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From: Daniel Block, Lead Transportation Planner, WSP

Subject: Saddle Club Preservation Property Traffic

Date: July 26, 2019

## Background

Transportation Corridor Agencies (TCA) plans to implement a site use plan at the Saddle Club Preservation Property (SCPP) that will remove existing equestrian facilities from approximately 4.5 acres of the site and provide recreational access to the entire 32.73-acre property as undeveloped open space (see Figure 1). The project will include a small parking area and walking path, but no other facilities that would generate traffic. TCA is preparing a Mitigated Negative Declaration (MND) of environmental impact for this project. This memo serves to supplement the MND for traffic.

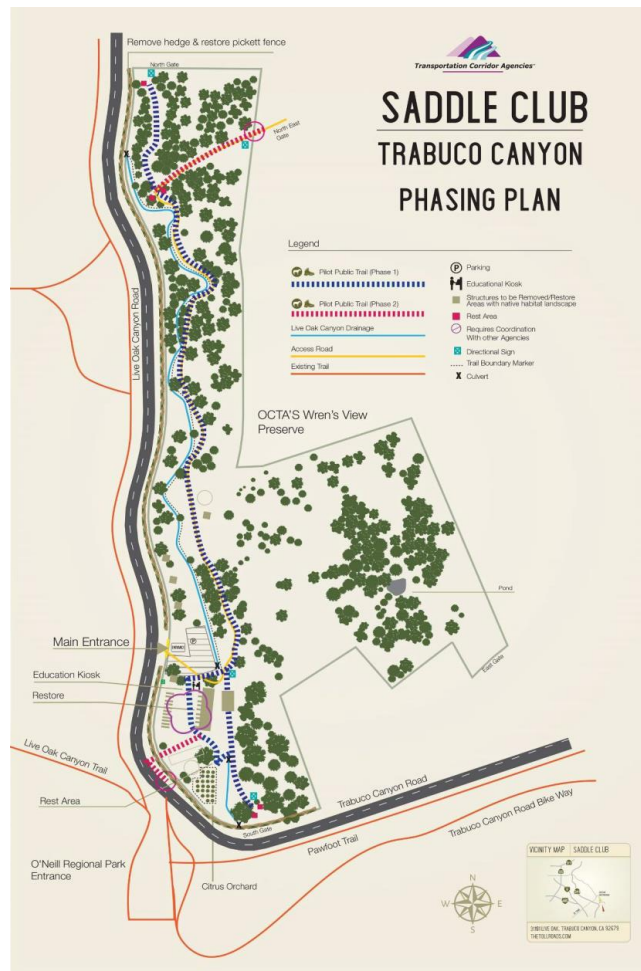


Figure 1: SCPP Site Plan

## **Trip Generation**

There will be two components of the project that will generate vehicle trips: construction related trips and trips to access SCPP recreational uses.

Construction/Demolition Phase: Construction related trips will be generated during the removal of the equestrian facility, but not continue once the project is complete.

Recreational (Operational) Phase: The trips that will be generated once the equestrian facilities have been removed were estimated based on the trips using the O'Neill Regional Park (ORP), which is situated across the street from SCPP. ORP is approximately 4,500 acres and has trails as well as facilities for camping and conferences. Per the "OC Parks End of Month Report" for O'Neill Regional Park 2018, during the month of April 2018, ORP was visited by approximately 35,000 visitors. Excluding camping and conference visitors, which SCPP will not have, April was most visited month, with visitors arriving in approximately 16,000 vehicles. Per OC Parks data, ORP trip generation on weekend days is about three times that of weekdays, resulting in about 1,030 vehicles per weekend day. If SCPP draws the same number of visitors per acre as ORP, it would see fewer than ten vehicles per peak weekend day.

## **Impact Avoidance Measures**

Data from the O'Neill Regional Park identifies weekends as being the busiest periods for use of this type of park, with approximately three times as much traffic as weekdays. The fact that there are distinct busy and non-busy periods means that construction trips can be scheduled for specific time frames to avoid traffic impacts. Specifically, worker trips should be limited to weekdays to occur outside the peak for activity at O'Neill Regional Park. Haul trips should be restricted to occur on weekdays outside of the morning and evening peak commute hours.

## **Policies and Evaluation**

The project is located in unincorporated Orange County. The Orange County General Plan designates the site as rural residential. The SCPP will be a less intense use than the General Plan zoning allows and would generate less traffic than the previous use of the site (an equestrian center).

The Orange County General Plan specifies a Level of Service (LOS) policy of maintaining LOS D or better. The General Plan does not specify LOS thresholds for rural facilities such as Live Oak/Trabuco Canyon Road. However, the OCTA traffic impact guidelines gives a threshold for study for possible traffic impacts as being if the project adds trips equaling 3% or more of the capacity of a road. Orange County Public Works lists the capacity for Live Oak/Trabuco Canyon Road, as 3,600 ADT. Since the project is expected to add less than 10 trips per day, or 3/10s of one percent of the capacity of the road, we conclude that the project would not have a significant traffic impact.

We reviewed the policies and plans in Orange County's General Plan, and found that the only one that pertained to this project was the Foothill Trabuco Specific Plan. The multi-use recreational trail is consistent with the planned trail shown in the Foothill Trabuco Specific Plan. We therefore conclude that this project does not conflict with existing plans or policies.

## **Conclusions**

Based on our review of the relevant plans and policies, and our evaluation of the likely trip generation from the project, we conclude that this project would not have any significant transportation impacts.

We suggest that scheduling construction trips to occur outside of peak traffic times would minimize the effect of project traffic on Live Oak/Trabuco Canyon Road.