

4.15 TRANSPORTATION

4.15.1 Introduction

This section evaluates potential transportation impacts resulting from the implementation of City of Newport Beach General Plan Housing Implementation Program (Project). The analysis area covers the entirety of the City and its Sphere of Influence (collectively referred herein as the City) as the 2021-2029 Housing Element applies citywide. However, the analysis is specifically focused on the housing sites as identified in **Section 3.0: Project Description**. The following discussion addresses applicable regulations, evaluates the proposed Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and, if necessary, recommends measures to reduce or avoid adverse impacts anticipated from implementation of the proposed Project. This analysis has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on vehicle miles traveled (VMT). The following analysis is based on the *Newport Beach Housing Element Update Vehicle Miles Traveled Analysis* prepared by Urban Crossroads (Urban Crossroads, 2023) and included as **Appendix F** to this Program EIR.

4.15.2 Regulatory Setting

Federal

Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) is a federally mandated four year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The FTIP is a comprehensive listing of such transportation projects proposed over a six-year period. As the metropolitan planning organization (MPO) for the region, the Southern California Association of Governments (SCAG) is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies.

The FTIP identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while supporting efforts to attain federal and State air quality standards for the region by reducing transportation related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized projects - bicycle and pedestrian.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. Projects in the FTIP are consistent with SCAG's approved Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

State

Statewide Transportation Improvement Program

Caltrans oversees the State's highway system. Caltrans is the public agency responsible for designing, building, operating, and maintaining the State's highway system, which consists of freeways, highways, expressways, toll roads, and State Right-of-Way (the area between the roadways and property lines). Caltrans is also responsible for permitting and regulating the use of State roadways. Caltrans' construction

practices require temporary traffic control planning during activities that interfere with the normal function of a roadway.

The California 2022 State Transportation Improvement Program (STIP), adopted by the California Transportation Commission on March 16, 2022, is a multi-year, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes, metropolitan plans, and Code of Federal Regulations (CFR) Title 23. The STIP is prepared by Caltrans in cooperation with the metropolitan planning organizations and the regional transportation planning agencies. The STIP contains all capital and non-capital transportation projects or identified phases of transportation projects for funding under the Federal Transit Act and CFR Title 23, including federally funded projects. The STIP is the biennial five-year plan.

Congestion Management Program

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The purpose of a CMP is to monitor the performance of the region's transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. A CMP has been prepared for Orange County.

Assembly Bill 1358 – California Complete Streets Act

Assembly Bill (AB) 1358 or California Complete Streets Act, signed by former Governor Arnold Schwarzenegger on September 30, 2008, requires that the General Plan Circulation Elements “plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.” Users are defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and riders of public transportation.

Senate Bill 375: Sustainable Communities and Climate Protection Act

Senate Bill (SB) 375 (2008) is intended to reduce greenhouse gas (GHG) emissions from passenger vehicles through an integrated approach to regional transportation and land use planning. There is a strong link between land use, housing location decisions, and strategies to reduce emissions from the transportation sector. Within urbanized areas, residential development accounts for the largest share of land area, constituting a major influence on regional development footprints and travel patterns. As such, integrating transportation and residential land use is one of the most impactful strategies for reducing GHG emissions, as well as other forms of air pollution, for the transportation system. Governmental actions supporting the location, variety and availability of housing are critical to implementing GHG emissions reduction policies. This can support the integration of transportation and housing development, offering more varied and efficient consumer choices. Infill development patterns that emphasizes proximity and connectivity to public transit, walkable areas, employment and service centers and amenities can increase the effectiveness of these relationships. The City's adopted 2021-2029 Housing Element is required to be consistent with the Sustainable Communities Strategy (SCS) of the regional transportation plan prepared by Southern California Association of Governments (SCAG).

Senate Bill 325 - California Transportation Development Act¹

The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. It established two funding sources: the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund. The LTF is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. Each county then apportions the LTF funds within the county based on population. The STA funds are appropriated by the legislature to the State Controller's Office, who then allocates the tax revenue, by formula, to planning agencies and other selected agencies. STA funding can only be used for transportation planning and mass transportation purposes.

State Senate Bill 743

Senate Bill (SB) 743 was enacted in 2013 is to shift from level of service (LOS) to vehicle miles traveled (VMT) for assessing transportation impacts under CEQA. As a result, the Governor's Office of Planning and Research (OPR) amended the State CEQA Guidelines in December 2018 to clarify that a reduction in the level of service can no longer be considered an environmental impact under CEQA. LOS was replaced with VMT as the metric for transportation impact evaluations to encourage GHG emission reductions, support the development of multi-modal transportation networks, and promote a diversity of land uses. The City adopted local CEQA Guidelines to add significance thresholds and implementation procedures for the review of transportation-related impacts analysis in accordance with CEQA to clarify the local implementation procedures for SB 743 under City Council Policy K-3 (*Implementation Procedures for the California Environmental Quality Act*).

Regional and Local

SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies

SCAG is responsible for most regional planning in Southern California. SCAG represents a six-county region that includes Orange, Imperial, Los Angeles, Riverside, San Bernardino, and Ventura counties and 189 cities. The City is part of the Orange County Council of Governments (OCCOG), which is a sub-region of the SCAG planning area. The *2020-2045 Regional Transportation Plan/Sustainable Communities Strategies* (RTP/SCS) or Connect SoCal Plan, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards. This long-range plan, required by the State of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change. The RTP/SCS is a living, evolving blueprint for the region's future.²

Of the goals presented in Connect SoCal, the following six are applicable to transportation:

- Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.

¹ Caltrans. (2021) *Transportation Development Act*. <https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act#:~:text=The%20Mills-Alquist%20Deddeh%20Act%20%28SB%20325%29%20was%20enacted%20by,related%20purposes%20that%20comply%20with%20regional%20transportation%20plans>. Accessed November 29, 2023.

² Ibid.

- Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.
- Goal 4: Increase person and goods movement and travel choices within the transportation system.
- Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.
- Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
- Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.

Orange County Transportation Authority Long Range Transportation Plan

The Orange County Transportation Authority (OCTA) is the regional agency responsible for overseeing the regional transportation system, the County Master Plan of Arterial Highways (MPAH), and local agency compliance with regional and statewide programs such as the Congestion Management Plan (CMP). The Orange County Transportation Authority (OCTA) is the state-designated County Transportation Commission. In this role, OCTA prepares a Long Range Transportation Plan every four years to provide a system-level vision for Orange County. This vision considers a forecast of available revenues, changing demographics, and any other significant trends. The *Directions 2045 Long Range Transportation Plan* (May 2023) acts as local input for SCAG's RTP/SCS. It is a blueprint for Orange County's transportation future through 2045 for all transportation modes, including freeways, roadways, buses, and rail transit. The LRTP is the vehicle by which OCTA plans for the County's transportation, in response to changing trends in population and workforce, where residents live, how they commute, the dollars available to carry out transportation solutions, environmental priorities, and the policies and programs that foster mobility.

