APPENDIX F

VEHICLE MILES TRAVELED ANALYSIS

URBAN | CROSSROADS

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NEWPORT BEACH GENERAL PLAN HOUSING ELEMENT UPDATE (HEU) VEHICLE MILES TRAVELED (VMT) ANALYSIS

Mr. Brad Sommers,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Analysis for the Newport Beach General Plan Housing Element Update (HEU) (**Project**), in the City of Newport Beach. This VMT analysis supports the environmental analysis of the Project, conforming to the City of Newport Beach VMT Guidelines.

PROJECT DESCRIPTION

Located in coastal Orange County, the City is approximately 31,472 acres of land area with a population of approximately 85,865 persons (Department of Finance, 2021). The City is generally northwest of the City of Laguna Beach, southeast of the City of Costa Mesa, east of the City of Huntington Beach, and southwest of the City of Irvine. Newport Beach is bordered to the west by the Pacific Ocean.

Regional access to the City is provided by State Route 73 (SR-73) that roughly comprises the City's northwest border in a northwest-southeast orientation, State Route 55 (SR-55) that runs in a northeast-southwest orientation to the southwestern portion of the City, and Coast Highway (SR-1) that runs in a northwest-southeast orientation along the City's coastline.

The City's 2021-2029 Housing Element was adopted in September 2022 as part of the statewide 6th Cycle Housing Element process and was subsequently certified by the State of California Department of Housing and Community Development (HCD) on October 5, 2022. The adopted 2021-2029 Housing Element establishes programs, policies and actions to further the goal of meeting the existing and projected housing needs of all income levels of the community, and provides evidence of the City's ability to accommodate the Regional Housing Needs Assessment (RHNA) allocation through the year 2029, as established by the Southern California Association of Governments (SCAG).

The City's RHNA allocation is 4,845 housing units, including 1,456 very low-income units and 930 low-income units. In addition to the 6th Cycle RHNA allocation, 2021-2029 Housing Element accounts for additional housing units as a buffer to address future "no net loss" if it becomes necessary to identify replacement sites during the 6th Cycle implementation period. Therefore, the City factored in a buffer equating to 5,242 housing units. Only a portion of these sites will be necessary to accommodate the City's planning obligation of 4,845 housing units.

The adopted 2021-2029 Housing Element identifies six focus areas in the City that have sufficient capacity to meet its RHNA allocation for the 6th Cycle. The six focus areas in the adopted Housing Element are:

- Airport Area
- West Newport Mesa
- Dover-Westcliff
- Newport Center
- Coyote Canyon
- Banning Ranch

The Banning Ranch Focus Area is included in the adopted 2021-2029 Housing Element's sites inventory. However, it is not assumed in order to accommodate the City's 2021-2029 RHNA growth need. Banning Ranch is considered as an additional dwelling unit opportunity, beyond those that accommodate the RHNA.

The Program EIR will evaluate the potential environmental effects of the implementing actions associated with the 2021-2029 Housing Element. The Program EIR will analyze the 6th Cycle RHNA obligation of 4,845 units and the identified buffer of 5,242 units, for a total development capacity of 10,087 housing units. The adopted 2021-2029 Housing Element identifies 244 candidate housing sites in the six focus areas of the City that can accommodate housing. Subsequent to the adoption of the Housing Element, five additional potential housing sites were identified. Therefore, the Program EIR will evaluate 249 housing sites.

The Project does not propose any specific site development on any of the housing sites. Rather, future housing development would occur over time depending upon numerous factors such as market conditions, and economic and planning considerations, and at the individual property owners' discretion.

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate was implemented on July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (**Technical Advisory**). (1)

Based on OPR's Technical Advisory, the City of Newport Beach has adopted VMT Significance Criteria and Thresholds (2) and City SB 743 VMT Implementation Guide (3) which together provide the **City Guidelines**. This Housing Element Update analysis has been prepared based on the adopted City Guidelines approved by the City Council on June 9, 2020, which are consistent with the VMT analysis methodology recommended by OPR.

VMT ANALYSIS METHODOLOGY

As outlined in the Newport Beach City SB 743 VMT Implementation Guide, the recommended methodology for conducting VMT assessments for Land Plans (per Chapter 6) is:

… to compare the existing VMT per service population for the land plan area with the expected horizon year VMT per service population. The recommended target is to achieve a lower VMT per service population in the horizon year with the proposed land plan than occurs for the existing condition.

The City has determined that this criteria applies to the General Plan Housing Element Update (HEU).

Service Population

Service Population (SP) is comprised of the total population (residents in a single-family unit, multi-family unit, apartment, elderly residential unit, or mobile home) combined with the total employment (employees in an office, commercial area, industrial area, etc.). By focusing on VMT / Service Population (VMT / SP), comparisons can be made regarding whether a plan involves less vehicle miles per community member who lives and/or works in the area.

Newport Beach Transportation Model

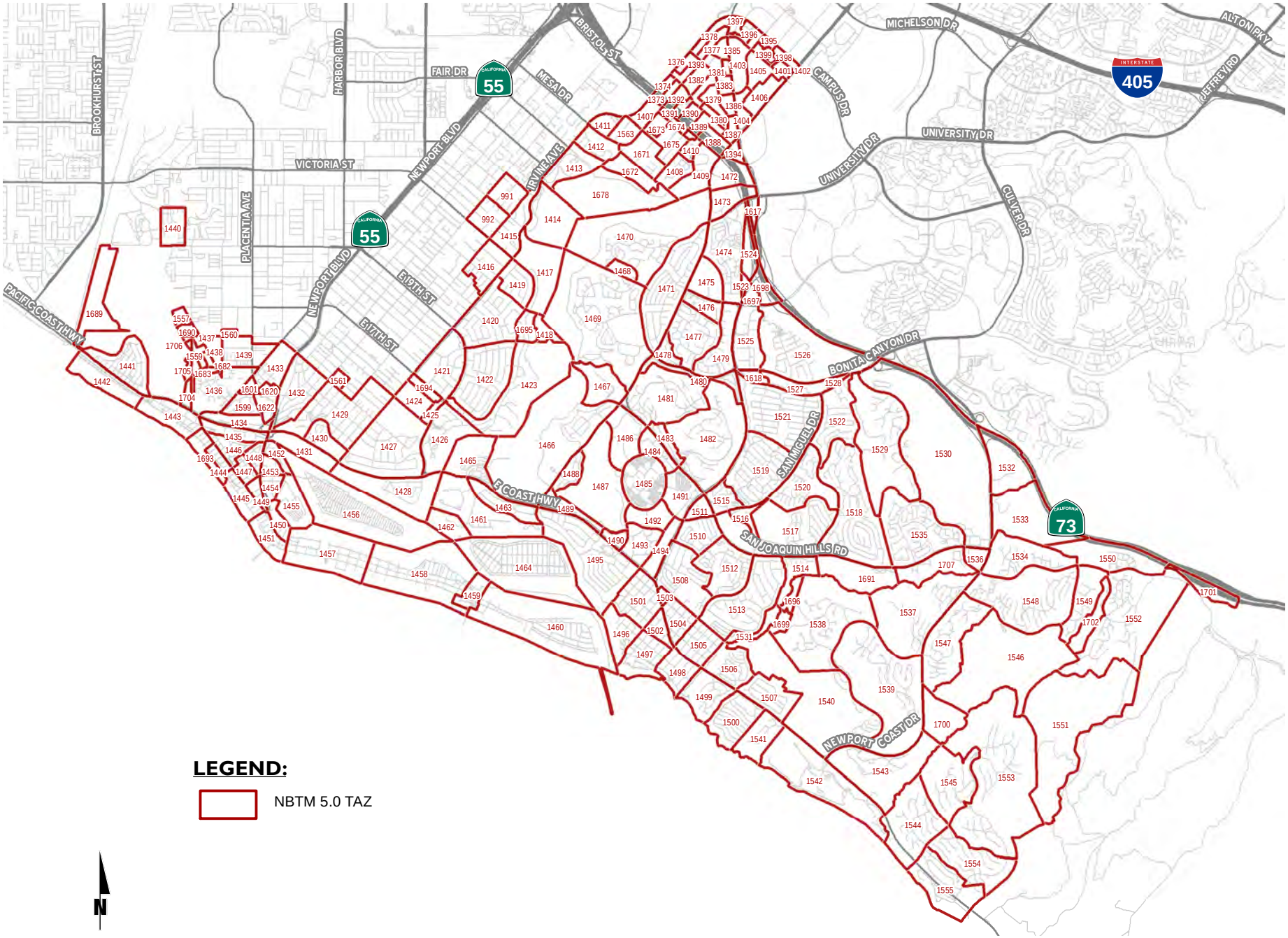
The Newport Beach Transportation Model (NBTM) is a computer simulation tool that is utilized to calculate VMT as it considers interaction between different land uses based on socio-economic data such as population, households and employment.

Project VMT has been calculated using the most current version of NBTM, which was updated in 2020 to utilize current procedures consistent with the subregional Orange County Transportation Analysis Model (OCTAM) and reflects current land use and roadway conditions in the City of Newport Beach. The NBTM is a sub-area model of OCTAM, accounting for regional transportation supply and demand and incorporates recent changes to the existing and planned circulation system since the 2006 General Plan update (e.g., removal of the 19th Street Bridge) as well as land use changes. Because the NBTM is based upon OCTAM and incorporates the City of Newport Beach 2006 General Plan, future analysis also reflects 2006 General Plan Buildout (2040) baseline conditions.

The representation of the surrounding area reflects the currently adopted County roadway network and demographic data throughout Orange County and beyond.

In the NBTM, Traffic Analysis Zones (TAZs) are used to identify land areas for purposes of aggregating individual land uses to a level of detail suitable for local area modeling. To ensure appropriate traffic access to / from the arterial roadway system, TAZs generally are bounded by arterial (or smaller) roadways without crossing main network features. The NBTM TAZ structure is shown on Exhibit 1.

EXHIBIT 1: CITY OF NEWPORT BEACH TRAFFIC ANALYSIS ZONES (TAZ)



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In areas of dense network and land use features such as the Airport Area or West Newport, the TAZ level of detail is important to provide representation of roadway network features and access points. This TAZ structure provides information for traffic modeling interactions within the City and to surrounding areas. Further away from the City of Newport Beach, the NBTM TAZs conform to the OCTAM TAZs. The level of TAZ structure detail in the City of Newport Beach is intended to support accurate forecasting of traffic on arterial roadways (as well as study area freeways) within the study area.

Newport Beach Focus Areas

To guide the identification of adequate sites for allocation of the City's RHNA need, focus areas were identified by City staff and stakeholders. The City has identified an adequate amount of land that is "Feasible" or "Potentially Feasible" for future development in eight primary areas of opportunity:

- **Airport Area Environs**

  This Focus Area is located within the northwestern portion of the City, adjacent to its boundary with the City of Irvine and is primarily characterized by a mix of high-density residential development and professional office uses.

- **West Newport Mesa**

  West Newport Mesa has been identified by the City as a reinvestment and redevelopment opportunity, where older industrial, smaller-scale development can transition to support future residential development. The adjacent Hoag hospital and supportive medical-related activities supports the opportunity to provide housing for local workers of various income levels. This Focus Area is located within the southwestern portion of the City.

- **Dover/Westcliff**

  Dover-Westcliff has been identified as an area with opportunity to support increased density that is compatible with adjacent higher density residential uses and other uses that will support residential development. This Focus Area is located within the southern portion of the City, proximate to Newport Bay. This area contains a mix of single-family residential and commercial/retail uses.

- **Newport Center**

  Newport Center has recently had construction of several new residential developments. The City expects the continuation of these development opportunities that creates housing adjacent to major employment opportunities and support retail. It is located within the central portion of the City, north of Coast Highway. This area is characterized primarily by commercial/retail uses within Fashion Island, but includes professional office and high-density residential development.

- **Banning Ranch**

  Banning Ranch has been identified in prior planning periods as a site to accommodate future housing needs. Banning Ranch was approved for development by the City, but the project was subsequently denied by the Coastal Commission. The website of the Banning Ranch Conservancy indicates its mission is to preserve, acquire, conserve and manage the entire Banning Ranch as permanent public open space, park and coastal nature preserve.

The City understands that future opportunities may still exist for housing development on the Banning Ranch and would like to keep the site under consideration for the current planning period. This Focus Area is located within the western portion of the City, adjacent to its boundary with the City of Huntington Beach. This area is currently undeveloped.

- **Coyote Canyon**

  Coyote Canyon is mostly a closed landfill area with limited opportunities for active uses. However, a portion of the property is not subject to these restrictions and is considered an opportunity for future residential development. This Focus Area is located within the northeastern portion of the City, south of State Route 73. This area is characterized entirely by residential uses, including predominantly single-family uses and limited medium-density residential development.

- **Pipeline Projects**

  Approximately 198 dwelling units are already under review / consideration, but have been included for completeness.

- **Accessory Dwelling Units**

  The Newport Beach Municipal Code (NBMC) defines ADU as a "dwelling unit accessory to and attached to, detached from, or contained within the principal dwelling unit on a site zoned for residential use."

Focus area locations that have been used for the General Plan Housing Element Update (HEU) are shown on Exhibit 2.

