

August 19, 2021

Mr. Ronald Freeman
PACIFIC COMMUNITIES BUILDERS, INC.
1000 Dove Street, Suite 300
Newport Beach, CA 92660

Subject: Pacific Topaz Residential Project Trip Generation & VMT Analysis, City of Lancaster, CA

Dear Mr. Freeman:

A. Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Trip Generation Analysis and Vehicle Miles Traveled (VMT) Analysis for the proposed Pacific Topaz Residential Development project.

B. Project Description

The project site is located at the northeast corner of the 60th Street West and Avenue K-8 intersection, in the City of Lancaster.

The project consists of constructing 216 Senior Adult Housing – Detached dwelling units on approximately 36.99 acres.

Access for the proposed project is planned as follows:

- One driveway access location on Avenue K-4; and
- One driveway access location on Avenue K-8.

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

C. Project 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 (10th Edition, 2017) 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 ITE trip generation rates for the proposed land uses are shown in Table 1.

**Table 1
 ITE Trip Generation Rates¹**

| Land Use | Units ² | ITE Code | Weekday | | | | | | Daily |
|-------------------------------|--------------------|----------|---------|------|-------|------|------|-------|-------|
| | | | AM | | | PM | | | |
| | | | In | Out | Total | In | Out | Total | |
| Senior Adult Housing-Detached | DU | 251 | 0.08 | 0.16 | 0.24 | 0.18 | 0.12 | 0.30 | 4.27 |

¹ Source: 2017 ITE Trip Generation Manual, 10th Edition;

² DU = dwelling units.

Utilizing the ITE trip generation rates in Table 1, Table 2 shows the trip generation for the proposed uses.

**Table 2
 Project Trip Generation¹**

| Land Use (ITE Code) | Quantity | Units ² | Weekday | | | | | | Daily |
|-------------------------------------|----------|--------------------|---------|-----|-------|----|-----|-------|-------|
| | | | AM | | | PM | | | |
| | | | In | Out | Total | In | Out | Total | |
| Senior Adult Housing-Detached (251) | 216 | DU | 17 | 35 | 52 | 40 | 25 | 65 | 922 |

¹ Source: 2017 ITE Trip Generation Manual, 10th Edition;

² DU = dwelling units

As shown in Table 2, the proposed project is forecast to generate approximately 922 daily trips, including approximately 52 AM peak hour trips and approximately 65 PM peak hour trips.

Based on the City of Lancaster Department of Public Works Local Transportation Assessment Guidelines, a full traffic study and level of service analysis is not required for the proposed project.

Hence, the project does not require preparation of full traffic study and is expected to not result in a significant adverse impact on the operations of the roadway network and intersections.

D. VMT Screening

Effective July 1st, 2020, the longstanding metric of roadway level of service (LOS), which is typically measured in terms of vehicle delay, roadway capacity and congestion, will no longer be considered a significant impact under the California Environmental Quality Act (CEQA). Pursuant to CEQA Guidelines, Section 15064.3, VMT is now the most appropriate measure of transportation impacts.

The City of Lancaster has updated their transportation impact guidelines *City of Lancaster Department of Public Works Local Transportation Assessment Guidelines, November 20, 2020* to provide recommendations in the form of thresholds of significance and methodology for identifying VMT related impacts.

The proposed project is an Age-Restricted Community and also located within a TAZ that is already 15% below AVPA Baseline VMT area and therefore, forecast to generate lower VMT per capita in comparison to the surrounding land uses. As a result, the proposed project is screened from a VMT analysis.

A letter from the project manager regarding the VMT analysis and Low VMT Area map is attached in appendix A.

RK Engineering Group, Inc. appreciates this opportunity to assist on 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.



