APPENDIX H

LIMITED VMT ANALYSIS

To: Robert Reichner, Senior Project Manager
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From: Weston Pringle, P.E.
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Subject: **TECHNICAL ANALYSIS AND VEHICLE MILES TRAVELED (VMT) SCREENING FOR THE LAGUNA BEACH HIGH SCHOOL POOL FACILITY RENOVATION PROJECT LOCATED IN THE CITY OF LAGUNA BEACH, CALIFORNIA**

I have conducted a screening of the potential Vehicle Miles Traveled (VMT) for the Laguna Beach High School Pool Facility renovation project located at 720 Park Avenue in Laguna Beach, California. The analysis was performed to provide a screening assessment to determine the need for a VMT Impact Analysis per the California Environmental Quality Act (CEQA) guidelines.

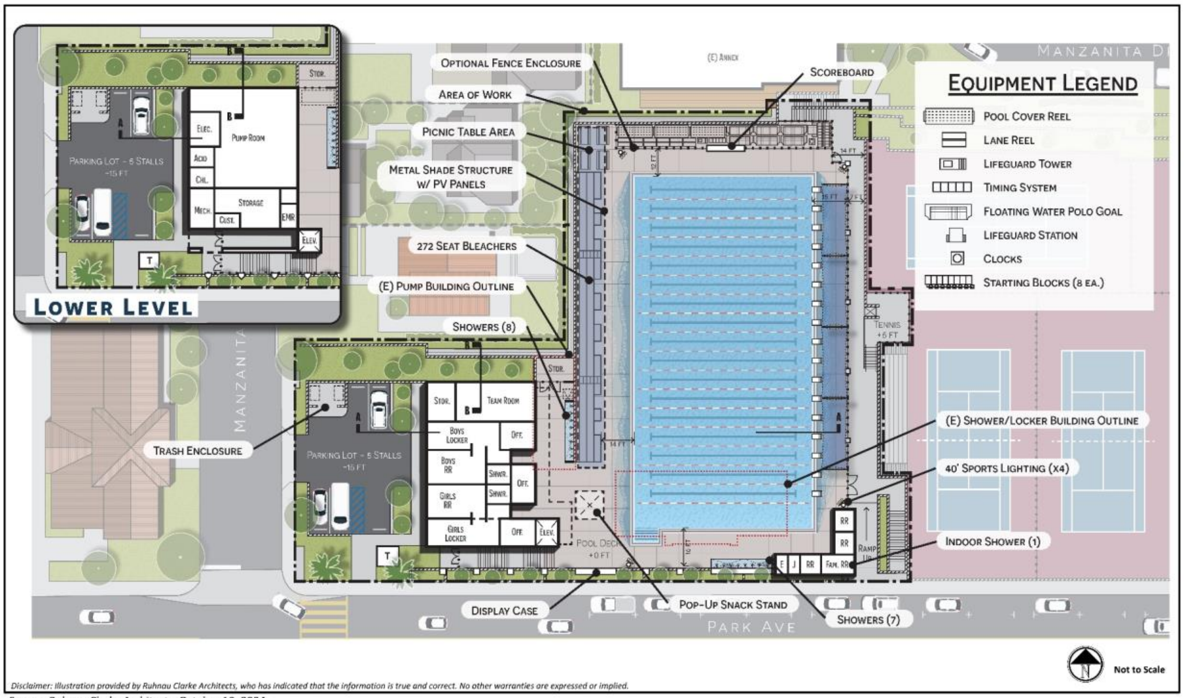
PROJECT DESCRIPTION

The proposed project will demolish the existing high school's pool facility, located north of the high school campus, and construct a renovated swimming pool including replacement of the existing storage/pump building, as well as construction of concrete bleachers and ancillary site improvements. Project access will be provided by a full-service driveway on Manzanita Drive. The project will provide 7 vehicle parking spaces. **Figure 1** shows the project's proposed site plan.

PROJECT LOCATION

The proposed project is located on Park Avenue north of Laguna Beach High School. The existing site is occupied by the current pool facility which will be renovated by the project. The area is urban with mostly residential units surrounding the project site. A map of the project location is contained in **Figure 2**.

