4.13 TRANSPORTATION/TRAFFIC

4.13.1 Introduction

This section evaluates the potential for implementation of the proposed General Plan Update to result in impacts to traffic, circulation, parking, access, and other transportation modes, including the potential for the proposed General Plan Update to increase local and regional traffic volumes, exceed a level of service (LOS) standard, increase hazards due to a design feature, interfere with emergency access, result in an inadequate parking supply, or conflict with applicable alternative transportation programs.

Data used in preparation of this section is taken from the City of Newport Beach General Plan Transportation Study (GPTS) conducted for the project by Urban Crossroads (UC) and included as Appendix D of this document (the appendices to the traffic report itself can be found on the City's website). The GPTS evaluates existing traffic conditions at the project area, future traffic conditions at the project area (without implementation of the proposed General Plan Update), and traffic conditions following implementation of the proposed General Plan Update. The GPTS evaluated two buildout alternatives: Without Project (buildout of existing General Plan) and With Project (buildout of proposed General Plan Update) conditions. In addition, a supplement to the GPTS was prepared to analyze the direct effects of the proposed General Plan Update without surrounding regional growth (Existing With Project). The supplement to the GPTS is included as Appendix E. This scenario identifies traffic growth related only to the anticipated growth within the City of Newport Beach. Full bibliographic entries for all reference materials are provided in Section 4.13.6 (References) of this section.

Seven comment letters associated with transportation and traffic were received in response to the IS/NOP circulated for the proposed General Plan Update. One comment letter requested that the DEIR include an analysis of all intersection improvements and associated potential impacts, including consideration of feasible alternatives. Two comment letters received from adjacent municipalities also requested that the DEIR include an analysis of impacts due to proposed transportation improvements, particularly in terms of impacts at intersections bordering the neighboring municipalities of Irvine and Costa Mesa. Both John Wayne Airport (JWA) and the California Department of Transportation requested that the DEIR adhere to all regional, State, and Federal regulations that apply to transportation. Another comment letter requested that the DEIR discuss proposed mitigation measures for particularly congested intersections, availability of funding for transportation improvements, and impacts related to the expansion of intersections and roadways. The Environmental Quality Affairs Citizens Advisory Committee called for the DEIR to contain a discussion of impacts associated with increased traffic congestion, impacts from transportation improvements associated with the provision of visitor-serving land uses, and consideration of alternative modes of transportation. Section 4.13.5 provides such analysis.

For analytical purposes, traffic impacts associated with implementation of the General Plan Update are derived from the existing environmental setting from 2002, which is used throughout this EIR. This baseline year (2002) is used for all impact areas analyzed in this traffic chapter to determine impacts. The

use of this data presents a more conservative analysis for this EIR because it does not include the growth authorized under the existing General Plan that occurred between 2002 and the January 2006 NOP publication date. As a result, the potential growth under the proposed General Plan Update is actually less than what was used to analyze the environmental impacts in this analysis. Thus, the analysis presents a worst-case scenario based upon the maximum buildout potential development within the City and adjacent areas from 2002 through 2030.

4.13.2 Existing Conditions

This section provides an assessment of existing conditions in the Newport Beach Transportation Model (NBTM) primary modeling area (project study area), including a description of the street and highway system, traffic volumes on these facilities, and operating conditions of the selected intersections. The primary study area of the NBTM is generally bounded by the Brookhurst Street/Santa Ana River on the west, Adams Avenue/Baker Street/Campus Drive/SR-73 on the north, Crystal Cove State Park on the east, and the Pacific Ocean on the south. The primary study area is shown on Figure 4.13-1.

Regional Access

Regional access to the City is provided by several freeways. The 405 Freeway runs north to south within Southern California, and intersects both the 73 and 55 Freeways. State Route 55 extends south from State Route 91 and terminates in the City of Newport Beach at Finley Ave. State Route 73 extends through the northerly part of the City, connecting the 55 and 405 Freeways with Interstate 5. Highway 1 (Coast Highway) runs along the California coast and all the way through Newport Beach. Figure 4.13-1 shows the regional transportation network providing access to the City of Newport Beach.

Local Access

Newport Beach fronts on the Pacific Ocean causing the City to have access from only three directions. In addition, upper Newport Bay acts as a barrier, resulting in only two east/west routes through Newport Beach (Coast Highway and the Bristol Street/SR 73 corridor). JWA also acts as a barrier to circulation on the City's edge, and contributes to congestion on some city streets. There are two ferries that provide water access; these include the Santa Catalina Ferry and the Balboa Ferry. Major access routes within the City include SR-55 (Newport Blvd.), the Coast Highway, and SR-73. In addition to these major access routes within the City there is an extensive network of City streets (e.g., Jamboree Road, MacArthur Boulevard, and Irvine Avenue) that provide internal movement in the City.

Figure 4.13-2 details street names and sizes based on number of lanes and street type. The following list of major access routes includes the range of traffic volumes that they carry.

Bristol Street North and Bristol Street South operate as a one-way couplet of northwest/southeast three-lane roadways on the north and south sides of SR-73. Traffic volumes on these secondary arterials range from 16,000 to 31,000.

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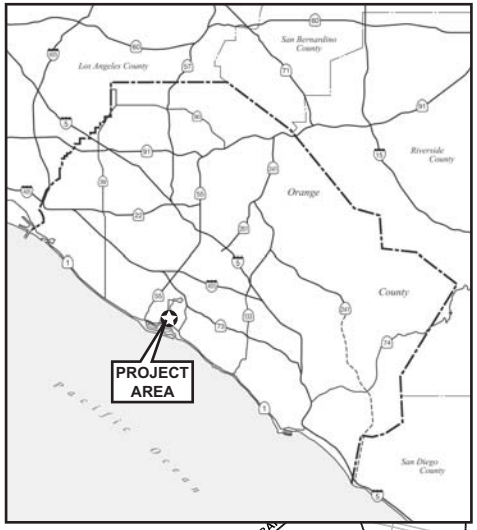
Figure 4.13-1
NEWPORT BEACH TRAFFIC MODEL (NBTM) PRIMARY STUDY AREA



Legend

- City Boundary

Not to Scale

Source: Urban Crossroads, 2005

Project No. 10579-03

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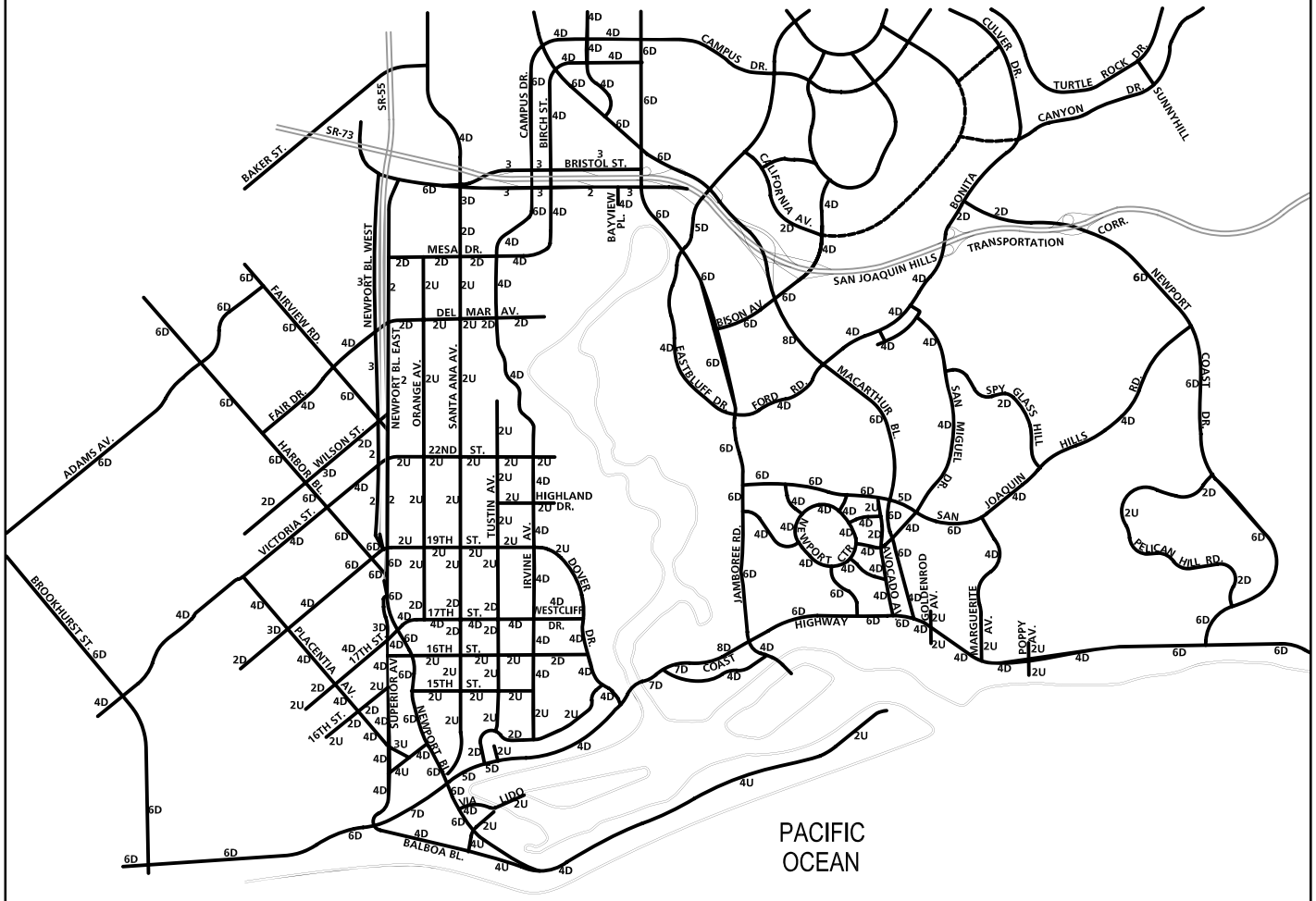
Figure 4.13-2
NEWPORT BEACH EXISTING THROUGH LANES



Legend

#	Number of Through Lanes
D	Divided
U	Undivided

Not to Scale

Source: Urban Crossroads, 2005

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Campus Drive is a north/south (between Bristol Street South and MacArthur Blvd) and east/west (beginning east of MacArthur Blvd) four-lane divided roadway. It has traffic volumes between 16,000 and 30,000 average daily trips (ADT).

Coast Highway is a northwest-southeast roadway with six to seven lanes between the Santa Ana River and Newport Boulevard, five divided lanes between Newport Boulevard and the projection of Irvine Avenue, four lanes between Irvine Avenue and Dover Drive, seven divided lanes between Dover Drive and Jamboree Road, eight lanes as it approaches Jamboree Road, six lanes between Jamboree Road and MacArthur Boulevard, four divided lanes between MacArthur Boulevard and Newport Coast Drive, and six divided lanes beyond Newport Coast Drive. It has daily traffic volumes between 30,000 and 73,000 ADT. A field study of traffic on Coast Highway demonstrated that up to 20 percent of the traffic on this roadway is regional through traffic, with no origin or destination in Newport Beach.

Dover Drive is a north/south roadway with two undivided lanes between Irvine Avenue and Westcliff Drive and is a divided four lane roadway between Westcliff Drive and Coast Highway. It has traffic volumes between 9,000 and 29,000 ADT.

Irvine Avenue is a northeast/southwest roadway with four divided lanes between Mesa Drive and Sherington Place. It briefly transitions to six divided lanes just south of Bristol Street South, and is two undivided lanes south of Sherington Place. It has traffic volumes up to 33,000 ADT just south of Bristol Street South, and as low as 12,000 ADT near 16th Street.

Jamboree Road is a northeast/southwest roadway with six divided lanes between Coast Highway and Campus Drive. South of Coast Highway it is a four-lane divided roadway. Jamboree Road has volumes between 30,000 and 67,000 ADT. Volumes south of Coast Highway are 12,000 ADT.

MacArthur Boulevard is a north/south six-lane divided roadway, with a short four-lane divided portion north of Coast Highway, and an eight-lane divided portion between Ford Road and Bison Avenue. Volumes range between 22,000 and 63,000 ADT. A field study of traffic on MacArthur Boulevard showed that up to 20 percent of the traffic on this roadway is regional through traffic, with no origin or destination in Newport Beach.

Newport Boulevard is a northeast/southwest divided roadway with three lanes and two lanes in the southbound direction and two lanes in the northbound direction south of SR-73 to 19th Street. It becomes a six-lane divided roadway between 19th Street and Coast Highway. It has volumes between 29,000 and 48,000 ADT.

Newport Coast Drive is a north/south roadway with a four-lane divided portion between Bonita Canyon Drive and San Joaquin Hills Transportation Corridor, a six-lane divided portion between SJHTC and Coast Highway. Newport Coast Drive carries traffic volumes ranging from 11,000 to 21,000.

Existing Traffic Volumes and Level of Service

The local arterial roadway carrying the highest traffic volume in the NBTM primary modeling area is MacArthur Boulevard. A daily traffic count of approximately 63,000 vehicles per day was identified on MacArthur Boulevard between Bison Avenue and Ford Road. Newport Boulevard has a maximum volume of 53,000 VPD south of Coast Highway. Coast Highway has a maximum volume of 51,000 ADT between Bayside Drive and Dover Drive.

Existing Traffic Volumes

The GPTS examined roadway segment capacities within and around the City of Newport Beach. Figure 4.13-3 shows the ADT on segments within the City and Figure 4.13-4 shows these roadway segments and the volume/capacity (V/C) ratios assigned to each based on existing traffic volumes and roadway capacities. The ratio of daily roadway segment *volumes* to daily planning level *capacities* provides a measure of the roadway segment level of service. Although the City of Newport Beach does not control conditions on local area freeways, freeway mainline and ramp V/C ratios are presented for informational purposes. The roadway segments that currently exceed a 0.90 V/C ratio are listed below.

- Newport Boulevard north of Via Lido
- Irvine Avenue north of University Drive
- Jamboree Road north of Bayview Way
- Jamboree Road north of University Drive
- MacArthur Boulevard north of Ford Road
- MacArthur Boulevard north of Coast Highway
- Irvine Avenue south of University Drive
- Bristol Street South east of Birch Street
- Coast Highway east of Dover Drive
- Coast Highway east of MacArthur Boulevard
- Coast Highway east of Goldenrod Avenue
- Coast Highway east of Marguerite Avenue
- Coast Highway west of Riverside Drive
- Bristol Street North west of Campus Drive
- Bristol Street South west of Campus Drive
- Bristol Street South west of Jamboree Road

The daily capacity of a roadway correlates to a number of widely varying factors, including traffic peaking characteristics, traffic turning volumes, and the volume of traffic on crossing streets. The daily capacities are therefore most appropriately used for long range General Plan analysis, or as a screening tool to determine the need for more detailed peak hour analysis. More detailed peak hour analysis has been conducted at key intersections in the vicinity of all these roadway segments to quantify actual peak hour operations and levels of service. Table 4.13-1 presents daily roadway capacities used in this analysis.

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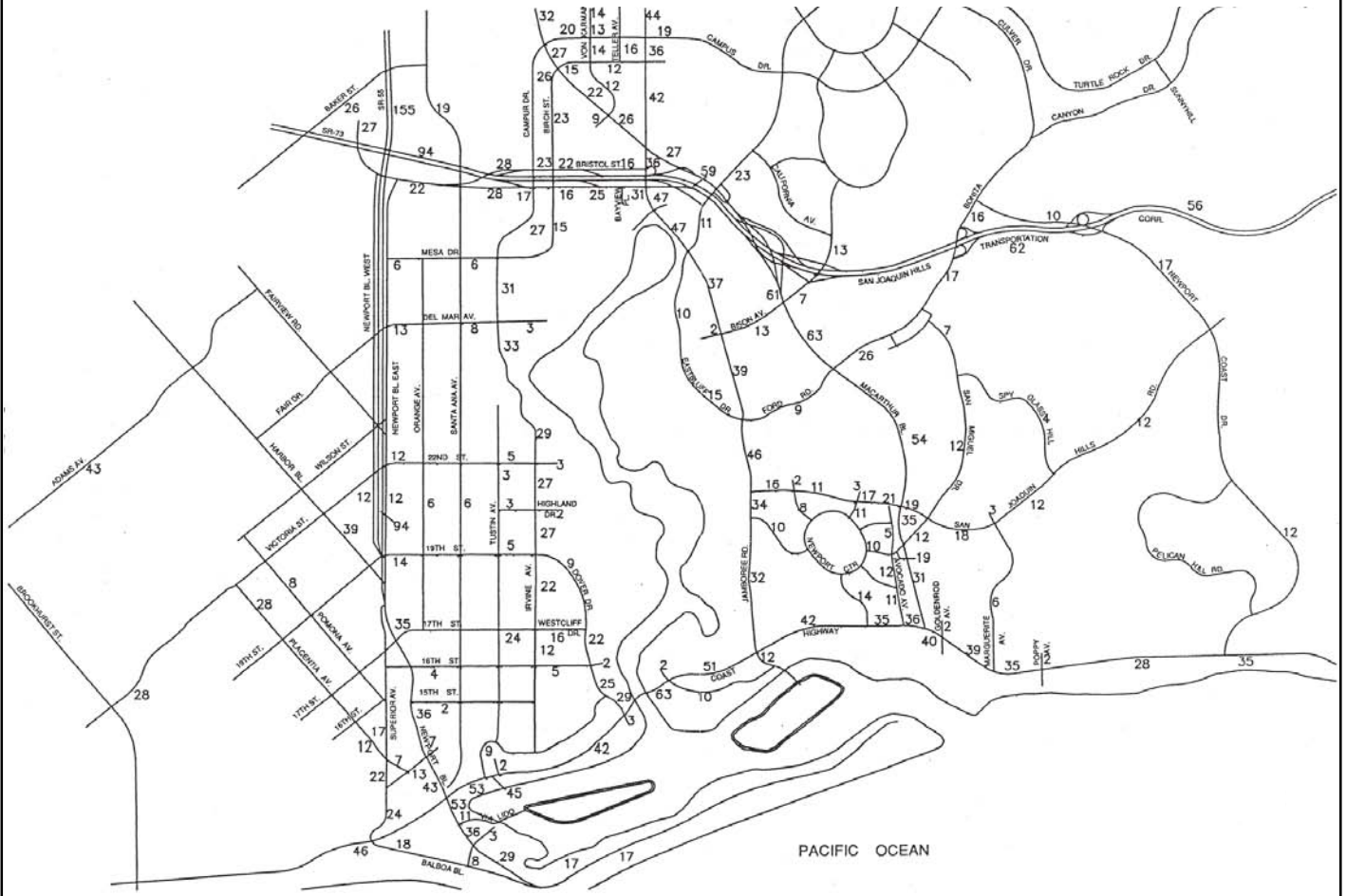
Figure 4.13-3
EXISTING COUNT AVERAGE DAILY TRAFFIC (ADT)



