

Appendix L Trip Generation and VMT Analysis Memorandum

Appendix

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ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

Date: March 22nd, 2022
Prepared by: Abby Pal, Transportation Planner
To: City of Irvine Transportation Department
Site: Irvine Animal Care Center and Operations Support Facility
Subject: Trip Generation and VMT Analysis Memorandum

This technical memorandum evaluates the need to prepare a traffic impact analysis (TIA) and a potential vehicle miles traveled analysis for the proposed expansion (which includes building additions) of and renovations to two existing facilities, the Irvine Animal Care Center and Operations Support Facility. The purpose of the proposed expansion and renovations is to better accommodate and support the existing staff and visitors at the two facilities. The 18.7-acre project site consists of four parcels, all of which are City-owned and operated. The Irvine Animal Care Center, located on 6443 Oak Canyon, is in the southern part of the project site and the Operations Support Facility, located at 6427 Oak Canyon is in the northern part of the project site.

Irvine Animal Care Center (IACC)

The Irvine Animal Care Center currently comprises 3,519 SF of administrative building, 7,062 SF of cats/small animals building, and two free-standing buildings 5,032 SF each for cat and dog housing utilizing indoor/outdoor kennels, and enclosed support spaces which include lawn and play areas for dogs as shown in *Figure 1*. Currently, there are a total of 133 kennels. The cats/small animals building currently also houses clinic functions and a Sally Port. As a part of the expansion and renovations to the IACC, an administrative infill building addition of 585 SF, an entry building of 5,089 SF and a clinic building of 3,866 SF will be added to the project site as shown in *Figure 2*. Activity yards and a yard area for shelter animals to get acquainted with staff/volunteers/prospective owners will also be added to the project site as part of external renovations. The new entry building would include a lobby/retail area, two staff offices, and public space which would include a multi-purpose room. The additional administrative infill would include a staff breakroom and additional staff office space. The new clinic building would include a surgery room, exam room, recovery housing rooms, and support areas.

Internal modifications to the existing administrative building include creating an open office workspace and modifying the locker/restrooms. The cats/small animals building modifications include the addition of a patio, rearranging areas for housing and support spaces, and creating permanent space for ringworm isolation. The modifications for the kennel buildings includes enlarging kennels, adding an exam room, and improving existing kennels and support spaces. As a part of the renovation, 30 kennels will be eliminated, which would lower the kennel count to a total of 103 kennels.

As mentioned above, the proposed renovations to the IACC site are intended to better accommodate the existing staff and visitors by providing improved areas to enhance the operations of the shelter. The project does not include any expansion of capacity to house additional animals or additional areas to expand the employee count on-site.

Operations Support Facility (OSF)

The Operations Support Facility site currently comprises the City of Irvine Public Works administrative offices, fleet buildings, operations facilities, fueling stations, surface parking lots, the Irvine Household Hazardous Waste Collection Center, and the Irvine Central Bark (a dog park) as shown in *Figure 3*. The proposed expansion of and renovations to the OSF include the removal of four small, prefabricated metal structures

on the site and addition of two larger prefabricated metal structures of 8,400 SF and 8,700 SF on site for storage of material. The existing structures being removed from site are currently used for storage and maintenance. No office buildings are being removed or added as a part of the renovation. The existing dog park will be relocated to the Oak Creek Community Park and will be removed from site once the Oak Creek Community Park is constructed and operational. It is to be noted that the Oak Creek Community Park is being processed separately by the City of Irvine for construction. Trips associated with the dog park at that location would be evaluated via the planning process for the Oak Creek Community Park. The existing fueling stations at the OSF will be relocated to the area on site currently housing the dog park. As the IACC and OSF share a common driveway, the employee/visitor parking lot will be reconfigured to provide a new capacity of 194 parking spaces which would be used as a shared parking lot for both OSF and IACC staff and visitors. This reconfiguration would allow additional 75 shared parking stalls as compared to the existing 119 shared parking stalls on site. The fleet parking areas on site will be redesigned and reconfigured to allow for 179 parking spaces for City’s vehicles. The OSF site will also be reconfigured and optimized for better traffic flow as shown in *Figure 4*.

Project Hours of Operation and Trip Generation

The hours of operations and the number of people for both IACC and OSF are shown in Table 1 below.

