

Nicole Dubois

From: Carolyn Mamaradlo [cmamaradlo@octa.net]
Sent: Tuesday, June 02, 2009 11:21 AM
To: Nicole Dubois
Cc: Hal McCutchan; Gregory Nord; Mark Strickert
Subject: RE: City of Newport Beach City Hall and Park Development Plan
Attachments: 060209 Newport Beach City Hall-questionnaire.pdf

Dear Nicole,

Attached is a copy of the questionnaire completed. Please forgive our late response.

Additionally, regarding question #3 and #7, please consider the following:

---The main concern is the current lack of marked bicycle facilities along Avocado Avenue. Consideration should be taken to add class II bike lanes along Avocado that provide safe access to the new facilities, and the OCTA transit center. Further consideration should also be given to signal triggers that are either in ground, or easily accessible by bicyclists; long-term and short-term bicycle parking facilities for employees and visitors, respectively; as well as shower and locker/changing facilities for employees.

Carolyn Mamaradlo
Corridor Studies Intern
Orange County Transportation Authority
600 South Main Street
Orange, CA 92868, Rm. 218A
(714) 560-5748

-----Original Message-----

From: Hal McCutchan
Sent: Monday, May 11, 2009 9:20 AM
To: Carolyn Mamaradlo
Cc: Charlie Larwood
Subject: City of Newport Beach City Hall and Park Development Plan

Carolyn,

Per our response on the NOP issued on April 1, 2009 for the City of Newport Beach City Hall/Park Development Plan, a follow-up public transportation questionnaire is attached. Please forward the Questionnaire to the our respective internal reviewers for their responses. The Questionnaire is due by June 1, 2009.

Thank you,

Hal

-----Original Message-----

From: Nicole Dubois [mailto:Nicole.Dubois@lsa-assoc.com]
Sent: Thursday, May 07, 2009 1:23 PM
To: Hal McCutchan
Cc: Charlie Larwood; Murillo, Jaime
Subject: City of Newport Beach City Hall and Park Development Plan

Dear Mr. McCutchan:

This letter is part of an ongoing information gathering effort that is part of the environmental review process being conducted for the proposed Newport Beach City Hall and Park Development Plan. Thank you for your response to the Notice of Preparation issued on April 1, 2009.

As you are aware, the City of Newport Beach (City) has determined that preparation of an Environmental Impact Report (EIR) is necessary to adequately analyze the environmental effects of the proposed project. The City is the Lead Agency, and LSA Associates, Inc. (LSA) has been retained by the City to prepare the environmental analysis required for the proposed project.

The proposed project would result in the relocation of City Hall (with the exception of the Fire Department), including all City employees and functions. The proposed project, known as the Newport Beach City Hall and Park Development Plan, includes seven primary components, including: (1) operation of an approximately 98,000-square-foot (sf) City Hall building, meeting hall, and Council Chambers; (2) a 450-space parking structure; (3) an approximately 17,000 sf expansion of the Newport Beach Central Library; (4) construction of a 14.3 ac public park; (5) widening of San Miguel Drive; (6) reuse of the existing City Hall structures with commercial office uses; and (7) an Emergency Operations Center.

Because the proposed project includes the relocation of existing City Hall uses and reuse of the existing City Hall structures, it is anticipated that the proposed project would result in a net increase of 295 employees within the City. No residential units are proposed as part of the project.

LSA is seeking information on how the proposed project would affect the Orange County Transportation Authority's ability to provide services and whether the project would require new or expanded facilities. To assist with this effort, a questionnaire has been attached with specific questions relating to services near the project area. It would be helpful to the analysis for us to receive a response by June 1, 2009. Please fax your response to Nicole Dubois at (949) 553-8076, email them to Nicole.Dubois@lsa-assoc.com, or mail hardcopies to Nicole Dubois, LSA Associates, Inc., 20 Executive Park, Suite 200, Irvine, CA 92614-4731.

If you have any questions or comments on the questionnaire, please contact me at (949) 553-0666. Thank you for your time and assistance.

Sincerely,

LSA ASSOCIATES, INC.

