

---

## 5.11 - Transportation and Traffic

---

### 5.11.1 - Introduction

This section describes the existing transportation and traffic setting and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the Marina Park TPO Traffic Analysis prepared in November 2008 (revised February 2009) by Austin-Foust Associates Inc. and in the Parking Management Recommendations Letter Report prepared in October 2008 by Walker Parking Consultants. Both reports are included in Appendix K of this Draft EIR

### 5.11.2 - Existing Conditions

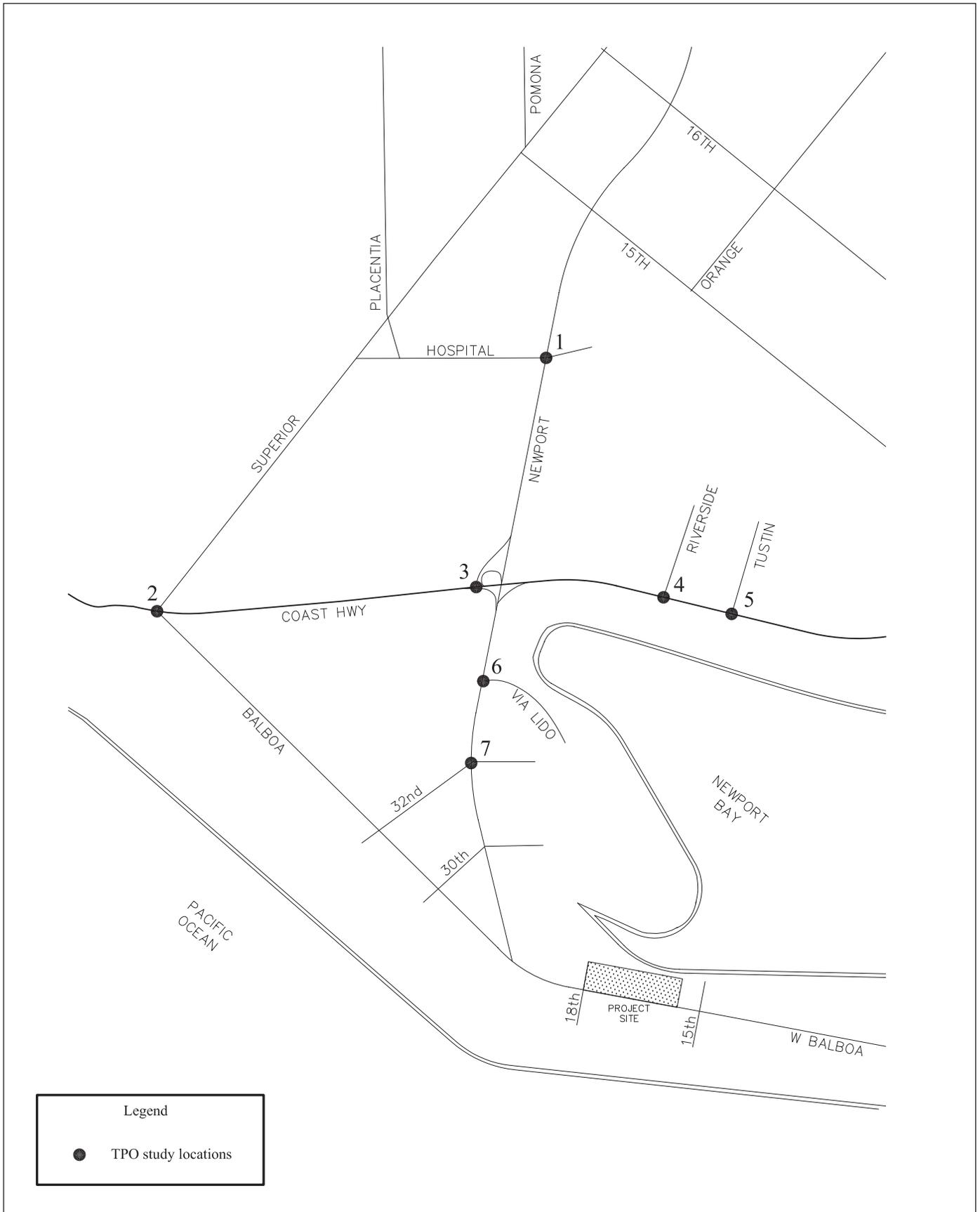
The project site is bounded by 19<sup>th</sup> Street to the west, 15<sup>th</sup> Street to the east, and Balboa Boulevard to the south. The City of Newport Beach identified seven intersections as the study area for the proposed project (see Exhibit 5.11-1). These intersections include:

