

Attachment No. PC 6

Screening Assessment

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May 21, 2025

Rick Puffer
Intracorp SW, LLC
895 Dove Street, Suite 400
Newport Beach CA 92660

LLG Reference: 2.25.4929.1

Subject: **Trip Generation Assessment for the
1580 Monrovia Residential Project**
Newport Beach, California

Dear Mr. Puffer:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Trip Generation Assessment for the proposed 89 single family residential homes to be located at 1580 Monrovia Avenue (herein after referred to as Project). The Project site is south of 16th Street and east of Monrovia Avenue.

The subject property is currently developed with four (4) multi-tenant flex buildings with a total floor area of 64,934 square-feet (SF), consisting of a variety of uses similar to that of a business park setting. The Project is proposing to demolish the existing buildings and construct 89 residential homes.

This letter summarizes the traffic generation forecast potential for the proposed Project. Additionally, it estimates the trip generation of the prior use and further makes a comparison between the proposed Project and the prior use. This evaluation has been prepared to determine if the Project would be exempt from the preparation of a Traffic Study. The City of Newport Beach does have guidelines for traffic studies as published in the *City of Newport Beach Municipal Code, Chapter 15.40 Traffic Phasing Ordinance*. This traffic assessment has been developed consistent with these guidelines.

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PROJECT DESCRIPTION

The Project site is a 4.34-acre parcel of land that is currently developed with a 64,934 SF business park. Access to the subject property is currently provided via three (3) full access unsignalized driveways located along W. 16th Street and one (1) full access unsignalized driveway along Monrovia Avenue. **Figure 1**, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the project and the surrounding street system. **Figure 2** presents the existing site aerial.

The Project is proposing to demolish the existing buildings and construct 89 residential homes consisting of 51 three-story townhomes with a pop-top bonus room on the roof deck and 38 three-story duplex homes with a pop-top bonus room on the roof deck. Parking for the Project would be provided via 178 garage spaces and forty-seven (47) surface spaces for a total of 225 spaces. **Figure 3** presents the proposed Project site plan prepared by Bassenian Lagoni Architects dated May 6, 2025.

Access is proposed via one (1) full access unsignalized driveway located along W. 16th Street and two (2) full access unsignalized driveways along Monrovia Avenue. It should be noted that the proposed access from 16th Street is a shared driveway with the adjacent property.

PROJECT TRAFFIC GENERATION FORECAST

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation factors and/or equations used in this traffic analysis are based on information found in the 11th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2021].

Table 1 presents the ITE rates used in forecasting the vehicular trips. ITE Land Use 220: Multifamily Housing Low Rise Not Close to Rail Transit trip rates were used for the proposed Project whereas the trip generation potential of the existing/entitled use was forecast using ITE Land Use Code 770: Business Park. It should be noted that the project conservatively applied the low rise ratio when forecasting trips.

- ITE Land Use 220: Multifamily Housing Low Rise Not Close to Rail
- ITE Land Use Code 770: Business Park

The upper portion of *Table 1* presents the trip rates used for the proposed and existing/entitled Project. Review of the middle portion of *Table 1* shows the trip

generation forecast for the proposed Project totals 600 daily trips, with 36 trips (9 inbound, 27 outbound) during the AM peak hour and 45 trips (28 inbound, 17 outbound) during the PM peak hour.

A review of the lower half of *Table 1* shows the trip generation potential for the Existing Land Use totals 808 daily trips, with 88 trips (75 inbound, 13 outbound) during the AM peak hour and 79 trips (21 inbound, 58 outbound) during the PM peak hour.

Based on common traffic engineering practices, the traffic generated by the existing/entitled land use represents a “trip budget” for the Project site, against which the impact of the proposed Project might be compared.

A comparison of the trips generated by the proposed Project to the trips generated by the existing business park shows that the proposed Project would generate 208 less daily trips, and 52 less AM peak hour trips and 34 less PM peak hour trips.

Traffic Study Requirements/Thresholds

Based on a review of the *City of Newport Beach Municipal Code, Chapter 15.40 Traffic Phasing Ordinance*, the City requires a traffic study be prepared to assess the potential traffic impact of any project, but is exempt if the proposed project “generates no more than 300 average daily trips” or “during any morning or evening peak hour period, does not increase trips by one percent or more on any leg of any primary intersection”.

CONCLUSIONS

Given the implementation of the proposed Project results in a net addition of less than 300 daily trips when compared to the Existing Land Use, it can be concluded that the Project would not require a traffic study based on the *City of Newport Beach Traffic Phasing Ordinance*. In addition, the AM and PM peak hour trips generated by the Project are less than the existing use, hence the implementation of the Project will not result in an increase of one percent or more on any leg of an adjacent intersection during the morning peak hour or evening peak hour.

