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TRANSPORTATION DEMAND MANAGEMENT

NEWPORT BANNING RANCH
NEWPORT BEACH, CALIFORNIA

LSA

March 2014

TRANSPORTATION DEMAND MANAGEMENT

NEWPORT BANNING RANCH
NEWPORT BEACH, CALIFORNIA

Submitted to:

Newport Banning Ranch, LLC
1300 Quail Street, Suite 100
Newport Beach, California 92660

Prepared by:

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Irvine, California 92614
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Project No. NBR0601

LSA

March 2014

INTRODUCTION

Newport Banning Ranch ("Newport Banning Ranch" or "NBR") is a property located partially within the City of Newport Beach ("City"), with the remainder of the property unincorporated but within the City's sphere of influence. An environmental impact report (EIR) was prepared for the NBR Project ("Project") and was certified by the City on July 23, 2012. The Development Agreement for NBR includes annexation into the City. NBR is located within the Coastal Zone and will also require approval from the California Coastal Commission ("CCC"). The elements of the NBR development are illustrated on Figure 1 (all figures attached).

In a letter dated December 6, 2013, CCC staff requested information related to Transportation Demand Management (TDM) such as: the number of people who will use TDM strategies, what impact the strategies will have on reducing vehicle trips, and whether this will reduce the need for parking within the project site. The letter further requests details of transit integration including the location of bus stops and whether constraints such as grades or ridership would allow bus service. This report answers these questions based on the information available at this time.

TRANSPORTATION DEMAND MANAGEMENT

The City has an adopted TDM Ordinance (NBMC 20.64) requiring development of a TDM Plan for all nonresidential development projects estimated to employ at least 100 people that will reduce the number of peak-period vehicle trips, promote and encourage the use of alternative transportation modes, and provide facilities that support those alternative modes. The City will not issue a building or grading permit until the Planning Commission makes written findings that the required elements of the TDM are present. The TDM ordinance provides employment generation factors to determine whether the 100-employee threshold will be met.

Urban Colony

The Urban Colony will be a mixed-use zone within the NBR Project designed to promote walkability between the 730 residential townhomes and the 75,000 square feet of commercial use. Tenants for the commercial space have not been selected, but it is envisioned that the commercial use will serve the everyday needs of visitors and residents rather than specialty retail needs, which are served by regional commercial centers (e.g., Fashion Island or South Coast Plaza). These everyday needs include groceries and household consumer goods. The frequency with which residents visit these types of commercial uses will promote consistent pedestrian traffic along the walkable paths between commercial and residential development in this mixed-use zone.

The neighborhood shopping area within the Urban Colony is estimated to employ 150 persons, according to employment generation factors found in the TDM Ordinance. Therefore, prior to being issued a grading permit, the shopping area within the Urban Colony will prepare a TDM plan according to City guidelines. Elements discussed in the TDM ordinance include carpool and vanpool parking, bicycle lockers, lockers and showers, and information on transportation alternatives. Inasmuch as the Urban Colony will require its own TDM plan, this discussion will focus on the TDM aspects of the Project as a whole, including the Coastal Inn and residential development in the Resort Colony, the South Family Village, and the North Family Village.

Coastal Inn

The Coastal Inn component of the NBR Project is estimated to employ 75 persons according to the employment generation factors found in the TDM Ordinance and will, therefore, not require its own TDM Plan. The Coastal Inn will coordinate a shuttle to and from John Wayne Airport, offer on-site restaurants, and provide concierge service to fulfill guest requests. In addition to these trip-saving amenities, guests of small hotels similar to the Coastal Inn typically generate peak hour trips at a lower rate than guests of standard business hotels. According to the Institute of Transportation Engineers *Trip Generation Manual* (Ninth Edition, 2012), resort hotels produce 45 percent fewer trips in the a.m. peak hour and 30 percent fewer trips in the p.m. peak hour than a standard hotel.

Although the number of employees at the Coastal Inn will not meet the City's threshold for preparing a TDM plan, employees of the Coastal Inn will take advantage of the alternative transportation features of NBR, including bikeways and planning for transit, and thereby reduce their vehicle trips.

Bikeways

The NBR Project design includes provisions for on-street and off-street bicycle use. Off-street bicycle paths are illustrated on Figure 1. It is important to note that the on-street bike lanes and 7 miles of off-street multi-use trails included in the Project design will provide access to the Santa Ana River Trail. The location of the NBR Project in relation to the Santa Ana River Trail and other bicycle facilities is illustrated on Figure 1. The Santa Ana River Trail is a Class I off-street bike path and a major component of the Orange County Transportation Authority (OCTA) Commuter Bikeways Strategic Plan. The Santa Ana River Trail provides non-stop bicycle access to regional employment centers in Santa Ana, Fountain Valley, Orange, and farther along its 43-mile route. In Fall 2014, the Anaheim Regional Transportation Intermodal Center (ARTIC) will open adjacent to the Santa Ana River Trail. This facility is within bicycle distance of NBR and will provide a connection between bicycles, buses, and regional rail.

The Project will connect bike lanes within NBR to bike lanes on West Coast Highway, which provides access to Newport Beach's employment center at Fashion Island and connects to the San Diego Creek Trail. The San Diego Creek Trail is a Class I off-street bike path and component of the OCTA Commuter Bikeways Strategic Plan. Significant regional employment centers at the Irvine Business Complex and Irvine Spectrum are accessible from the San Diego Creek Trail. In addition, the Peters Canyon Trail forms a connection between the San Diego Creek Trail and the Tustin Metrolink Station.

