

TECHNICAL MEMORANDUM

To: Dan Duncan, City of Santa Clarita

From: Jacob Swim, TE, Michael Baker International

CC: Carla Dietrich and Brent Schleck, Michael Baker International

Date: July 28, 2023

Subject: Via Princessa Park – Vehicle Miles Traveled Assessment

Introduction

The purpose of this memorandum is to provide a Vehicle Miles Traveled (VMT) assessment for the proposed Via Princessa Park (Project) located in the City of Santa Clarita (City), Los Angeles County, California. The Project is located along Via Princessa northeast of the intersection of Whites Canyon Road and Via Princessa. Exhibits are attached at the end of this document. The VMT screening assessment is being prepared to support the California Environmental Quality Act (CEQA) VMT transportation metric. The Project site, located north of the existing Metrolink rail line, is approximately 34 acres and currently vacant/undeveloped.

Proposed Project

The proposed Project would provide recreational opportunities to the local community and region and would operate from sunrise to 10:00 PM per the City's standard park hours. Anticipated weekday activities include practices, scrimmages, and games in the evenings (e.g., between 4:00 PM and 9:00 PM). Weekend activities may include youth and adult programming and games between the hours of 8:00 AM and 4:00 PM. Tournaments (such as organized youth sports events) are anticipated to occur on a limited basis (a few times per year). Special, large event park uses may also occur on the site (such as a concert) and would require a City permit from the City's Parks and Recreation Department. The typical daily activities are anticipated to be local in nature while the tournaments have the potential to be regional in nature. For the purposes of this study, typical Daily, Weekday PM peak hour and Saturday peak hour conditions will be evaluated. **Exhibit 1** shows the conceptual site plan.

Project Trip Generation

Project trip generation rates were taken from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. **Table 1** provides the trip generation rates using land use code 488 (Soccer Complex) to capture trips associated with the proposed Project after reviewing the recreational land use category options. ITE describes a Soccer Complex as including numerous on-site amenities including those consistent with the Project such as park activity shelters, tennis courts, and a playground. A copy of the ITE report is attached to this document. **Table 2** presents the Project trip summary. As shown, the Project is anticipated to generate approximately 285 daily trips with 66 PM Weekday peak hour trips and 150 Saturday peak hour trips without any trip credits or reductions.

Table 1: Trip Generation Rates

Land Use	ITE Code	Unit	Daily Trips Rate	Weekday PM Peak Hour		Saturday Peak Hour		
				Rate	In / Out	Rate	In	Out
Park with Soccer Fields	488 (Soccer Complex)	Fields	71.33	16.43	66% / 34%	37.48	48%	52%

Source: ITE Trip Generation Manual, 11th Edition

Table 2: Estimate Site Trips

Land Use	ITE Code	Intensity	Daily	Weekday PM Peak Hour			Saturday Peak Hour		
				Volume	In	Out	Volume	In	Out
Park with Soccer Fields	488	4 Fields	285	66	44	22	150	72	78

The Project site is primarily undeveloped, with existing improvements constructed on the southerly portion of the property that include the existing Via Princessa Metrolink Station. The Project will provide a vehicle and pedestrian crossing of the existing Metrolink railroad tracks to gain access to the parking area from the parking lot. As a result, the Project proposes an approximately 21-foot-wide, 17-foot high, and 70-foot-long railroad undercrossing, which would accommodate utility vehicles, light trucks, and light maintenance vehicles, and would include pedestrian access ramps. Due to the proximity of the site to transit, a trip reduction of 2% was applied. The resulting estimated site trips are shown in **Table 3**. As shown, the Project is anticipated to generate approximately 279 daily trips with 65 PM peak hour trips and 147 SAT peak hour trips with the transit reduction applied.

Table 3: Estimate Site Trips With Transit Trip Reduction

Land Use	Transit Reduction	Daily	PM Peak Hour			Saturday Peak Hour		
			Volume	In	Out	Volume	In	Out
Park with Soccer Fields	2%	279	65	43	22	147	71	76

