

## **4. ENVIRONMENTAL IMPACT ANALYSIS**

### **M. TRANSPORTATION/TRAFFIC**

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#### **1. INTRODUCTION**

This section analyzes potential impacts associated with future construction and operational traffic impacts relative to the following facilities: roadway intersections, the regional transportation system, public transit, access, and alternative transportation. It also addresses project consistency with transportation plans and other relevant plans, policies, and regulations. Information for this analysis is based on a Traffic Impact Analysis (TIA), prepared for the proposed project in July 2013 by Kunzman Associates, Inc. (Kunzman), which is included as Appendix K of this Draft EIR.

#### **2. ENVIRONMENTAL SETTING**

##### **a. Existing Conditions**

##### **(1) Existing Traffic Network**

###### **(a) Study Area Intersections**

Pursuant to discussions with City of Newport Beach staff, the TIA study area includes 19 intersections, all of which are located within the City of Newport Beach. The following intersections, where (NS) indicates streets running north-south and (EW) denotes streets running east-west, are included in the TIA study area:

Newport Boulevard Southbound Ramp (NS) at:

West Coast Highway (EW)

Riverside Avenue (NS) at:

West Coast Highway (EW)

Tustin Avenue (NS) at:

West Coast Highway (EW)

Irvine Avenue (NS) at:

19<sup>th</sup> Street/Dover Drive (EW)

17th Street/Westcliff Drive (EW)

Dover Drive (NS) at:

Westcliff Drive (EW)

16th Street (EW)

West Coast Highway (EW)

Bayside Drive (NS) at:

East Coast Highway (EW)

- Jamboree Road (NS) at:
- San Joaquin Hills Road (EW)
  - Santa Barbara Drive (EW)
  - East Coast Highway (EW)
- Santa Cruz Drive (NS) at:
- San Joaquin Hills Road (EW)
- Santa Rosa Drive (NS) at:
- San Joaquin Hills Road (EW)
- Newport Center Drive (NS) at:
- East Coast Highway (EW)
- Avocado Avenue (NS) at:
- East Coast Highway (EW)
- MacArthur Boulevard (NS) at:
- San Joaquin Hills Road (EW)
  - San Miguel Drive (EW)
  - East Coast Highway (EW)

The locations of the TIA study area intersections are illustrated below in **Figure 4.M-1, *Study Intersection Locations***.

#### **(b) Existing Travel Lanes and Intersection Controls**

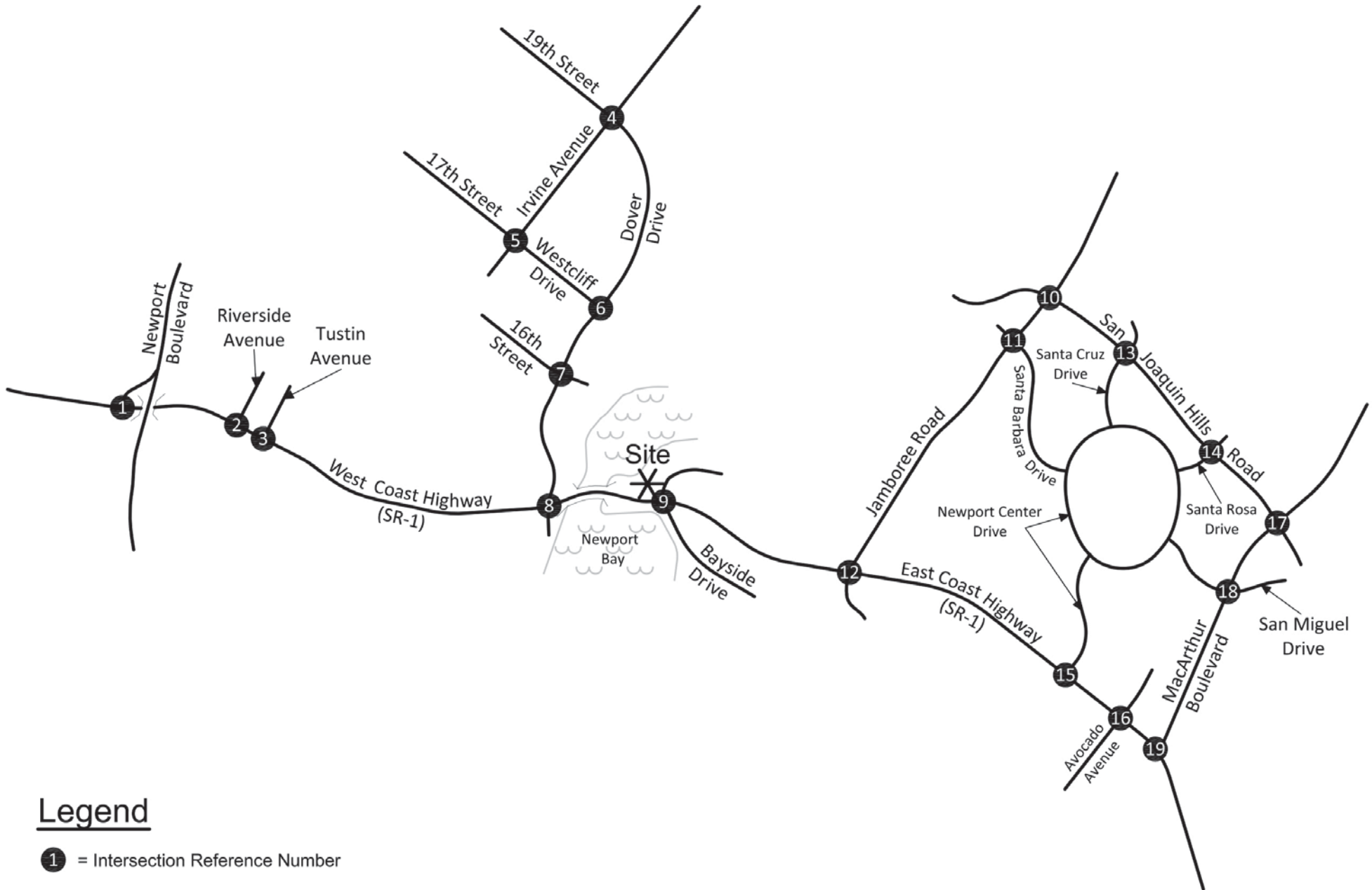
**Figure 4.M-2, *Existing Intersection Controls***, below, identifies the existing intersection controls at study area locations, while **Figure 4.M-3, *Existing Travel Lanes***, illustrates the existing number of through and turn lanes for the study area intersections.

#### **(c) Existing Master Plan of Arterial Highways**

**Figure 4.M-4, *General Plan Circulation Element***, below, illustrates the current roadway classifications contained in the City of Newport Beach General Plan Circulation Element. Both existing and future roadways are included in the Circulation Element of the General Plan, as depicted in Figure 4.M-4, which shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development assumed in the Land Use Element of the General Plan.

#### **(d) Existing Traffic Volumes**

The City of Newport Beach staff provided Year 2011/2012 morning and evening peak hour approach volumes at each study area intersection (see Appendix B of the project TIA, contained in Appendix K of this Draft EIR). Existing (Year 2012) morning and evening peak hour intersection turning movement volumes are illustrated in Figures 7 and 8, respectively, of the project TIA.



## Legend

1 = Intersection Reference Number



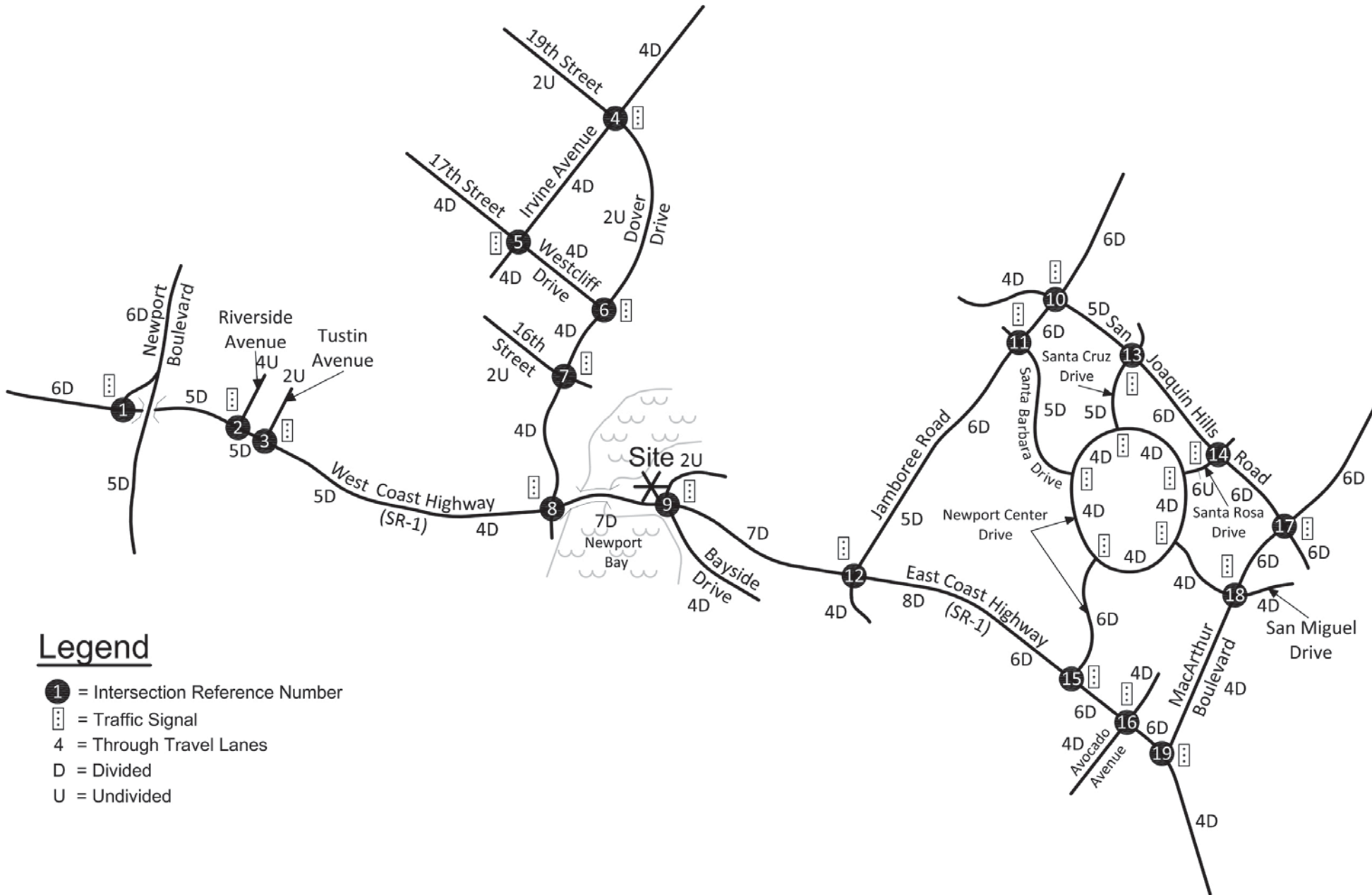
## Study Intersection Locations

Back Bay Landing

Source: Kunzman Associates, Inc., 2013.