Figure 2 illustrates these connections between the NBR Project and areas of high employment density via the network of bicycle facilities. As mentioned above, high-density employment centers in Costa Mesa, Huntington Beach, Santa Ana, Fountain Valley, Orange, and Anaheim are accessible by bicycle along the Santa Ana River Trail. Employment centers in Newport Beach and Irvine are accessible by bicycle along West Coast Highway, the San Diego Creek Trail, and the Peters Canyon Trail.

In summary, the project has been designed to support both bicycle commuting and recreation by providing convenient access to the regional bicycle network of off-street paths. NBR residents are within bicycle-commuting distance of several of the County of Orange (County) employment centers.

The use of bicycles as an alternative to driving will be possible for residents and employees of NBR who choose that mode.

The rate of active transportation (walking and biking) commuting is anticipated to be at least as high in the NBR Project as the remainder of Newport Beach. According to data available from the 2012 American Community Survey (ACS), the rate of commuting by bicycle and walking in the City of Newport Beach is similar to the County and statewide averages at 3.2 percent. Based on the project trip generation disclosed in the certified EIR, this would equate to 29 trips in the a.m. peak hour and 46 trips in the p.m. peak hour. Residential parking requirements would not be reduced because of this measure. Residential parking spaces are assigned on a per unit basis, typically a garage and a driveway, and reducing spaces provided for some units would not be practical, especially because garages can also be used for bicycle storage.

Transit

As illustrated on Figure 3, OCTA Route 1 currently operates along Pacific Coast Highway between Long Beach and San Clemente, including along West Coast Highway in the City of Newport Beach. For westbound Route 1 buses, a bus stop with shelter is located on West Coast Highway west of Superior Avenue. Eastbound Route 1 buses have a bus stop near the existing and future access driveway for oil operations. In addition, OCTA Route 55 has stops on 17th Street, but currently does not travel west of Placentia Avenue.

As previously mentioned, cooperation with OCTA and provision of bus stops and/or shelters is stipulated by the Master Development Plan and the Newport Banning Ranch Planned Community Development Plan and is Project Design Feature 4.11-3, ensuring compliance with Section 30252(1) of the California Coastal Act.

The NBR Team has met with OCTA to discuss opportunities to establish a bus route through NBR. That meeting discussed OCTA bus routes located near NBR including Route 1 along West Coast Highway, Route 47 along Placentia Avenue, and Route 55 along 19th and 17th Streets. The placement of a new bus stop for Route 1 near the intersection of Bluff Road and West Coast Highway was also discussed. The attached letter from OCTA commemorates that meeting and the continuing commitment from Newport Banning Ranch, LLC to provide bus stops and/or shelters as needed in the community to accommodate bus routing should OCTA desire to provide fixed-route bus service throughout the community. Even without new fixed-route service throughout the community, OCTA ACCESS buses, which offer on-demand door-to-door service for qualified riders, would be available for residents requiring transit assistance.

If bus service is available within the NBR Project, the rate of transit use would be similar to the remainder of Newport Beach. According to data available from the 2012 ACS, the rate commuting by transit in Newport Beach is 1.2 percent. Based on the project trip generation disclosed in the certified EIR, this would equate to 11 trips in the a.m. peak hour and 17 trips in the p.m. peak hour. Residential parking requirements would not be reduced because of this measure. Route 1 is within walking distance of the Coastal Inn and would serve that use even if bus service is not expanded through the property. Based on the rate of commuting by transit mentioned above, Route 1 would accommodate four trips per day to/from the Coastal Inn but may not affect vehicular trips in the peak hours.

Telecommuting

In addition to active transportation and transit, telecommuting is a TDM strategy that can reduce the number of vehicle trips. According to data available from the 2012 ACS, the rate of working at home in Newport Beach is nearly twice the County and statewide average. Within Newport Beach, 10.3 percent of workers 16 years and older work at home. Based on the project trip generation disclosed in the certified EIR, this would equate to 93 trips in the a.m. peak hour and 147 trips in the p.m. peak hour. Residential parking requirements would not be reduced because of this measure.

CONCLUSION

Access to the regional bicycle network and the popularity of telecommuting will lead to an estimated 408 people using TDM strategies (based on 1,375 dwelling units, 2.2 persons per household, and 13.5 percent vehicle trip reduction as described above). The impact of the TDM strategies will be a reduction of vehicle trips by approximately 122 in the a.m. peak hour, 193 in the p.m. peak hour, and 2,023 per day. It is not recommended that residential parking requirements be reduced because parking is assigned on a per unit basis rather than in a combined parking lot. A separate TDM plan, specific to the final design for the Urban Colony, will be prepared consistent with City requirements and at that time, the City may recommend reduced parking requirements within the Urban Colony due to the walkable distance between residential dwellings and the shopping center.

OCTA has expressed a desire to locate a new bus stop near the intersection of Bluff Road and West Coast Highway. However, at this time, OCTA believes that ridership levels will be a constraint limiting bus service through the NBR area. The Project remains committed to providing necessary bus stops and/or shelters if OCTA plans to reroute bus service through the NBR area.