As such, we conclude the potential impacts of the Project would be insignificant and that no additional analysis is required. Given these results, we conclude that a traffic impact study is not necessary, but confirmation by City staff would be required.

We appreciate the opportunity to prepare this investigation. Should you have any questions regarding this analysis, please call us at (949) 825-6175.

Sincerely,

Linscott, Law & Greenspan, Engineers



Richard Barretto, P.E.
Principal

cc: File
Shane S. Green, P.E. Senior Transportation Engineer



Attachments

Table 1: Project Trip Generation Rates and Forecast
Existing Land Use vs. Proposed Project

Figure 1: Vicinity Map
Figure 2: Existing Aerial Photograph
Figure 3: Proposed Site Plan

TABLE 1
PROJECT TRIP GENERATION RATES AND FORECAST¹
EXISTING LAND USE VS PROPOSED PROJECT

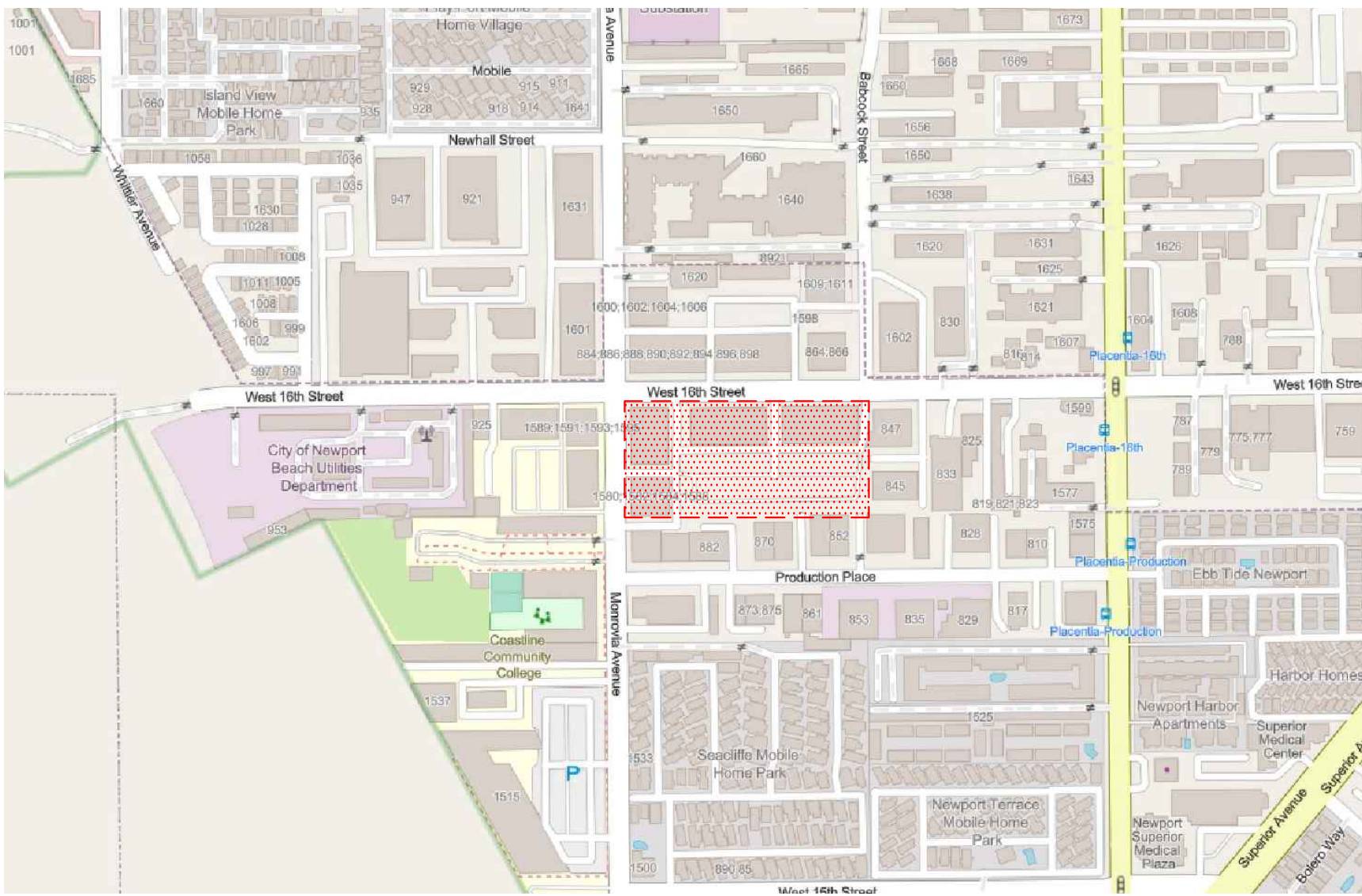
ITE Land Use Code / Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Generation Rates:</u>							
▪ ITE 220: Multifamily Housing Low Rise Not Close to Rail Transit (TE/DU)	6.74	24%	76%	0.40	63%	37%	0.51
▪ ITE 770: Business Park (TE/TSF)	12.44	85%	15%	1.35	26%	74%	1.22
<u>Proposed Project</u>							
▪ Residential Units (89 DU)	600	9	27	36	28	17	45
<u>Existing/Entitled Land Use</u>							
▪ Business Park (64,934 SF)	808	75	13	88	21	58	79
Net Difference Trip Generation Forecast: Proposed Project minus Existing Land Use	-208	-66	14	-52	7	-41	-34

