APPENDIX G
Trip Generation/VMT Memo

300 Corporate Pointe, Suite 470, Culver City, CA 90230
T: (310) 473-6508 | www.crainandassociates.com

To:	City of San Gabriel Public Works Department & Planning Department
From:	Hilary Mau, Transportation Planner, KOA Corporation
Date:	August 18, 2021
Subject:	Proposed 205 E. Valley Boulevard Residential Mixed-Use Project Traffic Letter, City of San Gabriel, CA

This traffic letter has been prepared to evaluate potential transportation impacts and deficiencies of the 205 E. Valley Boulevard Mixed-Use project (the "Project"). The Project proposes to construct a residential mixed-use development that will be located at 205 E. Valley Boulevard in the City of San Gabriel (the "City"). The location of the Project site is shown in Attachment A, Project Site Vicinity.

This analysis was prepared in accordance with the assumptions, methodologies, and procedures outlined in the *City of San Gabriel Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, September 2020 (the "TS Guidelines"). The scope and detailed assumptions of the analysis contained in this letter were approved by the City Engineering and Planning staff as provided in Attachment B, Approved Project Transportation Study Scoping Document.

PROJECT DESCRIPTION

The Project is a residential mixed-use development that consists of a four-story building with 51 market-rate apartments and approximately 10,638 square feet of ground-floor commercial land uses that is to be constructed on a currently vacant L-shaped lot that is approximately 30,267 square feet or 0.69 acres in size. Project parking will include 128 automobile parking spaces that will be provided on the ground level and two subterranean levels. Project vehicular access/egress will be provided from Palm Avenue, which forms a portion of the eastern boundary of the Project site. The vacant parking lot on the site has driveways on both Valley Boulevard and Palm Avenue, that are to be removed. Attachment C presents the Conceptual Site Plan. Additionally, Attachment D illustrates the existing and proposed signage and striping along the Project's frontage on Valley Boulevard for approximately 100 feet east and west of the site, and for the portion along Palm Avenue for approximately 100 feet north and south of the site driveway. The Project buildout is planned for the year 2024 when construction is anticipated to be completed.

PROJECT LOCATION

The Project is located at 205 E. Valley Boulevard along the Valley Boulevard commercial corridor within the City of San Gabriel. This area is part of the Valley Boulevard Neighborhoods an area that is guided by the *Valley Boulevard Neighborhoods Sustainability Plan* (VBNSP), adopted on December 19, 2006, and amended on January 15, 2013. The VBNSP is an approach to developing the area to bring together environmental, economic, and social objectives in a more sustainable manner.

The Project site is an L-shaped lot that is currently a vacant parking lot. The Project is bounded by multifamily residential uses to the north, Palm Avenue to the east, a commercial land use and Valley Boulevard to the south, and a church to the west.

The study area roadways and transit service that will serve the Project are described in further detail below.

STUDY AREA ROADWAYS

Regional access to and from the Project site and the surrounding area is well-served by an extensive freeway, arterial, collector, and local street network. The nearest freeway which provides convenient access to the larger, regional roadway network is Interstate 10 Freeway (I-10), with the Del Mar Avenue and San Gabriel Boulevard ramps located between one-half mile and one mile from the Project site, respectively. According to the *Comprehensive General Plan, City of San Gabriel* (2004), the primary roadways within the study area and their classifications include:

Valley Boulevard extends in an east-west direction within the extents of the City limits and extends east and west from Mission Road in the Lincoln Park community in the City of Los Angeles east for approximately 28 miles to Fairplex Drive in the City of Pomona. Within the study area, Valley Boulevard is classified as a Secondary Arterial. The roadway forms the southern boundary of the Project site. The roadway typically provides two through lanes in each direction that is separated by a combination of raised medians, left-turn lanes, and two-way-left-turn lanes. The posted speed limit is 25 miles per hour (mph). On-street parking is permitted along portions of Valley Boulevard which includes 20-minute limited parking and two-hour parking from 6:00 AM to 6:00 PM. Two-hour parking is provided in front of the Project site on the northwest corner of the Valley Boulevard intersection with Palm Avenue.