Nicole Dubois

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614-4731
(949) 553-0666 - telephone
(949) 553-8076 - fax

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PUBLIC TRANSPORTATION QUESTIONNAIRE

For your convenience, we have provided space below for your answers. If you choose to answer these questions in the form of a letter, please number your responses to correspond to the questions. Please fax your responses to Nicole Dubois at (949) 553-8076 or mail originals to: LSA Associates, Inc., Attn: Nicole Dubois, 20 Executive Park, Suite 200, Irvine, CA 92614. We would appreciate a response by June 1, 2009. If you prefer to email, my email address is Nicole.Dubois@lsa-assoc.com.

1. The OCTA Newport Transportation Center (bus transfer station) is located directly north of the project site. What routes serve the project area and how near capacity are they now operating? How many daily trips are provided to the project area?

OCTA routes serving the Newport Transportation Center:

Route 1 - 50 daily trips
Route 55 - 53 daily trips
Route 57 - 54 daily trips
Route 75 - 14 daily trips
Route 76 - 22 daily trips
Route 79 - 27 daily trips

Route serving Avocado St. south of San Miguel:
Route 1 - 50 daily trips

2. When will OCTA make a decision regarding the new bus stop at Avocado and Farallon that was mentioned in your letter dated April 22, 2009? When is the new bus stop expected to become operational?

If stops are placed at Farallon, they would likely be opened when the new City Hall is opened.

3. Are you aware of specific bicycle safety issues in the vicinity of the proposed project area or routes that may be adversely affected by the proposed project?

No obvious issues. Apparently the sidewalk on the east side of Avocado is also a bike path.

4. What standard generation rate do you use in assessing service demands for public transportation? Also, how do you determine when services need to be expanded? Are there any current plans for expansion of transit services in the project area? If yes, please briefly describe.

OCTA bus stop placement standards are attached. Currently no new routes are planned in the project area.

5. Will the proposed project create a need to expand existing services or staff, or otherwise adversely impact the type of services you provide? Would the proposed project necessitate a realignment of current routes in the area? Please explain.

While we would expect more riders in the area when the project is completed, no adverse impacts the existing services are anticipated. If demand warrants, it is possible one or more existing routes could be realigned in the future.

6. Based on the information provided above, will OCTA be able to adequately provide services to the proposed project? If not, can you recommend any measures for mitigating project impacts that might be incorporated into the project?

Yes. The only mitigation we would need is that there be enough sidewalk room along the curb for bus stops both directions. The northbound side is fine, but the southbound side of Avocado farside of Farallon would need a boarding area placed in the parkway along the curb. Sample diagram attached.

7. Please provide any additional information, including tables, maps, and graphs that may be helpful in preparing an environmental assessment of the proposed project on existing transit service. Please provide any additional comments or questions you would like to see addressed in the environmental assessment for this project.

All the above and attached should cover everything. Thank you!

Prepared by: Mark Strickert
Title: OCTA Stops and Zones Analyst
Date: May 29, 2009
Phone: (714) 560-5883

CHAPTER 2

BUS STOP SPECIFICATIONS

2.1 BASIC ELEMENTS OF BUS STOP PLACEMENT

These guidelines emphasize the following six basic elements local jurisdictions should consider when designing new transit facilities:

1. Stops should be placed based on population density and/or major passenger generators (i.e. major employment centers, regional shopping centers, hospitals, etc.);
2. Bus stop locations should be clearly marked by an OCTA bus stop sign with appropriate vertical and horizontal clearance;
3. Bus stop locations should have adequate parking restrictions to allow buses to pull into and out of the bus zone unimpeded;
4. Bus stop locations should have a level surface and preferably a firm surface to accommodate boarding and alighting of passengers with special needs;
5. Pathways leading to and from bus stop areas should be level, and preferably a firm surface to accommodate passengers with special needs; and
6. Bus stops should be located in places with minimal above grade obstacles (i.e. guide wires, power poles, utility boxes, etc.)

When establishing new bus stops or relocating existing bus stops it is the policy of the OCTA to confer with the appropriate city or local jurisdiction to locate and properly identify bus zones mutually acceptable to the Authority and the jurisdiction. Ultimately, the final decision as to bus stop placement or relocation, and its design, rests solely with the local jurisdiction.

