

ATTACHMENT L
VEHICLE MILES TRAVELED (VMT)
SCREENING ASSESSMENT

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SCREENING MEMORANDUM

To: Jeffrey M. Reese Date: February 29, 2024
C.J. Segerstrom & Sons

From: Keil D. Maberry, P.E., Principal LLG Ref: 2.24.4762.1
Linscott, Law and Greenspan, Engineers

Subject: ***Vehicle Miles Traveled (VMT) Screening Assessment for the Proposed South Coast Technology Center - Santa Ana, CA***

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As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Vehicle Miles Traveled (VMT) Screening Assessment Memorandum for the proposed South Coast Technology Center Project (hereinafter referred to as Project) in the City of Santa Ana, California. This Screening Memorandum presents the VMT screening criteria, assessment methodology, and conclusion. It should be noted that the approach and methodology outlined in this Screening Memorandum is consistent with the *City of Santa Ana Traffic Impact Study Guidelines (dated September 2019)*, which provides additional detail on the language and analysis procedures described in this Screening Memorandum.

The following sections of this Technical Memorandum summarize the Project description, present City of Santa Ana’s VMT screening criteria, assessment methodology, and conclusion.

PROJECT DESCRIPTION

Existing Project

The Project site is currently developed with three (3) office buildings totaling 178,026 square feet (SF) that will be razed as part of the proposed Project. **Figure 1**, attached, presents a Vicinity Map that illustrates the general location of the Project site and surrounding street system while **Figure 2** presents an existing aerial photograph of the Project site.

Proposed Project

The proposed Project will include the development of three (3) industrial (manufacturing) buildings totaling 325,044 SF. Access for the proposed Project will be provided via four (4) driveways along Lake Center Drive and three (3) driveways along Susan Street. **Figure 3** presents the proposed Project site plan prepared by DRA Architects.

Pedestrian circulation for the proposed Project will continue to be provided via existing public sidewalks along Lake Center Drive and Susan Street within the vicinity of the Project. The existing sidewalk system within the Project vicinity

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provides direct connectivity to the existing development located along major thoroughfares.

PROJECT SCREENING CRITERIA

Project screening is used to determine if a project will be required to conduct a detailed VMT analysis. The following section discusses the various screening methods outlined in the *City of Santa Ana Traffic Impact Study Guidelines (dated September 2019)*, and outlines whether the Project will screen-out, either in its entirety or partially, based on individual land uses.

The *City of Santa Ana Traffic Impact Study Guidelines (dated September 2019)* states that several types of projects can be screened out from a VMT assessment using the criteria below, indicating that these projects have the potential to reduce VMT per service population (VMT/SP) and result in a less-than-significant transportation impact:

- *Projects which serve the local community and have the potential to reduce VMT, such as neighborhood K-12 schools and local-serving retail less than 50,000 sq. ft. (Charter schools are excluded from this criteria).*

Based on the above, the proposed Project will not screen out since it is not local-serving retail of less than 50,000 SF.

- *Projects that generate less than 110 net daily trips.*

Based on the above and as presented in **Table 1**, the Project will screen out since the proposed Project is forecast to generate less than 110 net daily trips (386 fewer gross daily trips).

- *Projects located within TPA. Appendix A of the City of Santa Ana Traffic Impact Study Guidelines (dated September 2019) presents the transit priority areas in the City of Santa Ana. Due to the many high quality transit routes in the City, much of the City is a transit priority area.*
 - *TPA are defined as a ½ mile radius around an existing or planned major transit stop (e.g., Metrolink Station, Streetcar Station, etc.) or an existing stop along a high quality transit corridor.*
 - *High Quality Transit Areas (HQTAs) are defined as a corridor with fixed route bus service with service intervals no longer than*



15 minutes during peak commute hours. A map of HQTAs can be reviewed on SCAG's website¹.

- *Please note that projects that are in TPAs will also be required to complete a secondary screening step to verify the proposed project's consistency with the assumptions from the RTP/SCS. This consistency can be a land use review (e.g., are the proposed land uses already included in the RTP/SCS) or can be reviewed from a VMT/SP perspective (e.g., does the resulting land use increase or decrease the VMT/SP in the Traffic Analysis Zone (TAZ) compared to the RTP/SCS assumptions).*

Figure 4 presents a zoomed in area of the City of Santa Ana Transit Priority Area (TPA) Map to include the Project site. As shown in *Figure 4*, the Project site is located within the TPA.

