

Appendix H

Project Trip Generation

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

Date: October 20, 2020
Prepared by: Meghan Macias, TE
To: Jeff Alvarez
Site: Great Scott Tree Service Lake Forest Facility
Subject: **Project Trip Generation**

This memorandum provides a preliminary estimate of the potential vehicle trips that would be generated by the proposed Great Scott Tree Service Facility and a vehicle miles traveled (VMT) screening analysis. The project site is in the city of Lake Forest, west of Linear Lane, north of Canada Road, with Serrano Creek bordering the project site to the south and east. The project includes the rehabilitation of the existing home to be used as an office for the Great Scott Tree Service (GSTS) administrative functions, removal of the structures related to animal keeping, creation of parking areas for the tree service vehicles and equipment and creation of a concrete pad for drying the wood chips generated during the day's work of cutting trees. The site would have 49 parking spaces (10 spaces designated for Boom Trucks, 15 spaces designated for Dump Trucks, 7 Equipment stalls, and 15 automobile spaces for office/staff/vendor parking).

The estimate of project trip generation is based on information about the anticipated operation of the site provided by GSTS. The project would have approximately 47 employees broken down as follows:

- 4 Office Employees
- 1 Salesperson
- 1 Maintenance Employee
- 3 Supervisors
- 38 Field Employees

According to GSTS, many of their current field employees carpool resulting in a vehicle occupancy of approximately 1.5 persons per vehicle. Field employees would arrive at the project site in their personal vehicle (or by carpool) and would then travel to the daily work site in a field equipment vehicle. Similarly, Supervisors would arrive at the project site in their personal vehicle to pick up a work truck and then depart to the work site. The remaining employees would remain at the project site. Office, Sales, and Supervisors would arrive at the site during the AM and PM peak commute periods (between 7-9 AM and 4-6 PM). Maintenance and Field Employees would arrive at the site at 6:30 AM and would depart by 3:30 PM. Therefore, trips associated with Maintenance and Field Employees occur outside of the peak commute periods.

The project trip generation is shown in Table 1. As shown in the table, the project would generate 151 daily trips including 8 trips during the AM and PM peak hours.

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 City of Lake Forest has adopted VMT thresholds and guidelines that provide methodology and impact thresholds for projects that would require a vehicle miles traveled (VMT) analysis. The City of Lake Forest Transportation Analysis Guidelines (July 21, 2020) 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:

- The project serves the local community and thereby has the potential to reduce VMT.
- The project generates less than 110 daily vehicle trips.
- The project is located within a Transit Priority area.
- The project is located in a low VMT generating area.

The project would not be considered a local-serving use, as defined in the guidelines. The project is also not located in either a Transit Priority Area or a low VMT generating area.

The City's Guidelines discuss the type of VMT that should be evaluated for various types of projects. Per the guidelines, VMT is defined as "the amount and distance of automobile travel attributable to a project ... the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks". This is consistent with CEQA Guidelines Section 15064.3(a) which states "For the purpose of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project". Based on both of these guidance documents, truck trips are not included in the VMT analysis.

To determine if the project's trip generation would exceed the 110 daily vehicle trips screening threshold, the passenger vehicle trip generation was utilized. This approach is consistent with both the County and CEQA Guidelines. As shown in Table 1, the project would generate 75 daily passenger vehicle trips. Because the project would generate fewer than 110 daily passenger vehicle trips, the project is presumed to have a less than significant impact on VMT and would not require further VMT analysis.

If you have any questions on this information, please contact me at meghan@epdsolutions or at (949) 794-1186.

Table 1. Great Scott Trip Generation

Land Use	# of Employees	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Office	4	8	4	0	4	0	4	4
Sales	1	2	1	0	1	0	1	1
Maintenance	1	2	0	0	0	0	0	0
Supervisors ¹	3	12	0	3	3	3	0	3
Field Employees ²	38	51	0	0	0	0	0	0
Total Passenger Trips	47	75	5	3	8	3	5	8
Field Equipment ³		76	0	0	0	0	0	0
Total		151	5	3	8	3	5	8

¹ Supervisors arrive at the project site, pick up a truck and depart to the job site. Therefore 4 daily trips per supervisor are assumed.

² Many field employees carpool, used 1.5/vehicle.

³ Assume each employee drives one piece of equipment to the job site.