



CITY OF NEWPORT BEACH PLANNING COMMISSION AGENDA

Council Chambers - 100 Civic Center Drive

Thursday, August 21, 2025 - 6:00 PM

Planning Commission Members:

Tristan Harris, Chair
David Salene, Vice Chair
Jonathan Langford, Secretary
Curtis Ellmore, Commissioner
Michael Gazzano, Commissioner
Greg Reed, Commissioner
Mark Rosene, Commissioner

Staff Members:

Seimone Jurjis, Assistant City Manager / Community Development Director
Jaime Murillo, Deputy Community Development Director
Kevin Riley, Principal Civil Engineer
Yolanda Summerhill, Assistant City Attorney
Clarivel Rodriguez, Administrative Assistant

NOTICE TO THE PUBLIC

Regular meetings of the Planning Commission are held on the Thursdays preceding second and fourth Tuesdays of each month at 6:30 p.m. The agendas, minutes, and staff reports are available on the City's website at: <http://www.newportbeachca.gov> and for public inspection in the Community Development Department, Planning Division located at 100 Civic Center Drive, during normal business hours.. If you have any questions or require copies of any of the staff reports or other documentation, please contact the Community Development Department, Planning Division staff at 949-644-3200.

This Commission is subject to the Ralph M. Brown Act. Among other things, the Brown Act requires that the Commission's agenda be posted at least 72 hours in advance of each meeting and that the public be allowed to comment on agenda items before the Commission and items not on the agenda but are within the subject matter jurisdiction of the Commission. The Commission may limit public comments to a reasonable amount of time, generally three (3) minutes per person. All testimony given before the Planning Commission is recorded.

Under the Levine Act, Section 84308 of the Government Code, a party to a proceeding before the City involving a license, permit, or other entitlement for use is required to disclose on the record of the proceeding any contribution in an amount of more than two hundred fifty dollars (\$250) made within the preceding 12 months by the party or the party's agent to any elected or appointed officer of the City. If you have made a qualifying contribution, please ensure to make this disclosure on the record.

Please Note: You can submit your questions and comments in writing for the Planning Commission to consider by mailing or delivering them to the City of Newport Beach Planning Commission at 100 Civic Center Drive, Newport Beach CA, 92660. Alternatively, you can send them by electronic mail directly to Commissioners at planningcommission@newportbeachca.gov. Each Commissioner and staff will receive your message directly. Pursuant to Planning Commission procedures, please submit your written comments no later than 5:00 p.m. on Wednesday the day before the meeting in order to give Commissioners adequate time to review your submission.

It is the intention of the City of Newport Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant of this meeting, you will need special assistance beyond what is normally provided, the City of Newport Beach will attempt to accommodate you in every reasonable manner. Please contact Clarivel Rodriguez in the Community Development Department prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible (949-644-3232 or crodriguez@newportbeachca.gov).

APPEAL PERIOD: Use Permit, Variance, Site Plan Review, and Modification Permit applications do not become effective until 14 days following the date of approval, during which time an appeal may be filed with the City Clerk in accordance with the provisions of the Newport Beach Municipal Code. Tentative Tract Map, Tentative Parcel Map, Lot Merger, and Lot Line Adjustment applications do not become effective until 10 days following the date of approval, during which time an appeal may be filed with the City Clerk in accordance with the provisions of the Newport Beach Municipal Code. General Plan, Zoning, and Local Coastal Program Amendments are automatically forwarded to the City Council for final action.

I. **CALL TO ORDER**

II. **PLEDGE OF ALLEGIANCE**

III. **ROLL CALL**

IV. **PUBLIC COMMENTS**

Public comments are invited on non-agenda items generally considered to be within the subject matter jurisdiction of the Planning Commission. Speakers must limit comments to three (3) minutes. Before speaking, please state your name for the record and print your name on the blue forms provided at the podium.

V. **REQUEST FOR CONTINUANCES**

VI. **CONSENT ITEMS**

1. **MINUTES OF AUGUST 7, 2025**

Recommended Action: Approve and file

[Draft Minutes of August 7, 2025](#)

VII. **PUBLIC HEARING ITEMS**

Speakers must limit comments to three (3) minutes on all items. Before speaking, please state your name for the record and print your name on the blue forms provided at the podium.

If in the future, you wish to challenge in court any of the matters on this agenda for which a public hearing is to be conducted, you may be limited to raising only those issues, which you (or someone else) raised orally at the public hearing or in written correspondence received by the City at or before the hearing

2. **ARC CARNE & CANTINA RESTAURANT (PA2025-0057)**

Site Location: 2902 West Coast Highway, Unit A

Summary:

A request to convert a portion of an existing commercial shell building into a three-story eating and drinking establishment (i.e., a “restaurant”) with a rooftop outdoor dining area above. As proposed, the restaurant will operate with late hours (after 11:00 p.m.) between 8:00 a.m. and 12:00 a.m. (midnight), daily, and a Type 47 (On-Sale General - Eating Place) Alcohol Beverage Control (ABC) license. The project requires the following approvals from the City:

- **Conditional Use Permit (CUP):** A conditional use permit to authorize the establishment and operation of a restaurant with late hours and off-site parking;
- **Operator License:** An operator license from the Newport Beach Police Department (NBPD) pursuant to Chapter 5.25 (Operator License for Establishments Offering Alcoholic Beverages for On-Site Consumption in Combination with Late Hours, Entertainment, and/or Dance) of the Newport Beach Municipal Code (NBMC) to allow alcoholic beverage service in combination with late hours;

- **Major Site Development Review (SDR):** A site development review in accordance with Section 20.30.060(C)(2)(c) (Height Limits and Exceptions) of the NBMC to allow an increase in height within the Shoreline Height Limit Area up to 35 feet for a flat roof and 40 feet for a sloped roof. The project proposes flat elements up to 34 feet and sloped elements up to 35 feet;
- **Coastal Development Permit (CDP):** A coastal development permit to authorize the conversion of a retail shell building into a restaurant, construction of a third-floor addition with a rooftop dining area, increase in height within the Shoreline Height Limit Area in accordance with Section 21.30.060(C)(2)(c) (Height Limits and Exceptions) of the NBMC, and off-site parking; and
- **Traffic Study:** A traffic study pursuant to Chapter 15.40 (Traffic Phasing Ordinance) of the NBMC as the project will generate a net increase of over 300 average daily trips.

Recommended Actions:

1. Conduct a public hearing;
2. Find this project exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303 and under Class 3 (New Construction or Conversion of Small Structure) and Section 15332 under Class 32 (In-Fill Development Projects) of the CEQA Guidelines, because it has no potential to have a significant effect on the environment and the exceptions to these exemptions do not apply; and
3. Adopt Resolution No. PC2025-016 approving the Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study filed as PA2025-0057.

[Item No. 2 Staff Report](#)

[Attachment No. 1 - Draft Resolutions with Findings and Conditions](#)

[Attachment No. 2 - Project Description](#)

[Attachment No. 3 - Police Department Memorandum](#)

[Attachment No. 4 - Valet Operation Plan by Hospitality Parking Group](#)

[Attachment No. 5 - Public Correspondence](#)

[Attachment No. 6 - Project Plans](#)

3. **EAST COAST HIGHWAY RESTAURANT SPACE (PA2024-0231)**
Site Location: 3025 & 3027 East Coast Highway

Summary:

A request to build out a new tenant space for a new 2,329-square-foot eating and drinking establishment (restaurant) within the shopping center by expanding the 1,205-square-foot suite currently occupied by La Fogata into an adjacent 1,124

square-foot vacant suite, formerly occupied by a dry cleaner business. A specific tenant has not been identified at this time. The request includes an allowance for both interior and outdoor dining, the service of alcohol through a Type 47 (On-Sale General - Eating Place) Alcohol Beverage Control (ABC) License, and hours of operation from 6:30 a.m. to 10 p.m., daily. No live entertainment, dancing, or late-hour operations (after 11 p.m.) are proposed. The restaurant will continue to operate the existing 130-square-foot outdoor dining area that is currently used by the existing restaurant. The project requires the following approvals from the City:

- **Conditional Use Permit (CUP):** To allow the restaurant and authorize a reduction of off-street parking requirements pursuant to Section 20.40.110(B) (Adjustments to Off-Street Parking Requirements) of the NBMC; and
- **Coastal Development Permit (CDP):** To allow expansion of the restaurant and authorize a reduction of off-street parking requirements pursuant to Section 21.40.110(A) (Adjustments to Off-Street Parking Requirements) of the NBMC for property located in the Coastal Zone.

Recommended Actions:

1. Conduct a public hearing;
2. Find this project exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301 under Class 1 (Existing Facilities) of the CEQA Guidelines, because it has no potential to have a significance effect on the environment; and
3. Adopt Resolution No. PC2025-017 approving a Conditional Use Permit and Coastal Development Permit filed as PA2024-0231.

[Item No. 3 Staff Report](#)

[Attachment No. 1 - Draft Resolution](#)

[Attachment No. 2 - Police Department Memorandum](#)

[Attachment No. 3 - Parking Study](#)

[Attachment No. 4 - Project Plans](#)

[Attachment No. 5 - Project Description](#)

[Attachment No. 6 - Project Correspondence](#)

VIII. STAFF AND COMMISSIONER ITEMS

4. **MOTION FOR RECONSIDERATION**
5. **REPORT BY THE COMMUNITY DEVELOPMENT DIRECTOR OR REQUEST FOR MATTERS WHICH A PLANNING COMMISSION MEMBER WOULD LIKE PLACED ON A FUTURE AGENDA**
6. **REQUESTS FOR EXCUSED ABSENCES**

IX. ADJOURNMENT

**NEWPORT BEACH PLANNING COMMISSION MINUTES
CITY COUNCIL CHAMBERS – 100 CIVIC CENTER DRIVE
THURSDAY, AUGUST 7, 2025
REGULAR MEETING – 6:00 P.M.**

I. CALL TO ORDER - 6:00 p.m.

II. PLEDGE OF ALLEGIANCE – Vice Chair Selene

III. ROLL CALL

PRESENT: Chair Tristan Harris, Vice Chair David Salene, Secretary Jonathan Langford, Commissioner Michael Gazzano, Commissioner Greg Reed, Commissioner Mark Rosene

ABSENT: Commissioner Curtis Ellmore (excused)

Staff Present: Deputy Community Development Director Jaime Murillo, Assistant City Attorney Yolanda Summerhill, Assistant Planner Jerry Arregui, and Department Assistant Jasmine Leon

IV. PUBLIC COMMENTS – None

V. REQUEST FOR CONTINUANCES – None

VI. CONSENT ITEMS

ITEM NO. 1 MINUTES OF JULY 3, 2025

Recommended Action: Approve and file.

Chair Harris opened public comment. There were none.

Secretary Langford requested editing his comments in Item No. 3 from “Port Carlow Place and Port Tiffin Place” to “Port Carlow Circle and Port Tiffin Circle” for accuracy, noting that the Commission’s decision is being appealed to the City Council.

Motion made by Vice Chair Salene and seconded by Secretary Langford to approve the meeting minutes of July 3, 2025, as amended.

AYES: Gazzano, Langford, Reed, Rosene, and Salene

NOES: None

ABSTAIN: Harris

ABSENT: Ellmore

ITEM NO. 2 MINUTES OF JULY 17, 2025

Recommended Action: Approve and file.

Chair Harris opened public comment.

Jim Mosher reported he submitted written revisions to the Commission for both the July 3, 2025, and July 17, 2025, minutes.

Chair Harris closed public comment.

Motion made by Chair Harris and seconded by Vice Chair Salene to approve the meeting minutes of July 17, 2025, as amended by Jim Mosher.

AYES: Harris, Langford, Reed, and Salene
NOES: None
ABSTAIN: Gazzano, Rosene
ABSENT: Ellmore

VII. PUBLIC HEARING ITEMS

ITEM NO. 3 ZENK RESIDENCE (PA2025-0057) Site Location: 2830 Bayview Drive

Summary:

A request for a coastal development permit to demolish an existing single-unit dwelling and construct a new 5,413-square-foot, three-story, single-unit dwelling with a 707-square-foot, attached, three-car garage and a 2,446-square-foot subterranean basement. The project also includes landscape, hardscape, drainage improvements, and site walls. A variance from Title 20 (Planning and Zoning) and Title 21 (Local Coastal Program Implementation Plan) of the Newport Beach Municipal Code is required to allow the residence to be constructed with the following deviations:

- a) Encroachment of 5 feet into the required 20-foot front setback along Heliotrope Avenue for the basement and first floor;
- b) Encroachment of 6 feet into the required 10-foot rear setback for the basement, first, and second floor;
- c) Encroachment of 15 feet into the required 35-foot front third-floor step back;
- d) Encroachment of 19 feet into the required 25-foot rear third-floor step back; and
- e) Exceed the gross floor area limit by 1,675 square feet.

Recommended Actions:

1. Conduct a public hearing;
2. Find this project exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303 under Class 3 (New Construction or Conversion of Small Structures) of the CEQA Guidelines, because it has no potential to have a significant effect on the environment; and
3. Adopt Resolution No. 2025-015 approving the Coastal Development Permit and Variance filed as PA2024-0057.

Assistant City Attorney Yolanda Summerhill reported Commissioner Ellmore is recusing from this item due to a real property interest.

Assistant Planner Jerry Arregui used a PowerPoint presentation to present the project location, zoning and surrounding land uses, project description, history of the lot, existing conditions, and requested deviations needed. He reported that this item was originally heard at the November 21, 2024, Planning Commission meeting, where the item was continued to provide the applicant time to address concerns about the setback along Heliotrope Ave. He concluded his presentation by summarizing the project, and addressing the public comments received in support and in opposition to the proposed project.

In response to Secretary Langford's inquiry, Assistant Planner Arregui clarified that the second floor has a 20-foot setback along Heliotrope Avenue, so there is no variance request for the second floor.

In response to Commissioner Rosene's inquiry, Deputy Community Development Director Jaime

Murillo clarified that the Zoning Code prohibits parking in driveways that are less than 20 feet in length, so the new design's 15-foot driveway is not included in how the project meets its parking requirements.

In response to Commissioner Reed's inquiry, Assistant Planner Arregui clarified that, originally, all the lots on the block faced Heliotrope Avenue with a 20-foot front setback, which was carried over from the original district maps.

All Commissions reported no ex Parte communications.

Chair Harris opened the public hearing.

Brandon Lindsay of Brandon Architects stated the applicant's team listened to the neighbors following the first Commission hearing and took their feedback into consideration with the new design. He cited as an example how views from a neighboring house stressed the importance of having the 20-foot second-floor setback, while the first floor's sightlines were less important because trees already interfere with the view down Heliotrope Avenue. He reported that the only concerns from the neighbors who changed their minds to support the new design stemmed from the wording of the variances, adding that they explained it to as many neighbors as possible prior to this hearing.

Mr. Lindsay stated that the new design fits well on Heliotrope Avenue after extensive redesign work to address concerns raised at the previous Commission hearing.

In response to Chair Harris' inquiry, Mr. Lindsay confirmed that he agrees with the recommended Conditions of Approval.

Robert Stayner reported that he lives across the site and has not had any communication with the applicant. He noted the square footage of the project has increased from the plan at the original hearing and expressed concerns about whether the sloped lot can accommodate such a large structure or if grading will be necessary. He encouraged the Commission to deny approval.

Mr. Mosher expressed concerns about justifying a variance based upon FARs in the area because the City has instead used a Floor Area Limit standard for many years. He clarified that FAR is typically used for non-residential buildings. He echoed Secretary Langford's comments from the previous hearing about the 10-foot rear setback being unclear. He stated that a FAR-based argument cannot justify why the 20-foot setback along Heliotrope Avenue can be relieved. He noted that other corner lots in the area are narrower than this one, and this lot additionally benefits from having a grade of 8 feet above street level.

Ben Roth stated this project does not impact his home directly as a Fernleaf Avenue resident, but it does impact his community. He reported that when he rebuilt his home, he complied with a larger setback than the original dwelling had because it helped his neighbors with their views and added that he was happy to do this out of neighborly goodwill. He stated that not having a 20-foot first-floor setback on this project gives to the applicant but takes away from others, while setting a bad precedent.

Mr. Lindsay corrected Mr. Mosher to note that the front setback one lot over, on Heliotrope Avenue, from the project site is only 15 feet, extending for five lots, making it not a continuous 20-foot setback along Heliotrope Avenue and making this variance request not out of context. He stated that the applicant is not asking for privilege but rather correcting old lot layouts to meet how the area has adapted over time. He emphasized how the applicant carefully considered the community's input.

Deputy Community Development Director Murillo clarified that the plans would undergo a

thorough plan check review, including by the City's building engineers, for compliance with all applicable codes to ensure safety. He clarified that FAR was used only as a tool in this instance to assess the impact of the larger setbacks on the subject property and to compare the proposed project's FAR to that of other properties in the neighborhood. He confirmed that the project is in full compliance with the Zoning Code's height limit.

In response to Chair Harris' inquiry, Deputy Community Development Director Murillo confirmed that his reference to a safety review is related to matters raised during the public hearing connected to the slope.

Assistant City Attorney Summerhill clarified that variances are based upon each unique circumstances of properties. She added that this item would not set a precedent for all properties because the variances would be approved for this specific property's circumstances.

Chair Harris closed the public hearing.

Commissioner Rosene noted that this is a discretionary hearing and special configurations, such as this lot's orientation, are taken into consideration. He commended the applicant for listening to the Commission's feedback at the previous public hearing and incorporating this feedback into the new design. He lauded the design and stated his support for the project.

Secretary Langford stated that the variance request is only being heard because of the lot's orientation based on decisions made by a developer 75 years ago. He stated, while the setback on Heliotrope Avenue makes sense, allowing for variances on the end and side treats the property like an end unit. He noted the setbacks on Bayview Drive are only a few feet deep, so the house could be built closer to Bayview Drive. He stated that he would like to protect the Heliotrope Avenue setback but be willing to compromise on the other setbacks.

Chair Harris expressed his sympathies for the Heliotrope Avenue neighbors who came to the previous public hearing in large numbers with a negative reception. He reported that the City accepted the lot's orientation many years ago, so it is irrelevant if it aligns with his tastes. He stated the setbacks should align with the lot's orientation and noted that the applicant has been responsive to the neighbors' concerns, citing the second-story setbacks as an example. He expressed his support for the project, adding that the applicant has addressed the commission's concerns.

Motion made by Chair Harris and seconded by Commissioner Reed to approve the Item as recommended.

AYES: Harris, Langford, Reed, and Salene
NOES: Gazzano, and Langford
ABSTAIN: None
ABSENT: Ellmore

VIII. STAFF AND COMMISSIONER ITEMS

ITEM NO. 4 MOTION FOR RECONSIDERATION - None

ITEM NO. 5 REPORT BY THE COMMUNITY DEVELOPMENT DIRECTOR OR REQUEST FOR MATTERS WHICH A PLANNING COMMISSION MEMBER WOULD LIKE PLACED ON A FUTURE AGENDA

Deputy Director of Community Development Murillo reported that the August 21st meeting will

include two public hearings, both for restaurants, and the September 4th meeting will have a public hearing for the Snug Harbor Surf Park.

Mr. Mosher reported that the Airport Land Use Commission met earlier today to discuss the Snug Harbor Surf Park. He added that it is unusual for the Airport Land Use Commission to meet and make a recommendation on an item before the Planning Commission meets to make a recommendation for the City Council. He pondered how having the Airport Land Use Commission's recommendation or lack thereof could impact the Planning Commission, with the hearing sequence reversed from the normal order. He noted that the housing overlays for the current Regional Housing Needs Allocation cycle are still pending before the California Coastal Commission and encouraged the Commission to get a better understanding of why it may be taking so long to be approved.

ITEM NO. 6 REQUESTS FOR EXCUSED ABSENCES

Commissioner Rosene reported he will not be able to attend the August 21st meeting.

IX. ADJOURNMENT – With no further business, Chair Harris adjourned the meeting at 6:44 p.m.

The agenda for August 7, 2025, Planning Commission meeting was posted on Friday, August 1, 2025, at 9:17 a.m. in the Chambers binder, on the digital display board located inside the vestibule of the Council Chambers at 100 Civic Center Drive, and on the City's website on Friday, August 1, 2025, at 9:15 a.m.

Tristan Harris, Chair

Jonathan Langford, Secretary



CITY OF NEWPORT BEACH PLANNING COMMISSION STAFF REPORT

August 21, 2025
Agenda Item No. 2

SUBJECT: ARC Carne & Cantina Restaurant (PA2025-0057)
▪ Conditional Use Permit
▪ Major Site Development Review
▪ Coastal Development Permit
▪ Traffic Study

SITE LOCATION: 2902 West Coast Highway

APPLICANT: Michael Schafer of MSA

OWNER: The Garden M2, LLC

PLANNER: Jenny Tran, Associate Planner
949-644-3212 or jtran@newportbeachca.gov

PROJECT SUMMARY

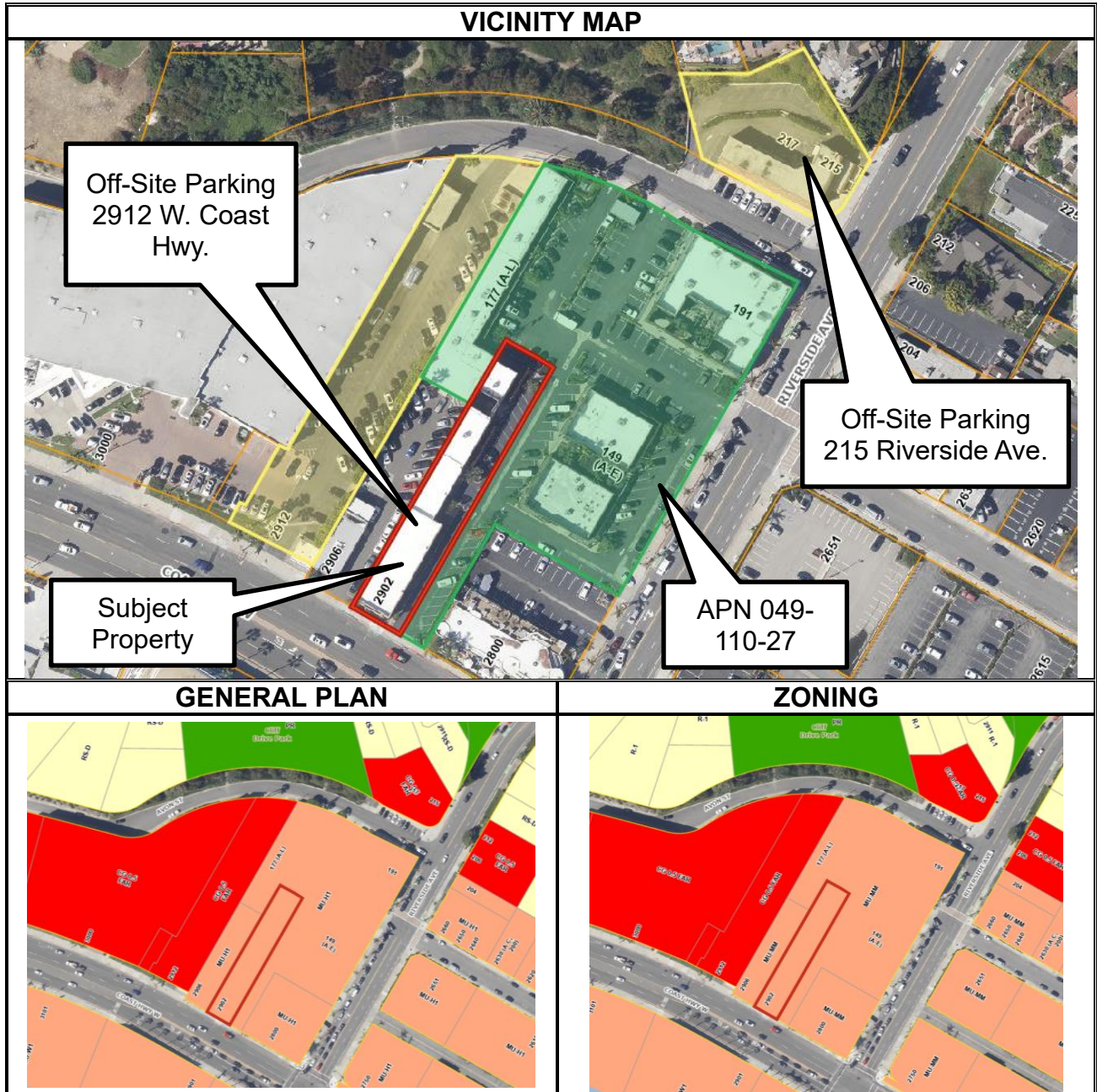
A request for approval of a conditional use permit to convert a portion of an existing 6,623-square-foot, one-story retail shell building into a new 6,874-square-foot, three-story food service, eating and drinking establishment with a 1,737-square-foot rooftop outdoor dining area above. To accommodate the required parking, the applicant proposes both on-site and off-site parking with valet service. The application includes the sale and service of alcoholic beverages with a Type 47 (On-Sale General – Eating Place) Alcohol Beverage Control (ABC) license and late hours (after 11 p.m.). As the height of the structure will exceed the base height limit, the applicant is also requesting approval of a major site development review to increase the height limit for the property to the upper maximum. The project also requires a coastal development permit, as the property is within the Coastal Zone. Lastly, due to the conversion in use and a net increase in more than 300 average daily trips, the project requires a traffic study.

RECOMMENDATION

- 1) Conduct a public hearing;
- 2) Find this project exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303 under Class 3 (New Construction or Conversion of Small Structure) and Section 15332 under Class 32 (In-Fill Development Projects) of the CEQA Guidelines, because it has no potential to have a significant effect on the environment and the exceptions to these exemptions do not apply; and

- 3) Adopt Resolution No. PC2025-016 approving the Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study filed as PA2025-0057 (Attachment No. PC 1).

(The remainder of this page intentionally left blank)



LOCATION	GENERAL PLAN	ZONING	CURRENT USE
ON-SITE	Mixed-Use Horizontal 1 (MU-H1)	Mixed-Use Mariners' Mile (MU-MM)	Retail shell building
NORTH	MU-H1	MU-MM	Various commercial uses
SOUTH	Mixed-Use Water 1 (MU-W1)	Mixed-Use Water (MU-W1)	West Coast Highway, restaurants, and marine services
EAST	MU-H1	MU-MM	Various commercial uses
WEST	MU-H1	MU-MM	Automobile rental

INTENTIONALLY BLANK PAGE

INTRODUCTION

Project Setting and Background

The subject property is approximately one-third of an acre, located within the Mariners' Mile Corridor on the inland side of West Coast Highway, and developed with a 6,623-square-foot, one-story retail shell building. The property and the adjacent 1.68-acre property at APN 049-110-30 are under the same ownership and pursuant to Section 20.70 (Definitions), a "site" is defined as a lot or adjoining lots under single ownership or single control, considered as a unit for the purposes of development or other use. The two properties comprise the primary project site (hereafter referred to as the "Site") and is developed as The Garden commercial center, consisting of various commercial uses and shared surface parking lot. The Site is bound by Riverside Avenue to the east, a vehicle rental service (Enterprise) and vehicle sales use (Sterling BMW) to the west, Avon Street to the north, and West Coast Highway to the south. The existing retail shell building was renovated in 2017 and has remained vacant since.

Project Description

The applicant proposes to convert 5,434 square feet of the vacant retail shell building with included additions to the building into a 6,874-square-foot, three-story food service, eating and drinking establishment (i.e., a "restaurant") with a 1,737-square-foot rooftop outdoor dining area above. The first floor of the restaurant is comprised of a customer waiting area, dining area, restrooms, and back of house. The second-floor mezzanine level includes a lounge and bar area with an additional storage room for the bar and kitchen. Finally, the third floor is comprised of an outdoor dining area, oyster bar, restrooms, and a preparation and service area. The restaurant provides both stairs and elevator access to each floor. As proposed, parking will be provided through a combination of both on-site and off-site parking lots using a valet service. The applicant's project description is included as Attachment No. PC 2 and the project plans are included as Attachment No. PC 6. The primary operational characteristics of the proposed restaurant are highlighted in Table 1 below.

Table 1 - Proposed Restaurant Operations	
Gross Floor Area	6,874 SF
Outdoor Dining Area	1,737 SF
Hours of Operation	8 a.m. to 12 a.m., daily
Live Entertainment	Not proposed
Dancing	Not proposed
Alcoholic Beverage Sales	Type 47 (On-Sale General – Eating Place)

Based on the applicant's request, the following approvals are required from the City:

- **Conditional Use Permit (CUP):** To allow a restaurant with late hours (i.e., after 11:00 p.m.) and to authorize off-site parking pursuant to Section 20.40.100 (Off-Site Parking) of the NBMC;
- **Operator's License:** To allow alcoholic beverage services in combination with late hours pursuant to Chapter 5.25 (Operator License for Establishments Offering Alcohol Beverages for On-Site Consumption in Combination with Late Hours, Entertainment, and/or Dance) of the NBMC;
- **Major Site Development Review (SDR):** To allow an increase in height within the Shoreline Height Limit Area in accordance with Section 20.30.060(C)(2)(c) (Height Limits and Exceptions) of the NBMC;
- **Coastal Development Permit (CDP):** To convert a retail shell building to a restaurant, to construct a third-floor addition with a rooftop outdoor dining area, to allow an increase in height within the Shoreline Height Limit Area in accordance with Section 21.30.060(C)(2)(c) (Height Limits and Exceptions) of the NBMC, and to authorize off-site parking pursuant to Section 21.40.100 (Off-Site Parking) of the NBMC; and
- **Traffic Study:** To study the potential effects on infrastructure in the area due to a net increase in average daily trips (ADTs) of more than 300 pursuant to Chapter 15.40 (Traffic Phasing Ordinance) of the NBMC.

All approvals are analyzed in the next section of this report except for the Operator License, which is issued by the Chief of the Newport Beach Police Department (NBPD) as a separate and subsequent action.

DISCUSSION

Analysis

General Plan

The General Plan Land Use Element designates the site as Mixed-Use Horizontal MU-H1), which is intended to provide for a horizontal mixing of uses. For properties located on the inland side of Coast Highway in the Mariners' Mile Corridor, such as this property, the Coast Highway frontages shall be developed with marine-related and highway-oriented general commercial uses in accordance with Recreational and Marine Commercial (CM) and General Commercial (CG) land use designations. The project is for a new restaurant on a property that was previously developed with a retail shell building. However, the building has not been occupied since at least 2017 when the shell building was renovated, and the project will allow the property to be used as a commercial

service for residents and visitors to the City which is consistent with the MU-H1 designation.

While not exhaustive, the following is a list of notable General Plan policies with which the project is consistent:

- ***Land Use Policy LU 2.4 (Economic Development).*** Accommodate use that maintain or enhance Newport Beach's fiscal health and account for market demands, while maintain and improving the quality of life for current and future residents.

The property has been unoccupied for several years and the project will provide a new fine-dining restaurant that will serve the neighborhood as well as residents and visitors to the City. The restaurant will provide an economic opportunity for the City, where the property is not currently providing any commercial service.

- ***Land Use Policy LU 5.3.6 (Parking Adequacy and Location).*** Require that adequate parking be provided and is conveniently located to serve tenants and customers. Set open parking lots back from public streets and pedestrian ways and screen with buildings, architectural walls, or dense landscaping.

As discussed in more detail in the *Parking and Allowing Off-Site Parking* section of this report on page 8, adequate parking is being provided within the existing on-site parking lot, as well as existing off-site parking locations with valet service that is conveniently located to serve tenants and customers and to ensure efficient use of all available parking.

- ***Land Use Policy LU 6.19.4 (Inland side of Coast Highway [designated as "MU-H1," "CG(0.3)," and "CG(0.5)" Sub-Areas B and C]).*** Accommodate a mix of visitor- and local-serving retail commercial, residential, and public uses. On inland parcels, generally between Riverside Avenue and Tustin Avenue, priority should be placed on accommodating uses that serve upland residential neighborhoods such as grocery stores, specialty retail, small service office, restaurants, coffee shops, and similar uses.

Although the property is not between Riverside Avenue and Tustin Avenue, the property is on the inland side of Coast Highway within proximity to Riverside Avenue and Tustin Avenue and proposes a new restaurant that is consistent with this Land Use policy.

Zoning Code

The property is within the Mixed-Use Mariners' Mile (MU-MM) Zoning District of the NBMC, which applies to properties located on the inland side of West Coast Highway in the Mariners' Mile Corridor. Further, the West Coast Highway frontage is limited to nonresidential uses. The project proposes converting an existing retail shell building into a new restaurant with a Type 47 ABC license and late hours, which requires approval of a conditional use permit.

Additionally, the project includes a request for a portion of the required parking to be provided off-site with a valet service, which also requires the approval of a conditional use permit pursuant to Section 20.40.100 (Off-Site Parking) of the NBMC.

Alcohol Sales Findings

The Applicant requests a Type 47 (On-Sale General – Eating Place) Alcohol Beverage Control (ABC) License in conjunction with the restaurant, which would allow the sale of beer, wine, and spirits. When reviewing the application to allow an eating or drinking establishment to sell, serve, or give away alcohol, Section 20.48.030 (Alcohol Sales) of the NBMC requires the Planning Commission to consider impacts to adjacent uses and proximity to existing alcohol sales, both for on-site and off-site consumption. The Planning Commission must find that:

- 1. The use is consistent with the purpose and intent of Section 20.48.030 (Alcohol Sales) of the Zoning Code.*

The purpose and intent of Section 20.48.030 (Alcohol Sales) of the NBMC is to maintain a healthy environment for residents and businesses by establishing a set of consistent standards for the safe operation of alcohol establishments. The project has been reviewed by the Newport Beach Police Department (NBPd) and conditioned to ensure that the purpose and intent of this section is maintained and that a healthy environment for residents and businesses is preserved. Alcohol service will be provided for the convenience of customers of the restaurant, and it is not intended to act as a separate use and destination from the restaurant.

The NBPd prepared a Crime and Alcohol Related Statistics Report using the latest available data (2024) and a memorandum for the project (Attachment No. PC 3). The data is incorporated into the factors for consideration in the draft Resolution (Attachment No. PC 1). Operational conditions of approval were recommended by the NBPd relative to the sale of alcoholic beverages that will ensure compatibility with the surrounding uses and minimize alcohol-related impacts. Additionally, Condition of Approval No. 47 is included to require approval of an Operator License pursuant to Chapter 5.25 of the NBMC.

Parking and Allowing Off-Site Parking

On May 23, 2023, the City Council adopted Ordinance No. 2023-6 to modernize commercial parking requirements in Title 20 (Planning and Zoning) of the NBMC, including those for restaurants, within areas outside the Coastal Zone. Soon thereafter, City staff submitted the complementary amendments to Title 21 (Local Coastal Program Implementation Plan) of the NBMC to the California Coastal Commission (CCC) for review and consideration. On June 12, 2025, the CCC certified Part A of Implementation Plan Amendment No. LCP-5-NPB-24-0004-1, which would amend the parking requirements in Title 21 to be consistent with Title 20 of the NBMC. On July 22, 2025, the City Council introduced Ordinance No. 2025-13 to effectuate the changes to Title 21 and passed it on to second reading on August 26, 2025, after which point the updated parking requirements would become effective immediately Citywide.

For consistency with the anticipated updated parking requirements, this project has been analyzed using the current code requirements of Title 20. Section 20.40.040 (Off-Street Parking Spaces Required) of the NBMC requires one parking space per 100 square feet of gross floor area and one parking space per 150 square feet for outdoor dining areas. A condition of approval has been included to ensure that, should Ordinance No. 2025-13 not become effective, the project will require an amendment and revised analysis.

The required parking for the site analyzes all existing and proposed uses between the two parcels and the required parking is 171 parking spaces (total), as identified in Table 2 below. Since only 158 parking spaces are provided on-site, the applicant proposes off-site parking spaces to meet the required number of parking spaces. The project will implement off-site valet parking located at 2912 West Coast Highway (Sterling BMW) and 215 Riverside Avenue. During the daytime, 219 parking spaces are provided between the Site and off-site parking and during the evening, 241 parking spaces are provided between the Site and off-site parking.

A Valet Operation Plan was prepared by Hospitality Parking Group dated August 2025 that documents the operational characteristics for the off-site valet parking spaces (Attachment No. PC 4). Valet access to the off-site parking spaces is through Avon Street at the rear of the property rather than through West Coast Highway. Therefore, the project will provide adequate parking that is conveniently located to serve tenants and customers.

Table 2 - Required Parking				
Use	Address	Gross Floor Area	Parking Rate	Required Parking
ARC Carne & Cantina Restaurant (Project)	2902 West Coast Highway, Suite A	6,874 SF (Gross Floor Area) 1,737 SF (Outdoor Dining)	1 per 100 SF of GFA 1 per 150 SF of outdoor dining	80.32
Retail (Vacant)	2902 West Coast Highway, Suite 110	538 SF	1 per 250 SF	2.152

Retail (Vacant)	2902 West Coast Highway, Suite 120	651 SF	1 per 250 SF	2.604
C'est Si Bon	149 Riverside Avenue, Suite A	3,764 SF	PDUP No. 33 1 per 75 SF net public area	10
Jewelers On Time	149 Riverside Avenue, Suite B	1,469 SF	1 per 250 SF	5.876
Retail (Vacant)	149 Riverside Avenue, Suite C	1,523 SF	1 per 250 SF	6.092
U.S. Post Office	177 Riverside Avenue	4,651 SF	1 per 250 SF	18.604
Retail (Vacant)	177 Riverside Avenue	2,215 SF	1 per 250 SF	8.86
Retail (Vacant)	191 Riverside Avenue	8,988 SF	1 per 250 SF	35.952
Total Parking Required				171
On-Site Parking Spaces Provided				158
Off-Site Valet Parking Space Provided (Minimum)				61
Total Parking Provided (Minimum)				219

To authorize the proposed off-site parking configuration, Section 20.40.100(B) (Off-Site Parking – Findings) of the NBMC requires approval of a conditional use permit. In reviewing this request, the Planning Commission must make the following findings:

1. *The parking facility is located within a convenient distance to the use it is intended to serve;*
2. *On-street parking is not being counted towards meeting parking requirements;*
3. *Use of the parking facility will not create undue traffic hazards or impacts in the surrounding area; and*
4. *The parking facility will be permanently available, marked, and maintained for the use it is intended to serve.*

The site has four access driveways for self-parking, one from West Coast Highway, two from Riverside Avenue, and one from Avon Street. Additionally, it has two access driveways for valet parking from Riverside Avenue. Patrons using the valet service can park their vehicles in one of the five queueing spaces that do not impede the circulation for self-parking. Valet operations will access the off-site parking areas via Avon Street to further ensure vehicles do not impede traffic along West Coast Highway.

The off-site valet parking located at Sterling BMW will be available during the hours of operation of the Restaurant. Sterling BMW typically operates between 7:00 a.m. and 7:00 p.m., daily with limited hours on the weekends. During the daytime hours, 98 parking spaces will be available and during the nighttime hours, 105 parking spaces will be available at Sterling BMW. Parking for the restaurant at this location will be valet only and self-parking will not be available at Sterling BMW.

The property at 215 Riverside Avenue is developed with a Personal Services, General use (Beauty Salon) and a Tattoo Establishment that typically operate between 10 a.m. and 4 p.m., daily. The Beauty Salon operates until 7 p.m. on Thursdays only. Fifteen parking spaces will be available at 215 Riverside Avenue after 5 p.m., daily, with the exception of Thursday evenings from 5 p.m. to 7 p.m. when the Beauty Salon remains open. Although the Beauty Salon operates until 7 p.m. on Thursdays, customers are typically seen by appointment and is not anticipated to conflict with valet operations for the restaurant. Parking for the restaurant at this location will be valet only. Figure 1 below shows the location of the off-site parking lots, the valet parking circulation to and from the parking spaces from the subject property via Avon Street, and the self-parking circulation to and from the site.

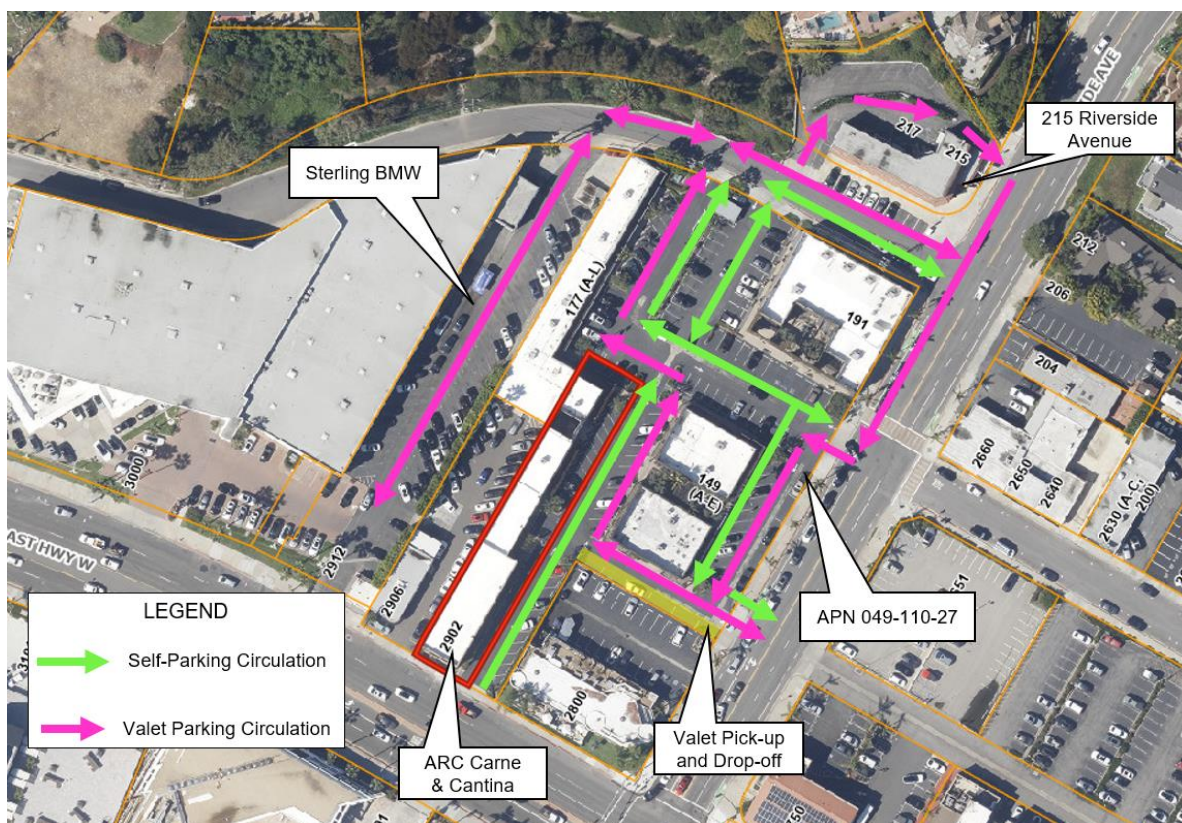


Figure 1: Self-parking and valet parking circulation to and from the restaurant and the off-site parking spaces

Adequate public and emergency vehicle access is provided from West Coast Highway, and public services and utilities are provided on-site. The Project, including the proposed valet operation, has been reviewed by the Public Works Department, City Traffic Engineer, and Fire Department to ensure adequate public and emergency vehicle access is provided and there are no concerns with the proposed use. Conditions of Approval No. 32 and 33 have been included to ensure the valet operation does not impact the surrounding area.

Condition of Approval No. 6 is included to ensure a parking agreement or covenant is recorded between the owner of operator of the Project and the off-site locations to

guarantee the availability of the required off-street parking spaces. Additionally, should the off-site parking spaces become unavailable, the condition will require the owner to provide substitute parking, reduce the size of the restaurant operation in proportion to the parking spaces lost, or obtain a parking reduction pursuant to Section 21.40.110 (Adjustments to Off-Street Parking Requirements) of the NBMC.

Conditional Use Permit Findings

In accordance with Section 20.52.020(F) (*Conditional Use Permits and Minor Use Permits – Findings and Decision*) of the NBMC, the Planning Commission must make the following findings for approval:

1. *The use is consistent with the General Plan and any applicable Specific Plan;*
2. *The use is allowed within the applicable zoning district and complies with all other applicable provisions of the Zoning Code and Municipal Code;*
3. *The design, location, size, and operating characteristics of the use are compatible with the allowed uses in the vicinity;*
4. *The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities; and*
5. *Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.*

As previously discussed, the proposed restaurant is consistent with the purpose and intent of the MU-H1 General Plan Land Use designation and MU-MM Zoning District. Restaurants with alcohol services are common in this area and are complementary to the surrounding commercial and retail services. The restaurant will be oriented along the frontage of the property and away from the residential zoning district towards the rear of the property across from Avon Street which is consistent with the General Plan Land Use Element and Zoning Code for this property and for the intended development for Mariners' Mile. The restaurant will provide a convenient commercial service for residents and visitors to the City.

Staff received a comment letter on August 12, 2025, regarding potential concerns related to noise, parking, traffic, and late hour operations which is included as Attachment No. PC 5. The restaurant is intended to operate as a fine-dining restaurant that operates between 8 a.m. and 12 a.m. (midnight), daily. This area of Mariners' Mile is developed with several restaurants with alcohol services with the adjacent restaurant at 2800 West Coast Highway (Newport Beach Whaler) and the restaurant across West Coast Highway at 2751 West Coast Highway (Billy's at the Beach) operating with late hours. Further, the project does not propose any live entertainment or dancing that could potentially create a nuisance or noise impact for the residential neighborhood located behind the property across Avon Street.

Pursuant to Section 20.30.120 (Solid Waste and Recyclable Materials Storage) of the NBMC, the entire Site requires a total of 192 square feet for trash and recyclable storage and the trash enclosure constructed for the Site is approximately 354 square feet. Adequate parking is being provided in the on-site parking lot, as well as off-site parking locations with valet service to ensure efficient use of all available parking. In addition, the NBPD has reviewed the project and has no objections. The operational conditions of approval recommended by the NBPD related to the sale of alcoholic beverages will help ensure compatibility with the surrounding uses and minimize alcohol-related impacts. The project has been conditioned to ensure the welfare of the surrounding community

Additionally, due to the request of late hour operations, Section 20.48.090(G)(3)(a) (Eating and Drinking Establishments – Late-Hour Operations) of the NBMC provides the following consideration to potential impacts upon adjacent or nearby uses:

1. *Noise from music, dancing, and voices associated with allowed indoor or outdoor uses and activities;*
2. *High levels of lighting and illumination;*
3. *Increased pedestrian and vehicular traffic activity during late night and early morning hours;*
4. *Increased trash and recycling collection activities;*
5. *Occupancy loads of the use; and*
6. *Any other factors that may affect adjacent or nearby uses.*

The primary use of the project is for a fine-dining restaurant that does not propose live entertainment, dancing, or any other activity that would generate a considerable amount of noise. The project also does not propose any activity that would require the use of high levels of lighting and illumination. The area of the rooftop dining area is located towards West Coast Highway, and away from the public park and residential neighborhood located towards the rear of the property. The level of lighting required for the rooftop dining area is not anticipated to create a detriment to the surrounding area. Condition of Approval No. 14 is included to ensure the property is not excessively illuminated or creates an unacceptable negative impact on surrounding land uses or environmental resources.

Major Site Development Review for Height Increase

The property is within the Nonresidential, Shoreline Height Limitation Zone and includes a request to increase the allowed height from the base height limit of 26 feet for a flat roof and 31 feet for a sloped roof. The height limit can be increased to 35 feet for a flat roof and 40 feet for a sloped roof with the approval of a major site development review. As noted, the project requests an increase in height to the maximum allowed to accommodate the third story and rooftop deck for the restaurant. The maximum height of proposed flat elements is approximately 34 feet and the maximum height of proposed sloped elements is approximately 35 feet. In accordance with Section 20.52.080(F) (*Site*

Development Reviews – Findings and Decision) of the NBMC, the following findings and facts in support of such findings are set forth:

1. *Allowed within the subject zoning district;*
2. *In compliance with all of the following applicable criteria:*
 - a. *Compliance with this section, the General Plan, this Zoning Code, any applicable specific plan, and other applicable criteria and policies related to the use or structure;*
 - b. *The efficient arrangement of structures on the site and the harmonious relationship of the structures to one another and to other adjacent developments; and whether the relationship is based on standards of good design;*
 - c. *The compatibility in terms of bulk, scale, and aesthetic treatment of structures on the site and adjacent developments and public areas;*
 - d. *The adequacy, efficiency, and safety of pedestrian and vehicular access, including drive aisles, driveways, and parking and loading spaces;*
 - e. *The adequacy and efficiency of landscaping and open space areas and the use of water efficient plant and irrigation materials; and*
 - f. *The protection of significant views from public right(s)-of-way and compliance with Section 20.30.100 (Public View Protection).*

In addition, as the project requests an increase in height, the project must comply with Section 20.30.060(C)(3) (Height Limits and Exceptions – Increase in Height Limits). The following findings and facts in support of such findings are set forth:

1. *The Applicant is providing additional project amenities beyond those that are otherwise required. Examples of project amenities include, but are not limited to:*
 - a. *Additional landscaped open space;*
 - b. *Increased setback and open areas;*
 - c. *Enhancement and protection of public views; and*
2. *The architectural design of the project provides visual interest through the use of light and shadow, recessed planes, vertical elements, and varied roof planes;*
3. *The increased height will not result in undesirable or abrupt scale changes or relationships being created between the proposed structure(s) and existing adjacent developments or public spaces. Where appropriate, the proposed structure(s) provides a gradual transition to taller or shorter structures on abutting properties; and*
4. *The structure will have no more floor area than could have been achieved without the approval of the height increase.*

Although the property has 0-foot setbacks on all sides, the existing building provides a 6-foot, 10-inch front setback, 20-foot, four-inch rear setback, and 15-foot, two-inch eastern side setback. The project proposes to renovate the existing building within the existing footprint to maintain the additional setbacks beyond the minimum required. The project, including the third floor and rooftop dining area, will not be constructed to the maximum height as allowed per the height increase and will use glass materials to reduce the

amount of visual obstructions on the rooftop dining area. Additionally, the third-floor improvements will be located on the front half of the building towards West Coast Highway rather than the entire rooftop to further minimize any visual obstructions.

The project complies with the provisions of the General Plan, Zoning Code, and Local Coastal Plan as analyzed above. The property is also within the Mariners' Mile Corridor and is subject to the Mariners' Mile Strategic Vision and Design Framework which is intended to provide a thoughtful, imaginative and integrated set of design strategies, and specific ideas to guide and assist the City, landowners, tenants and involved citizenry in reversing its negative image and improving the future prospects for Mariners' Mile. This strategic vision and design framework emphasizes key objectives in architecture and design.

Pursuant to Section 5.10 (Architecture Objectives) of the Mariners' Mile Strategic Vision and Design Framework, the structure should include designs that "fit in" to its surroundings with five-sided architecture that considers roof views from above. Buildings should be oriented towards the street and use "neutral" building color schemes. The vacant building was renovated in 2017 with tasteful use in building material and color and the project will use the same materials and colors in constructing the new third story to maintain a cohesive appearance of the building. Additionally, the third story will use roof elements with consideration to the five-side architecture to create a visually appealing structure when viewed from above by incorporating neutral colors, glass elements, and matching materials with the first and second story.

Section 20.30.100 (Public View Protection) of the NBMC is intended to analyze the potential to obstruct public views from public view points and corridors, as identified on General Plan Figure NR 3 (Coastal Views), to the Pacific Ocean, Newport Bay and Harbor, offshore islands, the Old Channel of the Santa Ana River (the Oxbow Loop), Newport Pier, Balboa Pier, designated landmark and historic structures, parks, coastal and inland bluffs, canyons, mountains, wetlands, and permanent passive open space. The nearest public viewpoint as identified in Figure NR 3 (Coastal Views) of the General Plan is Cliff Drive Park, located along Cliff Drive, behind the property. The structures located across West Coast Highway are taller than the structures on the inland side of West Coast Highway. The structure at 2901 West Coast Highway is approximately 33 feet tall, and the structure at 3101 West Coast Highway is approximately 38 feet tall. The existing structures across West Coast Highway partially impede public views of the harbor as viewed from Cliff Drive. However, the proposed renderings shown in Figure 2 below for the project demonstrate the project's third floor improvements will not impact views of the harbor when viewed from Cliff Drive.



Figure 2: Proposed rendering of the third-floor and rooftop dining area addition as seen from Cliff Drive Park.

Staff conducted a site visit to the top of Cliff Drive Park and found that the existing landscaping (including tall palm trees) and the development on the waterside of West Coast Highway create obstructions of the harbor that extend beyond the existing structures on the inland side of West Coast Highway. The proposed project will not add to the bulk and obstructions of the harbor as seen from this viewpoint. The trails that lead further into Cliff Drive Park are increasingly lower in elevation than at the top of the public right-of-way and views of Newport Harbor are even less visible under existing conditions. The rooftop dining area of the third floor will be constructed within the first half of the existing building to minimize the amount of bulk and massing. Further, the design includes a canopy made of a translucent laminated glass skylight and glass guardrails that will further reduce visual impacts to existing view pockets of the harbor.

The existing buildings adjacent to the property on the inland side of West Coast Highway provide variation in building heights to create visual interest. The project proposes a three-story building with a rooftop dining area. However, the property is flanked by one-story buildings that are approximately 17 feet in height and the project will not create a row of mass and bulk that obstructs views on the inland side of West Coast Highway.

The project proposes adding square footage to the existing building. However, the floor area ratio of the Site will be 0.37, and will comply with the allowed maximum floor area ratio of 0.50. The third floor and rooftop dining area will be constructed within the existing footprint of the building and will not increase the overall lot coverage of the property.

Local Coastal Program Consistency and Coastal Development Permit

The Coastal Land Use Plan (CLUP) designates the site as Mixed-Use Horizontal (MU-H) and it is in the Mixed-Use Mariner's Mile (MU-MM) Coastal Zoning District, which are intended to provide for the development of areas for a horizontally distributed mixed of uses, which may include general or neighborhood commercial, commercial offices, multi-family residential, visitor-serving and marine-related uses, and/or buildings that vertically integrate residential with commercial uses. The project is for a new restaurant in an area that is developed with various commercial uses. This area of Mariners' Mile along West Coast Highway is developed with a variety of horizontally distributed mix of commercial development such as other restaurants, retail uses, automobile rentals and sales, as well as marine-related uses across from West Coast Highway. The proposed project is consistent with the intended CLUP designation for a horizontally distributed mix of uses along West Coast Highway and is an allowed use pursuant to Table 21.22.020 (Mixed-Use Coastal Zoning Districts Land Uses and Permit Requirements) of the NBMC.

The conversion of the retail shell building to a restaurant, and resulting increase in the required parking, is considered an intensification of use which requires approval of a coastal development permit. In accordance with Section 21.52.015(F) (Coastal Development Permits – Findings and Decisions) of the NBMC. The Planning Commission must make the following findings for approval:

1. *Conforms to all applicable sections of the certified Local Coastal Program; and*
2. *Conforms with the public access and public recreation policies of Chapter 3 of the Coastal Act if the project is located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone.*

The project complies with applicable development standards such as setbacks, floor area, and parking, as identified in Table 3 below.

Table 3 – Development Standards		
Development Standard	Standard	Proposed
Setbacks (min.)		
Front	0 feet	6 feet, 10 inches
Sides	0 feet	15 feet, 2 inches (East) 0 feet (West)
Rear	0 feet	20 feet, 4 inches
Allowable Floor Area (max.) – Entire Site	87,381 square feet	31,394 square feet
Parking (min.)	171 off-street spaces	219 off-street spaces
Height (max.)¹	26-foot flat roof	35-foot flat roof

	31-foot sloped roof	40-foot sloped roof
Waste and Recycling Areas (min.)	16 square feet (trash) 16 square feet (recycling)	354 square feet total
¹ An increase in maximum height to 35 feet for a flat roof and 40 feet for a slope roof is allowed pursuant to approval of a Major Site Development Review and Coastal Development Permit.		

Coastal hazards are not expected to affect the property, as it is approximately 340 feet from the harbor. Additionally, the property is separated from the harbor by West Coast Highway and a series of commercial structures along the waterside. The finished floor of the existing building is 13.15 feet NAVD 88 (North American Vertical Datum 1988), which exceeds the required minimum of 9.0 feet NAVD 88. Due to the Project's distance from hazard areas coupled with a finished floor above 9 feet NAVD 88, the project is expected to be reasonably safe for the economic life of the structure.

The property is not located between the nearest public road and the sea or shoreline. Section 21.30A.040 (Determination of Public Access/Recreation Impacts) of the NBMC requires that the provision of public access bear a reasonable relationship between the requirement and the Project's impact and be proportional to the impact. In this case, the Project proposes to renovate an existing commercial shell building into a new Restaurant with an increase in height to allow for a third story rooftop bar. Therefore, the Project does not involve a change in land use, density, or intensity that will result in increased demand for public access and recreation opportunities. Furthermore, the Project is designed and sited so as not to block or impede existing public access opportunities. Adequate parking will be available for the Project through on-site parking and off-site valet parking. Although on-street parking is available along West Coast Highway, the Project does not rely on on-street parking spaces to meet the parking demand generated by the Project.

As demonstrated in Figure 3 below, access to the waterfront is available approximately 200 feet across West Coast Highway between 3101 and 2901 West Coast Highway as well as approximately 700 feet away across West Coast Highway through the property at 3333 West Coast Highway. The project does not include any features that would obstruct access along these routes, nor does it impede any pedestrian crosswalk access across West Coast Highway to reach these accesses.



Figure 3: Designated coastal access in the vicinity of the project site.

In addition to Title 20, to authorize the proposed off-site parking configuration, Section 21.40.100(B) (Off-Site Parking – Standards for Off-Site Parking Facilities) of the NBMC applies to any nonresidential development where all or a portion of required parking is not located on the same site it is intended to serve. In reviewing this request, the Planning Commission must make the following findings:

1. *The parking facility shall be located within a five hundred (500) foot distance unless alternative transportation provided to the use it is intended to serve;*
2. *On-street parking shall not be counted towards meeting any parking requirements;*
3. *The off-site, off-street parking shall not impact public parking available for coastal access;*
4. *Use of the parking facility shall not create undue traffic hazards or impacts in the surrounding area;*
5. *The parking facility shall be permanently available, marked, and maintained for the use it is intended to serve; and*
6. *Public parking facilities may only be used as an off-site parking facility as part of an overall Parking Management Plan.*

The off-site parking located at Sterling BMW is approximately 55 feet away from the subject property and the off-site parking located at 215 Riverside Ave is approximately 235 feet away from the property, both within 500 feet of project it is intended to serve. The off-site parking spaces are located entirely on private property and will not use any public parking facilities to achieve the required number of parking spaces for the project. Therefore, an overall Parking Management Plan is not required to implement the project.

Further detailed analysis is provided in the previous section, *Parking and Allowing Off-Site Parking*, on page 8 of this report for the project's consistency with Section 21.40.100(B) of the NBMC.

In addition to Title 20, to authorize the request for an increase in maximum height, the project must comply with Section 21.30.060(C)(3) (Height Limits and Exceptions – Increase in Height Limit) of the NBMC. The following findings and facts in support of such findings are set forth:

1. *The project is sited and designed to protect public views to and along the ocean and scenic coastal areas; and*
2. *The project is sited and designed to minimize visual impacts and be visually compatible with the character of surrounding areas; and*
3. *Where feasible, the project will restore and enhance visual quality in visually degraded areas.*

The property is located approximately 220 feet south of Cliff Drive Park, which is a designated public viewpoint in the CLUP, and offers public views of Newport Harbor. At the uppermost elevation of Cliff Drive Park along the Cliff Drive public right-of-way is a series of trails and a park bench that looks down towards Newport Harbor. While the project would increase the height of the existing building, it will be designed to not impose on the coastal views from the park and trails. The increase in height within the Shoreline Height Limitation Zone allows for a maximum of 35 feet for a flat roof and 40 feet for a sloped roof. The project proposes flat elements to a maximum height of 34 feet and sloped elements to a maximum height of 35 feet.

Additionally, Cliff Drive Park extends along Cliff Drive between San Bernardino Avenue and Redlands Avenue where there is another designated viewpoint in the CLUP, approximately 740 feet from the Property. The restaurant is not visible from this viewpoint and the project will not result in significant adverse impacts to public views at this viewpoint. The designated views are depicted in Figure 4 below.



Figure 4: The location of the subject property in relation to the viewpoints at Cliff Drive Park per the CLUP.

The property also fronts West Coast Highway which is a designated coastal view road in the CLUP. The proposed construction will be entirely within the property and is not anticipated to create any visual obstructions of coastal views from West Coast Highway.

Further detailed analysis is provided in the previous section, *Major Site Development Review for Height Increase*, on page 13 of this report for the project's consistency with Section 21.30.060(C)(3) of the NBMC.

Traffic Study

The existing retail use would generate 361 average daily trips (ADT), and the proposed project would generate 879 ADT. The project will generate a net increase of 518 ADT, which exceeds the 300 ADT threshold identified in Chapter 15.40 (Traffic Phasing Ordinance) of the NBMC. In accordance with Section 15.40.030(A) (Traffic Phasing Ordinance) of the NBMC, the following findings and facts in support of such findings are set forth:

1. That a traffic study for the project has been prepared in compliance with the NBMC Chapter 15.40 and Appendix A;

2. *That, based on the weight of the evidence in the administrative record, including the traffic study, one of the findings for approval in subsection 15.40.030(B) can be made:*
 - a. *Construction of the project will be completed within 60 months of the project approval in accordance with Section 15.40.030(B)(1) of the NBMC.*
 - b. *Additionally, the project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted intersection in accordance with Section 15.40.030(B)(1)(a) of the NBMC.*
3. *That the project proponent has agreed to make or fund the improvements, or make the contributions, that are necessary to make the findings for approval and to comply with all conditions of approval.*

A traffic study, titled “Traffic Impact Analysis – ARC Carne & Cantina Restaurant Project” dated August 2025 (Traffic Impact Analysis), which is attached as Exhibit “B” of the draft resolution (Attachment No. PC 1) was prepared by LSA under the supervision of the City Traffic Engineer in compliance with Chapter 15.40 (Traffic Phasing Ordinance) and Appendix A (Administrative Procedures for Implementing the Traffic Phasing Ordinance) of the NBMC.

The Traffic Impact Analysis included eight study intersections that were analyzed for potential impacts based on the City’s Intersection Capacity Utilization (ICU) methodology, which is expressed in terms of level of service (LOS). Utilizing these methodologies, the Traffic Impact Analysis determined that the proposed project could be implemented without adversely affecting the seven study intersections and the addition of traffic would not create LOS impacts.

Because the project will neither cause an unsatisfactory LOS nor make worse an unsatisfactory LOS at any impacted intersection, no improvements or mitigation are necessary.

Summary and Alternatives

Staff believes all findings for approval can be made, as evidenced in Attachment No. PC 1. The proposed scale of the renovated building will be compatible with the surrounding pattern of development. The restaurant will not operate with live entertainment or dancing, and the NBPD has provided appropriate conditions of approval to help prevent negative impacts to the surrounding neighborhood. The proposed project is consistent with the City’s goals and objectives identified in the General Plan and, if approved and implemented, will provide an opportunity to reenergize the property with a new visitor-serving commercial use in the Coastal Zone that will benefit surrounding residents, businesses, and visitors to the Mariners’ Mile Corridor.

The following alternatives are available to the Planning Commission should they feel the facts are not in evidence of support for the project application:

1. The Planning Commission may suggest specific project modifications or operational changes that are necessary to alleviate concerns. If the changes are substantial, the item should be continued to a future meeting to allow redesign of the project; or
2. If the Planning Commission does not believe the facts in support of findings can be made, the Planning Commission may deny the application request.

Environmental Review

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303 under Class 3 (New Construction or Conversion of Small Structures) and Section 15332 under Class 32 (In-Fill Development Projects) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3 because it has no potential to have a significant effect on the environment. A detailed analysis of the CEQA exemptions is included in Section 2 (California Environmental Quality Act Determination) of Attachment No. PC 1.

Public Notice

Notice of this hearing was published in the Daily Pilot, mailed to all owners and residential occupants of property within 300 feet of the boundaries of the site (excluding intervening rights-of-way and waterways) including the applicant, and posted on the subject property at least 10 days before the scheduled meeting, consistent with the provisions of the Municipal Code. Additionally, the item appeared on the agenda for this meeting, which was posted at City Hall and on the city website.

Prepared by:

Submitted by:



Jenny Tran
Associate Planner
BMZ/jt



Jaime Murillo, AICP
Deputy Community Development Director

ATTACHMENTS

- PC 1 Draft Resolution with Findings and Conditions
- PC 2 Project Description
- PC 3 Police Department Memorandum
- PC 4 Valet Operation Plan by Hospitality Parking Group dated August 1, 2025
- PC 5 Public Correspondence dated August 12, 2025
- PC 6 Project Plans

INTENTIONALLY BLANK PAGE

Attachment No. PC 1

Draft Resolution with Findings and
Conditions

INTENTIONALLY BLANK PAGE

RESOLUTION NO. PC2025-016

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH, CALIFORNIA APPROVING A CONDITIONAL USE PERMIT, SITE DEVELOPMENT REVIEW, COASTAL DEVELOPMENT PERMIT, AND TRAFFIC STUDY FOR AN EATING AND DRINKING ESTABLISHMENT WITH A TYPE 47 (ON-SALE GENERAL – EATING PLACE) ALCOHOL BEVERAGE CONTROL LICENSE AND AN INCREASE IN HEIGHT FOR THE PROPERTY LOCATED AT 2902 WEST COAST HIGHWAY (PA2025-0057)

THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. An application was filed by Michael Schafer of MSA (“Applicant”) on behalf of The Garden M2, LLC (“Owner”), with respect to property located at 2902 West Coast Highway, and legally described as a portion of Lot F of Tract Map No. 919 (“Property”).
2. The Applicant proposes to convert a portion of an existing two-story vacant shell building into a three-story eating and drinking establishment with a rooftop dining area. The project also includes a Type 47 (On-Sale General – Eating Place) Alcohol Beverage Control (“ABC”) license and hours of operation from 8 a.m. to 12 a.m., daily (“Project”). No live entertainment or dancing is proposed. The Project requires the following approvals:
 - **Conditional Use Permit (“CUP”):** A conditional use permit to authorize the establishment and operation of a restaurant with late hours and off-site parking;
 - **Operator’s License:** An operator license from the Newport Beach Police Department (NBPD) pursuant to Chapter 5.25 (Operator License for Establishments Offering Alcoholic Beverages for On-Site Consumption in Combination with Late Hours, Entertainment, and/or Dance) of the Newport Beach Municipal Code (NBMC) to allow alcoholic beverage service in combination with late hours;
 - **Major Site Development Review (“SDR”):** A site development review in accordance with Section 20.30.060(C)(2)(c) (Height Limits and Exceptions) of the NBMC to allow an increase in height within the Shoreline Height Limit Area up to 35 feet for a flat roof and 40 feet for a sloped roof. The project proposes flat elements up to 34 feet and sloped elements up to 35 feet;
 - **Coastal Development Permit (“CDP”):** A coastal development permit to authorize the conversion of a retail shell building into a restaurant, construction of a third-floor addition with a rooftop dining area, increase in height within the Shoreline Height

Limit Area in accordance with Section 21.30.060(C)(2)(c) (Height Limits and Exceptions) of the NBMC, and off-site parking; and

- **Traffic Study:** A traffic study pursuant to Chapter 15.40 (Traffic Phasing Ordinance) of the NBMC as the project will generate a net increase of over 300 average daily trips.
3. The Property is designated Mixed-Use Mariners' Mile (MU-H1) by the General Plan Land Use Element and is located within the Mixed-Use Mariners' Mile (MU-MM) Zoning District.
 4. The Property is located within the coastal zone. The Coastal Land Use Plan ("CLUP") category is Mixed-Use Horizontal (MU-H), and it is located within the Mixed-Use Mariners' Mile (MU-MM) Coastal Zoning District.
 5. A public hearing was held on August 21, 2025, in the Council Chambers at 100 Civic Center Drive, Newport Beach. A notice of the time, place, and purpose of the hearing was given in accordance with California Government Code Section 54950 *et seq.* ("Ralph M. Brown Act") and Chapters 20.62 and 21.62 ("Public Hearings") of the NBMC. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this public hearing.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

1. This Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 15303 under Class 3 (New Construction or Conversion of Small Structures) and Section 15332 under Class 32 (In-Fill Development Projects) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential to have a significant effect on the environment.
2. Class 3 exempts a store, motel, office, restaurant or similar structure not involving the use of significant amounts of hazardous substances and not exceeding 2,500 square feet in floor area. In urbanized areas, the exemption also applies to up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use, if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

The Property is in an urbanized area and the Project proposes conversion of a portion of a two-story vacant retail shell building into a new restaurant and construct a third-story rooftop dining area, which is an allowed use in the MU-MM Zoning District. The building will retain two existing vacant retail suites. In total, the gross floor area of the building on the Property is 8,577 square feet, which is less than 10,000 square feet. The renovations of the building do not require the use of hazardous substances. Additionally, all public services and facilities are available, and the surrounding area of the Property is not environmentally sensitive.

