

Appendix K McKinley ES VMT and Trip Generation Memo

Appendices

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Memorandum

To/Attention Arabesque Said-Abdelwahed, Placeworks **Date** March 20, 2023
From Mike Arizabal, Arcadis IBI Group **Project No** 136645
Subject McKinley ES VMT and Trip Generation Study

IBI Group is pleased to provide this Vehicle Miles Traveled (VMT) and Trip Generation Study in support of the environmental documentation for the renovation of McKinley Elementary School (2021 Campus Master Plan) in Santa Monica, California. The VMT and trip generation study were prepared to be consistent with the new process for analyzing the transportation impacts of land use projects as part of the recently adopted City of Santa Monica Department of Transportation (SaMoDOT) Impact Guidelines (June 2020).

PROJECT DESCRIPTION

The Santa Monica Malibu Unified School District-owned property is bordered by Arizona Avenue to the north, 23rd Court to the west, Chelsea Avenue to the east, and Santa Monica Boulevard to the south. The elementary school is surrounded primarily by low density multifamily residential, large scale institutional and mixed-use commercial. Ingress and egress to/from the campus is provided off Chelsea Avenue via two driveways (one inbound and one outbound).

The District proposes the following three (3) phases:

- Phase 1: Remove 11 portable classrooms and playground restrooms, remove northern portion of parking lot along Chelsea Avenue, construct eight (8) new classrooms, new front office, and school support spaces, and construct new PUDO area and interim parking lot
- Phase 2: Remove modular Pre-K classroom building and construct new TK/Kindergarten classroom building, faculty center, loggias and outdoor classrooms at main courtyard, lunch shelter, and exit stairs/elevator
- Phase 3: Remove Modular Building D, remove interim parking lot along Arizona Avenue and Chelsea Avenue, and construct new parking lot along Arizona Avenue and 23rd Court

VMT SCREENING

The updated California Environmental Quality Act (CEQA) Guidelines (Section 15064.3) certified and adopted by the California Natural Resources Agency in December 2018 have been in effect since July 2020 and specify VMT as the appropriate metric to evaluate project impacts. On June 9, 2020, the Santa Monica City Council adopted a new process for analyzing the transportation impacts of land use and transportation projects consistent with State law (Office of Planning and Research). For land use projects in Santa Monica, the analysis consists of a two-step process which includes VMT screening and, if necessary, VMT analysis. The adopted screening criteria, analytical methods and significance thresholds, are outlined as follows:

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1. Does the project include the development of the following land uses, which are screened out from further analysis?
 - a. 200 residential dwelling units or less
 - b. 100% affordable housing
 - c. 50,000 sf or less of commercial floor area by land use type
 - d. New construction of educational facilities/institutions (such as increased classrooms, gym/recreational space, and other supportive areas) provided that there would be no student enrollment increase or if student enrollment is increased, 75% of the student body comes from within 2.0 miles of the school
 - e. Expansions of civic/government use (such as fire and police stations) and utility facilities less than 50,000 sf or replacement of such uses/facilities (in same or another location) to serve the community, or if larger than 50,000 sf, the project would not result in more than 50 net new additional full time equivalent employees
 - f. Local serving Parks and Recreational facilities, as determined by City Staff
2. Is the project located within 0.5-mile walking distance of an Expo LRT station or 0.25 walking distance of Rapid BRT stop?
3. Would the project provide more parking than required by Code (or if located in the Downtown, exceed parking maximums)?

As the project falls under category 1d, the project would not be required to prepare a VMT analysis (project only needs to meet one criterion to be screened out of a VMT study). A presumption of a non-significant transportation impact can be made for the project.

TRIP GENERATION STUDY

The trip generation for Grant Elementary School was estimated using the rate published for Land Use Code 520 (Elementary School) in the Institute for Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). The proposed project would not eliminate the school's existing programs, and it is not the intent of the project to expand the school enrollment capacity. The most recent student population figure was 688 students, approximately 48 of which are TK, and Kindergarten students and 640 students in Grades 1 through 5.

An estimated 1,562 daily trips are generated with 516 trips being in the AM (279 inbound and 237 outbound) and 310 trips in the PM (142 inbound and 167 outbound) and accounts for students who walk or are walked to school. Table 1 summarizes the estimated existing trip generation of the school based on a student population of 688.

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Table 1 Project Trip Generation and Rates

Source	Land Use	Students	Trip Generation						
			Daily	AM Peak Drop-Off			PM Peak Pick-Up		
				In	Out	Total	In	Out	Total
Rates									
ITE Code 520	Elementary School		2.27	0.41	0.35	0.75	0.21	0.24	0.45
Estimated School Trips									
	TK, and K	48	109	19	17	36	10	12	22
	Grades 1-5	640	1,453	259	221	480	132	156	288
	Total	500	1,562	279	237	516	142	167	310

Trip generation rates: Institute of Transportation Engineers (ITE) Trip Generation Manual

The proposed project and associated components will not result in an increase in student population or enrollment. Therefore, a traffic study is not required per SaMoDOT guidelines and impacts related to traffic are presumed to be less than significant.

CONCLUSION

A presumption of a non-significant transportation impact can be made for the project as it meets the VMT screening criteria set forth by the SaMoDOT. Furthermore, impacts to traffic as considered less than significant as the project would not increase the existing student population or enrollment figures (i.e., trip generation associated with existing school operations not proposed to change).