FIGURE

4.M-1



1		

Newport Boulevard SB Ramp/  
West Coast Highway

2		

Riverside Avenue/  
West Coast Highway

3		

Tustin Avenue/  
West Coast Highway

4		

Irvine Avenue/  
19th Street/Dover Drive

5		

Irvine Avenue/  
17th Street/Westcliff Drive

6		

Dover Drive/  
Westcliff Drive

7		

Dover Drive/  
16th Street

8		

Dover Drive/  
West Coast Highway

9		

Bayside Drive/  
East Coast Highway

10		

Jamboree Road/  
San Joaquin Hills Road

11		

Jamboree Road/  
Santa Barbara Drive

12		

Jamboree Road/  
East Coast Highway

13		

Santa Cruz Drive/  
San Joaquin Hills Road

14		

Santa Rosa Drive/  
San Joaquin Hills Road

15		

Newport Center Drive/  
East Coast Highway

16		

Avocado Avenue/  
East Coast Highway

17		

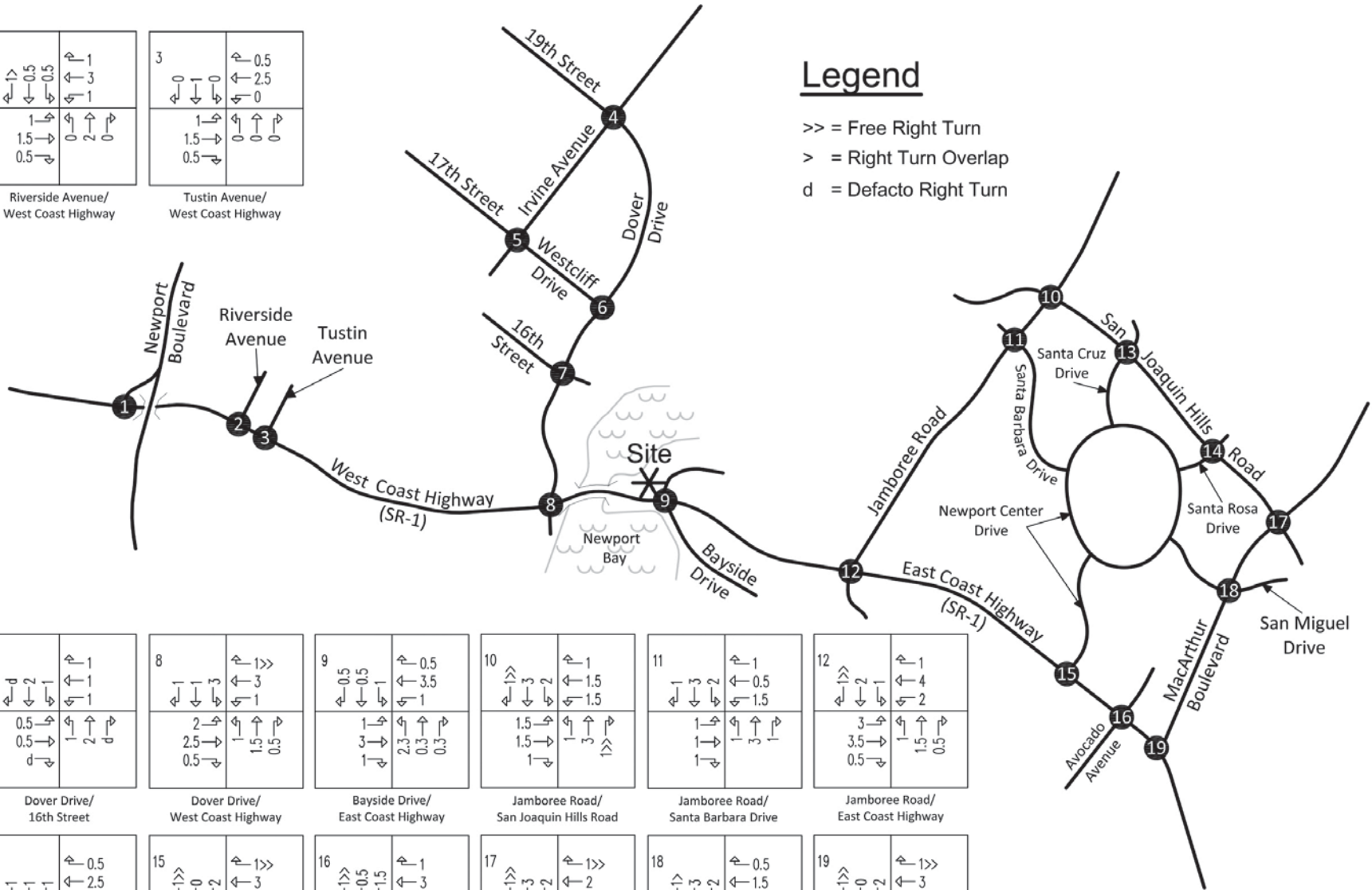
MacArthur Boulevard/  
San Joaquin Hills Road

18		

MacArthur Boulevard/  
San Miguel Drive

19		

MacArthur Boulevard/  
East Coast Highway



## Legend

- >> = Free Right Turn
- > = Right Turn Overlap
- d = Defacto Right Turn

Intersection reference numbers are in upper left corner of turning movement boxes.



## Existing Travel Lanes

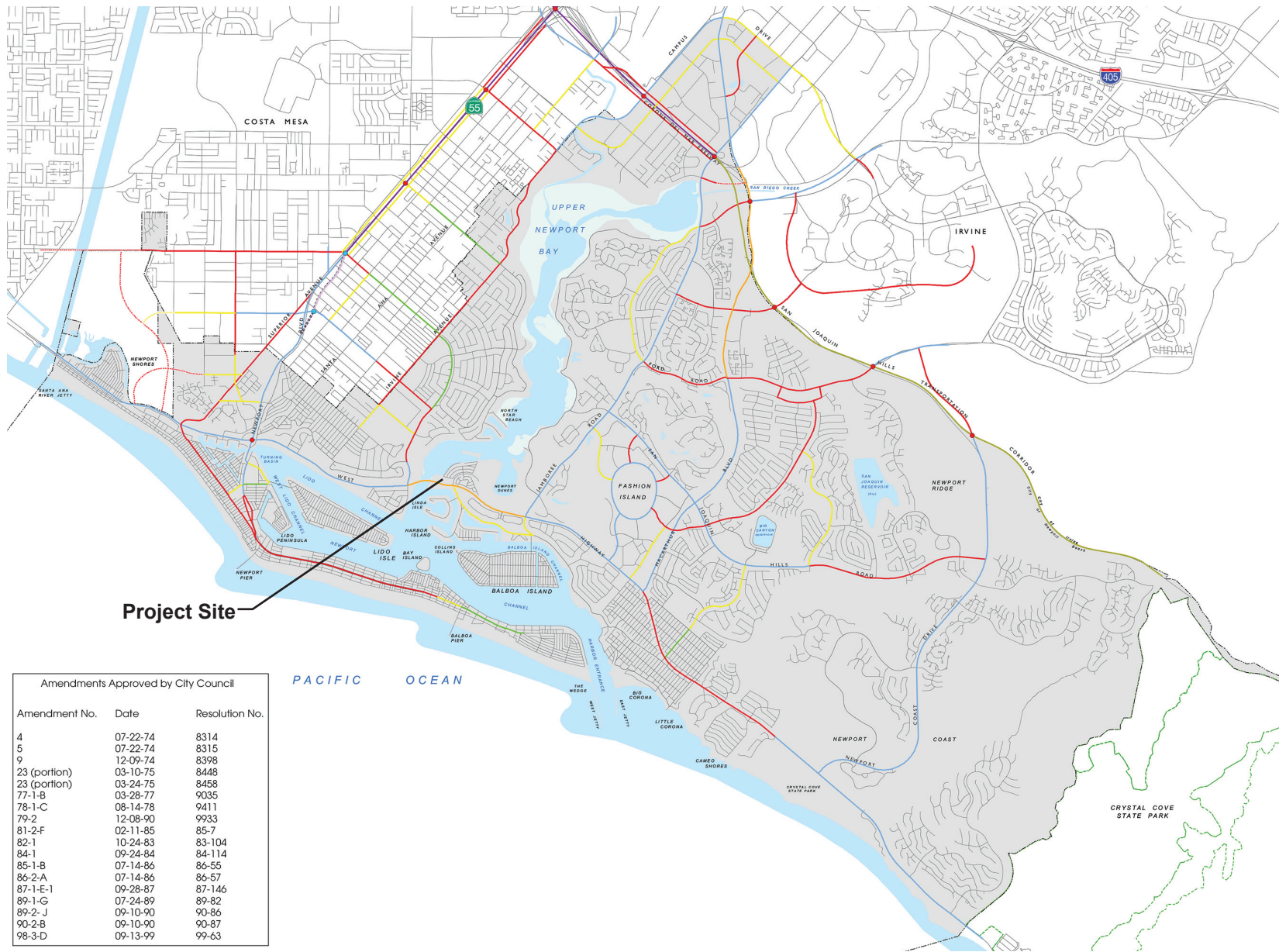
Back Bay Landing

Source: Kunzman Associates, Inc., 2013.

FIGURE

4.M-3





- Legend**
- ADOPTED INTERCHANGE
  - PROPOSED INTERCHANGE
  - === FURTHER COORDINATION
  - 0.75 Miles
  - COMMUTER ROADWAY (TWO LANE UNDIVIDED) 3.24 Miles
  - SECONDARY ROAD (FOUR LANE UNDIVIDED) 16.88 Miles
  - SECONDARY (NOT BUILT) 0.28 Miles
  - PRIMARY ROAD (FOUR LANE DIVIDED) 29.62 Miles
  - PRIMARY ROAD (NOT BUILT) 3.05 Miles
  - MAJOR ROAD (SIX LANE DIVIDED) 30.64 Miles
  - EIGHT LANE ROAD (DIVIDED) 2.81 Miles
  - SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR 5.32 Miles
  - ADOPTED FREEWAY ROUTES 4.48 Miles
  - FUTURE FREEWAY EXTENSION 0.75 Miles

**Project Site**

Amendments Approved by City Council

Amendment No.	Date	Resolution No.
4	07-22-74	8314
5	07-22-74	8315
9	12-09-74	8398
23 (portion)	03-10-75	8448
23 (portion)	03-24-75	8458
77-1-B	03-28-77	9035
78-1-C	08-14-78	9411
79-2	12-08-90	9933
81-2-F	02-11-85	85-7
82-1	10-24-83	83-104
84-1	09-24-84	84-114
85-1-B	07-14-86	86-55
86-2-A	07-14-86	86-57
87-1-E-1	09-28-87	87-146
89-1-G	07-24-89	89-82
89-2-J	09-10-90	90-86
90-2-B	09-10-90	90-87
98-3-D	09-13-99	99-63

PACIFIC OCEAN



**General Plan Circulation Element**

Back Bay Landing

Source: Kunzman Associates, Inc., 2013.

FIGURE  
**4.M-4**

### (e) Existing Intersection Capacity Utilization

Consistent with the City of Newport Beach approved traffic impact analysis methodology, the technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization (ICU, see discussion below under Methodology). To calculate an ICU value, the volume of traffic using the intersection is compared with the capacity of the intersection. An ICU value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. The Levels of Service for existing (Year 2012) traffic conditions have been calculated and are shown below in **Table 4.M-1, Existing (Year 2012) Intersection Capacity Utilization and Levels of Service**. Existing (Year 2012) ICU worksheets and the Level of Service (LOS) description are provided in Appendix C of the project TIA. For existing (Year 2012) traffic conditions, the study area intersections currently operate at LOS D or better during the morning/evening peak hours.

### (2) Public Transit Facilities

An existing Orange County Transportation Authority (OCTA) bus stop is located immediately adjacent to the project site, on the north side of East Coast Highway just west of Bayside Drive, which provides a convenient location for trips to be made by transit to and from the project site. The existing OCTA bus stop provides service for Bus Routes 1 and 55. Route 1 provides service between Long Beach and San Clemente via Pacific Coast Highway, while Route 55 provides service between Santa Ana and Newport Beach via Standard Avenue, Bristol Street, Fairview Street, and 17<sup>th</sup> Street. Pedestrian access to the existing bus stop adjacent to the project site is currently restricted due to the presence of an existing perimeter fence on the southern and eastern project site boundaries and lack of existing sidewalk on the west side of Bayside Drive north of East Coast Highway, as discussed further below.

### (3) Alternative Transportation

Bike lanes, sidewalks, and trails in the project area provide non-vehicular access for pedestrians and cyclists, while existing kayak and stand-up paddleboard rental facilities on-site provide water-based transportation options within Upper Newport Bay and Newport Harbor. A sidewalk immediately adjacent to the project site on the south provides continuous pedestrian access along the East Coast Highway project site frontage, though access is currently restricted by existing fencing along the site's southern perimeter. No sidewalk currently exists along the west side of Bayside Drive along the project site's eastern perimeter, though a continuous sidewalk does exist on the east side of Bayside Drive from East Coast Highway to Upper Newport Bay Regional Park/Newport Dunes Resort. However, given the lack of pedestrian site access to the site from East Coast Highway due to existing perimeter fencing and the absence of a sidewalk along the west side of Bayside Drive immediately north of East Coast Highway, current non-vehicular access to the site is considered limited. The intersection of East Coast Highway and Bayside Drive is signalized and provides marked crosswalks on three of the four legs, providing a safe crossing route for pedestrians from locations east, west, and south of the project site.

Class II bike lanes exist on both sides of East Coast Highway in the project vicinity, while off-street Class I multi-use trails are located to the west across Upper Newport Bay in Castaways Park (and adjacent bluff top) and to the east between existing mobile homes and the Newport Dunes Resort. Existing bike lanes and trails are illustrated in **Figure 2-9, Coastal Access and Regional Trail Connections**, in Chapter 2, *Project Description*, of this Draft EIR. No direct bicycle or pedestrian connections to these facilities from the project site currently exist.

