

CITY OF NEWPORT BEACH
ENVIRONMENTAL QUALITY AFFAIRS
COMMITTEE

AGENDA

MONDAY **May 12, 2003**

LOCATION: **City Council Chambers**
7:00 p.m. **3300 Newport Boulevard**

Roll Call

1. Minutes of April 14, 2003
2. Traffic Model Update discussion – Mr. Rich Edmonston (*Exec. Summary attached, and also found at: <http://www.city.newport-beach.ca.us/trafficmodel.pdf>*)
3. Natural Water Treatment System Draft Environmental Impact Report
4. Report from EQAC Member on GPUC
5. Report from EQAC Members on GPAC
6. Report on LCP
7. Council Member Reports
8. Communications Subcommittee Web Page Discussion (*Attachment*)
9. Public Comments
10. Future Agenda Items

NEXT MEETING DATE:

June 16, 2003

LOCATION:

Police Dept Auditorium



CITY OF NEWPORT BEACH ENVIRONMENTAL QUALITY AFFAIRS COMMITTEE

Draft Minutes 04-14-03

Minutes of the Environmental Quality Affairs Citizens Advisory Committee held at the City Council Chambers, 3300 Newport Boulevard, on, April 14, 2003.

Members Present

| | |
|--------------------------------|-------------------|
| Richard Nichols Council member | Elaine Linhoff |
| Robert Hawkins, Chairperson | Dolores Otting |
| Barry Eaton, Vice Chairman | Nancy Raney |
| Gary Borquez | Richard Rivett |
| Thomas Eastmond | Cris Trapp |
| Ray Halowski | Louis Von Dyl |
| Carol Hoffman | Christopher Welsh |
| Tom Hyans | Jennifer Wynn |

Staff Representatives

| | |
|-----------------------------------|-----------------------------------|
| Dave Kiff, Assistant City Manager | Chandra Slaven, Assistant Planner |
|-----------------------------------|-----------------------------------|

Members Not Present

| | |
|----------------------|---------------|
| Barry Allen | Phillip Lugar |
| Steve Bromberg Mayor | Jim Miller |
| Gus Chabre | Marge Pantzar |
| Laura Dietz | |

The meeting was called to order at 7:00 p.m.

1. Minutes of March 17, 2003

Barry Eaton **moved** to approve the minutes. Cris Trapp requested that the minutes include the new members present. Barry Eaton agreed to the change. Tom Hyans seconded the **motion** to approve the minutes with the change. **Motion** passes.

2. Introduction of New Members

No new members.

3. Report from Subcommittee on San Joaquin Reservoir DEIR

Cris Trapp suggested two changes to the letter for the San Joaquin Reservoir DEIR. Discussion ensued. Cris Trapp **moved** that the committee adopt the letter with the corrections. Barry Eaton seconded the **motion**. **Motion** passes.



CITY OF NEWPORT BEACH ENVIRONMENTAL QUALITY AFFAIRS COMMITTEE

Draft Minutes 04-14-03

4. Discussion of City Public Information Function

Dave Kiff explained the public information function to EQAC.

He mentioned they are in the process of renewal of the cable company contracts and that they are working to improve the City's websites.

Chairman Hawkins requested that the Communications subcommittee address the lateness of posting information on the City's website, and also asked for volunteers for the Communications subcommittee. Dolores Otting volunteered.

5. Report from Membership Sub Committee

Councilman Nichols commented on the committee appointment process and new rules for electing volunteers for committees.

6. Report from EQAC Member on GPUC

Barry Eaton reported on GPUC meeting and gave an overview of the GPUC resolution and scope for May's meeting. Barry Eaton also reported on the outcome of the traffic study for the General Plan from today's GPUC meeting.

7. Report from EQAC Members on GPAC

Tom Hyans reported that GPAC heard Woodie Teshier's presentation on the State's general plan process.

8. Report on LCP

Dave Kiff reported on the LCP concerning its circulation and the removal of Newport Coast.

9. Council Member Reports

Council Member Nichols discussed the problems with committees in terms of appointment inconsistencies.

10. Public Comments

None

11. Future Agenda Items



**CITY OF NEWPORT BEACH
ENVIRONMENTAL QUALITY AFFAIRS
COMMITTEE**

Draft Minutes 04-14-03

IRWD Natural Treatment System National Waste Water Disposal project EIR –
Comments

Next EQAC meeting to be May 12th.

Request a Fiscal Impact and Economic Analysis Study from Dave Kiff.

Chairman Hawkins adjourned the meeting at 8:45 p.m.

**DRAFT
TRAFFIC MODEL EXECUTIVE SUMMARY
NEWPORT BEACH GENERAL PLAN UPDATE
EXISTING CONDITIONS AND CURRENTLY ADOPTED
GENERAL PLAN BUILDOUT FORECASTS**

**Prepared For:
Mr. Rich Edmonston
CITY OF NEWPORT BEACH
3300 Newport Boulevard
Newport Beach, CA 92663**

**Prepared By:
URBAN CROSSROADS, INC.
41 Corporate Park, Suite 300
Irvine, CA 92606**

**John Kain, AICP
Carleton Waters, P.E.
Marlie Whiteman, P.E.**

March 26, 2003

**JK:CW:MW:pr
JN:00460-21**

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**TRAFFIC MODEL EXECUTIVE SUMMARY
NEWPORT BEACH GENERAL PLAN UPDATE
EXISTING CONDITIONS AND CURRENTLY ADOPTED
GENERAL PLAN BUILDOUT FORECASTS**

1.0 INTRODUCTION

This executive summary has been prepared to provide an overview of existing traffic conditions and forecasts of future conditions, based on the currently adopted General Plan of the City of Newport Beach. The General Plan forecasts have been prepared using the Newport Beach Traffic Model, version 3.1 (NBTM 3.1). The NBTM 3.1 travel demand forecasting tool has been developed for the City of Newport Beach to address traffic and circulation issues in and around the City. The NBTM 3.1 tool has been developed in accordance with the requirements and recommendations of the Orange County Subarea Modeling Guidelines Manual (August, 1998). The NBTM 3.1 is intended to be used for roadway planning and traffic impact analysis, such as:

- General Plan/Land Use analysis required by the City of Newport Beach.
- Amendments to the Orange County Master Plan of Arterial Highways (MPAH).
- Orange County Congestion Management Program (CMP) analysis.

The NBTM 3.1 is a vehicle trip based modeling tool, and it is intended for evaluating general roadway system supply and demand problems and issues. The NBTM 3.1 has been specifically calibrated to provide the most representative conditions in the City of Newport Beach. This is sometimes described as "shoulder season" conditions, which are experienced in the spring and fall seasons.

NBTM 3.1 differs from previous Newport Beach Traffic Models in several key ways. First, NBTM 3.1 is a traffic model that includes most of Southern California, although the level of detail is much less for areas further away from Newport Beach. Previous versions were "windowed" models, that ended a short distant beyond the City's primary modeling area. NBTM 3.1 also includes an additional step, which is a conversion of the City's land use data into socioeconomic data. The socioeconomic data is then used to calculate trip

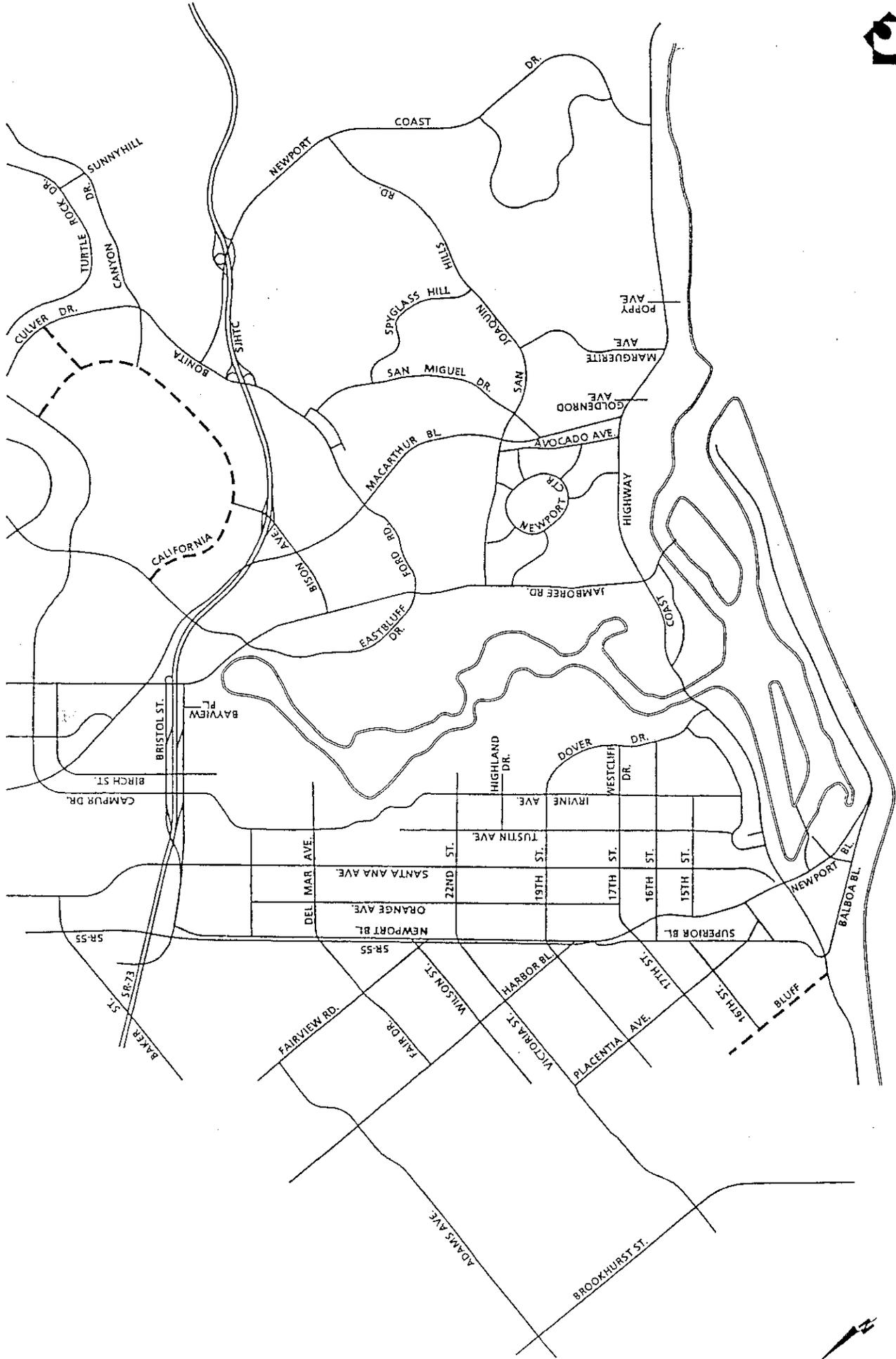
generation. Both of these changes are required by regional modeling consistency guidelines, and the Orange County Transportation Authority (OCTA) is responsible for certifying the consistency of local models. Additionally, this updated model also includes greater level Traffic Analysis Zone (TAZ) detail in key areas of the City where the question of future development levels is in question, particularly the area adjacent to John Wayne Airport. Greater detail has also been added in the Newport Coast/ Newport Ridge area, due to its annexation into the City. Another difference in this traffic model from prior versions is an improved methodology to conduct intersection analysis, which insures that the traffic flow between related intersections is reconciled.

1.1 Basic Methodology and Assumptions

The NBTM follows the model structure recommended in the subarea modeling guidelines, which is a "focused" modeling approach. The concept of a focused model is to provide the greatest level of detail within the primary modeling or study area, with the least detail for those parts of the model which are geographically distant from the primary study area. The guidelines refine this concept into a three-tier system, with tier 1 being the least detailed component (used to account for regional traffic), tier 2 being the previous regional framework (County; sub-regional traffic). And tier 3 being the primary study area (local traffic).

The primary study area of the NBTM is shown on Exhibit A. The primary study area of the NBTM is generally bounded by the Brookhurst Street/Santa Ana River on the west, Adams Avenue/Baker Street/Campus Drive/SR-73 on the north, Crystal Cove State Park on the east, and the Pacific Ocean on the south. The primary model area includes the City as well as portion of Costa Mesa and Irvine. The areas outside NB are included in the primary modeling area due to the proximity of adjoining land uses and their interrelationship with Newport Beach development resulting from the structure of the road system.

NEWPORT BEACH TRAFFIC MODEL (NBTM) PRIMARY STUDY AREA



NBTM 3.1 is highly dependent on the Orange County Transportation Analysis Model, Version 3.1 (OCTAM3.1). The primary modeling steps or processes used in the development of NBTM 3.1 are:

- Land use to socioeconomic data (SED) conversion
- Trip generation and mode choice
- Trip distribution
- Time of day factoring
- Traffic assignment
- Post-assignment data refinement processing (validation)

NBTM relies on regional model estimates of trip generation, trip distribution, and mode choice. The model accommodates changes in land use/socioeconomic and roadway network characteristics in the following manner:

Trip Generation -

Trip generation estimates are based on socioeconomic data driven by the City's land use data. The number of trips calculated from this source is then used to adjust the regional projections to reflect local conditions.

Trip Distribution -

Trip distribution estimates are based on distribution patterns estimated by the regional travel demand model and incorporated into NBTM. The regional trip distribution is adjusted to match local trip generation using an industry-accepted approach known as the Fratar model.

Mode Choice -

Mode choice is the method of transportation selected by individuals traversing the region. These modes include single and multi-occupant automobiles, buses, trains, bicycles, pedestrian, etc. Mode Choice is estimated by using regional model mode share

projections, which are incorporated into the subarea model.

Traffic Assignment -

Traffic is assigned to the roadway system on the basis of travel time and cost. Tolls are explicitly included in the traffic assignment process using the procedures obtained from the regional travel demand model. Traffic is assigned separately for the AM, mid-day, PM and nighttime periods of the day, to allow to more accurate representation of the effects of the congestion on the choice of travel routes by drivers.

Post Model Refinements -

The goal of volume forecast or post model refinement is to utilize all available information to assure the model is able to predict future traffic conditions. The NBTM refinement procedure incorporates 2002 traffic count data, 2002 model validation data, and future model forecasts as inputs to this process.

2.0 EXISTING CONDITIONS

This chapter of the executive summary describes existing 2002 shoulder (fall/spring) season conditions the City of Newport Beach. Traffic Analysis Districts have been established that group areas with similar characteristics. These districts help to refine estimates of where traffic originates, identify trip generation/distribution adjustments, and make land use occupancy adjustments, all to reflect the characteristics of a geographic area. The Traffic Analysis Districts are shown on Exhibit B.

2.1 Existing Land Use Data

Land use data within the primary study area is a key input to the modeling process. The initial land use data was provided to Urban Crossroads, Inc. staff by the City of Newport Beach. Table 1 summarizes the existing 2002 land uses for the City of Newport Beach, by land use type. These land uses were then converted to socioeconomic data as part of the initial modeling process.

2.2 2002 Socioeconomic Data (SED)

City of Newport Beach SED that has been converted from the land use data in Table 1 is summarized in Table 2. Conversion factors were established using those from previous conversion efforts in the County. These were then refined to more closely match citywide summary data and the regionally accepted Orange County Projections (OCO-2000). Occupancy factors and SED conversion factors have been differentiated for the "Balboa" area (districts 3, 9, and 10 on Exhibit B). This differentiation was necessary because of inaccurate initial model predictions compared to existing street counts. These differences can be related to unique spring and fall trip generation, which is different from other seasons. For instance, lower retail occupancy is experienced during the "shoulder" (spring/fall) seasons represented by the NBTM.

TRAFFIC ANALYSIS DISTRICTS

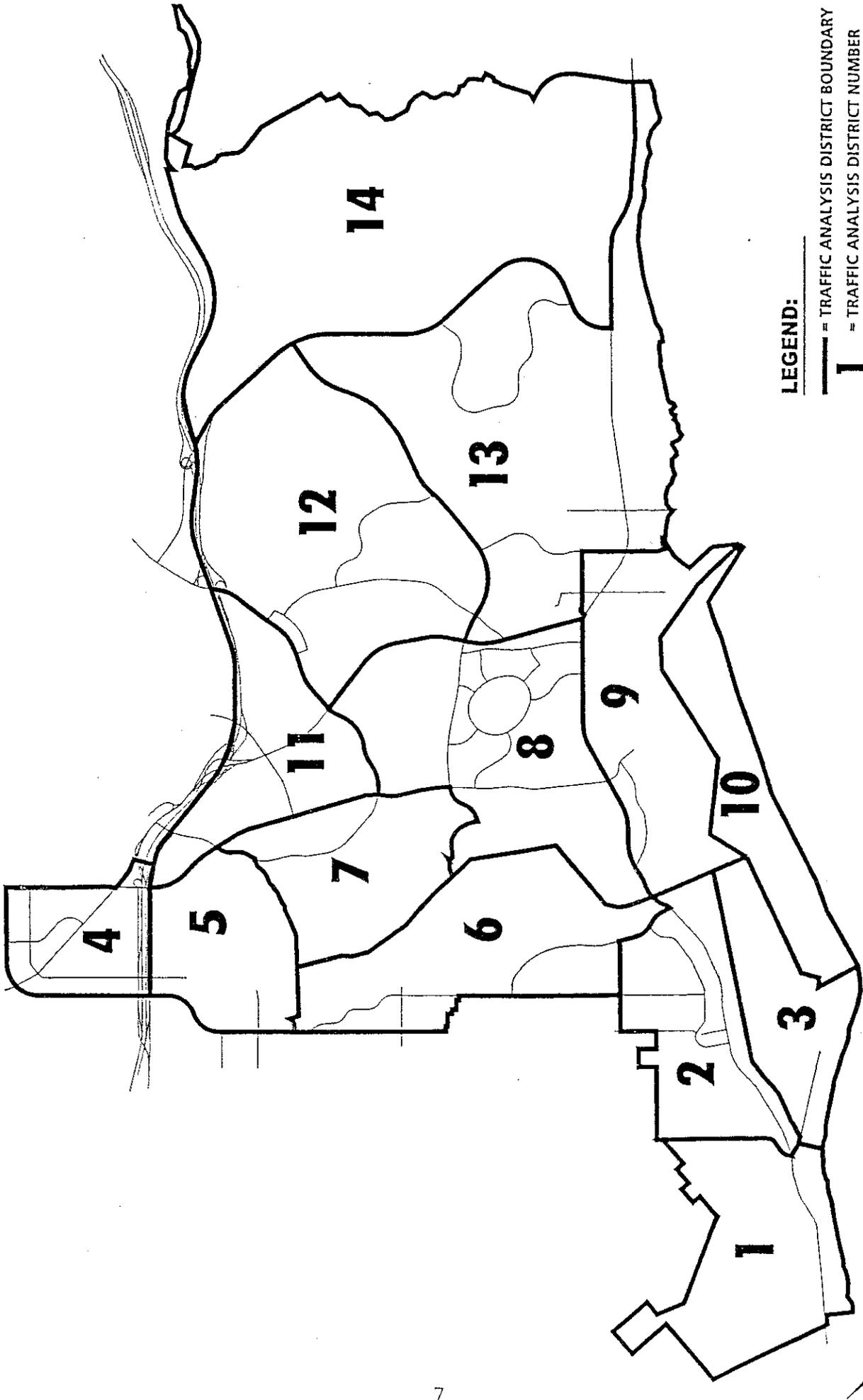


TABLE 1

CITY OF NEWPORT BEACH 2002 LAND USE SUMMARY

| NBTM CODE | DESCRIPTION | QUANTITY | UNITS ¹ |
|-----------------|----------------------------|------------|--------------------|
| 1 | Low Density Residential | 14,841 | DU |
| 2 | Medium Density Residential | 12,939 | DU |
| 3 | Apartment | 7,622 | DU |
| 4 | Elderly Residential | 348 | DU |
| 5 | Mobile Home | 894 | DU |
| 6 | Motel | 210 | ROOM |
| 7 | Hotel | 2,745 | ROOM |
| 8 ² | Resort Hotel | - | ROOM |
| 9 | Regional Commercial | 1,259.000 | TSF |
| 10 | General Commercial | 2,926.160 | TSF |
| 11 | Commercial/Recreation | 5.100 | ACRE |
| 12 ² | Regional Commercial | - | TSF |
| 13 | Restaurant | 640.520 | TSF |
| 14 ² | Family Restaurant | - | TSF |
| 15 | Fast Food Restaurant | 78.031 | TSF |
| 16 | Auto Dealer/Sales | 288.320 | TSF |
| 17 | Yacht Club | 54.580 | TSF |
| 18 | Health Club | 63.500 | TSF |
| 19 | Tennis Club | 60 | CRT |
| 20 | Marina | 1,055 | SLIP |
| 21 | Theater | 5,489 | SEAT |
| 22 | Newport Dunes | 64.00 | ACRE |
| 23 | General Office | 10,900.190 | TSF |
| 24 | Medical Office | 761.459 | TSF |
| 25 | Research & Development | 327.409 | TSF |
| 26 | Industrial | 1,042.070 | TSF |
| 27 | Mini-Storage/Warehouse | 199.750 | TSF |
| 28 | Pre-school/Day Care | 55.820 | TSF |
| 29 | Elementary/Private School | 4,399 | STU |
| 30 | Junior/High School | 4,765 | STU |
| 31 | Cultural/Learning Center | 35.000 | TSF |
| 32 | Library | 78.840 | TSF |
| 33 | Post Office | 53.700 | TSF |
| 34 | Hospital | 351 | BED |
| 35 | Nursing/Conv. Home | 661 | BEDS |
| 36 | Church | 377.760 | TSF |
| 37 | Youth Ctr./Service | 149.560 | TSF |
| 38 | Park | 113.970 | ACRE |
| 40 | Golf Course | 305.330 | ACRE |

¹ Units Abbreviations:

DU = Dwelling Units

TSF = Thousand Square Feet

CRT = Court

STU = Students

² Uses 8, 12, and 14 are part of the old NBTAM model structure and are not currently utilized in the City land use datasets.