3. The exceptions to this categorical exemption under Section 15300.2 are not applicable. The Project does not impact an environmental resource of hazardous or critical concern, does not result in cumulative impacts, does not have a significant effect on the environment due to unusual circumstances, does not damage scenic resources within a state scenic highway, is not a hazardous waste site, and is not identified as a historical resource.
4. Class 32 exempts in-fill development that meets the following criteria: (1) is consistent with the applicable General Plan designation and applicable policies, as well as applicable zoning designations and regulations, (2) would occur on a site less than five acres, (3) the project site must have no habitat value, (4) the project would not result in significant traffic, noise, air quality, or water quality effects, and (5) the site can be adequately served by all required utilities and public services. If a project meets the criteria and qualifies for the Class 32 exemption, the project is categorically exempt from CEQA unless one of the exceptions to exemptions apply. The exemption is not limited to any use type and may apply to residential, commercial, industrial, public facility, and/or mixed-use projects.

The Project meets all the requirements and is exempt under Class 32 (In-Fill Development Projects) based on the following:

- a. General Plan and Zoning Consistency: The Property is categorized as Mixed-Use Mariners' Mile (MU-H1) of the General Plan Land Use Element and is located within the Mixed-Use Mariners' Mile (MU-MM) Zoning District. This General Plan Land Use designation and Zoning District is intended for properties located on the inland side of Coast Highway in the Mariners' Mile Corridor, such as this Property, the Coast Highway frontages shall be developed with marine-related and highway-oriented general commercial uses in accordance with Recreational and Marine Commercial (CM) and General Commercial (CG) land use designations. The Project is for a new fine-dining Eating and Drinking Establishment land use with on-sale alcohol services, late hours, and off-site valet parking operations ("Restaurant") that is consistent with this designation. Additionally, the proposed use is an allowed use subject to approval of a CUP.
- b. Less Than 5 Acres: The Property at 2902 West Coast Highway where the Project is located is approximately 0.32 acres. The adjacent property on APN 049-110-27 is approximately 1.68 acres and is under the same ownership as the Property and the on-site parking will be shared between the Property and the adjacent property. Additionally, the Project includes off-site valet parking spaces at 2912 West Coast Highway and 215 Riverside Avenue. These properties are 0.70 acres and 0.37 acres, respectively. In total, the Project spans approximately 3.07 acres, which is less than five acres.
- c. No Habitat Value: The Property is currently developed, and the Project includes renovations and additions to an existing commercial retail shell building to create a new restaurant. Because of the existing site's developed nature in a highly urban environment (along West Coast Highway), the Property has no value as

habitat for endangered, rare, or threatened species nor is it specified as a Property with Biological Resources on General Plan Figure NR1 (Biological Resources) of the Natural Resources Element of the General Plan. There is no sensitive vegetation or habitat on-site. The Project would not encroach into any jurisdictional waters or areas that support native and/or sensitive habitat.

In 2019, the City found that the right-of-way adjacent to Cliff Drive Park along Avon Street contains a narrow strip of wetland dominated by southern cattail (*Typhla domingensis*, OBL) with a few scattered arroyo willows (*Salix lasiolepis*, FACW) in the canopy layer with an understory of saltgrass (*Distichlis spicata*, FAC), that is intertwined with the southern cattail. The area of construction for the Project is approximately 200-feet away from this wetland area and construction would primarily occur inside the building and on the third floor, within the building footprint. The closest property in proximity to this wetland area as part of the Project is 215 Riverside Avenue that will only be used for off-site parking within existing parking spaces that serve the commercial uses on the property. No construction is proposed at 215 Riverside Avenue. Additionally, the Property at 2902 West Coast Highway does not contain wetland area.

- d. No Significant Traffic, Noise, Air Quality or Water Quality Effects: The Project will generate a net increase of over 300 daily trips and a traffic impact analysis was prepared for the Project and found that the eight intersections analyzed will continue to operate at a satisfactory level of services as defined by the City's Traffic Phasing Ordinance (Exhibit "B").

The primary source of noise within the Property's vicinity is traffic noise from West Coast Highway as shown on General Plan Figures N-1 and N-4 (Noise Contours) of the Noise Element of the General Plan. The Project is for a new restaurant where any noise generated will typically be within the enclosed restaurant and is not anticipated to significantly increase the noise along West Coast Highway. The Project includes a third-story rooftop dining area and bar. However, no live entertainment or dancing is proposed that could contribute to an excess of noise on the Property. All stationary noise sources (air conditioning, trash enclosures) must comply with the NBMC and remain below applicable standards. The noise generated by the Project is anticipated to be consistent with the Coast Highway urban environment. The Project does not involve any operational characteristics or commercial construction beyond typical renovations for a new restaurant and, as such, is not expected to significantly impact air quality or water quality.

- e. Utilities and Public Services: The Property is within a developed area of the City and is adequately served by existing utilities. All public services are adequate to accommodate the Project.

SECTION 3. REQUIRED FINDINGS.

Alcohol Sales

In accordance with Section 20.48.030 (Alcohol Sales) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

- A. *The use is consistent with the purpose and intent of Section 20.48.030 (Alcohol Sales) of the Zoning Code;*

Facts in Support of Finding:

In finding that the Project is consistent with Section 20.48.030 of the NBMC, the following criteria must be considered:

- i. *The crime rate in the reporting district and adjacent reporting districts as compared to other areas in the City.*
 1. The Property is in Reporting District 25 ("RD 25"). The NBPD is required to report offenses of criminal homicide, forcible rape, robbery, aggravated assault, burglary, larceny, theft, and motor vehicle theft, combined with all arrests for other crimes, both felonies and misdemeanors (except traffic citations) to ABC. These figures make up the "Crime Count" for each reporting district. RD 25 is reported as a high crime area as compared to adjacent reporting districts in the City, including RD 24, RD 26, and RD 15. The subject RD's Crime Count is 172, which is 54% over the City-wide crime count average of 112. The highest volume of crime in this area is theft/larceny and the highest volume of arrests in the area is driving under the influence.
 2. Since RD 25 has a 54% greater number of reported crimes than the average number of reported crimes as determined from all crime reporting districts within the City, the area is found to have undue concentration. In comparison, neighboring RD 24 is 173% above the citywide average, RD 26 is 40% above the average, and RD 15 is 389% above the average. Of the 38 reporting districts in Newport Beach, 10 are reported to ABC as high crime areas.
 3. The NBPD has reviewed the Project and does not have any objection to the request to permit a restaurant with a Type 47 (On-Sale General – Eating Place) ABC License with late hours subject to appropriate conditions of approval and approval of an Operator's License from the NBPD. All NBPD recommended conditions of approval have been included in Exhibit "A" of this resolution.

- ii. *The number of alcohol-related calls for service, crimes, or arrests in the reporting district and in adjacent reporting districts.*

Reporting District	Alcohol Related Arrests ¹	Total Arrests
RD 25 (subject RD)	44	129
RD 24	45	235
RD 26	22	107
RD 15	175	425
Newport Beach	740	2,976
¹ Alcohol Related Arrests includes DUI (alcohol), public intoxication, and liquor law related arrests.		

1. In RD 25, DUI (alcohol), public intoxication, and liquor law violations make up roughly 34% of arrests. In comparison, the figure for neighboring RD 24 is roughly 19%, RD 26 is roughly 21%, and RD 15 is roughly 41%. These statistics reflect the City of Newport Beach's data for 2024, which is the latest available data.
2. RD 25 has a higher percentage of arrests than RD 24 and RD 26 but has a lower percentage of arrests than RD 15. Of the 44 alcohol related arrests in RD 25, no alcohol related arrests were attributed to the Property.

- iii. *The proximity of the establishment to residential zoning districts, day care centers, hospitals, park and recreation facilities, place of worship, schools, other similar uses, and any uses that attract minors.*

1. The Restaurant on the Property is located approximately 225 feet south of Cliff Drive Park and approximately 290 feet south of the nearest residential zoning district. The Restaurant is oriented along West Coast Highway and is separated from the park and residential neighborhood by a series of commercial uses.
2. The closest school is a day care center/preschool approximately 900 feet east of the Property and is separated by several blocks and commercial uses along West Coast Highway. This day care center/preschool closes around 5 p.m. during typical dinner hours when the Restaurant would most likely be at the peak of service and is not expected to create conflict with this day care center/preschool.
3. The surrounding commercial uses on the inland side of West Coast Highway consist of various general commercial, retail, and restaurants and the Project will be compatible with the surrounding uses. The Restaurant is intended to be a high quality fine-dining Restaurant with alcohol service that would be complementary to the area rather than a destination solely for alcohol services.
4. Restaurants with incidental alcohol services are common within this area of Mariners' Mile and the proposed Restaurant with an ABC license is not anticipated to be a detriment to the area. The Project includes conditions of approval to minimize impacts to the surrounding land uses and ensure that the use remains compatible with the surrounding community.

- iv. *The proximity to other establishments selling alcoholic beverages for either off-site or on-site consumption.*
1. The Property is located within census tract 634. This census tract has an approximate population of 4,776 residents with approximately 17 active on-sale alcohol licenses, which is a per capita ratio of one on-sale license for every 281 residents. The per capita ratio of on-sale alcohol licenses for Orange County is one license for every 822 residents. This location meets the legal criteria for undue concentration pertaining to alcohol establishments.
 2. The closest establishments selling alcoholic beverages for on-site consumption are Newport Beach Whaler approximately 20 feet east of the Property, Louie's By the Bay approximately 105 feet across West Coast Highway, and Billy's at the Beach approximately 170 feet across West Coast Highway.
 3. Although the per capita ratio of on-sale alcohol licenses to residents is higher than the average in Orange County and the Property is proximate to establishments selling alcoholic beverages for on-site consumption, the operational conditions of approval recommended by the NBPD will ensure compatibility with the surrounding uses and minimize alcohol related impacts.
- v. *Whether or not the proposed amendment will resolve any current objectionable conditions.*
1. No objectionable conditions are presently occurring on the site.

Conditional Use Permit

In accordance with Section 20.52.020(F) (*Conditional Use Permits and Minor Use Permits – Findings and Decision*) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

B. The use is consistent with the General Plan and any applicable specific plan;

Facts in Support of Finding:

1. The General Plan land use category for the Property is Mixed-Use Horizontal 1 (MU-H1), which is intended to provide for a horizontal mixing of uses. For properties located on the inland side of Coast Highway in the Mariners' Mile Corridor, such as this Property, the Coast Highway frontages shall be developed with marine-related and highway-oriented general commercial uses in accordance with Recreational and Marine Commercial (CM) and General Commercial (CG) land use designations. The Project would establish a new restaurant on a Property that was previously developed with a vacant retail shell building. The building has not been occupied since at least 2017 when

the shell building was renovated, and the Project will allow the Property to be used as a commercial service for residents and visitors to the City.

2. The Project is consistent with the following General Plan Land Use policies applicable to the Project:

- a. ***Land Use Policy LU 2.4 (Economic Development).*** *Accommodate use that maintain or enhance Newport Beach's fiscal health and account for market demands, while maintain and improving the quality of life for current and future residents.*

The Property has been unoccupied for several years and the Project will provide a new fine-dining restaurant that will serve the neighborhood as well as residents and visitors to the City. The Restaurant will provide an economic opportunity for the City, where the Property is not currently providing any commercial service.

- b. ***Land Use Policy LU 5.3.6 (Parking Adequacy and Location).*** *Require that adequate parking be provided and is conveniently located to serve tenants and customers. Set open parking lots back from public streets and pedestrian ways and screen with buildings, architectural walls, or dense landscaping.*

Section 20.40.040 (Off-Street Parking Spaces Required) of the NBMC requires one parking space per 100 square feet of gross floor area and one parking space per 150 square feet for outdoor dining areas. Although Section 21.40.040 (Off-Street Parking Spaces Required) of the NBMC requires one parking space per a range of 30-50 square feet of net public area ("NPA") for Eating and Drinking Establishments, Title 21 (Local Coastal Program Implementation Plan) is anticipated to be updated to match Title 20 (Planning and Zoning) of the NBMC on August 26, 2025. For consistency with the Local Coastal Program ("LCP") Amendments, the required parking for the Project will be analyzed using the updated code requirements.

The Property and the adjacent property at APN 049-110-30 ("Site") are under the same ownership and pursuant to Section 20.70 (Definitions), a "site" is defined as a lot or adjoining lots under single ownership or single control, considered as a unit for the purposes of development or other use. The required parking for the Site analyzes all existing and proposed uses between the two parcels and the required parking is 171 parking spaces (total). The Site provides 158 parking spaces and the Project will implement off-site valet parking located at 2912 West Coast Highway ("Sterling BMW") and 215 Riverside Avenue. During the daytime, 219 parking spaces are provided between the Site and off-site. During the evening, 241 parking spaces are provided between the Site and off-site. A Valet Operation Plan was prepared by Hospitality Parking Group dated August 2025 that documents the operational characteristics for the off-site valet parking spaces. Valet access to the off-site parking spaces is through Avon Street in the rear of the Property rather than through West Coast Highway. Therefore, the Project will provide adequate parking that is conveniently located to serve tenants and customers.

- c. ***Land Use Policy LU 6.19.4 (Inland side of Coast Highway [designated as “MU-H1,” “CG(0.3),” and “CG(0.5)” Sub-Areas B and C]). Accommodate a mix of visitor- and local-serving retail commercial, residential, and public uses. On inland parcels, generally between Riverside Avenue and Tustin Avenue, priority should be placed on accommodating uses that serve upland residential neighborhoods such as grocery stores, specialty retail, small service office, restaurants, coffee shops, and similar uses.***

Although the Property is not between Riverside Avenue and Tustin Avenue, the Site sits at the intersection of Coast Highway Riverside Avenue, (within proximity to Tustin Avenue). The Project proposes a new restaurant that is consistent with this Land Use policy.

3. The Property is not part of a specific plan.

Finding:

- C. *The use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Code and the Municipal Code;*

Facts in Support of Finding:

1. The Property is within the Mixed-Use Mariners' Mile (MU-MM) Zoning District, which applies to properties located on the inland side of Coast Highway in the Mariners' Mile Corridor. A Food Service land use with late hours requires approval of a CUP. Additionally, pursuant to Section 20.40.100 (Off-Site Parking) of the NBMC, approval of a CUP is required to authorize parking that is not located on the same site it is intended to serve (i.e. off-site parking).
2. Fact 2b in Support of Finding B is hereby incorporated by reference.
3. On May 23, 2023, the City Council adopted Ordinance No. 2023-6, *An Ordinance of the City Council of the City of Newport Beach, California, Amending Title 20 (Planning and Zoning) of the Newport Beach Municipal Code Related to Commercial Parking*, to amend the food service parking requirements. On June 12, 2025, the California Coastal Commission (“CCC”) certified Part A of Implementation Plan Amendment No. LCP-5-NPB-24-0004-1 which amended the food service parking requirements in Title 21 to be consistent with Title 20 of the NBMC. On July 22, 2025, the City Council introduced Ordinance No. 2025-13, *An Ordinance of the City Council of the City of Newport Beach, California, Adopting a Local Coastal Program Amendment to Title 21 (Local Coastal Program Implementation Plan) of the Newport Beach Municipal Code Related to Commercial Parking* and passed it onto second reading on August 26, 2025. If Ordinance No. 2025-13 is adopted during this second reading, the required parking will be consistent with Title 20.
4. Pursuant to Table 2-10 (Development Standards for Vertical and Horizontal Mixed-Use Zoning Districts) of Section 20.22.030 (Mixed-Use Zoning Districts General

Development Standards) of the NBMC, the maximum floor area ratio ("FAR") is 0.50. The Site has a lot area of 87,381 square feet and the Project (including existing buildings on the Site) has a total GFA of 31,394 square feet, or 0.37 FAR, which complies with the allowed maximum 0.50 FAR.

5. Pursuant to Table 3-5 (Nonresidential Structures – Minimum Storage Areas Required) of Section 20.30.120 (Solid Waste and Recyclable Materials Storage) of the NBMC, structures with a gross floor area between 25,001 and 50,000 square feet require 192 square feet for trash and recyclable materials storage (i.e. trash enclosure). The approved plans for the existing building show that the trash enclosure constructed for the Site is approximately 354 square feet and complies with the minimum size requirement.
6. Pursuant to Chapter 15.40 (Traffic Phasing Ordinance) of the NBMC, the Project will generate a net increase of over 300 daily trips, and a traffic impact analysis was prepared for the Project by LSA Associates, Inc. dated August 2025. The traffic impact analysis found that the eight intersections analyzed will continue to operate at a satisfactory level of service as defined by the Chapter 15.40 (Exhibit "B").

Finding:

- D. The design, location, size, and operating characteristics of the use are compatible with the allowed uses in the vicinity;*

Facts in Support of Finding:

1. The Property is located on the inland side of West Coast Highway proximate to Riverside Avenue, within the Mariners' Mile Corridor, which includes a variety of commercial uses intermixed with residential dwelling units. The Project is located on a Site that is developed with a variety of commercial uses. The Restaurant will remain complementary to the other uses along Mariners' Mile and will provide an additional commercial amenity for the residential development on-site as well as residents and visitors to the City.
2. The proposed hours of operation for the Restaurant will be between 8 a.m. and 12 a.m. (midnight), daily. This area of Mariners' Mile is developed with several eating and drinking establishments with on-sale alcohol services. Additionally, the Newport Beach Whaler located next to the Property operates with late hours and the Project will be consistent with the operational characteristics with the allowed uses in the vicinity.
3. The Restaurant will be oriented towards West Coast Highway, which is a regional highway, facing away from the nearest public park and residential neighborhood located across Avon Street towards the rear. The nearest public park is approximately 220 feet away and the nearest residential property is approximately 290 feet away, both fronting Cliff Drive and facing away from the Restaurant.

Finding:

- E. The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities; and*

Facts in Support of Finding:

1. The Project includes on-site parking spaces as well as off-site parking spaces that are a mix of self-parking and valet. The Site has four access driveways for self-parking, one from West Coast Highway, two from Riverside Avenue, and one from Avon Street. Additionally, the Site has two access driveways for valet parking from Riverside Avenue. Patrons using the valet service can park their vehicles in one of the five queueing spaces that do not impede the circulation for self-parking spaces. Valet operations will access the off-site parking areas located at Sterling BMW and 215 Riverside Avenue via Avon Street to further ensure vehicles do not impede traffic along West Coast Highway.
2. The off-site valet parking located at Sterling BMW will be available during the hours of operation of the Restaurant. Sterling BMW typically operates between 7 a.m. and 7 p.m., daily with limited hours on the weekends. During the daytime hours, 98 parking spaces will be available and during the nighttime hours, 105 parking spaces will be available at Sterling BMW. Parking for the Restaurant at this location will be valet only and self-parking will not be available at Sterling BMW.
3. The property at 215 Riverside Avenue is developed with a Personal Services, General use (Beauty Salon) and a Tattoo Establishment that typically operate between 10 a.m. and 4 p.m., daily. The Beauty Salon operates until 7 p.m. on Thursdays only. 15 parking spaces will be available at 215 Riverside Avenue after 5 p.m., daily, with the exception of Thursday evenings from 5 p.m. to 7 p.m. when the Beauty Salon remains open. Although the Beauty Salon operates until 7 p.m. on Thursdays, customers are typically seen by appointment and is not anticipated to conflict with valet operations for the Restaurant. Parking for the Restaurant at this location will be valet only.
4. Adequate public and emergency vehicle access is provided from West Coast Highway, and public services and utilities are provided on-site. The Project, including the proposed valet operation, has been reviewed by the Public Works Department, City Traffic Engineer, and Fire Department to ensure adequate public and emergency vehicle access is provided and there are no concerns with the proposed use. Conditions of Approval No. 32 and 33 have been included to ensure the valet operation does not impact the surrounding area.

Finding:

- F. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, nor endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.*

Facts in Support of Finding:

1. The Restaurant will provide a service to the surrounding mixed-use area by providing dining as a public convenience to the surrounding businesses, residents, and visitors to the area. This will provide an economic opportunity for the Restaurant owner to operate while revitalizing the Property that has been otherwise unoccupied.
2. The Project has been reviewed by the NBPD and includes conditions of approval to ensure that potential conflicts with the surrounding land uses are minimized to the greatest extent possible. The operator is required to take reasonable steps to discourage and correct objectionable conditions that constitute a nuisance related to litter and graffiti on the exterior of the building and noise generated by the subject facility.
3. As conditioned, all owners, managers, and employees selling alcohol are required to undergo and successfully complete a certified training program in responsible methods and skills for selling alcoholic beverages within 60 days of hire. The certified program must meet the standards of the certifying/licensing body designated by the State of California and records of successful completion shall be maintained on the premises.
4. Since the Project proposes a Type 47 ABC License in conjunction with late hours, Condition of Approval No. 49 is included that requires the applicant obtain approval of an Operator License pursuant to Chapter 5.25 (Operator License for Establishments Offering Alcohol Beverages for On-Site Consumption in Combination with Late Hours, Entertainment, and/or Dance) of the NBMC. The Operator License will be reviewed by the NBPD and allows an opportunity for more restrictive conditions such as a security plan to regulate and control potential late-hour nuisances associated with the Restaurant should it become necessary.

Off-site Parking

In accordance with Section 20.40.100(B) (Off-Site Parking – Findings) of the NBMC, in order to approve a conditional use permit for an off-site parking facility, the following findings and facts in support of such findings are set forth:

Finding:

- G. *The parking facility is located within a convenient distance to the use it is intended to serve;*

Facts in Support of Finding:

1. The off-site parking lot at Sterling BMW is located approximately 54 feet away at 2912 West Coast Highway and the off-site parking lot at 215 Riverside Avenue is located approximately 230 feet away. Both lots are accessed by Avon Street along the rear of the Property.

2. The off-site parking lot will be accessible via valet only. Patrons to the Restaurant will park their cars on the Site within the five queuing spaces and valet service staff will drive vehicles to the off-site parking lots and return vehicles to patrons on-site. Additionally, the off-site parking lots are close and convenient for valet staff to walk to and from the properties. Although the lot at 215 Riverside Avenue is slightly further away, the lot only offers a limited number of parking spaces, where the majority of the off-site parking spaces are located at Sterling BMW.

Finding:

- H. On-street parking is not being counted towards meeting parking requirements;*

Fact in Support of Finding:

1. Fact 2b in Support of Finding B is hereby incorporated by reference.
2. Although on-street parking is available along West Coast Highway, the Project does not include a waiver of parking spaces, nor does the valet operation rely on any on-street parking.

Finding:

- I. Use of the parking facility will not create undue traffic hazards or impacts in the surrounding area; and*

Fact in Support of Finding:

1. The parking facilities will be accessed via Avon Street towards the rear of the Property and is not anticipated to impact traffic on West Coast Highway. The parking facilities will also be primarily accessed by valet service staff dropping vehicles off and returning vehicles to patrons of the Restaurant which will further minimize the amount of traffic along Avon Street.
2. The Valet Operation Plan has been reviewed by the Public Works Department to ensure adequate circulation is provided to and from the Property and the off-site parking facilities.

Finding:

- J. The parking facility will be permanently available, marked, and maintained for the use it is intended to serve.*

Facts in Support of Finding:

1. The off-site parking located at Sterling BMW will have limited parking spaces available in the daytime hours with additional parking spaces available during the nighttime hours when the automobile dealership is not in operation. The off-site parking located at 215 Riverside Avenue will be available after 5 p.m. when the commercial business are typically closed. Both parking facilities have striped parking spaces that will be made available for the Restaurant.
2. Condition of Approval No. 6 is included to ensure a parking agreement or covenant is recorded between the owner or operator of the Project and the off-site locations to guarantee the availability of the required off-street parking spaces. Additionally, should the off-site parking spaces become unavailable, the condition will require the owner to provide substitute parking, reduce the size of the Restaurant operation in proportion to the parking spaces lost, or obtain a parking reduction pursuant to Section 21.40.110 (Adjustments to Off-Street Parking Requirements) of the NBMC.

Major Site Development Review

In accordance with Section 20.52.080(F) (*Site Development Reviews – Findings and Decision*) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

K. Allowed within the subject zoning district;

Facts in Support of Finding:

1. Facts in Support of Finding C are hereby incorporated by reference.

Finding:

L. In compliance with all of the following applicable criteria:

- a. Compliance with this section, the General Plan, this Zoning Code, any applicable specific plan, and other applicable criteria and policies related to the use or structure;*
- b. The efficient arrangement of structures on the site and the harmonious relationship of the structures to one another and to other adjacent developments; and whether the relationship is based on standards of good design;*
- c. The compatibility in terms of bulk, scale, and aesthetic treatment of structures on the site and adjacent developments and public areas;*
- d. The adequacy, efficiency, and safety of pedestrian and vehicular access, including drive aisles, driveways, and parking and loading spaces;*

- e. *The adequacy and efficiency of landscaping and open space areas and the use of water efficient plant and irrigation materials; and*
- f. *The protection of significant views from public right(s)-of-way and compliance with Section 20.30.100 (Public View Protection).*

Facts in Support of Finding:

1. The Property is designated as MU-H1 in the General Plan and is located within the MU-MM Zoning District intended for properties fronting West Coast Highway on the inland side of Mariners' Mile to be developed for nonresidential uses only. The Project proposes renovating a commercial building into a new restaurant, which is consistent with the General Plan and Zoning District.
2. The Property is not located within a specific plan area.
3. The Property is within the Nonresidential, Shoreline Height Limitation Zone. Section 20.30.060(C)(2)(c) (Height Limits and Exceptions – Increase in Height Limit) of the NBMC states that in this height limit area, the base height limit for nonresidential and mixed-use structures with flat roofs is 26 feet and the base height limit for structures with sloped roofs is 31 feet. The height of a structure may be increased up to a maximum of 35 feet with a flat roof or 40 feet with a sloped roof through the approval of a SDR. The shoreline height limit shall apply to all nonresidential zoning districts and mixed-use zoning districts within the boundaries of the Shoreline Height Limit Area shown on the High Rise and Shoreline Height Limit Areas Map (Section 20.80.030 of the NBMC).
4. The proposed third floor of the Project would reach a maximum height of 34 feet for flat elements and 35 feet for sloped elements, which complies with the maximum allowed height with approval of a SDR. The tallest section of the building would be located within the front half of the building, where a canopy and roof would cover the roof deck dining area, stairs, elevator shaft, restrooms, and preparation and storage areas. The proposed deck railing would reach a height of 34 feet and consist of primarily glass. The rear half of the building has a flat roof and will continue to meet the 26-foot height limit for flat roofs.
5. The Project is for a three-story restaurant with a rooftop dining area and bar on West Coast Highway, which is developed with an array of commercial buildings that vary in height. The Property is flanked by existing commercial buildings that are at a lower elevation than the Project. The building to the east of the Property at 2800 West Coast Highway is a one-story restaurant that is approximately 17-feet tall. The building directly to the west of the Property at 2906 West Coast Highway is a one-story automobile rental office (Enterprise). Additionally, the adjacent structures at 149 Riverside Avenue are approximately 13-feet tall. The variation in height of the buildings in proximity to the Project creates visual interest and prevents excessive bulk and mass on the inland side of West Coast Highway when viewed from Cliff Drive and West Coast Highway.

6. Section 20.30.100 (Public View Protection) of the NBMC is intended to analyze the potential to obstruct public views from public view points and corridors, as identified on General Plan Figure NR 3 (Coastal Views), to the Pacific Ocean, Newport Bay and Harbor, offshore islands, the Old Channel of the Santa Ana River (the Oxbow Loop), Newport Pier, Balboa Pier, designated landmark and historic structures, parks, coastal and inland bluffs, canyons, mountains, wetlands, and permanent passive open space. The nearest public viewpoint as identified in Figure NR 3 (Coastal Views) of the General Plan is Cliff Drive Park, located along Cliff Drive. The structures located across West Coast Highway are taller than the structures on the inland side of West Coast Highway. The structure at 2901 West Coast Highway is approximately 33-feet tall, and the structure at 3101 West Coast Highway is approximately 38-feet tall, similar to the Project. The existing structures across West Coast Highway partially impede public views of the harbor as viewed from Cliff Drive. However, the proposed renderings for the Project demonstrate the Project's third floor improvements will not impact views of the harbor when viewed from Cliff Drive.
7. The Property is within Mariners' Mile and subject to the Mariners' Mile Strategic Vision and Design Framework which is intended to provide a thoughtful, imaginative and integrated set of design strategies and specific ideas to guide and assist the City, landowners, tenants and involved citizenry in reversing its negative image and improving the future prospects for Mariners' Mile. This strategic vision and design framework emphasizes key objectives in architecture.
8. Pursuant to Section 5.10 (Architecture Objectives) of the Mariners' Mile Strategic Vision and Design Framework, the structure should include designs that "fit in" to its surroundings with five-sided architecture that considers roof views from above. Buildings should be oriented towards the street and use "neutral" building color schemes. The vacant building was renovated in 2017 with tasteful use in building material and color and the Project will use the same materials and colors in constructing the new third story to maintain a cohesive appearance of the building. Additionally, the third story will use roof elements with consideration to the five-side architecture to create a visually appealing structure when viewed from above by incorporating neutral colors, glass elements, and matching materials with the first and second story.
9. Section 1.60 (District-Wide Cooperative Systems and Amenities) of the Mariners' Mile Strategic Vision and Design Framework acknowledges the parking and parking distribution challenges within Mariners' Mile and seeks to develop a balance between parking supply and demand to solve the problem such as creating a valet parking "pool" system. Although the Project does not include provisions to create cohesive Mariners' Mile Valet Stations throughout the area, the Project proposes implementing valet parking operations to achieve the required parking for the Project. The use of valet parking operations will help achieve the balance between parking supply and demand in the area and contributes to the cooperative systems that the strategic vision and design framework seeks to achieve.

Finding:

- M. Not detrimental to the harmonious and orderly growth of the City, nor endangers, jeopardizes, or otherwise constitutes a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed development.*

Facts in Support of Finding:

1. The additional height for the rooftop dining area and bar is not detrimental to the community as the portion that exceeds the height limit is located entirely in the front half of the building. The bulk and mass of the structure is stepped back approximately 92 feet from the rear of the existing building.
2. Facts 3 to 6 in Support of Finding L are hereby incorporated by reference.
3. The proposed rooftop dining area and bar will have an oyster bar and limited outdoor dining areas for patrons of the Restaurant. No live entertainment or dancing is proposed for the Restaurant, and the use is not intended to create an atmosphere that is a nuisance for the nearby commercial businesses, or the residential neighborhood located behind the Property on Cliff Drive. Condition of Approval No. 16 requires the Restaurant to comply with Chapter 10.26 (Community Noise Control) of the NBMC ensuring that the Project will not create any adverse noise impacts to the community.
4. Condition of Approval No. 20 is included to ensure that adequate trash storage facilities for the Project are provided in screened areas, thereby preventing any odor or related issues for the community. The Site has an enclosed trash storage facility that adequately supports the existing uses and the proposed Restaurant.

Height Increase

In accordance with Section 20.30.060(C)(3) (Required Findings) of the NBMC, the Planning Commission may approve a site development review to allow an increase in height of a structure above the base height only after first making all of the following findings in addition to the findings required for the discretionary permit application:

Finding:

- N. The Applicant is providing additional project amenities beyond those that are otherwise required. Examples of project amenities include, but are not limited to:*
- a. Additional landscaped open space;*
 - b. Increased setback and open areas;*
 - c. Enhancement and protection of public views; and*

Facts in Support of Finding:

1. The MU-MM Zoning District requires 0-foot front, side, and rear setbacks. The western side of the existing building provides a 0-foot setback. However, the eastern side of the building is set back 15-foot, 2-inches from the side property line, the front of the building is 6-foot, 10-inches from the front property line, and the rear is 20-foot, 4-inches from the rear property line. Therefore, the project provides additional setbacks beyond the minimum requirements.
2. The proposed rooftop dining area and bar requires protective guardrails, and the Project includes glass guardrails instead of a solid material guardrail, which will reduce the amount of visual obstruction on the rooftop space.
3. Fact 4 in Support of Finding C is hereby incorporated by reference. The total floor area ratio of the Site is 0.35 or 30,673 square feet of gross floor area, which is less than the maximum allowed floor area ratio of 0.50, or approximately 43,690 square feet of gross floor area. The Property provides sufficient open space and separation between buildings to allow for parking spaces and adequate circulation on-site.
4. The proposed addition on the third floor will be located within the existing footprint of the commercial shell building. Although the Project will increase the overall floor area on the Property, the overall lot coverage will not increase, which will minimize the appearance of bulk and scale on the Property.
5. Facts 3 to 6 in Support of Finding L are hereby incorporated by reference.

Finding:

- O. *The architectural design of the project provides visual interest through the use of light and shadow, recessed planes, vertical elements, and varied roof planes;*

Facts in Support of Finding:

1. Facts 3 to 6 in Support of Finding L are hereby incorporated by reference.
2. The use of glass guardrails for the rooftop dining area and bar not only reduces the visual bulk on the rooftop, but also allows for light to pass through instead of creating a shadow onto the building with a solid material guardrail. Additionally, the canopy over the oyster bar will be constructed with a translucent laminated glass skylight to create visual interest.
3. The rooftop dining area and bar includes a proposed trellis that is approximately 31-feet on the eastern side of the building that will be constructed with material to match the existing trellis located on the same side of the building on the ground level. The walls of the third floor will be stucco painted to match the brick veneer grout color of the existing building's façade to ensure cohesion throughout the design.

4. The current design of the building uses a flat roof throughout. The third floor and rooftop deck will use a mixture of flat roof elements paired with open trellis designs and pitched roof canopy for a varied roof plane that further enhances the visual quality. Additionally, matching the material of the existing building mixed with glass elements will create a cohesive structure while also providing elements for light to pass through and reduce the amount of visual bulk on the roof.

Finding:

- P. The increased height will not result in undesirable or abrupt scale changes or relationships being created between the proposed structure(s) and existing adjacent developments or public spaces. Where appropriate, the proposed structure(s) provides a gradual transition to taller or shorter structures on abutting properties; and*

Facts in Support of Finding:

1. Facts 3 to 6 in Support of Finding L are hereby incorporated by reference.

Finding:

- Q. The structure will have no more floor area than could have been achieved without the approval of the height increase.*

Facts in Support of Finding:

1. Fact 3 in Support of Finding N is hereby incorporated by reference.
2. The Project includes an addition to the building. However, the additional height does not allow additional floor area that could have been achieved without the approval of the height increase. Third floors can frequently be accommodated within the base and proposed height limits. The Site will still not reach the maximum allowed FAR of 0.50, even with the proposed addition.

Coastal Development Permit

In accordance with Section 21.52.015(F) (*Coastal Development Permits – Findings and Decision*) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

- R. Conforms to all applicable sections of the certified Local Coastal Program;*

Facts in Support of Finding:

1. With the exception of the increase in height, the Project complies with applicable development standards for the MU-MM Zoning District including, but not limited to, setbacks, floor area, and parking:

- a. Fact 1 in Support of Finding N is hereby incorporated by reference.
 - b. Fact 4 in Support of Finding C is hereby incorporated by reference.
 - c. Fact 2b in Support of Finding B is hereby incorporated by reference.
2. Coastal hazards are not expected to affect the Property, as it is approximately 340 feet from the harbor. Additionally, the Property is separated from the harbor by West Coast Highway and a series of commercial structures along the waterside. The finished floor of the existing building is 13.15 feet North American Vertical Datum 1988, (NAVD 88) which exceeds the required minimum of 9 feet NAVD 88. Due to the Project's distance from hazard areas coupled with a finished floor above 9 feet NAVD 88, the Project is expected to be reasonably safe for the economic life of the structure.
3. The Property is located approximately 220 feet south of Cliff Drive Park, which is a designated public viewpoint in the CLUP and offers public views of Newport Harbor. At the uppermost elevation of Cliff Drive Park along Cliff Drive is a series of trails and a park bench that looks down towards Newport Harbor. While the project would increase the height of the existing building, it will be designed to not impose on the coastal views from the park and trails. The increase in height within the Shoreline Height Limitation Zone allows for a maximum of 35 feet for a flat roof and 40 feet for a sloped roof. The Project proposes flat elements to a maximum height of 34 feet and sloped elements to a maximum height of 35 feet.
4. Staff conducted a site visit to the top of Cliff Drive Park and found that the existing landscaping (including tall palm trees) and development on the waterside of West Coast Highway create obstructions of the harbor that extend beyond the existing structures on the inland side of West Coast Highway. Additionally, proposed renderings were provided for the Project demonstrating that the increase in height for the rooftop deck and third floor will be lower than the existing structures on the waterside of West Coast Highway. Further, the glass guardrails and limited bulk on the rooftop deck will further reduce any potential impacts to existing view pockets of Newport Harbor between the existing buildings. Additionally, the trails that lead deeper into Cliff Drive Park are increasingly lower in elevation than at the top of the public right-of-way and views of Newport Harbor are even less visible under existing conditions through the existing commercial development. Therefore, the Project does not have the potential to degrade the visual quality of the Coastal Zone or result in significant adverse impacts to public views.
5. Additionally, Cliff Drive Park extends along Cliff Drive between San Bernardino Avenue and Redlands Avenue where there is another designated viewpoint in the CLUP, approximately 740 feet from the Property. The Restaurant is not visible from this viewpoint and the Project will not result in significant adverse impacts to public views at this viewpoint.
6. The Property fronts West Coast Highway which is a designated coastal view road in the CLUP. The proposed construction will be entirely within the Property and will not create

obstructions of the harbor as viewed from West Coast Highway. The Project will not create any visual obstructions of coastal views from West Coast Highway.

Finding:

- S. *Conforms with the public access and public recreation policies of Chapter 3 of the Coastal Act if the project is located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone.*

Fact in Support of Finding:

The Property is not located between the nearest public road and the sea or shoreline. Section 21.30A.040 (Determination of Public Access/Recreation Impacts) of the NBMC requires that the provision of public access bears a reasonable relationship between the requirement and the Project's impact and be proportional to the impact. In this case, the Project proposes renovating an existing commercial shell building into a new Restaurant with an increase in height to allow for a third-story rooftop dining area and bar. Therefore, the Project does not involve a change in land use, density, or intensity that will result in increased demand for public access and recreation opportunities. Furthermore, the Project is designed and sited so as not to block or impede existing public access opportunities. Adequate parking will be available for the Project through on-site parking and off-site valet parking. Although on-street parking is available along West Coast Highway, the Project does not rely on on-street parking spaces to meet the parking demand generated by the Project.

Local Coastal Program Findings for Height Increase

In accordance with Section 21.30.060(C)(3) (Height Limits and Exceptions – Increase in Height Limit) of the NBMC, the Planning Commission may approve a coastal development permit to allow an increase in the height of a structure above the base height limit only after making all of the following findings:

Finding:

- T. *The project is sited and designed to protect public views to and along the ocean and scenic coastal areas; and*

Facts in Support of Finding:

1. Facts 3 to 6 in Support of Finding S are hereby incorporated by reference.

Finding:

- U. *The project is sited and designed to minimize visual impacts and be visually compatible with the character of surrounding areas; and*

Facts in Support of Finding:

1. Facts 3 to 6 in Support of Finding L are hereby incorporated by reference.

Finding:

- V. *Where feasible, the project will restore and enhance visual quality in visually degraded areas.*

Facts in Support of Finding:

The Property is not in a visually degraded area. However, the building fronts the inland side of West Coast Highway and has been unoccupied since 2017. The Project will bring an active visitor serving use to the building that has been otherwise unused.

Local Coastal Program Findings for Off-Site Parking

In accordance with Section 21.40.100(B) (Off-Site Parking – Standards for Off-Site Parking Facilities) of the NBMC, the Planning Commission may approve a coastal development permit to allow off-site parking facilities only after making all of the following findings:

Finding:

- W. *The parking facility shall be located within a five hundred (500) foot distance unless alternative transportation provided to the use it is intended to serve;*

Fact in Support of Finding:

Facts in Support of Finding G are hereby incorporated by reference.

Finding:

- X. *On-street parking shall not be counted towards meeting any parking requirements;*

Fact in Support of Finding:

Facts in Support of Finding H are hereby incorporated by reference.

Finding:

- Y. *The off-site, off-street parking shall not impact public parking available for coastal access;*

Facts in Support of Finding:

1. The off-site parking spaces are located on private properties within the vicinity of the Restaurant. Public parking spaces, including any available on-street parking spaces on West Coast Highway, are not included to meet the required parking spaces for the Project.
2. Access to the off-site parking facilities is via Avon Street towards the rear of the Property and circulation of valet operations will not impact West Coast Highway.

Finding:

- Z. *Use of the parking facility shall not create undue traffic hazards or impacts in the surrounding area;*

Fact in Support of Finding:

Facts in Support of Finding I are hereby incorporated by reference.

Finding:

- AA. *The parking facility shall be permanently available, marked, and maintained for the use it is intended to serve; and*

Fact in Support of Finding:

Facts in Support of Finding J are hereby incorporated by reference.

Finding:

- BB. *Public parking facilities may only be used as an off-site parking facility as part of an overall Parking Management Plan.*

Fact in Support of Finding:

The off-site parking facilities does not include the use of any public parking facilities. Therefore, an overall Parking Management Plan is not required.

Traffic Study

In accordance with Section 15.40.030(A) (Traffic Phasing Ordinance) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

- CC. *That a traffic study for the project has been prepared in compliance with the NBMC Chapter 15.40 and Appendix A;*

Fact in Support of Finding:

A traffic study, titled “Traffic Impact Analysis – ARC Carne & Cantina Restaurant Project” dated August 2025 (“Traffic Impact Analysis”), which is attached hereto as Exhibit “B” and incorporated herein by reference, was prepared by LSA under the supervision of the City Traffic Engineer for the Project in compliance with Chapter 15.40 (Traffic Phasing Ordinance) and Appendix A (Administrative Procedures for Implementing the Traffic Phasing Ordinance) of the NBMC.

Finding:

DD. That, based on the weight of the evidence in the administrative record, including the traffic study, one of the findings for approval in subsection 15.40.030(B) can be made:

- a. Construction of the project will be completed within 60 months of the project approval in accordance with Section 15.40.030(B)(1) of the NBMC.*
- b. Additionally, the project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted intersection in accordance with Section 15.40.030(B)(1)(a) of the NBMC.*

Facts in Support of Finding:

1. The opening year of the Project is anticipated to be in 2025, which is within 60 months of project approval. If the Project is not completed within 60 months of this approval, preparation of a new traffic study will be required.
2. The Traffic Impact Analysis included eight study intersections that were analyzed for potential impacts based on the City’s Intersection Capacity Utilization (“ICU”) methodology, which is expressed in terms of level of service (“LOS”). Utilizing these methodologies, the Traffic Impact Analysis determined that the eight intersections identified will continue to operate with a satisfactory LOS as defined by the Traffic Phasing Ordinance. The Project would not create a LOS impact. Based on the site plan layout, adequate access and on-site circulation would be provided.

Finding:

EE. That the project proponent has agreed to make or fund the improvements, or make the contributions, that are necessary to make the findings for approval and to comply with all conditions of approval.

Fact in Support of Finding:

No improvements or mitigation are necessary because implementation of the Project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City of Newport Beach.

SECTION 4. DECISION.**NOW, THEREFORE, BE IT RESOLVED:**

1. The Planning Commission of the City of Newport Beach hereby finds this project is categorically exempt from the California Environmental Quality Act pursuant to Section 15303 under Class 3 (New Construction or Conversion of Small Structures) and Section 15332 under Class 32 (In-Fill Projects) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential to have a significant effect on the environment.
2. The Planning Commission of the City of Newport Beach hereby approves the Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study filed as PA2025-0057, subject to the conditions set forth in Exhibit "A," which is attached hereto and incorporated by reference.
3. This action shall become final and effective 14 days following the date this Resolution was adopted unless within such time an appeal or call for review is filed with the Community Development Director in accordance with the provisions of Title 20 (Planning and Zoning) and Title 21 (Local Coastal Implementation Plan), of the NBMC. Final action taken by the City may be appealed to the Coastal Commission in compliance with Section 21.64.035 (Appeals to the Coastal Commission) of the City's certified LCP and Title 14 California Code of Regulations, Sections 13111 through 13120, and Section 30603 of the Coastal Act.

PASSED, APPROVED, AND ADOPTED THIS 21ST DAY OF AUGUST, 2025.

AYES:

NOES:

ABSTAIN:

ABSENT:

BY: _____
Tristan Harris, ChairBY: _____
Jon Langford, Secretary

Attachments: Exhibit A – Conditions of Approval
 Exhibit B – Traffic Impact Analysis

EXHIBIT “A”**CONDITIONS OF APPROVAL**

(Project-specific conditions are in italics)

Planning Division

1. The development shall be in substantial conformance with the approved site plan, floor plans and building elevations stamped and dated with the date of this approval (except as modified by applicable conditions of approval).
2. The Project is subject to all applicable City ordinances, policies, and standards, unless specifically waived or modified by the conditions of approval.
3. The Applicant shall comply with all federal, state, and local laws. Material violation of any of those laws in connection with the use may be cause for revocation of this Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study.
4. *The Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study filed as PA2025-0057 shall expire unless exercised within 24 months from the date of approval as specified in Section 20.54.060 (Time Limits and Extensions) and 21.54.060 (Time Limits and Extensions) of the NBMC, unless an extension is otherwise granted.*
5. *The Applicant or Property Owner shall maintain the minimum required parking spaces for the Site (APN: 049-110-19 and 049-110-27) in substantial conformance with Table 2 as included in the Staff Report dated August 21, 2025, and pursuant to Section 20.40.040 and Section 21.40.040 (Off-Street Parking Spaces Required) of the NBMC for the benefit of customer and employee parking.*
6. *A parking agreement or covenant, in a form approved by the City Attorney and the Director that guarantees the availability of the required off-site parking at an approved off-site location shall be recorded with the County Recorder's Office against the subject property. The agreement or covenant shall require the owner or operator of the project to immediately notify the Director of any change of ownership or use of the property where the required off-site parking is located, or changes in the use or availability of the required off-site parking, or of any termination or default of the agreement between the parties. Upon notification that the private lease agreement for the required off-site parking has terminated or the required off-site parking is otherwise unavailable for the use authorized by this Conditional Use Permit (PA2025-0057), the Director shall establish a reasonable period of time in which one of the following shall occur. 1) Substitute parking acceptable to the Director, or 2) the size or intensity of use authorized by this Conditional Use Permit is reduced in proportion to the parking spaces lost, or 3) the owner or operator of the project must obtain a parking reduction pursuant to NBMC Section 20.40.110 and Section*

21.40.110 (Adjustments to Off-Street Parking Requirements) rendering the required off-site parking unnecessary.

7. *The hours of operation shall be between 8 a.m. and 12 a.m. (midnight), daily.*
8. *Prior to the issuance of building permits, a Traffic Fair Share Fee for the change in use to the restaurant shall be paid in accordance with the fee effective at the time of payment.*
9. This Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study may be modified or revoked by the Planning Commission should they determine that the proposed uses or conditions under which it is being operated or maintained is detrimental to the public health, welfare or materially injurious to Property or improvements in the vicinity or if the Property is operated or maintained so as to constitute a public nuisance.
10. Any change in operational characteristics, expansion in area, or other modification to the approved plans, shall require an amendment to this Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study or the processing of a new Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study.
11. A copy of the Resolution, including conditions of approval Exhibit "A" shall be incorporated into the Building Division and field sets of plans prior to issuance of the building permits.
12. *Prior to the issuance of building permits, the Applicant shall submit a landscape and irrigation plan prepared by a licensed landscape architect. These plans shall incorporate drought tolerant plantings and water efficient irrigation practices, and the plans shall be approved by the Planning Division.*
13. All landscape materials and irrigation systems shall be maintained in accordance with the approved landscape plan. All landscaped areas shall be maintained in a healthy and growing condition and shall receive regular pruning, fertilizing, mowing and trimming. All landscaped areas shall be kept free of weeds and debris. All irrigation systems shall be kept operable, including adjustments, replacements, repairs, and cleaning as part of regular maintenance.
14. The Property shall not be excessively illuminated based on the luminance recommendations of the Illuminating Engineering Society of North America, or, if in the opinion of the Director of Community Development, the illumination creates an unacceptable negative impact on surrounding land uses or environmental resources. The Director may order the dimming of light sources or other remediation upon finding that the Property is excessively illuminated.

15. Prior to the issuance of building permits, the Applicant shall pay any unpaid administrative costs associated with the processing of this application to the Planning Division.
16. All noise generated by the Project shall comply with the provisions of Chapter 10.26 (Community Noise Control) and other applicable noise control requirements of the NBMC.
17. Should the Property be sold or otherwise come under different ownership, any future owners or assignees shall be notified of the conditions of this approval by either the current business owner, property owner or the leasing agent.
18. Construction activities shall comply with Section 10.28.040 (Construction Activity – Noise Regulations) of the NBMC, which restricts hours of noise-generating construction activities that produce noise to between the hours of 7 a.m. and 6:30 p.m., Monday through Friday, and 8 a.m. and 6 p.m. on Saturday. Noise-generating construction activities are not allowed on Sundays or Holidays.
19. No outside paging system shall be utilized in conjunction with this establishment.
20. All trash shall be stored within the building or within dumpsters stored in the trash enclosure (three walls and a self-latching gate) or otherwise screened from view of neighboring properties, except when placed for pick-up by refuse collection agencies. The trash enclosure shall have a decorative solid roof for aesthetic and screening purposes.
21. Trash receptacles for patrons shall be conveniently located both inside and outside of the establishment, however, not located on or within any public property or right-of-way.
22. The exterior of the business shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter debris and graffiti from the premises and on all abutting sidewalks within 20 feet of the premises. Graffiti shall be removed within 48 hours of written notice from the City.
23. The Applicant shall ensure that the trash dumpsters and/or receptacles are maintained to control odors. This may include the provision of either fully self-contained dumpsters or periodic steam cleaning of the dumpsters, if deemed necessary by the Planning Division. Cleaning and maintenance of trash dumpsters shall be done in compliance with the provisions of Title 14 (Water and Sewers) of the NBMC, including all future amendments (including Water Quality related requirements).
24. Deliveries and refuse collection for the facility shall be prohibited between the hours of 10 p.m. and 7 a.m. on weekdays and Saturdays and between the hours of 10 p.m. and 9 a.m. on Sundays and Federal holidays, unless otherwise approved by the Director of Community Development, and may require an amendment to this Use Permit.

25. Storage outside of the building in the front or at the rear of the Property shall be prohibited, with the exception of the required trash container enclosure.
26. A Special Events Permit is required for any event or promotional activity outside the normal operational characteristics of the approved use, as conditioned, or that would attract large crowds, involve the sale of alcoholic beverages, include any form of on-site media broadcast, or any other activities as specified in Chapter 11.03 (Special Events) of the NBMC to require such permits.
27. This approval shall expire and become void unless exercised within 24 months from the actual date of review authority approval, except where an extension of time is approved in compliance with the provisions of Title 20 Planning and Zoning of the Newport Beach Municipal Code.
28. To the fullest extent permitted by law, the Applicant shall indemnify, defend and hold harmless City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney's fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to the City's approval of ***ARC Carne & Cantina Restaurant including, but not limited to, Conditional Use Permit, Major Site Development Review, Coastal Development Permit, and Traffic Study (PA2025-0057)***. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorneys' fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by applicant, City, and/or the parties initiating or bringing such proceeding. The applicant shall indemnify the City for all of City's costs, attorneys' fees, and damages which City incurs in enforcing the indemnification provisions set forth in this condition. The Applicant shall pay to the City upon demand any amount owed to the City pursuant to the indemnification requirements prescribed in this condition.

Fire Department

29. Automatic fire sprinklers and a fire alarm system shall be installed, and the sprinkler system shall be monitored by a UL certified alarm service company.
30. A fixed suppression system shall be required for the kitchen hood and duct.

Building Division

31. The applicant is required to obtain all applicable permits from the City's Building Division and Fire Department. The construction plans must comply with the most recent, City-adopted version of the California Building Code. The construction plans must meet all applicable State Disabilities Access requirements. Approval from the Orange County Health Department is required prior to the issuance of a building permit.

Public Works Department

32. *Prior to the issuance of a building permit, A Final Valet Operation Plan (VOP) shall be reviewed and approved by the Community Development Director and the City Traffic Engineer. Valet operation shall not impact the public right of way and queueing is not permitted within the public right of way. Valet stand shall be located outside of the drive aisles and parking spaces. Valet drop off and pick up shall be located within adjacent parking stalls and not within the drive aisle. Valet operation shall not hinder the on-site circulation. Valet operation shall be prohibited from using West Coast Highway.*
33. *The existing parking layout and restriped areas shall comply with City Standard 805.*
34. *All loading and unloading for the restaurant shall occur on-site and shall not impact the public right of way. Loading and unloading shall be prohibited from the public right of way.*
35. *Restaurant employees shall not park on the public right of way.*
36. *The off-site valet parking lot shall only be used during the restaurant hours of operations.*

Police Department

37. The Alcohol Beverage Control (ABC) License shall be limited to a Type 47 (On-Sale General – Eating Place). Any substantial change in the ABC license type shall require subsequent review and potential amendment of the Conditional Use Permit.
38. The Applicant shall comply with all federal, state, and local laws, and all conditions of the Type 47 ABC License. Material violation of any of those laws or conditions in connection with the use is a violation and may be cause for revocation of the use permit.
39. Approval does not permit the premises to operate as a bar, tavern, cocktail lounge or nightclub as defined by the NBMC.
40. All Owners, managers and employees selling alcoholic beverages shall undergo and successfully complete a certified training program in responsible methods and skills for selling alcoholic beverages within 60 days of hire. This training must be updated every three years regardless of certificate expiration date. The certified program must meet the standards of the certifying/licensing body designated by the State of California. The establishment shall comply with the requirements of this section within 60 days of approval. Records of each owner's manager's and employee's successful completion of the required certified training program shall be maintained on the premises and shall be presented upon request by a representative of the City of Newport Beach.
41. No alcoholic beverages shall be consumed on any property adjacent to the licensed premises under the control of the licensee.

42. There shall be no exterior advertising or signs of any kind or type, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs that are clearly visible to the exterior shall constitute a violation of this condition.
43. Live entertainment and dancing are prohibited.
44. Strict adherence to maximum occupancy limit is required.
45. Food service shall be made available to patrons until closing.
46. The operator of the restaurant facility shall be responsible for the control of noise generated by the subject facility.
47. "VIP" passes or other passes to enter the establishment, as well as door charges, cover charges, or any other form of admission charge, including minimum drink order of the sale of drinks are prohibited (excluding charges for prix fixe meals).
48. The Applicant shall maintain a security recording system with a 30-day retention and make those recordings available to police upon request. The area shall include the outdoor patio area.
49. An Operator License is required pursuant to Chapter 5.25 (Operator License for Establishments Offering Alcohol Beverages for On-Site Consumption in Combination with Late Hours, Entertainment, and/or Dance) of the NBMC, may be subject to additional and/or more restrictive conditions such as a security plan to regulate and control potential late-hour nuisances associated with the operation of the establishment.

EXHIBIT “B”

TRAFFIC IMPACT ANALYSIS

INTENTIONALLY BLANK PAGE

TRAFFIC IMPACT ANALYSIS

ARC CARNE & CANTINA RESTAURANT PROJECT NEWPORT BEACH, CALIFORNIA

This Traffic Impact Analysis has been prepared under the supervision of
Ambarish Mukherjee, P.E.



LSA

August 2025

TRAFFIC IMPACT ANALYSIS

ARC CARNE & CANTINA RESTAURANT PROJECT NEWPORT BEACH, CALIFORNIA

Submitted to:

City of Newport Beach
100 Civic Center Drive
Newport Beach, California 92660

Prepared by:

LSA
3210 El Camino Real, Suite 100
Irvine, California 92602
(949) 553-0666

Project No. CNB2101.07



August 2025

TABLE OF CONTENTS

TABLE OF CONTENTS	i
FIGURES AND TABLES	ii
LIST OF ABBREVIATIONS AND ACRONYMS.....	iii
INTRODUCTION	1
ANALYSIS METHODOLOGY	1
Study Area	4
Intersection Level of Service Methodology.....	4
Threshold of Significance	5
PROPOSED PROJECT	5
Project Description.....	5
Project Trip Generation, Distribution, and Assignment.....	5
EXISTING CONDITIONS.....	9
Existing Baseline Intersection Level of Service.....	9
Active Transportation.....	9
FUTURE YEAR 2027 CONDITIONS	13
Future Year 2027 Baseline Intersection Level of Service	13
Future Year 2027 Plus Project Intersection Level of Service.....	17
CONGESTION MANAGEMENT PROGRAM CONSISTENCY REQUIREMENTS	17
CONCLUSIONS	17
REFERENCES	20

APPENDICES

- A: EXISTING TRAFFIC VOLUMES
- B: ICU WORKSHEETS
- C: OCTA ROUTE 1 MAP
- D: CITY OF NEWPORT BEACH REGIONAL TRAFFIC ANNUAL GROWTH RATE TABLE
- E: APPROVED PROJECTS INFORMATION

FIGURES AND TABLES

FIGURES

Figure 1: Project Location and Study Area Intersections	2
Figure 2: Conceptual Site Plan.....	3
Figure 3: Full Project Trip Distribution and Assignment.....	7
Figure 4: Net Project Trip Distribution and Assignment	8
Figure 5: Existing Intersection Geometrics.....	10
Figure 6: Existing Peak-Hour Volumes.....	11
Figure 7: Approved Project Locations	14
Figure 8: Future Year 2027 Peak-Hour Volumes	15
Figure 9: Future Year 2027 Plus Project Peak-Hour Volumes	19

TABLES

Table A: Project Trip Generation	6
Table B: Existing Intersection Level of Service Summary	12
Table C: City of Newport Beach 1 Percent Volume Analysis Summary.....	16
Table D: Future Year 2027 Intersection Level of Service Summary	18

LIST OF ABBREVIATIONS AND ACRONYMS

Caltrans	California Department of Transportation
CAMUTCD	California Manual on Uniform Traffic Control Devices
City	City of Newport Beach
CMP	Congestion Management Program
County	County of Orange
ft	foot/feet
ICU	Intersection capacity utilization
ITE	Institute of Transportation Engineers
LOS	level of service
mph	miles per hour
OCTA	Orange County Transportation Authority
project	Arc Carne & Cantina Project
sf	square foot/feet
TIA	Traffic Impact Analysis
TPO	Traffic Phasing Ordinance
v/c	volume-to-capacity
vph	vehicles per hour

TRAFFIC IMPACT ANALYSIS ARC CARNE & CANTINA RESTAURANT PROJECT

INTRODUCTION

The purpose of this Traffic Impact Analysis (TIA) is to identify the potential traffic and circulation effects associated with the proposed ARC Carne & Cantina Project (project) at 2902 West Pacific Coast Highway in Newport Beach, California. The project site is bounded by Avon Street to the north, Riverside Avenue to the east, and Coast Highway (State Route 1) to the south.

The proposed project would convert the existing vacant building to 9,725 square feet (sf) of fine-dining restaurant and 1,184 sf of retail use. Access to the site would be provided via an existing right-turn-in only driveway on West Coast Highway, as well as full access driveways on Riverside Avenue, and Avon Street. A project location map (with the study area intersections) is presented on Figure 1.

Figure 2 illustrates the proposed project site plan. The proposed project would be completed in 2026.

This TIA addresses three general issues associated with the development of the proposed project:

1. Increases in traffic volumes at eight nearby primary study area intersections
2. Adequacy of the project access locations and on-site circulation
3. Understanding the potential project impact to the surrounding community

This report presents a traffic analysis of near-term traffic conditions consistent with the City of Newport Beach (City) Traffic Phasing Ordinance (TPO) (City of Newport Beach 2007). The traffic analysis for the proposed project will examine three scenarios:

1. Existing
2. Future Year (1 Year After Opening), Ambient Growth, Approved Projects
3. Future Year (1 Year After Opening), Ambient Growth, Approved Projects, Project

The following analysis periods have been evaluated:

1. Weekday a.m. peak hour (between 7:00 a.m. and 9:00 a.m.)
2. Weekday p.m. peak hour (between 4:00 p.m. and 6:30 p.m.)

ANALYSIS METHODOLOGY

This TIA was prepared consistent with the requirements of the City of Newport Beach (City) Traffic Phasing Ordinance (TPO) Municipal Code Chapter 15.40 and the Orange County Transportation Authority (OCTA) Congestion Management Program (CMP) (OCTA 2023).

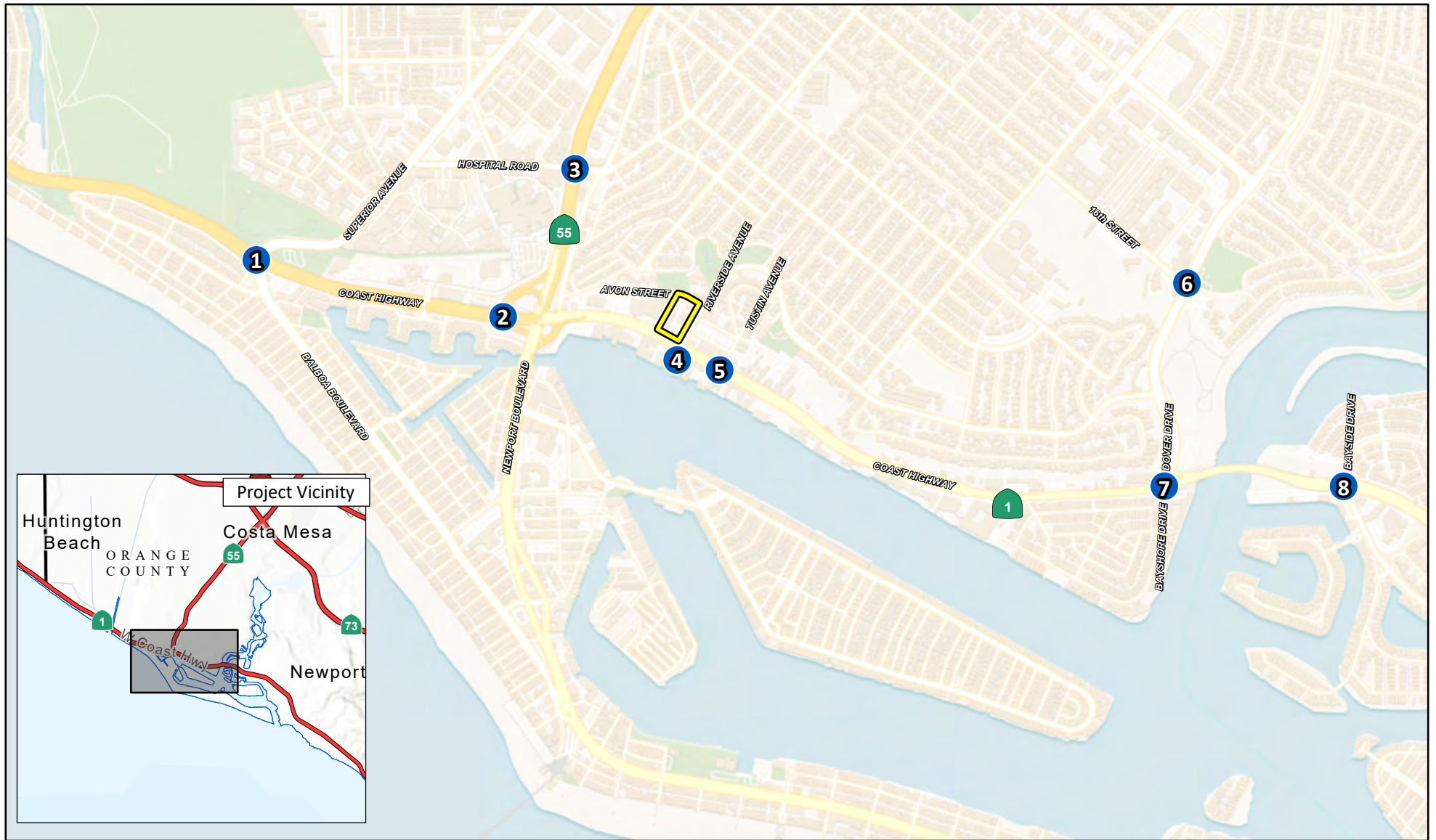


FIGURE 1

LSA

LEGEND

- Project Location
- # Study Area Intersections

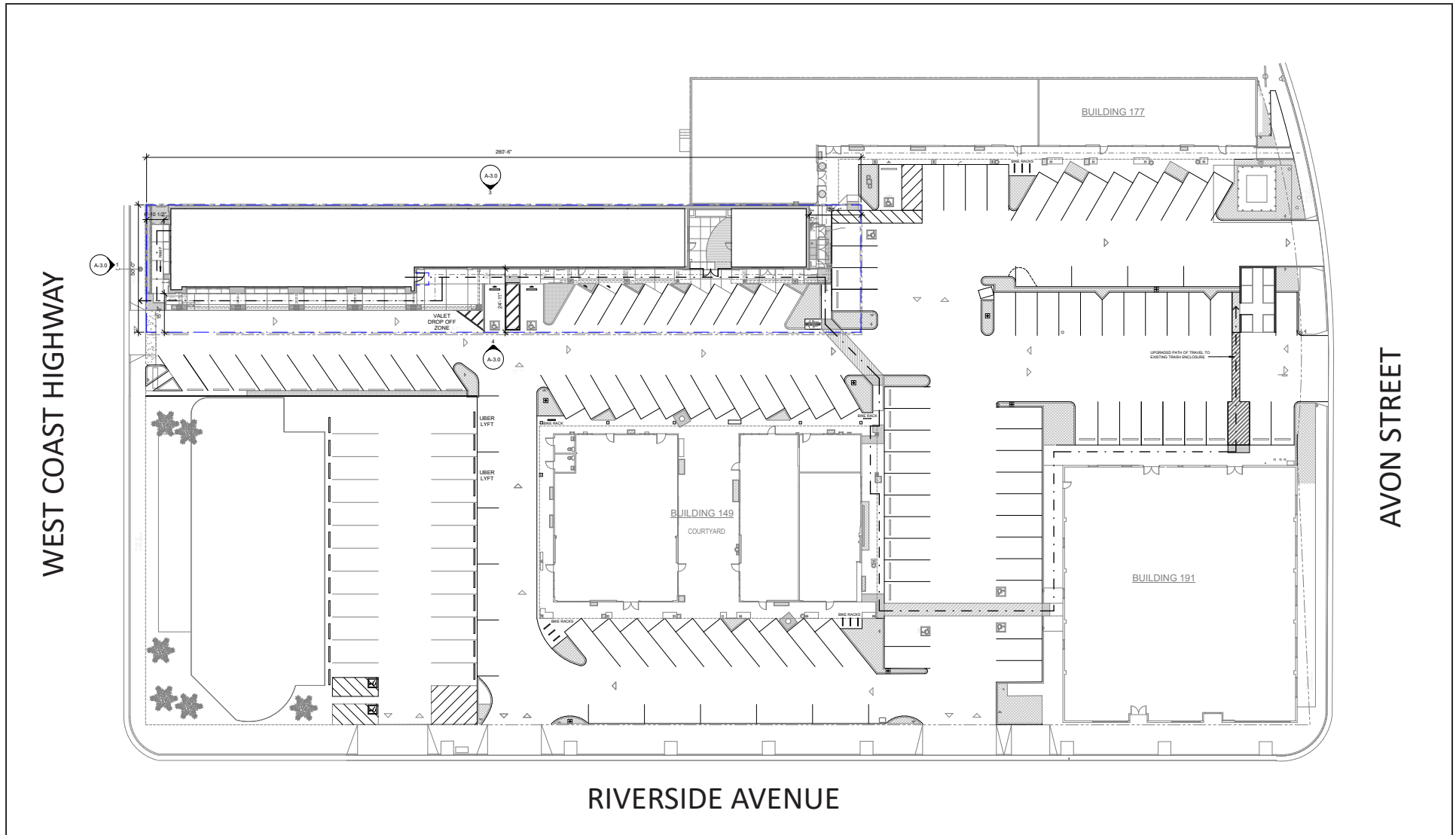


0 750 1500
FEET

SOURCE: ESRI 2023, Voyager 2022.

P:\A-E\CNB2101.07 - ARC Carne & Cantina Restaurant\GIS\Project Location and Study Area Intersections.aprx (7/28/2025)

ARC Carne & Cantina Restaurant
Project Location and Study Area intersections



LSA

FIGURE 2



0 28 56
FEET

SOURCE: MSA, May 2025

P:\A-E\CNB2101.07 - ARC Carne & Cantina Restaurant\GIS\Fig2_Site_Plan.ai (7/25/2025)

ARC Carne & Cantina Restaurant
Conceptual Site Plan

Study Area

The following eight intersections were included in the study area, as shown on Figure 1:

1. Superior Avenue–Balboa Boulevard/Coast Highway
2. Newport Boulevard Southbound Ramps/Coast Highway
3. Newport Boulevard/Hospital Road
4. Riverside Avenue/Coast Highway
5. Tustin Avenue/Coast Highway
6. Dover Drive/16th Street—Castaways Lane
7. Dover Drive—Bayshore Drive/Coast Highway
8. Bayside Drive/Coast Highway

Consistent with the TPO methodology, the study area intersections were evaluated to identify any locations where the proposed project has the potential to increase traffic on any leg of the intersection by 1 percent or more in the Future Year 2027 Plus Project condition. Intersections where the proposed project would not increase traffic on any leg by 1 percent or more 1 year after project completion would not require any further analysis. The 1 percent traffic volume analysis calculations are discussed in a later section of this report. Based on the 1 percent traffic volume analysis, the proposed project would result in a 1 percent or more increase in traffic volumes at one or more legs of one study area intersection in the Future Year 2027 Plus Project condition.

Intersection Level of Service Methodology

The intersection capacity utilization (ICU) methodology for signalized intersections compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The ICU calculations assume a lane capacity of 1,600 vehicles per hour (vph) and no clearance interval (or loss time).