Further, the land use is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as contained in Southern California Association of Governments' (SCAG) adopted Connect SoCal (2024 Regional Transportation Plan/Sustainable Communities Strategy; Draft May 2022)). The Project is consistent with the land uses in the RTP/SCS, which assumed the site would be constructed as an industrial use.

Hence, given the above, the Project will screen out since it is within a TPA (HQTA), as illustrated in *Figure 4*, and consistent with the RTP/SCS per SCAG.

CONCLUSION

Consistent with the *City of Santa Ana Traffic Impact Study Guidelines (dated September 2019)* and based on the VMT screening methodology and findings outlined in this Screening Memorandum, the proposed Project is forecast to generate less than 110 net daily trips and is located within a TPA (HQTA). Therefore, in accordance with the City of Santa Ana's guidelines, the proposed Project is exempt from the preparation of any further VMT analysis and may be presumed to have a less than significant CEQA-related transportation impact.

¹ <https://gisdata-scag.opendata.arcgis.com/datasets/SCAG::high-quality-transit-areas-hqta-2016-scag-region/explore?location=33.915387%2C-118.359931%2C11.56>

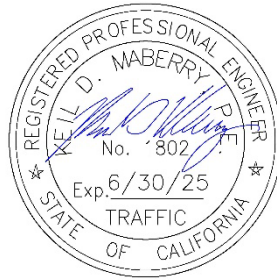


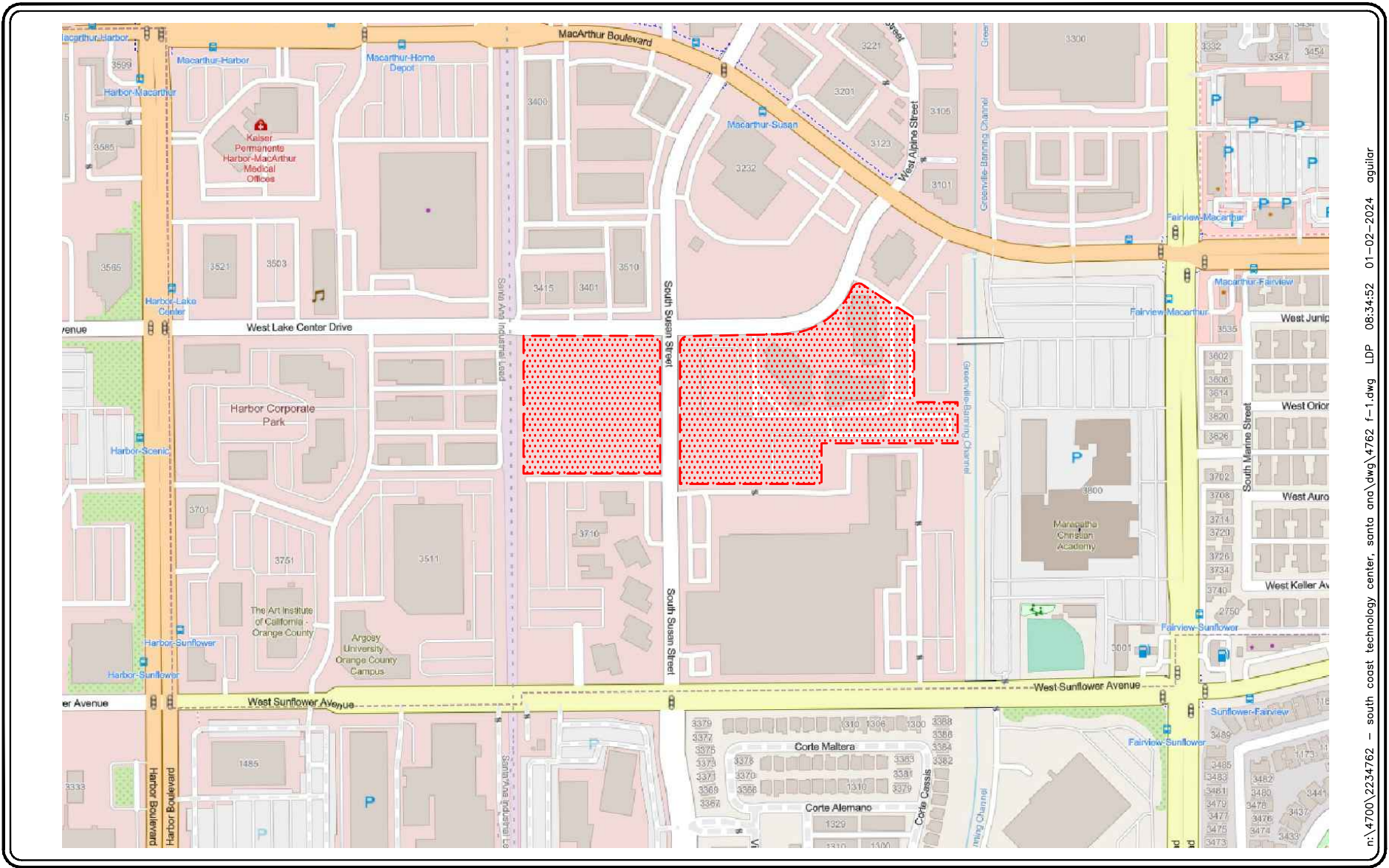
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We appreciate the opportunity to provide this Technical Memorandum. Should you have any questions regarding the memorandum, please contact us at (949) 825-6175.