Palm Avenue is a north-south roadway that extends discontinuously within the City. Within the study area, the roadway is classified as a local street and provides one travel lane in each direction with a right-turn and left-turn lane provided at the southern terminus at its intersection with Valley Boulevard. There is no posted speed limit, as such, and based on the street characteristics the prima facie speed limit is assumed to be 25 mph. On-street parking is unrestricted along both sides of Palm Avenue, other than by red curbs.

STUDY AREA TRANSIT

Transit service within the Project study area is operated by the Los Angeles County Metropolitan Transportation Authority (Metro). Two bus lines are located within a "comfortable walking distance" (approximately one-quarter mile [0.25 mile]) from the Project site. It should be noted that the transit services listed below may have been modified as a result of COVID-19. Most of the service details are based on operating headways during the pandemic. The bus transportation services are as follows:

Line 76 provides east-west local bus service between Downtown Los Angeles and El Monte primarily along Valley Boulevard. Bus stops are located east and west of the Project site at the intersection of Walnut Street and Del Mar Avenue, respectively. The Walnut Street bus stops are approximately 950 feet to the east of the site and the Del Mar Avenue bus stops are approximately 500 feet to the west of the site. Both locations

include eastbound and westbound bus stops. Line 76 operates on the weekday with peak hour headways of approximately 20 minutes and weekends with headways of approximately 20-30 minutes.

Line 487/489 provides east-west weekday express bus service between Downtown Los Angeles and the Sierra Madre Villa Station in Pasadena via Line 487 and Arcadia via Line 489. For Line 487, the closest bus stops are located approximately 750 feet west of the Project site at the southern leg of the intersection of Valley Boulevard and Del Mar Avenue. The Line 489 bus stops are provided approximately 950 feet east of the Project site at Walnut Street and approximately 400 feet west at Del Mar Avenue. Both locations provide eastbound and westbound service. Line 487 operates weekday eastbound and westbound service with morning and afternoon headways of approximately 35 to 45 minutes; weekend service is provided with headways of approximately 45 minutes. Line 489 operates weekday only service with westbound service in the morning period with headways of approximately 40 minutes, and eastbound service in the afternoon period with headways of approximately 40 minutes.

PROJECT PARKING

Project parking will be provided on-site on the ground floor and two subterranean parking levels with a total of 128 parking spaces. This parking supply will exceed the parking requirements of the VBNSP Mixed-Use Transit-Oriented Development (MU-T) standards of 124 parking spaces by a total of four spaces. The appropriate number of Americans with Disabilities Act (ADA) accessible parking will be provided within the parking garage. A total of 84 parking spaces will be reserved for residents via a separate control gate on the P1 basement garage level. These parking spaces will include a combination of compact, standard, and accessible parking spaces. The remaining 44 parking spaces will be available to the public (i.e. commercial and residential visitors) through a combination of compact, standard, and tandem. Valet parking will be provided to service the proposed public parking tandem spaces. The parking garage will have a roll-up security gate that will be closed during the non-operating hours of the ground-floor commercial uses.

For bicycle parking, the Project will comply with the City bicycle parking requirements. The Project is planning on providing eight long-term and 14 short-term bicycle parking spaces. Bicycle access for the bicycle parking is described in further detail under the Pedestrian and Bicycle Access section below.

VEHICULAR ACCESS

Vehicle access to the Project site will be provided via one two-way driveway on Palm Avenue. The Project will replace an existing Palm Avenue driveway with a new driveway that will be shifted south to the southeastern corner of the Project site. An existing driveway on Valley Boulevard will be removed as part of the Project.