The resulting ICU is expressed in terms of level of service (LOS), where LOS A represents free-flow activity and LOS F represents overcapacity operation. *Traffix* (Version 8.0) computer software was used to determine the LOS based on the traffic volume and intersection geometry. The relationship between LOS and the ICU value (i.e., the v/c ratio) is as follows:

Level of Service	Signalized Intersections Volume-to-Capacity (ICU Methodology)
A	≤0.60
B	>0.60 and ≤0.70
C	>0.70 and ≤0.80
D	>0.80 and ≤0.90
E	>0.90 and ≤1.00
F	>1.00

Threshold of Significance

The City considers LOS D as the lowest limit of satisfactory operations. However, based on the City's General Plan, LOS E is acceptable at Dover Drive-Bayshore Drive/East Coast Highway due to right-of-way limitations (City of Newport Beach 2006a).

A project LOS impact would occur if the addition of the project-generated traffic causes a study area intersection to deteriorate to an unsatisfactory LOS. If an intersection operates at an unsatisfactory LOS in the baseline condition, a project LOS impact would occur if the proposed project-generated traffic increases the ICU by 0.01 or more. Improvement back to pre-project conditions is required for any intersection where project traffic causes the intersection to deteriorate from a satisfactory LOS to an unsatisfactory LOS.

PROPOSED PROJECT

Project Description

The proposed project would convert the existing vacant building to 9,725 sf of fine-dining restaurant and 1,184 sf of retail use. The existing vacant building could occupy 6,623 sf of retail use without any discretionary approval. Trip generation associated with the 6,623 sf of retail use is considered an existing use for purposes of this TIA. Access to the site would be provided via a one-way right-in-only driveway on Coast Highway, a full-access driveway on Riverside Avenue, and a full-access driveway on Avon Street. The proposed project would be completed in 2026.

Project Trip Generation, Distribution, and Assignment

Daily and peak-hour trips for the proposed project use and the existing use to be removed were generated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition (ITE 2021).

Table A shows the project trip generation. The project trip generation was reviewed and approved by the City prior to preparation of this TIA. As shown in Table A, the proposed project is anticipated to generate 879 daily trips, including 10 trips in the a.m. peak hour (8 inbound and 2 outbound) and 84 trips in the p.m. peak hour (55 inbound and 29 outbound). The existing use to be removed generates 361 daily trips, including 15 trips in the a.m. peak hour (9 inbound and 6 outbound) and 44 trips in the p.m. peak hour (22 inbound and 22 outbound). The net new trips of the proposed project are 518 daily trips, including 5 fewer trips in the a.m. peak hour (1 fewer inbound and 4 fewer outbound) and 40 trips in the p.m. peak hour (33 inbound and 7 outbound).

The net project trips were distributed to the surrounding roadways based on the location of the proposed project in relation to local and regional transportation facilities. The project trip distribution was reviewed and approved by City staff. The trip distribution percentages were multiplied by the project trip generation to arrive at the project-generated trip assignment at each study area location.

Figure 3 shows the full project trip distribution and assignment. Figure 4 shows the net (proposed use minus existing use) trip distribution and assignment.

Table A: Project Trip Generation

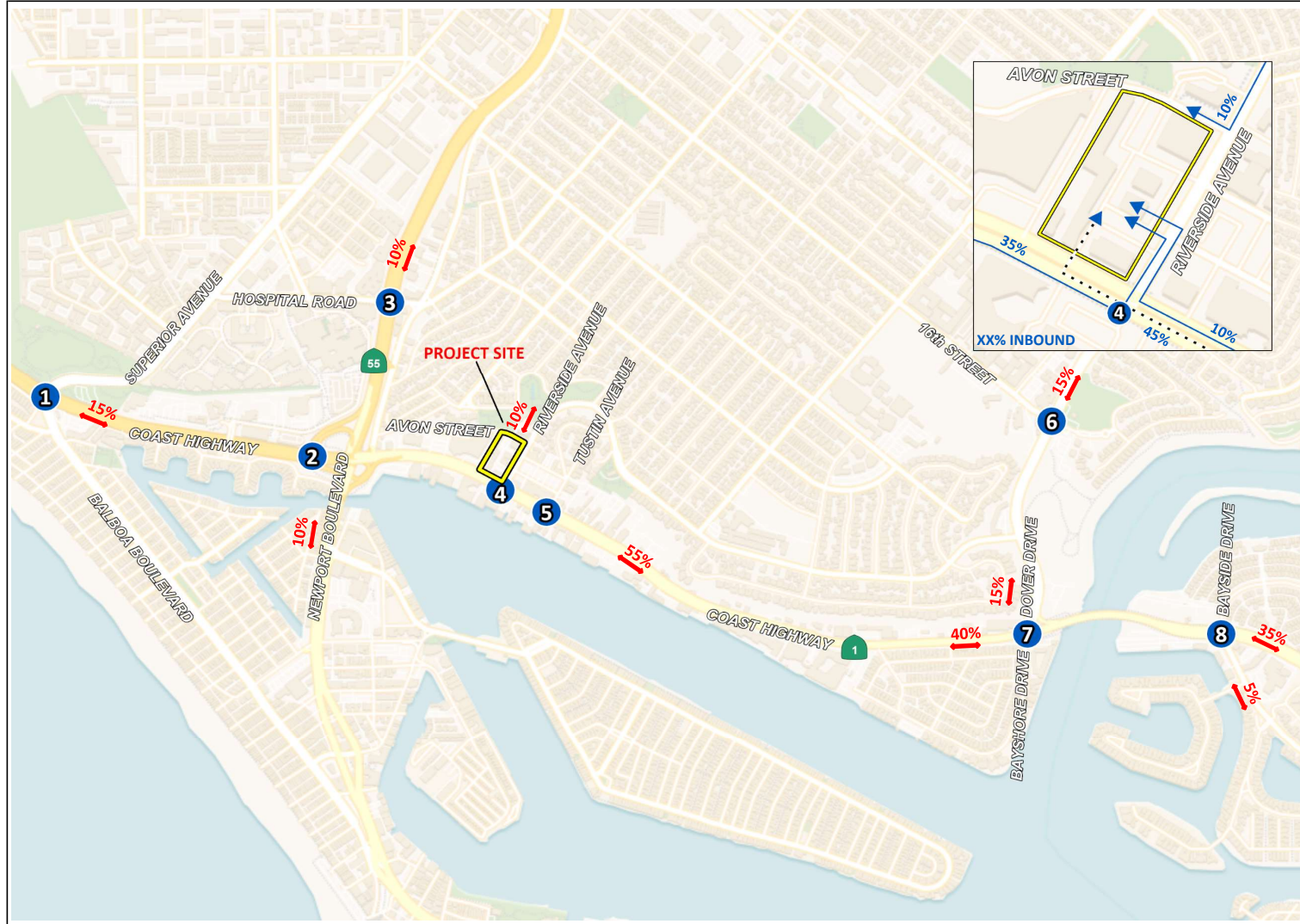
Land Use (Code)	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates ¹									
Strip Retail Plaza (<40k) (822)		tsf	54.45	1.42	0.94	2.36	3.30	3.29	6.59
Fine Dining Restaurant (931) ²		tsf	83.84	0.58	0.15	0.73	5.23	2.57	7.80
Project Trip Generation									
Strip Retail Plaza (<40k)	1.184	tsf	64	2	1	3	4	4	8
Fine Dining Restaurant	9.725	tsf	815	6	1	7	51	25	76
Total	10.909	tsf	879	8	2	10	55	29	84
Existing Trip Generation									
Strip Retail Plaza (<40k)	6.623	tsf	361	9	6	15	22	22	44
Net Trips (Project - Existing)	4.286	tsf	518	-1	-4	-5	33	7	40

¹ Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition (2021).

² Directional distribution is not available for the AM Peak Hour of Adjacent Street Traffic.

Directional distribution from the AM Peak of Generator was used.

tsf = thousand square feet



1	Superior Ave-Balboa/Coast Hwy	6	Dover Dr/16th St-Castaways Ln
2	Newport SB Ramps/Coast Hwy	7	Dover Dr-Bayshore/Coast Hwy
3	Newport Blvd/Hospital Rd	8	Bayside Dr/Coast Hwy
4	Riverside Ave/Coast Hwy		
5	Tustin Ave/Coast Hwy		

LSA
XX/YY
AM/PM Peak Hour Traffic Volumes



FIGURE 4

ARC Carne & Cantina Restaurant
Net Project Trip Distribution and Assignment

EXISTING CONDITIONS

Existing Baseline Intersection Level of Service

Figure 5 shows the existing intersection geometrics and traffic control devices at the eight initial study area intersections.

The City provided existing peak-hour traffic volumes. Transportation Studies, Inc., collected peak-hour traffic volumes for five study area intersections in February 2024 and three study area intersections in March 2025. The existing baseline peak-hour traffic volumes at the study area intersections are provided in Appendix A and illustrated on Figure 6.

The results of the existing peak-hour LOS analysis for the study area intersections are summarized in Table B. As shown in this table, all study area intersections currently operate at a satisfactory LOS. The existing baseline ICU worksheets are provided in Appendix B.

Active Transportation

Transit Facilities

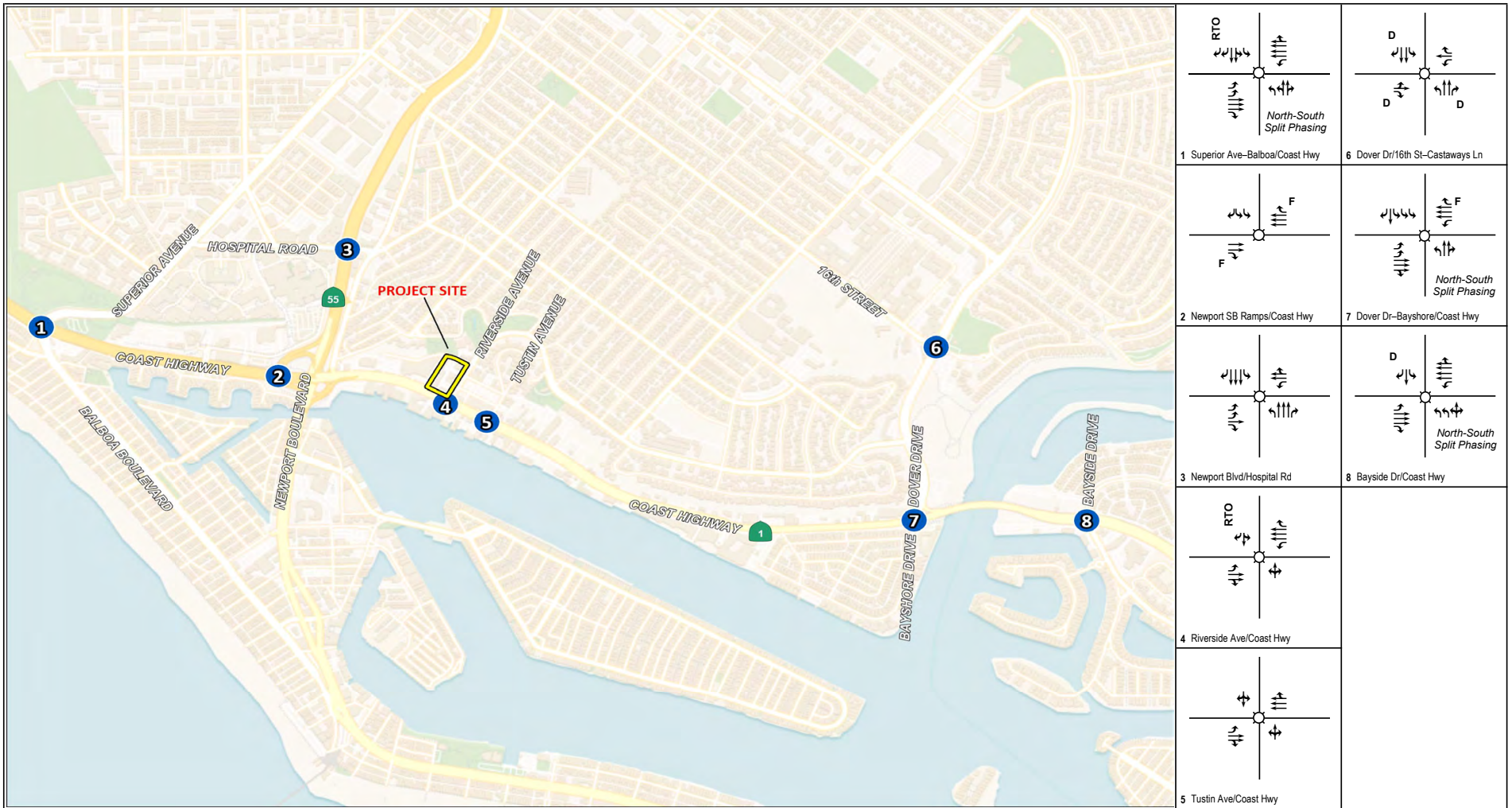
Transit facilities are accessible to and from the project site. The nearest OCTA bus stop is adjacent to the site on the northwest corner of Riverside Avenue and Coast Highway. OCTA Route 1 provides service between Long Beach and San Clemente along Pacific Coast Highway. The OCTA Route 1 map and bus stop locations are provided in Appendix C.

Bicycle Circulation

Class II bicycle lanes are provided on Riverside Avenue, Irvine Avenue, and Dover Drive, as well as on Bayside Drive south of Coast Highway. Additionally, a Class II bike lane is provided on West Coast Highway west of Superior Avenue-Balboa Boulevard to approximately the Newport Boulevard southbound ramps, as well as east of Tustin Avenue to east of Bayside Drive. Newport Boulevard and portions of Coast Highway east of the site are designated as Class III bike routes. Bicycle travel is possible between the project site and residences and other uses in the vicinity of the project site.

Pedestrian Circulation

Sidewalks currently exist in the project vicinity on both sides of Riverside Avenue and Coast Highway. The pedestrian and bicycle facilities provide opportunities for the public to use alternative modes of transportation and connections to a variety of commercial, residential, and employment destinations. Land uses in close proximity to the project site include other commercial uses and residences, all of which are accessible by nonautomotive means.



LSA

Legend

Signal

F Free Right Turn

RTO Right-Turn Overlap

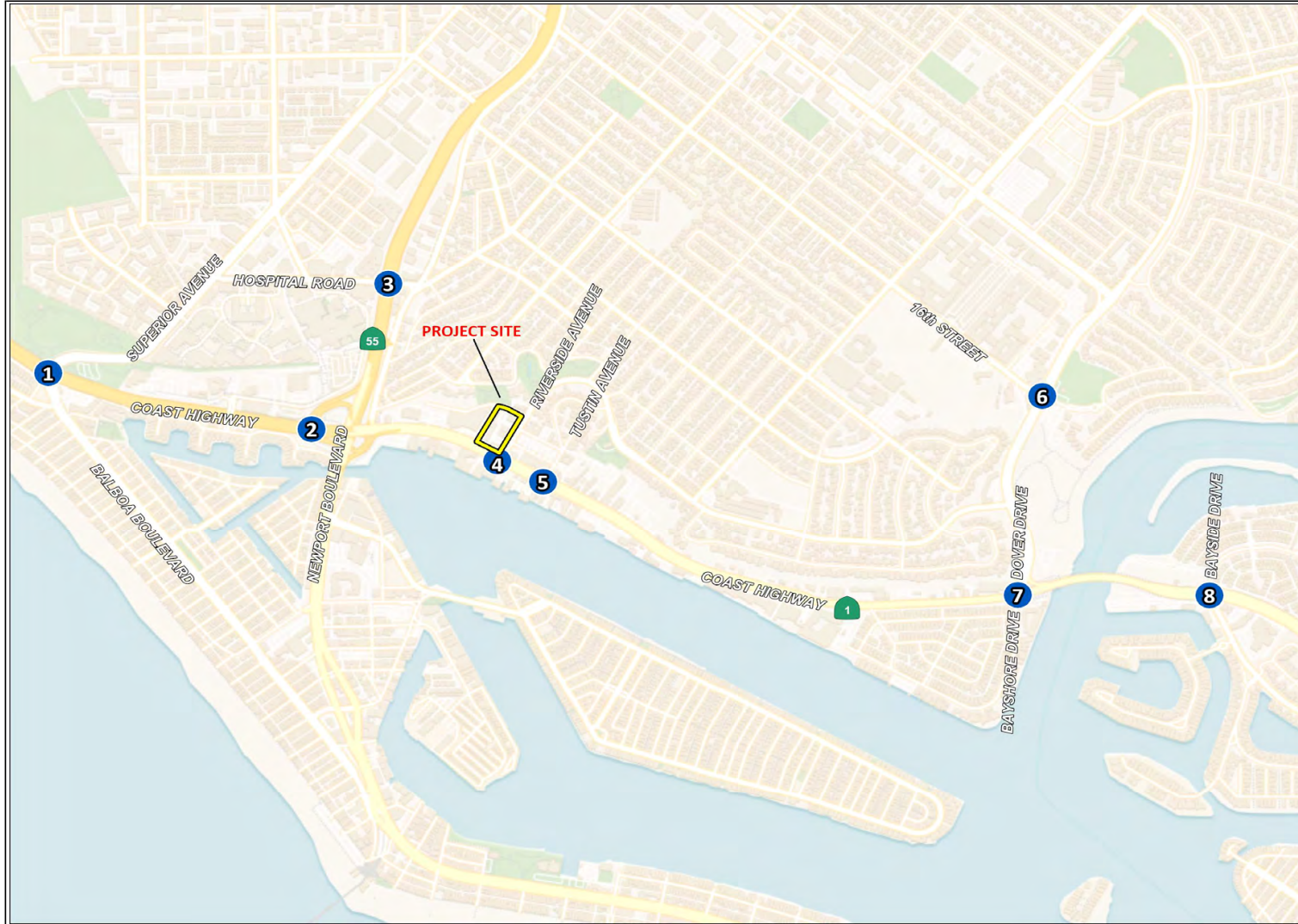
D De-facto Right Turn



N

FIGURE 5

ARC Carne & Cantina Restaurant
Existing Intersection Geometrics



<div> <div> <div>113/79</div> <div>499/151</div> <div>1625/598</div> <div>256/163</div> </div> <div> <div>154/93</div> <div>157/220</div> <div>229/132</div> <div>556/2044</div> <div>61/75</div> </div> </div> <div> <div>207/175</div> <div>117/127</div> <div>223/604</div> </div>	<div> <div>2821</div> <div>24/34</div> <div>32/24</div> <div>186/170</div> </div> <div> <div>943/608</div> <div>63/55</div> <div>24/17</div> <div>37/37</div> </div> <div> <div>116/148</div> <div>659/1012</div> <div>49/45</div> </div>
<div> <div>250/300</div> <div>2062/1007</div> <div>157/124</div> </div> <div> <div>423/304</div> <div>338/566</div> <div>859/1843</div> </div>	<div> <div>1381/56</div> <div>121/115</div> <div>1353/926</div> <div>29/22</div> </div> <div> <div>54/43</div> <div>1046/733</div> <div>232/1</div> <div>46/39</div> <div>42/29</div> </div> <div> <div>707/1267</div> <div>1090/1719</div> <div>39/41</div> </div>
<div> <div>424/175</div> <div>291/359</div> <div>178/113</div> <div>210/170</div> </div> <div> <div>1154/1453</div> <div>57/32</div> <div>40/65</div> <div>202/176</div> <div>40/115</div> </div> <div> <div>125/126</div> <div>1394/1267</div> <div>55/66</div> </div>	<div> <div>37/41</div> <div>21/24</div> <div>2043/1366</div> <div>404/318</div> </div> <div> <div>9/5</div> <div>26/11</div> <div>46</div> <div>35/20</div> </div> <div> <div>9/4</div> <div>1483/2543</div> <div>60/42</div> </div>
<div> <div>307/347</div> <div>298/284</div> <div>1820/1225</div> <div>6/10</div> </div> <div> <div>1/3</div> <div>87/56</div> <div>57/47</div> <div>1190/1935</div> <div>6/28</div> </div> <div> <div>1/4</div> <div>1/5</div> <div>0/5</div> </div>	
<div> <div>18/38</div> <div>38/93</div> <div>1884/1169</div> <div>3/3</div> </div> <div> <div>31/51</div> <div>78/63</div> <div>1280/1960</div> </div> <div> <div>0/2</div> <div>0/1</div> <div>1/2</div> </div>	

FIGURE 6

LSA
XXXX/YYYY
AM/PM Peak Hour Traffic Volumes



ARC Carne & Cantina Restaurant
Existing Peak-Hour Volumes

Table B: Existing Intersection Level of Service Summary

Intersection	Existing			
	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
1 Superior Avenue–Balboa Boulevard/Coast Highway	0.58	A	0.83	D
2 Newport Boulevard Southbound Ramps/Coast Highway	0.80	D	0.57	A
3 Newport Boulevard/Hospital Road	0.51	A	0.57	A
4 Riverside Avenue/Coast Highway	0.63	B	0.62	B
5 Tustin Avenue/Coast Highway	0.62	B	0.54	A
6 Dover Drive/16th Street–Castaways Lane	0.51	A	0.48	A
7 Dover Drive–Bayshore Drive/Coast Highway	0.56	A	0.57	A
8 Bayside Drive/Coast Highway	0.57	A	0.52	A

ICU = Intersection Capacity Utilization

LOS = level of service

FUTURE YEAR 2027 CONDITIONS

The City requires that the proposed project be analyzed 1 year after the project opening year. The proposed project is anticipated to open in 2026; therefore, an analysis year of 2027 was used in the future-year analysis.

Future Year 2027 Baseline Intersection Level of Service

The Future Year 2027 condition was developed by applying a growth rate to the existing traffic volumes and adding trips from approved projects in the vicinity. A 1 percent-per-year growth rate was added to all traffic volumes on Irvine Avenue, Newport Boulevard, Coast Highway, and Jamboree Road north of Coast Highway, consistent with the City's Regional Traffic Annual Growth Rate table (provided in Appendix D).

Approved Projects

The City provided the trip assignment for 22 approved projects at each study area intersection. Figure 7 illustrates the approved projects' locations. Detailed trip assignment for the approved projects is provided in Appendix E. The approved projects include the following:

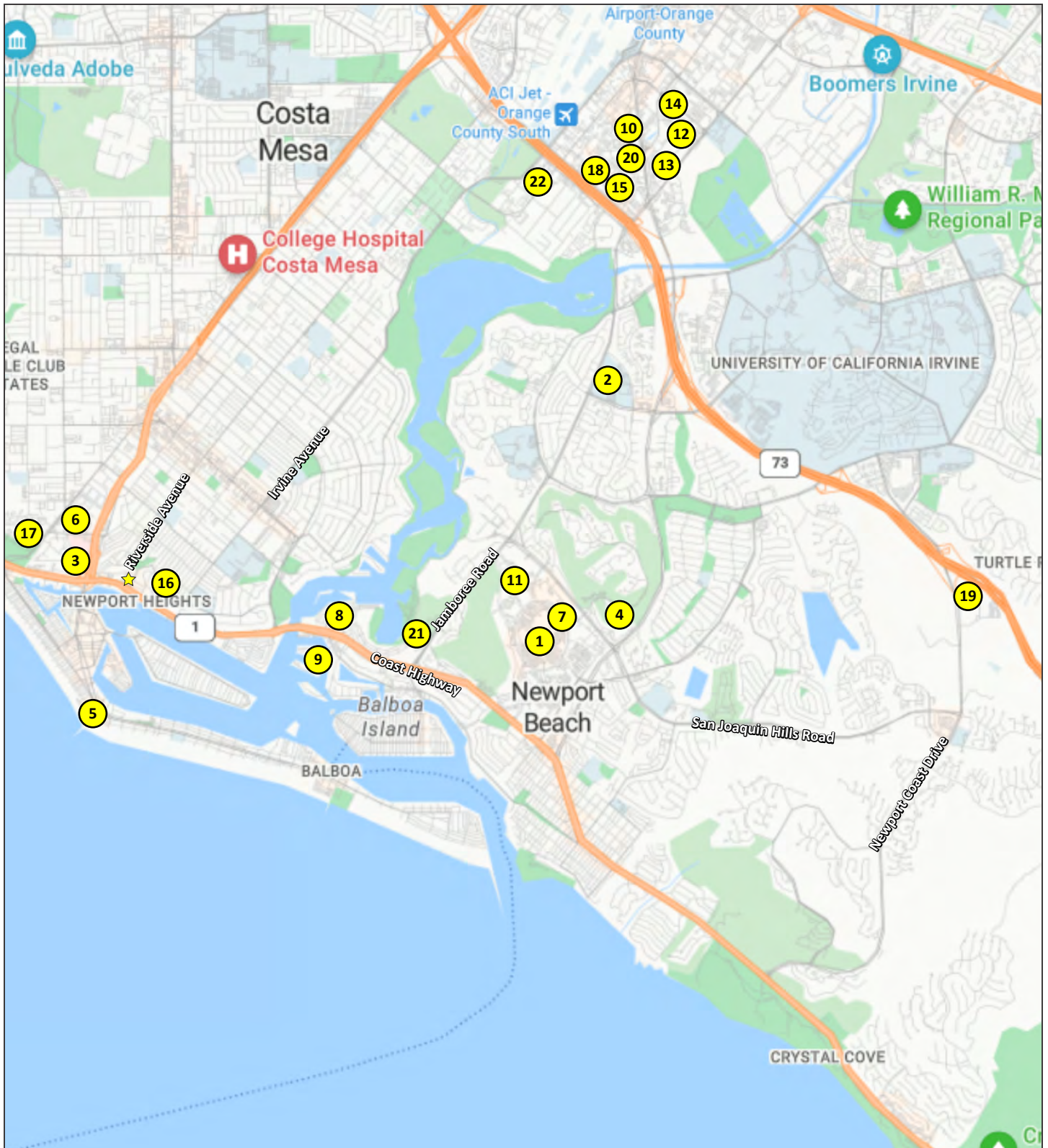
- | | |
|--|--|
| 1. Fashion Island Expansion | 12. Uptown Newport Phases 1 |
| 2. Temple Bat Yahm Expansion | 13. Uptown Newport Phases 2 |
| 3. Hoag Hospital Phase III | 14. Residences at 4400 VK |
| 4. St. Mark Presbyterian Church | 15. Picerne Residential |
| 5. 2300 Newport Boulevard (VUE) | 16. 2510 WCH Residential and Mother's Market |
| 6. Hoag Health Center | 17. Pacifica Christian High School |
| 7. North Newport Center | 18. 1400 Bristol Street North Residences |
| 8. Back Bay Landing | 19. Sage Hill Middle School Expansion |
| 9. Balboa Marina | 20. 1600 Dove Street Residences |
| 10. Newport Crossings | 21. TTC Newporter Pickleball |
| 11. Museum House—Vivante Senior Center | 22. 3300 Irvine Avenue—Newport Irvine Medical Office |

The ambient growth volumes on Newport Boulevard, and Coast Highway, as well as the approved project trips at the study area intersections, were added to the existing peak-hour volumes to develop the Future Year 2027 baseline peak-hour traffic volumes. Figure 8 shows the resulting Future Year 2027 baseline peak-hour traffic volumes.

1 Percent Traffic Volume Analysis

A 1 percent traffic volume analysis was prepared to identify any study area intersection where traffic from the proposed project would increase traffic on any leg by 1 percent or more. The Future Year 2027 condition was used as the baseline for the 1 percent volume analysis. Table C provides a summary of the 1 percent volume analysis. As shown in Table C, application of the 1 percent traffic volume analysis to the study area intersections would result in an increase in traffic volumes on any leg by 1 percent or more in the Future Year 2027 Plus Project condition at the following study area intersection:

4. Riverside Avenue/Coast Highway



LSA

LEGEND



-  Project Site
-  Approved Project

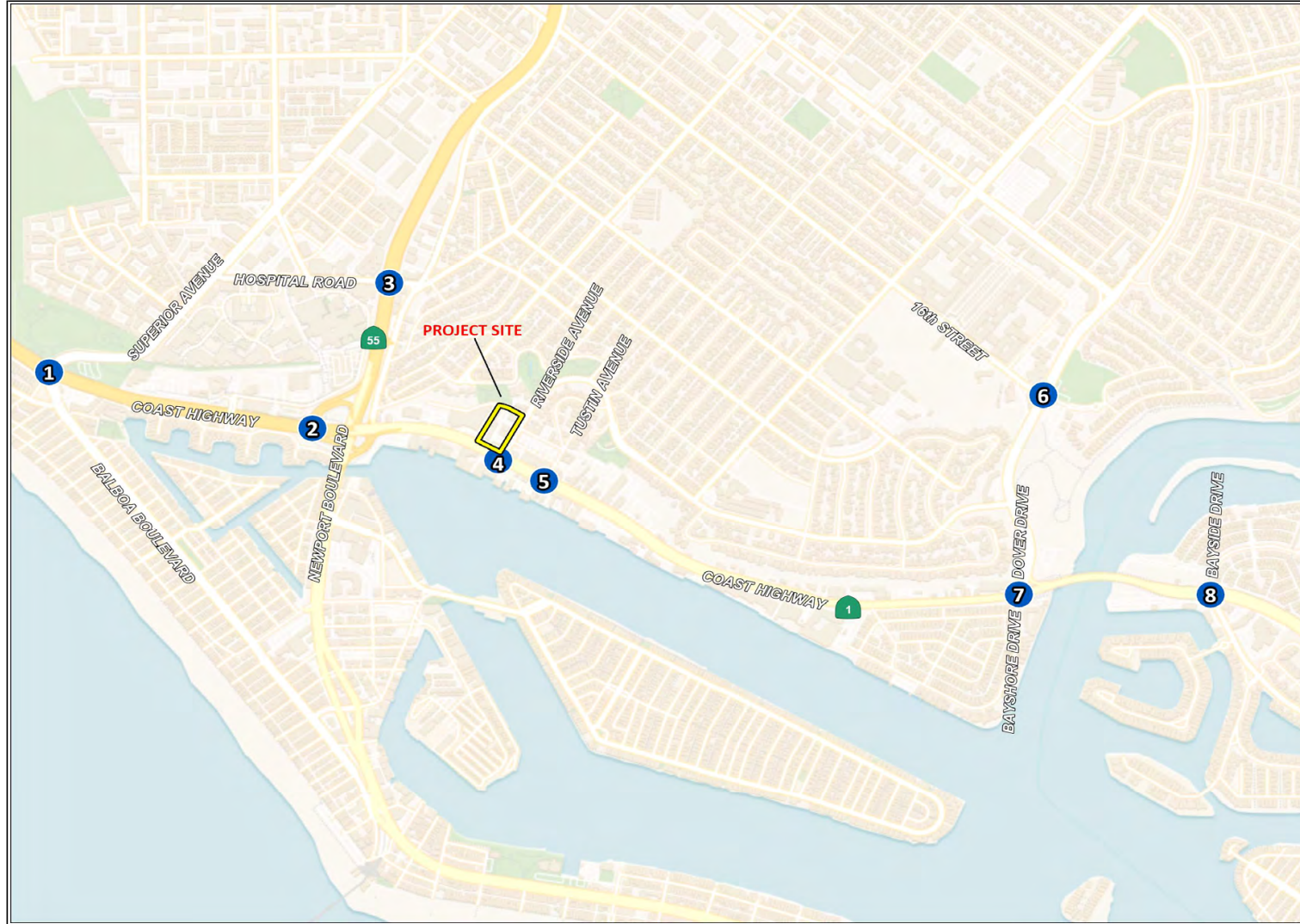
FIGURE 7

NO SCALE

SOURCE: Bing Maps 2023

P:\A-E\CNB2101.07 - ARC Carne & Cantina Restaurant\GIS\G\Approved_Projects.ai (7/25/2025)

ARC Carne & Cantina Restaurant
Approved Project Locations



<div> <div>123/89</div> <div>525/160</div> <div>1689/636</div> <div>261/169</div> </div> <div> <div>156/66</div> <div>1689/636</div> <div>261/169</div> </div> <div> <div>168/225</div> <div>208/175</div> <div>121/129</div> <div>223/605</div> </div> <div> <div>250/138</div> <div>601/2137</div> <div>62/78</div> </div>	<div> <div>28/21</div> <div>24/34</div> <div>32/24</div> <div>190/175</div> </div> <div> <div>960/636</div> <div>63/55</div> <div>118/152</div> <div>670/1038</div> </div> <div> <div>67/41</div> <div>24/17</div> <div>37/37</div> <div>49/45</div> </div>
<div> <div>201/326</div> <div>2134/1122</div> <div>164/133</div> </div> <div> <div>448/331</div> <div>349/587</div> <div>940/1922</div> </div>	<div> <div>147/164</div> <div>131/129</div> <div>1449/1033</div> <div>30/22</div> </div> <div> <div>54/43</div> <div>107/6769</div> <div>23/21</div> <div>46/39</div> <div>42/29</div> </div> <div> <div>739/1334</div> <div>1188/1846</div> <div>40/42</div> </div>
<div> <div>488/189</div> <div>321/387</div> <div>181/114</div> <div>211/175</div> </div> <div> <div>1214/1513</div> <div>58/33</div> <div>135/134</div> <div>1452/1334</div> </div> <div> <div>40/65</div> <div>206/177</div> <div>40/115</div> <div>56/67</div> </div>	<div> <div>61/93</div> <div>60/79</div> <div>2147/1453</div> <div>413/326</div> </div> <div> <div>44/38</div> <div>64/54</div> <div>353/346</div> <div>1012</div> <div>35/20</div> </div> <div> <div>25/35</div> <div>1573/2665</div> <div>64/54</div> </div>
<div> <div>307/347</div> <div>304/290</div> <div>1930/1345</div> <div>6/10</div> </div> <div> <div>1/3</div> <div>87/56</div> <div>1/4</div> <div>1/5</div> <div>0/5</div> </div> <div> <div>58/48</div> <div>1296/2067</div> <div>6/29</div> </div>	
<div> <div>18/38</div> <div>43/104</div> <div>1993/1279</div> <div>3/3</div> </div> <div> <div>39/62</div> <div>80/64</div> <div>1388/2092</div> <div>0/2</div> <div>0/1</div> <div>1/2</div> </div>	

LSA
XXXX/YYYY
AM/PM Peak Hour Traffic Volumes



FIGURE 8

ARC Carne & Cantina Restaurant
Future Year 2027 Peak-Hour Volumes

Table C: City of Newport Beach 1 Percent Volume Analysis Summary

Primary Intersection		Peak Hour	Approach Volumes												1 Percent
			Northbound			Southbound			Eastbound			Westbound			Test
			Project	Base	Percent	Project	Base	Percent	Project	Base	Percent	Project	Base	Percent	Satisfied?
1	Superior Avenue–Balboa Boulevard/Coast Highway	AM	0	552	0.00%	0	447	0.00%	0	2,475	0.00%	-1	913	-0.11%	No
		PM	0	909	0.00%	0	410	0.00%	5	965	0.52%	1	2,353	0.04%	
2	Newport Boulevard Southbound Ramps/Coast Highway	AM	-	-	-	0	739	0.00%	0	2,298	0.00%	-1	1,289	-0.08%	No
		PM	-	-	-	3	657	0.46%	5	1,255	0.40%	1	2,509	0.04%	
3	Newport Boulevard/Hospital Road	AM	0	1,643	0.00%	0	1,740	0.00%	0	713	0.00%	0	286	0.00%	No
		PM	1	1,535	0.07%	3	1,735	0.17%	0	676	0.00%	0	357	0.00%	
4	Riverside Avenue/Coast Highway	AM	0	2	0.00%	-3	395	-0.76%	0	2,240	0.00%	-1	1,360	-0.07%	Yes
		PM	0	14	0.00%	6	406	1.48%	12	1,645	0.73%	18	2,144	0.84%	
5	Tustin Avenue/Coast Highway	AM	0	1	0.00%	0	57	0.00%	-2	2,039	-0.10%	-1	1,468	-0.07%	No
		PM	0	5	0.00%	0	100	0.00%	4	1,386	0.29%	18	2,156	0.83%	
6	Dover Drive/16th Street	AM	-1	837	-0.12%	0	1,051	0.00%	0	246	0.00%	0	128	0.00%	No
		PM	1	1,235	0.08%	5	912	0.55%	0	233	0.00%	0	95	0.00%	
7	Dover Drive–Bayshore Drive/Coast Highway	AM	0	111	0.00%	0	1,277	0.00%	-2	1,610	-0.12%	-1	1,967	-0.05%	No
		PM	0	89	0.00%	5	976	0.51%	4	1,184	0.34%	13	3,222	0.40%	
8	Bayside Drive/Coast Highway	AM	0	398	0.00%	0	118	0.00%	-1	2,620	-0.04%	-1	1,662	-0.06%	No
		PM	2	381	0.52%	0	144	0.00%	3	1,858	0.16%	11	2,754	0.40%	

■ = project contribution of 1 percent or more

The results of the Future Year 2027 peak-hour LOS analysis for the study area intersections are summarized in Table D. As shown in this table, Riverside Avenue/Coast Highway is forecast to operate at a satisfactory LOS.

Future Year 2027 Plus Project Intersection Level of Service

To determine the Future Year 2027 Plus Project condition, traffic generated by the proposed project was added to Future Year 2027 traffic volumes. Figure 9 shows the resulting Future Year 2027 Plus Project peak-hour traffic volumes.

Table D summarizes the results of the Future Year 2027 Plus Project peak-hour LOS analysis for the study area intersection where the proposed project would increase the traffic volumes on any leg by 1 percent or more (Riverside Avenue/Coast Highway). As shown in Table D, with the addition of the proposed project, Riverside Avenue/Coast Highway is forecast to operate at a satisfactory LOS. Therefore, the proposed project can be implemented with no peak-hour LOS impacts at the study area intersections in the Future Year 2027 condition.

CONGESTION MANAGEMENT PROGRAM CONSISTENCY REQUIREMENTS

The County of Orange (County) CMP Highway System includes one roadway arterial in the project area (i.e., Coast Highway), but it does not include any intersections within the study area. Based on the CMP requirements, a TIA is required for CMP purposes if a project would generate 2,400 or more daily trips. For projects that would directly access a CMP Highway System roadway, a reduced threshold of 1,600 daily trips is applied. The proposed project is forecast to generate 518 daily trips. As such, a CMP-level analysis is not required. Therefore, this TIA complies with the CMP requirements.

CONCLUSIONS

Based on the results of this TIA, the proposed project could be implemented without adversely affecting the study area intersections. The evaluation of the study area intersection LOS shows that the addition of project traffic would not create LOS impacts.

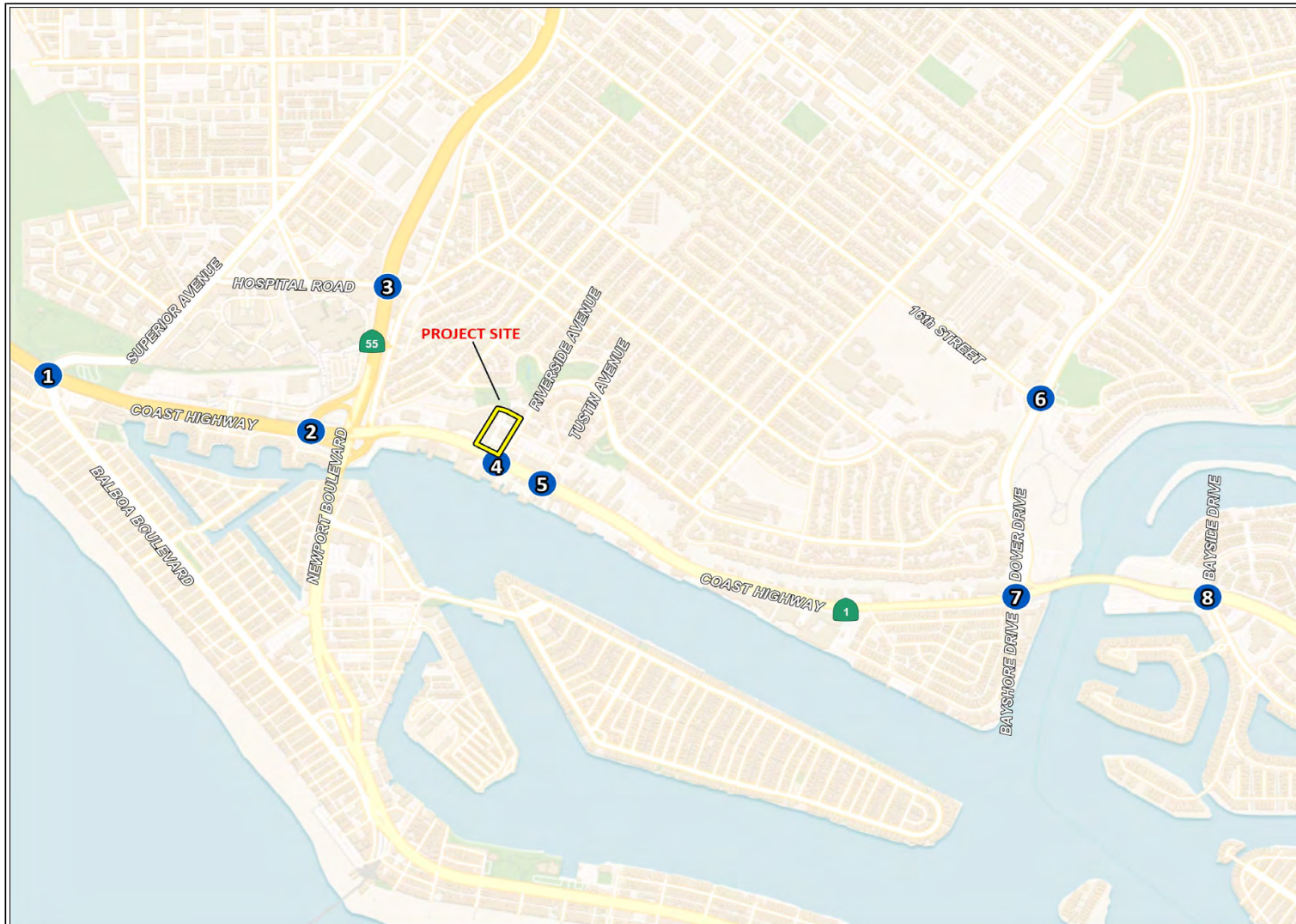
Table D: Future Year 2027 Intersection Level of Service Summary

Intersection		Future Year 2027				Future Year 2027 Plus Project				Peak-Hour Δ in ICU		Project LOS Impact?	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	AM	PM
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS				
1	Superior Avenue–Balboa Boulevard/Coast Highway	0.60	A	0.85	D	-	-	-	-	-	-	-	-
2	Newport Boulevard Southbound Ramps/Coast Highway	0.85	D	0.60	A	-	-	-	-	-	-	-	-
3	Newport Boulevard/Hospital Road	0.55	A	0.60	A	-	-	-	-	-	-	-	-
4	Riverside Avenue/Coast Highway	0.66	B	0.66	B	0.66	B	0.67	B	0.00	0.01	No	No
5	Tustin Avenue/Coast Highway	0.66	B	0.58	A	-	-	-	-	-	-	-	-
6	Dover Drive/16th Street–Castaways Lane	0.52	A	0.49	A	-	-	-	-	-	-	-	-
7	Dover Drive–Bayshore Drive/Coast Highway	0.59	A	0.61	B	-	-	-	-	-	-	-	-
8	Bayside Drive/Coast Highway	0.61	B	0.61	B	-	-	-	-	-	-	-	-

Δ = change in

ICU = Intersection Capacity Utilization

LOS = level of service



<div> <div>123/89</div> <div>156/66</div> <div>168/225</div> <div>525/160</div> <div>1689/641</div> <div>261/169</div> <div>250/138</div> <div>600/2138</div> <div>62/78</div> <div>206/175</div> <div>121/129</div> <div>223/605</div> </div>	<div> <div>2821</div> <div>960/641</div> <div>63/55</div> <div>24/34</div> <div>32/24</div> <div>190/175</div> <div>67/41</div> <div>24/17</div> <div>37/37</div> <div>118/152</div> <div>669/1039</div> <div>49/45</div> </div>
1 Superior Ave-Balboa/Coast Hwy	6 Dover Dr/16th St-Castaways Ln
<div> <div>201/326</div> <div>448/334</div> <div>2134/1127</div> <div>164/133</div> <div>349/587</div> <div>939/1923</div> </div>	<div> <div>147/169</div> <div>54/43</div> <div>130/130</div> <div>1448/1036</div> <div>30/22</div> <div>739/1334</div> <div>1187/1859</div> <div>40/42</div> <div>2321</div> <div>46/39</div> <div>42/29</div> </div>
2 Newport SB Ramps/Coast Hwy	7 Dover Dr-Bayshore/Coast Hwy
<div> <div>468/169</div> <div>1214/1516</div> <div>58/33</div> <div>321/387</div> <div>181/114</div> <div>211/175</div> <div>40/65</div> <div>206/177</div> <div>40/115</div> <div>135/134</div> <div>1452/1335</div> <div>56/67</div> </div>	<div> <div>61/93</div> <div>131/3</div> <div>60/79</div> <div>2146/1455</div> <div>413/327</div> <div>25/35</div> <div>1572/2676</div> <div>64/54</div> <div>353/351</div> <div>1312</div> <div>35/20</div> </div>
3 Newport Blvd/Hospital Rd	8 Bayside Dr/Coast Hwy
<div> <div>306/349</div> <div>1/3</div> <div>6/29</div> <div>304/302</div> <div>1930/1345</div> <div>6/10</div> <div>58/51</div> <div>1295/2082</div> <div>6/29</div> <div>1/4</div> <div>1/5</div> <div>0/5</div> </div>	
4 Riverside Ave/Coast Hwy	
<div> <div>19/38</div> <div>39/62</div> <div>43/104</div> <div>199/11283</div> <div>3/3</div> <div>80/64</div> <div>1387/2110</div> <div>0/2</div> <div>0/1</div> <div>1/2</div> </div>	
5 Tustin Ave/Coast Hwy	

LSA
XXXX/YYYY
AM/PM Peak Hour Traffic Volumes



FIGURE 9

ARC Carne & Cantina Restaurant
Future Year 2027 Plus Project Peak-Hour Volumes

REFERENCES

California Department of Transportation (Caltrans). 2024. *California Manual on Uniform Traffic Control Devices (CAMUTCD)*. Website: <https://dot.ca.gov/programs/safety-programs/camutcd> (accessed May 2024).

City of Newport Beach (City). 2006a. Newport Beach General Plan. Adopted July 25.

_____. 2006b. General Plan Circulation Element. Updated October 25, 2022. Figure CE1. Website: https://www.newportbeachca.gov/PLN/General_Plan/Figures/FigCE1_MasterPlanofStreetsandHighways_11x17color_web.pdf (accessed May 2024).

_____. 2007. Municipal Code Section 15.40, Traffic Phasing Ordinance. Website: <https://www.codepublishing.com/CA/NewportBeach/html/NewportBeach15/NewportBeach1540.html> (accessed May 2024).

Institute of Transportation Engineers (ITE). 2021. *Trip Generation Manual*. 11th Edition.

Orange County Transportation Authority (OCTA). 2017. *Guidance for Administration of the Orange County Master Plan of Arterial Highways*.

_____. 2023. 2023 Orange County Congestion Management Program. November.

APPENDIX A

EXISTING TRAFFIC VOLUMES

City: NEWPORT BEACH
N-S Direction: BALBOA BLVD-SUPERIOR AVE
E-W Direction: COAST HIGHWAY

File Name : H2502015
Site Code : 00000000
Start Date : 3/5/2025
Page No : 1

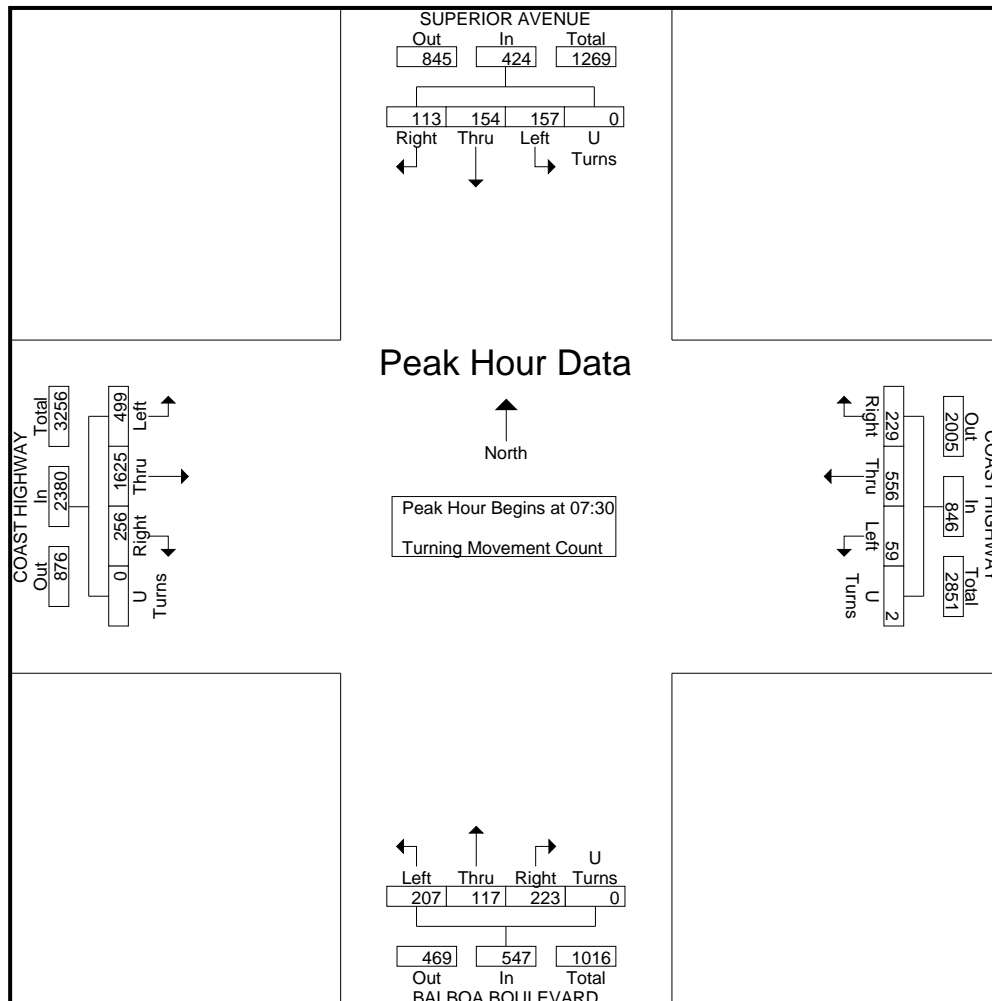
Groups Printed- Turning Movement Count

	SUPERIOR AVENUE Southbound				COAST HIGHWAY Westbound				BALBOA BOULEVARD Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	22	20	24	0	21	74	1	1	34	23	38	0	29	261	80	0	628
07:15	21	28	23	0	30	105	8	0	40	19	39	0	36	348	120	0	817
07:30	18	41	31	0	70	152	10	1	53	38	54	0	54	425	98	0	1045
07:45	31	33	38	0	56	121	15	1	51	33	60	0	87	428	146	0	1100
Total	92	122	116	0	177	452	34	3	178	113	191	0	206	1462	444	0	3590
08:00	29	42	55	0	68	146	13	0	65	27	51	0	49	402	120	0	1067
08:15	35	38	33	0	35	137	21	0	54	19	42	0	66	370	135	0	985
08:30	28	37	25	0	56	161	11	0	51	16	21	0	63	441	108	0	1018
08:45	28	40	30	0	46	118	13	1	40	29	33	0	65	315	105	0	863
Total	120	157	143	0	205	562	58	1	210	91	147	0	243	1528	468	0	3933
16:00	12	23	61	0	39	451	20	1	154	31	44	0	36	123	56	0	1051
16:15	18	19	62	0	41	523	12	1	165	25	47	0	46	147	30	0	1136
16:30	16	31	49	0	36	564	23	0	134	25	30	0	37	159	47	0	1151
16:45	22	19	55	0	29	444	16	0	144	39	56	0	40	148	39	0	1051
Total	68	92	227	0	145	1982	71	2	597	120	177	0	159	577	172	0	4389
17:00	23	24	53	1	26	513	21	2	161	38	42	0	40	144	35	0	1123
17:15	15	26	50	0	29	567	16	0	131	36	26	0	51	143	27	0	1117
17:30	15	25	48	0	16	546	17	2	108	32	39	0	39	148	42	0	1077
17:45	11	16	37	0	20	574	20	0	99	29	25	0	40	116	29	0	1016
Total	64	91	188	1	91	2200	74	4	499	135	132	0	170	551	133	0	4333
18:00	24	33	43	0	18	458	27	2	94	45	19	0	53	147	30	0	993
18:15	18	18	29	0	25	377	16	1	71	38	16	0	52	121	28	0	810
Grand Total	386	513	746	1	661	6031	280	13	1649	542	682	0	883	4386	1275	0	18048
Apprch %	23.5	31.2	45.3	0.1	9.5	86.3	4	0.2	57.4	18.9	23.7	0	13.5	67	19.5	0	
Total %	2.1	2.8	4.1	0	3.7	33.4	1.6	0.1	9.1	3	3.8	0	4.9	24.3	7.1	0	

City: NEWPORT BEACH
N-S Direction: BALBOA BLVD-SUPERIOR AVE
E-W Direction: COAST HIGHWAY

File Name : H2502015
Site Code : 00000000
Start Date : 3/5/2025
Page No : 2

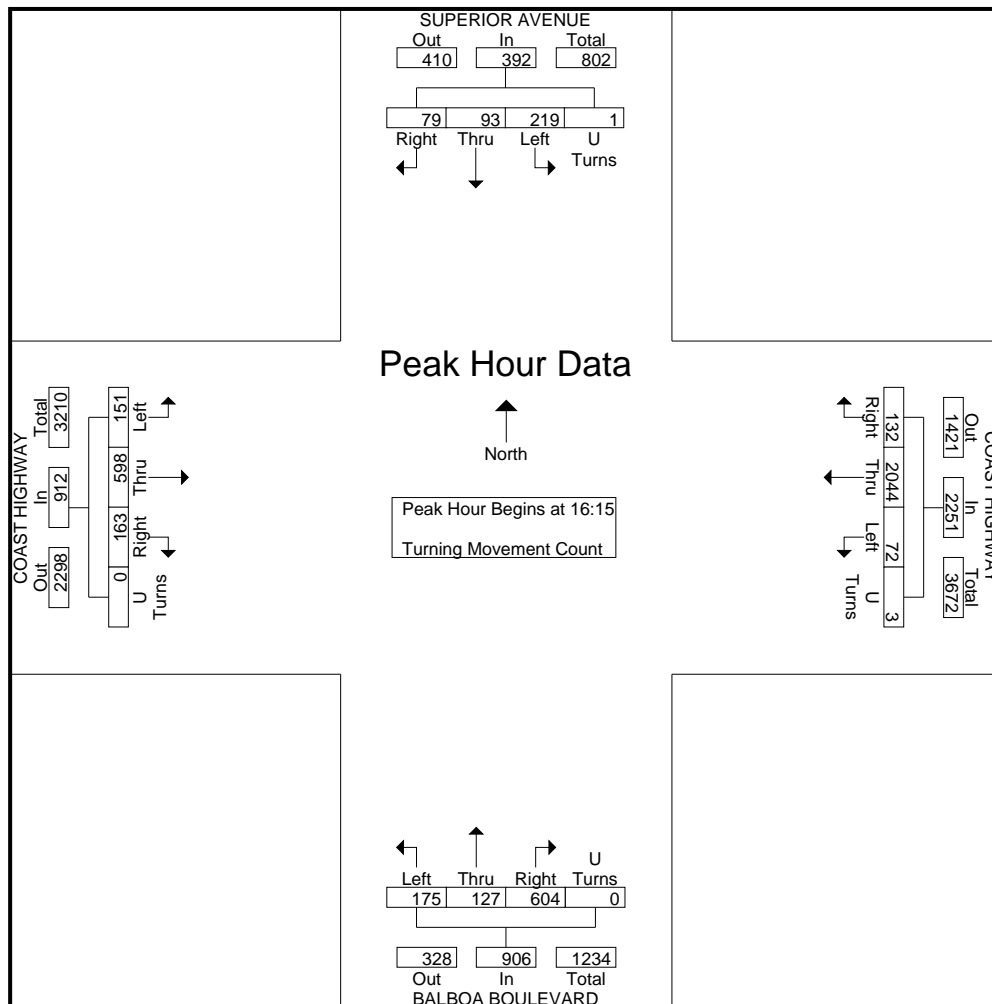
	SUPERIOR AVENUE Southbound					COAST HIGHWAY Westbound					BALBOA BOULEVARD Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	18	41	31	0	90	70	152	10	1	233	53	38	54	0	145	54	425	98	0	577	1045
07:45	31	33	38	0	102	56	121	15	1	193	51	33	60	0	144	87	428	146	0	661	1100
08:00	29	42	55	0	126	68	146	13	0	227	65	27	51	0	143	49	402	120	0	571	1067
08:15	35	38	33	0	106	35	137	21	0	193	54	19	42	0	115	66	370	135	0	571	985
Total Volume	113	154	157	0	424	229	556	59	2	846	223	117	207	0	547	256	1625	499	0	2380	4197
% App. Total	26.7	36.3	37	0		27.1	65.7	7	0.2		40.8	21.4	37.8	0		10.8	68.3	21	0		
PHF	.807	.917	.714	.000	.841	.818	.914	.702	.500	.908	.858	.770	.863	.000	.943	.736	.949	.854	.000	.900	.954



City: NEWPORT BEACH
N-S Direction: BALBOA BLVD-SUPERIOR AVE
E-W Direction: COAST HIGHWAY

File Name : H2502015
Site Code : 00000000
Start Date : 3/5/2025
Page No : 3

	SUPERIOR AVENUE Southbound					COAST HIGHWAY Westbound					BALBOA BOULEVARD Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	18	19	62	0	99	41	523	12	1	577	165	25	47	0	237	46	147	30	0	223	1136
16:30	16	31	49	0	96	36	564	23	0	623	134	25	30	0	189	37	159	47	0	243	1151
16:45	22	19	55	0	96	29	444	16	0	489	144	39	56	0	239	40	148	39	0	227	1051
17:00	23	24	53	1	101	26	513	21	2	562	161	38	42	0	241	40	144	35	0	219	1123
Total Volume	79	93	219	1	392	132	2044	72	3	2251	604	127	175	0	906	163	598	151	0	912	4461
% App. Total	20.2	23.7	55.9	0.3		5.9	90.8	3.2	0.1		66.7	14	19.3	0		17.9	65.6	16.6	0		
PHF	.859	.750	.883	.250	.970	.805	.906	.783	.375	.903	.915	.814	.781	.000	.940	.886	.940	.803	.000	.938	.969



City: NEWPORT BEACH
N-S Direction: SR-55 SB RAMPS
E-W Direction: COAST HIGHWAY

File Name : H2402013
Site Code : 00000000
Start Date : 2/27/2024
Page No : 1

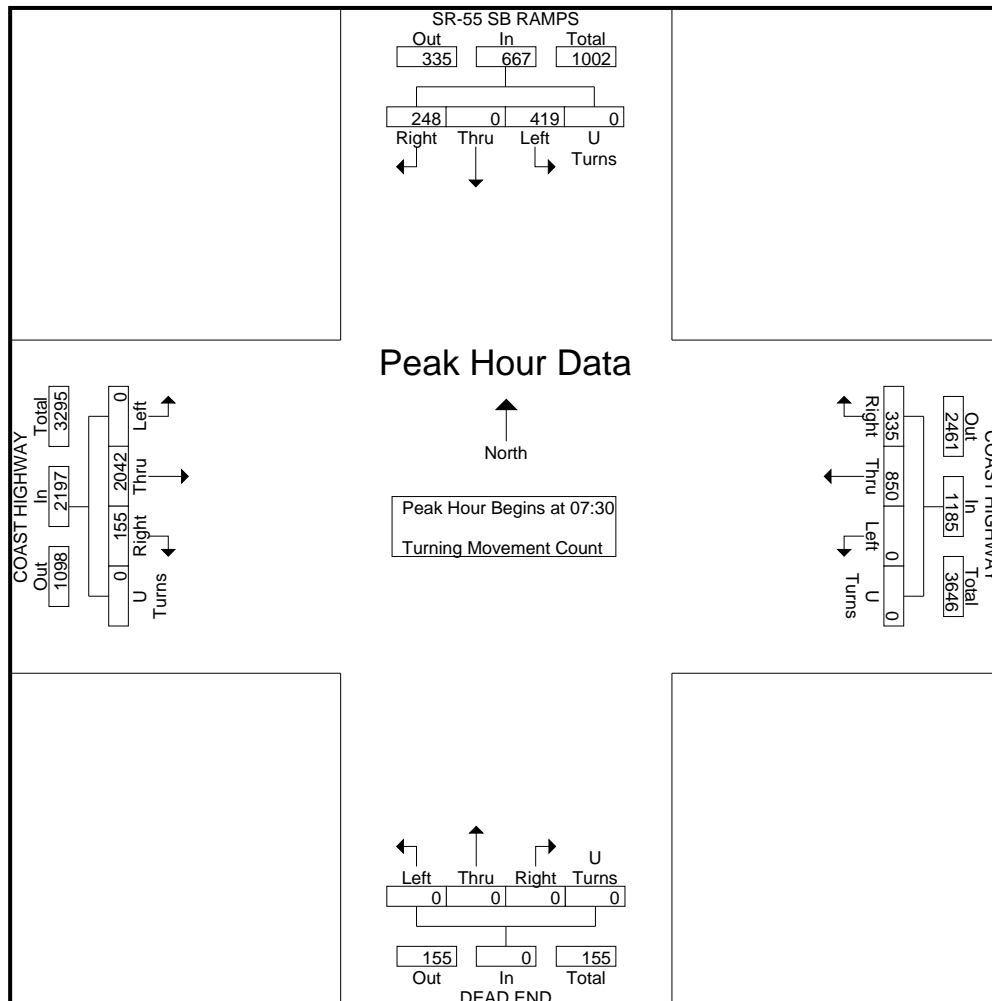
Groups Printed- Turning Movement Count

	SR-55 SB RAMPS Southbound				COAST HIGHWAY Westbound				DEAD END Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	57	0	102	0	34	115	0	0	0	0	0	0	21	284	0	0	613
07:15	58	0	84	0	48	117	0	0	0	0	0	0	20	410	0	0	737
07:30	70	0	111	0	60	190	0	0	0	0	0	0	26	522	0	0	979
07:45	56	0	92	0	80	204	0	0	0	0	0	0	44	542	0	0	1018
Total	241	0	389	0	222	626	0	0	0	0	0	0	111	1758	0	0	3347
08:00	71	0	115	0	84	221	0	0	0	0	0	0	44	477	0	0	1012
08:15	51	0	101	0	111	235	0	0	0	0	0	0	41	501	0	0	1040
08:30	52	0	100	0	90	210	0	0	0	0	0	0	43	468	0	0	963
08:45	45	0	67	0	105	216	0	1	0	0	0	0	51	466	0	0	951
Total	219	0	383	0	390	882	0	1	0	0	0	0	179	1912	0	0	3966
16:00	89	0	57	0	132	468	0	1	0	0	0	0	22	229	0	0	998
16:15	71	0	93	0	127	414	0	0	0	0	0	0	30	249	0	0	984
16:30	76	0	59	0	114	460	0	0	0	0	0	0	35	282	0	0	1026
16:45	72	0	87	0	127	380	0	0	0	0	0	0	29	277	0	0	972
Total	308	0	296	0	500	1722	0	1	0	0	0	0	116	1037	0	0	3980
17:00	84	0	88	0	161	510	0	0	0	0	0	0	22	230	0	0	1095
17:15	65	0	67	0	158	475	0	0	0	0	0	0	37	208	0	0	1010
17:30	92	0	86	0	150	435	0	0	0	0	0	0	23	194	0	0	980
17:45	76	0	64	0	155	442	0	0	0	0	0	0	34	239	0	0	1010
Total	317	0	305	0	624	1862	0	0	0	0	0	0	116	871	0	0	4095
18:00	83	0	68	0	151	344	0	0	0	0	0	0	33	211	0	0	890
18:15	49	0	50	0	115	354	0	0	0	0	0	0	36	209	0	0	813
Grand Total	1217	0	1491	0	2002	5790	0	2	0	0	0	0	591	5998	0	0	17091
Apprch %	44.9	0	55.1	0	25.7	74.3	0	0	0	0	0	0	9	91	0	0	
Total %	7.1	0	8.7	0	11.7	33.9	0	0	0	0	0	0	3.5	35.1	0	0	

City: NEWPORT BEACH
N-S Direction: SR-55 SB RAMPS
E-W Direction: COAST HIGHWAY

File Name : H2402013
Site Code : 00000000
Start Date : 2/27/2024
Page No : 2

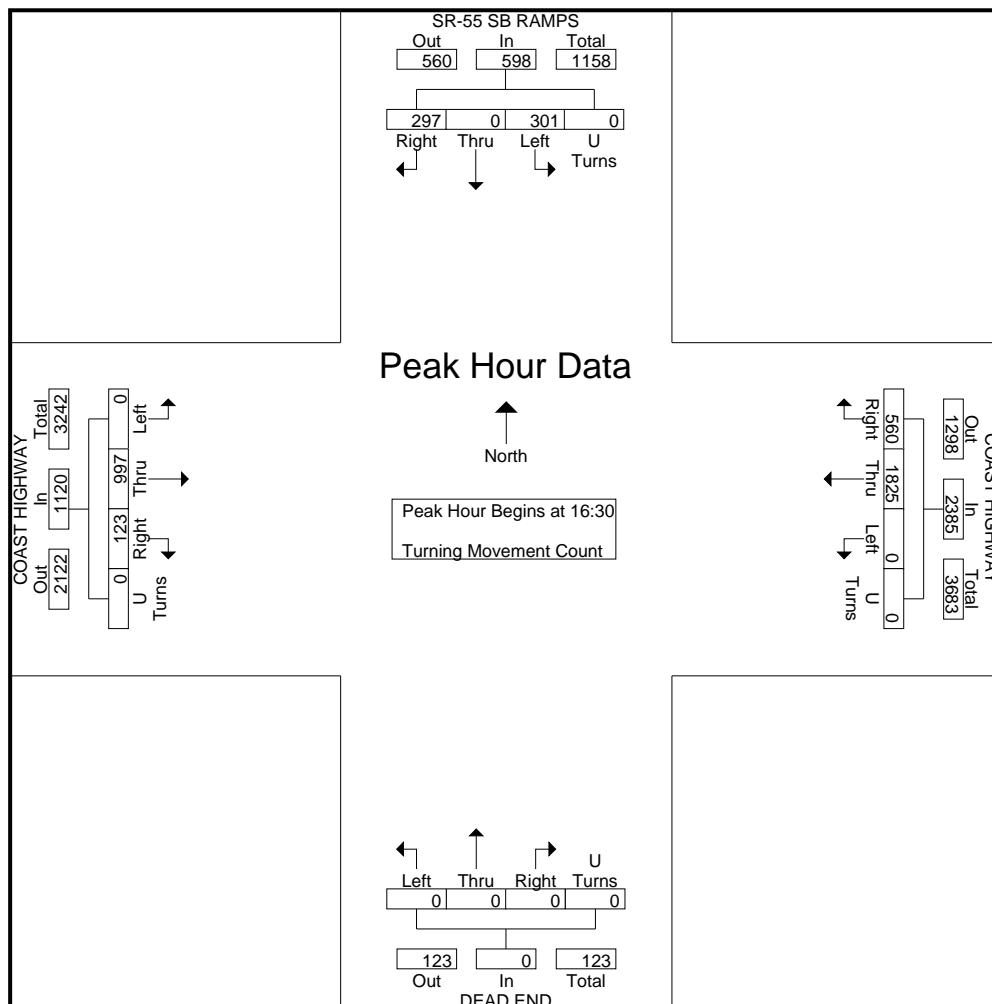
	SR-55 SB RAMPS Southbound					COAST HIGHWAY Westbound					DEAD END Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	70	0	111	0	181	60	190	0	0	250	0	0	0	0	0	26	522	0	0	548	979
07:45	56	0	92	0	148	80	204	0	0	284	0	0	0	0	0	44	542	0	0	586	1018
08:00	71	0	115	0	186	84	221	0	0	305	0	0	0	0	0	44	477	0	0	521	1012
08:15	51	0	101	0	152	111	235	0	0	346	0	0	0	0	0	41	501	0	0	542	1040
Total Volume	248	0	419	0	667	335	850	0	0	1185	0	0	0	0	0	155	2042	0	0	2197	4049
% App. Total	37.2	0	62.8	0		28.3	71.7	0	0		0	0	0	0		7.1	92.9	0	0		
PHF	.873	.000	.911	.000	.897	.755	.904	.000	.000	.856	.000	.000	.000	.000	.000	.881	.942	.000	.000	.937	.973



City: NEWPORT BEACH
N-S Direction: SR-55 SB RAMPS
E-W Direction: COAST HIGHWAY

File Name : H2402013
Site Code : 00000000
Start Date : 2/27/2024
Page No : 3

	SR-55 SB RAMPS Southbound					COAST HIGHWAY Westbound					DEAD END Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	76	0	59	0	135	114	460	0	0	574	0	0	0	0	0	35	282	0	0	317	1026
16:45	72	0	87	0	159	127	380	0	0	507	0	0	0	0	0	29	277	0	0	306	972
17:00	84	0	88	0	172	161	510	0	0	671	0	0	0	0	0	22	230	0	0	252	1095
17:15	65	0	67	0	132	158	475	0	0	633	0	0	0	0	0	37	208	0	0	245	1010
Total Volume	297	0	301	0	598	560	1825	0	0	2385	0	0	0	0	0	123	997	0	0	1120	4103
% App. Total	49.7	0	50.3	0		23.5	76.5	0	0		0	0	0	0	0	11	89	0	0		
PHF	.884	.000	.855	.000	.869	.870	.895	.000	.000	.889	.000	.000	.000	.000	.000	.831	.884	.000	.000	.883	.937



