

APPENDIX J

Trip Generation and
Vehicle Miles Traveled (VMT)
Screening Analysis

May 7, 2024

Mr. Eric Turner
VCS ENVIRONMENTAL
30900 Rancho Viejo Road, Suite 100
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**Subject: Ginkgo Stonehouse Residential Trip Generation & Vehicle
Miles Traveled (VMT) Screening Analysis, City of Sierra Madre, CA**

Dear Mr. Turner:

A. Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Trip Generation and Vehicle Miles Traveled (VMT) analysis for the proposed Ginkgo Stonehouse Residential Project.

The purpose of this study is to utilize the *Los Angeles County Public Works Transportation Impact Analysis Guidelines*, dated July 23, 2020, which establishes uniform analysis methodologies and thresholds of significance for determining level of service (LOS) as well as VMT impacts under the California Environmental Quality Act (CEQA), to determine if the project will require a detailed LOS analysis and/or a detailed VMT modeling analysis.

B. Project Description

The project site is located at 935 East Grand View Avenue and 965 East Grand View Avenue, in the City of Sierra Madre.

The project proposes to demolish the four (4) existing single-family detached residential units that currently occupy the site and construct up to nine (9) single-family detached residential units in their place, for a net increase of five (5) units.

Vehicular access is planned to be served by a newly constructed private road, "Street A", that will connect to East Grand View Avenue.

Exhibit A shows the location map of the proposed project. Exhibit B shows the proposed site plan.

C. Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development.

Trip generation is typically estimated based on the trip generation rates from the latest *Institute of Transportation Engineers (ITE) Trip Generation Manual*. The latest and most recent version (11th Edition, 2021) of the ITE Manual has been utilized for this trip generation analysis. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The proposed project consists of demolishing the 4 existing single-family detached residential units that currently occupy the site and constructing up to 9 single-family detached residential units in their place, for a net increase of 5 units. As such, the ITE Land Use Code 210: Single-Family Detached Housing trip rates are the most appropriate for the project. Table 1 shows the ITE trip generation rates.

Utilizing the ITE trip generation rates in Table 1, Table 2 shows the net increase in ITE weekday peak hour and daily trip generation for the proposed project's land uses.

As shown in Table 2, based on the ITE trip generation rates, the proposed project is forecast to generate approximately 47 net daily trips which include approximately 4 net AM peak hour trips and approximately 4 net PM peak hour trips. This results in approximately 39 net daily off-peak-hour trips under typical weekday conditions.

D. Level of Service Analysis Requirements

As per the *Los Angeles County Public Works Transportation Impact Analysis Guidelines*, dated July 23, 2020, Los Angeles County Public Works generally requires the preparation and submission of a transportation impact analysis for development projects that are expected to generate 110 or more daily vehicle trips.

The proposed project is expected to generate less than 110 daily trips (i.e. 47 net daily trips). Hence, the proposed project is not expected to have a significant adverse impact on the operations of the roadway network and intersections, and as such, the preparation of a traffic impact analysis is not required.

E. Vehicle Miles Traveled (VMT) Screening

The City of Sierra Madre has adopted Resolution No. 20-30 and Resolution No. 24-17, which establish thresholds of significance for detailed VMT analyses for development projects within the City. The State of California Office of Planning and Research (OPR) and County of Los Angeles recognize that certain projects may not require a detailed VMT analysis and that screening thresholds may be utilized to identify when a project should be expected to have a less than significant impact without conducting a detailed study¹. The resolutions adopted by the City of Sierra Madre do not establish screening thresholds. As such, this analysis utilizes the VMT screening thresholds and methodology prescribed in the *Los Angeles County Public Works Transportation Impact Analysis Guidelines*, dated July 23, 2020 (VMT Guidelines).

The Los Angeles County VMT Guidelines provide recommendations in the form of thresholds of significance and methodology for identifying VMT-related impacts. Per the VMT Guidelines, several screening criteria can be applied to determine whether a proposed project will require a detailed VMT modeling analysis or can be assumed to have a less than significant impact on the environment per VMT.

As discussed in Section 3.1.2.1 of the County guidelines, non-retail development projects (i.e., Residential Land Uses) will not require further VMT analysis and a less than significant determination can be made if the following answer to the question below is “No”:

“Does the project generate a net increase of 110 or more daily vehicle trips?”

It should be noted that this Los Angeles County 110 daily vehicle trip threshold is also consistent with the screening criteria presented by OPR.

If a project is unable to meet the above County of Los Angeles screening criteria, it may utilize the San Gabriel Valley Council of Governments (SGVCOG) VMT Evaluation Tool to assess whether a detailed VMT modeling analysis is necessary.

As previously mentioned, the proposed project consists of demolishing the 4 existing single-family detached residential units that currently occupy the site and constructing up to 9 single-family detached residential units in their place, for a net increase of 5 units. As shown in Table 2, the proposed project is forecast to generate approximately 47 net daily vehicle trips. As a result, the project is expected to generate less than 110 daily vehicle trips

per the threshold and is therefore screened out of a full project-level VMT assessment based on Section 3.1.2.1: Non-Retail Project Trip Generation Screening Criteria. Hence, the proposed project may be assumed to have a less than significant impact on VMT under CEQA, and no additional VMT analysis through the SGVCOG VMT Evaluation Tool or detailed modeling will be required.

¹ Source: State of California Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA* (April 2018) and County of Los Angeles *Los Angeles County Public Works Transportation Impact Analysis Guidelines* (July 2020).

F. Conclusion

RK Engineering Group, Inc. has completed this Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment for the proposed Ginkgo Stonehouse Residential Project.