Orange County Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California, including Orange County, to prepare a Congestion Management Plan (CMP). The following year, Orange County's local governments designated the 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. The Orange County CMP was originally adopted in 1991 and updated most recently in 2023. The goals of Orange County's CMP are to support regional mobility objectives by reducing traffic congestion; to provide a mechanism for coordinating land use and development decisions that support the regional economy; and to support gas tax funding eligibility. To meet these goals, the CMP contains a number of policies designed to monitor and address system performance issues.

Local

City of Newport Beach General Plan

The Newport Beach General Plan was adopted by the City Council on July 25, 2006 and approved on November 7, 2006. On October 25, 2022, the General Plan Circulation Element was adopted by the City Council to comply with State law mandates including "Complete Streets" and Vehicle Miles Traveled (VMT) legislation. The updated Circulation Element includes new and revised goals and policies to provide for a balanced transportation network that will support and encourage walking, bicycling, and transit ridership.

The following General Plan goals and policies that have been adopted by the City for the purpose of avoiding or mitigating an environmental effect are applicable to future development projects associated with the proposed Project.

Circulation Element

- Goal CE 1.1** **An overall transportation system that facilitates the movement of people and goods within and through the City of Newport Beach and accommodates conservative growth within the City of Newport Beach but is not expanded primarily to accommodate growth in the surrounding region.**
- Policy CE 1.1.1** **Comprehensive Transportation System.** Provide a diverse transportation system that provides mobility options for the community.
- Policy CE 1.1.2** **Integrated System of Multiple Modes.** Provide an integrated transportation system that supports the land use plan set forth in the Land Use Element.
- Goal CE 2.1** **A roadway system with no significant gaps that provides for the efficient movement of goods and people in the City of Newport Beach, while maintaining the community's character and its residents' quality of life.**
- Policy CE 2.1.2** **Street and Highway Network.** Construct the circulation system described on the map entitled Newport Beach Circulation Element-Master Plan of Streets and Highways shown in Figure CE1 and Figure CE2 (cross-section).
- Goal CE 2.2.** **A safe and efficient roadway system.**
- Policy CE 2.2.5** **Driveway and Access Limitations.** Limit driveway and local street access on arterial streets to maintain a desired quality of traffic flow and limit hazards to active transportation modes. Wherever possible, consolidate and/or reduce the number of driveways and implement access controls during redevelopment of adjacent parcels.
- Policy CE 2.2.7** **Emergency Access.** Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles. An emergency evacuation map shall be prepared as part of an updated Safety Element.
- Policy CE 2.2.8** **Alleys.** Alleys in new developments shall be 20' wide to facilitate circulation.
- Goal CE 2.3** **Optimal roadway system operation.**
- Policy CE 2.3.3** **New Development Maintenance Responsibility.** Ensure minimization of traffic congestion impacts and parking impacts and ensure proper roadway maintenance through review and approval of Construction Management Plans associated with new development proposals in residential neighborhoods.
- Goal CE 5.1** **A transportation system that supports Complete Streets policies and design.**
- Policy CE 5.2.6** **Pedestrian Improvements in New Development Projects.** Require new development projects to include safe and attractive sidewalks, walkways, and bike lanes in accordance with the Master Plan, and, if feasible, trails.
- Policy CE 5.2.7** **Linkages to Citywide Trail System and Neighborhoods.** Require developers to construct links to the planned trail system, adjacent areas, and communities where appropriate.

- Policy CE 5.2.11 Bicycle Supporting Amenities.** Require bicycle facilities such as bike racks, bike stations, or lockers according to national standards for long-term and short-term bicycle utilization on City property and with new development and encourage the addition of such bicycle facilities within existing development.
- Goal CE 5.4 Completion of pedestrian infrastructure where planned and necessary.**
- Policy CE 5.4.1 Pedestrian Street Crossings.** Continue to implement improved pedestrian crossings, such as lighted crosswalk installations, in key high-volume areas such as Corona Del Mar, Mariners' Mile, West Newport, Airport Area, Newport Center/Fashion Island, and the Balboa Peninsula.
- Policy CE 5.4.2 Overhead Pedestrian Street Crossings.** Consider overhead pedestrian crossings in areas where pedestrian use limits the efficiency of the roadway or signalized intersection and/or where an overhead crossing provides for improved pedestrian safety.
- Policy CE 5.4.6 Bicycle and Pedestrian Safety.** Provide for the safety of bicyclists and pedestrians through provision of adequate facilities, including review of locations where sidewalk use by bicyclists is appropriate, consideration of separate facilities for e-bikes or other semi-motorized modes, and maintenance and construction of extra sidewalk width where feasible.
- Goal CE 7.1 Promote strategies to reduce the use of internal combustion passenger cars and the attendant greenhouse gas emissions.**
- Policy CE 7.1.1 Vehicle Miles Traveled (VMT) Analysis.** Follow the analysis methodology for vehicle miles traveled according to the Newport Beach VMT thresholds policy and as required in Senate Bill 743 and the revised California Environmental Quality Act (CEQA) Guidelines.
- Policy CE 7.1.2 VMT Mitigation Measures.** Require implementation of CEQA project related VMT mitigation measures when warranted and monitor reductions in VMT from new development.
- Policy CE 7.1.4 Alternative Transportation Modes and Practices.** Promote and encourage the use of alternative transportation modes, such as ridesharing, carpools, vanpools, public transit, bicycles, walking, and telecommuting programs, through the planning and development of a Complete Streets master plan and design guide.
- Policy CE 7.1.5 Support Facilities for Alternative Modes.** Require new development projects to provide facilities commensurate with development type and intensity to support alternative modes, such as preferential parking for carpools, bike racks, bike stations, bicycle lockers, showers, commuter information areas, rideshare vehicle loading areas, water transportation docks, and bus stop improvements.
- Policy CE 7.1.7 Project Site Design Supporting Alternative Modes.** Encourage increased use of public transportation by requiring project site designs that facilitate the use of public transportation and walking.
- Goal CE 8.1 An adequate supply of convenient parking throughout the City.**