PEDESTRIAN AND BICYCLE ACCESS

Pedestrian access for the Project's residential and commercial components will be provided through separate access locations. Residential access will be located along the northern perimeter of the Project site with a landscaped paved walkway that will be gated at Palm Avenue. Within the parking garage, the

residential parking will be gated with access to the residential lobby that includes elevators. There are a total of three stairwells located throughout the building – two located toward the northwest and northeast, and one located to the southwest. Pedestrian access to the Project's commercial components will be provided by two doorways at street level along Valley Boulevard with pedestrian access to the parking garage provided from the southwest stairwell along with an elevator. The public streets surrounding the Project study area are developed with sidewalks.

Bicycle access will be provided on Valley Boulevard and Palm Avenue. Short-term bicycle parking will be provided in front of the Project site with five bicycle parking spaces on Valley Boulevard. Nine short-term bicycle parking spaces will be provided north of the Project driveway on Palm Avenue. Long-term bicycle parking will be provided in a bicycle room located on the ground floor near the northwest corner of the Project site between the leasing office and stairwell.

PASSENGER PICK-UP/DROP-OFF AND TRUCK LOADING/UNLOADING AREAS

The majority of passenger loading (pick-up/drop-off) will occur within the Project's parking facilities that are located on-site within the ground floor and two subterranean parking levels. Valet parking will be provided within the public parking area in the garage for service of the tandem parking spaces. Passenger loading within the Project site will allow passengers to unload in an area with few vehicular conflicts and slow-moving vehicles, allowing loading activities not to interfere with traffic along Palm Avenue. It is anticipated that the site's passenger loading demand will be low enough to be accommodated within the parking garage. Thus, the Project's passenger loading activities are not anticipated to adversely affect the operations of the adjacent roadways. It should be noted that on-street parking and short-term parking are provided along Valley Boulevard well within a reasonable walking distance to and from the Project site.

Truck loading/unloading would occur onsite within the ground level of the parking garage and is expected to occur outside of normal business operating hours when no vehicles would be using the public parking spaces. The loading/unloading activity will be accommodated via the accessible parking spaces located adjacent to the commercial land uses on the western side of the Project site. This would eliminate potential disruptions with Project uses and truck loading/unloading activities. No truck loading/unloading is anticipated to occur on-street.

PROJECT TRIP GENERATION

Trip generation rates from *Trip Generation,* 10th Edition, Institute of Transportation Engineers (ITE), 2017 were used to calculate the Project's trip generation for the average weekday, and AM and PM peak hours. The trip generation equations and rates in the ITE manual are nationally recognized and are used as the basis for most transportation-related studies conducted in the City and the surrounding region. Information was obtained from the *Trip Generation Manual* for ITE Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise) and LUC 820 – Shopping Center. These rates do not account for such trip-reducing factors as internally captured trips, significant transit usage and/or walk trip potential, or pass-by trips. These trip-reducing factors are important considerations in determining the actual traffic-generating characteristics of a project;

therefore, adjustments were made to the Project's trip generation estimates that included internal capture and pass-by trip adjustments. Conservatively, transit usage and/or walk trip adjustments were not applied.

Trip-reduction adjustments that were applied to the Project trip generation include internal capture and pass-by adjustments according to the ITE *Trip Generation Handbook*, 3rd Edition. For internal capture, given the mix of proposed uses that include residential and commercial uses, it is expected that there will be trip interactions between individual uses that will not require the use of a vehicle. It is generally recognized that residents, visitors, employees, and patrons of a site will utilize other on-site uses if they are conveniently located and/or provide useful services or amenities, with the level of interaction dependent upon the number of residents, visitors, employees, and patrons; service providers; accessibility; and other factors. For the Project, some of the residents will be expected to patronize the on-site commercial uses. Thus, a reduction in external trips is expected as some can be made internally between the residential and commercial components. As recommended in the ITE *Trip Generation Handbook* (3rd Edition, 2017), the methodology outlined in the National Cooperative Highway Research Program (NCHRP) Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* was used to estimate internal trip capture between Project land use components. This was achieved through the use of the NCHRP 684 Internal Trip Capture Estimation Tool. NCHRP 684 Internal Trip Capture Estimation Tool Worksheets are provided in Appendix E and present the internal trip capture anticipated between the proposed Project uses.

