

# TRANSPORTATION DEMAND MANAGEMENT

NEWPORT BANNING RANCH  
NEWPORT BEACH, CA

DRAFT

LSA

January 2014

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## INTRODUCTION

Newport Banning Ranch is a project located within the sphere of influence of the City of Newport Beach (City). The Development Agreement for Newport Banning Ranch includes annexation into the City. An environmental impact report (EIR) was prepared for the project and was certified by the City on July 23, 2012. Newport Banning Ranch is located within the Coastal Zone and will require approval from the California Coastal Commission in addition to the City.

In a letter dated 12/6/2013, California Coastal Commission 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. The letter further requests details of transit integration including the location of bus stops and whether constraints 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 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 of Newport Beach 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. The Resort Inn component of Newport Banning Ranch is estimated to employ 75 persons according to these employment generation factors. The shopping center within the Urban Colony is estimated to employ 150 persons. Therefore, prior to being issued a grading permit, the shopping center 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 design of the Urban Colony is not known at this time and elements of the Urban Colony will require their own TDM plan, this discussion will focus on the TDM aspects of the project as a whole including the Resort Inn and residential development in the Resort Colony, South Family Village, and North Family Village.

### Resort Inn

The Resort Inn will operate 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, resort hotel guests generally generate peak hour trips at a lower rate than a standard business hotel. 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 Resort Inn will not meet the City's threshold for preparing a TDM plan, employees of the Resort Inn will take advantage of the alternative transportation features

of Newport Banning Ranch, including bikeways and planning for transit, and thereby reduce their vehicle trips.

### **Bikeways**

The Newport Banning Ranch design includes provisions for on-street and off-street bicycle use. 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 Santa Ana River Trail is a Class I off-street bike path and a major component of the 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 2014, the Anaheim Regional Transportation Intermodal Center (ARTIC) will open adjacent to the Santa Ana River Trail. This facility is within bicycle distance of Newport Banning Ranch and will provide a connection between bicycles, buses, and regional rail.

The intersection of Bluff Road with West Coast Highway will connect on-street bike lanes within Newport Banning Ranch to on-street bike lanes on Coast Highway, which provide 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.

In summary, the project has been designed to support both commuting and recreation by bicycle by providing convenient access to the regional bicycle network of off-street paths. Employment centers are within bicycle commuting distance of severable of Orange County's employment centers. Use of bicycle as an alternative to driving will be possible for residents and employees of Newport Banning Ranch who choose that mode.

The rate of active transportation (walking and biking) commuting is anticipated to be at least as high in Newport Banning Ranch as the remainder of Newport Beach. According to data available from the 2012 American Community Survey, the rate commuting by bicycle and walking in 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.

### **Transit**

OCTA Route 1 currently operates along Pacific Coast Highway between Long Beach and San Clemente, including along Coast Highway in the City of Newport Beach. For westbound Route 1 buses, a bus stop with shelter is located on 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 Coastal Act.

The Newport Banning Ranch Team has requested a meeting with OCTA to discuss opportunities to establish a bus route through Newport Banning Ranch. Should OCTA desire to reroute Route 1 along Bluff Road through Newport Banning Ranch or extend Route 55 along 17th Street to the Urban Village, Newport Banning Ranch is committed to construct the necessary bus stops and/or shelters. Ridership could be a constraint limiting bus service to Newport Banning Ranch. OCTA conducted a Transit System Study in 2011, which recommended decreasing frequency of Route 1 in response to low productivity. The Transit System Study made no recommendation regarding expansion of service west of Placentia Avenue. However, even without new fixed route service through the community, OCTA ACCESS buses, which offers on-demand door to door service for qualified riders, would be available for residents requiring transit assistance.

If bus service is available within Newport Banning Ranch, the rate of transit use would be similar to the remainder of Newport Beach. According to data available from the 2012 American Community Survey, 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. However, given the uncertainty regarding future bus service within Newport Banning Ranch, at this time no estimate can be made regarding the number of people who would use transit and what impact transit would have on reducing vehicle trips.

### **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 American Community Survey, 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 has the potential to reduce vehicle trips by approximately 122 in the a.m. peak hour and 193 in the p.m. peak hour, which is 13.5 percent of the vehicle trip generation. It is not recommended that residential parking requirements be reduced. A separate TDM plan, specific to the final design for the Urban Colony, will be prepared consistent with City requirements and may recommend reduced parking requirements within the Urban Colony.

Specific information regarding bus stop locations is not available because OCTA planning has not been completed. It is possible that ridership levels will be a constraint limiting bus service through Newport Banning Ranch. Newport Banning Ranch remains committed to providing necessary bus stops and/or shelters if OCTA plans to reroute bus service through Newport Banning Ranch.