

5. Environmental Analysis

5.13 TRANSPORTATION AND TRAFFIC

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Museum House project to result in transportation and traffic impacts in the City of Newport Beach. The analysis in this section is based in part on the following technical reports:

- *OCMA Residential Project Traffic Impact Analysis*, DKS Associates, April 29, 2016.
- *Supplemental Traffic Analysis for the Orange County Museum of Art Redevelopment Project located at 850 San Clemente Drive, Newport Beach*, DKS Associates, July 15, 2016.

The traffic impact analysis (TIA) and supplemental traffic analysis were prepared in accordance with the City of Newport Beach Traffic Phasing Ordinance traffic impact study requirements; County of Orange Congestion Management Program requirements; and, in support of the environmental documentation for the project, per the California Environmental Quality Act (CEQA). The analyses examine weekday AM peak hour and PM peak hour traffic conditions at 18 existing intersections in the vicinity of the proposed project. Complete copies of the technical studies are included in Appendices L1 and L2 of this DEIR.

5.13.1 Environmental Setting

5.13.1.1 REGULATORY BACKGROUND

City of Newport Beach General Plan Circulation Element

The circulation element, which was updated in 2006, governs the long-term mobility system in the City of Newport Beach. The circulation element includes goals and policies that 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 levels of service, and community character. Applicable transportation plans, policies relating to transportation, and analysis of project consistency for each of the policies are included in Table 5.8-1, *General Plan Consistency Analysis*, in Section 5.8, *Land Use and Planning*.

City of Newport Beach Municipal Code

- **Chapter 12.62, Temporary Street Closure:** outlines the permit requirements and process for the temporary closure of public streets. For example, Section 12.62.030, Issuance of Permit, states that the City Manager may issue a permit if the time and location requested will not unreasonably inconvenience the public, create unusual traffic or policing problems, or interfere with the peace and quiet of the surrounding neighborhood.
- **Chapter 13.01, Street Construction Permits:** outlines the provisions for street construction permits.
- **Chapter 15.38, Fair Share Traffic Contribution Ordinance:** has been established by the City Council to establish a fee—based upon the unfunded cost to implement the Master Plan of Streets and Highways—to be paid in conjunction with the issuance of a building permit. The ordinance sets forth

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procedures for calculating the fair-share amounts for residential projects, hotel/motels, and office/retail/commercial uses, which are adopted by City Council resolution.

- **Chapter 15.40, Traffic Phasing Ordinance:** ensures that the effects of new development projects are mitigated by developers as they occur. Specifically, the ordinance was established to:
 - Provide a uniform method of analyzing and evaluating the traffic impacts of projects that generate a substantial number of average daily trips and/or trips during the morning or evening peak hour period.
 - Identify the specific and near-term impacts of project traffic and ensure that development is phased with identified circulation system improvements.
 - Ensure that project proponents, as conditions of approval pursuant to this chapter, make or fund circulation system improvements that mitigate the specific impacts of project traffic on primary intersections at or near the time the project is ready for occupancy.
 - Provide a mechanism for ensuring that project proponents' cost of complying with traffic-related conditions of project approval is roughly proportional to project impacts.

The ordinance also clarifies the standards and required findings for project approvals. In accordance with Section 15.40.030 of the municipal code, there are provisions for comprehensive phase land use development and circulation system improvement plans, such as the Circulation Improvement and Open Space Agreement (see Section 5.8, *Land Use and Planning*).

Orange County Congestion Management Plan

The CMP requires that a traffic impact analysis be conducted for any project generating 2,400 or more daily trips, or 1,600 or more daily trips for projects that directly access the CMP Highway System. Per the CMP guidelines, this number is based on the desire to analyze any impacts that comprise 3 percent or more of the existing CMP highway system facilities' capacity. The CMP highway system includes specific roadways—including state highways and super streets (now known as smart streets)—and CMP arterial monitoring locations/intersections. Therefore, the CMP TIA requirements relate only to the designated CMP highway system. The CMP intersections in the study area are:

- Jamboree Road/MacArthur Boulevard
- MacArthur Boulevard/East Coast Highway

Senate Bill 743

The legislature found that with the adoption of the SB 375, the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas emissions (GHG), as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB 32]). Additionally, AB 1358 (Complete

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Streets Act) requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users.

On September 27, 2013, SB 743 was signed into law. SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. These changes will include the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many parts of California (if not statewide). As part of the new CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code Section 21099(b)(1)). On January 20, 2016, OPR released revisions to its proposed CEQA guidelines for the implementation of SB743. Final review and rulemaking for the new guidelines are targeted for early 2017. Once the guidelines are prepared and certified, “automobile delay, as described solely by level of service of similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment” (Public Resources Code Section 21099(b)(2)). Certification and implementation of the guidelines are expected in early 2017. Since OPR has not yet amended the CEQA Guidelines to implement this change, automobile delay is still considered a significant impact, and the City of Newport Beach will continue to use the established LOS criteria.

5.13.1.2 METHODOLOGY

The following describes the methodologies utilized to evaluate LOS at intersections. The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over-saturated traffic flow throughout the peak hour.

As required by the City and the TPO, the analysis of signalized intersections was performed using the Intersection Capacity Utilization (ICU) methodology. The assessment of intersection conditions addresses level of service in terms of V/C ratio for ICU analysis for signalized intersections.

Study intersections owned and operated by Caltrans require a specialized analysis using the HCM methodology, based on average delay per vehicle in seconds. Intersection LOS grades correspond to a range of V/C or delay values that are described in Table 5.13-1.

The Traffix Version 8 software package was used to determine intersection LOS based on ICU methodology and HCM methodology for the study intersections.

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Table 5.13-1 Local Intersection Evaluation Levels of Service Descriptions

Level of Service	Description	HCM Method ¹ (Delay in seconds)	ICU Method (V/C Ratio) ²
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.	≤ 0–10	0.00–0.60
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.	> 10–20	0.61–0.70
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.	> 20–35	0.71–0.80
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.	> 35–55	0.81–0.90
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.	> 55–80	0.91–1.00
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.	> 80	> 1.00

Source: DKS Associates 2016.

¹ HCM delay values for signalized intersections.

² V/C= Volume to Capacity

5.13.1.3 EXISTING CONDITIONS

Roadway Network

Regional access to the project vicinity is provided by Coast Highway (SR-1), located south of the site. Local access is provided via San Clemente Drive, immediately adjacent to the project site. The existing roadway network in the study area is described below:

- **West Coast Highway** is a six-lane divided roadway west of Bayside Drive and south of the project site. In the study area, West Coast Highway is signalized at the intersection with Dover Drive. On-street parking is restricted along the roadway. The speed limit is 45 miles per hour (mph) west of Bayside Drive.