- Policy CE 8.1.1** **Required Parking.** Require that new development provide adequate, convenient parking for residents, guests, business patrons, and visitors.
- Policy CE 8.1.9** **Shared Parking Facilities.** Consider allowing shared parking in mixed use and pedestrian oriented areas throughout the City.
- Policy CE 8.1.10** **Parking Configuration.** Site and design new development to avoid use of parking configurations or management programs that are difficult to maintain and enforce.
- Policy CE 8.1.13** **Curb Cuts.** Require new development to minimize curb cuts to protect on-street parking spaces. Close curb cuts to create on street parking spaces wherever feasible.
- Policy CE 8.1.14** **Alley Access.** Require alley access to parking areas for all new development in areas where alley access exists.
- Goal CE 9.1** **Adequate funding for needed transportation infrastructure and operations including support of measures for outside funding of transportation improvements.**
- Policy CE 9.1.9** **Right-of-Way Dedication.** Require the dedication of needed right-of-way in conjunction with approval of subdivision maps or other discretionary approvals.
- Policy CE 9.1.10** **Development Requirements.** Require development to provide the needed roadway improvements adjacent to a site, commensurate with project impact and in accordance with the Master Plan of Streets and Highways.
- Policy CE 9.1.12** **Measure M Restrictions.** Measure M sales tax revenues shall not be used to replace private developer funding that has been committed for any project or normal subdivision obligations.

Land Use Element

- Goal LU 6.15** **A mixed-use community that provides jobs, residential, and supporting services in close proximity, with pedestrian-oriented amenities that facilitate walking and enhance livability.**
- Policy LU 6.15.18** **Walkable Streets.** Retain the curb-to-curb dimension of existing streets, but widen sidewalks to provide park strips and generous sidewalks by means of dedications or easements. Except where traffic loads preclude fewer lanes, add parallel parking to calm traffic, buffer pedestrians, and provide short-term parking for visitors and shop customers.
- Policy LU 6.15.19** **Connected Streets.** Require dedication and improvement of new streets as shown on Figure LU23. The illustrated alignments are tentative and may change as long as the routes provide the intended connectivity. If traffic conditions allow, connect new and existing streets across Macarthur Boulevard with signalized intersections, crosswalks, and pedestrian refuges in the median.
- Policy LU 6.15.20** **Pedestrian Improvements.** Require the dedication and improvement of new pedestrian ways as conceptually shown on Figure LU23. The alignment is tentative and may change as long as the path provides the intended connectivity. For safety, the full length of pedestrian ways shall be visible from intersecting streets. To maintain an intimate scale and to shade the path with trees, pedestrian ways should not be sized as fire lanes. Pedestrian ways shall be open to the public at all hours.

City of Newport Beach Local Coastal Program

The Coastal Act requires each local jurisdiction wholly or partly within the coastal zone to prepare a Local Coastal Program (LCP), which is used to carry out California Coastal Act polices and requirements. The City lies partly within the coastal zone. The City received certification of its LCP with an effective date of January 30, 2012. The City's LCP addresses matters relevant to transportation. The LCP Coastal Land Use Plan policies relevant to the Project are provided below.

Transportation

- Policy 2.9.1-2** Continue to require new development to dedicate transit facilities, such as bus turnouts, benches, shelters and similar facilities, where appropriate.
- Policy 2.9.1-3** 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.
- Policy 2.9.1-10** 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.
- Policy 2.9.2-4** Design and site new development to provide connections to existing and proposed bikeways and trail systems.
- Policy 2.9.3-1** Site and design new development to avoid use of parking configurations or parking management programs that are difficult to maintain and enforce.
- Policy 2.9.3-2** 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.
- Policy 2.9.3-3** Require that all proposed development maintain and enhance public access to the coast by providing adequate parking pursuant to the offstreet parking regulations of the Zoning Code in effect as of October 13, 2005.
- Policy 2.9.3-5** Continue to require off-street parking in new development to have adequate dimensions, clearances, and access to insure their use.
- Policy 2.9.3-6** Prohibit new development that would result in restrictions on public parking that would impede or restrict public access to beaches, trails or parklands, (including, but not limited to, the posting of "no parking" signs, red curbing, and physical barriers), except where such restrictions are needed to protect public safety and where no other feasible alternative exists to provide public safety.
- Policy 2.9.3-7** If public parking restrictions are allowed to protect public safety, require new development to provide an equivalent quantity of public parking nearby as mitigation for impacts to coastal access and recreation, where feasible.
- Policy 2.9.3-10** Require new development to minimize curb cuts to protect on-street parking spaces. Close curb cuts to create new public parking wherever feasible.
- Policy 2.9.3-11** Continue to require alley access to parking areas for all new development in areas where alley access exists.

Policy 2.9.3-14 Develop parking management programs for coastal zone areas that achieve the following:

- Provides adequate, convenient parking for residents, guests, business patrons, and visitors of the coastal zone;
- Optimizes use of existing parking spaces;
- Provides for existing and future land uses;
- Reduces traffic congestion;
- Limits adverse parking impacts on user groups;
- Provides improved parking information and signage;
- Generates reasonable revenues to cover City costs; and
- Accommodates public transit and alternative modes of transportation.

*Newport Beach Capital Improvement Program*³

The City's Capital Improvement Plan (CIP) serves as a plan for the provision of public improvements, special projects, ongoing maintenance programs and implementation of the City's master plans. The CIP budget supports the City's stated budget principles:

- keeping the community safe;
- providing quality mix of services that Newport Beach residents expect in a cost effective manner;
- keeping Newport Beach looking great;
- maintaining a fiscally stable and sustainable city government; and
- providing government transparency to the citizenry.

The CIP is prepared in conjunction with the budget process and is reviewed annually to meet changing needs, priorities, and financial conditions.

City of Newport Beach Municipal Code

Chapter 9.04 Fire Code. The City has adopted the 2022 California Fire Code including subsequent amendments and appendices. Newport Beach Municipal Code (Municipal Code) 9.04.110 – 160 include amendments to Section 503.2 of the Fire Code, which includes minimum dimensions for fire apparatus access roads, turning radius, dead ends, and grades.

Chapter 15.40 Traffic Phasing Ordinance. The City of Newport Beach adopted a Traffic Phasing Ordinance (Municipal Code Title 15, Chapter 15.40, Traffic Phasing Ordinance) to meet the following objectives: (1) to provide a uniform method of analyzing the traffic impacts of projects that generate a substantial number of average daily trips and/or trips during the morning or evening peak hour period; (2) to identify the specific and near-term impacts of a project's traffic as well as circulation system improvements that will accommodate project traffic and ensure that development is phased with identified circulation system improvements; (3) to ensure that project proponents make or fund circulation system improvements that mitigate the specific impacts of project traffic on primary intersections at or near the

³ City of Newport Beach (2023). *City of Newport Beach Fiscal Year 2023-24 Through 2028-29 Capital Improvement Program*. <https://www.newportbeachca.gov/government/departments/public-works/capital-improvement-program>. Accessed November 30, 2023.

time the project is ready for occupancy; and (4) to provide a mechanism for ensuring that a project's cost of mitigating traffic impacts is roughly proportional to project impacts.