Vehicle Miles Traveled (VMT) Analysis

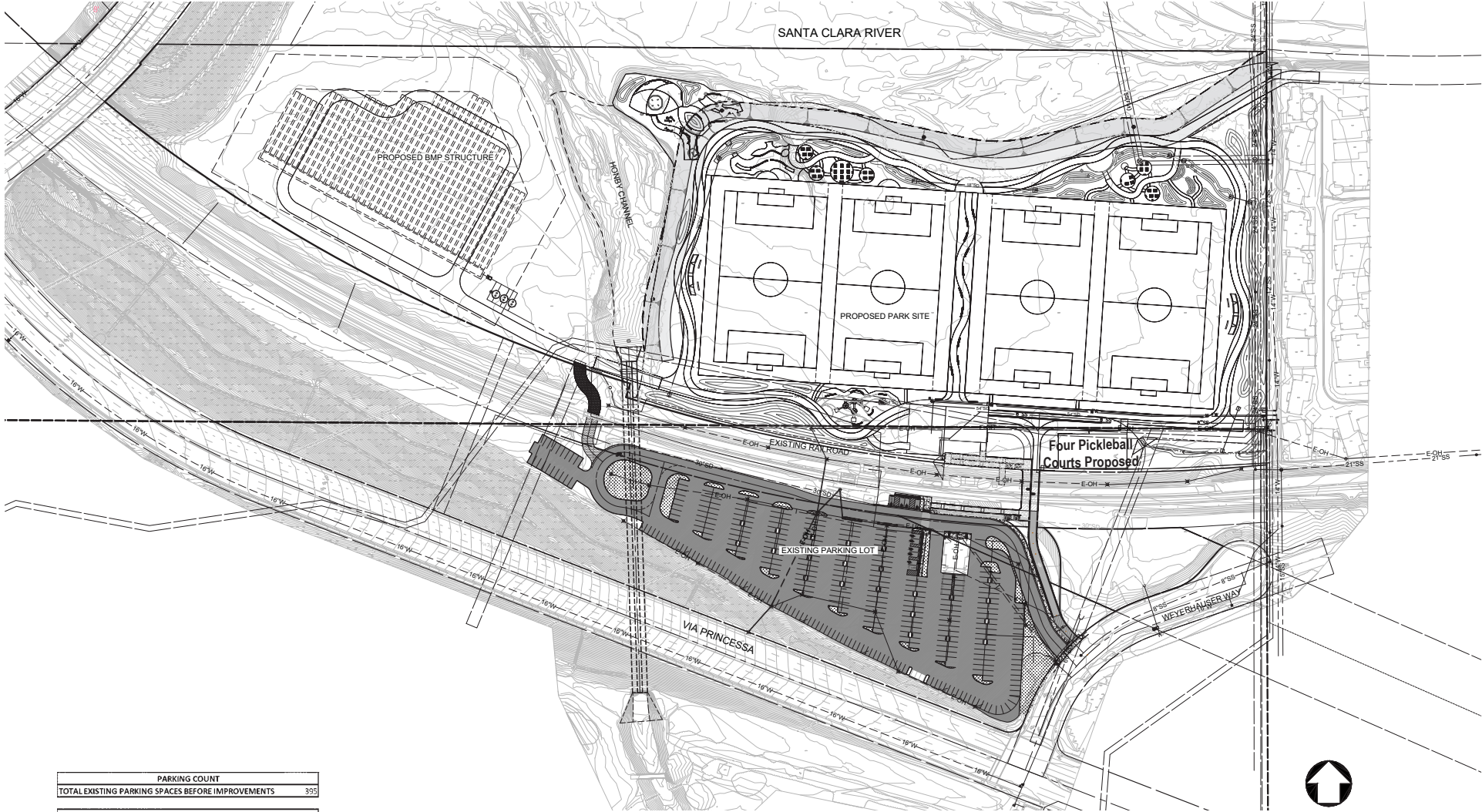
Vehicle Miles Traveled (VMT) screening criteria are outlined in the City of Santa Clarita's *Transportation Analysis Updates in Santa Clarita* dated May 19, 2020. Land use projects that meet the VMT screening thresholds identified in **Table 4** are presumed to result in a less-than-significant transportation impact under CEQA and do not require a detailed quantitative VMT assessment. The Project meets the "Locally Serving Retail" Screening Criteria for land use projects which would allow a determination of a less-than-significant impact on VMT, thus a project-specific VMT assessment is NOT required.

Table 4: VMT Screening Criteria

Screening Category	Screening Criteria	Project Evaluation	Result
Project Size	A project that generates 110 or fewer daily trips.	Project is anticipated to generate 279 daily vehicle trips.	Does Not Meet Criterion
Locally Serving Retail	A project that has locally serving retail uses that are 50,000 square feet or less, including specialty retail, shopping center, grocery store, pharmacy, financial service/banks, fitness center or health club, restaurant, and café. If the project contains other land uses, those uses need to be considered under other applicable screening criteria.	The Project land use is a recreational and fitness-oriented facility. Anticipated typical weekday activities include practices, scrimmages, and games in the evenings and weekend activities may include youth and adult programming and games. Tournaments and special events are anticipated to occur on a limited basis. Since the VMT analysis is based on typical daily activities which are anticipated to be local in nature and similar to the “fitness center or health club” land use type included in the criterion, the Project meets this screening category.	Project Meets Criterion
Low VMT Area	A residential or office project that is located in an area that is already 15% below the Baseline VMT.	The City Guidelines include the Low VMT maps (per capita and per employee). The site is located within the blue shaded areas in the Service Population map which indicate areas greater than 15% below the City baseline as shown in Exhibits 2 & 3 . However, since the project type is <u>not</u> residential or office, the Project does not meet this screening category.	Does Not Meet Criterion
Transit Proximity	A project that is located within a ½ mile of a Metrolink station and or within a ½ mile of a bus stop with service frequency of 15 minutes or less during commute periods. In addition, the project should have the following characteristics: <ul style="list-style-type: none"> • A Floor Area Ratio (FAR) of 0.75 or greater • Is consistent with the applicable SCAG SCS (as determined by the City) • Does not have more parking than required by the City • Does not replace affordable housing units 	While the Project is located within a TPA given that it is adjacent to the existing Via Princessa Metrolink Station, the project does not meet the other criteria since it is a recreational facility and not residential.	Does Not Meet Criterion
Affordable Housing	A residential project that provides affordable housing units; if part of a larger development, only those units that meet the definition of affordable housing satisfy the screening criteria.	The Project does not include housing, or affordable housing units.	Not Applicable
Transportation Facilities	Transportation projects that promote non-auto travel, improve safety, or improve traffic operations at current bottlenecks, such as transit, bicycle and pedestrian facilities, intersection traffic control (e.g., traffic signals or roundabouts), or widening at intersections to provide new turn lanes.	The Project is a land use project rather than a transportation facility project.	Not Applicable

Conclusion

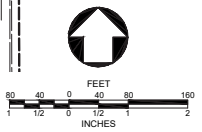
The Project proposes to construct a new park along Via Princessa northeast of the intersection of Whites Canyon Road and Via Princessa. The Project is anticipated to generate approximately 279 daily vehicle trips with 65 PM Weekday peak hour trips and 147 Saturday peak hour trips with the transit reduction. Given the local nature of the typical operations, the Project meets the "Locally Serving Retail" Screening Criteria for land use projects which would allow a determination of a less-than-significant impact on VMT, thus a project-specific VMT assessment is NOT required.