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- **East Coast Highway** is an eight-lane divided roadway between Bayside Drive and Jamboree Road, a six-lane divided roadway between Jamboree Road and west of MacArthur Boulevard, and a four-lane divided roadway between MacArthur Boulevard and Marguerite Avenue. It is located south of the project site. In the study area, East Coast Highway is studied at signalized intersections with Bayside Drive, Jamboree Road, MacArthur Boulevard, Marguerite Avenue, Newport Center Drive, Avocado Avenue and Goldenrod Avenue. On-street parking is permitted at some locations along the roadway. The speed limit is 50 mph west of MacArthur Boulevard and 35 mph east of MacArthur Boulevard.
- **Dover Drive** is a four-lane divided roadway west of the project site. In the study area, Dover Drive is signalized at the intersection with West Coast Highway. On-street parking is not permitted near the vicinity of this intersection. This roadway has both northbound and southbound bike lanes. The speed limit is 45 mph north of West Coast Highway.
- **Bayside Drive** is a four-lane undivided roadway south of East Coast Highway and a two-lane undivided roadway north of East Coast Highway. The roadway is southwest of the project site. In the study area, Bayside is signalized at the intersection with East Coast Highway. On-street parking is permitted along the roadway north of East Coast Highway. This roadway has northbound and southbound bike lanes south of East Coast Highway. The speed limit is 40 mph south of East Coast Highway.
- **Jamboree Road** is a six-lane divided roadway between MacArthur Boulevard and East Coast Highway. It is west of the project site. In the study area, Jamboree Road is studied at signalized intersections with MacArthur Boulevard, Eastbluff Drive/University Drive, Bison Avenue, Eastbluff Drive/Ford Road, San Joaquin Hills Road, Santa Barbara Drive, , and East Coast Highway. On-street parking is restricted along the roadway. This roadway has northbound and southbound bike lanes. The speed limit is 55 mph between MacArthur Boulevard and East Coast Highway.
- **MacArthur Boulevard** is a six-lane divided roadway between Jamboree Road and Bison Avenue, a six-lane divided roadway between Bison Avenue and San Miguel Drive, and a four-lane divided roadway between San Miguel Drive and East Coast Highway. It is east of the project site. In the study area, MacArthur Boulevard is studied at signalized intersections with Jamboree Road, Bison Avenue, Ford Road/Bonita Canyon Road, San Joaquin Hills Road, San Miguel Drive, and East Coast Highway. On-street parking is restricted along the roadway. This roadway has northbound and southbound bike lanes. The speed limit is 55 mph between Jamboree Road and East Coast Highway.
- **Eastbluff Drive/University Drive** is a four-lane undivided roadway west of Jamboree Road and a five-lane divided roadway east of Jamboree Road. It is north of the project site. In the study area, Eastbluff Drive/University Drive is signalized at the intersection with Jamboree Road. On-street parking is only permitted west of Jamboree Road, adjacent to the Back Bay. Eastbluff Drive/University Drive has westbound and eastbound bike lanes. The speed limit is 40 mph west of Jamboree Road and 50 mph east of Jamboree Road.

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- **Bison Avenue** is a six-lane divided roadway between Jamboree Road and MacArthur Boulevard. It is located north of the project site. In the study area, Bison Avenue is studied at signalized intersections with Jamboree Road, and MacArthur Boulevard. On-street parking is restricted along the roadway. This roadway contains both westbound and eastbound bike lanes. The speed limit is 45 mph between Jamboree Road and MacArthur Boulevard.
- **Eastbluff Drive/Ford Road** is a four-lane undivided roadway to the north of the project site. In the study area, Eastbluff Drive/Ford Road is signalized at the intersection with Jamboree Road. On-street parking is restricted along this roadway. The speed limit is 35 mph west of Jamboree Road and 50 mph east of Jamboree Road.
- **San Joaquin Hills Road** is a five-lane divided roadway east of Jamboree Road, a five-lane divided roadway between Jamboree Road and Santa Cruz Drive, and a six-lane divided roadway between Santa Cruz Drive and MacArthur Boulevard. It is north of the project site. In the study area, San Joaquin Hills Road is studied at the signalized intersections with Jamboree Road, Santa Cruz Drive/ Big Canyon Drive, Santa Rosa Drive/Big Canyon Drive, and MacArthur Boulevard. On-street parking is restricted along the roadway. The speed limit is 50 mph east of Jamboree Road.
- **Santa Barbara Drive** is a five-lane divided roadway to the west of the project site. In the study area, Santa Barbara Drive is studied at the signalized intersection with Jamboree Road. On-street parking is restricted along this roadway. The speed limit is 45 mph east of Jamboree Road.
- **Ford Road/Bonita Canyon Drive** is a four-lane divided roadway to the north of the project site. In the study area, Ford Road/Bonita Canyon Drive is signalized at the intersection with MacArthur Boulevard. On-street parking is restricted along this roadway. This roadway has westbound and eastbound bike lanes. The speed limit is 50 mph.
- **San Miguel Drive** is a four-lane divided roadway to the south of the project site. In the study area, San Miguel Drive is studied at the signalized intersection with MacArthur Boulevard. This intersection will be analyzed as part of the study. On-street parking is restricted along this roadway. This roadway has westbound and eastbound bike lanes. The speed limit is 35 mph west of MacArthur Boulevard and 40 mph east of MacArthur Boulevard.
- **Marguerite Avenue** is a two-lane undivided roadway to the southeast of the project site. In the study area Marguerite Avenue is studied at the signalized intersection with East Coast Highway. On-street parking is permitted along this roadway. The speed limit is 25 mph.

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Transit Service

Public transit bus service in the study area is provided by the Orange County Transportation Authority (OCTA). Figure 5.13-1, *Transit Routes and Stops*, shows the transit routes and stops in the vicinity of the site. The nearest bus stops are at the intersection of Santa Cruz Road and San Joaquin Hills Road, less than a quarter mile from the project site. Bus routes 57 (Brea to Newport Beach) and 79 (Tustin to Newport Beach) serve these bus stops. Other bus stops at the intersection of Santa Cruz Drive and Newport Center Drive are also less than a quarter mile from the site. Bus routes 55 (Santa Ana to Newport Beach), 57 (Brea to Newport Beach), and 79 (Tustin to Newport Beach) serve these bus stops.

OCTA's Newport Transportation Center is on Avocado Avenue between San Joaquin Hills and San Nicolas Drive, approximately half a mile from the project site. OCTA bus routes 1 (Long Beach to San Clemente), 55 (Santa Ana to Newport Beach), 57 (Brea to Newport Beach), 76 (Huntington Beach to John Wayne Airport), and 79 (Tustin to Newport Beach) connect the OCTA transportation center to several parts of the county.

In addition, the UCI shuttle has a bus stop near the intersection of Jamboree Road at San Joaquin Hills.

A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Because the aforementioned bus routes do not have a service interval of fifteen minutes or less during the morning or afternoon peak periods, the project area is not considered a major transit stop. The project site is not considered a transit priority area (area within one-half mile of a major transit stop).

Bicycle and Pedestrian Paths

Primary pedestrian access to the site would be from San Clemente Drive to the motor court and lobby entrance on the western building façade. A five-foot-wide walkway along the service lane east of the building would provide secondary pedestrian access. The nearest signalized intersections (e.g., San Clemente Drive at Santa Barbara Drive and San Clemente Drive at Santa Cruz Drive) have crosswalks with traffic signal indicators for pedestrians.

On the City's Bikeways Master Plan, San Clemente Drive is a Class III bikeway. Class III bicycle routes provide for a shared use of the roadway with automobiles and are usually identified by signage. Other existing bicycle facilities in the project vicinity include Class II bikeways on San Miguel Road and Santa Cruz Drive. Bicycles are allowed to ride on sidewalks on the north side of San Joaquin Hills Road east of Santa Cruz Drive. Figure 5.13-2, *Bicycle Facilities*, shows the bicycle facilities in the vicinity of the project site

Existing Traffic Conditions

Intersection Levels of Service

Existing traffic volumes at all study intersections were collected during the AM peak period (7:00–9:00 AM) and the PM peak period (4:30–6:30 PM). The locations of study intersections are shown on Figure 5.13-3, *Study Intersections*, and the intersection lane geometries are shown on Figures 3a and 3b of the TIA. The count

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methodology is discussed in detail in Section 2 of the TIA, and intersection turn movement volumes are shown in Figures 4a and 4b of the TIA. Table 5.13-2 shows existing levels of service for the 18 study intersections for AM and PM peak hours. All study intersections currently operate at satisfactory levels of service in both peak hours.