Legend

\# Vehicles Per Day (000's)

Not to Scale

Source: Urban Crossroads, 2005

Project No. 10579-03

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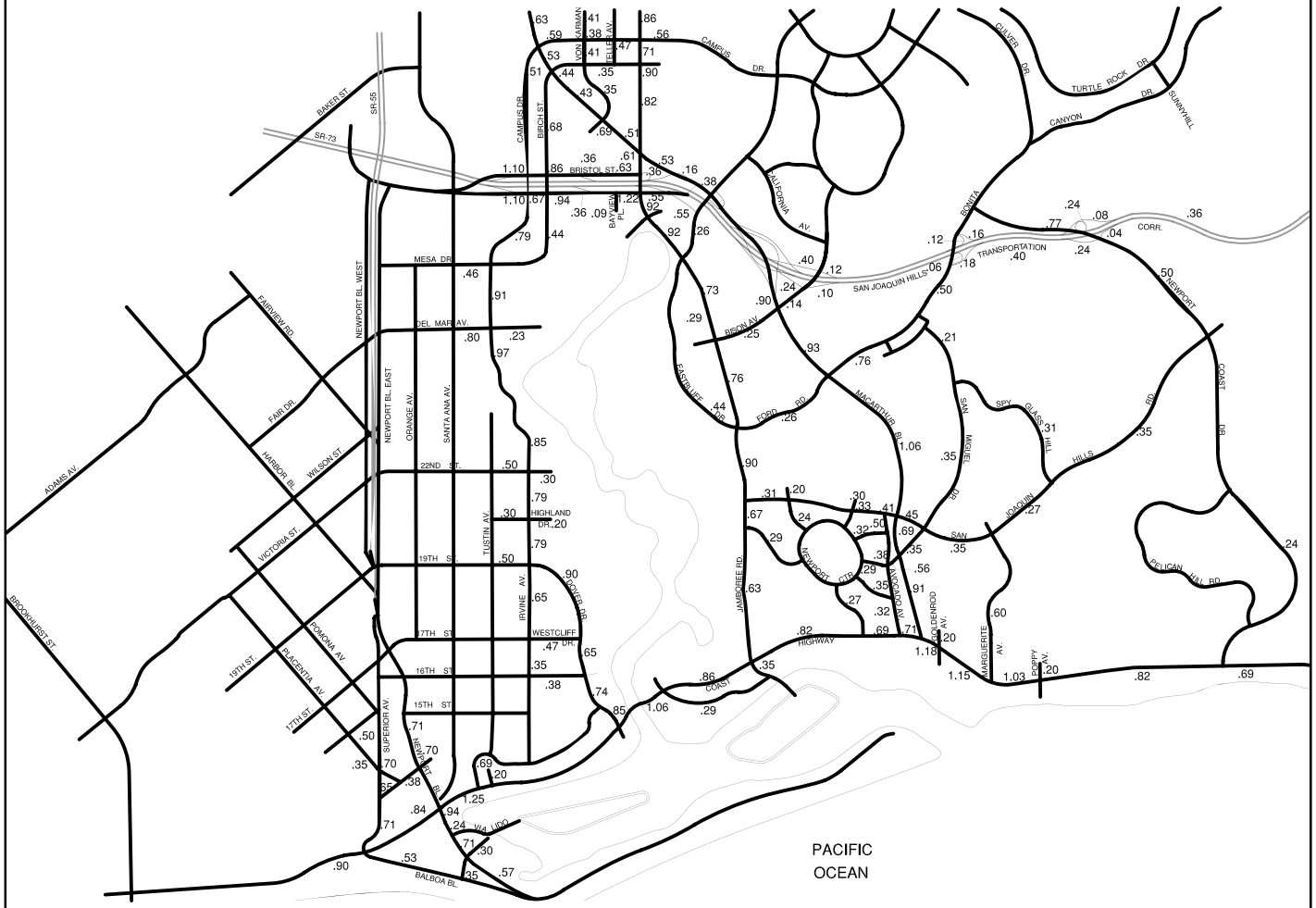
Figure 4.13-4
EXISTING VOLUME/CAPACITY (V/C) RATIOS



Legend

#.## Volume/Capacity Ratio

Not to Scale

Source: Urban Crossroads, 2005

Project No. 10579-03

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Table 4.13-1 Roadway Segment Capacities

Classification	Right-of-Way	Curb-to-Curb Width	# of Lanes	Median Width	Approximate Capacity		
					Minimum	Typical	Maximum
8 Lane Divided	158	Variable	8	14-18	60,000	68,000	75,000
Major Augmented	Variable	Variable	6-8	Variable	52,000	58,000	70,000
Major	128–134	106–114	6	14–18	45,000	51,000	65,000
Primary Augmented	Variable	Variable	4–6	Variable	35,000	40,000	50,000
Primary	104–108	84	4	16–20	30,000	34,000	45,000
Secondary	84	64	4	0	20,000	23,000	30,000
Commuter	60–70	40-50	2	0	7,000	10,000	20,000

[1] The daily capacity of a roadway correlates to a number of widely varying factors, including traffic peaking characteristics, traffic turning volumes, and the volume of traffic on crossing streets. The actual daily capacity of a roadway can thus vary widely. The daily capacities are therefore most appropriately used for long range. General Plan analysis, or as a screening tool to determine the need for more detailed peak hour analysis.

Couplets: Secondary couplet—2 lanes for each leg
Primary couplet—3 lanes for each leg
Major couplet—4 lanes for each leg

Existing Intersection Conditions

The GPTS examined 62 study intersections within and around the City of Newport Beach. The selected intersections include any major arterial to arterial intersections in the City as well as a number of smaller local intersections of local concern. Table 4.13-3 lists these intersections along with the existing intersection conditions based on Intersection Count Utilization (ICU) and the corresponding Level of Service (LOS); it lists the intersections in their existing state prior to any future buildout or transportation upgrades. ICU values are used to determine levels of service at study area intersection locations (refer to Table 4.13-2). To calculate the ICU value for an intersection, the volume of traffic using the intersection is compared with the capacity of the intersection. The ICU is expressed as a decimal percent (e.g., 0.86) of the intersection capacity used.

Table 4.13-2 ICU Level of Service

Level of Service	ICU Value
A	0–0.60
B	0.61–0.70
C	0.71–0.80
D	0.81–0.90
E	0.91–1.00
F	> 1.00

Table 4.13-3 Existing Intersection Count

Intersection (NS & EW)	A.M. Peak Hour		P.M. Peak Hour	
	ICU	LOS	ICU	LOS
2. Superior Av. & Placentia Av.	0.66	B	0.67	B
3. Superior Av. & Coast Hw.	0.84	D	0.90	D
4. Newport Bl. & Hospital Rd.	0.54	A	0.70	B
5. Newport Bl. & Via Lido	0.41	A	0.37	A
6. Newport Bl. & 32nd St.	0.73	C	0.78	C
7. Riverside Av. & Coast Hw.	0.84	D	0.93	E
8. Tustin Av. & Coast Hw.	0.80	C	0.67	B
9. MacArthur Bl. & Campus Dr.	0.61	B	0.85	D
10. MacArthur Bl. & Birch St.	0.49	A	0.66	B
11. Von Karman Av. & Campus Dr.	0.55	A	0.79	C
12. MacArthur Bl. & Von Karman Av.	0.46	A	0.53	A
13. Jamboree Rd. & Campus Dr.	0.74	C	0.85	D
14. Jamboree Rd. & Birch St.	0.55	A	0.60	A
15. Campus Dr. & Bristol St. (N)	0.77	C	0.94	E
16. Birch St. & Bristol St. (N)	0.66	B	0.61	B
17. Campus Dr./Irvine Av. & Bristol St. (S)	0.72	C	0.58	A
18. Birch St. & Bristol St. (S)	0.46	A	0.44	A
19. Irvine Av. & Mesa Dr.	0.70	B	0.94	E
20. Irvine Av. & University Dr.	0.82	D	0.89	D
21. Irvine Av. & Santiago Dr.	0.66	B	0.72	C
22. Irvine Av. & Highland Dr.	0.57	A	0.60	A
23. Irvine Av. & Dover Dr.	0.72	C	0.64	B
24. Irvine Av. & Westcliff Dr.	0.57	A	0.77	C
25. Dover Dr. & Westcliff Dr.	0.38	A	0.48	A
26. Dover Dr. & 16th St.	0.55	A	0.57	A
27. Dover Dr. & Coast Hw.	0.70	B	0.74	C
28. Bayside Dr. & Coast Hw.	0.69	B	0.70	B
29. MacArthur Bl. & Jamboree Rd.	0.88	D	0.91	E
30. Jamboree Rd. & Bristol St. (N)	0.55	A	0.59	A
31. Bayview Pl. & Bristol St. (S)	0.48	A	0.56	A
32. Jamboree Rd. & Bristol St. (S)	0.75	C	0.72	C
33. Jamboree Rd. & Bayview Wy.	0.41	A	0.57	A
34. Jamboree Rd. & Eastbluff Dr. /University Dr.	0.60	A	0.64	B
35. Jamboree Rd. & Bison Av.	0.45	A	0.51	A
36. Jamboree Rd. & Eastbluff Dr./Ford Rd.	0.69	B	0.65	B
37. Jamboree Rd. & San Joaquin Hills Rd.	0.56	A	0.57	A
38. Jamboree Rd. & Santa Barbara Dr.	0.47	A	0.63	B
39. Jamboree Rd. & Coast Hw.	0.68	B	0.74	C
40. Santa Cruz Dr. & San Joaquin Hills Rd.	0.36	A	0.36	A
41. Santa Rosa Dr. & San Joaquin Hills Rd.	0.32	A	0.52	A

Table 4.13-3 Existing Intersection Count

Intersection (NS & EW)	A.M. Peak Hour		P.M. Peak Hour	
	ICU	LOS	ICU	LOS
42. Newport Center Dr. & Coast Hw.	0.40	A	0.52	A
44. Avocado Av. & San Miguel Dr.	0.33	A	0.72	C
45. Avocado Av. & Coast Hw.	0.58	A	0.66	B
46. SR-73 NB Ramps & Bison Av.	0.31	A	0.37	A
47. SR-73 SB Ramps & Bison Av.	0.26	A	0.17	A
48. MacArthur Bl. & Bison Av.	0.63	B	0.60	A
49. MacArthur Bl. & Ford Rd./Bonita Canyon Dr.	0.71	C	0.90	D
50. MacArthur Bl. & San Joaquin Hills Rd.	0.64	B	0.93	E
51. MacArthur Bl. & San Miguel Dr.	0.56	A	0.65	B
52. MacArthur Bl. & Coast Hw.	0.60	A	0.71	C
53. SR-73 NB Ramps & Bonita Canyon Dr.	0.55	A	0.43	A
54. SR-73 SB Ramps & Bonita Canyon Dr.	0.30	A	0.41	A
55. Spyglass Hill Rd. & San Miguel Dr.	0.28	A	0.31	A
56. San Miguel Dr. & San Joaquin Hills Rd.	0.44	A	0.54	A
57. Goldenrod Av. & Coast Hw.	0.99	E	0.69	B
58. Marguerite Av. & San Joaquin Hills Rd.	0.31	A	0.35	A
59. Marguerite Av. & Coast Hw.	0.83	D	0.82	D
60. Spyglass Hill Rd. & San Joaquin Hills Rd.	0.44	A	0.30	A
61. Poppy Av. & Coast Hw.	0.61	B	0.65	B
62. Newport Coast Dr. & SR-73 NB Ramps	0.45	A	0.31	A
64. Newport Coast Dr. & San Joaquin Hills Rd.	0.37	A	0.29	A
65. Newport Coast Dr. & Coast Hw.	0.47	A	0.50	A

In addition to Table 4.13-3, Figure 4.13-5 shows these same intersections and corresponding intersection IDs to match the table. The existing General Plan Circulation Element identifies LOS D or better as acceptable. LOS E and F are therefore considered unacceptable. Those intersections which have a LOS of E or lower are listed below.

- Riverside Avenue (NS)/Coast Highway (EW) P.M. peak only
- Campus Drive (NS)/Bristol Street (N) (EW) P.M. peak only
- Irvine Avenue (NS)/Mesa Drive (EW) P.M. peak only
- MacArthur Boulevard (NS)/Jamboree Road (EW) P.M. peak only
- MacArthur Boulevard (NS)/San Joaquin Hills Road (EW) P.M. peak only
- Goldenrod Avenue (NS)/Coast Highway (EW) A.M. peak only

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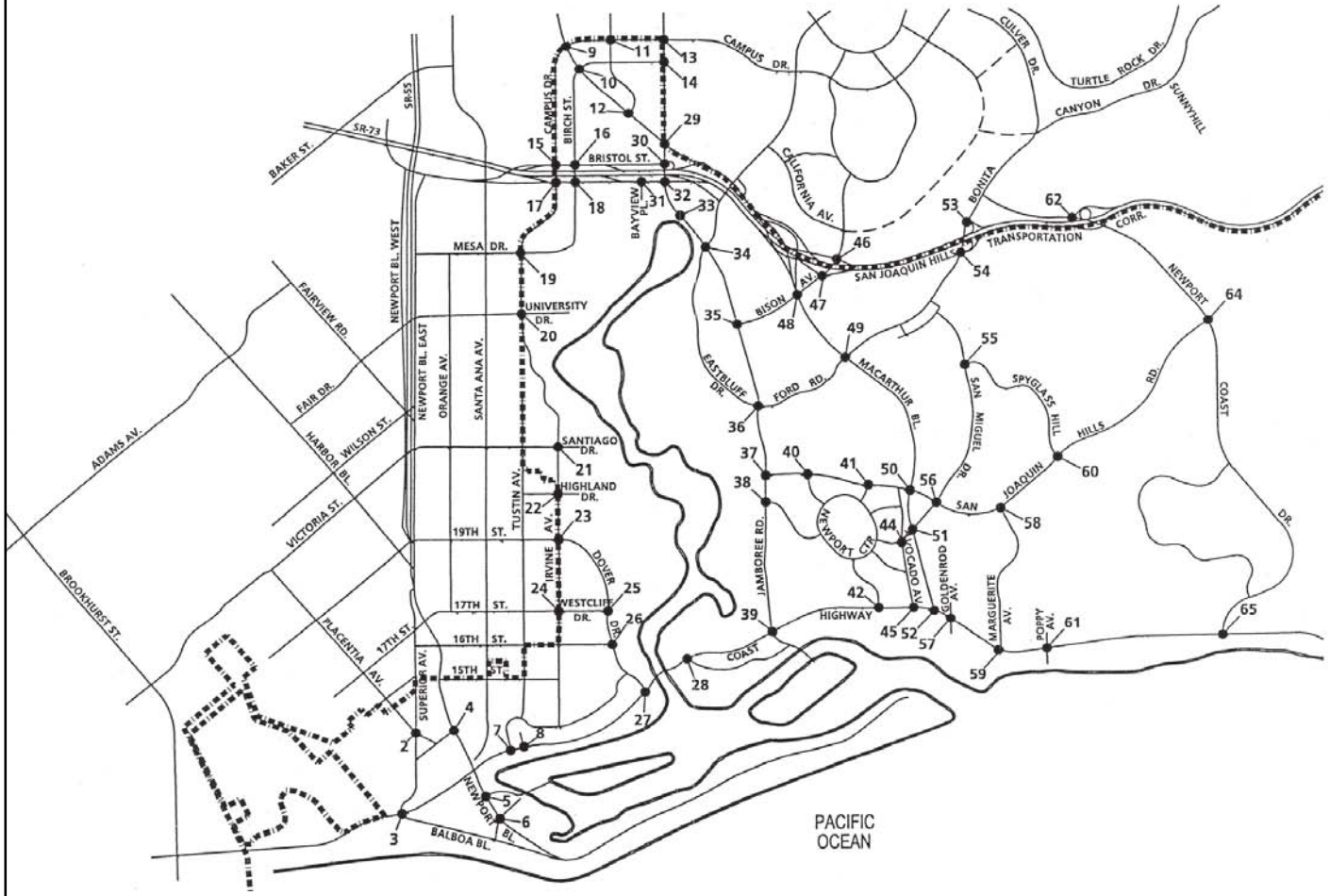
Figure 4.13-5
INTERSECTION COUNT LOCATIONS



Legend

- ● Intersection Count Location
- # Intersection ID

Not to Scale

Source: Urban Crossroads, 2005

Project No. 10579-03

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Freeway/Tollway and Ramp Conditions

Table 4.13-4 shows the operational levels of service of the segments within City boundaries. The existing volumes on the SR-73 Freeway through Newport Beach indicate that the A.M. peak hour peak direction is northbound, while the P.M. peak hour peak direction is southbound. This flow pattern is consistent with the southern parts of Newport Beach and Orange County consisting mainly of residential housing. The following mainline segments of the SR-73 Freeway within the City of Newport Beach operate at a deficient level of service (LOS E or F) in either the A.M. or P.M. peak hour:

- SR-73 Freeway Northbound:
  - › SR-55 Freeway to Jamboree Rd. (A.M./ P.M.)
- SR-73 Freeway Southbound:
  - › SR-55 Freeway to Jamboree Rd. (P.M.)

Table 4.13-4 Existing SR-73 Freeway/Toll Way Mainline Analysis

		Northbound			Southbound		
A.M. Segment	*ADT*	*Lanes*	*Volume*	*LOS*	*Lanes*	*Volume*	*LOS*
55 Fw. to Jamboree Rd.	150,000	3	11,909	F	3	3,841	C
Jamboree Rd. to Bonita Canyon Dr.	63,000	3	5,002	D	3	1,613	A
Bonita Canyon Dr. to Newport Coast Dr.	67,000	4	5,319	C	4	1,716	A
Newport Coast Dr. to Toll Plaza	66,000	3	5,240	D	3	1,690	A
		Northbound			Southbound		
P.M. Segment	*ADT*	*Lanes*	*Volume*	*LOS*	*Lanes*	*Volume*	*LOS*
55 Fw. to Jamboree Rd.	150,000	3	6,273	F	3	10,152	F
Jamboree Rd. to Bonita Canyon Dr.	63,000	3	2,635	B	3	4,264	C
Bonita Canyon Dr. to Newport Coast Dr.	67,000	4	2,802	B	4	4,535	C
Newport Coast Dr. to Toll Plaza	66,000	3	2,760	B	3	4,467	D

Table 4.13-5 summarizes the results of existing freeway ramp operations. Under Existing conditions, the ramps in Newport Beach operating at a deficient level of service (LOS E or F) are:

- Bristol Street Northbound Off (A.M./P.M.)
- Bristol Street Southbound Off (A.M./P.M.)
- Jamboree Road Northbound On (A.M.)
- Jamboree Road Southbound On (A.M./P.M.)
- MacArthur Boulevard Northbound On (A.M.)
- MacArthur Boulevard Southbound Off a.m. (A.M./P.M.)
- Bison Avenue Northbound Off (A.M.)
- Newport Coast Drive Northbound Off (A.M.)
- Newport Coast Drive Northbound On (A.M.)