TPO requirements differ from CEQA requirements. VMT is the CEQA significance criteria for the assessment of potential traffic impacts. Level of service (LOS) is used by the City for non-transportation projects where construction of all phases is anticipated to be complete within 60 months of project approval and where the project would generate 300 or more daily trips or increase trips by one percent or more on any leg of any primary intersection. Because no project-specific development is proposed as a part of this Project, the TPO is not applicable.

Chapter 20.44 Transportation Demand Management Requirements.⁴ The purpose of Chapter 20.44 is to implement the requirements of Orange County's Congestion Management Program. The City's Transportation Demand Management (TDM) Ordinance was established to help mitigate potential impacts of development projects on mobility, congestion, and air quality, as well as to promote TDM strategies. The City uses the TDM Ordinance to encourage changes in individual travel behavior, where certain TDM activities are made mandatory by the ordinance.

City Council Policy L-26 (Traffic Management Policy)

Local roadways are planned to accommodate traffic circulating the local village or neighborhood they serve. Keeping regional traffic off of local streets preserves right-of-way for its intended use and for use by other transportation modes. In recognition of the need to discourage non-local cut-through traffic from using residential streets, the City Council adopted Policy L-26 (Traffic Management Policy) in 2006 (last amended in 2018). This policy provides tools and a process for managing the speed and volume of vehicles on residential streets and implementing considered responses that do not simply shift cut-through traffic from one residential street to another.

Newport Beach Bicycle Master Plan

The City Council adopted the City of Newport Beach Bicycle Master Plan in October 2014, which provides a broad vision, as well as strategies and actions, to improve conditions for bicycling throughout the City. The Bicycle Master Plan provides direction for expanding the existing bikeway network, connecting gaps within the City, and connecting to adjacent cities. In addition, the Master Plan provides recommendations for education, encouragement, enforcement, and evaluation programs.

4.15.3 Existing Conditions

Transportation Infrastructure

Regional Facilities

Regional access to the City is provided from the Corona del Mar Freeway/San Joaquin Hills Transportation Corridor (State Route [SR] 73), Interstate 405 (I-405), State Route 55 (SR-55), Newport Boulevard, and Pacific Coast Highway (Coast Highway).

⁴ City of Newport Beach. *City of Newport Beach Municipal Code – Chapter 20.44 Transportation Demand Management Requirements*. <https://www.codepublishing.com/CA/NewportBeach/#!/NewportBeach20/NewportBeach2044.html#20.44>. Accessed November 30, 2023.

Existing Roadway Classifications

The General Plan Circulation Element categorizes the City's street system according to its use by various modes of travel, including passenger vehicle, transit, bicycle, and pedestrian uses. The street categories are: Principal Arterial, Major Arterial, Primary Arterial, Secondary Arterial, and Commuter Roadway.

Principal Arterial. A Principal Arterial Highway is typically an eight-lane divided roadway. A Principal arterial is designed to accommodate a daily capacity ranging from 45,000 to 60,000 vehicles per day. Principal arterials carry a large volume of regional through traffic not handled by the freeway system.

Major Arterial. A Major Arterial highway is typically a six-lane divided roadway. A Major Arterial is designed to accommodate a daily capacity ranging from 30,000 to 45,000 vehicles per day. Major arterials carry a large volume of regional through traffic not handled by the freeway system. A Major Augmented is similar to a Major Arterial but may include additional lanes, particularly at intersections, resulting in a daily capacity ranging from 52,000 to 70,000 vehicles per day.

Primary Arterial. A Primary Arterial highway is usually a four-lane divided roadway. A Primary Arterial is designed to accommodate a daily capacity ranging from 20,000 to 30,000 vehicles per day. A Primary arterial's function is similar to that of a Principal or Major arterial. The chief difference is capacity. A Primary Augmented is similar to a Primary arterial, but may include additional lanes, particularly at intersections, resulting in a daily capacity ranging from 35,000 to 50,000 vehicles per day.

Secondary Arterial. A Secondary Arterial highway is a four-lane roadway (often undivided). A Secondary arterial distributes traffic between local streets and Major or Primary arterials. Although some Secondary arterials serve as through routes, most provide more direct access to surrounding land uses than Principal, Major, or Primary arterials. Secondary arterials carry a daily capacity ranging from 10,000 to 20,000 vehicles per day.

Commuter Roadway—A commuter roadway is a two-to-four-lane, unrestricted access roadway with a daily capacity ranging from 7,500 to 15,000 vehicles per day. It differs from a local street in its ability to handle through traffic movements between arterials.

Public Transportation

Bus Service

The Orange County Transportation Authority (OCTA) provides fixed route bus service and on-demand paratransit service (such as the one at the Oasis Senior Center provided for seniors) to Orange County, inclusive of Newport Beach. OCTA operates the following routes through the City:

- Route 1 - Long Beach to San Clemente via Pacific Coast Highway
- Route 47 - Fullerton to Balboa via Anaheim Boulevard/Fairview Street
- Route 55 – Santa Ana to Newport Beach via 17th Street, Dover, Pacific Coast Highway, Newport Center
- Route 57 – Brea to Newport Beach via Jamboree Road and Newport Center Drive
- Route 71 - Yorba Linda to Newport Beach via Newport Boulevard
- Route 79 – Tustin to Newport Beach via Ford Road and San Miguel Drive

OCTA occasionally revises their service schedule based on increased or decreased public transportation use on routes. **Figure 4.15-1: Existing Bus Routes in Newport Beach** shows year-round OCTA bus routes in the City of Newport Beach. Bus routes where service is every 15 minutes (or more frequent) is shown on the exhibit.

Ferry Service

Ferry service between Balboa Island and Balboa Peninsula provides a transportation connection for pedestrians, bicyclists, and automobile travelers.

Trails

Bicycle Facilities. See **Figure 4.15-2: Newport Beach Bikeways** for the existing bikeways within the City. The General Plan Circulation Element identifies the following classifications of bicycle facilities:

- Bicycle Path (Caltrans Class I). Provides for bicycle travel on a paved right-of-way separated from any street or highway. Includes sidewalk adjacent to street.
- Bicycle Lane (Caltrans Class II). Provides a striped and stenciled lane for bicycle travel on a street or highway.
- Bicycle Route (Caltrans Class III). Provides for a shared use with motor vehicle traffic and may be identified by signing. Stencil markings identifying a recommended position for bicycles may also be provided.
- Cycle Track (Caltrans Class IV). An on-road facility separated from vehicle traffic by a physical barrier.
- Bicycle Trail. Provides a dirt pathway designated for the use of bicycles and pedestrians completely separated from motor vehicle traffic

According to the Bicycle Master Plan (2014), the City has approximately 93 miles of bicycle facilities. The City has off-street bike paths primarily along parts of Coast Highway, Irvine Avenue, University Drive, Jamboree Road, Spyglass Hill Road, San Joaquin Hills Road, and in the San Diego Creek Channel along Newport Bay and through Buffalo Hills Park.