TABLE 2

CITY OF NEWPORT BEACH LAND USE BASED 2002
SOCIOECONOMIC DATA SUMMARY

| VARIABLE | QUANTITY |
|---------------------------------------|----------|
| Occupied Single Family Dwelling Units | 13,842 |
| Occupied Multi-Family Dwelling Units | 20,409 |
| Group Quarters Population | 661 |
| Population | 75,817 |
| Employed Residents | 44,379 |
| Retail Employee | 10,198 |
| Service Employees | 24,594 |
| Other Employees | 36,246 |
| Elem/High School Students | 9,164 |

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2.3 2002 Trip Generation

Trip generation has been estimated from socioeconomic data in the NBTM model area. The trip generation factors have been derived from regional trip generation estimates from the regional model (OCTAM 3.1). This methodology breaks down traffic into trips produced (productions) and trips attracted (attractions). Table 3 summarizes the overall trip generation for 2002 conditions for the City of Newport Beach. The overall trip generation for the City of Newport Beach is an estimated 697,626 daily vehicle trips.

2.3.1 Trip Purpose

NBTM trip generation data has been developed for the following 7 trip purposes:

- Home-Work
- Home-Shop
- Home-Other
- Home-Elementary/High School
- Home-University
- Other-Other
- Other-Work

The "Other" category includes social or entertainment related trips and recreational trips.

2.4 2002 Mode Choice

Most mode choice (e.g., transit, etc.) issues are regional in nature, superseding cities' boundaries. For this reason, the NBTM approach is to incorporate mode choice through data obtained from the regional mode choice model. This data may be used directly for minor adjustments to account for future system refinements, which would then be reflected in zonal vehicle trip generation adjustments. Regional mode choice survey data directly relevant to Newport

TABLE 3

CITY OF NEWPORT BEACH 2002 TRIP GENERATION

| TRIP PURPOSE | PRODUCTIONS | ATTRACTIONS | PRODUCTIONS - ATTRACTIONS | PRODUCTIONS / ATTRACTIONS |
|-------------------------------|-------------|-------------|------------------------------|---------------------------------|
| Home Based Work ¹ | 57,568 | 88,618 | -31,050 | 0.65 |
| Home Based School | 11,424 | 8,730 | 2,694 | 1.31 |
| Home Based Other ² | 125,826 | 107,619 | 18,207 | 1.17 |
| Work Based Other | 55,625 | 59,778 | -4,153 | 0.93 |
| Other - Other | 91,946 | 90,492 | 1,454 | 1.02 |
| TOTAL | 342,389 | 355,237 | -12,848 | 0.96 |
| OVERALL TOTAL | | 697,626 | | |

¹ Home-Work includes Home-Work and Home-University trips, consistent with OCTAM mode choice output.

² Home-Other includes Home-Shop and Home-Other trips, consistent with OCTAM mode choice output.

Beach is presented to facilitate such minor adjustments and to inform the decision-makers regarding the role of various modes of transportation to/from and within the City of Newport Beach.

2.4.1 Home-Work Trip Mode Choice Data

The home-work trip mode choice data provided by the Southern California Association of Governments (SCAG) to Urban Crossroads, Inc. included mode choice data (travel method used) for home-work (either end in Newport Beach) trips. The main mode choices fall into the following categories:

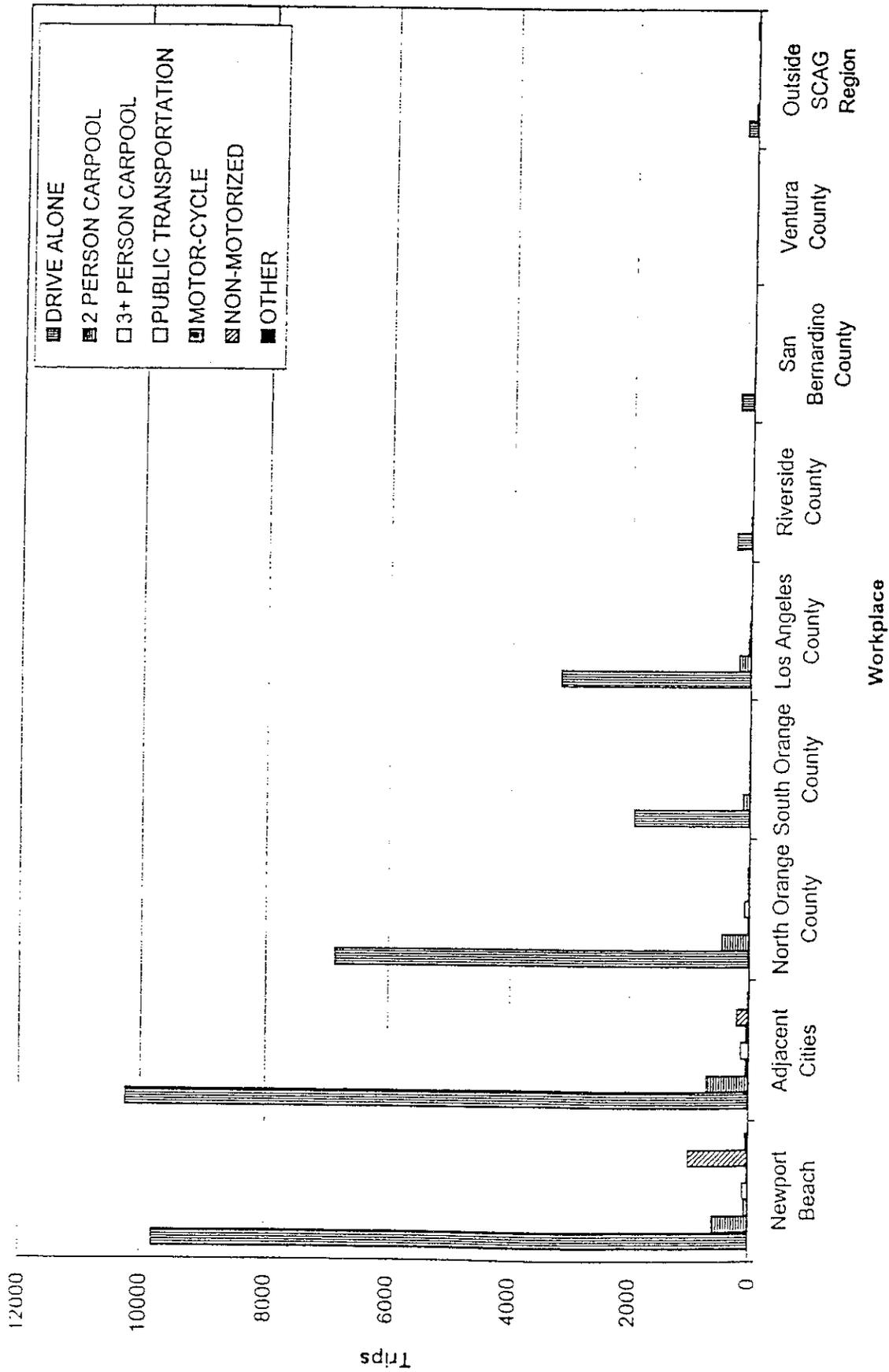
- Drive alone
- Carpool
- Bus
- Railroad
- Ferry
- Taxi
- Motorcycle
- Bike
- Walked

The mode choice data has been grouped into geographic areas. Within Orange County, cities have been identified as adjacent to Newport Beach, or generally located north of (North County) or south of (South County) the City of Newport Beach. Adjacent cities include Costa Mesa, Huntington Beach, Irvine, and Laguna Beach. The division between North County and South County cities used for this analysis is the SR-55 Freeway. Outside Orange County, cities/geographic areas have been grouped by County.

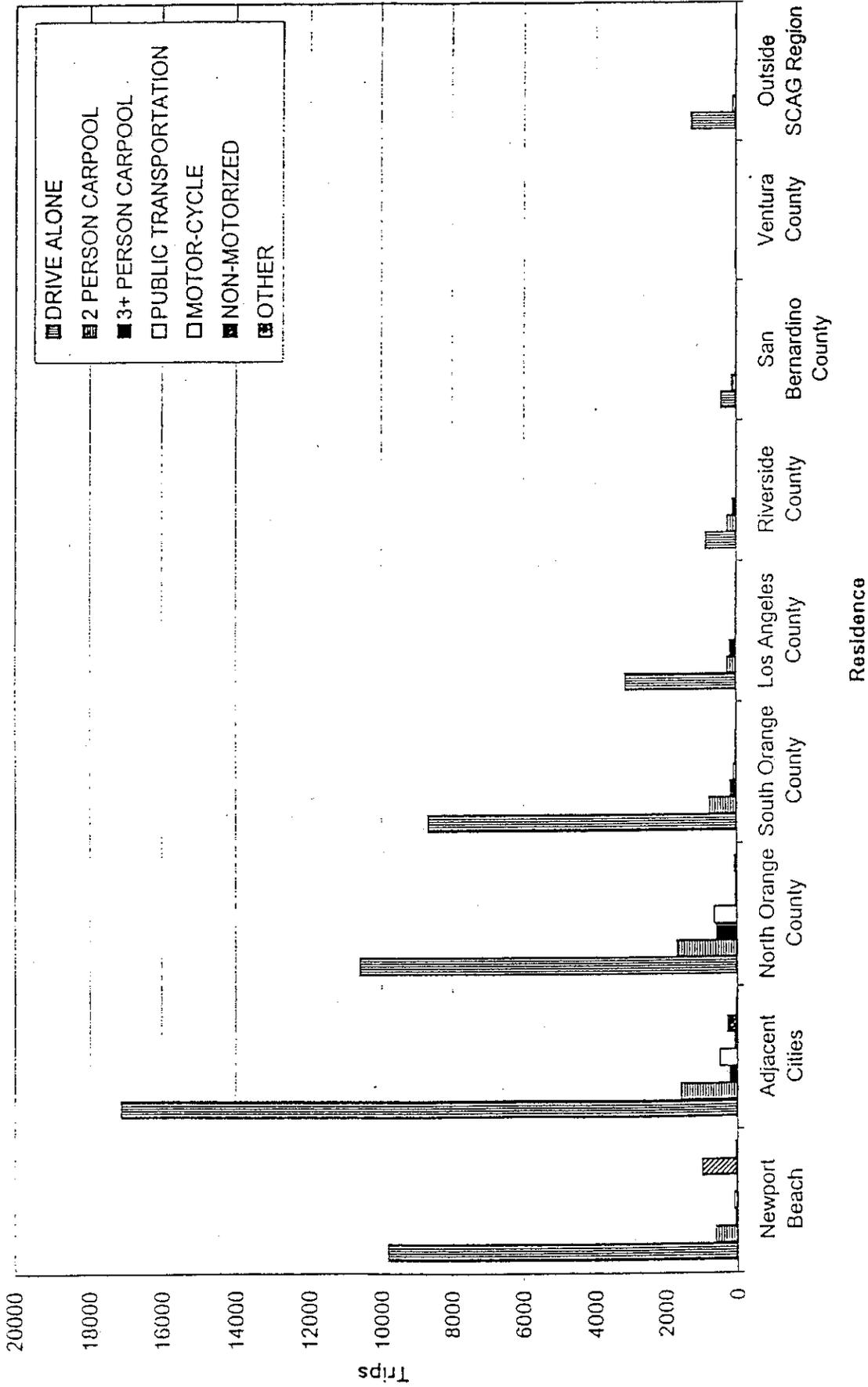
Exhibits C and D depict the results of this analysis for Newport Beach origin trips (residents) and Newport Beach destination trips (persons that

MODE CHOICE FOR WORK TRIPS OF NEWPORT BEACH RESIDENTS

EXHIBIT C



MODE CHOICE FOR HOME-WORK TRIPS OF NEWPORT BEACH WORKERS



work in Newport Beach), respectively. The majority of trips that have one or both trip ends in Newport Beach are drive-alone automobile trips. The second-most used mode for trips with only one end in Newport Beach is 2-person carpool, while the second-most popular mode for Home-Work trips with both ends in the City is non-motorized. Generally, travel to the City of Newport Beach via transit is most often by North Orange County residents who work in the City of Newport Beach. The second highest percentage of workers that utilize transit to travel to the City of Newport Beach is from adjacent cities. Public transportation accounts for less than 2% of all home-work travel to and from the City of Newport Beach from all other geographic areas within the SCAG region. The percentage is actually higher for locations outside the SCAG region, most likely associated with the use of John Wayne Airport to travel to and from the City of Newport Beach for more distant destinations.

2.5 2002 Trip Distribution

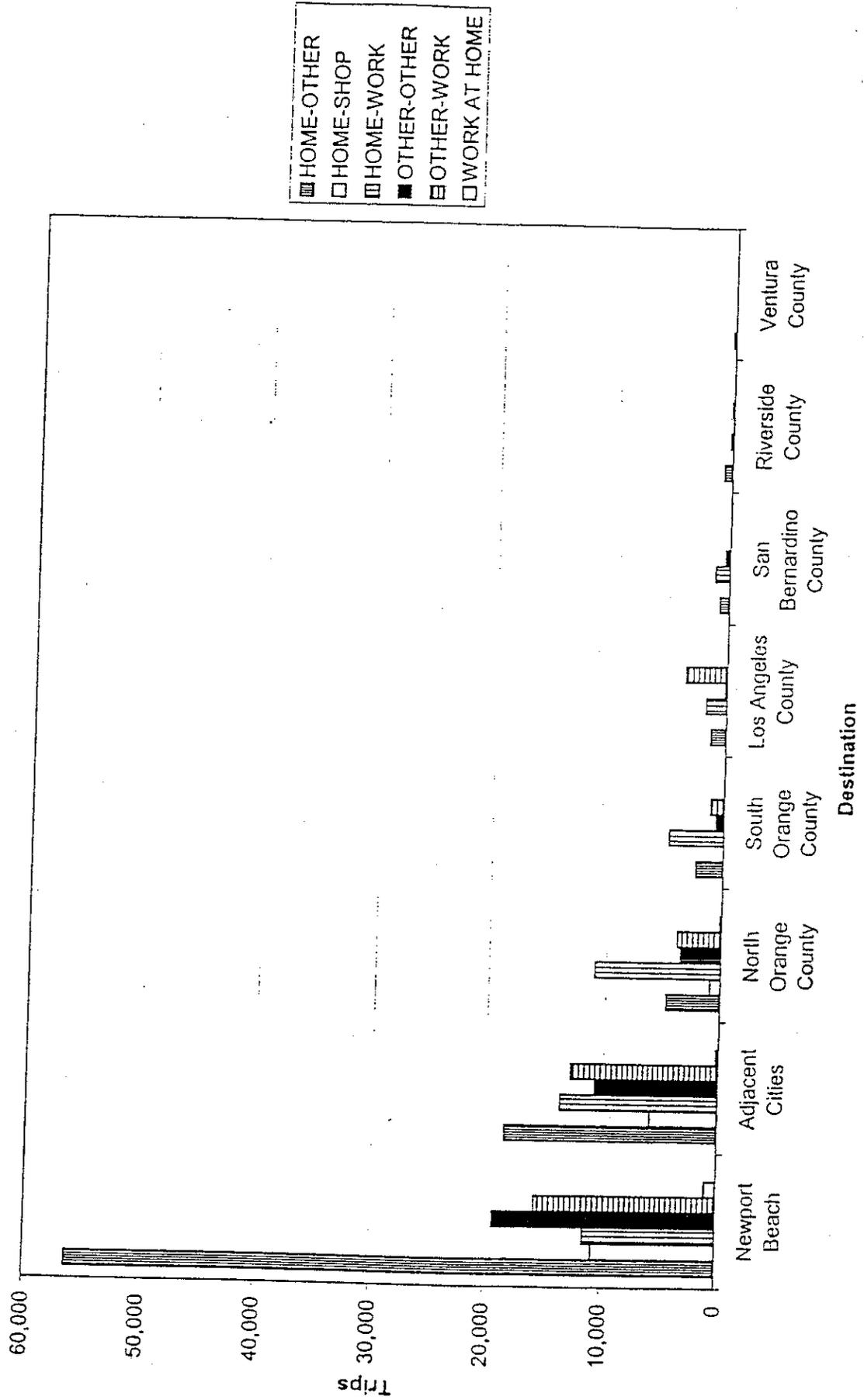
Survey data was provided by SCAG related to the origins and destinations of trips made to and from the City of Newport Beach. The trip distribution data was collected in the form of trip diaries in 1991. These trip diaries are an actual log compiled by individual motorists of their daily trip activities. The trip distribution data was organized into six (6) trip purposes for trips ending or beginning in Newport Beach and summarized by geographic area at the other end of the trip.

Exhibit E summarizes the geographic data by adjacent cities, north Orange County, south Orange County, and each other county in Southern California represented in the dataset for trips originating in Newport Beach. As might be expected, the highest totals are for trips with both ends within the City of Newport Beach, followed by trips with one end in an adjacent city.