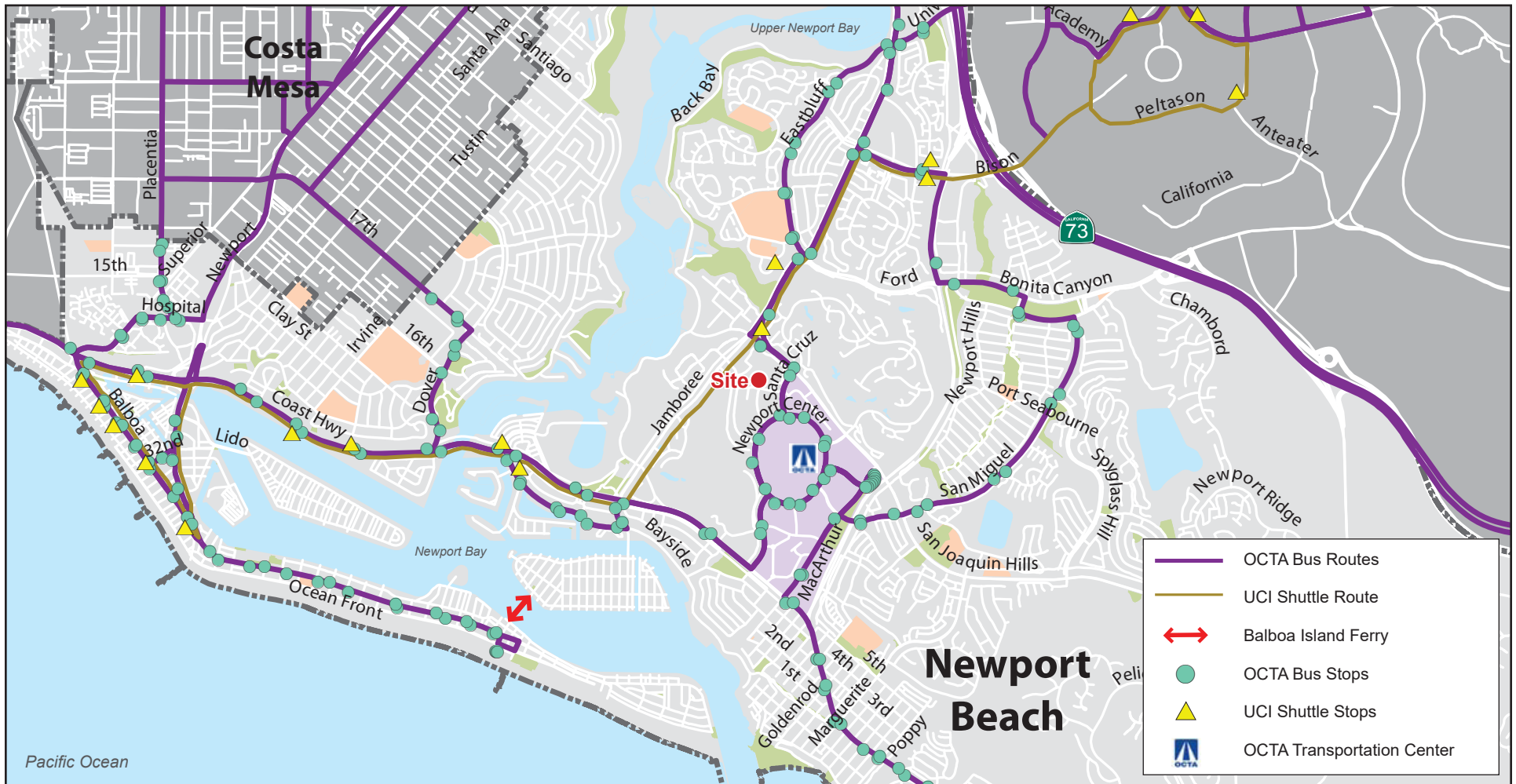
Table 5.13-2 Summary of Intersection Operations Existing Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
1 Dover Drive/West Coast Highway	.636	B	.698	B
2 Bayside Drive/East Coast Highway	.708	C	.674	B
3 Jamboree Road/MacArthur Boulevard	.588	A	.677	B
4 Jamboree Road/Eastbluff Drive/University Drive	.612	B	.569	A
5 Jamboree Road/Bison Avenue	.493	A	.492	A
6 Jamboree Road/Eastbluff Drive/Ford Road	.645	B	.689	B
7 Jamboree Road/San Joaquin Hills Road	.663	B	.521	A
8 Jamboree Road/Santa Barbara Drive	.511	A	.681	B
9 Jamboree Road/East Coast Highway	.363	A	.680	B
10 MacArthur Boulevard/Bison Avenue	.660	B	.648	B
11 MacArthur Boulevard/Ford Road/Bonita Canyon Drive	.631	B	.717	C
12 MacArthur Boulevard/San Joaquin Hills Road	.623	B	.773	C
13 MacArthur Boulevard/San Miguel Drive	.622	B	.546	A
14 MacArthur Boulevard/East Coast Highway	.542	A	.622	B
15 Marguerite Avenue/East Coast Highway	.708	C	.747	C
16 Santa Cruz Drive/San Joaquin Hills Road	.323	A	.355	A
17 Santa Rosa Drive/San Joaquin Hills Road	.316	A	.431	A
18 Goldenrod Avenue/East Coast Highway	.713	C	.754	C

Source: DKS Associates 2016.

It should be noted that not all existing intersections around the Fashion Island/Newport Center vicinity (project site location) were analyzed within the traffic impact analyses. A traffic analysis prepared for the nearby North Newport Center Villas at Fashion Island (formerly known as the San Joaquin Plaza Apartment project) concluded that the traffic signal operations around Newport Center Drive ring road operate at LOS A under existing and future conditions (Stantec 2012). These intersections include the San Clemente/Santa Barbara and San Clemente/Santa Cruz intersections. Therefore, these intersections are not analyzed in the project's traffic impact analysis.

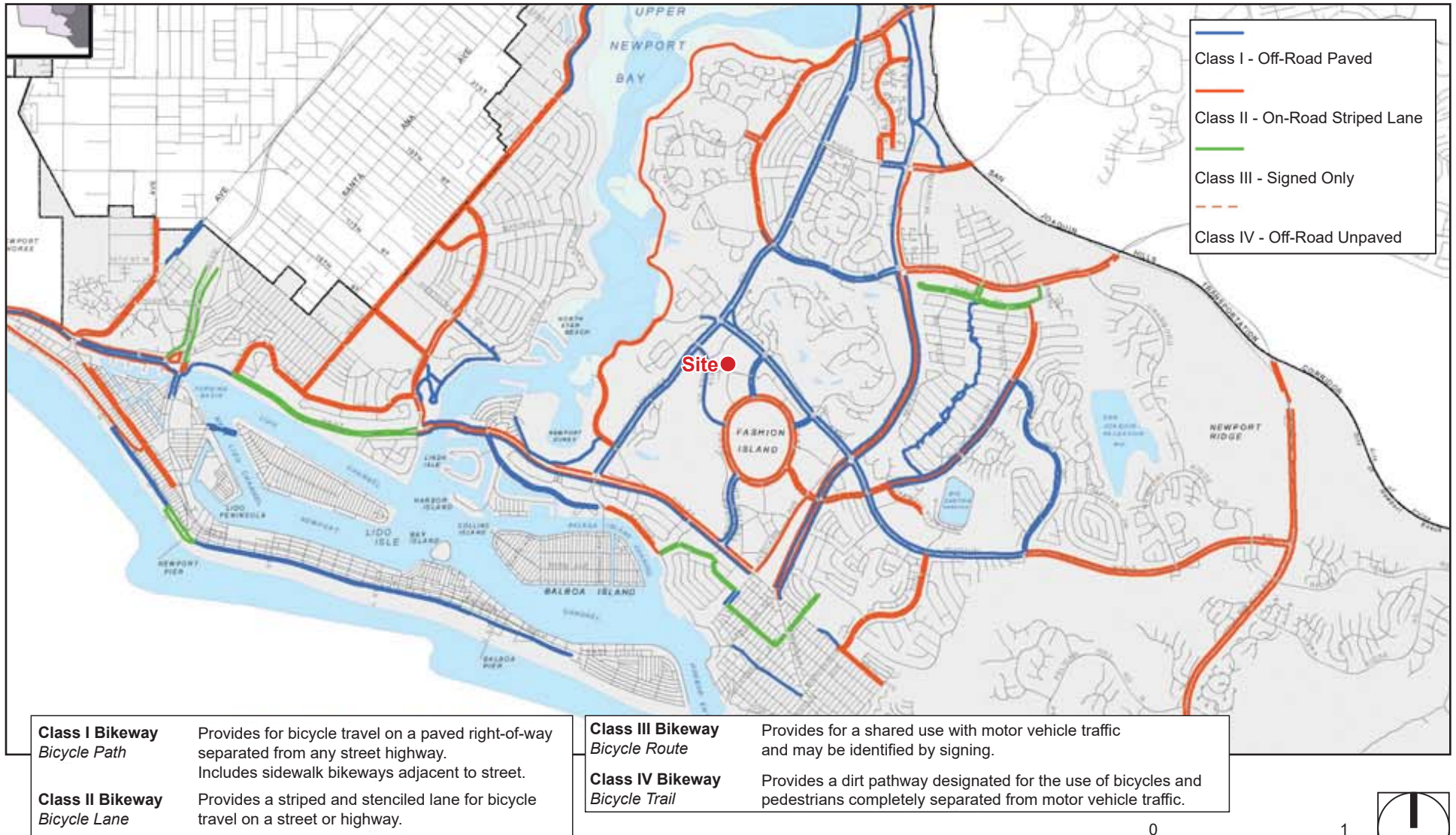
Figure 5.13-1 - Transit Routes and Stops
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Figure 5.13-2 - Bicycle Facilities
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Base Map Source: Alta Planning and Design, 2014