Pedestrian Facilities. Pedestrian infrastructure includes a network of sidewalks and marked crosswalks to improve the safety, comfort and visibility of pedestrians. The City contains a variety of pedestrian and multi-use facilities. These include sidewalks through developed areas, the oceanfront boardwalk on the Balboa Peninsula, bayfront walkways, and trails along Upper Newport Bay and in open space areas. A majority of the housing sites are located within developed and urbanized areas in the City, and likely have existing pedestrian facilities in the vicinity. Only 20 candidate housing sites are currently undeveloped, and would likely require extension of pedestrian facilities during future development. The Circulation Element further notes that the City will consider providing more bayfront walkways in the Balboa Peninsula area and Mariners' Mile. These walkways would help accommodate high pedestrian volumes while also providing an alternative network separate from high vehicle volume streets. In addition, overhead pedestrian crossings should be considered to improve pedestrian safety.

Equestrian Trails. Equestrian trails are primarily located in Santa Ana Heights. These trails, and other equestrian facilities, are highly valued by residents of this area and provide regional recreation opportunities as well.

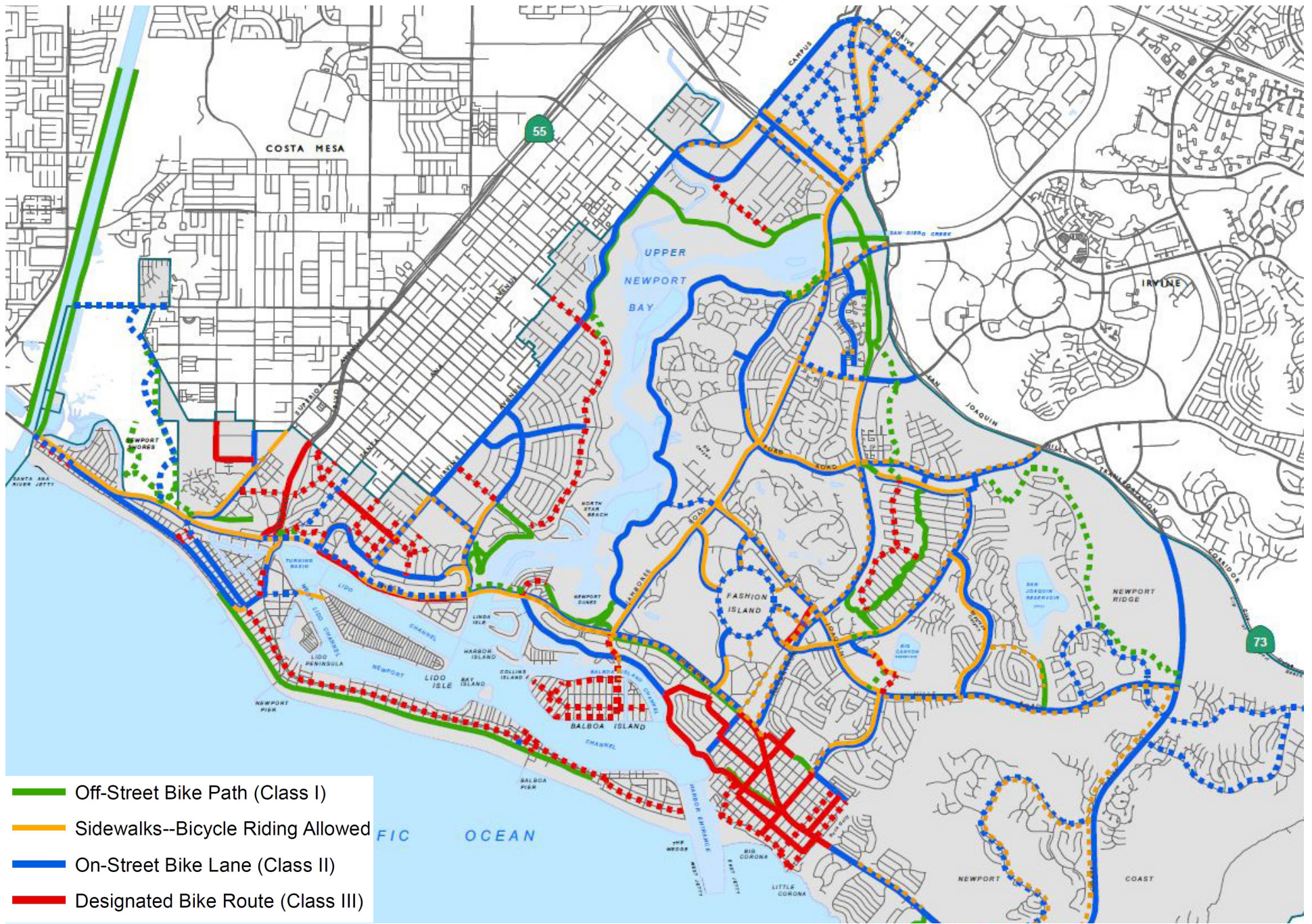


Figure 4.15-2: Newport Beach Bikeways
 City of Newport Beach General Plan Housing Implementation
 Program Environmental Impact Report

4.15.4 Thresholds of Significance

The City uses the thresholds of significance specified in the *State CEQA Guidelines Appendix G Environmental Checklist Form*. According to *Appendix G of the State CEQA Guidelines*, the Project could potentially have a significant transportation-related impact if it would:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

4.15.5 Methodology

To determine whether the proposed Project would result in a significant impact related to conflict with a program, plan, ordinance, or policy related to the effectiveness of the circulation system, the extent to which the proposed Project addressing the circulation system including the use of public transit, pedestrian, and bicycle mobility, the proposed Project was compared to adopted plans. A significant impact would result if the proposed Project resulted in a conflict that could result in an impact on the environment.

As outlined in CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. This analysis has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on VMT. The *Newport Beach City SB 743 VMT Implementation Guide* identifies the recommended methodology for conducting VMT assessments for Land Plans (per Chapter 6). The City has determined that the Service Population assumptions apply to the proposed Project.

... to compare the existing VMT per service population for the land plan area with the expected horizon year VMT per service population. The recommended target is to achieve a lower VMT per service population in the horizon year with the proposed land plan than occurs for the existing condition.

