

APPENDIX H

VMT ASSESSMENT



TECHNICAL MEMORANDUM

To: Alex Wong
Red Oak Investments

From: Pranesh Tarikere, P.E. (TR 2728), Transportation Project Manager

Date: March 29, 2022

Subject: Esperanza Village Project Trip Generation and VMT Memorandum

INTRODUCTION & PURPOSE

The purpose of this technical memorandum (TM) is to identify the trip generation and vehicle miles traveled (VMT) associated with the proposed Esperanza Village Project (the "Project"), located at 6821 Fairlynn Boulevard in unincorporated Orange County. This TM has been prepared to support an exemption from the California Environmental Quality Act (CEQA).

PROJECT DESCRIPTION

Project Understanding

The 2.5-acre site is developed with approximately 19,250 square-feet (SF) of retail uses with multi-tenant and stand-alone buildings and a surface parking lot. Surrounding land uses include townhomes to the north and west, single-family residences east of Fairlynn Boulevard, and retail uses to the west along Esperanza Road. A gas station is located on the northwest corner of Esperanza Road at Fairlynn Boulevard. Esperanza Road borders the project site to the south with active rail lines south of the roadway.

The Project site has a County of Orange General Plan land use designation of 1B, which permits residential uses at up to 18 dwelling units/acre (du/ac).

Existing Land Use

The 2.5-acre Project site is currently occupied by 3 buildings consisting of 19,250 square-feet (SF) of commercial uses. The Project location is shown in its regional setting on **Attachment A**.

Proposed Project

The Project proposes to demolish the existing commercial buildings and construct a 44-dwelling-unit (DU) residential townhome development, at a density of 17 DU/acre. The proposed Project site plan is shown on **Attachment B**.

PROJECT TRAFFIC

A trip generation analysis has been conducted to determine the net traffic volume that would be generated by the proposed Project.

The Project's forecast trip generation was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip rates for Single-Family Attached Housing (ITE Land Use 215). Trip credits for the existing land uses of Strip Retail Plaza (<40k) (ITE Land Use 822) were applied for the Project site.

The trip rates and estimated project trip generation are shown on **Attachment C**. The existing land use is estimated to generate 1,048 daily trips, 45 trips in the AM peak hour, and 126 trips in the PM peak hour. The proposed project is estimated to generate 317 daily trips, 22 trips in the AM peak hour, and 25 trips in the PM peak hour.

After applying existing use trip credits, the Project is estimated to generate approximately 731 less daily trips, 23 less trips in the AM peak hour, and 101 less trips in the PM peak hour compared to existing uses.

VEHICLE MILES TRAVELED ASSESSMENT

Senate Bill 743 (SB 743) was approved by the California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "level of service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that VMT replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to State CEQA Guidelines to incorporate SB 743 that requires use of VMT for purposes of determining a significant transportation impact under CEQA. As of July 1, 2020, a VMT-based metric is used to evaluate transportation impacts under CEQA.

OPR Technical Advisory suggests that a City may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing to quickly identify when a project would be expected to cause a less than significant impact without conducting a detailed study. The Orange County *2020 Updated Transportation Implementation Manual* (November 2020) provides guidance 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 level analysis.

Screening thresholds are broken into the following steps:

1. Project in High-Quality Transit Area (HQTA)
2. Neighborhood Retail Project; and
3. Affordable Housing Project; and
4. Low VMT Area Project; and
5. Small Project; and
6. Public Facilities

A land use project is required to meet only one of the above screening thresholds to be presumed to result in a less than significant impact under CEQA pursuant to SB 743.

Project in HQTA

In accordance with SB 743, “Transit Priority Areas” are defined as “an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program. A Major Transit Stop means: “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 of 15 minutes or less during the morning and afternoon peak commute periods.” An HQTA or Corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

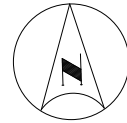
Attachment D depicts TPAs within unincorporated Orange County, including HQTA corridors served by the Orange County Transportation Authority with service intervals of 15 minutes or less and major transit stops along the Metrolink2 system. Attachment D illustrates the project is not located in a TPA or HQTA and therefore, the Project does not meet the Project in HQTA Screening criteria.