Attachments: Figure 1: Newport Banning Ranch Development
Figure 2: Bikeways and Employment Density
Figure 3: OCTA Local Routes
OCTA Letter

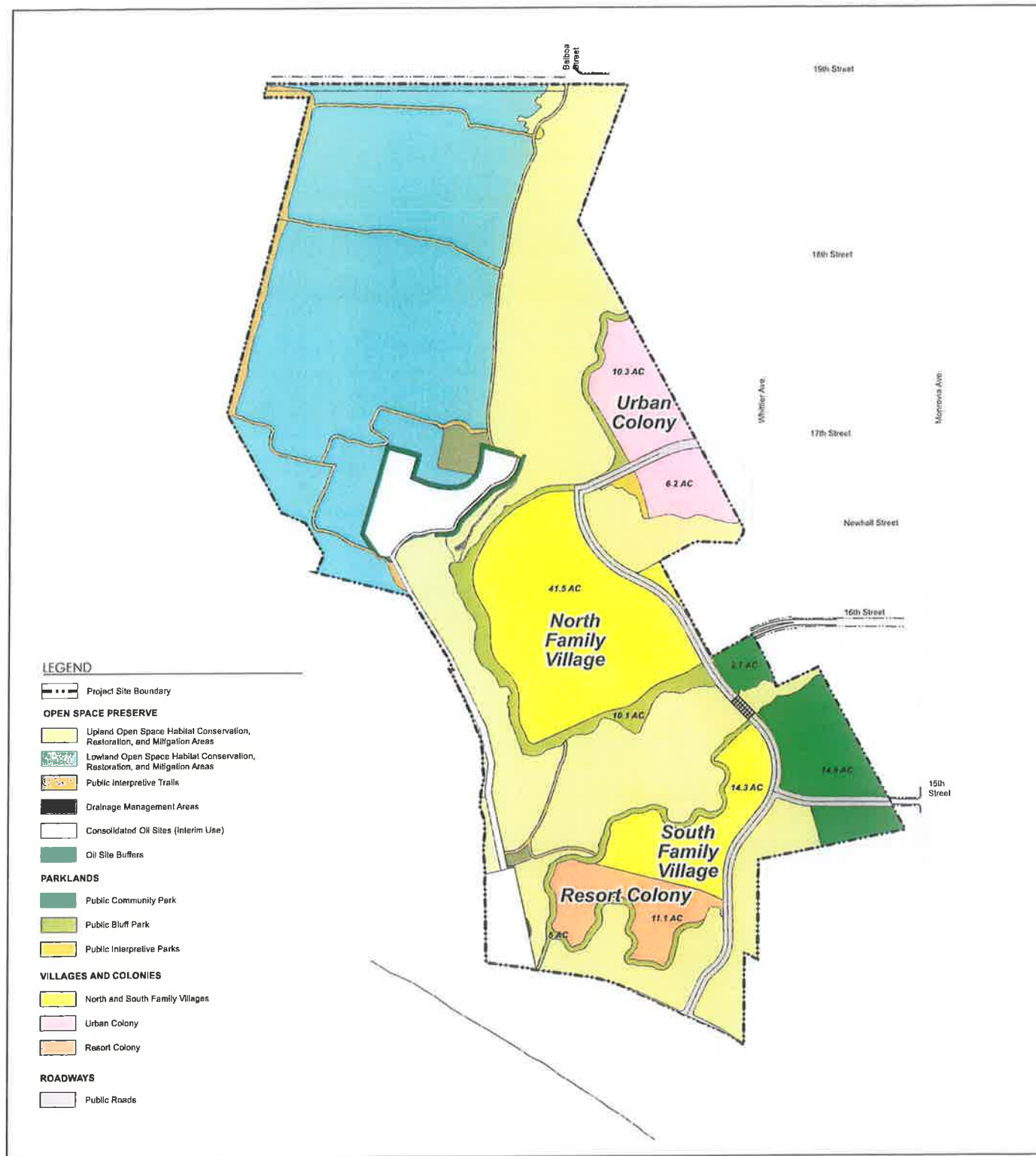


FIGURE 1

LSA



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FEET

SOURCE: Fuscoe Engineering, Inc.

I:\NBR0601\G\TDM\Site Plan .cdr (3/6/14)