City of Newport Beach
N-S Direction: Newport Boulevard
E-W Direction: Hospital Road

File Name : H2402030
Site Code : 00000000
Start Date : 2/13/2024
Page No : 1

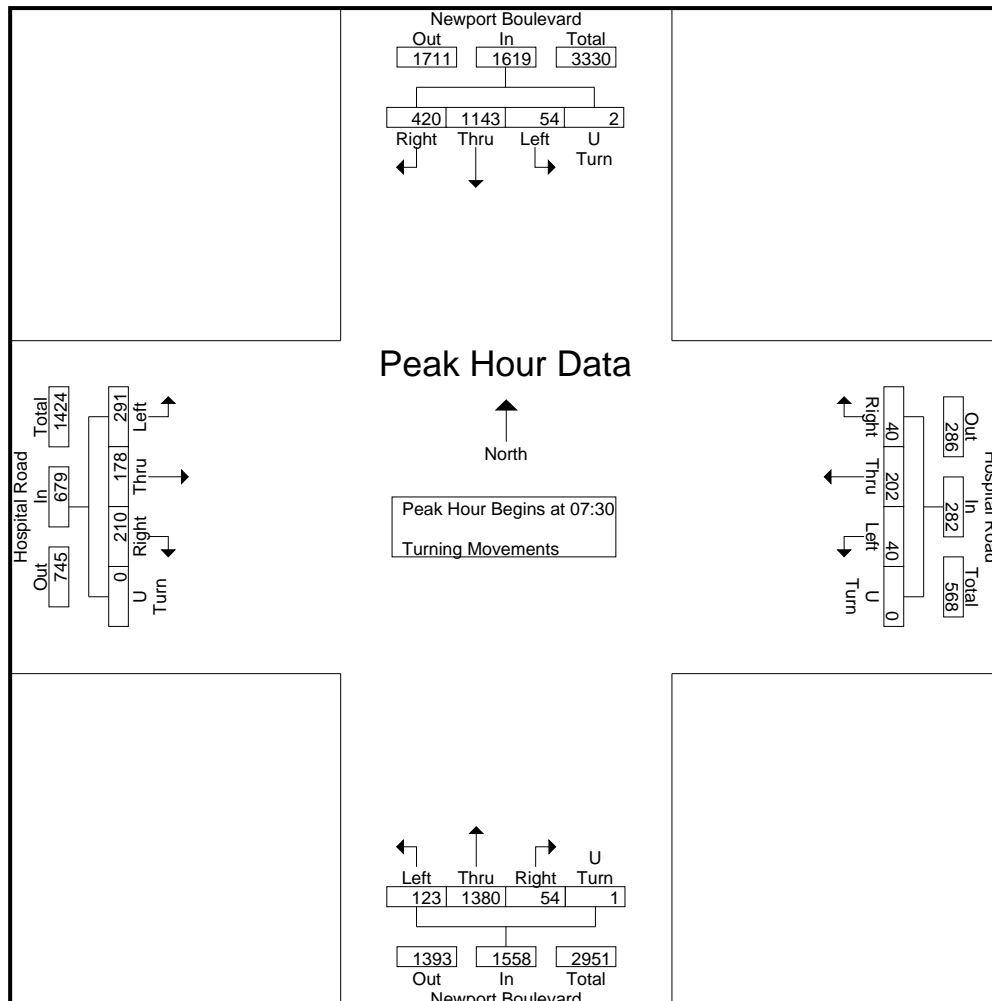
Groups Printed- Turning Movements

	Newport Boulevard Southbound				Hospital Road Westbound				Newport Boulevard Northbound				Hospital Road Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	71	193	9	0	1	20	6	0	3	243	12	1	26	18	49	0	652
07:15	82	286	9	0	8	20	7	0	11	308	21	2	47	17	68	0	886
07:30	107	290	10	0	4	32	9	0	16	397	30	0	52	37	112	0	1096
07:45	94	277	13	2	11	78	9	0	13	293	30	1	61	57	62	0	1001
Total	354	1046	41	2	24	150	31	0	43	1241	93	4	186	129	291	0	3635
08:00	121	274	11	0	15	50	16	0	11	344	35	0	46	46	61	0	1030
08:15	98	302	20	0	10	42	6	0	14	346	28	0	51	38	56	0	1011
08:30	98	237	13	0	8	48	13	0	13	370	28	2	42	27	50	0	949
08:45	97	289	11	1	12	34	10	0	16	296	38	2	53	35	48	0	942
Total	414	1102	55	1	45	174	45	0	54	1356	129	4	192	146	215	0	3932
16:00	45	279	8	0	15	61	21	0	20	357	34	0	23	26	92	0	981
16:15	22	388	9	0	6	42	19	0	12	332	20	0	9	22	76	0	957
16:30	40	329	9	0	19	43	29	0	15	304	33	0	26	30	105	0	982
16:45	38	379	8	0	18	51	36	0	19	302	30	2	41	32	57	0	1013
Total	145	1375	34	0	58	197	105	0	66	1295	117	2	99	110	330	0	3933
17:00	51	395	9	0	14	37	29	0	17	350	24	1	42	29	100	0	1098
17:15	44	336	6	0	14	45	21	0	14	298	30	5	61	22	97	0	993
17:30	61	314	9	0	7	33	19	0	12	363	29	1	50	18	50	0	966
17:45	79	343	5	0	8	39	21	0	9	346	22	0	32	18	47	0	969
Total	235	1388	29	0	43	154	90	0	52	1357	105	7	185	87	294	0	4026
18:00	52	343	4	0	10	54	16	1	13	362	21	2	34	10	43	0	965
18:15	90	365	10	0	7	25	11	0	18	350	10	2	25	17	61	0	991
Grand Total	1290	5619	173	3	187	754	298	1	246	5961	475	21	721	499	1234	0	17482
Apprch %	18.2	79.3	2.4	0	15.1	60.8	24	0.1	3.7	88.9	7.1	0.3	29.4	20.3	50.3	0	
Total %	7.4	32.1	1	0	1.1	4.3	1.7	0	1.4	34.1	2.7	0.1	4.1	2.9	7.1	0	

City of Newport Beach
N-S Direction: Newport Boulevard
E-W Direction: Hospital Road

File Name : H2402030
Site Code : 00000000
Start Date : 2/13/2024
Page No : 2

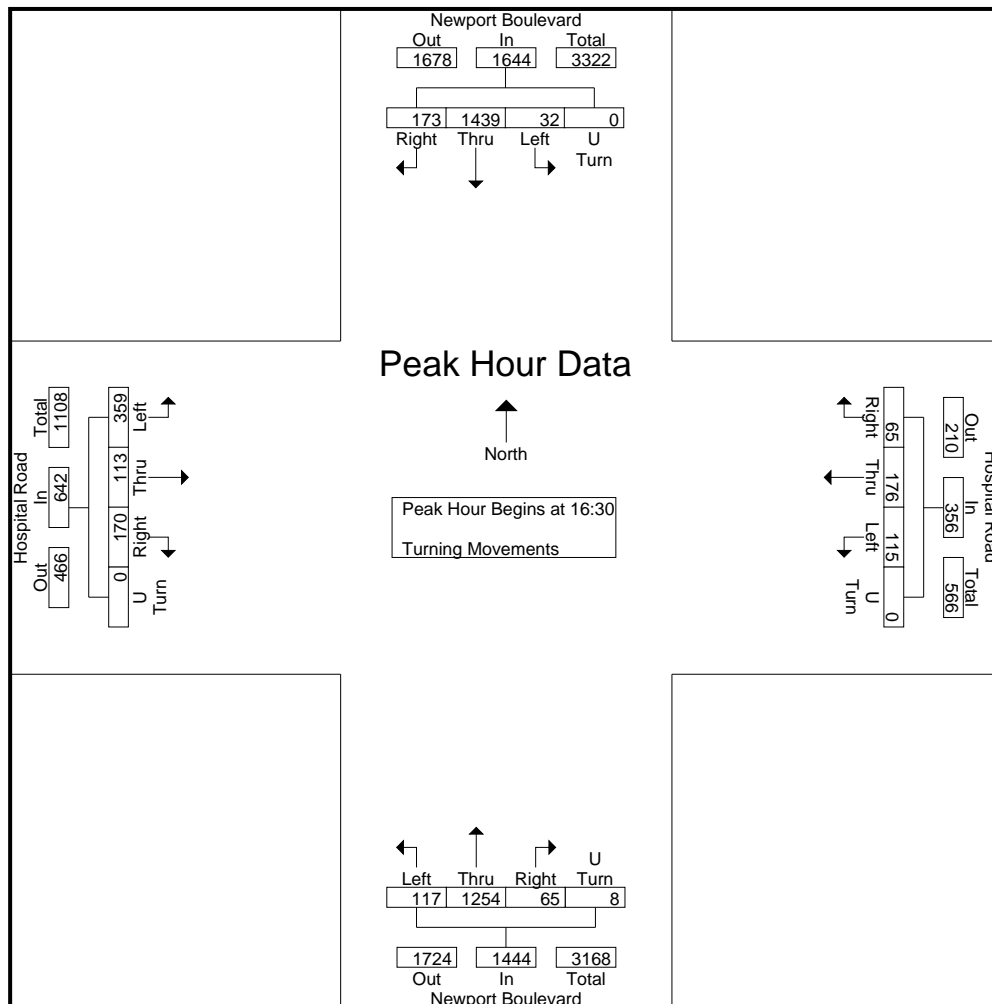
	Newport Boulevard Southbound					Hospital Road Westbound					Newport Boulevard Northbound					Hospital Road Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	107	290	10	0	407	4	32	9	0	45	16	397	30	0	443	52	37	112	0	201	1096
07:45	94	277	13	2	386	11	78	9	0	98	13	293	30	1	337	61	57	62	0	180	1001
08:00	121	274	11	0	406	15	50	16	0	81	11	344	35	0	390	46	46	61	0	153	1030
08:15	98	302	20	0	420	10	42	6	0	58	14	346	28	0	388	51	38	56	0	145	1011
Total Volume	420	1143	54	2	1619	40	202	40	0	282	54	1380	123	1	1558	210	178	291	0	679	4138
% App. Total	25.9	70.6	3.3	0.1		14.2	71.6	14.2	0		3.5	88.6	7.9	0.1		30.9	26.2	42.9	0		
PHF	.868	.946	.675	.250	.964	.667	.647	.625	.000	.719	.844	.869	.879	.250	.879	.861	.781	.650	.000	.845	.944



City of Newport Beach
N-S Direction: Newport Boulevard
E-W Direction: Hospital Road

File Name : H2402030
Site Code : 00000000
Start Date : 2/13/2024
Page No : 3

	Newport Boulevard Southbound					Hospital Road Westbound					Newport Boulevard Northbound					Hospital Road Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	40	329	9	0	378	19	43	29	0	91	15	304	33	0	352	26	30	105	0	161	982
16:45	38	379	8	0	425	18	51	36	0	105	19	302	30	2	353	41	32	57	0	130	1013
17:00	51	395	9	0	455	14	37	29	0	80	17	350	24	1	392	42	29	100	0	171	1098
17:15	44	336	6	0	386	14	45	21	0	80	14	298	30	5	347	61	22	97	0	180	993
Total Volume	173	1439	32	0	1644	65	176	115	0	356	65	1254	117	8	1444	170	113	359	0	642	4086
% App. Total	10.5	87.5	1.9	0		18.3	49.4	32.3	0		4.5	86.8	8.1	0.6		26.5	17.6	55.9	0		
PHF	.848	.911	.889	.000	.903	.855	.863	.799	.000	.848	.855	.896	.886	.400	.921	.697	.883	.855	.000	.892	.930



City: NEWPORT BEACH
N-S Direction: RIVERSIDE AVENUE
E-W Direction: COAST HIGHWAY

File Name : H2402014
Site Code : 00000000
Start Date : 2/27/2024
Page No : 1

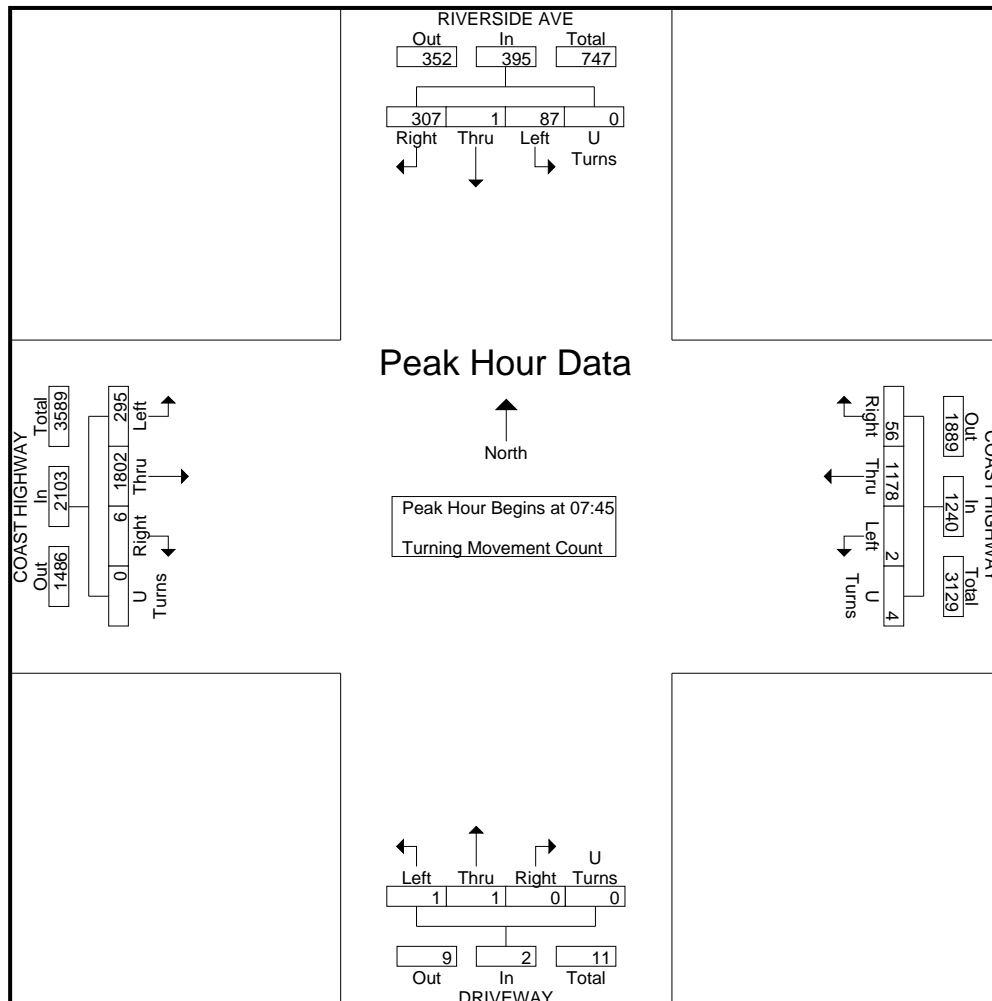
Groups Printed- Turning Movement Count

	RIVERSIDE AVE Southbound				COAST HIGHWAY Westbound				DRIVEWAY Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	27	0	9	0	16	141	1	1	0	0	0	0	0	298	26	0	519
07:15	35	0	9	0	11	175	0	0	0	0	1	0	1	376	57	0	665
07:30	53	0	25	0	6	226	0	0	0	0	0	0	0	450	62	0	822
07:45	84	0	29	0	17	253	0	2	0	0	0	0	0	443	74	0	902
Total	199	0	72	0	50	795	1	3	0	0	1	0	1	1567	219	0	2908
08:00	97	0	21	0	8	321	0	1	0	0	0	0	3	452	84	0	987
08:15	73	0	21	0	13	279	1	0	0	1	1	0	0	437	78	0	904
08:30	53	1	16	0	18	325	1	1	0	0	0	0	3	470	59	0	947
08:45	59	0	15	0	13	296	2	1	1	0	1	0	1	416	68	0	873
Total	282	1	73	0	52	1221	4	3	1	1	2	0	7	1775	289	0	3711
16:00	82	2	10	0	11	459	4	2	1	2	2	0	1	295	68	0	939
16:15	77	1	14	0	16	460	2	2	1	2	1	0	1	290	57	1	925
16:30	90	1	15	0	14	430	2	3	0	1	0	0	0	318	71	0	945
16:45	75	1	11	0	16	475	2	4	1	2	0	0	3	306	71	0	967
Total	324	5	50	0	57	1824	10	11	3	7	3	0	5	1209	267	1	3776
17:00	94	0	20	0	11	470	11	4	2	1	3	0	5	279	79	1	980
17:15	88	1	9	1	6	541	2	0	2	1	1	0	2	310	59	0	1023
17:30	87	3	11	1	8	437	1	2	0	0	4	0	1	276	49	0	880
17:45	84	0	11	0	17	465	2	3	1	1	1	0	2	274	49	5	915
Total	353	4	51	2	42	1913	16	9	5	3	9	0	10	1139	236	6	3798
18:00	71	2	15	0	11	431	8	4	4	0	1	0	5	279	54	0	885
18:15	65	1	11	0	11	347	3	4	5	3	1	0	1	237	44	1	734
Grand Total	1294	13	272	2	223	6531	42	34	18	14	17	0	29	6206	1109	8	15812
Apprch %	81.8	0.8	17.2	0.1	3.3	95.6	0.6	0.5	36.7	28.6	34.7	0	0.4	84.4	15.1	0.1	
Total %	8.2	0.1	1.7	0	1.4	41.3	0.3	0.2	0.1	0.1	0.1	0	0.2	39.2	7	0.1	

City: NEWPORT BEACH
N-S Direction: RIVERSIDE AVENUE
E-W Direction: COAST HIGHWAY

File Name : H2402014
Site Code : 00000000
Start Date : 2/27/2024
Page No : 2

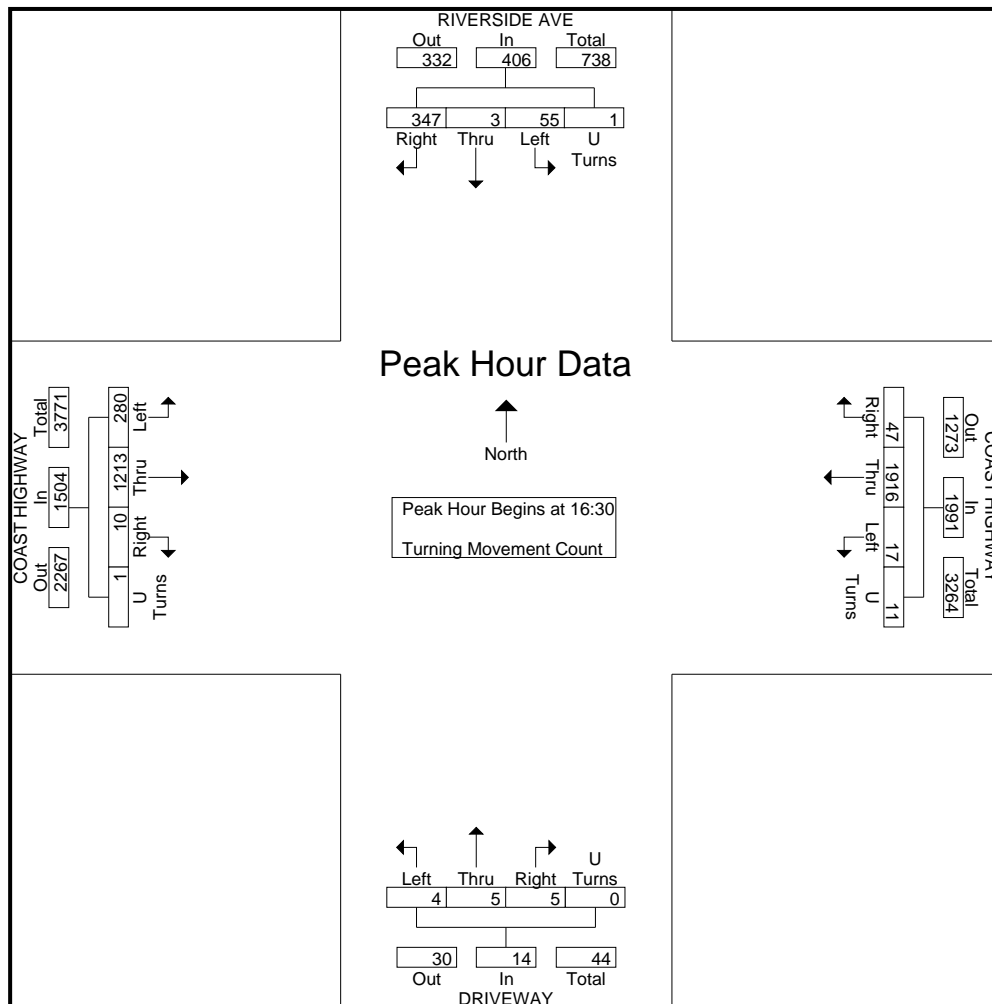
	RIVERSIDE AVE Southbound					COAST HIGHWAY Westbound					DRIVEWAY Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	84	0	29	0	113	17	253	0	2	272	0	0	0	0	0	0	443	74	0	517	902
08:00	97	0	21	0	118	8	321	0	1	330	0	0	0	0	0	3	452	84	0	539	987
08:15	73	0	21	0	94	13	279	1	0	293	0	1	1	0	2	0	437	78	0	515	904
08:30	53	1	16	0	70	18	325	1	1	345	0	0	0	0	0	3	470	59	0	532	947
Total Volume	307	1	87	0	395	56	1178	2	4	1240	0	1	1	0	2	6	1802	295	0	2103	3740
% App. Total	77.7	0.3	22	0		4.5	95	0.2	0.3		0	50	50	0		0.3	85.7	14	0		
PHF	.791	.250	.750	.000	.837	.778	.906	.500	.500	.899	.000	.250	.250	.000	.250	.500	.959	.878	.000	.975	.947



City: NEWPORT BEACH
N-S Direction: RIVERSIDE AVENUE
E-W Direction: COAST HIGHWAY

File Name : H2402014
Site Code : 00000000
Start Date : 2/27/2024
Page No : 3

	RIVERSIDE AVE Southbound					COAST HIGHWAY Westbound					DRIVEWAY Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	90	1	15	0	106	14	430	2	3	449	0	1	0	0	1	0	318	71	0	389	945
16:45	75	1	11	0	87	16	475	2	4	497	1	2	0	0	3	3	306	71	0	380	967
17:00	94	0	20	0	114	11	470	11	4	496	2	1	3	0	6	5	279	79	1	364	980
17:15	88	1	9	1	99	6	541	2	0	549	2	1	1	0	4	2	310	59	0	371	1023
Total Volume	347	3	55	1	406	47	1916	17	11	1991	5	5	4	0	14	10	1213	280	1	1504	3915
% App. Total	85.5	0.7	13.5	0.2		2.4	96.2	0.9	0.6		35.7	35.7	28.6	0		0.7	80.7	18.6	0.1		
PHF	.923	.750	.688	.250	.890	.734	.885	.386	.688	.907	.625	.625	.333	.000	.583	.500	.954	.886	.250	.967	.957



City: NEWPORT BEACH
N-S Direction: TUSTIN AVENUE
E-W Direction: COAST HIGHWAY

File Name : H2402015
Site Code : 00000000
Start Date : 2/27/2024
Page No : 1

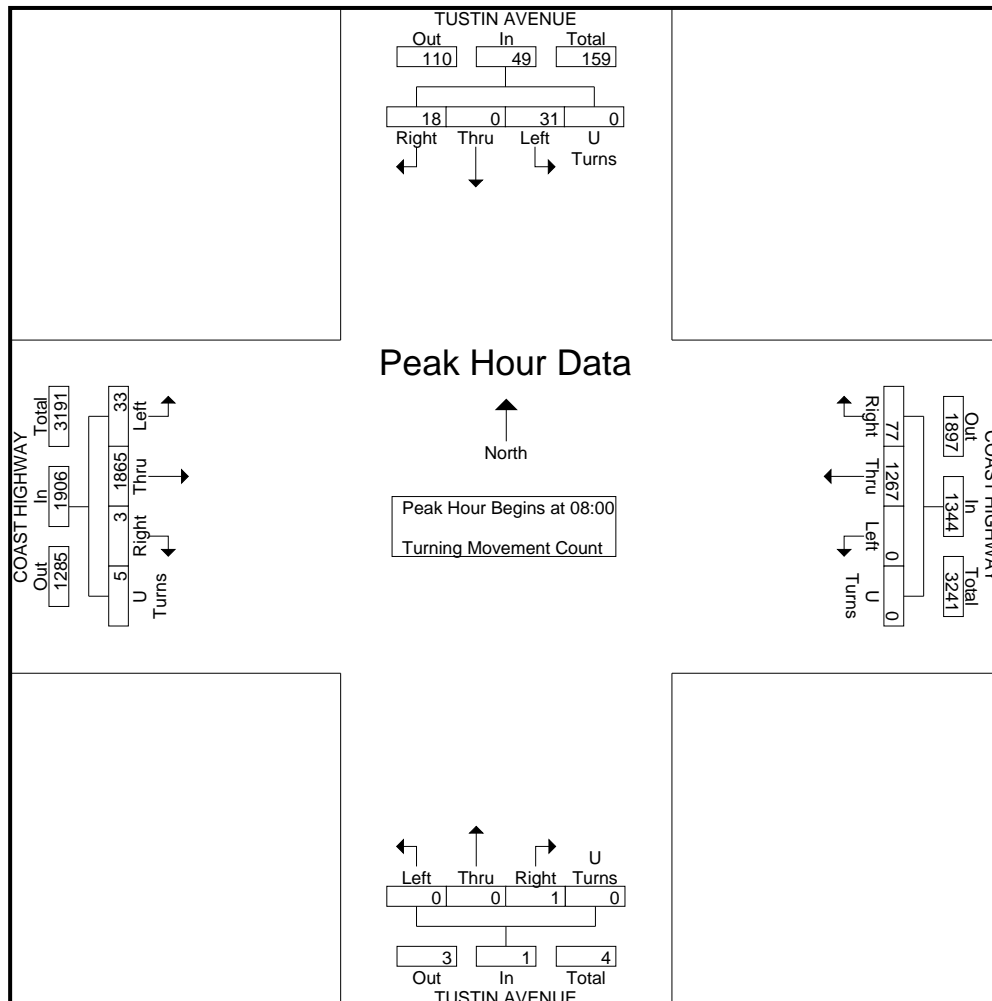
Groups Printed- Turning Movement Count

	TUSTIN AVENUE Southbound				COAST HIGHWAY Westbound				TUSTIN AVENUE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	2	0	2	0	5	176	0	0	0	0	0	0	0	295	4	1	485
07:15	3	0	4	0	4	173	0	0	0	0	0	0	0	381	4	1	570
07:30	5	0	9	0	10	221	0	0	0	0	0	0	0	464	4	3	716
07:45	8	0	14	0	14	274	0	0	0	0	0	0	0	476	10	1	797
Total	18	0	29	0	33	844	0	0	0	0	0	0	0	1616	22	6	2568
08:00	6	0	14	0	16	319	0	0	0	0	0	0	0	460	11	1	827
08:15	5	0	6	0	21	310	0	0	0	0	0	0	1	469	5	1	818
08:30	5	0	2	0	19	316	0	0	0	0	0	0	1	489	4	2	838
08:45	2	0	9	0	21	322	0	0	1	0	0	0	1	447	13	1	817
Total	18	0	31	0	77	1267	0	0	1	0	0	0	3	1865	33	5	3300
16:00	9	0	6	0	19	488	0	0	0	0	0	0	0	315	12	7	856
16:15	13	0	8	1	12	451	0	0	0	0	0	0	1	304	9	8	807
16:30	7	0	8	0	23	483	0	0	1	0	0	0	0	297	8	8	835
16:45	10	0	11	0	22	460	0	0	1	0	1	0	2	292	17	10	826
Total	39	0	33	1	76	1882	0	0	2	0	1	0	3	1208	46	33	3324
17:00	15	0	18	0	10	465	0	0	0	1	1	0	1	263	12	15	801
17:15	6	0	14	0	7	533	0	0	0	0	0	0	0	305	10	12	887
17:30	3	0	8	0	8	466	0	0	0	0	0	0	0	287	8	10	790
17:45	4	0	6	0	15	482	0	0	0	0	0	0	0	317	4	8	836
Total	28	0	46	0	40	1946	0	0	0	1	1	0	1	1172	34	45	3314
18:00	7	0	8	0	11	429	0	0	0	0	0	0	0	278	3	11	747
18:15	9	1	4	0	8	384	0	0	0	0	0	0	0	260	7	10	683
Grand Total	119	1	151	1	245	6752	0	0	3	1	2	0	7	6399	145	110	13936
Apprch %	43.8	0.4	55.5	0.4	3.5	96.5	0	0	50	16.7	33.3	0	0.1	96.1	2.2	1.7	
Total %	0.9	0	1.1	0	1.8	48.5	0	0	0	0	0	0	0.1	45.9	1	0.8	

City: NEWPORT BEACH
N-S Direction: TUSTIN AVENUE
E-W Direction: COAST HIGHWAY

File Name : H2402015
Site Code : 00000000
Start Date : 2/27/2024
Page No : 2

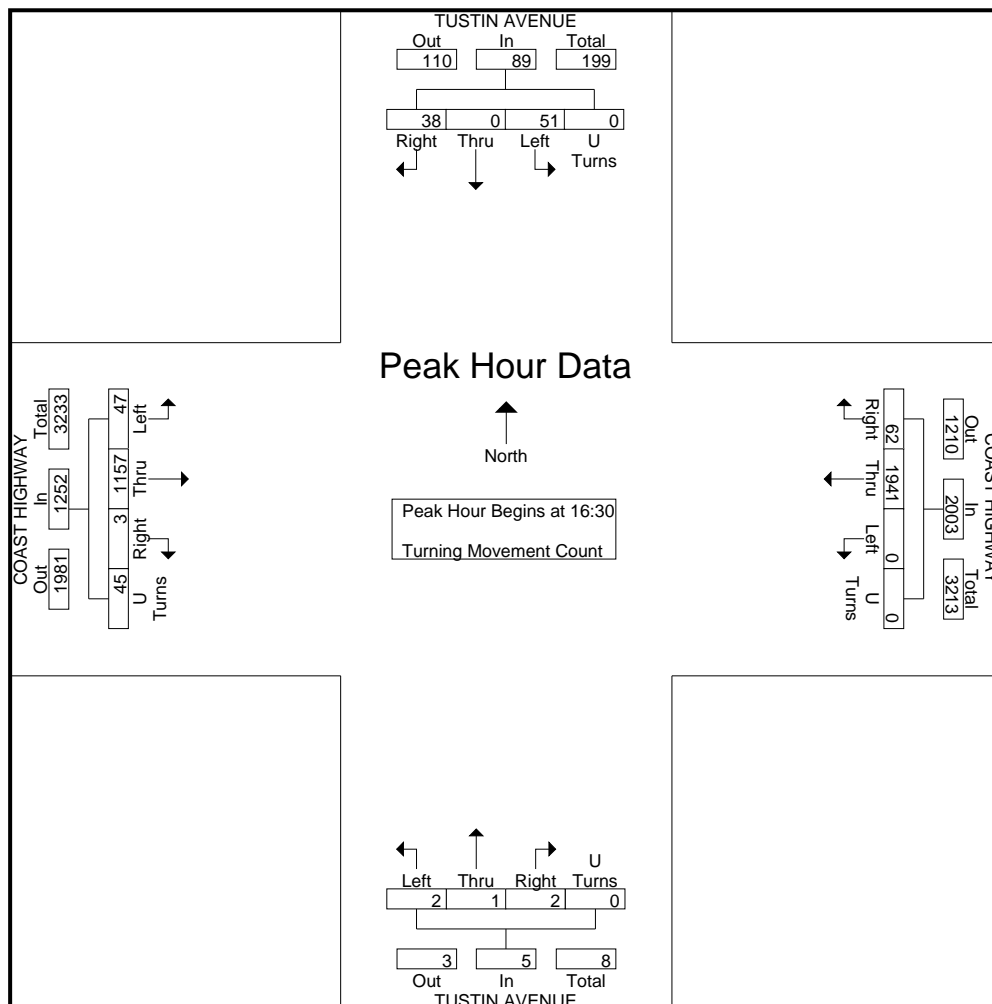
	TUSTIN AVENUE Southbound					COAST HIGHWAY Westbound					TUSTIN AVENUE Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	6	0	14	0	20	16	319	0	0	335	0	0	0	0	0	0	460	11	1	472	827
08:15	5	0	6	0	11	21	310	0	0	331	0	0	0	0	0	1	469	5	1	476	818
08:30	5	0	2	0	7	19	316	0	0	335	0	0	0	0	0	1	489	4	2	496	838
08:45	2	0	9	0	11	21	322	0	0	343	1	0	0	0	1	1	447	13	1	462	817
Total Volume	18	0	31	0	49	77	1267	0	0	1344	1	0	0	0	1	3	1865	33	5	1906	3300
% App. Total	36.7	0	63.3	0		5.7	94.3	0	0		100	0	0	0		0.2	97.8	1.7	0.3		
PHF	.750	.000	.554	.000	.613	.917	.984	.000	.000	.980	.250	.000	.000	.000	.250	.750	.953	.635	.625	.961	.984



City: NEWPORT BEACH
N-S Direction: TUSTIN AVENUE
E-W Direction: COAST HIGHWAY

File Name : H2402015
Site Code : 00000000
Start Date : 2/27/2024
Page No : 3

	TUSTIN AVENUE Southbound					COAST HIGHWAY Westbound					TUSTIN AVENUE Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 16:30																					
16:30	7	0	8	0	15	23	483	0	0	506	1	0	0	0	1	0	297	8	8	313	835
16:45	10	0	11	0	21	22	460	0	0	482	1	0	1	0	2	2	292	17	10	321	826
17:00	15	0	18	0	33	10	465	0	0	475	0	1	1	0	2	1	263	12	15	291	801
17:15	6	0	14	0	20	7	533	0	0	540	0	0	0	0	0	0	305	10	12	327	887
Total Volume	38	0	51	0	89	62	1941	0	0	2003	2	1	2	0	5	3	1157	47	45	1252	3349
% App. Total	42.7	0	57.3	0		3.1	96.9	0	0		40	20	40	0		0.2	92.4	3.8	3.6		
PHF	.633	.000	.708	.000	.674	.674	.910	.000	.000	.927	.500	.250	.500	.000	.625	.375	.948	.691	.750	.957	.944



City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: 16TH STREET

File Name : H2402017
Site Code : 00000000
Start Date : 2/27/2024
Page No : 1

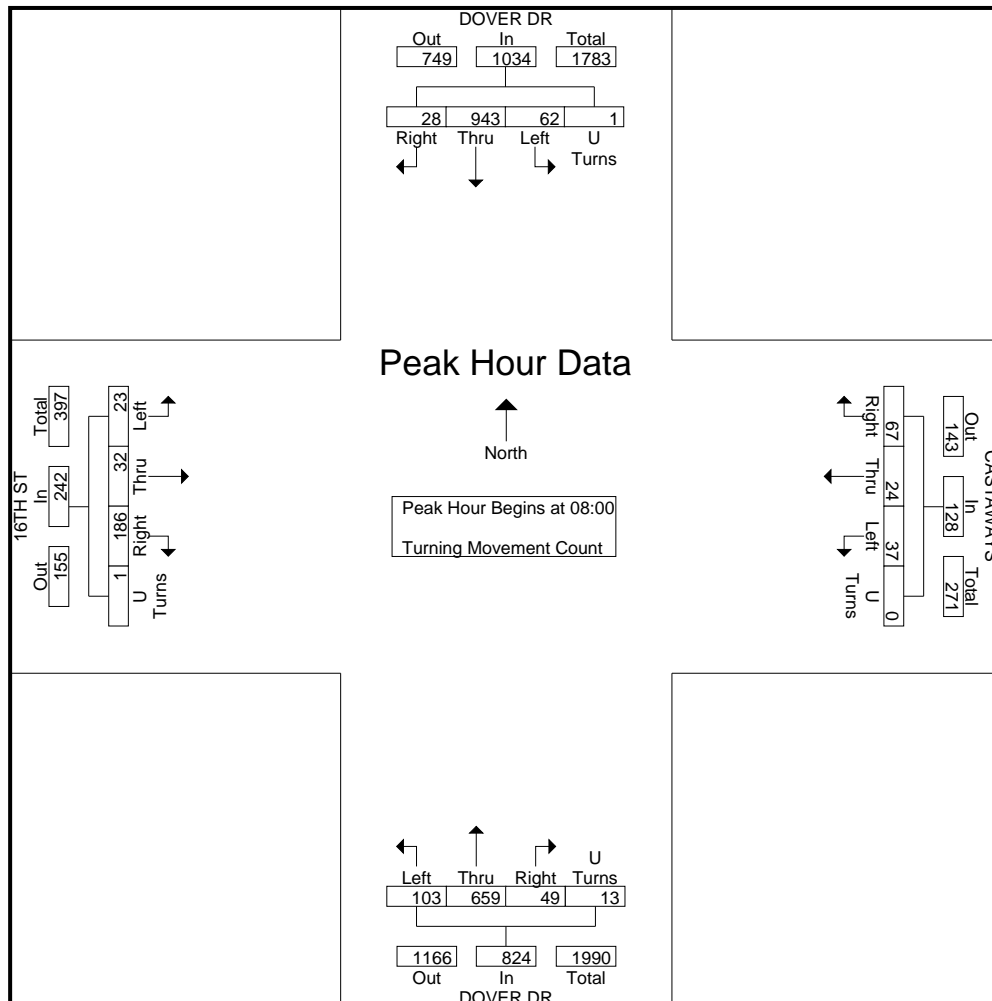
Groups Printed- Turning Movement Count

	DOVER DR Southbound				CASTAWAYS Westbound				DOVER DR Northbound				16TH ST Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	5	117	5	0	3	3	3	0	5	82	10	0	28	2	4	0	267
07:15	3	162	11	1	9	0	8	0	5	96	16	0	29	5	1	0	346
07:30	0	222	6	0	15	3	10	0	9	113	18	0	29	1	3	0	429
07:45	3	219	19	0	11	1	13	0	13	134	19	2	41	6	0	0	481
Total	11	720	41	1	38	7	34	0	32	425	63	2	127	14	8	0	1523
08:00	9	267	29	1	25	12	12	0	23	168	30	0	40	12	4	0	632
08:15	8	237	10	0	21	7	6	0	15	167	28	1	41	9	5	0	555
08:30	4	223	10	0	11	4	8	0	4	177	22	7	61	6	4	0	541
08:45	7	216	13	0	10	1	11	0	7	147	23	5	44	5	10	1	500
Total	28	943	62	1	67	24	37	0	49	659	103	13	186	32	23	1	2228
16:00	5	206	18	4	13	3	8	0	10	262	35	1	47	2	13	0	627
16:15	5	204	11	0	15	4	10	0	15	261	37	0	33	6	9	0	610
16:30	2	195	11	0	6	6	15	0	10	242	33	1	42	7	6	0	576
16:45	9	203	11	0	7	4	4	0	10	247	40	1	48	9	6	0	599
Total	21	808	51	4	41	17	37	0	45	1012	145	3	170	24	34	0	2412
17:00	8	176	15	0	13	9	13	0	10	259	33	0	47	10	7	0	600
17:15	5	199	8	1	9	4	11	0	16	251	48	1	35	11	6	0	605
17:30	11	170	17	0	14	8	9	0	11	242	37	0	47	6	7	0	579
17:45	3	205	25	0	15	11	10	0	16	233	43	0	30	6	5	0	602
Total	27	750	65	1	51	32	43	0	53	985	161	1	159	33	25	0	2386
18:00	10	167	11	0	10	5	7	0	8	249	47	1	33	4	5	0	557
18:15	9	164	7	0	4	2	4	0	9	199	24	3	39	6	9	0	479
Grand Total	106	3552	237	7	211	87	162	0	196	3529	543	23	714	113	104	1	9585
Apprch %	2.7	91	6.1	0.2	45.9	18.9	35.2	0	4.6	82.2	12.7	0.5	76.6	12.1	11.2	0.1	
Total %	1.1	37.1	2.5	0.1	2.2	0.9	1.7	0	2	36.8	5.7	0.2	7.4	1.2	1.1	0	

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: 16TH STREET

File Name : H2402017
Site Code : 00000000
Start Date : 2/27/2024
Page No : 2

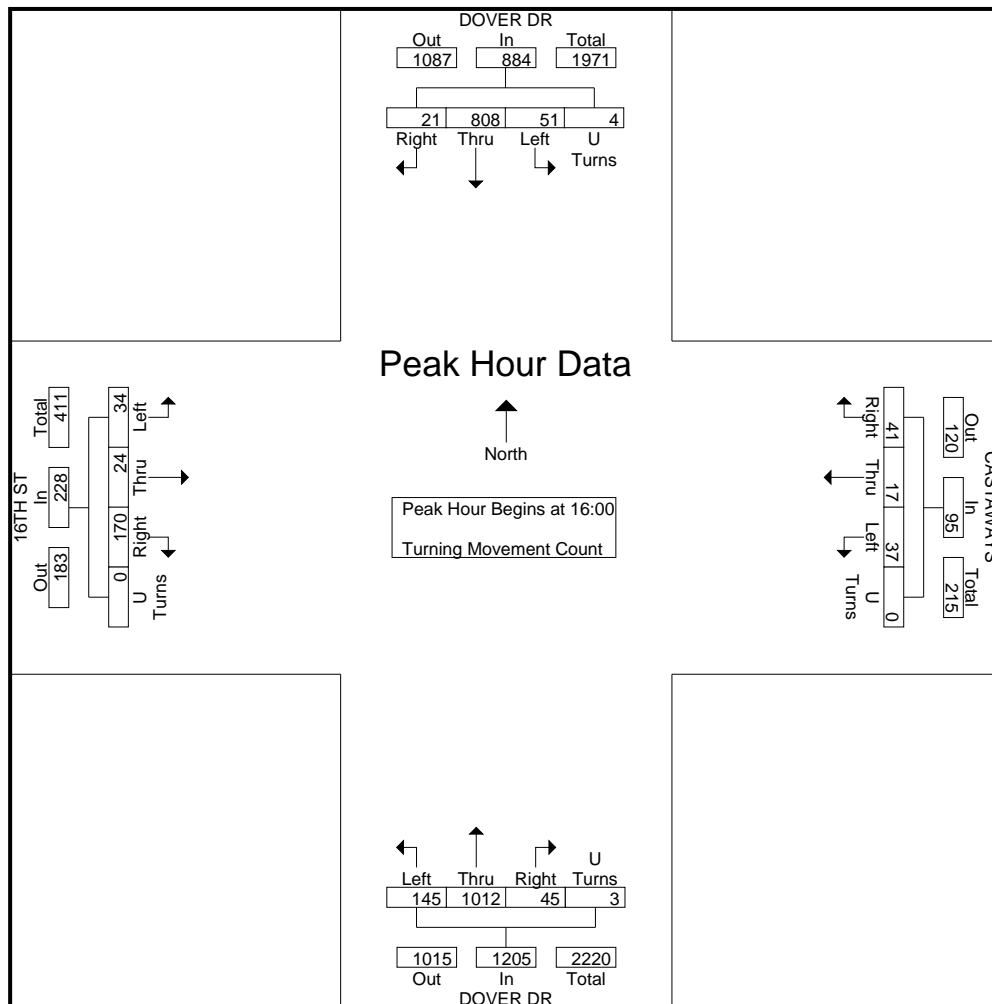
	DOVER DR Southbound					CASTAWAYS Westbound					DOVER DR Northbound					16TH ST Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	9	267	29	1	306	25	12	12	0	49	23	168	30	0	221	40	12	4	0	56	632
08:15	8	237	10	0	255	21	7	6	0	34	15	167	28	1	211	41	9	5	0	55	555
08:30	4	223	10	0	237	11	4	8	0	23	4	177	22	7	210	61	6	4	0	71	541
08:45	7	216	13	0	236	10	1	11	0	22	7	147	23	5	182	44	5	10	1	60	500
Total Volume	28	943	62	1	1034	67	24	37	0	128	49	659	103	13	824	186	32	23	1	242	2228
% App. Total	2.7	91.2	6	0.1		52.3	18.8	28.9	0		5.9	80	12.5	1.6		76.9	13.2	9.5	0.4		
PHF	.778	.883	.534	.250	.845	.670	.500	.771	.000	.653	.533	.931	.858	.464	.932	.762	.667	.575	.250	.852	.881



City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: 16TH STREET

File Name : H2402017
Site Code : 00000000
Start Date : 2/27/2024
Page No : 3

	DOVER DR Southbound					CASTAWAYS Westbound					DOVER DR Northbound					16TH ST Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	5	206	18	4	233	13	3	8	0	24	10	262	35	1	308	47	2	13	0	62	627
16:15	5	204	11	0	220	15	4	10	0	29	15	261	37	0	313	33	6	9	0	48	610
16:30	2	195	11	0	208	6	6	15	0	27	10	242	33	1	286	42	7	6	0	55	576
16:45	9	203	11	0	223	7	4	4	0	15	10	247	40	1	298	48	9	6	0	63	599
Total Volume	21	808	51	4	884	41	17	37	0	95	45	1012	145	3	1205	170	24	34	0	228	2412
% App. Total	2.4	91.4	5.8	0.5		43.2	17.9	38.9	0		3.7	84	12	0.2		74.6	10.5	14.9	0		
PHF	.583	.981	.708	.250	.948	.683	.708	.617	.000	.819	.750	.966	.906	.750	.962	.885	.667	.654	.000	.905	.962



City: NEWPORT BEACH
N-S Direction: DOVER DR-BAYSHORE DR
E-W Direction: COAST HIGHWAY

File Name : H2502016
Site Code : 00000000
Start Date : 3/5/2025
Page No : 1

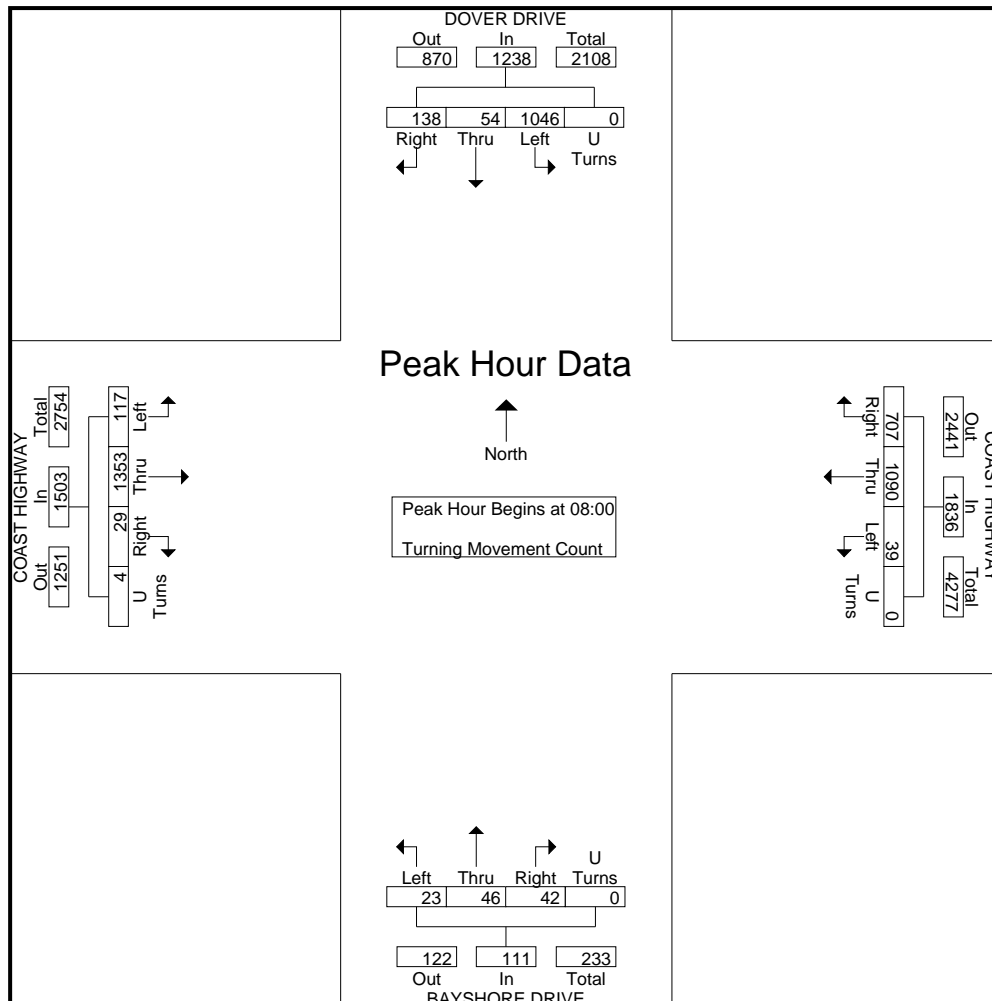
Groups Printed- Turning Movement Count

	DOVER DRIVE Southbound				COAST HIGHWAY Westbound				BAYSHORE DRIVE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	22	28	126	0	93	85	10	0	8	0	0	0	21	251	12	2	658
07:15	24	17	182	0	104	167	8	0	12	9	6	0	8	255	15	1	808
07:30	27	7	227	0	90	204	5	0	19	8	6	0	7	341	30	0	971
07:45	23	8	257	0	187	268	11	0	17	6	8	0	6	291	26	0	1108
Total	96	60	792	0	474	724	34	0	56	23	20	0	42	1138	83	3	3545
08:00	32	10	255	0	175	228	8	0	6	11	5	0	6	337	30	0	1103
08:15	40	18	247	0	181	280	15	0	12	13	3	0	5	339	20	1	1174
08:30	38	18	282	0	139	284	6	0	6	9	7	0	10	330	33	2	1164
08:45	28	8	262	0	212	298	10	0	18	13	8	0	8	347	34	1	1247
Total	138	54	1046	0	707	1090	39	0	42	46	23	0	29	1353	117	4	4688
16:00	45	15	236	0	294	412	5	0	13	8	6	0	2	175	29	0	1240
16:15	35	3	159	0	298	461	6	0	6	5	7	0	5	234	25	3	1247
16:30	40	9	201	0	286	433	12	0	5	12	4	0	6	211	27	2	1248
16:45	42	18	170	0	320	415	9	0	8	9	5	0	4	229	21	4	1254
Total	162	45	766	0	1198	1721	32	0	32	34	22	0	17	849	102	9	4989
17:00	39	13	203	0	363	410	14	0	10	13	5	0	7	252	33	0	1362
17:15	37	7	205	0	336	314	3	0	8	12	4	0	1	229	44	1	1201
17:30	47	7	169	0	327	402	10	0	8	5	6	0	4	236	24	0	1245
17:45	37	7	187	0	378	344	12	0	5	6	3	0	5	182	23	1	1190
Total	160	34	764	0	1404	1470	39	0	31	36	18	0	17	899	124	2	4998
18:00	30	9	146	0	342	249	3	0	5	4	3	0	6	199	24	0	1020
18:15	29	5	158	0	214	245	6	0	4	6	3	0	3	196	25	0	894
Grand Total	615	207	3672	0	4339	5499	153	0	170	149	89	0	114	4634	475	18	20134
Apprch %	13.7	4.6	81.7	0	43.4	55	1.5	0	41.7	36.5	21.8	0	2.2	88.4	9.1	0.3	
Total %	3.1	1	18.2	0	21.6	27.3	0.8	0	0.8	0.7	0.4	0	0.6	23	2.4	0.1	

City: NEWPORT BEACH
N-S Direction: DOVER DR-BAYSHORE DR
E-W Direction: COAST HIGHWAY

File Name : H2502016
Site Code : 00000000
Start Date : 3/5/2025
Page No : 2

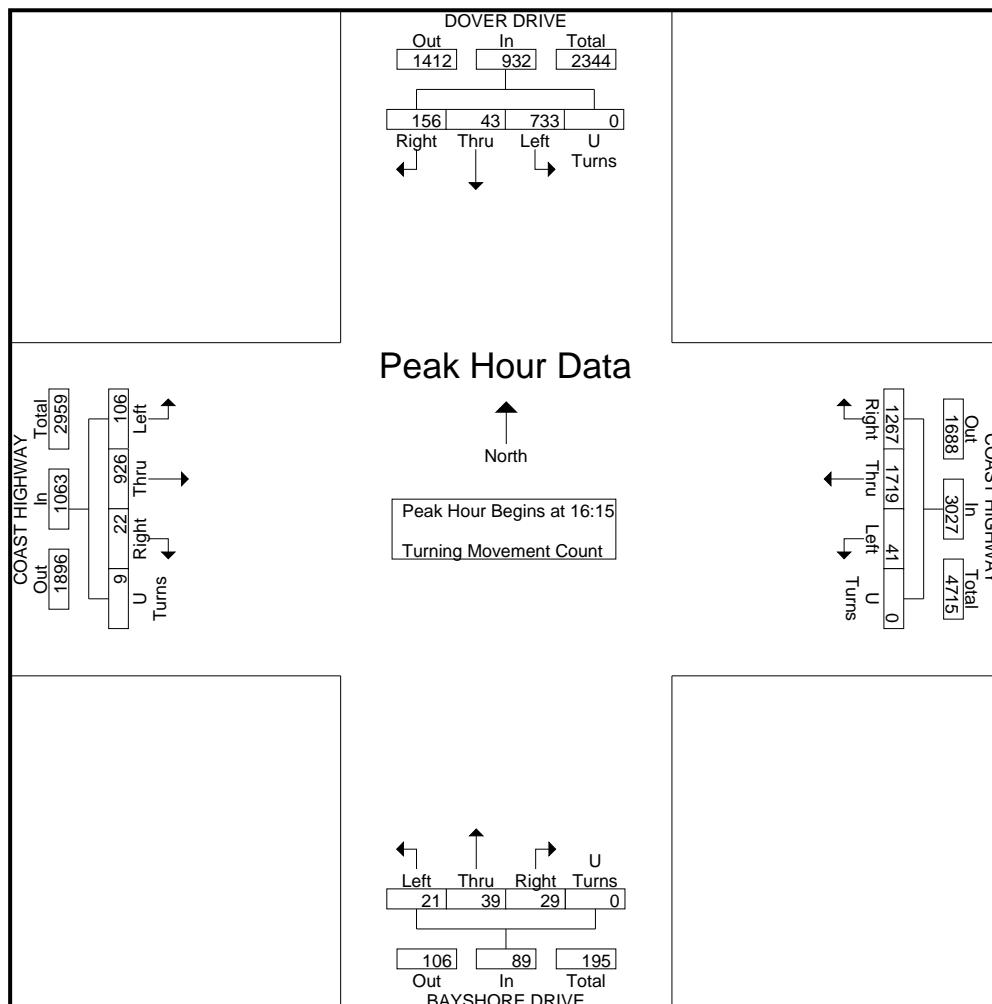
	DOVER DRIVE Southbound					COAST HIGHWAY Westbound					BAYSHORE DRIVE Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	32	10	255	0	297	175	228	8	0	411	6	11	5	0	22	6	337	30	0	373	1103
08:15	40	18	247	0	305	181	280	15	0	476	12	13	3	0	28	5	339	20	1	365	1174
08:30	38	18	282	0	338	139	284	6	0	429	6	9	7	0	22	10	330	33	2	375	1164
08:45	28	8	262	0	298	212	298	10	0	520	18	13	8	0	39	8	347	34	1	390	1247
Total Volume	138	54	1046	0	1238	707	1090	39	0	1836	42	46	23	0	111	29	1353	117	4	1503	4688
% App. Total	11.1	4.4	84.5	0		38.5	59.4	2.1	0		37.8	41.4	20.7	0		1.9	90	7.8	0.3		
PHF	.863	.750	.927	.000	.916	.834	.914	.650	.000	.883	.583	.885	.719	.000	.712	.725	.975	.860	.500	.963	.940



City: NEWPORT BEACH
N-S Direction: DOVER DR-BAYSHORE DR
E-W Direction: COAST HIGHWAY

File Name : H2502016
Site Code : 00000000
Start Date : 3/5/2025
Page No : 3

	DOVER DRIVE Southbound					COAST HIGHWAY Westbound					BAYSHORE DRIVE Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 16:15																					
16:15	35	3	159	0	197	298	461	6	0	765	6	5	7	0	18	5	234	25	3	267	1247
16:30	40	9	201	0	250	286	433	12	0	731	5	12	4	0	21	6	211	27	2	246	1248
16:45	42	18	170	0	230	320	415	9	0	744	8	9	5	0	22	4	229	21	4	258	1254
17:00	39	13	203	0	255	363	410	14	0	787	10	13	5	0	28	7	252	33	0	292	1362
Total Volume	156	43	733	0	932	1267	1719	41	0	3027	29	39	21	0	89	22	926	106	9	1063	5111
% App. Total	16.7	4.6	78.6	0		41.9	56.8	1.4	0		32.6	43.8	23.6	0		2.1	87.1	10	0.8		
PHF	.929	.597	.903	.000	.914	.873	.932	.732	.000	.962	.725	.750	.750	.000	.795	.786	.919	.803	.563	.910	.938



City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: COAST HIGHWAY

File Name : H2502017
Site Code : 00000000
Start Date : 3/5/2025
Page No : 1

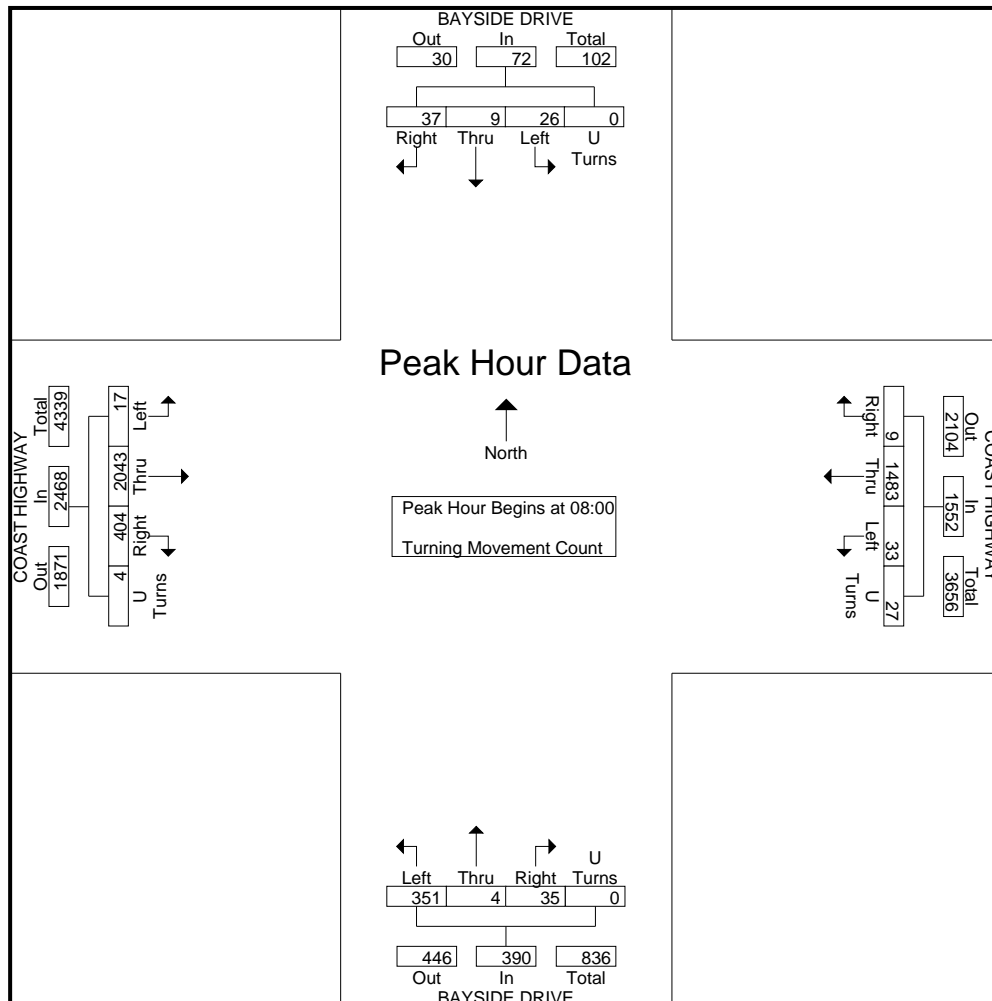
Groups Printed- Turning Movement Count

	BAYSIDE DRIVE Southbound				COAST HIGHWAY Westbound				BAYSIDE DRIVE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	3	5	2	0	1	160	7	2	8	0	41	0	61	314	1	0	605
07:15	4	2	6	0	1	278	10	7	10	1	42	0	75	409	2	0	847
07:30	5	5	5	0	4	257	13	4	8	2	54	0	87	405	3	1	853
07:45	11	1	3	0	1	291	13	2	8	1	89	0	80	573	3	0	1076
Total	23	13	16	0	7	986	43	15	34	4	226	0	303	1701	9	1	3381
08:00	14	3	7	0	1	332	11	5	14	1	88	0	93	483	3	2	1057
08:15	9	1	2	0	2	405	8	9	4	2	71	0	83	520	6	0	1122
08:30	7	2	8	0	2	357	4	3	7	0	89	0	122	513	4	0	1118
08:45	7	3	9	0	4	389	10	10	10	1	103	0	106	527	4	2	1185
Total	37	9	26	0	9	1483	33	27	35	4	351	0	404	2043	17	4	4482
16:00	4	2	4	0	6	647	2	3	6	1	88	0	82	343	9	0	1197
16:15	6	1	5	0	1	628	8	3	2	1	106	0	74	325	5	4	1169
16:30	11	0	4	0	1	628	4	6	10	0	71	0	74	336	7	0	1152
16:45	12	3	1	0	1	642	6	5	4	3	97	0	79	311	3	0	1167
Total	33	6	14	0	9	2545	20	17	22	5	362	0	309	1315	24	4	4685
17:00	12	1	1	0	1	645	7	3	4	2	69	0	91	394	5	0	1235
17:15	4	0	6	0	1	520	8	4	10	5	112	0	75	369	5	2	1121
17:30	7	1	1	0	1	527	8	3	7	2	163	0	79	309	4	0	1112
17:45	9	3	2	0	1	507	11	4	10	3	125	0	65	284	5	0	1029
Total	32	5	10	0	4	2199	34	14	31	12	469	0	310	1356	19	2	4497
18:00	10	0	4	0	4	482	15	2	8	0	73	0	66	253	4	0	921
18:15	3	1	4	0	6	432	13	0	5	2	58	0	69	303	6	2	904
Grand Total	138	34	74	0	39	8127	158	75	135	27	1539	0	1461	6971	79	13	18870
Apprch %	56.1	13.8	30.1	0	0.5	96.8	1.9	0.9	7.9	1.6	90.5	0	17.1	81.8	0.9	0.2	
Total %	0.7	0.2	0.4	0	0.2	43.1	0.8	0.4	0.7	0.1	8.2	0	7.7	36.9	0.4	0.1	

City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: COAST HIGHWAY

File Name : H2502017
Site Code : 00000000
Start Date : 3/5/2025
Page No : 2

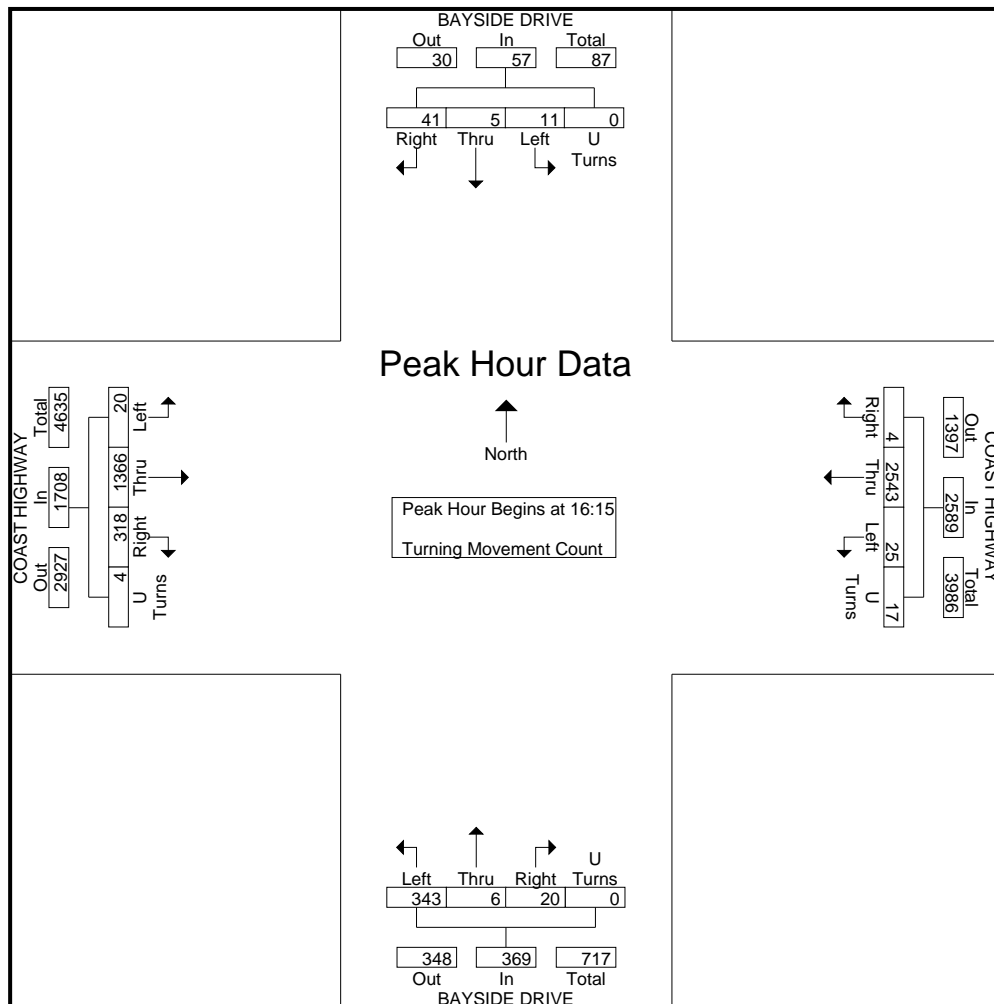
	BAYSIDE DRIVE Southbound					COAST HIGHWAY Westbound					BAYSIDE DRIVE Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	14	3	7	0	24	1	332	11	5	349	14	1	88	0	103	93	483	3	2	581	1057
08:15	9	1	2	0	12	2	405	8	9	424	4	2	71	0	77	83	520	6	0	609	1122
08:30	7	2	8	0	17	2	357	4	3	366	7	0	89	0	96	122	513	4	0	639	1118
08:45	7	3	9	0	19	4	389	10	10	413	10	1	103	0	114	106	527	4	2	639	1185
Total Volume	37	9	26	0	72	9	1483	33	27	1552	35	4	351	0	390	404	2043	17	4	2468	4482
% App. Total	51.4	12.5	36.1	0		0.6	95.6	2.1	1.7		9	1	90	0		16.4	82.8	0.7	0.2		
PHF	.661	.750	.722	.000	.750	.563	.915	.750	.675	.915	.625	.500	.852	.000	.855	.828	.969	.708	.500	.966	.946



City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: COAST HIGHWAY

File Name : H2502017
Site Code : 00000000
Start Date : 3/5/2025
Page No : 3

	BAYSIDE DRIVE Southbound					COAST HIGHWAY Westbound					BAYSIDE DRIVE Northbound					COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	6	1	5	0	12	1	628	8	3	640	2	1	106	0	109	74	325	5	4	408	1169
16:30	11	0	4	0	15	1	628	4	6	639	10	0	71	0	81	74	336	7	0	417	1152
16:45	12	3	1	0	16	1	642	6	5	654	4	3	97	0	104	79	311	3	0	393	1167
17:00	12	1	1	0	14	1	645	7	3	656	4	2	69	0	75	91	394	5	0	490	1235
Total Volume	41	5	11	0	57	4	2543	25	17	2589	20	6	343	0	369	318	1366	20	4	1708	4723
% App. Total	71.9	8.8	19.3	0		0.2	98.2	1	0.7		5.4	1.6	93	0		18.6	80	1.2	0.2		
PHF	.854	.417	.550	.000	.891	1.00	.986	.781	.708	.987	.500	.500	.809	.000	.846	.874	.867	.714	.250	.871	.956



APPENDIX B

ICU WORKSHEETS

Existing AM Fri Aug 1, 2025 11:30:07 Page 1-1

Scenario Report

Scenario: Existing AM

Command: Default Command

Volume: Existing AM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Existing AM Fri Aug 1, 2025 11:30:08 Page 2-1

