lane and metered on-street parking on the north side only. Between Riverside Avenue and Tustin Avenue, West Coast Highway is a five-lane divided roadway (three lanes in the westbound direction and two lanes in the eastbound direction), with a raised median and metered on-street parking. From Tustin Avenue to Dover Drive-Bayshore Drive, West Coast Highway is a four to five-lane divided roadway (two to three lanes in the westbound direction and two lanes in the eastbound direction) with a continuous left-turn lane and both metered and non-metered on-street parking. East of Dover Drive-Bayshore Drive, West Coast Highway is a seven-lane divided roadway (four lanes in the westbound direction and three lanes in the eastbound direction) with a painted median and prohibited on-street parking. The posted speed limit on West Coast Highway is 40 to 50 miles per hour in the project study area.



Newport Boulevard. Newport Boulevard trends in a north-south direction in the project study area and is designated SR-55 from the West Coast Highway junction to the Costa Mesa Freeway. Immediately north of 19th Street, Newport Boulevard merges with the southern terminus of the Costa Mesa Freeway (SR-55). From 19th Street to 17th Street, Newport Boulevard is a seven-lane divided roadway (four lanes in the northbound direction and three lanes in the southbound direction) with a raised median and on-street parking permitted on the east side only. Newport Boulevard transitions to a six-lane divided roadway with a raised median and prohibited on-street parking from 17th Street to Via Lido. From Via Lido to 32nd Street, Newport Boulevard is a five-lane divided roadway (three lanes in the northbound direction and two lanes in the southbound direction) with raised and painted medians and metered on-street parking on the west side only. Newport Boulevard transitions to a four-lane divided roadway with metered on-street parking on the east side south of 32nd Street. The posted speed limit is 30 to 45 miles per hour on Newport Boulevard in the project study area.

Orange Street. Orange Street is a two-lane undivided roadway trending in a north-south direction. There is no posted speed limit on Orange Street; on-street parking is permitted.

Superior Avenue. Superior Avenue is a four-lane divided roadway with a raised median trending in a north-south direction in the project study area and intersects West Coast Highway at Balboa Boulevard. The posted speed limit is 40 miles per hour on Superior Avenue within the project study area. On-street parking is prohibited in the project vicinity, with the exception of the east side of Superior Avenue north of Placentia Avenue.

Balboa Boulevard. Balboa Boulevard intersects West Coast Highway at Superior Avenue and trends in a north-south direction in the project study area. Balboa Boulevard is a five-lane divided roadway (three-lanes in the northbound direction and two lanes in the southbound direction) with a raised median south of West Coast Highway and transitions to a four-lane divided roadway north of 32nd Street. On-street parking is generally permitted, with the exception of the west side of Balboa Boulevard from West Coast Highway to 32nd Street where on-street parking is prohibited. The posted speed limit is 30 miles per hour within the project vicinity.

Placentia Avenue. Placentia Avenue is a four-lane divided roadway with a painted median north of Superior Avenue trending in a north-south direction. South of Superior Avenue, Placentia Avenue is a two-lane undivided roadway. The posted speed limit on Placentia Avenue is 40 miles per hour north of Superior Avenue; on-street parking is prohibited.

Riverside Avenue. Riverside Avenue is a four-lane undivided roadway trending in a north-south direction within the project study area and transitions into one lane each direction. The posted speed limit on Riverside Avenue is 30 miles per hour; on-street parking is prohibited.

Tustin Avenue. Tustin Avenue is a two-lane undivided roadway trending in a north-south direction within the project study area. Metered on-street parking is permitted on Tustin Avenue.

Dover Drive. Dover Drive is a four-lane divided roadway with a raised median trending in a north-south direction in the project study area. The posted speed limit on Dover Drive is 45 miles per hour; on-street parking is prohibited.



19th Street. 19th Street is a six-lane divided roadway with a raised median trending in an east-west direction west of Newport Boulevard. East of Newport Boulevard, 19th Street is a four-lane divided roadway with a raised median. The posted speed limit on 19th Street is 30 to 35 miles per hour; on-street parking is prohibited.

Broadway. Broadway is a two-lane undivided roadway trending in an east-west direction. The posted speed limit is 25 miles per hour on Broadway within the project vicinity; on-street parking is permitted.

Harbor Boulevard. Harbor Boulevard is a five-lane divided roadway (three lanes in the northbound direction and two lanes in the southbound direction) with a raised median trending in a north-south direction within the project study area. The posted speed limit is 35 miles per hour on Harbor Boulevard within the project vicinity; on-street parking is prohibited.

18th Street. 18th Street is a two-lane divided roadway with a painted median trending in an east-west direction within the project study area. The posted speed limit on 18th Street is 30 miles per hour within the project study area; diagonal on-street parking is provided on the north side only.

Rochester Street. Rochester Street is a two-lane undivided roadway trending in an east-west direction within the project study area. The posted speed limit on Rochester Street is 25 miles per hour within the project study area; on-street parking is permitted.

17th Street. 17th Street is a four-lane to six-lane divided roadway with a raised median trending in an east-west direction within the project study area. The posted speed limit on 17th Street is 35 miles per hour within the project study area; on-street parking is prohibited.

16th Street. 16th Street is a two-lane undivided roadway trending in an east-west direction within the project study area. There is no posted speed limit on 16th Street within the project vicinity; on-street parking is permitted.

Industrial Way. Industrial Way is a two-lane undivided roadway trending in an east-west direction within the project study area. There is no posted speed limit on Industrial Way within the project study area; on-street parking is permitted.

Hospital Road. Hospital Road is a four-lane undivided and divided roadway with painted median trending in an east-west direction within the project study area. The posted speed limit on Hospital Road is 35 miles per hour within the project study area; on-street parking is prohibited.

Via Lido. Via Lido is a four-lane divided roadway with a raised median trending in an east-west direction within the project study area. The posted speed limit on Via Lido is 25 miles per hour within the project study area; on-street parking is permitted.

Finley Avenue. Finley Avenue is a two-lane undivided roadway trending in an east-west direction within the project study area. There is no posted speed limit on Finley Avenue within the project study area; on-street parking is prohibited immediately west of Newport Boulevard.

32nd Street. 32nd Street is a two-lane undivided roadway trending in an east-west direction within the project study area. There is no posted speed limit on 32nd Street within the project study area. On-



street parking is permitted and metered parking spaces are provided on the south side between Newport Boulevard and Balboa Boulevard.

28th Street. 28th Street is a two-lane undivided roadway trending in an east-west direction within the project study area. There is no posted speed limit on 28th Street within the project study area; on-street parking is permitted.

ANALYSIS METHODOLOGY

Traffic Impact Analysis

The Traffic Impact Analysis is based upon the potential impacts associated with the proposed project. The traffic analysis evaluates existing operating conditions at key study intersections within the project vicinity, estimates the trip generation potential of the proposed project, and forecasts future operating conditions with and without the proposed project. For a detailed discussion of the analytical methodology, refer to [Appendix 11.3](#).

The Traffic Impact Analysis was coordinated with City of Newport Beach staff. The analysis is consistent with the requirements and procedures outlined in the most current *Congestion Management Program (CMP) for Orange County*.

Existing Conditions

Existing peak hour traffic movement counts were collected for the 20 study intersections in October 2013 during typical weekday conditions. The AM peak period intersection counts were collected from 7:00 AM to 9:00 AM; the PM peak period intersection counts were collected from 4:00 PM to 6:00 PM. The traffic volumes used in this analysis were taken from the highest hour within the two-hour peak period counted. Daily and peak hour count sheets are provided in [Appendix 11.3](#).

Newport Beach Traffic Phasing Ordinance Forecast Year 2018 Traffic Growth

The proposed project is planned to open in 2017; therefore, in accordance with the City of Newport Beach Traffic Phasing Ordinance (TPO), an analysis year of 2018 is utilized. Existing traffic volumes were increased by the applicable regional traffic annual growth rates for arterial roadways in the City of Newport Beach as directed by City staff to account for ambient traffic growth at study intersections. Additionally, trips were added from 18 approved projects in the project vicinity identified by City staff, which have already been approved, but have not yet been constructed. These approved projects are expected to be built and generating trips by year 2018. Approved project trip assignment data was provided by the City of Newport Beach; refer to [Appendix 11.3](#).

The initial stage of the TPO analysis consists of a one percent analysis at each study intersection. The one percent analysis compares proposed project traffic with the projected forecast year 2018 without project peak hour traffic volumes. If forecast peak hour traffic from the proposed project is less than one percent of the projected background traffic on each leg of the intersection then further intersection capacity utilization (ICU) analysis is not required. If the proposed project is forecast to add more than one percent of the background traffic on any leg of the intersection then ICU analysis is required.



In addition to median and bike lane improvements, the Newport Boulevard widening project is a City project that would change the intersection geometry of Newport Boulevard/Finley Avenue and Newport Boulevard/32nd Street. At Newport Boulevard/Finley Avenue, the widening project would add one exclusive northbound right-turn lane and one southbound shared through/right-turn lane. At Newport Boulevard/32nd Street, the widening project would add one northbound shared through/right-turn lane and one exclusive southbound right-turn lane; the existing westbound free right-turn lane would be removed so the ultimate westbound approach would consist of one left-turn lane and one shared through/right-turn lane.

A analysis summarizing conditions without and with the Newport Boulevard widening project at the Newport Boulevard/Finley Avenue and Newport Boulevard/32nd Street study intersections has been included in forecast year 2018 without project and subsequent analysis scenarios.

Forecast Year 2018 Cumulative Traffic Growth

Forecast year 2018 cumulative without project conditions were derived by adding cumulative projects identified by the City of Newport Beach and the City of Costa Mesa to the TPO forecast year 2018 without project conditions.

Cumulative project trips were also added from the following seven additional projects in the project vicinity identified by City of Newport Beach staff that are considered foreseeable, but have not yet been approved and therefore are not currently generating trips; refer to Section 4.0, *Basis of Cumulative Analysis*, for further information regarding these projects.

- Newport beach Country Club;¹
- Koll;
- Back Bay Landing;
- Balboa Marina West Expansion;
- Banning Ranch;
- Sunset Ridge Park; and
- Newport Coast.²

Cumulative project trip generation and trip distribution data was provided by the City of Newport Beach and is contained in Appendix 11.3.

City of Costa Mesa staff identified the following three cumulative projects in the vicinity of the study area:

- 17th/Superior Live-Work;
- Anchor Live-Work; and
- Pacific Gateway Residences.

¹ Based on information provided by the City Traffic engineer, the Newport Beach Country Club would not result in an increase in traffic generation; therefore, it has been excluded from the traffic impact analysis, but has been considered in other cumulative analyses in this EIR cumulative impacts to consider (i.e., construction, noise, and air quality).

² 70 percent of the dwelling units associated with Newport Coast have already been developed. Thus, the analysis in this EIR assumes 30 percent of the dwelling units represented for in this table for Newport Coast have yet to be developed and represent the cumulative condition.



Cumulative project trip generation and trip distribution data was obtained from the City of Costa Mesa website and is contained in [Appendix 11.3](#).

Forecast year 2018 cumulative without project conditions assumes the following improvements within the study area are installed as required mitigation for the Banning Ranch cumulative project in accordance with City of Newport Beach staff direction:

- Newport Boulevard Southbound Ramps/West Coast Highway – Restripe the southbound approach on Newport Boulevard to provide one exclusive right-turn lane, one exclusive left-turn lane, and one shared right/left-turn lane.

General Plan Buildout Traffic Growth

The forecast traffic data utilized for General Plan buildout without project conditions is based on AM and PM peak hour intersection volumes developed utilizing the Newport Beach Traffic Analysis Model (NBTAM). The NBTAM traffic forecast data was provided by Urban Crossroads and is included in [Appendix 11.3](#).

Similar to forecast year 2018 cumulative conditions, forecast General Plan buildout without project conditions assumes the intersection improvements at Newport Boulevard Southbound Ramps/West Coast Highway are installed as required mitigation for the Banning Ranch cumulative project in accordance with City of Newport Beach staff direction.

PARKING

Parking supply and demand for existing land uses can be determined by performing manual surveys during periods of anticipated demand. Parking supply and demand for proposed land uses can be determined through estimates, based upon historical usage. Demand for the proposed project will be determined by reviewing nearby City codes, reviewing available published parking generation data, and surveying two other sites that are similar and comparable to the proposed land use.

INTERSECTION LEVEL OF SERVICE METHODOLOGY

Intersection Capacity Utilization Analysis

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The ICU analysis method is utilized by the City of Newport Beach, the City of Costa Mesa, and in the Orange County Congestion Management Program (CMP) to determine the operating LOS of signalized intersections. The ICU analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding Volume/Capacity (V/C) ratios shown in [Table 5.5-1, *V/C and LOS Ranges*](#).



**Table 5.5-1
V/C and LOS Ranges**

Signalized Intersections	
V/C Ratio	LOS
≤ 0.60	A
0.61 to ≤ 0.70	B
0.71 to ≤ 0.80	C
0.81 to ≤ 0.90	D
0.91 to ≤ 1.00	E
> 1.00	F

Source: *City of Newport Beach Traffic Phasing Ordinance, Chapter 15.40.*

In accordance with the City of Newport Beach TPO, the ICU analysis assumes a capacity of 1,600 vehicles per hour (vph) for each travel lane (including turn lanes) through an intersection, with no factor for yellow time included in the lane capacity assumptions. The City of Newport Beach TPO methodology calculates the ICU value to three decimal places, and then reports the resulting ICU value rounded down to two decimal places.