Table 4.M-1

## Existing (Year 2012) Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control <sup>c</sup>	Intersection Approach Lanes <sup>a</sup>				Peak Hour ICU-LOS <sup>b</sup>	
		Northbound	Southbound	Eastbound	Westbound	Morning	Evening
		L T R	L T R	L T R	L T R		
Newport Boulevard SB Ramp (NS) at: West Coast Highway (EW)	TS	0 0 0	2 0 1	0 2 0	0 3 1>>	0.84-D	0.72-C
Riverside Avenue (NS) at: West Coast Highway (EW)	TS	0 1 0	0.5 0.5 1>	1 1.5 0.5	1 3 1	0.66-B	0.76-C
Tustin Avenue (NS) at: West Coast Highway (EW)	TS	0 0 0	0 1 0	1 1.5 0.5	0 2.5 0.5	0.63-B	0.57-A
Irvine Avenue (NS) at: 19 <sup>th</sup> Street/Dover Drive (EW)	TS	1 2 d	1 2 d	1 0.5 0.5	1 1 1	0.52-A	0.61-B
17 <sup>th</sup> Street/Westcliff Drive (EW)	TS	2 2 d	2 2 d	2 1.5 0.5	1 1.5 0.5	0.45-A	0.70-B
Dover Drive (NS) at: Westcliff Drive (EW)	TS	2 2 0	0 1 1	2 0 1>>	0 0 0	0.43-A	0.44-A
16 <sup>th</sup> Street (EW)	TS	1 2 d	1 2 d	0.5 0.5 d	1 1 1	0.50-A	0.50-A
West Coast Highway (EW)	TS	1 1.5 0.5	3 1 1	2 2.5 0.5	1 3 1>>	0.61-B	0.67-B
Bayside Drive (NS) at: East Coast Highway (EW)	TS	2.3 0.3 0.3	1 0.5 0.5	1 3 1	1 3.5 0.5	0.64-B	0.61-B
Jamboree Road (NS) at: San Joaquin Hills Road (EW)	TS	1 3 1>>	2 3 1>>	1.5 1.5 1	1.5 1.5 1	0.60-A	0.81-D
Santa Barbara Drive (EW)	TS	1 3 1	2 3 1	1 1 1	1.5 0.5 1	0.48-A	0.61-B
East Coast Highway (EW)	TS	1 1.5 0.5	1 2 1>>	3 3.5 0.5	2 4 1	0.56-A	0.65-B
Santa Cruz Drive (NS) at: San Joaquin Hills Road (EW)	TS	2 0.5 0.5	1 1.5 0.5	1 2.5 0.5	1 2.5 0.5	0.31-A	0.34-A



**Table 4.M-3 (Continued)**

**Existing (Year 2012) Intersection Capacity Utilization and Levels of Service**

Intersection	Traffic Control <sup>c</sup>	Intersection Approach Lanes <sup>a</sup>				Peak Hour ICU-LOS <sup>b</sup>	
		Northbound	Southbound	Eastbound	Westbound	Morning	Evening
		L T R	L T R	L T R	L T R		
Santa Rosa Drive (NS) at: San Joaquin Hills Road (EW)	TS	1 1 1>	1 1 1	1 2.5 0.5	2 2.5 0.5	0.33-A	0.47-A
Newport Center Drive (NS) at: East Coast Highway (EW)	TS	0 0 0	2 0 1>>	2 3 0	0 3 1>>	0.36-A	0.44-A
Avocado Avenue (NS) at: East Coast Highway (EW)	TS	1 1 1	1.5 0.5 1>>	1 3 d	1 3 1	0.44-A	0.50-A
MacArthur Boulevard (NS) at: San Joaquin Hills Road (EW)	TS	2 3 1	2 3 1>>	3 2.5 0.5	1 2 1>>	0.63-B	0.72-C
San Miguel Drive (EW)	TS	2 3 1	2 3 1>	3 1.5 0.5	2 1.5 0.5	0.52-A	0.47-A
East Coast Highway` (EW)	TS	0 0 0	2 0 1>>	2 3 0	0 3 1>>	0.67-B	0.64-B

<sup>a</sup> L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; d = De Facto Right Turn Lane

<sup>b</sup> ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix C of the project TIA).

<sup>c</sup> TS = Traffic Signal

Source: Kunzman and Associates, Inc., 2013

## **b. Regulatory Framework**

### **(1) California State Transportation Improvement Program**

The California Transportation Commission (CTC) administers the State's transportation programming. Transportation programming is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. The CTC commits expected revenues over a multi-year period to transportation projects. The State Transportation Improvement Program (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. The California Department of Transportation (Caltrans) manages operation of State highways and freeways and interstate routes. In the vicinity of the project site these would include SR-1 (East Coast Highway), SR-55 (Costa Mesa Freeway), and SR-73 (Corona del Mar Freeway), all of which pass through the City.

The Caltrans Project Development Procedures, which include Project Study Reports (PSR), Project Report (PR), preliminary engineering (PE), and plans, specifications and engineering estimates (PS&E) are tools for implementing improvements consistent with the City of Newport Beach General Plan Circulation Element on the State-owned transportation facilities such as freeways, interchange ramps, freeway over-crossings, park-and-ride facilities, and improvements to conventional State highways (surface street routes). STIP is applicable to the proposed project due to future project-related improvements to East Coast Highway.

### **(2) Regional Transportation Plan/Sustainable Communities Strategy**

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The 2012-2035 RTP/SCS is a long-range regional transportation plan that provides a blueprint to help achieve a coordinated and balanced regional transportation system in the SCAG region, which is composed of six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region, and includes short- and long-range population, housing, and employment projections for local, subregional, and regional geographies that are utilized for regional planning efforts including long-range transportation planning.

### **(3) Southern California Compass Blueprint**

In an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG has collaborated with interdependent sub-regions, counties, cities, communities and neighborhoods in a process referred to by SCAG as Southern California Compass, which resulted in the development of a shared Growth Vision for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. SCAG began Compass Blueprint in 2002, spearheaded by the Growth Vision Subcommittee, which consists of civic leaders from throughout the region. The shared regional vision sought to address issues such as congestion and housing availability, which may threaten the region's livability.

The underlying goal of the growth visioning effort is to make the SCAG region a better place to live, work, and play for all residents. To organize the strategies for improving the quality of life in the SCAG region, four principles were established by the Growth Vision Subcommittee. These goals are contained in the Compass Blueprint Growth Vision Report. The principles are intended to promote and maximize regional mobility,

livability, prosperity and sustainability. Decisions regarding growth, transportation, land use and economic development should support and be guided by these principles. Specific policy and planning strategies also are provided as a way to achieve each of the principles.

#### **(4) Orange County Congestion Management Program**

In June 1990, the passage of the Proposition 111 gas tax increase required California's urbanized areas – areas with populations of 50,000 or more – to adopt a Congestion Management Program (CMP). The following year, Orange County's local governments designated the Orange County Transportation Authority (OCTA) as the Congestion Management Agency (CMA) for the County. As a result, OCTA is responsible for the development, monitoring, and biennial updating of Orange County's CMP.

Proposition 111 explicitly stated that the new gas tax revenues were to be used to fix existing traffic problems and was not to be used to promote future development. For a city to get its share of the Proposition 111 gas tax, it has to follow certain procedures specified by the State Legislature. The legislation requires that a traffic impact analysis be prepared for new development. The traffic impact analysis is prepared to monitor and fix traffic problems caused by new development. The Legislature also requires that adjacent jurisdictions use a standard methodology for conducting a traffic impact analysis. Although each county has developed standards for preparing traffic impact analyses, requirements do vary in detail from one county to another, but not in overall intent or concept. The general approach selected by each county for conducting traffic impact analyses has common elements.

According to the CMP, those proposed developments which meet the following criteria shall be evaluated:

- Development projects that generate more than 2,400 daily trips (the threshold is 1,600 or more trips per day for development projects that will directly access a CMP highway system link).
- Projects with a potential to create an impact of more than three percent of Level of Service E capacity.

The proposed project would directly access East Coast Highway, which is a designated CMP highway, and would generate more than 1,600 vehicle trips per day; as such, the proposed project is subject to CMP evaluation.

#### **(5) Newport Beach General Plan**

The City of Newport Beach General Plan Circulation Element describes the long-term mobility system of the City of Newport Beach. The goals and policies in this element are closely correlated with the Land Use Element and are intended to provide the best possible balance between the City's future growth and land use development, roadway size, traffic service levels, and community character. **Figure 4.M-4, Newport Beach Circulation Element**, illustrates the City's roadway network. The proposed project's consistency with applicable goals and policies of the City's General Plan is provided below under Analysis of Project Impacts.

## **(6) Newport Beach Municipal Code**

### **(a) Traffic Phasing Ordinance**

The City of Newport Beach has adopted a Traffic Phasing Ordinance (Newport Beach Municipal Code [NBMC] Title 15, Chapter 15.40, Traffic Phasing Ordinance) (1) to provide a method of analyzing the traffic impacts of projects on “primary intersections” (listed in Appendix B of the Ordinance)<sup>1</sup> during the morning and evening peak hours; (2) to identify the near-term impacts of a project’s traffic and planned improvements to ensure that development is phased with improvements to address impacts; (3) to ensure that project proponents make or fund circulation system improvements that mitigate impacts at or near the time the project is ready for occupancy; and (4) to ensure that a project’s cost of mitigating traffic impacts is roughly proportional to project impacts.

TPO requirements differ from CEQA requirements in that, typically, the TPO’s focus is on conditions one year after project occupancy, or five years after project approval for larger projects that are not expected to be completed within five years. Because the proposed project is not considered a large project, the TPO requirements direct the TPO traffic analysis to account for project growth one year after project occupancy, which in this case is 2017.

### **(b) Parking Code**

The City of Newport Beach’s requirements for off-street parking for development projects are provided in Chapter 20.40, *Off-Street Parking*, of the NBMC. The purpose of Chapter 20.40 is to provide off-street parking and loading standards to: (1) provide for the general welfare and convenience of persons within the City by ensuring that sufficient parking facilities are available to meet the needs generated by specific uses and that adequate parking is provided, to the extent feasible; (2) provide accessible, attractive, secure, and well-maintained off-street parking and loading facilities; (3) increase public safety by reducing congestion on public streets and to minimize impacts to public street parking available for coastal access and recreation; (4) ensure access and maneuverability for emergency vehicles; and (5) provide loading and delivery facilities in proportion to the needs of allowed uses. Future development on the project site would be required to provide off-street parking as prescribed in Chapter 20.40 of the NBMC. Additionally, site-specific parking requirements for future development on-site are provided in Table 3, *Parking Requirements*, in Section 4, *Development Standards*, of the proposed PCDP.

## **3. PROJECT IMPACTS**

### **a. Methodology**

#### **(1) Existing Plus Project Analysis**

The Existing Plus Project analysis evaluates traffic impacts by combining existing (Year 2012) traffic volumes with project-related traffic at each of the study area intersections using the Intersection Capacity Utilization methodology (see discussion below).

<sup>1</sup> *Municipal Code Chapter 15.40.050 B.1 indicates that other intersections can be addressed.*

The intersection significance threshold for the City of Newport Beach is an increase of one percent (1%) or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours.

## **(2) Traffic Phasing Ordinance Analysis**

### **(a) Approved Projects**

The City of Newport Beach staff provided the approved projects in the study area for the Traffic Phasing Ordinance (TPO) analysis, which as noted above is an analysis required by the City of Newport Beach. The approved projects consist of development that has been approved but are not fully completed, as summarized in **Table 3-1, *Approved Project List***, in Chapter 3, *Basis for Cumulative Analysis*, of this Draft EIR (also see Appendix E of the project TIA). The approved project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 15 and 16, respectively, of the project TIA.

An approved project is one that has been approved pursuant to the TPO, requires no further discretionary approval by the City of Newport Beach, and has received, or is entitled to receive, a building or grading permit for construction of the project or one or more phases of the project.

Trips generated by approved projects shall be included subject to the following:

- All trips generated by each approved project or that portion or phase of the approved project for which no certificate of occupancy has been issued shall be included in any traffic study conducted prior to the expiration date of that approved project.
- In the event a final certificate of occupancy has been issued for one or more phases of a approved project, all trips shall be included in subsequent traffic studies until completion of the first field counts required by Subsection 3(d)(i) subsequent to the date on which the final certificate of occupancy was issued. Subsequent to completion of the field counts, those trips generated by phases of the approved project that have received a final certificate of occupancy shall no longer be included in subsequent traffic studies.
- The City Traffic Engineer and Community Development Director shall maintain a list of approved projects and, at least annually, update the list to reflect new approvals pursuant to the TPO as well as completion of all or a portion of each approved project. An approved project shall not be removed from the approved project list until a final certificate of occupancy has been issued for all phases and the field counts required by Subsection 3(d)(i) have been taken subsequent to issuance of the certificate of occupancy.
- The total trips generated by approved projects shall be reduced by twenty percent (20%) to account for the interaction of approved project trips.

### **(b) Regional Growth**

To account for regional growth on roadways, Year 2017 traffic volumes have been calculated based on a one-percent (1%) annual growth rate over a five-year period. The regional growth rate has been obtained from the City of Newport Beach (see Appendix F of the project TIA). The project is expected to open in Year 2016; therefore the traffic analysis is one year after the project opening year.

### (c) One-Percent Methodology

One percent (1%) of the projected peak hour volumes of each approach of each study area intersection were compared with the peak hour distributed volumes from the proposed project. The TPO one-percent analysis calculation worksheets are shown within Appendix G of the project TIA. If one-percent of the existing + growth (Year 2017) + approved projects traffic peak hour volumes of each approach is greater than the peak hour project generated approach volumes, no further analysis is required. If project generated peak hour approach volumes are higher than one-percent of the projected peak hour volumes on any approach of an intersection, the intersection would require analysis utilizing the Intersection Capacity Utilization methodology (see discussion below).

### (3) Intersection Capacity Utilization Analysis

Consistent with the City of Newport Beach approved methodology, the technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization (ICU). To calculate an ICU value the volume of traffic using the intersection is compared with the capacity of the intersection. An ICU value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

As indicated above, the intersection significance threshold for the City of Newport Beach is an increase of one percent (1%) or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours.

### (4) CEQA Cumulative Analysis

The City of Newport Beach staff provided the cumulative projects in the study area for the CEQA cumulative analysis. Typically, the cumulative projects are known, but not approved, project developments that are reasonably expected to be completed or nearly completed at the same time as the proposed project. The cumulative projects utilized were ones that added traffic to the study area intersections. The cumulative project list is shown in **Table 3-2, Cumulative Project List**, in Chapter 3, *Basis for Cumulative Analysis*, of this Draft EIR, and the cumulative project traffic generation is included in Appendix H of the project TIA. Appendix H of the project TIA contains the directional distributions of the cumulative project traffic. The cumulative project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 21 and 22, respectively, of the project TIA. The CEQA cumulative traffic volumes were obtained by adding the cumulative projects traffic volumes to the TPO traffic volumes.

As is the case for the City's TPO analysis above, the intersection significance threshold for the City of Newport Beach under cumulative traffic conditions is an increase of one percent (1%) or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours.

### (5) California Department of Transportation Delay Analysis

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix I of the project TIA) based on the *2000 Highway Capacity Manual – Transportation Research Board Special Report 209*. Level of Service definitions are included in Appendix I of the project TIA. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.