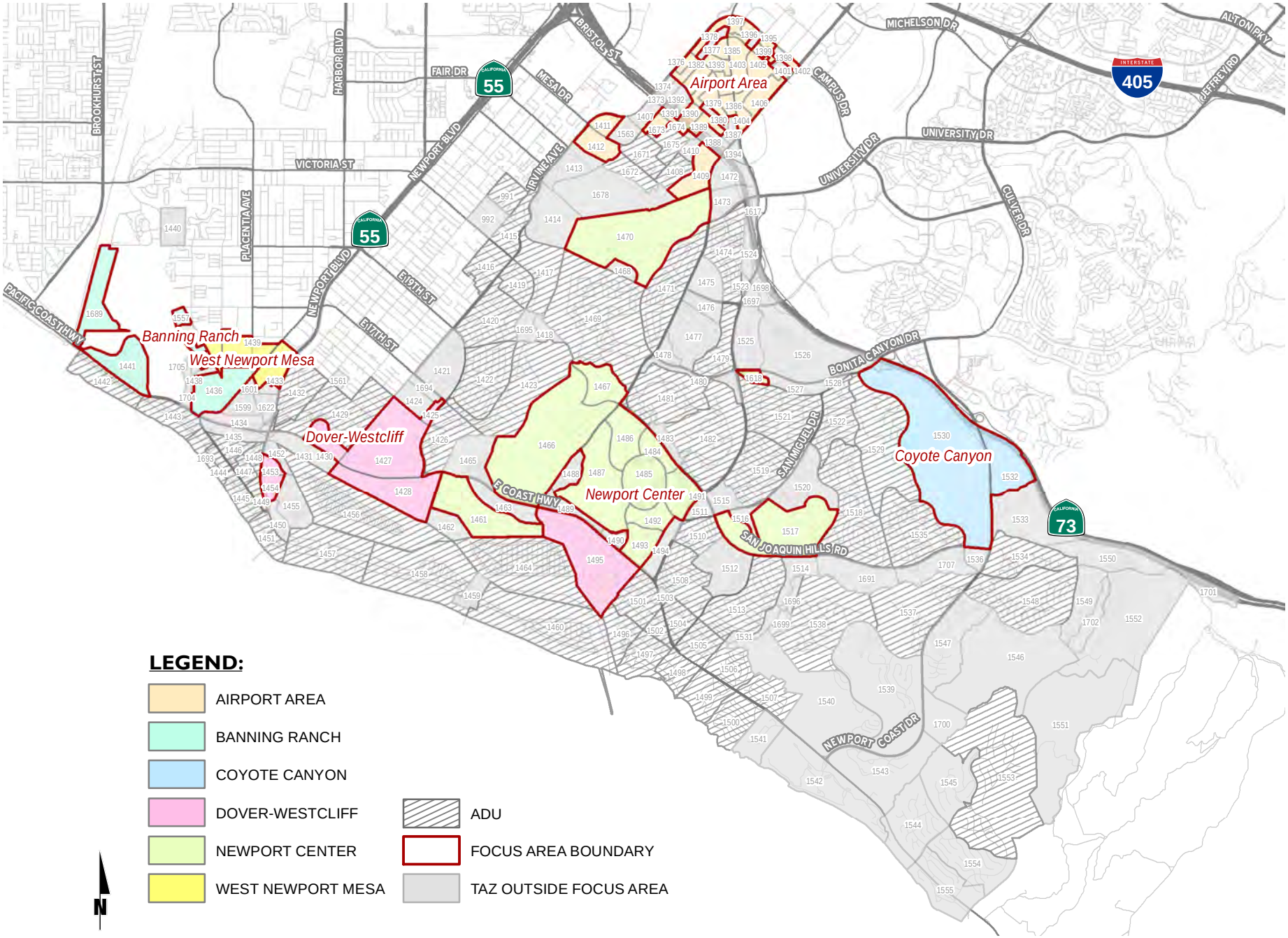
VMT ANALYSIS RESULTS

Table 1 shows that the Existing Citywide VMT / SP for Newport Beach is 30.9, whereas the General Plan Housing Element Update (HEU) VMT / SP is 30.3, a decrease of 0.6 VMT / SP from existing conditions. The Citywide VMT / SP also decreases with the General Plan Housing Element Update (HEU), and no overall VMT impact is indicated.

TABLE 1: CITYWIDE VMT CALCULATION SUMMARY

VMT Calculation Variable	Existing	General Plan	
		2006 Baseline (Buildout Land Use)	Housing Element Update (HEU)
Home Based VMT	1,524,250	1,814,832	2,150,419
Population	89,562	100,815	117,102
Home Based VMT per Capita	*17.1*	18.0	*18.4*
Commute VMT	1,813,775	2,297,798	2,117,144
Employees	75,561	85,552	85,842
Commute VMT per Employee	*24.0*	26.9	*24.7*
VMT	5,096,931	6,006,700	6,139,436
Service Population	165,123	186,367	202,944
VMT / Service Population	30.9	32.2	30.3
Employed Residents	53,918	62,303	73,471
Employees / Employed Resident	*1.40*	1.37	*1.17*

EXHIBIT 2: CITY OF NEWPORT BEACH FOCUS AREA LOCATIONS



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NBTM VMT Output

Service Population (SP) is a measure of human activity used to develop an efficiency metric, normalizing the VMT to provide an "apples-to-apples" comparison (by dividing the VMT by total population and employment in the area) resulting in VMT / SP. The total VMT for the City is identified for all trip types and all potential VMT contributors within the analysis area. As indicated in Table 1, the Existing (2020) Citywide VMT amounts to 5,096,931, generated by a Service Population (population + employees) of 165,123 SP, resulting in 30.9 VMT / SP. The existing condition reflects 2020 conditions because the project initiation was in 2020 and the analysis baseline is therefore 2020.

The 2006 General Plan Baseline (Buildout Land Use) was analyzed to provide information as to whether or not the General Plan Housing Element Update (HEU) improves the VMT in comparison to the horizon year (2040) No Project condition. The 2006 General Plan Baseline (Buildout Land Use) VMT amounts to 6,006,700, generated by a Service Population of 186,367 SP, resulting in 32.2 VMT / SP. A comparison of the VMT indicates that from Existing to 2006 General Plan Baseline (Buildout Land Use), there is an increase of 909,769 VMT.

The General Plan Housing Element Update (HEU) VMT amounts to 6,139,436, generated by a Service Population of 202,944 SP, resulting in 30.3 VMT / SP. With the General Plan Housing Element Update (HEU) project, there is an increase from 2006 General Plan Baseline (Buildout Land Use) of 132,736 VMT.

Housing Element Update (HEU) VMT Comparison to Existing VMT

As indicated above, the procedure for evaluating VMT for land plans involves comparing the existing plan area VMT / SP with the expected horizon year VMT / SP. The target is to achieve a lower VMT / SP in the horizon year with the proposed land plan than occurs for the existing condition.

The General Plan Housing Element Update (HEU) VMT / SP is lower than the Existing (2020) VMT / SP, therefore an impact does not occur. The VMT / SP for the Existing (2020) is 30.9, which is more than the General Plan Housing Element Update (HEU) VMT / SP. **The General Plan Housing Element Update (HEU) project decreases the amount of travel per individual that is forecast to occur in comparison to the Existing (2020) condition.**

Housing Element Update (HEU) VMT Comparison to 2006 General Plan Baseline (Buildout) VMT

The General Plan Housing Element Update (HEU) VMT / SP is lower in comparison to the 2006 General Plan Baseline (Buildout Land Use) VMT / SP. The VMT / SP for the 2006 General Plan Baseline (Buildout Land Use) is 32.2, which is more than the General Plan Housing Element Update (HEU) VMT / SP. **The General Plan Housing Element Update (HEU) project decreases the amount of travel per individual that is forecast to occur in comparison to the 2006 General Plan Baseline (Buildout Land Use). The General Plan Housing Element Update (HEU) project places more housing near to where the employment is located, reducing Citywide VMT / SP in comparison to the 2006 General Plan Baseline (Buildout Land Use).**

VMT VARIATION IN FOCUS AREAS

Throughout the City, the VMT / SP varies significantly for each individual TAZ. For information purposes, the VMT calculations for individual TAZs are shown in Table 2 (see Attachment 2). Table 2 presents VMT, Population, Employees, Service Population and VMT/SP for each scenario: Existing, 2006 General Plan Baseline (Buildout Land Use), and General Plan Housing Element Update (HEU). In areas with a mix of residential and employment uses, VMT / SP is generally lower than in areas that have more uniform land uses.

Focus Area VMT Changes

Exhibit 3 shows the VMT / SP for the Airport Area TAZs. Existing (2020) and General Plan Housing Element Update (HEU) VMT / SP values are shown for each focus area TAZ. For several of the Airport Area TAZs, the VMT / SP decreases substantially between Existing (2020) and General Plan Housing Element Update (HEU).

	Existing					General Plan Housing Element Update (RHNA)				
TAZ	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP
1386	21,236	0	616	616	34.5	23,563	58	691	749	31.5
1393	13,088	0	163	163	80.3	13,221	63	174	237	55.8

For example, in TAZ 1393 (northeast of Birch Street at Dove Street) which currently contains non-residential land uses but includes residential uses for General Plan Housing Element Update (HEU), there is a decrease from 80.3 Existing (2020) VMT / SP to 55.8 VMT / SP for General Plan Housing Element Update (HEU). This is based on the introduction of residential into an area with predominantly existing office use, therefore balancing the land uses in the TAZ. In other TAZs (such as TAZ 1386), the difference between Existing (2020) and General Plan Housing Element Update (HEU) is relatively small. In the case of TAZ 1386, there is an increase of employees similar in number to the increase in population. Some TAZs even experience an increase in VMT / SP.

West Newport Mesa VMT / SP is shown on Exhibit 4. In each of the West Newport Mesa TAZs, there is a decrease from Existing (2020) VMT / SP to General Plan Housing Element Update (HEU) VMT / SP in the range of approximately 2.0 to 17.5 VMT / SP. This is also based on the introduction of residential into an area with predominantly existing employment use, therefore balancing the land uses in the TAZ.

Exhibit 5 shows the Dover-Westcliff Area VMT / SP by TAZ. TAZ 1425 experiences a significant increase of VMT / SP from Existing (2020) to General Plan Housing Element Update (HEU) conditions related to the change from no residents to a population total double the employment in the TAZ. Each of the other TAZs experiences a decrease in VMT / SP from Existing (2020) to General Plan Housing Element Update (HEU). The TAZs with the largest reductions in VMT / SP are the TAZs that are employment-oriented for Existing (2020) conditions.