Table 4.13-5 Existing SR-73 Freeway Peak Hour Ramp Analysis

Ramp	Move	Lanes on Fwy.	Freeway Volume		Ramp Lanes	Length of Acceleration Deceleration Lane (ft)	Peak Hour Volume		Density		LOS	
			A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Bristol St.	NB Off	3	11,909	6,273	1	0	1,096	544	53.6	48.7	F	F
Bristol St.	SB Off	3	3,841	10,152	2	2,725	1,632	941	NOM	6.3	A	F
Jamboree Rd.	NB On	3	5,002	2,635	1	120	559	597	43.5	25.4	F[2]	C
Jamboree Rd.	SB On	3	3,841	10,152	1	1,700	578	1,203	31.8	87.4	F[2]	F
MacArthur Bl.	NB Off	3	5,002	2,635	2	1,480	1,598	176	9.1	NOM	A	A
MacArthur Bl.	NB On	3	5,002	2,635	1	340	1,636	1,883	44.1	33.6	F	D
MacArthur Bl.	SB Off	3	1,613	4,264	1	1,340	2,026	1,882	9.9	24.2	F[1]	F
University Dr.	NB On	3	5,002	2,635	1	200	281	533	33.2	22.8	D	C
University Dr.	SB Off	3	1,613	4,264	1	1,400	466	503	4.3	19.7	A	B
Bison Av.	NB Off	3	5,002	2,635	1	0	481	119	38.2	22.6	E	C
Bison Av.	NB On	3	5,002	2,635	1	250	160	549	31.9	22.7	D	C
Bison Av.	SB Off	3	1,613	4,264	1	0	745	434	17.6	32.2	B	D
Bison Av.	SB On	3	1,613	4,264	1	740	71	247	10.2	26.2	B	C
Bonita Canyon Dr.	NB Off	4	5,319	2,802	1	1,250	305	189	18.0	6.3	B	A
Bonita Canyon Dr.	NB On	3	5,002	2,635	1	2,440	249	106	21.8	6.6	C	A
Bonita Canyon Dr.	SB Off	4	1,613	4,264	1	0	114	163	12.0	23.9	B	C
Bonita Canyon Dr.	SB On	4	1,613	4,264	1	400	514	143	11.3	16.8	B	B
Newport Coast Dr.	NB Off	3	5,240	2,760	1	0	298	220	36.6	23.5	E	C
Newport Coast Dr.	NB On	4	5,240	2,760	1	1,250	598	286	35.6	18.5	F	B
Newport Coast Dr.	SB Off	4	1,716	4,535	1	0	222	119	13.0	24.8	B	C
Newport Coast Dr.	SB On	3	1,716	4,535	1	360	156	219	13.7	29.4	B	D

[1] Ramp failure due to ramp volumes over capacity.

[2] Worse LOS with lower volume due to adjacent ramp influence

Regional Facilities

Regional transportation facilities serve the needs of travelers through Newport Beach, and residents and workers that travel between Newport Beach and other locations. Major roadway system features such as freeways, airports, and marine terminals serve regional traffic.

The facilities that provide regional access to Newport Beach include the I-405 Freeway, SR-55 Freeway, SR-73 Freeway/Tollway and Coast Highway (Highway 1). Coast Highway is owned and operated by Caltrans with the exception of the segment between Jamboree Road and Newport Coast Drive. Newport Boulevard from Finley Street to the northerly city limits at Industrial Way is also under Caltrans jurisdiction. Caltrans controls the signal timing and coordination of these roadways which may conflict with the City's needs and desires to provide a balance between regional and local traffic needs.

Regional traffic interacting with Newport Beach generally accesses the City roadway system through the freeway ramps. Ramp intersections are maintained and controlled by Caltrans. Ramp capacity constraints

can sometimes (during peak hours) slow access to the freeway system, potentially resulting in a back-up of freeway traffic onto the local roadway system. Conversely, traffic exiting the freeway system can sometimes cause congestion that affects the freeway mainline.

Public Transportation

Public bus service is provided by Orange County Transportation Authority (OCTA). An established network of bus routes provides access to employment centers, shopping and recreational areas within the City. OCTA periodically updates a county-wide Bus Service Implementation Program (BSIP) which includes changes to service levels and route configurations.

Figure 4.13-6 shows existing public-transit service in Newport Beach. Local bus routes in the City of Newport Beach include the following:

- Route 1 (along Coast Highway)
- Route 47 (provides access from Balboa Boulevard north of Fairview Street)
- Route 55 (from 17th Street in Costa Mesa providing access to Newport Center/Fashion Island)
- Route 57 (along Bristol Street and Jamboree Road to Newport Center)
- Route 71 (from the Balboa Pier north along the SR-55 freeway)
- Route 75 (from Newport Center up Jamboree Road)
- Route 76 (along San Miguel Drive and MacArthur Boulevard)
- Route 79 (from Newport Center along Eastbluff Drive to University Drive)

The Newport Transportation Center and Park-and-Ride facility is located at MacArthur Boulevard and San Joaquin Hills Road in Newport Center. Community Bus Route 178 passes through the Airport Area of Newport Beach before entering Santa Ana Heights. Additional bus service passes very near to Newport Beach, particularly in the vicinity of JWA and the University of California, Irvine. Public transportation service typically operates periodically throughout the day, with less frequent or even no service in the middle of the night.

Air Travel

Air travel for residents, workers, and visitors in Newport Beach is most conveniently available at JWA (located just northwest of Campus Drive along the City boundary). In addition to JWA, air travel is provided at Los Angeles International, Long Beach, Ontario and various other regional airports.

Marine Transport

The presence of Newport Harbor and the proximity of the City of Newport Beach to the Pacific Ocean create opportunities for water transportation modes. Specific examples of alternative travel modes in Coastal Newport Beach include the Santa Catalina Ferry (providing access from the Balboa Pavilion to Santa Catalina Island), and the Balboa Ferry (connecting Balboa Island to the Balboa Peninsula).

CITY of NEWPORT BEACH
GENERAL PLAN UPDATE EIR

Figure 4.13-6
EXISTING
PUBLIC TRANSIT ROUTES

Legend

- 1
- 47
- 55
- 57
- 71
- 75
- 76
- 79
- 178
- 470
- 471
- City Border

Not to Scale

Source: Urban Crossroads, 2005

Project No. 10579-03

EIP ASSOCIATES

Parking

Parking availability is limited in the coastal portions of Newport Beach, especially during the peak summer months. Balboa Peninsula, Balboa Island, Mariners' Mile, Corona Del Mar, and West Newport are areas of high use. To address this issue, the Balboa Peninsula Parking Management Plan was completed in 1999. The Plan included recommendations to modify meter time limits (ongoing), create a visitor parking guide, implement a bus layover area (completed), chalk mark tires to enforce time limits, improve red curb and intersection visibility (completed), increase meter fees (completed), implement a business parking permit program, implement a shared use parking program, monitor lot utilization ongoing), develop a pier lot validation program, and develop a shared valet parking program. Implementing valet services has also been suggested for both the Balboa Peninsula and Mariners' Mile.

Trail System

Trail systems, while providing alternates to automobile travel, also provide recreational opportunities for the community. The existing trail system in Newport Beach has been developed to provide access for commuter and recreational bicyclists and equestrians, along with pedestrians.

The Newport Beach bikeways system contains off-street bike paths, sidewalk bikeways, and on-street bike trails. The existing bikeway facilities in the study area are shown on Figure 4.13-7. Newport Beach has off-street bike paths primarily along parts of Coast Highway, Irvine Avenue, University Drive, Jamboree Road, Spyglass Hill Road, and San Joaquin Hills Road. Additional off-road facilities are located in the San Diego Creek Channel along Newport Bay and through Buffalo Hills Park.

Sidewalk bikeways include the access roads to Fashion Island and the following:

- Coast Highway from the westerly city limit to Riverside Drive, and from the projection of Irvine Avenue to Avocado Avenue
- Balboa Boulevard
- Campus Drive/Irvine Avenue
- Dover Drive
- MacArthur Boulevard
- Von Karman Avenue
- Jamboree Road
- Bristol Street
- Eastbluff Drive
- Bayside Drive
- Bison Avenue
- Ford Road
- Spyglass Hill Road
- Marguerite Avenue
- San Joaquin Hills Road

On-street bike trails occur on San Miguel Drive, Newport Coast Drive, Irvine Avenue, Coast Highway and other minor streets throughout the City.

CITY of NEWPORT BEACH
GENERAL PLAN UPDATE EIR

Figure 4.13-7
NEWPORT BEACH EXISTING BICYCLE FACILITIES

Legend

- Off-Street Bike Path
- Sidewalk Bikeway
- On-Street Biketrail

Not to Scale

Source: Urban Crossroads, 2005

Project No. 10579-03

EIP ASSOCIATES

Recreational use of alternative travel modes (especially bicycle and pedestrian) is prevalent in the City of Newport Beach. The Back Bay and Ocean Front/Seashore Drive trails are particularly popular for recreation.

4.13.3 Regulatory Setting

Federal

There are no relevant federal regulations applicable to the proposed General Plan Update.

State

Statewide Transportation Improvement Program (STIP)

The California Department of Transportation (Caltrans) administers transportation programming. Transportation programming is the public decision making process which sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources.

Local

Orange County Congestion Management Plan

The Congestion Management Plan (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 (HS). Per the CMP guidelines, this number is based on the desire to analyze any impacts that will be three percent or more of the existing CMP highway system facilities' capacity. The CMPHS includes specific roadways, which include State Highways and Super Streets, which are now known as Smart Streets, and CMP arterial monitoring locations/intersections. Therefore, the CMP traffic impact analysis (TIA) requirements relate to the potential impacts only on the specified CMPHS. The CMP system consists of the following:

- MacArthur Boulevard (Jamboree Road to Coast Highway)
- Jamboree Road (between city limit and MacArthur Boulevard)
- Coast Highway (throughout)
- Newport Blvd (from north city limit to Coast Highway)

Orange County Growth Management Plan

In August 1988, the Orange County adopted a Growth Management Plan, which presents a conceptual framework for coordinating traffic facilities and public facilities and services with new development. The Growth Management Plan also spawned several plans and programs, including the Development

Monitoring Program, which evaluates the extent of new development and compliance with phasing requirements, and the Facilities Implementation Plans, which evaluate public facility needs and propose financing mechanisms.

The most comprehensive legislation affecting growth management is Measure M, approved by the County voters in November, 1990. The measure requires each jurisdiction in the County to adopt a Growth Management Element with specific contents and guidelines.

City of Newport Beach Municipal Code

Guidelines and provisions related to transportation and parking are addressed in Title 12 (Vehicles and Traffic); Title 15 (Buildings and Construction) in Chapter 15.38 (Fair Share Traffic Contribution Ordinance) and Chapter 15.40 (Traffic Phasing Ordinance); and in Title 20 in Chapter 20.64 (Transportation Demand Management Ordinance) and Chapter 20.66 (Off-Street Parking and Loading Spaces Required) of the City Municipal Code.

Title 12 Vehicles and Traffic

Title 12 addresses traffic and parking enforcement, as well as safety programs, trails programs, bicycle use, skateboarding use, and other temporary traffic and parking protocols.

Chapter 15.38 Fair Share Traffic Contribution Ordinance

Chapter 15.38 has been established by the City Council to establish a fee, based upon the unfunded cost to implement the Master Plan of Streets and Highways, to be paid in conjunction with the issuance of a building permit. The ordinance sets forth procedures for calculating the fair-share amounts for residential projects, hotel/motels, and office/retail/commercial uses, which are adopted by City Council resolution. The fee is updated to reflect changes in the Consumer Price Index annually.

Chapter 15.40 Traffic Phasing Ordinance

Section 15.40 has been established by the City Council to ensure that the effects of new development projects are mitigated by developers as they occur. Specifically, the ordinance was established 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; to 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; to ensure that project proponents, as conditions of approval, 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 to 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 20.64 Transportation Demand Management Requirements

The Transportation Demand Management requirements apply to all new, nonresidential development projects that are estimated to employ a total of one hundred (100) or more persons, or the current limit set forth by the South Coast Air Quality Management District (SCAQMD) in Rule 2202, whichever is lower at the time of project submittal. No building or grading permit shall be issued, and no construction shall commence, for any project covered by this chapter until the Planning Commission makes written findings that a transportation demand management program has been developed that will do all of the following: reduce the number of peak-period vehicle trips generated in association with the additional development; promote and encourage the use of alternative transportation modes, such as ridesharing, carpools, vanpools, public transit, bicycles and walking; and provide those facilities that support such alternate modes.

Chapter 20.66 Off-Street Parking and Loading Regulations

Requirements to provide off-street parking and loading spaces are identified in Section 20.66. Different requirements have been identified for residential, commercial, industrial, eating and drinking establishments, office buildings, and shopping centers.

4.13.4 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the 2006 CEQA Guidelines. For purposes of this EIR, implementation of the proposed project would have a significant adverse impact on transportation or circulation if it would result in any of the following:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in locations that results in substantial safety risks
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access
- Result in inadequate parking capacity
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)

Intersections

The threshold used in this EIR for intersections is based on the existing General Plan Circulation Element, which provides for the construction of intersection improvements to ensure service levels as close to LOS D as possible. Although LOS D is not a specific standard in the existing Circulation Element, intersections that operate at LOS E or F have been regarded as deficient. The LOS D objective for major intersections reflects the City's desire to maintain stable traffic flow throughout the City,

recognizing that peak-hour congestion may occur at locations near freeways or other locations with unusual traffic characteristics due to regional traffic flow. This EIR also uses LOS D as the threshold for intersection performance.

Intersection Capacity Utilization (ICU) analysis has been performed at sixty-one (62) study area intersections (refer to Figure 4.13-5 [Intersection Count Locations]). ICU values are used to determine levels of service at study area intersection locations. To calculate the ICU value for an intersection, the volume of traffic using the intersection is compared with the capacity of the intersection. The ICU is expressed as a decimal (e.g., 0.86) of intersection capacity used.

Roadway Links

The existing General Plan Circulation Element sets a goal for acceptable LOS for roadway links. The goal is a volume/capacity (V/C) ratio of lower than 0.9 at the time of buildout of the existing General Plan. This EIR continues to use the same goal as a threshold for roadway link performance. The daily capacity values, which are given in ADT, are as follows:

- Principal Arterial—60,000–73,000 ADT
- Major Arterial—45,000–67,000ADT
- Primary Arterial—30,000–45,000 ADT
- Secondary Arterial—20,000–30,000 ADT
- Commuter Roadway—7,000–11,000 ADT

The daily capacity of a roadway correlates to a number of widely varying factors, including traffic peaking characteristics, traffic turning volumes, and the volume of traffic on crossing streets. The daily capacities are therefore most appropriately used as a screening tool to determine the need for more detailed peak hour analysis.

Congestion Management Program Arterials

The CMP requires that a traffic impact analysis be conducted for any specific development project generating 2,400 or more daily trips, or 1,600 or more daily trips for projects that directly access the CMP Highway System. Per the CMP guidelines, this number is based on the desire to analyze any impacts that will be 3 percent or more of the existing CMP highway system facilities' capacity. The CMP guidelines specify that specified arterials maintain an LOS of E or better for acceptable performance. As this Program EIR does not entitle a specific project, a traffic impact analysis per CMP guidelines is not included in this EIR. Any development project that is proposed will be required to perform its own CMP traffic analysis as part of the environmental review process.

4.13.5 Analytic Method, Project Impacts, Mitigation Measures, and Proposed Policies

Analytic Method for Traffic Analysis

The NBTM 3.1 travel demand forecasting tool has been developed to identify traffic and circulation issues in and around the City. The NBTM 3.1 tool has been developed in accordance with the requirements and recommendations of the Orange County Subarea Modeling Guidelines Manual (August, 1998) and has been found by the Orange County Transportation Authority (OCTA) to be consistent with these guidelines. The NBTM 3.1 is intended to be used for roadway planning and traffic impact analyses. The latest version of the NBTM has been used to evaluate the proposed General Plan Update buildout. The model has been updated during the General Plan Update process to incorporate the most current demographic data available.

The buildout alternatives are analyzed using a "constrained roadway system." The constrained system in this analysis deletes those improvements from the currently adopted General Plan Circulation Element that have been deemed "uncertain." These improvements are the extension of SR-55 and the widening of Jamboree Road north of Ford Road, grade separation at MacArthur Boulevard/Jamboree Road, extension of 17th Street, and extension of 15th Street to Coast Highway. The 19th Street Bridge over the Santa Ana River, and the widening of Coast Highway through Mariners' Mile were excluded from the earlier land use alternatives analysis, but added back in for the GPTS because the land use alternatives analysis indicated that these improvements are critical to the operations of the roadway system. Traffic impacts without these improvements are discussed in the Special Issues section of the GPTS (Appendix D) and in the General Plan Traffic Study Preliminary Alternatives Analysis (May 3, 2005).[81]

All the scenarios in the GPTS include regional traffic. Therefore, many of the conclusions presented in this section are based on a cumulative traffic analysis. However, because field study conducted as part of the traffic source analysis showed that up to 20 percent of total traffic on key roadways is regional traffic with no origin or destination in Newport Beach, a supplement to the GPTS was prepared to demonstrate the effects of the proposed General Plan Update, without surrounding regional growth. Comparing this supplemental scenario (Existing With Project) and the General Plan Buildout With Project scenario reveals the impacts of regional growth on the transportation system, and results in conclusions regarding the traffic impact of the proposed General Plan Update alone.

Trip Generation

Trip generation is the initial step in determining future traffic conditions. Trip generation calculations for the General Plan Buildout With Project (including regional traffic growth) and Existing With Project (excluding regional traffic growth) scenarios are identical, as both of these scenarios include buildout of the proposed General Plan Update. The difference lies outside the City, where the General Plan Buildout With Project scenario contains forecast trip generation for the surrounding region (including forecasted

[81] This report can be found at the City of Newport Beach General Plan Update website: http://www.nbvision2025.com/.

growth in the surrounding cities, Orange County, and beyond), and the Existing With Project scenario includes only existing (2002) trip generation for the surrounding region. The difference between these two scenarios shows the amount of traffic increase that would result from regional growth, regardless of future development in the City, and the amount of traffic increase that would result from the proposed project on its own.

Trip generation rates were derived during the NBTM update to reflect conditions in Newport Beach. In Coastal areas, residential uses were found to generate less traffic than in other areas of the City. Daily Coastal trip generation is approximately 85 to 87 percent of trip generation in the majority of the City. Therefore, an adjustment of approximately 12 to 15 percent was made in trip generation for land uses in this area as part of the traffic model validation and is reflected in the General Plan Transportation Study.