Impact Analysis Report
Level Of Service

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 1 Superior Avenue-Balboa Bouleva	A xxxxx 0.581	A xxxxx 0.581	+ 0.000 V/C
# 2 Newport Boulevard southbound r	D xxxxx 0.801	D xxxxx 0.801	+ 0.000 V/C
# 3 Newport Boulevard/Hospital Roa	A xxxxx 0.510	A xxxxx 0.510	+ 0.000 V/C
# 4 Riverside Avenue/West Coast Hi	B xxxxx 0.630	B xxxxx 0.630	+ 0.000 V/C
# 5 Tustin Avenue/West Coast Highw	B xxxxx 0.620	B xxxxx 0.620	+ 0.000 V/C
# 6 Dover Drive/16th Street	A xxxxx 0.507	A xxxxx 0.507	+ 0.000 V/C
# 7 Dover Drive/West Coast Highway	A xxxxx 0.558	A xxxxx 0.558	+ 0.000 V/C
# 8 Bayside Drive/East Coast Highw	A xxxxx 0.568	A xxxxx 0.568	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Existing AM Fri Aug 1, 2025 11:30:09 Page 3-1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Superior Avenue-Balboa Boulevard/West Coast Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 1 0 1 0	1 1 1 0 2	2 0 3 0 1	1 0 3 1 0

Volume Module:

Base Vol:	207	117	223	157	154	113	499	1625	256	61	556	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	117	223	157	154	113	499	1625	256	61	556	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	117	223	157	154	113	499	1625	256	61	556	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	117	223	157	154	113	499	1625	256	61	556	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	117	223	157	154	113	499	1625	256	61	556	229
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.28	0.72	1.00	1.51	1.49	2.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2044	1156	1600	2423	2377	3200	3200	4800	1600	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.14	0.06	0.06	0.04	0.16	0.34	0.16	0.04	0.12	0.14
OvlAdjV/S:	0.00											
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Existing AM Fri Aug 1, 2025 11:30:11 Page 4-1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Newport Boulevard southbound ramps/West Coast Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 114 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Ignore	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 0 0 0	2 0 0 0 1	0 0 2 0 1	0 0 3 0 1

Volume Module:

Base Vol:	0	0	0	423	0	250	0	2062	157	0	859	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	423	0	250	0	2062	157	0	859	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	423	0	250	0	2062	0	0	859	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	423	0	250	0	2062	0	0	859	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	423	0	250	0	2062	0	0	859	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.16	0.00	0.64	0.00	0.00	0.18	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Existing AM Fri Aug 1, 2025 11:30:14 Page 5-1

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Newport Boulevard/Hospital Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	2	0	1	0	1	1

Volume Module:

Base Vol:	125	1394	55	57	1154	424	291	178	210	40	202	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1394	55	57	1154	424	291	178	210	40	202	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1394	55	57	1154	424	291	178	210	40	202	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1394	55	57	1154	424	291	178	210	40	202	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1394	55	57	1154	424	291	178	210	40	202	40

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.67	0.33
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2671	529

Capacity Analysis Module:

Vol/Sat:	0.08	0.29	0.03	0.04	0.24	0.27	0.09	0.11	0.13	0.03	0.08	0.08
Crit Moves:	****			****	****					****		

Existing AM Fri Aug 1, 2025 11:30:17 Page 6-1

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Riverside Avenue/West Coast Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	0	1	0	1	0	3

Volume Module:

Base Vol:	1	1	0	87	1	307	298	1820	6	6	1190	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	0	87	1	307	298	1820	6	6	1190	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	0	87	1	307	298	1820	6	6	1190	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	0	87	1	307	298	1820	6	6	1190	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	0	87	1	307	298	1820	6	6	1190	57

OvlAdjVol: 9

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	0.00	0.99	0.01	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	800	800	0	1582	18	1600	1600	3189	11	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.19	0.57	0.57	0.00	0.25	0.04
OvlAdjV/S:						0.01						
Crit Moves:	****			****			****			****		

Existing AM Fri Aug 1, 2025 11:30:19 Page 7-1

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Tustin Avenue/West Coast Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	1	0	0	2

Volume Module:

Base Vol:	0	0	1	31	0	18	38	1884	3	0	1280	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	31	0	18	38	1884	3	0	1280	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	31	0	18	38	1884	3	0	1280	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	31	0	18	38	1884	3	0	1280	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	31	0	18	38	1884	3	0	1280	78

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.63	0.00	0.37	1.00	1.99	0.01	0.00	2.83	0.17
Final Sat.:	0	0	1600	1012	0	588	1600	3195	5	0	4524	276

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.02	0.59	0.59	0.00	0.28	0.28
Crit Moves:	****			****			****			****		

Existing AM Fri Aug 1, 2025 11:30:21 Page 8-1

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Dover Drive/16th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	116	659	49	63	943	28	24	32	186	37	24	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	659	49	63	943	28	24	32	186	37	24	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	659	49	63	943	28	24	32	186	37	24	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	659	49	63	943	28	24	32	186	37	24	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	659	49	63	943	28	24	32	186	37	24	67

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.43	0.57	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	686	914	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.21	0.03	0.04	0.29	0.02	0.02	0.04	0.12	0.02	0.02	0.04
Crit Moves:	****			****			****		****	****		

Existing AM Fri Aug 1, 2025 11:30:23 Page 9-1

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Dover Drive/West Coast Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	3 0 1 0 1	2 0 2 1 0	1 0 3 0 1

Volume Module:

Base Vol:	23	46	42	1046	54	138	121	1353	29	39	1090	707
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	46	42	1046	54	138	121	1353	29	39	1090	707
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	23	46	42	1046	54	138	121	1353	29	39	1090	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	46	42	1046	54	138	121	1353	29	39	1090	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	23	46	42	1046	54	138	121	1353	29	39	1090	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.05	0.95	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	1673	1527	4800	1600	1600	3200	4699	101	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.03	0.22	0.03	0.09	0.04	0.29	0.29	0.02	0.23	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Existing AM Fri Aug 1, 2025 11:30:26 Page 10-1

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Bayside Drive/East Coast Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	2 0 1! 0 0	1 0 1 0 1	1 0 3 0 1	1 0 3 1 0

Volume Module:

Base Vol:	351	4	35	26	9	37	21	2043	404	60	1483	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	4	35	26	9	37	21	2043	404	60	1483	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	4	35	26	9	37	21	2043	404	60	1483	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	4	35	26	9	37	21	2043	404	60	1483	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	4	35	26	9	37	21	2043	404	60	1483	9

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.70	0.03	0.27	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.98	0.02
Final Sat.:	4320	49	431	1600	1600	1600	1600	4800	1600	1600	6361	39

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.02	0.01	0.02	0.01	0.43	0.25	0.04	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Existing PM Fri Aug 1, 2025 11:32:10 Page 1-1

 Scenario Report
 Scenario: Existing PM
 Command: Default Command
 Volume: Existing PM
 Geometry: Default Geometry
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Existing PM Fri Aug 1, 2025 11:32:12 Page 2-1

 Impact Analysis Report
 Level Of Service

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 1 Superior Avenue-Balboa Bouleva	D xxxxx 0.833	D xxxxx 0.833	+ 0.000 V/C
# 2 Newport Boulevard southbound r	A xxxxx 0.571	A xxxxx 0.571	+ 0.000 V/C
# 3 Newport Boulevard/Hospital Roa	A xxxxx 0.569	A xxxxx 0.569	+ 0.000 V/C
# 4 Riverside Avenue/West Coast Hi	B xxxxx 0.624	B xxxxx 0.624	+ 0.000 V/C
# 5 Tustin Avenue/West Coast Highw	A xxxxx 0.536	A xxxxx 0.536	+ 0.000 V/C
# 6 Dover Drive/16th Street	A xxxxx 0.480	A xxxxx 0.480	+ 0.000 V/C
# 7 Dover Drive/West Coast Highway	A xxxxx 0.568	A xxxxx 0.568	+ 0.000 V/C
# 8 Bayside Drive/East Coast Highw	A xxxxx 0.515	A xxxxx 0.515	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Existing PM Fri Aug 1, 2025 11:32:13 Page 3-1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Superior Avenue-Balboa Boulevard/West Coast Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 137 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 1 0 1 0	1 1 1 0 2	2 0 3 0 1	1 0 3 1 0

Volume Module:

Base Vol:	175	127	604	220	93	79	151	598	163	75	2044	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	127	604	220	93	79	151	598	163	75	2044	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	127	604	220	93	79	151	598	163	75	2044	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	127	604	220	93	79	151	598	163	75	2044	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	127	604	220	93	79	151	598	163	75	2044	132
OvlAdjVol:						0						

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.16	0.84	1.00	2.00	1.00	2.00	2.00	3.00	1.00	1.00	3.76	0.24
Final Sat.:	1854	1346	1600	3200	1600	3200	3200	4800	1600	1600	6012	388

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.38	0.07	0.06	0.02	0.05	0.12	0.10	0.05	0.34	0.34
OvlAdjV/S:						0.00						
Crit Moves:	****	****					****				****	

Existing PM Fri Aug 1, 2025 11:32:15 Page 4-1

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Newport Boulevard southbound ramps/West Coast Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Ignore	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 0 0 0	2 0 0 0 1	0 0 2 0 1	0 0 3 0 1

Volume Module:

Base Vol:	0	0	0	304	0	300	0	1007	124	0	1843	566
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	304	0	300	0	1007	124	0	1843	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	304	0	300	0	1007	0	0	1843	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	304	0	300	0	1007	0	0	1843	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	304	0	300	0	1007	0	0	1843	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.19	0.00	0.31	0.00	0.00	0.38	0.00
Crit Moves:				****		****					****	

Existing PM Fri Aug 1, 2025 11:32:19 Page 5-1

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Newport Boulevard/Hospital Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	2	0	1	0	1	1

Volume Module:

Base Vol:	126	1267	66	32	1453	175	359	113	170	115	176	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1267	66	32	1453	175	359	113	170	115	176	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1267	66	32	1453	175	359	113	170	115	176	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1267	66	32	1453	175	359	113	170	115	176	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1267	66	32	1453	175	359	113	170	115	176	65

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.46	0.54
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2337	863

Capacity Analysis Module:

Vol/Sat:	0.08	0.26	0.04	0.02	0.30	0.11	0.11	0.07	0.11	0.07	0.08	0.08
Crit Moves:	****			****			****				****	

Existing PM Fri Aug 1, 2025 11:32:21 Page 6-1

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Riverside Avenue/West Coast Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	1	1	0	1	1

Volume Module:

Base Vol:	4	5	5	56	3	347	284	1225	10	28	1935	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	5	5	56	3	347	284	1225	10	28	1935	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	5	5	56	3	347	284	1225	10	28	1935	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	5	5	56	3	347	284	1225	10	28	1935	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	5	5	56	3	347	284	1225	10	28	1935	47
OvlAdjVol:						63						

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.36	0.36	0.95	0.05	1.00	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	457	571	571	1519	81	1600	1600	3174	26	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.01	0.04	0.04	0.22	0.18	0.39	0.39	0.02	0.40	0.03
OvlAdjV/S:						0.04						
Crit Moves:	****			****			****			****		

Existing PM Fri Aug 1, 2025 11:32:24 Page 7-1

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Tustin Avenue/West Coast Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	0	0	2 1 0

Volume Module:

Base Vol:	2	1	2	51	0	38	93	1169	3	0	1960	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	2	51	0	38	93	1169	3	0	1960	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	2	51	0	38	93	1169	3	0	1960	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	2	51	0	38	93	1169	3	0	1960	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	2	51	0	38	93	1169	3	0	1960	63

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.20	0.40	0.57	0.00	0.43	1.00	1.99	0.01	0.00	2.91	0.09
Final Sat.:	640	320	640	917	0	683	1600	3192	8	0	4651	149

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.06	0.37	0.37	0.00	0.42	0.42
Crit Moves:	****			****		****				****		

Existing PM Fri Aug 1, 2025 11:32:27 Page 8-1

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Dover Drive/16th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	0	1	0 0 1	1	0	1 0 1

Volume Module:

Base Vol:	148	1012	45	55	808	21	34	24	170	37	17	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	1012	45	55	808	21	34	24	170	37	17	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	1012	45	55	808	21	34	24	170	37	17	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1012	45	55	808	21	34	24	170	37	17	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1012	45	55	808	21	34	24	170	37	17	41

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.59	0.41	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	938	662	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.32	0.03	0.03	0.25	0.01	0.02	0.04	0.11	0.02	0.01	0.03
Crit Moves:	****			****			****		****			

Existing PM Fri Aug 1, 2025 11:32:30 Page 9-1

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Dover Drive/West Coast Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	3	0	1	0	1	0

Volume Module:

Base Vol:	21	39	29	733	43	156	115	926	22	41	1719	1267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	39	29	733	43	156	115	926	22	41	1719	1267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	21	39	29	733	43	156	115	926	22	41	1719	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	39	29	733	43	156	115	926	22	41	1719	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	21	39	29	733	43	156	115	926	22	41	1719	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	3.00	1.00	1.00	2.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	1835	1365	4800	1600	1600	3200	4689	111	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.15	0.03	0.10	0.04	0.20	0.20	0.03	0.36	0.00
Crit Moves:	****	****		****			****			****		

Existing PM Fri Aug 1, 2025 11:32:33 Page 10-1

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Bayside Drive/East Coast Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	3	0	1	1

Volume Module:

Base Vol:	343	6	20	11	5	41	24	1366	318	42	2543	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	6	20	11	5	41	24	1366	318	42	2543	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	6	20	11	5	41	24	1366	318	42	2543	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	6	20	11	5	41	24	1366	318	42	2543	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	6	20	11	5	41	24	1366	318	42	2543	4

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.79	0.05	0.16	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.99	0.01
Final Sat.:	4462	78	260	1600	1600	1600	1600	4800	1600	1600	6390	10

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.01	0.00	0.03	0.02	0.28	0.20	0.03	0.40	0.40
Crit Moves:	****			****			****			****		

Future Year 2027 AM Fri Aug 1, 2025 11:35:15 Page 1-1

 Scenario Report
 Scenario: Future Year 2027 AM
 Command: Default Command
 Volume: Future Year AM
 Geometry: Default Geometry
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 AM Fri Aug 1, 2025 11:35:16 Page 2-1

 Impact Analysis Report
 Level Of Service

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 1 Superior Avenue-Balboa Bouleva	A xxxxx 0.598	A xxxxx 0.598	+ 0.000 V/C
# 2 Newport Boulevard southbound r	D xxxxx 0.849	D xxxxx 0.849	+ 0.000 V/C
# 3 Newport Boulevard/Hospital Roa	A xxxxx 0.554	A xxxxx 0.554	+ 0.000 V/C
# 4 Riverside Avenue/West Coast Hi	B xxxxx 0.664	B xxxxx 0.664	+ 0.000 V/C
# 5 Tustin Avenue/West Coast Highw	B xxxxx 0.659	B xxxxx 0.659	+ 0.000 V/C
# 6 Dover Drive/16th Street	A xxxxx 0.516	A xxxxx 0.516	+ 0.000 V/C
# 7 Dover Drive/West Coast Highway	A xxxxx 0.585	A xxxxx 0.585	+ 0.000 V/C
# 8 Bayside Drive/East Coast Highw	B xxxxx 0.608	B xxxxx 0.608	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 AM Fri Aug 1, 2025 11:35:18 Page 3-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #1 Superior Avenue-Balboa Boulevard/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.598
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     57          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include          Ovl            Include          Include
Min. Green:    0 0 0          0 0 0          0 0 0          0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:        1 1 0 1 0      1 1 1 0 2      2 0 3 0 1      1 0 3 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      208 121 223 168 156 123 525 1689 261 62 601 250
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    208 121 223 168 156 123 525 1689 261 62 601 250
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    208 121 223 168 156 123 525 1689 261 62 601 250
Reduct Vol:    0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:   208 121 223 168 156 123 525 1689 261 62 601 250
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   208 121 223 168 156 123 525 1689 261 62 601 250
OvlAdjVol:     0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.26 0.74 1.00 1.56 1.44 2.00 2.00 3.00 1.00 1.00 3.00 1.00
Final Sat.:    2023 1177 1600 2489 2311 3200 3200 4800 1600 1600 4800 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.10 0.10 0.14 0.07 0.07 0.04 0.16 0.35 0.16 0.04 0.13 0.16
OvlAdjV/S:     0.00
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 AM Fri Aug 1, 2025 11:35:21 Page 4-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #2 Newport Boulevard southbound ramps/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.849
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     151          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include          Include          Ignore          Ignore
Min. Green:    0 0 0          0 0 0          0 0 0          0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:        0 0 0 0 0      2 0 0 0 1      0 0 2 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0          448 0 291 0 2134 164 0 940 349
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0          448 0 291 0 2134 164 0 940 349
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume:    0 0 0          448 0 291 0 2134 0 0 940 0
Reduct Vol:    0 0 0          0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 0 0          448 0 291 0 2134 0 0 940 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume:   0 0 0          448 0 291 0 2134 0 0 940 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.:    0 0 0          3200 0 1600 0 3200 1600 0 4800 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.14 0.00 0.18 0.00 0.67 0.00 0.00 0.20 0.00
Crit Moves:    ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 AM Fri Aug 1, 2025 11:35:24 Page 5-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #3 Newport Boulevard/Hospital Road
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.554
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     51          Level Of Service:           A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Protected      Protected
Rights:          Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Y+R:            4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:          1 0 3 0 1      1 0 3 0 1      2 0 1 0 1      1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      135 1452   56   58 1214   468   321 181   211   40 206   40
Growth Adj:    1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00 1.00 1.00 1.00
Initial Bse:    135 1452   56   58 1214   468   321 181   211   40 206   40
User Adj:      1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00 1.00 1.00 1.00
PHF Volume:    135 1452   56   58 1214   468   321 181   211   40 206   40
Reduct Vol:     0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   135 1452   56   58 1214   468   321 181   211   40 206   40
PCE Adj:       1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00 1.00 1.00 1.00
FinalVolume:   135 1452   56   58 1214   468   321 181   211   40 206   40
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.67 0.33
Final Sat.:    1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2680 520
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.08 0.30 0.04 0.04 0.25 0.29 0.10 0.11 0.13 0.03 0.08 0.08
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 AM Fri Aug 1, 2025 11:35:26 Page 6-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #4 Riverside Avenue/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.664
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     55          Level Of Service:           B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Permitted      Permitted      Protected      Protected
Rights:          Include      Ovl          Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Y+R:            4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:          0 1 0 0 0      0 1 0 0 1      1 0 1 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:       1 1 0      87 1 307 304 1930 6 6 1296 58
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    1 1 0      87 1 307 304 1930 6 6 1296 58
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    1 1 0      87 1 307 304 1930 6 6 1296 58
Reduct Vol:     0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   1 1 0      87 1 307 304 1930 6 6 1296 58
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   1 1 0      87 1 307 304 1930 6 6 1296 58
OvlAdjVol:      3
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.50 0.50 0.00 0.99 0.01 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.:    800 800 0 1582 18 1600 1600 3190 10 1600 4800 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.05 0.05 0.19 0.19 0.61 0.60 0.00 0.27 0.04
OvlAdjV/S:      0.00
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 AM Fri Aug 1, 2025 11:35:29 Page 7-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #5 Tustin Avenue/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.659
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     55          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:         0 0 0 0 1      0 0 1 0 0      1 0 1 1 0      0 0 2 1 0
-----
Volume Module:
Base Vol:      0 0 1 39 0 18 43 1993 3 0 1388 80
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 1 39 0 18 43 1993 3 0 1388 80
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 1 39 0 18 43 1993 3 0 1388 80
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 0 1 39 0 18 43 1993 3 0 1388 80
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 1 39 0 18 43 1993 3 0 1388 80
-----
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 1.00 0.68 0.00 0.32 1.00 1.99 0.01 0.00 2.84 0.16
Final Sat.:    0 0 1600 1095 0 505 1600 3195 5 0 4538 262
-----
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.02 0.00 0.04 0.03 0.62 0.62 0.00 0.31 0.31
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 AM Fri Aug 1, 2025 11:35:31 Page 8-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #6 Dover Drive/16th Street
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.516
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     38          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:         1 0 2 0 1      1 0 2 0 1      0 1 0 0 1      1 0 1 0 1
-----
Volume Module:
Base Vol:      118 670 49 63 960 28 24 32 190 37 24 67
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    118 670 49 63 960 28 24 32 190 37 24 67
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    118 670 49 63 960 28 24 32 190 37 24 67
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   118 670 49 63 960 28 24 32 190 37 24 67
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   118 670 49 63 960 28 24 32 190 37 24 67
-----
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 2.00 1.00 1.00 2.00 1.00 0.43 0.57 1.00 1.00 1.00 1.00
Final Sat.:    1600 3200 1600 1600 3200 1600 686 914 1600 1600 1600 1600
-----
Capacity Analysis Module:
Vol/Sat:       0.07 0.21 0.03 0.04 0.30 0.02 0.02 0.04 0.12 0.02 0.02 0.04
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 AM Fri Aug 1, 2025 11:35:33 Page 9-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #7 Dover Drive/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.585
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     55          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Ignore
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:        1 0 1 1 0      3 0 1 0 1      2 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      23 46 42 1076 54 147 131 1449 30 40 1188 739
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    23 46 42 1076 54 147 131 1449 30 40 1188 739
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    23 46 42 1076 54 147 131 1449 30 40 1188 0
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   23 46 42 1076 54 147 131 1449 30 40 1188 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   23 46 42 1076 54 147 131 1449 30 40 1188 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 1.05 0.95 3.00 1.00 1.00 2.00 2.94 0.06 1.00 3.00 1.00
Final Sat.:    1600 1673 1527 4800 1600 1600 3200 4703 97 1600 4800 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.01 0.03 0.03 0.22 0.03 0.09 0.04 0.31 0.31 0.03 0.25 0.00
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 AM Fri Aug 1, 2025 11:35:35 Page 10-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #8 Bayside Drive/East Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.608
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     58          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:        2 0 1! 0 0      1 0 1 0 1      1 0 3 0 1      1 0 3 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      353 10 35 44 13 61 60 2147 413 64 1573 25
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    353 10 35 44 13 61 60 2147 413 64 1573 25
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    353 10 35 44 13 61 60 2147 413 64 1573 25
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   353 10 35 44 13 61 60 2147 413 64 1573 25
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   353 10 35 44 13 61 60 2147 413 64 1573 25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.66 0.08 0.26 1.00 1.00 1.00 1.00 3.00 1.00 1.00 3.94 0.06
Final Sat.:    4257 121 422 1600 1600 1600 1600 4800 1600 1600 6300 100
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.08 0.08 0.08 0.03 0.01 0.04 0.04 0.45 0.26 0.04 0.25 0.25
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PM Fri Aug 1, 2025 11:40:18 Page 1-1

 Scenario Report
 Scenario: Future Year 2027 PM
 Command: Default Command
 Volume: Future Year PM
 Geometry: Default Geometry
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PM Fri Aug 1, 2025 11:40:19 Page 2-1

 Impact Analysis Report
 Level Of Service

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 1 Superior Avenue-Balboa Bouleva	D xxxxx 0.854	D xxxxx 0.854	+ 0.000 V/C
# 2 Newport Boulevard southbound r	B xxxxx 0.604	B xxxxx 0.604	+ 0.000 V/C
# 3 Newport Boulevard/Hospital Roa	A xxxxx 0.596	A xxxxx 0.596	+ 0.000 V/C
# 4 Riverside Avenue/West Coast Hi	B xxxxx 0.656	B xxxxx 0.656	+ 0.000 V/C
# 5 Tustin Avenue/West Coast Highw	A xxxxx 0.578	A xxxxx 0.578	+ 0.000 V/C
# 6 Dover Drive/16th Street	A xxxxx 0.489	A xxxxx 0.489	+ 0.000 V/C
# 7 Dover Drive/West Coast Highway	B xxxxx 0.606	B xxxxx 0.606	+ 0.000 V/C
# 8 Bayside Drive/East Coast Highw	B xxxxx 0.609	B xxxxx 0.609	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PM Fri Aug 1, 2025 11:40:21 Page 3-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #1 Superior Avenue-Balboa Boulevard/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.854
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     156        Level Of Service:           D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Split Phase      Split Phase      Protected      Protected
Rights:          Include          Ovl             Include          Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Y+R:            4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:          1 1 0 1 0        1 1 1 0 2        2 0 3 0 1        1 0 3 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:       175 129 605      225 96 89      160 636 169      78 2137 138
Growth Adj:     1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:     175 129 605      225 96 89      160 636 169      78 2137 138
User Adj:       1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     175 129 605      225 96 89      160 636 169      78 2137 138
Reduct Vol:      0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    175 129 605      225 96 89      160 636 169      78 2137 138
PCE Adj:        1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    175 129 605      225 96 89      160 636 169      78 2137 138
OvlAdjVol:      0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600 1600    1600 1600 1600  1600 1600 1600  1600 1600 1600
Adjustment:     1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:          1.15 0.85 1.00      2.00 1.00 2.00    2.00 3.00 1.00    1.00 3.76 0.24
Final Sat.:     1842 1358 1600      3200 1600 3200    3200 4800 1600    1600 6012 388
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.10 0.09 0.38      0.07 0.06 0.03    0.05 0.13 0.11    0.05 0.36 0.36
OvlAdjV/S:      0.00
Crit Moves:      ****  ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PM Fri Aug 1, 2025 11:40:22 Page 4-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #2 Newport Boulevard southbound ramps/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.604
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     58         Level Of Service:           B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Protected      Protected
Rights:          Include          Include          Ignore          Ignore
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Y+R:            4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:          0 0 0 0 0        2 0 0 0 1        0 0 2 0 1        0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 0 0          331 0 326      0 1122 133      0 1922 587
Growth Adj:     1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:      0 0 0          331 0 326      0 1122 133      0 1922 587
User Adj:       1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 0.00    1.00 1.00 0.00
PHF Adj:        1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 0.00    1.00 1.00 0.00
PHF Volume:      0 0 0          331 0 326      0 1122 0          0 1922 0
Reduct Vol:      0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:     0 0 0          331 0 326      0 1122 0          0 1922 0
PCE Adj:        1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 0.00    1.00 1.00 0.00
MLF Adj:        1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 0.00    1.00 1.00 0.00
FinalVolume:     0 0 0          331 0 326      0 1122 0          0 1922 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600 1600    1600 1600 1600  1600 1600 1600  1600 1600 1600
Adjustment:     1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 1.00    1.00 1.00 1.00
Lanes:          0.00 0.00 0.00      2.00 0.00 1.00    0.00 2.00 1.00    0.00 3.00 1.00
Final Sat.:      0 0 0          3200 0 1600      0 3200 1600      0 4800 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00      0.10 0.00 0.20    0.00 0.35 0.00    0.00 0.40 0.00
Crit Moves:      ****  ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PM Fri Aug 1, 2025 11:40:24 Page 5-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #3 Newport Boulevard/Hospital Road
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.596
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     56          Level Of Service:           A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Y+R:          4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:        1 0 3 0 1      1 0 3 0 1      2 0 1 0 1      1 0 1 1 0
-----
Volume Module:
Base Vol:      134 1334 67 33 1513 189 387 114 175 115 177 65
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    134 1334 67 33 1513 189 387 114 175 115 177 65
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    134 1334 67 33 1513 189 387 114 175 115 177 65
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   134 1334 67 33 1513 189 387 114 175 115 177 65
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   134 1334 67 33 1513 189 387 114 175 115 177 65
-----
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.46 0.54
Final Sat.:    1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2340 860
-----
Capacity Analysis Module:
Vol/Sat:       0.08 0.28 0.04 0.02 0.32 0.12 0.12 0.07 0.11 0.07 0.08 0.08
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PM Fri Aug 1, 2025 11:40:27 Page 6-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #4 Riverside Avenue/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.656
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     54          Level Of Service:           B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Ovl      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Y+R:          4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:        0 0 1! 0 0      0 1 0 0 1      1 0 1 1 0      1 0 3 0 1
-----
Volume Module:
Base Vol:      4 5 5      56 3 347 290 1345 10 29 2067 48
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    4 5 5      56 3 347 290 1345 10 29 2067 48
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    4 5 5      56 3 347 290 1345 10 29 2067 48
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   4 5 5      56 3 347 290 1345 10 29 2067 48
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   4 5 5      56 3 347 290 1345 10 29 2067 48
OvlAdjVol:     57
-----
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.28 0.36 0.36 0.95 0.05 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.:    457 571 571 1519 81 1600 1600 3176 24 1600 4800 1600
-----
Capacity Analysis Module:
Vol/Sat:       0.00 0.01 0.01 0.04 0.04 0.22 0.18 0.42 0.42 0.02 0.43 0.03
OvlAdjV/S:     0.04
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PM Fri Aug 1, 2025 11:40:28 Page 7-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #5 Tustin Avenue/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.578
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     44          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:         0 0 1! 0 0      0 0 1! 0 0      1 0 1 1 0      0 0 2 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      2 1 2      62 0 38      104 1279      3 0 2092      64
Growth Adj:    1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:    2 1 2      62 0 38      104 1279      3 0 2092      64
User Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:    2 1 2      62 0 38      104 1279      3 0 2092      64
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   2 1 2      62 0 38      104 1279      3 0 2092      64
PCE Adj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:   2 1 2      62 0 38      104 1279      3 0 2092      64
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600      1600 1600 1600      1600 1600 1600      1600 1600 1600
Adjustment:    1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:         0.40 0.20 0.40      0.62 0.00 0.38      1.00 1.99 0.01      0.00 2.91 0.09
Final Sat.:    640 320 640      992 0 608      1600 3193      7 0 4658      142
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00      0.04 0.00 0.06      0.07 0.40 0.40      0.00 0.45 0.45
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PM Fri Aug 1, 2025 11:40:30 Page 8-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #6 Dover Drive/16th Street
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.489
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     36          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:         1 0 2 0 1      1 0 2 0 1      0 1 0 0 1      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      152 1038 45      55 836 21      34 24 175      37 17 41
Growth Adj:    1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:    152 1038 45      55 836 21      34 24 175      37 17 41
User Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:    152 1038 45      55 836 21      34 24 175      37 17 41
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   152 1038 45      55 836 21      34 24 175      37 17 41
PCE Adj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:   152 1038 45      55 836 21      34 24 175      37 17 41
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600      1600 1600 1600      1600 1600 1600      1600 1600 1600
Adjustment:    1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:         1.00 2.00 1.00      1.00 2.00 1.00      0.59 0.41 1.00      1.00 1.00 1.00
Final Sat.:    1600 3200 1600      1600 3200 1600      938 662 1600      1600 1600 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.10 0.32 0.03      0.03 0.26 0.01      0.02 0.04 0.11      0.02 0.01 0.03
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PM Fri Aug 1, 2025 11:40:32 Page 9-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #7 Dover Drive/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.606
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     58          Level Of Service:           B
*****
Approach:         North Bound   South Bound   East Bound   West Bound
Movement:         L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:          Split Phase   Split Phase   Protected    Protected
Rights:           Include       Include       Include       Ignore
Min. Green:       0 0 0 0       0 0 0 0       0 0 0 0       0 0 0 0
Y+R:             4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0
Lanes:           1 0 1 1 0       3 0 1 0 1       2 0 2 1 0       1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         21 39 29 769 43 164 129 1033 22 42 1846 1334
Growth Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      21 39 29 769 43 164 129 1033 22 42 1846 1334
User Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:       21 39 29 769 43 164 129 1033 22 42 1846 0
Reduct Vol:       0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:      21 39 29 769 43 164 129 1033 22 42 1846 0
PCE Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      21 39 29 769 43 164 129 1033 22 42 1846 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           1.00 1.15 0.85 3.00 1.00 1.00 2.00 2.94 0.06 1.00 3.00 1.00
Final Sat.:       1600 1835 1365 4800 1600 1600 3200 4700 100 1600 4800 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.01 0.02 0.02 0.16 0.03 0.10 0.04 0.22 0.22 0.03 0.38 0.00
Crit Moves:       ****      ****      ****      ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PM Fri Aug 1, 2025 11:40:33 Page 10-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #8 Bayside Drive/East Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.609
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     58          Level Of Service:           B
*****
Approach:         North Bound   South Bound   East Bound   West Bound
Movement:         L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:          Split Phase   Split Phase   Protected    Protected
Rights:           Include       Include       Include       Include
Min. Green:       0 0 0 0       0 0 0 0       0 0 0 0       0 0 0 0
Y+R:             4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0
Lanes:           2 0 1! 0 0       1 0 1 0 1       1 0 3 0 1       1 0 3 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         349 12 20 38 13 93 79 1453 326 54 2665 35
Growth Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      349 12 20 38 13 93 79 1453 326 54 2665 35
User Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:       349 12 20 38 13 93 79 1453 326 54 2665 35
Reduct Vol:       0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:      349 12 20 38 13 93 79 1453 326 54 2665 35
PCE Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      349 12 20 38 13 93 79 1453 326 54 2665 35
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           2.75 0.09 0.16 1.00 1.00 1.00 1.00 3.00 1.00 1.00 3.95 0.05
Final Sat.:       4397 151 252 1600 1600 1600 1600 4800 1600 1600 6317 83
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.08 0.08 0.08 0.02 0.01 0.06 0.05 0.30 0.20 0.03 0.42 0.42
Crit Moves:       ****      ****      ****      ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP AM Fri Aug 1, 2025 11:37:44 Page 1-1

Scenario Report
Scenario: Future Year 2027 PP AM

Command: Default Command
Volume: Future Year plus Project AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP AM Fri Aug 1, 2025 11:37:47 Page 2-1

Impact Analysis Report
Level Of Service

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 1 Superior Avenue-Balboa Bouleva	A xxxxx 0.598	A xxxxx 0.598	+ 0.000 V/C
# 2 Newport Boulevard southbound r	D xxxxx 0.849	D xxxxx 0.849	+ 0.000 V/C
# 3 Newport Boulevard/Hospital Roa	A xxxxx 0.554	A xxxxx 0.554	+ 0.000 V/C
# 4 Riverside Avenue/West Coast Hi	B xxxxx 0.663	B xxxxx 0.663	+ 0.000 V/C
# 5 Tustin Avenue/West Coast Highw	B xxxxx 0.659	B xxxxx 0.659	+ 0.000 V/C
# 6 Dover Drive/16th Street	A xxxxx 0.516	A xxxxx 0.516	+ 0.000 V/C
# 7 Dover Drive/West Coast Highway	A xxxxx 0.585	A xxxxx 0.585	+ 0.000 V/C
# 8 Bayside Drive/East Coast Highw	B xxxxx 0.608	B xxxxx 0.608	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP AM Fri Aug 1, 2025 11:37:49 Page 3-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #1 Superior Avenue-Balboa Boulevard/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.598
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     57          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include          Ovl            Include          Include
Min. Green:    0 0 0          0 0 0          0 0 0          0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:        1 1 0 1 0      1 1 1 0 2      2 0 3 0 1      1 0 3 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      208 121 223 168 156 123 525 1689 261 62 600 250
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    208 121 223 168 156 123 525 1689 261 62 600 250
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    208 121 223 168 156 123 525 1689 261 62 600 250
Reduct Vol:    0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:   208 121 223 168 156 123 525 1689 261 62 600 250
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   208 121 223 168 156 123 525 1689 261 62 600 250
OvlAdjVol:     0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.26 0.74 1.00 1.56 1.44 2.00 2.00 3.00 1.00 1.00 3.00 1.00
Final Sat.:    2023 1177 1600 2489 2311 3200 3200 4800 1600 1600 4800 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.10 0.10 0.14 0.07 0.07 0.04 0.16 0.35 0.16 0.04 0.13 0.16
OvlAdjV/S:     0.00
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP AM Fri Aug 1, 2025 11:37:51 Page 4-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #2 Newport Boulevard southbound ramps/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.849
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    151          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include          Include          Ignore          Ignore
Min. Green:    0 0 0          0 0 0          0 0 0          0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:        0 0 0 0 0      2 0 0 0 1      0 0 2 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0          448 0 291 0 2134 164 0 939 349
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0          448 0 291 0 2134 164 0 939 349
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume:    0 0 0          448 0 291 0 2134 0 0 939 0
Reduct Vol:    0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:   0 0 0          448 0 291 0 2134 0 0 939 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume:   0 0 0          448 0 291 0 2134 0 0 939 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.:    0 0 0          3200 0 1600 0 3200 1600 0 4800 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.14 0.00 0.18 0.00 0.67 0.00 0.00 0.20 0.00
Crit Moves:    ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP AM Fri Aug 1, 2025 11:37:53 Page 5-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #3 Newport Boulevard/Hospital Road
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.554
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     51          Level Of Service:           A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Y+R:            4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:          1 0 3 0 1        1 0 3 0 1        2 0 1 0 1        1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      135 1452   56   58 1214   468   321 181   211   40 206   40
Growth Adj:    1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00 1.00 1.00 1.00
Initial Bse:    135 1452   56   58 1214   468   321 181   211   40 206   40
User Adj:      1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00 1.00 1.00 1.00
PHF Volume:     135 1452   56   58 1214   468   321 181   211   40 206   40
Reduct Vol:      0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    135 1452   56   58 1214   468   321 181   211   40 206   40
PCE Adj:        1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00 1.00 1.00 1.00
FinalVolume:    135 1452   56   58 1214   468   321 181   211   40 206   40
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600   1600 1600 1600   1600 1600   1600 1600 1600
Adjustment:     1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00 1.00 1.00
Lanes:          1.00 3.00   1.00 1.00 3.00   1.00 2.00 1.00   1.00 1.00 1.67 0.33
Final Sat.:    1600 4800   1600 1600 4800   1600 3200 1600   1600 1600 2680 520
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.08 0.30   0.04 0.04 0.25   0.29 0.10 0.11   0.13 0.03 0.08   0.08
Crit Moves:      ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP AM Fri Aug 1, 2025 11:37:55 Page 6-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #4 Riverside Avenue/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.663
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     55          Level Of Service:           B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Permitted        Permitted        Protected        Protected
Rights:          Include          Ovl             Include          Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Y+R:            4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:          0 1 0 0 0        0 1 0 0 1        1 0 1 1 0        1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        1 1 0      85 1 306   304 1930   6 6 1295   58
Growth Adj:      1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      1 1 0      85 1 306   304 1930   6 6 1295   58
User Adj:        1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:       1 1 0      85 1 306   304 1930   6 6 1295   58
Reduct Vol:       0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:      1 1 0      85 1 306   304 1930   6 6 1295   58
PCE Adj:          1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:          1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      1 1 0      85 1 306   304 1930   6 6 1295   58
OvlAdjVol:                2
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600   1600 1600 1600   1600 1600 1600 1600 1600 1600
Adjustment:     1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.50 0.50   0.00 0.99 0.01   1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.:      800 800   0 1581 19 1600   1600 3190   10 1600 4800 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.00   0.00 0.05 0.05   0.19 0.19 0.61 0.60 0.00 0.27   0.04
OvlAdjV/S:                0.00
Crit Moves:      ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP AM Fri Aug 1, 2025 11:37:57 Page 7-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #5 Tustin Avenue/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.659
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     55          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:         0 0 0 0 1      0 0 1 0 0      1 0 1 1 0      0 0 2 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 1 39 0 18 43 1991 3 0 1387 80
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 1 39 0 18 43 1991 3 0 1387 80
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 1 39 0 18 43 1991 3 0 1387 80
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 0 1 39 0 18 43 1991 3 0 1387 80
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 1 39 0 18 43 1991 3 0 1387 80
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 1.00 0.68 0.00 0.32 1.00 1.99 0.01 0.00 2.84 0.16
Final Sat.:    0 0 1600 1095 0 505 1600 3195 5 0 4538 262
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.02 0.00 0.04 0.03 0.62 0.62 0.00 0.31 0.31
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP AM Fri Aug 1, 2025 11:37:59 Page 8-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #6 Dover Drive/16th Street
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.516
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     38          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:         1 0 2 0 1      1 0 2 0 1      0 1 0 0 1      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      118 669 49 63 960 28 24 32 190 37 24 67
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    118 669 49 63 960 28 24 32 190 37 24 67
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    118 669 49 63 960 28 24 32 190 37 24 67
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   118 669 49 63 960 28 24 32 190 37 24 67
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   118 669 49 63 960 28 24 32 190 37 24 67
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 2.00 1.00 1.00 2.00 1.00 0.43 0.57 1.00 1.00 1.00 1.00
Final Sat.:    1600 3200 1600 1600 3200 1600 686 914 1600 1600 1600 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.07 0.21 0.03 0.04 0.30 0.02 0.02 0.04 0.12 0.02 0.02 0.04
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP AM Fri Aug 1, 2025 11:38:01 Page 9-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #7 Dover Drive/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.585
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     55          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Ignore
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:        1 0 1 1 0      3 0 1 0 1      2 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      23 46 42 1076 54 147 130 1448 30 40 1187 739
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    23 46 42 1076 54 147 130 1448 30 40 1187 739
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    23 46 42 1076 54 147 130 1448 30 40 1187 0
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   23 46 42 1076 54 147 130 1448 30 40 1187 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   23 46 42 1076 54 147 130 1448 30 40 1187 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.00 1.05 0.95 3.00 1.00 1.00 2.00 2.94 0.06 1.00 3.00 1.00
Final Sat.:    1600 1673 1527 4800 1600 1600 3200 4703 97 1600 4800 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.01 0.03 0.03 0.22 0.03 0.09 0.04 0.31 0.31 0.03 0.25 0.00
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP AM Fri Aug 1, 2025 11:38:02 Page 10-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #8 Bayside Drive/East Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.608
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     58          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:        2 0 1! 0 0      1 0 1 0 1      1 0 3 0 1      1 0 3 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      353 10 35 44 13 61 60 2146 413 64 1572 25
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    353 10 35 44 13 61 60 2146 413 64 1572 25
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    353 10 35 44 13 61 60 2146 413 64 1572 25
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   353 10 35 44 13 61 60 2146 413 64 1572 25
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   353 10 35 44 13 61 60 2146 413 64 1572 25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.66 0.08 0.26 1.00 1.00 1.00 1.00 3.00 1.00 1.00 3.94 0.06
Final Sat.:    4257 121 422 1600 1600 1600 1600 4800 1600 1600 6300 100
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.08 0.08 0.08 0.03 0.01 0.04 0.04 0.45 0.26 0.04 0.25 0.25
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP PM Fri Aug 1, 2025 11:42:12 Page 1-1

 Scenario Report
 Scenario: Future Year 2027 PP PM
 Command: Default Command
 Volume: Future Year plus Project PM
 Geometry: Default Geometry
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP PM Fri Aug 1, 2025 11:42:14 Page 2-1

 Impact Analysis Report
 Level Of Service

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 1 Superior Avenue-Balboa Bouleva	D xxxxx 0.854	D xxxxx 0.854	+ 0.000 V/C
# 2 Newport Boulevard southbound r	B xxxxx 0.604	B xxxxx 0.604	+ 0.000 V/C
# 3 Newport Boulevard/Hospital Roa	A xxxxx 0.596	A xxxxx 0.596	+ 0.000 V/C
# 4 Riverside Avenue/West Coast Hi	B xxxxx 0.669	B xxxxx 0.669	+ 0.000 V/C
# 5 Tustin Avenue/West Coast Highw	A xxxxx 0.582	A xxxxx 0.582	+ 0.000 V/C
# 6 Dover Drive/16th Street	A xxxxx 0.490	A xxxxx 0.490	+ 0.000 V/C
# 7 Dover Drive/West Coast Highway	B xxxxx 0.609	B xxxxx 0.609	+ 0.000 V/C
# 8 Bayside Drive/East Coast Highw	B xxxxx 0.611	B xxxxx 0.611	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP PM Fri Aug 1, 2025 11:42:15 Page 3-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #1 Superior Avenue-Balboa Boulevard/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.854
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     156        Level Of Service:           D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Split Phase      Split Phase      Protected      Protected
Rights:          Include          Ovl             Include          Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Y+R:            4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:          1 1 0 1 0      1 1 1 0 2      2 0 3 0 1      1 0 3 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      175 129 605 225 96 89 160 641 169 78 2138 138
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    175 129 605 225 96 89 160 641 169 78 2138 138
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     175 129 605 225 96 89 160 641 169 78 2138 138
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    175 129 605 225 96 89 160 641 169 78 2138 138
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    175 129 605 225 96 89 160 641 169 78 2138 138
OvlAdjVol:      0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.15 0.85 1.00 2.00 1.00 2.00 2.00 3.00 1.00 1.00 3.76 0.24
Final Sat.:    1842 1358 1600 3200 1600 3200 3200 4800 1600 1600 6012 388
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.10 0.09 0.38 0.07 0.06 0.03 0.05 0.13 0.11 0.05 0.36 0.36
OvlAdjV/S:     0.00
Crit Moves:      ****  ****  ****  ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP PM Fri Aug 1, 2025 11:42:17 Page 4-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #2 Newport Boulevard southbound ramps/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.604
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     58        Level Of Service:           B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Protected      Protected
Rights:          Include          Include          Ignore          Ignore
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Y+R:            4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:          0 0 0 0 0      2 0 0 0 1      0 0 2 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 334 0 326 0 1127 133 0 1923 587
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0 334 0 326 0 1127 133 0 1923 587
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume:     0 0 0 334 0 326 0 1127 0 0 1923 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 334 0 326 0 1127 0 0 1923 0
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume:    0 0 0 334 0 326 0 1127 0 0 1923 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.:    0 0 0 3200 0 1600 0 3200 1600 0 4800 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.10 0.00 0.20 0.00 0.35 0.00 0.00 0.40 0.00
Crit Moves:      ****  ****  ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP PM Fri Aug 1, 2025 11:42:20 Page 5-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #3 Newport Boulevard/Hospital Road
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.596
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     56          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:        1 0 3 0 1      1 0 3 0 1      2 0 1 0 1      1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      134 1335 67 33 1516 189 387 114 175 115 177 65
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    134 1335 67 33 1516 189 387 114 175 115 177 65
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    134 1335 67 33 1516 189 387 114 175 115 177 65
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   134 1335 67 33 1516 189 387 114 175 115 177 65
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   134 1335 67 33 1516 189 387 114 175 115 177 65
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.46 0.54
Final Sat.:    1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2340 860
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.08 0.28 0.04 0.02 0.32 0.12 0.12 0.07 0.11 0.07 0.08 0.08
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP PM Fri Aug 1, 2025 11:42:21 Page 6-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #4 Riverside Avenue/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.669
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     56          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Ovl      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:        0 0 1! 0 0      0 1 0 0 1      1 0 1 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      4 5 5 60 3 349 302 1345 10 29 2082 51
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    4 5 5 60 3 349 302 1345 10 29 2082 51
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    4 5 5 60 3 349 302 1345 10 29 2082 51
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   4 5 5 60 3 349 302 1345 10 29 2082 51
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   4 5 5 60 3 349 302 1345 10 29 2082 51
OvlAdjVol:      47
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.28 0.36 0.36 0.95 0.05 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.:    457 571 571 1524 76 1600 1600 3176 24 1600 4800 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.01 0.01 0.04 0.04 0.22 0.19 0.42 0.42 0.02 0.43 0.03
OvlAdjV/S:      0.03
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP PM Fri Aug 1, 2025 11:42:24 Page 7-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #5 Tustin Avenue/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.582
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     44          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:        0 0 1! 0 0      0 0 1! 0 0      1 0 1 1 0      0 0 2 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      2 1 2      62 0 38      104 1283      3 0 2110      64
Growth Adj:    1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:    2 1 2      62 0 38      104 1283      3 0 2110      64
User Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:    2 1 2      62 0 38      104 1283      3 0 2110      64
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   2 1 2      62 0 38      104 1283      3 0 2110      64
PCE Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:   2 1 2      62 0 38      104 1283      3 0 2110      64
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600      1600 1600 1600      1600 1600 1600      1600 1600 1600
Adjustment:    1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:        0.40 0.20 0.40      0.62 0.00 0.38      1.00 1.99 0.01      0.00 2.91 0.09
Final Sat.:    640 320 640      992 0 608      1600 3193      7 0 4659      141
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00      0.04 0.00 0.06      0.07 0.40 0.40      0.00 0.45 0.45
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP PM Fri Aug 1, 2025 11:42:26 Page 8-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #6 Dover Drive/16th Street
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.490
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     36          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Y+R:          4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:        1 0 2 0 1      1 0 2 0 1      0 1 0 0 1      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      152 1039 45      55 841 21      34 24 175      37 17 41
Growth Adj:    1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:    152 1039 45      55 841 21      34 24 175      37 17 41
User Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:    152 1039 45      55 841 21      34 24 175      37 17 41
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   152 1039 45      55 841 21      34 24 175      37 17 41
PCE Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:   152 1039 45      55 841 21      34 24 175      37 17 41
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600      1600 1600 1600      1600 1600 1600      1600 1600 1600
Adjustment:    1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:        1.00 2.00 1.00      1.00 2.00 1.00      0.59 0.41 1.00      1.00 1.00 1.00
Final Sat.:    1600 3200 1600      1600 3200 1600      938 662 1600      1600 1600 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.10 0.32 0.03      0.03 0.26 0.01      0.02 0.04 0.11      0.02 0.01 0.03
Crit Moves:    ****          ****          ****          ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP PM Fri Aug 1, 2025 11:42:29 Page 9-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #7 Dover Drive/West Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.609
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     58          Level Of Service:          B
*****
Approach:         North Bound   South Bound   East Bound   West Bound
Movement:         L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:          Split Phase   Split Phase   Protected    Protected
Rights:           Include       Include       Include       Ignore
Min. Green:       0 0 0 0       0 0 0 0       0 0 0 0       0 0 0 0
Y+R:             4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0
Lanes:           1 0 1 1 0       3 0 1 0 1       2 0 2 1 0       1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         21 39 29 769 43 169 130 1036 22 42 1859 1334
Growth Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      21 39 29 769 43 169 130 1036 22 42 1859 1334
User Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:       21 39 29 769 43 169 130 1036 22 42 1859 0
Reduct Vol:       0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:      21 39 29 769 43 169 130 1036 22 42 1859 0
PCE Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      21 39 29 769 43 169 130 1036 22 42 1859 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           1.00 1.15 0.85 3.00 1.00 1.00 2.00 2.94 0.06 1.00 3.00 1.00
Final Sat.:       1600 1835 1365 4800 1600 1600 3200 4700 100 1600 4800 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.01 0.02 0.02 0.16 0.03 0.11 0.04 0.22 0.22 0.03 0.39 0.00
Crit Moves:       ****      ****      ****      ****
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Future Year 2027 PP PM Fri Aug 1, 2025 11:42:31 Page 10-1