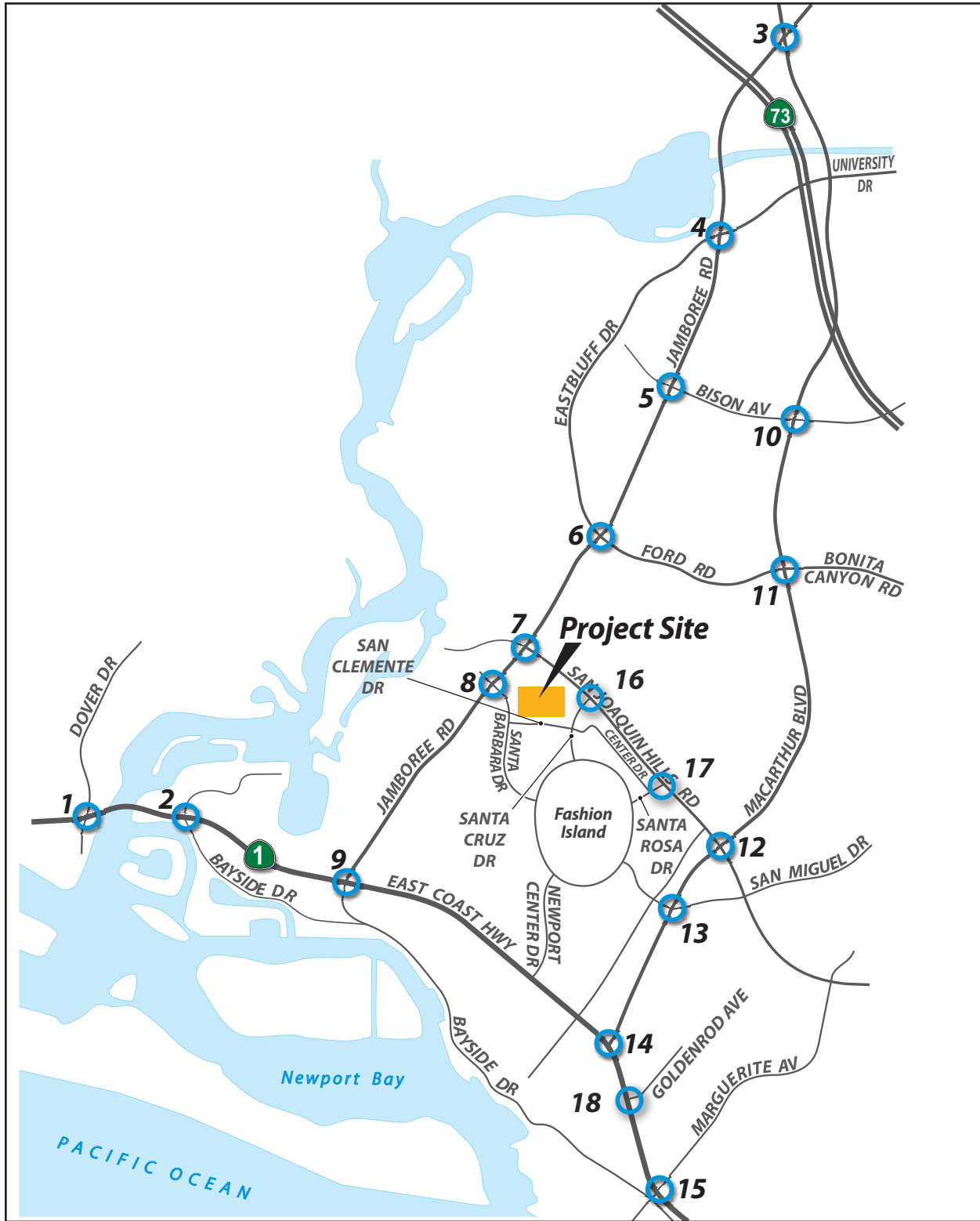
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Figure 5.13-3 - Study Intersections
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 Study Intersection



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5.13.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project could:

- T-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.
- T-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 or highways.
- T-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.
- T-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-5 Result in inadequate emergency access.
- T-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.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would either be less than significant or have no impact:

- Threshold T-3

This threshold will not be addressed in the analysis below.

5.13.2.1 ACCEPTABLE LEVEL OF SERVICE AND SIGNIFICANCE CRITERIA

City of Newport Beach and CMP Intersections

Based on the review of the City of Newport Beach Traffic Phasing Ordinance (TPO) and the General Plan, the acceptable level of service (LOS) for all study intersections is LOS D, with the exception of:

- LOS E at any intersection in the John Wayne Airport Area shared with City of Irvine
- LOS E at the intersection of Marguerite Avenue at East Coast Highway
- LOS E at the intersection of Goldenrod Avenue at East Coast Highway
- LOS E at the intersection of Dover Drive at West Coast Highway

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For intersections under the CMP, the acceptable level of service is LOS E.

The “significant” traffic impact for study intersections in the City of Newport Beach require an increase of 0.01 or more in project-related volume to capacity (V/C) for intersections already operating at unacceptable levels of service (E or F) in the no-project conditions. Also, if the project causes an intersection that operates at an acceptable level of service in the no-project conditions to operate at unacceptable level of service (E or F), it is a “significant” traffic impact for that intersection.

State Highway Intersections

The study area includes intersections under Caltrans’ jurisdiction (Dover Drive at West Coast Highway and Bayside Drive at East Coast Highway). For intersections under the jurisdiction of Caltrans, the significant impact criteria are based on the “Caltrans Guide for the Preparation of Traffic Impact Studies.” Caltrans maintains a target LOS at the transition between LOS C and LOS D using the Highway Capacity Manual (HCM) methodology. The project impact on a Caltrans intersection would be significant if the project either causes an intersection operating at LOS C to deteriorate to LOS D or worse or causes an intersection already operating at LOS D or worse to deteriorate to a worse level of service.

5.13.3 Environmental Impacts

5.13.3.1 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

The TIA prepared for the proposed project provides a detailed analysis of potential traffic and circulation impacts. Each study intersection was analyzed for the following scenarios without and with the project:

- Existing (2016) Conditions
- Future (2021) Plus Approved Projects Plus Cumulative Projects Plus Growth (CEQA)
- Future (2021) Plus Approved Projects Plus Growth (TPO)

In addition to the traditional CEQA cumulative scenarios, additional scenarios have been prepared consistent with the policies of the City of Newport Beach TPO requirements. TPO requirements differ from CEQA requirements in that mostly 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. A detailed description of the TPO analysis requirements is provided in Impact 5.13-2. The proposed project is anticipated to be constructed by May 2020; therefore 2021 is used as the future baseline, which corresponds to one year after project occupancy. The CEQA scenarios are discussed in Impact 5.13-1, and the TPO scenarios are included in Impact 5.13-2, below.