In conjunction with analysis of land use alternatives, research was conducted to determine whether trip rate adjustments are appropriate for certain kinds of land uses being considered in the proposed General Plan Update. For mixed use developments, it was found that there is a range in trip generation savings of 10 to 40 percent. The adjustment applied for the Newport Beach General Plan Transportation Study is 10 percent, at the conservative end of research findings. High-rise apartments have been shown to generate up to and beyond 40 percent fewer trips than typical apartments. To portray a conservative worst case scenario, a factor of 20 percent is used for high-rise apartments in the GPTS.

Daily Traffic Volumes and Performance

Daily roadway segment analysis (including freeways) requires calculating the daily traffic volume divided by the roadway segment capacity. The City of Newport Beach daily roadway capacities used in this analysis were previously presented in Table 4.13-1. For analysis purposes, the upper end of the approximate daily capacity range has been used.

The methodology to analyze freeway ramp operations is more complicated than for the mainline analysis. In addition to ramp volumes and lanes, the number of freeway mainline lanes, freeway mainline volumes, and the length of acceleration/deceleration lane(s) is also required.

To determine the amount of traffic associated with summer recreation, peak season daily traffic volumes have been collected for select locations (primarily in coastal areas) of the City of Newport Beach. Daily traffic volume counts were collected over a one week period in August of 2003 for each selected roadway segment. For each roadway segment selected for summertime counts, the highest typical weekday (Tuesday through Thursday) volume has been compared to the shoulder season count volume at the same location. All segments increase for summer conditions by at least five percent and as much as 74 percent. The only location with a volume increase of more than 30 percent is on Balboa Boulevard east of 20th Street on the Peninsula.

Peak Hour Performance

Intersection operations can be the major constraints to traffic flow on arterial streets. Therefore, peak hour intersection operations are the best measure of performance of the roadway system. The current goal for acceptable level of service in the City of Newport Beach is as close to LOS D as possible.

Calculations of the change from Existing Conditions to General Plan Buildout With Project and Existing With Project have been calculated and are discussed below in the analysis of project impacts.

Project Impacts

Threshold	Would the proposed project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Impact 4.13-1 Implementation of the proposed General Plan Update could result in a substantial increase in the number of vehicle trips, volume to capacity ratio on roads, or congestion at intersections compared to existing conditions.

The buildout alternatives are analyzed using a roadway system that incorporates the constrained roadway network explained earlier in this Section 4.13.5. The figures and tables referenced throughout this impact analysis can be found at the end of the discussion, following the significance conclusion.

Figure 4.13-8 summarizes the General Plan Buildout With Project scenario daily traffic volumes and Figure 4.13-9 summarizes the General Plan Buildout With Project V/C ratios throughout the City of Newport Beach. Both figures include regional traffic growth. The highest daily traffic volume increases over existing (2002) counted volumes occur on Campus Drive, Irvine Avenue, Coast Highway, Jamboree Road, MacArthur Boulevard, Newport Boulevard, and Newport Coast Drive. Each of these facilities experiences an increase in excess of 10,000 vehicles per day. Without Project, traffic volumes citywide would increase by 26.9 percent over 2002 counts; and With Project, volumes would increase by 30.9 percent. When traffic from development that has occurred between 2002 and 2005 is added to the analysis, the citywide volume increase Without Project would be 20.1 percent, and the increase With Project would be 23.9 percent.

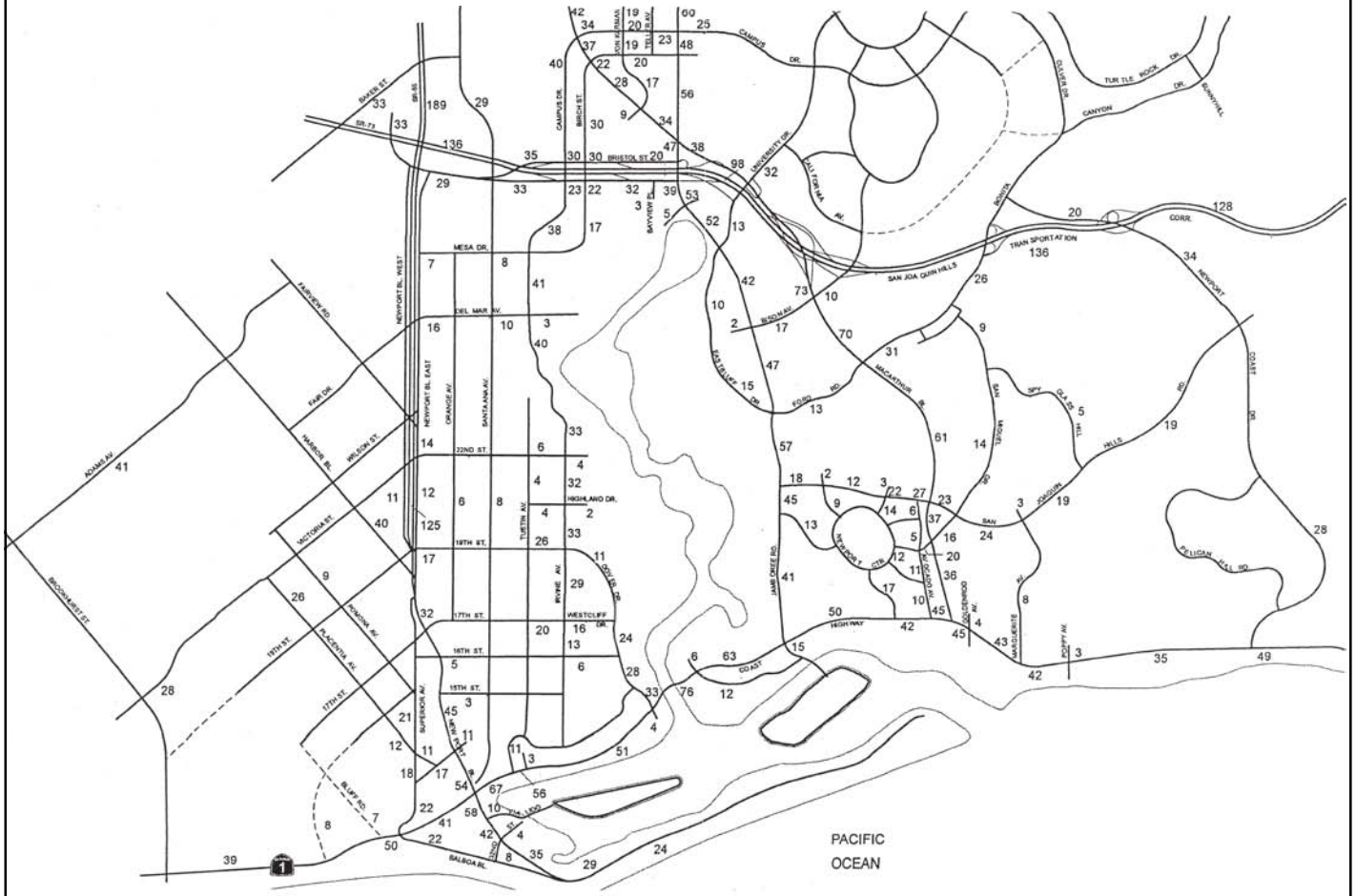
As shown through comparison of the Existing With Project scenario (which does not include any regional traffic growth) with the General Plan Buildout With Project scenario, regional traffic is directly responsible for over half of the total traffic volume increases on the City's arterial roadway system. The proposed General Plan Update itself would generate approximately 44 percent of the total increase in traffic, or a 13 percent increase from existing (2002) traffic volumes.

The next step in the analysis is to use daily traffic volumes to conduct daily roadway segment capacity analysis at study area roadways. The following 17 segments currently operate at V/C ratios greater than 0.90.

- Newport Boulevard north of Via Lido
- Irvine Avenue north of University Drive
- Jamboree Road north of Bayview Way
- Jamboree Road north of University Drive
- MacArthur Boulevard north of Ford Road
- MacArthur Boulevard north of San Joaquin Hills Road
- MacArthur Boulevard north of Coast Highway

CITY of NEWPORT BEACH
GENERAL PLAN UPDATE EIR

Figure 4.13-8
GENERAL PLAN BUILDOUT WITH PROJECT AVERAGE DAILY TRAFFIC (ADT)



Legend

\# Vehicles Per Day (000's)

Not to Scale

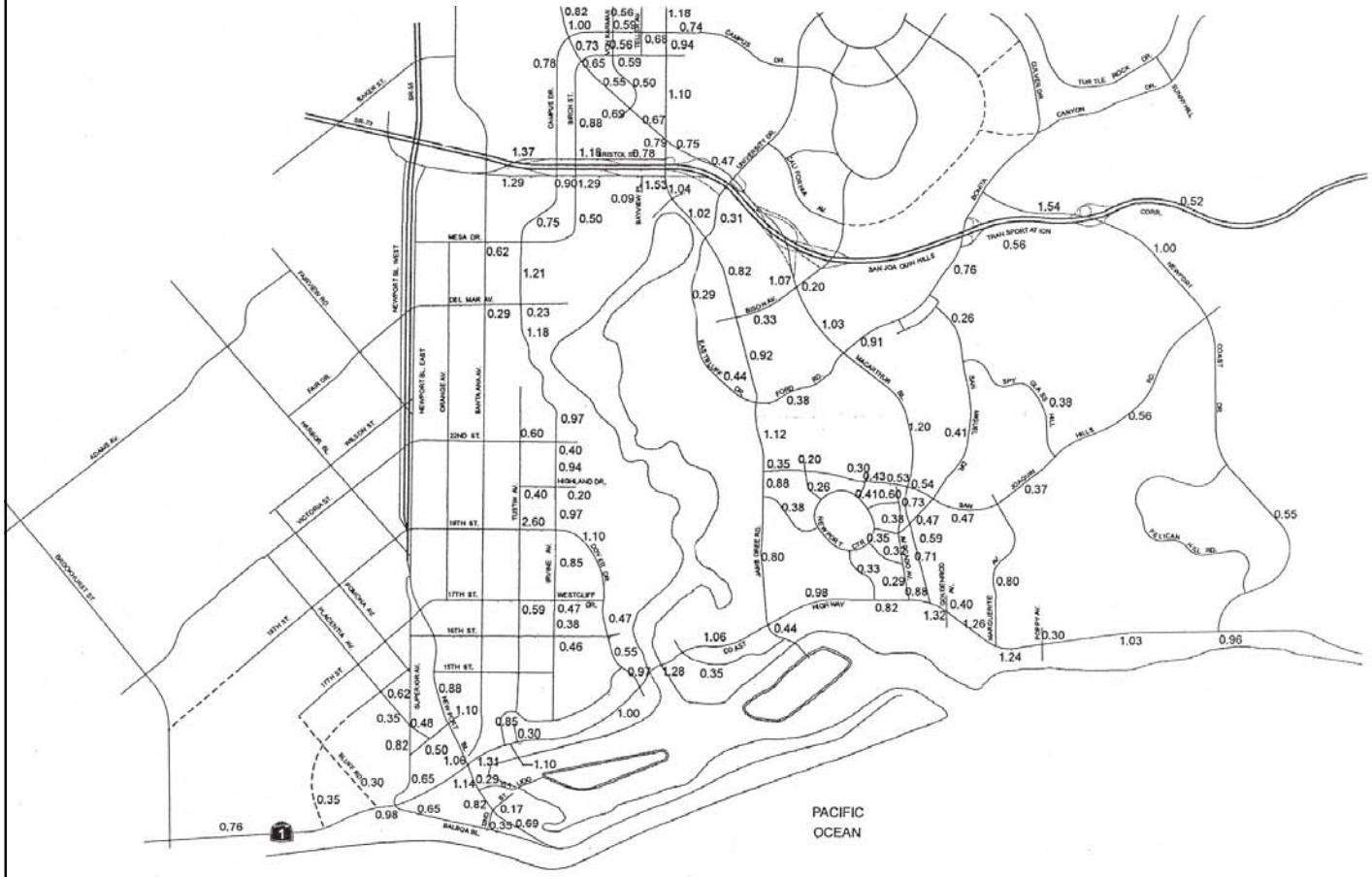
Source: Urban Crossroads, 2005

Project No. 10579-03

EIP ASSOCIATES

CITY of NEWPORT BEACH
GENERAL PLAN UPDATE EIR

Figure 4.13-9
GENERAL PLAN BUILDOUT WITH PROJECT VOLUME/ CAPACITY (V/C) RATIOS



Legend

#.## Volume/Capacity

Not to Scale

Source: Urban Crossroads, 2005

Project No. 10579-03

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- Irvine Avenue south of University Drive
- Bristol Street South east of Birch Street
- Coast Highway east of Dover Drive
- Coast Highway east of MacArthur Boulevard
- Coast Highway east of Goldenrod Avenue
- Coast Highway east of Marguerite Avenue
- Coast Highway west of Riverside Drive
- Bristol Street North west of Campus Drive
- Bristol Street South west of Campus Drive
- Bristol Street South west of Jamboree Road

In the Existing With Project Scenario (excluding regional traffic growth), the following additional fourteen segments would operate at daily V/C ratios greater than 0.90, as a result of the proposed General Plan Update. Because of improvements included in the proposed Circulation Element, the V/C ratio for the MacArthur Boulevard north of Coast Highway segment falls below 0.91.

- Irvine Avenue north of Santiago Drive
- Irvine Avenue north of Dover Drive
- Dover Drive north of Westcliff Drive
- Jamboree Road north of San Joaquin Hills Road
- MacArthur Boulevard north of Bison Avenue
- Newport Coast Drive north of SR-73 Northbound Ramps
- Newport Boulevard south of Hospital Road
- Hospital Road east of Newport Boulevard
- Bristol Street North east of Birch Street
- Coast Highway east of Bayside Drive
- Coast Highway east of Jamboree Road
- Coast Highway east of Poppy Avenue
- Coast Highway west of Superior Avenue/Balboa Boulevard
- Dover Drive west of Irvine Avenue

Buildout of the proposed General Plan Update (General Plan Buildout With Project scenario) including regional growth adds the following ten roadway segments expected to operate with daily V/C ratios greater than 0.90. These additional segments are the result of growth in regional traffic.

- Jamboree Road north of Campus Drive
- Jamboree Road north of Birch Street
- Irvine Avenue north of Highland Drive
- Dover Drive north of Coast Highway
- Jamboree Road north of Ford Road
- Newport Coast Drive north of San Joaquin Hills Road
- Jamboree Road south of Birch Street
- Campus Drive east of MacArthur Boulevard
- Ford Road east of MacArthur Boulevard
- Coast Highway east of Newport Coast Drive

The daily capacity of a roadway correlates to a number of widely varying factors, including traffic peaking characteristics, traffic turning volumes, and the volume of traffic on crossing streets. The daily capacities

are therefore most appropriately used for long range General Plan analysis, or as a screening tool to determine the need for more detailed peak hour analysis. More detailed peak hour analysis has been conducted at key intersections in the vicinity of all these roadway segments to quantify actual peak hour operations and levels of service.

The final step in analysis, and the most meaningful for evaluating how the roadway system will function, is intersection volume and geometric data for the intersections selected for analysis. A comparison of the General Plan Buildout With Project scenario ICUs to existing (2002) ICUs is shown on Table 4.13-6. The projected ICUs do not assume any improvements beyond minimal improvements associated with the constrained network.

Table 4.13-6 General Plan Buildout with Project Intersection Capacity Utilization (ICU) Comparison To Existing

	A.M. Peak Hour			P.M. Peak Hour		
Intersection (NS/EW)	*Existing Count*	*With Project*	*Delta*	*Existing Count*	*With Project*	*Delta*
1a. Bluff Rd. & Coast Hw.	N/A	0.61	N/A	N/A	0.89	N/A
1b. 15th St. & Coast Hw.	N/A	0.72	N/A	N/A	0.90	N/A
2. Superior Av. & Placentia Av.	0.66	0.67	0.01	0.67	0.57	-0.10
3. Superior Av. & Coast Hw.	0.84	0.88	0.04	0.90	0.76	-0.14
4. Newport Bl. & Hospital Rd.	0.54	0.83	0.29	0.70	0.96	0.26
5. Newport Bl. & Via Lido	0.41	0.58	0.17	0.37	0.41	0.04
6. Newport Bl. & 32nd St.	0.73	0.86	0.13	0.78	0.91	0.13
7. Riverside Av. & Coast Hw.	0.84	0.97	0.13	0.93	0.93	0.00
8. Tustin Av. & Coast Hw.	0.80	0.94	0.14	0.67	0.83	0.16
9. MacArthur Bl. & Campus Dr.	0.61	0.81	0.20	0.85	1.24	0.39
10. MacArthur Bl. & Birch St.	0.49	0.79	0.30	0.66	0.90	0.24
11. Von Karman Av. & Campus Dr.	0.55	0.73	0.18	0.79	0.97	0.18
12. MacArthur Bl. & Von Karman Av.	0.46	0.54	0.08	0.53	0.65	0.12
13. Jamboree Rd. & Campus Dr.	0.70	0.93	0.23	0.85	1.18	0.33
14. Jamboree Rd. & Birch St.	0.61	1.00	0.39	0.60	0.84	0.24
15. Campus Dr. & Bristol St. (N)	0.77	1.02	0.25	0.94	1.06	0.12
16. Birch St. & Bristol St. (N)	0.66	0.90	0.24	0.61	0.72	0.11
17. Campus Dr./Irvine Av. & Bristol St. (S)	0.72	0.89	0.17	0.58	0.78	0.20
18. Birch St. & Bristol St. (S)	0.46	0.51	0.05	0.44	0.54	0.10
19. Irvine Av. & Mesa Dr.	0.70	0.98	0.28	0.94	1.19	0.25
20. Irvine Av. & University Dr.	0.82	1.19	0.37	0.89	1.09	0.20
21. Irvine Av. & Santiago Dr.	0.66	0.69	0.03	0.72	0.77	0.05
22. Irvine Av. & Highland Dr.	0.57	0.60	0.03	0.60	0.65	0.05
23. Irvine Av. & Dover Dr.	0.72	0.78	0.06	0.64	0.69	0.05
24. Irvine Av. & Westcliff Dr.	0.57	0.66	0.09	0.77	0.82	0.05
25. Dover Dr. & Westcliff Dr.	0.38	0.38	0.00	0.48	0.54	0.06
26. Dover Dr. & 16th St.	0.55	0.60	0.05	0.57	0.60	0.03

Table 4.13-6 General Plan Buildout with Project Intersection Capacity Utilization (ICU) Comparison To Existing