STATE HIGHWAY

In conformance with the current *Caltrans Guide for the Preparation of Traffic Impact Studies*, existing and projected peak hour operating conditions at the following 14 state-controlled study intersections within the study area have been evaluated using the Highway Capacity Manual (HCM) method for signalized intersections:

- Orange Street/West Coast Highway (SR-1);
- Superior Avenue-Balboa Avenue/West Coast Highway (SR-1);
- Newport Boulevard (SR-55)/Hospital Road;
- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1);
- Riverside Avenue/West Coast Highway (SR-1);
- Tustin Avenue/West Coast Highway (SR-1);
- Dover Drive-Bayshore Drive/West Coast Highway (SR-1);
- Newport Boulevard (SR-55)/19th Street;
- Newport Boulevard (SR-55)/Broadway;
- Newport Boulevard (SR-55)/Harbor Boulevard;
- Newport Boulevard (SR-55)/18th Street-Rochester Street;
- Newport Boulevard (SR-55)/17th Street;
- Newport Boulevard (SR-55)/16th Street; and
- Newport Boulevard (SR-55)/Industrial Way.

Highway Capacity Manual Analysis

Caltrans advocates use of HCM intersection analysis methodology to analyze the operation of signalized intersections. The HCM analysis methodology describes the operation of an intersection



using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in Table 5.5-2, *State Highway Intersection LOS and Delay Ranges*. Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections.

**Table 5.5-2
State Highway Intersection LOS and Delay Ranges**

LOS	Delay (in seconds)
	Signalized Intersections
A	≤ 10.0
B	> 10.0 to ≤ 20.0
C	> 20.0 to ≤ 35.0
D	> 35.0 to ≤ 55.0
E	> 55.0 to ≤ 80.0
F	> 80.0

Source: Transportation Research Board, *Highway Capacity Manual*, HCM 2000 Edition (Washington D.C., 2000).

PERFORMANCE CRITERIA

City of Newport Beach

The City of Newport Beach target for peak hour intersection operation as stated in the Circulation Element of the General Plan is LOS D or better except at the following locations where LOS E or better is considered acceptable:

- Intersections in the John Wayne Airport Area shared with the City of Irvine;
- Dover Drive/West Coast Highway (SR-1);
- Goldenrod Avenue/East Coast Highway (SR-1); and
- Marguerite Avenue/East Coast Highway (SR-1).

The criteria for assessing a proposed project, as defined in the City's TPO, is to achieve LOS D or better at any impacted primary intersection within the City.

City of Costa Mesa

The City of Costa Mesa goal for peak hour intersection operation is LOS D or better.

State Highway

Caltrans target for peak hour intersection operation is LOS C or better.



EXISTING INTERSECTION LEVELS OF SERVICE

Newport Beach and Costa Mesa

Table 5.5-3, *Existing Peak Hour Levels of Service – Newport Beach and Costa Mesa*, summarizes the existing peak hour LOS for the study intersections.

As indicated in Table 5.5-3, all study intersections are currently operating at an acceptable LOS (LOS D or better) during the AM and PM Peak hours based on City of Newport Beach and City of Costa Mesa performance criteria. Detailed LOS analysis sheets are provided in Appendix 11.3.

State Highway

Table 5.5-4, *Existing Peak Hour Levels of Service – State Highway*, summarizes the existing peak hour LOS of the State Highway study intersections. As indicated in Table 5.5-4, all State Highway study intersections are currently operating at an acceptable LOS (LOS C or better) during the AM and PM Peak hours based on Caltrans performance criteria. Detailed LOS worksheets for this scenario are provided in Appendix 11.3.

**Table 5.5-3
Existing Peak Hour Levels of Service – Newport Beach and Costa Mesa**

Int. No.	Study Intersection	V/C – LOS	
		AM Peak Hour	PM Peak Hour
1	Orange Street/West Coast Highway (SR-1)	0.71 – C	0.66 – B
2	Superior Avenue/Placentia Avenue	0.62 – B	0.69 – B
3	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	0.83 – D	0.78 – C
4	Balboa Boulevard/32 nd Street	0.23 – A	0.25 – A
5	Newport Boulevard (SR-55)/Hospital Rd	0.55 – A	0.61 – B
6	Newport Boulevard (SR-55) SB Ramps/West Coast Hwy (SR-1)	0.88 – D	0.69 – B
7	Newport Boulevard /Via Lido	0.37 – A	0.35 – A
8	Newport Boulevard /Finley Avenue	0.41 – A	0.46 – A
9	Newport Boulevard /32 nd Street	0.44 – A	0.51 – A
10	Newport Boulevard /28 th Street	0.29 – A	0.22 – A
11	Riverside Avenue/West Coast Highway (SR-1)	0.76 – C	0.71 – C
12	Tustin Avenue/West Coast Highway (SR-1)	0.75 – C	0.57 – A
13	Dover Drive-Bayshore Drive/West Coast Highway (SR-1)	0.69 – B	0.71 – C
14	Newport Boulevard (SR-55)/19 th Street	0.84 – D	0.76 – C
15	Newport Boulevard (SR-55)/Broadway	0.64 – B	0.65 – B
16	Newport Boulevard (SR-55)/Harbor Boulevard	0.72 – C	0.77 – C
17	Newport Boulevard (SR-55)/18 th Street-Rochester Street	0.76 – C	0.86 – D
18	Newport Boulevard (SR-55)/17 th Street	0.76 – C	0.75 – C
19	Newport Boulevard (SR-55)/16 th Street	0.56 – A	0.50 – A
20	Newport Boulevard (SR-55)/Industrial Way	0.58 – A	0.53 – A

Notes: V/C = volume to capacity ratio; SB = southbound.



**Table 5.5-4
Existing Peak Hour Levels of Service – State Highway**

Int. No.	Study Intersection	AM Peak Hour	PM Peak Hour
		Delay – LOS	Delay – LOS
1	Orange Street/West Coast Highway (SR-1)	6.0 – A	4.6 – A
3	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	26.6 – C	33.4 – C
5	Newport Boulevard (SR-55)/Hospital Road	19.6 – B	23.6 – C
6	Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1)	15.4 – B	18.1 – B
11	Riverside Avenue/West Coast Highway (SR-1)	13.7 – B	15.7 – B
12	Tustin Avenue/West Coast Highway (SR-1)	3.9 – A	5.9 – A
13	Dover Drive-Bayshore Drive/West Coast Highway (SR-1)	21.4 – C	20.8 – C
14	Newport Boulevard (SR-55)/19 th Street	22.6 – C	24.0 – C
15	Newport Boulevard (SR-55)/Broadway	5.1 – A	6.0 – A
16	Newport Boulevard (SR-55)/Harbor Boulevard	10.1 – B	11.9 – B
17	Newport Boulevard (SR-55)/18 th Street-Rochester Street	11.9 – B	18.8 – B
18	Newport Boulevard (SR-55)/17 th Street	28.9 – C	31.0 – C
19	Newport Boulevard (SR-55)/16 th Street	7.1 – A	9.1 – A
20	Newport Boulevard (SR-55)/Industrial Way	13.3 – B	13.6 – B

Note: SB = southbound.

EXISTING TRANSIT SERVICE

The project area is primarily served by bus transit lines operated by Orange County Transportation Authority (OCTA). Lines within the study area are described below.

OCTA Route 1. Provides service from Long Beach to San Clemente via Pacific Coast Highway. Route 1 extends through the study area, with a scheduled departure at Superior Avenue and Balboa Boulevard.

OCTA Route 47. Provides transit service from Fullerton to Newport Beach via Anaheim Boulevard and Fairview Street. Within the study area, Route 47 extends along Placentia Avenue, Hospital Road, and Superior Avenue, and then along Balboa Boulevard. South of the project site, Route 47 extends along Balboa Boulevard, with the southbound route traveling east along 28th Street, south along Newport Boulevard, and west along 23rd Street to Balboa Boulevard.

OCTA Route 71. Provides transit service from Yorba Linda to Balboa via Tustin Avenue, Red Hill Avenue, and Newport Boulevard. Within the study area, Route 71 primarily extends along Newport Boulevard, Hospital Road, and Superior Avenue. Route 71 provides service along Newport Boulevard, adjacent to the project site. A bus stop is located adjacent to the project site at the corner of Newport Boulevard and Finely Street.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks are primarily located along Newport Boulevard and 32nd Street, with the exception of a portion of 32nd Street, where parking for the former on-site use is located. There are no bikeways immediately adjacent to the project site. Class I Bikeways are located on Newport Boulevard, north of Via Oporto and on Via Lido, across Lido Channel.



5.5.2 REGULATORY SETTING

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Caltrans publishes a document entitled *Guide for the Preparation of Traffic Impact Studies*, which provides guidelines and recommended elements of traffic studies for projects that could potentially impact state facilities such as State Route highways and freeway facilities. This is a State-level document that is used by each of the Caltrans District offices.

The Guide defines when traffic studies should be conducted to address impacts to state facilities, but does not define quantitative impact standards. The Guide states that Measures of Effectiveness (MOEs) are used to evaluate Caltrans facilities, and that the agency strives to maintain a LOS value of C on its facilities. However, the Guide states that the appropriate target LOS varies by facility and congestion level, and is defined differently by Caltrans depending on the analyzed facility.

ORANGE COUNTY TRANSPORTATION AUTHORITY

OCTA is a multi-modal transportation agency that began in 1991 with the consolidation of seven separate agencies. OCTA serves Orange County residents and travelers by providing countywide bus and paratransit service, Metrolink rail service, the 91 Express Lanes, freeway, street and road improvement projects, individual and company commuting solutions, motorist aid services and by regulating taxi operations. State statute requires that a congestion management program be developed, adopted, and updated biennially for every county that includes an urbanized area and requires that it include every city and the county government within that county. As the Congestion Management Agency for Orange County, OCTA is responsible for implementing the CMP for the County.

The purpose of the Orange County CMP is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County. The City of Seal Beach is required to show continued compliance with the countywide CMP. The benefits of compliance with the CMP provisions include the allocation of the City's fair share of gas tax subventions collected by the State of California.

CITY OF NEWPORT BEACH

City of Newport Beach General Plan

The Circulation Element of the General Plan serves as the City's primary guide for transportation planning. The Circulation Element is concerned with accommodating the transportation needs of those living, working, and visiting the City. The goals and policies are intended to provide the best possible balance between the City's future growth and land use development, roadway size, traffic service levels and community character.

The Circulation Element focuses on roadways and other transportation modes, including public transit, bicycle paths, pedestrian corridors, trails, and Newport Harbor. Also included is an assessment of the City's current roadway system and recommendations for the improvements



necessary to maintain acceptable levels of service on this system in the forecast General Plan buildout.

Circulation Element policies that pertain to the proposed project include, but are not limited to, the following:

- Level of Service Standards (CE 2.1.1)
Plan the arterial roadway system to accommodate projected traffic at the following level of service standards:
 - A. Level of Service (LOS) “D” throughout the City, unless otherwise noted
 - B. LOS “E” at any intersection in the Airport Area shared with Irvine
 - C. LOS “E” at Coast Highway (EW) and Dover Drive (NS) due to right-of-way limitations
 - D. LOS “E” at Marguerite Avenue (NS) and Coast Highway (EW) in the pedestrian oriented area of Corona del Mar
 - E. LOS “E” at Goldenrod Avenue (NS) and Coast Highway (EW) in the pedestrian oriented area of in Corona del Mar (Imp 16.3)
- Protection of Right-of-Way (CE 2.1.6)
Protect right-of-way for designated future streets and highways through all practicable means. (Imp 2.1)
- Driveway and Access Limitations (CE 2.2.4)
Limit driveway and local street access on arterial streets to maintain a desired quality of traffic flow. Wherever possible, consolidate driveways and implement access controls during redevelopment of adjacent parcels. (Imp 16.1)
- Emergency Access (CE 2.2.6)
Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles. (Imp 16.6)
- Regional Traffic Mitigation (CE 3.1.4)
Participate in programs (Congestion Management Program, Growth Management Program, etc.) to mitigate regional traffic congestion. (Imp 14.1, 14.3, 16.5)
- Pedestrian Connectivity (CE 5.1.2)
Link residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving. (Imp 16.11, 20.1)
- Pedestrian Improvements in New Development Projects (CE 5.1.3)
Require new development projects to include safe and attractive sidewalks, walkways, and bike lanes in accordance with the Master Plan, and, if feasible, trails. (Imp 16.11)
- Bicycle and Pedestrian Safety (CE 5.1.16)
Provide for the safety of bicyclists and pedestrians through provision of adequate facilities, including maintenance of extra sidewalk width where feasible. (Imp 16.11)



- Alternative Transportation Modes (CE 6.2.1)
Promote and encourage the use of alternative transportation modes, such as ridesharing, carpools, vanpools, public transit, bicycles, and walking; and provide facilities that support such alternate modes. (*Imp 16.8, 16.11*)
- Support Facilities for Alternative Modes (CE 6.2.2)
Require new development projects to provide facilities commensurate with development type and intensity to support alternative modes, such as preferential parking for carpools, bicycle lockers, showers, commuter information areas, rideshare vehicle loading areas, water transportation docks, and bus stop improvements. (*Imp 16.8, 16.11*)
- Project Site Design Supporting Alternative Modes (CE 6.2.3)
Encourage increased use of public transportation by requiring project site designs that facilitate the use of public transportation and walking. (*Imp 16.8, 16.11*)
- Required Parking (CE 7.1.1)
Require that new development provide adequate, convenient parking for residents, guests, business patrons, and visitors. (*Imp 16.10*)
- Curb Cuts (CE 7.1.11)
Require new development to minimize curb cuts to protect on-street parking spaces. Close curb cuts to create on street parking spaces wherever feasible. (*Imp 2.1, 7.1, 8.1*)

Newport Beach Local Coastal Program Land Use Plan

The City of Newport Beach Local Coastal Program Coastal Land Use Plan (CLUP) sets forth goals, objectives, and policies that govern the use of land and water in the coastal zone within the City of Newport Beach and Sphere of Influence (SOI), with the exception of Newport Coast and Banning Ranch. The following policy related to traffic/circulation issues may be applicable to the proposed project.