PARKING COUNT	
TOTAL EXISTING PARKING SPACES BEFORE IMPROVEMENTS	395
PARKING STALLS REMOVED	22
NEW PARKING SPACES ADDED	46
TOTAL PARKING SPACES AFTER IMPROVEMENTS	419

ADA STALLS:	
REQUIRED STALLS	9
PROVIDED STALLS	9

EV STALLS:	
EV CAPABLE SPACES PROVIDED	8
EV CHARGERS INSTALLED	2



PLANS PREPARED BY:
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JEREMY A. JOHNSON RCE C71475 DATE



NO.	REVISION	REVIEWED BY	DATE	APPROVAL

BLDXX-XXXX PRELIMINARY DESIGN SET

CITY OF SANTA CLARITA
VIA PRINCESSA PARK

SCALE: AS SHOWN
 DATE: 02/2023
 JOB NO: 1544271102
 CASE NO:
 SHEET: G-0.10

OVERALL SITE PLAN

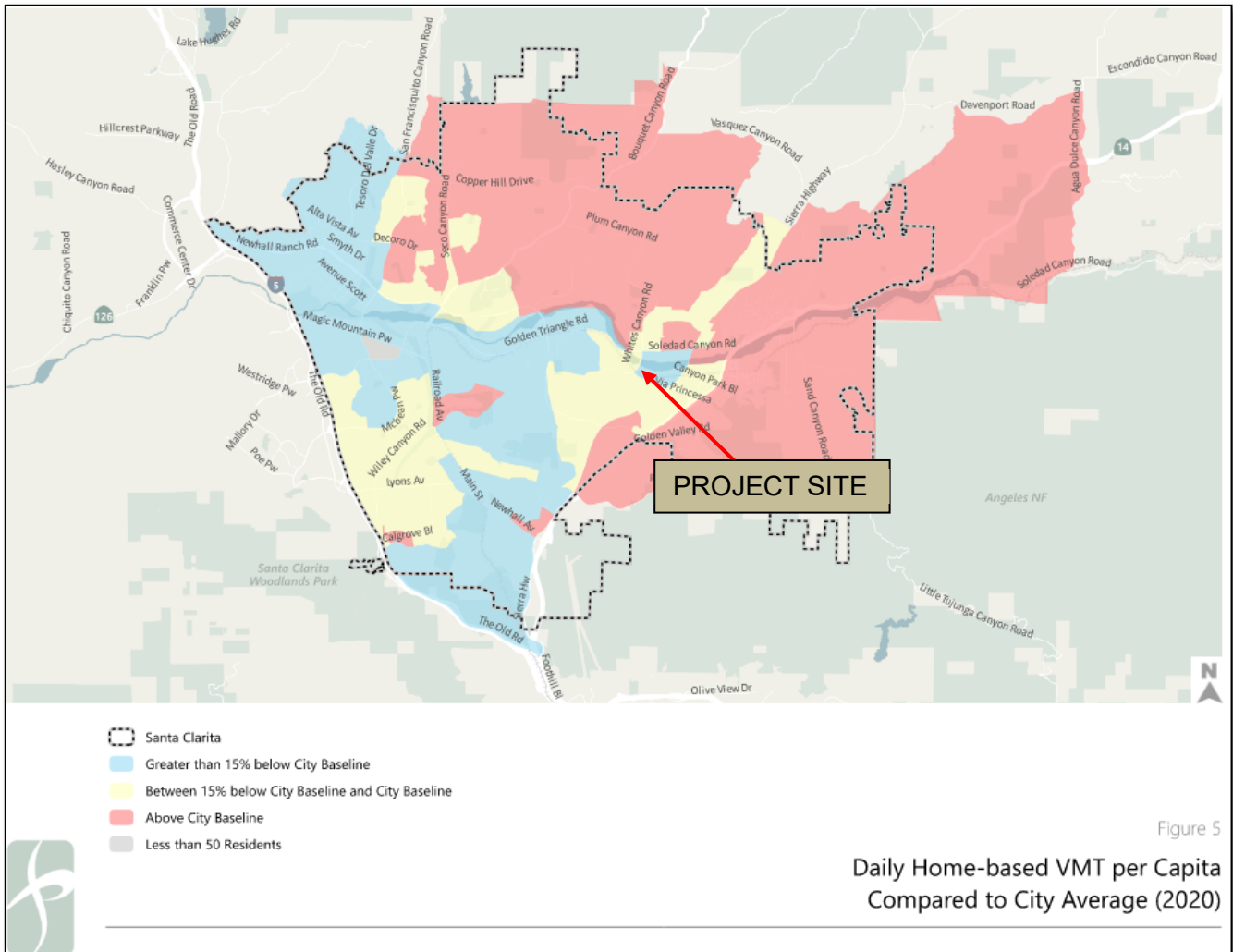


Exhibit 2 – Daily Home-Based VMT Per Capita Map

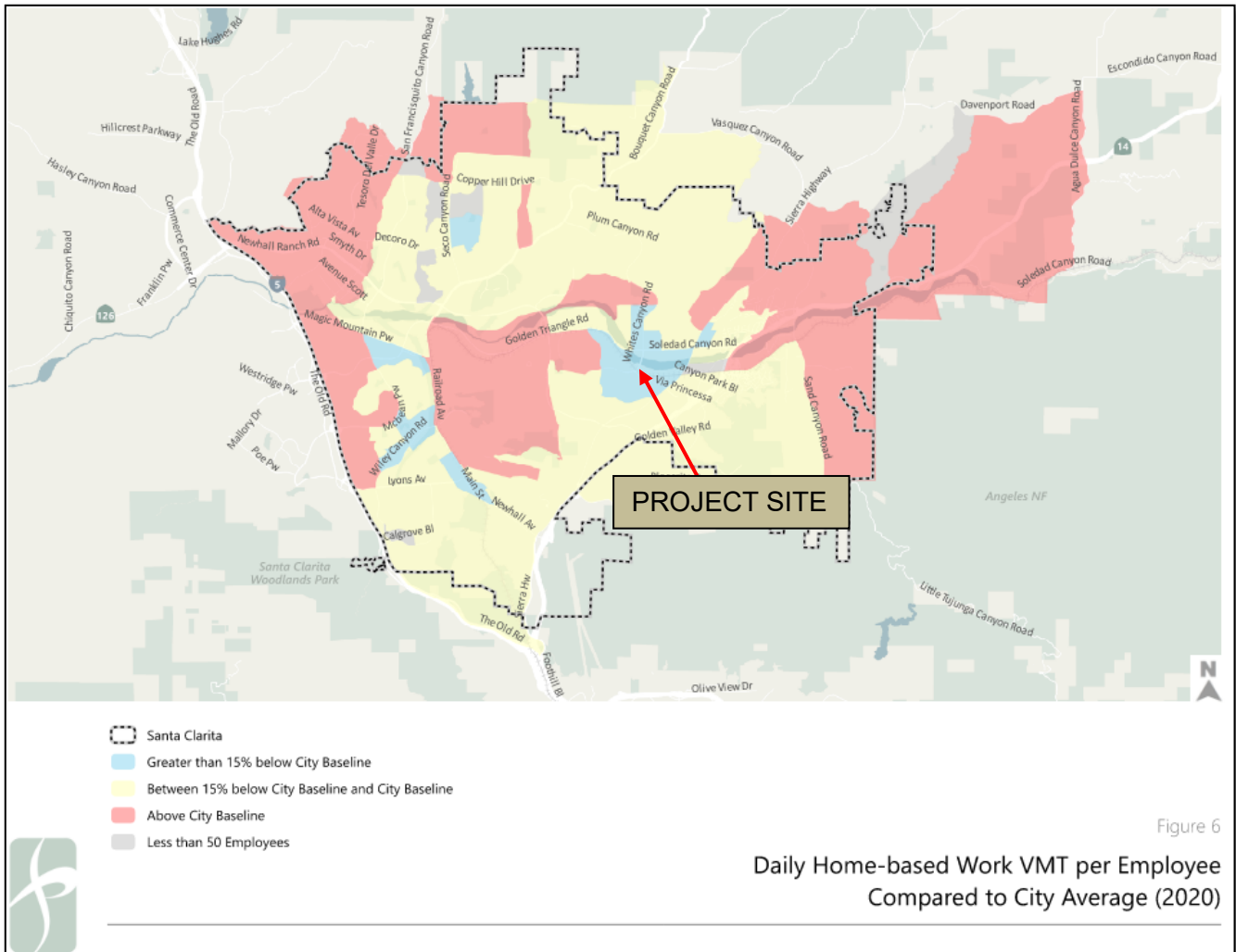


Exhibit 3 – Daily Home-Based Work VMT Per Employee Map

Land Use: 488

Soccer Complex

Description

A soccer complex is an outdoor facility that is used for non-professional soccer games. It may consist of multiple fields. The size of each field within the land use may vary to accommodate games for different age groups. On-site amenities may include stadium seating, a fitness trail, an activities shelter, aquatic center, picnic grounds, basketball and tennis courts, and a playground. Public park (Land Use 411) is a related use.

Additional Data

Caution should be used when applying these data. Peaking at soccer complexes typically occurred in time periods shorter than 1 hour. These peaking periods may have durations of 10 to 15 minutes. To assist in the future analysis of this land use, it is important to collect driveway counts in 10-minute intervals.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1990s and the 2010s in California, Colorado, Hawaii, Indiana, New Jersey, and Washington.

Source Numbers

377, 519, 565, 722, 856, 908, 952, 956, 1004

Soccer Complex (488)