Attachments

cc: File





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SOURCE: OPEN STREETS

KEY

 = PROJECT SITE

FIGURE 1



VICINITY MAP SOUTH COAST TECHNOLOGY CENTER, SANTA ANA



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SOURCE: GOOGLE

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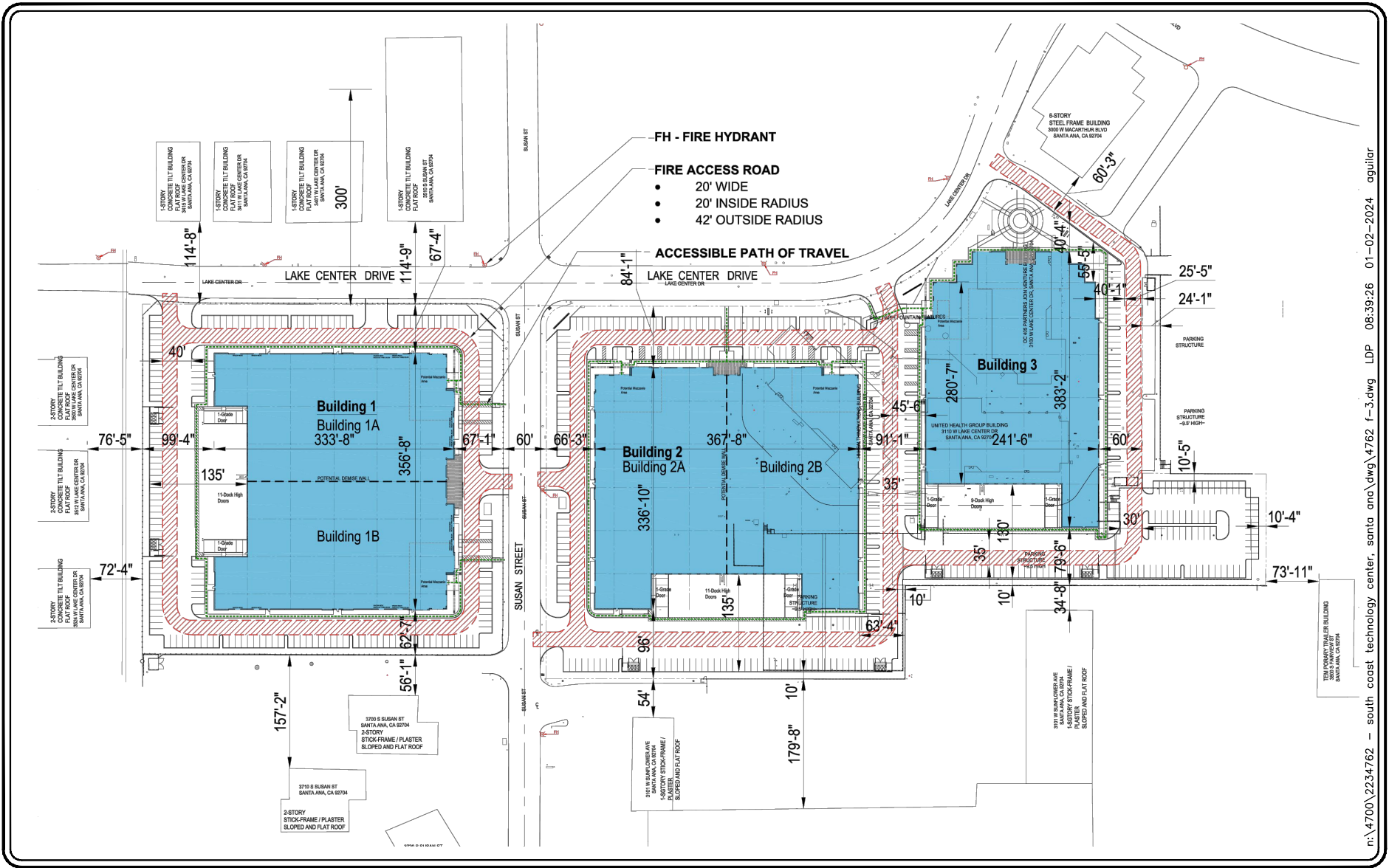
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FIGURE 2