- Locate and design larger commercial and residential developments to be served by transit and provide non-automobile circulation to serve new development to the greatest extent possible. (2.9.1-3)
- Employment, retail, and entertainment districts and coastal recreational areas should be well served by public transit and easily accessible to pedestrians and bicyclists. Streets, sidewalks, bicycle paths, and recreational trails (including the Coastal Trail) should be designed and regulated to encourage walking, bicycling, and transit ridership. (2.9.1-8)
- The City shall encourage employers to provide incentives for transit ridership (e.g., subsidies for transit use, shuttles to transit stations), ridesharing, vanpools, and other transportation demand measures designed to reduce vehicle miles traveled. (2.9.1-9)
- Require new non-residential developments with floor areas of 10,000 square feet or more to provide bicycle racks for use by customers. Encourage smaller non-residential developments to provide such facilities, when feasible. (2.9.2-6)



- Continue to require new development to provide off-street parking sufficient to serve the approved use in order to minimize impacts to public on-street and off-street parking available for coastal access. (2.9.3-2)
- Require that all proposed development maintain and enhance public access to the coast by providing adequate parking pursuant to the off street parking regulations of the Zoning Code in effect as of October 13, 2005. (2.9.3-3)
- Continue to require off-street parking in new development to have adequate dimensions, clearances, and access to insure their use. (2.9.3-5)

Newport Beach Municipal Code

Chapter 15.38, Fair Share Traffic Contribution Ordinance

City of Newport Beach Municipal Code (Municipal Code) Chapter 15.38, Fair Share Traffic Contribution Ordinance, requires new development and any redevelopment or change of use of any existent building or parcel to make a fair share traffic contribution, determined in accordance with Chapter 15.38, prior to issuance of a building or grading permit, or any other form of entitlement issued by the City to construct on or change the use of a building or property. The revenues raised by payment of the fee are used solely for the purpose of planning, designing and constructing roadway and related improvements or acquiring right-of-way necessary to complete implementation of the master plan of streets and highways.

Chapter 15.40, Traffic Phasing Ordinance

Municipal Code Chapter 15.40, Traffic Phasing Ordinance, states that no building, grading or related permit shall be issued for any project until the project has been approved pursuant to Chapter 15.40. A traffic study for the project is required to be prepared and the Planning Commission or the City Council is required to make findings for approval. Chapter 15.40 is intended to:

- Provide a uniform method of analyzing and evaluating the traffic impacts of projects that generate a substantial number of average daily trips and/or trips during the morning or evening peak hour period;
- Identify the specific and near-term impacts of project traffic as well as circulation system improvements that will accommodate project traffic and ensure that development is phased with identified circulation system improvements;
- Ensure that project proponents, as conditions of approval pursuant to this chapter, make or fund circulation system improvements that mitigate the specific impacts of project traffic on primary intersections at or near the time the project is ready for occupancy; and
- Provide a mechanism for ensuring that a project proponent's cost of complying with traffic related conditions of project approval is roughly proportional to project impacts.



Chapter 20.40, Off-Street Parking

Municipal Code Chapter 20.44, Off-Street Parking, provides off-street parking and loading standards for each land use. Table 5.5-5, *Off-Street Parking Requirements*, provides a summary of the parking requirements applicable to the proposed project.

**Table 5.5-5
Off-Street Parking Requirements**

Land Use	Parking Spaces Required
Hotel	As required per conditional use permit
Retail	1 space per 250 square feet
Food and Beverage Sales	1 space per 200 square feet of floor area
Food and Beverage – Food Service	1 space per 50 square feet of net floor area
Food and Beverage – Limited Service	1 per 250 square feet
Spa/Fitness Facilities	Small (under 2,000 square feet) – 1 space per 250 square feet
Spa/Fitness Facilities	Large (over 2,000 square feet) – 1 space per 200 square feet
Function Space (Assembly/Meeting Space)	1 per 35 square feet
Function Space (Commercial Recreation or Entertainment)	As required per conditional use permit

Chapter 20.44, Transportation Demand Management

Municipal Code Chapter 20.44, Transportation Demand Management Requirements, implements the requirements of the Orange County CMP to:

- Reduce the number of peak-period vehicle trips generated in association with the approval of development projects;
- Promote and encourage the use of alternative transportation modes, including ridesharing, carpools, vanpools, public bus and rail transit, bicycles and walking, as well as those facilities that support the use of these modes;
- Reduce vehicle trips, traffic congestion, and public expenditures for transportation system improvements and improve air quality and environmental quality through the utilization of existing local mechanisms, requirements, and procedures for project review and permit processing;
- Promote coordinated implementation of strategies on a Citywide and Countywide basis to reduce transportation demand; and
- Achieve the most efficient use of local resources through coordinated and consistent regional and/or local trip reduction programs.

Chapter 20.44 applies to all new nonresidential projects, nonresidential portions of mixed-use projects, and employment centers that are estimated to employ 250 or more persons. Applicants are



required to prepare a transportation demand management program applicable to the proposed project that will:

- Reduce the number of peak-period vehicle trips generated in association with the proposed project;
- Promote and encourage the use of alternative transportation modes (e.g., ridesharing, carpools, vanpools, public transit, bicycles and walking); and
- Provide those facilities that support alternate transportation modes.

5.5.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

DEFINITION OF SIGNIFICANT IMPACT

Significant Study Intersection Traffic Impact Criteria

Traffic impacts are identified if a project would result in a significant adverse change in traffic conditions on an analyzed facility. A significant impact is typically identified if traffic generated by a project would cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below the poorest acceptable level and project traffic would substantially worsen the condition, thereby causing a further decline below the threshold.

City of Newport Beach

To determine whether the addition of project-generated trips at a signalized study intersection results in a significant impact, the City of Newport Beach has established the following threshold of significance:

- A significant impact occurs when the addition of project-generated trips causes the level of service at a study intersection to deteriorate from an acceptable LOS (LOS D or better in most cases) to a deficient LOS (LOS E or F); or
- A significant impact occurs when the addition of project-generated trips increases the intersection capacity utilization at a study intersection by one percent or more of capacity ($V/C \geq 0.010$), worsening a projected baseline condition of LOS E or LOS F.

City of Costa Mesa

To determine whether the addition of project-generated trips results in a significant impact at a study intersection, and thus requires mitigation, the City of Costa Mesa utilizes the following threshold of significance:

- A significant project impact occurs at a signalized study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to



change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F);
or

- A significant impact occurs when the addition of project-generated trips causes the intersection capacity utilization to increase by one percent or more of capacity ($V/C \geq 0.010$), worsening a projected baseline condition of LOS E or LOS F.

State Highway

Caltrans “endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities”; it does not require that LOS D (shall) be maintained. For this analysis, the following traffic threshold of significance is utilized:

- A significant project impact occurs at a State Highway study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E or F).

Significance Criteria

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit (refer to Impact Statements TRA-1, TRA-2, TRA-3, and TRA-4);
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways (refer to Impact Statement TRA-5);
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; refer to Section 8.0, *Effects Found Not To Be Significant*;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); refer to Section 8.0, *Effects Found Not To Be Significant*;
- Result in inadequate emergency access (refer to Impact Statement TRA-6);
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities (refer to Impact Statement TRA-7); and



- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect (refer to Impact Statements TRA-8).

5.5.4 IMPACTS AND MITIGATION MEASURES

CONSTRUCTION TRAFFIC

TRA-1 PROJECT CONSTRUCTION WOULD NOT CAUSE A SIGNIFICANT INCREASE IN TRAFFIC FOR EXISTING CONDITIONS WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM.

Impact Analysis: Construction activities associated with the proposed project would generate traffic as a result of equipment being transported to the site and vehicular traffic related to construction works and delivery of materials to the project site. Staging areas for construction equipment storage and construction work storage would be established on-site.

Construction related trips associated with trucks and employees traveling to and from the project site may result in minor traffic delays within the project area. However, the potential traffic interference caused by construction vehicles would only be a temporary, short-term impact to vehicles using Newport Boulevard in the morning and afternoon hours.

The following assumptions were utilized for truck trips:

- 276 total haul truck trips for the export of demolished materials (13 trips per day)
- 922 total haul truck trips for soil import over a 21 day period (44 trips per day)

Hauling of the material would be restricted to occur during the off-peak hours (9:00 AM to 3:00 PM) and appropriate traffic control personnel (“flaggers”) would be used to ensure construction vehicles operate safely along Newport Boulevard and 32nd Street and in a manner that minimizes disruption of traffic along these roadways.

It is anticipated that a maximum of 80 workers and an average of 60 workers would be on site at any given time during construction of the project. Many of these workers would stagger their work schedules and would not arrive or depart at the same time. However, as a conservative estimate, if all 80 workers drove individually and arrived and departed during the peak periods, the interim traffic generated by construction workers traveling to and from the project site would be slightly greater than what the project would generate when fully constructed and occupied. However, similar to the project, the interim traffic would be less than the trips generated by the former City Hall Complex. As indicated in the Newport Beach Traffic Phasing Ordinance Forecast Year 2018 discussion below, the proposed project is not expected to significantly impact any of the study intersections within the project area, including with the addition of trips associated with regional traffic growth and approved projects. Thus, no significant impacts resulting from construction traffic are anticipated.

In order to reduce the impact of construction-related traffic, implementation of a construction management plan would be developed to implement a variety of measures to minimize traffic and parking impacts upon the local circulation system (Mitigation Measure TRA-1). The construction



management plan would include, but not be limited to: prohibit construction worker parking along local streets, identify appropriate haul routes to avoid traffic disruptions, and limit hauling activities to off-peak hours. Implementation of a construction management plan would ensure potential impacts associated with construction related traffic would be reduced to a less than significant level.

Mitigation Measures:

TRA-1 Prior to Issuance of any grading and/or demolition permits, whichever occurs first, a Construction Management Plan shall be submitted for review and approval by the Community Development Director. The Construction Management Plan shall, at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- Hauling or transport of oversize loads shall be allowed between the hours of 9:00 AM and 3:00 PM only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport will be allowed during nighttime hours, weekends, or Federal holidays.
- Use of local streets shall be prohibited.
- Haul trucks entering or exiting public streets shall at all times yield to public traffic.
- If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.
- All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site or in public parking lots.
- This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as City of Newport Beach requirements.



Level of Significance: Less Than Significant With Mitigation Incorporated.

PROJECT TRAFFIC GENERATION

TRA-2 PROJECT IMPLEMENTATION WOULD NOT CAUSE A SIGNIFICANT INCREASE IN TRAFFIC FOR EXISTING AND FORECAST YEAR 2018 CUMULATIVE CONDITIONS WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM.

Impact Analysis: The proposed project involves removal of the approximately 60,600 square feet of administration/office floor area (previously used to support the former City of Newport Beach City Hall) and development of a 130-room Lido House Hotel. The proposed hotel would involve 99,625 square feet comprised of guestrooms, public areas, and back of house (operational) areas. Newport Beach Fire Department Fire Station No. 2 would remain in operation at the project site. Additionally, project implementation would close an existing driveway across the project site that provides access to the adjacent Via Lido Plaza shopping center from 32nd Street. Historically, this access point to Via Lido Plaza was gated and used only by large delivery trucks. **Project Trip Generation**³

To calculate trips forecast to be generated by the proposed project, *Institute of Transportation Engineers* (ITE) trip generation rates were utilized. Table 5.5-6, Proposed Project Trip Generation Rates, summarizes the ITE trip generation rates used to calculate the number of trips forecast to be generated by the proposed project.

**Table 5.5-6
Proposed Project Trip Generation Rates**

Land Use (ITE Code)	Units	AM Peak Hour Rates			PM Peak Hour Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Hotel (310)	Room	0.31	0.22	0.53	0.31	0.29	0.60	8.17
Source: ITE Trip Generation Manual, 9 th Edition, 2012.								

Table 5.5-7, Proposed Project Trip Generation, summarizes the trips forecast to be generated by the proposed project utilizing the ITE trip generation rates shown in Table 5.5-6.

³ As described in Section 3.0, Project Description, the project proposes a General Plan Amendment and Zoning Code Amendment to allow development of the project site with 99 dwelling units and 15,000 square feet of commercial uses or a 99,625 square foot hotel. Residential and commercial land uses would generate slightly fewer trips than the hotel use when considering the mix of land uses. Therefore, the traffic impact analysis conservatively analyzes development of the site with a hotel use.



**Table 5.5-7
Proposed Project Trip Generation**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
130-room Hotel	40	29	69	40	38	78	1,062

As shown in [Table 5.5-7](#), the proposed project is forecast to generate approximately 1,062 daily trips, which includes approximately 69 AM peak hour trips and approximately 78 PM peak hour trips.

Project Trip Distribution and Assignment

Exhibit 7, Forecast Percent Trip Distribution of Proposed Project, of the Traffic Impact Analysis (as provided in [Appendix 11.3](#)), shows the forecast trip percent distribution of project-generated peak hour trips.

Exhibit 8, Forecast AM/PM Peak Hour Trip Assignment of Proposed Project, of the Traffic Impact Analysis (as provided in [Appendix 11.3](#)), shows the corresponding assignment of project-generated AM and PM peak hour trips assuming the trip percent distributions shown in Exhibit 7.

Existing With Project Conditions

Existing with project conditions AM and PM peak hour volumes were derived by adding forecast project-generated trips to existing conditions traffic volumes.

Peak Hour Intersection Level of Service

Exhibit 9, Existing Plus Project Conditions AM/PM Peak Hour Study Intersection Volumes, of the Traffic Impact Analysis (as provided in [Appendix 11.3](#)), shows existing with project conditions AM and PM peak hour volumes at the study intersections.

[Table 5.5-8](#), *Existing Plus Project Conditions AM/PM Peak Hour LOS*, summarizes existing plus project conditions AM and PM peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in [Appendix 11.3](#).