As shown on Exhibit E, 52% of the trips surveyed are contained within Newport Beach and 80% of the trips originating in Newport Beach are contained entirely in

PURPOSE FOR TRIPS ORIGINATING IN NEWPORT BEACH BY DESTINATION

EXHIBIT C



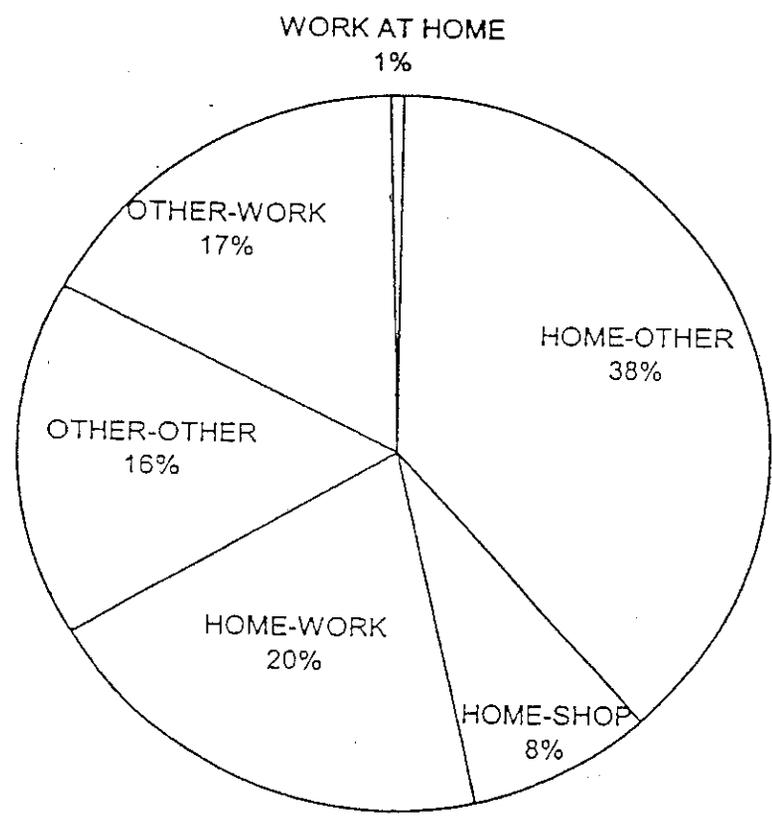
Newport Beach and the adjacent cities. Exhibit F depicts the overall trip purposes summary for trips beginning in Newport Beach. Most trips are Home-Other (38%), with a high number of Home-Work (20%). The categories with the fewest trips are Work at Home and Home-Shop. Exhibit G shows the City or County at the other end of the trip for trips originating in Newport Beach. Areas closest to Newport Beach have the most interactions with the City.

Exhibit H summarizes the geographic data by County (outside Orange County) or portion of Orange County for trips destined for Newport Beach. The highest totals are for trips with both ends in the City of Newport Beach (52%), followed by trips from an adjacent city (28%). Exhibit I depicts the overall purposes for trips ending in Newport Beach. Most trips are Home-Other (38%), followed by Home-Work (22%). The fewest trips are Work at Home and Home-Shop. Exhibit J shows the origin City or County for trips destined for Newport Beach. Areas closest to Newport Beach have the most interactions with the City.

2.6 2002 Daily Traffic Conditions

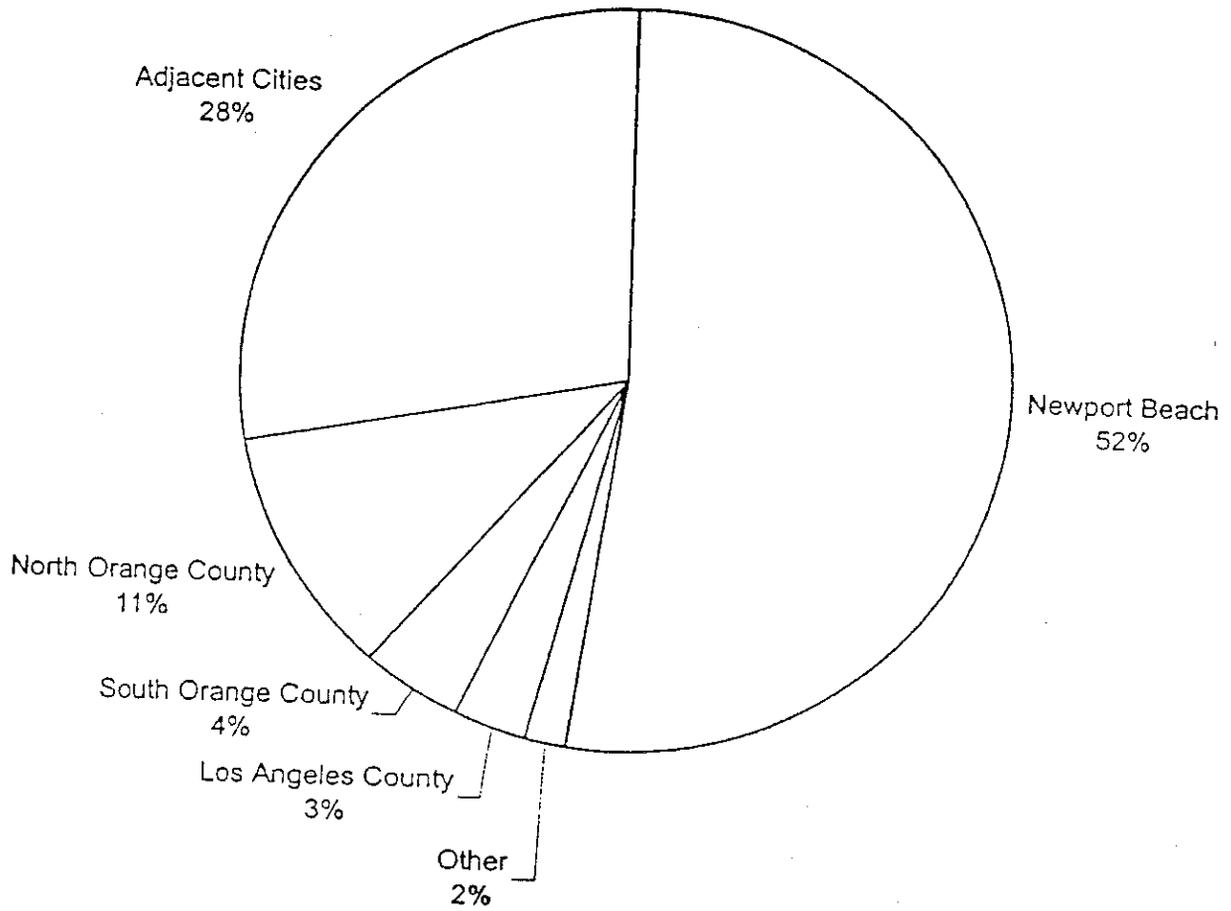
The existing number of through lanes (lanes not designed to accommodate turning movements only) within the primary study area are depicted on Exhibit K. Daily traffic volume data for locations counted as part of this study effort were collected in Spring/Fall of 2001/2002. Freeway data comes from the Caltrans Publication, Traffic Volumes on State Highways. Exhibit L presents the daily traffic volumes, which have been used to validate the NBTM. Daily volume is the first level of check/verification to insure that the model is predicting traffic accurately. Daily traffic count data has been collected and/or compiled for 64 locations in the City of Newport Beach. Additional daily volume data reported by the California Department of Transportation has been incorporated into the NBTM update work effort. The SR-55 Freeway north of the SR-73 Freeway carries the highest daily traffic volume (approximately 155,000 vehicles per day) in the NBTM primary modeling area. The arterial roadways carrying the highest traffic volume in the NBTM primary modeling area are Coast Highway and

PUR **POSE OF TRIPS ORIGINATING IN NEWPORT BEACH** EXHIBIT F

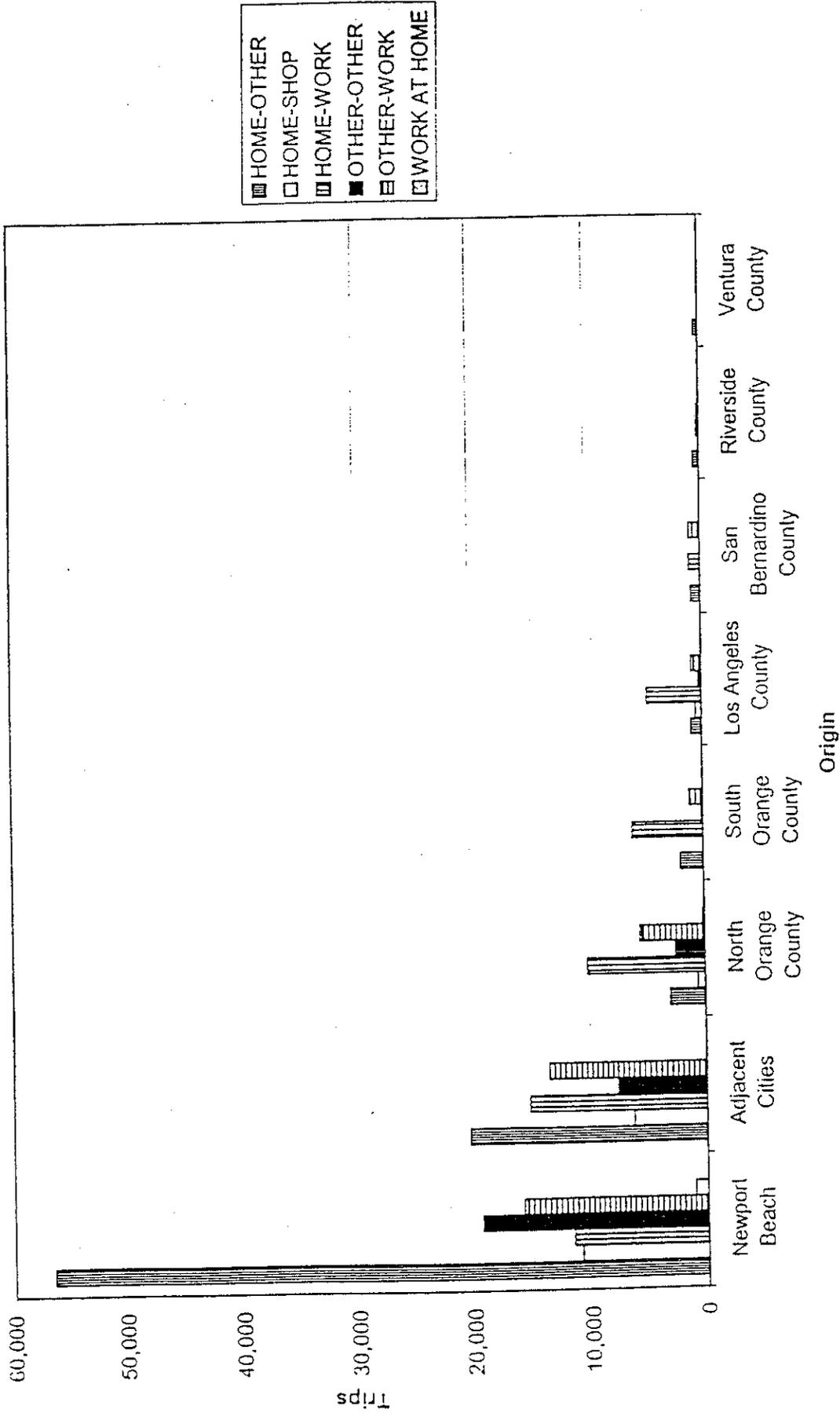


DESTINATIONS OF TRIPS ORIGINATING IN NEWPORT BEACH

EXHIBIT G

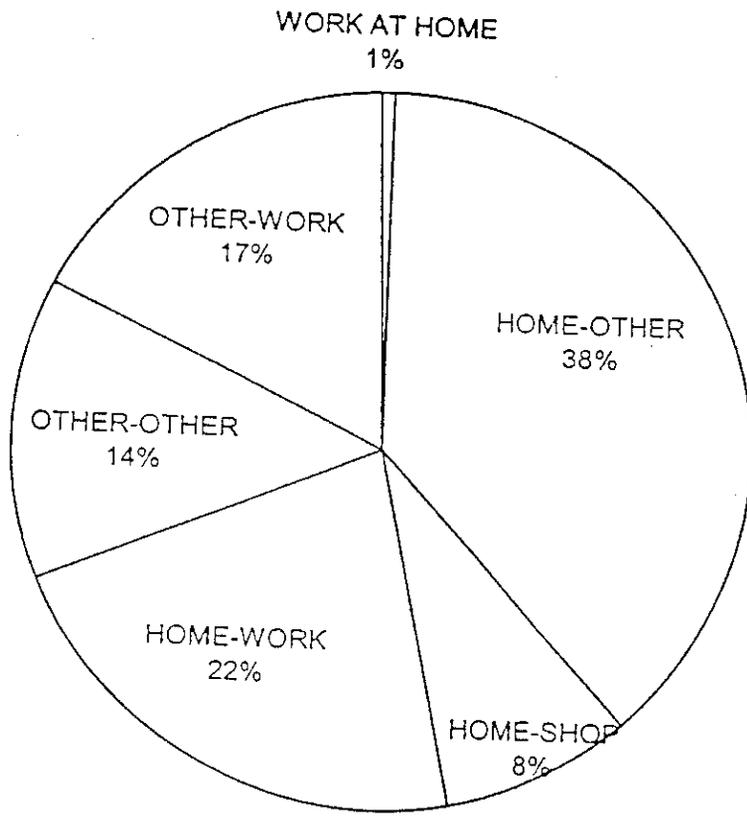


PURPOSE OF TRIPS DESTINED FOR NEWPORT BEACH BY ORIGIN



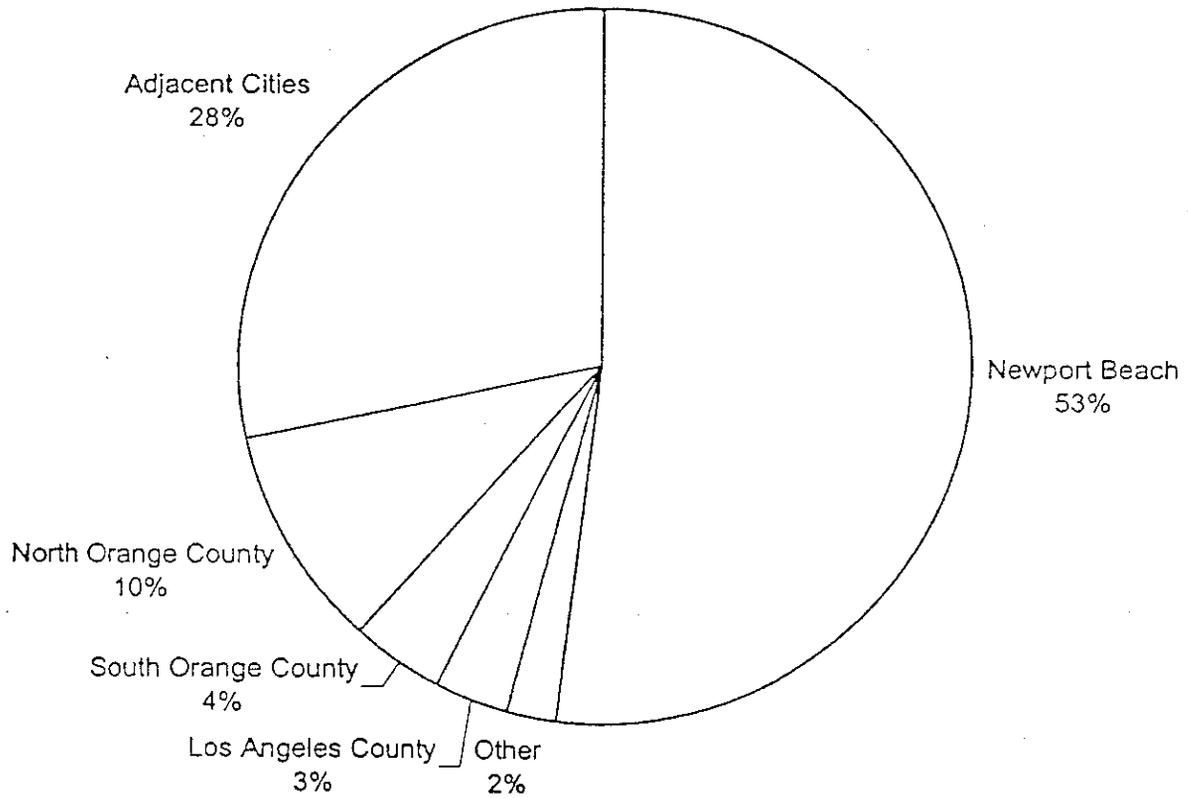
PURPOSES OF TRIPS DESTINED FOR NEWPORT BEACH

EXHIBIT 1

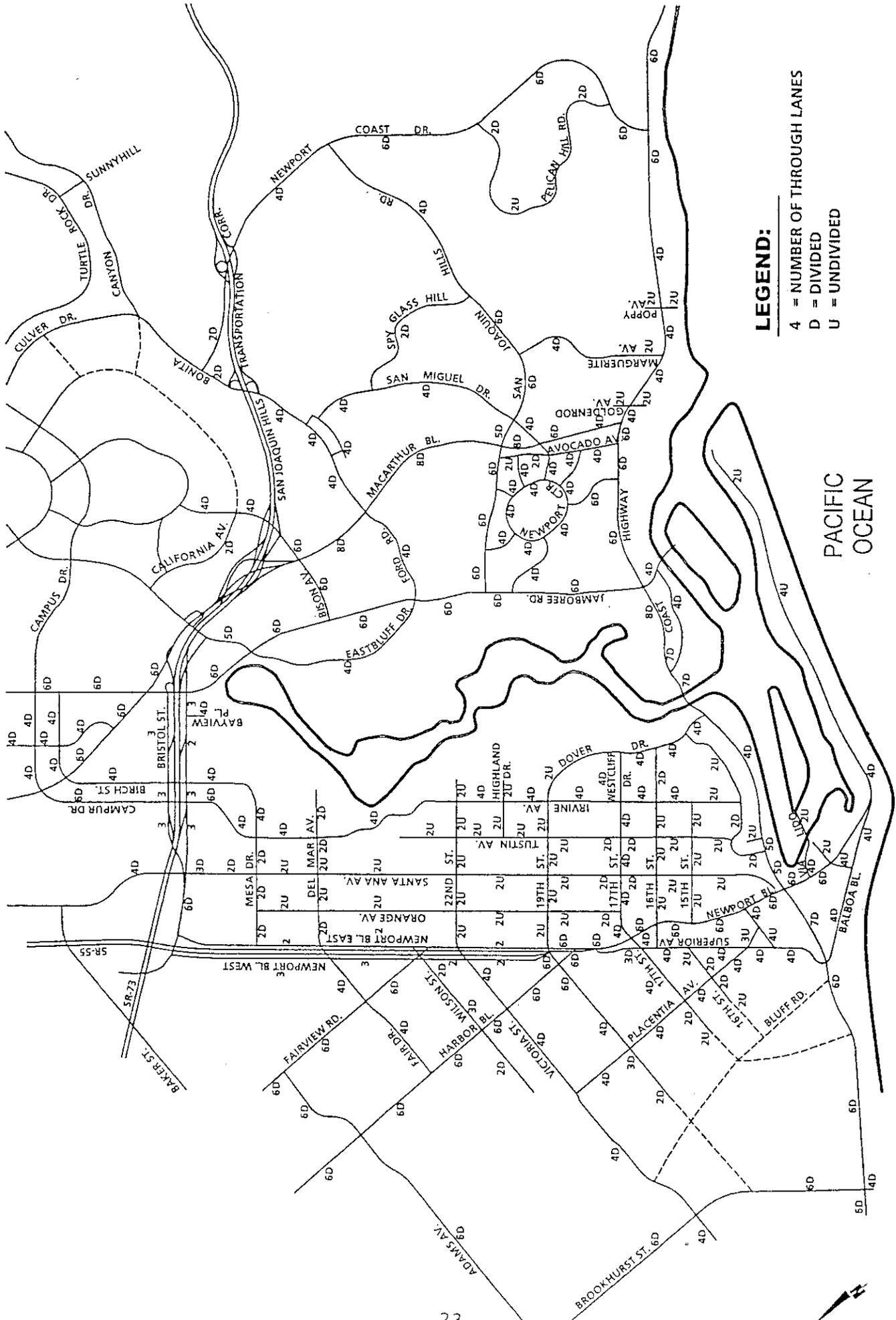


ORIGINS OF TRIPS DESTINED FOR NEWPORT BEACH

EXHIBIT J



NEWPORT BEACH EXISTING THROUGH LANES



LEGEND:

- 4 = NUMBER OF THROUGH LANES
- D = DIVIDED
- U = UNDIVIDED

MacArthur Boulevard. A daily traffic count of approximately 63,000 vehicles per day was estimated on Coast Highway between Dover Drive and Bayside Drive and on MacArthur Boulevard between Bison Avenue and Ford Road. Other roadways carrying traffic volumes in excess of 50,000 vehicles per day (VPD) include:

- Newport Boulevard (maximum volume of 53,000 VPD south of Coast Highway).
- Coast Highway (53,000 VPD east of Newport Boulevard).