## **(6) Congestion Management Program Analysis**

To determine whether the addition of project generated trips results in a significant impact at the CMP study facility and thus requires mitigation, the Orange County CMP utilizes the following thresholds of significance:

- A significant project impact occurs when a proposed project increases traffic demand at a CMP study facility by more than three percent (3%) of capacity ( $V/C > 0.03$ ), causing or worsening Level of Service F ( $V/C > 1.00$ ).

## **(7) Site Access and Safety**

The analysis of site access and safety evaluates the traffic system impacts of three site access and lane configuration scenarios for the proposed project, as well as the adequacy of site access improvements to allow for safe ingress and egress from the site.

## **(8) Consistency with Regulatory Framework**

The evaluation of transportation and traffic impacts also compares the project to the standards and policies set forth in existing plans, including plans and policies related to alternative transportation. These include the applicable goals and policies of the Circulation Element of the City's General Plan and applicable policies of the City's Coastal Land Use Plan and the California Coastal Act, as well as relevant policies and principles of the SCAG RTP/SCS and Compass Blueprint. The analysis also addresses the project's consistency with the parking requirements of the NBMC. It should be noted that an inconsistency with a particular goal or policy is only considered a significant impact if it results in physical impacts on the environment.

### **b. Significance Thresholds**

Appendix G of the *CEQA Guidelines* provides a checklist of questions to assist in determining whether a proposed project would have a significant impact related to various environmental issues including traffic and transportation. Based on the following issue areas identified in Appendix G of the *CEQA Guidelines*, a significant impact relative to traffic and transportation would occur if the project would result in one or more of the following:

Threshold 1: Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit (refer to Impact Statement 4.M-1 below);

Threshold 2: Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways (refer to Impact Statement 4.M-2 below);

Threshold 3: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (refer to Chapter 6, *Other Mandatory*

*CEQA Considerations*, and the Initial Study contained in Appendix A. No impact would occur in this regard.);

- Threshold 4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Impact Statement 4.M-3 below);
- Threshold 5: Result in inadequate emergency access (refer to Section 4.G, *Hazards and Hazardous Materials*, of this Draft EIR);
- Threshold 6: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities (refer to Impact Statement 4.M-4 below); or
- Threshold 7: Conflict with any applicable plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan and municipal code) adopted for the purpose of avoiding or mitigating an environmental effect (refer to Impact Statement 4.M-4 below).

### c. Project Design Features

The existing vehicular and pedestrian access points at the site would be relocated from their current locations on Bayside Drive to a point approximately 200 feet north of the East Coast Highway intersection, as shown in **Figure 2-13, Vehicular Access Plan**, and **Figure 2-14, Proposed Circulation and Parking**, in Chapter 2, *Project Description*, of this Draft EIR. This new project driveway located approximately 45 feet north of its present location would service both inbound and outbound movements, as well as improve the existing driveway connection further into the site. Any guest parking that is displaced in the adjacent mobile home park complex as a result of this new driveway alignment would be replaced within the mobile home park complex or within Planning Area 4 on the east side of Bayside Village Mobile Home Park. Intersection improvements at Bayside Drive would maintain the existing left-turn lane, add a shared left-turn/through lane, and add an exclusive right-turn lane on the southbound approach of the signalized intersection with East Coast Highway. These improvements would necessitate dedication of additional right-of-way by the project applicant on the west side of Bayside Drive, and widening of Bayside Drive to accommodate the new lane configuration, bike lanes, and sidewalk (refer to Figure 2-13). Project access enhancements would include an exclusive left-turn lane on the northbound approach of the Bayside Drive and project driveway intersection.

Primary circulation within the development would accommodate adequate fire truck turn-around radii. Emergency vehicle access to and from Bayside Village Mobile Home Park to the site would also be provided as illustrated in Figure 2-14. An optional circulation improvement may be constructed, subject to the review and approval of the City's Public Works Department, State Department of Transportation, Orange County Transportation Authority (OCTA), and the Orange County Sanitation District (OCSA) which would add an exclusive right-turn lane along westbound East Coast Highway, as shown in Figure 2-13. This connection would be located approximately 430 feet west of the Bayside Drive intersection with East Coast Highway,

and would allow for inbound right-turn movements only. Outbound movements at this connection point would be prohibited.

Specific project access configurations would be evaluated as part of Site Development Review at such time that a development project pursuant to the PCDP is brought forth.

**d. Analysis of Project Impacts**

**(1) Traffic System Impacts**

Threshold	Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
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*Impact 4.M-1 Implementation of the proposed project under Existing Plus Project and Future With Project conditions would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. This impact is considered less than significant.*

**(a) Construction Impacts**

Construction of the proposed project is anticipated to commence in 2014 and take up to 24 months to complete. The first phase of the construction process would be demolition, site clearing, debris removal, and staging occurring over approximately one month; followed by excavation and de-watering over approximately two months; infrastructure installation and foundation construction for approximately six months; vertical construction for a duration of 15 months; landscaping over approximately three months; Bayside Drive roadway improvements and multi-use trail construction for approximately four months; and reconfiguration of Bayside Village Mobile Home Park over approximately six months. The proposed project is anticipated to be completed by 2016.

Proposed future construction activities would include excavation for a subterranean parking level and fill for site grade preparation, particularly at lower site elevations along the project waterfront where substantial earthen backfill behind the proposed public bayfront promenade would be required. Site grading is estimated to require approximately 6,000 cubic yards of cut and 20,000 cubic yards of fill material, with approximately 12,500 cubic yards of material requiring import to the site. Assuming an average capacity of 16 cubic yards of material per haul truck, project-related soil import would require approximately 780 total truck trips.

Future construction activities would include site clearing, grading and excavation, and construction of infrastructure and development uses. Large construction equipment such as bulldozers, loaders, scrapers, and pavers would be required during construction. This equipment is generally brought to the site at the start of each major construction activity and kept on site until its term of use ends. A staging area would be

designated on-site, in order to store construction equipment and supplies during construction. Throughout construction, the size of the work crew reporting to the site each day would vary depending on different construction activities. Parking for workers would be provided on-site. If necessary, off-site parking would be provided and workers would carpool or be shuttled to the worksite in order to minimize disruption to the surrounding community from construction vehicle parking.

Construction-related truck traffic would use the existing regional and local arterial road network to approach the project site getting as close to the site as possible before turning off the designated truck route. Construction trucks would access the project site directly from East Coast Highway, and would most likely reach the project area from I-405 via Jamboree Road. Temporary delays in traffic may occur due to oversized vehicles traveling at lower speeds on affected streets. Such delays would be occasional, and of short duration. No vehicles would be permitted to stage on public streets. The Applicant would be required to identify planned travel patterns for large construction vehicles and obtain a Haul Route Permit from the City. These temporary delays would be considered less than significant.

### **(b) Operational Project Trip Generation**

Trips generated by existing on-site land uses were determined by collecting traffic volumes over a two day period at the project driveway. The "other uses" shown in Table D-1 in Appendix D of the project TIA include trips from the existing marina, Pearson's Port Fish Market, and some parking from the adjacent residential uses, which will remain after the proposed project is constructed. Only the RV/boat storage and kayak launch land uses would be displaced by the proposed project. As shown below in **Table 4.M-2, Project Trip Generation**, the displaced land uses generate approximately 39 daily vehicle trips, 3 of which occur during the morning peak hour and 8 of which occur during the evening peak hour.

The trips generated by a conceptual future development allowable under the proposed legislative approvals are determined by multiplying an appropriate trip generation rate by the quantity of land use.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the traffic generation rates by the land use quantities, the project-generated traffic volumes are determined. Table 2 of the project TIA exhibits the trip generation rates, project peak hour volumes, and project daily traffic volumes. The trip generation rates are derived from the Institute of Transportation Engineers, *Trip Generation*, 8<sup>th</sup> Edition, 2008 and from Linscott, Law, and Greenspan, *Dry Stack Boat Storage: Appendix D – Trip Generation Study Data*, 2007 (see Appendix D of the project TIA).

The future conceptual development is projected to generate approximately 2,760 daily vehicle trips, 130 of which occur during the morning peak hour and 186 of which occur during the evening peak hour.

It should be noted that a 43% pass-by trip reduction was applied to the restaurant land uses based upon the Institute of Transportation Engineers, *Trip Generation Handbook*, 2<sup>nd</sup> Edition, 2004. Diversion of the pass-by trips was accounted for at the intersection of Bayside Drive/East Coast Highway.

**Table 4.M-2**

**Project Trip Generation**

Land Use	Quantity	Units <sup>a</sup>	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
<b>Trip Generation Rates</b>									
Specialty Retail <sup>b</sup>		TSF	0.61	0.39	1	1.19	1.52	2.71	44.32
Quality Restaurant <sup>c</sup>		TSF	0.66	0.15	0.81	5.02	2.47	7.49	89.95
High Turnover (Sit-Down) Restaurant		TSF	5.99	5.53	11.52	6.58	4.57	11.15	127.15
Office		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Enclosed Dry Stack Storage <sup>d</sup>		Spaces	0.031	0.017	0.048	0.004	0.044	0.048	0.334
Residential Condominium		DU	0.07	0.37	0.44	0.35	0.17	0.52	5.81
<b>Displaced Existing Trips</b> RV/Boat Storage and Kayak Launch <sup>e</sup>	-	-	2	1	3	3	5	8	39
<b>Proposed Trips Generated</b>									
Specialty Retail	32.859	TSF	20	13	33	39	50	89	1,456
Quality Restaurant	4.1	TSF	3	1	4	21	10	31	369
-Pass-By (43% Evening Peak Hour) <sup>f</sup>			0	0	0	-9	-4	-13	-13
High Turnover (Sit-Down) Restaurant	3.5	TSF	21	19	40	23	16	39	445
-Pass-By (43% Evening Peak Hour)			0	0	0	-10	-7	-17	-17
Office	17.075	TSF	23	3	26	4	21	25	188
Enclosed Dry Stack Storage	140	Spaces	4	2	6	1	6	7	47
Residential Condominium	49	DU	3	18	21	17	8	25	285
Subtotal			74	56	130	86	100	186	2,760
<b>Net New Trips</b>									
Commercial			69	37	106	66	87	153	2,436
Residential			3	18	21	17	8	25	285
<b>Total</b>			<b>72</b>	<b>55</b>	<b>127</b>	<b>83</b>	<b>95</b>	<b>178</b>	<b>2,721</b>

<sup>a</sup> TSF = Thousand Square Feet; DU = Dwelling Units

<sup>b</sup> Institute of Transportation Engineers, Trip Generation, does not provide morning peak hour trip generation rates for the Specialty Retail land use. Therefore, the trip generation rates for Shopping Center (Land Use Category 820) were used to estimate the morning peak hour trips.

<sup>c</sup> Institute of Transportation Engineers, Trip Generation, does not provide inbound/outbound splits for the peak hour of adjacent street traffic (one hour between 7:00 AM - 9:00

AM) for the Quality Restaurant land use. Therefore, the inbound/outbound splits for the AM peak hour of generator were used.

<sup>d</sup> Source: Linscott, Law, and Greenspan, *Dry Stack Boat Storage: Appendix D - Trip Generation Study Data*, 2007.

<sup>e</sup> Based on trip generation count data for the existing site (see Appendix D of the project TIA). The "other uses" shown in Table D-1 (see Appendix D of the project TIA) include trips from the existing marina, Pearson's Port, and some parking from the adjacent residential uses, which will remain after the proposed project is constructed.

<sup>f</sup> Source: Institute of Transportation Engineers, *Trip Generation Handbook*, 2<sup>nd</sup> Edition, 2004.

Source: Kunzman and Associates, Inc., 2013; Institute of Transportation Engineers, *Trip Generation*, 8th Edition, 2008, Land Use Categories 230, 710, 814, 820, 931, and 932.



Because the future development project would replace the existing storage space, the trip generation of the proposed project is equal to the net new trips between the proposed project and the existing development. The net new trips generated by the future on-site development is projected to be approximately 2,721 daily vehicle trips, 127 additional trips of which occur in the morning peak hour and 178 additional trips of which occur during the evening peak hour.

***(i) Trip Distribution and Assignment***

Trip distribution is the determination of the directional orientation of traffic. It is based on the geographical location of employment centers, commercial centers, recreational areas, or residential area concentrations. The TPO requires the trip distribution percentages to be in increments of 5%. Trip assignment is the determination of which specific route development traffic will use, once the generalized trip distribution is determined. The basic factors affecting route selection are minimum time path and minimum distance path. Figures 9 and 10 of the project TIA contain the directional distributions and assignment of the project trips for the proposed land uses.

***(ii) Project-Related Traffic***

Based on the identified trip generation and distributions, project morning and evening peak hour intersection turning movement volumes are shown on Figures 11 and 12, respectively, of the project TIA (Appendix K of this Draft EIR).

**(c) Existing Plus Project Analysis**

The Levels of Service for existing (Year 2012) + project traffic conditions have been calculated and are shown below in **Table 4.M-3, Existing (Year 2012) + Project Intersection Capacity Utilization and Levels of Service**. Existing (Year 2012) + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 13 and 14, respectively, of the project TIA. Existing (Year 2012) + project Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix C of the project TIA. For existing (Year 2012) + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours.

As shown in Table 4.M-3, for the existing (Year 2012) + project analysis, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

**(d) Traffic Phasing Ordinance Analysis**

Existing + growth (Year 2017) + approved projects morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 17 and 18, respectively of the project TIA. Existing + growth (Year 2017) + approved projects + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 19 and 20, respectively, of the project TIA.