Small Project

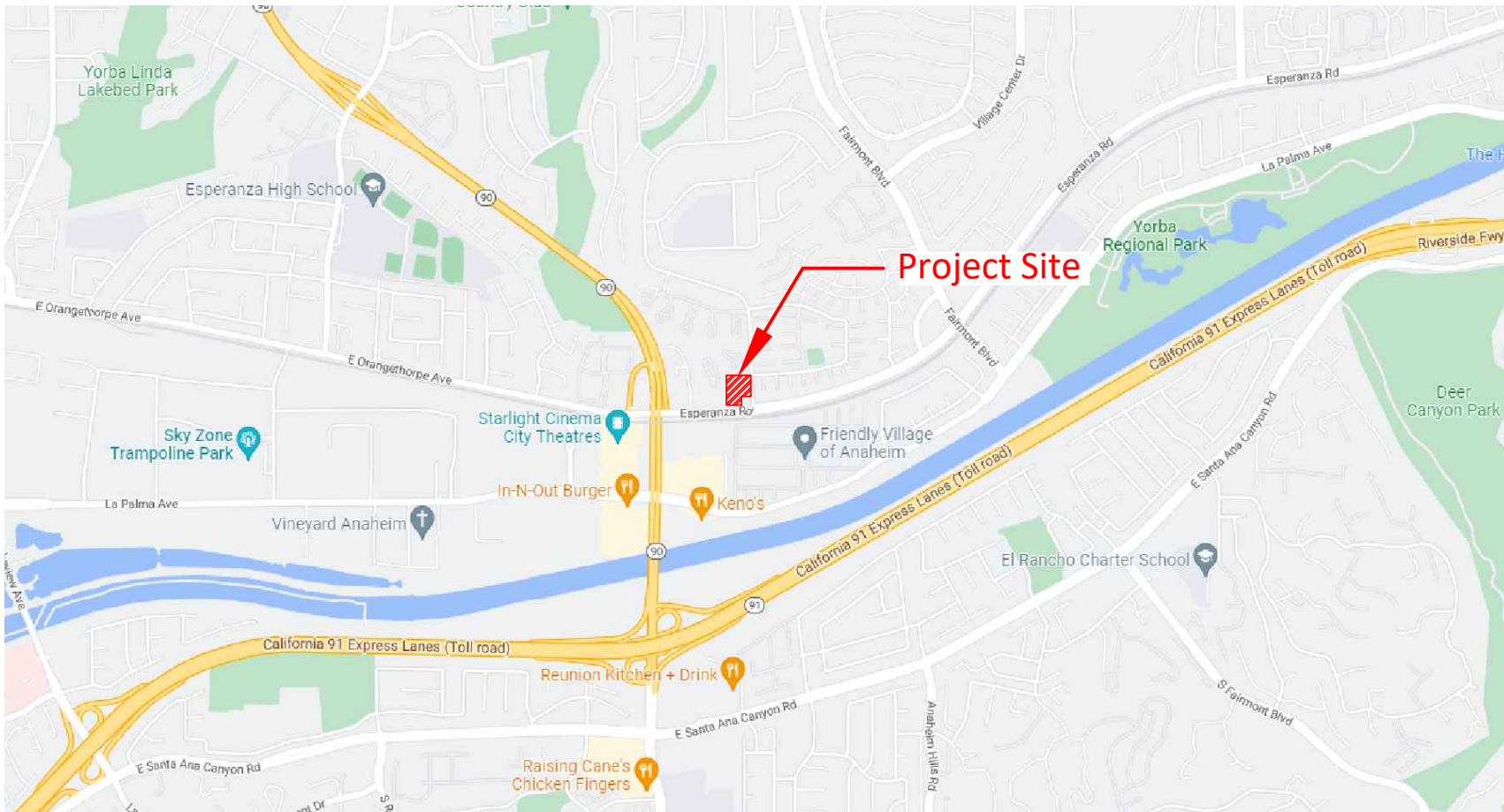
Based on the County established screening criteria for small projects, any project generating up to 500 ADT can be screened out of VMT analysis. Attachment C (previously mentioned) shows the project would generate less than 500 ADT, even without taking existing trip credits, and therefore would have a less-than-significant impact based on the Small Project Screening criteria.

