

## Alford, Patrick

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**From:** Norm [normsuker@sbcglobal.net]  
**Sent:** Tuesday, November 08, 2011 11:16 AM  
**To:** Alford, Patrick  
**Subject:** Banning Ranch DEIR Comments

Why has the 15<sup>th</sup> Street Road connection to West Coast Highway (WCH) (along the Newport Shores boundary) been eliminated in the present plan since the impact of removing this road is to increase traffic next to our homes in Newport Crest?

Why has the four to six lane arterial Bluff Road been moved to between 20 to 50 feet of our west property line at the north end of Newport Crest when the City and County master plans show Bluff Road heading in a westerly direction (away from Newport Crest) as it continues north toward 19<sup>th</sup> Street?

Why is the proposed development obscuring our ocean and mountain views and ignoring the City of Newport Beach General Plan Amendment 81-1 stated that views to the west and south are required to be preserved for a person standing on the lower balcony level of the Newport Crest development and to the extent feasible, buildings located to the north of Newport Crest are required to be terraced below existing view horizons established by a person standing on the lower balcony level of the Newport Crest development.?

Why is this view requirement not applied to the County's portion of the project which will result in the loss of the ocean views and would have a significantly negative impact on the market values of our homes?

Why is the proposed development so close to our boundary and not provide a 200 foot buffer separation that would attempt to substitute for the 400 acres of open space we have enjoyed for about 30 years and is needed to mitigate adverse impacts of the proposed development on both Newport Crest residents, the natural vegetation and wildlife that inhabit the bluffs?

Why is the excessive density of the proposed development needed since the negative impacts it will have on our increasingly scarce natural resources and over-taxed infrastructure, creating more traffic, congestion and reducing our quality of life?

Why was the intersection of 19<sup>th</sup> St. and Newport Blvd LOS calculations bases on May 3, 2007 traffic counts that are now more than four years old and taken in an off-peak month when traffic is much lighter than the summer months when traffic is heavier going to the beach areas (Caltrans indicates that peak month traffic on the SR-55 is 80,000 ADT verses 70,000 ADT, or 14% higher) and I personally have seen southbound freeway traffic backed up from 19<sup>th</sup> St. to Victoria St. which would result in an LOS of "F" ?

Why was the intersection of 19<sup>th</sup> St. and Newport Blvd LOS calculations bases on a southbound volume of 3114 (estimated for 2009 traffic year) when on page 4.9-18 of the Transportation and Circulation section of the DEIR stated in Table 4.9-6 that the freeway segment for southbound traffic in the PM between Victoria and 19<sup>th</sup> St is 3,223.(all traffic on this segment has to arrive at 19<sup>th</sup> Street?

Why was the traffic analysis of the SR-55 freeway limited to south of Mesa Drive , when northbound freeway traffic is already backed up beginning at the SR-73 exit and the Banning Ranch traffic not considered adding the to backup?

Why wasn't Caltrans comments included in the DEIR since they would need to approve the Bluff Road intersection and the installation of a traffic signal (knowing that the location of Bluff Rd. violates Caltrans policy regarding spacing of signalized intersections) ?

Will not the proposed widening of WCH encroach upon ecological sensitive areas and was it addressed in the DEIR?

Has the traffic analysis considered quantitatively the existing traffic that will be diverted from Westside Costa Mesa and Huntington Beach to the proposed Bluff Road and has that traffic been included in the LOS calculations?

Why does the description of 15<sup>th</sup> St. on page 4.9-13 of the Transportation and Circulation section of the DEIR not state in the last sentence that 15<sup>th</sup> St. extension west of Bluff Road connects to WCH?

Why does the DEIR consider a proposed traffic signal at the future intersection of Bluff Road and 15<sup>th</sup> St. when the developer's proposed plan shows a roundabout intersection?

Was the noise and air pollution generated by the proposed transit bus traffic on Bluff Road considered in the environment analysis?

Why on page 4.9-23 under Trip Generation are there two listings for condos & townhouses?

Why wasn't all the LOS calculations based upon 2011 traffic counts instead of 2009 traffic counts?

What is maximum proposed traffic volume of Bluff Rd. including the project and diverted traffic and what is the level of service per the Orange County Highway Design Manual page 100-5 dated August 1989?