**Table 4.M-3**

**Existing (Year 2012) + Project Intersection Capacity Utilization and Levels of Service**

Intersection	Traffic Control <sup>c</sup>	Intersection Approach Lanes <sup>b</sup>				Peak Hour ICU-LOS <sup>a</sup>				ICU Increase	
		North-bound	South-bound	East-bound	West-bound	Existing (Year 2012)		Existing (Year 2012) + Project			
		L T R	L T R	L T R	L T R	Morning	Evening	Morning	Evening	Morning	Evening
Newport Boulevard SB Ramp (NS) at: West Coast Highway (EW)	TS	0 0 0	2 0 1	0 2 0	0 3 1>>	0.843-D	0.720-C	0.846-D	0.723-C	+0.003	+0.003
Riverside Avenue (NS) at: West Coast Highway (EW)	TS	0 1 0	0.5 0.5 1>	1 1.5 0.5	1 3 1	0.660-B	0.763-C	0.667-B	0.769-C	+0.007	+0.006
Tustin Avenue (NS) at: West Coast Highway (EW)	TS	0 0 0	0 1 0	1 1.5 0.5	0 2.5 0.5	0.625-B	0.565-A	0.631-B	0.571-A	+0.006	+0.006
Irvine Avenue (NS) at: 19 <sup>th</sup> Street/Dover Drive (EW)	TS	1 2 d	1 2 d	1 0.5 0.5	1 1 1	0.516-A	0.607-B	0.520-A	0.611-B	+0.004	+0.004
17 <sup>th</sup> Street/Westcliff Drive (EW)	TS	2 2 d	2 2 d	2 1.5 0.5	1 1.5 0.5	0.453-A	0.702-C	0.455-A	0.706-C	+0.002	+0.002
Dover Drive (NS) at: Westcliff Drive (EW)	TS	2 2 0	0 1 1	2 0 1>>	0 0 0	0.429-A	0.440-A	0.435-A	0.449-A	+0.006	+0.009
16 <sup>th</sup> Street (EW)	TS	1 2 d	1 2 d	0.5 0.5 d	1 1 1	0.496-A	0.495-A	0.504-A	0.504-A	+0.008	+0.009
West Coast Highway (EW)	TS	1 1.5 0.5	3 1 1	2 2.5 0.5	1 3 1>>	0.611-B	0.671-B	0.620-B	0.682-B	+0.009	+0.011
Bayside Drive (NS) at: East Coast Highway (EW)	TS	2.3 0.3 0.3	1 0.5 0.5	1 3 1	1 3.5 0.5	0.641-B	0.609-B	0.663-B	0.696-B	+0.022	+0.087
Jamboree Road (NS) at: San Joaquin Hills Road (EW)	TS	1 3 1>>	2 3 1>>	1.5 1.5 1	1.5 1.5 1	0.596-A	0.814-D	0.599-A	0.817-D	+0.003	+0.003
Santa Barbara Drive (EW)	TS	1 3 1	2 3 1	1 1 1	1.5 0.5 1	0.484-A	0.608-B	0.487-A	0.612-B	+0.003	+0.004
East Coast Highway (EW)	TS	1 1.5 0.5	1 2 1>>	3 3.5 0.5	2 4 1	0.562-A	0.648-B	0.566-A	0.653-B	+0.004	+0.005
Santa Cruz Drive (NS) at: San Joaquin Hills Road (EW)	TS	2 0.5 0.5	1 1.5 0.5	1 2.5 0.5	1 2.5 0.5	0.309-A	0.340-A	0.309-A	0.341-A	0.000	+0.001
Santa Rosa Drive (NS) at: San Joaquin Hills Road (EW)	TS	1 1 1>	1 1 1	1 2.5 0.5	2 2.5 0.5	0.330-A	0.465-A	0.330-A	0.466-A	0.000	+0.001
Newport Center Drive (NS) at: East Coast Highway (EW)	TS	0 0 0	2 0 1>>	2 3 0	0 3 1>>	0.364-A	0.444-A	0.366-A	0.447-A	+0.002	+0.003

**Table 4.M-3 (Continued)**

**Existing (Year 2012) + Project Intersection Capacity Utilization and Levels of Service**

Intersection	Traffic Control <sup>c</sup>	Intersection Approach Lanes <sup>b</sup>				Peak Hour ICU-LOS <sup>a</sup>				ICU Increase									
		North-bound		South-bound		Existing (Year 2012)		Existing (Year 2012) + Project											
		L	T	R	L	T	R	L	T	R	Morning	Evening	Morning	Evening					
Avocado Avenue (NS) at: East Coast Highway (EW)	TS	1	1	1	1.5	0.5	1>>	1	3	d	1	3	1	0.444-A	0.495-A	0.446-A	0.498-A	+0.002	+0.003
MacArthur Boulevard (NS) at: San Joaquin Hills Road (EW)	TS	2	3	1	2	3	1>>	3	2.5	0.5	1	2	1>>	0.631-B	0.724-C	0.633-B	0.726-C	+0.002	+0.002
San Miguel Drive (EW)	TS	2	3	1	2	3	1>	3	1.5	0.5	2	1.5	0.5	0.520-A	0.472-A	0.520-A	0.473-A	0.000	+0.001
East Coast Highway (EW)	TS	0	0	0	2	0	1>>	2	3	0	0	3	1>>	0.666-B	0.636-B	0.668-B	0.639-B	+0.002	+0.003

<sup>a</sup> ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix C of the project TIA).

<sup>b</sup> L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; d = De Facto Right Turn Lane

<sup>c</sup> TS = Traffic Signal

Source: Kunzman and Associates, Inc., 2013

Comparison of the one-percent of the existing + growth (Year 2017) + approved projects traffic peak hour approach volumes with the project generated peak hour approach volumes resulted in the following study area intersections exceeding the one-percent threshold and requiring additional analysis (see **Table 4.M-4**, *TPO Analysis One-Percent Threshold*, below, and Appendix G of the project TIA):

Riverside Avenue (NS) at:

West Coast Highway (EW) – Morning Peak Hour & Evening Peak Hour

Tustin Avenue (NS) at:

West Coast Highway (EW) – Morning Peak Hour & Evening Peak Hour

Irvine Avenue (NS) at:

19<sup>th</sup> Street/Dover Drive (EW) – Evening Peak Hour

17<sup>th</sup> Street/Westcliff Drive (EW) – Morning Peak Hour & Evening Peak Hour

Dover Drive (NS) at:

Westcliff Drive (EW) – Morning Peak Hour & Evening Peak Hour

16<sup>th</sup> Street (EW) – Morning Peak Hour & Evening Peak Hour

West Coast Highway (EW) – Morning Peak Hour & Evening Peak Hour

Bayside Drive (NS) at:

East Coast Highway (EW) – Morning Peak Hour & Evening Peak Hour

Jamboree Road (NS) at:

San Joaquin Hills Road (EW) – Morning Peak Hour & Evening Peak Hour

Santa Barbara Drive (EW) – Evening Peak Hour

East Coast Highway (EW) – Evening Peak Hour

The Levels of Service for existing + growth (Year 2017) + approved projects traffic conditions have been calculated and are shown below in **Table 4.M-5**, *TPO Analysis Intersection Capacity Utilization and Levels of Service*. Existing + growth (Year 2017) + approved projects Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix C of the project TIA. For existing + growth (Year 2017) + approved projects traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that operate at Level of Service E during the peak hours:

Newport Boulevard SB Ramp (NS) at:

West Coast Highway (EW) (Morning Peak Hour, Level of Service E)

Jamboree Road (NS) at:

San Joaquin Hills Road (EW) (Evening Peak Hour, Level of Service E)

The Levels of Service for existing + growth (Year 2017) + approved projects + project traffic conditions have been calculated as shown in Table 4.M-5. Existing + growth (Year 2017) + approved projects + project Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix C of the project TIA. For existing + growth (Year 2017) + approved projects + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that operate at Level of Service E during the peak hours:

**Table 4.M-4**

**TPO Analysis One-Percent Threshold**

Intersection	Peak Hour	Approach Direction <sup>a</sup>			
		Northbound	Southbound	Eastbound	Westbound
Newport Boulevard SB Ramp (NS) at: West Coast Highway (EW)	AM	No	No	No	No
	PM	No	No	No	No
Riverside Avenue (NS) at: West Coast Highway (EW)	AM	No	No	No	<b>YES</b>
	PM	No	No	<b>YES</b>	<b>YES</b>
Tustin Avenue (NS) at: West Coast Highway (EW)	AM	No	No	<b>YES</b>	<b>YES</b>
	PM	No	No	<b>YES</b>	<b>YES</b>
Irvine Avenue (NS) at: 19th Street/Dover Drive (EW)	AM	No	No	No	No
	PM	No	No	No	<b>YES</b>
17th Street/Westcliff Drive (EW)	AM	No	No	No	<b>YES</b>
	PM	No	No	No	<b>YES</b>
Dover Drive (NS) at: Westcliff Drive (EW)	AM	<b>YES</b>	<b>YES</b>	<b>YES</b>	-
	PM	<b>YES</b>	<b>YES</b>	<b>YES</b>	-
16th Street (EW)	AM	<b>YES</b>	<b>YES</b>	<b>YES</b>	No
	PM	<b>YES</b>	<b>YES</b>	<b>YES</b>	No
West Coast Highway (EW)	AM	No	<b>YES</b>	No	<b>YES</b>
	PM	No	<b>YES</b>	<b>YES</b>	<b>YES</b>
Bayside Drive (NS) at: East Coast Highway (EW)	AM	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>
	PM	<b>YES</b>	<b>YES</b>	<b>YES</b>	No
Jamboree Road (NS) at: San Joaquin Hills Road (EW))	AM	No	No	No	<b>YES</b>
	PM	<b>YES</b>	No	No	No
Santa Barbara Drive (EW)	AM	No	No	No	No
	PM	<b>YES</b>	<b>YES</b>	No	No
East Coast Highway (EW)	AM	No	No	No	No
	PM	No	<b>YES</b>	<b>YES</b>	No
Santa Cruz Drive (NS) at: San Joaquin Hills Road (EW)	AM	No	No	No	No
	PM	No	No	No	No
Santa Rosa Drive (NS) at: San Joaquin Hills Road (EW)	AM	No	No	No	No
	PM	No	No	No	No
Newport Center Drive (NS) at: East Coast Highway (EW)	AM	No	No	No	No
	PM	No	No	No	No
Avocado Avenue (NS) at: East Coast Highway (EW)	AM	No	No	No	No
	PM	No	No	No	No
MacArthur Boulevard (NS) at: San Joaquin Hills Road (EW)	AM	No	No	No	No
	PM	No	No	No	No
San Miguel Drive (EW)	AM	No	No	No	No
	PM	No	No	No	No
East Coast Highway (EW)	AM	No	No	No	No
	PM	No	No	No	No

<sup>a</sup> Project traffic is estimated to be equal to or greater than 1% of projected peak hour traffic if "YES" is indicated, and therefore Intersection Capacity Utilization analysis is required for this location.

Source: Kunzman and Associates, Inc., 2013

Table 4.M-5

TPO Analysis Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control <sup>c</sup>	Intersection Approach Lanes <sup>b</sup>				Peak Hour ICU-LOS <sup>a</sup>				ICU Increase	
		North-bound	South-bound	East-bound	West-bound	Existing + Growth (Year 2017) + Approved Projects		Existing + Growth (Year 2017) + Approved Projects + Project			
		L T R	L T R	L T R	L T R	Morning	Evening	Morning	Evening	Morning	Evening
Newport Boulevard SB Ramp (NS) at: West Coast Highway (EW)	TS	0 0 0	2 0 1	0 2 0	0 3 1>>	0.92-E	0.80-C	0.92-E	0.80-C	0.00	0.00
Riverside Avenue (NS) at: West Coast Highway (EW)	TS	0 1 0	0.5 0.5 1>	1 1.5 0.5	1 3 1	0.73-C	0.82-D	0.74-C	0.83-D	+0.01	+0.01
Tustin Avenue (NS) at: West Coast Highway (EW)	TS	0 0 0	0 1 0	1 1.5 0.5	0 2.5 0.5	0.70-B	0.62-B	0.70-B	0.63-B	0.00	+0.01
Irvine Avenue (NS) at: 19th Street/Dover Drive (EW)	TS	1 2 d	1 2 d	1 0.5 0.5	1 1 1	0.54-A	0.63-B	0.54-A	0.64-B	0.00	+0.01
17th Street/Westcliff Drive (EW)	TS	2 2 d	2 2 d	2 1.5 0.5	1 1.5 0.5	0.47-A	0.73-C	0.47-A	0.74-C	0.00	+0.01
Dover Drive (NS) at: Westcliff Drive (EW)	TS	2 2 0	0 1 1	2 0 1>>	0 0 0	0.43-A	0.44-A	0.44-A	0.45-A	+0.01	+0.01
16th Street (EW)	TS	1 2 d	1 2 d	0.5 0.5 d	1 1 1	0.50-A	0.50-A	0.51-A	0.51-A	+0.01	+0.01
West Coast Highway (EW)	TS	1 1.5 0.5	3 1 1	2 2.5 0.5	1 3 1>>	0.66-B	0.74-C	0.67-B	0.75-C	+0.01	+0.01
Bayside Drive (NS) at: East Coast Highway (EW)	TS	2.3 0.3 0.3	1 0.5 0.5	1 3 1	1 3.5 0.5	0.71-C	0.70-B	0.72-C	0.78-C	+0.01	+0.08
Jamboree Road (NS) at: San Joaquin Hills Road (EW)	TS	1 3 1>>	2 3 1>>	1.5 1.5 1	1.5 1.5 1	0.65-B	0.94-E	0.66-B	0.94-E	+0.01	0.00
Santa Barbara Drive (EW)	TS	1 3 1	2 3 1	1 1 1	1.5 0.5 1	0.53-A	0.66-B	0.53-A	0.66-B	0.00	0.00
East Coast Highway (EW)	TS	1 1.5 0.5	1 2 1>>	3 3.5 0.5	2 4 1	0.61-B	0.72-C	0.61-B	0.73-C	0.00	+0.01
Santa Cruz Drive (NS) at: San Joaquin Hills Road (EW)	TS	2 0.5 0.5	1 1.5 0.5	1 2.5 0.5	1 2.5 0.5	0.32-A	0.35-A	0.32-A	0.36-A	0.00	+0.01
Santa Rosa Drive (NS) at: San Joaquin Hills Road (EW)	TS	1 1 1>	1 1 1	1 2.5 0.5	2 2.5 0.5	0.38-A	0.50-A	0.38-A	0.50-A	0.00	0.00
Newport Center Drive (NS) at: East Coast Highway (EW)	TS	0 0 0	2 0 1>>	2 3 0	0 3 1>>	0.40-A	0.49-A	0.40-A	0.49-A	0.00	0.00
Avocado Avenue (NS) at: East Coast Highway (EW)	TS	1 1 1	1.5 0.5 1>>	1 3 d	1 3 1	0.50-A	0.52-A	0.50-A	0.53-A	0.00	+0.01