Vehicle Trip Ends vs: Fields

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

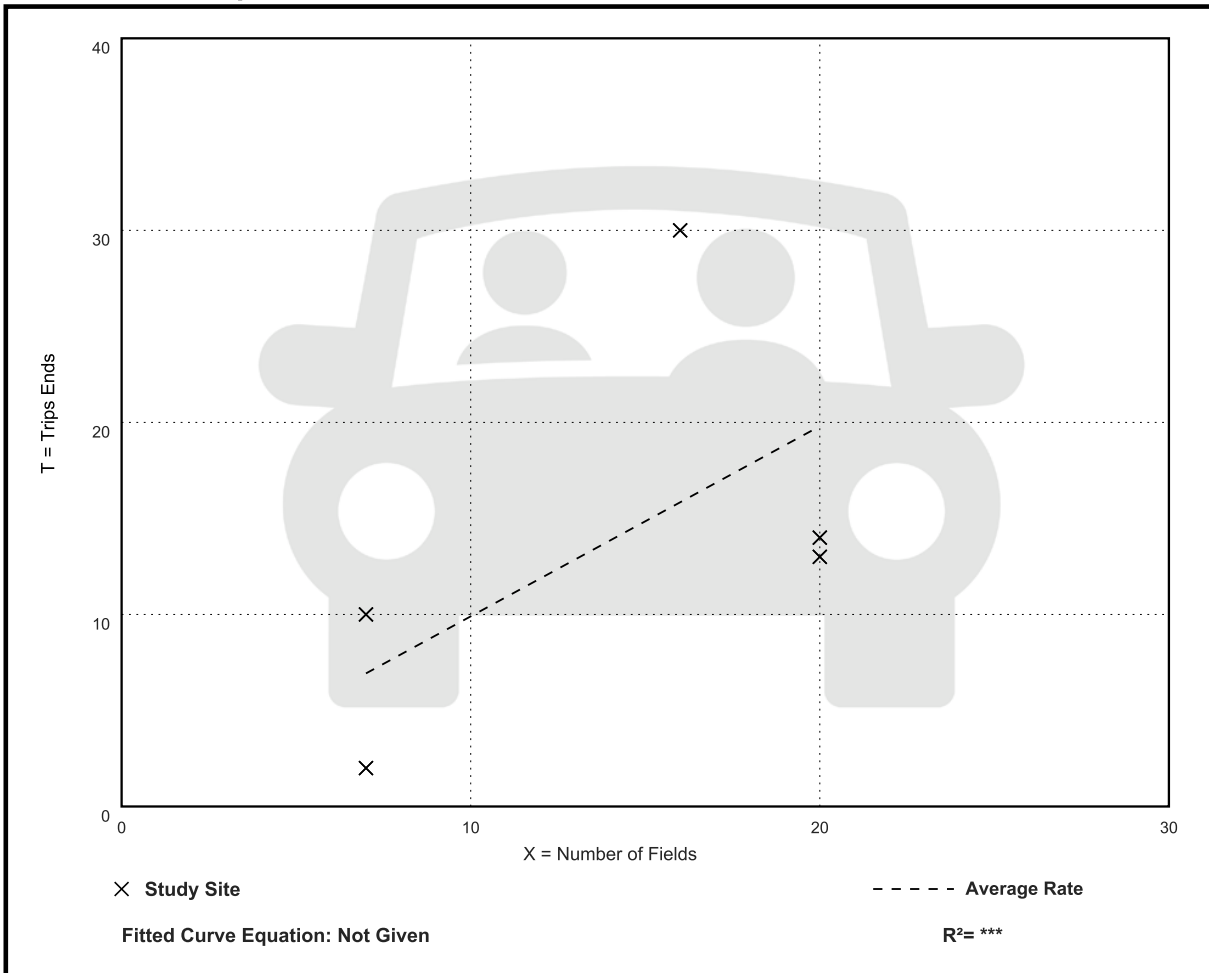
Avg. Num. of Fields: 14

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
0.99	0.29 - 1.88	0.62

Data Plot and Equation



Soccer Complex (488)

Vehicle Trip Ends vs: Fields

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

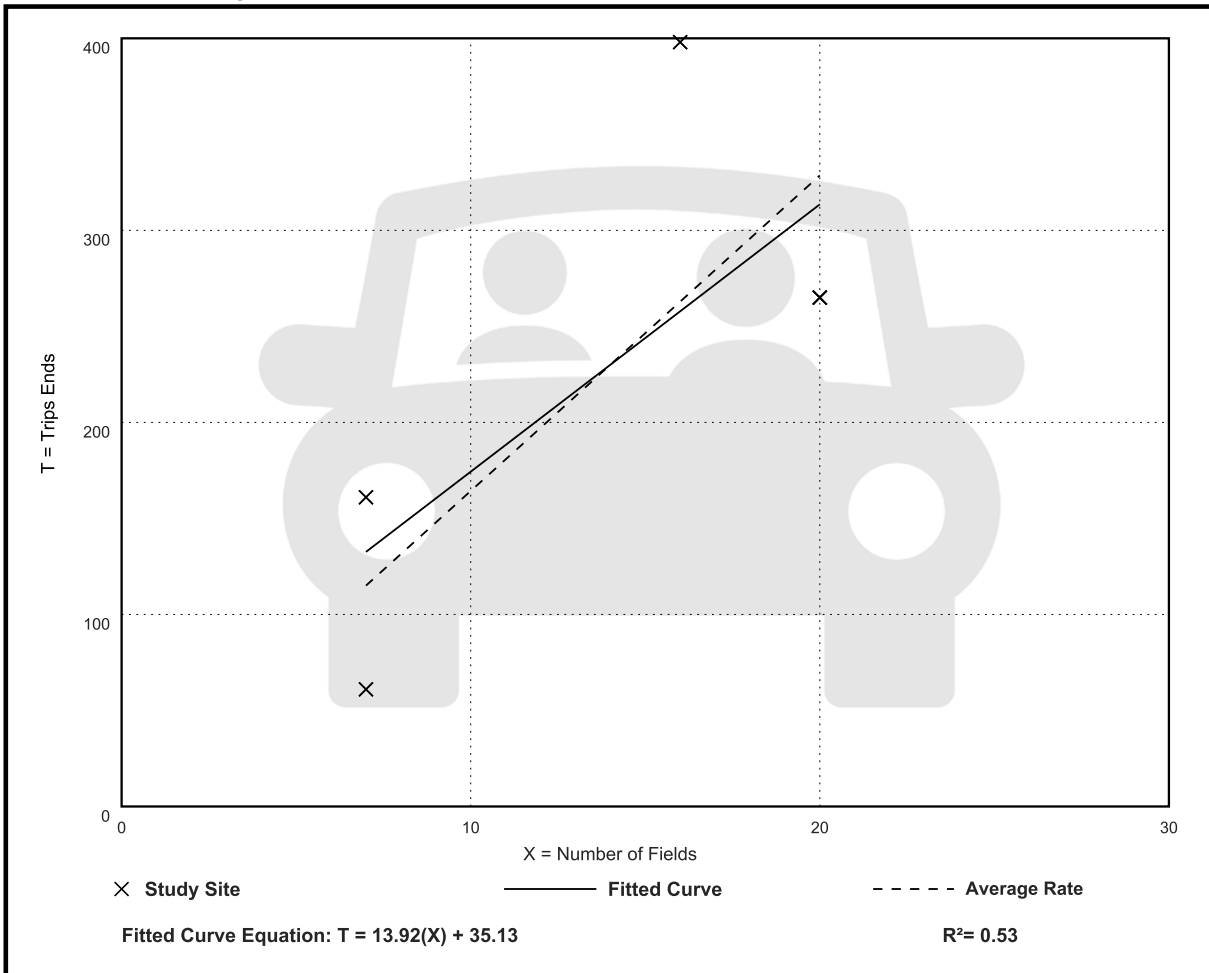
Avg. Num. of Fields: 14

Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
16.43	8.71 - 24.88	6.36

Data Plot and Equation



Soccer Complex (488)