Service Population. Service Population (SP) is comprised of the total population (residents in a single-family unit, multi-family unit, apartment, elderly residential unit, or mobile home) combined with the total employment (employees in an office, commercial area, industrial area, etc.). By focusing on VMT/Service Population, comparisons can be made regarding vehicle miles per community member who lives and/or works in the area. SP is a measure of human activity used to develop an efficiency metric, normalizing the VMT to provide an "apples-to-apples" comparison (by dividing the VMT by total population and employment in the area) resulting in VMT/SP.

Newport Beach Transportation Model

The Newport Beach Transportation Model (NBTM) is a computer simulation tool that is used to calculate VMT as it considers interaction between different land uses based on socio-economic data such as population, households and employment.

Project VMT has been calculated using the most current version of NBTM, which was updated in 2020 to use current procedures consistent with the subregional Orange County Transportation Analysis Model (OCTAM) and reflects current land use and roadway conditions in Newport Beach. The NBTM is a sub-area model of OCTAM, accounting for regional transportation supply and demand and incorporates recent changes to the existing and planned circulation system since the City of Newport Beach 2006 General Plan (e.g., removal of the 19th Street Bridge) as well as land use changes. Because the NBTM is based upon OCTAM and incorporates the General Plan, future analysis also reflects 2006 General Plan Buildout (2040) baseline conditions.

The representation of the surrounding area reflects the currently adopted County roadway network and demographic data throughout Orange County and beyond.

In the NBTM, Traffic Analysis Zones (TAZs) are used to identify land areas for purposes of aggregating individual land uses to a level of detail suitable for local area modeling. To ensure appropriate traffic access to/from the arterial roadway system, TAZs generally are bordered by arterial (or smaller) roadways without crossing main network features. In areas of dense network and land use features such as the Airport Area Focus Area or West Newport Focus Area, the TAZ level of detail is important to provide representation of roadway network features and access points. This TAZ structure provides information for traffic modeling interactions within the City and to surrounding areas. Further away from the City, the NBTM TAZs conform to the OCTAM TAZs. The level of TAZ structure detail in the City of Newport Beach is intended to support accurate forecasting of traffic on arterial roadways (as well as study area freeways) within the study area.

4.15.6 Project Impacts and Mitigation

Threshold 4.15-1	Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
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SCAG and the City have adopted programs, plans, ordinances, and policies that establish the planning framework to achieve a safe, accessible, and sustainable transportation system for all users.

SCAG Connect SoCal

Connect SoCal aims to reduce or limit new trip generation and associated regional growth in traffic congestion and VMT by focusing growth, density, and land use intensity within existing urbanized areas. Connect SoCal also strives to enhance the existing transportation system, maximize multi-modal transportation, and integrate land use into transportation planning. Connect SoCal recommends local jurisdictions accommodate future growth within existing urbanized areas to reduce VMT, congestion, and greenhouse gas (GHG) emissions.

Project implementation would not, in and of itself, construct new housing in the City but would facilitate the development of residential units in existing urbanized areas by providing programs and policies that would promote housing for all persons. The Project supports these goals by providing opportunities for future housing throughout the City, including the integration of multi-unit housing in areas of the community that have historically been jobs rich. The 2021-2029 Housing Element identifies goals, policies, and programs to further the City's overall housing policy goal to encourage a more diverse, sustainable, and balanced community through implementation of strategies and programs that will result in

economically and socially diversified housing choices that preserve and enhance the special character of Newport Beach.

The Project is consistent with and would assist the City in meeting Connect SoCal Goal 9, to encourage development of diverse housing types in areas that are supported by multiple transportation options. Future housing projects are expected to include mixed-use developments and a mix of market rate and affordable housing units, which would help the City improve mobility through a better jobs-housing balance.

Newport Beach General Plan

As stated in the General Plan Circulation Element, “The goals and policies in the Circulation Element are balanced with the goals and policies of the Land Use and Housing Elements in order to provide a correlation between land use and transportation planning. In so doing, the General Plan provides the best possible balance between the City’s future growth, service levels for all travel modes, and community character.”⁵ **Section 4.10: Land Use and Planning**, evaluates the Project’s consistency with the General Plan and Local Coastal Program. The analysis found that the Project would not conflict with an adopted land use plan, policy, or regulation adopted for the purpose of for avoiding or mitigating an environmental effect.

Additionally, future housing development facilitated by the Project would also be subject to compliance with General Plan Circulation Element Policy CE 2.2.4, which requires designing traffic controls to ensure the roadway network functions safely and efficiently for vehicles, bicycles, and pedestrians. Policy CE 5.2.6 requires that new development projects include safe and attractive sidewalks, walkways, and bike lanes. Finally, all future housing development facilitated by the Project and subject to rezoning and within overlay zones would also be subject to Municipal Code Chapter 15.38.050, which requires fair share contribution to construct circulation system improvements that improve the efficiency of the circulation system. Thus, compliance with applicable General Plan Circulation Element policies and Municipal Code would ensure that future housing development projects facilitated by the Project would not conflict with programs addressing the circulation system.

Newport Beach Municipal Code

Future housing development facilitated by Project would be subject to compliance with the City’s Traffic Phasing Ordinance under Municipal Code Chapter 15.40, which requires preparation of a traffic study for applicable projects that generates more than 300 average daily trips or increase trips by one percent or more on any leg of any primary intersection, and where construction of all phases is anticipated to be complete within 60 months of project approval. The level of service traffic study would analyze and evaluate traffic impacts and require projects to make or fund circulation system improvements that mitigate the specific effects of project traffic on primary intersections at or near the time the project is ready for occupancy.

Following compliance with Circulation Element policies and Municipal Code policies, the Project’s potential to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities would be less than significant. The proposed Project is consistent with City policies to support and promote alternative transportation. Additionally, the Project would not modify any public road or introduce features that would affect vehicular, pedestrian, or bicycle

⁵ Newport Beach General Plan Circulation Element, page 7-2.

circulation in the vicinity of housing sites. The proposed Project would not displace any existing bus stops or decrease the performance or safety of any existing sidewalk, crosswalk, or bikeway.

Impact Summary: **Less than Significant Impact.** The proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Project compliance with existing General Plan policies and Municipal Code would reduce impacts to a less than significant level.

Threshold 4.15-2 Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Based on the Governor’s Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), the City has adopted VMT Significance Criteria and Thresholds and the *City SB 743 VMT Implementation Guide*, together referred to as the “City Guidelines”, as adopted by the City Council on June 9, 2020. The City’s Guidelines are consistent with the VMT analysis methodology recommended by OPR. The proposed Project’s VMT Analysis (Urban Crossroads, September 2023) uses the City Guidelines.