Intersection (NS/EW)	A.M. Peak Hour			P.M. Peak Hour		
	Existing Count	With Project	Delta	Existing Count	With Project	Delta
27. Dover Dr. & Coast Hw.	0.70	0.81	0.11	0.74	0.94	0.20
28. Bayside Dr. & Coast Hw.	0.69	0.89	0.20	0.70	0.85	0.15
29. MacArthur Bl. & Jamboree Rd.	0.88	0.93	0.05	0.91	1.02	0.11
30. Jamboree Rd. & Bristol St. (N)	0.55	0.68	0.13	0.59	0.67	0.08
31. Bayview Pl. & Bristol St. (S)	0.48	0.60	0.12	0.56	0.63	0.07
32. Jamboree Rd. & Bristol St. (S)	0.75	0.94	0.19	0.72	0.87	0.15
33. Jamboree Rd. & Bayview Wy.	0.41	0.45	0.04	0.57	0.67	0.10
34. Jamboree Rd. & Eastbluff Dr. /University Dr.	0.60	0.68	0.08	0.64	0.67	0.03
35. Jamboree Rd. & Bison Av.	0.45	0.52	0.07	0.51	0.62	0.11
36. Jamboree Rd. & Eastbluff Dr./Ford Rd.	0.69	0.80	0.11	0.65	0.77	0.12
37. Jamboree Rd. & San Joaquin Hills Rd.	0.56	0.61	0.05	0.57	0.72	0.15
38. Jamboree Rd. & Santa Barbara Dr.	0.47	0.58	0.11	0.63	0.79	0.16
39. Jamboree Rd. & Coast Hw.	0.68	0.77	0.09	0.74	0.80	0.06
40. Santa Cruz Dr. & San Joaquin Hills Rd.	0.36	0.38	0.02	0.36	0.34	-0.02
41. Santa Rosa Dr. & San Joaquin Hills Rd.	0.32	0.41	0.09	0.52	0.71	0.19
42. Newport Center Dr. & Coast Hw.	0.40	0.48	0.08	0.52	0.63	0.11
44. Avocado Av. & San Miguel Dr.	0.33	0.36	0.03	0.72	0.79	0.07
45. Avocado Av. & Coast Hw.	0.58	0.73	0.15	0.66	0.78	0.12
46. SR-73 NB Ramps & Bison Av.	0.31	0.52	0.21	0.37	0.61	0.24
47. SR-73 SB Ramps & Bison Av.	0.26	0.42	0.16	0.17	0.32	0.15
48. MacArthur Bl. & Bison Av.	0.63	0.78	0.15	0.60	0.79	0.19
49. MacArthur Bl. & Ford Rd./Bonita Canyon Dr.	0.71	0.80	0.09	0.90	1.00	0.10
50. MacArthur Bl. & San Joaquin Hills Rd.	0.64	0.79	0.15	0.93	1.12	0.19
51. MacArthur Bl. & San Miguel Dr.	0.56	0.64	0.08	0.65	0.75	0.10
52. MacArthur Bl. & Coast Hw.	0.60	0.72	0.12	0.71	0.78	0.07
53. SR-73 NB Ramps & Bonita Canyon Dr.	0.55	1.06	0.51	0.43	0.76	0.33
54. SR-73 SB Ramps & Bonita Canyon Dr.	0.30	0.46	0.16	0.41	0.66	0.25
55. Spyglass Hill Rd. & San Miguel Dr.	0.28	0.30	0.02	0.31	0.38	0.07
56. San Miguel Dr. & San Joaquin Hills Rd.	0.44	0.55	0.11	0.54	0.74	0.20
57. Goldenrod Av. & Coast Hw.	0.99	0.99	0.00	0.69	0.69	0.00
58. Marguerite Av. & San Joaquin Hills Rd.	0.31	0.42	0.11	0.35	0.51	0.16
59.Marguerite Av. & Coast Hw.	0.83	0.98	0.15	0.82	1.00	0.18
60. Spyglass Hill Rd. & San Joaquin Hills Rd.	0.44	0.60	0.16	0.30	0.49	0.19
61. Poppy Av. & Coast Hw.	0.61	0.70	0.09	0.65	0.76	0.11
62. Newport Coast Dr. & SR-73 NB Ramps	0.45	0.65	0.20	0.31	0.40	0.09
64. Newport Coast Dr. & San Joaquin Hills Rd.	0.37	0.62	0.25	0.29	0.49	0.20
65. Newport Coast Dr. & Coast Hw.	0.47	0.70	0.23	0.50	0.73	0.23

As shown in Table 4.13-6, the following six intersections currently have ICU values greater than 0.90:

- Riverside Drive (NS)/Coast Highway (EW) (P.M.)
- Campus Drive (NS)/Bristol Street North (EW) (P.M.)
- Irvine Avenue (NS)/Mesa Drive (EW) (P.M.)
- MacArthur Boulevard (NS)/Jamboree Road (EW) (P.M.)
- MacArthur Boulevard (NS)/San Joaquin Hills Road (EW) (P.M.)
- Goldenrod Avenue (NS)/Coast Highway (EW) (P.M.)

In the Existing With Project Scenario (proposed General Plan Update buildout not including regional growth), the following additional five intersections would operate at daily V/C ratios greater than 0.90, as a result of the proposed General Plan Update.

- Newport Boulevard (NS) / Hospital Road (EW) (P.M.)
- Riverside Drive (NS) / Coast Highway (EW) (P.M.)
- MacArthur Boulevard (NS) / Campus Drive (EW) (P.M.)
- Jamboree Road (NS) / Campus Drive (EW) (P.M.)
- Irvine Avenue (NS) / University Drive (EW) (P.M.)

With buildout of the proposed General Plan Update and regional growth, the following fourteen additional intersections would have ICU values greater than 0.90 (LOS E or worse) in either peak period:

- Newport Boulevard (NS)/32nd Street (EW) (P.M.)
- Tustin Avenue (NS)/Coast Highway (EW) (P.M.)
- Von Karman Avenue (NS)/Campus Drive (EW) (P.M.)
- Jamboree Road (NS)/Campus Drive (EW) (P.M.)
- Jamboree Road (NS)/Birch Street (EW) (P.M.)
- Campus Drive (NS)/Bristol Street North (EW) (P.M.)
- Irvine Avenue (NS)/Mesa Drive (EW) (P.M.)
- Irvine Avenue (NS)/University Drive (EW) (P.M.)
- Dover Drive (NS)/Coast Highway (EW) (P.M.)
- MacArthur Boulevard (NS)/Jamboree Road (EW) (P.M.)
- Jamboree Road (NS)/Bristol Street South (EW) (P.M.)
- MacArthur Boulevard (NS)/Ford Road/Bonita Canyon Drive (EW) (P.M.)
- SR-73 NB Ramps (NS)/Bonita Canyon Drive (EW) (P.M.)
- Marguerite Avenue (NS)/Coast Highway (EW) (P.M./P.M.)

A comparison of the General Plan Buildout With Project and Existing With Project scenarios shows that approximately 26 percent of the additional growth in traffic and projected deficiencies at intersections not currently operating with a deficiency would be directly related to growth in the City of Newport Beach; the remainder of intersection deficiencies would be caused by growth in regional (surrounding area) traffic. Without regional growth, only five intersections would reach an ICU value of greater than 0.90 (LOS E or worse) without improvements beyond minimal improvements associated with the constrained network. The deficiencies that would result at the fourteen additional intersections listed above are the result of growth in regional traffic, and are not attributable to implementation of the proposed General Plan Update.

Further intersection analysis has been performed to determine improvements necessary to provide acceptable levels of service, LOS D or better. Table 4.13-7 compares the ICU results with and without

improvements. Improvements necessary to provide acceptable levels of service are shown in Table 4.13-8. Improvements that require the least additional right-of-way or other environmental impacts are included in the proposed Circulation Element. These improvements result in LOS D or better at all but five intersections within the City as a result of traffic increases from both regional growth and the proposed General Plan Update. Three of these intersections currently operate at LOS E, and their performance does not worsen as a result of the proposed General Plan Update. Although improvements to achieve LOS D at some of these intersections may be technically feasible, they would be contrary to proposed project objectives to preserve community character, and/or would compromise the safety of pedestrians and bicyclists.

Without the effects of regional traffic, improvements are needed at only one of the study area intersections where deficiencies were identified for Post-2030 conditions. Only the intersection of Riverside Drive and Coast Highway would not meet the LOS D standard.

The proposed General Plan Update, without growth in the region, would increase traffic volume 13 percent over 2002 traffic counts, and would increase the number of roadway segments exceeding a V/C ratio of 0.90 from 17 to 30. With improvements included in the proposed Circulation Element, buildout of the proposed General Plan Update alone, without growth in the region, would not cause any intersection to fail to meet the City's standard of LOS D. Because intersection operations are considered to be the most meaningful measure of the performance of the roadway system, this impact related to the proposed General Plan Update would be ***less than significant***.

Impact 4.13-2 Implementation of the proposed General Plan Update would contribute to a substantial increase in deficient freeway segments and ramps.

For the General Plan Buildout With Project scenario, which includes regional growth, the volumes on all freeway segments in Newport Beach would increase compared to existing conditions. With anticipated regional improvements, the following three segments, in addition to the one existing deficient segment, would be deficient under the General Plan Buildout With Project scenario. As shown in the Existing With Project scenario (proposed General Plan Update buildout excluding regional traffic growth), the General Plan Update alone would not cause any freeway segment to become deficient.

- SR-73 Freeway Northbound
  - › Bonita Canyon Drive to Newport Coast Drive (P.M.)
  - › Newport Coast Drive to Toll Plaza (P.M.)
- SR-73 Freeway Southbound
  - › SR-55 Freeway to Jamboree Rd. (P.M.)

The proposed General Plan Update would contribute to a significant cumulative impact, since needed improvements exceed the current maximum planned improvements. Mainline freeway operations can also be negatively affected by ramp operational problems. The ramp volumes for the General Plan Buildout With Project scenario result in operational deficiencies. Table 4.13-9 summarizes the analysis. The deficient ramps are listed below. The three Newport Coast Drive ramps are deficient only as a result of regional traffic growth.

- Bristol Street Northbound Off (A.M.)
- Jamboree Road Southbound On (P.M.)

Table 4.13-7 Intersection Analysis Summary for General Plan Buildout with Project

Intersection	Traffic Control[b]	Intersection Approach Lanes[a]												ICU		Level of Service		Feasibility/Comments
		Northbound			Southbound			Eastbound			Westbound							
		L	T	R	L	T	R	L	T	R	L	T	R	A.M.	P.M.	A.M.	P.M.	
Bluff Rd. (NS) at:																		
▪ Coast Hw. (EW)																		
› ***LOS D Improvements***	TS	0	0	0	2	0	2>	2	3	0	0	3	1	0.61	0.89	B	D	Shares Southbound volume with 15th St.
15th St. (NS) at:																		
▪ Coast Hw. (EW)																		
› ***LOS D Improvements***	TS	0	0	0	2	0	2>	2	3	0	0	3	1	0.72	0.90	C	D	Shares Southbound volume with Bluff Rd.
Superior Av. (NS) at:																		
▪ Placentia Av. (EW)	TS	1	2	1	1	2	d	1	1	1	0.5	1.5	0	0.67	0.57	B	A	
▪ Coast Hw. (EW)	TS	1.5	1.5	0	1.5	1.5	2>	2	3	d	1	4	d	0.88	0.76	D	C	
Newport Bl. (NS) at:																		
▪ Hospital Rd. (EW)	TS	1	3	1	1	3	d	2	1	1	1	2	0	0.83	0.96	D	E	
› ***LOS D Improvements***	TS	2	3	1	1	3	d	2	1	1	1	2	0	0.83	0.89	D	D	Consistent with historic plan
▪ Via Lido (EW)	TS	0	3	1	2	3	0	0	0	0	1	0	2>	0.58	0.41	A	A	
▪ 32nd St. (EW)	TS	1	2	d	1	2	0	1.5	0.5	1	0.5	1.5	1>>	0.86	0.91	D	E	
› ***LOS D Improvements***	TS	1	2	d	1	2	0	2	1	0	1	1	1>>	0.58	0.66	A	B	Restriping/Signal modification only
Riverside Av. (NS) at:																		
▪ Coast Hw. (EW)	TS	0	1	d	0.5	0.5	1>	1	2	0	1	3	1	0.97	0.93	E	E	
› ***LOS E Improvements***	TS	0	1	d	0.5	0.5	1>	1	3	0	1	3	0	0.68	0.95	B	E	Consistent with historic plan. Would remove parking and WB RT lane on north side of street.
› *LOS D Improvements*	TS	0	1	d	0.5	0.5	1>	2	3	0	1	3	0	0.74	0.90	C	D	Severe ROW constraints.
Tustin Av. (NS) at:																		
▪ Coast Hwy. (EW)	TS	0	1	0	0	1	0	1	2	0	0	3	1	0.94	0.83	E	D	
› ***LOS D Improvements***	TS	0	1	0	0	1	0	1	3	0	0	3	1	0.64	0.83	B	D	
MacArthur Bl. (NS) at:																		
▪ Campus Dr. (EW)	TS	1	4	1	1	4	1	2	3	1	2	3	1>>	0.81	1.24	D	F	
› LOS E Improvements	TS	1	4	1	1	3.5	1.5	2	3	d	2	3	1>>	0.78	0.98	C	E	
› ***LOS D Improvements***	TS	2	4	1	1	3.5	1.5	2	3	1	2	3	1>>	0.78	0.88	C	D	Would require narrow lanes or minor landscape area reductions.
▪ Birch St. (EW)	TS	1	3	1	1	4	0	1.5	1.5	0	1	2	1>>	0.79	0.90	C	D	

Table 4.13-7 Intersection Analysis Summary for General Plan Buildout with Project

Intersection	Traffic Control[b]	Intersection Approach Lanes[a]												ICU		Level of Service		Feasibility/Comments
		Northbound			Southbound			Eastbound			Westbound							
		L	T	R	L	T	R	L	T	R	L	T	R	A.M.	P.M.	A.M.	P.M.	
Von Karman Av. (NS) at:																		
▪ Campus Dr. (EW)	TS	1	2	1>>	1	2	0	1	2	1	1	2	0	0.73	0.97	C	E	
› ***LOS D Alternative 1***	TS	1	2	0	1	2	0	2	2	0	1	2	0	0.63	0.90	B	D	Can be accomplished within existing curb to curb section by eliminating NB and EB RT lanes.
› *LOS D Alternative 2*	TS	1	2	0	1	2	0	1	2	0	1	3	0	0.68	0.85	B	D	
› *LOS D Alternative 3*	TS	1	2	1>>	1	2	1	1	2	1	1	2	0	0.73	0.89	C	D	Logical (high demand movement) improvement. Would encroach on landscape area on north leg of intersection.
› *LOS D Alternative 4*	TS	1	2	1>>	1	3	0	1	2	1	1	2	0	0.73	0.83	C	D	Logical (high demand movement) improvement. Would encroach on landscape area on north leg and south leg of intersection.
MacArthur Bl. (NS) at:																		
▪ Von Karman Av. (EW)	TS	1	3	1	1	3	1	1	2	1>>	2	1	1>>	0.54	0.65	A	B	
Jamboree Rd. (NS) at:																		
▪ Campus Dr. (EW)	TS	2	4	0	2	3	0	2	2	1>>	2	2	1	0.93	1.18	E	F	
› LOS E Improvements	TS	2	4	1	2	4	0	2	2	0	2	2	1≥	0.88	0.99	D	E	
› ***LOS D Improvements***	TS	2	4	1>	2	4	0	2	2	0	2	2	1≥	0.88	0.90	D	D	
▪ Birch St. (EW)	TS	1	3	0	1	3	1>>	1.5	0.5	1>>	0	1	0	1.00	0.84	E	D	
› LOS D Alternative 1	TS	1	3	0	1	4	1>>	1.5	0.5	1>>	0	1	0	0.89	0.78	D	C	
› ***LOS D Alternative 2***	TS	2	3	0	1	3	1>>	1.5	0.5	1>>	0	1	0	0.87	0.79	D	C	
Campus Dr. (NS) at:																		
▪ Bristol St. N (EW)	TS	2	3	0	0	4	2	0	0	0	2	4	0	1.02	1.06	F	F	
› ***LOS E Improvements***	TS	2	3	0	0	4	2	0	0	0	2	5	0	0.95	0.96	E	E	Based on field reconnaissance, it appears this could be accomplished on inside (south side), involving improvements to SR-73 NB On-ramp.
› *LOS D Alternative 1*	TS	2	4	0	0	4	1>>	0	0	0	2	5	0	0.79	0.86	C	D	SB Free Right implies braided ramp to allow access to Freeway–Runway height limit issues
› *LOS D Alternative 2*	TS	2	4	0	0	4	3	0	0	0	2	5	0	0.79	0.86	C	D	Impacts building on NW corner
Birch St. (NS) at:																		
▪ Bristol St. N (EW)	TS	2	2	0	0	1.5	2.5	0	0	0	1.5	3.5	0	0.90	0.72	D	C	
Campus Dr. (NS) at:																		
▪ Bristol St. S (EW)	TS	0	5	0	1	3	0	1.5	2.5	2	0	0	0	0.89	0.78	D	C	

Table 4.13-7 Intersection Analysis Summary for General Plan Buildout with Project