**Table 5.5-8
Existing Plus Project Conditions AM/PM Peak Hour LOS**

Int. No.	Study Intersection	Existing Conditions		Existing Plus Project Conditions		Increase in V/C		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM	PM	
		V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS			
1	Orange Street/West Coast Highway (SR-1)	0.710 - C	0.664 - B	0.711 - C	0.666 - B	0.001	0.002	No
2	Superior Avenue/Placentia Avenue	0.615 - B	0.688 - B	0.615 - B	0.688 - B	0.000	0.000	No
3	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	0.828 - D	0.780 - C	0.830 - D	0.781 - C	0.002	0.001	No
4	Balboa Boulevard/32nd Street	0.231 - A	0.253 - A	0.231 - A	0.253 - A	0.000	0.000	No
5	Newport Boulevard (SR-55)/Hospital Road	0.546 - A	0.611 - B	0.550 - A	0.615 - B	0.004	0.004	No
6	Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1)	0.879 - D	0.686 - B	0.879 - D	0.688 - B	0.000	0.002	No
7	Newport Boulevard/Via Lido	0.373 - A	0.345 - A	0.378 - A	0.352 - A	0.005	0.007	No
8	Newport Boulevard/Finley Avenue	0.409 - A	0.461 - A	0.437 - A	0.479 - A	0.028	0.018	No
9	Newport Boulevard/32nd Street	0.441 - A	0.488 - A	0.449 - A	0.489 - A	0.008	0.001	No
10	Newport Boulevard/28th Street	0.293 - A	0.224 - A	0.294 - A	0.226 - A	0.001	0.002	No
11	Riverside Avenue/West Coast Highway (SR-1)	0.756 - C	0.713 - C	0.758 - C	0.715 - C	0.002	0.002	No
12	Tustin Avenue/West Coast Highway (SR-1)	0.751 - C	0.567 - A	0.753 - C	0.569 - A	0.002	0.002	No
13	Dover Drive-Bayshore Drive/West Coast Highway (SR-1)	0.687 - B	0.708 - C	0.689 - B	0.710 - C	0.002	0.002	No
14	Newport Boulevard (SR-55)/19th Street	0.843 - D	0.762 - C	0.845 - D	0.764 - C	0.002	0.002	No
15	Newport Boulevard (SR-55)/Broadway	0.642 - B	0.652 - B	0.646 - B	0.656 - B	0.004	0.004	No
16	Newport Boulevard (SR-55)/Harbor Boulevard	0.718 - C	0.771 - C	0.722 - C	0.776 - C	0.004	0.005	No
17	Newport Boulevard (SR-55)/18th Street-Rochester Street	0.762 - C	0.861 - D	0.766 - C	0.865 - D	0.004	0.004	No
18	Newport Boulevard (SR-55)/17th Street	0.757 - C	0.748 - C	0.759 - C	0.750 - C	0.002	0.002	No
19	Newport Boulevard (SR-55)/16th Street	0.556 - A	0.499 - A	0.559 - A	0.516 - A	0.003	0.017	No
20	Newport Blvd (SR-55)/Industrial Way	0.579 - A	0.531 - A	0.583 - A	0.535 - A	0.004	0.004	No

Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.

As indicated in Table 5.5-8, with the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for existing plus project conditions according to agency performance criteria.

As also shown in Table 5.5-8, based on agency-established thresholds of significance, the addition of project-generated trips to the study intersections is forecast to result in no significant impacts for existing plus project conditions.

Forecast Year 2018 Cumulative Without Project Conditions

Exhibit 12, Forecast Cumulative Without Project Conditions AM/PM Peak Hour Study Intersection Volumes, (as provided in Appendix 11.3), shows forecast year 2018 cumulative without project conditions AM and PM peak hour volumes at the study intersections.

Table 5.5-9, Forecast Year 2018 Cumulative Without Project Conditions AM/PM Peak Hour Intersection LOS, summarizes forecast year 2018 cumulative without project conditions AM and PM peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix 11.3.



**Table 5.5-9
Forecast Year 2018 Cumulative Without Project Conditions
AM/PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	V/C – LOS	
		AM Peak Hour	PM Peak Hour
1	Orange Street/West Coast Highway (SR-1)	0.764 – C	0.743 – C
2	Superior Avenue/Placentia Avenue	0.625 – B	0.712 – C
3	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	0.885 – D	0.851 – D
4	Balboa Boulevard/32nd Street	0.235 – A	0.266 – A
5	Newport Boulevard (SR-55)/Hospital Road	0.593 – A	0.681 – B
6	Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1)		
	- Without Banning Ranch Mitigation	0.978 – E	0.774 – C
	- With Banning Ranch Mitigation	0.952 – E	0.678 – B
7	Newport Boulevard/Via Lido	0.378 – A	0.352 – A
8	Newport Boulevard/Finley Avenue		
	- Without Newport Blvd Widening	0.411 – A	0.465 – A
	- With Newport Blvd Widening	0.401 – A	0.354 – A
9	Newport Boulevard/32 nd Street		
	- Without Newport Blvd Widening	0.445 – A	0.495 – A
	- With Newport Blvd Widening	0.368 – A	0.466 – A
10	Newport Boulevard/28 th Street	0.295 – A	0.229 – A
11	Riverside Avenue/West Coast Highway (SR-1)	0.846 – D	0.819 – D
12	Tustin Avenue/West Coast Highway (SR-1)	0.843 – D	0.688 – B
13	Dover Drive-Bayshore Drive/West Coast Highway (SR-1)	0.757 – C	0.818 – D
14	Newport Boulevard (SR-55)/19 th Street	0.919 – E	0.832 – D
15	Newport Boulevard (SR-55)/Broadway	0.696 – B	0.766 – C
16	Newport Boulevard (SR-55)/Harbor Boulevard	0.775 – C	0.903 – E
17	Newport Boulevard (SR-55)/18 th Street-Rochester Street	0.816 – D	1.016 – F
18	Newport Boulevard (SR-55)/17 th Street	0.829 – D	0.818 – D
19	Newport Boulevard (SR-55)/16 th Street	0.617 – B	0.587 – A
20	Newport Blvd (SR-55)/Industrial Way	0.674 – B	0.665 – B

Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.

As indicated in Table 5.5-9, with the addition of cumulative project-generated trips, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast year 2018 cumulative without project conditions, with the exception of the following four study intersections:

- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1) (AM and PM peak hours);
- Newport Boulevard (SR-55)/19th Street (AM peak hour only);
- Newport Boulevard (SR-55)/Harbor Boulevard (PM peak hour only); and
- Newport Boulevard (SR-55)/18th Street-Rochester Street (PM peak hour only).



Forecast Year 2018 Cumulative With Project Conditions

Forecast year 2018 cumulative with project conditions traffic volumes were derived by adding proposed project generated trips to forecast year 2018 cumulative without project conditions scenario.

Exhibit 13, Forecast Cumulative With Project AM/PM Peak Hour Study Intersection Volumes, (as provided in [Appendix 11.3](#)), shows forecast year 2018 cumulative with project conditions AM and PM peak hour volumes at the study intersections.

Table 5.5-10, *Forecast Year 2018 Cumulative With Project Conditions AM/PM Peak Hour Intersection LOS*, summarizes forecast year 2018 cumulative with project conditions AM and PM peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in [Appendix 11.3](#).

Table 5.5-10
Forecast Year 2018 Cumulative With Project Conditions
AM/PM Peak Hour Intersection LOS

Int. No.	Study Intersection	Forecast Cumulative Without Project Conditions		Forecast Cumulative With Project Conditions		Increase in V/C		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM	PM	
		V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS			
1	Orange Street/West Coast Highway (SR-1)	0.764 - C	0.743 - C	0.766 - C	0.745 - C	0.002	0.002	No
2	Superior Avenue/Placentia Avenue	0.625 - B	0.712 - C	0.625 - B	0.712 - C	0.000	0.000	No
3	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	0.885 - D	0.851 - D	0.887 - D	0.853 - D	0.002	0.002	No
4	Balboa Boulevard/32nd Street	0.235 - A	0.266 - A	0.235 - A	0.266 - A	0.000	0.000	No
5	Newport Boulevard (SR-55)/Hospital Road	0.593 - A	0.681 - B	0.596 - A	0.685 - B	0.003	0.004	No
6	Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1)							
	- Without Banning Ranch Mitigation	0.978 - E	0.774 - C	0.978 - E	0.776 - C	0.000	0.002	No
	- With Banning Ranch Mitigation	0.952 - E	0.678 - B	0.952 - E	0.680 - B	0.000	0.002	No
7	Newport Boulevard/Via Lido	0.378 - A	0.352 - A	0.384 - A	0.359 - A	0.006	0.007	No
8	Newport Boulevard/Finley Avenue							
	- Without Newport Blvd Widening	0.411 - A	0.465 - A	0.439 - A	0.483 - A	0.028	0.018	No
	- With Newport Blvd Widening	0.401 - A	0.354 - A	0.429 - A	0.386 - A	0.028	0.032	No
9	Newport Boulevard/32nd Street							
	- Without Newport Blvd Widening	0.445 - A	0.495 - A	0.453 - A	0.496 - A	0.008	0.001	No
	- With Newport Blvd Widening	0.368 - A	0.466 - A	0.382 - A	0.473 - A	0.014	0.007	No
10	Newport Boulevard/28th Street	0.295 - A	0.229 - A	0.297 - A	0.230 - A	0.002	0.001	No
11	Riverside Avenue/West Coast Highway (SR-1)	0.846 - D	0.819 - D	0.848 - D	0.821 - D	0.002	0.002	No
12	Tustin Avenue/West Coast Highway (SR-1)	0.843 - D	0.688 - B	0.845 - D	0.691 - B	0.002	0.003	No
13	Dover Drive-Bayshore Drive/West Coast Highway (SR-1)	0.757 - C	0.818 - D	0.758 - C	0.820 - D	0.001	0.002	No
14	Newport Boulevard (SR-55)/19th Street	0.919 - E	0.832 - D	0.922 - E	0.835 - D	0.003	0.003	No
15	Newport Boulevard (SR-55)/Broadway	0.696 - B	0.766 - C	0.700 - B	0.769 - C	0.004	0.003	No
16	Newport Boulevard (SR-55)/Harbor Boulevard	0.775 - C	0.903 - E	0.779 - C	0.907 - E	0.004	0.004	No
17	Newport Boulevard (SR-55)/18th Street-Rochester Street	0.816 - D	1.016 - F	0.820 - D	1.020 - F	0.004	0.004	No
18	Newport Boulevard (SR-55)/17th Street	0.829 - D	0.818 - D	0.831 - D	0.821 - D	0.002	0.003	No
19	Newport Boulevard (SR-55)/16th Street	0.617 - B	0.587 - A	0.620 - B	0.592 - A	0.003	0.005	No
20	Newport Blvd (SR-55)/Industrial Way	0.674 - B	0.665 - B	0.677 - B	0.669 - B	0.003	0.004	No

Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.



As shown in Table 5.5-10, with the addition of proposed project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast year 2018 cumulative with project conditions, with the exception of the following four study intersections:

- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1) (AM peak hour only; without and with Banning Ranch mitigation);
- Newport Boulevard (SR-55)/19th Street (AM peak hour only);
- Newport Boulevard (SR-55)/Harbor Boulevard (PM peak hour only); and
- Newport Boulevard (SR-55)/18th Street-Rochester Street (PM peak hour only).

As also shown in Table 5.5-10, based on agency-established thresholds of significance, the addition of proposed project-generated trips to the study intersections is forecast to result in no significant impacts for forecast year 2018 cumulative with project conditions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

NEWPORT BEACH TRAFFIC PHASING ORDINANCE

TRA-3 PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH THE NEWPORT BEACH TRAFFIC PHASING ORDINANCE CAUSING A SIGNIFICANT INCREASE IN TRAFFIC FOR EXISTING AND FORECAST YEAR 2018 CONDITIONS.

Impact Analysis: As stated, the proposed project is planned to open in 2017; therefore, in accordance with the City of Newport Beach's TPO, an analysis year of 2018 is utilized. Existing traffic volumes were increased by the applicable regional traffic annual growth rates for arterial roadways in the City of Newport Beach as directed by City staff to account for ambient traffic growth at study intersections. Additionally, pursuant to the TPO Guidelines, trips were added from 18 approved projects in the project vicinity identified by City staff, which have already been approved, but have not yet been constructed. These approved projects are expected to be built and generating trips by year 2018. Although Section 4.0, *Basis of Cumulative Analysis*, lists 28 projects, only 18 are used in the TPO analysis as these projects have already been approved, but have not yet been constructed and are already programmed into the City's Traffic model. A cumulative analysis that considers all 28 projects is discussed later in this section (Impact Statement TRA-4).

As stated, the initial stage of the TPO analysis consists of a one percent analysis at each study intersection. The one percent analysis compares proposed project traffic with the projected forecast year 2018 without project peak hour traffic volumes. If forecast peak hour traffic from the proposed project is less than one percent of the projected background traffic on each leg of the intersection then further ICU analysis is not required. If the proposed project is forecast to add more than one percent of the background traffic on any leg of the intersection then ICU analysis is required.



Newport Beach TPO Forecast Year 2018 Without Project Conditions

Exhibit 10, Forecast Year 2018 Without Project Conditions AM/PM Peak Hour Study Intersection Volumes, of the Traffic Impact Analysis (as provided in [Appendix 11.3](#)), illustrates Newport Beach TPO forecast year 2018 without project conditions peak hour traffic volumes at the study intersections.

Table 5.5-11, *One Percent Volume Analysis Newport Beach TPO Forecast Year 2018 With Project*, summarizes the results of the one percent analysis for Newport Beach TPO forecast year 2018 with project conditions at the study intersections. Detailed analysis worksheets are provided in [Appendix 11.3](#).