Newport Banning Ranch TDM
Site Plan

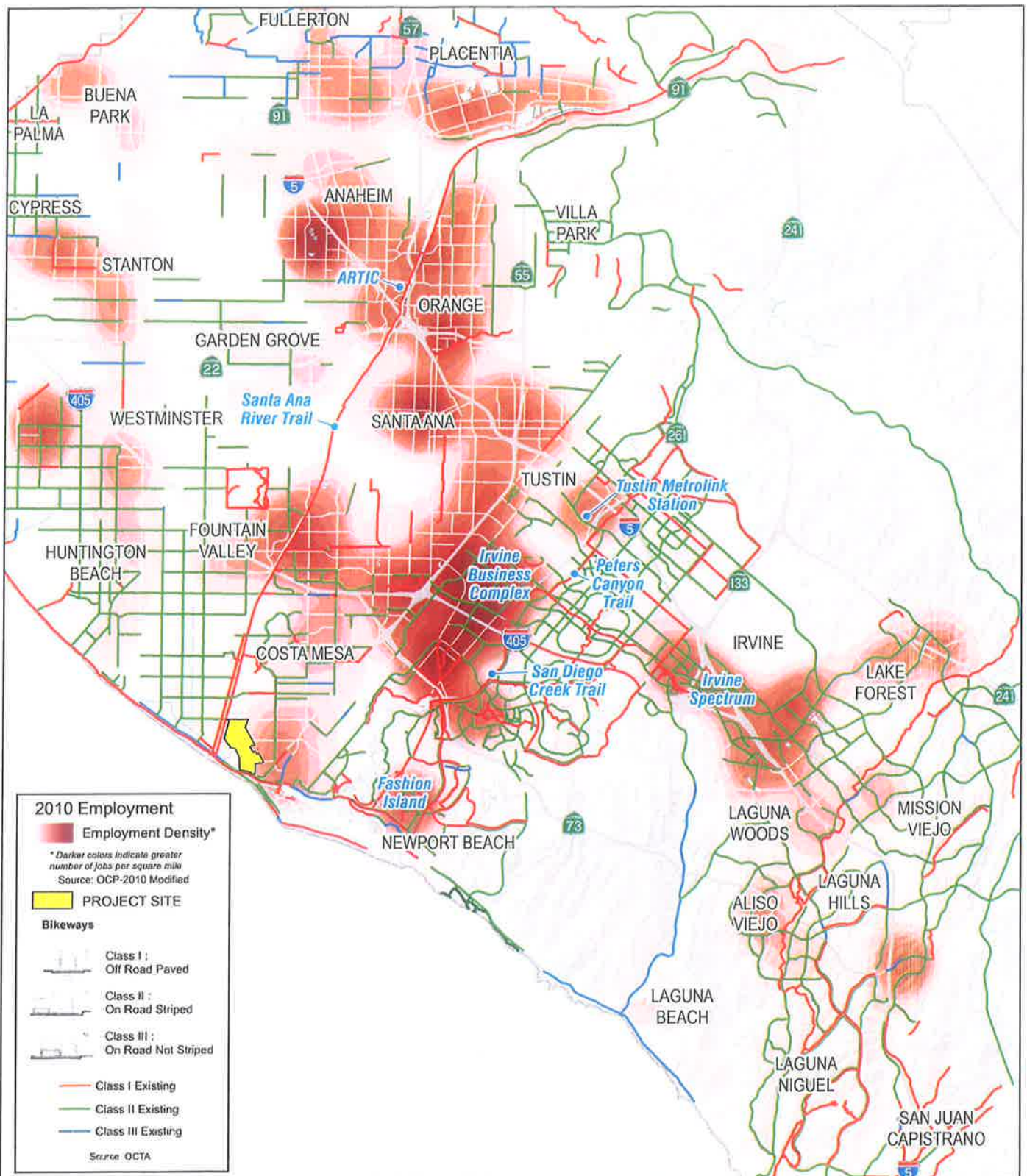
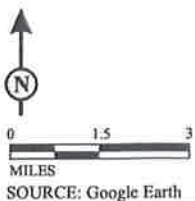


FIGURE 2

LSA



Newport Banning Ranch TDM
 Bikeways/Employment Density

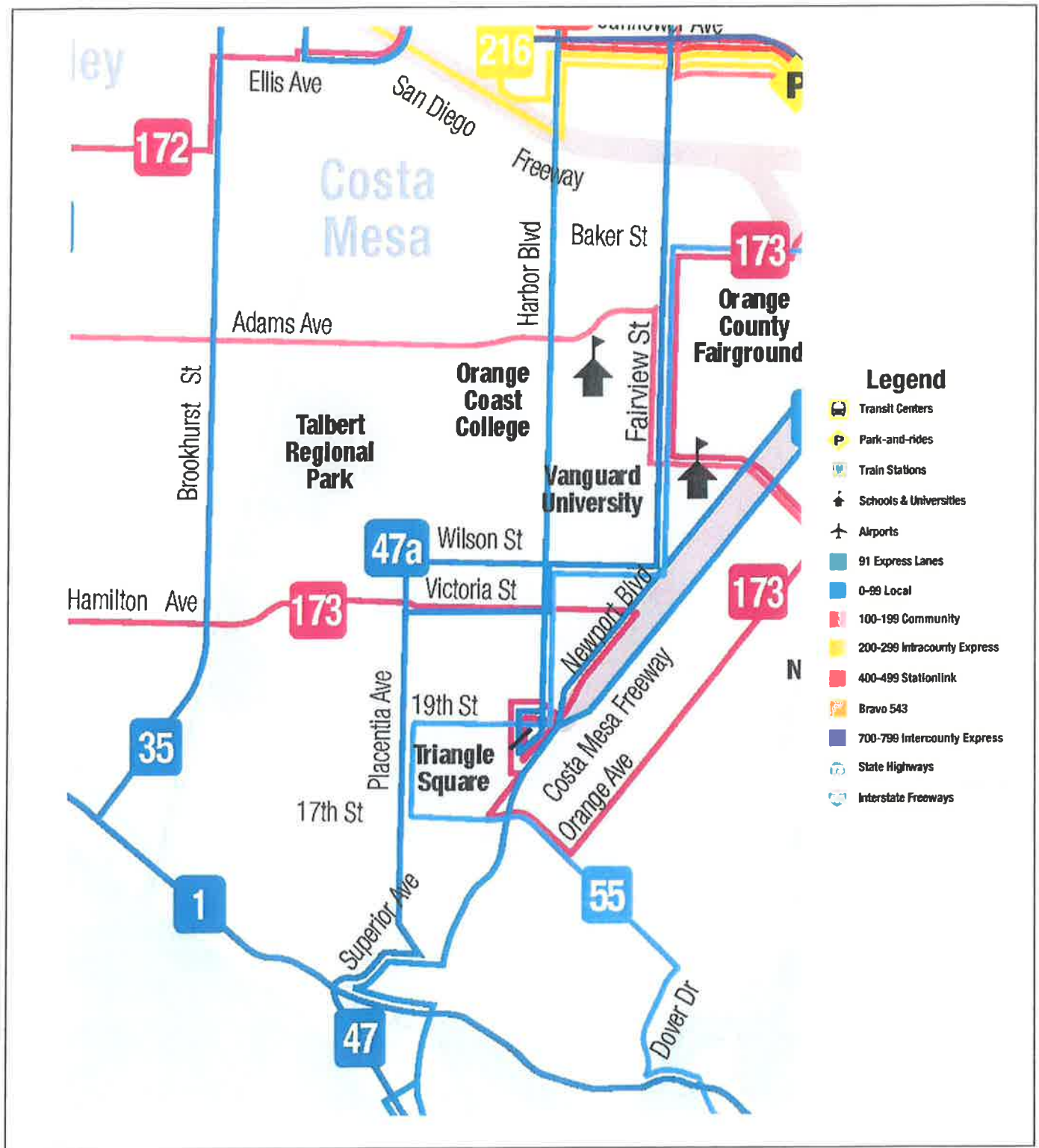
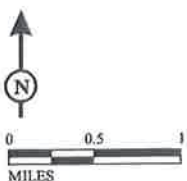


