

October 4, 2023

Subject: Executive Summary – Fairmont Private School North Tustin Campus Expansion Traffic Impact Analysis, County of Orange, CA

A. Introduction and Purpose

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this executive summary for the *Traffic Impact Study of the Fairmont Private School North Tustin Campus Expansion*, dated October 3rd, 2023.

The purpose of this traffic impact analysis and report was to comprehensively assess the proposed expansion of the Fairmont Private School's North Tustin Campus Project (hereinafter referred to as the "project") from a traffic and circulation standpoint. The objective was to determine whether the proposed project would directly impact any adjacent intersections and assess the project from a CEQA standpoint (i.e., VMT analysis).

B. Scope of the Analysis

The scope of this traffic impact analysis encompasses the following key components:

1. Obtain Existing Traffic Data

- Gather existing 24-hour driveway counts at the five (5) existing school/church driveways to determine current school trip generation rates. Apply these rates to the proposed increase in student enrollment to determine the project trip generation.
- Collect existing traffic count data for the study area consisting of the following six (6) study intersections during one typical weekday.
 1. Newport Avenue (NS) at School Driveway No.1 (EW);
 2. Newport Avenue (NS) at School Driveway No. 2 / La Colina Drive (EW);
 3. Newport Avenue (NS) at School Driveway No. 3 (EW);
 4. Newport Avenue (NS) at Church Driveway No. 1 (EW);
 5. Newport Avenue (NS) at Vanderlip Avenue (EW); and
 6. Church Driveway No. 2 (NS) at Vanderlip Avenue (EW).

2. Evaluate Traffic Conditions

- Assess traffic conditions of the study area under the following scenarios during the weekday drop-off (AM) (7:00 AM to 9:00 AM) and weekday pick-up (PM) (2:00 PM – 4:00PM) peak hours.

1. Existing Conditions;
 2. Existing Plus Project Conditions;
 3. Project Opening Year (2025) Without Project Conditions; and
 4. Project Opening Year (2025) With Project Conditions.
3. Conduct a Vehicles Miles Traveled (VMT) Analysis
- Perform a comprehensive Vehicle Miles Traveled Analysis in compliance with the guidelines set forth by the California Environmental Quality Act (CEQA).

C. Findings and Results

The following is a summary of the traffic impact analysis results:

1. Trip Generation Analysis
 - The proposed enrollment expansion of 100 students is forecast to generate approximately 394 weekday daily trips which include approximately 138 (77 inbound and 61 outbound) weekday drop-off (AM) peak hour trips and approximately 107 (53 inbound and 54 outbound) weekday pick-up (PM) peak hour trips. The total future enrollment of 420 students is forecast to generate approximately 1,655 weekday daily trips which include approximately 579 weekday drop-off (AM) peak hour trips and approximately 450 weekday pick-up (PM) peak hour trips.
 - It should be noted that the 138 weekday drop-off (AM) peak hour trips and 107 weekday pick-up (PM) peak hour trips represent total two-way trips (i.e. inbound and outbound trips). Only 77 new vehicles are expected to arrive during the weekday drop-off (AM) peak hour) and only 53 new vehicles are expected to arrive during the weekday pick-up (PM) peak hour.
2. Level of Service Analysis
 - The intersection of Newport Avenue at Vanderlip Avenue was found to operate deficiently during the School Drop-Off (AM) peak hour in all analyzed scenarios. The deficiency is attributed to the traffic generated by nearby land uses rather than the Fairmont Private School traffic.
 - A thorough assessment for traffic signal warrants was conducted at the Newport Avenue and Vanderlip Avenue intersection. However, the analysis concluded that a traffic signal is not warranted in any scenario.

- Considering the performance criteria outlined in the report for unsignalized intersections, operational improvements are not deemed necessary for the deficient unsignalized intersection at Newport Avenue and Vanderlip Avenue.

3. CEQA Vehicle Miles Traveled (VMT) Analysis Summary

- In accordance with the County of Orange guidelines, projects generating 500 or fewer average daily trips (ADT) are generally considered to have a less than significant impact on VMT. The proposed project is forecasted to generate fewer than 500 daily trips, specifically 394 daily trips, placing it within this category.
- Meeting the 'Small Project' screening criteria indicates that the project is presumed to have a less than significant impact on VMT. Consequently, no further VMT analysis is deemed necessary for this project.

If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.



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