EXHIBIT 3: AIRPORT AREA VEHICLE MILES TRAVELED (VMT) PER SERVICE POPULATION

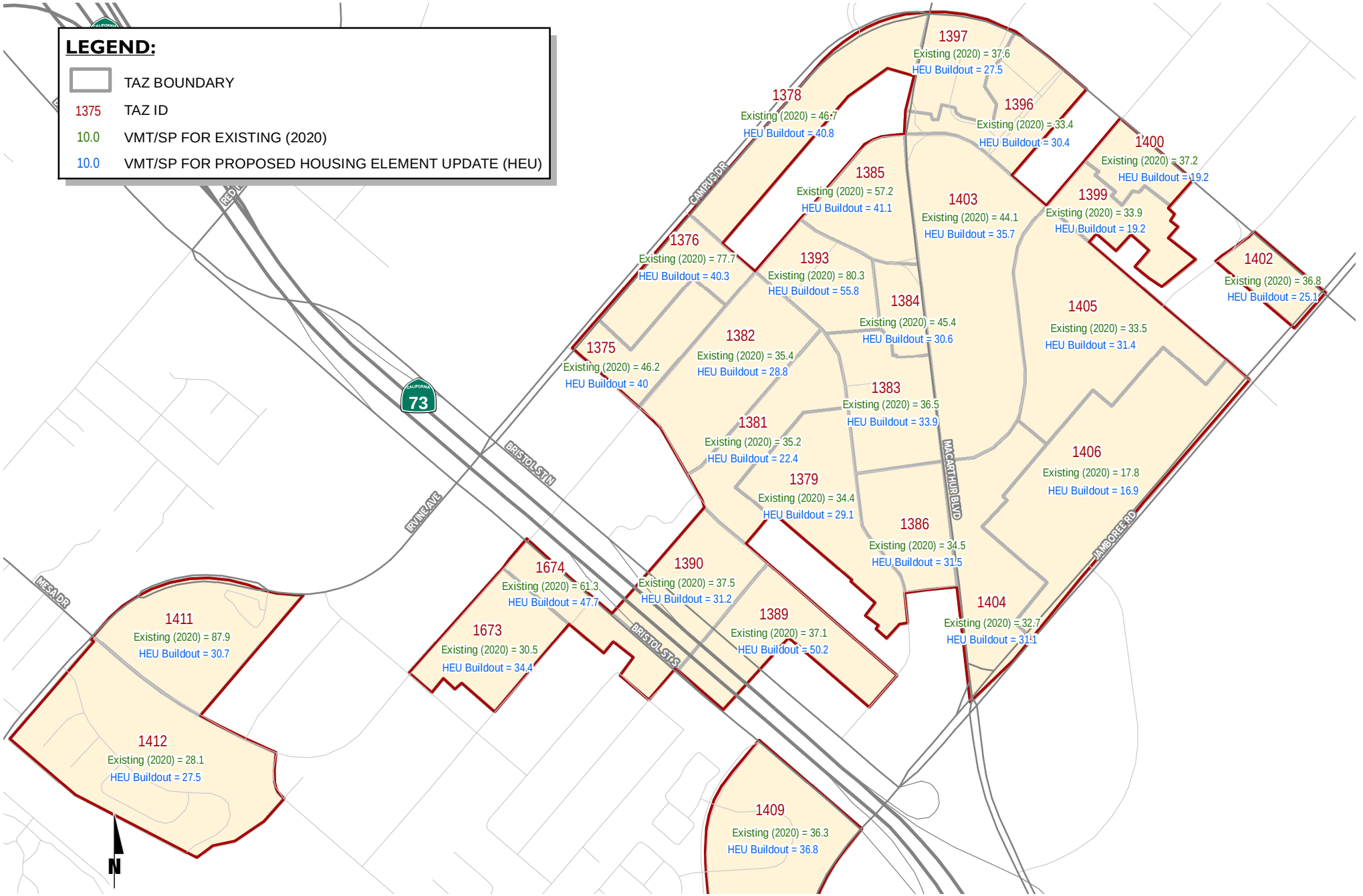

EXHIBIT 4: WEST NEWPORT MESA AREA VEHICLE MILES TRAVELED (VMT) PER SERVICE POPULATION

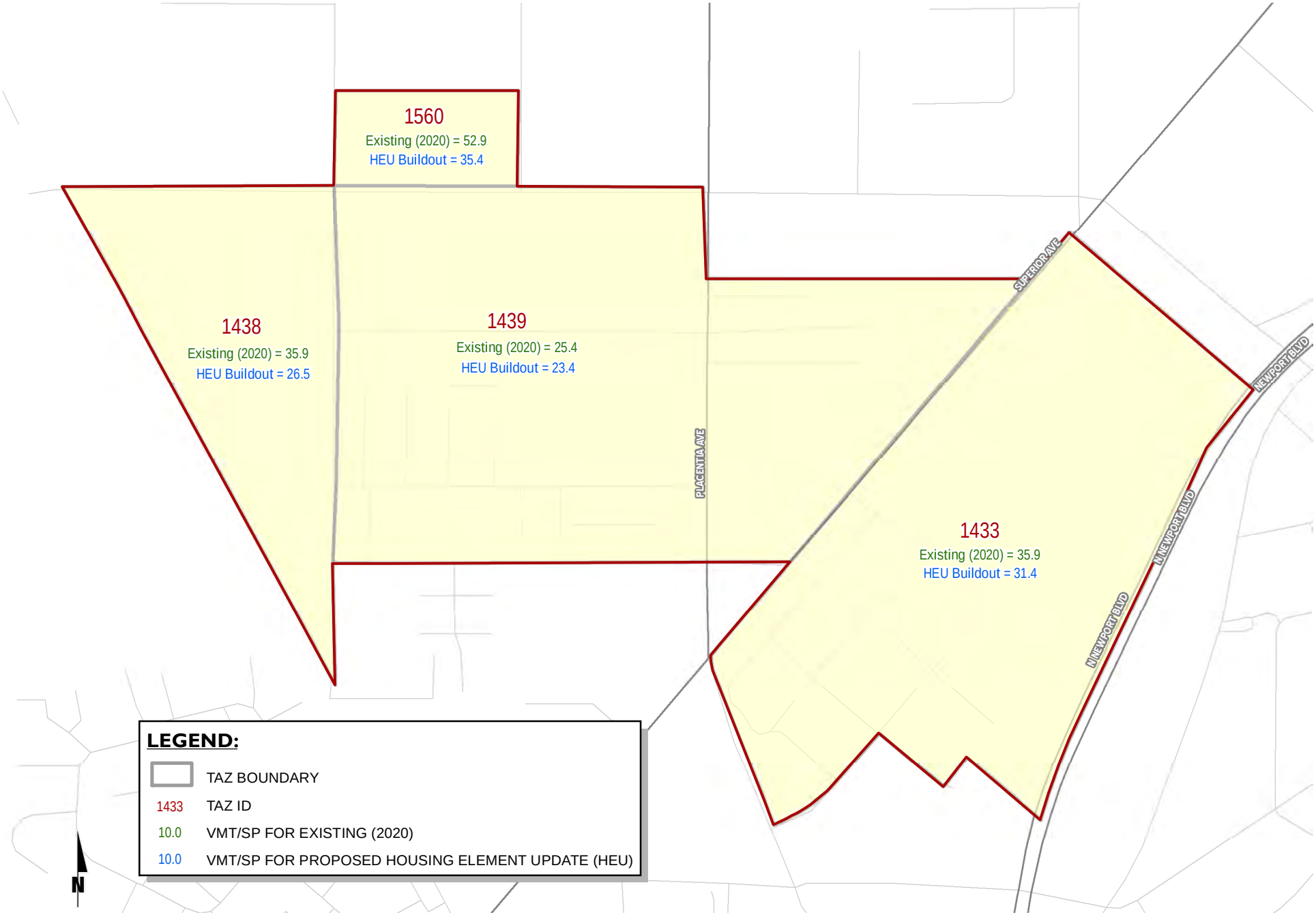

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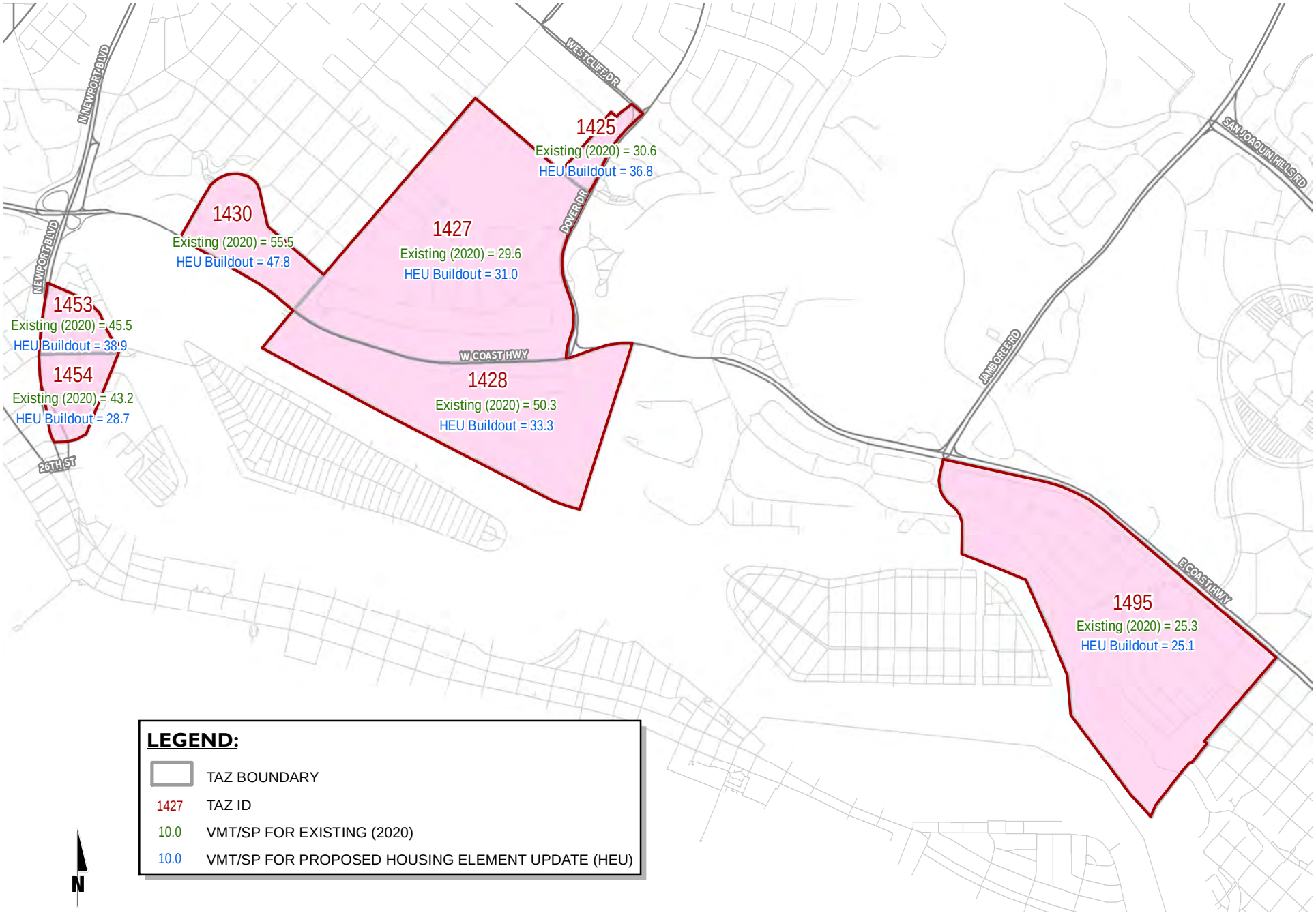
EXHIBIT 5: DOVER-WESTCLIFF AREA VEHICLE MILES TRAVELED (VMT) PER SERVICE POPULATION



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Newport Center Area VMT / SP is shown on Exhibit 6. The relationship between Existing (2020) to General Plan Housing Element Update (HEU) VMT / SP in Newport Center Area varies, with increases of up to 3.2 VMT / SP and decreases of up to 12.4 VMT / SP shown in the individual TAZs. The largest decrease occurs in TAZ 1485, which includes Fashion Island; the General Plan Housing Element Update (HEU) adds over 1,000 dwelling units to this TAZ.

Exhibit 7 shows the Coyote Canyon Area TAZs. TAZs 1530 and 1532 experience a decrease of 6.0 to 9.3 VMT / SP from Existing (2020) to General Plan Housing Element Update (HEU) conditions. Although the VMT is significantly higher in these TAZs, the SP greatly increases, leading to a lower overall VMT / SP.

Banning Ranch Area (which includes Banning Ranch and nearby areas) VMT / SP by TAZ is shown on Exhibit 8. The General Plan Housing Element Update (HEU) VMT / SP in Banning Ranch varies from 24.8 in the southeasternmost TAZs to 33.9 in the northwesternmost TAZ. In several of the Banning Ranch TAZs, there is no Existing (2020) data, so a comparison between General Plan Housing Element Update (HEU) and Existing (2020) is less relevant that in other areas of the City.

Focus Area Employee / Population Relationships

For the Airport Area, as shown in Attachment 1, the existing quantity of employees is approximately 8.75 times the population. With the General Plan Housing Element Update (HEU), the number of employees is closer to 2.66 times the population, which provides more opportunities for residents to find employment within the Airport Area, generally leading to a lower VMT / SP.

The existing quantity of employment is just over 2 times the population in West Newport Mesa. With the General Plan Housing Element Update (HEU), the number of employees is closer to 1.25 times the number of residents.

In Dover-Westcliff, the existing condition includes about 1.6 employees per resident. With the General Plan Housing Element Update (HEU), the number of employees is close to balanced (approximately 0.84 employees/resident).

As shown in Attachment 1, the Newport Center existing quantity of employees is approximately 3.2 times the number of residents. With the General Plan Housing Element Update (HEU), the number of employees is closer to 1.9 times the number of residents. With the HEU, there is more opportunity for capturing home-work trips within Newport Center than currently exists.

For Coyote Canyon, the existing quantity of employment is approximately half of the number of residents. With the General Plan Housing Element Update (HEU), the number of employees is approximately 1/10 the number of residents.

The General Plan Housing Element Update (HEU) results in 1/10 employees per resident in Banning Ranch.

EXHIBIT 6: NEWPORT CENTER AREA VEHICLE MILES TRAVELED (VMT) PER SERVICE POPULATION

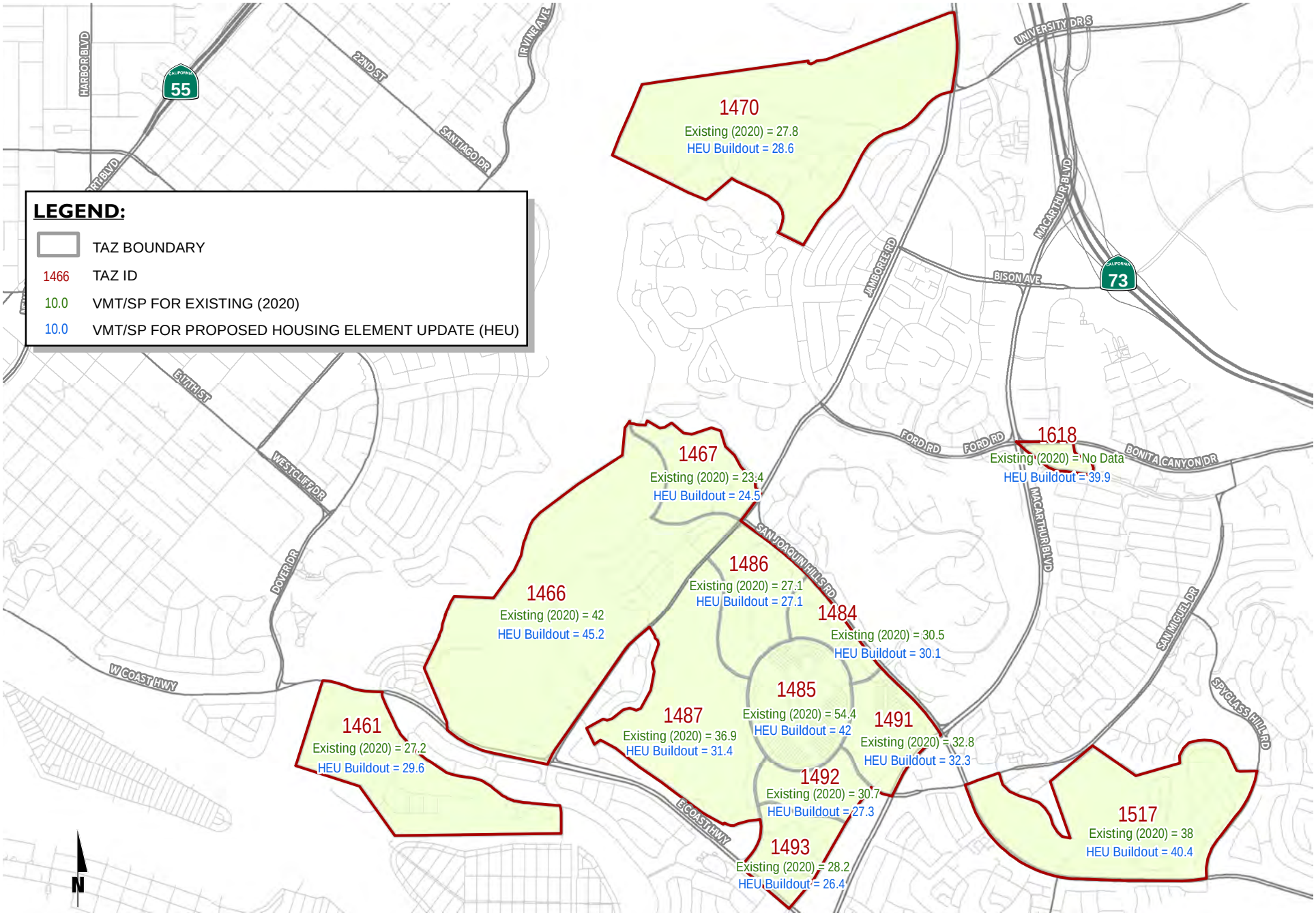

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EXHIBIT 7: COYOTE CANYON AREA VEHICLE MILES TRAVELED (VMT) PER SERVICE POPULATION