FIGURE 3

LSA



SOURCE: OCTA, February 2014

I:\NBR0601\G\TDM\OCTA Bus Routes.cdr (3/6/14)

Newport Banning Ranch TDM
OCTA Bus Routes



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Director

Tom Tait
Director

Frank Ury
Director

Gregory T. Winterbottom
Director

Ryan Chamberlain
Ex-Officio Member

CHIEF EXECUTIVE OFFICE

Darrell Johnson
Chief Executive Officer

March 18, 2014

Mr. Michael A. Mohler
Project Manager
Newport Banning Ranch LLC
1300 Quail Street, Ste. 100
Newport Beach, CA 92660

**Subject: Newport Banning Ranch - California Coastal Commission Letter
dated December 6, 2013**

Dear Mr. Mohler:

The Orange County Transportation Authority (OCTA) is responding to the above referenced letter from the California Coastal Commission requesting input from OCTA regarding potential transit service to the proposed Newport Banning Ranch development.

On January 9, 2014, OCTA met with representatives of the Newport Banning Ranch team to review project plans and discuss opportunities for expanding transit service to the proposed development. OCTA bus routes located near Newport Banning Ranch include Route 1 along Pacific Coast Highway (PCH), Route 47 along Placentia Avenue, and Route 55 along 19th Street and 17th Street.

Between 2008 and 2010 OCTA reduced bus service by approximately 20 percent because of reductions in state funding and lower fare revenues. If additional funding becomes available, bus service may be added where ridership levels and subsidies are sustainable. A recently completed study of Orange County bus service did not identify the project area as a priority for new or expanded OCTA service. The development density and land uses of the proposed project, as described by the applicant, will not generate sufficient ridership to justify the additional ongoing operating costs.

OCTA has investigated the possibility of making changes to Route 1 and determined that the current route and frequency adequately serve the proposed project area within a ½ mile of PCH. This route currently has a bus stop on westbound PCH, near the intersection of Superior Avenue. Consistent with our letter responding to the Notice of Preparation of a Draft Environmental Impact Report for Newport Banning Ranch, dated April 21, 2009, OCTA is considering placing a new bus stop on PCH closer to the proposed development.

Mr. Michael A. Mohler
March 18, 2014
Page 2 of 2

Bus stop spacing, potential ridership, and input from the City of Newport Beach will be considered when locating bus stops in this area.

OCTA also looked at nearby routes which were further than a half-mile to see if these should be rerouted closer to the proposed development. OCTA Route 47 operates north/south along Placentia Avenue, and Route 55 operates along 19th Street and 17th Street. These routes are not recommended for rerouting through the proposed development due to the impact on travel time for existing riders and additional ongoing operational cost.

During our meeting, Newport Banning Ranch representatives indicated that they would facilitate the provision or extension of transit service by providing bus stops, and/or shelters as needed in the community to accommodate bus routing if OCTA determined that transit service within the community was adequately justified.

If you have any questions or comments, please contact Gary Hewitt, Section Manager, at (714) 560-5715 or by email at ghewitt@octa.net.