- Newport Boulevard and Hospital Road
- Balboa Boulevard/Superior Avenue and Coast Highway
- Newport Boulevard and Coast Highway
- Riverside Avenue and Coast Highway
- Tustin Avenue and Coast Highway
- Newport Boulevard and Via Lido
- Newport Boulevard and 32<sup>nd</sup> Street

Existing peak hour intersection volumes for the seven intersections listed above were provided by City staff (existing peak-hour volumes are provided in Appendix J of this Draft EIR) and collected during the non-peak season in 2006, 2007, and 2008.

Existing intersection levels of service are based on intersection capacity utilization (ICU) values. The ICU values are a means of presenting the volume to capacity (V/C) ratios, with a V/C ratio of .900 representing the upper threshold for an acceptable level of service (LOS "D") in the City of Newport Beach. Existing ICU values for the study intersections are based on existing lane configurations and are summarized in Table 5.11-1 (actual ICU calculation sheets are included in Appendix K of this Draft EIR). As shown in Table 5.11-1 the study intersections are currently operating at LOS "D" or better during the AM and PM peak hours. These ICU values represent the non-peak season conditions. The non-peak season ICU and corresponding LOS are provided in Table 5.11-1.





Legend  
 ● TPO study locations

Source: Austin-Foust Associates, Inc., July 2008.

 Not to scale  
 Michael Brandman Associates

## Exhibit 5.11-1 Traffic Phasing Ordinance Study Locations



**Table 5.11-1: Existing Intersection Capacity Utilization and Level of Service – Non-Peak Season**

Intersection	Existing	
	AM	PM
1. Newport & Hospital	0.59/LOS A	0.64/LOS B
2. Balboa/Superior & Coast Highway	0.68/LOS B	0.72/LOS C
3. Riverside & Coast Highway	0.77/LOS C	0.68/LOS B
4. Tustin & Coast Highway	0.70/LOS B	0.81/LOS D
5. Newport & Via Lido	0.67/LOS B	0.58/LOS A
6. Newport & 32 <sup>nd</sup> Street	0.47/LOS A	0.43/LOS A
7. Newport & Coast Highway	0.48/LOS A	0.66/LOS B
Notes: Level of service ranges: .000 - .600 A; .601 - .700 B; .701 - .800 C; .801 - .900 D; .901 - 1.000 E; Above 1.001 F Source: Austin-Foust Associates, Inc., November 2008, revised February 2009.		

Sample mid-block counts were collected to determine the seasonal (peak season) increase in summer traffic volumes for the project vicinity. Counts collected on Newport Boulevard at 32<sup>nd</sup> Street and on Balboa Boulevard at 18<sup>th</sup> Street in early June 2008 (non-peak season) and late June 2008 (peak summer season) indicate an average increase of 18 percent in the daily traffic volume during the summer. During the peak hours, the summer increase averages 17 percent over the non-peak season volume during the AM peak hour and 16 percent during the PM peak hour. Existing peak hour volumes at the study-area intersections were increased to summer conditions, and the resulting summer peak season ICU and corresponding LOS are provided in Table 5.11-2.