Intersection	Traffic Control[b]	Intersection Approach Lanes[a]												ICU		Level of Service		Feasibility/Comments
		Northbound			Southbound			Eastbound			Westbound							
		L	T	R	L	T	R	L	T	R	L	T	R	A.M.	P.M.	A.M.	P.M.	
Birch St. (NS) at:																		
▪ Bristol St. S (EW)	TS	0	2.5	1.5	2	2	0	1.5	3.5	0	0	0	0	0.51	0.54	A	A	
Irvine Av. (NS) at:																		
▪ Mesa Dr. (EW)	TS	1	2	d	1	2	d	1	1	0	1	1	1	0.98	1.19	E	F	
› *Funded Improvements*	TS	1	3	1	1	3	1	1	1	1	2	1	0	0.68	0.94	B	E	
› *LOS D Alternative 1*	TS	1	3	1	1	3	1	1	1	1>	1	2	0	0.74	0.87	C	D	Highly problematic ROW / topographic issues on the west leg of the intersection.
› ***LOS D Alternative 2***	TS	1	3	1	1	3	1	1	1	0	2	1	0	0.71	0.86	C	D	Assumes reallocated P.M. WB LT / Thru Volume
▪ University Dr. (EW)	TS	1	2	1	1	2	1	1	2	D	1	1	D	1.19	1.09	F	F	
› ***LOS D Improvements***	TS	1	3	0	1	3	1	1.5	0.5	1	1	1	d	0.81	0.84	D	D	ROW and potential environmental issues.
▪ Santiago Dr. (EW)	TS	1	2	0	1	2	d	0	1	d	0	1	d	0.69	0.77	B	C	
▪ Highland Dr. (EW)	TS	1	2	d	1	2	d	0	1	d	0	1	d	0.60	0.65	A	B	
▪ Dover Dr. (EW)	TS	1	2	d	1	2	d	1	1	0	1	1	d	0.78	0.69	C	B	
▪ Westcliff Dr. (EW)	TS	2	2	d	2	2	d	2	2	0	1	2	0	0.66	0.82	B	D	
Dover Dr. (NS) at:																		
▪ Westcliff Dr. (EW)	TS	2	2	0	0	1	1	2	0	1>>	0	0	0	0.38	0.54	A	A	
▪ 16th St. (EW)	TS	1	2	d	1	2	d	0.5	0.5	d	1	1	1	0.60	0.60	A	A	
▪ Coast Hw. (EW)	TS	1	1	1	3	1	1	2	3	0	1	3	1>>	0.81	0.94	D	E	
› *LOS D Improvements*	TS	1	1	1	3	1	1	2	3	0	1	4	1>>	0.81	0.78	D	C	Highly problematic ROW issues.
Bayside Dr. (NS) at:																		
▪ Coast Hw. (EW)	TS	2.5	0.5	0	1	1	d	1	3	1	1	4	0	0.89	0.85	D	D	
MacArthur Bl. (NS) at:																		
▪ Jamboree Rd. (EW)	TS	2	3	1>	2	3	1>>	2	3	1>>	2	3	1>>	0.93	1.02	E	F	
› *LOS E Improvements*	TS	2	3	1>	2	3	1>>	2	3	1>>	3	3	1>>	0.89	0.92	D	E	Jamboree improvement only.
› ***LOS D Alternative 1***	TS	2	3	1>	2	3	1>>	2	4	1>>	3	3	1>>	0.88	0.85	D	D	Feasible at-grade improvements.
› *LOS D Alternative 2A*	TS	2	0	0	2	3	1	0	0	1	2	3	1	0.42	0.77	A	C	Grade separated alternative.
› *LOS D Alternative 2B*	TS	0	3	1	0	0	0	2	3	0	0	0	0	0.76	0.70	C	B	Grade separated alternative.
Jamboree Rd. (NS) at:																		
▪ Bristol St. N (EW)	TS	2	3	0	0	2.5	1.5	0	0	0	0	0	0	0.68	0.67	B	B	
Bayview Pl. (NS) at:																		
▪ Bristol St. S (EW)	TS	0	0	2	0	0	0	0	4	1	0	0	0	0.60	0.63	A	B	

Table 4.13-7 Intersection Analysis Summary for General Plan Buildout with Project

Intersection	Traffic Control[b]	Intersection Approach Lanes[a]												ICU		Level of Service		Feasibility/Comments
		Northbound			Southbound			Eastbound			Westbound							
		L	T	R	L	T	R	L	T	R	L	T	R	A.M.	P.M.	A.M.	P.M.	
Jamboree Rd. (NS) at:																		
▪ Bristol St. S (EW)	TS	0	5	0	0	3	0	1.5	1.5	2	0	0	0	0.94	0.87	E	D	
› ***LOS D Alternative 1***	TS	0	6	0	0	4	0	1.5	1.5	2	0	0	0	0.90	0.82	D	D	Improvements currently under study.
› *LOS D Alternative 2*	TS	0	5	0	0	3	0	2.5	1.5	2	0	0	0	0.72	0.78	C	C	Appears feasible, but might cause operational issues.
▪ Bayview Wy. (EW)	TS	1	4	0	1	4	1	2	1	1	1	1	1	0.45	0.67	A	B	
▪ Eastbluff Dr./University Dr. (EW)	TS	1	3	1	2	3	1	1.5	0.5	1	1.5	1.5	1>>	0.68	0.67	B	B	
▪ Bison Av. (EW)	TS	0	3	d	2	3	1	1	0	1	2	0	2	0.52	0.62	A	B	
▪ Eastbluff Dr./Ford Rd. (EW)	TS	2	3	0	2	3	1	1	1	1>>	1.5	1.5	1	0.80	0.77	C	C	
▪ San Joaquin Hills Rd. (EW)	TS	1	3	1>>	2	3	1	1.5	1.5	1	2	1	1>>	0.61	0.72	B	C	
▪ Santa Barbara Dr. (EW)	TS	1	3	1	2	3	1	1	1	0	1.5	0.5	1	0.58	0.79	A	C	
▪ Coast Hw. (EW)	TS	1	2	0	1	2	1>>	3	4	0	2	4	1>>	0.77	0.80	C	C	
Santa Cruz Dr. (NS) at:																		
▪ San Joaquin Hills Rd. (EW)	TS	2	1	0	1	1	1	1	3	0	1	3	0	0.38	0.34	A	A	
Santa Rosa Dr. (NS) at:																		
▪ San Joaquin Hills Rd. (EW)	TS	1	1	1>	1	1	1	1	3	0	2	3	0	0.41	0.71	A	C	
Newport Center Dr. (NS) at:																		
▪ Coast Hw. (EW)				0	2	0	1>>	2	3	0	0	3	1>>	0.48	0.63	A	B	
Avocado Av. (NS) at:																		
▪ San Miguel Dr. (EW)	TS	1	1	1>	1	1	1>	1	2	0	2	2	0	0.36	0.79	A	C	
▪ Coast Hw. (EW)	TS	1	1	1	1.5	0.5	1	1	3	d	1	3	1	0.73	0.78	C	C	
SR-73 NB Ramps (NS) at:																		
▪ Bison Av. (EW)	TS	1.5	0	1.5	0	0	0	1	2	0	0	2	1	0.52	0.61	A	B	
SR-73 SB Ramps (NS) at:																		
▪ Bison Av. (EW)	TS	0	0	0	2	0	1>>	0	2	1	2	2	0	0.42	0.32	A	A	

Table 4.13-7 Intersection Analysis Summary for General Plan Buildout with Project

Intersection	Traffic Control[b]	Intersection Approach Lanes[a]												ICU		Level of Service		Feasibility/Comments
		Northbound			Southbound			Eastbound			Westbound							
		L	T	R	L	T	R	L	T	R	L	T	R	A.M.	P.M.	A.M.	P.M.	
MacArthur Bl. (NS) at:																		
▪ Bison Av. (EW)	TS	2	4	1>>	2	4	1>	2	2	1>>	2	2	1	0.78	0.79	C	C	
▪ Ford Rd./Bonita Canyon Dr. (EW)	TS	2	4	1>>	2	4	1>>	2	2	1	2	2	1>>	0.80	1.00	C	E	
› ***LOS D Improvements***	TS	2	4	1	3	4	1>>	2	2	1	2	2	1>>	0.79	0.89	C	D	
▪ San Joaquin Hills Rd. (EW)	TS	2	3	1	2	3	1>>	2	3	0	1	2	1>>	0.79	1.12	C	F	
› *LOS E Alternative 1*	TS	2	4	0	3	3	1>>	2	3	0	1	2	1>>	0.68	0.94	B	E	
› *LOS E Alternative 2*	TS	2	4	0	2	3	1>>	3	3	0	1	2	1>>	0.69	0.92	B	E	
› *LOS E Alternative 3*	TS	2	3	1	3	3	1>>	3	3	0	1	2	1>>	0.71	0.91	C	E	
› ***LOS D Improvements***	TS	2	4	0	3	3	1>>	3	3	0	1	2	1>>	0.65	0.82	B	D	All 3 improvements req'd to achieve LOS "D." May require narrow lanes and lead / lag LT operations.
▪ San Miguel Dr. (EW)	TS	2	3	1	2	3	1>	2	2	0	2	2	d	0.64	0.75	B	C	
▪ Coast Hw. (EW)	TS	0	0	0	2	0	1>>	2	3	0	0	3	1>>	0.72	0.78	C	C	
SR-73 NB Ramps (NS) at:																		
▪ Bonita Canyon Dr. (EW)	TS	2	0	1	0	0	0	0	2	1	1	2	0	1.06	0.76	F	C	
› ***LOS D Improvements***	TS	2	0	1	0	0	0	0	2	1	2	2	0	0.84	0.63	D	B	
SR-73 SB Ramps (NS) at:																		
▪ Bonita Canyon Dr. (EW)	TS	2	0	1	0	0	0	0	2	1	2	3	0	0.46	0.66	A	B	
Spyglass Hill Rd. (NS) at:																		
▪ San Miguel Dr. (EW)	TS	0	1	d	0	1	1	1	2	d	1	2	d	0.30	0.38	A	A	
San Miguel Dr. (NS) at:																		
▪ San Joaquin Hills Rd. (EW)	TS	1	2	0	1	2	1>	2	3	0	1	3	0	0.55	0.74	A	C	
Goldenrod Av. (NS) at:																		
▪ Coast Hw. (EW)	TS	1	1	0	0	1	0	1	2	d	1	2	d	0.99	0.69	E	B	
Marguerite Av. (NS) at:																		
▪ San Joaquin Hills Rd. (EW)	TS	1.5	0.5	1	1	1	0	1	2	1>	1	3	d	0.42	0.51	A	A	
▪ Coast Hw. (EW)	TS	1	1	0	1	1	0	1	2	1	1	2	0	0.9	1.00	E	E	
› *LOS D Improvements*	TS	1	1	0	1	1	0	1	3	0	1	3	0	0.77	0.83	C	D	Highly problematic ROW issues. Inconsistent with Corona Del Mar character.
Spyglass Hill Rd. (NS) at:																		
▪ San Joaquin Hills Rd. (EW)	TS	1	1	0	1	1	d	1	2	1	1	2	d	0.60	0.49	A	A	

Table 4.13-7 Intersection Analysis Summary for General Plan Buildout with Project

Intersection	Traffic Control[b]	Intersection Approach Lanes[a]												ICU		Level of Service		Feasibility/Comments
		Northbound			Southbound			Eastbound			Westbound							
		L	T	R	L	T	R	L	T	R	L	T	R	A.M.	P.M.	A.M.	P.M.	
Poppy Av. (NS) at:																		
▪ Coast Hw. (EW)	TS	1	1	0	0	1	0	1	2	0	1	2	0	0.70	0.76	B	C	
Newport Coast Dr. (NS) at:																		
▪ SR-73 NB Ramps (EW)	TS	0	2	1>>	0	2	0	0	0	0	1.5	0	0.5	0.65	0.40	B	A	
▪ San Joaquin Hills Rd. (EW)	TS	2	3	0	0	3	1	1	0	2>	0	0	0	0.62	0.49	B	A	
▪ Coast Hw. (EW)	TS	1	1	1	2	1	1>>	1	3	1	1	3	1>>	0.70	0.73	B	C	
› *LOS D Improvements*	TS	1	1	0	0	1	0	1	2	d	1	3	0	0.71	0.69	C	B	Highly problematic ROW issues. Inconsistent with Corona Del Mar character.

[a] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

[b] TS = Traffic Signal

L = Left; T = Through; R = Right; > = Overlap; >> = Free Right; **Bold-underline** = Improvement

Table 4.13-8 General Plan Buildout with Project Summary of Improvement Needs Beyond 2005 Existing Lanes

Intersection	*Additional Intersection Improvements with Project*
Bluff Rd. (NS) at:	
▪ Coast Hw. (EW)	Provide two SB left turn lanes and two SB right turn lanes (2nd with overlap phase). Provide two EB left turn lanes. Provide one WB right turn lane.
15th St. (NS) at:	
▪ Coast Hw. (EW)	Provide 2nd SB right turn lane with overlap phase. Provide 2nd EB left turn lane.
Newport Bl. (NS) at:	
▪ Hospital Rd. (EW)	Provide 2nd NB left turn lane.
▪ 32nd St. (EW)	Restripe EB to provide 2 left turn lanes, and 1 shared through-right lane. Restripe WB to provide 1 left turn lane, 1 through lane, and 1 free right turn lane.
Riverside Av. (NS) at:	
▪ Coast Hw. (EW)	Provide 3rd EB through lane.
Tustin Av. (NS) at:	
▪ Coast Hw. (EW)	Provide 3rd EB through lane.
MacArthur Bl. (NS) at:	
▪ Campus Dr. (EW)	Provide 2nd NB left turn lane. Restripe SB to provide 3.5 through lanes and 1.5 right turn lanes.
Von Karman Av. (NS) at:	
▪ Campus Dr. (EW)	Provide 2nd EB left turn lane.
Jamboree Rd. (NS) at:	
▪ Campus Dr. (EW)	Provide 1st NB right turn lane with overlap phase. Provide 4th SB through lane. Provide WB right turn overlap phase for current right turn lane.
▪ Birch St. (EW)	Provide 4th SB through lane.
Campus Dr. (NS) at:	
▪ Bristol St. N (EW)	Provide 5th WB through lane.
Irvine Av. (NS) at:	
▪ Mesa Dr. (EW)	
› Funded Improvements	Provide 3rd NB through lane. Provide 3rd SB through lane. Provide 1st EB right turn lane. Provide 2nd WB left turn lane.
› Additional Improvements	Construct funded improvements, but EB right turn lane not necessary.
▪ University Dr. (EW)	Provide 3rd NB through lane. Provide 3rd SB through lane. Restripe EB to include 1.5 left turn lanes, 0.5 through lane, and 1 right turn lane.
MacArthur Bl. (NS) at:	
▪ Jamboree Rd. (EW)	Provide 4th EB through lane. Provide 3rd WB left turn lane.
Jamboree Rd. (NS) at:	
▪ Bristol St. S (EW)	Provide 6th NB through lane. Provide 4th SB through lane.
MacArthur Bl. (NS) at:	
▪ Ford Rd./Bonita Canyon Dr. (EW)	Provide 3rd SB left turn lane.
▪ San Joaquin Hills Rd. (EW)	Provide 4th NB through lane. Provide 3rd SB left turn lane. Provide 3rd EB left turn lane.
SR-73 NB Ramps (NS) at:	
▪ Bonita Canyon Dr. (EW)	Provide 2nd WB left turn lane.

Table 4.13-9 General Plan Buildout with Project SR-73 Freeway Peak Hour Ramp Analysis

Ramp	Move	Lanes on Fwy.	Freeway Volume		Ramp Lanes	Length of Acceleration Deceleration Lane (Ft)	Peak Hour Volume		Density		LOS	
			A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Bristol St.	NB Off	5	10,718	5,646	1	0	2,280	920	54.7	30.5	F	D
▪ with improvements	NB Off	6	10,718	5,646	2	280	2,280	920	34.8	17.1	D	B
Bristol St.	SB Off	5	3,457	9,137	2	2,725	1,370	690	NOM	NOM	A	A
Jamboree Rd.	NB On	5	7,780	4,098	1	120	480	850	21.0	17.3	C	B
Jamboree Rd.	SB On	5	3,483	9,205	1	1,700	630	1,610	15.1	38.0	B	F
▪ with improvements	SB On	6	3,483	9,205	1	1,570	630	1,610	12.7	30.6	B	D
MacArthur Bl.	NB Off	5	7,780	4,098	2	1,480	930	490	0.8	NOM	A	A
MacArthur Bl.	NB On	5	7,780	4,098	1	340	2,570	2,210	—[a]	—[a]	F	F
▪ with improvements	NB On	6	7,780	4,098	2	340	2,570	2,210	32.1	25.2	D	C
MacArthur Bl.	SB Off	5	2,510	6,633	1	1,340	2,220	2,310	15.8	28.5	F1	F1
▪ with improvements	SB Off	6	2,510	6,633	2	1,340	2,220	2,310	3.2	11.2	A	B
University Dr.	NB On	5	7,780	4,098	1	200	1,310	1,470	22.5	20.2	C	C
University Dr.	SB Off	5	2,510	6,633	1	1,400	800	840	7.2	19.7	A	B
Bison Av.	NB Off	5	7,780	4,098	1	0	520	330	34.5	22.3	D	C
Bison Av.	NB On	5	7,780	4,098	1	250	280	860	19.0	16.0	B	B
Bison Av.	SB Off	5	2,510	6,633	1	0	1,000	380	20.9	29.7	C	D
Bison Av.	SB On	5	2,510	6,633	1	740	120	440	9.6	21.4	A	C
Bonita Canyon Dr.	NB Off	6	10,797	5,687	1	1,250	980	220	30.1	12.8	D	B
Bonita Canyon Dr.	NB On	5	7,780	4,098	1	2,440	720	420	47.8	22.9	F	C
▪ with improvements	NB On	5	7,780	4,098	1	1,020	720	420	34.4	20.5	D	C
Bonita Canyon Dr.	SB Off	5	2,510	6,633	1	0	410	500	17.6	30.3	B	D
Bonita Canyon Dr.	SB On	5	2,510	6,633	1	400	300	820	10.9	19.7	B	B
Newport Coast Dr.	NB Off	5	10,162	5,353	1	0	560	290	43.0	25.8	F	C
▪ with improvements	NB Off	6	10,162	5,353	1	240	560	290	34.9	21.3	D	C
Newport Coast Dr.	NB On	5	10,162	5,353	1	1,250	480	330	53.3	27.4	F	C
▪ with improvements	NB On	6	10,162	5,353	1	860	480	330	34.8	20.5	D	C
Newport Coast Dr.	SB Off	6	3,483	9,205	1	0	680	1,050	20.8	37.1	C	E
▪ with improvements	SB Off	6	3,483	9,205	1	240	680	1,050	18.7	34.9	B	D

Table 4.13-9 General Plan Buildout with Project SR-73 Freeway Peak Hour Ramp Analysis

Ramp	Move	Lanes on Fwy.	Freeway Volume		Ramp Lanes	Length of Acceleration Deceleration Lane (Ft)	Peak Hour Volume		Density		LOS	
			A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Newport Coast Dr.	SB On	6	3,483	9,205	1	360	460	600	13.0	21.7	B	C

SOURCE: Urban Crossroads 2006

Bold-underline = Improvement

[a] Ramp failure due to ramp volumes over capacity.

- MacArthur Boulevard Northbound On (A.M./P.M.)
- MacArthur Boulevard Southbound Off (A.M./P.M.)
- Bonita Canyon Drive Northbound On (A.M.)
- Newport Coast Drive Northbound Off (A.M.)
- Newport Coast Drive Northbound On (A.M.)
- Newport Coast Drive Southbound Off (P.M.)

Impacts related to freeway mainlines and ramps are considered ***significant***.

Threshold	Would the proposed project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Impact 4.13-3 **Implementation of the proposed General Plan Update could result in exceeding, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.**

The project would result in an acceptable LOS per CMP (LOS E or better) for all CMP arterials in Newport Beach. CMP arterials include:

- Coast Highway (SR-1) throughout the City
- MacArthur Blvd from Coast Highway to Jamboree
- Newport Boulevard (SR-55) from north City limit to Coast Highway
- Jamboree from northern City boundary to MacArthur Boulevard

Impacts to designated roads or highways would be ***less than significant***.

Threshold	Would the proposed project result in a change in air traffic patterns, including either an increase in traffic levels or a change in locations that results in substantial safety risks?