Vehicle Trip Ends vs: Fields

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

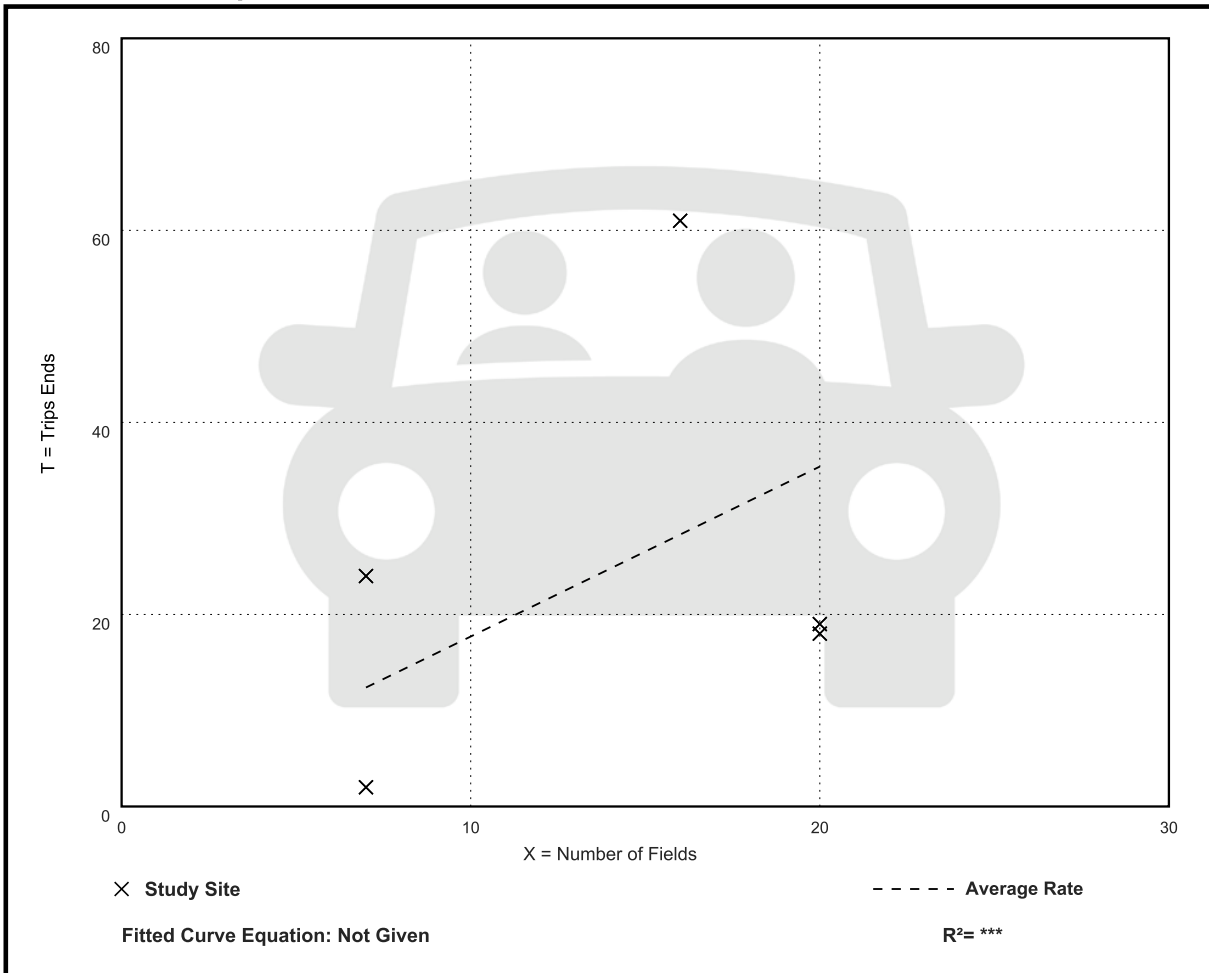
Avg. Num. of Fields: 14

Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
1.77	0.29 - 3.81	1.52

Data Plot and Equation



Soccer Complex (488)