Trip adjustment factors for the Project also account for the presence of "pass-by" trips. As motorists pass by the Project, the specific convenient facilities provided by the Project (or other factors) may produce a stop at the site. Such activity is considered to be an interim stop along a trip that existed irrespective of the development of the Project, and therefore vehicles making these stops are not considered to be newly generated Project-related traffic. The ITE *Trip Generation Handbook* (3rd Edition, 2017) was used to estimate the pass-by trip reduction percentages for the Project's proposed commercial [Shopping Center] uses.

According to the TS Guidelines, a transportation study that includes a level of service (LOS) analysis will be required if the project exceeds 100 vehicle trips during the AM or PM peak hour trip generation or if a project will add more than 50 trips during the AM or PM peak hours to any intersection. Based on the trip generation calculations in Table 1, the Project is estimated to be below both the 100 and 50 Project trip threshold in the AM and PM peak hours. Therefore, the Project is not required to conduct a LOS analysis.

The trip generation rates and calculated Project trip generation are shown in Table 1 below.

Table 1 – Trip Generation Rates and Calculations

Land Use	ITE Code	Intensity[2]	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Multifamily Housing (Mid-Rise)	221	1 du	5.44	26%	74%	0.36	61%	39%	0.44
Shopping Center	820	1 ksf	37.75	62%	38%	0.94	48%	52%	3.81
Trip Generation Summary									
Description		**Size**	**Average Weekday**	**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
PROPOSED USES									
Multifamily Housing (Mid-Rise)		51 du	277	5	13	18	13	9	22
Internal Capture Adjustment			(48)	0	0	0	(5)	(2)	(7)
Multifamily Housing (Mid-Rise) Total			229	5	13	18	8	7	15
Shopping Center		10.638 ksf	402	6	4	10	20	21	41
Internal Capture Adjustment			(55)	0	0	0	(2)	(5)	(7)
Shopping Center With Internal Capture Adjustment Subtotal			347	6	4	10	18	16	34
Pass-By Adjustment[4]			(91)	0	0	0	(6)	(6)	(12)
Shopping Center Total			256	6	4	10	12	10	22
Project Driveway Trips (including Pass-By Trips)			**576**	**11**	**17**	**28**	**26**	**23**	**49**
Net Project Trips			**485**	**11**	**17**	**28**	**20**	**17**	**37**

Notes:

1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and equations for Land Use Code (LUC) 221 (Multifamily Housing [Mid-Rise]) and LUC 820 (Shopping Center) applied for the General Urban/Suburban setting.
2) du = dwelling unit; ksf = Thousands of Square Feet of Gross Floor Area
3) Internal capture applied per the *ITE Trip Generation Handbook* (3rd Edition), and NCHRP 684 Internal Trip Capture Estimate Tool. The ITE *Trip Generation* Handbook provides no guidance for estimating daily trips for mixed-use developments. Therefore, daily trips for each land use's subcategory were estimated by developing a Daily-to-(AM+PM peak hour) factor using the land use's baseline vehicle trips and then applying this factor to each subcategory's combined (AM+PM) peak-hour trips.
4) Pass-by adjustment applied per *ITE Trip Generation Handbook* (3rd Edition). PM peak hour applied a 34% pass-by adjustment. The *ITE Trip Generation* Handbook does not include estimations for daily average pass-by trips were estimated by developing a Daily to (AM+PM peak hour) factor using the baseline vehicle trips and then applying this factor to the combined (AM+PM) peak hour trips.