Sincerely,

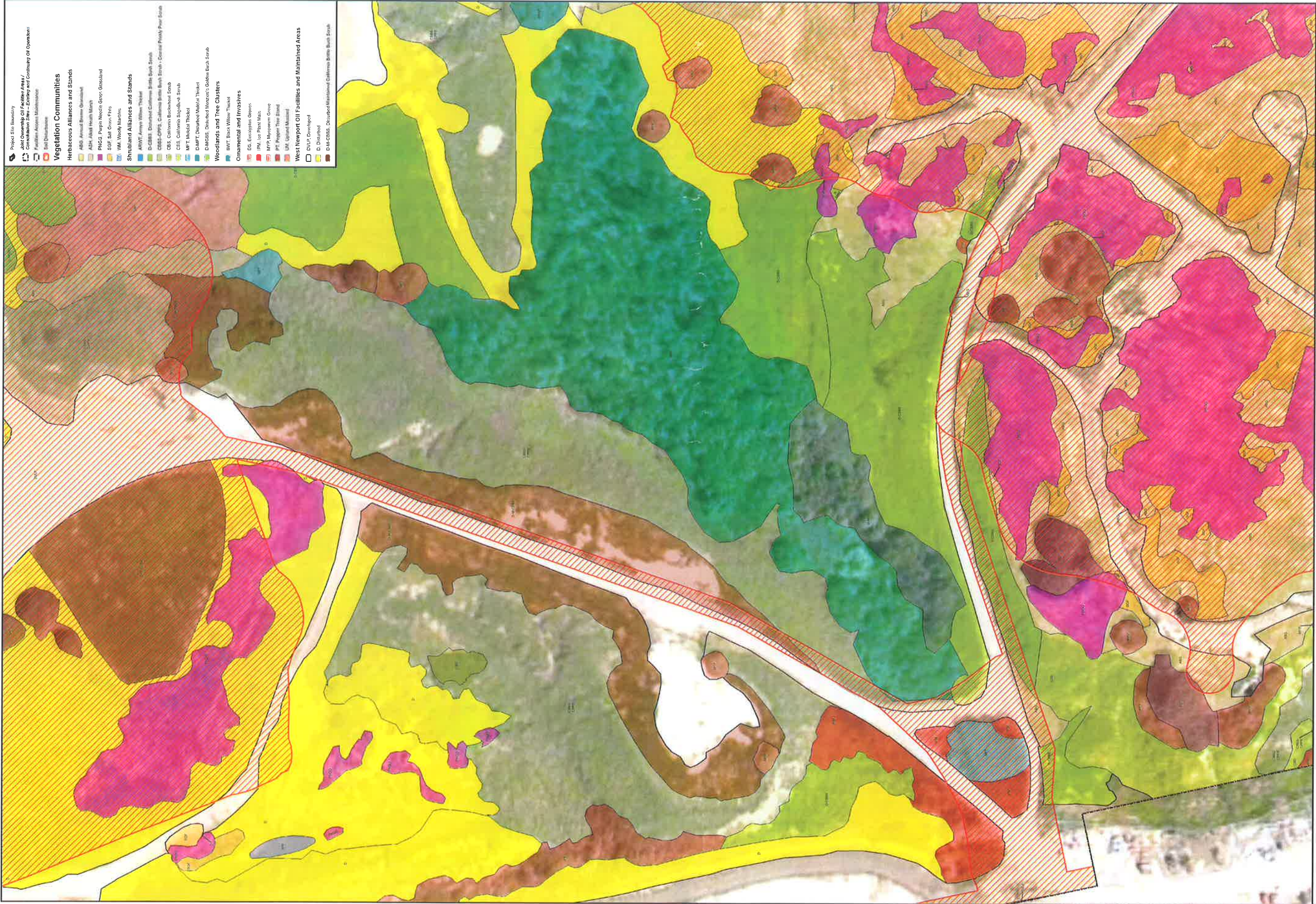


Charles Larwood
Manager, Transportation Planning

CL:gh

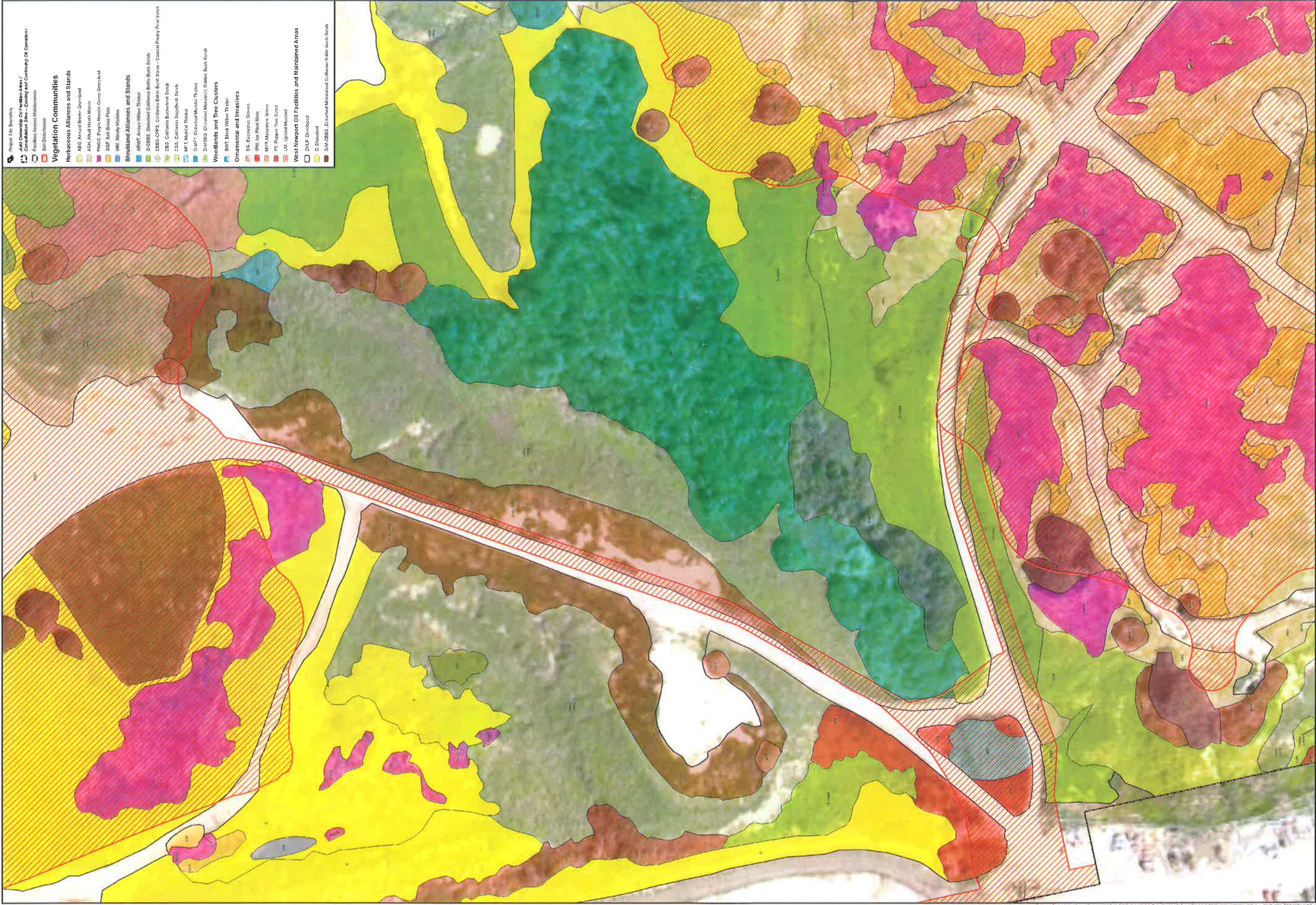
c: Patrick Alford, City of Newport Beach
Dan Phu, OCTA
Bill Batory, OCTA
George Basye, Newport Banning Ranch LLC
Les Card, LSA, Associates, Inc.
Arthur Black, LSA, Associates, Inc.

Exhibit 2 \$5



Vegetation Two Trails

SOURCE: 2011 Aerial Imagery provided by Fuquay Engineering, Vegetation - Base Layer (SLA 2009), Update (Drake 2013).



- Project Site Boundary
Joint Operating Oil Facilities Area /
Construction Area - Existing and Continuing Oil Operations
Floodplain Access Maintenance
Soil Disturbance
Soil Disturbance
- Vegetation Communities**
- Herbaceous Alliances and Stands**
- ABG Annual Biome Grassland
 - AGM Annual Herb Marsh
 - PMGS Purple Needle Grass Grassland
 - SDP Salt Grass Plain
 - WM Wet Meadow
 - ABWT Arroyo Willow Thicket
 - D-CBES Disturbed California Brome Grass Scrub
 - CBS-CPPS California Brome Grass Scrub - Coastal Prickly Pine Scrub
 - CBS California Blackwood Scrub
 - CSS California Sagebrush Scrub
 - MTT Mulcahy Thicket
 - DMFT Disturbed Mulcahy Thicket
 - D-CBES Disturbed Moroccan's Golden Bush Scrub
 - WDBS Woodland Black Willow Thicket