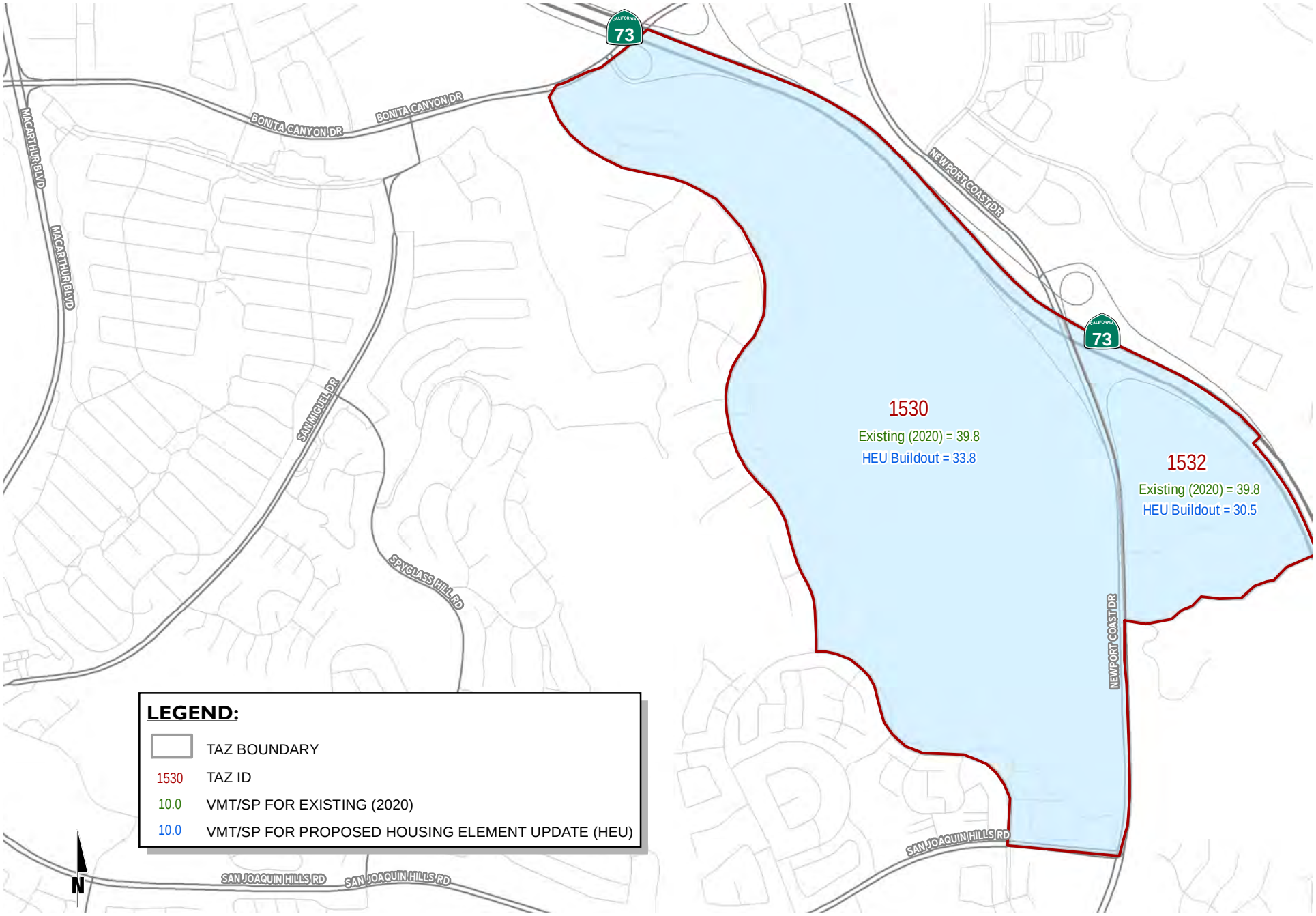

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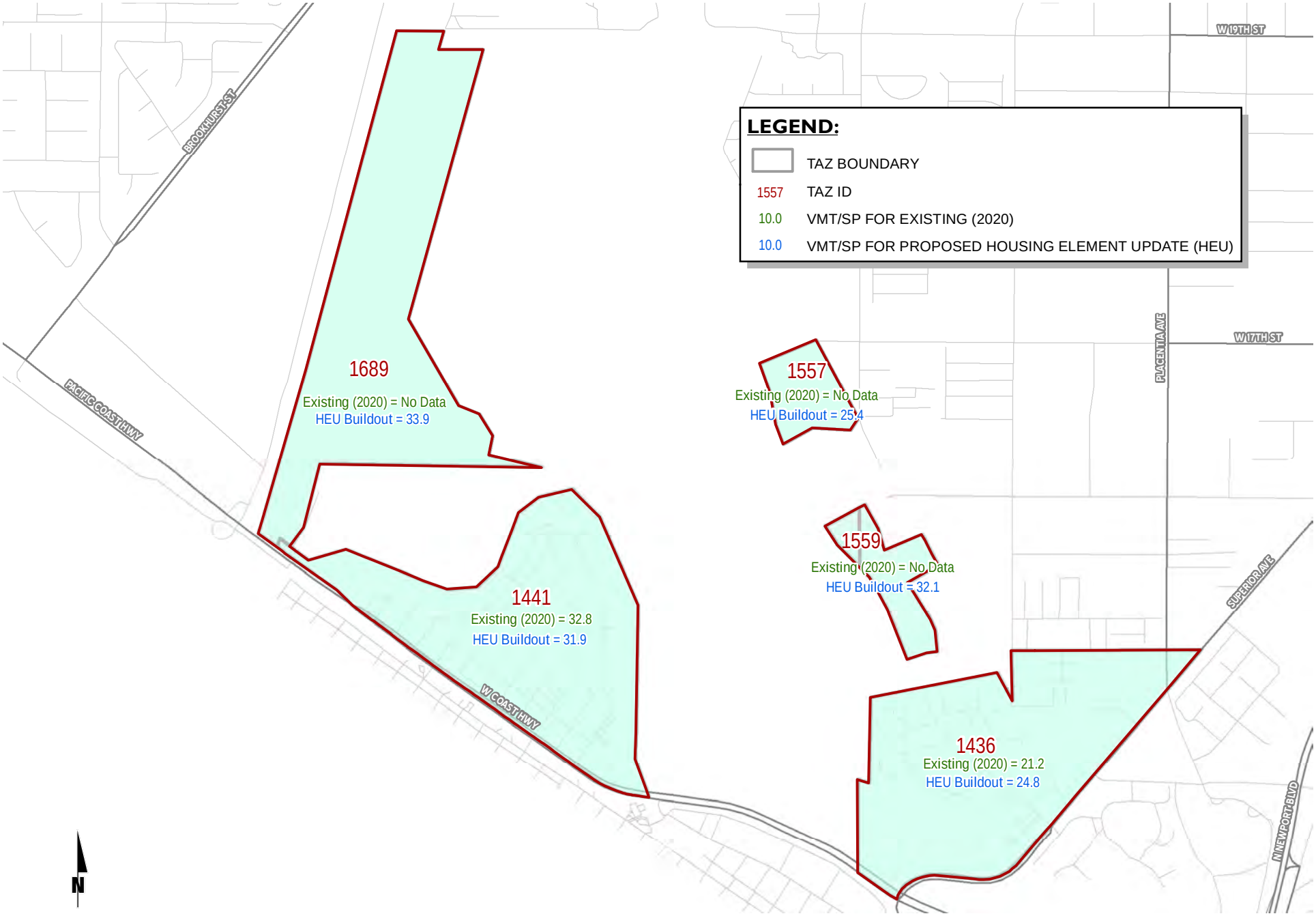
EXHIBIT 8: BANNING RANCH AREA VEHICLE MILES TRAVELED (VMT) PER SERVICE POPULATION



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VMT REDUCTION STRATEGIES

VMT reduction on the Citywide level is facilitated via implementation of the current Circulation Element (2022 adopted). The Circulation Element governs the long term mobility system of the City of Newport Beach. The roadway classification system has been designed to meet the needs of City residents and businesses by planning for future General Plan adopted land development. Maintaining and implementing the circulation system to provide complete streets accommodations for all travelers can provide mobility options that reduce VMT. In addition, an effort to accommodate the unique needs of travelers such as students, seniors, people with disabilities, etc. can optimize travel for these users and potentially reduce VMT.

Future Citywide VMT Considerations

As future discretionary land use projects are proposed, their VMT generation characteristics may be influenced by mitigation such as Transportation Demand Management (TDM) programs which could include telecommuting and working from home incentives, accommodations for pedestrians and bicyclists, and transit service availability. These measures would be evaluated against established thresholds. Project specific VMT impacts and the potential for mitigation would be identified for each discretionary land use project if the project triggers a CEQA analysis. This process of project review has the potential to further decrease total citywide VMT per service population.

Citywide Non-Automobile Travel Options

The City can encourage future Projects to provide complete / connected streets with robust bicycle / pedestrian connections. The process of individual discretionary project review by the City would include evaluation of project VMT against established thresholds and incorporation of project level Transportation Demand Management (TDM) features and mitigation measures to further reduce VMT generation. The usefulness of individual VMT mitigation strategies varies by location, context and individual project size. Examples of potential project-level VMT mitigation strategies which may facilitate VMT reduction in individual projects include: bicycle sharing / parking / maintenance facilities, carpool program, flexible work schedule, shuttle bus program, on-site/site access bicycle and pedestrian accommodations or on-demand transportation services.

Public transportation is provided via OCTA and through City paratransit programs, such as the one at the Oasis Senior Center provided for seniors and the summertime Balboa Peninsula Trolley. The Ferry service between Balboa Island and Balboa Peninsula provides a transportation connection for pedestrians, bicyclists, and automobile travelers. Encouraging additional transit / paratransit service times and options can reduce dependance on individual automobile travel and reduce VMT.

Bicycle, equestrian, and pedestrian plan improvements (including trails, bike storage, bike racks on buses, crosswalk improvements, commuter information areas), maintenance of existing and future facilities, development / implementation of curb management strategies, and support of parking optimization (to ensure usage of parking without additional vacant spaces) are strategies that the City can use to provide options and reduce dependance on private automobiles.

The City can coordinate with regional agencies to encourage transit and to obtain funding from available sources such as regional, state & federal agencies in order to implement VMT reduction strategies.

In addition, as new transportation technologies become available, there may be possible VMT reductions when the City develops and implements policies that maximize usefulness of new technologies without adversely affecting the City's transportation system. Explore the possibility of developing a VMT offset fee program that projects can contribute to for use by the City in funding larger-scale improvements.

VMT SCREENING ANALYSIS

The Newport Beach Guidelines provide details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. Screening thresholds relate to Transit Priority Areas (TPAs), low VMT areas, and daily trip generation. A land use project need only to meet one of the screening thresholds to result in a less-than-significant impact.

For each TAZ that includes GP Housing Element Update units, VMT screening analysis consistent with the Newport Beach VMT Guidelines has been performed. Land use changes based upon the GP Housing Element Update have been screened for distinct analysis subarea based upon the individual location (Transit Priority Area or Low VMT area) and daily trip generation. To perform VMT screening analysis of individual potential future project TAZs, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) were used to estimate the daily and peak hour trip generation on Table 3 (see Attachment 3). For consistency in the screening of potential future projects, the ITE trip rate for mid-rise multi-family housing is used. Although low-rise and high rise projects could potentially occur in certain areas of the City, residential projects of more than a few units are anticipated to have between four and ten stories. The suburban land use type, located away from rail transit is appropriate for residential land uses in Newport Beach.

Table 4 contains the VMT screening results (see Attachment 4). For each subarea TAZ, the land use quantity and resulting trip generation are shown, followed by 3 screening category results:

- Transit Location addresses Transit Priority Areas / High Quality Transit Areas
- Low VMT Area indicates the location with respect to existing VMT thresholds
- 300 or less Daily Trips compares the TAZ trip generation to the threshold of 300 ADT.

An "X" in the column indicates that the screening criteria is met, and further analysis would not be necessary, if the HEU land use in that TAZ were proposed as an individual project. If no "X" appears (i.e. entry is blank) for every screening criteria, further analysis would be needed, if the HEU land use in that TAZ were proposed as an individual project.

Transit Priority Area / High Quality Transit Area

Consistent with guidance identified in the Technical Advisory, projects located within a Transit Priority Area (TPA) may be presumed to have a less than significant impact absent substantial evidence to the contrary. A TPA is defined as within ½ mile of:

1) an existing "major transit stop" (a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods) or

2) an existing stop along a "high-quality transit corridor" (a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours)

However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Regional Transportation Plan / Sustainable Communities Strategy; or
- Reduces the number of affordable residential units.

Figure 1 of the City SB 743 Implementation Guide shows the City of Newport Beach High Quality Transit Areas. For TAZs located within the green areas on Figure 1 of the City SB 743 Implementation Guide, the transit screening criteria would be met.

In cases where a portion of the TAZ (but not the entire TAZ) is in a Transit area, the TAZ has not been flagged as within a transit area. However, once the individual parcel has been identified, the analyst at that time can inspect the transit map to determine whether or not the future project is in a transit area.

Low VMT area

The Newport Beach Guidelines also states that if the project is a residential development located in a low VMT area and has similar characteristics to the surrounding development, it may be presumed to have a less than significant impact. Figure 2 of the City SB 743 Implementation Guide shows the low VMT residential areas in the City of Newport Beach. TAZs have been reviewed to determine whether or not they are located in a low VMT area. For TAZs in a low VMT area, an "X" is shown and no further analysis would be necessary.

Low Volume of Daily Trip Generation

If the Project generates less than 300 daily trips, no further analysis is necessary. Table 4 shows the trip generation for each TAZ, which has been compared to the 300 daily trip threshold. For TAZs with HEU trip generation of less than 300 daily trips, an "X" is shown and no further analysis would be necessary.

FINDINGS / CONCLUSIONS

The General Plan Housing Element Update (HEU) VMT amounts to 6,139,436, generated by a Service Population of 202,944 SP, resulting in 30.3 VMT / SP. With the General Plan Housing Element Update (HEU) project, there is an increase from 2006 General Plan Baseline (Buildout Land Use) of 132,736 VMT.

As presented in Table 1, the Existing VMT / SP for Newport Beach is 30.9, whereas the General Plan Housing Element Update (HEU) VMT / SP is 30.3, a decrease of 0.6 VMT / SP from existing conditions. The Citywide VMT / SP decreases with the General Plan Housing Element Update (HEU), and an overall VMT impact is not indicated.

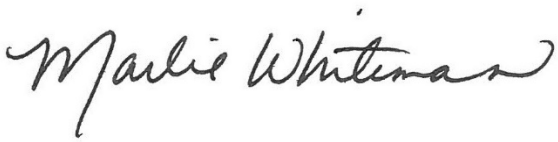
The State of California has concurrent goals of reducing VMT and increasing housing supply to improve affordability and accommodate the workforce, reduce Greenhouse Gas emissions, and create multimodal networks. The proposed General Plan Housing Element Update (HEU) provides the increase in the number of housing units within the City consistent with State goals. The City will monitor implementation of future proposed VMT mitigation measures by discretionary land use projects and coordinate with other responsible agencies to determine the feasibility and durability of VMT mitigation measures.

VMT screening analysis of growth in individual TAZs that include GP Housing Element Update units is provided in Table 4, Attachment 4. For each subarea TAZ, the land use quantity and resulting trip generation are shown, followed by 3 screening criteria (Transit Location, Low VMT Area, and 300 or less Daily Trips). An "X" in the Table 4 column indicates that the screening criteria is met, and further analysis would not be necessary, if the HEU land use in that TAZ were proposed as an individual project. If no "X" appears (i.e. entry is blank) for every screening criteria, further analysis would be needed, if the HEU land use in that TAZ were proposed as an individual project.

If you have any questions, please contact us at jkain@urbanxroads.com for John or mwhiteman@urbanxroads.com for Marlie.

Respectfully submitted,

URBAN CROSSROADS, INC.



John Kain, AICP
Principal

Marlie Whiteman, P.E.
Senior Associate

REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **City of Newport Beach.** *VMT Significance Criteria and Thresholds (Council Policy K-3 Update).* May 7, 2020.
3. **City of Newport Beach.** *SB 743 Vehicle Miles Traveled Implementation Guide.* LSA. April 2020.