VEHICLE MILES TRAVELED (VMT) SCREENING ANALYSIS

Following the passage of Senate Bill 743 (SB 743), the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under CEQA. These guidelines are intended to promote the reduction of greenhouse gas emissions and develop multimodal and diverse transportation networks by shifting the transportation performance metric from automobile delay and LOS to vehicle miles traveled (VMT) for evaluating environmental and transportation impacts. VMT is an estimate of the total distance (in miles) that project vehicles are expected to generate during a day.

In response to the updates to the CEQA guidelines, the City updated the TS Guidelines in September 2020 to conform to the requirements of SB 743. The TS Guidelines replaced the 2006 Traffic Study Guidelines and shifted the performance metric for evaluating transportation impacts under CEQA from LOS to VMT for studies completed within the City. The TS Guidelines establish thresholds to identify development projects that will conflict with the updated CEQA guidelines.

As outlined in the TS Guidelines, a VMT screening analysis is required in order to determine whether or not a project will need to provide further VMT analysis. As part of the screening analysis, there are three screening steps that a project performs to determine if it will be required to conduct any further VMT analysis:

1. *Transit Priority Area (TPA) Screening* – Projects located within a TPA may be presumed to have a less than significant impact;
2. *Low VMT Area Screening* – Projects located within a low VMT-generating area may be presumed to have a less than significant impact; and
3. *Project Type Screening* – Specific projects that have been identified that may include but not be limited to the following are presumed to have a of less than significant impact:
    - Local-serving K-12 schools
    - Local parks
    - Local-serving retail uses less than 50,000 square feet, including:
        - Gas stations
        - Banks
        - Restaurants
        - Shopping Center
    - Affordable, supportive, or transitional housing
    - Senior housing (as defined by HUD)

A Project VMT screening evaluation was conducted utilizing the TS Guidelines along with the San Gabriel Valley Council of Governments (SGVCOG) VMT Evaluation Tool to determine whether or not the Project will require a VMT analysis. Screening under Steps 1 and 2 utilized the San Gabriel Valley Council of Governments (SGVCOG) VMT Evaluation Tool. This tool was developed for the 31 incorporated cities and unincorporated communities located within the San Gabriel Valley. The VMT Evaluation Tool screening feature allows you to input the project information, the project's baseline year, and the land-use types to conduct a screening analysis.