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #8 Bayside Drive/East Coast Highway
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.611
Loss Time (sec):   0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     59          Level Of Service:          B
*****
Approach:         North Bound   South Bound   East Bound   West Bound
Movement:         L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:          Split Phase   Split Phase   Protected    Protected
Rights:           Include       Include       Include       Include
Min. Green:       0 0 0 0       0 0 0 0       0 0 0 0       0 0 0 0
Y+R:             4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0     4.0 4.0 4.0
Lanes:           2 0 1! 0 0       1 0 1 0 1       1 0 3 0 1       1 0 3 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         351 12 20 38 13 93 79 1455 327 54 2676 35
Growth Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      351 12 20 38 13 93 79 1455 327 54 2676 35
User Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:       351 12 20 38 13 93 79 1455 327 54 2676 35
Reduct Vol:       0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:      351 12 20 38 13 93 79 1455 327 54 2676 35
PCE Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      351 12 20 38 13 93 79 1455 327 54 2676 35
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           2.75 0.09 0.16 1.00 1.00 1.00 1.00 3.00 1.00 1.00 3.95 0.05
Final Sat.:       4399 150 251 1600 1600 1600 1600 4800 1600 1600 6317 83
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.08 0.08 0.08 0.02 0.01 0.06 0.05 0.30 0.20 0.03 0.42 0.42
Crit Moves:       ****      ****      ****      ****
*****

```

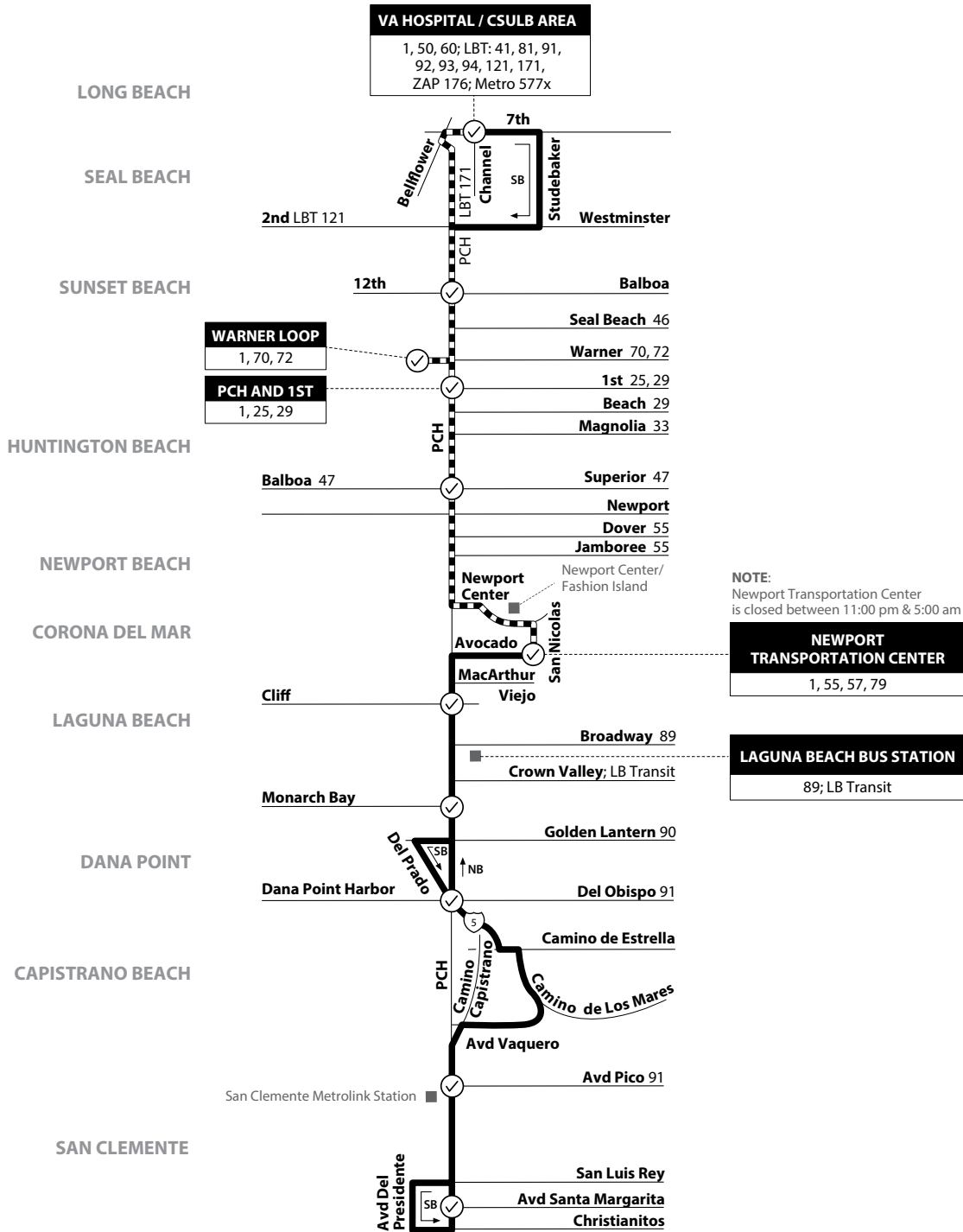
Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

APPENDIX C

OCTA ROUTE 1 MAP

Long Beach to San Clemente

via Pacific Coast Hwy



Monday-Friday
NORTHBOUND To: Long Beach

El Camino & Santa Margarita	El Camino Real & Avd Pico	Pacific Coast Hwy & Del Obispo	Pacific Coast Hwy & Crown Valley	Pacific Coast Hwy & Viejo	Newport Transportation Center	Pacific Coast Hwy & Superior	Coast Highway & Huntington	Warner & Pacific Coast Hwy	Pacific Coast Hwy & Balboa	7th & Channel
4:37	4:49	5:03	5:12	5:28	5:46	5:59	6:10	6:22	6:30	6:44
					6:16	6:29	6:40	6:52	7:00	7:14
5:37	5:49	6:03	6:12	6:28	6:46	6:59	7:10	7:22	7:30	7:44
					7:13	7:26	7:37	7:49	7:57	8:11
6:30	6:42	6:56	7:07	7:28	7:48	8:03	8:14	8:26	8:34	8:48
					8:18	8:33	8:45	8:59	9:08	9:22
7:25	7:40	7:55	8:06	8:28	8:49	9:04	9:16	9:30	9:39	9:53
8:25	8:40	8:55	9:06	9:28	9:49	10:04	10:16	10:30	10:39	10:53
9:23	9:38	9:53	10:04	10:26	10:47	11:02	11:14	11:28	11:37	11:51
10:20	10:35	10:50	11:01	11:23	11:44	11:59	12:11	12:25	12:34	12:48
11:03	11:18	11:34	11:46	12:12	12:38	12:56	1:08	1:22	1:33	1:47
12:03	12:18	12:34	12:46	1:12	1:38	1:56	2:08	2:22	2:33	2:47
1:05	1:20	1:36	1:48	2:14	2:40	2:58	3:10	3:24	3:35	3:49
					3:10	3:28	3:40	3:54	4:05	4:19
2:05	2:20	2:36	2:48	3:14	3:40	3:58	4:10	4:24	4:35	4:49
					4:10	4:28	4:40	4:54	5:05	5:19
3:03	3:17	3:34	3:47	4:14	4:40	5:00	5:12	5:26	5:37	5:51
					5:10	5:28	5:40	5:53	6:04	6:18
4:11	4:26	4:42	4:53	5:17	5:40	5:57	6:09	6:22	6:33	6:47
5:11	5:26	5:42	5:53	6:17	6:40	6:57	7:09	7:22	7:33	7:47
6:11	6:26	6:42	6:53	7:17	7:40	7:57	8:09	8:22	8:33	8:47
7:31	7:44	7:59	8:09	8:27	8:45	9:00	9:11	9:24	9:35	9:49
8:40	8:53	9:08	9:18	9:36	9:54	10:09	10:20	10:33	10:44	10:58

SERVICE TO / SERVICIO A

Long Beach

- VA Hospital
- Cal State Long Beach

Seal Beach

- Seal Beach City Hall

Sunset Beach

- Huntington Beach Pier

Huntington Beach

- Ethel Dwyer Middle School

- Huntington Beach Pier

Newport Beach

- Horace Ensign Intermediate School

- Newport Harbor High School

- Newport Center/Fashion Island

- Newport Transportation Center

- Newport Civic Center and Park

- Hoag Hospital

Corona del Mar

- Emerald Bay

Laguna Beach

- Laguna Beach High School

- Laguna Beach Civic Center

- Monarch Bay

- Mission Hospital

Dana Point

- Salt Creek Beach

- Dana Point Harbor

Capistrano Beach

San Clemente

- Shorecliffs Middle School

- San Clemente High School

- San Clemente (Metrolink Station)

Long Beach to San Clemente

via Pacific Coast Hwy

Monday-Friday**SOUTHBOUND To: San Clemente**

7th & Channel	Pacific Coast Hwy & 12th	Warner & Pacific Coast Hwy	Pacific Coast Hwy & 1st	Pacific Coast Hwy & Balboa-Nwpt Bch	Newport Transportation Center	Pacific Coast Hwy & Cliff	Pacific Coast Hwy & Monarch Bay	Pacific Coast Hwy & Dana Point Harbor	El Camino Real & Avd Pico	El Camino & Santa Margarita
4:56	5:07	5:17	5:28	5:38	5:56	6:13	6:31	6:41	6:55	7:10
					6:40	7:01	7:21	7:32	7:46	8:01
6:16	6:27	6:37	6:48	7:00	7:18	7:39	7:59	8:10	8:24	8:39
					7:47	8:08	8:28	8:39	8:53	9:08
7:13	7:24	7:36	7:48	8:00	8:18	8:39	8:59	9:10	9:24	9:39
					8:58	9:19	9:39	9:50	10:05	10:24
8:19	8:30	8:42	8:56	9:08	9:26	9:47	10:07	10:18	10:33	10:52
9:17	9:28	9:39	9:53	10:05	10:23	10:42	11:02	11:14	11:29	11:48
10:17	10:28	10:39	10:53	11:05	11:23	11:42	12:02	12:14	12:29	12:48
11:14	11:25	11:35	11:50	12:02	12:20	12:39	1:00	1:14	1:30	1:50
12:12	12:23	12:33	12:48	1:00	1:18	1:37	1:58	2:12	2:28	2:48
1:12	1:23	1:33	1:48	2:00	2:18	2:37	2:58	3:12	3:28	3:48
2:07	2:19	2:30	2:44	2:57	3:18	3:41	4:03	4:17	4:32	4:51
					3:48	4:11	4:33	4:47	5:02	5:21
3:07	3:19	3:30	3:44	3:57	4:18	4:41	5:03	5:17	5:32	5:51
					4:48	5:11	5:33	5:47	6:02	6:21
4:09	4:21	4:32	4:46	4:59	5:20	5:43	6:05	6:19	6:34	6:53
					5:48	6:11	6:33	6:47	7:02	7:21
5:16	5:28	5:39	5:52	6:03	6:20	6:37	6:56	7:07	7:21	7:36
6:16	6:28	6:39	6:52	7:03	7:20	7:37	7:56	8:07	8:21	8:36
7:18	7:29	7:39	7:52	8:03	8:20	8:37	8:54	9:04	9:17	9:32
8:18	8:29	8:39	8:52	9:03	9:20	9:37	9:54	10:04	10:17	10:32

Saturday, Sunday & Holiday
NORTHBOUND To: Long Beach

El Camino & Santa Margarita	El Camino Real & Avd Pico	Pacific Coast Hwy & Del Obispo	Pacific Coast Hwy & Crown Valley	Pacific Coast Hwy & Viejo	Newport Transportation Center	Pacific Coast Hwy & Superior	Coast Highway & Huntington	Warner & Pacific Coast Hwy	Pacific Coast Hwy & Balboa	7th & Channel
5:38	5:50	6:04	6:13	6:26	6:43	6:56	7:08	7:21	7:29	7:43
6:30	6:42	6:56	7:06	7:26	7:43	7:56	8:08	8:21	8:29	8:43
7:30	7:42	7:56	8:06	8:26	8:43	8:56	9:09	9:24	9:32	9:46
8:21	8:36	8:51	9:03	9:23	9:41	9:57	10:10	10:25	10:34	10:48
9:21	9:36	9:51	10:03	10:23	10:41	10:57	11:10	11:25	11:34	11:48
10:21	10:36	10:51	11:03	11:23	11:41	11:57	12:10	12:25	12:34	12:48
11:11	11:26	11:42	11:55	12:19	12:39	12:55	1:08	1:23	1:34	1:48
12:11	12:26	12:42	12:55	1:19	1:39	1:55	2:08	2:23	2:34	2:48
1:10	1:25	1:41	1:54	2:20	2:40	2:56	3:09	3:24	3:35	3:49
2:13	2:28	2:44	2:57	3:23	3:43	3:59	4:12	4:27	4:38	4:52
3:15	3:30	3:46	3:58	4:22	4:43	4:59	5:11	5:26	5:37	5:51
4:17	4:32	4:48	5:00	5:22	5:43	5:59	6:11	6:25	6:36	6:50
5:17	5:32	5:48	6:00	6:22	6:43	6:59	7:11	7:24	7:35	7:49
6:17	6:32	6:48	7:00	7:22	7:43	7:59	8:11	8:24	8:35	8:49
7:27	7:40	7:55	8:07	8:25	8:44					

Saturday, Sunday & Holiday
SOUTHBOUND To: San Clemente

7th & Channel	Pacific Coast Hwy & 12th	Warner & Pacific Coast Hwy	Pacific Coast Hwy & 1st	Pacific Coast Hwy & Balboa-Nwpt Bch	Newport Transportation Center	Pacific Coast Hwy & Cliff	Pacific Coast Hwy & Monarch Bay	Pacific Coast Hwy & Dana Point Harbor	El Camino Real & Avd Pico	El Camino & Santa Margarita
5:20	5:30	5:39	5:50	6:00	6:15	6:31	6:49	7:01	7:15	7:33
6:20	6:30	6:39	6:50	7:00	7:15	7:31	7:49	8:01	8:15	8:33
7:20	7:30	7:39	7:50	8:00	8:15	8:31	8:49	9:01	9:15	9:33
8:14	8:25	8:34	8:48	9:00	9:15	9:34	9:52	10:04	10:19	10:40
9:14	9:25	9:34	9:48	10:00	10:15	10:34	10:52	11:04	11:19	11:40
10:14	10:25	10:34	10:48	11:00	11:15	11:34	11:52	12:04	12:19	12:40
11:08	11:21	11:30	11:46	11:58	12:15	12:34	12:56	1:10	1:25	1:45
12:08	12:21	12:30	12:46	12:58	1:15	1:34	1:56	2:10	2:25	2:45
1:08	1:21	1:30	1:46	1:58	2:15	2:34	2:56	3:10	3:25	3:45
2:08	2:21	2:31	2:47	3:00	3:18	3:40	4:03	4:16	4:30	4:49
3:08	3:21	3:31	3:47	4:00	4:18	4:40	5:03	5:16	5:30	5:49
4:09	4:21	4:31	4:47	5:00	5:18	5:40	6:03	6:16	6:30	6:49
5:14	5:26	5:35	5:50	6:00	6:15	6:33	6:48	6:58	7:12	7:29
6:14	6:26	6:35	6:50	7:00	7:15	7:33	7:48	7:58	8:11	8:28
7:13	7:25	7:34	7:49	7:59	8:15	8:33	8:48	8:58	9:11	9:28

APPENDIX D

CITY OF NEWPORT BEACH REGIONAL TRAFFIC ANNUAL GROWTH RATE TABLE

CITY OF NEWPORT BEACH
REGIONAL TRAFFIC ANNUAL GROWTH RATE

COAST HIGHWAY

East city limit to MacArthur Boulevard	1%
MacArthur Boulevard to Jamboree Road	1%
Jamboree Road to Newport Boulevard	1%
Newport Boulevard to west city limit	1%

IRVINE AVENUE

All	1%
-----	----

JAMBOREE ROAD

Coast Highway to San Joaquin Hills Road	1%
San Joaquin Hills Road to Bison Avenue	1%
Bison Ave to Bristol Street	1%
Bristol Street to Campus Drive	1%

MACARTHUR BOULEVARD

Coast Highway to San Joaquin Hills Road	1%
San Joaquin Hills Road to north city limit	1%

NEWPORT BOULEVARD

Coast Highway to north city limit	1%
-----------------------------------	----

Street segments not listed are assumed to have 0% regional growth.

APPENDIX E

APPROVED PROJECTS INFORMATION

Traffic Phasing Data

Projects Less than 100% Complete

Project Number	Project Name	Percent Completed
148	FASHION ISLAND EXPANSION	40
154	TEMPLE BAT YAHM EXPANSION	65
945	HOAG HOSPITAL PHASE III	0
949	ST. MARK PRESBYTERIAN CHURCH	77
955	2300 NEWPORT BLVD (VUE)	30
958	HOAG HEALTH CENTER 500-540 SUPERIOR	95
959	NORTH NEWPORT CENTER	0
971	BACK BAY LANDING 300 ECH	0
977	BALBOA MARINA WEST	0
979	NEWPORT CROSSINGS	0
980	Museum House - Vivante Senior Center	0
981	Uptown Newport: Phase 1 - Trans Devel Rights (TDR)	53
982	Uptown Newport: Phase 2 Only	0
983	Residences at 4400 VK	0
984	Picerne Residential (1300 Bristol St N)	0
986	2510 WCH Residential and Mother's Market	0
987	Pacifica Christian HS	0
988	1400 Bristol St N Residences	0
989	Sage Hill Middle School Expansion	0
990	1600 Dove St Residences	0
991	TTC Newporter Pickleball	0
992	3300 Irvine Ave - Newport Irvine Medical Office	0

Approved Projects 80% Volume Summary Intersection Report

Intersection (1855 ::: COAST HWY W / SUPERIOR AVE BALBOA BLVD)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	5	23	47	50	1	4	0	11	2	10	16	31	0	0	34	16
PM	3	18	35	56	0	2	1	5	3	10	6	26	3	1	52	3

Intersection (2480 ::: BEACON ST / HOSPITAL RD NEWPORT BLVD)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	37	73	34	4	7	30	0	0	37	36	30	3	1	0	4	0
PM	47	41	34	1	5	42	0	0	31	10	28	1	5	0	1	0

Intersection (2620 ::: NEWPORT BLVD / COAST HWY W)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	0	53	35	68	0	0	0	17	0	36	0	31	4	0	64	4
PM	0	41	102	52	0	0	0	21	0	20	0	95	7	0	42	10

Intersection (2630 ::: RIVERSIDE AVE / COAST HWY W)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	0	0	74	82	0	0	0	0	0	0	0	74	0	0	82	0
PM	0	0	95	93	0	0	0	0	0	0	0	95	0	0	93	0

Approved Projects 80% Volume Summary Intersection Report

Intersection (2635 ::: COAST HWY W / TUSTIN AVE)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	0	8	75	82	0	0	0	8	0	0	4	71	0	0	82	0
PM	0	11	96	93	0	0	0	11	0	0	9	87	0	0	93	0

Intersection (3060 ::: COAST HWY W / DOVER DR BAYSHORE DR)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	0	39	77	94	0	0	0	30	0	9	8	69	0	0	76	18
PM	0	44	100	135	0	0	0	36	0	8	12	88	0	0	93	42

Intersection (3260 ::: 16TH ST / DOVER DR)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	13	17	4	0	2	11	0	0	17	0	0	0	4	0	0	0
PM	30	28	5	0	4	26	0	0	28	0	0	0	5	0	0	0

Intersection (5440 ::: COAST HWY E / BAYSIDE DR)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	8	46	103	79	2	6	0	18	4	24	39	63	1	3	60	16
PM	12	87	117	113	6	6	0	27	8	52	55	60	2	11	71	31

Attachment No. PC 2

Project Description

ARC Carne & Cantina
2902 West Pacific Coast Highway | Newport Beach, California | 92663

Revised – May 9, 2025

PROJECT DESCRIPTION

To: City of Newport Beach Planning Department

Project: ARC Carne & Cantina – 2902 West Pacific Coast Highway

ARC Restaurant Group is proud to introduce ARC Carne & Cantina, a new concept which brings together classic Latin flavors, Argentinian & American-style steaks, all with a classic Spanish flare. All of ARC's concepts focus on flame and finesse to elevate tradition into modern marvels. With modern industrial lines, the contemporary and urban decor is complimented by nods to ancient ruins and old-world charm, marrying old and new together. ARC Carne & Cantina's bar program will specialize in craft cocktails and fine wines, all served in an upscale and sophisticated environment.

Located at 2902 W. Pacific Coast Highway, the existing building architecture invites the guests in with arched windows and a superb curb appeal. The interior leans into the gorgeous archways, which are complimented by hand laid brick and cobblestone. Uniquely designed, the concept places the dining area and reception on the first floor and the expansive ceiling heights allow for a mezzanine bar and waiting area on the second floor. The restaurant space is capped off with a rooftop garden patio, featuring a covered bar and seating area.

The project will serve lunch & dinner daily, with brunch on weekends. The chic and intimate dining room lends itself to a focus on dinner as the garden patio nods to a fresh atmosphere for brunch and lunch.

As part of the proposed building upgrades, an elevator will be added to offer access to the mezzanine and the rooftop, as well as two staircases. Tall, indoor trees offer a filtered view across the mezzanine from bar to waiting area. Dramatic chandeliers with glowing flicker lights, evoke a forgotten era, round out the sophisticated atmosphere that ARC is known for. A strong focus on craft cocktails and high-quality food, ARC Carne & Cantina will breathe new life into Mariner's Mile and Restaurant Row.

The full-service restaurant is primarily indoor seating with proposed outdoor seating on the rooftop patio. The first floor will have 273 sq. ft. of reception space, 447 sq. ft of storage, 701 sq. ft of kitchen. The remaining 3,438 sq. ft is split between guest accessible space, comprised of dining area, restrooms and walkways, and a full-service hot line kitchen with prep

kitchen. The first floor will offer 105 dining seats. The second-floor mezzanine is comprised of a bar and waiting area, total 2,034 sq. ft. Intimately apportioned, the mezzanine has 17 bar seats and 31 dining seats. Also on the mezzanine are a bar prep area and storage area. The rooftop patio is 2,832 sq. ft and offers 57 outdoor seats with 25 oyster bar seats. Two ADA restrooms will be located on the roof in addition to a food prep and storage area.

With full ADA accessibility at all entrances, the project upgrades the existing premises to offer ADA restrooms located on the 1st floor and rooftop.

The proposed project, ARC Carne & Cantina, will be a new addition to its sister concepts, ARC Butcher & Baker and ARC Balboa Island, all located in Newport Beach. Both locations are the local's favorite on the Balboa Peninsula and Balboa Island. ARC Butcher & Baker's and ARC Balboa Island's outdoor dining patios have operated in harmony within their respective villages and have become beloved amenities to visitors, travelers and the local community.

With ARC's approachable new American fare and its relaxing outdoor patios, ARC Carne & Cantina hopes to bring the same sense of community that the other ARC concepts have brought to Balboa Island, Cannery Village and even in our neighboring city, Costa Mesa.

The goals and objectives of the Conditional Use Permit will be to enhance and serve the Newport Beach residential, commercial and office districts by providing fresh and flavorful meals to the community in an upscale and chic environment.

Our proposed project will increase accessibility for visitors and locals. At the entrance to the building, an existing ADA ramp allows access, as well as a rear entrance that is ADA accessible. Two staircases act as exits for guests to both the front and rear of the proposed floor plan. As part of the building upgrades a full-sized gurney elevator spanning all three floors will offer ADA and emergency access to the second-floor mezzanine and rooftop dining area.

The goals and objectives of the Conditional Use Permit will be to enhance and serve the Newport Beach residential, commercial and office districts by providing healthy, fresh and farm-to-table meals to the community.

The project is compatible with other uses in the area. The existing building had a solid CMU wall on the south side which mitigates glare, inhibits light pollution and offers a sound block to the south. On the north side of the premises is Whaler, an existing full-service restaurant and bar, with late hours and outdoor dining and is consistent in use.

No loitering will be permitted on the premises /or/ before or after normal business hours.

There will be no live entertainment or dancing which will further support noise compatibility.

Our proposed business hours are also conducive to the current hours kept by other businesses and establishments on Pacific Coast Highway.

Included with our application is a site plan showing the on-site parking with ADA stalls, Uber/Lyft drop off and valet drop off/pickup locations. A valet plan is provided for review and will utilize Sterling BMW's additional parking lots. A parking study is also provided for review. Our total number of parking stalls is 16. The findings of the traffic study are yet to be determined, as the traffic study is concurrently being produced with this application.

Due to ARC Carne & Cantina's proximity to hotels, residences, short-term rentals, seasonal rentals, businesses and waterways, we believe that our proposed project will not only increase accessibility within the community, the project and our enhancements will inject new life and revitalization to the commercial corridor of Mariner's Mile.

Project Parameters:

- a. Lot Area = 0.29 AC (12,632.4 SF)
- b. Lot Width = 50'-0" sheet ST-1 (page 10) see attached
- c. Lot Depth = 280'-6" sheet ST-1 (page 10) see attached
- d. Setbacks: Front = Existing +/- 6'-10"
 - 1. Rear = from property line to switch gear enclosure 16'-7"
 - 2. Rear = from the property line to the proposed building 20'-4"
 - 3. Side (s) = North: 0, South +/- 15'-2" at front of building & +/- 24'-11" at mid/rear of the building
- e. Gross Floor Area = 9,725 SF
- f. Floor Area Ratio = 9,725 SF/ 12,632.4 SF = .77
- g. Lot Coverage = New Total Gross Floor Area = 6,623.33 sq ft.
Max Floor Area = 7,013 sq ft.
Total Gross Floor Area Building = 9,478.72 sq ft.
- h. Building Height = 36'-6" from FF to T.O. Elevator
- i. Net Public Area = 3,390 sq ft. Net Front of House Interior
1,737 sq ft. Net Front of House Exterior
Total Net Public Area = 5,127 sq ft.
- j. Pavers & Landscaping = N/A

- k. 2902 Parking = 2 Van HC + 3 Standard HC + 13 Standard Stalls = 16
- l. Total Plaza Parking and Reciprocal Parking = 2 Van HC Stall + 5 Standard HC Stall + 115 Standard Stalls + 15 Additional Standard Stalls (215 Riverside Reciprocal Parking) = 137 Stalls
- m. Number of Employees = 10 Max at one time. For example, 4 cooks, 1 manager, 3 servers, 2 bartenders.
- n. Number of Indoor Seats = Mezzanine: 38, Level 1: 105, Total: 143
Number of Outdoor Seats = Roof Deck: 82 - A minimum of 5% of all seats ADA accessible on all floors
- o. Dwelling Units = Not Applicable
- p. Hours of Operation: 8:00 AM to 12:00 AM
- q. Use = Full-Service Restaurant with Alcohol Service
- r. Alcohol Service = Type-47 - As Defined by California Alcoholic Beverage Control "Issued to restaurants. Authorizes the sale of beer, wine, and distilled spirits for consumption on the licensed premises. Authorizes the sale of beer and wine for consumption off the licensed premises. Must operate and maintain the licensed premises as a bona fide eating place. Must maintain suitable kitchen facilities and must make actual and substantial sales of meals for consumption on the premises. Minors are allowed on the premises. This license type is subject to Responsible Beverage Service (RBS) requirements and requires alcohol servers and managers of alcohol servers to be RBS certified."

Our proposed project is consistent with the General Plan land use designation applicable to the site.

The Use is allowed within the applicable Zoning District and complies with all other applicable provisions of the Zoning Code, Municipal code and Local Coastal Program.

Our project is similar in operation and consistent in use to existing neighborhood establishments, cafés and restaurants.

Our project is compatible and is suitable in terms of design, location, shape, size, operating characteristics, and the provisions of public and emergency vehicles (e.g. fire and medical access) and public services / utilities. Our project has three access entrances/exits. The main entrance is from Pacific Coast Highway and a secondary public entrance and exit on north side of the building and a third staff entrance/exit at the rear of the premises.

Our proposed project is compatible with the surrounding community and is suitable in terms of the operation and location. Our proposed project is not in any form detrimental to the

harmonious and orderly growth of the City. Our project is not a hazard to the public convenience, health interest, safety or general welfare of persons residing or working in the neighborhood for the proposed use. Our project requests operational hours of 8am to 12am.

Our proposed project provides a clear and accessible path of travel to all building occupants and customers for dine-in. Our trash enclosure is existing and consistent with the requirements of the city's latest standards. Our intention is to blend in with the existing neighborhood while enhancing and serving the existing Newport Beach residential, commercial and office districts.

Thank you,

Marin Howarth Von Blom

(714) 350-0853
2902 PCH LLC
501 30th St, Newport Beach, CA 92663

Attachment No. PC 3

Police Department Memorandum

INTENTIONALLY BLANK PAGE



**NEWPORT BEACH POLICE DEPARTMENT
DETECTIVE DIVISION**

MEMORANDUM

TO: Jenny Tran, Associate Planner

FROM: Wendy Joe, Police Civilian Investigator

DATE: May 23, 2025

SUBJECT: Arc Carne and Cantina
2902 West Coast Hwy
PA2025-0057

At your request, the Police Department has reviewed the project application for Arc Carne and Cantina, a new restaurant located at 2902 West Coast Highway, Newport Beach. Per the project description, the applicant is seeking approval for a Type-47 (On Sale General) Alcoholic Beverage Control License for a restaurant that will close at midnight, daily. An Operator Permit will required due to the late hours in conjunction with alcohol sales. Live entertainment and dancing are not proposed.

Statistical Data

Attached is a summary report, which provides detailed statistical information related to alcohol establishments in and around the applicant's place of business at 2902 West Coast Highway. Business and Professions Code §23958.4 finds "undue concentration" for an applicant premises in two ways: 20% higher crime (with an alcohol nexus) in a Reporting District as compared to the City-wide average, or an over-saturation of alcohol licenses in a census tract compared to the county.

Crime Statistics

The Police Department divides the City into areas referred to as Reporting Districts. This allows the Police Department to create statistical data, as well as better communicate officer locations while policing. The proposed applicant location is within Reporting District (RD) 25 which is located within the Mariner's Mile area.

Per Business and Professions Code §23958.4, the Police Department is required to report offenses of criminal homicide, forcible rape, robbery, aggravated assault, burglary, larceny, theft, and motor vehicle theft, combined with all arrests for other crimes, both felonies and misdemeanors (except traffic citations) to the Department of Alcoholic Beverage Control (ABC). These figures make up the "Crime Count" which is indicated on the attached statistical data form.

This reporting district is reported to ABC as a high crime area as compared to other reporting districts in the City. The RD's Crime Count is 172, 54% over the City-wide crime count average of 112. Since this area has a 20% greater number of reported crimes than the average number of reported crimes as determined from all crime reporting districts within the City, the area is found to have undue concentration. In comparison, neighboring RD 24 is 173% above the City-wide average, RD 26 is 40% higher, and RD 15 is 389% higher. Of 38 Reporting Districts in Newport Beach, we reported 10 to ABC as high-crime areas for 2024.

The highest volume crime is theft/larceny and the highest volume arrest is driving under the influence.

DUI, Public Intoxication, and liquor law violations make up 34% of arrests in this reporting district. In comparison, the figure for neighboring RD 24 is 19%, RD 26 is 21%, and RD 15 is 41%.

This location meets the legal criteria for undue concentration as it relates to crime. (B&P §23958.4).

Alcohol License Statistics:

The applicant premise is located within census tract 0634. This census tract has an approximate population of 4,776 residents with 17 active on-sale retail alcohol licenses. That is a per capita ratio of one license for every 281 residents. Per the Business and Professions code, we compare this per capita ratio to Orange County's per capita ratio of one license for every 822 residents. Since the area's ratio exceeds the ratio of on-sale retail licenses to population in the county, the area is deemed to have an undue concentration of alcohol licenses.

This location meets the legal criteria for undue concentration as it relates to over saturation of alcohol licenses (B&P §23958.4).

DISCUSSION AND RECOMMENDED CONDITIONS OF APPROVAL

The Police Department has no concerns with the project. The applicant has a proven track record of successful projects in the City which are not a burden on police resources. Should this project be approved, an Operator License will be required.

The Police Department requests the following or similar conditions be imposed:


1. The applicant shall comply with all federal, state, and local laws, and all conditions of the Type 47 (On-Sale General) Alcoholic Beverage License. Material violation of any of those laws or conditions in connection with the use is a violation and may be cause for revocation of the use permit.
2. The eating and drinking establishment shall close no later than 12:00 midnight, daily.
3. Approval does not permit the premises to operate as a bar, tavern, cocktail lounge or nightclub as defined by the Newport Beach Municipal Code.
4. All owners, managers and employees selling alcoholic beverages shall undergo and successfully complete a certified training program in responsible methods and skills for

selling alcoholic beverages within 60 days of hire. This training must be updated every 3 years regardless of certificate expiration date. The certified program must meet the standards of the certifying/licensing body designated by the State of California. The establishment shall comply with the requirements of this section within 60 days of approval. Records of each owner's manager's and employee's successful completion of the required certified training program shall be maintained on the premises and shall be presented upon request by a representative of the City of Newport Beach.

5. No alcoholic beverages shall be consumed on any property adjacent to the licensed premises under the control of the licensee.
6. There shall be no exterior advertising or signs of any kind or type, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs that are clearly visible to the exterior shall constitute a violation of this condition.
7. Live entertainment and dancing are prohibited.
8. Strict adherence to maximum occupancy limit is required.
9. Food service shall be made available to patrons until closing.
10. The operator of the restaurant facility shall be responsible for the control of noise generated by the subject facility. All noise generated by the proposed use shall comply with the provisions of Chapter 10.26 and other applicable noise control requirements of the Newport Beach Municipal Code.
11. The exterior of the business shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter, and debris from the premises and on all abutting sidewalks within 20 feet of the premises. Graffiti shall be removed within 48 hours of written notice from the City.
12. "VIP" passes or other passes to enter the establishment, as well as door charges, cover charges, or any other form of admission charge, including minimum drink order of the sale of drinks is prohibited (excluding charges for prix fixe meals).
13. A Special Events Permit is required for any event or promotional activity outside the normal operational characteristics of the approved use, as conditioned, or that would attract large crowds, involve the sale of alcoholic beverages, include any form of onsite media broadcast, or any other activities as specified in the Newport Beach Municipal Code to require such permits.
14. The applicant shall maintain a security recording system with a 30-day retention and make those recordings available to police upon request. The area shall include the outdoor patio area.
15. An Operator License is required pursuant to Chapter 5.25 of the Municipal Code, may be subject to additional and/or more restrictive conditions such as a security plan to regulate and control potential late-hour nuisances associated with the operation of the establishment.

Arc Carne and Cantina
PA2025-0057

If you have any questions as to the content of this memorandum, please contact Investigator Wendy Joe at (949)644-3705 or wjoe@nbpd.org.



Wendy Joe

Police Civilian Investigator, Special Investigations Unit



CHIEF DAVE MINER

NEWPORT BEACH POLICE DEPARTMENT

2024 CRIME AND ALCOHOL-RELATED STATISTICS

Summary for Arc Carne and Cantina Restaurant at 2902 West Coast Hwy (RD25)

Subject:	DISPATCH EVENTS	REPORTED CRIMES				ARRESTS					CITATIONS
		GROUP A OFFENSES	GROUP B OFFENSES	CRIME RATE	HIGHEST VOLUME	ALL ARRESTS	DUI ALCOHOL	PUBLIC INTOXICATION	LIQUOR LAW	HIGHEST VOLUME	ALCOHOL RELATED
2902 West Coast Hwy	11	0	0	N/A	N/A	0	0	0	0	N/A	0
Subject RD: RD25	3,064	153	95	5,479.94	THEFT/LARCENY	129	33	11	0	DUI	4
Adjacent RD: RD15	8,172	428	431	25,955.12	THEFT/LARCENY	425	90	76	9	DISORDERLY CONDUCT	92
Adjacent RD: RD24	6,305	314	159	13,271.34	SIMPLE ASSAULT	235	20	23	2	NARCOTICS	5
Adjacent RD: RD26	3,396	151	85	5,375.58	THEFT/LARCENY	107	17	5	0	NARCOTICS	8
Newport Beach	99,093	4,342	2,318	5,008.42	THEFT/LARCENY	2,976	421	288	31	NARCOTICS	305

This report reflects City of Newport Beach data for 2024. The NIBRS Group A Offense category is made up of 49 offenses used to report crimes committed within a law enforcement agency's jurisdiction. NIBRS Group B Offenses are less serious offenses that require an arrest to be reportable. Crime Rate refers to the number of Group A Crimes per 100,000 people.

Subject:	ACTIVE RETAIL ABC LICENSES (Numbers frequently change)							Subject:	ABC CRIME COUNT		
	Population	ON-SALE Licenses	ON-SALE License Per Capita	OFF-SALE Licenses	OFF-SALE License Per Capita	TOTAL RETAIL LICENSES	TOTAL RETAIL LICENSES PER CAPITA		CRIME COUNT	DIFF FROM AVG	%DIFF FROM AVG
2902 West Coast Hwy	N/A	0	N/A	0	N/A	0	N/A	2902 West Coast Hwy	0	N/A	N/A
Subject Census Tract: 634	4,776	17	281	0	0	17	281	Subject RD: RD25	172	+60	+54%
Adjacent Census Tract: 635	4,938	65	76	6	823	71	70	Adjacent RD: RD15	548	+436	+389%
Adjacent Census Tract: 636.03	6,450	6	1,075	5	1,290	11	586	Adjacent RD: RD24	306	+194	+173%
Adjacent Census Tract: 630.05	1,447	7	207	3	482	10	145	Adjacent RD: RD26	157	+45	+40%
Newport Beach	86,694	279	311	66	1,314	345	251	Newport Beach	4,245	RD Average = 112	
Orange County	3,186,989	3,876	822	1,842	1,730	5,718	557				

All Population figures taken from 2020 US Census. Per BP 23958.4, the "ABC Crime Count" includes offenses of criminal homicide, forcible rape, robbery, aggravated assault, burglary, larceny, theft, and motor vehicle theft, combined with all arrests for other crimes, both felonies and misdemeanors (except traffic citations).

INTENTIONALLY BLANK PAGE

Attachment No. PC 4

Valet Operation Plan by Hospitality
Parking Group dated August 1, 2025

INTENTIONALLY BLANK PAGE



VALET PLAN

1013 El Paseo Foothill Ranch, CA 92610 | (949)313-4114 | v.striganov@gmail.com

August 1st, 2025


The City of Newport Beach
Attn: Jenny Tran
100 Civic Center Drive
Newport Beach, CA 92660

Dear City of Newport Beach,

On behalf of Hospitality Parking Group, I am pleased to submit the following Valet Parking Plan for 2902 W Coast Hwy. The plan offers valet parking for ARC Carne & Cantina, a high-end Mexican Steakhouse and utilizes two off-site parking lots. Parking Lot 'A' is contracted with neighboring Sterling BMW and Parking Lot 'B' is a reciprocal parking agreement after 215 Riverside Avenue. Both lots will be valet only, Sterling BMW lot (Lot 'A') will be available from 10am to midnight daily. 215 Riverside Avenue (Lot 'B') will be available after 5pm and to midnight daily.

A small introduction to Hospitality Parking Group - we are an International Company dedicated to providing strategic parking services to corporate agencies around the world. We offer comprehensive solutions to every aspect of valet and parking management; and are committed to the highest standards of professionalism and service. Pursuing innovation, we deploy creative programs to cater to each unique location and suit the needs of our clients and their guests. Our company is fully licensed and insured, as well as our valet staff is highly trained to act decisively and with excellent service always in mind. As we serve our clients, The City of Newport Beach can expect to receive personal service of the highest quality from our company and staff members.

Hospitality Parking Group offers full-service parking, valet and other end of the line transport programs that are site-specific and ensure competent and consistent solutions each day. You will find that we are more than just a valet company; we are an experienced and committed partner and constantly monitor staff and operations to always stay in compliance. We are here to provide ARC Carne & Cantina the most professional service possible and ensure that all parking operations run smoothly and seamlessly. Specializing in boutique restaurants and shops, our hyper local focus allows us to create relationships beyond the parking space and into the community.



As detailed in the following exhibits, the valet contract be performed at 2902 W. Pacific Coast Hwy with adjacent valet parking sites at 215 Riverside Avenue and Sterling BMW for valet overflow. The valet program will run during normal business hours from 10am to 12am and will comply any/all noise ordnances and operational hours as set forth within the Planning Permit Application for the project. The valet route will have one entrance from Riverside Avenue and one exit on to Avon Street which is designed to optimize traffic flow. Guests exiting the valet route have the option to use Avon Street or Riverside Avenue to exit the plaza.

At Hospitality Parking Group, we have become known among leading restaurants and retail establishments for our efficient, friendly and community minded service. Working with existing restaurants and establishments on Pacific Coast Highway gives us the best insight into managing a successful parking plan for ARC Carne & Cantina and we are highly sensitive to interactions with neighboring businesses and residents. We also want to say 'THANK YOU' for this opportunity to work with you and your team and welcome any feedback or questions you may have. Please feel free to contact me.

With Warm Regards,

Vladimir Striganov

Manager - Hospitality Parking Group

VALET PLAN

General Comments

The valet parking program will be offered to guests of ARC Carne & Cantina for the hours of 10am to 12am. While valet parking will be offered complimentary to all guests of ARC Carne & Cantina, self-parking is also provided for the plaza and is open to all plaza guests. This valet plan does not impede any self-parking entrances or traffic flow. All ADA parking stalls are available and are not impeded by the proposed valet parking plan.

The Total Plaza Parking has a total of 121 stalls. The stalls are structured as 2 Van HC Stall + 5 Standard HC Stall + 114 Standard Stalls = 121 stalls. The total number of parking stalls designated for 2902 PCH (ARC Carne & Cantina) is 16 within the plaza. The total number of daytime accessible stalls is 121 plaza + 98 Sterling BMW = 219 daytime stalls. The total number of evening use stalls is 121 plaza + 15 at 215 Riverside + 98 Sterling BMW = 234 evening stalls.

The Valet lot of Sterling BMW (Parking Lot A) offers a 98 spaces and will be for Valet Use Only. The current Sterling BMW parking layout will be adjusted (please see Appendix A) to accommodate for additional tandem style diagonal spots which only Valet Staff will move and access allowing for the additional spots. As the lot will be entirely Valet, the tandem style spots numbered 41 thru 45 and 70 thru 74 are able to be double parked as the drive lane will not be used for any outsider guests or traffic. As seen in Appendix A, the green dashed section will allow for temporary movement and the tandem style cars in spaces 41 thru 45 and 70 thru 74, as well as servicing other tandem spots if necessary. After 5pm, 215 Riverside offers 15 valet parking spaces and is designated for valet use only and will not be accessible to guests.

The total number of daytime valet spaces will be 98 (Sterling BMW) + 16 Plaza stalls = 114, the total number of evening valet spaces will be 98 (Sterling BMW) + 15 (215 Riverside) + 16 Plaza Stalls = 131 valet parking spaces. The valet parking lots will only be accessible by Valet Staff and available to ARC Carne & Cantina guests. No guest access will be allowed to the lots at any time.

In addition to the provided plaza parking, there are also two Uber/Lyft stalls for drop/off and pick up which are located near the restaurant and accessible from both Pacific Coast Highway and Riverside Avenue and Avon Street for ease of accessibility, as well as accessible to other plaza tenants.

Three plaza bike racks are also available as a means for alternate transportation.



VALET PARKING FLOW


The plaza has four entrance points; a single, one-way entrance from North Bound Pacific Coast Hwy, access from Riverside Avenue via two separate entrances/exits and an additional plaza entrance/exit on Avon Street. There is an additional exit only on Avon Street which will be utilized for Valet Route Flow and self-parking exits.

The previously submitted Valet Parking Plan has been revised to move the Valet Entrance on Pacific Coast Hwy moving the Valet Entrance to Riverside Avenue. There are multiple self-parking entrances to the plaza, one on Pacific Coast Highway, one on Riverside Avenue, and one on Avon Street. Two Self-Park exits are available on Avon Street and two exits on Riverside Avenue.

Once the guest enters the Valet Flow Entrance #1 from Riverside Avenue, there are two options; 1. to pull to the left and enter the Valet Drop Off line or 2. continue through Valet Return Line to access available plaza parking. Designated as Valet Entrance #1 – this corridor is wide enough for both through traffic and patrons to pull left into the Valet Drop Off Queue. Valet Operation shall not impact the drive aisle to allow access to the plaza parking area.

If a guest chooses to valet park their vehicle - The valet will drive the vehicle from the Valet Drop Off to either Sterling BMW or after 5pm to 215 Riverside Avenue. Using 'Valet Entrance #1' during the day or during times of low demand, the guest enters Entrance #1 from Riverside Avenue. Valet Entrance #1 is a two-way path of travel into the plaza, but enters a one-way corridor for all valet activities. This is the optimum location for the Valet Drop Off + Valet Return as there are no entrances to businesses in this corridor and the tandem style parking spaces on the left hand side of the corridor will become the Valet Drop Off Area.

The Valet Drop Off Queue from Entrance #1 can comfortably host 5 cars in the waiting queue, allowing ample time for valets to move, park and re-position cars, with 6 valet staging spots following the Valet Drop Queue. In the evenings or should there be a high demand period, there is an option to re-route the entrance to Valet Entrance #2, occupying the 5 additional tandem spaces as part of the Valet Drop Queue. These spots are located within the plaza and run parallel to Riverside Avenue to accommodate additional overflow. Entrance #1 will be coned off and traffic will be directed to Entrance #2. This re-route to Entrance #2 will not impede self-parking or valet abandonment cars, these vehicles can stay on the right side and flow through the Valet Return lane and enter the plaza should the not continue straight off of Riverside Avenue using Entrance #2. Access for self-parking is available via 3 other entrances/exits, one on Avon Street, one on Pacific Coast Hwy and one on Riverside Avenue. Concern was raised about when high demand times may be and the additional Valet Queue tandem spaces. High demand times are projected to be post 5pm for a 'dinner rush' from 6pm to 7:30pm. Prior to high demand times, the additional 5 tandem spaces that run parallel with Riverside Ave will be coned off as they become available. The businesses within this corridor (C'est Si Bon and BlueJay Bikes) close at 4pm and 5pm, so we can anticipate a lowered demand for parking in this area after 5pm due to both businesses being closed.



Evenings from 6pm to 7:30pm are the expected high demand times for Valet and this time frame compliments the other plaza uses. Other tenant demands on parking are reduced after 5pm daily. Valet Entrance #2 will be used after both businesses in the corridor close (C'est Si Bon at 4pm and BlueJay Bikes at 5pm). Other potential high demand times are weekends, which is still complimentary to the other tenants hours of operation. Out of 9 businesses in the plaza, only 4 have operational hours on Saturday and Sunday. Out of 9 businesses, only 2 have operational hours after 4:00pm on weekends and 3 businesses have hours after 5pm on weekdays. Please see Appendix C - Hours of Operation for Plaza Tenants for further information on Hours of Operation for other plaza tenants.


Entrance #2 mitigates backup onto Riverside Avenue by providing up to 10 cars in the Valet Drop Queue, which will continuously be moving as cars will be parked from this line. Entrance #2 does not inhibit self-parking flow or Valet Return flow as Valet Parkers will pull left and Valet Return/Self-Parking will stay right. The Valet Return enters the same way as a guest would, from Riverside Avenue into the Plaza and the Valet Driver will present the car at the end of the Valet Return. The Valet Return does not affect new cars in the Valet Drop Off Queue, it is a separate lane and does not block cars from moving through the plaza for self-park or exiting.

Any vehicles that decide not to use the valet service can be directed to the existing plaza parking flow by continuing through the Valet Return Lane. This Valet Plan maintains access via all entrances to the plaza for self-parking stalls, please see Appendix B. The Valet Drop Lane is to the left of the Valet Return Lane, and the Valet Return Lane shall be for through traffic and immediate pickup only. The Valet Drop spaces on the left will be temporary holding spots where guests will still be inside their car until reaching the 1st spot in the Valet Drop Off Line and right side Valet Return will be a continuous flow of traffic and allow for anyone who accidentally turns into the Valet Queue corridor to use the Valet Return Lane to flow through and enter the main plaza corridor to self park or exit.

Valet Drop / Valet Queue

The ideal location for the Valet Drop Zone is located near the rear entrance of the restaurant. The Valet Stand will be readily visible to guests as they enter Entrance #1 from Riverside Avenue and temporary A frame signs and/or cones may be used to direct traffic when Entrance #2 is being used. All signage and cones shall be placed on private property.

There are 6 surface parking spaces near the drop off area the valets can use for staging during high demand periods. The Valet Drop Zone will have ample room for 5 cars during the day and up to 10 cars at night by directing traffic to Entrance #2. Valet use of internal plaza parking stalls will not exceed 16 at anytime, this is based on the parking allotment from plaza management. The Valet Drop spaces will not be used to park cars, but be used as a lane and holding queue for guests to pull on the PCH side of the corridor, while still allowing the Valet Return to accommodate for any through traffic on the interior side of the corridor. The Valet Return Lane shall not be blocked, all cars shall be pulled up only when the driver has presented the ticket and is waiting at the Valet



Stand. Should a car be in the Valet Return and it blocks exiting or thru traffic, it will be moved by Valet into the 6 adjacent valet staging spots to ensure that traffic flow and movement is available at all times.

Once the guest drops off the vehicle, the vehicle will then be taken directly into the valet-controlled parking area and/or reciprocal parking lot. The proposed plan will reduce congestion while also providing increased safety for any pedestrians/guests walking to the restaurant. Valet staff will monitor guest movement and valet demand to ensure Valet Drop Off does not reach out onto Riverside Avenue at anytime and Valet Staff will cone off Valet Entrance #1 if there is high demand and cars will be directed to Valet Entrance #2.

There will be a Valet Stand next to Valet Drop Off & Valet Return. Keys are secured inside a locked podium manned by a valet or supervisor. Once the vehicle has been parked, the valet stores the keys and logs any necessary information into the system. Communication between the valet and front desk will consist of in-person exchanges and short distance walkie-talkies or potentially a phone app-based system.

Service Area

Any service deliveries or pickups will be scheduled by the restaurant management and deliveries have been requested prior to 10am to reduce congestion. Should there be an unscheduled delivery, the valets on site will assist in coordinating to make sure that the lanes are clear and safe. The Valet queue / valet loading area is contained within a one-way corridor and leaves West Pacific Coast Hwy and Riverside and Avon Street entrances available for deliveries or circulation. Other types of shuttle and/or deliveries such as Ubers or Lyfts will be controlled and coordinated by the valets with directed signage, as well as any vehicles that decide not to park can utilize assistance from Valet for directions. Uber/Lyft Spaces are clearly marked within the plaza and assessable by all tenants. The Valet Staff will assist with any additional drop-offs and may utilize the Valet Return or Valet Staging Spaces for temporary drop-offs outside of the designated Uber/Lyft spaces.

No on-site bus parking is provided or permitted. If deliveries or pick-ups are made at times while pedestrian movement restricts or limits service vehicle access, an employee shall be present to ensure the inbound driveway aisle is clear for assistance and safety.

No Employee Parking is permitted on site per plaza regulations. Employees can use Valet Parking but will not be allowed to access their cars within the off-site lots. Employees of ARC Carne & Cantina will use the Valet Service like all other guests, using the Valet Drop Off and Valet Return Line. Additionally, ARC Carne & Cantina provides incentives to Employees who bike, carpool or ride-share to work to reduce demand.

No Valet Parking will be on public right of way, including Avon Street and Riverside Avenue.



Parking Rate

The parking rate will be complimentary for restaurant patrons to help provide great service levels and help manage the demand for parking. Valet service will be provided for ARC Carne & Cantina only and other plaza patrons will be encouraged to self-park.

Summary

In summary, this valet operation plan provides more than sufficient parking possibilities and shows thoughtful coordination to reduce congestion, limit footprint, and limit any BLAH BLAH BLAH NEED TO ADD THIS. The Valet Route is circular, it does not contain any impediments to traffic. The route will be demarked by proper signage, this signage will clearly direct traffic to the Valet Drop Off Zone or Valet Return/Thru Traffic.

The valet plan is compatible with other uses in the area. No loitering will be permitted on the premises /or/ before or after normal business hours. Additionally, there is no live entertainment or dancing which will further support noise compatibility and an upscale Valet Service Program. The proposed business hours are also conducive to the current hours kept by other businesses and establishments on Pacific Coast Highway.


VALET EXPERIENCE AND GUEST SATISFACTION

Valet - Guest Experience (Vehicle Drop Off)

1. Guest enters from South Bound Riverside Avenue and is greeted by valet attendant in *Valet Drop Off Queue*.
2. Guest is issued a valet claim check by valet attendant (physical or electronic).
3. Guest leaves the *Valet Queue* and proceeds into the restaurant.
4. Valet attendant relocates guest's car to either staging area, reciprocal parking lot, or Sterling BMW, then runs back to the Valet stand to greet another vehicle in the *Valet Queue*.

Valet Parking – Guest Experience (Vehicle Return)

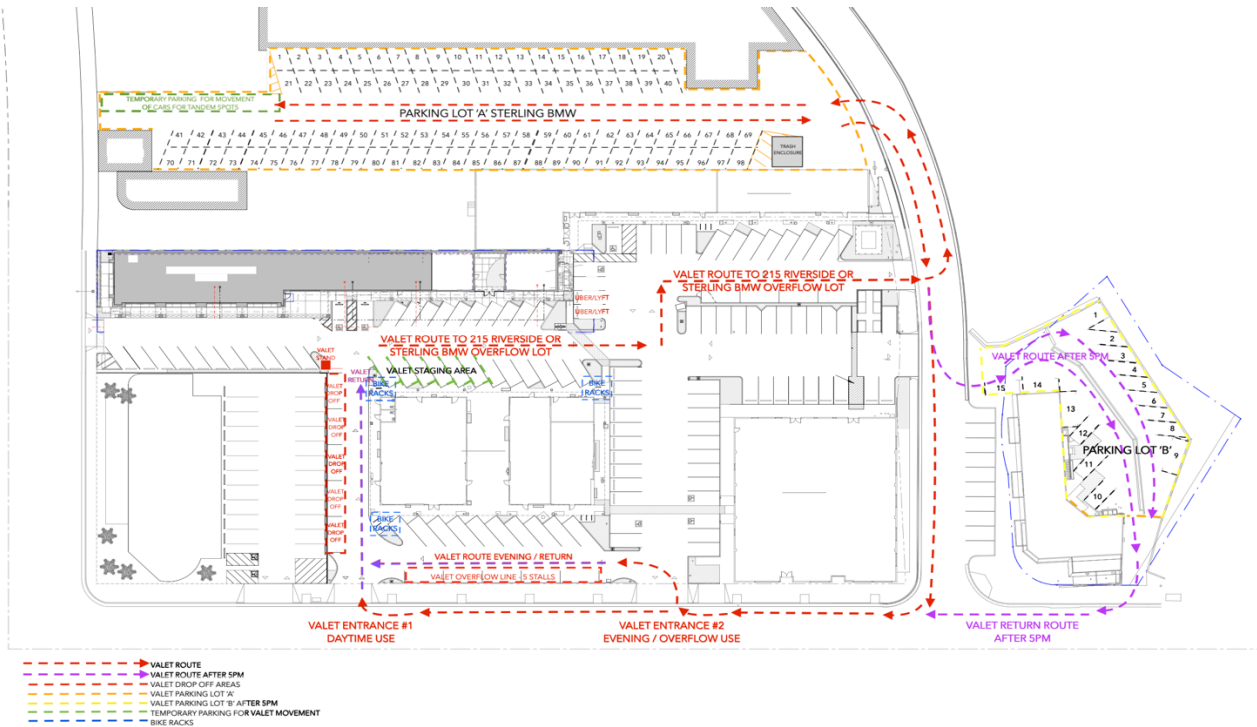
5. Guest returns to *Valet Return Queue – Valet Stand* and presents valet claim check to valet attendant (physical or electronic).

- 
6. Valet attendant retrieves guest's keys, runs to the vehicle location and returns the vehicle to the guest in the *Valet Return*.
 7. Valet attendant opens all doors for guest, thanks the guest and hands the driver the vehicle keys.
 8. Guest departs in their vehicle and exits onto Avon or Riverside Avenue.

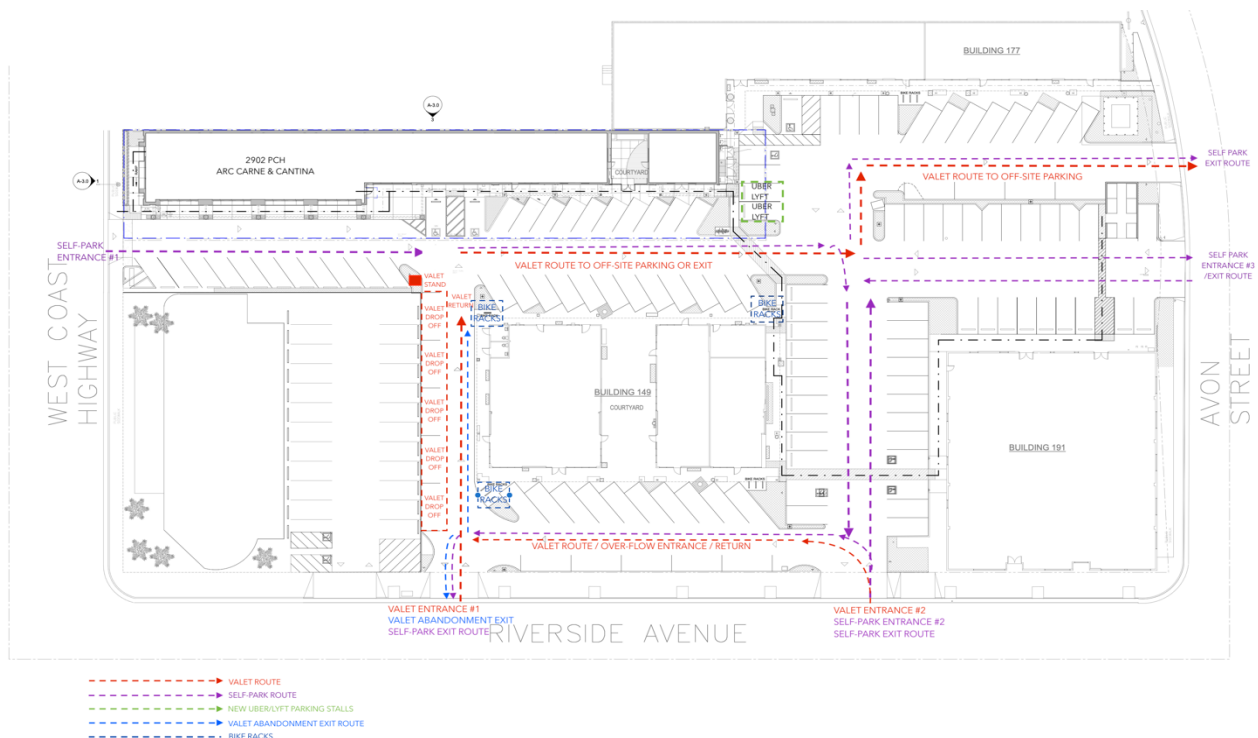
UPDATES TO THE PREVIOUS VALET PARKING PLAN AND RESPONSES TO CITY QUESTIONS

- Concern was raised regarding valet backup on to West Coast Hwy and the previous Valet Parking Plan has been revised to move the Valet Entrance from West Coast Hwy to now enter the Valet Queue from Riverside Avenue.
- Valet Backup can be mitigated by closing Valet Entrance #1 during peak hours to Valet Entrance #2. Concern was raised about possible traffic on Pacific Coast Hwy and we believe the new Valet Parking Flow and Entrances will mitigate this concern.
- Valet Entrance #1 can host 5 cars in the Valet Queue.
- Valet Entrance #2 can host an additional 5 cars in the Valet Queue, offering a 10 car Valet Queue Line.
- There are multiple self-parking entrances to the plaza, one on Pacific Coast Highway, one on Riverside Avenue, and one on Avon Street. Two Self-Park exits are available on Avon Street and two on Riverside Avenue.
- Added Appendix B will show how ADA parking stalls will NOT be affected by Valet Operations and are fully accessible for self-park.
- Appendix B shows how the New Valet Parking Flow allows for Drivers who wish not to Valet but enter Valet Drop/Valet Queue to exit the plaza or move through to self-park.
- Valet Guest Pick Up Area has been moved to a one-way corridor which will not impede self-parking flow or exiting, nor will it impede ADA parking spaces.
- Valet Staging Area has been moved to the end of the Valet Queue and reduced to 6 spaces to allow for ease of access when quickly parking cars during peak times. 5 tandem spots will be utilized for the Valet Drop and a possible 5 additional tandem spaces will be used during peak times. No more than 16 spots within the plaza will be used for Valet at any time.
- Two Uber/Lyft spaces have been relocated to be accessible for all entrances to the plaza.
- Bike Racks have been noted on the plan are located within the plaza at three separate locations.
- Employees of ARC Carne & Cantina are not permitted to use plaza parking. Instead, employees will use street parking or use the Valet Service like all other guests, using the Valet Drop Off and Valet Return Line and will not access the off-site parking lots at anytime. Additionally, ARC Carne & Cantina provides incentives to Employees who bike, carpool or ride-share to work to reduce demand.

APPENDIX A – ARC CARNE & CANTINA VALET PLAN + FLOW + OFFSITE PARKING LOTS



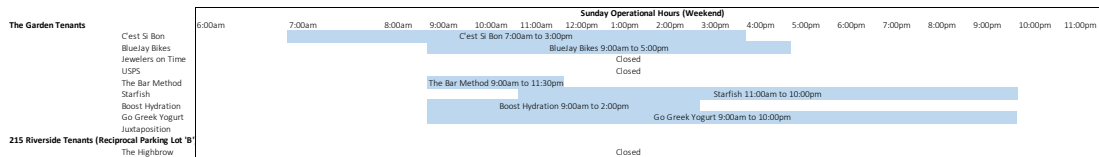
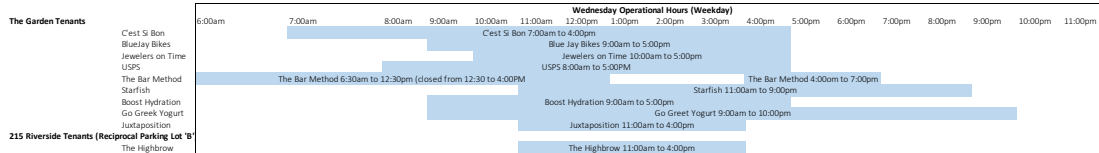
APPENDIX B – ARC CARNE & CANTINA SELF-PARK ROUTES



APPENDIX C – OTHER PLAZA TENANT HOURS OF OPERATION + WEEKDAY DEMAND EXAMPLE + WEEKEND DEMAND EXAMPLE

The Garden + 215 Riverside Tenant Operational Hours and Chart

The Garden Tenants				Hours of Operation													
Name	SF	Address		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday	
				Open	Close	Open	Close	Open	Close	Open	Close	Open	Close	Open	Close	Open	Close
C'est Si Bon	4,326 RSF	149 Riverside Ave Unit A		7:00am	4:00pm	7:00am	4:00pm	7:00am	4:00pm	7:00am	4:00pm	7:00am	4:00pm	7:00am	4:00pm	7:00am	3:00pm
Bluejay Bikes	1,768 RSF	149 Riverside Ave Unit B		Closed		Closed		9:00am	5:00pm	9:00am	5:00pm	9:00am	5:00pm	9:00am	5:00pm	9:00am	5:00pm
Jewelers on Time	1,423 RSF	149 Riverside Ave Unit C		10:00am	6:00pm	10:00am	6:00pm	10:00am	6:00pm	10:00am	6:00pm	10:00am	6:00pm	10:00am	2:00pm	Closed	
USPS	5,688 RSF	177 Riverside Ave Unit A		8:30am	5:00pm	8:30am	5:00pm	8:30am	5:00pm	8:30am	5:00pm	8:30am	5:00pm	Closed		Closed	
The Bar Method	2,637 RSF	177 Riverside Ave Unit B		5:30am	7:00pm	5:30am	7:00pm	5:30am	7:00pm	5:30am	7:00pm	5:30am	7:00pm	8:00am	12:00pm	9:00am	11:30am
Starfish	1,772 USF	191 Riverside Ave Unit A		11:00am	9:00pm	11:00am	9:00pm	11:00am	9:00pm	11:00am	9:00pm	11:00am	10:00pm	11:00am	10:00pm	11:00am	10:00pm
Boost Hydration	1,527 USF	191 Riverside Ave Unit B		9:00am	5:00pm	9:00am	5:00pm	9:00am	5:00pm	9:00am	5:00pm	9:00am	5:00pm	9:00am	2:00pm	9:00am	2:00pm
Go Greek Yogurt	1,065 USF	191 Riverside Ave Unit C		9:00am	10:00pm	9:00am	10:00pm	9:00am	10:00pm	9:00am	10:00pm	9:00am	10:00pm	9:00am	10:00pm	9:00am	10:00pm
Juxtaposition	2,641 USF	191 Riverside Ave Unit D		11:00am	4:00pm	11:00am	4:00pm	11:00am	4:00pm	11:00am	4:00pm	11:00am	4:00pm	Closed		Closed	
215 Riverside Tenants (Reciprocal Parking Lot 'B')																	
The Highbrow	911 RSF	215 Riverside Unit 2C		11:00am	4:00pm	11:00am	4:00pm	11:00am	4:00pm	11:00am	4:00pm	11:00am	4:00pm	Closed		Closed	



Attachment No. PC 5

Public Correspondence dated August 12,
2025

INTENTIONALLY BLANK PAGE

The Law Offices of Dwight J. Griffith
180 Newport Center Drive, Suite 220, Newport Beach, CA 92660 tel: (949) 662-6560
email: dgriffith@law1975.com

August 12, 2025

Newport Beach Planning Commission
Tristan Harris, Chair
David Salene, Vice Chair
Jon Langford, Secretary
Curtis Ellmore
Michael Gazzano
Greg Reed
Mark Rosene

Delivered via Email

Re: ARC Carne & Cantina Restaurant

Dear Members of the Planning Commission,

My wife and I own and reside at 223 Ocean View avenue, Newport Beach. I grew up in Newport, was a member of the Newport Harbor High School class of 1968, and have contiguously practiced law here for the past fifty years. Our home overlooking the harbor and is situated approximately 500 feet from the proposed location of the above referenced restaurant site. As we will be out of town on the scheduled hearing date, we submit this letter for your consideration, ask that it be made a part of the public record and present the same in order to state our strenuous objection to the request by the applicant. We object for the following reasons.

Please first note that currently existing on a short stretch of the Coast highway, beginning with A Restaurant at the Westerly end and concluding with the House at the Easterly end, is a corridor of eight (8) currently operating establishments with full liquor licenses. In addition, there remains a former restaurant site with a prior full on-site liquor license within that stretch which had been operated as "Guacamigo's", which will likely soon return to a similar operation. And, situated within the "Garden" development where the subject site is located, there is also the Star Fish restaurant which operates with a full on-site liquor license. I am unaware of any other locale within this City that has such a high concentration of on-site liquor licenses. Based on my personal experience at my residence, and as an occasional patron at many of these restaurants, I can attest to the many unavoidable consequences of the establishment of this existing dense restaurant corridor.

To begin, virtually every one of these establishments lacks sufficient on site parking to accommodate its clientele during peak hours. I would assume that the applicant will assert that there is adequate parking within the "Garden" development to reasonably accommodate its needs. This is a complete fiction. During the weekdays, there is rarely parking available to meet the needs of the post office and existing retail establishments. On weekends and evenings, despite postings to the contrary, patrons of the Whaler and other nearby restaurants currently make use of the available spaces competing for the same with the needs of the Star Fish restaurant. The general vehicle congestion within this immediate area is compounded by the over flow from all of the other nearby restaurants that have limited, "valet only" customer parking. With an expanded operation at the proposed site, the existing inadequacy of patron parking will become more problematic.

With restaurant parking so limited, and given the alcohol consumption of many of the patrons, the use of livery (Uber, Lyft, etc) drivers is very common. However, such drivers are not allowed to wait for their fares on site given tight and limited parking, and which would otherwise interfere with the flow of valet services. Accordingly, and particularly within the witching hours of midnight to closing time, all of those livery drivers are circling upon and or idling at the curbs on nearby streets which feed into the Coast highway (Riverside Avenue, lower Tustin and Avon Street). Of course at that late hour, in order to stay attentive many of those drivers have their car audio systems blaring and their windows open. With the added noise pollution of the late night start up of the many patron autos, particularly those within the Whaler and Garden lots, there is a resulting cacophony which I can assure you impedes into our bedroom and that of every other nearby residence. Further, with the stubborn refusal of the Whaler operators to keep the restaurant doors closed, there is a background of added "music" which rides the coastal breeze to our home.

We urge that as an express added precondition to any action by the Commission, that representatives of the code enforcement division in concert with an appropriate staff member from the police department, investigate, observe, experience, measure and record the experiences noted above. Such an exercise carried out, without advance notice, on a Saturday night between 11:00 pm and 2:00 am will provide the needed insights in order to reasonably evaluate the actual consequences resulting from any discretionary approval of the pending requests. The noted traffic study is relevant and understandable, but is woefully inadequate evidence of how badly burdened this locale is during the aforementioned time lines. Any decision made on the pending application without consideration of this added information will be incomplete and without reasonable concern for the residents of the adjacent residential neighborhoods.

There is an added component to the public nuisance and breach of the peace resulting from the existing concentration of restaurant/bar operations suffered by all who reside on Ocean View Avenue and lower Tustin Avenue. As a further consequence of these establishments all lacking sufficient off street parking, the employee work force of each restaurant must rely on alternate on-street parking, located in the nearby residential areas. As an example, every weekend night, beginning in the early evening, Ocean View Avenue, the street where our home is situated, is congested with restaurant employees parking on both sides and often encroaching into driveway openings. As a result, typically in the late evening hours, as those employees conclude their shifts they return to their autos, understandably tired, and seeking only to quickly depart. All too often such departures include slammed auto doors and upon start up loudly playing audio systems.

We understand that this current disturbing situation, itself in a broader sense, is not before this body. However, the requests before you, if approved, will only further degrade the already declining quality of residential living experienced by the residents in the surrounding neighborhood. Adding a roof top outdoor dining area will undoubtedly include music to try and mask the noise of the adjacent Coast Highway, which together with the noise of the patrons will be clearly discernable by those living nearby. Further, with no parking or unloading area on the curb in front of the restaurant and the very limited, tight one way entry onto the property from the Coast Highway, these circumstances will make the flow and pick up of patrons by livery drivers very challenging, pose a safety hazard and add to the typical late night, curb side "stack up" of such drivers on Riverside drive and elsewhere.

Newport Beach Planning Commission
August 13, 2025
Re: ARC Carne & Cantina Restaurant
Page 3

We imagine that the applicant will strongly argue that its entitlements must be evaluated individually, on its own merits and independent of the surrounding circumstances. As to the same, a focused, real world evaluation of the application itself must involve a sober assessment of the chronically limited and inadequate parking currently available within the "Garden" development during normal business hours. Furthermore, any reasonable exercise of discretion by the Commission must include its duty to preserve the welfare of the surrounding property owners by the careful consideration of the broader impact on the community. I can assure you that all who reside within my neighborhood expect no less and will continuously be reminded of the outcome of this proceeding.

All of these challenging circumstances have been slowly growing over many years within the west end of the "Mariner's Mile" corridor. What was once largely an industrial stretch of development, site by site, application by application, has now become Newport's restaurant row. Having represented many restaurants during my career, I do not mean to undermine the viability of any such business. However, each added discretionary approval, given while ignoring the fundamental development shortcomings of the greater locale, leads only to a greater disservice to the impacted community. It is not coincidental that the last, prior comprehensive study of this area included the construction of added large multistory parking facilities. Since then, with recent approval of the nearly completed two story apartment building with mixed use retail, there will be only greater demand for already scarce parking and greater pressure on the current poor vehicular flow. The site now before the commission, as previously approved and first built, presumably was then conceived as adequate for its intended use. Any expansion of the same is not needed and should not now be approved.

We thank you very much for the time and attention given to this admittedly long letter, and for all of the foregoing reasons we respectfully urge that the requested approvals be denied.

Very truly yours,



Dwight Griffith



Diane Griffith

cc- via email:

Jenny Tran - Associate Planner

Wendy Joe - Civilian Investigator

INTENTIONALLY BLANK PAGE

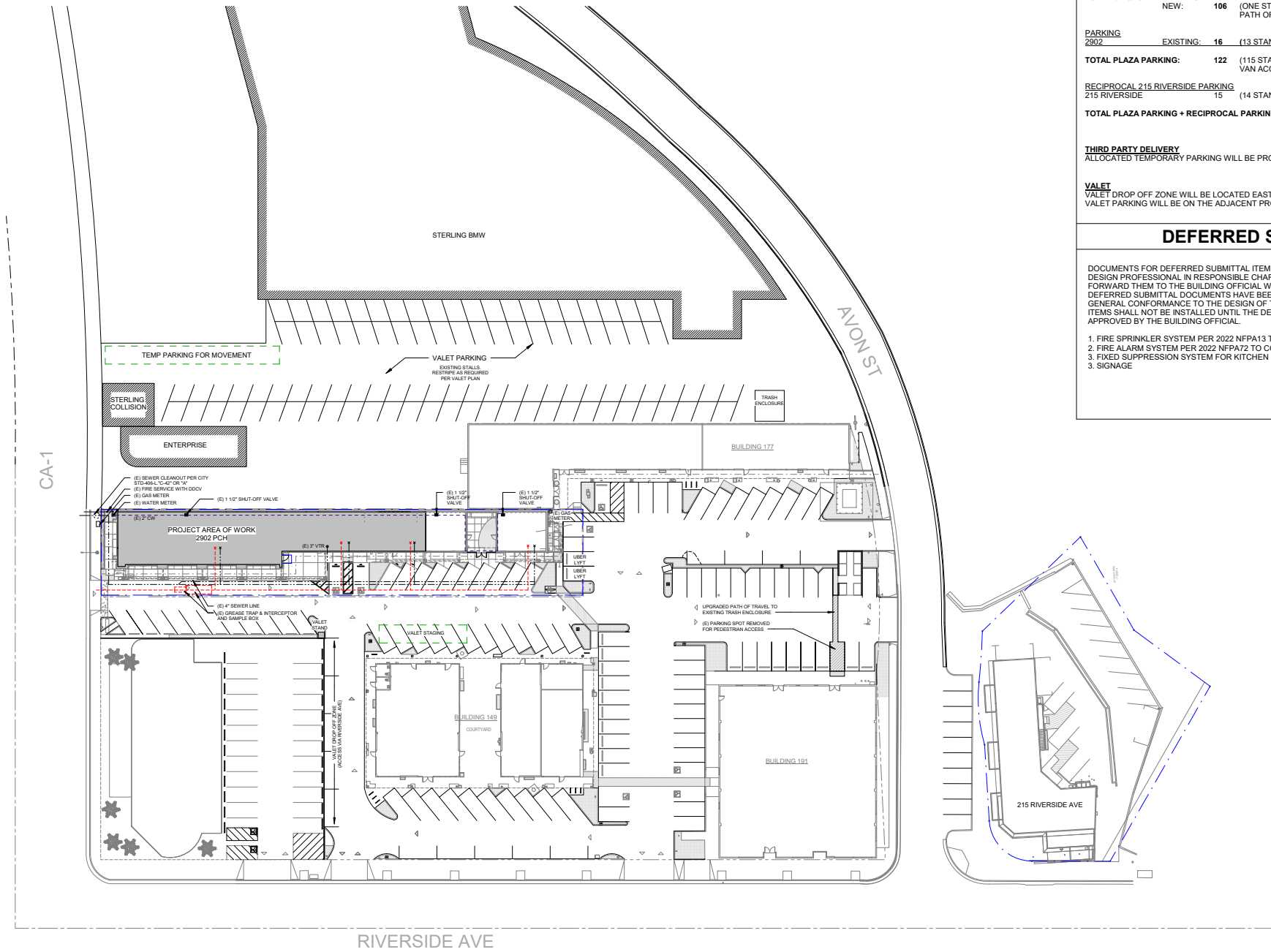
Attachment No. PC 6

Project Plans

INTENTIONALLY BLANK PAGE

ARC CARNE & CANTINA

2902 West Pacific Coast Highway | Newport Beach, California | 92663



REFERENCE SITE PLAN

SHEET INDEX

ARCHITECTURAL

- A-0.0 COVER / SITE PLAN
- A-0.2 AREA FLOOR PLANS
- A-1.0 SITE PLAN
- A-1.2 EXISTING PLAN
- A-2.1 REFLECTED CEILING PLANS
- A-3.0 EXTERIOR ELEVATIONS

PARKING

PARKING STALL COUNT

RECIPROCAL PLAZA PARKING
LOT 177/149/191
EXISTING: 107
NEW: 106 (ONE STALL TO BE REMOVED FOR PEDESTRIAN PATH OF TRAVEL TO (E) TRASH ENCLOSURE)

PARKING 2902
EXISTING: 16 (13 STANDARD + 3 ACCESSIBLE STALLS)

TOTAL PLAZA PARKING: 122 (115 STANDARD STALLS + 5 ACCESSIBLE STALLS + 2 VAN ACCESSIBLE STALLS)

RECIPROCAL 215 RIVERSIDE PARKING
215 RIVERSIDE 15 (14 STANDARD STALLS + 1 VAN ACCESSIBLE STALLS)

TOTAL PLAZA PARKING + RECIPROCAL PARKING = 137 STALLS

THIRD PARTY DELIVERY

ALLOCATED TEMPORARY PARKING WILL BE PROVIDED FOR THIRD PARY DELIVERY DRIVERS

VALET

VALET DROP OFF ZONE WILL BE LOCATED EAST OF THE RESTAURANT IN THE PARKING LOT.
VALET PARKING WILL BE ON THE ADJACENT PROPERTY (STERLING BMW) PARKING LOT.

DEFERRED SUBMITTALS