NO SCALE

EXISTING SITE AERIAL
SOUTH COAST TECHNOLOGY CENTER, SANTA ANA



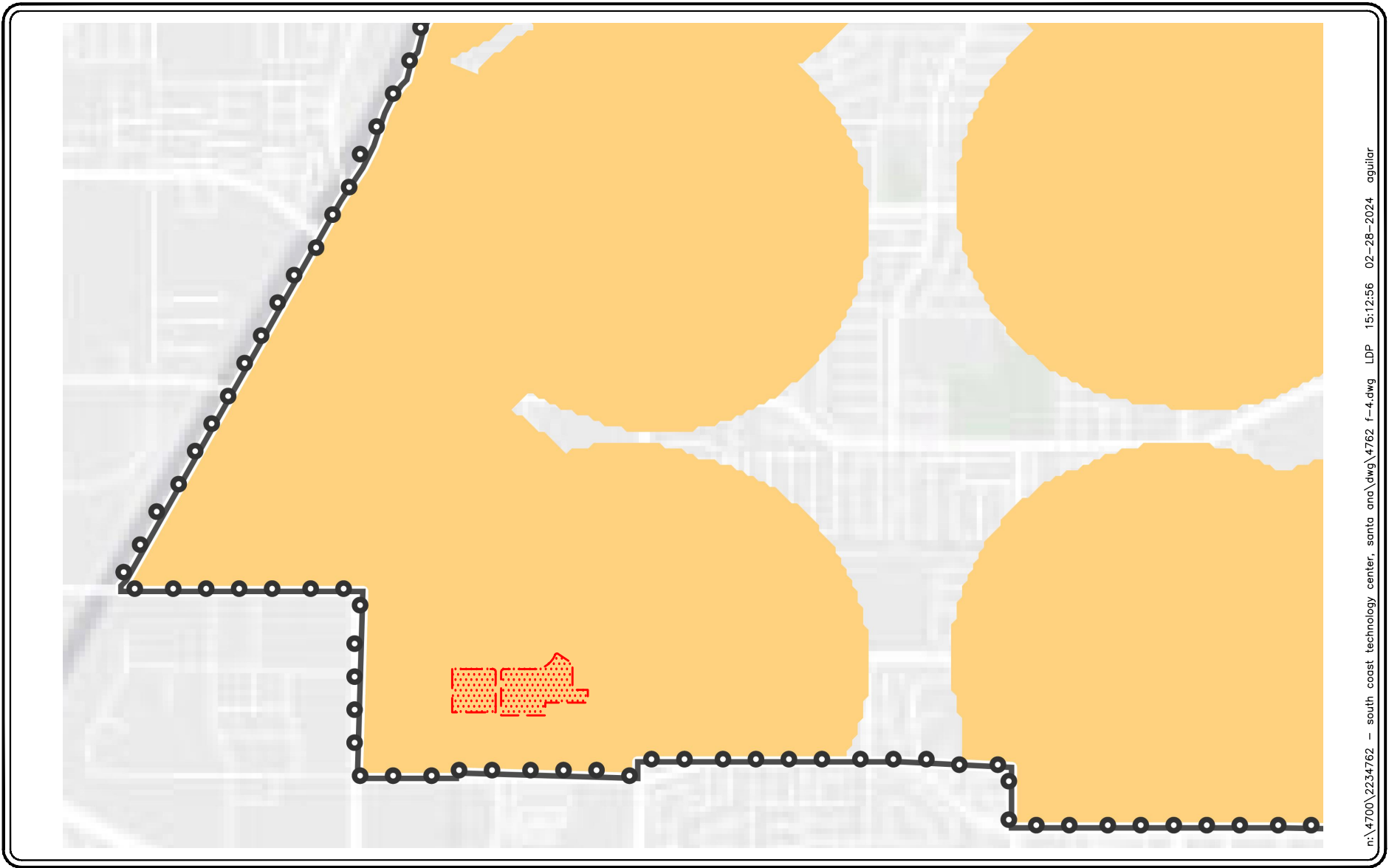
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SOURCE: DRA ARCHITECTS