Intersection	Traffic Control <sup>c</sup>	Intersection Approach Lanes <sup>b</sup>				Peak Hour ICU-LOS <sup>a</sup>				ICU Increase	
		North-bound	South-bound	East-bound	West-bound	Existing + Growth (Year 2017) + Approved Projects		Existing + Growth (Year 2017) + Approved Projects + Project			
		L T R	L T R	L T R	L T R	Morning	Evening	Morning	Evening	Morning	Evening
MacArthur Boulevard (NS) at: San Joaquin Hills Road (EW)	TS	2 3 1	2 3 1>>	3 2.5 0.5	1 2 1>>	0.67-B	0.78-C	0.67-B	0.78-C	0.00	0.00
San Miguel Drive (EW)	TS	2 3 1	2 3 1>	3 1.5 0.5	2 1.5 0.5	0.58-A	0.50-A	0.58-A	0.50-A	0.00	0.00
East Coast Highway (EW)	TS	0 0 0	2 0 1>>	2 3 0	0 3 1>>	0.71-C	0.67-B	0.71-C	0.68-B	0.00	+0.01

<sup>a</sup> ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix C of project TIA).  
<sup>b</sup> L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; d = De Facto Right Turn Lane  
<sup>c</sup> TS = Traffic Signal

Source: Kunzman and Associates, Inc., 2013

Newport Boulevard SB Ramp (NS) at:

West Coast Highway (EW) (Morning Peak Hour, Level of Service E)

Jamboree Road (NS) at:

San Joaquin Hills Road (EW) (Evening Peak Hour, Level of Service E)

As shown in Table 4.M-5 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

### **(e) CEQA Cumulative Analysis**

The Levels of Service for existing + growth (Year 2017) + approved projects + cumulative projects traffic conditions have been calculated and are shown below in **Table 4.M-6, CEQA Cumulative Analysis Intersection Capacity Utilization and Levels of Service**. Existing + growth (Year 2017) + approved projects + cumulative projects morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 23 and 24, respectively, of the project TIA. Existing + growth (Year 2017) + approved projects + cumulative projects Intersection Capacity Utilization worksheets and the Level of Service descriptions are provided in Appendix C of the project TIA.

For existing + growth (Year 2017) + approved projects + cumulative projects traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E during the peak hours:

Newport Boulevard SB Ramp (NS) at:

West Coast Highway (EW) (Morning Peak Hour, Level of Service E)

Jamboree Road (NS) at:

San Joaquin Hills Road (EW) (Evening Peak Hour, Level of Service E)

The Levels of Service for existing + growth (Year 2017) + approved projects + cumulative projects + project traffic conditions have been calculated and are shown below in Table 4.M-6. Existing + growth (Year 2017) + approved projects + cumulative projects + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 25 and 26, respectively, of the project TIA. Existing + growth (Year 2017) + approved projects + cumulative projects + project Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix C of the project TIA.

For existing + growth (Year 2017) + approved projects + cumulative projects + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E during the peak hours:

Table 4.M-6

CEQA Cumulative Analysis Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control <sup>c</sup>	Intersection Approach Lanes <sup>b</sup>				Peak Hour ICU-LOS <sup>a</sup>				ICU Increase	
		North-bound	South-bound	East-bound	West-bound	Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects		Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects + Project			
		L T R	L T R	L T R	L T R	Morning	Evening	Morning	Evening	Morning	Evening
Newport Boulevard SB Ramp (NS) at: West Coast Highway (EW)	TS	0 0 0	2 0 1	0 2 0	0 3 1>>	0.952-E	0.866-D	0.955-E	0.869-D	+0.003	+0.003
Riverside Avenue (NS) at: West Coast Highway (EW)	TS	0 1 0	0.5 0.5 1>	1 1.5 0.5	1 3 1	0.760-C	0.880-D	0.767-C	0.886-D	+0.007	+0.006
Tustin Avenue (NS) at: West Coast Highway (EW)	TS	0 0 0	0 1 0	1 1.5 0.5	0 2.5 0.5	0.724-C	0.658-B	0.731-C	0.664-B	+0.007	+0.006
Irvine Avenue (NS) at: 19 <sup>th</sup> Street/Dover Drive (EW)	TS	1 2 d	1 2 d	1 0.5 0.5	1 1 1	0.537-A	0.637-B	0.541-A	0.640-B	+0.004	+0.003
17 <sup>th</sup> Street/Westcliff Drive (EW)	TS	2 2 d	2 2 d	2 1.5 0.5	1 1.5 0.5	0.494-A	0.776-C	0.496-A	0.780-C	+0.002	+0.004
Dover Drive (NS) at: Westcliff Drive (EW)	TS	2 2 0	0 1 1	2 0 1>>	0 0 0	0.450-A	0.464-A	0.457-A	0.473-A	+0.007	+0.009
16 <sup>th</sup> Street (EW)	TS	1 2 d	1 2 d	0.5 0.5 d	1 1 1	0.510-A	0.524-A	0.518-A	0.533-A	+0.008	+0.009
West Coast Highway (EW)	TS	1 1.5 0.5	3 1 1	2 2.5 0.5	1 3 1>>	0.683-B	0.790-C	0.692-B	0.801-D	+0.009	+0.011
Bayside Drive (NS) at: East Coast Highway (EW)	TS	2.3 0.3 0.3	1 0.5 0.5	1 3 1	1 3.5 0.5	0.734-C	0.734-C	0.749-C	0.815-D	+0.015	+0.081
Jamboree Road (NS) at: San Joaquin Hills Road (EW)	TS	1 3 1>>	2 3 1>>	1.5 1.5 1	1.5 1.5 1	0.680-B	0.961-E	0.683-B	0.964-E	+0.003	+0.003
Santa Barbara Drive (EW)	TS	1 3 1	2 3 1	1 1 1	1.5 0.5 1	0.558-A	0.677-B	0.561-A	0.681-B	+0.003	+0.004
East Coast Highway (EW)	TS	1 1.5 0.5	1 2 1>>	3 3.5 0.5	2 4 1	0.661-B	0.828-D	0.665-B	0.833-D	+0.004	+0.005
Santa Cruz Drive (NS) at: San Joaquin Hills Road (EW)	TS	2 0.5 0.5	1 1.5 0.5	1 2.5 0.5	1 2.5 0.5	0.321-A	0.355-A	0.322-A	0.356-A	+0.001	+0.001
Santa Rosa Drive (NS) at: San Joaquin Hills Road (EW)	TS	1 1 1>	1 1 1	1 2.5 0.5	2 2.5 0.5	0.382-A	0.502-A	0.382-A	0.503-A	0.000	+0.001
Newport Center Drive (NS) at: East Coast Highway (EW)	TS	0 0 0	2 0 1>>	2 3 0	0 3 1>>	0.417-A	0.530-A	0.419-A	0.533-A	+0.002	+0.003

Table 4.M-6 (Continued)

CEQA Cumulative Analysis Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control <sup>c</sup>	Intersection Approach Lanes <sup>b</sup>				Peak Hour ICU-LOS <sup>a</sup>				ICU Increase	
		North-bound	South-bound	East-bound	West-bound	Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects		Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects + Project			
		L T R	L T R	L T R	L T R	Morning	Evening	Morning	Evening	Morning	Evening
Avocado Avenue (NS) at: East Coast Highway (EW)	TS	1 1 1	1.5 0.5 1>>	1 3 4	1 3 1	0.564-A	0.592-A	0.566-A	0.594-A	+0.002	+0.002
MacArthur Boulevard (NS) at: San Joaquin Hills Road (EW)	TS	2 3 1	2 3 1>>	3 2.5 0.5	1 2 1>>	0.686-B	0.797-C	0.688-B	0.799-C	+0.002	+0.002
San Miguel Drive (EW)	TS	2 3 1	2 3 1>	3 1.5 0.5	2 1.5 0.5	0.594-A	0.534-A	0.594-A	0.535-A	0.000	+0.001
East Coast Highway (EW)	TS	0 0 0	2 0 1>>	2 3 0	0 3 1>>	0.793-C	0.751-C	0.795-C	0.753-C	+0.002	+0.002

<sup>a</sup> ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix D of the project TIA).  
<sup>b</sup> L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; d = De Facto Right Turn Lane  
<sup>c</sup> TS = Traffic Signal  
<sup>d</sup> Intersection is located on the City boundary line of Costa Mesa and Newport Beach.

Source: Kunzman and Associates, Inc., 2013

Newport Boulevard SB Ramp (NS) at:

West Coast Highway (EW) (Morning Peak Hour, Level of Service E)

Jamboree Road (NS) at:

San Joaquin Hills Road (EW) (Evening Peak Hour, Level of Service E)

As shown in Table 4.M-6, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

**(f) California Department of Transportation Delay Analysis**

The study area intersections currently operate at Level of Service C or better during the peak hours for existing traffic conditions (see Appendix I of the project TIA). The study area intersections are projected to operate at Level of Service C or better during the peak hours for existing + growth (Year 2017) + approved projects + cumulative projects traffic conditions (see Appendix I of the project TIA). The study area intersections are projected to operate at Level of Service C or better during the peak hours for existing + growth (Year 2017) + approved projects + cumulative projects + project traffic conditions (see Appendix I of the project TIA). Based upon the delay methodology required by the California Department of Transportation, the delay and Level of Service summary for the study area intersections are shown below in **Table 4.M-7, Intersection Delay and Level of Service Summary**. As previously noted, the project is not projected to have a significant impact at the study area intersections, as it would not result in a substantial delay increase.

**Table 4.M-7**

**Intersection Delay and Level of Service Summary**

Intersection	Peak Hour Delay (Seconds) - Level of Service							
	Existing		Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects		Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects + Project		Delay Increase	
	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening
Newport Boulevard SB Ramp (NS) at: West Coast Highway (EW)	13.3-B	16.6-B	16.1-B	18.1-B	16.2-B	18.2-B	+0.1	+0.1
Riverside Avenue (NS) at: West Coast Highway (EW)	10.8-B	15.5-B	11.5-B	17.3-B	11.5-B	17.3-B	0.0	0.0
Tustin Avenue (NS) at: West Coast Highway (EW)	15.3-B	3.6-A	20.5-C	3.5-A	21.1-C	3.5-A	+0.6	0.0
Dover Drive (NS) at: West Coast Highway (EW)	18.4-B	17.5-B	18.2-B	18.4-B	18.4-B	18.6-B	+0.2	+0.2
Bayside Drive (NS) at: East Coast Highway (EW)	9.3-A	10.4-B	11.2-B	14.1-B	13.5-B	18.2-B	+2.3	+4.1

Source: Kunzman and Associates, Inc., 2013

## (2) Congestion Management Program Facility Impacts

Threshold	Would the project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways?
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*Impact 4.M-2 Implementation of the proposed project would not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways. This impact is considered less than significant.*

Two of the study area intersections evaluated as part of the project TIA are CMP intersections: East Coast Highway at MacArthur Boulevard and West Coast Highway at Newport Boulevard. Based on CMP standards, a significant impact occurs if the project related traffic increases the intersection capacity utilization (ICU) by 3% or more, causing or worsening Level of Service F. The City's threshold is only a 1% increase in ICU, causing or worsening Level of Service E or F. Because the City's definition of a significant impact is more sensitive than the CMP, if the project does not cause a significant impact based on the City's definition, it also will not trigger a significant impact based on the less sensitive CMP definition. Therefore, based on the lack of significant impacts per the City's methodology, CMP impacts would be less than significant and no mitigation is necessary.

## (3) Site Access and Traffic Safety

Threshold	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
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*Impact 4.M-3 The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). This impact is considered less than significant with mitigation.*

### (a) Site Access Evaluation

The proposed project, per the PCDP, would provide site access via a single driveway off Bayside Drive just north of East Coast Highway, as well as an optional secondary westbound right-in only driveway off of East Coast Highway just west of Bayside Drive. In order to evaluate the potential traffic impacts associated with site access, the following site access and lane configurations were analyzed as part of the project TIA:

1. Existing Geometry: Move the existing driveway 45 feet north (as analyzed in the various traffic analysis scenarios above).
2. Proposed Project-Related Improvements: Construct a southbound right turn lane at the Bayside Drive/East Coast highway intersection and convert the existing shared through/right turn lane to a shared through/left turn lane.