**Table 5.11-2: Existing Intersection Capacity Utilization and Level of Service – Peak Season**

Intersection	Existing	
	AM	PM
1. Newport & Hospital	0.66/LOS B	0.70/LOS B
2. Balboa/Superior & Coast Highway	0.79/LOS C	0.82/LOS D
3. Riverside & Coast Highway	0.90/LOS D	0.77/LOS C
4. Tustin & Coast Highway	0.80/LOS C	0.88/LOS D
5. Newport & Via Lido	0.78/LOS C	0.65/LOS B
6. Newport & 32 <sup>nd</sup> Street	0.54/LOS A	0.49/LOS A
7. Newport & Coast Highway	0.56/LOS A	0.74/LOS C
Notes: Level of service ranges: .000 - .600 A; .601 - .700 B; .701 - .800 C; .801 - .900 D; .901 - 1.000 E; Above 1.001 F Source: Austin-Foust Associates, Inc., November 2008, revised February 2009.		

As shown in Table 5.11-2, the study intersections are currently operating at LOS “D” or better during the AM and PM peak hour.

In accordance with the TPO, ambient growth and currently approved projects that have not been constructed are added to the existing traffic volumes. The study year is 2011 because construction of the proposed project is expected to be completed by 2010. An ambient growth rate of 1.0 percent per year was added to the existing volumes along Newport Boulevard, north Coast Highway, and Coast Highway. Traffic generated by approved projects in the study area was obtained from City staff and was added to the existing peak-hour volumes to obtain year 2011 background peak-hour volumes for study-area intersections. The list of approved projects is provided in Appendix K of this Draft EIR.

### Thresholds of Significance

According to the CEQA Guidelines' Appendix G Environmental Checklist, the following questions are analyzed and evaluated to determine whether transportation and traffic impacts are significant environmental effects. Would the project:

- a.) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system and that exceeds, either individually or cumulatively, a level-of-service standard for intersections established by the City.
- b.) 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?
- c.) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d.) Result in inadequate emergency access?
- e.) Result in inadequate parking capacity?
- f.) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

### 5.11.3 - Project Impact Analysis and Mitigation Measures

This section discusses potential impacts associated with the proposed project and provides mitigation measures where necessary.

#### Traffic Increase/Level of Service

---

**Impact 5.11-A:**      **The project would not cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system and that exceeds, either individually or cumulatively, a level-of-service standard for intersections established by the City.**

---

#### *Project-Specific Analysis*

Trip-generation rates for the proposed project were derived from peak hour and daily trip rates contained in Institute of Transportation Engineers (ITE) Trip Generation, Seventh Edition. A combined rate that consists of the ITE City Park peak hour rates per acre and an average of the ITE City Park and Beach Park daily rates per acre was applied to the park uses. ITE's Recreational

Community Center trip rates were applied to the proposed Multi-Purpose Building and Sailing Program Building at the Balboa Center Complex, which includes a 30-seat café. These rates and the resulting trips are summarized in Table 5.11-3.

Traffic from the existing mobile home park on the site was counted in early June 2008 when the units were not fully occupied. These existing trips were subtracted from the proposed trip generation to produce the net new trips associated with the implementation of the proposed project. The resulting net new trips correspond to the worst-case trip generation for the proposed project, since project trips represent the peak summer trips and the existing mobile home park trips represent the non-peak season trips.

**Table 5.11-3: Proposed Project Trips**

Trip Generation Rates								
Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Trip Rates (ITE)								
Park <sup>1</sup>	Acre	.28	.20	.48	.38	.92	1.30	15.70
Recreational Community Center (ITE 495) <sup>2</sup>	TSF	.99	.63	1.62	.48	1.16	1.64	22.88
Marina (ITE 420)	Berth	.03	.05	.08	.11	.08	.19	2.96
Trip Generation								
Proposed Project								
Park	4.89 acres	1	1	2	2	4	6	71
Multi-Purpose/Sailing Program Building/Café	21.3 TSF	21	13	34	10	25	35	487
Visitor Marina	23 Berths	1	1	2	3	2	5	68
<b>Subtotal</b>		<b>23</b>	<b>15</b>	<b>38</b>	<b>15</b>	<b>31</b>	<b>46</b>	<b>632</b>
Existing Use (Non-Summer)								
Mobile Home Park	57 DU	-5	-13	-18	-7	-7	-14	-194
Park	1.2 acres	0	0	0	0	-1	-1	-19
Community Center	2.9 TSF	-3	-2	-5	-1	-4	-5	-67
<b>NET NEW TRIPS</b>	<b>—</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>19</b>	<b>26</b>	<b>352</b>
Notes:								
<sup>1</sup> Park AM and PM trips from ITE City Park (411) rate/acre, ADT rate averaged from City (411) and Beach (415) Park ADT rate/acre.								
<sup>2</sup> ITE Recreational Community Center (495) trip rates applied to Multi-Purpose Building, Sailing Program Building, and Café.								
The Girl Scout House will be relocated on-site and results in no net change in project trips.								
Source: Austin-Foust Associates, Inc., November 2008, revised February 2009.								