Notes:

- TE/TSF = Trip ends per 1,000 SF of development
- TE/DU = Trip End per dwelling unit

¹ Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).

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SOURCE: OPEN STREETS

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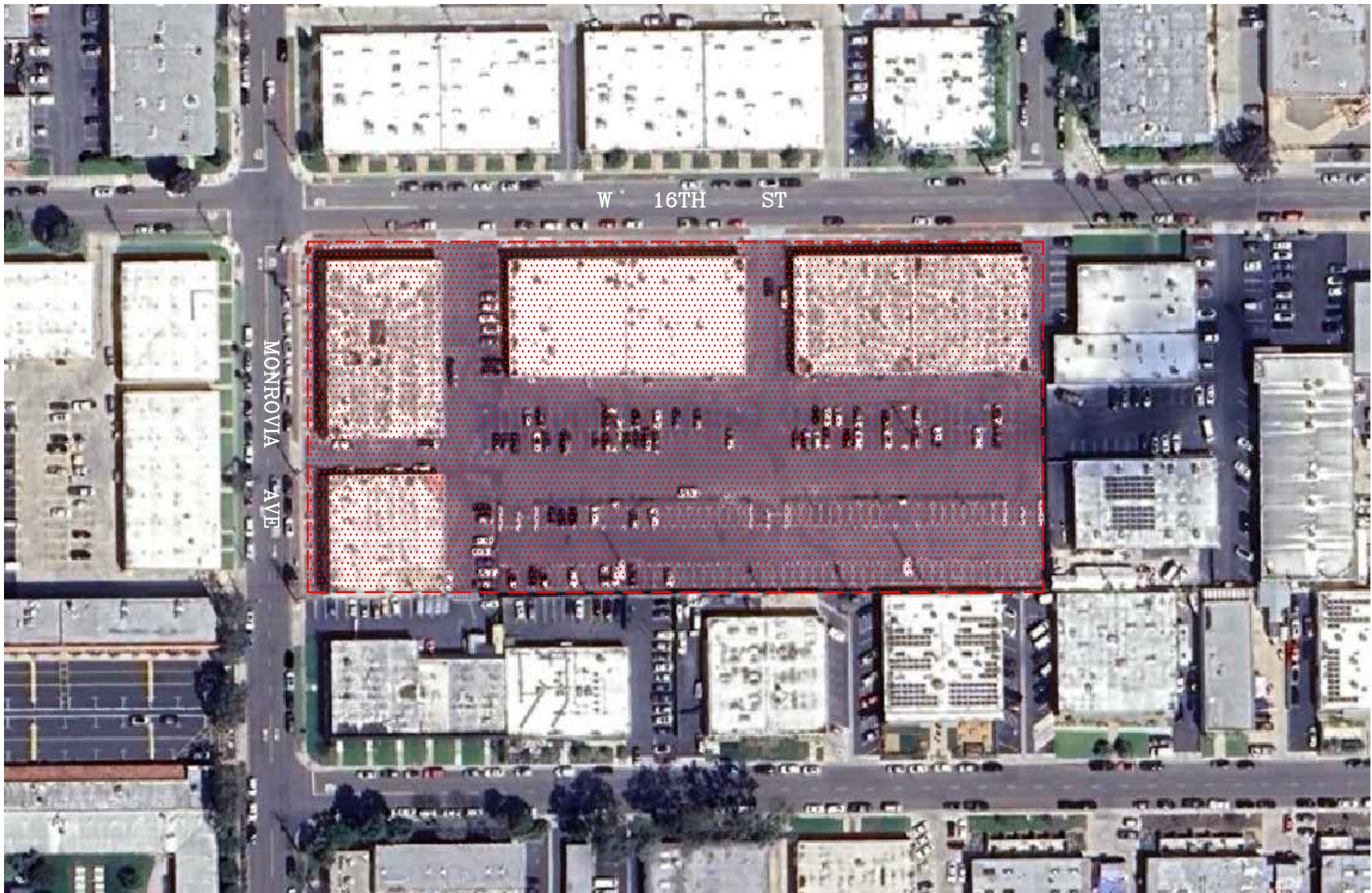
 = PROJECT SITE