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Parking

Based on the City of Newport Beach Zoning Code, Chapter 20.40, the parking requirement for multi-unit developments greater than 4 dwelling units is 2 spaces per unit and 0.5 spaces per unit for guest parking. Therefore, the parking required for the proposed project is 200 resident spaces and 50 guest spaces. The project would provide 250 parking spaces (200 residential spaces and 50 guest spaces as described in detail in section 3.3.1). The project therefore would meet the City's Municipal Code parking requirements.

Project Trip Generation

The project would consist of 100 residential units. The project site currently consists of a museum and the museum's administrative offices. The project would replace the museum building except for the administrative offices, which would stay in operation.

The number of trips from the existing museum operating at the project site was determined based on surveys conducted at the museum's driveway. A detailed discussion of the existing trips rates is provided in Section 3.0 of the TIA. The museum currently generates approximately 108 trip-ends per day, with 4 trips during the AM peak hour (3 inbound, 1 outbound) and 5 trips during the PM peak hour (1 inbound, 4 outbound).

The proposed project components and trip generation estimates for the project are as follows:

Trip generation estimates for the proposed project were developed using the Institute of Traffic Engineers' *Trip Generation* (9th ed.). Table 5.13-3 shows the trip generation rates per dwelling unit for the proposed condominiums.

Table 5.13-3 Trip Generation Rates

Land Use	Unit	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
High Rise Condominium	per DU	4.18	0.06	0.28	0.34	0.24	0.14	0.38

Source: DKS Associates 2016.
DU= Dwelling Units
ITE Code for High Rise condominium is 232

A summary of the trip generation rates and resulting net new vehicle trips from the proposed project and the applied existing use trip credit are presented in Table 5.13-4. As shown, the proposed development is projected to generate approximately 310 net new trip-ends per day, with 30 net new trips during the AM peak hour (3 inbound, 27 outbound) and 33 net new trips during the PM peak hour (23 inbound, 10 outbound).

Table 5.13-4 Trip Generation Summary

Land Use	Land Use Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Condominiums (Proposed)	100 DU	418	6	28	34	24	14	38
Museum (Existing)	24 TSF	(108)	(3)	(1)	(4)	(1)	(4)	(5)
Net New Trips		310	3	27	30	23	10	33

Source: DKS Associates 2016.

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DU= Dwelling Units
TSF = Thousand Square Feet

Project Trip Distribution and Assignments

Project trip distribution patterns were based on professional judgement, including factors such as: 1) transportation facility characteristics that impact travel demand (i.e., location of urban arterials, freeways, and interchanges); 2) location of employment and commercial facilities; 3) location of residential facilities; and 4) existing traffic patterns. Trip distribution patterns were approved by the City.

Figure 5.13-4, *Project Trip Distribution*, illustrates trip distribution patterns for the proposed project. Trip distribution percentages were applied to the proposed project's trip generation to calculate the traffic volumes that the project would generate at study intersections (i.e., trip assignment). The resulting AM and PM peak-hour trip assignments were used for the TPO and CEQA analyses and are presented in Figures 7a and 7b of the TIA.

Existing Plus Project

This section presents the results of adding project-related trips to existing traffic volumes. The Existing Plus Project scenario is a hypothetical scenario which assumes that full implementation of the project and full absorption of project traffic on the existing circulation system. The intersection analysis results are summarized in Table 5.13-5. All intersections operate at LOS C or better under Existing Plus Project conditions. Based on the threshold for significant impacts of the proposed project, the addition of project traffic would not cause a significant impact at any study intersection.

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Table 5.13-5 Existing (2016) Plus Project Intersection Level of Service Summary

		No Project				Plus Project				Difference		Project Impact
		AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	V/C	
1.	Dover Drive/West Coast Highway	.636	B	.698	B	.636	B	.699	B	0.000	0.001	No
2.	Bayside Drive/East Coast Highway	.708	C	.674	B	.708	B	.674	B	0.000	0.000	No
3.	Jamboree Road/MacArthur Boulevard	.588	A	.677	B	.589	A	.678	B	0.001	0.001	No
4.	Jamboree Road/Eastbluff Drive/University Drive	.612	B	.569	A	.612	B	.569	A	0.000	0.000	No
5.	Jamboree Road/Bison Avenue	.493	A	.492	A	.495	A	.493	A	0.002	0.001	No
6.	Jamboree Road/Eastbluff Drive/Ford Road	.645	B	.689	B	.646	B	.690	B	0.001	0.001	No
7.	Jamboree Road/San Joaquin Hills Road	.663	B	.521	A	.665	B	.525	A	0.002	0.004	No
8.	Jamboree Road/Santa Barbara Drive	.511	A	.681	B	.518	A	.684	B	0.007	0.003	No
9.	Jamboree Road/East Coast Highway	.363	A	.680	B	.363	A	.681	B	0.000	0.001	No
10.	MacArthur Boulevard/Bison Avenue	.660	B	.648	B	.660	B	.648	B	0.000	0.000	No
11.	MacArthur Boulevard/Ford Road/Bonita Canyon Drive	.631	B	.717	C	.631	B	.718	C	0.000	0.001	No
12.	MacArthur Boulevard/San Joaquin Hills Road	.623	B	.773	C	.624	B	.773	C	0.001	0.000	No
13.	MacArthur Boulevard/San Miguel Drive	.622	B	.546	A	.622	B	.547	A	0.000	0.001	No
14.	MacArthur Boulevard/East Coast Highway	.542	A	.622	B	.543	A	.622	B	0.001	0.000	No
15.	Marguerite Avenue/East Coast Highway	.708	C	.747	C	.708	C	.747	C	0.000	0.000	No
16.	Santa Cruz Drive/San Joaquin Hills Road	.323	A	.355	A	.324	A	.360	A	0.001	0.005	No
17.	Santa Rosa Drive/San Joaquin Hills Road	.316	A	.431	A	.317	A	.432	A	0.001	0.001	No
18.	Goldenrod Avenue/East Coast Highway	.713	C	.754	C	.713	C	.754	C	0.000	0.000	No

Source: DKS Associates 2016.

Impact 5.13-1: Project-related trip generation would not impact levels of service for the existing area roadway system and would not conflict with applicable City plans governing the performance of the area-wide circulation system. [Threshold T-1]

Impact Analysis: Future 2021 conditions include background traffic due to ambient growth and approved projects and cumulative projects that may be fully operational by 2021. An ambient growth rate of 1 percent

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per year is assumed on certain arterials, including W/E Coast Highway, Jamboree Road, and MacArthur Boulevard. Approved projects are projects that have been approved and require no further discretionary approval from the City. Cumulative projects are reasonably foreseeable projects in Newport Beach. This analysis includes 22 approved projects and 7 cumulative projects that have been identified and included as adding background traffic. The following future scenarios have been analyzed, consistent with CEQA requirements to evaluate the impacts with the proposed project and reasonable and foreseeable projects.

- Future (2021) Plus Approved Projects Plus Cumulative Projects Plus Growth
- Future (2021) Plus Approved Projects Plus Cumulative Projects Plus Growth Plus Project

The intersection levels of service for the scenarios above have been evaluated based on the ICU methodology. The LOS summary for intersections for the 2021 conditions without and with the project, and the increase in V/C due to the project are shown in Table 5.13-6. Additional details for peak hour turn movement volumes and assumptions used to calculate intersections levels of service are provided in the TIA (Appendices L1 and L2). As shown in Table 5.13-6, all intersections except for two would operate at LOS D or better. The only intersections that would operate at LOS E is Marguerite Avenue/East Coast Highway and Goldenrod Avenue/East Coast Highway for which LOS E would occur in the PM peak hour. However, LOS E is acceptable at Marguerite Avenue/East Coast Highway and Goldenrod Avenue/East Coast Highway. Therefore, the trips generated from the proposed project would not cause a significant impact on any of the study intersections.