Vehicle Trip Ends vs: Fields

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

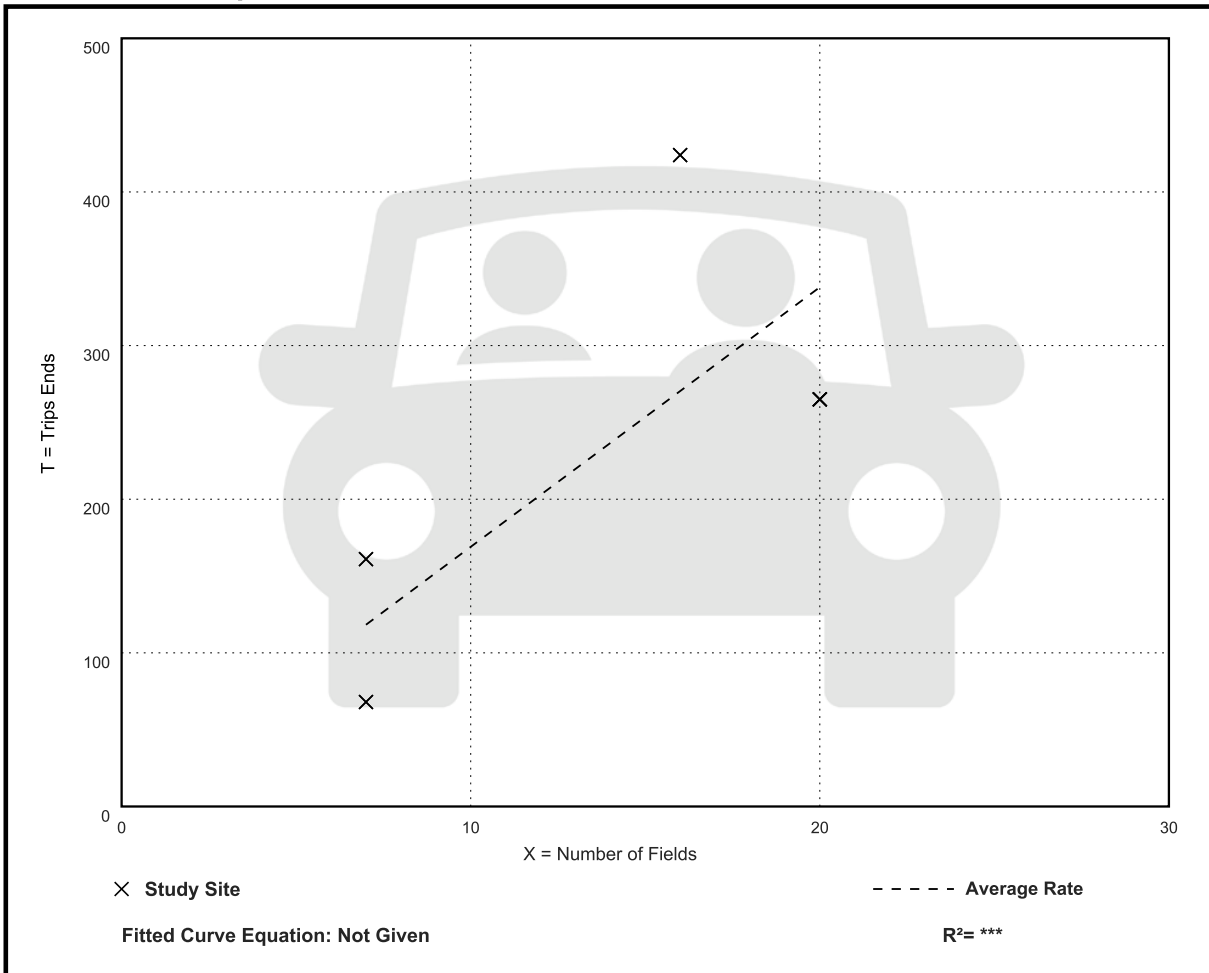
Avg. Num. of Fields: 14

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
16.90	9.71 - 26.50	6.85

Data Plot and Equation



Soccer Complex (488)

Vehicle Trip Ends vs: Fields
On a: Saturday

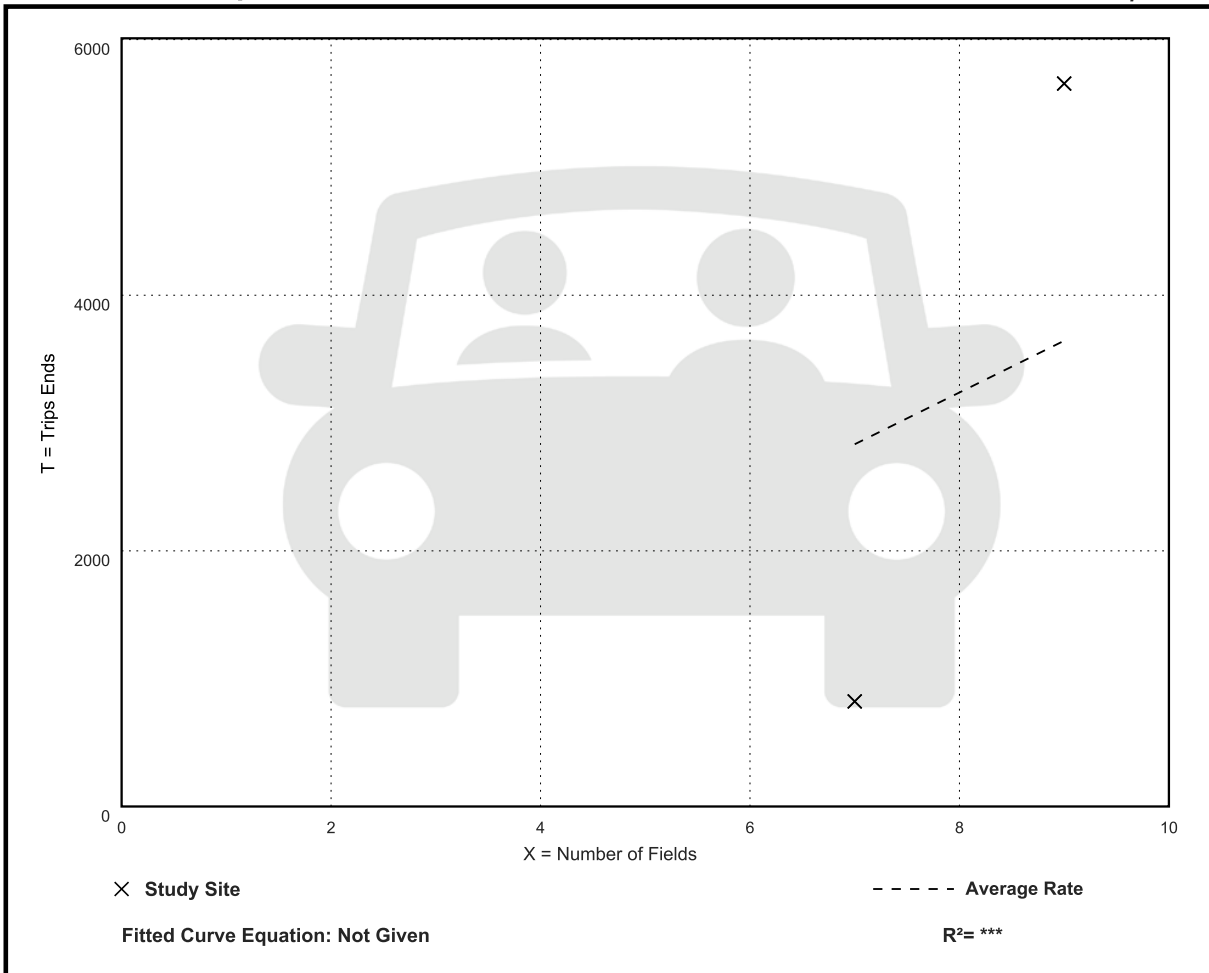
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Fields: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
404.88	117.43 - 628.44	***