As the trip-generation table indicates, the proposed project results in a net increase of 447 trips daily. During the AM peak hour there is a net increase of 21 trips, and during the PM peak hour the proposed project generates a net increase of 32 trips.

Trip distribution of project-generated traffic onto the surrounding circulation system was determined from observed travel patterns in the vicinity of the project site as well as from location and levels of development in relation to subject property. A large portion of trips generated by the project is estimated to originate within the City of Newport Beach. Approximately 35 percent of project trips are oriented toward the areas south of Coast Highway, including the Balboa Peninsula area. The remaining 65 percent of project traffic is distributed along Coast Highway and Newport Boulevard.

Based on the above distribution of project trips, a peak hour intersection analysis at the seven study-area intersections was conducted in accordance with the City of Newport Beach Traffic Phasing Ordinance (TPO). The TPO analysis consists of a one-percent analysis and an ICU analysis at each study-area intersection during the non-peak season. The one-percent analysis compares the proposed project traffic with projected background (existing plus growth plus approved projects) plus project peak hour volumes. If project peak hour traffic volumes are less than one percent of the projected background peak hour traffic on each leg of the intersection, no ICU analysis is required. If project peak hour traffic volumes are one percent or greater than the projected background peak hour traffic on each leg of the intersection, an ICU analysis is required.

Table 5.11-4 identifies the peak hour project volumes at the study-area intersections and shows whether the proposed project would contribute less than one percent of the total peak hour traffic volumes at each leg of the intersection.

**Table 5.11-4: Summary of One Percent Analysis – Non-Peak Season**

Intersection	AM Peak Hour Project Volumes				Less than 1% of Peak Hour Volumes
	NB	SB	EB	WB	
Newport & Hospital	1	4	0	0	Yes
Balboa/Superior & Coast Hwy	0	0	2	0	Yes
Newport & Coast Hwy	0	0	0	5	Yes
Riverside & Coast Hwy	0	1	0	4	Yes
Tustin & Coast Hwy	0	0	0	4	Yes
Newport & Via Lido	1	10	0	0	Yes
Newport & 32 <sup>nd</sup>	1	10	1	0	No

Intersection	PM Peak Hour Project Volumes				Less than 1% of Peak Hour Volumes
	NB	SB	EB	WB	
Newport & Hospital	6	2	0	0	Yes
Balboa/Superior & Coast Hwy	2	0	1	0	Yes
Newport & Coast Hwy	0	0	0	3	Yes
Riverside & Coast Hwy	0	1	7	2	Yes
Tustin & Coast Hwy	0	0	5	2	Yes
Newport & Via Lido	13	5	0	0	No
Newport & 32 <sup>nd</sup>	14	5	0	0	No

Source: Austin-Foust Associates, Inc., November 2008, revised February 2009.

As shown in Table 5.11-4, the proposed project would contribute one percent or more of the total background (existing plus growth plus approved projects) plus project volumes at one intersection (Newport Boulevard and 32<sup>nd</sup> Street) during the AM peak hour and at two intersections (Newport Boulevard and Via Lido and Newport Boulevard and 32<sup>nd</sup> Street) during the PM peak hour.

Therefore, an ICU analysis was prepared for these intersections. The non-peak season volumes represent the worst-case one-percent analysis, since the summer season volumes increase the background level against which the project trips are compared. If the project traffic represents less than one percent of the background-plus-project peak hour volumes under non-peak season conditions, then the project traffic will represent less than one percent of the background-plus-project peak hour volumes under the summer peak season.