2.2 DENSITY AND SPACING

For an area to properly support transit service, certain density thresholds need to be met. Density measurement varies according to the type of development. For residential areas, a review of population density and housing density are used. Employment density and square footage variables are used for commercial and industrial areas.

To add new service or to increase local fixed-route service, two minimum productivity standards are considered: 1) when research indicates that the new service would achieve a minimum productivity of 10 boardings per hour of service after a year in service, or 2) achieve a minimum productivity of 75% of the average for the category of service under consideration.¹

¹ For example, OCTA categorizes its bus system into four categories; local, community, StationLink, and express. If additional service is being considered on a route under any of these categories, research should indicate that the bus route would be performing at a productivity level of at least 75% of the average for that category after a year in service.

StationLink shuttles are another type of service. These shuttles supplement regular transit services and accommodate short trips (less than three miles) when the area is not directly served by local bus operations. These shuttles should be considered when:

1. Research indicates potential for 7.5 boardings per service hour, and
2. There is at least one large employer (2500+ employees) or three major employers (1000+ employees) within a 15-minute radius of a Metrolink station.

2.2.1 BUS STOP SPACING GUIDELINES

1. Provide stops at major generators:
 - Employment centers with 1,000+ employees
 - Residential areas with 500+ units or minimum population density of 5000 per square mile
 - Retail centers with 400,000+ square feet of leasable space
 - Education centers with 2,500+ students
 - Major medical facilities with out-patient care
2. Provide bus stops at transfer points
3. Provide intermediate stops based on the distance a person has to travel to arrive at a bus stop spaced as follows and illustrated in **Figure 8**:
 - Central Business Districts or Major Commercial District: Maximum 500 feet
 - High to medium density areas: 750 to 900 feet (5,000+ persons/square mile)
 - Medium to low density areas: 900 to 1,300 (3,500 – 5,000 persons/square mile)
 - Low density to rural areas: 1,500 to 2,500 feet (less than 3,500 persons/square mile)

Table 4 defines densities in terms of residential units per acre and commercial floor area ratio.

Table 4 Commonly Used Definitions of Residential and Commercial Density	
High Density	Residential: 18 DUs/acre minimum, (30 DUs/acre average) Commercial: 0.50 Floor Area Ratio minimum
Medium to Low Density	Residential: 7 DUs/acre minimum, (12 DUs/acre average) Commercial: 0.35 Floor Area Ratio minimum
Low to Rural Density	Residential: below 7 DUs/acre minimum Commercial: less than 0.35 Floor Area Ratio
DUs = Residential dwelling units. Floor area ratio refers to the average allowable building coverage of land in zoning code.	

It is important to emphasize that these are general guidelines and should not be construed as absolutes. Regardless of density, if sufficient potential demand is exhibited and if funds allow, service should be considered and scheduled for an area.

2.3 PEDESTRIAN PATHWAYS

2.3.1 PEDESTRIAN ACCESS

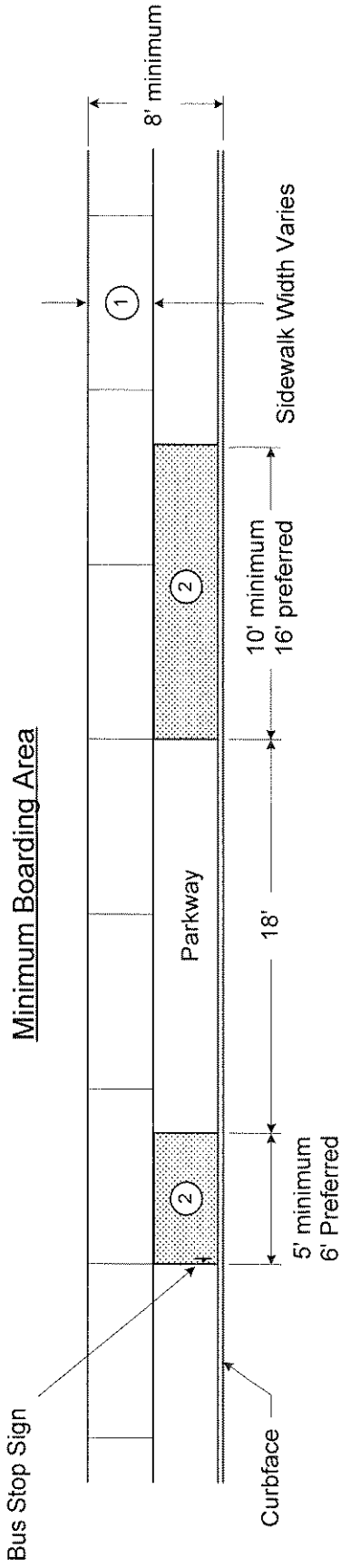
Land uses that are designed for proper pedestrian access are located and concentrated in ways that minimize the distances between the development and the transit services. Land uses should be arranged to facilitate the movement of people from their origins to the bus stop or local transit center and back again. The process of designing and locating a bus stop should begin with understanding the experience of accessing the stop from home or work. Good pedestrian access can be achieved by considering the following guiding principles:

- Provide a safe pedestrian environment – sidewalks, walkways and street crossings should be free of hazards, well lit, and have minimal conflicts with vehicular traffic.
- Provide an accessible pedestrian system – pedestrian routes to bus stops should be designed to meet the needs of all users, particularly the disabled, the elderly, and children.
- Provide direct connections between places – the pedestrian system should be comprised of continuous and direct routes and convenient connections between destinations including residential areas, schools, shopping centers, public services and institutions, recreation, and transit.
- Provide a pedestrian system that is easy to use – the pedestrian system should be designed so people can easily find the most direct route to their destination with appropriate wayfinding signs if necessary.

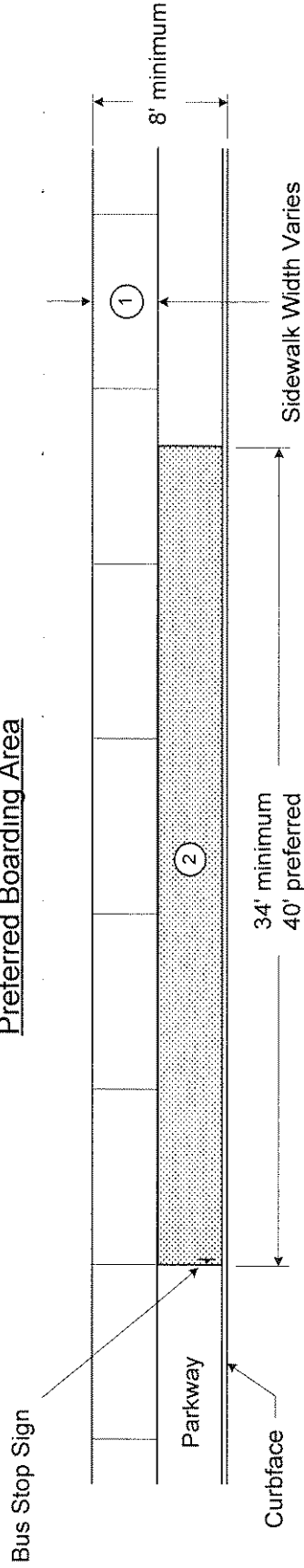
The following guidelines can help achieve the guiding principles:

- Main entrances to commercial buildings should face the street with close pedestrian access to the nearest bus stop.
- Provide a dedicated sidewalk and/or bike paths through new development that are safe and direct to the nearest bus stop or transit center.
- Minimize the distance between buildings and the bus stop through proximity and orientation. Municipalities can encourage this strategy by reviewing zoning policies, setback guidelines, building orientation guidelines, and parking requirements to encourage transit-oriented development.
- Link access points to bus stops or transit centers with building entrances by developing walkway systems and plazas that emphasize pedestrian activities and access.
- Bus stops should be located so that passengers do not have to walk more than ¼ mile from major employment centers, residential development, or retail centers.

Minimum Boarding Area



Preferred Boarding Area



Note:

- 1) The minimum sidewalk/pathway width should be 48" wide, with a 84" vertical clearance.
- 2) When the existing sidewalk is less than 8 feet wide, it should be widened accordingly to meet current ADA standards for accommodating both a front and rear door wheelchair lift. Wheelchair boarding areas should be constructed with either P.C.C. or A.C. pavement. Above grade obstacles, or street furniture should be placed in such a manner as to not interfere with the designated front of rear door boarding areas.

