



# MINUTES

## TRANSPORTATION COMMISSION REGULAR MEETING

**July 17, 2018**  
Conference and Training Center  
1 Civic Center Plaza  
Irvine, CA 92606

### CALL TO ORDER

The regular meeting of the Transportation Commission was called to order at 5:30 p.m. on July 17, 2018.

### ROLL CALL

Present:	4	Commissioner:	Rose Casey
		Commissioner:	Ken Montgomery
		Vice Chair:	Carrie O'Malley
		Chair:	Steve Greenberg

Absent:	1	Commissioner	Sandy Moody
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### PLEDGE OF ALLEGIANCE

Commissioner Montgomery led the Pledge of Allegiance.

### INTRODUCTIONS

There were none.

### ADDITIONS AND DELETIONS TO THE AGENDA

There were none.

### ORAL COMMUNICATION/PUBLIC COMMENTS

Susan Sayre spoke regarding traffic studies and stated that they do not reflect actual traffic conditions or address existing challenges. She requested left-turn signals on streets that cross major intersections.

Barry Katz, with Woodbridge Village Association, moved his comments to Item 4.

Eduardo Trevino, Woodbridge resident, spoke regarding increase in traffic with the new development.

Melinda Klein, spoke regarding companies moving to Irvine and expanding globally, causing an increase in traffic, especially in residential areas.

## **PRESENTATIONS**

There were none.

## **CONSENT CALENDAR**

### **1. MINUTES**

**ACTION: Moved by Commissioner Montgomery, seconded by Commissioner Casey and unanimously carried by those members present (Commissioner Moody absent), to approve the Consent Calendar.**

Approve the minutes of a regular meeting of the Transportation Commission held on June 19, 2018.

## **COMMISSION BUSINESS**

### **2. IRVINE STATION ELEVATORS**

Mike Davis, Transit and Transportation Administrator, presented the item and answered questions.

Commission discussion included: 1) OCTA's policy to not allow at-grade pedestrian crossing; 2) source of funding for the elevator project in the City of Fullerton; 3) frequency of elevator outages since operation began in 2001, a few minor operational delays and only two incidents lasted for an extended period; 4) manner in which the most recent outage was handled - a taxi contract is currently in place; 5) expected costs if there is no underpass or redundant set of elevators; 6) taxi service via roadway loop with access through FivePoint neighborhoods or to the Tustin Station; and 7) Grant opportunities with potential funding for an Americans with Disabilities Act component.

**ACTION: Moved by Commissioner Montgomery, seconded by Chair Greenberg, motion carried 4-0-1 (Commissioner Moody absent) to:**

Receive and file status update on Irvine Station elevators.

**3. TRAFFIC IMPACT ANALYSIS FOR CONGREGATION SHIR HA-MA'ALOT PRIVATE SCHOOL PROJECT LOCATED AT 3652 MICHELSON DRIVE IN PLANNING AREA 19 (RANCHO SAN JOAQUIN)**

Farideh Lyons, Senior Transportation Analyst, presented the item and answered questions. Sun-Sun Murillo, Project Development Administrator, and Lisa Thai, Supervising Transportation Analyst, were available for questions.

**Public Comments:**

Edward Horowitz, member of the Shir Ha-Ma'alot congregation and project representative, spoke to indicate he was available to answer questions.

Randall Bertsch, resident of Villas San Joaquin, spoke in opposition of this item, noting concerns about additional traffic congestion and additional concerns about the school abiding by all of the guidelines.

Ken Wilhelm from LSA was available to answer questions.

Commission discussion included: 1) clarification that the existing facility operates their private school during regular school hours; 2) proposed driveway throat length (staff report page 3, paragraph 3) – concern for traffic and safety of oncoming traffic, due to possible vehicle back-up onto Michelson during morning and evening peak periods; 3) flexibility of school start and end times for drop-off and pickup – three staggered start and stop times are planned, as well as adequate vehicle capacity on-site; 4) afterschool programs; 5) onsite traffic monitors to alleviate traffic concerns and the option to use the backup plan as a primary plan, from day one; 5) manner in which school size of 225 was determined – contractually limiting, long-term, executed lease agreement; 6) time frame for the Irvine Business Complex Vision Plan Improvement; 7) condition of approval to ensure compliance to requirements; 8) concern for afternoons and impact of double yellow lines – there will be a designated area for parents to wait for kids in the rear of the school, off of Michelson; 9) possibility for same traffic firm to do the follow-up studies so they have the history of this project; 10) 115 parking spots will be available on-site; 11) potential for change in school programs – this will be a conditional use permit so any deviation will need to come back to the City for new applications and approval; and 12) recent approval of congregation and renovation in 2016.

**ACTION: Moved by Vice-Chair O'Malley, seconded by Commissioner Casey, motion carried 4-0-1 (Commissioner Moody absent) to:**

Recommend Transportation Commission approve the Traffic Impact Analysis as part of the approval of a Conditional Use Permit for a 225-student private school at the Congregation Shir Ha-Ma'A lot located at 3652 Michelson Drive in the Rancho San Joaquin community with the following amendment:

- 1) From day one, have the school use the double stacked option for vehicle circulation on school property, with two lanes, so there will be no backup onto Michelson.