DOCUMENTS FOR DEFERRED SUBMITTAL ITEMS SHALL BE SUBMITTED TO THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE WHO SHALL REVIEW THEM AND FORWARD THEM TO THE BUILDING OFFICIAL WITH A NOTATION INDICATING THAT THE DEFERRED SUBMITTAL DOCUMENTS HAVE BEEN REVIEWED AND BEEN FOUND TO BE IN GENERAL CONFORMANCE TO THE DESIGN OF THE BUILDING. THE DEFERRED SUBMITTAL ITEMS SHALL NOT BE INSTALLED UNTIL THE DESIGN & SUBMITTAL DOCUMENTS HAVE BEEN APPROVED BY THE BUILDING OFFICIAL.

1. FIRE SPRINKLER SYSTEM PER 2022 NFPA13 TO COMPLY W/ 2022 CFC 903.2.1
2. FIRE ALARM SYSTEM PER 2022 NFPA72 TO COMPLY W/ 2022 CFC 907.2.1
3. FIXED SUPPRESSION SYSTEM FOR KITCHEN HOOD AND DUCT
3. SIGNAGE

PROJECT DATA

APPLICABLE CODES:

- 2022 California Administrative Code (CAC)
- Part 1, Title 24, California Code of Regulations (CCR)
- 2022 California Building Code (CBC)
- Part 2, Title 24, CCR
- Based on the 2018 International Building Code (IBC)
- 2022 California Electrical Code (CEC)
- Part 3, Title 24, CCR
- Based on the 2017 National Electrical Code (NEC)
- 2022 California Mechanical Code (CMC)
- Part 4, Title 24, CCR
- Based on the 2018 Uniform Mechanical Code (UMC)
- 2022 California Plumbing Code (CPC)
- Part 5, Title 24, CCR
- Based on the 2018 Uniform Plumbing Code (UPC)
- 2022 California Energy Code (CEC)
- Part 6, Title 24, CCR
- 2022 California Historical Building Code (CHBC)
- Part 8, Title 24, CCR
- 2022 California Fire Code (CFC)
- Part 9, Title 24, CFC based on the IFC 2018
- Based on the 2015 International Fire Code (IFC)
- 2022 California Existing Building Code (CEBC)
- Part 10, Title 24, CCR
- Based on the 2018 International Building Code
- 2022 California Green Building Standards Code (CALGreen)
- Part 11, Title 24, CCR
- 2022 California Referenced Standards Code (CRSC)
- Part 12, Title 24, CCR

BUILDING SHELL DATA:

YEAR BUILT: 1955
EXISTING BUILDING TYPE: V-B (SPRINKLED)
EXISTING OCC CLASS: BUILDING: B & M
EXISTING STORIES: 1-STORY
RENOVATION BUILDING TYPE: V-B SPRINKLED
RENOVATION OCC CLASS: A-2 & M
ALLOWABLE STORIES: 2 STORIES (PER CBC TABLE 504.4)
ACTUAL STORIES: 1 STORY w/ MEZZANINE
ALLOWABLE HEIGHT: 60'-0" (PER CBC TABLE 504.3)
ACTUAL HEIGHT: 36'-0"

SITE DATA:

PARCEL: 049 110 19
LOT: POR. OF LOT F
TRACK: 919

TOTAL GROSS FLOOR AREA:

ALLOWABLE AREA: 24,000 SF (PER CBC TABLE 506.2)

BUILDING AREA*:
GROUND FLOOR: 6,048 SF
MEZZANINE: 2,015 SF (<33% OF GROUND FLOOR)
ROOF LEVEL: 514 SF
8,577 SF (<ALLOWABLE SF OF 24,000 SF)

* BASED ON CBC 2022 BUILDING AREA DEFINITION

TENANT IMPROVEMENT AREAS:

GROUND FLOOR: 4,858 SF
MEZZANINE: 2,015 SF
ROOF LEVEL: 514 SF

SCOPE OF WORK:

SCOPE OF WORK: TENANT IMPROVEMENT OF THE EXISTING BUILDING TO INCLUDE A DINING AREA AND RECEPTION ON THE FIRST FLOOR, A MEZZANINE BAR AND WAITING AREA ON THE MEZZANINE LEVEL, AND A ROOFTOP PATIO. FEATURING A NEW COVERED BAR AND SEATING AREA. NEW CONSTRUCTION ON THE ROOFTOP LEVEL WILL ALSO INCLUDE AN ELEVATOR SHAFT AND STAIR ALONG WITH ENCLOSED PROGRAM OF RESTROOMS AND BACK OF HOUSE STORAGE.

PROJECT TEAM

ARCHITECT

MSA
2646 Dupont Drive, Suite 60-320
Irvine, CA 92612

Contact: Michael K. Schafer
P: 949.584.5426
E: mschafer@msa-corp.net

CLIENT/TENANT

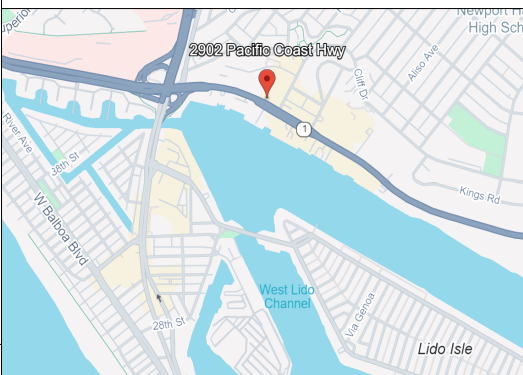
2902 PCH, LLC
417 30th Street
Newport Beach, Calif. 92663

Contact: Noah von Blom
Arc Restaurants
The Von Blom Company
P: (415) 609-3656
E: noahblom@gmail.com

PROPERTY OWNER

The Garden, The Garden M2 LLC
1945 Placentia Ave, Bldg D
Costa Mesa, CA 92627
Contact: Luke Johnston | Director, Asset Management
P: 949.751.8918
E: luke@boardwalkinvest.com

VICINITY MAP



MSA
Professional
2646 Dupont Drive
Suite 60-320
Irvine, CA 92612
www.msassoc.com

CONSULTANT



ARC Carne & Cantina

for:
ARC Restaurants
2902 W Pacific Coast Hwy, Newport Beach
CA 92669

PLAN ISSUE DATES

Rev.	Date	Description
03.12.2025	03.12.2025	Planning Submittal
05.09.2025	05.09.2025	Planning Resubmittal
06.23.2025	06.23.2025	Planning Resubmittal II
08.04.2025	08.04.2025	Planning Resubmittal III

PLAN CHECK NO.

PA / PM MSA

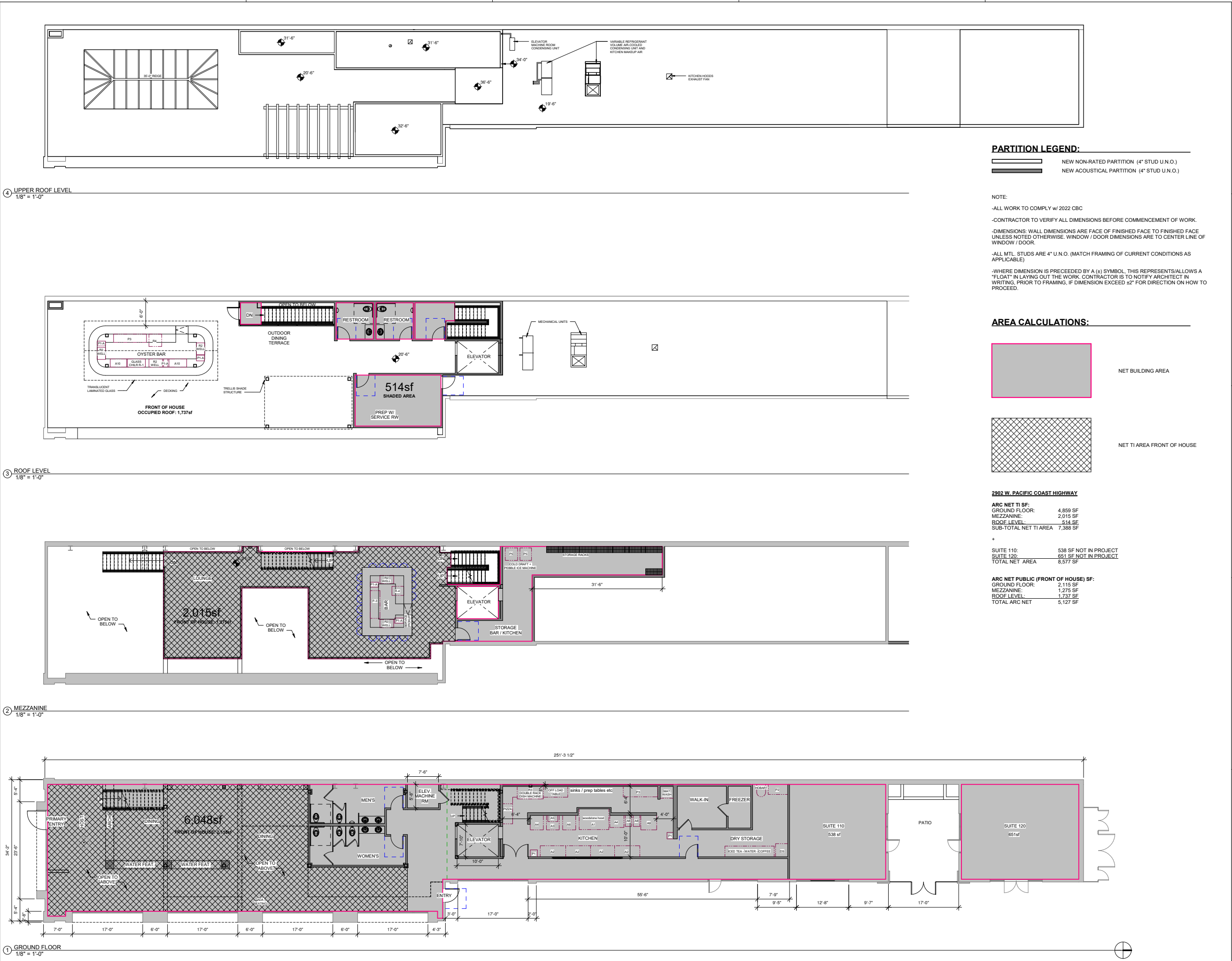
Drawn By: CB

Reviewed By: MSA

Project No.: 2405

COVER / SITE PLAN

A-0.0



MSA

2646 Dupont Drive
Suite 60-320
Irvine, CA 92612
www.msassocatesinc.com

Planning
Architecture
Interiors
Development Services
Construction Management

Professional

ARC

for:

ARC Restaurants
2902 W Pacific Coast Hwy, Newport Beach
CA 92659

ARC Carne & Cantina

PLAN ISSUE DATES

Rev.	Date	Description
03.12.2025	Planning Submittal	
05.09.2025	Planning Resubmittal	
06.23.2025	Planning Resubmittal II	
08.04.2025	Planning Resubmittal III	

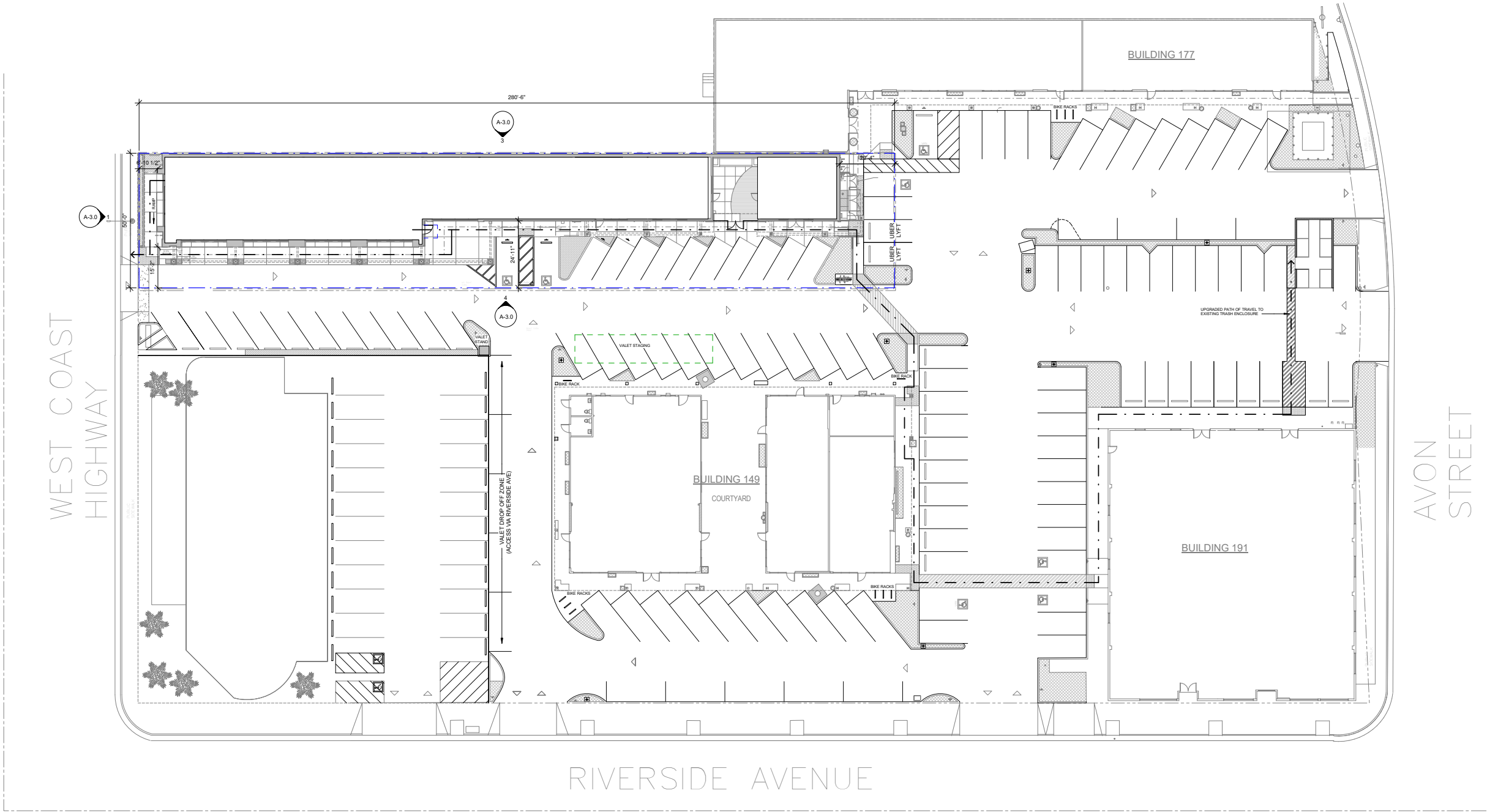
PLAN CHECK NO.

PA / PM	MSA
Drawn By:	CB
Reviewed By:	MSA
Project No.:	2405

AREA FLOOR PLANS

A-0.288

① SITE PLAN
1/16" = 1'-0"



PROPERTY LINE
ACCESSIBLE PATH OF TRAVEL

A-1.089

SITE PLAN

Project No.: 2405

Reviewed By: MSA

Drawn By: CB

PA / PM MSA

PLAN CHECK NO.

PLAN ISSUE DATES		
Rev. Date	Description	
03.12.2025	Planning Submittal	
05.09.2025	Planning Resubmittal	
06.23.2025	Planning Resubmittal II	
08.04.2025	Planning Resubmittal III	

ARC Carne & Cantina
for:
ARC Restaurants
2902 W Pacific Coast Hwy, Newport Beach
CA 92659



CONSULTANT

MSA

Professional

2646 Dupont Drive
Suite 60-320
Irvine, CA 92612
www.msassociatesinc.com

Planning
Architecture
Interiors
Development Services
Construction Management

OCCUPANCY CALCULATIONS:

ROOF LEVEL:

FIXED SEATING COUNT
BOOTHES W/ TABLES: SEATS = 45 OCCUPANTS

UNCONCENTRATED (TABLES AND CHAIRS)

OYSTER BAR: 130 sf
TABLE TOPS: 253 sf
OCC. LOAD FACTOR: 1/15 (ASSEMBLY UNCON) = 26 OCCUPANTS

PREP W/ SERVICE: 285sf GROSS
OYSTER BAR: 94 sf
OCC. LOAD FACTOR: 1/200 (KITCHEN) = 2 OCCUPANTS
TOTAL ROOF LEVEL = 73 OCCUPANTS

MEZZAZINE:

UNCONCENTRATED (TABLES AND CHAIRS)

DINING: 317 sf
BAR DINING: 123 sf
BAR SEATING: 86 sf
OCC. LOAD FACTOR: 1/15 (ASSEMBLY UNCON) = 35 OCCUPANTS

STORAGE BAR/KITCHEN: 470sf GROSS
BAR: 41sf
OCC. LOAD FACTOR: 1/300 (STORAGE) = 2 OCCUPANTS
TOTAL MEZZAZINE LEVEL: 37 OCCUPANTS

GROUND FLOOR:

HOST: 120sf
OCC. LOAD FACTOR: 1/5 (WAITING) = 24 OCCUPANTS

FIXED SEATING COUNT
BOOTHES & TABLES: SEATS = 105 OCCUPANTS

KITCHEN: 701sf
OCC. LOAD FACTOR: 1/200 (SERVICE) = 4 OCCUPANTS
STORAGE: 447sf
OCC. LOAD FACTOR: 1/300 (STORAGE) = 2 OCCUPANTS
TOTAL GROUND FLOOR: 135 OCCUPANTS

PLUMBING FIXTURE CALCULATIONS:

ROOF LEVEL OCCUPANCY: 73
MEZZAZINE OCCUPANCY: 37
GROUND FLOOR OCCUPANCY: 135
TOTAL: 245 TOTAL

CLASSIFICATION: ASSEMBLY (RESTAURANT)

FIXTURES REQUIRED (CPC TABLE 422.1) PROVIDED

A-2 ASSEMBLY OCCUPANCY - RESTAURANTS

WATER CLOSETS (WOMEN): 4 (4:101-200) 3
WATER CLOSETS (MEN): 2 (2:101-200) 2
WATER CLOSETS (UNISEX): N/A 2
6 7

URINAL (MEN): 1 (1:1-200) 1
URINAL (UNISEX RR): N/A 2
1 3

LAVATORIES (MEN): 1 (1:1-200) 2
LAVATORIES (WOMEN): 2 (2:101-201) 2
LAVATORIES (UNISEX): N/A 2
3 6

DRINKING FOUNTAINS: N/A 0

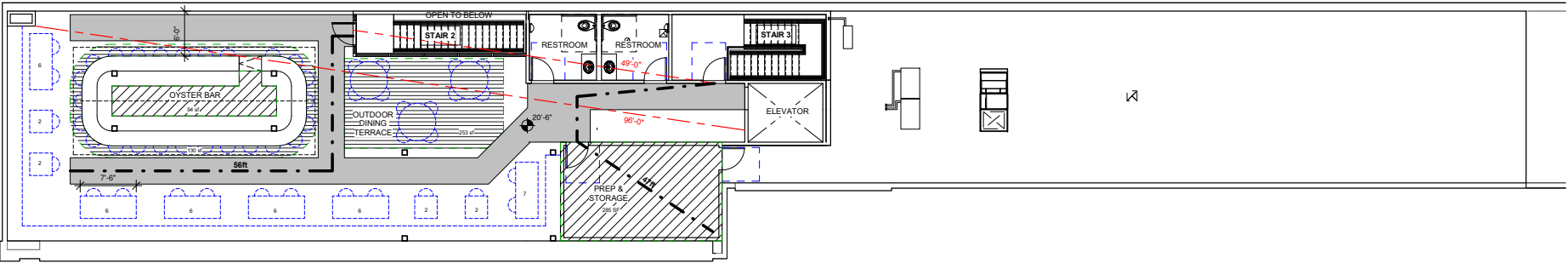
EGRESS AND EXIT ANNALYSIS:

STAIR 1 (GROUND FLOOR UP TO MEZZAZINE): WIDTH = 4'-8": 186 MAXIMUM
STAIR 2 (MEZZAZINE UP TO ROOF LEVEL): WIDTH = 4'-0": 160 MAXIMUM
STAIR 3 (GROUND FLOOR UP TO ROOF LEVEL): WIDTH = 3'-8": 146 MAXIMUM

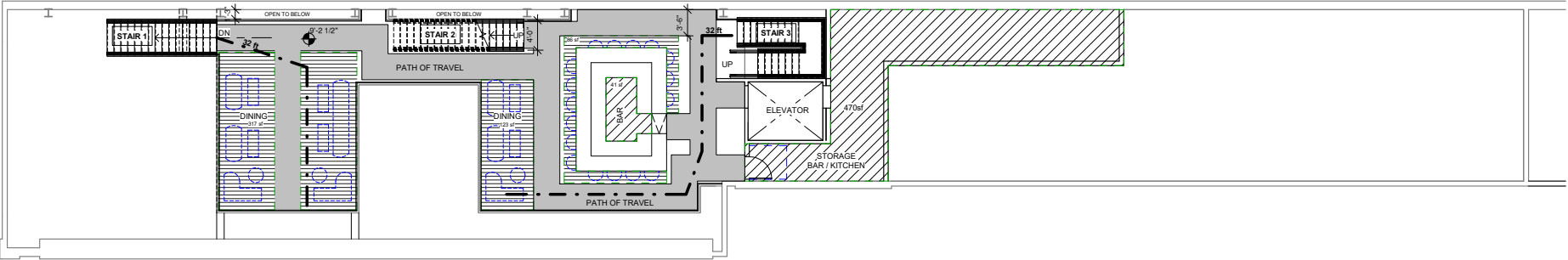
EXIT DOOR 1: WIDTH = 4'-2": 50'/2 = 250 MAXIMUM
EXIT DOOR 2: WIDTH = 3'-1": 37'/2 = 185 MAXIMUM
EXIT DOOR 3: WIDTH = 2'-9": 33'/2 = 165 MAXIMUM

CONVERGENCE PER CBC 105.6:
ROOF LEVEL (73 OCC.) + MEZZAZINE (42 OCC) = 115 OCCUPANTS
AGGREGATE OCCUPANCY LEVEL 1 EXIT DOORS:
MEZZAZINE (42 OCC) + GROUND FLOOR (130 OCC) = 172 OCCUPANTS

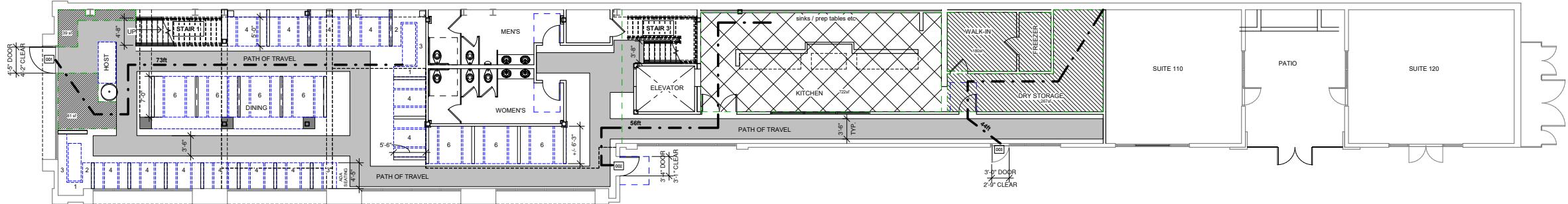
4 ROOF LEVEL EXITING
1/8" = 1'-0"



3 MEZZAZINE LEVEL EXITING
1/8" = 1'-0"



2 LEVEL 1 EXITING
1/8" = 1'-0"



TENANT IMPROVEMENT AREA CALCULATIONS:

GROUND FLOOR LEVEL: 4,859 SF (6,048 SF INCLUDING NOT IN SCOPE SUITES)
MEZZAZINE LEVEL: 2,015 SF
ROOF LEVEL: 514 SF

HOURS OF OPERATIONS:

MONDAY THRU SUNDAY 8:00AM TO MIDNIGHT

MSA

Professional

2646 Dupont Drive
Suite 60-320
Irvine, CA 92612
www.msassociaatesinc.com



ARC Carne & Cantina

for:
ARC Restaurants
2902 W Pacific Coast Hwy, Newport Beach
CA 92659

PLAN ISSUE DATES

Rev.	Date	Description
03.12.2025	03.12.2025	Planning Submittal
05.09.2025	05.09.2025	Planning Resubmittal
06.23.2025	06.23.2025	Planning Resubmittal II
08.04.2025	08.04.2025	Planning Resubmittal III

PLAN CHECK NO.

PA / PM	MSA
---------	-----

Drawn By:	CB
-----------	----

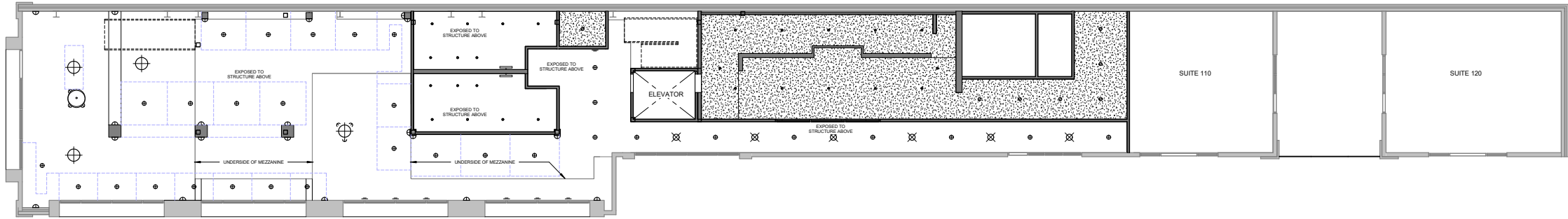
Reviewed By:	MSA
--------------	-----

Project No.:	2405
--------------	------

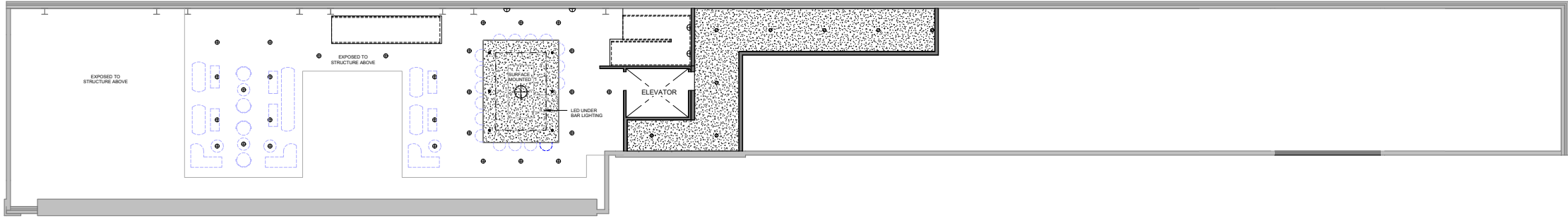
EXITING PLAN

A-1.290

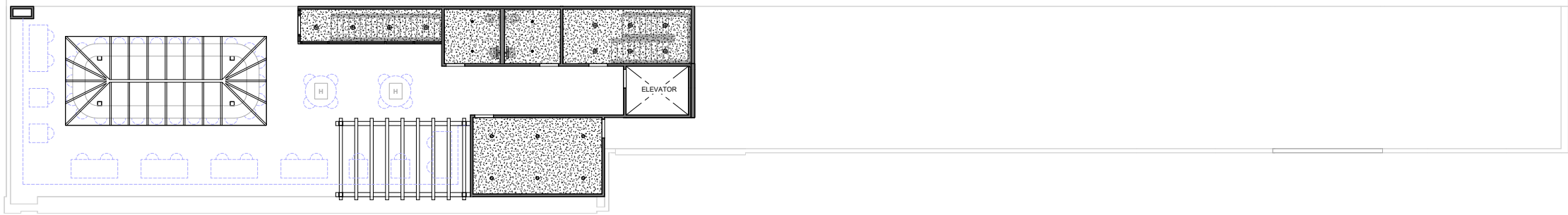
2 GROUND FLOOR CEILING PLAN
1/8" = 1'-0"



3 MEZZANINE CEILING PLAN
1/8" = 1'-0"






4 ROOF LEVEL CEILING PLAN
1/8" = 1'-0"










CEILING GENERAL NOTES:

- REFER TO FINISH SCHEDULE FOR CEILING TYPES IN RESPECTIVE AREAS.
- REFER TO MANUFACTURE'S DATA AND ICC REPORTS FOR ALL INSTALLATION REQUIREMENTS.
- INSTALLATION OF CEILINGS SHALL COMPLY WITH CBC SECTION 1616A.1.20 ASCE 7, SECTION 13.5.6.2
- CEILINGS WITHOUT RIGID BRACING MUST HAVE 2" OVERSIZED TRIM RINGS FOR SPRINKLERS AND OTHER PENETRATIONS
- CHANGES IN CEILING PLANE MUST HAVE POSITIVE BRACING
- CABLE TRAYS AND ELECTRICAL CONDUITS MUST BE INDEPENDENTLY SUPPORTED AND BRACED
- PROVIDE PERIMETER SUPPORT WIRES WITHIN 8" @ 48" O.C.
- SUSPENDED CEILINGS WILL BE SUBJECT TO SPECIAL INSPECTION
- CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL BRACING, ATTACHMENTS, ANCHORS AND INSERTS TO SUPPORT THE CEILING SYSTEM, SUSPENDED UTILITIES AND FIXTURES INDICATED IN THE CONTRACT DOCUMENTS
- COORDINATED UTILITY FIXTURE & ACCESSORY LAYOUTS TO BE INSTALLED IN CEILING SYSTEMS, DETAILS OF INSTALLATION, BRACING & ATTACHMENTS, AND PRODUCT DATA/SAMPLES FOR REVIEW BY ARCHITECT AND CLIENT

CEILING LEGEND:

-  GYPSUM BOARD SOFFIT or SUSPENDED CEILING (ARMSTRONG - DRYWALL GRID SYSTEM: ESR-1289); REFER TO FINISH SCHEDULE FOR FINISH.
-  RECESSED DOWN LIGHT (6" AND 4")
-  ILLUMINATED EXIT SIGNAGE w/ 90min BACK UP (REFER TO ELECTRICAL PLANS)

DECORATIVE LIGHTING LEGEND:

-  CHANDELIER
-  PENDANT LIGHT
-  MONO SPOT
-  FLOOR UP LIGHT
-  WALL SCNCE
-  FLOOR STEP LIGHT (50% COVERED)
-  VANITY LIGHT

PLAN ISSUE DATES	
Rev.	Date
03.12.2025	Planning Submittal
05.09.2025	Planning Resubmittal
06.23.2025	Planning Resubmittal II
08.04.2025	Planning Resubmittal III

PLAN CHECK NO.	
PA / PM	MSA
Drawn By:	CB
Reviewed By:	MSA
Project No.:	2405

REFLECTED CEILING PLANS

A-2.191

ARC Carne & Cantina

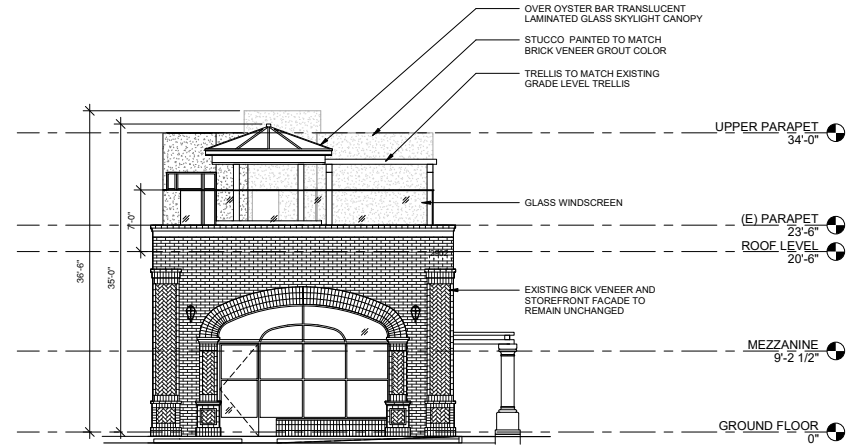
for:
ARC Restaurants
2902 W Pacific Coast Hwy, Newport Beach
CA 92669



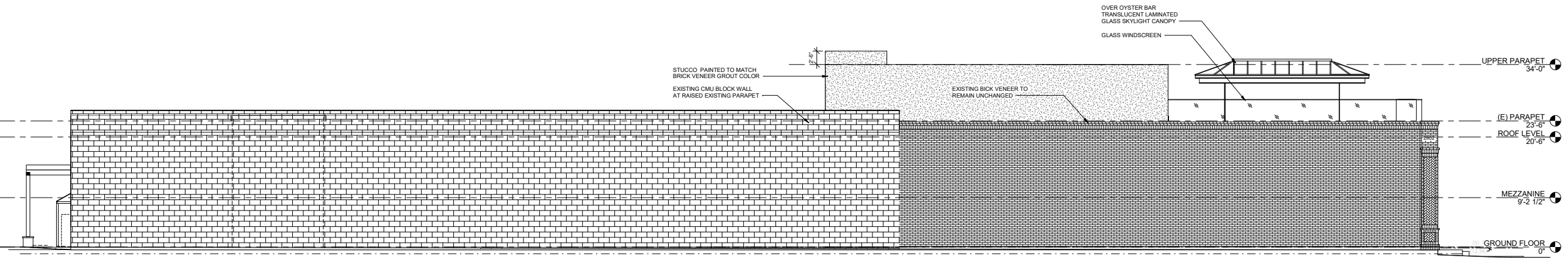
MSA

Professional
2646 Dupont Drive
Suite 60-320
Irvine, CA 92612
www.msassocatesinc.com

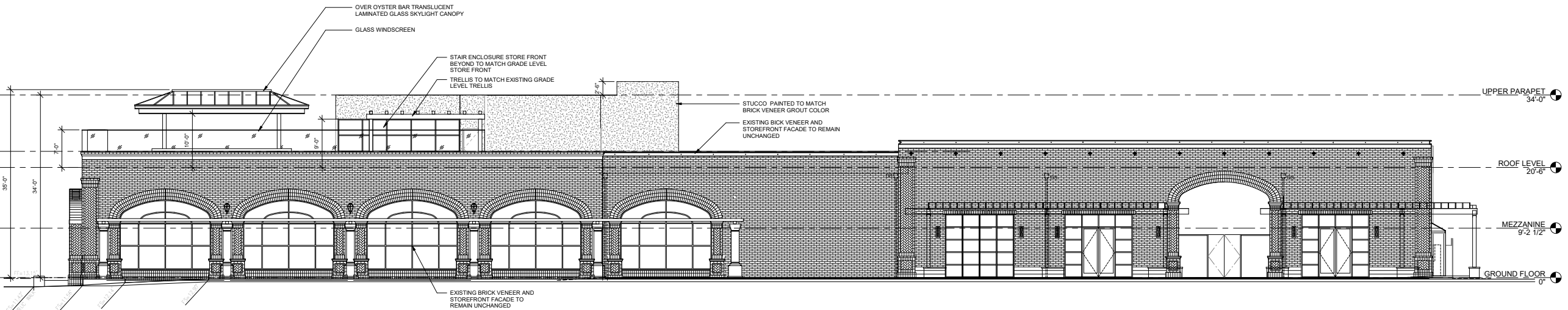
Planning
Architecture
Interiors
Development Services
Construction Management



1 SOUTH ELEVATION
1/8" = 1'-0"



3 WEST ELEVATION
1/8" = 1'-0"



4 EAST ELEVATION
1/8" = 1'-0"

Planning
Architecture
Interiors
Development Services
Construction Management

MSA

2646 Dupont Drive
Suite 60-320
Irvine, CA 92612
www.msassociatesinc.com

Professional

CONSULTANT



ARC Carne & Cantina

for:
ARC Restaurants
2902 W Pacific Coast Hwy, Newport Beach
CA 92659

PLAN ISSUE DATES	
Rev.	Description
03.12.2025	Planning Submittal
05.09.2025	Planning Resubmittal
06.23.2025	Planning Resubmittal II
08.04.2025	Planning Resubmittal III

PLAN CHECK NO.	
PA / PM	MSA
Drawn By:	CB
Reviewed By:	MSA
Project No.:	2405

EXTERIOR
ELEVATIONS

A-3.092



CITY OF NEWPORT BEACH PLANNING COMMISSION STAFF REPORT

August 21, 2025
Agenda Item No. 3

SUBJECT: East Coast Highway Restaurant Space (PA2024-0231)
▪ Conditional Use Permit
▪ Coastal Development Permit

SITE LOCATION: 3025 & 3027 East Coast Highway

APPLICANT: Behrouze Ehdaie, Architect

OWNER: Mark Moshayed

PLANNER: Jerry Arregui, Assistant Planner
949-644-3249, jarregui@newportbeachca.gov

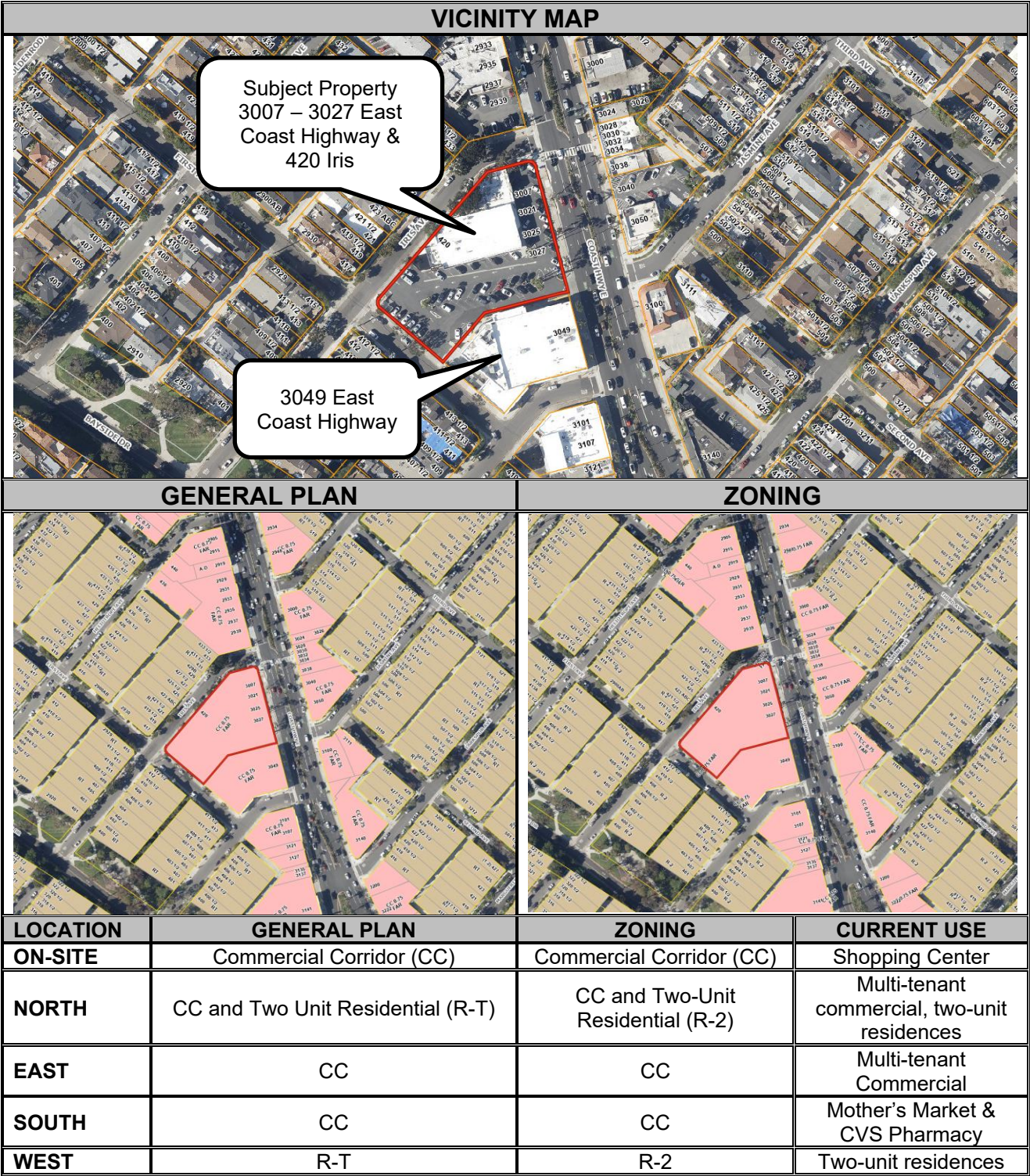
PROJECT SUMMARY

A conditional use permit request to establish a new 2,329-square-foot restaurant within an existing shopping center by expanding an existing 1,205-square-foot restaurant into an adjacent 1,124-square-foot vacant suite, formerly occupied by a dry cleaner business. A specific tenant has not been identified at this time. The request includes an allowance for both interior and outdoor dining, the service of alcohol through a Type 47 (On-Sale General – Eating Place) Alcohol Beverage Control (ABC) License, and a waiver of 15 required parking spaces. Requested hours of operation are from 6:30 a.m. to 10 p.m., daily. No live entertainment, dancing, or late-hour operations (after 11 p.m.) are proposed. Since the property is located in the Coastal Zone, the project also requires approval of a coastal development permit. Approval of the project will supersede Use Permit Nos. 3235 and 3355.

RECOMMENDATION

- 1) Conduct a public hearing;
- 2) Find this project exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301 under Class 1 (Existing Facilities) of the CEQA Guidelines, because it has no potential to have a significant effect on the environment; and
- 3) Adopt Resolution No. PC2025-017 approving a Conditional Use Permit and Coastal Development Permit filed as PA2024-0231 (Attachment No. PC 1).

INTENTIONALLY BLANK PAGE



INTENTIONALLY BLANK PAGE

INTRODUCTION

Project Setting

The subject property is located within an existing shopping center at the southeast corner of the intersection of East Coast Highway and Iris Avenue, in the Corona del Mar commercial corridor. The property and the adjacent property at 3049 East Coast Highway are under the same ownership and encompasses the shopping center. Pursuant to Section 20.70 (Definitions), of the Newport Beach Municipal Code (NBMC) a “site” is defined as a lot or adjoining lots under single ownership or single control, considered as a unit for the purposes of development or other use. The two properties comprise the primary project site and are developed with a shopping center including two, single-story, multi-tenant buildings as illustrated in Figure 1 below.



Figure 1: Representative photographs of shopping center. Top Left: Mother's Market & CVS. Top Right: Jan's Health Bar & Orange Theory Fitness. Bottom Left: Gina's Pizza, Vacant Suite, and La Fogata. Bottom Right: Poppy Bank

The shopping center includes a diverse mix of commercial uses including Mother's Market and CVS on one parcel and Gina's Pizza, La Fogata, Orange Theory Fitness, Jan's Health Bar, Poppy Bank and a vacant suite on the other parcel. The shopping center includes a 70-space surface parking lot that serves all tenants within the center. Vehicular access is available from East Coast Highway and Iris Avenue, with an additional one-way, exit to First Avenue.

Surrounding uses include one and two-unit residential dwellings to the northwest, west, and southwest, across Iris Avenue and First Avenue. Commercial uses such as retail stores, restaurants and service uses are located to the north, south and west along East Coast Highway.

Entitlement History of the Shopping Center

The shopping center was originally developed in 1938 and prior to current parking requirements. The shopping center currently provides a total of 70 surface parking spaces and is considered nonconforming as it does not provide the minimum number of parking spaces currently required by Newport Beach Municipal Code (NBMC).

A summary of the use permits and parking waivers previously approved for the shopping center are provided below:

- On November 18, 1965, the Planning Commission approved Use Permit No. UP1170 (UP1170), which authorized the alteration and expansion of the existing building currently occupied by CVS and Mother's Market for use as a grocery store at that time. The shopping center was recognized as having nonconforming parking, as the building had been constructed prior to the establishment of the City's parking requirements.
- On August 7, 1975, the Planning Commission approved Use Permit No. UP1761 (UP1761) which authorized the establishment of a restaurant, now Gina's Pizza, within the suite addressed as 420 Iris Avenue, and waived all of the 17 required parking spaces. The use permit was amended in 1983 authorizing an expansion and in 1984 authorizing beer and wine service. The parking waiver was increased to a total of 28 parking spaces due to the expansion and increase in employees.
- On December 8, 1986, the City Council approved Use Permit No. UP3235 (UP3235) which authorized the establishment of a take-out restaurant, now La Fogata, with incidental seating at 3025 East Coast Highway. UP3235 waived 21 of the 26 required parking spaces associated with the intensification of use. UP3235 was later amended in 1992 to modify the operational characteristics of the take-out restaurant to increase the number of seats and extend the closing time to 11 p.m. on Fridays and Saturdays.

- On July 6, 1989, the Planning Commission approved Use Permit No. UP3355 (UP3355) which authorized a dry cleaner business at 3027 East Coast Highway. This tenant space has been vacant for several years.
- On June 14, 1999, the City Council approved Use Permit No. 3650 (UP3650) for an interior remodel and addition of a mezzanine to the grocery store at 3049 East Coast Highway, now Mother's Market and CVS. This approval included a waiver of off-street parking associated with the intensification of use with the condition that the owner of the market purchase annual parking permits for all employees and direct employees to park in the municipal lot on Bayside Drive before 7 p.m. and onsite after 7 p.m. The mezzanine has since been removed during the remodel of the building for CVS and Mother's Market in 2021, reducing the square footage back to its original condition.
- On October 6, 2016, the Planning Commission approved Use Permit No. UP2016-031 (UP2016-031) which authorized the establishment of Orange Theory Fitness at 3021 East Coast Highway and waived two of the 14 required parking spaces associated with the intensification of use.
- On December 8, 2016, the Planning Commission approved Use Permit No. UP2016-037 (UP2016-037) which authorized the establishment of Jan's Health Bar at 3021 East Coast Highway and waived four of the eight required parking spaces associated with the intensification of use.

A summary of the current parking requirements for the shopping center, including history of prior waivers, is provided in Table 1 below. It should be noted that there are slight discrepancies in the square footage of each suite from Table 1 and the historical use permits; however, this discrepancy is likely due to the method of calculation and changes in the definition of gross floor area over time. Table 1 includes square footage based on the current method of gross floor area calculation as specified in Chapter 20.70 (Definitions) of the Newport Beach Municipal Code (NBMC).

Table 1: Shopping Center Parking

Business	Area (Square Feet)	Parking Rate	Parking Required	Parking Waived	Net Parking Required
Mothers Market/CVS	18,168	1 per 250 sq. ft. of gross floor area	91 ¹	56 ² (UP3650)	35
Gina's Pizza	1,278	Historical restaurant rate ³	28 ⁴	28 (UP1761) ⁴	0 ⁴
La Fogata	1,205	Historical restaurant rate ³	26	21 (UP3235)	5
Former Dry Cleaners (Vacant)	1,124	1 per 250 sq. ft. of gross floor area	5	0	5
Poppy Bank	2,246	1 per 250 sq. ft. of gross floor area	9	0	9
Orange Theory	2,783	1 per 200 sq. ft. of gross floor area	14	2 (UP2016- 031)	12
Jan's Health Bar	1,243	1 per 50 sq. ft. of net public area	8	4 (UP2016- 037)	4
TOTAL	28,047		181	111	70

¹ UP3650 based parking requirements at a rate of 1 space per 200 sq. ft. of gross floor area; however, per current parking requirements, grocery and drug store uses are considered retail and require parking at a rate of 1 space per 250 sq. ft. of gross floor area, resulting in a parking requirement of 73 spaces.

² UP3650 waived 9 spaces associated with the intensification of use associated with the mezzanine addition and recognized the remaining deficient spaces as nonconforming. While 56 spaces were not waived, this value serves to recognize the number of parking spaces that were not required to be provided on the property and are included in this column for simplicity.

³ The 1970's Zoning Code required 1 space per 50 square feet of gross floor area plus one space for each employee during peak operation hours for restaurants.

⁴ UP1761 waived all parking associated with Gina's Pizza based on the operating characteristics of the take-out restaurant and the shared nature of the shopping center where customers visit multiple businesses in one trip.

Project Description

The applicant proposes to build out a new tenant space for a new 2,329-square-foot eating and drinking establishment (restaurant) within the shopping center by expanding the 1,205-square-foot suite currently occupied by La Fogata into an adjacent 1,124 square-foot vacant suite, formerly occupied by a dry cleaner business. A specific tenant has not been identified at this time. The request includes an allowance for both interior and outdoor dining, the service of alcohol through a Type 47 (On-Sale General – Eating Place) Alcohol Beverage Control (ABC) License, and hours of operation from 6:30 a.m. to 10 p.m., daily. No live entertainment, dancing, or late-hour operations (after 11 p.m.) are proposed. The restaurant will continue to operate the existing 130-square-foot outdoor dining area that

currently used by the existing restaurant. The primary characteristics of the existing uses and proposed restaurant are provided in Table 2 below.

Table 2: Comparison of Operational Characteristics

<i>Operating Characteristics</i>	La Fogata (UP3235)	Vacant Suite (UP335)	Proposed Restaurant
<i>Gross Floor Area</i>	1,205 sq. ft.	1,124 sq. f t	2,329 sq. ft.
<i>Outdoor Dining Area</i>	130 sq. ft	N/A	130 sq. ft.
<i>Hours of Operation</i>	6 a.m. – 10 p.m. Sun – Thurs. 6 a.m. – 11 p.m. Fri. – Sat.	7a.m. – 6 p.m., daily	6:30 a.m. – 10 p.m., daily
<i>Live Entertainment</i>	Prohibited	N/A	Prohibited
<i>Dancing</i>	Prohibited	N/A	Prohibited
<i>Alcohol Beverage Sales</i>	Type 41 (On-Sale Beer & Wine – Eating Place)	N/A	Type 47 (On-Sale General – Eating Place)

Required City Approvals

Based on the applicant's request, the following approvals are required to implement the proposed project:

- **Conditional Use Permit (CUP):** To allow the restaurant and authorize a reduction of off-street parking requirements pursuant to Section 20.40.110(B) (Adjustments to Off-Street Parking Requirements) of the NBMC; and
- **Coastal Development Permit (CDP):** To allow expansion of the restaurant and authorize a reduction of off-street parking requirements pursuant to Section 21.40.110(A) (Adjustments to Off-Street Parking Requirements) of the NBMC for property located in the Coastal Zone.

Both approvals are analyzed in the next section of this report.

DISCUSSION

Analysis

General Plan

The subject property is categorized as Commercial Corridor (CC) by the Land Use Element of the General Plan. This designation is intended to provide areas appropriate for a range of neighborhood-serving retail and service uses along street frontages that are located and designed to foster pedestrian activity. The project is consistent with the CC categorization because the project will enhance the dining options of the surrounding neighborhood and will help maintain a vibrant commercial center in Corona del Mar.

While not an exhaustive list, the project is consistent with the following General Plan Land Use Policies for the implementation of new uses:

- **Land Use Policy LU 1.5 (Economic Health):** Support the local economy through the identification and development of housing opportunities, as well as adequate commercial, office, medical, industrial, and marine-oriented uses that provide employment and local revenue opportunities to support high-quality community services for residents, businesses, and visitors.

The project provides a neighborhood-serving restaurant that activates a vacant space and creates employment opportunities which support the local economy and is therefore consistent with Policy LU 1.5.

- **Land Use Policy LU 2.1 (Resident-Serving Land Uses):** Accommodate uses that support the needs of Newport Beach's residents including housing, retail, services, employment, recreation, education, culture, entertainment, civic engagement, and social and spiritual activity that are in balance with community natural resources and open spaces.

The project is located within an existing shopping center in Corona del Mar and will accommodate a new restaurant concept. The restaurant use is intended to complement the existing mix of neighborhood-serving uses within the shopping center while providing additional dining options to residents, workers and visitors to the City and is therefore consistent with Land Use Policy LU 2.1.

- **Land Use Policy 6.20.1 (Primary Uses):** Accommodate neighborhood-serving uses that complement existing development.

The restaurant is expected to enhance the neighborhood-serving uses within the shopping center and provide an additional dining option which complements the surrounding residential areas. The project will reinforce the center's role as a

vibrant commercial hub in Corona del Mar and is therefore consistent with Land Use Policy 6.20.1.

Zoning Code

The Property is located in the Commercial Corridor (CC) Zoning District. Similar to the Land Use categorization of Commercial Corridor (CC), the CC Zoning District is also intended to provide for a range of neighborhood-serving retail and service uses along street frontages that are located and designed to foster pedestrian activity. The project is for a restaurant and is therefore consistent with the intent of the CC Zoning District. While food service uses with alcohol service and no late hours are typically allowed subject to approval of a Minor Use Permit (MUP), because the project includes a waiver of required off-street parking, pursuant to Section 20.40.110 (Adjustments to Off-Street parking) of the NBMC, a Conditional Use Permit (CUP) is required.

A discussion of the required findings for alcohol sales, parking reduction, CUP and CDP are described under separate sections below

Alcohol Sales Findings

The Applicant requests a Type 47 (On-Sale General – Eating Place) Alcohol Beverage Control (ABC) License in conjunction with the restaurant, which would allow the sale of beer, wine, and spirits. When reviewing the application to allow an eating or drinking establishment to sell, serve, or give away alcohol, Section 20.48.030 (Alcohol Sales) of the NBMC requires the Planning Commission to consider impacts to adjacent uses and proximity to existing alcohol sales, both for on-site and off-site consumption. The Planning Commission must find that:

- 1. The use is consistent with the purpose and intent of Section 20.48.030 (Alcohol Sales) of the Zoning Code.*

The purpose and intent of Section 20.48.030 (Alcohol Sales) of the NBMC is to maintain a healthy environment for residents and businesses by establishing a set of consistent standards for the safe operation of alcohol establishments. The project has been reviewed by the Newport Beach Police Department (NBPD) and conditioned to ensure that the purpose and intent of this section is maintained and that a healthy environment for residents and businesses is preserved. Alcohol service will be provided for the convenience of customers of the Restaurant, and it is not intended to act as a separate use and destination from the Restaurant.

The NBPD prepared a Crime and Alcohol Related Statistics Report using the latest available data from 2024 and a memorandum for the project, provided as Attachment No. PC 2. The data is incorporated into the factors for consideration which are detailed in the Draft Resolution provided as Attachment No. PC 1. The shopping center has been

developed with commercial businesses, including restaurants and retail stores which sell alcohol; however, the NBPd reported that there were only two calls for service to the property in 2024 and no arrests or violations occurred.

The NBPd Memorandum concluded that there were no concerns with the proposed Type 47 ABC License. The NBPd recommended operational conditions of approval relative to the sale of alcoholic beverages, including but not limited to, prohibiting the restaurant from operating as a bar, tavern, cocktail lounge, or night club and a closing hour of 10 p.m. to ensure compatibility with the surrounding uses and minimize alcohol-related impacts.

Changes to Parking Requirements

On May 23, 2023, the City Council adopted Ordinance No. 2023-6 to modernize commercial parking requirements in Title 20 (Planning and Zoning) of the NBMC, including those for restaurants, within areas outside the Coastal Zone. Subsequently, City staff submitted the complementary amendments to Title 21 (Local Coastal Program Implementation Plan) of the NBMC to the California Coastal Commission (CCC) for review and consideration. On June 12, 2025, the CCC certified Part A of Implementation Plan Amendment No. LCP-5-NPB-24-0004-1, which would amend the parking requirements in Title 21 to be consistent with Title 20 of the NBMC. On July 22, 2025, the City Council introduced Ordinance No. 2025-13 to effectuate the changes to Title 21 and passed it on to second reading on August 26, 2025, after which point the updated parking requirements would become effective immediately Citywide.

For consistency with the anticipated updated parking requirements, this project has been analyzed using the current code requirements of Section 20.40.040 (Off-Street Parking Spaces Required) of the NBMC, which requires one parking space per 100 square feet of gross floor area and one parking space per 150 square feet for outdoor dining areas. Based on these parking requirements, the 2,329-square-foot restaurant with 130 square feet of outdoor dining area, requires a total of 25 parking spaces $[(2,329 \text{ sq. ft.} / 100 = 23.26 = 24) + (130 \text{ sq. ft.} / 150 = 0.86 = 1) = 25 \text{ spaces}]$.

A summary and comparison of the existing combined parking demand for La Fogata and the vacant commercial suite, and proposed parking demand for the proposed restaurant is provided in Table 4 below. When compared, the proposed restaurant's parking demand results in a reduced demand of 6 spaces.

Table 4: Pre and Post Parking Demand of Project Suites

Business	Gross Floor Area (Sq. Ft.)	Parking Rate	Parking Required	Parking Waived	Net Parking Required
La Fogata	1,205	Historical restaurant rate ¹	26	21 (UP3235)	5
Vacant (Dry Cleaners)	1,124	1 per 250 sq. ft. of gross floor area	5	0	5
TOTAL	2,329		31	21	10
New Restaurant	2,329 sq. ft (130 sq. ft Outdoor Patio)	1 per 100 sq. ft of gross floor area (interior) 1 per 150 sq. ft of outdoor dining	25	15 (Requested)	10

¹The 1970's Zoning Code required 1 space per 50 square feet of gross floor area plus one space for each employee during peak operation hours for take-out restaurants

Requested Parking Reduction

Subsection 20.40.110(B) (Reduction of Required Off-Street Parking) of the NBMC allows a reduction in required off-street parking subject to the approval of a conditional use permit when the applicant has provided sufficient data to indicate that the parking demand will be less than the required number of spaces and a parking management plan is prepared in compliance with NBMC Section 20.40.110(C) (Parking Management Plan).

To support the parking reduction, a parking study dated May 29, 2025, was prepared by Trames Solutions Inc. (Study) and is provided as Attachment No. PC 3. It should be noted that the Study analyzed the proposed restaurant with the current parking code specified in Section 21.40.040 (Off-Street Spaces Required) of the NBMC, which requires a parking rate of one space per 30 to 50 square feet of net public area (NPA), and assumed a parking waiver of 19 spaces would be required. However, as noted in Table 4 above, with the upcoming change in commercial parking requirements, a reduced waiver of 15 spaces will be required. As such, the Study provides a more conservative analysis of the proposed project.

The Study established a parking demand for the shopping center by providing observational parking counts during typical operations and dry weather conditions on a Thursday and Saturday from 6 a.m. to 10 p.m., at one-hour intervals. The observed peak parking demand occurred at 10 a.m. on a Saturday (March 8, 2025), when 60 of the 70 parking spaces were occupied. Adjustments were included to account for the current vacancy and existing operation of La Fogata. The Study concluded that the projected future parking demand, once the project is implemented, would increase the total peak parking demand to 62 spaces, resulting in an eight-space surplus for the entire center. Therefore, based on the existing parking demand of the shopping center and projected

future parking demand, the Study concludes there is sufficient onsite parking to accommodate the new restaurant.

Although the Study concludes that on-site parking is adequate to accommodate the project, the Study also makes recommendations that the restaurant encourage employees to use alternative forms of transportation such as carpooling, walking, bicycling and ridesharing services. These recommendations constitute a parking management plan.

Both the Study and parking management plan have been reviewed and accepted by the City Traffic Engineer.

Conditional Use Permit Findings

Pursuant to Section 20.52.020(F) (Conditional Use Permits and Minor Use Permits) of the NBMC, the Planning Commission must make the following findings to approve a conditional use permit:

- 1. The use is consistent with the General Plan and any applicable specific plan;*
- 2. The use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Code and the Municipal Code;*
- 3. The design, location, size, and operating characteristics of the use are compatible with the allowed uses in the vicinity;*
- 4. The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities; and*
- 5. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, nor endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.*

As detailed in the Draft Resolution provided as Attachment No. PC 1, staff believes that sufficient facts exist in support of each finding. The new restaurant is defined as a food service use with alcohol beverage service and no late hours, consistent with the intent of the CC General Plan land use designation and zoning district.

La Fogata has operated on the property since 1994, with no significant operational issues, and has operated with a Type 41 ABC License since 2023 with no alcohol related incidents with the City or ABC. The NBPD has reviewed the request for a Type 47 ABC License for the new restaurant and has no objections subject to conditions of approval. Operational conditions of approval recommended by NBPD include, but are not limited

to, the requirement to not allow the restaurant to operate as a bar, tavern, cocktail lounge, or night club and a closing time of 10 p.m. as to ensure compatibility with the surrounding uses and minimize alcohol-related impacts.

The expansion of the restaurant into the vacant commercial unit utilizing the new commercial parking rates results in a reduced parking demand of six parking spaces for the entire shopping center. Through this change, the previously approved 21-space parking waiver is reduced to the current 15-space waiver request. A Study was conducted to determine whether the proposed restaurant could be accommodated by the existing 70-space parking lot and concludes that the available parking spaces would be sufficient to support the proposed restaurant during peak parking demand.

The restaurant is expected to enhance the neighborhood-serving uses within the shopping center and provide additional dining options for local residents. The restaurant is not expected to be detrimental to the surrounding residential areas, but rather is expected to complement the surrounding residential areas and the existing mix of neighborhood-serving uses within the shopping center, reinforcing the center's role as a vibrant commercial hub in Corona del Mar.

The project includes conditions of approval to ensure that potential conflicts are minimized to the greatest extent possible. The applicant is required to comply with all City ordinances, as well as the California Building Code to ensure the safety and welfare of customers and employees within the Restaurant. The applicant must also obtain Orange County Health Department approval prior to opening for business.

Coastal Development Permit Findings

The project is located within the Coastal Zone and requires the approval of a Coastal Development Permit. In accordance with Section 21.52.015(F) (Coastal Development Permits) of the NBMC, the Planning Commission must make the following findings for approval:

- 1. Conforms to all applicable sections of the certified Local Coastal Program; and*
- 2. Conforms with the public access and public recreation policies of Chapter 3 of the Coastal Act if the project is located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone.*

Table 21.20-1 (Allowed Uses) of Section 21.20.020 (Commercial Coastal Zoning Districts Land Uses) of the NBMC permits food service uses with no late hours within the Commercial Corridor (CC) Coastal Zoning District as an allowed use.

The property is not located between the nearest public road and the sea or shoreline. As such, it is not necessary to assess project consistency with the public access and public recreation policies of Chapter 3 of the Coastal Act. However, the project expands an existing

restaurant into a currently vacant space and does not result in an intensification of use that would increase demand for public access to the coast or recreational facilities. Furthermore, the project is not anticipated to negatively impact coastal access as the project should not generate spill-over on-street parking or parking within the nearby public lots.

Alternatives

Should the Planning Commission feel the facts are not in evidence of support for the project application, the following alternative actions are available:

1. The Planning Commission may require changes to the project to alleviate any concerns related to the design or the ability to make the required findings. If the changes are substantial, the item should be continued to a future meeting to allow the applicant to make the necessary adjustments and to allow staff to prepare a revised resolution incorporating new findings and/or conditions.
2. If the Planning Commission believes that there are insufficient facts to support the findings for approval, the Planning Commission may deny the application and provide facts in support of denial and allow staff to prepare a revised resolution for denial of the project.

Environmental Review

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301 under Class 1 (Existing Facilities) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential to have a significant effect on the environment.

The Class 1 exemption includes the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use. The project will remodel two tenant spaces within an existing building to operate as a single restaurant with no increase in floor area and no expansion of use. Therefore, the Class 1 exemption is applicable.

The exceptions to these categorical exemptions under Section 15300.2 are not applicable. The project location does not impact an environmental resource of hazardous or critical concern, does not result in cumulative impacts, does not have a significant effect on the environment due to unusual circumstances, does not damage scenic resources within a state scenic highway, and is not a hazardous waste site, and is not identified as a historical resource.

Public Notice

Notice of this hearing was published in the Daily Pilot, mailed to all owners and residential occupants of property within 300 feet of the boundaries of the site (excluding intervening rights-of-way and waterways) including the applicant and posted on the subject property at least 10 days before the scheduled meeting, consistent with the provisions of the NBMC. Additionally, the item appeared on the agenda for this meeting, which was posted at City Hall and on the City website.

Correspondence

Correspondence received to date for the project is included as Attachment PC 6 for the Planning Commission's consideration.

Prepared by:

Submitted by:



Jerry Arregui
Assistant Planner



Jaime Murillo, AICP
Deputy Community Development Director

JP/ja

ATTACHMENTS

- PC 1 Draft Resolution with Findings and Conditions
- PC 2 Police Department Memorandum
- PC 3 Parking Study
- PC 4 Project Plans
- PC 5 Project Description
- PC 6 Project Correspondence

INTENTIONALLY BLANK PAGE

Attachment No. PC 1

Draft Resolution

INTENTIONALLY BLANK PAGE

RESOLUTION NO. PC2025-017

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH, CALIFORNIA, SUPERSEDING USE PERMIT NOS UP3235 AND UP3355 AND APPROVING A CONDITIONAL USE PERMIT AND COASTAL DEVELOPMENT PERMIT TO REPLACE AND EXPAND AN EATING AND DRINKING ESTABLISHMENT INTO AN ADJACENT SUITE, ADD A TYPE 47 (ON-SALE GENERAL – EATING PLACE) ALCOHOL BEVERAGE CONTROL LICENSE, AND WAIVE A PORTION OF THE REQUIRED OFF-STREET PARKING LOCATED AT 3025 AND 3027 EAST COAST HIGHWAY (PA2024-0231)

THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. An application was filed by Mark Moshayedi (“Applicant”) with respect to property located at 3025 and 3027 East Coast Highway, and legally described as Tract 323, Block H, Lots 1, 2, 3, 4 and 5 (“Property”).
2. The Applicant requests a conditional use permit (“CUP”) and Coastal Development Permit (“CDP”) to establish a new 2,329-square-foot eating and drinking establishment with a 130-square-foot outdoor dining patio (“Restaurant”) within an existing shopping center by replacing and expanding an existing 1,205-square-foot restaurant, Suite 3025, into an adjacent suite, formerly occupied by a dry cleaner, Suite 3027. The Restaurant will serve alcohol pursuant to a Type 47 (On-Sale General – Eating Place) California Department of Alcohol Beverage Control (“ABC”) License. The Restaurant requests hours of operation from 6:30 a.m. to 10 p.m., daily. No live entertainment, dancing, or late-hour operations (after 11 p.m.) are proposed. The Applicant also requests a waiver of 15 required parking spaces to accommodate the use (“Project”). Approval of the Project will supersede Use Permit Nos. UP3235 and UP3355.
3. Section 20.40.110(B) (Adjustments to Off-Street Parking Requirements) of the Newport Beach Municipal Code (“NBMC”) allows for the reduction of off-street parking requirements with approval of CUP. While food service uses with alcohol service and without late hours are typically allowed subject to approval of a Minor Use Permit (“MUP”) by the Zoning Administrator, Section 20.50.30 (Multiple Permit Applications) of the NBMC requires that multiple applications for the same project be processed concurrently and be reviewed and approved, modified, or denied by the highest review authority, which in this case is the Planning Commission.
4. The Property is categorized as Corridor Commercial (CC) by the General Plan Land Use Element and is located within the Commercial Corridor (CC) Zoning District.
5. The Property is located within the coastal zone. The Coastal Land Use Plan category is Corridor Commercial – 0.0 – 0.75 FAR (CC-B), and the Property is located within the

Commercial Corridor (CC) Coastal Zoning District. The Project includes a reduction of off-street parking requirements to accommodate the Restaurant; therefore, a CDP is required.

6. A public hearing was held on August 21, 2025, in the Council Chambers at 100 Civic Center Drive, Newport Beach. A notice of the time, place, and purpose of the hearing was given in accordance with Government Code Section 54950 *et seq.* ("Ralph M. Brown Act") and Chapters 20.62 and 21.62 (Public Hearings) of the NBMC. Evidence, both written and oral, was presented to and considered by the Planning Commission at this hearing.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

1. This Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 15301 under Class 1 (Existing Facilities) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential to have a significant effect on the environment. The exceptions to this categorical exemption under Section 15300.2 are not applicable.
2. The Class 1 (Existing Facilities) exemption authorizes minor alterations of existing structures involving negligible or no expansion of use. The Project will improve two existing suites within an existing building to operate as a single restaurant with no increase in floor area and no expansion of use. Therefore, the Class 1 exemption is applicable.

SECTION 3. REQUIRED FINDINGS.

Alcohol Sales

In accordance with Section 20.48.030(C)(3) (Alcohol Sales-Required Findings) of the Newport Beach Municipal Code, the following findings and facts in support of such findings are set forth:

Finding:

- A. *The use is consistent with the purpose and intent of Section 20.48.030 (Alcohol Sales) of the Zoning Code.*

In finding that the Project is consistent with Section 20.48.030 (Alcohol Sales) of the NBMC, the following criteria must be considered:

1. *The crime rate in the reporting district and adjacent reporting districts as compared to other areas in the City.*
 - a. The Property is located in an area the Newport Beach Police Department ("NBPD") has designated as Reporting District 44 ("RD 44"). RD 44 encompasses the entirety of the neighborhood known as Corona del Mar and is abutted to the west by RD 22, to the south by RD 45, to the east by RD 47, and to the north by RD 43.

- b. The NBPB is required to report offenses of Part One Crimes combined with all arrests for other crimes, both felonies and misdemeanors (except traffic citations) to the ABC. Part One Crimes are the eight most serious crimes defined by the FBI Uniform Crime Report – criminal homicide, rape, robbery, aggravated assault, burglary, larceny-theft, auto theft, and arson. The RD 47 crime count for 2024 is 299, which is 167% over the citywide average of 112 crimes per RD. The crime count for RD 44 is also higher than RD 43, RD 45 and RD 47. The high crime count of RD 44 compared to the adjacent reporting districts is to be expected, as the district includes the commercial properties along East Coast Highway, Corona del Mar's commercial corridor, and the Corona del Mar State Beach; whereas, the adjacent reporting districts are predominantly residential. RD 44 is found to have undue concentration as it has 20% greater reported crimes than the average number of reported crimes as determined from all crime reporting districts within the City .
 - c. The NBPB has reviewed the Project. Based on the location and operational characteristics, the NBPB has no objections to the Type 47 (On-Sale General – Eating Place) ABC License, subject to appropriate conditions of approval, which are included in Exhibit "A" attached to this resolution.
 - d. Operational conditions of approval recommended by NBPB include, but are not limited to, the requirement to prohibit the Restaurant from operating as a bar, tavern, cocktail lounge, or night club and a closing hour of 10 p.m. as to ensure compatibility with the surrounding uses and minimize alcohol-related impacts.
2. *The numbers of alcohol-related calls for service, crimes, or arrests in the reporting district and in adjacent reporting districts.*
- a. RD 44 was reported to ABC as a high crime area, as compared to other reporting districts in the City. The highest volume crime in this area is larceny and theft. The highest volume arrest in the area is drug-related offenses. DUI, public intoxication, and liquor law violations account for 32% of arrests in RD 44. However, the area is a vibrant commercial corridor, in proximity to Corona del Mar State Beach, and attracts many visitors and tourists. These commercial and public recreation areas result in a higher number of alcohol-related calls for service, crimes, and arrests.
 - b. According to the NBPB memorandum, there were no calls for service to the Property in 2024.
3. *The proximity of the establishment to residential zoning districts, day care centers, hospitals, park and recreation facilities, places of worship, schools, other similar uses, and any uses that attract minors.*

- a. The nearest residential properties are located across Iris Avenue; however, the Restaurant is oriented towards the shopping center parking lot and not the residences.
- b. The nearest park is Bayside Park which is located approximately 430 feet southwest of the Restaurant. The nearest church and daycare use is the Community Church Congregational, located approximately 850 feet north of the Property. The nearest school is Harbor View Elementary which is approximately 1,300 feet northeast of the Property. The Project is otherwise not located near other religious facilities, daycare centers, parks, recreational facilities, schools, or other similar uses that attract minors.

4. *The proximity to other establishments selling alcoholic beverages for either off-site or on-site consumption.*

- a. There are currently two active Type 41 (On-Sale Beer & Wine – Eating Place) ABC Licenses within the shopping center, one for Gina's Pizza and one for La Fogata. La Fogata's existing Type 41 License will be replaced with a Type 47 (On-Sale General – Eating Place) for the new Restaurant.
- b. There are 15 active on-sale ABC Licenses within RD 44, all of which are bona fide eating and drinking establishments and are not defined as bars, lounges, or night clubs by the NBMC. Other than the two active on-sale ABC Licenses on the Property, the next closest on-sale location is The Place restaurant, located approximately 500 feet north of the Project.
- c. There are six off-sale ABC Licenses within RD 44, of which two are located on the Property including a Type 20 (Off-Sale Beer & Wine) for Mother's Market and a Type 21 (Off-Sale General) for CVS.
- d. The Property is within Census Tract 627.02, which has 15 active on-sale ABC Licenses and a population of approximately 4,515 residents. This represents a per capita ratio of one license per every 301 residents. Orange County has a per capita ratio of one license for every 822 residents. Because the Tract exceeds the ratio of on-sale retail licenses to population for the County, the area is deemed to have an undue concentration of alcohol licenses. The NBPD does not anticipate any increase in crime or alcohol-related incidents with the approval of this Project given the limited operational characteristics and early closing hour.
- e. The Restaurant is not anticipated to be detrimental to the community because of the proximity to the sensitive land uses and the existing active ABC Licenses on the Property operating without incident. Additionally, the Restaurant shall be required to comply with all conditions of approval recommended by the NBPD.

5. *Whether or not the proposed amendment will resolve any current objectionable conditions.*

- a. No objectionable conditions exist presently at the shopping center. Based on ABC records, La Fogata and Gina's Pizza restaurants have operated on the Property with a Type 41 (On-Sale Beer & Wine – Eating Place) ABC License since 2023 and 1985, respectively, have not had any operating issues nor complaints related to alcohol, and have maintained their respective licenses in good standing with ABC.
- b. The Project has been reviewed and conditioned to ensure that the purpose and intent of Section 20.48.030 (Alcohol Sales) of the NBMC is maintained and that a healthy environment for residents and businesses is preserved. The service of alcohol is intended for the convenience of customers dining at the establishment. Operational conditions of approval recommended by the NBPD relative to the sale of alcoholic beverages will ensure compatibility with the surrounding uses and minimize alcohol related impacts.

Conditional Use Permit

In accordance with Section 20.52.020(F) (Conditional Use Permits - Findings and Decision) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

B. The use is consistent with the General Plan and any applicable Specific Plan.

Facts in Support of Finding:

1. The Property is categorized as Commercial Corridor (CC) by the Land Use Element of the General Plan. Table LU1 (Land Use Plan Categories) of the Land Use Element specifies that the CC category is intended to provide areas appropriate for a range of neighborhood-serving retail and service uses along street frontages that are located and designed to foster pedestrian activity.
2. The Project is consistent with the CC categorization because it will enhance the menu offerings and dining options at an existing restaurant and will better serve the surrounding neighborhood.
3. The Project consists of the following General Plan Land Use Element Policies for the implementation of new uses:
 - a. Land Use Policy LU 1.5 (Economic Health): Support the local economy through the identification and development of housing opportunities, as well as adequate commercial, office, medical, industrial, and marine-oriented uses that provide employment and local revenue opportunities to support high-quality community services for residents, businesses, and visitors.

The Project provides a neighborhood-serving restaurant that activates a vacant space and creates employment opportunities which support the local economy and is therefore consistent with Policy LU 1.5.

- b. Land Use Policy LU 2.1 (Resident-Serving Land Uses): Accommodate uses that support the needs of Newport Beach's residents including housing, retail, services, employment, recreation, education, culture, entertainment, civic engagement, and social and spiritual activity that are in balance with community natural resources and open spaces.

The Project is located within an existing shopping center in Corona del Mar and will accommodate a new restaurant concept. The restaurant use is intended to complement the existing mix of neighborhood-serving uses within the shopping center while providing additional dining options to residents, workers and visitors to the City and is therefore consistent with Land Use Policy LU 2.1.

- c. Land Use Policy 6.20.1 (Primary Uses) of the Land Use Element aims to accommodate neighborhood-serving uses that complement existing development.

The Restaurant is expected to enhance the neighborhood-serving uses within the shopping center and provide an additional dining option which complements the surrounding residential areas. The Project will reinforce the center's role as a vibrant commercial hub in Corona del Mar and is therefore consistent with Land Use Policy 6.20.1.

4. The Property is not a part of a specific plan area.

Finding:

- C. *The use is allowed within the applicable zoning district and complies with all other applicable provisions in the Zoning Code and Municipal Code.*

Facts in Support of Finding:

1. The Property is located in the Commercial Corridor (CC) Zoning District. Similar to the Land Use categorization of Commercial Corridor (CC), the CC Zoning District is also intended to provide for a range of neighborhood-serving retail and service uses along street frontages that are located and designed to foster pedestrian activity. The Project is for restaurant use and is therefore consistent with the intent of the CC Zoning District.
2. Pursuant to Table 2-5 (Commercial Retail Zoning Districts Permit Requirements) of Section 20.20.020 (Commercial Zoning Districts Land Uses and Permit Requirements) of the NBMC, food service uses with no late hours that are located within 500 feet of a residential zoning district are permitted within the CC Zoning District, subject to approval of a MUP. However, because the Project includes a waiver of the required off-street parking, pursuant to Section 20.40.110 (Adjustments to Off-Street parking) of the NBMC, a CUP is required.
3. On May 23, 2023, the City Council adopted Ordinance No. 2023-6, *An Ordinance of the City Council of the City of Newport Beach, California, Amending Title 20 (Planning and Zoning) of the Newport Beach Municipal Code Related to Commercial Parking*, to amend the food service parking requirements. On June 12, 2025, the California Coastal

Commission (“CCC”) certified Part A of Implementation Plan Amendment No. LCP-5-NPB-24-0004-1 which amended the food service parking requirements in Title 21 to be consistent with Title 20 of the NBMC. On July 22, 2025, the City Council introduced Ordinance No. 2025-13, *An Ordinance of the City Council of the City of Newport Beach, California, Adopting a Local Coastal Program Amendment to Title 21 (Local Coastal Program Implementation Plan) of the Newport Beach Municipal Code Related to Commercial Parking* and passed it onto second reading on August 26, 2025. If Ordinance No. 2025-13 is adopted during this second reading, the required parking will be consistent with Title 20.

4. Table 3-10 (Off-Street Parking Requirements) of Section 20.40.040 (Off-Street Parking Spaces Required) of the NBMC requires one parking space per 100 square feet of gross floor area and one parking space per 150 square feet for outdoor dining areas for Eating and Drinking Establishment uses. Although Section 21.40.040 (Off-Street Parking Spaces Required) of the NBMC requires one parking space 30 to 50 square feet of net public area (“NPA”) for Eating and Drinking Establishments, the parking requirement is anticipated to be updated to match Section 20.40.040. For consistency with the Local Coastal Program (“LCP”) Amendments, the required parking for the Project will be analyzed using the updated code requirements.
5. Based on the anticipated updated parking requirements, the 2,329-square-foot restaurant with 130 square feet of outdoor dining area, requires a total of 25 parking spaces $[(2,329 \text{ sq. ft.} / 100 = 23.26 = 24) + (130 \text{ sq. ft.} / 150 = 0.86 = 1) = 25 \text{ spaces}]$.
6. The existing restaurant within Suite 3025, La Fogata, currently operates pursuant to Use Permit No. UP3235, as amended. Use Permit No. UP3235 authorized a waiver for 21 of the 26 off-street parking spaces required for the restaurant. The vacant suite, Suite 3027, which was formerly a dry cleaner, authorized by Use Permit No. UP3355, is required to provide off-street parking at a rate of one space for every 250 square feet of gross floor area. The vacant suite is 1,124 gross square feet in area and therefore requires five parking spaces. Together, the existing restaurant and the vacant suite have a total parking requirement of 31 spaces. The Project, only requiring 25 parking spaces as described in Fact 5, represents a reduction in the total number of off-street parking spaces required.
7. The Property was originally developed in 1938, prior to current parking requirements and provides a total of 70 surface parking spaces. The Property is therefore considered nonconforming, as it does not provide the minimum number of parking spaces currently required by code. Pursuant to Section 20.38.060 (Nonconforming Parking) of the NBMC, a use may be changed to a new use without providing additional parking if the new use requires no more than one parking space for 250 square feet of gross floor area. If the new use is assigned a higher parking requirement by Table 3-10 (Off-Street Parking Requirements), the new use must provide additional parking equal to the difference between the two uses. In this case, there is a 10-space credit for the expanded, 2,329-square-foot, suite $(2,329 / 250 = 9.3 = 10)$. Therefore the Project requires a waiver of 15 parking spaces $(25 - 10 = 15)$, which is less than the 21-space waiver originally authorized for Suite 3025 by Use Permit No. UP3235.

8. All facts in support of Finding G and H are hereby incorporated by reference.

Finding:

- D. The design, location, size, and operating characteristics of the use are compatible with the allowed uses in the vicinity.*

Facts in Support of Finding:

1. The Property is located at the intersection of East Coast Highway and Iris Avenue. It is bounded by two-unit residences to the north, west, and southeast, with commercial properties to the south and east across the East Coast Highway. The Project is within an existing shopping center that consists of two, single-story, multi-tenant buildings and a 70-space shared surface parking lot. The shopping center includes a diverse mix of tenants, including Mother's Market, CVS, Gina's Pizza, La Fogata, Orange Theory Fitness, Jen's Health Bar, and Poppy Bank.
2. La Fogata has operated with a Type 41 (On-Sale Beer & Wine – Eating Place) ABC License since 2023 with no operating issues nor complaints related to alcohol based on ABC records. The NBPd has reviewed the request to replace the Type 41 (Off-Sale General) with a Type 47 (On-Sale General – Eating Place) ABC License and has no objections subject to specific conditions of approval.
3. The NBPd has included Condition of Approval Nos. 36 and 37, which prohibit the Restaurant from operating as a bar, tavern, cocktail lounge or nightclub and prohibits any live entertainment or dancing.
4. Condition of Approval No. 11 establishes allowable hours of operation from 6:30 a.m. to 10 p.m., daily. The proposed hours of operation are similar to the other uses on the Property. The proposed hours are a reduction in operating hours compared to Use Permit No. UP3235 which authorized a closing hour of 11 p.m. on Fridays through Sundays.
5. Although the Restaurant is near residences on Iris Avenue and First Avenue, the entrance generally faces away from the residences and is not expected to negatively impact neighbors to the southwest, west and north. Additionally, there is no outdoor dining proposed.
6. La Fogata and Gina's Pizza restaurants have operated on Property since 1994 and 1975, respectively, with no significant operational issues and the new Restaurant will continue to maintain compatibility with the adjacent residences and businesses, all which serve Corona del Mar residents.

Finding:

- E. The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities.*

Facts in Support of Finding:

1. The Property is located within a developed commercial area and is adequately served by existing public services and utilities. Any utilities upgrades required to support the change in use of the vacant space will be determined during the plan check process for the building permit.
2. Existing vehicular and pedestrian access points to the Property from East Coast Highway and Iris Avenue will be maintained, providing adequate public and emergency vehicle access.
3. The Applicant is required to obtain Orange County Health Department approval prior to opening for business, and comply with Building Code to ensure the safety and welfare of customers and employees within the Restaurant.
4. The Building Division and Fire Department have reviewed the Project and have no concerns, subject to the appropriate conditions of approval. Condition of Approval No. 30 requires the Applicant to obtain all applicable permits from the City's Building Division and Fire Department, including a building permit for a change in use and/or change of occupancy. This ensures the proposed tenant layout complies with Building and Fire Codes.

Finding:

- F. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.*

Facts in Support of Finding:

1. The Project supports the Property Owner in leasing an otherwise vacant space. A restaurant is a common service that can be expected within a neighborhood-serving commercial centers and the Project is not anticipated to endanger, jeopardize, or otherwise constitute a hazard to the public.
2. The Property currently provides a total of 70 on-site parking spaces. The Project also includes Condition of Approval No. 12, which affords the Community Development Director, Public Works Director, or the City Traffic Engineer the ability to require additional parking mitigation measures if parking is determined to be a public nuisance for surrounding properties.

3. The NBPD has reviewed the Project and has no objections. The operational conditions of approval recommended by the NBPD related to the sale of alcoholic beverages will help ensure compatibility with the surrounding uses and minimize alcohol-related impacts.
4. The Project has been reviewed and includes conditions of approval to help minimize potential conflicts with the surrounding land uses as much as possible. Condition of Approval No. 19 requires the business operator take reasonable steps to discourage and correct objectionable conditions that constitute a nuisance in parking areas, sidewalks and areas surrounding the Property and adjacent properties during business hours, if directly related to the patrons of the establishment. Based on the NBMC requirements and the proposed conditions of approval, the Project is not anticipated to be detrimental to the surrounding community.
5. All facts in support of Finding A are hereby incorporated by reference.
6. Fact 6 and 7 in support of Finding C are hereby incorporated by reference.
7. Fact 3 in support of Finding D is hereby incorporated by reference.

Off-Street Parking Reduction

In accordance with Section 20.40.110 (B) (Adjustments to Off-Street Parking Requirements – Reduction of Off-Street Parking) of the NBMC, off-street parking requirements may be reduced with the approval of a CUP in compliance with Section 20.52.020 (Conditional Use Permits and Minor Use Permits). The following findings, and facts in support of such findings, are set forth:

Finding:

- G. The Applicant has provided sufficient data, including a parking study if required by the Director, to indicate that parking demand will be less than the required number of spaces or that other parking is available (e.g., City parking lot located nearby, on-street parking available, greater than normal walk-in trade, mixed-use development);

Facts in Support of Finding:

1. Facts 3, 4, 5, 6 and 7 in support of Finding C are hereby incorporated by reference.
2. Fact 2 in support of Finding F is hereby incorporated by reference.
3. A parking study dated May 29, 2025, was prepared by Trames Solutions Inc. (Study). The Study analyzed the Restaurant with the current parking requirements specified in Section 21.40.040 (Off-Street Spaces Required) of the NBMC, which requires a parking rate of one space per 30 to 50 square feet of net public area (NPA), which would require an assumed total of 28 spaces for the Restaurant and a parking waiver of 19 spaces. However, utilizing the anticipated updated parking requirement, a total of 25 parking spaces and a reduced waiver of 15 spaces are required, as discussed in Fact 5 in Support of Finding C. As such, the Study provides a more conservative analysis of the Project.

4. The Study establishes a parking demand for the Project by providing observational parking counts during typical operations and dry weather conditions on a Thursday and Saturday from 6 a.m. to 10 p.m., at one-hour intervals. The observed peak parking demand occurred at 10 a.m. on a Saturday (March 8, 2025), when 60 of the 70 parking spaces were occupied. The Study considered that the currently vacant space would require five parking spaces, resulting in a projected parking demand of 65 spaces during peak conditions. Because the new Restaurant would require three fewer parking spaces as (based on the 28-space requirement) than the existing restaurant and vacant space (31 spaces combined), the Study concluded that the projected future parking demand, once the Project is implemented, would be 62 spaces ($65 - 3 = 62$). This projected demand results in an eight-space surplus. Therefore, based on the existing parking demand of the shopping center and future parking demand, there is sufficient onsite parking to accommodate the Restaurant.
5. Although on-street and public parking lot spaces are not considered as part of the parking analysis, for informational purposes, the Study provided parking counts around the perimeter of the Property on Iris Avenue, First Avenue, Jasmine Avenue, East Coast Highway, and at the Bayside Drive public parking lot. During the weekend and weekday peak period parking demand of the shopping center, a total of 12 and 61 off-site parking spaces were available nearby.
6. The Study was reviewed and accepted by the City Traffic Engineer.

Finding:

- H. *A parking management plan shall be prepared in compliance with subsection (C) of this section (Parking Management Plan).*

Fact in Support of Finding:

As indicated in Facts 4 in support of Finding G, the Study concludes that on-site parking is adequate to accommodate the Project. However, in compliance with Section 20.40.110 (C) (Adjustment to Off-Street Parking Requirement – Parking Management Plan), a parking management plan has been prepared to mitigate potential impacts associated with a reduction in the number of parking spaces. Employees are encouraged to use alternative forms of transportation such as carpooling, walking, bicycling and ridesharing services. The parking management plan recommendations have been reviewed and accepted by the City Traffic Engineer.

Coastal Development Permit

In accordance with Section 21.52.015(F) (Coastal Development Permits - Findings and Decision) of the NBMC, the following findings, and facts in support of such findings are set forth:

Finding:

- I. Conforms to all applicable sections of the certified Local Coastal Program*

Facts in Support of Finding:

1. The Property is located in the Coastal Zone. Though the Project results in a reduction in total amount of required parking, the Property is nonconforming due to parking and requires a waiver of off-street parking requirements to accommodate the new use; therefore, a CDP is required.
2. Pursuant to Table 21.20-1 (Allowed Uses) of Section 21.20.020 (Commercial Coastal Zoning Districts Land Uses) of the NBMC, food service uses with no late hours are allowed within the Commercial Corridor (CC) Coastal Zoning District.
3. The Project consists of the expansion of an existing permitted restaurant into an adjacent vacant tenant space for a new Restaurant within an established commercial shopping center.
4. Pursuant to Section 21.40.110(D) (Adjustments to Off-Street Parking Requirements – Impact to Coastal Access Prohibited) of the NBMC, the Project is not expected to generate parking spill over into public streets or impact public parking for beach visitors as the existing 70 space parking lot is sufficient to accommodate the projected future demand, as indicated by the Study.
5. The Property is not located within the immediate vicinity of coastal view roads or designated coastal viewpoints as identified in the Coastal Land Use Plan (“CLUP”). The nearest coastal viewpoints are located at Begonia Park and along Ocean Boulevard, approximately 1,800 and 2,000 feet west of the Property, respectively. The nearest coastal roads are Bayview Drive and Ocean Boulevard, approximately 1,800 and 2,000 feet west of the Property, respectively. The Project is not visible from those locations due to the distance and intervening structures and are located closer to the coast than the Project. Therefore, the Project does not have the potential to degrade the visual quality of the Coastal Zone or result in significant adverse impacts on public views.
6. All Facts in support of Findings G and H are hereby incorporated by reference.

Finding:

- J. Conforms with the public access and public recreation policies of Chapter 3 of the Coastal Act if the project is located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone.*

Facts in Support of Finding:

1. The Property is not located between the nearest public road and the sea or shoreline. As such, it is not necessary to assess project consistency with the public access and public

recreation policies of Chapter 3 of the Coastal Act. However, the Project expands an existing restaurant into a currently vacant space for a new restaurant. The Project does not result in an intensification of use that would increase demand on public access to the coast or recreational facilities.

2. The Property is not located within the immediate vicinity of coastal access points as identified in the CLUP. The nearest coastal access points are located along Ocean Boulevard, approximately 1,800 to 2,000 feet west of the Property. The Project is located within an existing shopping center and consists of the expansion of the existing restaurant into the adjacent vacant tenant space, which will not impact the existing coastal access points.

SECTION 4. DECISION.

NOW, THEREFORE, BE IT RESOLVED:

1. The Planning Commission of the City of Newport Beach hereby finds this Project is categorically exempt from the California Environmental Quality Act pursuant to Section 15301 under Class 1 (Existing Facilities) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential to have a significant effect on the environment.
2. The Planning Commission of the City of Newport Beach hereby approves the Conditional Use Permit and Coastal Development Permit filed as PA2024-0231, subject to the conditions set forth in Exhibit "A," which is attached hereto and incorporated by reference.
3. This resolution supersedes Use Permit Nos. UP3235 and UP3355, which upon vesting of the rights authorized by this Conditional Use Permit and Coastal Development Permit, shall become null and void.
4. This action shall become final and effective 14 days following the date this Resolution was adopted unless within such time an appeal or call for review is filed with the City Clerk in accordance with the provisions of Title 20 (Planning and Zoning) and Title 21 (Local Coastal Program Implementation Plan) of the NBMC. The Property is located in the coastal zone and outside of the California Coastal Commission appeals jurisdiction; therefore, final action taken by the City may not be appealable to the California Coastal Commission.

PASSED, APPROVED, AND ADOPTED THIS 21ST DAY OF AUGUST, 2025.

AYES:

NOES:

ABSTAIN:

ABSENT:

BY: _____
Tristan Harris, Chair

BY: _____
Jonathon Langford, Secretary

EXHIBIT “A”

CONDITIONS OF APPROVAL

PLANNING DIVISION

1. The development shall be in substantial conformance with the approved site plan, floor plans and building elevations stamped and dated with the date of this approval. (Except as modified by applicable conditions of approval.)
2. The Project is subject to all applicable City ordinances, policies, and standards unless specifically waived or modified by the conditions of approval.
3. The Applicant shall comply with all federal, state, and local laws. A material violation of any of those laws in connection with the use may cause the revocation of this Conditional Use Permit and Coastal Development Permit.
4. The Conditional Use Permit and Coastal Development Permit shall expire unless exercised within 24 months from the date of approval as specified in Section 20.54.060 and 21.54.060 (Time Limits and Extensions) of the NBMC, unless an extension is otherwise granted.
5. This Conditional Use Permit and Coastal Development Permit may be modified or revoked by the Planning Commission should they determine that the proposed uses or conditions under which it is being operated or maintained is detrimental to the public health, welfare or materially injurious to property or improvements in the vicinity or if the Property is operated or maintained so as to constitute a public nuisance.
6. Any change in operational characteristics, expansion in area, or other modification to the approved plans, require an amendment to this approval or the processing of a new application.
7. A copy of the Resolution, including conditions of approval Exhibit “A” shall be incorporated into the Building Division and field sets of plans prior to issuance of the building permits.
8. This resolution shall supersede Use Permit Nos. UP3235 and UP3355, which upon vesting of the rights authorized by this Conditional Use Permit and Coastal Development Permit, shall become null and void.
9. Construction activities shall comply with Section 10.28.040 (Construction Activity – Noise Regulations) of the NBMC, which restricts hours of noise-generating construction activities that produce noise to between the hours of 7 a.m. and 6:30 p.m., Monday through Friday. Noise-generating construction activities are not allowed on Saturdays, Sundays or Holidays.

-
10. *Prior to the issuance of building permits, a Traffic Fair Share Fee for the change in use from the retail space to the restaurant shall be paid in accordance with the fee effective at the time of payment.*
 11. *The hours of operation for the eating and drinking establishment shall be limited to the hours between 6:30 a.m. to 10 p.m., daily.*
 12. *If in the opinion of the Community Development Director, Public Works Director, or the City Traffic Engineer the Property is generating a greater parking demand than anticipated and is creating a parking nuisance, additional parking mitigation measures may be required.*
 13. *The business operator or owner shall utilize all parking management strategies as established by the parking study dated May 29, 2025, prepared by Trames Solutions Inc.*
 14. *The business operation shall reflect the operational characteristics described in the parking study.*
 15. No outside paging system shall be utilized in conjunction with this establishment.
 16. All noise generated by the proposed use shall comply with the provisions of Chapter 10.26 (Community Noise Control) and other applicable noise control requirements of the NBMC.
 17. All proposed signs shall comply with the provisions of Chapter 20.42 (Signs) of the NBMC.
 18. The Property shall not be excessively illuminated based on the luminance recommendations of the Illuminating Engineering Society of North America, or, if in the opinion of the Director of Community Development, the illumination creates an unacceptable negative impact on surrounding land uses or environmental resources. The Director may order the dimming of light sources or other remediation upon finding that the Property is excessively illuminated.
 19. The business operator shall take reasonable steps to discourage and correct objectionable conditions that constitute a nuisance in parking areas, sidewalks and areas surrounding the Property and adjacent properties during business hours, if directly related to the patrons of the establishment.
 20. All trash shall be stored within the building or within dumpsters stored in the trash enclosure (three walls and a self-latching gate) or otherwise screened from view of neighboring properties, except when placed for pick-up by refuse collection agencies. The trash enclosure shall have a decorative solid roof for aesthetic and screening purposes.
 21. Trash receptacles for patrons shall be conveniently located both inside and outside of the establishment, however, not located on or within any public property or right-of-way.

-
22. The exterior of the business shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter debris and graffiti from the premises and on all abutting sidewalks within 20 feet of the premises. Graffiti shall be removed within 48 hours of written notice from the City.
 23. The Applicant shall ensure that the trash dumpsters and/or receptacles are maintained to control odors. This may include the provision of either fully self-contained dumpsters or periodic steam cleaning of the dumpsters, if deemed necessary by the Planning Division. Cleaning and maintenance of trash dumpsters shall be done in compliance with the provisions of Title 14 (Water and Sewers) of the NBMC, including all future amendments (including Water Quality related requirements).
 24. Storage outside of the building in the front or at the rear of the Property shall be prohibited, with the exception of the required trash container enclosure.
 25. Deliveries and refuse collection for the facility shall be prohibited between the hours of 10 p.m. and 7 a.m. on weekdays and Saturdays and between the hours of 10 p.m. and 9:00 a.m. on Sundays and Federal holidays, unless otherwise approved by the Director of Community Development, and may require an amendment to this Use Permit.
 26. A Special Events Permit is required for any event or promotional activity outside the normal operational characteristics of the approved use, as conditioned, or that would attract large crowds, involve the sale of alcoholic beverages, include any form of on-site media broadcast, or any other activities as specified in the NBMC to require such permits.
 27. Should the property be sold or otherwise come under different ownership, any future owners or assignees shall be notified of the conditions of this approval by either the current business owner, property owner or the leasing agent.
 28. Prior to the issuance of a building permit, the applicant shall pay any unpaid administrative costs associated with the processing of this application to the Planning Division.
 29. To the fullest extent permitted by law, the Applicant shall indemnify, defend and hold harmless the City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs, and expenses (including without limitation, attorney's fees, disbursements, and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City's approval of **3025 & 3027 East Coast Highway Restaurant including, but not limited to, a Conditional Use Permit and Coastal Development Permit filed as PA2024-0321**. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorney's fees, and other expenses incurred in connection with such claim, action, causes of action, suit, or proceeding whether incurred by the Applicant, City, and/or the parties initiating or bringing such proceeding. The Applicant shall indemnify the City for all the City's costs, attorneys'

fees, and damages that which City incurs in enforcing the indemnification provisions outlined in this condition. The Applicant shall pay to the City upon demand any amount owed to the City under the indemnification requirements prescribed in this condition.

Building Division

30. *The Applicant shall obtain all applicable permits from the City's Building Division and Fire Department, including a building permit for a change in use and/or change of occupancy. The construction plans must comply with the most recent City-adopted version of the California Building Code.*

Police Department

31. The ABC License shall be limited to a Type 47 (On Sale General).
32. Any substantial change in the ABC License type shall require subsequent review and potential amendment of the Use Permit.
33. The Restaurant operator shall comply with all federal, state, and local laws, and all conditions of the ABC License. Material violation of any of those laws or conditions in connection with the use is a violation and may be cause for revocation of the use permit.
34. All owners, managers and employees selling alcoholic beverages shall undergo and successfully complete a certified training program in responsible methods and skills for selling alcoholic beverages within 60 days of hire. This training must be updated every 3 years regardless of certificate expiration date. The certified program must meet the standards of the certifying/licensing body designated by the State of California. The establishment shall comply with the requirements of this section within 60 days of approval. Records of each owner's manager's and employee's successful completion of the required certified training program shall be maintained on the premises and shall be presented upon request by a representative of the City of Newport Beach.
35. The eating and drinking establishment shall close no later than 10 p.m.
36. This Restaurant shall not be permitted to operate as a bar, tavern, cocktail lounge or nightclub as defined by the NBMC.
37. Live entertainment and dancing is prohibited.
38. No alcoholic beverages shall be consumed on any property adjacent to the licensed premises under the control of the licensee.
39. No games or contests requiring or involving the consumption of alcoholic beverages shall be allowed.
40. The business operator or owner shall not share any profits or pay any percentage or commission to a promoter or any other person based upon monies collected as a door charge, cover charge, or any other form of admission charge, including minimum drink orders or the sale of drinks.

-
41. Strict adherence to maximum occupancy limits is required.
 42. The exterior of the business shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter, and debris from the premises and on all abutting sidewalks within 20 feet of the premises. Graffiti shall be removed within 48 hours of written notice from the City.
 43. There shall be no exterior advertising or signs of any kind or type, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs which are clearly visible to the exterior shall constitute a violation of this condition.

INTENTIONALLY BLANK PAGE

Attachment No. PC 2

Police Department Memorandum

INTENTIONALLY BLANK PAGE



**NEWPORT BEACH POLICE DEPARTMENT
DETECTIVE DIVISION**

MEMORANDUM

TO: Jerry Arregui, Assistant Planner

FROM: Wendy Joe, Police Civilian Investigator

DATE: April 3, 2025

SUBJECT: Restaurant at 3025 and 3027 East Coast Hwy
3025 and 3027 East Coast Hwy
PA2024-0231

At your request, the Police Department has reviewed the project application for a new restaurant space which will be located at 3025 and 3027 East Coast Highway. Per the project description, the applicant is seeking a Use Permit to allow for a new restaurant (unknown tenant), which will have a Type 47 (On-Sale General) Alcohol Beverage Control License and close at 10:00 p.m., daily. This restaurant will take the place of a closed drycleaner and what is currently La Fogata. Live entertainment nor dancing are proposed.

Statistical Data and Public Convenience or Necessity

Attached is a summary report which provides detailed statistical information related to alcohol establishments in and around the applicant's place of businesses at 3025 and 3027 East Coast Highway.

Business and Professions Code §23958.4 finds "undue concentration" for an applicant premises in two ways: 20% higher crime (with an alcohol nexus) in a Reporting District as compared to the City-wide average, or an over-saturation of alcohol licenses in a census tract compared to the county.

Crime Statistics

The Police Department divides the City into areas referred to as Reporting Districts. This allows the Police Department to compile statistical data, as well as better communicate officer locations while policing. The proposed applicant location is within Reporting District (RD) 44, which encompasses Corona Del Mar.

Per Business and Professions Code §23958.4, the Police Department is required to report offenses of criminal homicide, forcible rape, robbery, aggravated assault, burglary, larceny, theft, and motor vehicle theft, combined with all arrests for other crimes, both felonies and misdemeanors (except traffic citations) to the Department of Alcoholic Beverage Control (ABC). These figures make up the "Crime Count" which is indicated on the attached statistical data form.

This reporting district is reported to ABC as a high crime area as compared to other Reporting Districts in the City. The RD's Crime Count is 299, 167% over the City-wide crime count average of 112. Since this area has a 20% or greater number of reported crimes than the average number

Restaurant at 3025 and 3027 East Coast Hwy
PA2024-0231

of reported crimes as determined from all crime reporting districts within the City, the area is found to have undue concentration. In comparison, neighboring RD 43 is 70% below the City-wide average, RD 45 is 82% below, and RD 47 is 35% below the City-wide average.

The highest volume crime in this area is Theft. The highest volume arrests in the area are for drugs. DUI, Public Intoxication, and Liquor Law violations make up 32% of arrests in this reporting district. In comparison, the figure for neighboring RD 43 is 21%, RD 45 is 21% and RD 47 is 31%.

The Newport Beach Police Department reported 10 Reporting Districts to ABC for the year 2024 for being high crime/undue concentration areas.

This location meets the legal criteria for undue concentration pertaining to crime (B&P §23958.4).

Alcohol License Statistics

The standard which ABC utilizes to identify an area that is over-saturated with alcohol licenses is outlined in Business and Professions Code §23958.4. Instead of reporting districts, the code requires us to compare census tracts. A Census Tract is classified as having “undue concentration” pertaining to alcohol licenses when there is a higher retail alcohol license to resident ratio than that of the entire county.

The applicant premise is located within census tract 627.02. This census tract has an approximate population of 4,515 residents with 15 active on-sale alcohol licenses. That is a per capita ratio of one on-sale license for every 301 residents. Per the Business and Professions code, we compare this per capita ratio to Orange County’s on-sale per capita ratio of one license for every 822 residents. We find this area is over-saturated per the code.

This location meets the legal criteria for undue concentration pertaining to alcohol licenses (B&P §23958.4).

Discussion and Recommendations

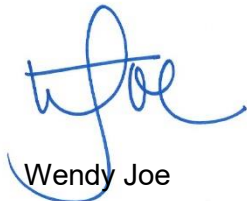
The Police Department has no concerns with the application provided the conditions below (or similar conditions) are imposed.

1. The Alcoholic Beverage Control License shall be limited to a Type 47 (On Sale General). Any substantial change in the ABC license type shall require subsequent review and potential amendment of the Use Permit.
2. The applicant shall comply with all federal, state, and local laws, and all conditions of the Alcoholic Beverage License. Material violation of any of those laws or conditions in connection with the use is a violation and may be cause for revocation of the use permit.
3. All owners, managers and employees selling alcoholic beverages shall undergo and successfully complete a certified training program in responsible methods and skills for selling alcoholic beverages within 60 days of hire. This training must be updated every 3 years regardless of certificate expiration date. The certified program must meet the standards of the certifying/licensing body designated by the State of California. The

establishment shall comply with the requirements of this section within 60 days of approval. Records of each owner's manager's and employee's successful completion of the required certified training program shall be maintained on the premises and shall be presented upon request by a representative of the City of Newport Beach.

4. The eating and drinking establishment shall close no later than 10:00 p.m.
5. Approval does not permit the premises to operate as a bar, tavern, cocktail lounge or nightclub as defined by the Newport Beach Municipal Code.
6. No alcoholic beverages shall be consumed on any property adjacent to the licensed premises under the control of the licensee.
7. No games or contests requiring or involving the consumption of alcoholic beverages shall be allowed.
8. Live entertainment and dancing is prohibited.
9. Petitioner shall not share any profits or pay any percentage or commission to a promoter or any other person based upon monies collected as a door charge, cover charge, or any other form of admission charge, including minimum drink orders or the sale of drinks.
10. Strict adherence to maximum occupancy limits is required.
11. The exterior of the business shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter, and debris from the premises and on all abutting sidewalks within 20 feet of the premises. Graffiti shall be removed within 48 hours of written notice from the City.
12. There shall be no exterior advertising or signs of any kind or type, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs which are clearly visible to the exterior shall constitute a violation of this condition.
13. The operator of the restaurant facility shall be responsible for the control of noise generated by the subject facility. All noise generated by the proposed use shall comply with the provisions of Chapter 10.26 and other applicable noise control requirements of the Newport Beach Municipal Code.

If you have any questions as to the content of this memorandum, please contact Investigator Wendy Joe at (949)644-3705 or wjoe@nbpd.org.



Wendy Joe

Police Civilian Investigator, Special Investigations Unit

INTENTIONALLY BLANK PAGE

Attachment No. PC 3

Parking Study

INTENTIONALLY BLANK PAGE



CITY OF NEWPORT BEACH
COMMUNITY DEVELOPMENT DEPARTMENT

100 Civic Center Drive
Newport Beach, California 92660

949 644-3200
newportbeachca.gov/communitydevelopment

Memorandum

To: Planning Commission
From: Jerry Arregui, Assistant Planner
Date: August 13, 2025
Re: Parking Study Clarification

This memorandum will serve to clarify the discussion within the parking study prepared by Trames Solutions Inc., dated May 29, 2025 (Study) which serves as support for the requested parking waiver.

It should be noted that the subject application (PA2024-0231) was originally submitted in January 2025 and the Study analyzed the proposed restaurant with the parking requirement in effect at the time and as currently specified in Section 21.40.040 (Off-Street Spaces Required) of Title 21 (Local Coastal Program Implementing Plan) the Newport Beach Municipal Code (NBMC), which requires a parking rate of one space per 30 to 50 square feet of net public area (NPA). As a result, the Study assumes a total parking demand of 28 spaces for the proposed restaurant and a required waiver of 19 parking spaces.

However, over the past two years, staff has been working with the California Coastal Commission to revise the commercial parking requirements within Title 21 to align with the parking requirements found in Title 20 (Planning and Zoning) of the NBMC. These revised Title 20 requirements were adopted by the City Council on May 23, 2023 (Ordinance No. 2023-6) and require one parking space per 100 square feet of gross floor area and one parking space per 150 square feet for outdoor dining areas for restaurant uses. On July 22, 2025, the City Council introduced Ordinance No. 2025-13 to effectuate the changes to Title 21 and passed it on to second reading on August 26, 2025, after which point the updated parking requirements would become effective immediately Citywide.

Utilizing the revised commercial parking requirements would result in a total parking requirement of 25 spaces for the proposed restaurant, and a reduced parking waiver of 15 spaces. Therefore, the Study provides a more conservative analysis and further supports that the available onsite parking spaces would be sufficient to support the proposed restaurant during peak parking demand.

INTENTIONALLY BLANK PAGE

May 29, 2025

Mr. Mark Moshayedi
3021 East Coast Highway LLC.
3121 Michelson Drive, #200
Irvine, CA 92612

Subject: Proposed Restaurant Parking Study (JN 0332-0001)

Dear Mr. Moshayedi:

Trames Solutions Inc. is pleased to submit the following parking study for the proposed restaurant. It is our understanding that the project will consist of expanding a restaurant (La Fogata) into the existing space previously occupied by a dry-cleaning business (Pacific Shores Cleaners and currently occupied by a restaurant – La Fogata Fresh). The site is located at 3025 and 3027 East Coast Highway in the City of Newport Beach.

INTRODUCTION

The Pacific Shores Cleaners is currently vacant but previously occupied 1,124 square feet of space. The existing La Fogata restaurant is 1,205 sf. The proposed expanded restaurant will combine these two suites for a total of approximately 2,329 sf and operate as a standalone entity. Attachment A provides the layout of the individual uses and the overall site.

Currently, there are 70 parking spaces available on site (66 regular spaces and 4 handicap spaces).

The intent of this parking study is to determine the current parking demands and estimate the future parking demands based on the proposed restaurant.

The following scope of work represents the services conducted to evaluate the adequacy of the number of parking spaces at the shopping center.

1. Conducted parking counts between 6:00 AM to 10:00 PM on a weekday and on a weekend at the shopping center, along Iris Ave., along 1st Ave., along Jasmine Ave., and at the City owned lots along Bayside Drive.
2. Identified the maximum number of occupied parking spaces based on the empirical counts.
3. Determined the project's parking demand based on the proposed square footage utilizing the City's parking demand rates.
4. Determined the parking demands based on other vacancies.

CITY OF NEWPORT BEACH PARKING CODE REQUIREMENTS

As indicated previously, the project is proposed to be located within an existing commercial center that has parking requirements based on the City's coded and previously approved parking waivers as shown on Table 1. Table 1 indicates that the shopping center is required to provide 167 spaces, which includes the proposed project. The shopping center includes a waiver for 23 spaces. With the proposed project, an additional 19 space waiver is being requested to accommodate the project. Therefore, a net total of 125 spaces are required.

The following parking rate is based on the City of Newport Beach's Municipal Code 21.40.060 for the proposed restaurant:

- Food Service Uses = 1 parking space for each 30 to 50 square feet of net public area (NPA)

The proposed restaurant is anticipated to operate between 6:30 AM and 10:00 PM and would include a total of 1,400 sf of net public area once the existing restaurant and the

dry cleaner area are combined. According to the code requirements, the parking requirement for the restaurant would be 28 spaces based on the ratio of 1 space for 50 square feet of net public area. This rate is supported based on CDM commercial corridor where high walk-up traffic, e-bike use in the area, the high density of residences near the shopping center, availability of nearby on-street parking, and the synergy of other on-site uses are expected to reduce the parking demands versus a standalone, isolated food service use. Furthermore, the parking rate of 1/50 is supported by the physical design and operational characteristics: Take-out portion of the restaurant (café) is anticipated to have offset peak operating times from the sit-down area of the restaurant (higher-end dining).

According to the NBMC Sec.20.38.060.B.1, a change of use is permitted without requiring addition parking provided the new use requires a rate of no more than 1/250 sf. Therefore, an allowance of 9 spaces can be provided for the combined building space ($9 \text{ sp} = 2,329 \text{ sf} * 1/250 \text{ sf}$)

Proposed restaurant

- Restaurant = 28 spaces ($28 \text{ spaces} = 1,400 \text{ sf} * 1 \text{ sp}/50 \text{ sf}$)
 - Nonconforming Parking Allowance (NBMC Sec. 20.38.060.B.1) 9 sp
- Total: 19 spaces required (Requested waiver)

Existing Conditions

- Existing Restaurant = 26 spaces
- Existing Pacific Shore Cleaners = 5 spaces
- Total Spaces Required for 2 uses = 31 spaces
- La Fogata (UP3235) = Waiver 21 spaces

PARKING SURVEY

As indicated previously, the study area consists of 70 on-site parking spaces. A parking count was conducted on Saturday, March 8, 2025 and Thursday, March 20, 2025 between the hours of 6:00 AM – 10:00 PM under dry conditions. Attachment B contains the empirical parking survey for the weekend and weekday time periods. In addition to the shopping center, parking counts were conducted along the streets adjacent to the site (Iris Ave., 1st Ave., Jasmine Ave., E. Coast Hwy.) and the City-owned parking lots at Marguerite Ave./Bayside Dr. and Larkspur Ave./Bayside Dr.

The highest demand on the weekend at the shopping center occurred at 10:00 AM with a total of 60 occupied spaces for an overall utilization rate of 85.7% (60 occupied stalls/70 total on site stalls). Based on a supply of 70 parking spaces, a surplus of 10 parking spaces were available during the peak weekend demand period. This may be attributed to employees parking off site. Although the City does not allow off-site parking to be used in calculating the available supply for a commercial use, the following vacancies have been identified for informational purposes during the site's peak parking demand.

Weekend offsite parking supply at 10:00 AM

Iris Ave. (8 available spaces): 7 occupied, 1 vacant

1st Ave. (4 available spaces): 2 occupied, 2 vacant

Jasmine Ave. (6 available spaces): 2 occupied, 4 vacant

E. Coast Hwy. (8 available spaces): 3 occupied, 5 vacant

Pay Lot Marguerite Ave./Bayside Dr. (34 available spaces): 0 available due to weekend event

Pay Lot Larkspur Ave./Bayside Dr. (18 available spaces): 0 available due to weekend event

Total Available: 12 off-site spaces

It should be noted that the CdM Farmers' Market occupied the City's Bayside Drive Lots on Saturdays. The weekday had the highest demand of 58 occupied parking spaces

occurring at 1:00 PM for an overall utilization rate of 82.9% (58 occupied stalls/70 total on site stalls). Based on a supply of 70 parking spaces, a surplus of 12 parking spaces were available during the peak weekday demand period.

Weekday off-site parking supply at 1:00 PM

Iris Ave. (8 available spaces): 6 occupied, 2 vacant

1st Ave. (4 available spaces): 1 occupied, 3 vacant

Jasmine Ave. (6 available spaces): 4 occupied, 2 vacant

E. Coast Hwy. (8 available spaces): 1 occupied, 7 vacant

Pay Lot Marguerite Ave./Bayside Dr. (34 available spaces): 2 occupied, 32 vacant

Pay Lot Larkspur Ave./Bayside Dr. (18 available spaces): 3 occupied, 15 vacant

Total Available: 61 off-site spaces

It should be noted that the Pacific Shore Cleaners was not in operation at the time that the parking counts were collected.

CONCLUSIONS

Based on the City's parking code (167 spaces) and previously approved parking waivers (-42 spaces), the existing commercial center would require a total of 125 on-site parking spaces.

In order to determine the actual parking demands, empirical parking counts were collected during the peak timeframe on a weekend and weekday. The counts indicate the highest demand occurred on a weekend with 60 out of the total 70 parking spaces were occupied (85.7% utilization rate). This results in an excess supply of 10 spaces.

Since the Pacific Shores Cleaners was not in operation at the time the parking counts were collected, a 5 parking space addition was added to the existing parking counts. Based on the City of Newport Beach's parking code, the proposed expansion project

would require a total of 3 fewer parking spaces. Therefore, assuming that the proposed project's parking demands occur concurrently with the shopping center's peak, there would be a total demand of 62 parking spaces (60 peak demand spaces + 5 for the vacant Pacific Shores - 3 net required spaces = 62 required spaces). Since the site has 70 available parking spaces, there would be a 8-space surplus.

For informational purposes, during the weekend and weekday peak period parking demands of the shopping center, a total of 12 and 61 off-site parking spaces were available, respectively.

The proposed restaurant expansion/reuse does not have areas designated for bike parking or parking spaces designated for ridesharing. However, employees are encouraged to use non-motorized vehicle transportation or to park their vehicles at the nearby City lots along Bayside Dr. It is important to note that several other business owners/tenants are required to purchase the City's annual parking permits for their employees to park at the Bayside Dr. municipal lot. The parking survey occupancy reflects some employees parking off-site.

If there are any questions regarding the analysis, please do not hesitate to call me at (949) 244-2436.

Respectfully submitted,
Trames Solutions Inc.



Scott Sato, P.E.
Vice President

Attachment A – Site Plan
Attachment B – Empirical Parking Data

Table 1

Shopping Center Parking Summary

Business	Area (Square Feet)	Parking Required before Waivers	Parking Credits	Parking Waived	Net Parking Required
Poppy Bank	2246	9		0	9
New Restaurant	2329 With 1400 public area	28 ¹	9 ²	19 ³	9
Gina's Pizza	1100	17		17 ⁴	0
CVS/Mothers	18169 ⁵	91		0	91
Jan's	1243	8		4 ⁶	4
Orangetheory	2783	14		2 ⁷	12
Total Parking Required		167		42	125

¹ 28 spaces required based on 1400 sf of Net Public Area at a rate of 1/50 sf spaces/sf.

² Per NBMC Section 21.38.060, a credit of 9 spaces can be allowed for the combined tenant (2329 sf/250 sf)

³ A waiver of 19 additional spaces are requested to offset the required spaces and credits.

⁴ UP1761 Gina's Pizza

⁵ UP3650 CVS/Mother's site. It should be noted that the Mezzanine (1,673 sf) has been eliminated.

Therefore the square footage has been reduced from 19,842 to 18,169 sf.

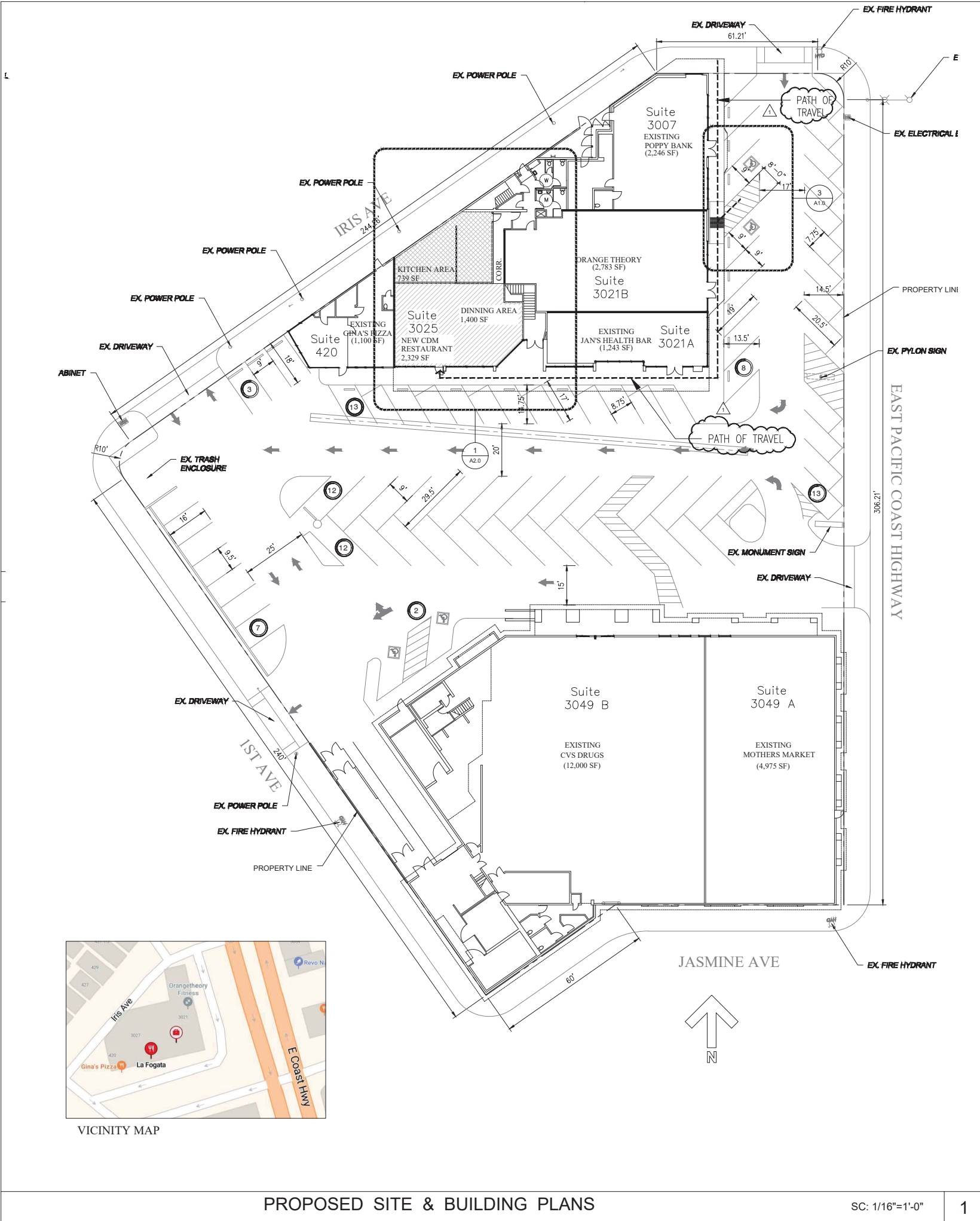
UP3650 waived 9 parking spaces associated with an addition of a mezanine to the previous occuppnts of the CVS/Mothers building. The mezanine has been removed, and therefore the waiver is not longer applicable

⁶ UP2016-037 Jan's

⁷ UP2016-031 Orangetheory

ATTACHMENT A

SITE PLAN



PROJECT SUMMARY

EXISTING SUITES 3025 & 3027

FIRST FLOOR: TOTAL AREA 2,329 SF
1,205 SF RESTAURANT + 1,124 SF VACANT UNIT = 2,329

PROPOSED COMBINED SUITES 3025 & 3027 FOR A RESTAURANT

TOTAL AREA: 2,329 SF
FIRST FLOOR: 2,329 SF RESTAURANT

EXISTING PARKING DATA

TOTAL STANDARD PARKING SPACES: 70 SPACES
ACCESSIBLE PARKING SPACES: 4 SPACES

PROPOSED PARKING DATA

TOTAL STANDARD PARKING SPACES: 70 SPACES
ACCESSIBLE PARKING SPACES: 4 SPACES

PROJECT SUMMERY

2



Revisions Date

Job Number

Drawn By

Checked By

Scale

Date 5-8-25

Sheet Title

SITE PLAN

OWNERSHIP AND USE OF DOCUMENTS
All Drawings, Specifications, and copies thereof furnished by B.E. ARCHITECTS are and shall remain its property. They are to be used only with respect to this Project and are not to be used on any other project. Submission or distribution to meet official regulatory requirements or for other purposes in connection with the Project is not to be construed as publication in derogation of B.E. ARCHITECTS common law copyright or other reserved rights.

Sheet No.

A.1.0 59 261

INTENTIONALLY BLANK PAGE

ATTACHMENT B

EMPIRICAL PARKING DATA

INTENTIONALLY BLANK PAGE

Corona Del Mar
3025 East Coast Hwy, Corona Del Mar, CA 92625

Saturday, March 8th, 2025

		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Shopping Center 3025 E. Coast Hwy	Regular	65	7	9	31	50	58	55	45	52	40	41	28	32	44	37	28	18	4
	Handicap	4	0	0	0	0	1	1	1	1	0	1	0	1	0	1	0	0	0
	Reserved - Gina's Pizza	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Illegal	-	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	71	7	10	32	50	60	56	47	52	41	41	29	32	45	38	28	18	4
Total Occupancy		71	7	10	32	50	60	56	47	52	41	41	29	32	45	38	28	18	4
Total Percent			10%	14%	45%	70%	85%	79%	66%	73%	58%	58%	41%	45%	63%	54%	39%	25%	6%

		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Iris Avenue between 1st Ave. and E. Coast Hwy.	Regular	8	3	4	4	4	7	7	7	7	7	5	3	5	5	6	5	5	3
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	8	3	4	4	4	7	7	7	7	7	5	3	5	5	6	5	5	3
Total Occupancy		8	3	4	4	4	7	7	7	7	7	5	3	5	5	6	5	5	3
Total Percent			38%	50%	50%	50%	88%	88%	88%	88%	88%	63%	38%	63%	63%	75%	63%	63%	38%

		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
1st Ave. between Iris Ave. and Jasmine Ave.	Regular	3	0	1	1	1	2	3	3	3	3	3	2	3	3	2	1	0	0
	Illegal	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	Subtotal	3	0	1	1	1	2	3	3	4	3	3	2	3	3	2	1	0	0
Total Occupancy		3	0	1	1	1	2	3	3	4	3	3	2	3	3	2	1	0	0
Total Percent			0%	33%	33%	33%	67%	100%	100%	133%	100%	100%	67%	100%	100%	67%	33%	0%	0%

		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Jasmine Ave. between 1st. Ave. and E. Coast Hwy.	Regular	6	0	1	2	2	2	2	3	3	2	3	1	0	0	0	0	0	0
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	6	0	1	2	2	2	2	3	3	2	3	1	0	0	0	0	0	0
Total Occupancy		6	0	1	2	2	2	2	3	3	2	3	1	0	0	0	0	0	0
Total Percent			0%	17%	33%	33%	33%	33%	50%	50%	33%	50%	17%	0%	0%	0%	0%	0%	0%

		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
E. Coast Highway between Iris Ave. and Jasmine Ave.	Regular	8	1	0	2	0	3	6	2	5	5	1	0	1	1	1	0	0	0
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	8	1	0	2	0	3	6	2	5	5	1	0	1	1	1	0	0	0
Total Occupancy		8	1	0	2	0	3	6	2	5	5	1	0	1	1	1	0	0	0
Total Percent			13%	0%	25%	0%	38%	75%	25%	63%	63%	13%	0%	13%	13%	13%	0%	0%	0%

Note: Parking used by restaurant 5pm - 10pm

		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Pay Lot corner of Marguerite Ave. and Bayside Dr.	Regular	32	0	0	0	0	0	0	0	0	1	0	2	24	32	26	23	13	6
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0
	Subtotal	34	0	0	0	0	0	0	0	0	1	0	2	25	33	27	25	13	6
Total Occupancy		34	0	0	0	0	0	0	0	0	1	0	2	25	33	27	25	13	6
Total Percent			0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	6%	74%	97%	79%	74%	38%	18%

		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Pay Lot corner of Larkspur Ave. and Bayside Dr.	Regular	17	0	0	0	0	0	0	0	0	1	0	0	7	8	8	4	2	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	18	0	0	0	0	0	0	0	0	1	0	0	7	8	8	4	2	2
Total Occupancy		18	0	0	0	0	0	0	0	0	1	0	0	7	8	8	4	2	2
Total Percent			0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	39%	44%	44%	22%	11%	11%

Corona Del Mar
3025 East Coast Hwy, Corona Del Mar, CA 92625

Thursday, March 20th, 2025

		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Shopping Center 3025 E. Coast Hwy	Regular	65	21	21	23	45	41	55	45	56	41	43	38	46	51	39	25	13	7
	Handicap	4	0	1	1	1	1	1	3	1	2	1	2	0	1	0	0	0	0
	Reserved - Gina's Pizza	2	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0
	Illegal	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal		71	21	22	24	46	43	57	49	58	44	45	41	46	52	39	25	13	7

Total Occupancy	71	21	22	24	46	43	57	49	58	44	45	41	46	52	39	25	13	7
Total Percent		30%	31%	34%	65%	61%	80%	69%	82%	62%	63%	58%	65%	73%	55%	35%	18%	10%

		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Iris Avenue between 1st Ave. and E. Coast Hwy.	Regular	8	2	2	3	2	4	3	5	6	5	5	4	5	4	5	5	4	2
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	8	2	2	3	2	4	3	5	6	5	5	4	5	4	5	5	4	2

Total Occupancy	8	2	2	3	2	4	3	5	6	5	5	4	5	4	5	5	4	2
Total Percent		25%	25%	38%	25%	50%	38%	63%	75%	63%	63%	50%	63%	50%	63%	63%	50%	25%

		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
1st. Ave. between Iris Ave. and Jasmine Ave.	Regular	3	0	0	2	2	2	2	3	1	1	0	2	1	1	1	1	1	0
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	3	0	0	2	2	2	2	3	1	1	0	2	1	1	1	1	1	0

Total Occupancy	3	0	0	2	2	2	2	3	1	1	0	2	1	1	1	1	1	0
Total Percent		0%	0%	67%	67%	67%	67%	100%	33%	33%	0%	67%	33%	33%	33%	33%	33%	0%

		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Jasmine Ave. between 1st. Ave. and E. Coast Hwy.	Regular	6	1	1	3	3	4	3	4	4	3	4	2	1	1	1	1	1	1
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	6	1	1	3	3	4	3	4	4	3	4	2	1	1	1	1	1	1

Total Occupancy	6	1	1	3	3	4	3	4	4	3	4	2	1	1	1	1	1	1
Total Percent		17%	17%	50%	50%	67%	50%	67%	67%	50%	67%	33%	17%	17%	17%	17%	17%	17%

		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
E. Coast Highway between Iris Ave. and Jasmine Ave.	Regular	8	1	2	0	1	1	1	1	1	0	1	1	1	3	5	5	1	0
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	8	1	2	0	1	1	1	1	1	0	1	1	1	3	5	5	1	0

Total Occupancy	8	1	2	0	1	1	1	1	1	0	1	1	1	1	3	5	5	1	0
Total Percent		13%	25%	0%	13%	13%	13%	13%	13%	0%	13%	13%	13%	13%	38%	63%	63%	13%	0%

		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Pay Lot corner of Marguerite Ave. and Bayside Dr.	Regular	32	1	2	2	4	4	3	3	2	3	4	1	4	20	27	23	11	3
	Handicap	2	0	0	0	1	1	1	1	0	1	1	0	1	2	1	0	0	0
	Subtotal	34	1	2	2	5	5	4	4	2	4	5	2	4	21	29	24	11	3

Total Occupancy	34	1	2	2	5	5	4	4	2	4	5	2	4	21	29	24	11	3
Total Percent		3%	6%	6%	15%	15%	12%	12%	6%	12%	15%	6%	12%	62%	85%	71%	32%	9%

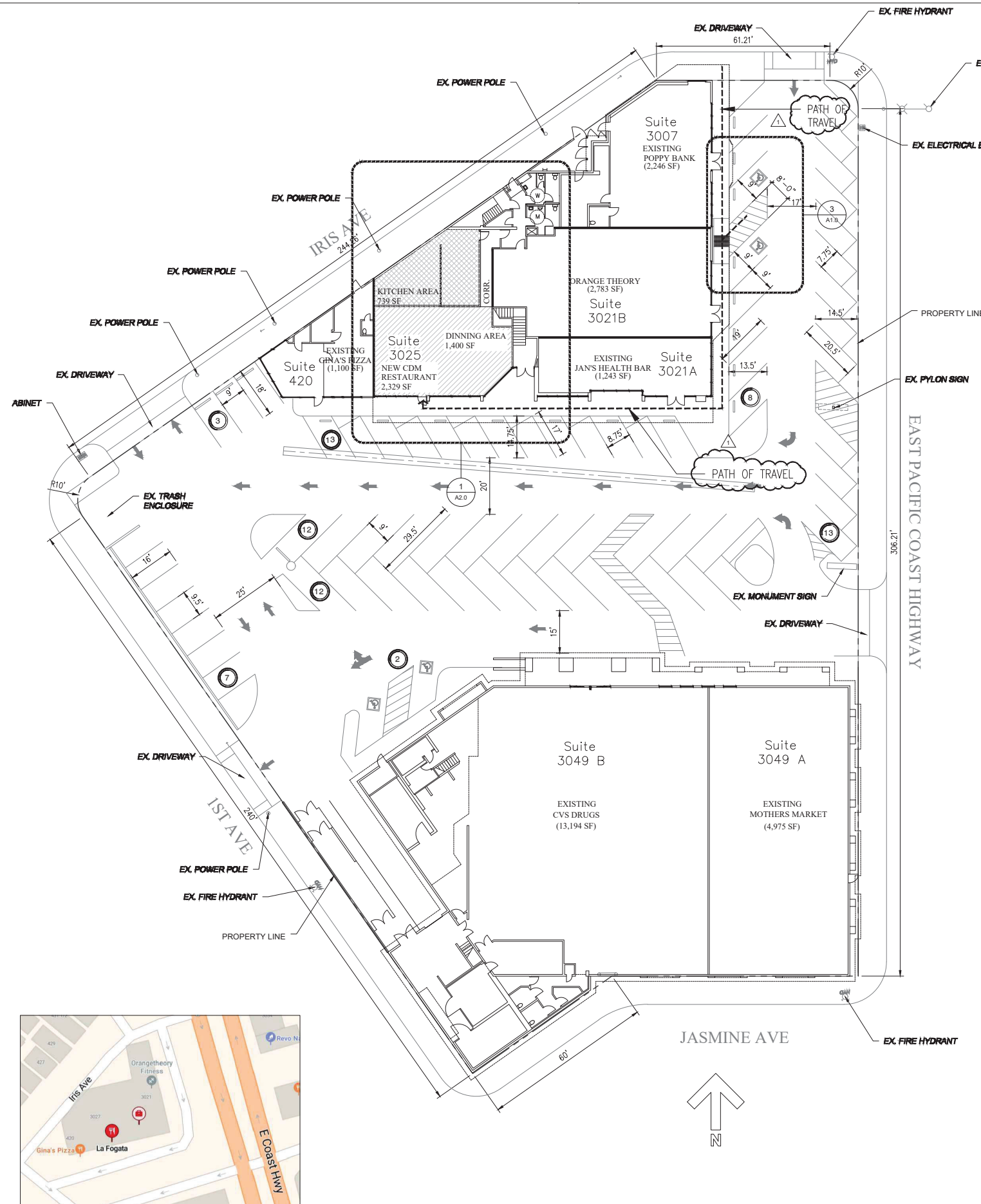
		Inventory	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Pay Lot corner of Larkspur Ave. and Bayside Dr.	Regular	17	0	0	0	1	1	2	1	3	1	1	1	0	1	2	2	2	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	18	0	0	0	1	1	2	1	3	1	1	1	0	1	2	2	2	0

Total Occupancy	18	0	0	0	1	1	2	1	3	1	1	1	1	0	1	2	2	2	0
Total Percent		0%	0%	0%	6%	6%	11%	6%	17%	6%	6%	6%	6%	0%	6%	11%	11%	11%	0%

Attachment No. PC 4

Project Plans

INTENTIONALLY BLANK PAGE



PROJECT SUMMARY

EXISTING SUITES 3025 & 3027

FIRST FLOOR: TOTAL AREA 2,329 SF
1,205 SF RESTAURANT + 1,124 SF VACANT UNIT = 2,329

**PROPOSED COMBINED SUITES 3025 & 3027
FOR A RESTAURANT**

TOTAL AREA: 2,329 SF
FIRST FLOOR: 2,329 SF RESTAURANT

EXISTING PARKING DATA

TOTAL STANDARD PARKING SPACES: 70 SPACES
ACCESSIBLE PARKING SPACES: 4 SPACES

PROPOSED PARKING DATA

TOTAL STANDARD PARKING SPACES: 70 SPACES
ACCESSIBLE PARKING SPACES: 4 SPACES

PROJECT SUMMERRY

2



Revisions	Date
Job Number	
Drawn By	
Checked By	
Scale	
Date	5-14-25
Sheet Title	
SITE PLAN	

OWNERSHIP AND USE OF DOCUMENTS

All Drawings, Specifications and copies thereof furnished by **B.E. ARCHITECTS** are and shall remain its property. They are to be used only with respect to this Project and are not to be used on any other project. Submission or distribution to meet official regulatory requirements or for other purposes in connection with the Project is not to be construed as publication in derogation of **B.E. ARCHITECTS** or other reserved rights. common law copyright

Sheet No

A.1.0 67 269

OWNERSHIP AND USE OF DOCUMENTS

All Drawings, Specifications and copies thereof furnished by **B.E. ARCHITECTS** are and shall remain its property. They are to be used only with respect to this Project and are not to be used on any other project. Submission or distribution to meet official regulatory requirements for other purposes in connection with the Project is not to be construed as publication in derogation of **B.E. ARCHITECTS** common law copyright or other reserved rights.

Sheet No. 1000

Attachment No. PC 5

Project Description

INTENTIONALLY BLANK PAGE

CDM Restaurant Project Justification

3025 & 3027 E. Coast Hwy, Corona Del Mar

This new restaurant proposed to be at the combined 3025 & 3027 E. Coast Hwy, Corona Del Mar complies with all the City Of Newport Beach applicable provisions of the zoning code and municipal code.

The CDM restaurant is located at a mixed-use shopping center development consisting of Mothers market, CVS Drug and other businesses including food services including Jan's Health Bar & Gina's Pizza. This new restaurant replaces the existing La Fogata restaurant and will expand into the vacant 3027 space. The restaurant area of approximately 2,329 SF is compatible with other restaurants in the area allowing for proper kitchen design to meet with health dept. requirements, proper dining space, bar and required restrooms. Hours of business are 6:30 AM- 10:00 PM.

The building housing this new restaurant is an existing sprinklered one-story building approximately 10,000 SF of area that meets building code for a A-2 occupancy restaurant. The location of the restaurant at the shopping center allows easy access for fire, police and medical staff to access the restaurant if needed. Parking required is a shared parking with other businesses. A parking study is provided as a part of the CUP submittal.

CDM restaurant located at 3025 & 3027 E. Coast Hwy is located within commercial area of Corona Del Mar and separated from the neighborhood residential area. The proposed use providing additional dining choice will be beneficial to the neighbors in surrounding area that can reach the restaurant without use of automobiles.

INTENTIONALLY BLANK PAGE

Attachment No. PC 6

Project Correspondence

INTENTIONALLY BLANK PAGE

From: Adam Azamy <adamazamy13@gmail.com>
Sent: August 12, 2025 1:48 PM
To: Harris, Tristan; Salene, David; Langford, Jon; Ellmore, Curtis; Gazzano, Michael; Reed, Greg; Rosene, Mark; Arregui, Jerry
Subject: Public Hearing (La Fogata)

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

Hello City Council/Planning Department,

I have been living in Corona Del Mar for the past 5 years and I just heard news that one of my favorite local businesses La Fogata may close down due to a bar/restaurant opening up. I go to the orange theory next to it and usually take home La Fogata but I always walk due to how the parking is so crammed.

I honestly think that a new opening like this should not take the place of this smaller business that has been there for over 3 decades. It is unfair and is a big inconvenience to the parking structure. I am hoping that this change does not happen. Please take care of our community and neighborhood by denying this proposal.

Thank you and warm regards.

From: Andy Bender <andybendermusic@gmail.com>
Sent: August 11, 2025 7:05 PM
To: Arregui, Jerry
Subject: La Fogota

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

Hi Jerry,

I was born and raised in Corona Del Mari and was just nformed that there are plans to take away parking spaces from La Fogata. Anyone who is local to the area knows how special this restaurant is, and it is disheartening that they are having to deal with this. They are one of the last places to eat that truly feels like Corona Del Mar. Please help in any way you can!

Thanks,
Andy Bender

From: Christin Foreman <christinfo@icloud.com>
Sent: August 11, 2025 4:28 PM
To: Arregui, Jerry
Subject: CdM center

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

Hello:

I have recently learned that there is a proposal before the city to add a large chain restaurant to the center on PCH in CdM where Mother's Market is located.

I understand they are requesting taking over the space where La Fogata is currently with expansion plans to also take over some parking spaces. As anyone knows, parking is already tight in the center. And La Fogata is a many years long established Mexican grill with a strong following - family friendly, reasonable prices and good food.

We have small town charm in CdM, that is important to maintain. As a 60 year resident of CdM, the character and local businesses are integral to maintaining our "Crown of the Sea".

Please add my "No" vote to the proposed project.

Thank you,
Christin Foreman

From: Debra Klein <debklein72@gmail.com>
Sent: August 11, 2025 8:30 PM
To: Arregui, Jerry
Subject: La Fogata

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

Hi! My name is Debra Klein and I'm calling to request that you keep La Fogata & do not allow big corporations to take over our town. Our current mayor ran on the slogan "keep Newport Newport" and he's doing anything but! He's bringing in way too many apartment buildings and oversized condos, removing our beloved, farmers market and now this. These restaurants, I've been there for years and people love them. I moved to CDM when I was in college in the change that come in ever since Will O'Neil and his minions took over at the behest of big developer, Dave Ellis, is disgusting. No one who lives here wants this. Please keep Newport Newport even if Stapleton wont!

Best,

Debra Klein
Sent from my iPhone

From: Ellen Trujillo <emailnanne@gmail.com>
Sent: August 10, 2025 6:19 PM
To: Arregui, Jerry
Subject: La Fogata Restaurant

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

To whom May Concern

it has just come to my attention that there is a plan in place to close La Fogata restaurant in the Newport Hill shopping center. It is a loved restaurant by the whole area.

Irvine company has already shut down Pacific Whey as well as CoastHills pharmacy. We don't need a fancy restaurant with a full liquor license, which La Fogata already has. La Fogata is a beloved restaurant in our area. It is so obvious that the Irvine company could care less about what is important to the neighborhood Please do whatever is necessary to keep our one and only local restaurant. This is getting ridiculous closing all things that have been around for years.

Thank you for your consideration,

Mr. and Mrs. Victor Trujillo

Sent from my iPhone

From: Flory Jedziniak <fmjedz@gmail.com>
Sent: August 11, 2025 4:06 PM
To: Arregui, Jerry
Subject: New Restaurant

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

Hello:

I have been made aware of a meeting that will be on August 21 at the Newport City Hall on Avocado concerning the permit application for a new restaurant. The permit is requesting to serve alcoholic beverages and also requesting to keep 19 spaces for the sole use of the restaurant.

The shopping mall in Corona del Mar has a small parking lot and CVS and Mother;s Market are already there.

I live on Jasmine Ave, just next to ACE Hardware and the parking in this street is bad due to Banderas restaurant and the beach traffic, adding a big restaurant which will be serving alcoholic beverages will really increase the parking requirement which we already lack. I want to oppose to this permit for so many reasons

Sincerely,

Flory M Jedziniak
404 Jasmine Ave, Corona Del Mar, CA 92625
Phone: 714-749-0490

From: Harris Azamy <harrisazamy@gmail.com>
Sent: August 11, 2025 4:28 PM
To: Arregui, Jerry
Subject: East Coast Highway Restaurant Space

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

Hello Mr. Arregui,

I hope all is well. I am writing to inform you that, as a Corona Del Mar local, I strongly oppose the development of a new 2,329-square-foot restaurant at 3025 & 3027 East Coast Highway. Not only do I love La Fogata, a lovely small business that has been a staple of the CDM community for decades, but I am also deeply concerned about the parking issues that accompany this proposal.

I spend a lot of time in this shopping center. I buy my groceries at Mother's Market and I go to Orangetheory Fitness weekly. Parking is already an issue in this small shopping center. Reducing 19 parking spots for this proposed development would lead to a parking disaster and, in my opinion, would disincentivize people to enjoy the great stores and restaurants in this shopping center.

Please do everything you can to consider this message. My family and friends in this community strongly oppose this proposal.

Thank you,

Harris Azamy

From: Jillian Ferrell <Jillianferrell@outlook.com>
Sent: August 09, 2025 10:07 PM
To: Arregui, Jerry
Subject: Newport Beach Public Hearing (La Fogata)

Follow Up Flag: Follow up
Flag Status: Completed

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

Hi my name is Jillian,
I've been a local in Newport for the past 10 years and regularly visit La Fogata. Recently I heard that there is a new bar/restaurant opening. I go to the orange theory fitness and go to La Fogata after for lunch several times a week. There is already not enough parking space in the CDM structure since it is already tiny. There is a lot of kids in the area and a new opening is unstable for a neighborhood like that. I do not think that there should a big corporation taking over.

Get [Outlook for iOS](#)

From: Juliette Shadid <shadidjuliette@gmail.com>
Sent: August 13, 2025 5:56 PM
To: Arregui, Jerry
Subject: Opposing the East Coast Highway Restaurant Development

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

Dear Mr. Arregui,

I am a CDM local, and I am writing to share my opposition to the development of a new restaurant at 3025 and 3027 East Coast Highway. La Fogata has been a family favorite for years now. It is also a small business that is loved by so many in the community.

I am also very concerned about the reduction in the required amount of parking for the center to accommodate this new restaurant. I spend a lot of time in the shopping center going to Jan's Health Bar and CVS. Parking is already limited, especially as CDM has gotten busier over the years. I believe adding this new restaurant is not worth the practical problems it would bring to our CDM neighborhood.

We need to protect small businesses and do things that make sense for our community, and this project runs contrary to that. I strongly oppose this development.

Thank you for your consideration,

Juliette Shadid

From: Laurie Easton <eastonlaurie@gmail.com>
Sent: August 11, 2025 9:08 PM
To: Arregui, Jerry
Subject: La Fogata in the Mother's CVS Parking Lot area

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

Regarding this shopping Center. This is not a good idea. It is hard enough to get a parking space there now for the establishments that are already there. We all LOVE LaFogata!! Don't try to overbuild into this center. You don't want to wreck this little folksy spot in Corona del Mar. Parking is already at a premium in this location. The center can barely function with the spaces they have now. We need the businesses that are already there. The city is making a big mistake if they allow this. Corona del Mar residents need a place to get groceries without having to drive up the hill to Pavilions or Gelson's. More people are having to use the CVS in this center because of the closure of both Rite Aid and Coast Hills Pharmacy on San Miguel, just up the hill.

Save your idea for somewhere else that's bigger. It would turn the center into a place ripe for accidents. Frustrated drivers, trying to find a spot have to leave...and then we lose the market and the pharmacy, because of no parking. THIS NEW RESTAURANT IS A BAD IDEA!!!

Laurie Easton
Corona del Mar Resident

From: Lili Bender <lili_bender@yahoo.com>
Sent: August 11, 2025 7:10 PM
To: Arregui, Jerry
Subject: Very concerned about La Fogata and current issues regarding parking spots being threatened

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

Hello Jerry: I was recently notified that La Fogata is now having to face a threat to their long time business located in Corona Del Mar. I have owned my home in Corona Del Mar since 1996 and have been a homeowner in Newport since 1986. La Fogata has been a favorite restaurant for me and my two children since it opened.

Please don't let a corporate restaurant take over a Corona Del Mar long time small business that serves up THE best Mexican food in Corona Del Mar and surrounding cities. The menu items are unique and special because everything tastes so homemade. Plus, it has been consistently healthy.

I currently have a broken leg that required surgery so I can't attend the 8/21 City meeting.

Thanks so much for your consideration—

Lili Bender
[\(949\) 300-2030](tel:9493002030)

From: Mark Finkelstein <markfinkels@gmail.com>
Sent: August 11, 2025 3:13 PM
To: Arregui, Jerry
Subject: La Fogata and the small businesses

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

Dear Sir,

I am a long time CdM resident (35+ years) and a long time customer of La Fogata. Like so many people who live in CdM and love the small village atmosphere, we don't want large corporate retailers here.

Also, a large business will make the PARKING SITUATION which is already difficult, even worse.

As long as the City has some control over what businesses are in our downtown, I am asking that you exert whatever influence or power in this matter to stop this from happening. The only beneficiary of such a move is to the landlord, at the expense of all the people who live here.

Thank you for your attention.

Mark Finkelstein

From: mabarrett22@gmail.com
Sent: August 12, 2025 9:40 AM
To: Arregui, Jerry
Subject: Plans for small plaza where La Fogata is located

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

I heard there is new restaurant that may locate where La Fogata is located. First of all, I love La Fogata.

Second, the parking there has been insane since the Rite Aids in the area have closed and many of us have been forced to move to CVS. Parking is difficult.

Why doesn't this Corporate restaurant look at some of the other vacant properties, such as the Rite Aid that closed on San Miguel. Or that Rite Aid that closed on Bayside Drive.

There are many other open opportunities right now.

Thanks,

Marie Barrett

From: meggen stockstill <megstock27@gmail.com>
Sent: August 11, 2025 7:22 PM
To: Arregui, Jerry
Subject: DO NOT LOSE LA FOGATA!

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

Dear Mr. Arregui,

I understand that you are the city planner considering allowing a new restaurant to take over the Corona del Mar site that has been the home of La Fogata for over 32 years. I have lived in Newport for over 36 years, and while raising my children La Fogata was always one of our favorite restaurants. Their food is not fast food or trendy but probably the best Mexican food to be found in Orange County. La Fogata serves healthy and delicious food with a staff and owners that always make the customers feel welcome and special. A testament to the quality of their food and service is that Kobe Bryant and his family ate there regularly and even had a menu item added in his honor. To lose this restaurant would be taking away one more piece of our community that makes it so special. The owners/workers at La Fogata treat their customers as family, and no new restaurant can replace the community feeling that La Fogata has developed with their customers.

Beyond the need to keep La Fogata, which is a CDM institution, I understand that the proposal would reduce parking spots in this small center. I eat/shop there regularly, and the availability of parking is virtually zero even now. Taking away 19 spots would make it extremely difficult to park and would ultimately affect people's willingness to support any business in this center.

I hope that you will consider the points that I have raised and will work to help La Fogata continue to be a part of what makes Corona del Mar so special.

Sincerely,

Meggen Stockstill

From: Ellen Trujillo <emailnanne@gmail.com>
Sent: August 10, 2025 6:19 PM
To: Arregui, Jerry
Subject: La Fogata Restaurant

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe. Report phish using the Phish Alert Button above.

To whom May Concern

it has just come to my attention that there is a plan in place to close La Fogata restaurant in the Newport Hill shopping center. It is a loved restaurant by the whole area.

Irvine company has already shut down Pacific Whey as well as CoastHills pharmacy. We don't need a fancy restaurant with a full liquor license, which La Fogata already has. La Fogata is a beloved restaurant in our area. It is so obvious that the Irvine company could care less about what is important to the neighborhood Please do whatever is necessary to keep our one and only local restaurant. This is getting ridiculous closing all things that have been around for years.

Thank you for your consideration,

Mr. and Mrs. Victor Trujillo

Sent from my iPhone

INTENTIONALLY BLANK PAGE