These links are highlighted because they represent the highest volume roadways in Newport Beach. This does not automatically lead to deficiencies, but it will help to identify areas where intersection deficiencies could lead to significant capacity deficiencies.

Daily traffic counts (24 hour counts) were collected at 55 locations on the City's roadway system. This data was collected in 15 minute intervals. The areawide volumes were then analyzed to determine the peak characteristics for the study area. The results of this analysis show that 8.67% of daily traffic occurs during the AM peak hour, and 10.63% of daily traffic occurs in the PM peak hour. The peak hour (time of highest relative volume) was determined within typical peak periods (6-9 AM and 3-7 PM). For the entire primary study area, the AM peak hour begins at 7:30 AM, and the PM peak hour begins at 4:45 PM.

Individual locations have various peak hour start times. Within Newport Beach, the total trips in the peak traffic hour is approximately 19% of total daily trips. This is higher than the typical value of 16 percent that Urban Crossroads staff has observed in other studies in Orange.

2.7 2002 Traffic Source Analysis

The General Plan Update Committee (GPUC) requested that the traffic study provide specific study of individual trip patterns to answer the question of how

many trips are going through Newport Beach, without starting or stopping inside the City. This was done in a study that is characterized as "Traffic Source Analysis." For this study the consultant essentially followed cars as they journeyed through the City. Traffic destinations for three locations were studied:

- Northbound Coast Highway, south of Newport Coast Drive
- Southbound Coast Highway, south of the Santa Ana River
- Southbound MacArthur Boulevard, north of Bonita Canyon Drive

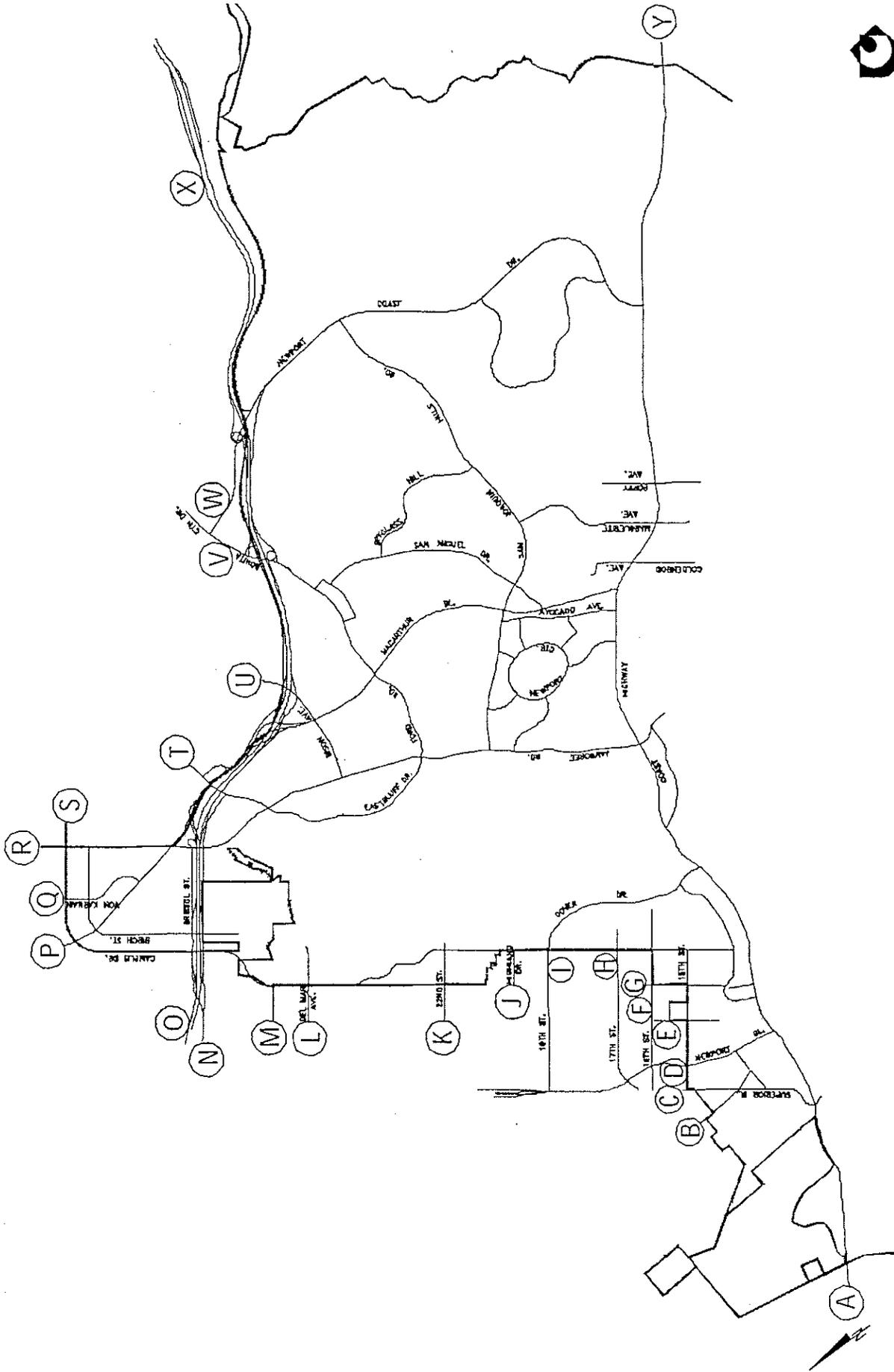
Beginning at each of the three locations, 100 cars were followed until they left the arterial system or the City of Newport Beach. For each vehicle followed, the data includes start time (when the vehicle was at one of the above destinations), end time (when the vehicle left the City or the arterial system), destination (termination of trip or crossing a cordon location), vehicle type (brief description of the vehicle), and date. Analysts were directed to select vehicles from each lane, and a variety of vehicle types.

As requested by City of Newport Beach staff, data was primarily collected during the peak periods (from 7:00 to 9:00 AM and from 4:30 to 6:30 PM). At least 30% of samples were taken within each of the AM and PM peak periods for each of the three (3) traffic source locations.

The City of Newport Beach has been divided into fourteen (14) traffic analysis districts, as previously shown on Exhibit B. For the purpose of this analysis, districts 3 and 10 have been combined. Exhibit M shows through trip destinations (cordon locations, depicted as letters on roadways exiting the City). Once a vehicle has left the City of Newport Beach, it is considered an external trip and is not further studied.

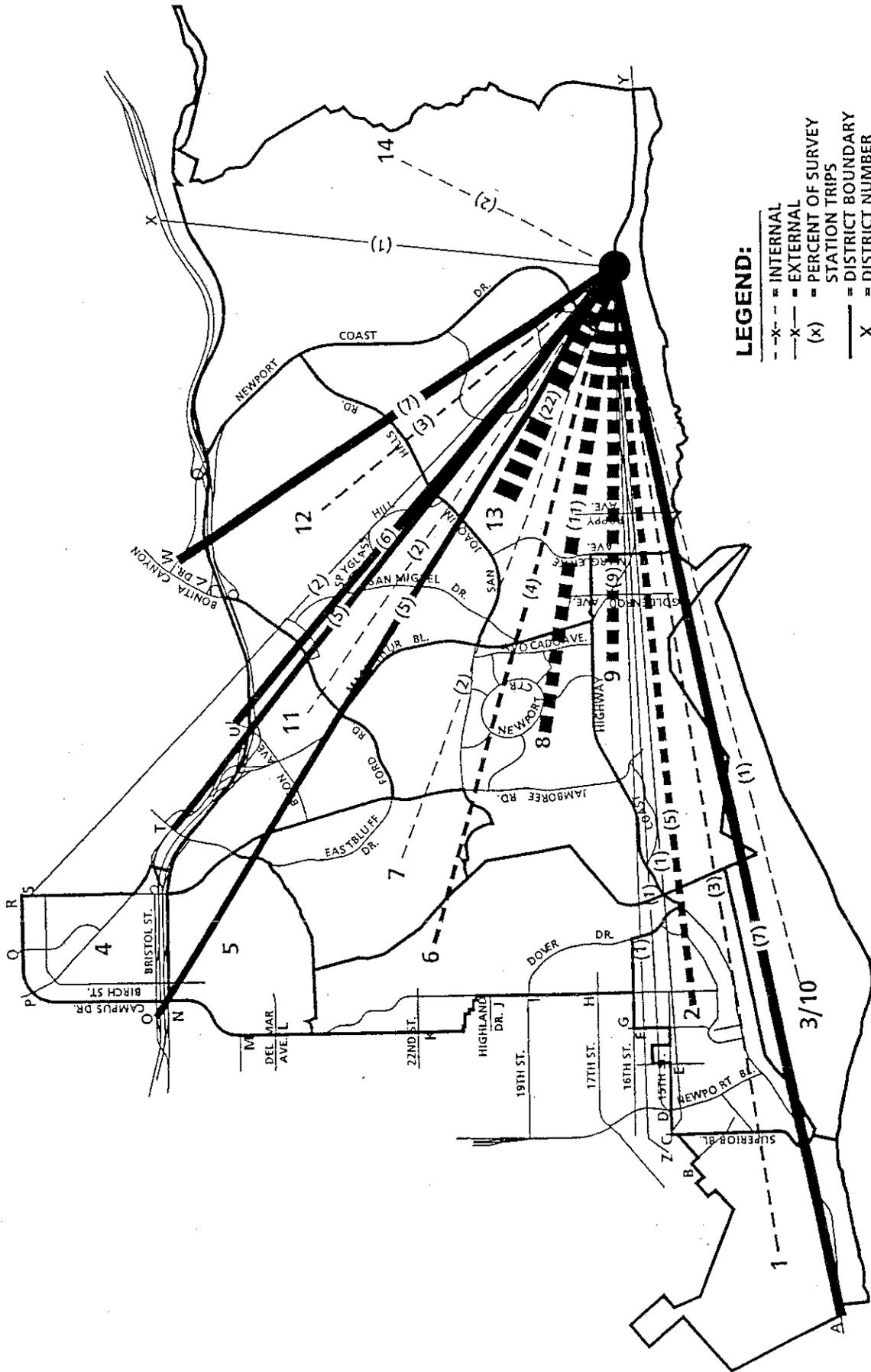
Exhibit N graphically depicts generalized trip distribution patterns for vehicles traveling northbound on Coast Highway south of Newport Coast Drive. Internal traffic (with destinations in the City of Newport Beach) accounts for 64% of the

EXHIBIT M
 NEWPORT BEACH TRAFFIC SURVEY CORDON LOCATIONS



NEWPORT BEACH TRAFFIC MODEL UPDATE, Newport Beach, California - 00460.24

EXHIBIT N
**TRAFFIC SURVEY RESULTS FOR NB COAST HIGHWAY
 SOUTH OF NEWPORT COAST DR.**



vehicles studied. This percentage is slightly lower in the AM peak (60%) and higher in both the PM peak and off peak time frames. The top three traffic districts attracting vehicles from this location are 13, 8, and 9. District 13 roughly corresponds to Newport Coast West/ Corona Del Mar. District 8 is approximately Newport Center. District 9 is Bayside/Balboa Island.

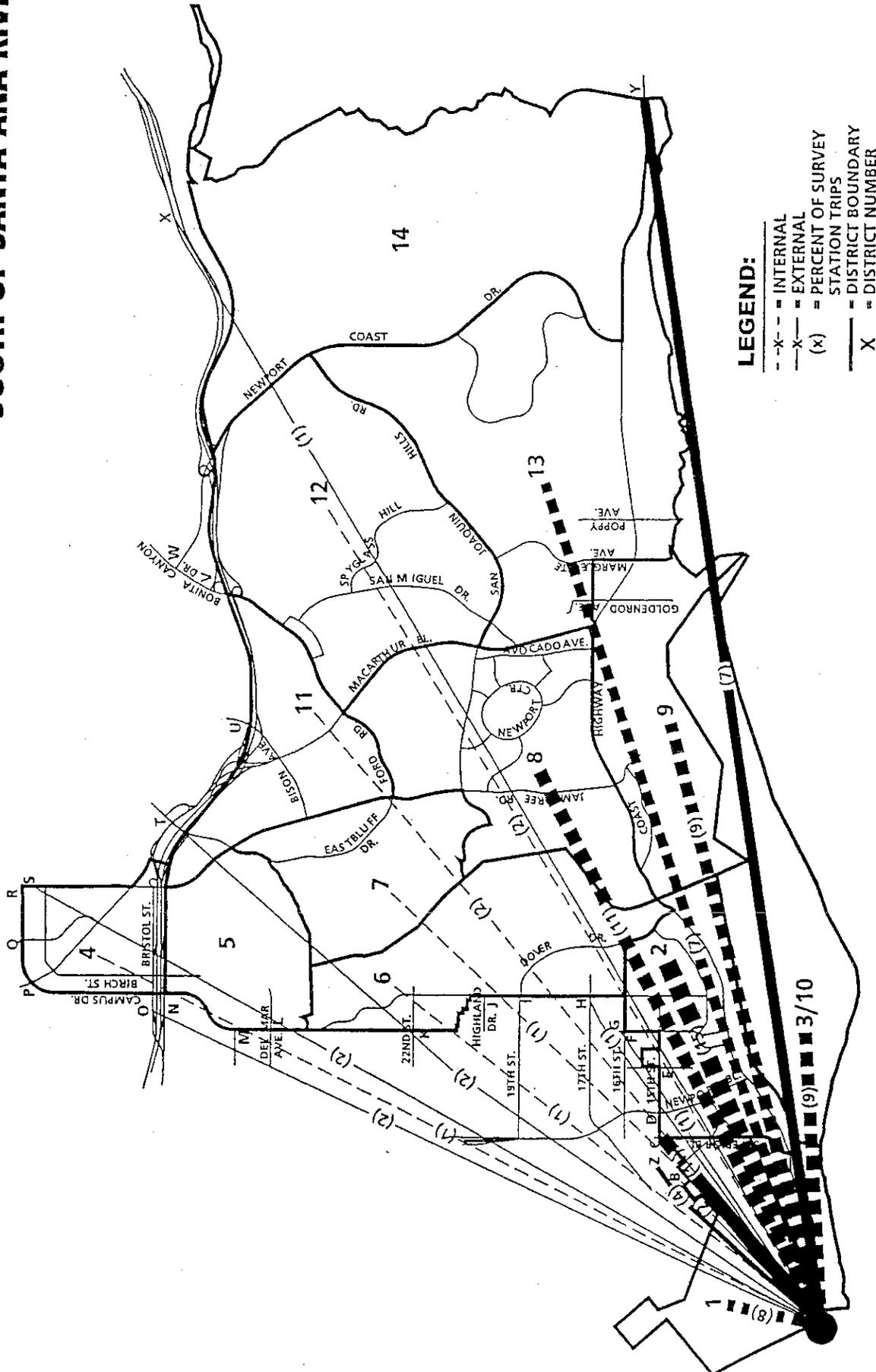
Through traffic from northbound Coast Highway south of Newport Coast Drive travels primarily to cordons A, W, and U. Each of these cordons was the destination of more than 5 of the 100 vehicles followed. Cordon A is Coast Highway at the Santa Ana River and received seven percent (7%) of the vehicles studied. Cordon W is Newport Coast Drive northeast of the SR-73 freeway and was the destination of seven percent (7%) of vehicles involved. Cordon U (the destination of six percent (6%) of the vehicles followed is Bison Avenue northeast of the SR-73 freeway (towards University of California, Irvine).

Survey results for southbound Coast Highway south of the Santa Ana River are summarized on Exhibit O. Internal (City of Newport Beach) traffic comprises 66% of the 100 trips analyzed. In the off-peak time frame, this percentage is much lower, but the off-peak sample size is small (8 vehicles). Primary destinations include traffic analysis districts 2, 8, 3/10, and 9. District 2 is Mariner's Mile/Newport Heights. Newport Center is district 8. District 3/10 is Newport Bay and the Balboa Peninsula, and district 9 is Bayside/Balboa Island.

Through traffic from the starting point on Coast Highway south of the Santa Ana River primarily exits the City of Newport Beach either at cordon C (Superior Boulevard north of 15th Street), or at cordon Y (Coast Highway south of Newport Coast Drive). Cordon C captured eleven percent (11%) of traffic studied, while cordon Y was the destination of seven percent (7%) of vehicles followed. All other cordons had fewer than 5 of the 100 vehicles studied leaving.

Exhibit P shows generalized trip distribution patterns for vehicles studied on southbound MacArthur Boulevard north of Bonita Canyon Drive. Almost 90% of

EXHIBIT O
**TRAFFIC SURVEY RESULTS FOR SB COAST HIGHWAY
 SOUTH OF SANTA ANA RIVER**



traffic on this segment remains in the City of Newport Beach. Major destinations include districts 8, 13, 9, and 12. District 8 (Newport Center) was the destination of 37 vehicles. 32 total vehicles ended their trips in districts 13 and 9 (Newport Coast West/Corona Del Mar and Bayside/Balboa Island, respectively). District 12 is Harbor View Hills/Newport Ridge (the destination of 11 vehicles).

During the peak hours, 11 of the 100 vehicles did travel through the City. Their primary cordon destination was Y (Coast Highway south of Newport Coast Drive) to which seven percent (7%) of vehicles traveled.