Impact 4.13-4 **Implementation of the proposed General Plan Update could result in a change in air traffic patterns, including either an increase in traffic levels or a change in locations that results in substantial safety risks.**

In 1985, the City, County, Stop Polluting Our Newport (SPON) and the Airport Working Group (AWG) entered into a stipulation (1985 JWA Settlement Agreement) to resolve Federal Court litigation regarding the Master Plan that was initiated by the County. The 1985 JWA Settlement Agreement, among other things: *(a)* limited the number of "average daily departures" (ADD) certain commercial aircraft based on noise generating characteristics; *(b)* limited the number of passengers served each year at JWA (expressed in terms of "million annual passengers" or "MAP") to 8.4 MAP after construction of the new terminal; and *(c)* required the County to maintain the curfew then effect at JWA as well as an ordinance restricting operations by general aviation aircraft that generated more noise than the permitted by commercial aircraft.

In 2002, the City, County, SPON, and AWG approved amendments of the 1985 Settlement Agreement amendments (2002 Amendments) that, among other things: *(a)* increased the maximum number of noise regulated air carrier ADD from 73 to 85; *(b)* increased the service level limit from 8.4 to 10.3 MAP until January 1, 2011 and to 10.8 MAP on and after January 1, 2011 (with 500,000 seats allocated to regional jets); and *(c)* increased the maximum number of passenger loading bridges from fourteen to twenty.

Prior to approval of the 2002 Amendments, the County, as lead agency, prepared an Environmental Impact Report (EIR 582) that fully evaluated significant impacts of the proposed increases in commercial air carrier operations and passenger service levels. The County concluded, based on the analysis in EIR 582 that the 2002 Amendments would cause or make worse an unsatisfactory level of service at the Campus Drive/Bristol North intersection but that impact would be mitigated to a level of insignificance with implementation of improvements that have been installed. The County also concluded that the 2002 Amendments would have a significant and unavoidable adverse impact at four freeway ramps and that any improvements were outside the jurisdiction of the County (and City). The City made similar findings. The County as lead agency and the City as a responsible agency both adopted appropriate statements of overriding considerations.

In 2004 the County prepared an Addendum to EIR 582 (Addendum) to address impacts specific to the design and construction of the improvements authorized by the 2002 Amendments. The Addendum concluded that peak hour trips generated by JWA were actually less than projected in EIR 582—in some cases by eight percent less—"because of changes in passenger arrival patterns that have occurred due to recently implemented passenger security checks, with arrivals being spread out into off-peak times." (Addendum p. 3.2-4)

The traffic analysis of the proposed General Plan Update has assumed the additional trips contemplated by the 2002 Amendments. The proposed General Plan Update and related circulation system improvements at Campus and Bristol North will not result in any significant impacts to those intersections in the Airport Area that are used by JWA patrons and that were evaluated in EIR 582. In fact, the proposed conversion of office and commercial uses to residential uses has the potential to improve operating conditions (compared to the existing General Plan) for the Birch/Bristol North intersection in the P.M. peak hour and the Campus Drive/Irvine/Bristol South intersection in the P.M. peak hour. Project impacts related to JWA operations are ***less than significant***.

Threshold	Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact 4.13-5 Implementation of the proposed General Plan Update could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

There are no site-specific project plans at this time, so project layouts, driveway locations, land use types, or intensities are unknown. Without such detail, it is not possible, using available traffic analysis procedures, to estimate some types of impacts. Therefore, on-going development proposals must be reviewed on a case-by-case basis as they arise, and as such details such as driveway location or

intersection modification become known. The City cannot address these project impacts in this Draft EIR as it would be too speculative to try to determine how any particular development would be constructed. In addition, Section 15145 of the CEQA Guidelines specifically states that if a particular impact or project is too speculative for evaluation, then analysis in the EIR is not required.

However, the circulation improvements identified in Table 4.13-10 would be implemented with this program. None of these improvements would introduce new safety hazards at intersections or along roadway segments, as most would increase capacity and flow. In addition, Policies within the Circulation and Land Use Elements (CE 1.3.2, 2.2.1, 2.2.5) provide for maintaining and enhancing existing roadways, increasing safety of roadways, and balancing safety, quality of life and efficiency in the design of circulation and access. These policies of the proposed General Plan Update would help reduce hazards due to design features. This impact would be ***less than significant***.

Threshold	Would the proposed project result in inadequate emergency access?

Impact 4.13-6 Implementation of the proposed General Plan Update could result in inadequate emergency access.

The proposed General Plan Update would be required to meet all applicable local and State regulatory standards for adequate emergency access. As discussed in Chapter 3 Project Description, proposed General Plan Update policies related to disaster planning include measures for effective emergency response to natural or human-induced disasters that minimizes the loss of life and damage to property, while also reducing disruptions in the delivery of vital public and private services during and following a disaster. Policies related to coastal hazards are included to ensure that adverse effects of coastal hazards related to tsunamis and rogue waves to people and property are minimized. Additionally, the project would be required to comply with applicable Municipal Code and Fire Code requirements regarding emergency access. As discussed in Section 4.6 Hazards (Impact 4.6-8), the proposed General Plan Update Safety Element also contains Policies S 9.1, S 9.2, and S 9.4 to ensure that the City's Emergency Management Plan is regularly updated, provides for efficient and orderly citywide evacuation, and also ensures that emergency services personnel are familiar with the relevant response plans applicable to the City. Further, Policy S9.5 of the Safety Plan calls for the distribution of information about emergency planning to community groups, schools, religious institutions, business associations, and residents. Consequently, the project would provide adequate emergency access to the project area. Therefore, any potential impacts would be ***less than significant***, and no mitigation is required.

Emergency access during construction activities, as it pertains to access to and from roadways surrounding the project area, is addressed in Section 4.6 (Hazards and Hazardous Materials) of this EIR.

Threshold	Would the proposed project result in inadequate parking capacity?

Impact 4.13-7 Implementation of the proposed General Plan Update could result in inadequate parking capacity.

As identified in Environmental Setting, parking availability is limited in the coastal portions of Newport Beach, especially during the peak summer months. Balboa Peninsula, Balboa Island, Mariners' Mile, Corona Del Mar, and West Newport are areas of high use. Specific remedies are being considered for these areas, for example, the Balboa Peninsula Parking Management Plan included parking surveys/studies and recommendations. Recommendations include providing a permit program, installing parking meters, consolidating public parking, developing a shared parking program, developing a shuttle system for special events, and developing a parking enforcement and collection program, among other things. The City has begun to implement some of these recommendations. Valet services have also been suggested for both the Balboa Peninsula and Mariners' Mile. The proposed General Plan Update includes policies in the Circulation Element (CE 7.1.1 through CE 7.1.13, and CE 7.2.1 through CE 7.2.3) that specifically address providing adequate and convenient parking throughout the city. Policies include encouraging shared parking, developing parking management programs, and collecting/using in-lieu fees to develop additional parking.

In addition, implementation of the proposed General Plan Update would not avoid implementation of parking standards or requirements in the Municipal Code. With regard to parking, each development would be required to comply with the parking standards (on-street and off-street) identified in the Municipal Code. Impacts related to parking would not occur with implementation of the proposed General Plan Update and would be ***less than significant***.

Threshold	Would the proposed project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Impact 4.13-8 Implementation of the proposed General Plan Update could conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The Circulation Element contains new General Plan policies related to transportation systems management, transportation demand management, water transportation services and waterfront walkways, and maintains all existing policies. These policies (e.g., Policies CE 6.1.1., CE 6.1.2, CE 6.1.3, CE 6.2.1, CE 6.2.2, CE 6.2.3, CE 5.1.14, CE 5.1.15, CE 5.1.16, CE 5.2.1, and CE 5.2.2) encourage alternative modes of transportation, use of intelligent transportation systems, encourage enhancement and maintenance of public water transportation services and expanded public water transportation uses and land support facilities. Policies related to waterfront walkways include encouraging the development of walkways along the Lido Marina Village boardwalk, along Rhine Channel, between Lido Village and Mariners' Mile, and along the Mariners' Mile waterfront. Intersection improvements proposed as part of the Circulation Element update do not affect the implementation of these policies. In addition, improvements at some intersections have been limited to protect bicycle and pedestrian safety.

Therefore, the proposed General Plan Update would not conflict with existing policies regarding alternative transportation. Impacts would be ***less than significant*** and no mitigation is necessary.

Cumulative Impacts

Cumulative traffic impacts are based on the future traffic volumes presented in the discussion of Impacts 4.13-1 through 4.13-8, above. Future traffic volumes for the General Plan Buildout With Project and General Plan Buildout Without Project scenarios were projected using the NBTM and by incorporating all of the regional model data and projects on the regional system within and outside of the City. This includes traffic from neighboring jurisdictions. These projections include all reasonably foreseeable and probable future projects in the region. Therefore, the traffic analysis provided for the Project Study Area has already accounted for cumulative traffic impacts. To summarize the impacts of the proposed General Plan Update, including growth in regional traffic, traffic volumes would increase 30.9 percent over 2002 counts, and 23.9 percent over 2005 levels. The number of roadway segments with a V/C ratio greater than 0.90 would increase from 17 to 40. With improvements included in the proposed Circulation Element, the number of intersections operating at LOS E or worse would decrease from six under existing conditions to five. As indicated previously, intersection operations are the most meaningful measure of performance of the roadway system. Therefore, cumulative impacts associated with increased traffic volumes in the Project Study Area from buildout of the proposed General Plan Update would be ***less than significant***. However, cumulative impacts associated with freeway segments and ramps would be significant and unavoidable. Additionally, the project's contribution to this impact would be cumulatively considerable and ***significant and unavoidable***.

Proposed General Plan Update Policies

Implementation of policies within the Circulation, Land Use, and Safety Elements of the proposed General Plan Update would reduce impacts associated with transportation and circulation. The policies that are applicable to the project are included below. Policies identified below that are also contained in the Harbor and Bay Element are denoted with an "HB."

Transportation and Circulation Element

The Circulation Element of the proposed General Plan Update has proposed conceptual intersection improvements within the City in an effort to support future development designated in the Land Use Plan of the proposed General Plan Update. The conceptual intersection improvements proposed under the Circulation Element are shown in Table 4.13-10. It is important to note that the conceptual intersection improvements are based on long-term forecasts of buildout conditions using the NBTM. The types of conceptual intersection improvements that have been investigated include the creation of new through lanes and turn lanes. These are conceptual improvements, and alternative improvements that would achieve acceptable operations could be substituted.

The traffic analysis prepared for this EIR for the General Plan covers the entire City and the SOI area. The actual development patterns may occur differently than anticipated in this document due to market forces. For example, the pace of development may be faster or slower than anticipated by the analysis, or

it could not occur at all. There are no site-specific project area plans at this time, so the project layout, driveway locations, land use types, or intensities are unknown. Without such detail, it is not possible, using available traffic analysis procedures, to accurately estimate future intersection-specific impacts or mitigation requirements. Therefore, ongoing development activity and development proposals must be reviewed on a case-by-case basis as they arise, and as such details such as building type, density, and driveway location become known. The City cannot address these impacts in this Draft EIR as it would be too speculative to try to determine where, and if any, particular development would be constructed. In addition, Section 15145 of the CEQA Guidelines specifically states that if a particular impact or project is too speculative for evaluation, then analysis in the EIR is not required. The analysis contained in the General Plan EIR document should be considered as a guide to traffic impacts and recommended improvements and are subject to subsequent analysis.

Table 4.13-10 Transportation Improvements under Proposed General Plan Update

	Intersection	*Additional Intersection Improvements with Project*
1	Bluff Rd. (NS) at Coast Hw. (EW)	Provide two SB left-turn lanes and two SB right-turn lanes (2nd with overlap phase). Provide two EB left-turn lanes. Provide one WB right-turn lane.
2	15th St. (NS) at Coast Hw. (EW)	Provide 2nd SB right turn lane with overlap phase. Provide 2nd EB left turn lane.
3	Newport Bl. (NS) at Hospital Rd. (EW)	Provide 2nd NB left turn lane.
4	Riverside Av. (NS) at Coast Hw. (EW)	Provide 3rd EB through lane.
5	MacArthur Bl. (NS) at Campus Dr. (EW)	Provide 2nd NB left turn lane. Restripe SB to provide 3.5 through lanes and 1.5 right turn lanes.
6	Von Karman Av. (NS) at Campus Dr. (EW)	Provide 2nd EB left turn lane.
7	Jamboree Rd. (NS) at Campus Dr. (EW)	Provide NB 1st right turn lane with overlap phase. Provide 4th SB through lane. Provide WB right turn overlap phase for current right turn lane.
8	Campus Dr. (NS) at Bristol St. N (EW)	Provide 5th WB through lane.
9	Irvine Av. (NS) at Mesa Dr. (EW)-Funded Improvements University Dr. (EW)	Provide 3rd NB through lane. Provide 3rd SB through lane. Provide 1st EB right turn lane. Provide 2nd WB left turn lane. Construct funded improvements, but EB right turn lane not necessary. Provide 3rd NB through lane. Provide 3rd SB through lane. Restripe EB to include 1.5 left turn lanes, 1.5 through lanes, and 1 right turn lane.
10	MacArthur Bl. (NS) at Jamboree Rd. (EW)	Provide 4th EB through lane. Provide 3rd WB left turn lane.
11	Jamboree Rd. (NS) at Bristol St. S (EW)	Provide 6th NB through lane. Provide 4th SB through lane.
12	MacArthur Bl. (NS) at Ford Rd./Bonita Canyon Dr. (EW) and San Joaquin Hills Rd. (EW)	Provide 3rd SB left turn lane. Provide 3rd SB left turn lane. Provide 3rd EB left turn lane. Provide 4th NB through lane.

Transportation and Circulation Element

Mobility

Goal CE 1.1 An overall transportation system that facilitates the movement of people and goods within and through the City of Newport Beach and accommodates conservative growth within the City of Newport Beach, but is not expanded primarily to accommodate growth in the surrounding region.

Policy CE 1.1.1 Comprehensive Transportation System

Provide a diverse transportation system that provides mobility options for the community.

Policy CE 1.1.2 Integrated System of Multiple Modes

Provide an integrated transportation system that supports the land use plan set forth in the Land Use Element.

Policy CE 1.1.3 Levels of Service Related to Community Character

Establish level of service standards that reflect the character of the various unique districts and neighborhoods of Newport Beach.

Goal CE 1.2 Reduced summertime visitor traffic impacts.

Policy CE 1.2.1 Wayfinding

Implement way-finding signs, especially for tourist destinations.

Policy CE 1.2.2 Shuttle Service

Encourage remote visitor parking and shuttle services.

Policy CE 1.2.3 Traffic System Management

Identify and implement measures, such as special traffic signal timing, to reduce the impact of high volume summer traffic on persons living along and around the beach and bay, as well as visitors.

Policy CE 1.2.4 Public Transit

Support and encourage OCTA efforts to provide / fund summertime expanded bus service and/or local shuttle services to reduce visitor traffic.

Goal CE 1.3 Truck routes that support goods movement to and from land use in the City while minimizing adverse impacts to residents or businesses.

Policy CE 1.3.1 Truck Routes

Allow truck use of City streets except selected residential and arterial streets adjacent to residential areas necessary to minimize impacts of truck traffic on residential areas.

Policy CE 1.3.2 Impacts of Trucks

Provide appropriately designed and maintained roadways to safely accommodate truck travel and minimize noise and vibration.

Policy CE 1.3.3 Management of Truck Activities

Actively manage trucking activities related to oversize loads such as large boats and comparable characteristics.

Roadway System

Goal CE 2.1 A roadway system that provides for the efficient movement of goods and people in the City of Newport Beach, while maintaining the community's character and its residents' quality of life.

Policy CE 2.1.1 Level of Service Standards

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 the following Airport Area intersection: Campus Drive (NS) at Bristol Street North (EW) and any intersection shared with Irvine.

C. LOS "E" at the following intersections in the pedestrian oriented area of Coast Highway in Mariners' Mile: Riverside Avenue (NS) at Coast Highway (EW) and Dover Drive (NS) at Coast Highway (EW).

D. LOS "E" at Marguerite Avenue (NS) at Coast Highway (EW) in the pedestrian oriented area of Coast Highway in Corona del Mar.

E. Accept LOS "E" at Goldenrod Avenue (NS) at Coast Highway (EW) in the pedestrian oriented area of Coast Highway in Corona del Mar.

Policy CE 2.1.2 Traffic Phasing Ordinance

Update the Traffic Phasing Ordinance to maintain consistency with the General Plan Circulation Element level of service standards.

Policy CE 2.1.3 Street and Highway Network

Construct the circulation system described on the map entitled Newport Beach Circulation Element-Master Plan of Streets and Highways shown in Figure CE1 and Figure CE2 (cross-section).

Policy CE 2.1.4 Current Traffic Data

Monitor traffic conditions on an ongoing basis and update Master Plan as necessary.

Policy CE 2.1.5 Roadway Improvements

Pursue construction of intersection improvements shown on Figure CE3 or alternate improvements that achieve an acceptable level of service.

Policy CE 2.1.6 Protection of Right-of-Way

Protect right-of-way for designated future streets and highways through all practicable means.

Goal CE 2.2 A safe and efficient roadway system.

Policy CE 2.2.1 Safe Roadways

Provide for safe roadway conditions by adhering to nationally recognized improvement standards and uniform construction and maintenance practices.

Policy CE 2.2.2 Up-to-Date Standards

Periodically review and update street standards to current capacity and safety practices.

Policy CE 2.2.3 Traffic Control

Design traffic control measures to ensure City streets and roads function with safety and efficiency.

Policy CE 2.2.4 Driveway and Access Limitations

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.

Policy CE 2.2.5 Neighborhood Traffic Calming

Balance safety, quality of life, and efficiency when considering traffic calming improvements to local neighborhood streets.

Policy CE 2.2.6 Emergency Access

Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles.

Policy CE 2.2.7 Alleys

Alleys in new developments shall be 20' wide to facilitate circulation.

Goal CE 2.3 Optimal roadway system operation.

Policy CE 2.3.1 Coast Highway Ownership

Pursue ownership of Coast Highway throughout Newport Beach, as opportunities arise, so that Coast Highway can be improved to its ultimate width in Mariners' Mile consistent with the City's vision and to provide the City with more opportunities to increase operational efficiencies.

Policy CE 2.3.2 Roadway Maintenance

Support roadway maintenance programs that inspect, repair, and rehabilitate pavement surfaces in order to preserve the high quality of City streets and thoroughfares.

Policy CE 2.3.3 Traffic Conditions Data Base

Monitor traffic conditions and optimize traffic signal operations and coordination on an ongoing basis.

Policy CE 2.3.4 Improvements to Reflect Changing Traffic Conditions

Based on the monitoring of traffic conditions, consider additional improvements in areas with operations issues, such as intersections with heavy turn volumes (e.g. additional turn lanes, traffic signal progression, etc.).

Goal CE 3.1 A network of regional facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and minimizes the use of City streets by regional through traffic.

Policy CE 3.1.1 Freeway System

Encourage ongoing regional investment in the freeway system.