Alex Tabrizi, PE, TE
Principal



Darshan Shivaiah
Environmental Specialist II

Exhibits

Exhibit A
Location Map

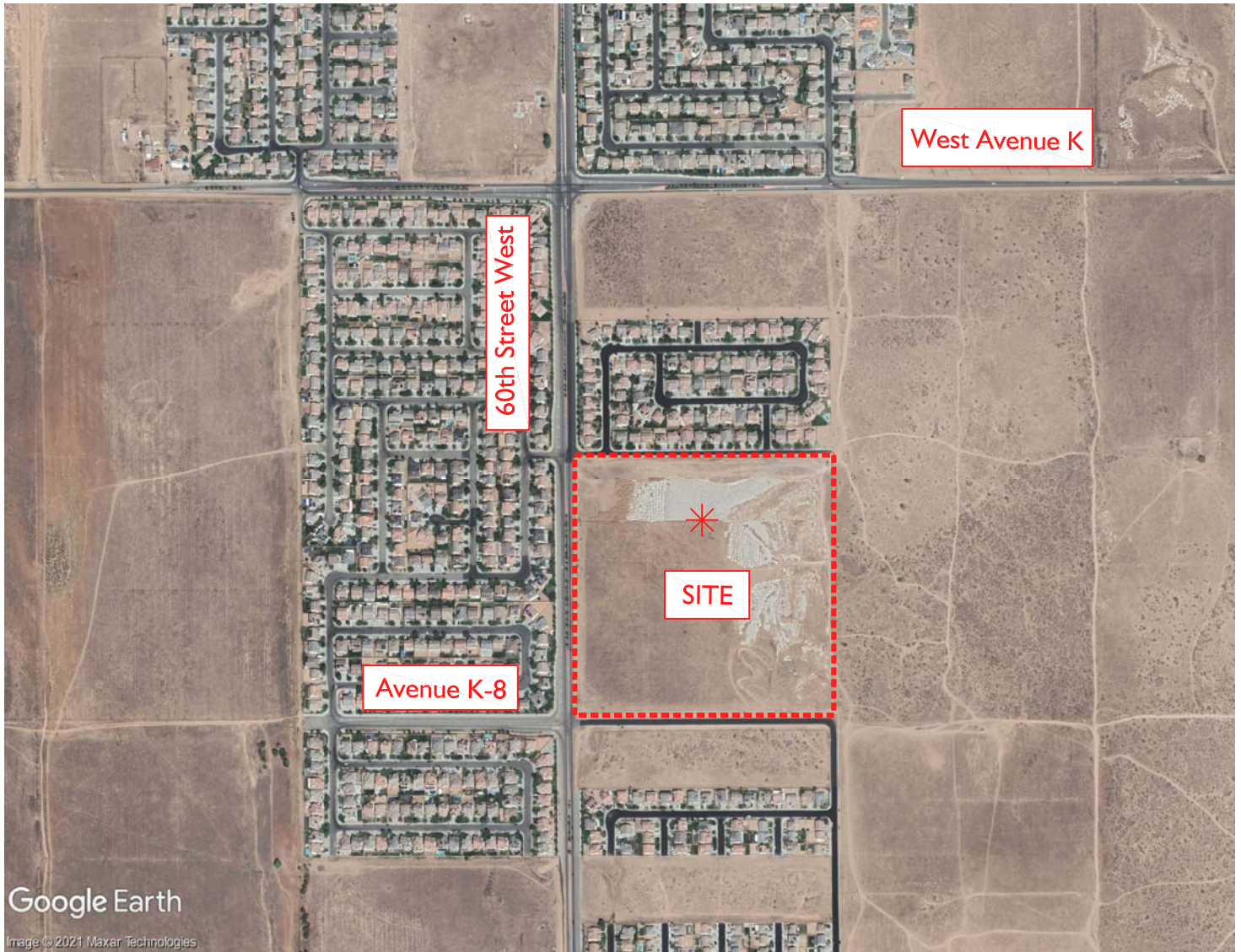


Exhibit B Site Plan



Appendices

Appendix A

VMT Data

August 18, 2021

Matt Simons
Traffic Engineer
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

RE: Confirmation of Development of TTM 53642, Pacific Topaz as an Age Restricted Community.

Dear Mr. Simons:

We are preparing to submit the above referenced TTM project for City review, including Traffic VMT analysis. It is our understanding that implementation of TTM 53642 as an Age Restricted Community will screen the development from the need for VMT Review. By this letter, we confirm that TTM 53642 will be implemented as an Age Restricted Community. Please let me know if you need any additional information to be able to screen TTM 53642 as exempt from VMT analysis. Please let me know if you have any questions about this matter. Thank you very much.

Sincerely,



Ronald Freeman
Senior Project Manager
Pacific Communities Builder, Inc.
Ronald@pcbinc.com
949-577-3946



R. Rex Parris Mayor
 Marvin E. Crist Vice Mayor
 Ken Mann Council Member
 Raj Malhi Council Member
 Darrell Dorris Council Member
 Jason Caudle City Manager

Justification for VMT Analysis Waiver

Project Planning ID #: _____ Project Location: NE of 60th Street West / Ave K-8

Project Description: Construction of 216 Single Family Homes

Pursuant to the adoption of California Senate Bill 743 (SB 743), land use projects can be screened from a VMT analysis based on their size, location, or accessibility to transit. The City of Lancaster has selected the screening criteria shown in the table below to determine which projects are subject to further VMT analysis. A project only needs to satisfy **one** of the screening criteria in the table below to be exempt from requiring further VMT analysis.