ATTACHMENT 1

Attachment 1: Vehicle Miles Traveled per Service Population (VMT / SP) - Focus Areas

TAZ	Existing					General Plan Housing Element Update (HEU) Buildout				
	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP
1375	14,174	0	307	307	46.2	21,379	48	486	534	40.0
1376	26,715	0	344	344	77.7	25,502	100	533	633	40.3
1378	18,944	0	406	406	46.7	38,505	129	815	944	40.8
1379	50,633	0	1,472	1,472	34.4	49,519	422	1,282	1,704	29.1
1381	22,034	0	626	626	35.2	26,198	733	435	1,168	22.4
1382	29,383	0	830	830	35.4	35,952	370	878	1,248	28.8
1383	38,842	0	1,063	1,063	36.5	31,812	60	878	938	33.9
1384	6,215	0	137	137	45.4	12,811	121	297	418	30.6
1385	41,093	0	719	719	57.2	32,005	210	569	779	41.1
1386	21,236	0	616	616	34.5	23,563	58	691	749	31.5
1389	17,833	0	481	481	37.1	50,114	231	767	998	50.2
1390	15,007	0	400	400	37.5	17,979	131	445	576	31.2
1393	13,088	0	163	163	80.3	13,221	63	174	237	55.8
1396	63,569	0	1,905	1,905	33.4	62,412	144	1,908	2,052	30.4
1397	11,838	0	315	315	37.6	14,427	205	319	524	27.5
1399	16,512	0	487	487	33.9	6,770	287	65	352	19.2
1400	5,466	0	147	147	37.2	6,214	260	64	324	19.2
1402	6,254	0	170	170	36.8	12,466	220	276	496	25.1
1403	92,235	0	2,092	2,092	44.1	87,223	405	2,039	2,444	35.7
1404	41,553	0	1,270	1,270	32.7	43,863	61	1,351	1,412	31.1
1405	64,724	0	1,934	1,934	33.5	95,577	634	2,406	3,040	31.4
1406	35,805	1,882	129	2,011	17.8	32,409	1,860	58	1,918	16.9
1409	84,246	0	2,321	2,321	36.3	96,932	48	2,583	2,631	36.8
1411	3,430	0	39	39	87.9	4,969	145	17	162	30.7
1412	3,912	129	10	139	28.1	16,418	579	19	598	27.5
1673	8,669	121	163	284	30.5	17,318	58	445	503	34.4
1674	7,841	2	126	128	61.3	19,899	16	401	417	47.7
Airport Area	761,251	2,134	18,672	20,806	36.6	895,457	7,598	20,201	27,799	32.2
Jobs / Population			8.75					2.66		
1433	73,827	591	1,468	2,059	35.9	74,622	795	1,582	2,377	31.4
1438	17,427	0	486	486	35.9	31,503	734	456	1,190	26.5
1439	41,988	819	832	1,651	25.4	83,823	2,139	1,444	3,583	23.4
1560	8,674	0	164	164	52.9	11,511	144	181	325	35.4
West Newport Mesa	141,916	1,410	2,950	4,360	32.5	201,459	3,812	3,663	7,475	27.0
Jobs / Population			2.09					0.96		
1425	10,638	0	348	348	30.6	36,875	628	374	1,002	36.8
1427	**74,474**	**1,234**	**1,170**	**2,404**	**31.0**	**88,704**	**1,849**	**1,151**	**3,000**	**29.6**
1428	111,924	826	1,401	2,227	50.3	47,638	911	518	1,429	33.3
1430	30,813	111	444	555	55.5	81,021	548	1,148	1,696	47.8
1453	24,447	41	496	537	45.5	31,863	243	577	820	38.9
1454	27,540	89	549	638	43.2	28,956	693	316	1,009	28.7
1495	44,224	906	843	1,749	25.3	49,337	1,062	907	1,969	25.1
Dover-Westcliff	324,060	3,207	5,251	8,458	38.3	364,394	5,934	4,991	10,925	33.4
Jobs / Population			1.64					0.84		

Attachment 1: Vehicle Miles Traveled per Service Population (VMT / SP) - Focus Areas

	Existing					General Plan Housing Element Update (HEU) Buildout				
TAZ	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP
1461	26,594	722	257	979	27.2	38,147	928	359	1,287	29.6
1466	56,244	486	853	1,339	42.0	90,502	450	1,552	2,002	45.2
1467	46,473	1,952	34	1,986	23.4	49,094	1,969	35	2,004	24.5
1470	37,045	1,087	246	1,333	27.8	45,884	1,340	266	1,606	28.6
1484	126,949	0	4,163	4,163	30.5	124,472	123	4,013	4,136	30.1
1485	138,822	0	2,550	2,550	54.4	163,238	1,108	2,776	3,884	42.0
1486	82,528	981	2,065	3,046	27.1	97,221	1,240	2,350	3,590	27.1
1487	53,265	318	1,126	1,444	36.9	62,773	857	1,143	2,000	31.4
1491	117,706	0	3,585	3,585	32.8	123,030	425	3,385	3,810	32.3
1492	49,195	0	1,605	1,605	30.7	50,239	591	1,248	1,839	27.3
1493	41,265	0	1,465	1,465	28.2	50,221	428	1,472	1,900	26.4
1517	28,642	242	511	753	38.0	37,912	413	525	938	40.4
1618						1,797	43	2	45	39.9
Newport Center	804,728	5,788	18,460	24,248	33.2	934,530	9,915	19,126	29,041	32.2
Jobs / Population			3.19					1.93		
1530	20,580	378	139	517	39.8	74,433	2,013	189	2,202	33.8
1532	2,705	0	68	68	39.8	32,121	969	85	1,054	30.5
Coyote Canyon	23,285	378	207	585	39.8	106,554	2,982	274	3,256	33.8
Jobs / Population			0.55					0.09		
1436	53,539	2,263	262	2,525	21.2	52,389	1,997	119	2,116	24.8
1441	53,350	1,356	269	1,625	32.8	62,678	1,630	332	1,962	31.9
1557						34,487	1,253	103	1,356	25.4
1559						11,966	241	132	373	32.1
1689						34,813	1,009	18	1,027	33.9
Banning Ranch	106,889	3,619	531	4,150	25.8	196,333	6,130	704	6,834	28.7
Jobs / Population			0.15					0.11		
ADU										
1408	9,383	376	30	406	23.1	8,804	348	28	376	23.4
1479	7,559	338	19	357	21.2	8,461	365	21	386	21.9
1521	37,708	1,302	185	1,487	25.4	42,003	1,397	192	1,589	26.4
1442	12,399	451	10	461	26.9	17,889	669	12	681	26.3
991	7,196	249	20	269	26.8	7,933	268	21	289	27.4
1415	10,034	334	34	368	27.3	11,593	367	45	412	28.1
1416	12,741	404	31	435	29.3	15,921	503	39	542	29.4
1417	3,942	125	10	135	29.2	4,339	135	11	146	29.7
1419	11,206	385	31	416	26.9	12,350	414	33	447	27.6
1420	31,261	1,028	82	1,110	28.2	34,422	1,112	88	1,200	28.7
1422	29,786	1,026	82	1,108	26.9	34,626	1,172	93	1,265	27.4
1423	28,048	652	182	834	33.6	27,549	635	181	816	33.8
1426	9,725	265	61	326	29.8	9,484	284	41	325	29.2

Attachment 1: Vehicle Miles Traveled per Service Population (VMT / SP) - Focus Areas

	Existing					General Plan Housing Element Update (HEU) Buildout				
TAZ	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP
1429	40,108	1,567	194	1,761	22.8	42,907	1,706	207	1,913	22.4
1432	52,995	1,034	756	1,790	29.6	45,203	957	847	1,804	25.1
1443	20,493	769	35	804	25.5	32,383	1,228	40	1,268	25.5
1444	13,661	592	7	599	22.8	16,700	728	9	737	22.7
1445	14,061	812	18	830	16.9	16,958	969	19	988	17.2
1446	16,216	706	13	719	22.6	23,433	1,031	17	1,048	22.4
1447	9,841	564	8	572	17.2	12,088	706	10	716	16.9
1448	11,031	339	92	431	25.6	12,306	449	74	523	23.5
1449	15,989	182	232	414	38.6	14,857	198	191	389	38.2
1451	20,924	347	236	583	35.9	20,212	348	226	574	35.2
1456	36,549	1,734	140	1,874	19.5	39,502	1,836	148	1,984	19.9
1457	43,157	1,053	523	1,576	27.4	41,397	1,147	455	1,602	25.8
1458	55,809	2,192	276	2,468	22.6	57,073	2,110	238	2,348	24.3
1460	42,888	1,690	125	1,815	23.6	47,676	1,796	130	1,926	24.8
1464	85,870	3,765	393	4,158	20.7	107,161	5,132	369	5,501	19.5
1469	77,672	2,053	675	2,728	28.5	82,037	2,212	679	2,891	28.4
1471	24,438	1,024	83	1,107	22.1	27,069	1,101	89	1,190	22.7
1474	46,363	1,932	166	2,098	22.1	51,622	2,065	194	2,259	22.9
1481	11,213	620	27	647	17.3	12,583	658	29	687	18.3
1482	19,039	514	229	743	25.6	20,505	559	244	803	25.5
1496	10,404	514	19	533	19.5	16,695	871	26	897	18.6
1497	12,815	670	30	700	18.3	14,882	775	33	808	18.4
1498	25,081	520	218	738	34.0	26,670	565	236	801	33.3
1499	15,664	451	124	575	27.2	14,413	563	57	620	23.2
1500	10,403	387	32	419	24.8	11,408	426	34	460	24.8
1501	36,828	1,404	290	1,694	21.7	45,895	1,621	394	2,015	22.8
1502	23,646	309	327	636	37.2	29,412	359	365	724	40.6
1504	31,571	1,113	246	1,359	23.2	35,278	1,271	243	1,514	23.3
1505	41,915	1,617	250	1,867	22.5	48,334	1,832	233	2,065	23.4
1506	15,889	625	29	654	24.3	24,537	854	83	937	26.2
1507	8,661	316	26	342	25.3	9,152	340	28	368	24.9
1508	15,498	711	83	794	19.5	20,402	774	200	974	20.9
1510	5,906	269	22	291	20.3	10,658	478	38	516	20.7
1513	40,386	1,128	379	1,507	26.8	38,139	975	365	1,340	28.5
1518	31,052	1,120	81	1,201	25.9	34,799	1,203	86	1,289	27.0
1519	29,070	1,057	93	1,150	25.3	32,692	1,136	99	1,235	26.5
1522	28,907	521	235	756	38.2	28,855	559	199	758	38.1
1529	19,043	632	51	683	27.9	11,537	367	29	396	29.1
1534	20,261	596	138	734	27.6	13,157	351	118	469	28.1
1535	63,926	2,219	87	2,306	27.7	91,044	3,109	78	3,187	28.6
1537	11,437	449	20	469	24.4	19,859	797	36	833	23.8
1538	9,493	300	24	324	29.3	10,631	344	27	371	28.7
1548	31,548	1,052	54	1,106	28.5	32,865	1,125	55	1,180	27.9
1553	12,402	352	28	380	32.6	18,394	547	44	591	31.1
1671	17,628	296	322	618	28.5	25,091	334	521	855	29.3

Attachment 1: Vehicle Miles Traveled per Service Population (VMT / SP) - Focus Areas

	Existing					General Plan Housing Element Update (HEU) Buildout				
TAZ	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP
1672	1,180	27	2	29	40.7	1,264	30	2	32	39.5
1675	8,030	291	36	327	24.6	11,902	377	95	472	25.2
1693	7,091	337	5	342	20.7	8,593	415	6	421	20.4

Note: The Pipeline Project TAZ (**BOLD**) is located within the Dover-Westcliff study area, so the Pipeline Project data are included in the Dover-Westcliff area quantities. Several TAZs that include ADUs are also located in a focus area; in those cases, the data are shown in the focus area section.

Z:\Shared\UcJobs_13100-13500_13300\13386\VMT\GP HEU\[vmt - GP HEU.xlsx]Attachment 1

ATTACHMENT 2

Table 2: Vehicle Miles Traveled per Service Population (VMT / SP) by Traffic Analysis Zone

	Existing					2006 General Plan Baseline (Buildout Land Use)					General Plan Housing Element Update (RHNA)				
TAZ	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP
991	7,196	249	20	269	26.8	7,913	266	21	287	27.6	7,933	268	21	289	27.4
992	5,492	180	14	194	28.3	6,020	192	15	207	29.1	5,997	192	15	207	29.0
1373	3,367	0	70	70	48.1	15,304	0	339	339	45.1	14,397	0	339	339	42.5
1374	15,697	0	388	388	40.5	15,808	0	339	339	46.6	14,990	0	339	339	44.2
1375	14,174	0	307	307	46.2	22,484	0	485	485	46.4	21,379	48	486	534	40.0
1376	26,715	0	344	344	77.7	24,876	0	531	531	46.8	25,502	100	533	633	40.3
1377	15,351	0	268	268	57.3	31,277	0	707	707	44.2	28,782	0	707	707	40.7
1378	18,944	0	406	406	46.7	38,143	0	813	813	46.9	38,505	129	815	944	40.8
1379	50,633	0	1,472	1,472	34.4	47,486	119	1,277	1,396	34.0	49,519	422	1,282	1,704	29.1
1380	15,989	0	435	435	36.8	13,877	269	236	505	27.5	13,199	269	236	505	26.1
1381	22,034	0	626	626	35.2	20,223	265	426	691	29.3	26,198	733	435	1,168	22.4
1382	29,383	0	830	830	35.4	31,568	0	872	872	36.2	35,952	370	878	1,248	28.8
1383	38,842	0	1,063	1,063	36.5	33,399	0	877	877	38.1	31,812	60	878	938	33.9
1384	6,215	0	137	137	45.4	11,672	0	294	294	39.7	12,811	121	297	418	30.6
1385	41,093	0	719	719	57.2	31,257	0	565	565	55.3	32,005	210	569	779	41.1
1386	21,236	0	616	616	34.5	24,367	0	690	690	35.3	23,563	58	691	749	31.5
1387	29,709	0	559	559	53.1	34,351	0	543	543	63.3	32,603	0	543	543	60.0
1388	15,837	0	178	178	89.0	19,517	0	229	229	85.2	18,762	0	229	229	81.9
1389	17,833	0	481	481	37.1	49,150	0	763	763	64.4	50,114	231	767	998	50.2
1390	15,007	0	400	400	37.5	16,654	0	443	443	37.6	17,979	131	445	576	31.2
1391	8,744	0	220	220	39.7	11,571	0	295	295	39.2	10,834	0	295	295	36.7
1392	17,728	0	450	450	39.4	20,385	0	524	524	38.9	19,163	0	524	524	36.6
1393	13,088	0	163	163	80.3	13,280	0	173	173	76.8	13,221	63	174	237	55.8
1395	18,725	0	304	304	61.6	17,483	0	259	259	67.5	16,589	0	259	259	64.1
1396	63,569	0	1,905	1,905	33.4	64,422	0	1,906	1,906	33.8	62,412	144	1,908	2,052	30.4
1397	11,838	0	315	315	37.6	11,912	0	316	316	37.7	14,427	205	319	524	27.5
1398	4,615	0	122	122	37.8	6,361	253	64	317	20.1	6,205	253	64	317	19.6
1399	16,512	0	487	487	33.9	6,451	253	64	317	20.4	6,770	287	65	352	19.2
1400	5,466	0	147	147	37.2	6,287	253	64	317	19.8	6,214	260	64	324	19.2
1401	17,544	0	294	294	59.7	16,972	0	294	294	57.7	16,145	0	294	294	54.9
1402	6,254	0	170	170	36.8	9,665	0	272	272	35.5	12,466	220	276	496	25.1
1403	92,235	0	2,092	2,092	44.1	91,758	258	2,037	2,295	40.0	87,223	405	2,039	2,444	35.7