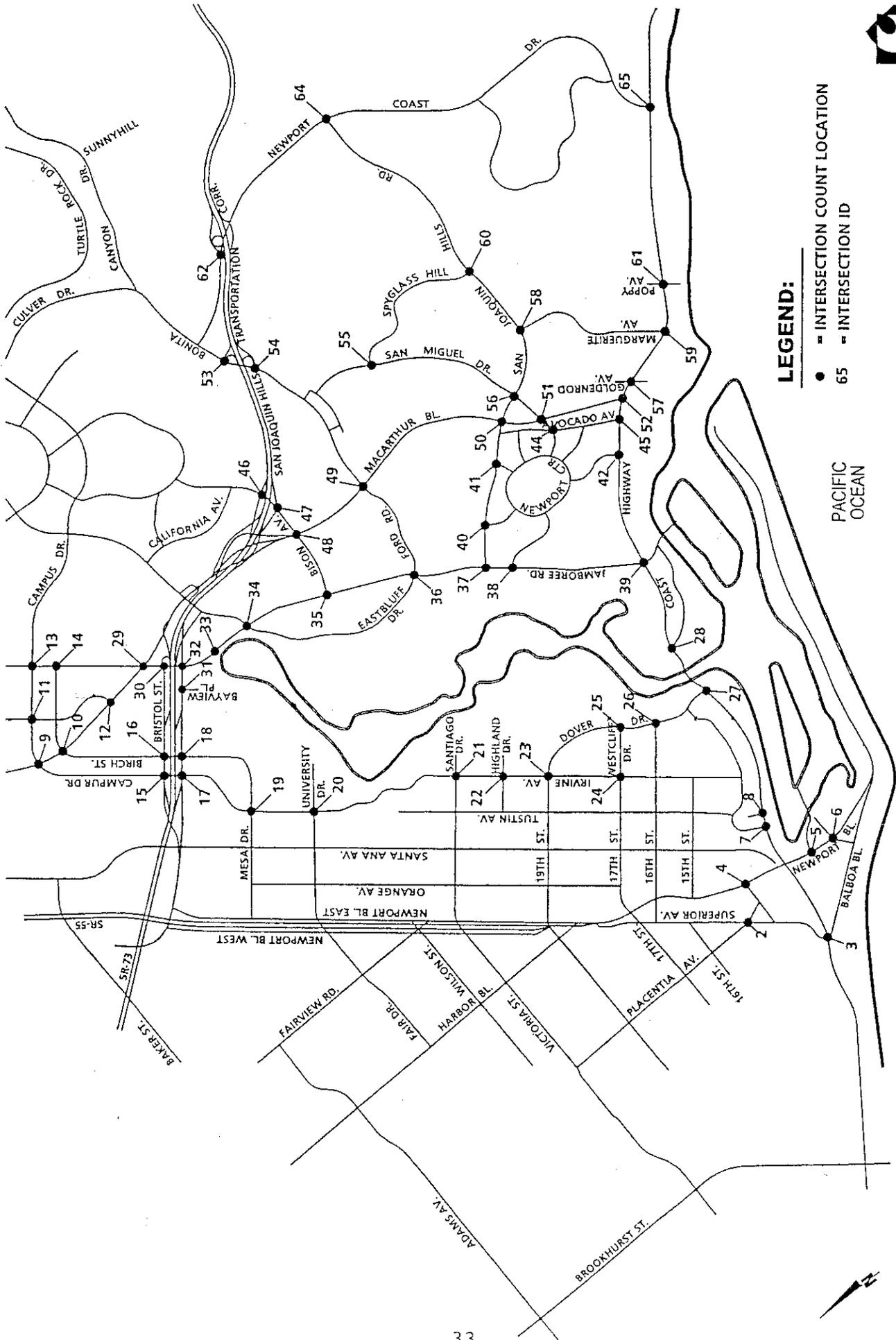
None of the through-corridors studied are unusually impacted by through traffic. The survey results indicate that less than 10% of the traffic on the corridors surveyed is regional through-traffic. However, as might be expected, through-traffic is greater on east-west corridors such as Coast Highway, than on north-south routes, because the Pacific Ocean is a barrier to further through traffic movement.

2.8 2002 Peak Hour Intersection Operations

Peak period and hour traffic count data has been obtained from a variety of sources. Obtaining 2001/2002 data has been an emphasis of the existing conditions effort. Peak period and hour turning movement traffic volume data have been compiled or counted at a total of 62 intersections throughout the City of Newport Beach, as shown on Exhibit Q. These locations were selected for analysis by City staff because of their locations along key travel corridors within the community. Additionally, it is important to note that while the overall daily volume as compared to capacity is an important indicator of transportation system function, intersection capacity can sometimes play a greater role when it comes to constraints on the system.

Level of Service (LOS) is defined and described as follows:

EXHIBIT Q INTERSECTION COUNT LOCATIONS



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- LOS A = 0.00 - 0.60 ICU: Low volumes, high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one cycle.
- LOS B = 0.61 – 0.70 ICU: Operating speeds beginning to be affected by other traffic; between one and ten percent of signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.
- LOS C = 0.71 – 0.80: Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standard.
- LOS D = 0.81 – 0.90: Tolerable operation speeds; between 31 and 70 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.
- LOS E = 0.91 – 1.00: Capacity; the maximum traffic volumes an intersection can accommodate; restricted speeds; between 71 and 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.

The data collected/compiled was input into a turning movement analysis database. For each location, inbound and outbound volumes were calculated, by each "leg" or intersection approach.

The number of lanes and their configuration has been collected at all 62 existing intersections and is used to calculate existing (2002) intersection capacity utilization values (ICUs). Table 5 summarizes the 2002 ICUs based on the AM and PM peak hour intersection turning movement volumes and the intersection configuration.

TABLE 5

**NBTM EXISTING COUNT INTERSECTION CAPACITY UTILIZATION (ICU)
SUMMARY**

| INTERSECTION (NS & EW) | AM PEAK HOUR | | PM PEAK HOUR | |
|--------------------------------------------------|--------------|-----|--------------|-----|
| | ICU | LOS | ICU | LOS |
| 2. Superior Av. & Placentia Av. | 0.67 | B | 0.57 | A |
| 3. Superior Av. & Coast Hw. | 0.84 | D | 0.81 | D |
| 4. Newport Bl. & Hospital Rd. | 0.54 | A | 0.66 | B |
| 5. Newport Bl. & Via Lido | 0.45 | A | 0.41 | A |
| 6. Newport Bl. & 32nd St. | 0.73 | C | 0.79 | C |
| 7. Riverside Av. & Coast Hw. | 0.83 | D | 0.93 | E |
| 8. Tustin Av. & Coast Hw. | 0.80 | C | 0.68 | B |
| 9. MacArthur Bl. & Campus Dr. | 0.62 | B | 0.77 | C |
| 10. MacArthur Bl. & Birch St. | 0.52 | A | 0.67 | B |
| 11. Von Karman Av. & Campus Dr. | 0.57 | A | 0.79 | C |
| 12. MacArthur Bl. & Von Karman Av. | 0.40 | A | 0.73 | C |
| 13. Jamboree Rd. & Campus Dr. | 0.94 | E | 0.83 | D |
| 14. Jamboree Rd. & Birch St. | 0.82 | D | 0.61 | B |
| 15. Campus Dr. & Bristol St. (N) | 0.78 | C | 0.93 | E |
| 16. Birch St. & Bristol St. (N) | 0.67 | B | 0.63 | B |
| 17. Campus Dr./Irvine Av. & Bristol St. (S) | 0.72 | C | 0.60 | A |
| 18. Birch St. & Bristol St. (S) | 0.46 | A | 0.47 | A |
| 19. Irvine Av. & Mesa Dr. | 0.72 | C | 0.91 | E |
| 20. Irvine Av. & University Dr. | 0.82 | D | 0.88 | D |
| 21. Irvine Av. & Santiago Dr. | 0.65 | B | 0.72 | C |
| 22. Irvine Av. & Highland Dr. | 0.58 | A | 0.62 | B |
| 23. Irvine Av. & Dover Dr. | 0.66 | B | 0.64 | B |
| 24. Irvine Av. & Westcliff Dr. | 0.58 | A | 0.73 | C |
| 25. Dover Dr. & Westcliff Dr. | 0.40 | A | 0.50 | A |
| 26. Dover Dr. & 16th St. | 0.53 | A | 0.49 | A |
| 27. Dover Dr. & Coast Hw. | 0.70 | B | 0.75 | C |
| 28. Bayside Dr. & Coast Hw. | 0.68 | B | 0.69 | B |
| 29. MacArthur Bl. & Jamboree Rd. | 0.88 | D | 0.91 | E |
| 30. Jamboree Rd. & Bristol St. (N) | 0.57 | A | 0.60 | A |
| 31. Bayview Pl. & Bristol St. (S) | 0.50 | A | 0.58 | A |
| 32. Jamboree Rd. & Bristol St. (S) | 0.75 | C | 0.73 | C |
| 33. Jamboree Rd. & Bayview Wy. | 0.41 | A | 0.50 | A |
| 34. Jamboree Rd. & Eastbluff Dr. /University Dr. | 0.62 | B | 0.65 | B |
| 35. Jamboree Rd. & Bison Av. | 0.46 | A | 0.54 | A |
| 36. Jamboree Rd. & Eastbluff Dr./Ford Rd. | 0.70 | B | 0.66 | B |
| 37. Jamboree Rd. & San Joaquin Hills Rd. | 0.66 | B | 0.88 | D |
| 38. Jamboree Rd. & Santa Barbara Dr. | 0.47 | A | 0.59 | A |
| 39. Jamboree Rd. & Coast Hw. | 0.70 | B | 0.74 | C |
| 40. Santa Cruz Dr. & San Joaquin Hills Rd. | 0.34 | A | 0.35 | A |
| 41. Santa Rosa Dr. & San Joaquin Hills Rd. | 0.36 | A | 0.51 | A |

TABLE 5 (CONTINUED)

NBTM EXISTING COUNT INTERSECTION CAPACITY UTILIZATION (ICU)
SUMMARY

| INTERSECTION (NS & EW) | AM PEAK HOUR | | PM PEAK HOUR | |
|------------------------------------------------|--------------|-----|--------------|-----|
| | ICU | LOS | ICU | LOS |
| 42. Newport Center Dr. & Coast Hw. | 0.43 | A | 0.55 | A |
| 44. Avocado Av. & San Miguel Dr. | 0.37 | A | 0.72 | C |
| 45. Avocado Av. & Coast Hw. | 0.59 | A | 0.64 | B |
| 46. SR-73 NB Ramps & Bison Av. | 0.34 | A | 0.38 | A |
| 47. SR-73 SB Ramps & Bison Av. | 0.30 | A | 0.20 | A |
| 48. MacArthur Bl. & Bison Av. | 0.64 | B | 0.61 | B |
| 49. MacArthur Bl. & Ford Rd./Bonita Canyon Dr. | 0.72 | C | 0.90 | D |
| 50. MacArthur Bl. & San Joaquin Hills Rd. | 0.65 | B | 0.93 | E |
| 51. MacArthur Bl. & San Miguel Dr. | 0.58 | A | 0.68 | B |
| 52. Coast Hw. & MacArthur Bl. | 0.61 | B | 0.72 | C |
| 53. SR-73 NB Ramps & Bonita Canyon Dr. | 0.56 | A | 0.45 | A |
| 54. SR-73 SB Ramps & Bonita Canyon Dr. | 0.32 | A | 0.41 | A |
| 55. San Miguel Dr. & Spyglass Hill Rd. | 0.27 | A | 0.28 | A |
| 56. San Joaquin Hills Rd. & San Miguel Dr. | 0.47 | A | 0.56 | A |
| 57. Coast Hw. & Goldenrod Av. | 0.98 | E | 0.70 | B |
| 58. Marguerite Av. & San Joaquin Hills Rd. | 0.33 | A | 0.38 | A |
| 59. Coast Hw. & Marguerite Av. | 0.83 | D | 0.82 | D |
| 60. Spyglass Hill Rd. & San Joaquin Hills Rd. | 0.42 | A | 0.29 | A |
| 61. Poppy Av. & Coast Hw. | 0.63 | B | 0.67 | B |
| 62. Newport Coast Dr. & SR-73 NB Ramps | 0.47 | A | 0.34 | A |
| 64. Newport Coast Dr. & San Joaquin Hills Rd. | 0.40 | A | 0.32 | A |
| 65. Newport Coast Dr. & Coast Hw. | 0.49 | A | 0.52 | A |

The following 7 intersections currently experience deficient (LOS "E" or worse) peak hour operations under existing (2002) conditions:

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

3.0 CURRENTLY ADOPTED GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

This chapter presents currently adopted General Plan Buildout Traffic Conditions. This represents the amount of traffic which can be predicted if all entitlement expressed in the current Land Use Element, and all the improvements identified in the Circulation Element, were fully constructed. It also includes regional growth through the year 2025. Data are compared to existing conditions to quantify growth.

3.1 General Plan Buildout Land Use Data

The General Plan Buildout land use data was provided to Urban Crossroads, Inc. staff by the City of Newport Beach. Table 6 summarizes the overall General Plan Buildout land uses for the City of Newport Beach. An overall comparison to existing (2002) land use is also shown in Table 6. Land uses generally increase for the City General Plan Buildout Scenario. Areas where the most anticipated intensification in development are in the older, on-street commercial districts, such as Mariners' Mile, Old Newport Boulevard, the Campus/Birch tract (near John Wayne Airport), etc. The single most significant residential growth area is Newport Coast/Ridge, although there are notable residential increases predicted for older residential neighborhoods like Corona del Mar, Lido Isle, and the Balboa Peninsula. There is only one significant undeveloped property in the City's planning area, Banning Ranch in western Newport Beach. Reductions in specific uses (e.g., mobile homes, movie theaters) are caused by redevelopment in the City.

3.2 General Plan Buildout Socioeconomic Data (SED)

General Plan buildout SED that has been converted from land use is summarized in Table 7. Table 7 also contains a comparison of General Plan Buildout SED to existing (2002) SED for the City of Newport Beach.

The total number of dwelling units are projected to increase by 5,452 units (16%) per the currently adopted General Plan. For total employment, an increase of 20,119 employees (33%) is included in the currently adopted General Plan.

TABLE 6

CITY OF NEWPORT BEACH GENERAL PLAN BUILDOUT
LAND USE SUMMARY

| NBTM CODE | DESCRIPTION | UNITS | 2002 QUANTITY | BUILDOUT QUANTITY | GROWTH | % GROWTH |
|-----------|----------------------------|-------|---------------|-------------------|---------|----------|
| 1 | Low Density Residential | DU | 14,841 | 15,213 | 372 | 2.51% |
| 2 | Medium Density Residential | DU | 12,939 | 17,723 | 4,784 | 36.97% |
| 3 | Apartment | DU | 7,622 | 8,468 | 846 | 11.10% |
| 4 | Elderly Residential | DU | 348 | 348 | - | 0.00% |
| 5 | Mobile Home | DU | 894 | 749 | -145 | -16.22% |
| 6 | Motel | ROOM | 210 | 256 | 46 | 21.90% |
| 7 | Hotel | ROOM | 2,745 | 2,799 | 54 | 1.97% |
| 9 | Regional Commercial | TSF | 1,259,000 | 1,633,850 | 374,850 | 29.77% |
| 10 | General Commercial | TSF | 2,926,160 | 3,692,980 | 766,820 | 26.21% |
| 11 | Commercial/Recreation | ACRE | 5,100 | 5,100 | - | 0.00% |
| 13 | Restaurant | TSF | 640,520 | 850,900 | 210,380 | 32.85% |
| 15 | Fast Food Restaurant | TSF | 78,031 | 94,540 | 16,509 | 21.16% |
| 16 | Auto Dealer/Sales | TSF | 288,320 | 323,290 | 34,970 | 12.13% |
| 17 | Yacht Club | TSF | 54,580 | 73,060 | 18,480 | 33.86% |
| 18 | Health Club | TSF | 63,500 | 100,940 | 37,440 | 58.96% |
| 19 | Tennis Club | CRT | 60 | 60 | - | 0.00% |
| 20 | Marina | SLIP | 1,055 | 1,055 | - | 0.00% |
| 21 | Theater | SEAT | 5,489 | 5,475 | -14 | -0.26% |
| 22 | Newport Dunes | ACRE | 64.00 | 64.00 | - | 0.00% |
| 23 | General Office | TSF | 10,900,190 | 11,760,423 | 860,233 | 7.89% |
| 24 | Medical Office | TSF | 761,459 | 895,420 | 133,961 | 17.59% |
| 25 | Research & Development | TSF | 327,409 | 809,330 | 481,921 | 147.19% |
| 26 | Industrial | TSF | 1,042,070 | 1,060,762 | 18,692 | 1.79% |
| 27 | Mini-Storage/Warehouse | TSF | 199,750 | 199,750 | - | 0.00% |
| 28 | Pre-school/Day Care | TSF | 55,820 | 56,770 | 950 | 1.70% |
| 29 | Elementary/Private School | STU | 4,399 | 4,455 | 56 | 1.27% |
| 30 | Junior/High School | STU | 4,765 | 4,765 | - | 0.00% |
| 31 | Cultural/Learning Center | TSF | 35,000 | 40,000 | 5,000 | 14.29% |
| 32 | Library | TSF | 78,840 | 78,840 | - | 0.00% |
| 33 | Post Office | TSF | 53,700 | 73,700 | 20,000 | 37.24% |
| 34 | Hospital | BED | 351 | 1,265 | 914 | 260.40% |
| 35 | Nursing/Conv. Home | BEDS | 661 | 661 | - | 0.00% |
| 36 | Church | TSF | 377,760 | 467,210 | 89,450 | 23.68% |
| 37 | Youth Ctr./Service | TSF | 149,560 | 155,410 | 5,850 | 3.91% |
| 38 | Park | ACRE | 113,970 | 94,910 | -19,060 | -16.72% |
| 39 | Regional Park | ACRE | - | 45,910 | 45,910 | N/A |
| 40 | Golf Course | ACRE | 305,330 | 298,330 | -7,000 | -2.29% |

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TABLE 7

CITY OF NEWPORT BEACH LAND USE BASED
SOCIOECONOMIC DATA COMPARISON

| VARIABLE | 2002 QUANTITY | BUILDOUT QUANTITY | GROWTH | % GROWTH |
|---------------------------------------|------------------|----------------------|--------|----------|
| Occupied Single Family Dwelling Units | 13,842 | 14,250 | 408 | 3% |
| Occupied Multi-Family Dwelling Units | 20,409 | 25,453 | 5,044 | 25% |
| Total Occupied Dwelling Units | 34,251 | 39,703 | 5,452 | 16% |
| Group Quarters Population | 661 | 661 | 0 | 0% |
| Population | 75,817 | 87,886 | 12,069 | 16% |
| Employed Residents | 44,379 | 51,268 | 6,889 | 16% |
| Retail Employee | 10,198 | 12,675 | 2,477 | 24% |
| Service Employees | 24,594 | 28,442 | 3,848 | 16% |
| Other Employees | 36,246 | 40,040 | 3,794 | 10% |
| Total Employees | 61,038 | 81,157 | 20,119 | 33% |
| Elem/High School Students | 9,164 | 9,220 | 56 | 1% |

3.3 Buildout Trip Generation

Table 8 summarizes the overall trip generation for General Plan Buildout conditions for the City of Newport Beach. The overall trip generation for the City of Newport Beach is an estimated 860,673 daily vehicle trips. Table 9 compares General Plan Buildout trip generation to existing. Total trip generation increases by approximately 163,000 daily trips over existing (or 23%). Regionally, total trip generation (Post 2025) is projected to increase by 33%.