Figure 1
Project Site Plan



Disclaimer: Illustration provided by Ruhnau Clarke Architects, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Ruhnau Clarke Architects, October 10, 2024.

Laguna Beach High School and Community Pool Modernization

Site Plan

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Figure 2
Project Location

Existing Street System

Park Avenue is an east-west running Restricted Collector with residential units and the Laguna Beach High School bordering each side of the roadway within the project vicinity. Park Avenue has one lane in each direction. The posted speed limit is 30 m.p.h. with 25 m.p.h. signed for school hours. Parking is allowed in the vicinity of the project.

Manzanita Drive is generally north-south running Local Street bordered with residential uses. Manzanita Drive has one lane in each direction. There is no posted speed limit. Parking is allowed in the vicinity of the project.

PROPOSED PROJECT TRIP GENERATION

Trip Generation

One determination of the potential impact that a proposed development may have on the street and freeway network is based on the estimated number of trips to be generated by the project. The project's trips are the contribution to the forecasted future operation of the circulation system within an area of influence surrounding the project. The change in operation with the addition of the project trips results in the level of significance of the impact of the new project.

Trip generation estimates are based on the type of land use and the unit of measure that relates to the appropriate trip generation factor. For example, an apartment trip rate is usually per room, a school is per student, and a restaurant is per 1,000 square-feet. Typically, the trip generation for three time periods is calculated. The trips are calculated for a typical day (24 hours), the AM peak hour, and the PM peak hour.

Except in rare cases, most trip generation numbers are calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *11th Edition*. Using statistical data gathered in the field across the United States for numerous land use categories, trip rate factors are derived to be used to estimate the potential trip generation. The resulting net trip generation can be modified by applicable trip credits (i.e. for transit use, internal capture, etc.) and trips accounted for because the site may already have an existing land use. Any credits are applied with the approval of the lead agency for the jurisdiction the project is located in.

Project Trip Generation

The proposed project will modernize and improve an existing pool facility that is an ancillary use that is part of Laguna Beach High School. Typically, the trip generation for a school facility is based on the enrollment. Laguna Beach High School offers grades 9 through 12 and the current enrollment is 888 students. This enrollment is projected to decrease in the future. The proposed project will not cause the enrollment to increase.

As a result, this project does not change the existing trip generation of the site. Therefore, the project will not create any new trips.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

The State of California has adopted a new California Environmental Quality Act (CEQA) that took effect with the passage of Senate Bill (SB) 743 in January 2014. Senate Bill 743 tasked the Office of Planning and Research (OPR) with developing new guidelines for evaluating transportation impacts under CEQA using methods that no longer focus on measuring automobile delay and level of service (LOS). Senate Bill 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses.

In April 2018, OPR issued the Technical Advisory on Evaluating Transportation Impacts in CEQA. Section E of that report discuses evaluating impacts under VMT. Under this guidance a project that is expected to generate less than 110 daily new daily trips is considered a small project and can be assumed to have a less than significant impact on the VMT. In addition, the discussion includes local-serving developments. While this usually lends itself to small retail projects, this does pertain to a school that, by definition, is meant to serve the local community. OPR instructs that lead agencies generally may presume such developments create less-than-significant VMT impacts. Finally, the proposed project is classified as an institutional land use and these are typically exempt from further VMT analysis.

It can therefore be concluded that the proposed project would not cause a substantial increase in VMT and would not have a significant VMT impact under CEQA.

CONCLUSION

The proposed project will demolish the existing high school's pool facility, located north of the high school campus, and construct a renovated swimming pool including replacement of the existing storage/pump building, as well as construction of concrete bleachers and ancillary site improvements. Project access will be provided by a full-service driveway on Manzanita Drive. The VMT screening assessment determined the following:

- The project will not generate any new trips.
- The threshold to require further VMT analysis is not met because the project will not generate new trips and the project is a local-serving use.
- The project will have a less than significant VMT impact and a further VMT analysis is not required.

If you have any questions, please contact me at 562-233-2951.