Table 2: Vehicle Miles Traveled per Service Population (VMT / SP) by Traffic Analysis Zone

	Existing					2006 General Plan Baseline (Buildout Land Use)					General Plan Housing Element Update (RHNA)				
TAZ	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP
1404	41,553	0	1,270	1,270	32.7	46,000	0	1,350	1,350	34.1	43,863	61	1,351	1,412	31.1
1405	64,724	0	1,934	1,934	33.5	98,733	453	2,403	2,856	34.6	95,577	634	2,406	3,040	31.4
1406	35,805	1,882	129	2,011	17.8	30,165	1,687	55	1,742	17.3	32,409	1,860	58	1,918	16.9
1407	29,226	9	767	776	37.7	44,441	0	1,063	1,063	41.8	42,136	0	1,063	1,063	39.6
1408	9,383	376	30	406	23.1	8,795	344	28	372	23.6	8,804	348	28	376	23.4
1409	84,246	0	2,321	2,321	36.3	100,835	0	2,582	2,582	39.1	96,932	48	2,583	2,631	36.8
1410	7,311	219	28	247	29.6	7,862	321	51	372	21.1	7,738	321	51	372	20.8
1411	3,430	0	39	39	87.9	1,201	0	14	14	85.8	4,969	145	17	162	30.7
1412	3,912	129	10	139	28.1	4,298	143	11	154	27.9	16,418	579	19	598	27.5
1413	11,819	70	255	325	36.4	21,289	75	393	468	45.5	20,354	75	393	468	43.5
1414															
1415	10,034	334	34	368	27.3	11,546	363	45	408	28.3	11,593	367	45	412	28.1
1416	12,741	404	31	435	29.3	15,864	500	38	538	29.5	15,921	503	39	542	29.4
1417	3,942	125	10	135	29.2	4,299	133	11	144	29.9	4,339	135	11	146	29.7
1418	4,751	131	11	142	33.5	5,104	140	11	151	33.8	5,084	140	11	151	33.7
1419	11,206	385	31	416	26.9	12,255	411	33	444	27.6	12,350	414	33	447	27.6
1420	31,261	1,028	82	1,110	28.2	34,313	1,104	88	1,192	28.8	34,422	1,112	88	1,200	28.7
1421	47,875	1,075	386	1,461	32.8	52,569	981	449	1,430	36.8	51,593	981	449	1,430	36.1
1422	29,786	1,026	82	1,108	26.9	34,514	1,164	93	1,257	27.5	34,626	1,172	93	1,265	27.4
1423	28,048	652	182	834	33.6	27,882	632	181	813	34.3	27,549	635	181	816	33.8
1424	56,461	2,189	39	2,228	25.3	61,813	2,334	41	2,375	26.0	61,685	2,334	41	2,375	26.0
1425	10,638	0	348	348	30.6	29,397	296	369	665	44.2	36,875	628	374	1,002	36.8
1426	9,725	265	61	326	29.8	9,543	283	41	324	29.5	9,484	284	41	325	29.2
1427	74,474	1,234	1,170	2,404	31.0	79,495	1,352	1,142	2,494	31.9	88,704	1,849	1,151	3,000	29.6
1428	111,924	826	1,401	2,227	50.3	47,209	843	516	1,359	34.7	47,638	911	518	1,429	33.3
1429	40,108	1,567	194	1,761	22.8	42,606	1,683	207	1,890	22.5	42,907	1,706	207	1,913	22.4
1430	30,813	111	444	555	55.5	84,988	538	1,148	1,686	50.4	81,021	548	1,148	1,696	47.8
1431	35,600	54	596	650	54.8	30,284	152	370	522	58.0	28,961	152	370	522	55.5
1432	52,995	1,034	756	1,790	29.6	46,714	949	847	1,796	26.0	45,203	957	847	1,804	25.1
1433	73,827	591	1,468	2,059	35.9	77,553	705	1,580	2,285	33.9	74,622	795	1,582	2,377	31.4
1434	26,948	0	827	827	32.6	157,684	0	4,901	4,901	32.2	145,767	0	4,901	4,901	29.7
1435	22,136	190	286	476	46.5	10,139	271	72	343	29.6	9,946	271	72	343	29.0

Table 2: Vehicle Miles Traveled per Service Population (VMT / SP) by Traffic Analysis Zone

	Existing					2006 General Plan Baseline (Buildout Land Use)					General Plan Housing Element Update (RHNA)				
TAZ	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP
1436	53,539	2,263	262	2,525	21.2	45,169	1,703	113	1,816	24.9	52,389	1,997	119	2,116	24.8
1437	622	0	3	3	207.3	851	0	10	10	85.1	824	0	10	10	82.4
1438	17,427	0	486	486	35.9	20,226	203	446	649	31.2	31,503	734	456	1,190	26.5
1439	41,988	819	832	1,651	25.4	62,678	1,117	1,426	2,543	24.6	83,823	2,139	1,444	3,583	23.4
1440	17,764	600	8	608	29.2	18,849	641	8	649	29.0	18,914	641	8	649	29.1
1441	53,350	1,356	269	1,625	32.8	57,632	1,447	329	1,776	32.5	62,678	1,630	332	1,962	31.9
1442	12,399	451	10	461	26.9	17,824	666	12	678	26.3	17,889	669	12	681	26.3
1443	20,493	769	35	804	25.5	32,481	1,221	40	1,261	25.8	32,383	1,228	40	1,268	25.5
1444	13,661	592	7	599	22.8	16,584	725	9	734	22.6	16,700	728	9	737	22.7
1445	14,061	812	18	830	16.9	16,866	965	19	984	17.1	16,958	969	19	988	17.2
1446	16,216	706	13	719	22.6	23,299	1,027	17	1,044	22.3	23,433	1,031	17	1,048	22.4
1447	9,841	564	8	572	17.2	11,984	703	10	713	16.8	12,088	706	10	716	16.9
1448	11,031	339	92	431	25.6	12,407	446	74	520	23.9	12,306	449	74	523	23.5
1449	15,989	182	232	414	38.6	15,252	197	191	388	39.3	14,857	198	191	389	38.2
1450	22,618	238	363	601	37.6	30,586	439	356	795	38.5	29,723	439	356	795	37.4
1451	20,924	347	236	583	35.9	20,683	345	226	571	36.2	20,212	348	226	574	35.2
1452	30,628	21	594	615	49.8	25,659	158	335	493	52.0	24,617	158	335	493	49.9
1453	24,447	41	496	537	45.5	28,677	41	573	614	46.7	31,863	243	577	820	38.9
1454	27,540	89	549	638	43.2	29,667	685	316	1,001	29.6	28,956	693	316	1,009	28.7
1455	17,082	622	154	776	22.0	26,040	824	228	1,052	24.8	25,550	824	228	1,052	24.3
1456	36,549	1,734	140	1,874	19.5	39,494	1,824	148	1,972	20.0	39,502	1,836	148	1,984	19.9
1457	43,157	1,053	523	1,576	27.4	42,310	1,139	455	1,594	26.5	41,397	1,147	455	1,602	25.8
1458	55,809	2,192	276	2,468	22.6	57,418	2,102	238	2,340	24.5	57,073	2,110	238	2,348	24.3
1459	49,836	116	561	677	73.6	36,186	347	352	699	51.8	35,162	347	352	699	50.3
1460	42,888	1,690	125	1,815	23.6	47,670	1,785	130	1,915	24.9	47,676	1,796	130	1,926	24.8
1461	26,594	722	257	979	27.2	36,259	833	357	1,190	30.5	38,147	928	359	1,287	29.6
1462	1,724	54	5	59	29.2	1,967	63	6	69	28.5	1,950	63	6	69	28.3
1463	27,497	743	252	995	27.6	39,332	796	417	1,213	32.4	37,938	796	417	1,213	31.3
1464	85,870	3,765	393	4,158	20.7	107,389	5,093	369	5,462	19.7	107,161	5,132	369	5,501	19.5
1465	10,876	529	48	577	18.8	32,369	830	323	1,153	28.1	31,403	830	323	1,153	27.2
1466	56,244	486	853	1,339	42.0	93,522	340	1,550	1,890	49.5	90,502	450	1,552	2,002	45.2
1467	46,473	1,952	34	1,986	23.4	47,950	1,914	34	1,948	24.6	49,094	1,969	35	2,004	24.5

Table 2: Vehicle Miles Traveled per Service Population (VMT / SP) by Traffic Analysis Zone

	Existing					2006 General Plan Baseline (Buildout Land Use)					General Plan Housing Element Update (RHNA)				
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1468	2,968	0	48	48	61.8	3,227	0	48	48	67.2	3,083	0	48	48	64.2
1469	77,672	2,053	675	2,728	28.5	83,660	2,206	679	2,885	29.0	82,037	2,212	679	2,891	28.4
1470	37,045	1,087	246	1,333	27.8	41,654	1,165	263	1,428	29.2	45,884	1,340	266	1,606	28.6
1471	24,438	1,024	83	1,107	22.1	26,995	1,093	89	1,182	22.8	27,069	1,101	89	1,190	22.7
1472	32,294	0	508	508	63.6	36,510	0	587	587	62.2	35,052	0	587	587	59.7
1473	11,568	454	8	462	25.0	12,541	485	9	494	25.4	12,527	485	9	494	25.4
1474	46,363	1,932	166	2,098	22.1	51,891	2,062	194	2,256	23.0	51,622	2,065	194	2,259	22.9
1475	30,699	0	830	830	37.0	42,129	0	1,078	1,078	39.1	40,102	0	1,078	1,078	37.2
1476	8,928	478	6	484	18.4	10,055	518	6	524	19.2	10,080	518	6	524	19.2
1477	18,555	823	66	889	20.9	21,111	903	72	975	21.7	21,022	903	72	975	21.6
1478	2,372	107	1	108	22.0	2,615	114	1	115	22.7	2,624	114	1	115	22.8
1479	7,559	338	19	357	21.2	8,433	363	21	384	22.0	8,461	365	21	386	21.9
1480	8,953	474	6	480	18.7	9,638	458	6	464	20.8	9,680	458	6	464	20.9
1481	11,213	620	27	647	17.3	12,572	655	29	684	18.4	12,583	658	29	687	18.3
1482	19,039	514	229	743	25.6	21,674	556	243	799	27.1	20,505	559	244	803	25.5
1483	1,378	47	4	51	27.0	1,497	50	4	54	27.7	1,486	50	4	54	27.5
1484	126,949	0	4,163	4,163	30.5	136,001	0	4,011	4,011	33.9	124,472	123	4,013	4,136	30.1
1485	138,822	0	2,550	2,550	54.4	157,093	0	2,756	2,756	57.0	163,238	1,108	2,776	3,884	42.0
1486	82,528	981	2,065	3,046	27.1	102,230	1,096	2,347	3,443	29.7	97,221	1,240	2,350	3,590	27.1
1487	53,265	318	1,126	1,444	36.9	56,173	345	1,134	1,479	38.0	62,773	857	1,143	2,000	31.4
1488	5,077	282	4	286	17.8	5,638	301	4	305	18.5	5,661	301	4	305	18.6
1489	9,452	487	16	503	18.8	12,694	542	54	596	21.3	12,562	542	54	596	21.1
1490	11,916	0	425	425	28.0	13,762	0	438	438	31.4	12,321	0	438	438	28.1
1491	117,706	0	3,585	3,585	32.8	126,965	0	3,378	3,378	37.6	123,030	425	3,385	3,810	32.3
1492	49,195	0	1,605	1,605	30.7	43,508	0	1,237	1,237	35.2	50,239	591	1,248	1,839	27.3
1493	41,265	0	1,465	1,465	28.2	46,291	0	1,465	1,465	31.6	50,221	428	1,472	1,900	26.4
1494	41,413	0	809	809	51.2	46,837	0	877	877	53.4	42,206	0	877	877	48.1
1495	44,224	906	843	1,749	25.3	50,881	991	906	1,897	26.8	49,337	1,062	907	1,969	25.1
1496	10,404	514	19	533	19.5	16,598	863	26	889	18.7	16,695	871	26	897	18.6
1497	12,815	670	30	700	18.3	14,801	767	33	800	18.5	14,882	775	33	808	18.4
1498	25,081	520	218	738	34.0	27,259	557	236	793	34.4	26,670	565	236	801	33.3
1499	15,664	451	124	575	27.2	14,542	560	57	617	23.6	14,413	563	57	620	23.2