This supplemental analysis included a qualitative analysis of the intersections of East Coast Highway/Newport Center Drive and East Coast Highway/Avocado Avenue. Based on the project's City approved trip distribution patterns, there is no project traffic traveling through these intersections. Therefore, the project would not cause any project-related impacts at these intersections. In addition, the City's General Plan shows that these two (2) intersections are operating at acceptable levels of service during existing and future conditions. Therefore, no quantitative analysis is deemed necessary at these intersections. In summary, no mitigation measures are required on the study intersections.

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Table 5.13-6 Summary of Intersection Operations for 2021 CEQA Analysis

		No Project				Plus Project				Difference		Project Impact
		AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	V/C	
1	Dover Drive/West Coast Highway	.705	C	.815	D	.706	C	.816	D	0.001	0.001	No
2	Bayside Drive/East Coast Highway	.798	C	.851	D	.799	C	.852	D	0.001	0.001	No
3	Jamboree Road/MacArthur Boulevard	.697	B	.846	D	.699	C	.848	D	0.002	0.002	No
4	Jamboree Road/Eastbluff Drive/University Drive	.684	B	.659	B	.685	B	.659	B	0.001	0.000	No
5	Jamboree Road/Bison Avenue	.558	A	.583	A	.560	A	.584	A	0.002	0.001	No
6	Jamboree Road/Eastbluff Drive/Ford Road	.712	C	.768	C	.712	C	.769	C	0.000	0.001	No
7	Jamboree Road/San Joaquin Hills Road	.748	C	.619	B	.751	C	.621	B	0.003	0.002	No
8	Jamboree Road/Santa Barbara Drive	.579	A	.750	C	.585	B	.752	C	0.006	0.002	No
9	Jamboree Road/East Coast Highway	.458	A	.849	D	.458	A	.850	D	0.000	0.001	No
10	MacArthur Boulevard/Bison Avenue	.706	C	.712	C	.706	C	.713	C	0.000	0.001	No
11	MacArthur Boulevard/Ford Road/Bonita Canyon Drive	.669	B	.771	C	.669	B	.771	C	0.000	0.000	No
12	MacArthur Boulevard/San Joaquin Hills Road	.679	B	.838	D	.680	B	.839	D	0.001	0.001	No
13	MacArthur Boulevard/San Miguel Drive	.661	B	.596	A	.661	B	.597	B	0.000	0.001	No
14	MacArthur Boulevard/East Coast Highway	.652	B	.746	C	.653	B	.746	C	0.001	0.000	No
15	Marguerite Avenue/East Coast Highway	.879	D	.918	E	.879	D	.919	E	0.000	0.001	No
16	Santa Cruz Drive/San Joaquin Hills Road	.343	A	.372	A	.344	A	.380	A	0.001	0.008	No
17	Santa Rosa Drive/San Joaquin Hills Road	.347	A	.474	A	.347	A	.475	A	0.000	0.001	No
18	Goldenrod Avenue/East Coast Highway	.881	D	.929	E	.881	D	.930	E	0.000	0.001	No

Source: DKS Associates 2016.

Impact 5.13-2: Project-related traffic would not result in traffic impacts per traffic phasing ordinance (TPO) analysis requirements. [Thresholds T-1 and T-2]

Impact Analysis: The City of Newport Beach requires a traffic analysis of the future year of the proposed development per TPO requirements. The TPO requires analysis of the project at one year after completion, or of the portion of the project expected to be constructed within five years of project approval. For this

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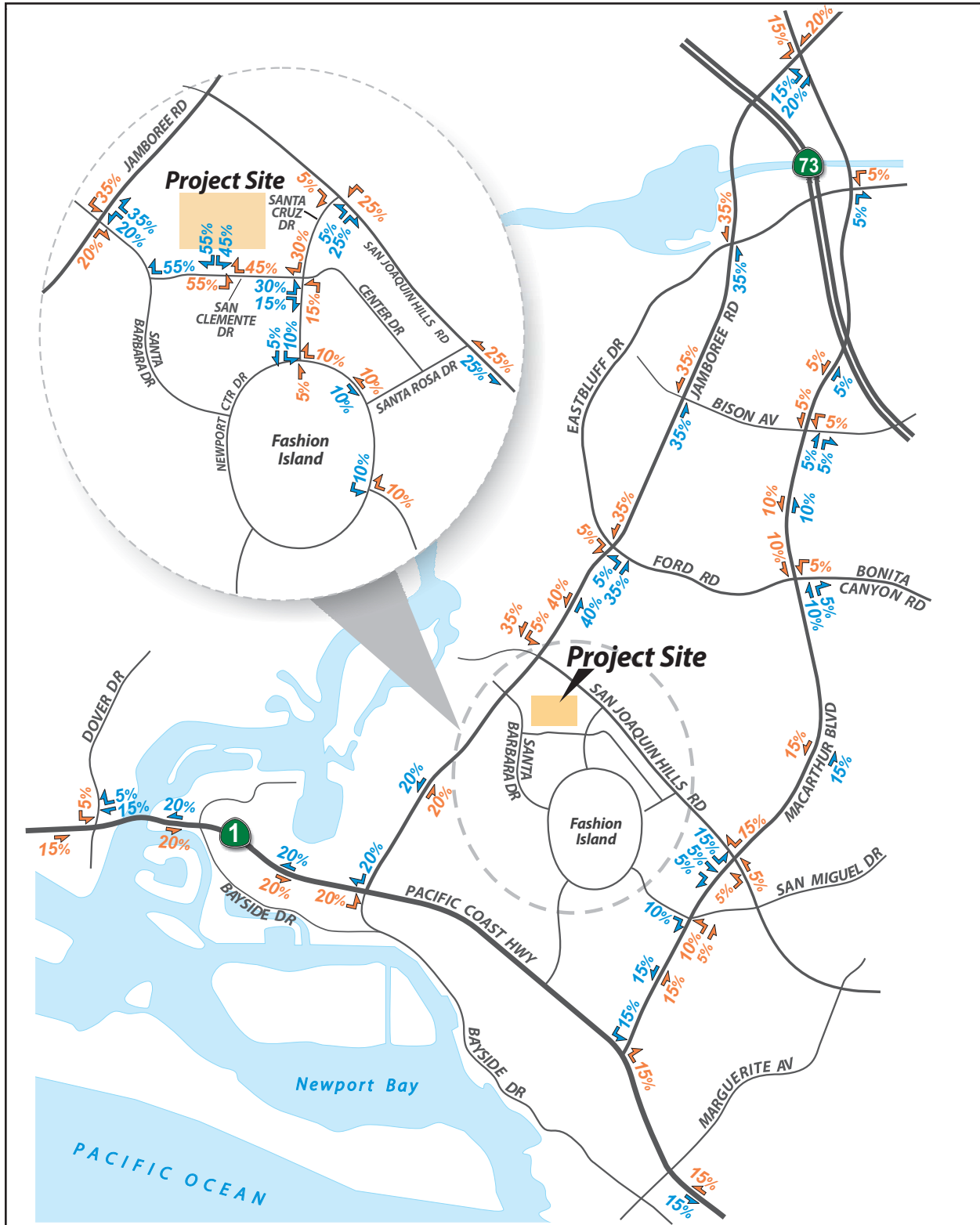
project, the future scenario would be Year 2021. Unlike the CEQA analysis, where cumulative projects must be included in the analysis, the TPO analysis includes only the approved projects in the no-project baseline conditions. The TPO analysis for this project assumes an ambient growth of 1 percent per year on certain arterials, including W/E Coast Highway, Jamboree Road, and MacArthur Boulevard, and traffic from 22 approved projects for the future background traffic conditions. The Future (2021) Plus Approved Project Plus Growth (without project) intersection LOS are summarized in Table 5.13-7.

