

# Appendix I VMT Screening Analysis

## Appendix

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September 21, 2021

Mr. Chris Tiffany  
Schmidt Design Group  
1310 Rosecrans Street, Suite G  
San Diego, CA 92106

**SUBJECT: OAK CREEK PARK VEHICLE MILES TRAVELLED (VMT) SCREENING ANALYSIS**

Dear Mr. Chris Tiffany:

This letter provides the vehicle miles travelled (VMT) screening analysis associated with proposed improvements for the Oak Creek Community Park, located north of Barranca Parkway, west of Sand Canyon Avenue, and east of Valley Oak Drive in the City of Irvine.

**PROJECT DESCRIPTION**

Existing uses at the Oak Creek Community Park included two soccer fields, one baseball field, and 1.4 acres of multi-use turf, restrooms, picnic pavilion, and pedestrian walkways. Proposed improvements to the Oak Creek Community Park include the addition of a dog park, rearrangement of the active use fields, and additional parking spaces.

Parks provide gathering places for nearby residents and employees, families, and social groups, as well as for individuals of all ages and economic status, regardless of their ability to pay for access. Community parks serve the local population in a manner similar to public schools.

Parks and recreation programs provide places for health and well-being that are accessible by persons of all abilities, especially to those with disabilities.

**VMT SCREENING**

City of Irvine CEQA VMT IMPACT ANALYSIS GUIDELINES stipulate that “If an analysis of environmental impacts related to transportation (i.e., VMT impact analysis) is required for a discretionary project, but the project applicant demonstrates to the satisfaction of the Director of Public Works and Transportation (or assigned staff under the direction of the Director) that the project meets any one of the following four screening criteria, then no further VMT impact analysis is required:

1. The project results in a net increase of 250 or less weekday daily trips (based on latest edition of the ITE Trip Generation Manual or other sources acceptable to the City).

2. The project is located in a High Quality Transit Area or Priority Transit Area (i.e., within half-mile distance of existing rail transit station or located within half-mile of two or more existing bus routes with a frequency of service interval of 15 minutes or less during morning and evening peak hours), with specified density and parking features and if consistent with the applicable Sustainable Communities Strategy.
3. The project consists of 100-percent restricted affordable housing units.
4. The project is **locally serving such as 100,000 square feet or less of retail use, a daycare use or a locally serving public school** (kindergarten through 12th grade)."

Public parks are not intended to be the focus of CEQA VMT analyses: "...land uses such as **public facilities, recreation and parks are generally perceived as community-serving and not independent trip generators on the scale of residences or workplaces.**" (City of Irvine SB 743 Implementation – Technical Appendix, Iteris, Page 11).

Proposed improvements to the Oak Creek Community Park are locally serving. They expand upon the existing park activities by accommodating pet owners who live or work nearby and adding parking spaces for the transport of pets to the park. It is appropriate to classify these improvements as locally serving, and no further VMT impact analysis is required.

For independent trip generators that are not screened out, the project's analysis of resulting VMT rate must be evaluated and compared against the applicable adopted VMT rate threshold, using the City's VMT traffic model (ITAM TransCAD 2018 VMT).

For non-residential projects (i.e., office, industrial, retail greater than 100,000 total gross square feet, hotels, hospitals, commercial recreation, university uses), the VMT per employee specific to a project is calculated by the project's contribution toward countywide commute and other related VMT (i.e., customer and client) divided by the project's contribution toward an increase in the number of employees.

The Oak Creek Community Park improvements do not measurably increase the number of employees located on-site.

In addition, the non-residential VMT per employee rate is 31.0 for the ITAM traffic analysis zone that encompasses the Oak Creek Community Park. This is significantly less than the City's adopted non-residential VMT rate threshold of 41.36 VMT per employee.

## FINDINGS & CONCLUSIONS

Proposed improvements to the Oak Creek Community Park are locally serving. They expand upon the existing park activities by accommodating pet owners who live or work nearby and adding parking spaces for the transport of pets to the park.

The non-residential VMT per employee rate for the ITAM traffic analysis zone that encompasses the Oak Creek Community Park is significantly less than the City's adopted non-residential VMT rate threshold.

Like local shopping areas and public schools, the proposed Oak Creek Community Park improvements can be presumed to have a less than significant impact on VMT.

If you have any questions regarding this assessment of VMT screening for the Oak Creek Community Park, please contact John Kain at (949) 375-2435 or Marlie Whiteman at (714) 585-0574.

Respectfully submitted,

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