FIGURE 3



PROPOSED SITE PLAN SOUTH COAST TECHNOLOGY CENTER, SANTA ANA



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SOURCE: SANTA ANA

KEY

 = PROJECT SITE



NO SCALE

FIGURE 4

SANTA ANA TPA MAP
SOUTH COAST TECHNOLOGY CENTER, SANTA ANA



TABLE 1
PROJECT TRAFFIC GENERATION RATES AND FORECAST¹
SOUTH COAST TECHNOLOGY CENTER, SANTA ANA

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Trip Generation Rates:</u>							
▪ ITE 710: General Office Building (TE/TSF)	10.84	88%	12%	1.52	17%	83%	1.44
▪ ITE 140: Manufacturing – Total (TE/TSF)²	4.75	0.52	0.16	0.68	0.23	0.51	0.74
❑ Passenger Cars – 78.6% (TE/TSF)	3.73	0.41	0.13	0.54	0.18	0.40	0.58
❑ 2 Axle Trucks – 8.0% (TE/TSF)	0.38	0.04	0.01	0.05	0.02	0.04	0.06
❑ 3 Axle Trucks – 3.9% (TE/TSF)	0.19	0.02	0.01	0.03	0.01	0.02	0.03
❑ 4+ Axle Trucks – 9.5% (TE/TSF)	0.45	0.05	0.01	0.06	0.02	0.05	0.07
<u>Existing Land Use:</u>							
▪ Lake Center Office (178,026 SF)	1,930	238	33	271	44	212	256
Total Existing Land Use Trips	1,930	238	33	271	44	212	256
<u>Proposed Project:</u>							
▪ South Coast Technology Center (325,044 SF)							
❑ Passenger Cars	1,212	133	43	176	59	130	189
❑ 2 Axle Trucks	124	13	3	16	7	13	20
❑ 3 Axle Trucks	62	7	3	10	3	7	10
❑ 4+ Axle Trucks	146	16	4	20	7	16	23
Total Proposed Project Trips (Gross)	1,544	169	53	222	76	166	242
▪ South Coast Technology Center (325,044 SF)							
❑ Passenger Cars	1,212	133	43	176	59	130	189
❑ 2 Axle Trucks	185	20	4	24	10	19	29
❑ 3 Axle Trucks	124	13	7	20	7	13	20
❑ 4+ Axle Trucks	439	49	10	59	20	48	68
Total Proposed Project Trips (PCE)	1,960	215	64	279	96	210	306
Net Gross Difference Trip Generation Forecast (Proposed Project minus Existing)	-386	-69	+20	-49	+32	-46	-14
Net PCE Difference Trip Generation Forecast (Proposed Project minus Existing)	+30	-23	+31	+8	+52	-2	+50

Notes:

TE/TSF = Trip ends per 1,000 Sf of development

PCE = Passenger Car Equivalent

¹ Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021). The trips for the PM peak hour are based on the PM Peak Hour of Generator trip rate.

² Recommended mix of truck traffic is based on the *Truck Trip Generation Study – City of Fontana, August 2003*. All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.