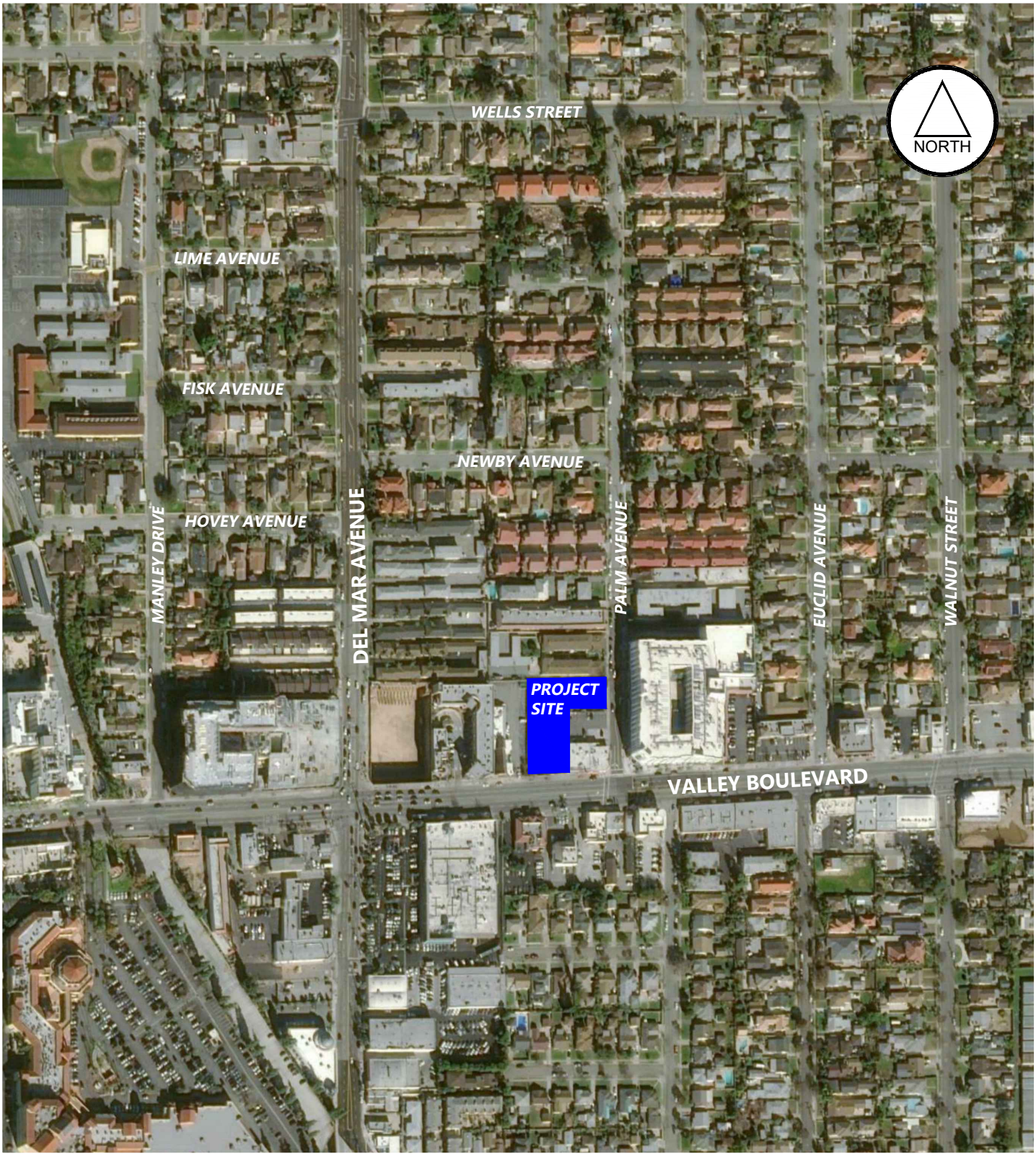
The first step was to determine if the Project is located in a TPA. Based on the results of the SGVCOG screening of the applicable TPAs (areas within one-half mile of an existing major transit stop/station or high-quality transit corridor with a frequency of service of 15 minutes or less during the peak commute hours), the Project is not located within a TPA. The second step was to determine if the Project land uses will be located within low VMT areas. For this screening step, the Project VMT considered vehicle trips associated with the resident and worker trips to and from the Project site. For both the residential and commercial components, the home-based VMT per capita (for residential uses) and the home-based work VMT per worker (for the commercial uses) were determined to be located within a low VMT-generating area and will therefore have a less than significant impact. Refer to Attachment F for the SGVCOG VMT Evaluation Tool results. Although the third and final step that screens a project by project type is not necessary, it should be noted that the commercial land uses will be presumed to have a less than significant VMT impact because of their local serving characteristics since it is comprised of less than 50,000 square feet. Based on these screening steps noted above, the Project will not be required to conduct any further VMT analysis for either the residential and commercial components and is presumed to have a less than significant VMT impact.

SUMMARY OF FINDINGS

The transportation impacts and deficiencies for the Project were evaluated in this traffic letter. As indicated in the analyses, the Project does not require any further LOS or VMT analysis.