Policy CE 3.1.2 Integration of Transportation Systems with Adjoining Communities and the Region

Interface with regional and surrounding local agencies, such as Caltrans, OCTA, the County of Orange, John Wayne Airport, the Cities of Irvine, Costa Mesa, and Huntington Beach, and the University of California, Irvine to implement systems that serve the needs of regional travelers in a way that minimizes impacts on Newport Beach residents.

Policy CE 3.1.3 Regional Consistency

The City of Newport Beach Master Plan of Streets and Highways (shown on Figure CE1) shall be consistent with the Orange County Master Plan of Arterial Highways.

Policy CE 3.1.4 Regional Traffic Mitigation

Participate in programs (Congestion Management Program, Growth Management Program, etc.) to mitigate regional traffic congestion.

Policy CE 3.1.5 19th Street Bridge

Advocate for the implementation of needed regional Master Plan improvements, and be a strong advocate for construction of the 19th Street bridge across the Santa Ana River.

Public Transportation

Goal CE 4.1 A public transportation system that provides mobility for residents and encourages use of public transportation as an alternative to automobile travel.

Policy CE 4.1.1 Public Transit Efficiency

Support efforts by OCTA and other agencies to increase the effectiveness and productivity of transit services, possibly including local shuttle services.

Policy CE 4.1.2 Transit Services for Special Need Populations

Support efforts to increase accessible transit services and facilities for the elderly, disabled, and other transportation disadvantaged persons.

Policy CE 4.1.3 Seasonal Public Transit

Coordinate with OCTA to provide seasonal, recreational, and special events shuttles.

Policy CE 4.1.4 Land Use Densities Supporting Public Transit

Accommodate residential densities sufficient to support transit patronage, especially in mixed use areas such as the Airport Area.

Policy CE 4.1.5 Airport Shuttles

Encourage the use of airport shuttle services to minimize the impacts of air travelers on the local roadway system.

Policy CE 4.1.6 Transit Support Facilities

Participate in efforts to develop transit support facilities, including park-and-ride lots, bus stops, and shelters.

Policy CE 4.1.7 School Transit

Monitor the demand for additional private, public, and school transportation available to serve the needs of K-12 students and advocate for improvements in traffic from students.

Alternative Transportation Modes

Goal CE 5.1 Convenient trail systems that satisfy recreational desires and transportation needs.

Policy CE 5.1.1 Trail System

Promote construction of a comprehensive trail system as shown on Figure CE4 and Figure CE5.

Policy CE 5.1.2 Pedestrian Connectivity

Link residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving.

Policy CE 5.1.3 Pedestrian Improvements in New Development Projects

Require new development projects to include safe and attractive sidewalks, walkways, and bike lanes in accordance with the Master Plan, and, if feasible, trails.

Policy CE 5.1.4 Linkages to Citywide Trail System and Neighborhoods

Require developers to construct links to the planned trail system, adjacent areas, and communities where appropriate.

Policy CE 5.1.5 Bikeway System

Cooperate with state, federal, county, and local agencies to coordinate bikeways and trails throughout the region.

Policy CE 5.1.6 Bicycle Supporting Facilities

Incorporate bicycle and pedestrian facilities in the design plans for new streets and highways and, where feasible, in the plans for improving existing roads.

Policy CE 5.1.7 Bicycle Safety

Provide for safety of bicyclists, equestrians, and pedestrians by adhering to current national standards and uniform practices.

Policy CE 5.1.8 Bicycle Conflicts with Vehicles and Pedestrians

Minimize conflict points among motorized traffic, pedestrians, and bicycle traffic.

Policy CE 5.1.9 Integrated Bicycle Improvements

Coordinate community bicycle and pedestrian facilities in a citywide network for continuity of travel.

Policy CE 5.1.10 Bicycle Trail Signage

Develop and implement a uniform signing program to assist the public in locating, recognizing, and utilizing public bikeways and trails.

Policy CE 5.1.11 School Access

Work with schools to promote walking, biking, safe drop-off, and other improvements.

Policy CE 5.1.12 Pedestrian Street Crossings

Implement improved pedestrian crossings in key high volume areas such as Corona Del Mar, Mariners' Mile, West Newport, Airport Area, Newport Center/Fashion Island, and the Balboa Peninsula.

Policy CE 5.1.13 Overhead Pedestrian Street Crossings

Consider overhead pedestrian crossings in areas where pedestrian use limits the efficiency of the roadway or signalized intersection.

Policy CE 5.1.14 Newport Harbor Trails and Walkways

Develop and implement a long-range plan for public trails and walkways to access all appropriate commercial areas of the harbor, as determined to be physically and economically feasible including: (Policy HB 6.2)

a. Extension of the Lido Marina Village boardwalk across all of the waterfront commercial properties in Lido Village.
b. Provide a continuous waterfront walkway along the Rhine Channel, connecting Cannery Village and McFadden Square waterfront commercial areas with Las Arenas Beach at 19th Street.
c. Provide a walkway connecting the Lido Village area with Mariners' Mile.
d. Provide a continuous walkway along the Mariners' Mile waterfront from the Coast Highway/Newport Boulevard Bridge to the Balboa Bay Club.

Policy CE 5.1.15 Equestrian Trails

Maintain the existing equestrian trail system in Santa Ana Heights.

Policy CE 5.1.16 Bicycle and Pedestrian Safety

Provide for the safety of bicyclists and pedestrians through provision of adequate facilities, including maintenance of extra sidewalk width where feasible.

Goal CE 5.2 Enhanced and maintained public water transportation services and expanded public water transportation uses and land support facilities.

Policy CE 5.2.1 Marine Terminals

Coordinate the location of marine terminals with other components of the transportation system to ensure convenient multi-modal access and adequate parking.

Policy CE 5.2.2 Expanded Water Transportation Modes

Promote opportunities to expand water transportation modes, such as water based shuttle services and water taxis.

Transportation Systems Management (TSM)/Travel Demand Management (TDM)

Goal CE 6.1 An efficient circulation system through the use of transportation systems management.

Policy CE 6.1.1 Traffic Signals

Improve traffic signal operations by optimizing signal timing, interconnecting signalized intersections along arterial streets, and installing computerized master traffic signal control systems in intensively utilized areas.

Policy CE 6.1.2 Intelligent Transportation Systems

Explore and implement intelligent transportation system and infrastructure improvements which will reduce peak hour traffic from that forecast in this Element.

Policy CE 6.1.3 Coordination with Adjacent Jurisdictions

Coordinate operations with adjacent jurisdictions to enhance the efficiency of inter-jurisdictional roadway system operations.

Goal CE 6.2 Reduced automobile travel through the use of travel demand management strategies.

Policy CE 6.2.1 Alternative Transportation Modes

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.

Policy CE 6.2.2 Support Facilities for Alternative Modes

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.

Policy CE 6.2.3 Project Site Design Supporting Alternative Modes

Encourage increased use of public transportation by requiring project site designs that facilitate the use of public transportation and walking.

Parking

Goal CE 7.1 An adequate supply of convenient parking throughout the City.

Policy CE 7.1.1 Required Parking

Require that new development provide adequate, convenient parking for residents, guests, business patrons, and visitors.

Policy CE 7.1.2 Parking In-Lieu Fees

Establish an in-lieu parking fee that the City may require to be paid when a development is not able to provide required parking.

Policy CE 7.1.3 Funding of Shared Parking Facilities

Use in-lieu fees and other funds to develop public shared parking facilities in areas with inadequate parking supply. Priority shall be given to spending fees in areas that will benefit those who contributed the fees.

Policy CE 7.1.4 Expanded Parking in Corona del Mar

Permit conversion of Corona Del Mar residential lots adjacent to commercial areas and commercial lots for parking to support commercial uses. Encourage continued use of existing parking on residential zoned lots, as well as existing shared parking lots.

Policy CE 7.1.5 Avon Street Municipal Parking Lot Relocation

Consider relocation of the Avon Street municipal lot to better serve commercial uses in Mariners' Mile.

Policy CE 7.1.6 Public Use of Private Parking Facilities

Encourage the use of commercial, office, and institutional parking areas for use as public parking to serve coastal recreational areas during weekends and holidays, in conjunction with public transit or shuttles where appropriate.

Policy CE 7.1.7 Shared Parking Facilities

Consider allowing shared parking in mixed use and pedestrian oriented areas throughout the City.

Policy CE 7.1.8 Parking Configuration

Site and design new development to avoid use of parking configurations or management programs that are difficult to maintain and enforce.

Policy CE 7.1.9 Parking Requirements for Pedestrian-Oriented and Local-Serving Uses

Consider revised parking requirements for small scale neighborhood serving commercial uses in areas that derive most of their trade from walk-in business, especially where on-street or other public parking is available.

Policy CE 7.1.10 Parking for Marine Recreational Users

Provide adequate parking as necessary in the vicinity of visitor serving marine uses, including marinas, water transportation terminals, boat ramps, as well as parking suitable for service vehicles in commercial marinas and berthing areas.

Policy CE 7.1.11 Curb Cuts

Require new development to minimize curb cuts to protect on-street parking spaces. Close curb cuts to create on street parking spaces wherever feasible.

Policy CE 7.1.12 Alley Access

Require alley access to parking areas for all new development in areas where alley access exists.

Policy CE 7.1.13 Up-to-Date Parking Requirements

Periodically review and update off-street parking requirements to ensure that new development provides off-street parking sufficient to serve approved uses.

Goal CE 7.2 An efficiently operated parking system.

Policy CE 7.2.1 Parking Management

Develop parking management programs for areas with inadequate parking.

Policy CE 7.2.2 Parking Signage

Provide improved parking information and signage.

Policy CE 7.2.3 Shared Valet Service

Explore the feasibility of shared valet parking programs in areas with high parking demand and less conveniently located parking facilities, such as Mariners' Mile and McFadden Square.

Transportation Funding

Goal CE 8.1 Adequate funding for needed transportation infrastructure and operations.

Policy CE 8.1.1 Transportation User and Benefit Fees

Support legislation to increase transportation user and benefit fees, and to index such fees to keep pace with inflation, in order to provide the additional revenues for needed transportation facilities and services.

Policy CE 8.1.2 State Highway Revenues

Support legislation to increase state highway revenues as needed to maintain and rehabilitate the existing state highway system and to match all available federal highway funding.

Policy CE 8.1.3 Innovative Transportation Funding

Support the evaluation and implementation of innovative transportation financing mechanisms such as local tax increment districts, benefit assessment districts, and joint development and use of transportation centers.

Policy CE 8.1.4 Local Street and Highway Revenues

Support measures to increase local street and highway revenues as needed to fund all road reconstruction, operation, and maintenance cost.

Policy CE 8.1.5 Comprehensive Funding Program

Support measures to develop and implement a continuing funding program, including private sector participation and an equitable fare structure, to fund the construction, operation and maintenance of transit facilities and services. (Imp 7.2, 29.1, 44.7, 44.8)

Policy CE 8.1.6 Annual Budgeting for Improvements

Annually review and consider budgeting for projects contributing to completion of the Master Plan of Streets and Highways.

Policy CE 8.1.7 Fair Share Fee Ordinance

Periodically review the Fair Share Fee Ordinance, reassess the unfunded cost of required improvements and adjust the required Fair Share Fees as appropriate.

Policy CE 8.1.8 Roadway Improvements Funding

Fund costs of major roadway facility and intersection improvements through gas tax revenues, federal, state, and county grants, and City ordinances to avoid burdening the General Fund to the extent that this is possible.

Policy CE 8.1.9 Right-of-Way Dedication

Require the dedication of needed right-of-way in conjunction with approval of subdivision maps or other discretionary approvals.

Policy CE 8.1.10 Development Requirements

Require development to provide the needed roadway improvements adjacent to a site, commensurate with project impact and in accordance with the Master Plan of Streets and Highways.

Policy CE 8.1.11 Joint Funding with Adjoining Jurisdictions

Pursue joint funding of improvements in areas (such as the Airport Area) where traffic growth and/or needed improvements are demonstrably based upon traffic contributions or improvements that are a joint responsibility of Newport Beach and one or more adjacent jurisdictions/agencies.

Policy CE 8.1.12 Measure M Restrictions

Measure M sales tax revenues shall not be used to replace private developer funding that has been committed for any project or normal subdivision obligations.

Policy CE 8.1.13 Transportation Improvement or Special Assessment District

Establish a transportation improvement or special assessment district to fund improvements needed in the Airport area.

Land Use Element

Goal LU 2 A living, active, and diverse environment that complements all lifestyles and enhances neighborhoods, without compromising the valued resources that make Newport Beach unique. It contains a diversity of uses that support the needs of residents, sustain and enhance the economy, provide job opportunities, serve visitors that enjoy the City's diverse recreational amenities, and protect its important environmental setting, resources, and quality of life.

Policy LU 2.8 Adequate Infrastructure

Accommodate the types, densities, and mix of land uses that can be adequately supported by transportation and utility infrastructure (water, sewer, storm drainage, energy, and so on) and public services (schools, parks, libraries, seniors, youth, police, fire, and so on).

Goal LU 3 A development pattern that retains and complements the City's residential neighborhoods, commercial and industrial districts, open spaces, and natural environment.

Policy LU 3.2 Growth and Change

Enhance existing neighborhoods, districts, and corridors, allowing for re-use and infill with uses that are complementary in type, form, scale, and character. Changes in use and/or density/intensity should be considered only in those areas that are economically underperforming, are necessary to accommodate Newport Beach's share of projected regional population growth, improve the relationship, and reduce commuting distance between home and jobs, or enhance the values that distinguish Newport Beach as a special place to live for its residents. The scale of growth and new development shall be coordinated with the provision of adequate infrastructure and public services, including standards for acceptable traffic level of service.

Goal LU 6.4 If acquisition for open space is not successful, a high-quality residential community with supporting uses that provides revenue to restore and protect wetlands and important habitats.

Policy LU 6.4.6 Approaches for a Livable Neighborhood

Site and design development to enhance neighborhood quality of life by:

- Establishing a pattern of blocks that promotes access and neighborhood identity
- Design streets to slow traffic, while maintaining acceptable fire protection and traffic flows
- Integrating a diversity of residential types within a neighborhood, while ensuring compatibility among different residential types
- Orienting and designing the residential units to relate to the street frontage
- Locating and designing garages to minimize their visual dominance from the street
- Incorporating sidewalks and parkways to foster pedestrian activity
- Promoting architectural diversity

Goal LU 6.15 A mixed-use community that provides jobs, residential, and supporting services in close proximity, with pedestrian-oriented amenities that facilitates walking and enhance livability.

Policy LU 6.15.19 Walkable Streets

Retain the curb-to-curb dimension of existing streets, but widen sidewalks to provide park strips and generous sidewalks by means of dedications or easements. Except where traffic loads preclude fewer lanes, add parallel

parking to calm traffic, buffer pedestrians and provide short-term parking for visitors and shop customers.

Policy LU 6.15.20 Connected Streets

Require dedication and improvement of new streets as shown on Figure LU23. The illustrated alignments are tentative and may change as long as the routes provide the intended connectivity. If traffic conditions allow, connect new and existing streets across MacArthur Boulevard with signalized intersections, crosswalks, and pedestrian refuges in the median.

Policy LU 6.15.24 Airport Compatibility

Require that all development be constructed within the height limits and residential be located outside of areas exposed to the 65 dBA CNEL noise contour specified by the Airport Environs Land Use Plan (AELUP), unless the City Council makes appropriate findings for an override in accordance with applicable law.

Safety Element

Aviation Hazards

Goal S 8 Residents, property, and the environment are protected from aviation-related hazards.

Policy S 8.1 Firefighter Training Program

Provide a formalized Aircraft Rescue Fire Fighting training program (including airport and aircraft familiarization, fuel fire extinguishment, hazards associated with airplanes and aircraft cargo, safety procedure, aviation communications, evacuation, and rescue operations) for all firefighters and Chief Fire Officers in Newport Beach.

Policy S 8.4 Mutual Aid Agreements

Develop clear mutual aid agreements and Memoranda of Understanding with the airport fire service, county emergency and law enforcement agencies, United States Coast Guard, private ferry providers, and other potential resources.

Goal S 9 Effective emergency response to natural or human-induced disasters that minimizes the loss of life and damage to property, while also reducing disruptions in the delivery of vital public and private services during and following a disaster.

Policy S 9.1 Review and Update Emergency Plans

Review and update, as necessary, the City's Emergency Management Plan on an annual basis. (Imp 38.2, 39.2)

Policy S 9.2 **Emergency Management System Training**

Conduct annual training sessions using adopted emergency management systems. Coordinate with other urban area jurisdictions to execute a variety of exercises to test operational and emergency plans.

Policy S 9.4 **Familiarity with National and State Response Plans**

Ensure that all Newport Beach personnel are familiar with the National Incident Management System, the National Response Plan, the State of California Master Mutual Aid Agreement, the Orange County Operational Area Mutual Aid Plan, and any other relevant response plans consistent with their position in the City's Emergency Management Plan. (Imp 38.2, 39.2)

Policy S 9.5 **Emergency and Disaster Education Programs**

Sponsor and support education programs pertaining to emergency/disaster preparedness and response protocols and procedures. Distribute information about emergency preparedness to community groups, schools, religious institutions, transient occupancy establishments, and business associations

Impacts and Mitigation Measures

Measures to reduce impacts to freeway segments and ramps would need to be implemented through Caltrans. Implementation of such mitigation is outside the jurisdiction of the City. Therefore, although feasible mitigation may be available to reduce impacts identified in Impact 4.13-2, it cannot be guaranteed that such measures would be implemented. As such, no feasible mitigation is available to the City to reduce impacts to freeway segments and ramps.

Level of Significance After Proposed Improvements in the Circulation Element and Implementation of the Proposed General Plan Update Policies

Intersection analysis has been performed to determine the additional improvements necessary to provide acceptable levels of service. Table 4.13-6 summarizes intersection analysis for buildout conditions, including potential improvements and discussion regarding improvement feasibility. Table 4.13-7 also compares the ICU results with and without additional improvements. Improvements necessary to provide acceptable levels of service are listed in Table 4.13-10. Improvements that require the least additional right-of-way or other environmental impacts have generally been recommended. Individual intersections improvements are provided in the GPTS (Appendix D) for each location requiring improvements. Impacts associated with intersections, CMP arterials, air traffic patterns, design hazards, emergency access, and parking within the Planning Area would be ***less than significant*** upon implementation of the identified proposed General Plan Update policies. Cumulative impacts would also be ***less than significant***. As no feasible mitigation has been identified to reduce impacts related to freeway mainlines and ramps, this project and cumulative impacts would remain ***significant and unavoidable***.

4.13.6 References

Urban Crossroads. 2006. *City of Newport Beach General Plan Transportation Study, Newport Beach, California*, 22 March.

———. 2006. *Existing with Project Evaluation*, 27 March.