**Table 5.5-11
One Percent Volume Analysis Newport Beach TPO Forecast Year 2018 With Project**

Int. No.	Study Intersection	AM Peak Hour				PM Peak Hour			
		NB	SB	EB	WB	NB	SB	EB	WB
1	Orange Street/West Coast Highway (SR-1)								
2	Superior Avenue/Placentia Avenue								
3	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)								
4	Balboa Boulevard/32 nd Street								
5	Newport Boulevard (SR-55)/Hospital Road		X			X	X		
6	Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1)				X				
7	Newport Boulevard/Via Lido	X	X			X	X		
8	Newport Boulevard/Finley Avenue	X	X		X	X	X		X
9	Newport Boulevard/32 nd Street				X				X
10	Newport Boulevard/28 th Street								
11	Riverside Avenue/West Coast Highway (SR-1)								
12	Tustin Avenue/West Coast Highway (SR-1)								
13	Dover Drive-Bayshore Drive/West Coast Highway (SR-1)								
14	Newport Blvd (SR-55)/19 th St								
15	Newport Blvd (SR-55)/Broadway								
16	Newport Blvd (SR-55)/Harbor Blvd								
17	Newport Blvd (SR-55)/18 th St-Rochester St								
18	Newport Blvd (SR-55)/17 th St					X			
19	Newport Blvd (SR-55)/16 th St		X			X			
20	Newport Blvd (SR-55)/Industrial Way		X			X	X		

Notes: NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
X = Project peak hour traffic volume greater than one percent of projected background traffic.

As indicated in [Table 5.5-11](#), the following study intersections exceed the one percent test, and therefore require further ICU analysis for Newport Beach TPO forecast year 2018 with project conditions:



- Newport Boulevard (SR-55)/Hospital Road;
- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1);
- Newport Boulevard/Via Lido;
- Newport Boulevard/Finley;
- Newport Boulevard/32nd Street;
- Newport Boulevard/17th Street;
- Newport Boulevard/16th Street; and
- Newport Boulevard/Industrial Way.

Peak Hour Intersection Level of Service

Table 5.5-12, *Newport Beach TPO Forecast Year 2018 Without Project Conditions AM/PM Peak Hour Intersection LOS*, summarizes Newport Beach TPO forecast year 2018 without project conditions AM and PM peak hour LOS of the study intersections. Detailed LOS analysis sheets are contained in [Appendix 11.3](#).

As indicated in [Table 5.5-12](#), with the addition of trips forecast to be generated by the approved projects, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to Newport Beach and Costa Mesa performance criteria for Newport Beach TPO forecast year 2018 without project conditions, with the exception of the Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1) study intersection which is forecast to operate at LOS E during the AM peak hour.

**Table 5.5-12
Newport Beach TPO Forecast Year 2018 Without Project Conditions
AM/PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	AM Peak Hour	PM Peak Hour
		V/C – LOS	V/C – LOS
5	Newport Boulevard (SR-55)/Hospital Road	0.58 – A	0.67 – B
6	Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1)	0.94 – E	0.73 – C
7	Newport Boulevard/Via Lido	0.38 – A	0.35 – A
8	Newport Boulevard/Finley Avenue		
	- Without Newport Boulevard Widening	0.41 – A	0.46 – A
	- With Newport Boulevard Widening	0.40 – A	0.35 – A
9	Newport Boulevard/32 nd Street		
	- Without Newport Boulevard Widening	0.44 – A	0.49 – A
	- With Newport Boulevard Widening	0.37 – A	0.46 – A
14	Newport Blvd (SR-55)/19 th St	0.87 – D	0.78 – C
15	Newport Blvd (SR-55)/Broadway	0.67 – B	0.68 – B
16	Newport Blvd (SR-55)/Harbor Blvd	0.74 – C	0.80 – C
17	Newport Blvd (SR-55)/18 th St-Rochester St	0.79 – C	0.93 – E
18	Newport Blvd (SR-55)/17 th St	0.78 – C	0.77 – C
19	Newport Blvd (SR-55)/16 th St	0.58 – A	0.53 – A
20	Newport Blvd (SR-55)/Industrial Way	0.60 – A	0.55 – A

Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.



Newport Beach TPO Forecast Year 2018 With Project Conditions

Newport Beach TPO Forecast year 2018 with project conditions were derived by adding the proposed project-generated trips to Newport Beach TPO forecast year 2018 without project conditions.

Peak Hour Intersection Level of Service

Exhibit 11, Forecast Year 2018 With Project Conditions (TPO) AM/PM Peak Hour Study Intersection Volumes, of the Traffic Impact Analysis (as provided in [Appendix 11.3](#)), shows forecast year 2018 with project conditions AM and PM peak hour traffic volumes at the study intersections.

Table 5.5-13, Newport Beach TPO Forecast Year 2018 With Project Conditions AM/PM Peak Hour Intersection LOS, summarizes the forecast year 2018 with project conditions AM and PM peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in [Appendix 11.3](#).

As indicated in [Table 5.5-13](#), with the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to Newport Beach and Costa Mesa performance criteria for forecast year 2018 with project conditions, with the exception of the following study intersections:

- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1) (AM peak hour); and
- Newport Boulevard (SR-55)/18th Street-Rochester Street (PM peak hour).

As also indicated in [Table 5.5-13](#), based on Newport Beach and Costa Mesa established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for Newport Beach TPO forecast year 2018 with project conditions. Thus, the proposed project would not conflict with City's TPO. Impacts are less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



**Table 5.5-13
Newport Beach TPO Forecast Year 2018 With Project Conditions
AM/PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	Forecast Year 2018 Without Project Conditions		Forecast Year 2018 With Project Conditions		Increase in V/C		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM	PM	
		V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS			
5	Newport Boulevard (SR-55)/Hospital Road	0.58 – A	0.67 – B	0.58 – A	0.67 – B	0.00	0.00	No
6	Newport Boulevard (SR-55) SB amps/ West Coast Highway (SR-1)	0.94 – E	0.73 – C	0.94 – E	0.74 – C	0.00	0.01	No
7	Newport Boulevard/Via Lido	0.38 – A	0.35 – A	0.38 – A	0.36 – A	0.00	0.01	No
8	Newport Boulevard/Finley Avenue							
	- Without Newport Boulevard Widening	0.41 – A	0.46 – A	0.44 – A	0.48 – A	0.03	0.02	No
	- With Newport Boulevard Widening	0.40 – A	0.35 – A	0.43 – A	0.38 – A	0.03	0.03	No
9	Newport Boulevard/32 nd Street							
	- Without Newport Boulevard Widening	0.44 – A	0.49 – A	0.45 – A	0.49 – A	0.01	0.00	No
	- With Newport Boulevard Widening	0.37 – A	0.46 – A	0.38 – A	0.47 – A	0.01	0.01	No
14	Newport Blvd (SR-55)/19 th St	0.87 – D	0.78 – C	0.87 – D	0.79 – C	0.00	0.01	No
15	Newport Blvd (SR-55)/Broadway	0.67 – B	0.68 – B	0.67 – B	0.68 – B	0.00	0.00	No
16	Newport Blvd (SR-55)/Harbor Blvd	0.74 – C	0.80 – C	0.75 – C	0.81 – D	0.01	0.01	No
17	Newport Blvd (SR-55)/18 th St-Rochester St	0.79 – C	0.93 – E	0.79 – C	0.93 – E	0.00	0.00	No
18	Newport Blvd (SR-55)/17 th St	0.78 – C	0.77 – C	0.78 – C	0.77 – C	0.00	0.00	No
19	Newport Blvd (SR-55)/16 th St	0.58 – A	0.53 – A	0.58 – A	0.53 – A	0.00	0.00	No
20	Newport Blvd (SR-55)/Industrial Way	0.60 – A	0.55 – A	0.60 – A	0.55 – A	0.00	0.00	No

Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.

FORECAST GENERAL PLAN BUILDOUT

TRA-4 DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND BUILDOUT OF THE NEWPORT BEACH GENERAL PLAN WOULD NOT RESULT IN SIGNIFICANT TRAFFIC IMPACTS.

Impact Analysis: Forecast General Plan buildout traffic with the proposed project is considered in comparison to the forecast General Plan buildout without the project.

Forecast General Plan buildout conditions assume the intersection improvements at Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1) are installed as required mitigation for the Banning Ranch cumulative project in accordance with City of Newport Beach staff direction.

For informational purposes, Table 5.5-14, Project Trip Generation Comparison, shows the trip generation comparison for the former City Hall Complex (prior to relocation of City Hall activities) and proposed project conditions. As indicated in Table 5.5-14, the proposed project is forecast to generate approximately 59 fewer daily trips than the former City Hall Complex land use, which includes approximately 69 fewer AM peak hour trips and approximately 55 fewer PM peak hour trips.



**Table 5.5-14
Project Trip Generation Comparison**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Former City Hall Complex ¹	118	20	138	17	116	133	1,121
Proposed 130-room Hotel ²	40	29	69	40	38	78	1,062
Net Trip Generation	-78	9	-69	23	-78	-55	-59

¹ Source: Keeton Kreitzer Consulting, *City of Newport Beach City Hall Reuse Project Initial Study Negative Declaration*, November 2012.
² Source: Table 5.5-7.

Forecast General Plan Buildout Without Project Conditions

Peak Hour Intersection Level of Service

Exhibit 14, Forecast General Plan Buildout Without Project Conditions AM/PM Peak Hour Study Intersection Volumes, of the Traffic Impact Analysis (as provided in [Appendix 11.3](#)), shows forecast General Plan buildout without project conditions AM and PM peak hour volumes at the study intersections.

Table 5.5-15, Forecast General Plan Buildout Without Project Conditions AM/PM Peak Hour Intersection LOS, summarizes forecast General Plan buildout without project conditions AM and PM peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in [Appendix 11.3](#).

As indicated in [Table 5.5-15](#), the study intersections are forecast to operate at an acceptable LOS according to agency performance criteria for forecast General Plan buildout without project conditions, with the exception of the following nine study intersections:

- Orange Street/West Coast Highway (SR-1) (AM peak hour only);
- Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1) (AM peak hour only);
- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1) (AM peak hour only; without and with Banning Ranch mitigation);
- Riverside Avenue/West Coast Highway (SR-1) (AM peak hour only);
- Tustin Avenue/West Coast Highway (SR-1) (AM peak hour only);
- Newport Boulevard (SR-55)/19th Street (AM peak hour only);
- Newport Boulevard (SR-55)/Harbor Boulevard (PM peak hour only);
- Newport Boulevard (SR-55)/18th Street-Rochester Street (PM peak hour only); and
- Newport Boulevard (SR-55)/17th Street (AM peak hour only).



**Table 5.5-15
Forecast General Plan Buildout Without Project Conditions
AM/PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	V/C – LOS	
		AM Peak Hour	PM Peak Hour
1	Orange Street/West Coast Highway (SR-1)	0.925 – E	0.814 – D
2	Superior Avenue/Placentia Avenue	0.689 – B	0.760 – C
3	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	1.102 – F	0.787 – C
4	Balboa Boulevard/32 nd Street	0.368 – A	0.331 – A
5	Newport Boulevard (SR-55)/Hospital Road	0.682 – B	0.728 – C
6	Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1)		
	- Without Banning Ranch Mitigation	1.205 – F	0.863 – D
	- With Banning Ranch Mitigation	1.073 – F	0.771 – C
7	Newport Boulevard/Via Lido	0.455 – A	0.364 – A
8	Newport Boulevard/Finley Avenue		
	- Without Newport Blvd Widening	0.532 – A	0.573 – A
	- With Newport Blvd Widening	0.518 – A	0.426 – A
9	Newport Boulevard/32 nd Street		
	- Without Newport Blvd Widening	0.578 – A	0.583 – A
	- With Newport Blvd Widening	0.488 – A	0.570 – A
10	Newport Boulevard/28 th Street	0.423 – A	0.301 – A
11	Riverside Avenue/West Coast Highway (SR-1)	0.969 – E	0.875 – D
12	Tustin Avenue/West Coast Highway (SR-1)	0.923 – E	0.751 – C
13	Dover Drive-Bayshore Drive/West Coast Highway (SR-1)	0.822 – D	0.843 – D
14	Newport Boulevard (SR-55)/19 th Street	1.024 – F	0.892 – D
15	Newport Boulevard (SR-55)/Broadway	0.706 – C	0.713 – C
16	Newport Boulevard (SR-55)/Harbor Boulevard	0.814 – D	0.906 – E
17	Newport Boulevard (SR-55)/18 th Street-Rochester Street	0.851 – D	0.999 – E
18	Newport Boulevard (SR-55)/17 th Street	0.907 – E	0.868 – D
19	Newport Boulevard (SR-55)/16 th Street	0.631 – B	0.593 – A
20	Newport Boulevard (SR-55)/Industrial Way	0.666 – B	0.612 – B

Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.

Forecast General Plan Buildout With Project Conditions

Peak Hour Intersection Level of Service

Exhibit 15, Forecast General Plan Buildout With Project AM/PM Peak Hour Study Intersection Volumes, of the Traffic Impact Analysis, (as provided in [Appendix 11.3](#)), shows forecast General Plan buildout with project conditions AM and PM peak hour volumes at the study intersections.

Table 5.5-16, *Forecast General Plan Buildout With Project Conditions AM/PM Peak Hour Intersection LOS*, summarizes forecast General Plan buildout with project conditions AM and PM peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in [Appendix 11.3](#).