Table 5.13-7 Summary of Intersection Operations for 2021 TPO Analysis without Project

Intersection		AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Dover Drive/West Coast Highway	.687	B	.775	C
2	Bayside Drive/East Coast Highway	.779	C	.819	D
3	Jamboree Road/MacArthur Boulevard	.657	C	.797	C
4	Jamboree Road/Eastbluff Drive/University Drive	.671	B	.632	B
5	Jamboree Road/Bison Avenue	.530	A	.549	A
6	Jamboree Road/Eastbluff Drive/Ford Road	.699	B	.750	C
7	Jamboree Road/San Joaquin Hills Road	.723	C	.600	B
8	Jamboree Road/Santa Barbara Drive	.554	A	.723	C
9	Jamboree Road/East Coast Highway	.405	A	.753	C
10	MacArthur Boulevard/Bison Avenue	.696	B	.680	B
11	MacArthur Boulevard/Ford Road/Bonita Canyon Drive	.665	B	.762	C
12	MacArthur Boulevard/San Joaquin Hills Road	.655	B	.823	D
13	MacArthur Boulevard/San Miguel Drive	.650	B	.567	A
14	MacArthur Boulevard/East Coast Highway	.579	A	.659	B
15	Marguerite Avenue/East Coast Highway	.742	C	.780	C
16	Santa Cruz Drive/San Joaquin Hills Road	.343	A	.372	A
17	Santa Rosa Drive/San Joaquin Hills Road	.347	A	.472	A
18	Goldenrod Avenue/East Coast Highway	.748	C	.791	C

Source: DKS Associates 2016.

Figure 5.13-4 - Project Trip Distribution
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0% ➔ Inbound Trip Distribution Percentage
 ← 0% Outbound Trip Distribution Percentage

Base Map Source: DKS, 2016



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The City of Newport Beach TPO also requires determination of whether project trips will increase traffic volumes on any leg of a primary intersection by 1 percent or more during either the morning or evening peak hour. For intersections where project trips exceed the 1 percent threshold, the TPO requires a level of service analysis of project impacts. The intersection levels of service for the Future (2021) Plus Approved Project Plus Growth (without project) scenario above have been evaluated based on the ICU methodology. The following intersections meet the 1 percent criteria and require a level of service analysis:

- Jamboree Road/Santa Barbara Drive
- MacArthur Boulevard/San Joaquin Hills Road
- Santa Cruz Drive/San Joaquin Hills Road
- Santa Rosa Drive/San Joaquin Hills Road

The LOS summary for these intersections for 2021 conditions without and with the project, and the increase in V/C due to the project are shown in Table 5.13-8. The table shows that all intersections operate at LOS D or better, and the project would result in increases of V/C below 0.01. Based on the threshold for significant impacts, the trips generated from the proposed project would not cause significant impact on any of the study intersections. Therefore, no mitigation measures are required on the study intersections.

Table 5.13-8 Intersection Level of Service, Summary for TPO Analysis

Intersection		No Project				Plus Project				Difference		Project Impact
		AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	V/C	
8	Jamboree Road/Santa Barbara Drive	.554	A	.723	C	.560	A	.726	C	.006	.003	No
12	MacArthur Blvd/San Joaquin Hills Rd	.655	B	.823	D	.656	B	.824	D	.001	.001	No
16	Santa Cruz Drive/San Joaquin Hills Rd	.343	A	.372	A	.344	A	.380	A	.001	.008	No
17	Santa Rosa Drive/San Joaquin Hills Rd	.347	A	.472	A	.347	A	.473	A	.000	.001	No

Source: DKS Associates 2016.

Impact 5.13-3: The project-related traffic would not result in significant impacts to state highway intersections in the study area. [Threshold T-1]

Impact Analysis: Intersections on state highway facilities, which are controlled by Caltrans, were analyzed using the HCM methodology, as required by the Caltrans Guide for the Preparation of Traffic Impact Studies. In the vicinity of the project, the two study intersections are owned and operated by Caltrans and were analyzed for existing and 2021 Plus Approved Projects Plus Cumulative (CEQA analysis) conditions:

- Dover Drive/West Coast Highway
- Bayside Drive/East Coast Highway

These intersections were also analyzed using the methodology prescribed by the City, as described above. As shown in Table 5.13-9, the Caltrans intersections currently operate at acceptable LOS B during the AM and PM peak hours and would continue to operate at acceptable LOS B under future conditions without and with

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the project. The project would not cause any increases in delays at these intersections. Based on the threshold for significant impacts of the proposed project listed in Section 5.13.2.1, the trips generated from the proposed project would not cause a significant impact on any study intersections controlled by Caltrans.

Table 5.13-9 Level of Service Summary, HCM Methodology, for Caltrans Intersections

Scenario	Intersection	No Project				Plus Project				Difference		Project Impact
		AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	sec	sec	
Existing ¹	Dover Drive/West Coast Highway	18.7	B	17.8	B	18.7	B	17.8	B	0.0	0.0	No
	Bayside Drive/East Coast Highway	11.4	B	13.0	B	11.3	B	13.0	B	0.0	0.0	No
2021 ²	Dover Drive/West Coast Highway	19.0	B	19.3	B	19.0	B	19.3	B	0.0	0.0	No
	Bayside Drive/East Coast Highway	15.1	B	19.2	B	15.1	B	19.2	B	0.0	0.0	No

Source: DKS Associates 2016.

¹ Corresponds to the 2016 Scenario

² Corresponds to the 2021 Plus Approved Projects Plus Cumulative Project Scenario

Impact 5.13-4: The project-related traffic would not result in significant impacts to congestion management plan facilities in the study area. [Threshold T-2]

Impact Analysis: The Orange County CMP was established in 1991 to reduce traffic congestion and provide a mechanism for coordinating land use and development decisions. The most recent CMP was adopted in 2015. Compliance with CMP requirements ensures a city’s eligibility to compete for state gas tax funds for local transportation projects. The Orange County CMP states that “a TIA will be required for CMP purposes for all proposed developments generating 2,400 or more daily trips,” and that “for developments which will directly access a CMP Highway System link, the threshold for requiring a TIA should be reduced to 1,600 or more trips per day.” The project is estimated to generate 310 daily trips; therefore, a CMP analysis is not required. According to the intersection LOS analysis presented in Impacts 5.13-1 and 5.13-2, the CMP intersections in the study area (Jamboree Road/MacArthur Boulevard and MacArthur Boulevard/East Coast Highway) would operate at acceptable LOS D or better. The project, therefore, would not result in a designated intersection exceeding County Congestion Management Agency service standards.

Impact 5.13-5: The project would not modify any public road or introduce features that would result in hazardous conditions and would provide adequate emergency access. [Thresholds T-4 and T-5]

Impact Analysis: Primary vehicular access to the site would be at a driveway on San Clemente Drive across from Santa Maria Road. The driveway is a full-access driveway and measures 26 feet wide. One service/fire driveway would be provided along San Clemente Drive. The primary access driveway and the secondary service access driveway would require curb cuts on San Clemente Drive. The TIA concluded that the proposed project would allow for adequate vehicular circulation for vehicles in the project site. The project would not modify any public road or introduce features that would affect vehicular, pedestrian, or bicycle circulation in the vicinity of the site. In addition, project traffic would not result in substantial delays and

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congestion that would affect the circulation of emergency vehicles in the study area. Impacts would be less than significant and no mitigation measures would be required.