An ICU analysis was performed for the two intersections that did not contribute less than one percent of peak hour volumes. Existing lane configurations were assumed, and a capacity of 1,600 vehicles per hour (vph) per lane was utilized. Table 5.11-5 summarizes the existing, background (existing plus growth plus approved projects), and background-plus-project ICU values during the AM and PM peak hours under non-peak season and summer season conditions.

**Table 5.11-5: ICU Analysis and Corresponding Levels of Service**

	Existing		Background		Background + Project	
	AM	PM	AM	PM	AM	PM
<b>Non-Peak Season</b>						
Newport & Via Lido	0.47/ LOS A	0.43/ LOS A	0.47/ LOS A	0.44/ LOS A	0.47/ LOS A	0.44/ LOS A

**Table 5.11-5 (Cont.): ICU Analysis and Corresponding Levels of Service**

Intersection	Existing		Background		Background + Project	
	AM	PM	AM	PM	AM	PM
Newport & 32 <sup>nd</sup>	0.48/ LOS A	0.66/ LOS B	0.49/ LOS A	0.67/ LOS B	0.49/ LOS A	0.67/ LOS B
<b>Summer Season</b>						
Newport & Via Lido	0.54/ LOS A	0.49/ LOS A	0.55/ LOS A	0.49/ LOS A	0.55/ LOS A	0.49/ LOS A
Newport & 32 <sup>nd</sup>	0.56/ LOS A	0.74/ LOS C	0.56/ LOS A	0.75/ LOS C	0.56/ LOS A	0.75/ LOS C
Notes: Level of service ranges: .000 - .600 A; .601 - .700 B; .701 - .800 C; .801 - .900 D; .901 - 1.000 E; Above 1.001 F Source: Austin-Foust Associates, Inc., November 2008, revised February 2009.						

As Table 5.11-5 shows, the project will have no marginal impact on the intersections of Newport Boulevard at Via Lido and Newport Boulevard at 32<sup>nd</sup> Street. Both of these intersections will operate at LOS C or better during the AM and PM peak hours under non-peak season and summer peak season. Therefore, project impacts on the study intersections are less than significant.

**Cumulative**

City staff identified approved projects as part of background traffic volumes and has identified two projects that have not been approved yet as cumulative projects. These two projects include the Newport Coast TAZ 1-4 and the Newport Ridge TAZ 1-3 as described in Section 4 of this Draft EIR. Trip generation and distribution for each cumulative project was provided by City staff. The peak hour cumulative intersection volumes were added to the background volumes presented earlier, and then project-generated traffic was added. The previous non-peak season one-percent analysis without cumulative volumes represents the worst-case one-percent analysis, since the addition of cumulative traffic to the background volumes increases the chances of a project providing less than one percent of background-plus-project peak hour volumes. Table 5.11-6 shows the one-percent analysis under cumulative conditions. As shown, both of these intersections will operate at LOS C or better during the AM and PM peak hours under background-plus-cumulative-plus-project non-peak season and summer peak season. Therefore, cumulative traffic impacts at these two study intersections would be less than significant.

**Table 5.11-6: Cumulative ICU Analysis and Corresponding Levels of Service**

Intersection	Existing		Background		Background + Project		Cumulative + Background + Project	
	AM	PM	AM	PM	AM	PM	AM	PM
<b>PM Non-Peak Season</b>								
Newport & Via Lido	0.47/ LOS A	0.43/ LOS A	0.47/ LOS A	0.44/ LOS A	0.47/ LOS A	0.44/ LOS A	0.47/ LOS A	0.44/ LOS A
Newport & 32 <sup>nd</sup>	0.48/ LOS A	0.66/ LOS B	0.49/ LOS A	0.67/ LOS B	0.49/ LOS A	0.67/ LOS B	0.49/ LOS A	0.67/ LOS B
<b>Summer Season</b>								
Newport & Via Lido	0.54/ LOS A	0.49/ LOS A	0.55/ LOS A	0.49/ LOS A	0.55/ LOS A	0.49/ LOS A	0.55/ LOS A	0.49/ LOS A
Newport & 32 <sup>nd</sup>	0.56/ LOS A	0.74/ LOS C	0.56/ LOS A	0.75/ LOS C	0.56/ LOS A	0.75/ LOS C	0.56/ LOS A	0.75/ LOS C
Notes: Level of service ranges: .000 - .600 A; .601 - .700 B; .701 - .800 C; .801 - .900 D; .901 - 1.000 E; Above 1.001 F Source: Austin-Foust Associates, Inc., November 2008, revised February 2009.								

