

Appendix M

Trip Generation and VMT Screening



August 3, 2021

Mr. J. Rob Meserve, NewBridge Homes
Cathay View Development LLC
500 Newport Center Drive, Suite 570
Newport Beach, CA 92660

SUBJECT: CROOKED CREEK TRIP GENERATION & VMT SCREENING ASSESSMENT

Dear Mr. J. Rob Meserve:

Urban Crossroads, Inc. is pleased to provide the following Trip Generation & VMT Screening Assessment for Crooked Creek development which is located east of S. Brea Canyon Road at the southern terminus of the existing Crooked Creek Drive in the City of Diamond Bar.

PROJECT DESCRIPTION

The project is to consist of 7 single family detached residential dwelling units located at the terminus of Crooked Creek Drive. 5 of the single family detached residential dwelling units will also include an attached accessory dwelling unit for multi-generational living space within approximately 600 square feet. The site is currently undeveloped, and access to the site would be accommodated via an extension of Crooked Creek Drive (existing street). The site is currently designated as Low Density Residential in the City of Diamond Bar General Plan.

PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. The trip generation rates used for this assessment are based upon the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition (2017) trip generation rates. The ITE Trip Generation Manual is a nationally recognized source for estimating site-specific trip generation.

The ITE Single Family Residential Detached land use (ITE Land Use Code 210) has been utilized for the purposes of this trip generation evaluation for the 7 single family dwelling units. The ITE Trip Generation Manual does not have a rate for accessory dwelling units, as such, the most suitable rate to utilize is the Multifamily (Low-Rise) Residential (ITE Land Use Code 220) for the accessory dwelling units as it is an attached product type. As shown in Table 1, the Project is anticipated to generate 104 trip ends per day with 8 AM peak hour trips and 10 PM peak hour trips. Additional traffic operations analysis is not necessary as the Project is anticipated to generate fewer than 50 peak hour trips and would not result in a deficiency.

TABLE 1: PROJECT TRIP GENERATION SUMMARY

Land Use ¹	ITE LU Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates:									
Single Family Residential Detached	210	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44
Multifamily Residential (Low-Rise)	220	DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² DU = Dwelling Units

Crooked Creek Residential	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Project Trip Generation Summary:								
Single Family Residential	7 DU	1	4	5	4	3	7	66
Multifamily Residential	5 DU	1	2	3	2	1	3	38
Total		2	6	8	6	4	10	104

¹ DU = Dwelling Units

VEHICLE MILES TRAVELED

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor’s Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (**Technical Advisory**). (1) It should be noted that the City of Diamond Bar adopted VMT thresholds in July 2020 as part of Resolution No. 2020-30. However, screening thresholds were not included in the City’s guidelines. As such, the screening thresholds from the Technical Advisory has been used for the purposes of this analysis.

The focus of this memorandum is to more thoroughly evaluate each of the applicable screening criteria outlined in the Technical Advisory to determine if the proposed Project would be expected to cause a less than significant impact to VMT without requiring a more detailed VMT analysis.

PROJECT SCREENING

The Technical Advisory identifies several project level screening criteria for retail projects:

- Small Project Screening Criteria
- Retail Project Screening Criteria
- Proximity to Transit Based Screening Criteria

A land use project need only to meet one of the above screening criteria to result in a less than significant impact.

SMALL PROJECT SCREENING CRITERIA

The Technical Advisory states the projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. (1) The proposed Project is anticipated to generate a total of 104 vehicle trip-ends per day (see Table 1).

The Small Project Screening Criteria is met.

RETAIL PROJECT SCREENING CRITERIA

The Technical Advisory identifies that projects that consist of local-serving retail generally less than 50,000 square feet may be presumed to cause a less than significant transportation impact. This is because by adding retail opportunities to the local area it improves the proximity of retail that tends to shorten trips and reduce VMT. The proposed Project does not include a retail component.

The Retail Project Screening Criteria is not met.

PROXIMITY TO TRANSIT BASED SCREENING CRITERIA

Consistent with guidance identified in the Technical Advisory, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"¹ or an existing stop along a "high-quality transit corridor"²) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

¹ Pub. Resources Code, § 21064.3 ("Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

² Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

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The Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

The Proximity to Transit Based Screening Criteria is not met.

Based on our review of applicable VMT screening criteria as described in the Technical Advisory, the Project was found to meet the Small Project Screening Criteria and would therefore be presumed to result in a less than significant transportation impact; no additional VMT analysis is required.

If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.



Aric Evatt, PTP
President



Charlene So, PE
Associate Principal



Robert Vu, PE
Transportation Engineer

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REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **Institute of Transportation Engineers.** *Trip Generation Manual.* 10th Edition. 2017.