Project implementation would not, in and of itself, construct new housing in the City but would facilitate the development on identified housing sites. Although the Project area encompasses the entire area within the City limits, the areas affected by the proposed policy amendments and housing overlays are limited to 247 housing sites (see **Figure 3-2 in Section 3.0: Project Description**). The proposed Project’s VMT calculation summary is provided in **Table 4.15-1: Citywide VMT Calculation Summary**.

Table 4.15-1: Citywide VMT Calculation Summary			
VMT Calculation Variable	Existing	General Plan	
		2006 Baseline (Buildout Land Use)	Proposed Project
Home Based VMT	1,524,250	1,814,832	2,150,419
Population	89,562	100,815	117,102
<i>Home Based VMT per Capita</i>	<i>17.1</i>	<i>18.0</i>	<i>18.4</i>
Commute VMT	1,813,775	2,297,798	2,117,144
Employees	75,561	85,552	85,842
<i>Commute VMT per Employee</i>	<i>24.0</i>	<i>26.9</i>	<i>24.7</i>
VMT	5,096,931	6,006,700	6,139,436
Service Population	165,123	186,367	202,944
VMT / Service Population¹	30.9	32.2	30.3
Employed Residents	53,918	62,303	73,471
<i>Employees / Employed Resident</i>	<i>1.40</i>	<i>1.37</i>	<i>1.17</i>
Notes:			
1. Service Population (SP) is a measure of human activity used to develop an efficiency metric, normalizing the VMT to provide an “apples-to-apples” comparison (by dividing the VMT by total population and employment in the area) resulting in VMT / SP.			
Source: Urban Crossroads, 2023. <i>Newport Beach General Plan Housing Element Update (HEU) Vehicle Miles Traveled (VMT) Analysis</i> .			

As previously addressed, the City has determined that the Service Population assumptions apply to the proposed Project. The Service Population (SP) is the total population (residents in a single-unit, multi-unit, apartment, elderly residential unit, or mobile home) combined with the total employment (employees in an office, commercial area, industrial area, etc.). By focusing on VMT/Service Population (VMT/SP) comparisons can be made regarding whether a plan involves less vehicle miles per community member who lives and/or works in the area. The recommended target is to achieve a lower VMT per service population in the horizon year with the proposed land plan than occurs for the existing condition.

As shown in **Table 4.15-1**, the total VMT for the City is identified for all trip types and all potential VMT contributors within the analysis area. The procedure for evaluating VMT for land plans involves comparing the existing plan area VMT/SP with the expected horizon year VMT/SP. The target is to achieve a lower VMT/SP in the horizon year with the proposed land plan than occurs for the existing condition.

The Existing Citywide VMT is 5,096,931, generated by a Service Population (population + employees) of 165,123 SP, resulting in 30.9 VMT/SP. The VMT for the proposed Project is 6,139,436, generated by a Service Population of 202,944 SP, resulting in 30.3 VMT/SP, a decrease of 0.6 VMT/SP from existing conditions. This suggests that the proposed Project would decrease the amount of travel per individual that is forecast to occur in comparison to the existing conditions.

The General Plan Baseline (Buildout Land Use) was analyzed to determine, at a programmatic level, whether the proposed Project would improve or worsen the VMT in comparison to the City's horizon year No Project condition. The Buildout Land Use VMT would be 6,006,700, generated by a Service Population of 186,367 SP, resulting in 32.2 VMT/SP. A comparison of the VMT indicates that from Existing to Buildout Land Use there is an increase of 909,769 VMT. The proposed Project VMT/SP is lower in comparison to the Buildout Land Use VMT/SP. The VMT/SP for the Buildout Land Use is 32.2, which is more than the proposed Project's VMT/SP. The proposed Project decreases the amount of travel per individual that is forecast to occur in comparison to the Buildout Land Use. The Project would place more housing near to where the employment is located, reducing Citywide VMT/SP in comparison to the Buildout Land Use. This is because the proposed Project would develop more housing proximate to where employment is located, reducing Citywide VMT/SP in comparison to the 2006 General Plan Baseline (Buildout Land Use).

While Project implementation would decrease the Citywide VMT/SP, the VMT/SP varies for each individual TAZ; see **Appendix F** for VMT/SP for each Focus Area TAZ. Generally, in areas with a mix of residential and employment uses, VMT/SP is generally lower than in areas that have more uniform land uses. For example, a reduction in VMT can be attributed to the introduction of housing units within areas that are currently characterized by predominantly office uses, resulting in a more balanced land uses. In other areas, VMT/SP increases due to a change from no residents (existing non-residential land uses) to a residential population greater than employment in the TAZ.

As future land use projects are proposed, their VMT generation characteristics may incorporate Transportation Demand Management (TDM) programs which could include telecommuting and working from home incentives, accommodations for pedestrians and bicyclists, and transit service availability. These measures would be evaluated against established thresholds. Project-specific VMT impacts and the potential for mitigation would be identified for each project if the project triggers CEQA review. While potential future ministerial development projects would not require a subsequent environmental review, these projects would be still be subject to review under the City's development review process.

Additionally, the Newport Beach VMT Guidelines provide details on appropriate “screening thresholds” that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed analysis. Screening thresholds relate to Transit Priority Areas (TPAs), low VMT areas, and daily trip generation. To perform VMT screening analysis of potential future housing project TAZs, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) were used to estimate the daily and peak hour trip generation. The VMT screening analysis (see **Appendix F**: Attachment 4), provides the results for each TAZ within housing Focus Areas. An “X” in the screening-criteria columns indicate that the screening criteria is met, and further analysis would not be necessary if a housing project in that TAZ was proposed as an individual project. If no “X” appears (i.e. entry is blank) for all screening criteria, further analysis would be needed for future housing projects within that TAZ, consistent with the screening thresholds in the *City SB 743 VMT Implementation Guide*, and included in this Program EIR as **MM TRANS-1**. Future housing projects compliance with the VMT screening criteria and **MM TRANS-1** would result in a less than significant impact concerning VMT. For future housing projects that do not satisfy VMT screening criteria, full VMT analysis would be necessary for that development, and a VMT impact may or may not occur.

Impact Summary: **Less Than Significant Impact With Mitigation.** The Project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b) upon implementation of MM TRANS-1 which outlines VMT-reduction measures for future projects that are not able to be screened out from VMT analysis.

Threshold 4.15-3	Would the Project increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?
Threshold 4.15-4	Would the Project result in inadequate emergency access?

The Project does not propose any changes to the existing roadway network. Future site-specific development would be subject to the City’s development review process, which would include both design and engineering review to ensure roads and access is configured consistent with established roadway design standards. This review is intended to ensure individual projects do not create hazards and are designed consistent with established standards.