**Mitigation Measures**

*Project-Specific*

No mitigation measures are required.

*Cumulative*

No mitigation measures are required.

**Level of Significance After Mitigation**

*Project-Specific*

Less than significant.

*Cumulative*

Less than significant.

**Air Traffic Patterns**

---

**Impact 5.11-B:**      **The project would not 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.**

---

**Project-Specific Analysis**

The nearest airport to the project site is John Wayne International Airport, located approximately 4.7 miles to the northeast. Due to this distance and the low-profile nature of the proposed structures, the project would not change air traffic patterns.

**Cumulative**

Since the proposed project would result in no impact on air traffic patterns, the project would not contribute to cumulative impacts on air traffic patterns.

**Mitigation Measures***Project-Specific*

No mitigation measures are required.

*Cumulative*

No mitigation measures are required.

**Level of Significance After Mitigation***Project-Specific*

No impact.

*Cumulative*

No impact.

**Hazards**

---

<b>Impact 5.11-C:</b>	<b>The project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</b>
-----------------------	--

---

**Project-Specific Analysis**

Primary access to the project site will be via West Balboa Boulevard at 17<sup>th</sup> street. Controlled secondary access will be provided via 15<sup>th</sup> Street. The project will not result in the construction or modification of roadways or the alteration of the existing offsite circulation system. Therefore, it will not create dangerous intersections or sharp curves that may increase hazards. In addition, all driveway and internal parking access aisles will be designed in conformance with city sight distance, queuing, and other applicable traffic safety requirements. Therefore, impacts with respect to hazards would be less than significant.

**Cumulative**

Since the proposed project would not result in an increase in traffic hazards, the project's contribution to potential cumulative traffic hazard impacts within the city is less than cumulatively considerable.

**Mitigation Measures***Project-Specific*

No mitigation measures are required.

*Cumulative*

No mitigation measures are required.

### **Level of Significance After Mitigation**

#### *Project-Specific*

Less than significant.

#### *Cumulative*

Less than significant.

### **Emergency Access**

---

**Impact 5.11-D: The project would not result in inadequate emergency access.**

---

#### **Project-Specific Analysis**

The proposed project includes three entrances/exits: one at 16<sup>th</sup> Street, one at 18<sup>th</sup> Street, and one along the east side of the project site on 15<sup>th</sup> Street via alleyway. These two entrances/exits provide adequate emergency access for the project site in accordance with City of Newport Beach emergency access requirements. Implementation of the proposed project would not impact public safety due to emergency access.

#### **Cumulative**

Since the proposed project would not impact public safety due to emergency access, the proposed project would not contribute to potential cumulative impacts on public safety due to emergency access within the City of Newport Beach.

#### **Mitigation Measures**

##### *Project-Specific*

No mitigation measures are required.

##### *Cumulative*

No mitigation measures are required.

### **Level of Significance After Mitigation**

#### *Project-Specific*

No impact.

#### *Cumulative*

No impact.

### **Parking Capacity**

---

**Impact 5.11-E: The project would not result in inadequate parking capacity.**

---

#### **Project-Specific Analysis**

Implementation of the proposed project would result in the removal of a 24-space parking lot that is located on the project site at the corner of Balboa Boulevard and 18<sup>th</sup> Street. This parking lot provides parking for the existing onsite uses.