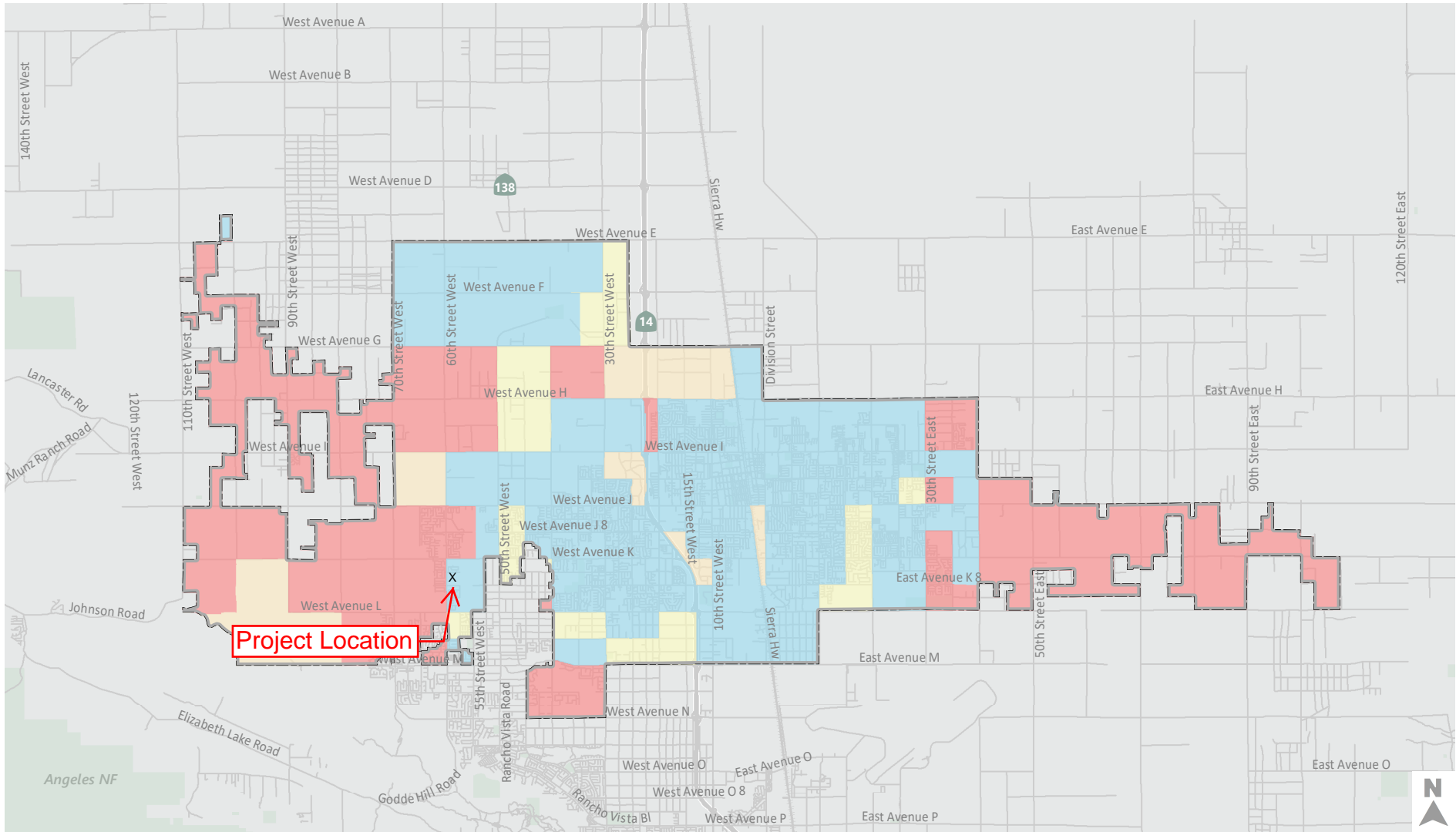
| Screening Categories | Project Requirements to Meet Screening Criteria | VMT Analysis Required | |
|--|---|-----------------------|----|
| | | Yes | No |
| Project Size | A project that generates 110 or fewer daily trips. | | X |
| Locally Serving Retail | A project that has locally serving retail uses that are 50,000 square feet or less, including specialty retail, shopping center, grocery store, pharmacy, financial services/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. | | X |
| Project Located in a Low VMT Area ¹ | A residential or office project that is located in a TAZ that is already 15% below the AVPA Baseline VMT. | X | |
| Transit Proximity | A multifamily residential project providing higher density housing or a commercial project in an area already zoned for commercial use that is located within a ½ mile of the Metrolink station or within a ½ mile of a bus stop with service frequency of 15 minutes or less during commute periods. | | X |
| 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. | | X |
| 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. | | X |

¹ See attached Low VMT Area maps

Documentation of supporting evidence must be submitted with completed screening criteria sheet including a location map, site plan, trip generation estimates and detailed project description.

Traffic Engineering Staff Use Only

Approved: _____ Denied: _____ Reviewed by: _____ Date: _____








-  **Lancaster**
-  **>15% below AVPA Average**
-  **0 -15% below AVPA Average**
-  **Higher than AVPA Average**
-  **No Population**



Figure 3

**Low VMT Area Screening:
Residential**