Table 1: Hours of Operation

	Hours of Operation	Number of People Typical Weekday	Number of People Typical Weekend
IACC Employees	7:00 AM - 6:30 PM	24 - 28	12 - 18
IACC Volunteers	7:00 AM - 5:00 PM	20 - 24	29 - 48
IACC General Public	12:00 PM - 6:00 PM	75 - 150	150 - 250
OSF Employees	6:30 AM - 5:00 PM	135	0

Please note that the hours of operations and number of people on site was provided by the project applicant and accurately reflects the observed number of people currently on both project sites on weekdays and weekends. The proposed expansion of and renovations to the IACC site are intended to better accommodate the existing staff and visitors by providing improved areas to enhance the operations of the shelter. The addition of the entry building, administrative infill and clinic is only intended to better support staff and volunteers. There would be no increase in the total number of staff members and volunteers on the project site post renovation. The external renovations would include modified outdoor areas which would allow better interaction between shelter animals and the general public visiting the facility.

The expansion of and renovations to the OSF site would improve storage ability on site and also optimize traffic flow for both the OSF and IACC project sites through reconfiguration and addition of new parking spaces. As mentioned above, the OSF and IACC would have 194 shared parking spaces post renovation. The OSF renovations do not include addition and renovation of any office buildings and hence the renovation project proposes no increase in the number of City staff.

The proposed project renovations do not include any changes in land use for either facility but rather a reconfiguration of existing buildings, support facilities, and site improvements for optimizing existing onsite operations. There will be no change in existing driveway access for IACC and OSF, which currently share a common driveway for staff, volunteers and general public. The access to Irvine Household Hazardous Waste and Collection Center is also to remain the same. Hence, there would be no change in the existing driveway access Oak Creek Canyon which provides access to the project sites. The project also does not propose an increase in the number of trips as the proposed renovations are only a reconfiguration of the existing facility and there will be no increase in number of staff, volunteers and general public visiting the

facility. Because the existing dog park would be relocated to another site, there would be fewer vehicle trips generated at the project site.

As per the City of Irvine Traffic Study Guidelines, a project that proposes a change in land use from a previously approved project, does not change the roadway network from the previously approved map and does not propose an increase in the number of trips would only be required to provide a comparison of the project description and trips against the previously approved project and trips. As the proposed project does not change the roadway network from the previously approved map, does not propose an increase in the number of trips, and also does not propose a change in land use from a the previously approved project, a technical memorandum providing a comparative project description and trips against previously approved project would suffice and no traffic study will be required for the proposed project.

Vehicle Miles Traveled Background

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. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

VMT Screening Analysis

The project site is located in the City of Irvine. The City has adopted guidelines for preparation of VMT analyses¹. The City's TIA Guidelines provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following criteria, then the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required:

1. The project results in a net increase of 250 or less weekday daily trips.
2. The project is located in a Transit Priority Area.
3. The project is 100% restricted affordable housing units.
4. The project is locally serving.

The applicability of each criterion to the proposed project is discussed below.

Screening Criteria 1 – 250 or Less Weekday Daily Trips: According to the City's guidelines, the projects that result in a net increase of 250 or less weekday daily trips are presumed to have a less than significant impact. The proposed renovations to the IACC and OSF sites are intended to better accommodate the existing staff and visitors by providing improved areas to enhance the operations of the two facilities. There would be no increase in the total number of staff members and volunteers on the project site post project development and hence there would be no change in the number of trips to and from the project sites. Therefore, the project would satisfy the requirements of Screening Criteria 1.

Screening Criteria 2 – Transit Priority Area: According to the City's guidelines, projects located in a TPA and which have FAR more than 0.75 may be presumed to have a less than significant impact. The project site is not located in a TPA. Therefore, the project would not satisfy the requirements of Screening Criteria 2.

¹ City of Irvine, *Traffic Study Guidelines*, April 2020 – Exhibit 8: CEQA VMT Impact Analysis Guidelines

Screening Criteria 3 – 100% Affordable Housing: According to the City’s guidelines, projects that propose 100% affordable housing units would be presumed to have a less than significant impact. The project does not propose a 100% affordable housing development. Therefore, the project would not satisfy the requirements of Screening Criteria 3.