The proposed project will be provided in two parking lots: one adjacent to the proposed Balboa Center Complex and the second adjacent to the proposed Girl Scout House. The parking lot adjacent to the Balboa Center Complex will provide approximately 127 spaces. Access to this parking lot will be provided by Balboa Boulevard at 16<sup>th</sup> Street and by a second connection at 15<sup>th</sup> Street via an alley. The parking lot adjacent to the Girl Scout House will provide approximately 26 spaces that will be accessed via 18<sup>th</sup> Street. In addition, the project would remove approximately eight on-street spaces along Balboa Boulevard to accommodate the project entrance at 16<sup>th</sup> Street, the site distance setback at this entrance, and a proposed drop-off area along Balboa Boulevard adjacent to the proposed park. Furthermore, the proposed project will result in widening 18<sup>th</sup> Street and adding on-street parking along the east side of 18<sup>th</sup> Street. Such parking is currently prohibited due to the narrow width of the street. The total onsite parking proposed at the two parking lots is 153 spaces, and the total off-street parking is a no net loss of parking spaces.

The amount of parking required for the proposed project was determined from a combination of City Code and ITE parking rates modified to suit this specific development. Table 5.11-7 provides the specific parking rates used for each component of the project and identifies the total spaces required for the project.

**Table 5.11-7: Project Parking Requirement**

Land Use	Size	Parking Rate	Spaces Required
Multi-Purpose Building	10,200 SF <sup>1</sup>	6 spaces/TSF	61
Sailing Programs Building	11,100 SF <sup>2</sup>	5 spaces/TSF	56
Girl Scout House	5,500 SF <sup>3</sup>	2.36 spaces/TSF	13
Visitor Marina	23 Berths <sup>4</sup>	0.59 spaces/Berth	14
Total			144
Notes: <sup>1</sup> ITE Recreational Community Center (495) <sup>2</sup> Modified ITE Recreational Community Center (495) <sup>3</sup> City of Newport Beach Public Works Department <sup>4</sup> ITE Marina (420) Source: Austin-Foust Associates, Inc., November 2008, revised February 2009.			

Based on the 153 parking spaces that would be provided on the project site and the requirement depicted in Table 5.11-7, it is clear that the proposed project will provide adequate parking.

Due to the project site’s close proximity to the beach, it is important that the proposed onsite parking spaces provide adequate parking for the users of the proposed Marina Park facilities. The proposed parking lots are intended for the project only and are not intended to provide additional beach parking. To prevent the parking lots from being used by beach users, various parking-management alternatives were explored by Walker Parking Consultants (see Appendix J). These alternatives include a fee for parking, meters, and/or other systems to ensure parking is available to visitors of

Marina Park. In addition, activities at Marina Park include events. Due to the parking capacity at the project site, it is recommended that these events, which would occur during the peak summer period from June to September, be scheduled in the morning (i.e., beginning at 8 AM) or later in the evening to avoid the impact from beach visitors. Parking management would reduce potential impacts to less than significant.

**Cumulative**

Since the proposed project would result in no impacts on parking facilities, the proposed project would not contribute to potential cumulative impacts on parking facilities within the City.

**Mitigation Measures**

*Project-Specific*

No mitigation measures are required.

*Cumulative*

No mitigation measures are required.

**Level of Significance After Mitigation**

*Project-Specific*

Less than significant.

*Cumulative*

Less than significant.

**Conflict with Alternative Transportation**

---

**Impact 5.11-F: The project would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).**

---

**Project-Specific Analysis**

The City of Newport Beach Bikeway Master Plan does not identify any bike lanes within the project vicinity. Therefore, the proposed project would result in no short-term or long-term operational impacts on policies related to bikeways. In addition, the project frontage along Balboa Boulevard currently does not have an existing bus stop, and no bus stop is proposed. Therefore, there would be no change, and the proposed project would not conflict with any policies supporting alternative transportation.

**Cumulative**

Since the proposed project would result in no impacts on policies supporting alternative transportation, the proposed project would not contribute to potential cumulative impacts on these policies.

***Mitigation Measures***

*Project-Specific*

No mitigation measures are required.

*Cumulative*

No mitigation measures are required.

***Level of Significance After Mitigation***

*Project-Specific*

No impact.

*Cumulative*

No impact.