**4. TRAFFIC IMPACT ANALYSIS FOR THE 2 OSBORN MEDICAL OFFICE PROJECT LOCATED IN PLANNING AREA 15**

Karen Urman, Senior Transportation Analyst, presented the item and answered questions. Lisa Thai, Supervising Transportation Analyst, was also available for questions.

**Public Comments:**

Barry Katz, Woodbridge Village Association Board President, stated the association does not want this project and the Woodbridge area is at capacity for traffic. He suggests moving it to an area where medical office space is already in place and suggested Sand Canyon.

Susan Sayre, stated that Woodbridge is a well-designed complex, a mixed neighborhood by plan, designed to meet the needs of Woodbridge residents. The proposed zoning and plan is inconsistent with the general plan and considers this project an expansion, not an upgrade. The large project would not blend in with the Woodbridge community, is designed for greater Orange County, and would create an adverse traffic impact.

Melinda Klein, a long-term resident, requested the traffic report be redone by a company that handles smaller neighborhood projects and expressed concerns for the safety risk of underground parking.

David Eisenman, Founder and Executive Director of Mardan School located at 1 Osborn, spoke against the project due to the increased traffic and the impact to the school referencing a large increase in traffic, speed and safety, as well as congestion at the driveway.

Russell Taitz, a resident, spoke regarding the Traffic Impact Analysis. He questions how no significant impact is possible for such a large project.

Wayne Call, stated that the planned amendment is not consistent with the Woodbridge community and traffic is an issue.

Robert Spurgin, a resident and environment consultant, spoke against the Transportation Commission approval of the Traffic Impact Analysis. He is concerned about an increase in traffic and requests that staff revisit the study.

Sandra Rush, a resident, stated she avoids driving on Jeffrey/Culver and stays away from the Woodbridge community due to heavy traffic. She stated that the only one benefiting from the project would be the owner.

Judy Rutherford, a resident, expressed concerns with traffic and indicated that Barranca/Alton are currently throughways. Making Woodbridge a destination will only bring more traffic.

Heather and Eric Manchester, residents, expressed concern about losing the community feeling. It defies logic that this building will be three times the size with no increase to the flow of traffic.

Elliot Wooten, a resident, stated he has seen a lot of change. The master plan has been altered, amended, and expanded over the years, affecting the quality of life by increasing traffic. He stated that the entire community being against this project should be an indication.

Anthony Quo, resident and Planning Commissioner, stated he was in attendance only to listen to the audience members during public comment of this item and not to weigh in on it.

Jeremy Hart, applicant, LPA Inc, and Ken Wilhelm from LSA were available to answer questions.

Commission discussion included: 1) Usage of building; 2) the demand for medical office space/medical services; 3) status of existing tenants; 4) appreciation for the public's thoughtful comments; 5) inspiration/background for the tripling of the space; 6) the goal to maximize square footage – size of building is set by what parking will allow and the current plan includes surface parking; 7) OCTA bus turnout – there is an existing bus stop; the developer will build an additional bus stop with a turnout on Barranca along the project frontage; 8) if a medical office building is needed along Barranca, currently there is Hoag Hospital at Sand Canyon; 9) the biggest message from the general plan survey is “don't mess with the villages; don't change the master plan” – amendments are generally approved only if the community wants them, but the job for the Transportation Commission is only to review the Traffic Impact Analysis; 10) impact to OCTA's bus system; 11) the location of the current closest bus stop is quite a distance at Alton, near East Yale Loop; and 12) a concern by Commissioner O'Malley regarding the uncertainty of how adding a potential new bus turnout may affect traffic on Barranca.

**ACTION: Moved by Vice-Chair O'Malley, seconded by Chair Greenberg, motion failed 2-2-1 (Commissioners O'Malley and Greenberg voted yes; Commissioners Montgomery and Casey voted no; Commissioner Moody absent) to:**

Oppose the recommendation for the Transportation Commission to 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.

**ACTION: Moved by Commissioner Montgomery, seconded by Commissioner Casey, motion failed 2-2-1 (Commissioners Montgomery and Casey voted yes; Commissioners O'Malley and Greenberg voted no; Commissioner Moody absent) to:**

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.

**ITEMS FOR FUTURE AGENDAS**

There were none.

**ADJOURNMENT**

By consensus, Chair Greenberg adjourned the meeting at 7:30 p.m. to a regular Transportation Commission meeting on August 7, 2018 at 5:30 p.m., City of Irvine, Conference and Training Center, One Civic Center Plaza, Irvine, CA.



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STEVE GREENBERG  
CHAIR



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MARK LINSENMAYER  
DIRECTOR OF TRANSPORTATION



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*for* DEBORAH KELLY  
RECORDING SECRETARY

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August 21, 2018  
DATE APPROVED