3. Proposed Project-Related Improvements Plus Optional Secondary Access: Proposed project-related improvements discussed above plus construction of a westbound "right turn in" only access from East Coast Highway.

The existing bus stop on the northwest corner of the Bayside Drive/East Coast Highway intersection may cause weaving issues that would need to be considered in the design of the optional "right turn in" only lane as part of future Site Development Review. Final design of the optional secondary access would need to accommodate bicycle use along the corridor and would also require coordination with and the approval from the California Department of Transportation, the Orange County Transportation Authority, and the Orange County Sanitation District. The driveway for the Orange County Sanitation District would also need to be relocated so as not to interfere with the proposed "right turn in" only lane off of East Coast Highway. Based on the posted speed limit of 50 miles per hour, and assuming partial deceleration of 10 miles per hour in the through lane, the recommended length of the deceleration lane is 315 feet (see California Department of Transportation, *Highway Design Manual*, May 7, 2012, Table 405.2B).

As shown in Table 10 of the project TIA (Appendix K of this Draft EIR), the Bayside Drive/East Coast Highway intersection operates at Level of Service D or better for all three of the site access and lane configuration scenarios analyzed. As such, traffic impacts related to site access design would be less than significant.

### **(b) Queue Analysis**

The existing project driveway and the Bayside Drive/East Coast Highway intersection provides approximately 145 feet between the intersections for back-to-back left turn lane storage. This provides enough storage for approximately one left-turning vehicle into the project site and approximately three southbound left-turning vehicles at the Bayside Drive/East Coast Highway intersection. The proposed project would move the existing project driveway north by approximately 45 feet, providing storage for a total of two left-turning vehicles into the project site and 135 feet of storage for the shared through/left turn and dedicated left turn lanes. A queue analysis of CEQA traffic conditions of the northbound left turn from Bayside Drive into the project driveway resulted in nominal queues (less than one vehicle). The California Department of Transportation Highway Design Manual recommends a minimum storage length of two vehicles, or 50 feet. As such, the proposed project would provide adequate storage length for two northbound left turn vehicles.

A minimum of 200 feet of southbound left turn storage length would be required at the Bayside Drive/East Coast Highway intersection under the Existing Geometry scenario (see Table 11 of the project TIA). Because additional left turn capacity has been added with a new through/left turn lane, a minimum of 120 feet of southbound left turn storage length would need to be provided at the Bayside Drive/East Coast Highway intersection under the Project-Related Improvements and Project-Related Improvements Plus Optional Secondary Access scenarios. The proposed project would provide 135 feet of southbound storage to prevent the overflow of queued southbound left vehicles from blocking the northbound left turn into the project site. As such, with implementation of either the Project-Related Improvements or the Project-Related Improvements Plus Optional Secondary Access scenario, adequate vehicle storage capacity would be provided ensuring that potential site access and safety impacts remain less than significant. Nonetheless, appropriate "KEEP CLEAR" signing and pavement markings at the Bayside Drive/Project Driveway intersection could be provided in order to prevent southbound vehicles at the Bayside Drive/East Coast

Highway intersection from possibly queuing into and blocking the northbound left into the project driveway. If the southbound left turn queue length were to block the project driveway intersection, a ripple effect could cause the northbound left turn queue to overflow into and block the northbound through lane, which could then queue into the Bayside Drive/East Coast Highway intersection. However, the proposed vehicle storage lengths provide an additional 35 feet of storage to the "KEEP CLEAR" limit line, which could store approximately one more vehicle before the northbound left turn lane is blocked. Although the southbound left turn queue is not expected to reach the "KEEP CLEAR" zone, the "KEEP CLEAR" zone may be provided to ensure that potential site access and safety impacts are further reduced.

**(4) Consistency with Regulatory Framework**

Threshold	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?
Threshold	Would the project conflict with any applicable plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan and municipal code) adopted for the purpose of avoiding or mitigating an environmental effect?

*Impact 4.M-4 Implementation of the proposed project would not conflict with (1) adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, or (2) any applicable plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the California Coastal Act, SCAG RTP/SCS, SCAG Compass Blueprint, Newport Beach General Plan, Newport Beach Coastal Land Use Plan, and Newport Beach Municipal Code). This impact is considered less than significant.*

**(a) Alternative Transportation**

The proposed PCDP requires that a number of improvements be provided as part of future development of the project site that are supportive of alternative transportation, including improved connectivity with the existing OCTA transit stop near the site, additional boating and water-based travel options, and new and expanded pedestrian and bicycle facilities. Specifically, a future mixed-use project on-site, pursuant to the proposed PCDP, would provide direct pedestrian access connections between the project’s East Coast Highway frontage and the existing OCTA transit stop near the northwest corner of the East Coast Highway/Bayside Drive intersection, where no direct connection currently exists. If the existing bus stop were relocated by OCTA at some point in the future, it is anticipated that it would be relocated near the current location. As such, convenient pedestrian access to the project site from a relocated transit stop near the Bayside Drive/East Coast Highway intersection would continue to be provided.

The proposed PCDP also allows for additional boating and kayaking facilities, which would foster non-automobile transportation within Upper Newport Bay, Newport Harbor, and possibly the larger region. Additionally, the proposed project would include a new public bayfront promenade with direct, non-vehicular coastal access, as well as a new Class I multi-use public trail connection for pedestrians and cyclists and new Class II on-street bike lanes on Bayside Drive between East Coast Highway and the existing Class I trail that runs through Newport Dunes and connects to the larger regional trail system. As such, the proposed project would be supportive of policies, plans, and programs regarding public transit, bicycle, and pedestrian facilities, and would not decrease the performance or safety of such facilities. Furthermore, as



discussed below, the proposed project would not conflict with applicable goals and policies of various transportation-related plans, policies, and regulations with regard to alternative transportation. Therefore, impacts regarding alternative transportation would be less than significant.

**(b) California Coastal Act**

The proposed project’s consistency with the relevant policies of the California Coastal Act related to traffic and transportation is discussed below in **Table 4.M-8, California Coastal Act Consistency Analysis**. As summarized in Table 4.M-8, the proposed project would not conflict with the applicable policies of the California Coastal Act. As such, impacts would be less than significant in this regard.

**Table 4.M-8**

**California Coastal Act Consistency Analysis**

California Coastal Act Policy	Project Consistency
<b>Public Access</b>	
<p><b>Section 30212.5 Public facilities; distribution</b>                      Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.</p>	<p><b>Consistent.</b> The proposed project allows for the development of a mixed-use project on the project site that includes public coastal access and parking. Given the lack of public access opportunities on the site currently, the future improvement of the site with new public facilities and parking would provide a new activity node within the City, which could incrementally reduce overcrowding or overuse by the public in other areas.</p>
<b>Development</b>	
<p><b>Section 30252 Maintenance and enhancement of public access</b>                      The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.</p>	<p><b>Consistent.</b> Per the proposed PCDP, future on-site development would enhance access to existing public transit facilities in the project area, provide commercial facilities within or adjoining residential development, provide non-automobile circulation within the development, provide adequate parking facilities to serve proposed uses, and ensure that the recreational needs of new on-site residents will not overload nearby coastal recreation areas by providing new and expanded recreational facilities and opportunities on-site (refer to Section 4.L, <i>Public Services</i>, of this Draft EIR for a discussion of impacts related to parks and recreational facilities).</p>

<b>California Coastal Act Policy</b>	<b>Project Consistency</b>
<i>Source: PCR Services Corporation, 2013</i>	

**(c) SCAG Regional Plans**

The proposed project’s consistency with the relevant goals and principles of the SCAG RTP/SCS and Compass Growth Vision related to traffic and transportation is discussed below in **Table 4.M-**, *SCAG Regional Plan Consistency Analysis*. As summarized in Table 4.M-9, the proposed project would not conflict with the applicable goals and principles of the RTP/SCS or Compass Growth Vision. As such, impacts would be less than significant.

**Table 4.M-9**

**SCAG Regional Plan Consistency**

<b>SCAG RTP/SCS Goals</b>	<b>Project Consistency</b>
<b>Goal 6:</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	<b>Consistent.</b> As discussed above, the proposed project would provide a wide range of non-vehicular transportation options that would foster greater physical activity in the community, as well as reduced vehicle trips and associated air pollutant emissions.
<b>Goal 8:</b> Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	<b>Consistent.</b> The proposed PCDP would allow for the future development of a mixed-use commercial and residential project, which would encourage non-motorized transportation through the provision of improved public transit access, and new and expanded pedestrian and bicycle facilities that connect to the larger City and regional system.
<b>SCAG Compass Blueprint Growth Visioning Principles</b>	<b>Project Consistency</b>
<b>Principle #1:</b> Improve mobility for all residents. <ul style="list-style-type: none"> <li>▪ Encourage transportation investments and land use decisions that are mutually supportive.</li> <li>▪ Locate new housing near existing jobs and new jobs near existing housing.</li> <li>▪ Encourage transit-oriented development.</li> <li>▪ Promote a variety of travel choices.</li> </ul>	<b>Consistent.</b> The proposed PCDP would result in the future construction of a mixed-use project that would locate jobs and services near existing housing and also provide new housing in proximity to existing services and job centers such as nearby Fashion Island. As noted previously, the proposed project would provide new opportunities for pedestrian and bicycle travel, expanded water-based transportation facilities, and improved public transit access from the site.
<i>Source: PCR Services Corporation, 2013</i>	

**(d) Newport Beach General Plan**

The proposed project’s consistency with the relevant policies of the Newport Beach General Plan related to traffic and transportation is discussed below in **Table 4.M-**, *General Plan Consistency Analysis*. As summarized in Table 4.M-10, the proposed project would not conflict with the applicable policies of the City’s General Plan. As such, impacts would be less than significant.

**Table 4.M-10**

**General Plan Consistency Analysis**

Applicable Policies	Project Consistency Statement
<b>Chapter 7 Circulation Element</b>	
<p><b>Policy CE 1.1.1: Comprehensive Transportation System.</b> Provide a diverse transportation system that provides mobility options for the community.</p>	<p><b>Consistent.</b> As discussed above, the proposed project would provide new opportunities for pedestrian and bicycle travel, expanded water-based transportation facilities, and improved public transit access from the site. Additionally, the proposed project would provide new vehicular circulation improvements and parking in order to allow for efficient automobile travel to and from the project site.</p>
<b>Roadway System</b>	
<p><b>Policy CE 2.2.4: Driveway and Access Limitations.</b> 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.</p>	<p><b>Consistent.</b> The proposed PCDP requires the relocation of the existing site access driveway on Bayside Drive to a location 45 feet north of the current location, but would not necessarily involve the creation of new driveways on arterial streets. However, as noted above, an optional secondary access option off of East Coast Highway is contemplated in the project PCDP, which would add a new driveway along a major transportation corridor in the City and would be limited to ingress only to maintain traffic flow. Further analysis and review by affected transportation agencies would be necessary upon preparation of a specific future project design. If this secondary, ingress-only option is sought as part of future development on-site, the access driveway and approach would be designed and constructed to meet applicable safety standards to the satisfaction of affected agencies including the City of Newport Beach, Caltrans, OCTA, and OCSD.</p>
<p><b>Policy CE 2.2.6: Emergency Access.</b> Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles.</p>	<p><b>Consistent.</b> The proposed PCDP requires that adequate emergency access is provided as part of future development on-site. Furthermore, once a specific project design pursuant to the PCDP has been brought forth, the Site Development Review process would ensure that emergency vehicles can safely and efficiently navigate the site through verification of proposed roadway widths and turning radii.</p>

Table 4.M- (Continued)

## General Plan Consistency Analysis

Applicable Policies	Project Consistency Statement
<b>Alternative Transportation Modes</b>	
<b>Policy CE 5.1.1: Trails System.</b> Promote construction of a comprehensive trail system as shown on Figure CE4.	<b>Consistent.</b> The proposed PCDP requires the future construction of a public bayfront promenade for pedestrians and cyclists, as well as a new multi-use trail connection to supplement and interconnect the existing City and regional trail system in the project area.
<b>Policy CE 5.1.2: Pedestrian Connectivity.</b> Link residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving.	<b>Consistent.</b> As discussed previously, the proposed PCDP would ensure that future development provides a wide range of non-vehicular transportation options to foster mobility among on-site uses, as well as between on-site and off-site uses, without the use of the automobile.
<b>Policy CE 5.1.3: Pedestrian Improvements in New Development Projects.</b> Require new development projects to include safe and attractive sidewalks, walkways, and bike lanes in accordance with the Master Plan, and, if feasible, trails.	<b>Consistent.</b> The project's PCDP requires the provision of new sidewalks, a new bayfront promenade, and multi-use trail and bike lanes along Bayside Drive that would connect to the City-wide trail system and larger regional trail network.
<b>Policy CE 5.1.4: Linkages to Citywide Trail System and Neighborhoods.</b> Require developers to construct links to the planned trail system, adjacent areas, and communities where appropriate.	<b>Consistent.</b> Refer to Policy CE 5.1.3 above.
<b>Policy CE 5.1.6: Bicycle Supporting Facilities.</b> Incorporate bicycle and pedestrian facilities in the design plans for new streets and highways and, where feasible, in the plans for improving existing roads.	<b>Consistent.</b> As noted above, future project-related improvements to Bayside Drive would include the provision of new Class II bike lanes and a Class I multi-use trail connection, as well as pedestrian and bicycle-friendly improvements in conjunction with on-site vehicular circulation improvements.
<b>Policy CE 5.1.8: Bicycle Conflicts with Vehicles and Pedestrians.</b> Minimize conflict points among motorized traffic, pedestrians, and bicycle traffic.	<b>Consistent.</b> The proposed pedestrian and bicycle improvements required by the PCDP would be subject to future Site Development Review once a specific project design has been prepared and submitted to the City. While these improvements have been conceptually designed to minimize conflicts between transportation modes, future City review would ensure that the final design and location of such facilities would minimize conflicts and associated safety hazards.

