

Appendix F Trip Generation and Vehicle Miles Traveled Screening Analysis

Appendix

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Date: December 8, 2023
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To: City of Irvine Planning Department
Site: Heritage Park Master Plan
Subject: Vehicle Miles Traveled (VMT) Screening Analysis

This technical memorandum evaluates the need to prepare a vehicle miles traveled (VMT) analysis for the proposed Heritage Park Master Plan (Project). The findings of this memo will be inserted in the VMT section of the Project traffic study. The Project is located south of the I-5 freeway with Yale Avenue to the east, Walnut Avenue to the south, and Escalar and Irvine High School to the west. The previous scope assumed that the Master Plan would not result in traffic generation that would trigger additional analysis. However, the preferred park master plan design alternative includes the addition of a swimming pool with a small accessory building at the Woollett Aquatics Center, demolition and construction of an expanded 57,610 square-foot (SF) community center, expansion of the Irvine Fine Arts Center by 6,500 SF, replacement of an existing tennis court with four pickleball courts, and modernization and upgrades to other park facilities including play and picnic areas, sports courts, water features and walking/exercise amenities. The existing land use and proposed Project is provided in *Table 1*. An additional parking lot would be added at the northwest corner of the site. The Project site plan is shown in *Figure 1*. This memo will evaluate the Project using the City of Irvine (City) CEQA VMT Impact Analysis Guidelines (November 2021).

Project Trip Generation

The Project's trip generation has been calculated using trip rates for Recreational Community Center (Land Use Code 495) and Tennis Courts (Land Use Code 490) from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, 2021. Because there are no trip rates for pickleball courts, the study will use tennis courts trip rates for pickleball courts trip generation. The trips rates for Aquatic Center expansion are from ITAM model. The existing and proposed Project trip generation are shown in *Table 2*. As shown in *Table 2*, the Project is anticipated to generate 1,349 daily trips, 97 AM peak hour trips (56 inbound and 41 outbound), and 226 PM peak hour trips (109 inbound and 117 outbound).

VMT Screening Analysis

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. *Section 15064.3 - Determining the Significance of Transportation Impacts* states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT.

City of Irvine VMT Screening

The City's CEQA VMT Impact Analysis Guidelines (November 2021) provide VMT screening thresholds to identify projects that would be considered to have a less-than significant impact on VMT and therefore could be screened from further analysis. If a project meets one of the following criteria, then the VMT impact of the project would be considered less-than significant and no further analysis of VMT would be required:

1. The project requires an Addendum to a certified EIR and can demonstrate that it is not subject to VMT analysis per CEQA Guidelines Sections 15064.3 and 15007(c) and applicable guidance from the Governor's Office of Planning and Research.
2. The project results in a net increase of 250 or less weekday daily trips based on latest edition of the Institute of Transportation Engineers (ITE) trip rates (or other trip generation rate approved by the City).
3. The project is located in a Transit Priority Area (TPA). (i.e., within half-mile distance of existing rail transit station or located within half-mile of two or more existing bus routes with a frequency of service interval of 15 minutes or less during morning and evening peak hours) except when the project:
 - a. Has a Floor Area Ratio (FAR) of less than 0.75;
 - b. 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);
 - c. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization; or
 - d. Replaces affordable residential units with a smaller number of moderate, or high-income residential units.
4. The project is 100 percent restricted affordable housing units.
5. The project is considered a local-serving land use such as 100,000 square feet or less of retail use, a daycare use or a locally serving public school (kindergarten through 12th grade).

The applicability of each criterion to the Project is discussed below.

Screening Criteria 1 – Addendum Screening: The Project does not provide an Addendum to a certified EIR so it does not meet screening criteria 1.

Screening Criteria 2 – Net Increase of 250 or Less Weekday Daily Trips: As shown in Table 2, the Project generates 1,349 net increase daily trips. Therefore, it would not meet the screening criteria 2.

Screening Criteria 3 – Transit Priority Area Screening: The Project is not located in a TPA; therefore, the Project would not satisfy the requirements of screening criteria 3 – TPA screening.

Screening Criteria 4 – Restricted Affordable Housing Units: The Project does not propose building any restricted affordable housing unit, so it would not satisfy the requirements of screening criteria 4.

Screening Criteria 5 – Local Serving Land Use: Because the Project is a community park, expansion of a community center and aquatic center that would serve residents of the City of Irvine, it is

presumed that the Project would be considered a locally serving use. Furthermore, the trip distribution from ITAM (attached) shows that most trips accessing the Project site are generated within the City of Irvine, with less than 20 percent of trips traveling on I-5 to access the Project from outside of the immediate area. Therefore, the Project can be considered a local serving use and would satisfy the requirements of screening criteria 5.

Summary

The Project was evaluated using the City's CEQA VMT Guidelines thresholds to determine if the Project would require a VMT analysis. The Project is considered a local serving land use. Therefore, the Project's VMT impact would be considered less than significant and further analysis of VMT would not be required.

If you have any questions about this information, please contact me at (949) 794-1180 or technicalservices@epdsolutions.com.

Figure 1: Project Site Plan



Table 1 Existing and Proposed Land Uses

Land Uses	Existing		Proposed		Difference	
	Quantity	Units	Quantity	Units	Quantity	Units
Community Center	25.477	TSF	57.610	TSF	32.133	TSF
Irvine Fine Arts Center (IFAC)	19.354	TSF	25.854	TSF	6.500	TSF
Pool with Accessory Building	3	-	4	Pool	1	Pool
Pickleball Courts	-	-	4	Court	4	Court
Tennis Courts	12	Court	11	Court	-1	Court

¹ TSF = Thousand Square Feet

Table 2: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
Community Center ¹	TSF	28.82	1.26	0.65	1.91	1.18	1.33	2.50	
Aquatics ²	Pool	145.00	1.74	12.76	14.50	57.91	57.91	115.81	
Tennis Courts ³	Court	30.32	1.52	1.52	3.03	2.11	2.11	4.21	
<u>Existing Vehicle Trip Generation</u>									
Community Center ¹	25.477	TSF	734	32	17	49	30	34	64
Irvine Fine Arts Center (IFAC) ¹	19.354	TSF	558	24	13	37	23	25	48
Tennis Courts ³	1	Court	30	2	1	3	2	2	4
Existing Total Trip Generation			1,322	58	31	89	55	61	116
<u>Proposed Vehicle Trip Generation</u>									
Community Center ¹	57.610	TSF	1,660	73	37	110	68	76	144
Irvine Fine Arts Center (IFAC) ¹	25.854	TSF	745	33	16	49	30	35	65
Aquatic Center Expansion ²	1	Pool	145	2	13	15	58	58	116
Pickleball Courts ³	4	Court	121	6	6	12	8	9	17
Proposed Total Trip Generation			2,671	114	72	186	164	178	342
Net Trip Generation			1,349	56	41	97	109	117	226

TSF = Thousand Square Feet

¹ Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual*, 11th Edition, 2021 . 495 - Recreational Community Center.

² Trip rates from ITAM Code, 343 - Aquatics

³ Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual*, 11th Edition, 2021 . 490 - Tennis Courts. Because there are no trip rates for AM peak hour, this trip generation is assuming 10% of the daily rates for AM peak hour.