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	Existing					2006 General Plan Baseline (Buildout Land Use)					General Plan Housing Element Update (RHNA)				
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1500	10,403	387	32	419	24.8	11,393	423	34	457	24.9	11,408	426	34	460	24.8
1501	36,828	1,404	290	1,694	21.7	47,075	1,612	394	2,006	23.5	45,895	1,621	394	2,015	22.8
1502	23,646	309	327	636	37.2	30,566	355	365	720	42.5	29,412	359	365	724	40.6
1503	10,852	85	138	223	48.7	12,860	98	150	248	51.9	12,353	98	150	248	49.8
1504	31,571	1,113	246	1,359	23.2	35,673	1,263	243	1,506	23.7	35,278	1,271	243	1,514	23.3
1505	41,915	1,617	250	1,867	22.5	48,678	1,824	233	2,057	23.7	48,334	1,832	233	2,065	23.4
1506	15,889	625	29	654	24.3	24,653	851	83	934	26.4	24,537	854	83	937	26.2
1507	8,661	316	26	342	25.3	9,121	337	27	364	25.1	9,152	340	28	368	24.9
1508	15,498	711	83	794	19.5	20,798	771	200	971	21.4	20,402	774	200	974	20.9
1510	5,906	269	22	291	20.3	10,627	475	38	513	20.7	10,658	478	38	516	20.7
1511	8,803	45	127	172	51.2	11,699	48	157	205	57.1	11,032	48	157	205	53.8
1512	12,092	692	9	701	17.2	10,491	561	7	568	18.5	10,544	561	7	568	18.6
1513	40,386	1,128	379	1,507	26.8	39,056	967	365	1,332	29.3	38,139	975	365	1,340	28.5
1514	2,814	91	7	98	28.7	3,091	97	8	105	29.4	3,083	97	8	105	29.4
1515	15,315	596	11	607	25.2	18,135	652	12	664	27.3	18,107	652	12	664	27.3
1516	45,554	3,378	200	3,578	12.7	12,316	293	162	455	27.1	11,842	293	162	455	26.0
1517	28,642	242	511	753	38.0	35,371	258	522	780	45.3	37,912	413	525	938	40.4
1518	31,052	1,120	81	1,201	25.9	34,841	1,200	86	1,286	27.1	34,799	1,203	86	1,289	27.0
1519	29,070	1,057	93	1,150	25.3	32,562	1,128	99	1,227	26.5	32,692	1,136	99	1,235	26.5
1520	12,912	461	37	498	25.9	14,590	492	39	531	27.5	14,527	492	39	531	27.4
1521	37,708	1,302	185	1,487	25.4	42,102	1,389	192	1,581	26.6	42,003	1,397	192	1,589	26.4
1522	28,907	521	235	756	38.2	29,270	556	199	755	38.8	28,855	559	199	758	38.1
1523	9,735	0	117	117	83.2	19,057	504	157	661	28.8	18,763	504	157	661	28.4
1524															
1525	35,384	1,592	28	1,620	21.8	39,644	1,699	30	1,729	22.9	39,649	1,699	30	1,729	22.9
1526	15,663	639	51	690	22.7	20,634	682	135	817	25.3	20,403	682	135	817	25.0
1527	1,313	0	11	11	119.4	1,350	0	11	11	122.7	1,322	0	11	11	120.2
1528	4,701	0	91	91	51.7	5,289	0	98	98	54.0	5,035	0	98	98	51.4
1529	19,043	632	51	683	27.9	11,533	366	29	395	29.2	11,537	367	29	396	29.1
1530	20,580	378	139	517	39.8	26,482	511	162	673	39.3	74,433	2,013	189	2,202	33.8
1531															
1532	2,705	0	68	68	39.8	2,916	0	68	68	42.9	32,121	969	85	1,054	30.5

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1533															
1534	20,261	596	138	734	27.6	13,448	349	118	467	28.8	13,157	351	118	469	28.1
1535	63,926	2,219	87	2,306	27.7	91,392	3,108	78	3,186	28.7	91,044	3,109	78	3,187	28.6
1536	24,828	100	308	408	60.9	24,936	107	308	415	60.1	23,964	107	308	415	57.7
1537	11,437	449	20	469	24.4	19,909	795	36	831	24.0	19,859	797	36	833	23.8
1538	9,493	300	24	324	29.3	10,648	342	27	369	28.9	10,631	344	27	371	28.7
1539	43,231	338	516	854	50.6	54,212	375	710	1,085	50.0	52,106	375	710	1,085	48.0
1540	28,098	0	447	447	62.9	53,850	0	875	875	61.5	51,054	0	875	875	58.3
1541	3,824	116	9	125	30.6	4,085	131	10	141	29.0	4,047	131	10	141	28.7
1542															
1543	67,979	0	1,130	1,130	60.2	119,443	0	1,963	1,963	60.8	113,819	0	1,963	1,963	58.0
1544	11,441	398	32	430	26.6	11,695	423	34	457	25.6	11,516	423	34	457	25.2
1545	5,094	154	12	166	30.7	6,221	195	16	211	29.5	6,129	195	16	211	29.0
1546															
1547	13,227	467	39	506	26.1	13,915	504	42	546	25.5	13,814	504	42	546	25.3
1548	31,548	1,052	54	1,106	28.5	32,933	1,123	55	1,178	28.0	32,865	1,125	55	1,180	27.9
1549	8,238	247	20	267	30.9	8,664	264	21	285	30.4	8,602	264	21	285	30.2
1550	10,468	359	4	363	28.8	15,984	542	18	560	28.5	15,937	542	18	560	28.5
1551															
1552	25,434	732	65	797	31.9	26,745	781	68	849	31.5	26,534	781	68	849	31.3
1553	12,402	352	28	380	32.6	18,537	544	44	588	31.5	18,394	547	44	591	31.1
1554	12,907	461	37	498	25.9	13,253	492	39	531	25.0	13,054	492	39	531	24.6
1555	27,201	179	272	451	60.3	39,969	192	515	707	56.5	38,420	192	515	707	54.3
1557						21,366	589	91	680	31.4	34,487	1,253	103	1,356	25.4
1559						6,120	0	127	127	48.2	11,966	241	132	373	32.1
1560	8,674	0	164	164	52.9	9,104	0	178	178	51.1	11,511	144	181	325	35.4
1561	5,293	0	98	98	54.0	5,293	0	98	98	54.0	5,076	0	98	98	51.8
1563	32,740	0	982	982	33.3	31,516	0	902	902	34.9	29,723	0	902	902	33.0
1599	28,606	1,506	19	1,525	18.8	29,861	1,534	19	1,553	19.2	29,935	1,534	19	1,553	19.3
1601	16,207	0	383	383	42.3	19,356	0	462	462	41.9	17,970	0	462	462	38.9
1617						22,114	0	249	249	88.8	21,523	0	249	249	86.4
1618						1,054	14	1	15	70.3	1,797	43	2	45	39.9

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	Existing					2006 General Plan Baseline (Buildout Land Use)					General Plan Housing Element Update (RHNA)				
TAZ	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP	VMT	Popu-lation	Employ-ees	Service Population	VMT / SP
1620	28,737	195	666	861	33.4	13,930	95	306	401	34.7	12,967	95	306	401	32.3
1622	101,418	0	3,503	3,503	29.0	104,801	0	3,503	3,503	29.9	96,677	0	3,503	3,503	27.6
1671	17,628	296	322	618	28.5	25,924	328	521	849	30.5	25,091	334	521	855	29.3
1672	1,180	27	2	29	40.7	1,224	29	2	31	39.5	1,264	30	2	32	39.5
1673	8,669	121	163	284	30.5	16,747	0	444	444	37.7	17,318	58	445	503	34.4
1674	7,841	2	126	128	61.3	20,390	0	400	400	51.0	19,899	16	401	417	47.7
1675	8,030	291	36	327	24.6	11,932	371	95	466	25.6	11,902	377	95	472	25.2
1678															
1682						745	0	3	3	248.3	729	0	3	3	243.0
1683						924	0	7	7	132.0	895	0	7	7	127.9
1684						4,950	194	2	196	25.3	4,954	194	2	196	25.3
1689											34,813	1,009	18	1,027	33.9
1690															
1691	7,094	296	14	310	22.9	7,857	316	15	331	23.7	7,857	316	15	331	23.7
1692	9,413	0	95	95	99.1	9,437	0	99	99	95.3	9,138	0	99	99	92.3
1693	7,091	337	5	342	20.7	8,524	412	6	418	20.4	8,593	415	6	421	20.4
1694	18,001	0	540	540	33.3	27,781	0	469	469	59.2	26,588	0	469	469	56.7
1698															
1699															
1703															
1704															
1705															
1706															
City Total	**5,096,931**	**89,562**	**75,561**	**165,123**	**30.9**	**6,006,700**	**100,815**	**85,552**	**186,367**	**32.2**	**6,139,436**	**117,102**	**85,842**	**202,944**	**30.3**

ATTACHMENT 3

TABLE 3: PROJECT TAZS TRIP GENERATION SUMMARY

Trip Generation Results

FOCUS AREA	NBTM TAZ	Land Use	ITE LU Code	Quantity[1]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
Airport Area	1375	Multifamily Housing (Low-Rise)	220	30 DU	3	9	12	10	6	16	202
	1376	Multifamily Housing (Low-Rise)	220	62 DU	6	19	25	20	12	32	418
	1378	Multifamily Housing (Low-Rise)	220	80 DU	8	24	32	26	15	41	539
	1379	Multifamily Housing (Low-Rise)	220	188 DU	19	56	75	60	36	96	1,267
	1381	Multifamily Housing (Low-Rise)	220	290 DU	29	87	116	93	55	148	1,955
	1382	Multifamily Housing (Low-Rise)	220	229 DU	23	69	92	73	44	117	1,543
	1383	Multifamily Housing (Low-Rise)	220	37 DU	4	11	15	12	7	19	249
	1384	Multifamily Housing (Low-Rise)	220	75 DU	8	23	31	24	14	38	506
	1385	Multifamily Housing (Low-Rise)	220	130 DU	13	39	52	42	25	67	876
	1386	Multifamily Housing (Low-Rise)	220	36 DU	4	11	15	12	7	19	243
	1389	Multifamily Housing (Low-Rise)	220	143 DU	14	43	57	46	27	73	964
	1390	Multifamily Housing (Low-Rise)	220	81 DU	8	24	32	26	15	41	546
	1393	Multifamily Housing (Low-Rise)	220	39 DU	4	12	16	12	7	19	263
	1396	Multifamily Housing (Low-Rise)	220	89 DU	9	27	36	28	17	45	600
	1397	Multifamily Housing (Low-Rise)	220	127 DU	13	38	51	41	24	65	856
	1399	Multifamily Housing (Low-Rise)	220	21 DU	2	6	8	7	4	11	142
	1400	Multifamily Housing (Low-Rise)	220	4 DU	0	1	1	1	1	2	27
	1402	Multifamily Housing (Low-Rise)	220	136 DU	14	41	55	44	26	70	917
	1403	Multifamily Housing (Low-Rise)	220	91 DU	9	27	36	29	17	46	613
	1404	Multifamily Housing (Low-Rise)	220	38 DU	4	11	15	12	7	19	256
	1405	Multifamily Housing (Low-Rise)	220	112 DU	11	34	45	36	21	57	755
	1406	Multifamily Housing (Low-Rise)	220	107 DU	11	32	43	34	20	54	721
	1409	Multifamily Housing (Low-Rise)	220	30 DU	3	9	12	10	6	16	202
	1411	Multifamily Housing (Low-Rise)	220	88 DU	9	26	35	28	17	45	593
	1412	Multifamily Housing (Low-Rise)	220	268 DU	27	80	107	86	51	137	1,806
	1673	Multifamily Housing (Low-Rise)	220	36 DU	4	11	15	12	7	19	243
	1674	Multifamily Housing (Low-Rise)	220	10 DU	1	3	4	3	2	5	67
West Newport Mesa Area	1433	Multifamily Housing (Low-Rise)	220	56 DU	6	17	23	18	11	29	377
	1438	Multifamily Housing (Low-Rise)	220	329 DU	33	99	132	105	63	168	2,217
	1439	Multifamily Housing (Low-Rise)	220	633 DU	63	190	253	203	120	323	4,266
	1560	Multifamily Housing (Low-Rise)	220	89 DU	9	27	36	28	17	45	600
Dover-Westcliff	1425	Multifamily Housing (Low-Rise)	220	206 DU	21	62	83	66	39	105	1,388
	1427	Multifamily Housing (Low-Rise)	220	103 DU	10	31	41	33	20	53	694
	1428	Multifamily Housing (Low-Rise)	220	40 DU	4	12	16	13	8	21	270
	1430	Multifamily Housing (Low-Rise)	220	4 DU	0	1	1	1	1	2	27
	1453	Multifamily Housing (Low-Rise)	220	125 DU	13	38	51	40	24	64	843
	1454	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1495	Multifamily Housing (Low-Rise)	220	38 DU	4	11	15	12	7	19	256
Newport Center Area	1461	Multifamily Housing (Low-Rise)	220	57 DU	6	17	23	18	11	29	384
	1466	Multifamily Housing (Low-Rise)	220	66 DU	7	20	27	21	13	34	445
	1467	Multifamily Housing (Low-Rise)	220	34 DU	3	10	13	11	6	17	229
	1470	Multifamily Housing (Low-Rise)	220	108 DU	11	32	43	35	21	56	728
	1484	Multifamily Housing (Low-Rise)	220	76 DU	8	23	31	24	14	38	512
	1485	Multifamily Housing (Low-Rise)	220	686 DU	69	206	275	220	130	350	4,624
	1486	Multifamily Housing (Low-Rise)	220	89 DU	9	27	36	28	17	45	600
	1487	Multifamily Housing (Low-Rise)	220	317 DU	32	95	127	101	60	161	2,137
	1491	Multifamily Housing (Low-Rise)	220	263 DU	26	79	105	84	50	134	1,773
	1492	Multifamily Housing (Low-Rise)	220	366 DU	37	110	147	117	70	187	2,467
	1493	Multifamily Housing (Low-Rise)	220	265 DU	27	80	107	85	50	135	1,786
	1517	Multifamily Housing (Low-Rise)	220	94 DU	9	28	37	30	18	48	634
	1618	Multifamily Housing (Low-Rise)	220	18 DU	2	5	7	6	3	9	121
Coyote Canyon, etc.	1530	Multifamily Housing (Low-Rise)	220	930 DU	93	279	372	298	177	475	6,268
	1532	Multifamily Housing (Low-Rise)	220	600 DU	60	180	240	192	114	306	4,044