Data Plot and Equation

Caution – Small Sample Size



Soccer Complex (488)

Vehicle Trip Ends vs: Fields

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 11

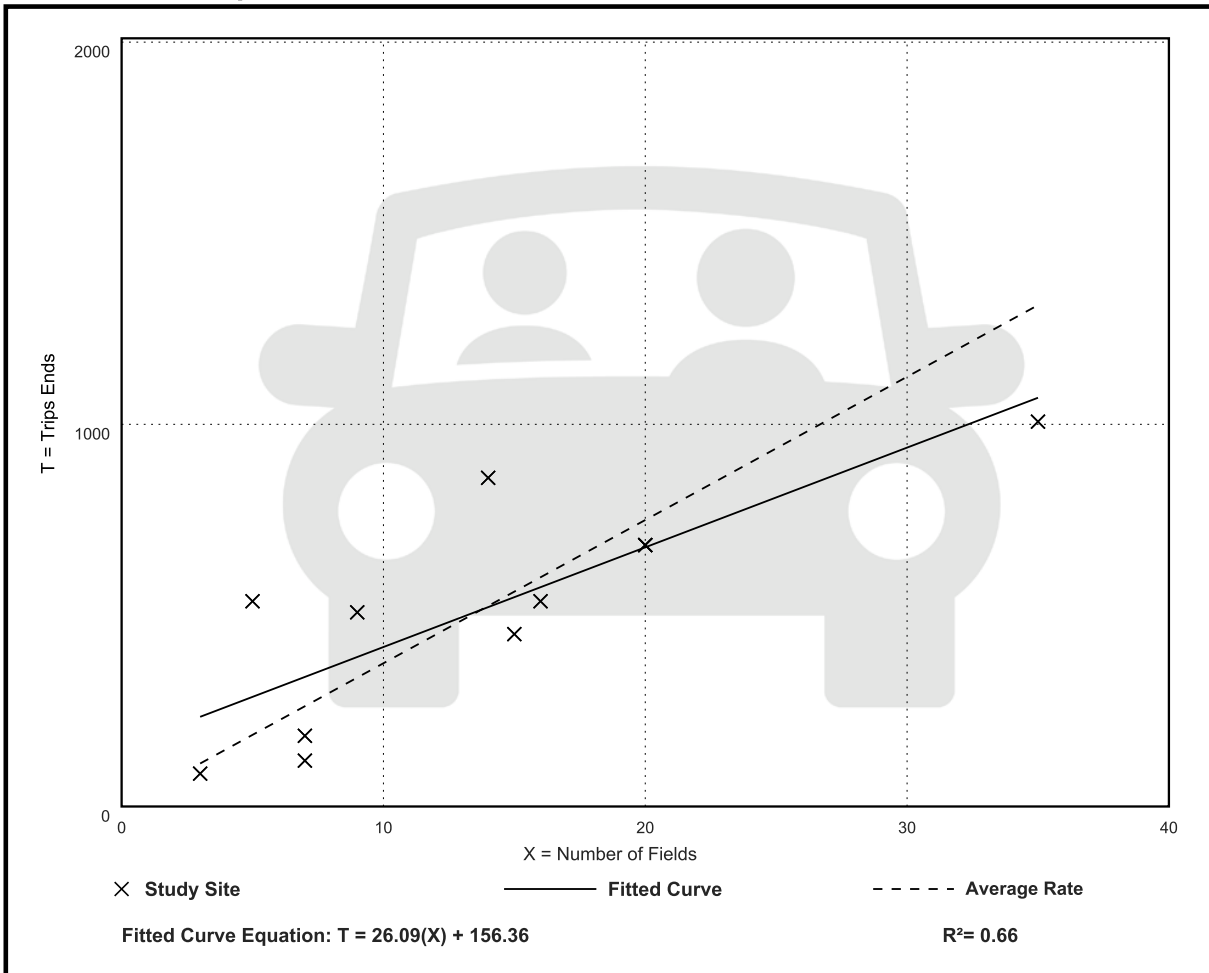
Avg. Num. of Fields: 14

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
37.48	17.14 - 107.40	17.87

Data Plot and Equation



Soccer Complex (488)

Vehicle Trip Ends vs: Fields

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

Avg. Num. of Fields: 25

Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
28.65	28.10 - 29.45	0.62

Data Plot and Equation