3.4 Buildout Daily Traffic Conditions

Exhibit R shows General Plan Buildout through lanes on Newport Beach roadways. This exhibit is based on information provided by City of Newport Beach staff and the City of Newport Beach Circulation Element. The extension of the SR-55 Freeway south of 17th Street is part of the assumed circulation system as is the widening of Coast Highway through Mariners' Mile, the 19th Street Bridge over the Santa Ana River, and the circulation system Master Plan for the Banning Ranch area. Additionally, tolls have been retained on toll roads to provide a conservative worst-case scenario. Regionally, total vehicle miles of travel are projected to increase by 45%, reflecting the tendency for growth to occur in outlying areas of the region.

Exhibit S summarizes the NBTM 3.1 refined General Plan Buildout daily traffic volumes throughout the City of Newport Beach. The highest daily traffic volume increase occurs on Coast Highway. Between Bayside Drive and Newport Boulevard, traffic increases by 15,000 or more vehicles per day (VPD). This increase is caused partly by land use increases in the Balboa area. The capacity increase of 50% (4 lanes to 6 lanes) on Coast Highway west of Dover Drive makes the route more desirable and also contributes to the volume increase. Finally, the SR-55 Freeway extension makes this section of Coast Highway more desirable to through traffic. This is reflected by the less substantial increase in volume on Coast Highway west of Newport Boulevard (9,000 VPD increase). Volumes on Coast

TABLE 8

CITY OF NEWPORT BEACH GENERAL PLAN BUILDOUT TRIP GENERATION

| TRIP PURPOSE | PRODUCTIONS | ATTRACTIONS | PRODUCTIONS - ATTRACTIONS | PRODUCTIONS / ATTRACTIONS |
|-------------------------------|-------------|-------------|------------------------------|------------------------------|
| Home Based Work ¹ | 70,469 | 103,146 | -32,677 | 0.68 |
| Home Based School | 14,125 | 8,845 | 5,280 | 1.60 |
| Home Based Other ² | 167,202 | 133,461 | 33,741 | 1.25 |
| Work Based Other | 66,150 | 70,850 | -4,700 | 0.93 |
| Other - Other | 113,964 | 112,461 | 1,503 | 1.01 |
| TOTAL | 431,910 | 428,763 | 3,147 | 1.01 |
| OVERALL TOTAL | 860,673 | | | |

¹ Home-Work includes Home-Work and Home-University trips, consistent with OCTAM mode choice output.

² Home-Other includes Home-Shop and Home-Other trips, consistent with OCTAM mode choice output.

TABLE 9

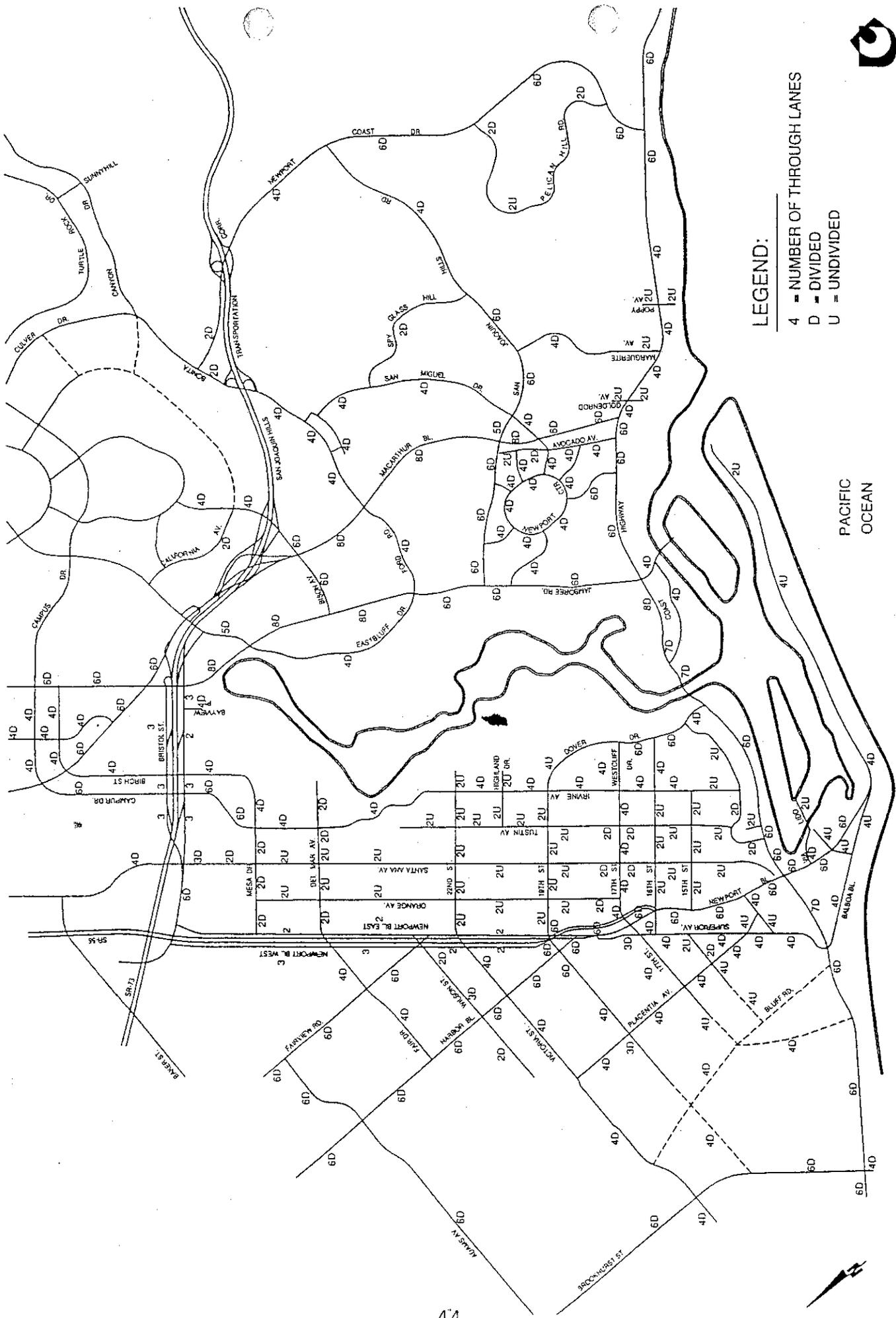
CITY OF NEWPORT BEACH TRIP GENERATION COMPARISON

| TRIP PURPOSE | DAILY TRIP ENDS | | GROWTH | PERCENT GROWTH |
|-------------------------------------------|-----------------|-----------------------|---------|----------------|
| | EXISTING | GENERAL PLAN BUILDOUT | | |
| Home Based Work Productions ¹ | 57,568 | 70,469 | 12,901 | 22.41% |
| Home Based Work Attractions | 88,618 | 103,146 | 14,528 | 16.39% |
| Home Based School Productions | 11,424 | 14,125 | 2,701 | 23.64% |
| Home Based School Attractions | 8,730 | 8,845 | 115 | 1.32% |
| Home Based Other Productions ² | 125,826 | 167,202 | 41,376 | 32.88% |
| Home Based Other Attractions | 107,619 | 133,461 | 25,842 | 24.01% |
| Work Based Other Productions | 55,625 | 66,150 | 10,525 | 18.92% |
| Work Based Other Attractions | 59,778 | 70,850 | 11,072 | 18.52% |
| Other - Other Productions | 91,946 | 113,964 | 22,018 | 23.95% |
| Other - Other Attractions | 90,492 | 112,461 | 21,969 | 24.28% |
| TOTAL PRODUCTIONS | 342,389 | 431,910 | 89,521 | 26.15% |
| TOTAL ATTRACTIONS | 355,237 | 428,763 | 73,526 | 20.70% |
| OVERALL TOTAL | 697,626 | 860,673 | 163,047 | 23.37% |

¹ Home-Work includes Home-Work and Home-University trips, consistent with OCTAM mode choice output.

² Home-Other includes Home-Shop and Home-Other trips, consistent with OCTAM mode choice output.

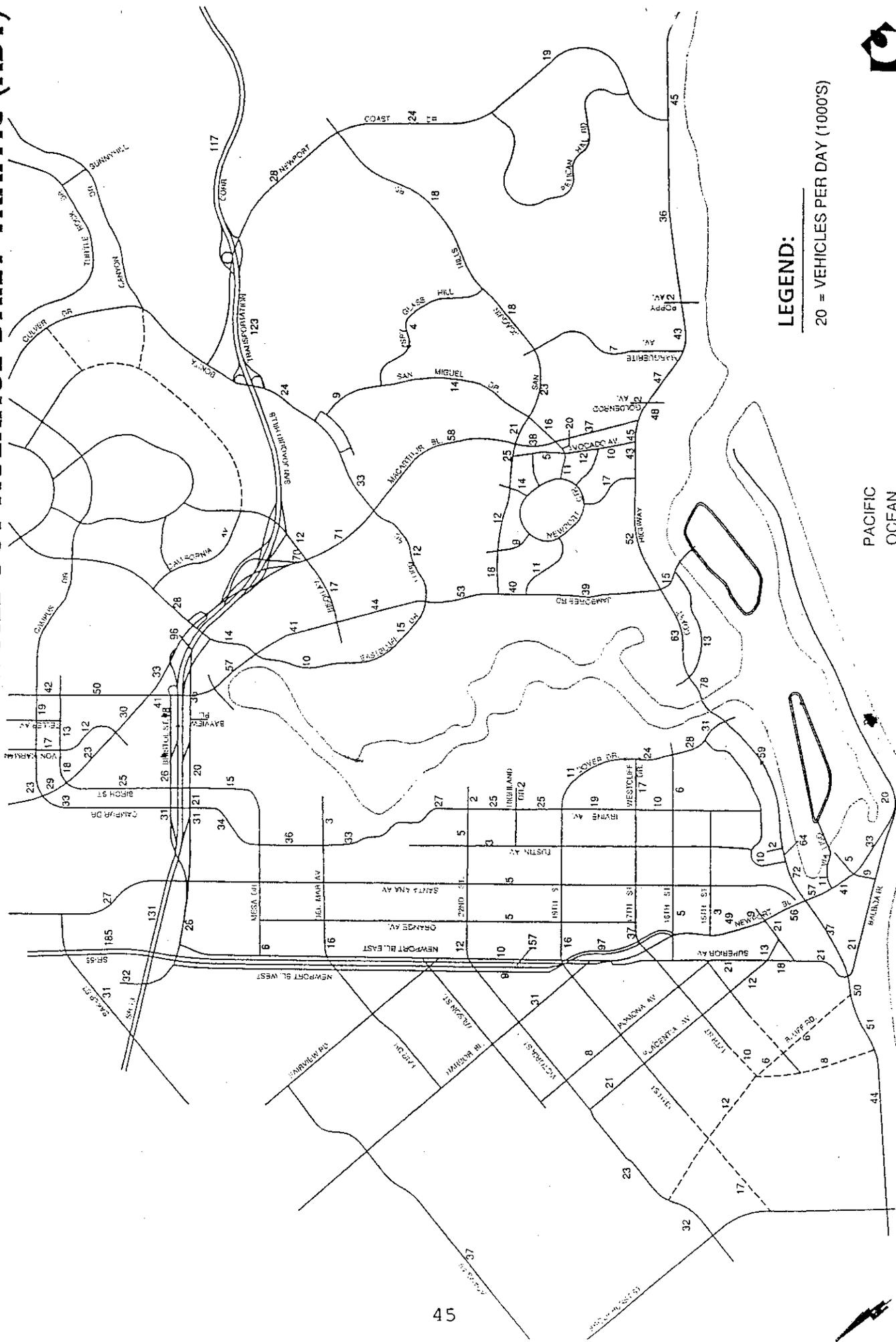
NEWPORT BEACH GENERAL PLAN BUILDOUT THROUGH LANES



LEGEND:
 4 - NUMBER OF THROUGH LANES
 D - DIVIDED
 U - UNDIVIDED



GENERAL PLAN BUILDOUT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

20 = VEHICLES PER DAY (1000'S)

PACIFIC OCEAN



42

Highway throughout the study area generally increase, with the one exception being west of 15th Street. The new Santa Ana River crossing of 19th Street draws traffic away from Coast Highway. Volumes on Coast Highway in other areas generally increase by 8,000-12,000 VPD.

Traffic volumes on Newport Boulevard increase substantially in General Plan buildout conditions. Land use increases in the coastal areas account for some of the increase. Traffic is also drawn to Newport Boulevard in the City of Newport Beach because of the SR-55 freeway extension. However, changes to the planned circulation system Master Plan and/or the permitted level of intensification of land uses could lead to different results in the long term.

Land use increases in the Newport Coast area cause Newport Coast Drive to have large volume increases that grow approaching the SR-73 tollway. Increased traffic from Bonita Canyon and Harbor View Hills/Newport Ridge cause volumes on Jamboree Road, MacArthur Boulevard, and Bonita Canyon Drive to go up. Increased capacity on Irvine Avenue south of Bristol Street draws traffic to Campus Drive/Irvine Avenue.

3.5 Buildout Peak Hour Intersection Operations

The final data required to support the Buildout Scenario of the NBTM update process was the intersection configuration of the 63 intersections selected for analysis. This data was provided by City staff and was used to calculate currently adopted General Plan Buildout intersection capacity utilization values (ICUs) at all 63 analysis intersections. Table 10 summarizes the General Plan Buildout ICUs based on the AM and PM peak hour intersection turning movement volumes and the intersection geometric data.

As shown in Table 10, ICU values generally increase in the General Plan buildout conditions. The exceptions occur where new parallel facilities are available, or where an increase in lanes results in increased capacity. The 14 intersections with ICU values greater than 0.90 (LOS "E" or worse) in either peak period are:

TABLE 10

NBTM BUILDOUT INTERSECTION CAPACITY UTILIZATION (ICU) SUMMARY

| INTERSECTION (NS/EW) | AM PEAK HOUR | | | PM PEAK HOUR | | |
|-------------------------------------------------|-------------------|--------------------|-------|-------------------|--------------------|-------|
| | EXISTING COUNT | FUTURE FORECAST | DELTA | EXISTING COUNT | FUTURE FORECAST | DELTA |
| 1. Bluff Dr. & Coast Hw. | DNE | 0.99 | 0.99 | DNE | 0.77 | 0.77 |
| 2. Superior Av. & Placentia Av. | 0.67 | 0.65 | -0.02 | 0.57 | 0.56 | -0.01 |
| 3. Superior Av. & Coast Hw. | 0.84 | 1.01 | 0.17 | 0.81 | 0.82 | 0.01 |
| 4. Newport Bl. & Hospital Rd. | 0.54 | 0.73 | 0.19 | 0.66 | 0.90 | 0.24 |
| 5. Newport Bl. & Via Lido | 0.45 | 0.54 | 0.09 | 0.41 | 0.49 | 0.08 |
| 6. Newport Bl. & 32nd St. | 0.73 | 0.71 | -0.02 | 0.79 | 0.80 | 0.01 |
| 7. Riverside Av. & Coast Hw. | 0.83 | 0.80 | -0.03 | 0.93 | 1.11 | 0.18 |
| 8. Tustin Av. & Coast Hw. | 0.80 | 0.78 | -0.02 | 0.68 | 0.88 | 0.20 |
| 9. MacArthur Bl. & Campus Dr. | 0.62 | 0.74 | 0.12 | 0.77 | 1.00 | 0.23 |
| 10. MacArthur Bl. & Birch St. | 0.52 | 0.50 | -0.02 | 0.67 | 0.66 | -0.01 |
| 11. Von Karman Av. & Campus Dr. | 0.57 | 0.65 | 0.08 | 0.79 | 0.84 | 0.05 |
| 12. MacArthur Bl. & Von Karman Av. | 0.40 | 0.51 | 0.11 | 0.73 | 0.89 | 0.16 |
| 13. Jamboree Rd. & Campus Dr. | 0.94 | 0.97 | 0.03 | 0.83 | 0.93 | 0.10 |
| 14. Jamboree Rd. & Birch St. | 0.82 | 0.93 | 0.11 | 0.61 | 0.72 | 0.11 |
| 15. Campus Dr. & Bristol St. (N) | 0.78 | 0.92 | 0.14 | 0.93 | 0.98 | 0.05 |
| 16. Birch St. & Bristol St. (N) | 0.67 | 0.79 | 0.12 | 0.63 | 0.70 | 0.07 |
| 17. Campus Dr./Irvine Av. & Bristol St. (S) | 0.72 | 0.83 | 0.11 | 0.60 | 0.74 | 0.14 |
| 18. Birch St. & Bristol St. (S) | 0.46 | 0.50 | 0.04 | 0.47 | 0.51 | 0.04 |
| 19. Irvine Av. & Mesa Dr. | 0.72 | 0.60 | -0.12 | 0.91 | 0.82 | -0.09 |
| 20. Irvine Av. & University Dr. | 0.82 | 1.07 | 0.25 | 0.88 | 1.01 | 0.13 |
| 21. Irvine Av. & Santiago Dr. | 0.65 | 0.58 | -0.07 | 0.72 | 0.62 | -0.10 |
| 22. Irvine Av. & Highland Dr. | 0.58 | 0.52 | -0.06 | 0.62 | 0.57 | -0.05 |
| 23. Irvine Av. & Dover Dr. | 0.66 | 0.65 | -0.01 | 0.64 | 0.62 | -0.02 |
| 24. Irvine Av. & Westcliff Dr. | 0.58 | 0.50 | -0.08 | 0.73 | 0.72 | -0.01 |
| 25. Dover Dr. & Westcliff Dr. | 0.40 | 0.28 | -0.12 | 0.50 | 0.50 | 0.00 |
| 26. Dover Dr. & 16th St. | 0.53 | 0.46 | -0.07 | 0.49 | 0.45 | -0.04 |
| 27. Dover Dr. & Coast Hw. | 0.70 | 0.72 | 0.02 | 0.75 | 0.75 | 0.00 |
| 28. Bayside Dr. & Coast Hw. | 0.68 | 0.84 | 0.16 | 0.69 | 0.95 | 0.26 |
| 29. MacArthur Bl. & Jamboree Rd. | 0.88 | 0.91 | 0.03 | 0.91 | 0.97 | 0.06 |
| 30. Jamboree Rd. & Bristol St. (N) | 0.57 | 0.63 | 0.06 | 0.60 | 0.68 | 0.08 |
| 31. Bayview Pl. & Bristol St. (S) | 0.50 | 0.57 | 0.07 | 0.58 | 0.65 | 0.07 |
| 32. Jamboree Rd. & Bristol St. (S) | 0.75 | 0.82 | 0.07 | 0.73 | 0.82 | 0.09 |
| 33. Jamboree Rd. & Bayview Wy. | 0.41 | 0.45 | 0.04 | 0.50 | 0.61 | 0.11 |
| 34. Jamboree Rd. & Eastbluff Dr./University Dr. | 0.62 | 0.62 | 0.00 | 0.65 | 0.58 | -0.07 |
| 35. Jamboree Rd. & Bison Av. | 0.46 | 0.44 | -0.02 | 0.54 | 0.54 | 0.00 |
| 36. Jamboree Rd. & Eastbluff Dr./Ford Rd. | 0.70 | 0.74 | 0.04 | 0.66 | 0.70 | 0.04 |
| 37. Jamboree Rd. & San Joaquin Hills Rd. | 0.66 | 0.72 | 0.06 | 0.88 | 0.92 | 0.04 |

TABLE 10 (CONTINUED)