Table 5.5-16
Forecast General Plan Buildout With Project Conditions
AM/PM Peak Hour Intersection LOS

Int. No.	Study Intersection	Forecast General Plan Buildout Without Project Conditions		Forecast General Plan Buildout With Project Conditions		Increase in V/C		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM	PM	
		V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS			
1	Orange Street/West Coast Highway (SR-1)	0.925 – E	0.814 – D	0.926 – E	0.815 – D	0.001	0.001	No
2	Superior Avenue/Placentia Avenue	0.689 – B	0.760 – C	0.689 – B	0.760 – C	0.000	0.000	No
3	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	1.102 – F	0.787 – C	1.109 – F	0.787 – C	0.007	0.000	No
4	Balboa Boulevard/32 nd Street	0.368 – A	0.331 – A	0.367 – A	0.332 – A	-0.001	0.001	No
5	Newport Boulevard (SR-55)/Hospital Road	0.682 – B	0.728 – C	0.678 – B	0.726 – C	-0.004	-0.002	No
6	Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1)							
	- Without Banning Ranch Mitigation	1.205 – F	0.863 – D	1.207 – F	0.867 – D	0.002	0.004	No
	- With Banning Ranch Mitigation	1.073 – F	0.771 – C	1.077 – F	0.772 – C	0.004	0.001	No
7	Newport Boulevard/Via Lido	0.455 – A	0.364 – A	0.455 – A	0.361 – A	0.000	-0.003	No
8	Newport Boulevard/Finley Avenue							
	- Without Newport Blvd Widening	0.532 – A	0.573 – A	0.498 – A	0.531 – A	-0.034	-0.042	No
	- With Newport Blvd Widening	0.518 – A	0.426 – A	0.485 – A	0.386 – A	-0.033	-0.040	No
9	Newport Boulevard/32 nd Street							
	- Without Newport Blvd Widening	0.578 – A	0.583 – A	0.578 – A	0.586 – A	0.000	0.003	No
	- With Newport Blvd Widening	0.488 – A	0.570 – A	0.487 – A	0.573 – A	-0.001	0.003	No
10	Newport Boulevard/28 th Street	0.423 – A	0.301 – A	0.422 – A	0.301 – A	-0.001	0.000	No
11	Riverside Avenue/West Coast Highway (SR-1)	0.969 – E	0.875 – D	0.973 – E	0.876 – D	0.004	0.001	No
12	Tustin Avenue/West Coast Highway (SR-1)	0.923 – E	0.751 – C	0.925 – E	0.751 – C	0.002	0.000	No
13	Dover Drive-Bayshore Drive/West Coast Highway (SR-1)	0.822 – D	0.843 – D	0.822 – D	0.844 – D	0.000	0.001	No
14	Newport Boulevard (SR-55)/19 th Street	1.024 – F	0.892 – D	1.023 – F	0.890 – D	-0.001	-0.002	No
15	Newport Boulevard (SR-55)/Broadway	0.706 – C	0.713 – C	0.705 – C	0.725 – C	-0.001	0.012	No
16	Newport Boulevard (SR-55)/Harbor Boulevard	0.814 – D	0.906 – E	0.813 – D	0.902 – E	-0.001	-0.004	No
17	Newport Boulevard (SR-55)/18 th Street-Rochester Street	0.851 – D	0.999 – E	0.848 – D	1.001 – F	-0.003	0.002	No
18	Newport Boulevard (SR-55)/17 th Street	0.907 – E	0.868 – D	0.907 – E	0.861 – D	0.000	-0.007	No
19	Newport Boulevard (SR-55)/16 th Street	0.631 – B	0.593 – A	0.629 – B	0.589 – A	-0.002	-0.004	No
20	Newport Boulevard (SR-55)/Industrial Way	0.666 – B	0.612 – B	0.665 – B	0.613 – B	-0.001	0.001	No

Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.

As indicated in [Table 5.5-16](#), with the addition of project-generated trips, the study intersections are forecast to continue operate at an acceptable LOS according to agency performance criteria) for forecast General Plan buildout with project conditions, with the exception of the following nine study intersections:

- Orange Street/West Coast Highway (SR-1) (AM peak hour only);
- Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1) (AM peak hour only);
- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1) (AM peak hour only; without and with Banning Ranch mitigation);



- Riverside Avenue/West Coast Highway (SR-1) (AM peak hour only);
- Tustin Avenue/West Coast Highway (SR-1) (AM peak hour only);
- Newport Boulevard (SR-55)/19th Street (AM peak hour only);
- Newport Boulevard (SR-55)/Harbor Boulevard (PM peak hour only);
- Newport Boulevard (SR-55)/18th Street-Rochester Street (PM peak hour only); and
- Newport Boulevard (SR-55)/17th Street (AM peak hour only).

As also indicated in [Table 5.5-16](#), based on agency-established thresholds of significance, the addition of proposed project-generated trips to the study intersections is forecast to result in no significant impacts for forecast General Plan buildout with project conditions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CMP AND STATE HIGHWAY FACILITIES

TRA-5 PROJECT IMPLEMENTATION WOULD NOT CAUSE A SIGNIFICANT INCREASE IN TRAFFIC FOR FORECAST CONDITIONS AT CMP FACILITIES OR CALTRANS INTERSECTIONS.

Impact Analysis:

Congestion Management Program Compliance Assessment

The Orange County Congestion Management Program (CMP) requires that a traffic impact analysis be conducted for any project generating 2,400 or more daily trips, or 1,600 or more daily trips for projects that directly access the CMP Highway System. As noted previously, the proposed project is expected to generate 1,062 daily trips, and thus does not meet the criteria required for a CMP traffic analysis. Therefore, it is concluded that the proposed project would not have any significant traffic impacts on the CMP Highway System.

State Highway

Existing With Project Conditions

This section analyzes the forecast traffic conditions at the Caltrans study intersections with the addition of project-generated traffic under existing conditions. [Table 5.5-17, *State Highway Existing With Project Conditions AM/PM Peak Hour Intersection LOS*](#), summarizes existing with project conditions AM and PM peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in [Appendix 11.3](#).



As indicated in Table 5.5-17, with the addition of project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for existing plus project conditions.

As also shown in Table 5.5-17, the addition of project-generated trips is forecast to result in no significant impacts at the State Highway study intersections for existing with project conditions.

**Table 5.5-17
State Highway Existing With Project Conditions
AM/PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	Existing Conditions		Existing Plus Project Conditions		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
		Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1	Orange Street/West Coast Highway (SR-1)	6.0 – A	4.6 – A	6.0 – A	4.6 – A	No
3	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	26.6 – C	33.4 – C	26.6 – C	33.4 – C	No
5	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	19.6 – B	23.6 – C	19.6 – B	23.5 – C	No
6	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	15.4 – B	18.1 – B	15.4 – B	18.1 – B	No
11	Riverside Avenue/West Coast Highway (SR-1)	13.7 – B	15.7 – B	13.7 – B	15.7 – B	No
12	Tustin Avenue/West Coast Highway (SR-1)	3.9 – A	5.9 – A	3.9 – A	5.9 – A	No
13	Dover Drive-Bayshore Drive/West Coast Highway (SR-1)	21.4 – C	20.8 – C	21.4 – C	20.8 – C	No
14	Newport Boulevard (SR-55)/19 th Street	22.6 – C	24.0 – C	22.6 – C	24.0 – C	No
15	Newport Boulevard (SR-55)/Broadway	5.1 – A	6.0 – A	5.1 – A	6.0 – A	No
16	Newport Boulevard (SR-55)/Harbor Boulevard	10.1 – B	11.9 – B	10.1 – B	12.0 – B	No
17	Newport Boulevard (SR-55)/18 th Street-Rochester Street	11.9 – B	18.8 – B	11.9 – B	18.9 – B	No
18	Newport Boulevard (SR-55)/17 th Street	28.9 – C	31.0 – C	28.9 – C	31.0 – C	No
19	Newport Boulevard (SR-55)/16 th Street	7.1 – A	9.1 – A	7.0 – A	9.0 – A	No
20	Newport Boulevard (SR-55)/Industrial Way	13.3 – B	13.6 – B	13.2 – B	13.5 – B	No

Note: SB = southbound.

Forecast Year 2018 Cumulative Without Project Conditions

Table 5.5-18, State Highway Forecast Year 2018 Cumulative Without Project Conditions AM/PM Peak Hour Intersection LOS, summarizes forecast year 2018 cumulative without project conditions AM and PM peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix 11.3.

As shown in Table 5.5-18, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast year 2018 cumulative without project conditions with the exception of Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1) during the PM peak hour.



**Table 5.5-18
State Highway Forecast Year 2018 Cumulative Without Project Conditions
AM/PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	AM Peak Hour	PM Peak Hour
		Delay – LOS	Delay – LOS
1	Orange Street/West Coast Highway (SR-1)	6.0 – A	4.8 – A
3	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	28.5 – C	37.6 – D
5	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	20.0 – B	24.5 – C
6	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	21.4 – C	20.2 – C
11	Riverside Avenue/West Coast Highway (SR-1)	15.1 – B	17.7 – B
12	Tustin Avenue/West Coast Highway (SR-1)	4.6 – A	6.0 – A
13	Dover Drive-Bayshore Drive/West Coast Highway (SR-1)	21.9 – C	23.0 – C
14	Newport Boulevard (SR-55)/19 th Street	24.9 – C	25.0 – C
15	Newport Boulevard (SR-55)/Broadway	5.4 – A	6.3 – A
16	Newport Boulevard (SR-55)/Harbor Boulevard	10.5 – B	14.7 – B
17	Newport Boulevard (SR-55)/18 th Street-Rochester Street	12.6 – B	30.0 – C
18	Newport Boulevard (SR-55)/17 th Street	31.3 – C	33.0 – C
19	Newport Boulevard (SR-55)/16 th Street	7.8 – A	10.4 – B
20	Newport Boulevard (SR-55)/Industrial Way	18.6 – B	17.8 – B

Note: SB = southbound; deficient intersection operation shown in **bold**.

Forecast Year 2018 Cumulative With Project Conditions

Table 5.5-19, *State Highway Forecast Year 2018 Cumulative With Project Conditions*, summarizes forecast year 2018 cumulative with project conditions AM and PM peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in [Appendix 11.3](#).

As shown in [Table 5.5-19](#), with the addition of project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast year 2018 cumulative with project conditions with the exception of Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1) which is forecast to operate at LOS D during the PM peak hour.

As also shown in [Table 5.5-19](#), the addition of project-generated trips is forecast to result in no significant impacts at the State Highway study intersections for forecast year 2018 cumulative with project conditions.

Forecast General Plan Buildout Without Project Conditions

Table 5.5-20, *State Highway Forecast General Plan Buildout Without Project Conditions AM/PM Peak Hour Intersection LOS*, summarizes forecast General Plan buildout without project conditions AM and PM peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in [Appendix 11.3](#).



Table 5.5-19
State Highway Forecast Year 2018 Cumulative With Project Conditions

Int. No.	Study Intersection	Forecast Cumulative Without Project Conditions		Forecast Cumulative With Project Conditions		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
		Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1	Orange Street/West Coast Highway (SR-1)	6.0 – A	4.8 – A	6.0 – A	4.8 – A	No
3	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	28.5 – C	37.6 – D	28.5 – C	37.6 – D	No
5	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	20.0 – B	24.5 – C	19.9 – B	24.5 – C	No
6	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	21.4 – C	20.2 – C	21.4 – C	20.2 – C	No
11	Riverside Avenue/West Coast Highway (SR-1)	15.1 – B	17.7 – B	15.1 – B	17.7 – B	No
12	Tustin Avenue/West Coast Highway (SR-1)	4.6 – A	6.0 – A	4.6 – A	6.0 – A	No
13	Dover Drive-Bayshore Drive/West Coast Highway (SR-1)	21.9 – C	23.0 – C	21.9 – C	23.1 – C	No
14	Newport Boulevard (SR-55)/19 th Street	24.9 – C	25.0 – C	25.0 – C	25.0 – C	No
15	Newport Boulevard (SR-55)/Broadway	5.4 – A	6.3 – A	5.4 – A	6.4 – A	No
16	Newport Boulevard (SR-55)/Harbor Boulevard	10.5 – B	14.7 – B	10.6 – B	14.9 – B	No
17	Newport Boulevard (SR-55)/18 th Street-Rochester Street	12.6 – B	30.0 – C	12.6 – B	30.6 – C	No
18	Newport Boulevard (SR-55)/17 th Street	31.3 – C	33.0 – C	31.3 – C	33.1 – C	No
19	Newport Boulevard (SR-55)/16 th Street	7.8 – A	10.4 – B	7.8 – A	10.4 – B	No
20	Newport Boulevard (SR-55)/Industrial Way	18.6 – B	17.8 – B	18.6 – B	17.8 – B	No

Note: SB = southbound; deficient intersection operation shown in **bold**.

Table 5.5-20
State Highway Forecast General Plan Buildout Without Project Conditions
AM/PM Peak Hour Intersection LOS

Int. No.	Study Intersection	AM Peak Hour	PM Peak Hour
		Delay – LOS	Delay – LOS
1	Orange Street/West Coast Highway (SR-1)	8.6 – A	5.4 – A
3	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	61.2 – E	34.3 – C
5	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	21.8 – C	27.9 – C
6	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	75.6 – E	22.1 – C
11	Riverside Avenue/West Coast Highway (SR-1)	18.5 – B	18.3 – B
12	Tustin Avenue/West Coast Highway (SR-1)	8.8 – A	12.8 – B
13	Dover Drive-Bayshore Drive/West Coast Highway (SR-1)	22.1 – C	21.9 – C
14	Newport Boulevard (SR-55)/19 th Street	43.2 – D	30.8 – C
15	Newport Boulevard (SR-55)/Broadway	5.1 – A	6.0 – A
16	Newport Boulevard (SR-55)/Harbor Boulevard	11.3 – B	22.1 – C
17	Newport Boulevard (SR-55)/18 th Street-Rochester Street	16.1 – B	28.8 – C
18	Newport Boulevard (SR-55)/17 th Street	37.5 – D	36.7 – D
19	Newport Boulevard (SR-55)/16 th Street	7.2 – A	9.7 – A
20	Newport Boulevard (SR-55)/Industrial Way	13.4 – B	13.6 – B

Notes: SB = southbound; deficient intersection operation shown in **bold**.



As shown in [Table 5.5-20](#), the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast General Plan buildout without project conditions, with the exception of the following intersections:

- Superior Avenue-Balboa Boulevard/West Coast Highway (AM peak hour);
- Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1) (AM peak hour);
- Newport Boulevard (SR-55)/19th Street (AM peak hour); and
- Newport Boulevard (SR-55)/17th Street (AM and PM peak hours).

Forecast General Plan Buildout With Project Conditions

[Table 5.5-21, State Highway Forecast General Plan Buildout With Project Conditions AM/PM Peak Hour Intersection LOS](#), summarizes forecast General Plan buildout with project conditions AM and PM peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in [Appendix 11.3](#).