**Table 4.M- (Continued)**

**General Plan Consistency Analysis**

Applicable Policies	Project Consistency Statement
<p><b>Policy CE 5.1.9: Integrated Bicycle Improvements.</b> Coordinate community bicycle and pedestrian facilities in a citywide network for continuity of travel.</p>	<p><b>Consistent.</b> As discussed previously, the proposed pedestrian and bicycle facilities would supplement and connect with the larger City and regional network, which would foster continuity of non-vehicular transportation infrastructure in the area.</p>
<p><b>Policy CE 5.2.2: Expanded Water Transportation Modes.</b> Promote opportunities to expand water transportation modes, such as water based shuttle services and water taxis.</p>	<p><b>Consistent.</b> The proposed PCDP would expand boating-related facilities and associated opportunities for water-based travel to and from the project site. The proposed dry stack boat storage facility would allow boat owners to launch and store their vessels on-site, while boat and kayak rentals would allow public access to the local waterways for non-automobile travel.</p>
<p><b>Transportation Systems Management (TSM)/Travel Demand Management (TDM)</b></p>	
<p><b>Policy CE 6.2.1: Alternative Transportation Modes.</b> 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.</p>	<p><b>Consistent.</b> See discussion above. The proposed PCDP would require the provision of various alternative transportation options on the project site, including public transit, water-based travel, and pedestrian and bicycle facilities. Additionally, to the extent feasible and appropriate, future on-site uses may implement additional traffic reduction measures such as ridesharing, carpooling, and vanpooling programs.</p>
<p><b>Policy CE 6.2.2: Support Facilities for Alternative Modes.</b> 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.</p>	<p><b>Consistent.</b> Future development, per the proposed PCDP, would include various improvements supporting alternative transportation, as stated above. In addition, to the extent deemed appropriate during future Site Development Review, further measures such as preferential parking for carpools, bicycle lockers, showers, or other improvements may also be implemented depending on the specific design of a future project once proposed.</p>
<p><b>Policy CE 6.2.3: Project Site Design Supporting Alternative Modes.</b> Encourage increased use of public transportation by requiring project site designs that facilitate the use of public transportation and walking.</p>	<p><b>Consistent.</b> The proposed PCDP would allow for the future development of a mixed-use project on the project site that enhances pedestrian access to the existing OCTA transit stop on East Coast Highway, and also would require the provision of various pedestrian facilities such as a new bayfront promenade, multi-use trail, and sidewalks throughout the project site.</p>
<p><b>Parking</b></p>	

**Table 4.M- (Continued)****General Plan Consistency Analysis**

<b>Applicable Policies</b>	<b>Project Consistency Statement</b>
<b>Policy CE 7.1.1: Required Parking.</b> Require that new development provide adequate, convenient parking for residents, guests, business patrons, and visitors.	<b>Consistent.</b> As required by the proposed PCDP, future development would be required to provide off-street parking for all proposed uses. Compliance with the PCDP parking requirements would ensure that adequate on-site parking is provided for a future on-site development.
<b>Policy CE 7.1.8: Parking Configuration.</b> Site and design new development to avoid use of parking configurations or management programs that are difficult to maintain and enforce.	<b>Consistent.</b> Although no specific project is currently proposed for the project site, future development pursuant to the project PCDP would be provided in surface lots and a central multi-level parking structure that would be accessible to the public, on-site residents, employees, and commercial patrons. The specific design and function of on-site parking would be subject to evaluation as part of future Site Development Review, which would ensure that parking configurations and management programs (as applicable) are not difficult to maintain or enforce.
<b>Policy CE 7.1.10: Parking for Marine Recreational Users.</b> 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.	<b>Consistent.</b> As noted above, the PCDP requires the provision of adequate parking in accordance with NBMC requirements for all proposed future uses, including visitor serving marine uses.
<hr/> <p><i>Source: PCR Services Corporation, 2013</i></p>	

**(e) Newport Beach Coastal Land Use Plan**

The proposed project's consistency with the relevant policies of the Newport Beach Coastal Land Use Plan related to traffic and transportation is discussed below in **Table 4.M-**, *Coastal Land Use Plan Consistency Analysis*. As summarized in Table 4.M-11, the proposed project would not conflict with the applicable policies of the City's Coastal Land Use Plan. As such, impacts would be less than significant.

**Table 4.M-11**

**Coastal Land Use Plan Consistency Analysis**

Applicable Policies	Project Consistency Statement
<b><u>2.9 Transportation</u></b>	
<b>2.9.1 Public Transit</b>	
<p><b>Policy 2.9.1-2.</b> Continue to require new development to dedicate transit facilities, such as bus turnouts, benches, shelters and similar facilities, where appropriate.</p>	<p><b>Consistent.</b> The proposed PCDP would allow for a future mixed-use development on-site that would include a new at-grade project frontage along East Coast Highway at Bayside Drive, which is the location of the existing OCTA transit stop. The new project frontage would enhance pedestrian access to the bus stop by providing at-grade walkways between the site interior and East Coast Highway, which is currently obstructed by fencing and ornamental landscaping around the site perimeter.</p>
<p><b>Policy 2.9.1-3.</b> Locate and design larger commercial and residential developments to be served by transit and provide non-automobile circulation to serve new development to the greatest extent possible.</p>	<p><b>Consistent.</b> As discussed above, the proposed PCDP would result in future development on-site that would enhance access to public transit from the project site and include a number of pedestrian- and bicycle-related improvements to encourage non-vehicular circulation within the site and in the surrounding area.</p>
<p><b>Policy 2.9.1-8.</b> Employment, retail, and entertainment districts and coastal recreational areas should be well served by public transit and easily accessible to pedestrians and bicyclists. Streets, sidewalks, bicycle paths, and recreational trails (including the Coastal Trail) should be designed and regulated to encourage walking, bicycling, and transit ridership.</p>	<p><b>Consistent.</b> Refer to responses to Policies 2.9.1-2 and 2.9.1-3 above.</p>
<p><b>Policy 2.9.1-10.</b> Encourage new developments to design projects to facilitate transit ridership and ridesharing through such means as locating and designing building entries that are convenient to pedestrians and transit riders.</p>	<p><b>Consistent.</b> Refer to response to Policy 2.9.1-2. Future development on-site may include programs or design features that also encourage ridesharing, if deemed appropriate and feasible during future Site Development Review.</p>
<b>2.9.2 Bikeways and Trails</b>	
<p><b>Policy 2.9.2-1.</b> Maintain, expand, and encourage the use of bikeways and trails as alternative circulation routes.</p>	<p><b>Consistent.</b> The proposed PCDP requires future development of the project site to include a new Class I multi-use trail and new Class II bike lanes along Bayside Drive in order to encourage non-vehicular transportation and provide connectivity between the City and regional trail networks.</p>
<p><b>Policy 2.9.2-4.</b> Design and site new development to provide connections to existing and proposed bikeways and trail systems.</p>	<p><b>Consistent.</b> Refer to response to Policy 2.9.2-4.</p>

Table 4.M-11 (Continued)

## Coastal Land Use Plan Consistency Analysis

2.9.3 Parking	
<b>Policy 2.9.3-2.</b> Continue to require new development to provide off-street parking sufficient to serve the approved use in order to minimize impacts to public on-street and off-street parking available for coastal access.	<b>Consistent.</b> As required by the proposed PCDP, future development would be required to provide off-street parking for all proposed uses. Compliance with the PCDP parking requirements would ensure that adequate on-site parking is provided for a future on-site development.
<b>Policy 2.9.3-3.</b> Require that all proposed development maintain and enhance public access to the coast by providing adequate parking pursuant to the off-street parking regulations of the Zoning Code in effect as of October 13, 2005.	<b>Consistent.</b> Refer to response to Policy 2.9.3-2. Adequate off-street parking would be provided on-site for use by the public, which would be located in proximity to the project site waterfront in order to facilitate public coastal access.
<b>Policy 2.9.3-5.</b> Continue to require off-street parking in new development to have adequate dimensions, clearances, and access to insure their use.	<b>Consistent.</b> Subject to review and approval as part of future Site Development Review, parking lots and the proposed parking structure on-site would be designed to have adequate dimensions, clearances, and access.
<b>Policy 2.9.3-13.</b> Encourage commercial and institutional development located near beaches and other coastal resources to provide parking for public access during weekends and holidays.	<b>Consistent.</b> Refer to response to Policy 2.9.3-3. Public parking in proximity to on-site coastal areas would be provided and would be available during weekends and holidays.
Source: PCR Services Corporation, 2013	

**(f) Newport Beach Municipal Code**

With regard to the consistency with the NBMC, future development on-site would provide off-street parking for proposed uses in accordance with the minimum parking requirements contained in Table 3, *Parking Requirements*, in Section IV, *Development Standards*, of the project's PCDP. The parking requirements contained in the project's PCDP for future development on-site are consistent with the parking requirements contain in Section 20.40, *Off-Street Parking*, of the NBMC. Subject to future Site Development Review, future development pursuant to the proposed PCDP would provide adequate parking, and would not conflict with the NBMC parking requirements. Impacts related to consistency with NBMC parking requirements would be less than significant.

**4. CUMULATIVE IMPACTS**

Chapter 3, *Basis for Cumulative Analysis*, of this Draft EIR provides two lists of projects that are either approved, planned, or are under construction in the proposed project study area. As illustrated in **Figure 3-1**, *Approved Project Map*, and **Figure 3-2**, *Cumulative Project Map*, in Chapter 3, *Basis for Cumulative Analysis*, of this Draft EIR, a total of 18 approved projects and 25 cumulative projects (collectively referred to as "related projects") have been identified in the proposed project's study area. Traffic-related impacts are anticipated to occur within the region as cumulative development, including these related projects and other



future development as the overall buildout of the City's General Plan continues. The majority of the City is developed with urbanized uses, and East Coast Highway is recognized as a major transportation corridor, with relatively high amounts of traffic occurring in the project area due to the intensity of development and proximity to Newport Harbor and other coastal resources. The impact analysis presented above provides an analysis for year 2017 buildout conditions, and thus serves to address both project-related and cumulative traffic impacts. In addition, as discussed in Chapter 3.0, *Basis for Cumulative Analysis*, of this Draft EIR, traffic volumes for forecast year 2017 conditions were derived by increasing existing traffic volumes by one percent per year. Thus, the forecast year 2017 with project scenario accounts for regional growth and cumulative development within the study area. The maximum development on-site allowable under the proposed PCDP would not result in any significant impacts under future year 2017 cumulative traffic conditions (see Section 4.M.3.d). As such, cumulative impacts would be less than significant and the proposed project's contribution to such impacts would not be considerable.

As is the case with the proposed project, each related project would be subject to review and approval of project plans by the City of Newport Beach to ensure adequate sight distance for vehicles, as well as appropriate striping and signage, are provided in order to preclude the potential for traffic-related hazardous conditions. Therefore, it is anticipated that related development projects would not result in safety hazards for vehicles in the area, and cumulative impacts would be less than significant. The project's contribution to this impact would not be cumulatively considerable.

As cumulative development occurs, public transit agencies are expected to respond by expanding their services and facilities to meet growing demands. It is also expected that related development projects would also provide adequate public transit facilities when appropriate given each project's scope, such as bus turnouts, shelters, and signage, to the satisfaction of affected transit agencies. Assuming public transportation keeps pace with demand based on market forces, as is expected, and pedestrian and bicycle facilities are provided concurrent with new development projects within the City (as required by NBMC development regulations), cumulative alternative transportation impacts would be less than significant. Furthermore, given the project's provision of extensive new pedestrian and bicycle-oriented improvements on- and off-site (e.g., sidewalks, trails, promenade), the proposed project's contribution to this impact would not be cumulatively considerable.

As is the case with the proposed project, future related development projects will be subject to review with regard to consistency with applicable plans, policies, and regulations. It is anticipated that such project review on a case-by-case basis will preclude the potential for adverse impacts resulting from conflicts with traffic-related regulations. The proposed project's contribution to this impact would not be cumulative considerable, and cumulative impacts would be less than significant in this regard.

## 5. MITIGATION MEASURES

### a. Site Access and Circulation

**Mitigation Measure M-1:** Sight distance at the project accesses shall be reviewed with respect to City of Newport Beach standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

**Mitigation Measure M-2:** On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project and as approved by the City of Newport Beach.

**Mitigation Measure M-3:** Final design of the optional secondary access ("right turn in" only lane on East Coast Highway) shall accommodate bicycle use along the corridor and shall require coordination with and the approval of the California Department of Transportation, the Orange County Transportation Authority, and the Orange County Sanitation District. The driveway for the Orange County Sanitation District shall be relocated so as not to interfere with the proposed "right turn in" only lane. Based on the posted speed limit of 50 miles per hour, and assuming partial deceleration of 10 miles per hour in the through lane, the recommended length of the deceleration lane is 315 feet.

## **6. LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Future implementation of the proposed project would result in less than significant traffic-related impacts to the local and regional traffic system, including CMP facilities, under existing plus project and future cumulative conditions. Impacts related to site access and circulation would be less than significant with implementation of applicable mitigation measures, while impacts regarding consistency with applicable plans, policies, and regulations related to transportation and circulation, including alternative transportation, would be less than significant.