As specified in the *Los Angeles County Public Works Transportation Impact Analysis Guidelines*, dated July 23, 2020, a transportation impact analysis will be required for a proposed project when the daily trip generation is expected to exceed 110 daily vehicle trips. Based on the proposed project trip generation (i.e., 47 net daily trips), the proposed project is not required to prepare a transportation impact analysis and is not expected to result in any significant adverse impacts on the operations of the roadway network and intersections.

Furthermore, the proposed project will not require a detailed VMT analysis and may be presumed to have a less than significant impact on VMT under CEQA as it meets the Non-Retail Project Trip Generation Screening Criteria identified in Section 3.1.2.1 of the Los Angeles County transportation impact analysis guidelines.

RK Engineering Group, Inc. appreciates this opportunity to assist VCS ENVIRONMENTAL with 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.

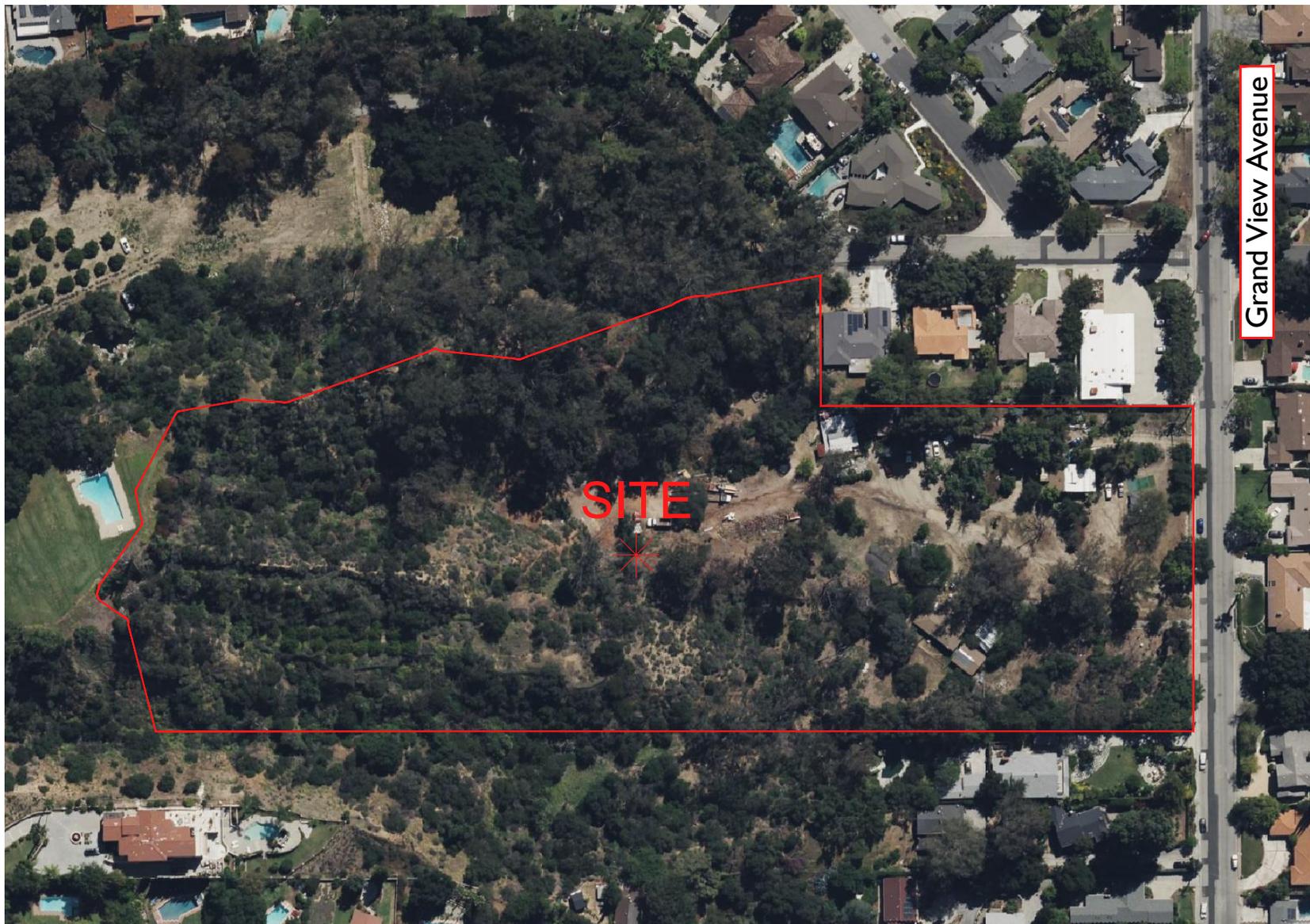


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Exhibits



Legend:



-  = Project Site
-  = Project Site Boundary

Tables

Table 1
ITE Trip Generation Rates¹

Land Use	Units ²	ITE Code	Weekday						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Single-Family Detached Housing	DU	210	0.18	0.52	0.70	0.59	0.35	0.94	9.43

¹ Source: *ITE Trip Generation Manual (11th Edition, 2021)*.

² DU = Dwelling Units

Table 2
Project Trip Generation¹

Land Use (ITE Code)	Quantity	Units ²	Weekday						
			AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Existing Single-Family Detached Housing (210)	4	DU	1	2	3	2	2	4	38
Proposed Single-Family Detached Housing (210)	9	DU	2	5	7	5	3	8	85
Total Net Trip Generation	5	DU	1	3	4	3	1	4	47

¹ Source: *ITE Trip Generation Manual (11th Edition, 2021)*.

² DU = Dwelling Units