**Table 5.5-21
State Highway Forecast General Plan Buildout With Project Conditions
AM/PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	Forecast General Plan Buildout Without Project Conditions		Forecast General Plan Buildout With Project Conditions		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
		Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1	Orange Street/West Coast Highway (SR-1)	8.6 – A	5.4 – A	8.6 – A	5.4 – A	No
3	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	61.2 – E	34.3 – C	62.2 – E	34.4 – C	No
5	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	21.8 – C	27.9 – C	21.7 – C	27.9 – C	No
6	Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1)	75.6 – E	22.1 – C	76.0 – E	22.2 – C	No
11	Riverside Avenue/West Coast Highway (SR-1)	18.5 – B	18.3 – B	18.8 – B	18.3 – B	No
12	Tustin Avenue/West Coast Highway (SR-1)	8.8 – A	12.8 – B	8.8 – A	12.8 – B	No
13	Dover Drive-Bayshore Drive/West Coast Highway (SR-1)	22.1 – C	21.9 – C	22.2 – C	21.9 – C	No
14	Newport Boulevard (SR-55)/19 th Street	43.2 – D	30.8 – C	42.9 – D	30.6 – C	No
15	Newport Boulevard (SR-55)/Broadway	5.1 – A	6.0 – A	5.1 – A	6.0 – A	No
16	Newport Boulevard (SR-55)/Harbor Boulevard	11.3 – B	22.1 – C	11.0 – B	19.8 – B	No
17	Newport Boulevard (SR-55)/18 th Street-Rochester Street	16.1 – B	28.8 – C	15.9 – B	29.0 – C	No
18	Newport Boulevard (SR-55)/17 th Street	37.5 – D	36.7 – D	37.1 – D	36.3 – D	No
19	Newport Boulevard (SR-55)/16 th Street	7.2 – A	9.7 – A	7.2 – A	9.5 – A	No
20	Newport Boulevard (SR-55)/Industrial Way	13.4 – B	13.6 – B	13.5 – B	13.7 – B	No

Notes: SB = southbound; deficient intersection operation shown in **bold**.



As indicated in Table 5.5-21, with the addition of project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast General Plan buildout with project conditions, with the exception of the following intersections:

- Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1) (AM peak hour);
- Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1) (AM peak hour);
- Newport Boulevard (SR-55)/19th Street (AM peak hour); and
- Newport Boulevard (SR-55)/17th Street (AM and PM peak hours).

As also shown in Table 5.5-21, the addition of project-generated trips is forecast to result in no significant impacts at the State Highway study intersections for forecast General Plan buildout with project conditions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

EMERGENCY ACCESS

TRA-6 IMPLEMENTATION OF THE PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS.

Impact Analysis: The project would not require the complete closure of any public or private streets or roadways during construction. During construction, access to and from Fire Station No. 2 would be maintained at all times.

Proposed egress/ingress for the new hotel would be designed to accommodate emergency vehicles. Upon project completion, vehicular access to the proposed hotel site would occur from Newport Boulevard at the Finley Avenue intersection. Hotel service entry would also be provided off 32nd Street. Fire Station No. 2 would continue to have access from 32nd Street with a new access provided from Via Oporto. In addition, the proposed project would maintain the existing vehicular access to Via Lido Plaza at Finley Avenue.

The Newport Beach Fire Code requires approved fire apparatus access roads for every facility, building, or portion of a building. Required access roads must extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story. More than one fire apparatus access road may be required to mitigate for limited access factors.

The project's application materials were reviewed by the Newport Beach Fire Department (NBFD), which determined that the project's design accommodates appropriate emergency access. Additionally, project implementation would close an existing driveway across the project site that provides access to the adjacent Via Lido Plaza shopping center from 32nd Street. Historically, this access point to Via Lido Plaza was gated and used only by large delivery trucks. NBFD has evaluated the permanent closure of this driveway and determined that closure would not affect emergency access, as adequate fire access to Vial Lido Plaza is provided from Newport Boulevard, Via Lido, and private parking areas accessed by two existing vehicular driveways. Thus, impacts would be less than significant in this regard.



Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CONFLICT WITH POLICIES, PLANS, OR PROGRAMS

TRA-7 IMPLEMENTATION OF THE PROJECT WOULD NOT RESULT IN A DECREASE OF THE PERFORMANCE OR SAFETY OF PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES AS A RESULT OF A CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS.

Impact Analysis: OCTA Route 71 provides bus service along Newport Boulevard with a bus stop adjacent to the project site. OCTA would continue to provide bus service through existing routes within the area. Implementation of the proposed project would not interfere with the establishment of new or expanded bus routes within the area.

There are currently no bikeways located adjacent to the project site. The project would not interfere with the establishment of bikeways in the area.

A new pedestrian pathway would lead from the intersection of Newport Boulevard and 32nd Street to Finley Avenue within the project site. The pathway would also extend along 32nd Street and connect to a new sidewalk located adjacent to 32nd Street where no sidewalk occurs. The pathway would be separated from Newport Boulevard by landscaping and from 32nd Street by landscaping and parking. Thus, the project would provide connected pedestrian access along the perimeter of the project site, improving pedestrian access and safety.

The proposed project would not conflict with any policies of the Coastal Land Use Plan or the General Plan Land Use and Circulation Element policies pertaining to public transit, bicycle, or pedestrian facilities; refer also to [Section 5.1, Land Use](#).

Thus, implementation of the proposed project would not conflict with adopted policies, plans, or programs that would result in a decrease of the performance or safety of public transit, bicycle, or pedestrian facilities. Impacts in this regard are less than significant and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PARKING

TRA-8 IMPLEMENTATION OF THE PROJECT WOULD NOT CONFLICT WITH THE REQUIREMENTS OF NEWPORT BEACH MUNICIPAL CODE CHAPTER 20.40, OFF-STREET PARKING.

Impact Analysis: Municipal Code Chapter 20.40, Off-Street Parking identifies the off-street parking and loading standards for land uses within the City of Newport Beach. For the proposed project, the Municipal Code contains parking rates for the retail, restaurant and bar/lounge,



spa/fitness center, and meeting space components; however, the parking rate for hotel rooms is not specified. The parking requirement for new hotels in the City is determined by establishing the parking demand at existing hotels with similar characteristics and amenities.

Parking Codes and Projected Parking Needs

Other City Codes

There are other cities in the vicinity of the project site with resort areas that have parking codes that contain requirements for hotels with characteristics similar to the proposed project. Table 5.5-22, *Other City Hotel Parking Codes*, summarizes local city ordinances that provide similar land uses and their associated parking requirements.

**Table 5.5-22
Other City Hotel Parking Codes**

City	Category	Parking Requirement
Newport Beach	Bed and Breakfast Inns	1 space/guest room, plus 2 spaces
Newport Beach	Motels	1 space/guest room or unit
Anaheim	Hotel	0.8 space/guest room + 8 space/TSF banquet/meeting room + 8 space/TSF restaurant + 1 sp/TSF retail + 0.25 space/employee in guest room area
Dana Point	Monarch Beach Resort Specific Plan	0.75 space/guest room + 1 space/5 seats restaurant + 1 space/80 sf banquet/meeting space
Huntington Beach	Hotel	1.1 space/guest room + 1 space/passenger transport vehicle + 2 spaces for manager's unit + parking required for other uses on-site
Costa Mesa	Hotels	0.5 space per rentable unit +10 spaces/TSF for the first 3000 sf and 20 spaces/TSF for each additional for restaurant, banquet, meeting room and kitchen spaces
Note: TSF = thousand square feet		

Institute of Transportation Engineers Parking Generation

The Institute of Transportation Engineers (ITE) has published a compilation of recommended parking rates for several land use categories in *Parking Generation*. As indicated in Table 5.5-23, *ITE Parking Generation 85th Percentile Parking Rates*, the average peak period parking demand for the Resort Hotel category is 1.42 vehicles per room. This rate is based on a limited number of case studies and would include parking for ancillary uses such as restaurants, spas, or banquet space.



Table 5.5-23
ITE Parking Generation 85th Percentile Parking Rates

Category	Average Peak Parking Demand
Hotel (use 310)	0.91 vehicles per room
Business Hotel (use 312 – smaller sites, catering to business travelers, fewer amenities)	0.64 vehicles per room (weekday) 0.66 vehicles per room (Saturday)
Motel (land use 320 – typically don't offer meeting space)	0.90 vehicles per room
Resort Hotel (330 – cater to tourists and the vacation industry)	1.42 vehicles per room

Similar Site Surveys

Since the City's parking code does not contain a parking rate for resort hotel uses, the applicable parking rate for the proposed hotel was determined from actual parking counts of similar hotels in the southern California area. Two luxury resort hotels in San Diego County, located in beach communities, were selected to provide case study parking data; refer to Figure 3, Case Study Hotel Location Map (as included in [Appendix 11.3](#)) for the general locations of the case study hotels. Both of these hotels contain restaurant and bar/lounge space, spa/fitness center facilities, a pool, and meeting/special event space. These sites were selected in part because the property managers are associated with the proposed project. Hotel occupancy information is also available.

L'Auberge Del Mar

The L'Auberge Del Mar is located at 1540 Camino Del Mar, in the City of Del Mar. The hotel consists of 121 guest rooms, one ballroom with a total of 2,486 square feet, five meeting rooms consisting of 10,097 square feet, and four areas of outdoor revenue space consisting of 8,647 square feet. It also provides four distinct dining areas, including an indoor restaurant, outdoor restaurant, and an indoor and outdoor bar, for a total food and beverage area of 7,226 square feet. In addition the hotel contains a spa and pool for guests. This facility generates a large amount of private parties and weddings. Parking for the L'Auberge Del Mar was measured on two weekdays and a Saturday in November 2013.

The parking areas for this site were broken into five areas, as summarized in [Table 5.5-24, *Parking for the L'Auberge Del Mar*](#).

As indicated in [Table 5.5-24](#), the highest rate found at this hotel was 1.43 spaces per hotel room. This parking rate includes parking for all of the facilities and amenities on the site and occurred in the early evening.

The parking requirements for this hotel, based upon the Newport Beach Municipal Code are shown in [Table 5.5-25, *L'Auberge Del Mar Parking Requirements per Newport Beach Municipal Code*](#).



**Table 5.5-24
Parking for the L'Auberge Del Mar**

Day/Time	Parked Cars						Cars per Room
	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Total	
Weekday, 3 PM	33	43	28	19	8	131	1.08
Weekday, 7 PM	35	20	19	36	18	128	1.06
Weekday, Midnight	12	37	14	36	11	110	0.91
Friday, 7 PM	16	37	20	32	21	126	1.04
Friday, Midnight	7	35	16	28	11	97	0.80
Saturday, 10 AM	8	32	32	22	14	108	0.89
Saturday, 3 PM	20	44	36	36	17	153	1.26
Saturday, 7 PM	37	42	32	33	29	173	1.43
Saturday, Midnight	26	36	24	33	9	128	1.06

**Table 5.5-25
L'Auberge Del Mar Parking Requirements per Newport Beach Municipal Code**

Land Use	Parking Requirement	L'Auberge Usage	Spaces Required
Hotel	As required per conditional use permit (1 per room for motels)	121 rooms	121
Retail	1 space per 250 square feet	589 square feet	3
Food and Beverage	1 space per 200 square feet	7,226 square feet	36
Spa/Fitness	1 space per 200 square feet	5,200 square feet	26
Function Space (Assembly/Meeting Space)	1 per 35 square feet	21,330 square feet	609
Total Spaces Required			795

As indicated in Table 5.5-25, the Newport Beach Municipal Code would require 795 parking stalls based on the hotel's uses. However, as indicated in Table 5.5-24, the highest observed parking need was 173 stalls.

Estancia La Jolla

The Estancia La Jolla is located at 9700 North Torrey Pines Road in La Jolla. The hotel provides 210 rooms and suites, a spa/fitness center, three restaurants, and lounges, a pool, and indoor and outdoor meeting space.

The parking areas for this site were broken into five areas, as summarized in Table 5.5-26, *Parking for the Estancia La Jolla*.



**Table 5.5-26
Parking for the Estancia La Jolla**

Day/Time	Parked Cars						Cars per Room
	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Total	
Weekday, 3 PM	7	65	0	82	34	188	0.90
Weekday, 7 PM	20	108	9	83	16	236	1.12
Weekday, Midnight	4	84	10	36	2	136	0.65
Friday, 7 PM	11	74	0	50	12	147	0.70
Friday, Midnight	3	104	0	43	2	152	0.72
Saturday, 10 AM	7	76	0	79	19	181	0.86
Saturday, 3 PM	9	78	0	93	20	200	0.95
Saturday, 7 PM	11	111	9	95	17	243	1.16
Saturday, Midnight	5	112	0	63	8	188	0.90

As indicated in Table 5.5-26, the highest rate found at this hotel was 1.16 spaces per hotel room. This parking rate includes parking for all of the facilities and amenities on the site.

The parking requirements for this hotel, based upon the Newport Beach Municipal Code are shown in Table 5.5-27, *Estancia La Jolla Parking Requirements per Newport Beach Municipal Code*.

**Table 5.5-27
Estancia La Jolla Parking Requirements per Newport Beach Municipal Code**

Land Use	Parking Requirement	L'Auberge Usage	Spaces Required
Hotel	As required per conditional use permit (1 per room for motels)	210 rooms	210
Retail	1 space per 250 square feet	1,128 square feet	5
Food and beverage	1 space per 200 square feet	8,455 square feet	43
Spa/Fitness	1 space per 200 square feet	7,795 square feet	39
Function Space (Assembly/Meeting Space)	1 per 35 square feet	24,829 square feet	709
Total Spaces Required			1,006

As indicated in Table 5.5-27, the Newport Beach Municipal Code would require 1,006 parking stalls based on the hotel's uses. However, as indicated in Table 5.5-26, the highest observed parking need was 243 stalls.

The case study parking counts demonstrate that the total parking demand for similar hotels and facilities is not the sum of the individual parking requirements, as many of the facilities on-site are used by hotel guests and parking is shared between the land uses.