CONCLUSION

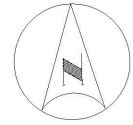
Based on the screening criteria previously discussed, the project meets the Small Project Screening criteria. Therefore, the Project screens out and no further VMT analysis is required



NOT TO SCALE



ATTACHMENT A VICINITY MAP



NOT TO SCALE

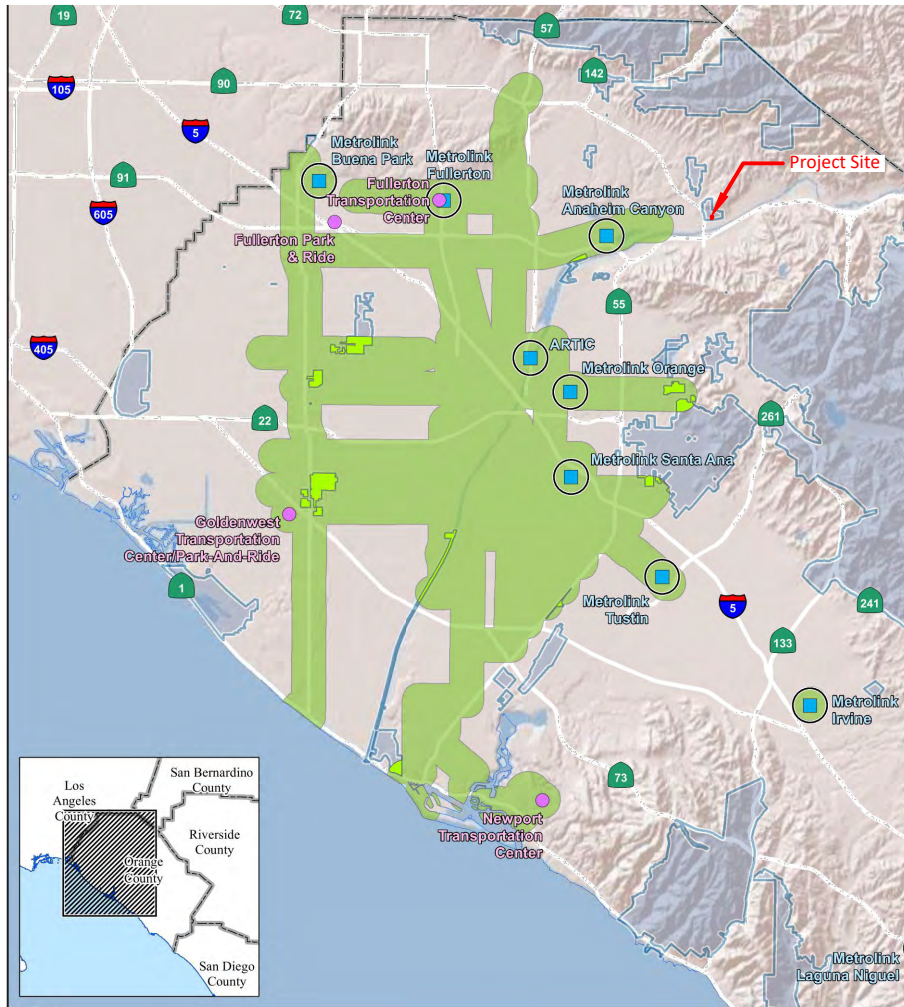


**ATTACHMENT B
PROJECT SITE PLAN**

ATTACHMENT C
SUMMARY OF PROJECT TRIP GENERATION COMPARISON
ESPERANZA VILLAGE

Land Use	ITE Code	Unit	Trip Generation Rates ¹						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Attached Housing	215	DU	7.200	0.149	0.331	0.480	0.325	0.245	0.570
Strip Retail Plaza (<40k)	822	KSF	54.450	1.416	0.944	2.360	3.295	3.295	6.590
Existing Use									
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Strip Retail Plaza (<40k)	19.250	KSF	1,048	27	18	45	63	63	126
<i>Total Existing Trips</i>			1,048	27	18	45	63	63	126
Proposed Use									
Single-Family Attached Housing	44	DU	317	7	15	22	14	11	25
<i>Total Proposed Project Trips</i>			317	7	15	22	14	11	25
Net Difference (Proposed Minus Existing)			-731	-20	-3	-23	-49	-52	-101

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



NOT TO SCALE

LEGEND

- Unincorporated Areas of Orange County
- High Quality Transit Areas
- Unincorporated Areas within High Quality Transit Areas
- Transportation Centers
- Metrolink Station (with half-mile buffer)

ATTACHMENT D COUNTY OF ORANGE TRANSIT PRIORITY AREA

SOURCE: County of Orange 2020 Updated Transportation Implementation Manual, FIGURE 4

