



REQUEST FOR TRANSPORTATION COMMISSION ACTION

MEETING DATE: JULY 17, 2018

TITLE: TRAFFIC IMPACT ANALYSIS FOR THE 2 OSBORN MEDICAL OFFICE
PROJECT LOCATED IN PLANNING AREA 15



Director of Transportation

RECOMMENDED ACTION

Recommend Transportation Commission approve the Traffic Impact Analysis as part of the Draft Environmental Impact Report for the General Plan Amendment and Zone Change applications located at 2 Osborn.

EXECUTIVE SUMMARY

A Traffic Impact Analysis (TIA), consistent with the City's General Plan and the City's Traffic Impact Analysis Guidelines, has been prepared to analyze the increase in medical office intensity within Planning Area 15 that results from the proposed medical office use located at the southwest corner of Barranca Parkway and East Yale Loop. The project increases intensity onsite from the existing 16,015 square feet (SF) of office use to 46,800 SF of medical office use, resulting in a net increase of 30,785 SF. Based on the City's adopted performance criteria, the project results in no significant impacts at intersections and roadways. Additionally, all project design features have been incorporated to adequately address project vehicular access, and pedestrian and bicycle connectivity.

COMMISSION/BOARD/COMMITTEE RECOMMENDATION

Not applicable.

ANALYSIS

The project site is located in the 3.1 Multi-use zoning designation of Planning Area 15 (PA 15) Woodbridge community and is bound by Barranca to the north, Lyon to the west, Osborn to the south and Willard to the east. A vicinity map showing the project location is included as Attachment 1. The site is surrounded by single-family residential units across Barranca, adjacent medical office uses across Willard, a K-12 private alternative education school and senior housing facility to the south across Osborn, and an Irvine Unified School District office building to the west across Lyon. Two existing driveways provide access from Osborn to the existing parcel. The project proposes to remove one of the two driveways and relocate the second driveway to provide a single driveway on Osborn for project access.

The project proposes to demolish the existing single-story office building and construct a new two-story building above an open at-grade parking garage. A site plan is included as Attachment 2. The Woodbridge area is built to its maximum square footage caps in the General Plan and 3.1 Multi-use zoning designations; therefore, a General Plan Amendment and Zone Change are required to allow for the additional 30,785 SF of medical office intensity proposed with the project.

A comprehensive TIA was prepared to evaluate the potential impacts resulting from the conversion of 16,015 SF of existing office uses to medical office uses and the addition of 30,785 SF of medical office uses to allow for the proposed 46,800 SF of medical office uses. The TIA was prepared in a manner consistent with the City-approved scope of work per applicable sections of the City's Traffic Impact Analysis Guidelines. The TIA report is included as Attachment 3.

The study area boundary was defined by Irvine Center Drive to the north, Culver to the west, I-405 freeway ramps to the south, and Sand Canyon to the east, including 25 intersections and 35 roadway links. As required, multiple study years were analyzed, including existing, short-term interim year, long-term interim year and General Plan build-out conditions. In addition, a cumulative analysis, including all pending projects that are in progress, was performed for each of the referenced study years. Based on the City's adopted performance criteria, thresholds of significance, and City General Plan standards, a traffic impact occurs at an intersection if either of the following two conditions is met:

1. When a location is at acceptable Level of Service (LOS) in the baseline condition and the project causes the location to become deficient; or
2. When a location is deficient in the baseline condition and the project causes the location to further deteriorate by at least two percent.

The TIA concluded that no traffic impacts were identified as a result of the project at any intersections or roadways, for all scenarios analyzed.

The TIA also evaluated operational characteristics of the project including vehicular access, and pedestrian and bicycle connectivity. The project generates 111 morning peak hour trips, 167 evening peak hour trips, and 1,691 average daily trips based on Institute of Transportation Engineers (ITE) trip generation rates for medical office use. The project evaluated the proposed new driveway to replace the two existing driveways on Osborn.

Based on the City's Transportation Design Procedures (TDPs), five applicable TDPs were evaluated for the proposed project. The criteria for TDP-3 (left-turn in/out access) and TDP-12 (signal warrant) were adequately met. The TDP-12 signal warrant analysis was performed at the un-signalized intersection of East Yale Loop/Osborn to evaluate the potential need for a traffic signal. Applying the Highway Capacity Manual methodology for this evaluation, the results indicate that a traffic signal at the intersection is not warranted at this time.

The project includes three TDP deviations. TDP-1 (left-turn pocket length) is not met because the existing northbound left-turn pocket on East Yale Loop at Osborn cannot be extended to provide additional storage due to the proximity of existing driveways on East Yale Loop. TDP-10 (distance between driveways and intersections) is not met due to the close spacing between the proposed project driveway and a nearby opposing existing driveway. TDP-14 (driveway lengths) is not met due to the parking layout. The deviation requests included in the appendices of the TIA provide adequate justification that the proposed conditions meet the intent of TDP-1, TDP-10 and TDP-14, and do not adversely affect traffic operations in the vicinity.

The project incorporates multi-modal design features to accommodate active transportation and transit, including: pedestrian, bicycle, and public transportation. The project will provide an on-site bike rack for bicyclists, as well as a bike connection to the existing on-street (Class II) bike lanes on Barranca. Pedestrians will be able to reach destinations on Barranca via existing and proposed sidewalks along Osborn, Willard and Lyon. The project will construct a bus turnout on the north side of the site along Barranca for potential future bus routes. The nearest existing OCTA bus route is on Alton, at East Yale Loop, approximately 0.5 miles from the project site.

ALTERNATIVES CONSIDERED

The TIA included the analysis of an alternative project for the same conversion of the existing 16,015 SF of office use to the proposed 46,800 SF of medical office use. Rather than increasing the intensity allowed in the 3.1 Multi-use zoning designation in PA 15, the alternative project converts and transfers 30,785 SF of unused retail intensity from the adjacent 4.1 Neighborhood Commercial zone in PA 15 to the proposed project site. This alternative project would not increase overall intensity within the planning area. As identified in the TIA, this alternative resulted in the same conclusions as those identified for the proposed project: no significant impacts identified. The Commission may consider impacts and provide input to Planning Commission on this alternative.

PUBLIC COMMENT

On June 29, 2018, public notices were mailed to all property owners, apartment occupants and homeowners associations within a 500-foot radius of the project site. Notices were also posted at the project site as well as four City-designated posting locations. Additionally, all parties included on the project interest list received courtesy email notification of this meeting. The TIA is part of the Draft Environmental Impact Report (DEIR) prepared for the GPA/ZC. The DEIR was circulated for public review and comment, from September 8 to October 23, 2017. Comments received related to traffic and staff's draft responses are included as Attachment 4. Additionally, correspondence received in response to the public hearing notice is also included as Attachment 5.

FINANCIAL IMPACT

Not applicable.

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ATTACHMENTS

1. Vicinity Map
2. Project Site Plan
3. Traffic Impact Analysis for 2 Osborn Medical Office Project
4. DEIR Traffic Responses and Comments
5. Public Notice correspondence

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Reference: File: 00600172-PGA; 00600175-PZC