Impact 5.13-6: The proposed project complies with adopted policies, plans, and programs for alternative transportation. [Threshold T-6]

Impact Analysis: As discussed in Section 5.13.1.3, the project vicinity is well served by bus service and pedestrian and bicycle facilities that would provide transportation alternatives to the automobile. Table 5.8-1 in the Land Use Section summarizes the General Plan Consistency Analysis for the project. The following discusses policies and summarizes the consistency analysis related to alternative transportation:

- **Policy CE 4.1.4,** Accommodate residential densities sufficient to support transit patronage, especially in mixed use areas such as the Airport Area: The proposed residential density would sufficiently support transit patronage in Newport Center. Orange County Transportation Authority (OCTA) bus stops near the project site are located along San Joaquin Hills Road, Santa Cruz Drive, and Newport Center Drive less than a half-mile from the project site. OCTA bus routes that serve these stops include Routes 55, 57, and 79. Additionally, the Newport Transportation Center is 0.8 miles southwest of the site and is served by OCTA bus routes 1, 55, 57, 76, and 79. Thus, the project would accommodate and support transit patronage by developing a high density residential development in a mixed use area.
- **Policy CE 5.1.2,** Link residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving: The existing pedestrian sidewalk along the frontage of the project site on San Clemente Drive would connect future residents to the Fashion Island shopping centers, restaurants, and office, giving residents the opportunity to live, shop and work without reliance on a car.
- **Policy CE 5.1.3,** Require new development projects to include safe and attractive sidewalks, walkways, and bike lanes in accordance with the Master Plan, and, if feasible, trails: The project's entryway and motor court would be designed with attractive landscape and hardscape improvements. The existing sidewalk along San Clemente Drive would be maintained and provide pedestrian connectivity across the site to the Fashion Island shopping center and other uses in the Newport Center area. Therefore, the project would be consistent with Policy CE 5.1.3.

In summary, the project would be consistent with City policies to support and promote alternative transportation. In addition, the project would not modify any public road or introduce features that would affect vehicular, pedestrian, or bicycle circulation in the vicinity of the site. Project access would not displace any existing bus stop or decrease the performance or safety of any existing sidewalk, crosswalk, or bikeway. Therefore, the project would not affect the use of alternative modes of transportation or conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. No impact would occur and no mitigation measures would be required.

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Impact 5.13-7: Project-related construction worker, delivery, and construction vehicle trips would not adversely affect the operations of intersections and roadways in the study area. [Threshold T-1]

Impact Analysis: Project construction activities would include demolition of the existing OCMA building, asphalt demolition, mass excavation, fine grading, and building of the proposed project structures. It is expected that large construction equipment, such as excavators, dump trucks, cranes, and tractors, will be used during the project construction. Per the City of Newport Beach, construction is allowed Monday through Friday from 7:00 AM to 6:30 PM and Saturdays from 8:00 AM to 6:00 PM. Construction workers would park onsite unless a designated offsite parking area is approved by the City. Construction workers would not park on local streets.

The proposed project would improve the existing 8-inch sewer line that runs along San Clemente Drive. Approximately 81 lineal feet would be replaced with a 12-inch sewer line at the intersection of Santa Barbara Drive and Jamboree Road (see Figure 3-7, *Proposed Offsite Sewer Improvement*). The proposed improvement would require a Temporary Street Closure and Encroachment Permit, subject to further review by the City of Newport Beach, and would not cause safety hazards. Anticipated work hours and schedule are also subject to further City review.

It is anticipated that the project would be built in a single phase spanning approximately 28 months, from January 2018 to May 2020. The proposed project would be completed in one phase; however, there are various construction activities throughout the construction process. There would be up to 200 construction workers on site. Assuming a worst case scenario where all workers drive solo, it is possible that up to 200 inbound trips would occur in the AM peak hour and 200 trips in the PM peak hour. The highest number of haul trips would occur during the soil haul period, which includes site preparation, fine grading and rough grading. There would be a total of 4,600 truck load trips during this period, which equates to 153 truckload trips per day over a 30-day soil haul period. This translates to 459 passenger-car equivalent trips per day, assuming all heavy vehicles are four axles. Construction hauling would be limited to weekday hours between 7:00 AM to 4:00 PM.

The estimated construction-related haul truck traffic is greater than the estimated proposed project daily trips (310 daily trips) by 149 daily trips. Typically, the peak hour is 10 percent of the daily traffic volumes, therefore potentially there would be 15 (fifteen) additional trips along the haul routes during the AM peak hour. Construction would cease before the traffic PM peak hour. The analysis presented in Impacts 5.13-1 to 5.13-4 above concluded that the study intersections would operate at acceptable LOS under all scenarios. Given the small increase in traffic related to project construction, the increase in v/c at any study intersection would be nominal. The roadways and intersections will be able to handle the additional construction traffic volumes without making any study intersection operate at unacceptable LOS.

Construction trucks would be staged at an offsite location acceptable to the City and would be dispatched to the site five to ten trucks at a time to prevent truck queuing at inappropriate locations. It is expected that heavy vehicles would access the site via SR-73 (north of Bison Avenue) and head south via Jamboree Road or MacArthur Boulevard. Once within the vicinity of the project site, heavy vehicles can use non-designated

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truck routes to access the project site. Per the City of Newport Beach, the project is required to prepare a construction traffic management plan that outlines items such as construction hours, truck routes, traffic and parking effects, and safety procedures for pedestrians and cyclists. All proposed truck routes would be approved by the City before beginning construction.

Construction workers are expected to work during the 28-month construction period. It is reasonable to assume that the majority of the workers would arrive before 7:00 AM, prior to the allowed construction period, and workers would stagger their arrivals to the project area (not all arrive at the same time) outside of the peak AM period. Importantly, no construction workers trips or construction haul trips would occur at the same time because workers would arrive before 7:00 AM and hauling cannot start until 7:00 AM. The construction workers would park at an offsite lot in the Newport Center area and be shuttled to the site, if necessary. The offsite parking locations would be negotiated with nearby owners at a later date and can include the Villas at Fashion Island parking garage, the adjacent PIMCO parking garage, and Pacific Life Insurance Company (700 Newport Center) surface parking lot. The specific parking locations would be identified in the project's construction management plan. After completion of the proposed parking garage, workers would park onsite. Given the preceding factors, construction worker traffic would not significantly impact nearby roadways.

Temporary delays in traffic may occasionally occur due to oversized vehicles traveling at lower speeds on streets. Such delays would be occasional and of short duration. This temporary traffic impact would only occur during a relatively short period of 2 to 3 months during demolition and grading when truck hauling of demolition debris and soil would occur, most of the haul truck activity would occur over a 30-day period during the demolition and grading phases. These temporary delays would be considered less than significant. Additionally, the project applicant would be required to submit a congestion-management plan prior to the commencement of any construction activities.

5.13.4 Cumulative Impacts

The analysis for Impacts 5.13-1, 5.13-2, and 5.13-3 includes the analysis of traffic conditions at local jurisdictions, CMP, and state-controlled intersections for cumulative conditions with and without the project. Cumulative traffic impacts consider the impacts of future growth and development in the City of Newport Beach and vicinity on the roadway system serving the area. The TIA incorporated 7 cumulative projects and accounted for ambient traffic growth. Thus, the analysis of 2021 conditions considered cumulative impacts of the project. The proposed project would not result in either project-specific significant or cumulatively considerable impacts. No mitigation measures would be required.

Site access is adequately designed and would not combine with other area traffic impacts to result in significant circulation impacts.

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5.13.5 Existing Regulations and Standard Conditions

Existing Regulations

Local

- City of Newport Beach Municipal Code
 - Chapter 20.66, Off Street Parking and Loading
 - Chapter 15.40, Traffic Phasing Ordinance
 - Chapter 12.62, Temporary Street Closure
 - Chapter 13.01, Street Construction Permits

City of Newport Beach Standard Conditions

The following City-adopted standard operating conditions of approval would apply to the proposed project:

- The Applicant will be required to identify planned travel patterns for haul vehicles, and obtain a Haul Route permit from the City.
- The project will be required to prepare a construction traffic management plan.

5.13.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-1, 5.13-2, 5.13-3, 5.13-4, 5.13-5, 5.13-6, and 5.13-7.

5.13.7 Mitigation Measures

No mitigation measures are required.

5.13.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.13.9 References

DKS Associates. 2016, April 29. OCMA Residential Project Traffic Impact Analysis.

———. 2016, July 15. Supplemental Traffic Analysis for the Orange County Museum of Art Redevelopment Project located at 850 San Clemente Drive, Newport Beach.

Stantec Consulting Services, Inc. (Stantec). 2012, May. North Newport Center San Joaquin Plaza TPO Traffic Analysis. Prepared for City of Newport Beach.