Recommended Parking Rates

Based upon discussions with management staff at the two surveyed hotels, along with review of other City rates and published Parking Generation rates, [Table 5.5-28](#), *Recommended Parking Requirements*, identifies the recommended peak parking demand rates for the uses at the proposed hotel.

Table 5.5-28
Recommended Parking Requirements

Land Use	Parking Recommendation	Lido House Hotel Usage	Spaces Required
Hotel	0.8 per hotel room	130 rooms	104
Retail	1 space per 250 square feet	875 square feet	4
Food and Beverage	1 space per 200 square feet	6,923 square feet	35
Spa/Fitness	1 space per 250 square feet	1,100 square feet	5
Spa/Fitness	n/a – supplemental to guest rooms	1879 square feet	0
Function Space (Assembly/Meeting Space)	1 space per 200 square feet	4,453 square feet	23
Total Spaces Required			171

Based upon the recommended parking requirement identified in [Table 5.5-28](#), a total of 171 parking spaces would be required for the project. The project currently proposes 148 parking spaces; however, active parking management including valet operations will permit additional cars to be parked on-site.. If all parking was being used at the same time, there would be a parking shortfall. However, based upon shared parking that typically occurs with hotel uses (and demonstrated with the two case studies), a parking shortfall is not likely; refer to the Time of Day Shared Parking Analysis, below.

Time of Day Shared Parking Analysis

The shared parking concept allows for parking spaces to be used more efficiently by providing only the number of spaces needed by different land use types at any one time since the parking demand for different uses varies by the time of day, the day of the week, and the month of the year.

Shared parking is generally analyzed using the procedures identified by the Urban Land Institute (ULI) in their guide *Shared Parking*. This publication indicates for various uses how the demand for parking varies throughout the day and night. It shows that residential and hotel uses normally have low parking demands during the day, while commercial and employment uses have lower parking demands at night. *Shared Parking* provides a matrix of percentages that can be used to predict parking demand for specific uses during any hour in proportion to their peak parking demands.

Shared Parking (Second Edition) includes the results of studies of parking demand by time of day for uses that commonly occur within mixed use developments. This edition of the report is much more detailed than the first edition and breaks down the parking needs into visitors (or customers) and



employees. Table 5.5-29, Time of Day Parking Needs, shows the percentage of required parking spaces that each land use component will need at any given time of day.

**Table 5.5-29
Time of Day Parking Needs**

Land Use	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Leisure Hotel (Guest)	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Retail	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	0%
Hotel – Restaurant / Lounge	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Health Club (Spa)	40%	70%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%	70%	35%	10%	0%
Hotel Conference/ Banquet (Function Space)	0%	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	25%	25%

For a shared parking analysis, it is necessary to establish peak parking demands for each component use and develop a profile of parking demand during other times of day based upon the peak demand. The recommended parking rates from Table 5.5-28 and the time of day usage from Table 5.5-29, have been applied to determine the parking needs for the project at all times; refer to Table 5.5-30, Lido House Hotel Parking Needs by Time of Day.

**Table 5.5-30
Lido House Hotel Parking Needs by Time of Day**

Land Use	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Leisure Hotel (Guest)	99	84	84	73	73	68	68	73	73	78	84	89	89	94	99	99	104	104
Retail	1	1	2	3	4	4	4	4	4	4	4	4	4	4	2	2	1	0
Hotel – Restaurant / Lounge	4	11	4	4	2	35	35	12	4	4	11	20	21	25	24	21	14	11
Health Club (Spa)	2	4	4	4	4	3	4	4	4	4	5	5	5	4	4	2	1	0
Hotel Conference/ Banquet (Function Space)	0	7	14	14	14	15	15	15	15	15	23	23	23	23	23	12	6	6
Total Required	106	107	108	98	97	125	126	108	100	105	127	141	142	150	152	136	126	121
Excess Stalls	42	41	40	50	51	23	22	40	48	43	21	7	6	0	0	12	22	27

As indicated in Table 5.5-30, based on the recommended parking requirements and time of day needs, the total parking spaces needed for the proposed project would be 152 spaces, likely to be needed at night when the function space is in use and hotel room parking is near its peak. The hotel would provide an excess supply of parking at most times. The project proposes 148 parking spaces on-site. However, should the access gate that would provide access to delivery vehicles to and from Via Lido Plaza be installed, 2 to 3 spaces in the hotel parking lot would be removed. An additional 16 public parking spaces would be provided off-site. These on-street stalls are heavily used during



summer weekends, but demand is reduced after 5:00 PM when beach parking demand declines. These on-street parking spaces may be available to meet occasional on-site parking deficiencies after 7:00 PM. It is not anticipated that the hotel would require more than the 148 parking spaces proposed, with the exception of nights with banquet usage. Although the 16 on-street stalls would not be necessary for public beach parking during this time, there is no guarantee that they would be available for use by hotel patrons.

Implementation of a Parking Management Plan (Mitigation Measure TRA-2) that includes restricted parking, time limit parking, parking guide signage, and addresses staff parking would ensure that parking is managed on-site, reducing potential impacts associated with parking supply during peak demand to a less than significant level. Therefore, with implementation of Mitigation Measure TRA-1 and approval of a Conditional Use Permit, the proposed project would not conflict with the City's parking requirements and impacts would be reduced to a less than significant level.

OFF-SITE PARKING

Vehicular access to Fire Station No. 2 is proposed to occur from Via Oporto through a new curb cut and driveway. The project would involve the removal of one public parking space and relocation of four public parking spaces currently located on Via Oporto slightly south toward 32nd Street to allow for the new access.

The City is also considering relocating a portion of the existing, angled, metered parking on the north side of 32nd Street (just south of the old City Council Chambers) further to the east in front of St. James Church, which is located just west of Lafayette Road. Currently, there is excess street capacity along 32nd Street (just west of Lafayette Road) that would be modified in order to accommodate angled parking spaces along the north side of 32nd Street in front of the church and travel lanes. The latest plan decreases street parking in some areas and increases in others and there is a no net loss of street parking.

Mitigation Measures:

TRA-2 Prior to issuance of Certificates of Occupancy, the applicant shall submit a Parking Management Plan for review and approval by the Community Development Director. The Parking Management Plan shall, at a minimum, include the following and be implemented at all times:

- Restrict all on-site parking spaces to either a time limit or a valet parking arrangement.
- Restrict access to on-site parking areas (with the exception of visitor parking by the hotel lobby) to either valet staff, or guests and visitors only through a manned gate, a gate with intercom access, or a gate that reads the room keys.
- Restrict parking for in-demand parking spaces by time limits. The time limit should apply from 6:00 AM to 6:00 PM Monday through Friday.
- Post signs at locations where motorists can be redirected from curb parking or desirable parking areas to convenient off-street lots and structures.



- Encourage on-site employee parking by providing free parking on-site or providing incentives for using alternative modes of transportation, such as providing free or discounted bus passes; an employee bike rack, entering employees who take the bus, carpool, walk, or ride a bicycle in a monthly raffle; providing a monthly stipend for bicycle commuting; providing carpool parking spaces, or other incentives.

Level of Significance: Less Than Significant With Mitigation Incorporated.

5.5.5 CUMULATIVE IMPACTS

For traffic purposes, cumulative projects have been identified as having the potential to interact with the proposed project to the extent that a significant cumulative effect could occur.

These include the following 18 projects within the City of Newport Beach that have been approved, but have not been constructed. These approved projects are expected to be built and generating trips by year 2018.

- Fashion Island Expansion;
- Temple Bat Yahm Expansion;
- Ciosa-Irvine Project;
- Newport Dunes;
- Hoag Hospital Phase III;
- St. Marks Presbyterian Church;
- 2300 Newport Boulevard;
- Newport Executive Court;
- Hoag Health Center;
- North Newport Center
- Santa Barbara Condo;
- 328 Old Newport Medical Office;
- Bayview Medical Office;
- Mariner's Pointe;
- 4221 Dolphin Striker;
- San Joaquin Hills Plaza;
- Uptown Newport Phase 1 & 2; and
- Marina Park.

In addition, the following seven projects, identified by the City of Newport Beach, have not been approved, but are considered foreseeable:

- Newport beach Country Club;⁴
- Koll;
- Back Bay Landing;
- Balboa Marina West Expansion;

⁴ Based on information provided by the City Traffic engineer, the Newport Beach Country Club would not result in an increase in traffic generation; therefore, it has been excluded from the traffic impact analysis, but has been considered in other cumulative analyses in this EIR cumulative impacts to consider (i.e., construction, noise, and air quality).



- Banning Ranch;
- Sunset Ridge Park; and
- Newport Coast.⁵

The City of Costa Mesa has also identified the following cumulative projects within the vicinity of the project study area:

- 17th/Superior Live-Work;
- Anchor Live-Work; and
- Pacific Gateway Residences.

The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

● **CONSTRUCTION OF THE PROPOSED PROJECT, AND OTHER RELATED CUMULATIVE PROJECTS, COULD INCREASE TRAFFIC WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE EXISTING STREET SYSTEM.**

Impact Analysis: Construction activities associated with the proposed project and cumulative projects may overlap, resulting in traffic impacts to local roadways. However, as stated, construction of the proposed project would not result in significant traffic impacts to study intersections. Further, the project would be required to prepare a Construction Management Plan in order to reduce the impact of construction-related traffic upon the local circulation system within the project area. The cumulative development projects would also be required to reduce construction traffic impacts on the local circulation system and implement any required mitigation measures that may be prescribed pursuant to CEQA provisions. Therefore, the project's contribution to cumulative construction traffic impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant With Mitigation Incorporated.

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, WOULD NOT CAUSE A SIGNIFICANT INCREASE IN TRAFFIC FOR EXISTING AND FORECAST YEAR 2018 CUMULATIVE CONDITIONS WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM.**
- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, COULD CONFLICT WITH THE NEWPORT BEACH TRAFFIC PHASING ORDINANCE CAUSING A SIGNIFICANT INCREASE IN TRAFFIC FOR EXISTING AND FORECAST YEAR 2018 CONDITIONS.**

⁵ 70 percent of the dwelling units associated with Newport Coast have already been developed. Thus, the analysis in this EIR assumes 30 percent of the dwelling units represented for in this table for Newport Coast have yet to be developed and represent the cumulative condition.



● **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, WOULD NOT CAUSE A SIGNIFICANT INCREASE IN TRAFFIC FOR FORECAST GENERAL PLAN BUILDOUT CONDITIONS.**

Impact Analysis: Traffic from cumulative projects was considered in the forecast year 2018 cumulative, Newport Beach TPO forecast year 2018, and General Plan buildout conditions. The analysis provided above within [Section 5.5.4](#) inherently includes cumulative impacts related to the identified cumulative projects.

As determined in [Section 5.5.4](#), the proposed project would not result in a cumulatively considerable traffic impacts in regards to local intersections. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

● **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT CAUSE A SIGNIFICANT INCREASE IN TRAFFIC FOR FORECAST CONDITIONS AT CMP AND STATE HIGHWAY INTERSECTIONS.**

Impact Analysis: As stated, the proposed project would not have any significant traffic impacts on the CMP Highway System.

Traffic from cumulative projects at State Highway intersections was considered in the forecast year 2018 cumulative and General Plan buildout conditions. The analysis provided above within [Section 5.5.4](#) inherently includes cumulative impacts related to the identified cumulative projects.

As determined in [Section 5.5.4](#), the proposed project would not result in a cumulatively considerable traffic impacts in regards to Caltrans intersections. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

● **DEVELOPMENT OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS.**

Impact Analysis: As stated, the project would not require the complete closure of any public or private streets or roadways during construction. During construction, access to and from Fire Station No. 2 would be maintained at all times. The project's application materials were reviewed by the Newport Beach Fire Department (NBFD), which determined that the project's design accommodates appropriate emergency access. Project implementation would close an existing driveway across the project site that provides access to the adjacent Via Lido Plaza shopping center from 32nd Street. NBFD determined that closure of the driveway would not affect emergency



access. Thus, the proposed project would not result in a cumulatively considerable impact associated with inadequate emergency access.

The Newport Beach Fire Code requires approved fire apparatus access roads for every facility, building, or portion of a building. Individual development projects would be reviewed on a project-by-project basis to ensure adequate emergency access is provided. Project impacts would not be cumulatively considerable and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **IMPLEMENTATION OF THE PROJECT AND RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN A DECREASE OF THE PERFORMANCE OR SAFETY OF PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES AS A RESULT OF A CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS.**

Impact Analysis: Implementation of the proposed project would not impede the existing public transit, bicycle, or pedestrian facilities. . New pedestrian pathways and connected sidewalks would be provided within and adjacent the project site. The pathways would be separated from Newport Boulevard by landscaping and from 32nd Street by landscaping and parking. Thus, the project would provide connected pedestrian access along the perimeter of the project site, improving pedestrian access and safety.

The proposed project would not conflict with any of the applicable policies of the Circulation Element pertaining to public transit, bicycle, or pedestrian facilities. Thus, implementation of the proposed project would not conflict with adopted policies, plans, or programs that would result in a decrease of the performance or safety of public transit, bicycle, or pedestrian facilities. The proposed project would not result in a cumulatively considerable impact on public transit, bicycle, or pedestrian facilities.

Cumulative projects would be required to comply with the City's adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities on a project-by-project basis. Individual projects would be required to implement required mitigation measures that may be prescribed pursuant to CEQA provisions. Project impacts would not be cumulatively considerable and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT CONFLICT WITH THE REQUIREMENTS OF NEWPORT BEACH MUNICIPAL CODE CHAPTER 20.40, OFF-STREET PARKING.**



Impact Analysis: The proposed project would not conflict with the City's requirements for off-street parking with the implementation of a Parking Management Plan (Mitigation Measure TRA-2) and approval of a Conditional Use Permit. The proposed project would not result in a cumulatively considerable impact associated with off-street parking.

Individual development projects would be required to comply with City parking standards. Individual projects would be required to implement required mitigation measures that may be prescribed pursuant to CEQA provisions. Project impacts would not be cumulatively considerable and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.5.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to traffic/circulation have been identified.



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