FIGURE 1

VICINITY MAP

1580 MONROVIA RESIDENTIAL, NEWPORT BEACH



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SOURCE: GOOGLE

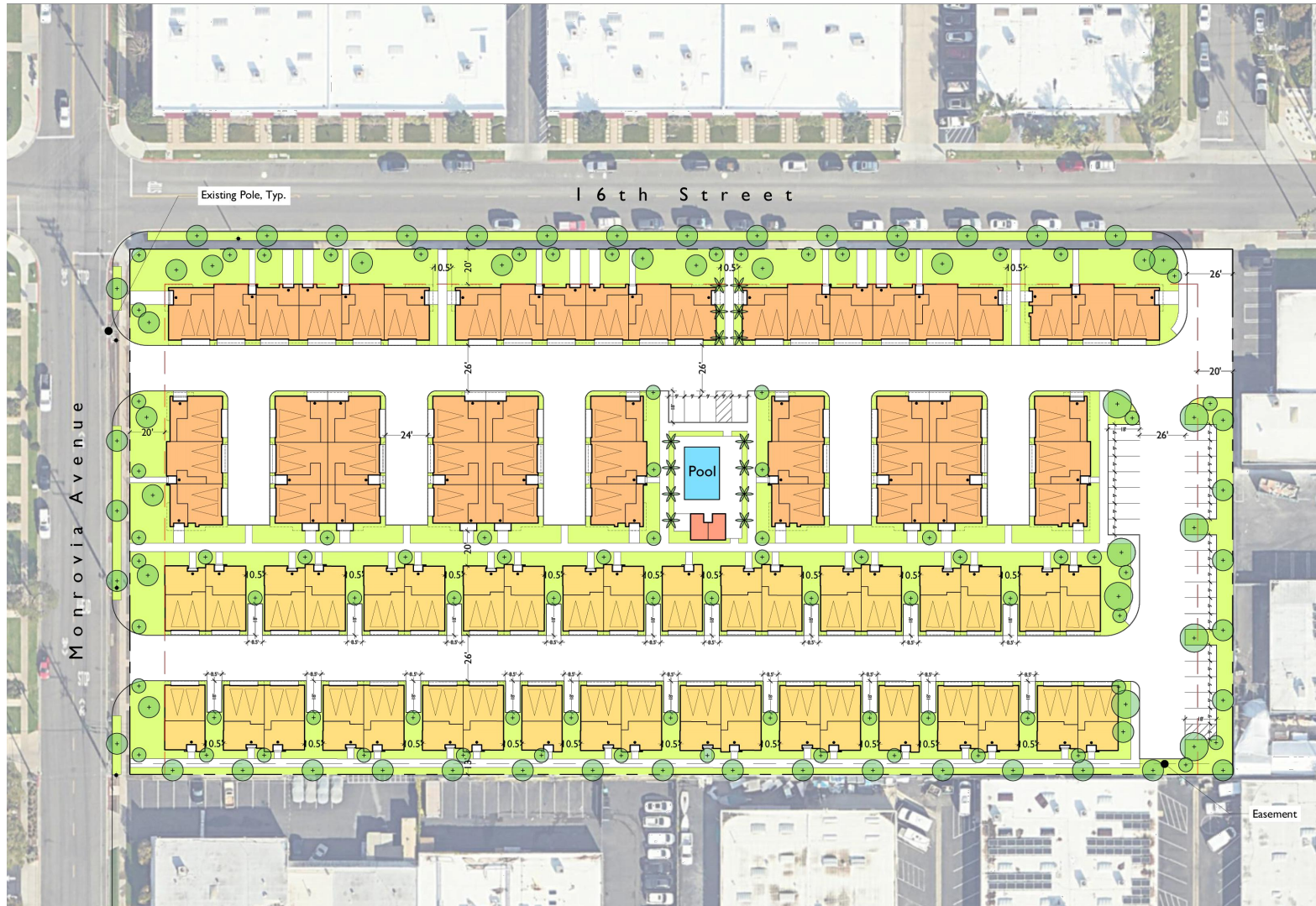
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FIGURE 2

EXISTING AERIAL PHOTOGRAPH
1580 MONROVIA RESIDENTIAL, NEWPORT BEACH



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SOURCE: BASSENIAN

FIGURE 3



PROPOSED SITE PLAN
1580 MONROVIA RESIDENTIAL, NEWPORT BEACH

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