 - BWT Black Willow Thicket
- Shrubland Alliances and Stands**
- Woodlands and Tree Clusters**
- Ornamental and Invasives**
- EG Eucalyptus Groves
 - IMM Iron Pine Mallee
 - MYP Moroccan Grove
 - PT Pepper Tree Stand
 - UM Upland Mustard
 - DLP Developed
 - D Disturbed
 - D-CBES Disturbed Moroccan's Golden Bush Scrub
- West Newport Oil Facilities and Maintained Areas**



SOURCE: 2011 Aerial provided by Fuzze Engineering, Vegetation - Basemap (BLA 2009), Update (Dudek 2013)

Vegetation Two Trails

DUDEK

NEWPORT BANNING RANCH

Jurisdictional Delineations

Project Site Boundary
 Joint Ownership of Fee Simple Areas /
 Conservation Easement - Existing and Contingent of Operations
 Flooded Areas / Maintenance Areas
 Soil Disturbance
 California Coastal Commission
 Riparian
 Wetlands



Feet
0 70 140
1 inch = 42 feet

NEWPORT BANNING RANCH

CCC Two Trails

Jurisdictional Delineations

SOURCE: 2011 Aerial provided by Fuzcoe Engineering, Vegetation - Banklayer (G.I. 2009), Update (Dudek 2013)



Project Site Boundary
Joint Ownership Of Facilities Area /
Construction Area - Existing and Continuing Of Operations
Facilities Access Maintenance Area
Soil Disturbance
California Coastal Commission
Riparian
Wetlands