The City has adopted the California Fire Code under Municipal Code Chapter 9.04, which applies to all proposed development. Municipal Code Section 9.04.110-160 include compliance with emergency access design standards as part of new construction of roads to provide sufficient access for emergency equipment. The Fire Code also sets minimum standards for road dimension, design, grades, and other fire safety features. Additionally, more stringent California Building Code (CBC) standards also apply regarding new construction and development of emergency access issues associated with earthquakes, flooding, and other natural hazards. Future housing development would be required to comply with applicable building and fire safety regulations required for the design of new housing and emergency access; and would be required to adhere to applicable State and local requirements.

As a result, future housing development on the housing sites facilitated by the Project would not substantially increase hazards due to design features or incompatible uses, or result in inadequate emergency access. Therefore, impacts would be less than significant and no mitigation is required.

Impact Summary: **Less than Significant Impact.** The Project would not increase hazards due to a geometric design features. Compliance with applicable regulations and roadway design standards would not introduce design features incompatible with current circulation patterns. Future development would be required to comply with applicable building and fire safety regulations required for the design of new housing and emergency access; and would be required to adhere to all State and local requirements for safe access, including emergency access. Impacts would be less than significant.

4.15.7 Cumulative Impacts

For purposes of the transportation impact analysis, cumulative impacts are considered for cumulative development throughout the City pursuant to General Plan buildout. Future housing development facilitated by the Project, in conjunction with cumulative development in the City, would increase housing development in previously developed areas and could result in transportation impacts. Transportation analysis for the proposed Project was prepared using NBTM which was updated in 2020 to be consistent with the Orange County Transportation Analysis Model, correlate to existing transportation conditions in the City of Newport Beach, provide estimates of VMT for use in evaluating potential land use and roadway projects, and forecast future General Plan volumes throughout the City of Newport Beach for land use and circulation planning. Accordingly, the analysis provided herein, considers transportation in the context of cumulative development anticipated within the City at General Plan buildout.

As concluded above, future housing development facilitated by the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities. Following compliance with applicable General Plan and Municipal Code policies, the Project's potential impacts to an applicable transportation-related program, plan, ordinance, or policy would be less than significant. Cumulative projects would also be subject to applicable transportation-related program, plan, ordinance, or policy to ensure that impacts are reduced to a less than significant level. Therefore, the Project's impact concerning compliance with applicable transportation-related program, plan, ordinance, or policy would not be cumulative considerable.

Future projects would be subject to review consistent with the *City SB 743 VMT Implementation Guide*, to determine the potential for traffic impacts based on VMT. Cumulative projects that are not screened out of the VMT screening thresholds would be required to conduct a VMT assessment (similar to SC TRANS-1) to determine whether mitigation is required.

Future housing development facilitated by the Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses or impede emergency access. All future housing development and cumulative development would be subject to the City's development review and approval process to ensure that all roadways are built in accordance with applicable federal, State, and local regulations, which includes but not limited to, the City's specific roadway design standards. Therefore, the Project's impacts concerning design features (e.g., sharp curves or dangerous intersections) or incompatible uses or impediment emergency access would not be cumulatively considerable.

4.15.8 Mitigation Program

As noted, all future housing development facilitated by the Project would be subject to the City's development review process, which may include review pursuant to CEQA, and would be assessed on a project-specific basis for potential effects concerning transportation. Future housing development would be subject to compliance with relevant federal, State, and local requirements including requirements set forth in the Newport Beach General Plan and Newport Beach Municipal Code.

General Plan Policies

See **Section 4.15.1: Regulatory Setting** for complete policy text.

- Policy CE 1.1.1
- Policy CE 1.1.2
- Policy CE 2.1.2
- Policy CE 2.2.5
- Policy CE 2.2.7
- Policy CE 2.2.8
- Policy CE 2.3.3
- Policy CE 2.5.6
- Policy CE 2.5.7
- Policy CE 5.2.11
- Policy CE 5.4.1
- Policy CE 5.4.2
- Policy CE 5.4.6
- Policy CE 7.1.1
- Policy CE 7.1.2
- Policy EC 7.1.4
- Policy CE 7.1.5
- Policy CE 7.1.7
- Policy CE 8.1.1
- Policy CE 8.1.9
- Policy CE 8.1.10
- Policy CE 8.1.13
- Policy CE 8.1.14
- Policy CE 9.1.9
- Policy CE 9.1.10
- Policy CE 9.1.12
- Policy LU 6.15.18
- Policy LU 6.15.19
- Policy LU 6.15.20

Coastal Land Use Plan Policies

See **Section 4.15.2: Regulatory Setting** for complete policy text.

- Policy 2.9.1-2
- Policy 2.9.1-3
- Policy 2.9.1-10
- Policy 2.9.2-4
- Policy 2.9.3-1
- Policy 2.9.3-3
- Policy 2.9.3-5
- Policy 2.9.3-6
- Policy 2.9.3-7
- Policy 2.9.3-10
- Policy 2.9.3-11
- Policy 2.9.3-14

Mitigation Measures

MM TRANS-1 Vehicle Miles Traveled (VMT). Prior to issuance of a building permit, one or more of the following measures shall be implemented to reduce VMT-related impacts associated with future projects that are not able to be screened out of the VMT analysis process such that the development's VMT is below the low VMT thresholds recommended by the Office of Planning and Research or adopted by the City of Newport Beach at the time of the development application:

- Modify the project's-built environment characteristics to reduce VMT generated by a project.
- Implement Transportation Demand Management strategies pursuant to reduce VMT generated by a project.
- Participate in a Fair Share Traffic Impact Fee program or VMT mitigation banking program, if available.

Examples of potential measures to reduce VMT include, but are not limited to, the following:

- Improve or increase access to transit.
- Increase access to common goods and services, such as groceries, schools, and daycare.
- Incorporate affordable housing into the project.
- Orient the project toward transit, bicycle, and pedestrian facilities.
- Improve pedestrian or bicycle networks, or transit service.
- Provide traffic calming.
- Provide bicycle parking.
- Limit or eliminate parking supply.
- Unbundle parking costs.
- Implement or provide access to a commute reduction program.
- Provide car-sharing, bike sharing, and ride-sharing programs.
- Provide transit passes.

4.15.9 Level of Significance After Mitigation

With implementation of **MM TRANS-1**, impacts to transportation would be less than significant.

4.15.10 References

Caltrans. (2021) *Transportation Development Act*. Retrieved from: <https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act#:~:text=The%20Mills-Alquist%20Act%20%28SB%20325%29%20was%20enacted%20by,related%20purposes%20that%20comply%20with%20regional%20transportation%20plans>. Accessed March 15, 2023.

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