NBTM BUILDOUT INTERSECTION CAPACITY UTILIZATION (ICU) SUMMARY

| INTERSECTION (NS/EW) | AM PEAK HOUR | | | PM PEAK HOUR | | |
|------------------------------------------------|----------------|-----------------|-------|----------------|-----------------|-------|
| | EXISTING COUNT | FUTURE FORECAST | DELTA | EXISTING COUNT | FUTURE FORECAST | DELTA |
| 38. Jamboree Rd. & Santa Barbara Dr. | 0.47 | 0.54 | 0.07 | 0.59 | 0.66 | 0.07 |
| 39. Jamboree Rd. & Coast Hw. | 0.70 | 0.85 | 0.15 | 0.74 | 0.89 | 0.15 |
| 40. Santa Cruz Dr. & San Joaquin Hills Rd. | 0.34 | 0.40 | 0.06 | 0.35 | 0.35 | 0.00 |
| 41. Santa Rosa Dr. & San Joaquin Hills Rd. | 0.36 | 0.38 | 0.02 | 0.51 | 0.67 | 0.16 |
| 42. Newport Center Dr. & Coast Hw. | 0.43 | 0.54 | 0.11 | 0.55 | 0.64 | 0.09 |
| 44. Avocado Av. & San Miguel Dr. | 0.37 | 0.39 | 0.02 | 0.72 | 0.76 | 0.04 |
| 45. Avocado Av. & Coast Hw. | 0.59 | 0.73 | 0.14 | 0.64 | 0.78 | 0.14 |
| 46. SR-73 NB Ramps & Bison Av. | 0.34 | 0.52 | 0.18 | 0.38 | 0.42 | 0.04 |
| 47. SR-73 SB Ramps & Bison Av. | 0.30 | 0.41 | 0.11 | 0.20 | 0.32 | 0.12 |
| 48. MacArthur Bl. & Bison Av. | 0.64 | 0.75 | 0.11 | 0.61 | 0.75 | 0.14 |
| 49. MacArthur Bl. & Ford Rd./Bonita Canyon Dr. | 0.72 | 0.75 | 0.03 | 0.90 | 1.06 | 0.16 |
| 50. MacArthur Bl. & San Joaquin Hills Rd. | 0.65 | 0.72 | 0.07 | 0.93 | 0.97 | 0.04 |
| 51. MacArthur Bl. & San Miguel Dr. | 0.58 | 0.62 | 0.04 | 0.68 | 0.70 | 0.02 |
| 52. Coast Hw. & MacArthur Bl. | 0.61 | 0.71 | 0.10 | 0.72 | 0.81 | 0.09 |
| 53. SR-73 NB Ramps & Bonita Canyon Dr. | 0.56 | 0.56 | 0.00 | 0.45 | 0.41 | -0.04 |
| 54. SR-73 SB Ramps & Bonita Canyon Dr. | 0.32 | 0.33 | 0.01 | 0.41 | 0.50 | 0.09 |
| 55. San Miguel Dr. & Spyglass Hill Rd. | 0.27 | 0.29 | 0.02 | 0.28 | 0.35 | 0.07 |
| 56. San Joaquin Hills Rd. & San Miguel Dr. | 0.47 | 0.54 | 0.07 | 0.56 | 0.66 | 0.10 |
| 57. Coast Hw. & Goldenrod Av. | 0.98 | 1.07 | 0.09 | 0.70 | 0.77 | 0.07 |
| 58. Marguerite Av. & San Joaquin Hills Rd. | 0.33 | 0.41 | 0.08 | 0.38 | 0.50 | 0.12 |
| 59. Coast Hw. & Marguerite Av. | 0.83 | 0.93 | 0.10 | 0.82 | 0.93 | 0.11 |
| 60. Spyglass Hill Rd. & San Joaquin Hills Rd. | 0.42 | 0.59 | 0.17 | 0.29 | 0.40 | 0.11 |
| 61. Poppy Av. & Coast Hw. | 0.63 | 0.72 | 0.09 | 0.67 | 0.76 | 0.09 |
| 62. Newport Coast Dr. & SR-73 NB Ramps | 0.47 | 0.54 | 0.07 | 0.34 | 0.41 | 0.07 |
| 64. Newport Coast Dr. & San Joaquin Hills Rd. | 0.40 | 0.61 | 0.21 | 0.32 | 0.48 | 0.16 |
| 65. Newport Coast Dr. & Coast Hw. | 0.49 | 0.61 | 0.12 | 0.52 | 0.65 | 0.13 |

¹DNE = Does Not Exist

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- Bluff Road (NS)/Coast Highway (EW) (AM)
- Superior Avenue (NS)/Coast Highway (EW) (AM)
- Riverside Drive (NS)/Coast Highway (EW) (PM)
- MacArthur Boulevard (NS)/Campus Drive (EW) (PM)
- Jamboree Road (NS)/Campus Drive (EW) (AM/PM)
- Campus Drive (NS)/Bristol Street North (EW) (AM/PM)
- Irvine Avenue (NS)/University Avenue (EW) (AM/PM)
- Bayside Drive (NS)/Coast Highway (EW) (PM)
- MacArthur Boulevard (NS)/Jamboree Road (EW) (AM/PM)
- Jamboree Road (NS)/San Joaquin Hills Road (EW) (PM)
- MacArthur Boulevard (NS)/Ford Road/Bonita Canyon Drive (EW) (PM)
- MacArthur Boulevard (NS)/San Joaquin Hills Road (EW) (PM)
- Goldenrod (NS)/Coast Highway (EW) (AM)
- Marguerite (NS)/Coast Highway (EW) (AM/PM)

It is important to note that for both existing and build-out conditions, Intersection Capacity Utilization ratio calculation reflect the function of intersections for a very limited amount of time throughout the day (the AM and PM peak hours, or 2 of the 24 hour time period, and only for weekdays). Within the current data limitations, we are unable to provide ICU calculations either as an average ICU, or for other, non-peak hours.

M E M O R A N D U M

To: Environmental Quality Affairs Citizens Advisory Committee
City of Newport Beach

From: Natural Treatment Systems DEIR Sub-Committee;
Environmental Quality Affairs Citizens Advisory Committee
City of Newport Beach

Subject: IRWD's Draft Environmental Impact Report (the "DEIR") regarding the
San Diego Creek Watershed Natural Treatment System Program (the
"Project")

Date: May 7, 2003

Thank you for the opportunity to comment on the DEIR for the captioned Project. As we indicated in our comments on the original NOP for the Project, we understand that the City has already recommended the Project to various agencies. As before, nothing in these comments detracts from that support; these comments simply address the REVISED NOP and our comments on the scope of the EIR. As with our original comments, our goal is to assist in improving, if necessary, the environmental document and the Project.

These comments incorporate our earlier comments on the Revised NOP as well as our earlier comments on the original NOP for the Project.

In addition, we offer the following comments on the DEIR for the Project:

1. Chapter 1.0: "Executive Summary:"

Section 1.2 discusses "Regional Setting" including drainage into San Diego Creek. As we commented in connection with the First Notice of Preparation, the San Diego Creek watershed is truncated: it fails to consider and include the runoff from the John Wayne Airport area and the Santa Ana-Delhi Channel. The DEIR continues this flawed watershed delineation.

Section 1.5 discusses the unusual organization of the DEIR: it is at once a Program DEIR as well as a Project DEIR. These distinctions are familiar to various agencies and EIR consultants. They are not well known to the public. At the outset, the DEIR should explain the differences and discuss why each is included in the captioned DEIR.

Moreover, this unusual dichotomy creates confusion throughout the DEIR. As discussed below, we remain unclear as to the rationale for the Project level discussions. As

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discussed more fully below, the Project level discussions concern existing sites which may be included in the Project. The DEIR must explain: (1) the rationale for including such existing sites in the Project since presumably such sites already advance Project goals; (2) the Project features which ensure that the Project does not adversely affect the existing sites; and (3) to the extent that the Project adversely affects such sites, the mitigation proposed to eliminate or moderate such impacts. Section 1.5 indicates that, "[s]ince these sites are existing, and no physical disturbance is proposed, these sites were not evaluated for direct construction impacts." However, the DEIR must analyze any indirect construction impacts, e.g. upstream construction drains to increase downstream silt loads.

Section 1.7 discusses "Public Outreach." This section notes that the DEIR and related documents are available on IRWD website. This is an important resource. However, IRWD also provided the DEIR on compact disk. We attempted to load these disks. Unfortunately, these disks crashed virtually every computer on which we attempted to load it.

Finally, the DEIR contains a multitude of acronyms. Yet the DEIR contains no glossary or index of abbreviations. In order for the DEIR to be generally accessible to the public as required by CEQA, IRWD should include a glossary, or table or index of abbreviations. For instance, the DEIR uses the acronyms NPDES for National Pollutant Discharge Elimination System and WQT wetlands for water quality treatment wetlands. The DEIR does not appear to define such acronyms. Note that, although the DEIR uses the acronym NPDES from the beginning, it only defines it in the middle of the document: page 3.1-23.

2. Chapter 2.0: "Plan' Description:"

The Project description is one of the key parts of any environmental document. As the County of Inyo Court noted long ago,

"Only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposal (i.e., the 'no project' alternative) and weigh other alternatives in the balance. An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR."

County of Inyo v. City of Los Angeles (1977) 71 Cal. App. 3d 185, 199. In addition, the CEQA Guidelines section 15124 requires that an EIR describe the project "in a way that will be meaningful to the public, to the other reviewing agencies, and to the decision-makers." Discussion, Guidelines section 15124.

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The DEIR states that:

“The purpose of the NTS Plan is to comprehensively plan, develop, and implement a large-scale water quality treatment program addressing pollutants affecting the Upper Newport Bay and Peters Canyon Reservoir.

DEIR, page 2-1. IRWD appears to concede that, under the existing conditions “pollutants [affect] the Upper Newport Bay.” The DEIR goes further:

“The watershed scale of the proposed NTS Plan is intended to respond to conditions within planning area drainages, **both present and future**, and to carry out the watershed planning emphasis and natural treatment systems Management Measures set forth in the State Nonpoint Source Plan.”

DEIR, p. 2-1 (emphasis supplied). The Project apparently attempts to address impacts of future projects and conditions which are unspecified and unknown. The Project, er, Plan, cannot mitigate or “respond to” future conditions, because neither IRWD nor other agencies are aware of the nature and extent of such “future conditions.” To the extent that the Project, er, Plan, is an attempt to mitigate future impacts, the DEIR must identify those impacts, provide a detailed environmental analysis of same and consider various alternatives to such impacts in addition to the Project.

The Project objectives include the following:

1. Assist the County and cities and others in meeting Total Maximum Daily Loads (“TMDL”) and National Pollutant Discharge Elimination System (“NPDES”) permit requirements.
2. Provide a comprehensive, regional, watershed-wide approach to clean up storm runoff and dry weather flows from: a) existing land uses; and b) future land uses.
3. Improve water quality in the San Diego Creek, Upper Newport Bay Ecological Reserve, Newport Bay, Peters Canyon Reservoirs, and portions of Santiago Creek.
4. Enhance habitat value of aquatic habitats located within the NCCP Reserve.

The DEIR contains a detailed discussion of each objective. Probably, the most detailed explanation occurs regarding Objective 2: clean up of flows for existing and future development.

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The DEIR discusses the NPDES stormwater permitting scheme and its background. Presumably, existing developments already meet these standards; future development will likely be required to provide additional practices in order to comply with NPDES requirements. These observations beg the question: what is the real purpose of the Project?

Further, to the extent that the Project attempts to address stormwater and related issues for future developments, the DEIR cannot guess at the nature and extent of such development and its runoff characteristics. If the Project is to serve any real purpose relating to these future projects, the DEIR must identify these future projects, discuss their flow characteristics and impacts and provide a mechanism to mitigate such flows fully and completely.

Section 2.3.1 discusses other agencies' subsequent use of the DEIR. The only subsequent use discussed in the DEIR is other agencies use of the DEIR in implementing the Project and/or constructing Project related facilities. The DEIR should be clear that this is the only subsequent use. The DEIR should specifically exclude from "subsequent use" future projects which are not identified, discussed, analyzed, and if necessary, mitigated in the DEIR.

Section 2.3.2 addresses the Project's and the DEIR's relationship to other agencies plans and regulatory requirements. The DEIR states that IRWD reviewed applicable planning documents to determine "if the proposed wetlands and basins are compatible with other planned regional facilities . . ." We understand this to mean that the Project is compatible with various land use plans including specific infrastructure improvements planned or proposed in various areas throughout the watershed. This review does not address the nature and extent of future projects and does not consider any potential runoff from such "future projects."

Further, this section discusses the United States Army Corps of Engineers' San Diego Creek Special Area Management Plan ("SAMP"). It appears that the SAMP may substantially overlap the Project. The DEIR should explain the relationship between the two and the impacts of one on the other. Further, we understand that Corps' SAMP process is a public process. The DEIR should discuss this process, and the Corps and IRWD should provide detailed information regarding this process, its meetings and agendas.

Section 2.4.2 discusses the various Project facilities or wetlands. These include off-line facilities which presumably (the DEIR never states) are located away from flood control facilities, streams or creeks; in-line facilities which are located within existing flood control facilities, streams or creeks; and mixed facilities which include aspects of the earlier facilities.

Section 2.4.3 addresses projected load reductions and water quality impacts. The Project will apparently improve mild sediment loads but "is not designed to meet TMDL . . ." Although the DEIR seems to indicate that the Project will address TMDL, it will not meet heavy loads. However, if the Project facilities are improved, e.g. deepened, the Project may meet such loads. The DEIR should discuss such alternatives.

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Section 2.5 discusses the site determination. The DEIR fails to consider Project objectives in site determination. Obviously, the objectives of the Project should dictate site determination: the Project objectives are the touchstones of site determination. The DEIR states that the first criterion is availability. Of course, this means that the criterion is cost, not effectiveness. Further, Section 2.5 contains a list of site criteria: far down the list is the following:

“Is the drainage area a significant source of pollutants?”

The DEIR should explain why this criterion is not the primary consideration. The DEIR should explain the rationale for the Project and its objectives.

Sections 2.6 and 2.7 discuss the Project sites: as indicated above, the DEIR is split between program level analysis and project level analysis. Section 2.6 address the program level; section 2.7 discusses project level analysis. Section 2.7 attempts to provide a complete project level analysis for the twelve (12) sites analyzed at the project level analysis. The DEIR attempts to provide the necessary project level analysis “to avoid the need for further environmental review. . . .” However, the purpose of the DEIR is to provide a **watershed** level analysis. To the extent that the DEIR attempts to analyze the impacts of the Project, the DEIR and subsequent documents must analyze the impacts of the future program level sites on the other sites.

Further, the project level analysis addresses three (3) existing sites: the San Joaquin Marsh site; Rattlesnake Reservoir; and Sand Canyon Reservoir. Of these three sites, only one—the San Joaquin Marsh site—currently functions in the manner proposed by the Project. The other two—the Rattlesnake and Sand Canyon Reservoirs—are reclaimed reservoir sites. Section 2.7.10 addresses the San Joaquin Marsh enhancement. Although the DEIR includes five (5) figures—Figures 2.7-25, 26, 27a, 27b, and 28, the DEIR fails to discuss **any enhancements**. The DEIR should be revised to explain the enhancements for the San Joaquin Marsh site.

Further, Section 2.7.8 also discusses the San Joaquin Marsh site. However, this section fails to distinguish this site from that discussed in Section 2.7.10. Further, Section 2.7.8 discusses the improvements to this site. Among others,

“[T]he intent of the restoration and enhancement plan is to convert habitat resources with lesser long term value to high long-term conservation value to benefit [various protected species].”

DEIR, page 2-40. However, this means that the analysis for the creation of this existing site was deficient: the DEIR should discuss this past analysis, its short falls and the rationale for the enhancement in detail. If drainage is not a significant criterion, then the Project will fail.

Section 2.7.11 discusses the Rattlesnake Reservoir which is designated as Site No. 13. Importantly, the DEIR states:

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"The reservoir is currently used for storage of reclaimed water . . .
**No changes to the reservoir are envisioned as part of the NTS
plan."**

DEIR, p. 2-43. However, the DEIR fails to explain how the current use— a reclaimed water reservoir— complies with Project goals. Indeed, this site fails to meet the Project objectives. The DEIR must analyze this site for compliance with Project goals, discuss the reclaimed water use, the additional capacity dedicated for Project goals, impacts to the Project upon discharge of reclaimed water from the Reservoir, and propose mitigation for the Project attributed to current reclaimed water storage.

Likewise, Section 2.7.12 addresses the Sand Canyon Reservoir which is designated as Site No. 39. Although we understand that this reservoir is currently "used for storage of reclaimed water," the DEIR fails to recognize this current use. Further, as indicated above, the Project proposes no change in operation. *Id.* As with the Rattlesnake Reservoir, the DEIR should include additional analysis and mitigation.

Section 2.8.3 addresses operations and maintenance. Among other things, this section discusses sediment and debris removal; Table 2.8-2 discusses various maintenance tasks for the proposed sites. As indicated above, several sites are currently used for storage of reclaimed water. Although Table 2.8-2 fails to discuss maintenance and operation of the reservoirs, the Project related operation and maintenance of such reservoirs likely will require removal of additional sediment and debris which will require draining the reservoirs. Draining of the reclaimed reservoirs likely will have additional impacts which the DEIR should analyze, discuss and provide mitigation if necessary.

3. Chapter 3.0: "Plan' Facilities: Program Level Environmental Analysis:"

This Chapter begins with a discussion of program level analysis. However, the DEIR fails to discuss and explain the various levels of analysis, e.g. program level or project level. Further, the DEIR notes that its program level analysis depends on previously generated environmental analysis. The DEIR should contain a complete analysis: to the extent that the DEIR depends upon other analysis, the DEIR should provide a reference and some discussion about the incorporated analysis.

A. "Land Use/Planning and Land Use Compatibility:"

Section 3.1 attempts to describe the land use/planning and community character of the watershed. As indicated above, the DEIR attempts to provide stormwater capacity for existing and future uses. However, section 3.1 contains a minimal discussion of General Plan requirements for portions of the watershed. However, such general

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plans cannot provide the specificity necessary for the Project. The DEIR should discuss in detail future land use development and runoff for the future development of the watershed.

Moreover, this section includes a discussion of local plans as well as the General Plan for the County of Orange. However, the DEIR discusses only recreational aspects of the County's General Plan. Other aspects, e.g. residential land use, will likely affect the Project. The DEIR should include such a discussion.

In addition, the DEIR concludes that the Project will have no adverse impacts on land use. However, NTS Site 56, which is proposed to be constructed in the first three years, and therefore, was analyzed at the project level, appears to be incompatible with the surrounding land uses.

B. "Hydrology and Water Quality:"

Although this section discusses "Hydrology and Water Quality," the section only addresses "[t]he evaluation of potential water quality impacts . . ." DEIR, page 3.2-1. Although the DEIR includes a discussion of the hydrology of the watershed, the DEIR should expressly state the elements of analysis.

This section also attempts to provide an environmental analysis for direct construction impacts, and long term benefits and impacts. As indicated above, construction impacts may be indirect. Since the Project concerns watershed development, construction at one site may affect another site or other areas in the watershed. The DEIR should include an analysis of indirect construction impacts.

The long term analysis concludes that the Project will remove targeted pollutants from surface water flows and increase water quality. As indicated above, the Project includes reclaimed water storage reservoirs. The DEIR fails to analyze the source of pollutants which the reservoirs remove. To the extent that these reservoirs are part of the Project, the DEIR should analyze the source of pollutants removed by such reservoirs.

