



# REQUEST FOR TRANSPORTATION COMMISSION ACTION

**MEETING DATE:** MARCH 2, 2021

**TITLE:** PLANNING AREA 6 NEIGHBORHOOD 5B ZONE CHANGE AND  
VESTING TENTATIVE TRACT MAP NOS. 19016 AND 19133  
TRAFFIC STUDY

*Mark Steuer*

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Director of Public Works and Transportation

## **RECOMMENDED ACTION**

1. Determine that the Traffic Study for the Planning Area 6 Zone Change and Vesting Tentative Tract Maps is consistent with the City's adopted performance criteria, thresholds of significance, and General Plan standards.
2. Recommend Planning Commission approve Conditions of Approval to facilitate the implementation of two project design features.

## **EXECUTIVE SUMMARY**

A Traffic Study was prepared (Attachment 3), consistent with the City's General Plan and Traffic Study Guidelines, to analyze the potential need for circulation system improvements with the proposed changes to the Zoning Code for Planning Areas (PA) 6, 9, and 40, as well as to assess the redistribution of traffic associated with the proposed Vesting Tentative Tract Maps (VTTM) 19016, 19133, and Lot 4 of VTTM 18087 in PA 6, Neighborhood 5B (N5B). The project maps and Lot 4 are located in the northeast portion of PA 6 on the south side of Portola Parkway, and east of Portola Springs and Modjeska (Attachment 1). The two maps and the Lot 4 area consist of 663 units, including 382 dwelling units being transferred from PA 6 Neighborhood 6 (N6), PA 9, and PA 40, and 281 dwelling units already allowed within PA 6 consistent with the existing Zoning Code. The Traffic Study analyzed the proposed 663 dwelling units as well as the 68 affordable housing units that had been previously approved as additive units in the PA 6 N6 area, as shown in Attachment 2. The combination of the shift in type and location of dwelling units as well as analysis of affordable housing units results in an overall increase in vehicle trips.

The findings of the analysis indicate that based on the City's adopted Level of Service (LOS) performance criteria, thresholds of significance, and City General Plan standards, the proposed project does not require improvements at intersections and arterial roadway segments to address LOS deficiencies for all scenarios analyzed; however, two intersection improvements are required to address operational issues at the intersection of Modjeska and Irvine Boulevard. Additionally, the proposed project does not cause

traffic to exceed adopted improvement thresholds on mainline freeway segments and ramps included in the study area.

## **ANALYSIS**

The study conservatively analyzes short-term interim year, long-range, and build-out scenarios with full development of the 663 dwelling units and 68 affordable housing units (731 total dwelling unit) inclusive of 100 dwelling units previously approved, but not yet built. Based on the North Irvine Transportation Mitigation (NITM) trip generation rates, when compared to no-project conditions (563 total dwelling units), the traffic study (with 731 total dwelling units) evaluates 89 additional morning peak hour trips, 111 additional evening peak hour trips, and 1,167 additional average daily trips in the build-out condition.

The study area boundary for the Traffic Study was defined by the NITM study area: beyond State Route 241 (SR-241) to the north, beyond Jamboree Road to the west for the area north of Interstate 5 (I-5), beyond Culver Drive to the west for the area generally between I-5 and Interstate 405 (I-405), I-405 and State Route 133 (SR-133) to the south, and Alicia Parkway to the east. The analysis included existing, short-term interim year, long-range interim year, and General Plan build-out conditions. Based on adopted criteria, a traffic improvement is required at an intersection if either of the following two conditions is met:

1. A location is at acceptable Level of Service (LOS) "D" in the baseline condition and the project causes the location to become deficient (LOS "E"); or
2. A location is deficient in the baseline condition (LOS "E") and the project causes the location to worsen by at least two percent.

Based on the City's adopted performance criteria, thresholds of significance, and City General Plan standards, the project does not require traffic improvements to address LOS deficiencies at intersections or roadways except as described below.

### Access Analysis

Irvine Boulevard and Portola Parkway provide access to the maps and Lot 4 sites from the south and north, respectively. The access evaluation analyzed the proposed driveway spacing, the need for left and right-turn lane pockets, and signal warrants. The analysis concludes that the following two operational improvements at the intersection of Modjeska and Irvine Boulevard are proposed:

1. Modify the existing striping on southbound Modjeska to provide a 12-foot southbound right-turn lane, an 11-foot southbound through lane and two 10-foot southbound left-turn lanes. Existing northbound lanes on Modjeska will be restriped to accommodate the modification to the southbound approach.

2. Improve the existing eastbound left-turn lane on Irvine Boulevard to provide two 300-foot left-turn lanes with a 150-foot transition. Should significant physical and/or utility constraints be encountered during the final design for this improvement, the eastbound left-turn lane will be improved to provide a single 370-foot left-turn lane with a 90-foot transition.

The maps and Lot 4 areas have access to both on- and off-street bike and pedestrian trails. Connectivity is provided between these areas and the existing facilities along Portola Parkway, Portola Springs, and Modjeska with both on-street bike lanes and off-street multi-use trails.

## **ENVIRONMENTAL REVIEW**

In accordance with the City's adopted Vehicle Miles Traveled (VMT) guidelines, projects that generate a net increase of 250 or fewer daily trips compared to prior approvals, are presumed to have a less than significant transportation impact and would not require further California Environmental Quality Act (CEQA) analysis. Although the development of all 731 dwelling units results in a net increase of 1,167 additional daily trips compared to the assumed no-project condition (563 total dwelling units) for conservative LOS impact analysis, there is no increase in total dwelling units between what is being proposed and what was previously approved. The difference between proposed and previously approved is the shift in dwelling types. In addition, the affordable housing units are exempt from consideration in a VMT analysis. Consequently, the shift in dwelling types results in an increase of 80 daily trips across all affected planning areas, and further VMT analysis is not required.

## **FINANCIAL IMPACT**

There is no financial impact to the City.

## **REPORT PREPARED BY**

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## **ATTACHMENTS**

1. Site Plan
2. Vicinity Map
3. Planning Area 6 Neighborhood 5B Zone Change and Vesting Tentative Tract Maps Nos. 19016 and 19133 Traffic Study