Screening Criteria 4 – Locally Serving: According to the City’s guidelines, projects which are locally serving would be presumed to have a less than significant impact. The IACC and OSF are facilities owned and operated by the City of Irvine. These facilities serve the jurisdiction area of the City of Irvine and hence are locally serving uses. Therefore, the project would satisfy the requirements of Screening Criteria 4.

As the proposed project satisfies Screening Criteria 1 and 4 as per the *City of Irvine CEQA VMT Impact Analysis Guidelines*, the project’s impact on VMT would be considered less than significant and a VMT analysis would not be required.

If you have any questions about this information, please contact me at 412-636-2713 or abby@epdsolutions.com

Figure 1: Irvine Animal Care Center Existing Configuration

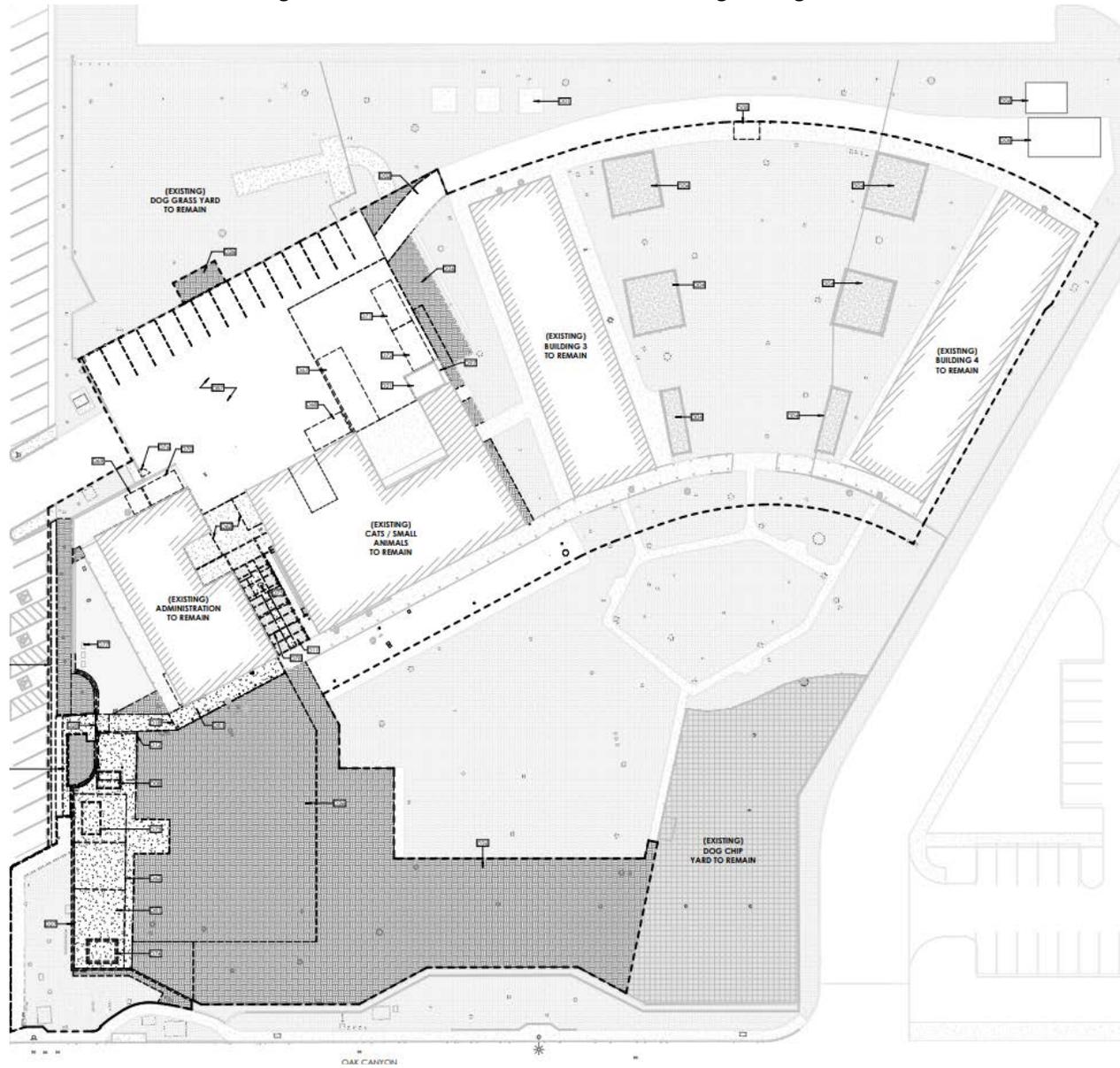


Figure 2: Irvine Animal Care Center Proposed Renovations

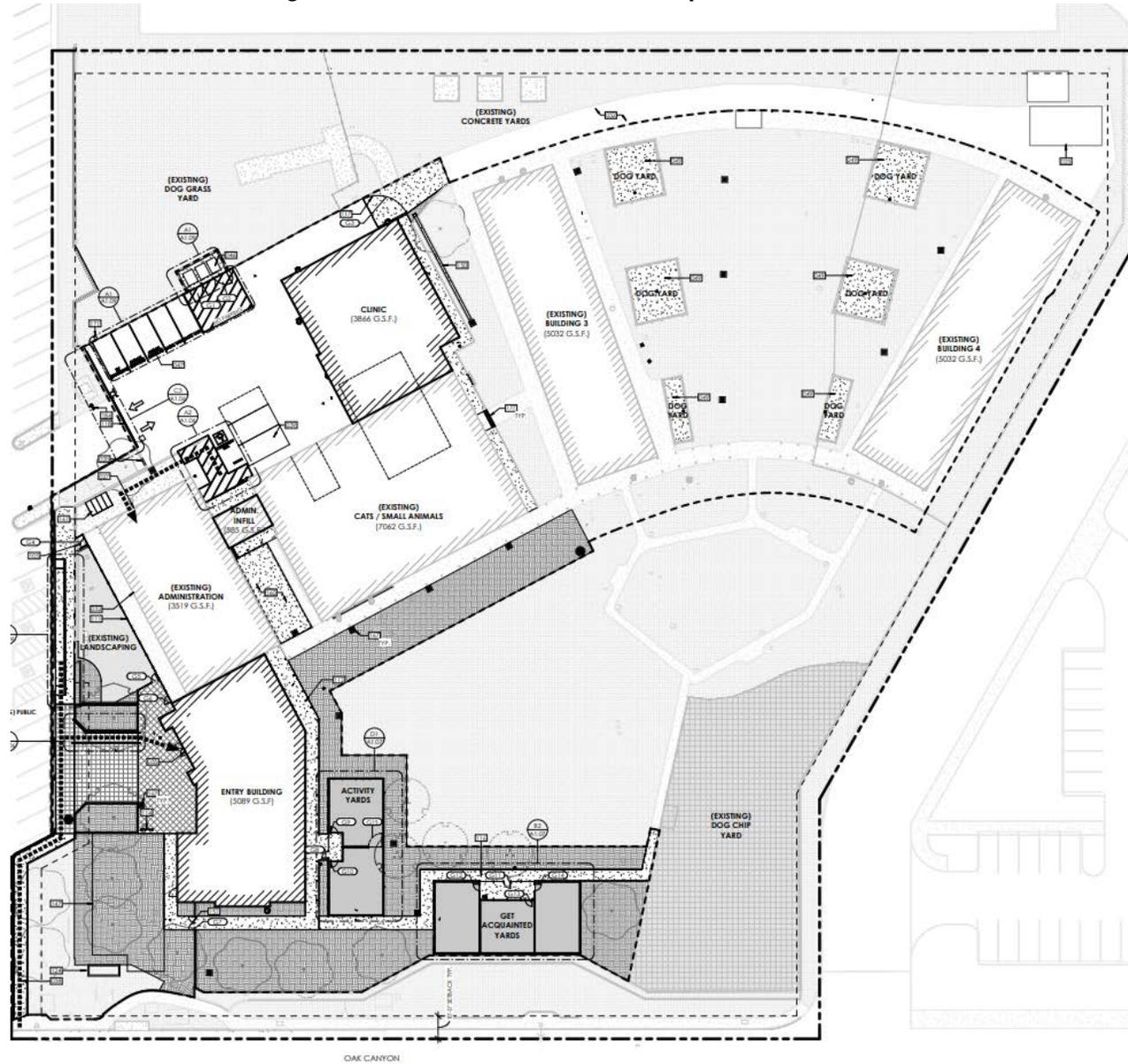


Figure 3: Operations Support Facility Existing Site Configuration

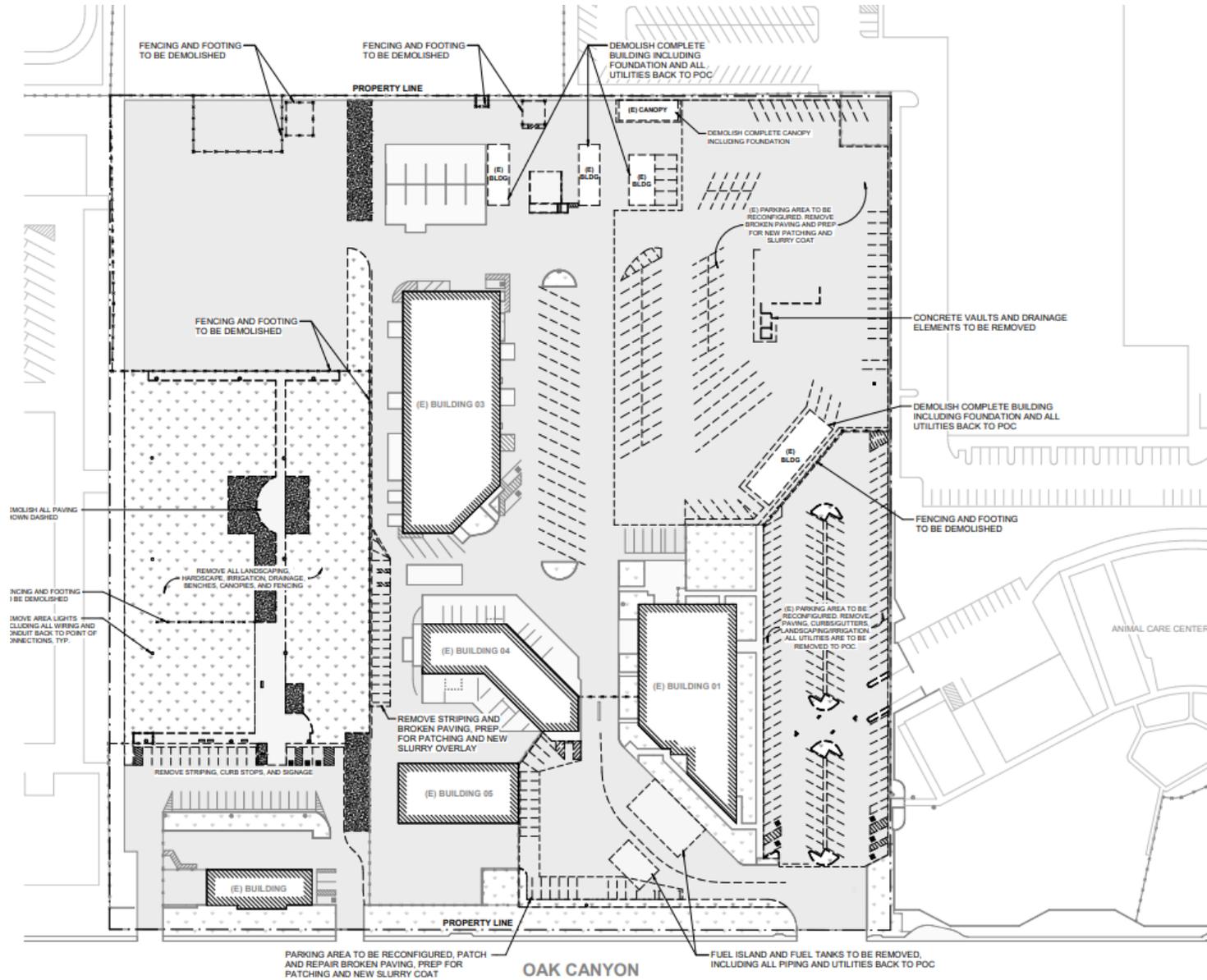


Figure 4: Operations Support Facility Proposed Site Configuration