More importantly, the DEIR should analyze the impacts of such reservoirs as Project features. After such analysis, the DEIR may conclude that such features are harmful to the Project and its goals, and should be removed from the Project.

In addition, the DEIR concludes that the Project will have no impacts on groundwater quality. However, the DEIR provides no support for such conclusion. The Project will create wetlands which will attempt to remove pollutants. However, such removal occurs only when these are removed from the facilities during maintenance. Because such removal will occur only periodically, the pollutants may affect groundwater during the interim periods prior to maintenance. Also, Project maintenance-removal of sediments and pollutants- will ensure that surface water percolation to groundwater will be enhanced.

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Further, the DEIR discusses hydrologic impacts. The focus of this analysis is loss of surface water due to diversion, evaporation and seepage. However, the DEIR fails to address any hydrologic impacts to groundwater: increased percolation may create rising groundwater levels. The DEIR already acknowledges that the Project includes areas of perched groundwater or high groundwater levels. Increased percolation will likely exacerbate these problems. The DEIR should be revised to include an analysis of such effects and, if necessary, propose adequate mitigation.

C. "Biological Resources:"

Section 3.3.1, Existing Conditions, page 3.3-2 states that "(b)iological resources within the San Diego Creek Watershed are governed by several regulatory agencies and applicable statutes and guidelines for which they are responsible ..." Among the statutes and guidelines discussed in this section as having governing authority over impacts to the biological resources within each NTS site is the Special Area Management Plan (SAMP), which is currently being developed by the U.S. Army Corps of Engineers for the San Diego Creek.

According to the DEIR, the SAMP is a "comprehensive aquatic resources plan to achieve a balance between aquatic resource protection and reasonable economic development." The DEIR also states that Corps "representatives have indicated that the NTS Plan is consistent with the development of the aquatic reserve design and in furtherance of the goals and objectives of the SAMP program." Further, the DEIR states that IRWD will seek authorization for construction of the eighteen Local Facilities and one Regional Retrofit Facility, which are planned for future development, under the SAMP program instead of the traditional Section 404 permitting process.

However, the standards for the SAMP program are still under development. If those standards are to be used as governing authority over impacts to the biological resources within each NTS site planned for future development, it is necessary to allow the SAMP standards to be finalized before a determination can be made that the NTS Plan is consistent with that program and, therefore, Corps permitting of the NTS sites would be governed by SAMP instead of the traditional Section 404 permitting process.

4. Chapter 4.0: "Regional Retrofit Facilities Project Level Environmental Analysis:"

The DEIR's project level analysis concerns the first phase facilities: the three existing sites; and the nine regional retrofit sites. As with Chapter 3.0, this chapter fails to discuss the project level analysis as opposed to the program level analysis.

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A. "Land Use/Planning and Land Use Compatability (sic):"

Site 56 is proposed to be located within a 9.5-acre park which is surrounded by single-family residential uses, an elementary school and a library. The 1.3-acre site would contain shallow and open water areas totaling 0.85 acre. Section 4.1.3, Environmental Impacts Analysis, page 4.1-19 states that "fencing is proposed to be located around the perimeter of the wetlands to serve as a visual and physical access barrier" because of the close proximity of the elementary school to Site 56.

However, Section 2.7.7, Proposed Site Design, Table 2.7-7, Site Design Features, page 2-38 indicates that there will only be "fencing around pump wells." There is no discussion of fencing around the shallow and open water areas to keep young children away from this potential hazard. The Final EIR should provide more complete mitigation for this land use compatibility impact.

In addition, NTS Sites 27 and 62 are proposed to be located within existing mitigation areas. The environmental analysis for these sites should discuss the existing previously-approved mitigation plan for each site, analyze the impacts, if any, of the NTS site facilities on the previously-approved mitigation plans and, if necessary, provide mitigation.

B. "Water Quality:"

Although Chapter 3.0 noted that IRWD did not adopt significance criterion, the DEIR includes significance criteria which include three criteria. As indicated above in connection with the DEIR's program level analysis, the DEIR's project level analysis for the existing sites should include water quality impacts of the reclaimed water storage reservoirs to existing water quality and to the Project. As IRWD is aware, drainage from these reservoirs likely will adversely affect water quality in the watershed downstream of the sites.

5. Chapter 5.0: "Cumulative Impacts:"

The Introduction to this section discusses the Guidelines cumulative impacts definitions including the definition of "probable future impacts." The DEIR concludes that, as a result of recent court decisions, the cumulative impacts analysis is limited. However, the DEIR attempts to analyze Project impacts including existing land use and drainage as well as future land use and drainage. The DEIR's cumulative impacts analysis does extend to the future drainage and land use. The DEIR should be revised to include such analysis.

As to cumulative impacts on water quality and hydrology, the DEIR provides no analysis of cumulative hydrologic impacts. The DEIR should be revised to include some discussion of such cumulative impacts.

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Further, the DEIR contains no discussion of the cumulative impacts of the reclaimed water storage reservoirs and the ultimate buildout of the reclaimed system. The DEIR should be revised to include such an analysis.

6. Chapter 6.0: "Alternatives:"

The DEIR's alternatives analysis proceeds on the project and program level. On the project level, the DEIR considers and rejects several sites as incompatible or having significant environmental impacts. Among others, the DEIR considered a site, Site 14, near the MCAS Tustin but removed the site at the request of the City of Tustin. The DEIR reasons: "Inasmuch as this was a program level site and that any future development of the MCAS property will need to comply with . . . permit requirements issued by the Santa Ana RWQCB," the site was removed. However, this rationale does not differentiate this site from any other site: regardless of the proposed location of the program level sites, each and every development in their vicinity must meet the RWQCB's requirements. The DEIR should explain in detail the rationale for removing any program level site.

As to various treatment alternatives, the DEIR considers three: (1) diversion of low flow to the Orange County Sanitation District's facilities; (2) construction of a new treatment plant for low flows at the Michelson Water Reclamation Plant site; and (3) construction four facilities for treatment of low flows. The DEIR rejects each for similar reasons: cost and expense; loss of the low flows; and additional impacts due to additional construction. However, the DEIR does not discuss the impacts of low flows on the Project and on Project maintenance. Low flows may be a substantial problem for any alternative because these may increase costs and mitigation may create additional impacts. The DEIR should discuss these issues in detail and provide a reasoned analysis for the preferred alternative.

Also, the DEIR considers a no project alternative as well as replacing Project sites which are in-line with flood control channels with sites off-line of such channels. The latter issue is important. The DEIR concludes that changing the in-line sites to off-line sites would achieve the objectives of the Project and would not require additional permits for implementation. As discussed below, the in-line sites create a potential impact regarding flooding and flood control resources. Given this potential impact, the DEIR should consider, analyze and provide a reasoned conclusion regarding whether the Project's use of in-line sites is preferable to the off-line alternative.

7. Chapter 7.0: "Long-Term Environmental Effects:"

Section 7.1 addresses growth inducing impacts. The DEIR concludes that the Project will be growth accommodating because it may serve to mitigate drainage impacts to existing and planned projects. However, this section also notes that the area is urbanized or approved for urbanization; thus the Project will not be growth inducing.

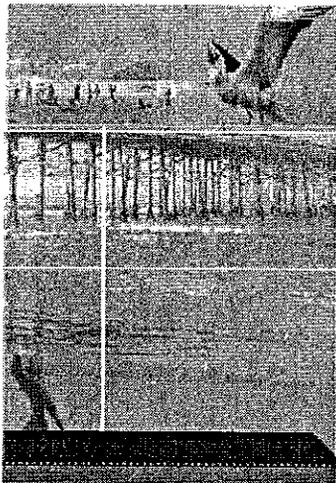
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However, the Project will induce growth by providing mitigation for development runoff. The DEIR should be revised to analyze such impact and, if necessary, provide mitigation.

8. Chapter 8.0: "Effects Found Not to be Significant:"

This chapter discusses several resources on which the Project will have no significant impacts. Among others, the DEIR notes that flood control impacts will be less than significant.

However, the Project includes several in-line facilities. The presence of such facilities in flood control channels requires some environmental analysis. The DEIR should include such analysis, identify impacts, if any, and, if necessary, provide necessary mitigation.



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Environmental Quality Affairs Committee Agendas

Prior Years

The following Environmental Quality Affairs Committee Agendas and Minutes Packets are available:

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| Agendas | | |
| ag02-24-03.htm | ag01-13-03.htm | ag03-17-03.htm |

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| Minutes | | |
| mi 01-13-03.htm | mi 03-17-03.htm | mi 02-24-03.htm |

Program Last Updated: March 19, 2003 JCone

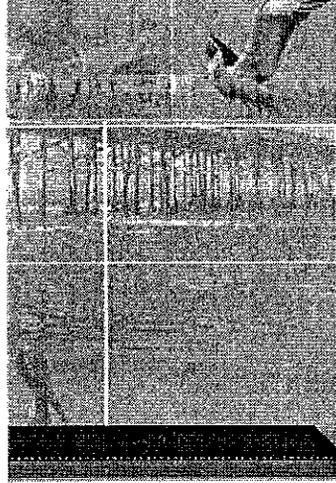
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Planning Department

--PLANNING DEPARTMENT--

The function of the Planning Department is to promote and enhance the well-being of residents, visitors, property owners, and businesses of the City of Newport Beach. The department accomplishes its mission through programs that encourage high quality development as well as maintenance and revitalization of existing neighborhoods. The Planning Department consists of two divisions: Planning and Economic Development.

Planning

Economic Development

Environmental Quality Affairs Committee

Last Updated: May 01, 2003

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ENVIRONMENTAL QUALITY AFFAIRS CITIZENS ADVISORY COMMITTEE [EQAC]

PURPOSE

Composed of citizens, the Environmental Quality Affairs Citizens Advisory Committee [EQAC] has grown from its origins in 1987 when its focus was anti-litter campaigns, recycling, and beautification.

In 1998, its membership was expanded to allow for more inclusion of residents' opinions, as a balance to the successful and productive business based advisory committee known as the Economic Development Committee (EDC).

Today, the EQAC is an active advisory committee, providing information directly to the City Council. Its members review Environmental Impact Reports (EIRs) on projects being reviewed by the City or other agencies that may impact Newport Beach. That has included to date housing projects, office buildings and hotel projects.

Two members of the City Council, currently Steve Bromberg (Balboa Island) and Richard Nichols (Corona del Mar), attend meetings. Assistant City Manager Sharon Wood is the staff liaison member. Minutes are taken and are available on this website. [Click here for Agenda and Minutes.](#)

EQAC (often abbreviated verbally as "e-quack") has over the past few years reviewed EIRs for the Conexant expansion, the Koll building Project, the proposed hotel and conference facility at Newport Dunes, the Cannery Lofts project, the Church of Latter Day Saints Temple, the San Joaquin Reservoir, and the El Toro Airport. The committee receives presentations from City staff as requested, as well as from various volunteer organizations, e.g. Surfrider Foundation, and consultants with expertise in current issues.

EQAC RESOLUTION

MEMBERSHIP

Representing Council districts, homeowners associations, with expertise from professional backgrounds including land use planning, architecture, and the law, City Council members nominate three (3) citizens to serve on EQAC who, after completion of an application, are approved by City Council. A representative of the Economic Development Committee (EDC) is a member, and conversely, the chairman of EQAC is a member of EDC.

The chairman is appointed by the mayor and serves at the mayor's discretion. [Click here for Committee Members.](#)

HOW TO GET INVOLVED and MEETING TIME

If you are interested in an appointment to EQAC, contact the **City Clerk's office (949-644-3005)**

and request an application. Once submitted, an application is kept on file for two years and used by the City Council as openings occur.

EQAC meets on the third Monday evening of each month in the Newport Beach Police Department auditorium, at 7:00 PM. **The public is welcome.** To confirm dates and location, telephone Niki Kallikounis, Planning Department Assistant at 949-644-3225.

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**ENVIRONMENTAL QUALITY AFFAIRS CITIZENS
ADVISORY COMMITTEE**

AUTHORIZATION: The Environmental Quality Affairs Citizens Advisory Committee (Committee) established by Resolution No. 87-14, adopted on January 12, 1987; amended by Resolution No. 88-105, adopted October 24, 1988 and blanket Resolution No. 90-123. Committee restructured by adoption of Resolution No. 98-17, adopted on February 23, 1998 (repeals all other resolutions). Membership revised by adoption of Resolution No. 98-60 on August 24, 1998 (amends Res. 98-17). Appointment of officers clarified by adoption of Resolution No. 2000-10 on January 25, 2000. Membership, Rules, and Purpose and Responsibilities revised by adoption of Resolution No. 2000-90 on October 24, 2000. Membership revised by adoption of Resolution No. 2001-61 on July 10, 2001. Revised by adoption of Resolution No. 2001-73 on August 14, 2001. Membership provisions amended by adoption of Resolution No. 2003-18 on March 25, 2003.

- MEMBERSHIP:**
- A. Two (2) Council Members.
 - B. The Chair (or Chair's designee) of the Economic Development Committee.
 - C. Chairperson of Committee shall be a citizen (at large) appointed by the Mayor.
 - D. Seven (7) members, one from each City Council district, nominated by the District Council Member and confirmed by the City Council. If a Council Member chooses, he/she may appoint a person who does not reside in his/her District. If a Council Member does not fill a vacancy within sixty (60) days, the Committee shall recommend two (2) candidates for the City Council's consideration. Candidates recommended by the Committee need not reside in the District in which there is a vacancy.
 - E. Seven (7) citizens at large, one nominated by each City Council Member and confirmed by the City Council. At the request of a Council Member, or if a Council Member does not fill a vacancy within sixty (60) days, the Committee shall recommend two (2) candidates for the City Council's consideration.
 - F. Four (4) members who are on the board of directors of homeowners or community associations, appointed by the

City Council from two (2) recommendations from the Committee for each member submitted by the Committee

- G. Three (3) members who have knowledge of CEQA administration or environmental issues of concern to Newport Beach (e.g., water quality, airport noise, traffic), appointed by the City Council from two (2) recommendations from the Committee for each member submitted by the Committee.

Staff: Assistant City Manager or Designee

TERM: District and at-large members shall have terms that coincide with the terms of the Council Members nominating them.

Association and special expertise members shall have terms of four (4) years, and may serve no more than two (2) consecutive terms. All members shall serve at the pleasure of the City Council.

RULES: A. All members, other than Council Members, shall have one (1) vote on the Committee.

B. The officers of said Committee shall be comprised of a Chairperson and Vice-chairperson. The Chairperson shall be appointed by the Mayor and the Vice-chairperson shall be elected by the Committee.

C. A quorum shall consist of a majority of the currently appointed members of the Committee, not counting the Council Members.

D. If a member is absent from three (3) consecutive meetings, this fact shall be reported to the Mayor so that replacement of the appointee can be considered.

E. Reports and recommendations from the Committee shall be made to staff, the Planning Commission or the City Council. Committee comments on projects by other agencies shall be distributed to such agencies only after the comments are approved by the City Council, or the City Manager if City Council approval is not practicable.

F. Any publications of the Committee shall require authorization from the City Council.

G. Any letter written by a member of the Committee that

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represents the position of the Committee, or stating any recommendation made, or action taken by the Committee, shall be authorized by the Committee during a duly noticed public meeting. In the event the Committee has, at a duly noticed public meeting, delegated the responsibility for any task to a Subcommittee, the Subcommittee may authorize one or more of its members to perform that task and subject to the Rules applicable to the Committee, prepare and submit comments and/or state the position of the Committee.

H. The Committee, or a Subcommittee designated by the Committee shall interview each candidate or prospective member before recommending that candidate to the City Council. If the Committee is unable to recommend two candidates for any specific membership, the Committee may recommend, and the City Council may appoint, only one candidate for membership.

**PURPOSE &
RESPONSIBILITIES:**

- A. To review and submit comments during the public review period (upon publication of the Notice of Preparation (NOP) and/or the Notice of Completion (NOC)) with respect to any Environmental Impact Report (EIR) prepared by the City.
- B. To review and, subject to the approval of the City Council or City Manager, submit, on behalf of the City, comments on any NOP or NOC for an EIR prepared by another public agency for a Project that has the potential to cause significant adverse environmental impacts in the City of Newport Beach.
- C. If requested by the City Council or the City Manager, review and submit comments on any environmental document, including a Negative Declaration or Environmental Impact Statement, prepared by the City or any other public agency for projects that could have a significant adverse environmental impact on the City of Newport Beach. The Committee may review and submit comments on any negative declaration prepared by the City for any project that is not subject to the review and/or approval of any other Board, Commission or Committee without first receiving a request from the City Council or City Manager.
- D. To request the City Manager to schedule presentations from City staff relative to activities with the potential to adversely impact the environment.

- E. To request the City Manager and/or City Council to schedule a presentation from members of the Committee to the City Council relative to any action of the Committee or any activity that the Committee has determined could have a significant effect on Newport Beach.
- F. To receive, review, and transmit to the City's community associations (COAs) and homeowners associations (HOAs) information relative to projects that have the potential to have a significant adverse impact on the association(s).
- G. To receive the City Manager's weekly newsletter (1 copy).
- H. To recommend to the City Manager subject matter and key questions for inclusion in the City's quarterly newsletter to residents.

ENVIRONMENTAL QUALITY AFFAIRS COMMITTEE

CITY COUNCIL MEMBERS

| | |
|----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| <p>Steven Bromberg, Mayor</p> <p>949-640-2001</p> <p>dandee@earthlink.net</p> | <p>Richard A. Nichols</p> <p>nbcouncil@rainchols.info</p> |
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CHAIRMAN

| |
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| <p>Robert Hawkins</p> |
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CITY STAFF MEMBERS

| |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Sharon Wood, Assistant City Manager</p> <p>(949) 644-3222 Tel.</p> <p>(949) 644-3020 Fax</p> <p>swood@city.newport-beach.ca.us</p> |
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CITY COUNCIL APPOINTMENTS

| | |
|--------------------------------------------------------------------|------------------------------|
| <p>District 1</p> <p>Tod Ridgeway, Mayor Pro Tem</p> | <p>Louis Von Dyl</p> |
| <p>District 2</p> <p>Gary Proctor</p> | <p>Jim Miller</p> |
| <p>District 3</p> <p>Don Webb</p> | <p>Vacant</p> |
| <p>District 4</p> | <p>Richard Rivett</p> |

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|-------------------------------|-----------------------|
| Gary Adams | |
| District 5 | Brent Cooper |
| Steven Bromberg, Mayor | |
| District 6 | Laura Dietz |
| Richard Nichols | |
| District 7 | Dolores Otting |
| John Heffernan | |

AT LARGE MEMBERS

| | |
|------------------------------------|--------------------------|
| District 1 | Gary Borquez |
| Tod Ridgeway, Mayor Pro Tem | |
| District 2 | Nancy Raney |
| Gary Proctor | |
| District 3 | Christopher Welsh |
| Don Webb | |
| District 4 | Phillip Lugar |
| Gary Adams | |
| District 5 | Martge Pantzar |
| Steven Bromberg, Mayor | |
| District 6 | Cris Trapp |
| Richard Nichols | |
| District 7 | Thomas Eastmond |
| John Heffernan | |

COMMUNITY ASSOCIATION

Barry Allen

Tom Hyans

Elaine Linhoff

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ENVIRONMENTAL EXPERTISE

Barry Eaton, EQAC Vice Chair

Jennifer Winn

Ray Halowski

EDC REPRESENTATIVE

Carol Hoffman

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