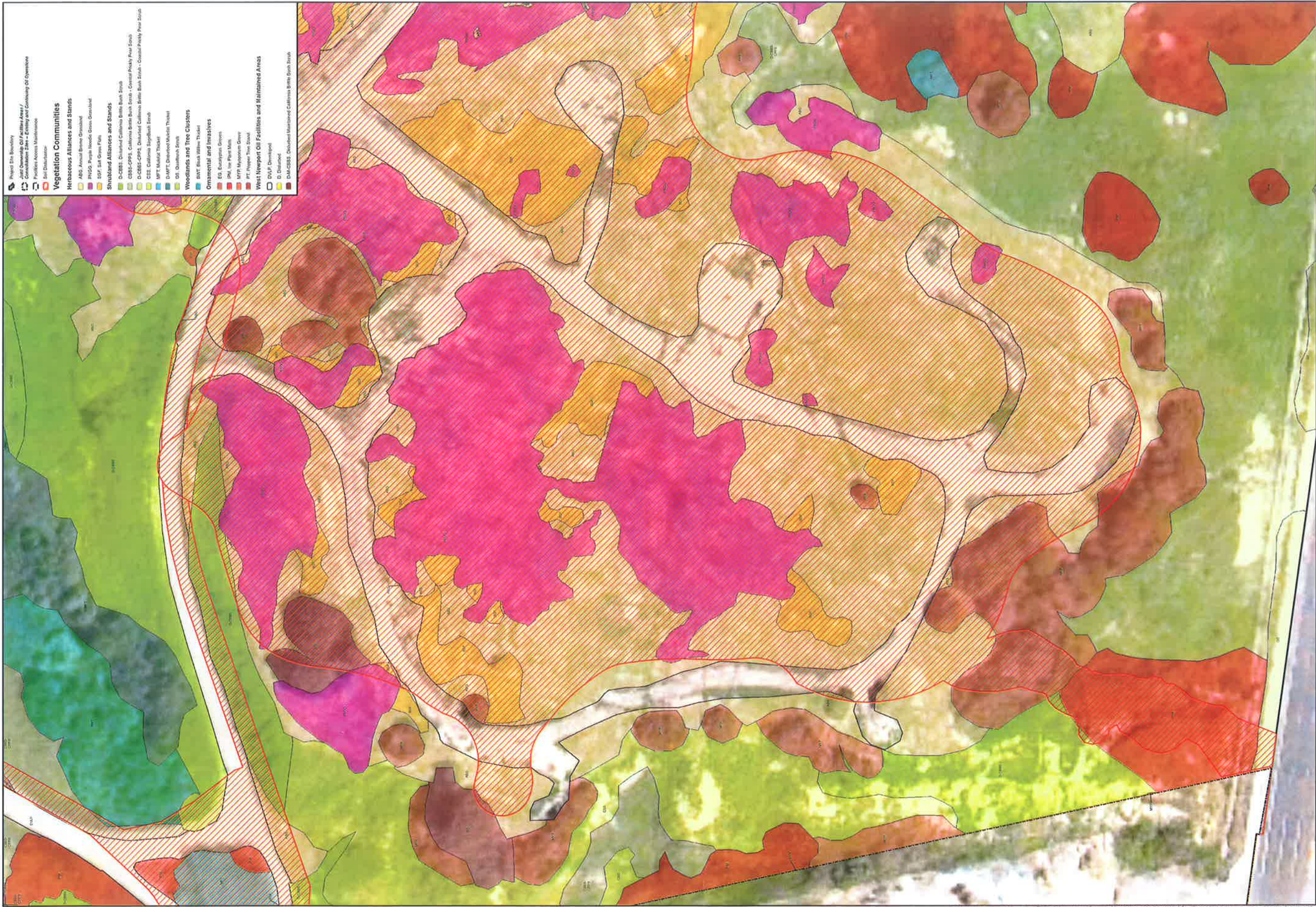
SOURCE: 2011 Aerial provided by Fuzess Engineering, Vegetation - Baseline (SJA 2001), Update (Dorle 2013)

CCC Two Trails

NEWPORT BANNING RANCH

DUDEK

Jurisdictional Delineations



- Project Site Boundary
Joint Ownership Oil Field Area /
Facilities Access Maintenance
Facilities Access Maintenance
- Soil Distribution
- Vegetation Communities**
- Herbaceous Alliances and Stands**
- ABG Annual Brome Grassland
 - PHG2 Purple Hoofbe Grassland
 - SOP Salt Grass Flats
- Shrubland Alliances and Stands**
- O-CBBS Outland California Batts Bush Scrub
 - CBS-CBBS California Batts Bush Scrub - Coastal Pebbly Pwd Scrub
 - O-CBBS-CBBS Outland California Batts Bush Scrub - Coastal Pebbly Pwd Scrub
 - CBS California Bayleaf Scrub
 - MPT Malibu Thicket
 - DAPT Deserted Malibu Thicket
 - DS Quailbush Scrub
- Woodlands and Tree Clusters**
- WRT Black Willow Thicket
- Ornamental and Invasives**
- EO Eucalyptus Grove
 - PM Ice Plant Mat
 - MPT Myoporum Grove
 - PT Pepper Tree Stand
- West Newport Oil Facilities and Maintained Areas**
- DLP Developed
 - D Disturbed
 - D-CBBS Disturbed Maintained California Batts Bush Scrub



SOURCE: 2011 Aerial provided by Fuzco Engineering, Vegetation - Baseline (GIA 2009), Update (Dudek 2013)

Vegetation SW Corner

NEWPORT BANNING RANCH

DUDEK

Jurisdictional Delineations