TABLE 3: PROJECT TAZS TRIP GENERATION SUMMARY

Trip Generation Results

FOCUS AREA	NBTM TAZ	Land Use	ITE LU Code	Quantity[1]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
Banning Ranch	1436	Multifamily Housing (Low-Rise)	220	182 DU	18	55	73	58	35	93	1,227
	1441	Multifamily Housing (Low-Rise)	220	108 DU	11	32	43	35	21	56	728
	1557	Multifamily Housing (Low-Rise)	220	411 DU	41	123	164	132	78	210	2,770
	1559	Multifamily Housing (Low-Rise)	220	149 DU	15	45	60	48	28	76	1,004
	1689	Multifamily Housing (Low-Rise)	220	625 DU	63	188	251	200	119	319	4,213
Pipeline Project	1427	Multifamily Housing (Low-Rise)	220	198 DU	20	59	79	63	38	101	1,335
ADU	1408	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1411	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1412	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1479	Multifamily Housing (Low-Rise)	220	1 DU	0	0	0	0	0	0	7
	1521	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1427	Multifamily Housing (Low-Rise)	220	7 DU	1	2	3	2	1	3	47
	1428	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1430	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1442	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1495	Multifamily Housing (Low-Rise)	220	6 DU	1	2	3	2	1	3	40
	1461	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1466	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1517	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1441	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	991	Multifamily Housing (Low-Rise)	220	1 DU	0	0	0	0	0	0	7
	1415	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1416	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1417	Multifamily Housing (Low-Rise)	220	1 DU	0	0	0	0	0	0	7
	1419	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1420	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1422	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1423	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1426	Multifamily Housing (Low-Rise)	220	1 DU	0	0	0	0	0	0	7
	1429	Multifamily Housing (Low-Rise)	220	14 DU	1	4	5	4	3	7	94
	1432	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1443	Multifamily Housing (Low-Rise)	220	4 DU	0	1	1	1	1	2	27
	1444	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1445	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1446	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1447	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1448	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1449	Multifamily Housing (Low-Rise)	220	1 DU	0	0	0	0	0	0	7
	1451	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1456	Multifamily Housing (Low-Rise)	220	7 DU	1	2	3	2	1	3	47
	1457	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1458	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1460	Multifamily Housing (Low-Rise)	220	7 DU	1	2	3	2	1	3	47
	1464	Multifamily Housing (Low-Rise)	220	24 DU	2	7	9	8	5	13	162
	1469	Multifamily Housing (Low-Rise)	220	4 DU	0	1	1	1	1	2	27
	1471	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1474	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1481	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1482	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1496	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1497	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1498	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1499	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1500	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1501	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1502	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13

TABLE 3: PROJECT TAZS TRIP GENERATION SUMMARY

Trip Generation Results

FOCUS AREA	NBTM TAZ	Land Use	ITE LU Code	Quantity[1]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
ADU (Continued)	1504	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1505	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1506	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1507	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1508	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1510	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1513	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1518	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1519	Multifamily Housing (Low-Rise)	220	5 DU	1	2	3	2	1	3	34
	1522	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1529	Multifamily Housing (Low-Rise)	220	1 DU	0	0	0	0	0	0	7
	1534	Multifamily Housing (Low-Rise)	220	1 DU	0	0	0	0	0	0	7
	1535	Multifamily Housing (Low-Rise)	220	1 DU	0	0	0	0	0	0	7
	1537	Multifamily Housing (Low-Rise)	220	1 DU	0	0	0	0	0	0	7
	1538	Multifamily Housing (Low-Rise)	220	1 DU	0	0	0	0	0	0	7
	1548	Multifamily Housing (Low-Rise)	220	1 DU	0	0	0	0	0	0	7
	1553	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1671	Multifamily Housing (Low-Rise)	220	4 DU	0	1	1	1	1	2	27
	1672	Multifamily Housing (Low-Rise)	220	1 DU	0	0	0	0	0	0	7
	1675	Multifamily Housing (Low-Rise)	220	4 DU	0	1	1	1	1	2	27
	1693	Multifamily Housing (Low-Rise)	220	2 DU	0	1	1	1	0	1	13
	1695	Multifamily Housing (Low-Rise)	220	1 DU	0	0	0	0	0	0	7
Airport Area Subtotal				2,577 DU	260	773	1,033	827	490	1,317	17,369
West Newport Mesa Area Subtotal				1,107 DU	111	333	444	354	211	565	7,460
Dover-Westcliff Subtotal				521 DU	53	157	210	167	100	267	3,512
Newport Center Area Subtotal				2,439 DU	246	732	978	780	463	1,243	16,440
Coyote Canyon, etc. Subtotal				1,530 DU	153	459	612	490	291	781	10,312
Banning Ranch Subtotal				1,475 DU	148	443	591	473	281	754	9,942
Pipeline Project Subtotal				198 DU	20	59	79	63	38	101	1,335
ADU Subtotal				240 DU	23	88	111	89	32	121	1,609
TOTAL				**10,087 DU**	**1,014**	**3,044**	**4,058**	**3,243**	**1,906**	**5,149**	**67,979**

[1] DU = Dwelling Units

Trip Generation Rates[1]

Land Use	ITE LU Code	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise)	220	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] DU = Dwelling Units

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ATTACHMENT 4

TABLE 4: PROJECT TAZS VMT SCREENING SUMMARY

						VMT Screening Results		
FOCUS AREA	NBTM TAZ	Land Use	ITE LU Code	Quantity[1]	Daily Trip Generation	Transit Location	Low VMT Area	300 or less Daily Trips
Airport Area	1375	Multifamily Housing (Low-Rise)	220	30 DU	202		X	X
	1376	Multifamily Housing (Low-Rise)	220	62 DU	418		X	
	1378	Multifamily Housing (Low-Rise)	220	80 DU	539		X	
	1379	Multifamily Housing (Low-Rise)	220	188 DU	1,267		X	
	1381	Multifamily Housing (Low-Rise)	220	290 DU	1,955		X	
	1382	Multifamily Housing (Low-Rise)	220	229 DU	1,543		X	
	1383	Multifamily Housing (Low-Rise)	220	37 DU	249		X	X
	1384	Multifamily Housing (Low-Rise)	220	75 DU	506		X	
	1385	Multifamily Housing (Low-Rise)	220	130 DU	876		X	
	1386	Multifamily Housing (Low-Rise)	220	36 DU	243		X	X
	1389	Multifamily Housing (Low-Rise)	220	143 DU	964		X	
	1390	Multifamily Housing (Low-Rise)	220	81 DU	546		X	
	1393	Multifamily Housing (Low-Rise)	220	39 DU	263		X	X
	1396	Multifamily Housing (Low-Rise)	220	89 DU	600		X	
	1397	Multifamily Housing (Low-Rise)	220	127 DU	856		X	
	1399	Multifamily Housing (Low-Rise)	220	21 DU	142			X
	1400	Multifamily Housing (Low-Rise)	220	4 DU	27			X
	1402	Multifamily Housing (Low-Rise)	220	136 DU	917			
	1403	Multifamily Housing (Low-Rise)	220	91 DU	613			
	1404	Multifamily Housing (Low-Rise)	220	38 DU	256			X
	1405	Multifamily Housing (Low-Rise)	220	112 DU	755			
	1406	Multifamily Housing (Low-Rise)	220	107 DU	721			
	1409	Multifamily Housing (Low-Rise)	220	30 DU	202		X	X
	1411	Multifamily Housing (Low-Rise)	220	88 DU	593			
	1412	Multifamily Housing (Low-Rise)	220	268 DU	1,806			
	1673	Multifamily Housing (Low-Rise)	220	36 DU	243		X	X
	1674	Multifamily Housing (Low-Rise)	220	10 DU	67		X	X
West Newport Mesa Area	1433	Multifamily Housing (Low-Rise)	220	56 DU	377	X		
	1438	Multifamily Housing (Low-Rise)	220	329 DU	2,217	X		
	1439	Multifamily Housing (Low-Rise)	220	633 DU	4,266	X		
	1560	Multifamily Housing (Low-Rise)	220	89 DU	600	X		
Dover-Westcliff	1425	Multifamily Housing (Low-Rise)	220	206 DU	1,388	X		
	1427	Multifamily Housing (Low-Rise)	220	103 DU	694			
	1428	Multifamily Housing (Low-Rise)	220	40 DU	270			X
	1430	Multifamily Housing (Low-Rise)	220	4 DU	27			X
	1453	Multifamily Housing (Low-Rise)	220	125 DU	843	X		
	1454	Multifamily Housing (Low-Rise)	220	5 DU	34	X		X
	1495	Multifamily Housing (Low-Rise)	220	38 DU	256	X		X
Newport Center Area	1461	Multifamily Housing (Low-Rise)	220	57 DU	384	X		
	1466	Multifamily Housing (Low-Rise)	220	66 DU	445		X	
	1467	Multifamily Housing (Low-Rise)	220	34 DU	229			X
	1470	Multifamily Housing (Low-Rise)	220	108 DU	728		X	
	1484	Multifamily Housing (Low-Rise)	220	76 DU	512	X		
	1485	Multifamily Housing (Low-Rise)	220	686 DU	4,624	X		
	1486	Multifamily Housing (Low-Rise)	220	89 DU	600	X	X	
	1487	Multifamily Housing (Low-Rise)	220	317 DU	2,137	X	X	
	1491	Multifamily Housing (Low-Rise)	220	263 DU	1,773	X		
	1492	Multifamily Housing (Low-Rise)	220	366 DU	2,467	X		
	1493	Multifamily Housing (Low-Rise)	220	265 DU	1,786	X		
	1517	Multifamily Housing (Low-Rise)	220	94 DU	634		X	
	1618	Multifamily Housing (Low-Rise)	220	18 DU	121		X	X
Coyote Canyon, etc.	1530	Multifamily Housing (Low-Rise)	220	930 DU	6,268			
	1532	Multifamily Housing (Low-Rise)	220	600 DU	4,044			

TABLE 4: PROJECT TAZS VMT SCREENING SUMMARY

						VMT Screening Results		
FOCUS AREA	NBTM TAZ	Land Use	ITE LU Code	Quantity[1]	Daily Trip Generation	Transit Location	Low VMT Area	300 or less Daily Trips
Banning Ranch	1436	Multifamily Housing (Low-Rise)	220	182 DU	1,227	X		
	1441	Multifamily Housing (Low-Rise)	220	108 DU	728			
	1557	Multifamily Housing (Low-Rise)	220	411 DU	2,770			
	1559	Multifamily Housing (Low-Rise)	220	149 DU	1,004	X		
	1689	Multifamily Housing (Low-Rise)	220	625 DU	4,213			
Pipeline Project	1427	Multifamily Housing (Low-Rise)	220	198 DU	1,335			
ADU	1408	Multifamily Housing (Low-Rise)	220	2 DU	13		X	X
	1411	Multifamily Housing (Low-Rise)	220	2 DU	13		X	X
	1412	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1479	Multifamily Housing (Low-Rise)	220	1 DU	7			X
	1521	Multifamily Housing (Low-Rise)	220	5 DU	34		X	X
	1427	Multifamily Housing (Low-Rise)	220	7 DU	47			X
	1428	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1430	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1442	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1495	Multifamily Housing (Low-Rise)	220	6 DU	40	X		X
	1461	Multifamily Housing (Low-Rise)	220	2 DU	13	X		X
	1466	Multifamily Housing (Low-Rise)	220	2 DU	13		X	X
	1517	Multifamily Housing (Low-Rise)	220	2 DU	13		X	X
	1441	Multifamily Housing (Low-Rise)	220	5 DU	34			X
	991	Multifamily Housing (Low-Rise)	220	1 DU	7			X
	1415	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1416	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1417	Multifamily Housing (Low-Rise)	220	1 DU	7			X
	1419	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1420	Multifamily Housing (Low-Rise)	220	5 DU	34		X	X
	1422	Multifamily Housing (Low-Rise)	220	5 DU	34		X	X
	1423	Multifamily Housing (Low-Rise)	220	2 DU	13		X	X
	1426	Multifamily Housing (Low-Rise)	220	1 DU	7	X		X
	1429	Multifamily Housing (Low-Rise)	220	14 DU	94			X
	1432	Multifamily Housing (Low-Rise)	220	5 DU	34			X
	1443	Multifamily Housing (Low-Rise)	220	4 DU	27	X		X
	1444	Multifamily Housing (Low-Rise)	220	2 DU	13	X		X
	1445	Multifamily Housing (Low-Rise)	220	2 DU	13	X		X
	1446	Multifamily Housing (Low-Rise)	220	2 DU	13	X		X
	1447	Multifamily Housing (Low-Rise)	220	2 DU	13	X		X
	1448	Multifamily Housing (Low-Rise)	220	2 DU	13	X		X
	1449	Multifamily Housing (Low-Rise)	220	1 DU	7	X		X
	1451	Multifamily Housing (Low-Rise)	220	2 DU	13	X		X
	1456	Multifamily Housing (Low-Rise)	220	7 DU	47			X
	1457	Multifamily Housing (Low-Rise)	220	5 DU	34			X
	1458	Multifamily Housing (Low-Rise)	220	5 DU	34			X
	1460	Multifamily Housing (Low-Rise)	220	7 DU	47			X
	1464	Multifamily Housing (Low-Rise)	220	24 DU	162	X		X
	1469	Multifamily Housing (Low-Rise)	220	4 DU	27			X
	1471	Multifamily Housing (Low-Rise)	220	5 DU	34		X	X
	1474	Multifamily Housing (Low-Rise)	220	2 DU	13		X	X
	1481	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1482	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1496	Multifamily Housing (Low-Rise)	220	5 DU	34			X
	1497	Multifamily Housing (Low-Rise)	220	5 DU	34			X
	1498	Multifamily Housing (Low-Rise)	220	5 DU	34			X
	1499	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1500	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1501	Multifamily Housing (Low-Rise)	220	5 DU	34			X

TABLE 4: PROJECT TAZS VMT SCREENING SUMMARY

VMT Screening Results

FOCUS AREA	NBTM TAZ	Land Use	ITE LU Code	Quantity[1]	Daily Trip Generation	Transit Location	Low VMT Area	300 or less Daily Trips
ADU (Continued)	1502	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1504	Multifamily Housing (Low-Rise)	220	5 DU	34			X
	1505	Multifamily Housing (Low-Rise)	220	5 DU	34			X
	1506	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1507	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1508	Multifamily Housing (Low-Rise)	220	2 DU	13		X	X
	1510	Multifamily Housing (Low-Rise)	220	2 DU	13	X	X	X
	1513	Multifamily Housing (Low-Rise)	220	5 DU	34			X
	1518	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1519	Multifamily Housing (Low-Rise)	220	5 DU	34		X	X
	1522	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1529	Multifamily Housing (Low-Rise)	220	1 DU	7			X
	1534	Multifamily Housing (Low-Rise)	220	1 DU	7			X
	1535	Multifamily Housing (Low-Rise)	220	1 DU	7			X
	1537	Multifamily Housing (Low-Rise)	220	1 DU	7			X
	1538	Multifamily Housing (Low-Rise)	220	1 DU	7			X
	1548	Multifamily Housing (Low-Rise)	220	1 DU	7			X
	1553	Multifamily Housing (Low-Rise)	220	2 DU	13			X
	1671	Multifamily Housing (Low-Rise)	220	4 DU	27		X	X
	1672	Multifamily Housing (Low-Rise)	220	1 DU	7			X
	1675	Multifamily Housing (Low-Rise)	220	4 DU	27		X	X
	1693	Multifamily Housing (Low-Rise)	220	2 DU	13	X		X
	1695	Multifamily Housing (Low-Rise)	220	1 DU	7			X

[1] DU = Dwelling Units

Trip Generation Rates[1]

Land Use	ITE LU Code	Units[2]	Daily			
Multifamily Housing (Low-Rise)	220	DU	6.74			

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] DU = Dwelling Units

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