ATTACHMENTS

ATTACHMENT A
Project Site Vicinity



ATTACHMENT A

7/13/2021

FN: VALLEYBL(205E)RESIDENTIALMIXEDUSEPROJECT/GRAPHICS/SITEVICINITY

PROJECT SITE VICINITY

CRAIN
A KOA Corporation Company
300 Corporate Pointe, Suite 470
Culver City, California 90230
Tel: (310) 473-6508 Fax: (310) 444-9771
www.crainandassociates.com

ATTACHMENT B

Approved Project Transportation Study Scoping Document

300 Corporate Pointe, Suite 470, Culver City, CA 90230
T: (310) 473-6508 | www.crainandassociates.com

To: City of San Gabriel Public Works Department & Planning Department
From: Hilary Mau, Transportation Planner, Crain & Associates
Subject: Proposed 205 E. Valley Boulevard Residential Mixed-Use Project
Transportation Study Scope of Work, City of San Gabriel, CA

A traffic letter will be conducted according to the *City of San Gabriel Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (the "TS Guidelines"), most recently updated in September 2020. The City of San Gabriel (the "City") has revised its transportation guidelines to include a non-CEQA and CEQA transportation assessment. This document represents the proposed scope of work as coordinated with the City Engineer and Planner to complete the traffic letter. It should be noted that the letter does not require a detailed level of service analysis based on the findings. As such, the traffic letter will include a discussion on parking and circulation, passenger and delivery loading, trip generation, vehicle miles traveled (VMT) screening analysis, a summary of findings/recommendations, along with an exhibit depicting existing and proposal driveways, on-street parking, signage, curb painting.

PROJECT DESCRIPTION

Valley SG Landplus is proposing a residential mixed-use development located at 205 E. Valley Boulevard in the City. The Project will consist of a four-story building with 51 market-rate apartments and approximately 10,638 square feet of ground-floor commercial land uses that may include a combination of general commercial/office/restaurant/coffee shop uses on a currently vacant L-shaped lot (the "Project"). The Project will be providing the required number of parking spaces with up to 128 automobile parking spaces to be provided on the ground level and two levels of subterranean parking. Additionally, the Project will be providing short-term and long-term bicycle parking. Project vehicular access/egress will be provided on Palm Avenue which forms a portion of the eastern boundary of the Project site. Attachment A presents the Conceptual Site Plan.

PROJECT TRIP GENERATION

Trip generation rates from *Trip Generation,* 10th Edition, Institute of Transportation Engineers (ITE), 2017 will be utilized for the analysis. The trip generation equations and rates in the ITE manual are nationally recognized and are used as the basis for most transportation-related studies conducted in the City and the surrounding region. Information was obtained from the *Trip Generation Manual* for ITE Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise) and LUC 820 – Shopping Center. The Shopping Center land use category was used since these are integrated developments that may contain retail, restaurant, office uses, bank, real estate office, health clubs, post office, etc. These rates do not account for such trip-reducing factors as internally captured trips, significant transit usage and/or walk trip potential, or pass-by trips. These trip-reducing factors are important considerations in determining the actual traffic-generating characteristics of a project; therefore, adjustments were made to the Project's trip generation estimates. Trip-reduction adjustments applied to the Project trip generation include internal capture and pass-by adjustments according to the ITE *Trip Generation Handbook*, 3rd Edition. Transit usage and/or walk trip

adjustments were not applied. The trip generation rates and calculated Project trip generation are shown in Table 1 below.

The TS Guidelines threshold for requiring a full transportation study is a Project generation of 50 or more peak hour trips. Based on the AM and PM peak hour trip generation, the Project will not be required to conduct a full transportation study. Instead, a traffic letter will be prepared.

Table 1 – Trip Generation Rates and Calculations

Land Use	ITE Code	Intensity[2]	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Multifamily Housing (Mid-Rise)	221	1 du	5.44	26%	74%	0.36	61%	39%	0.44
Shopping Center	820	1 ksf	37.75	62%	38%	0.94	48%	52%	3.81
Trip Generation Summary									
Description		**Size**	**Average Weekday**	**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
PROPOSED USES									
Multifamily Housing (Mid-Rise)		51 du	277	5	13	18	13	9	22
Internal Capture Adjustment			(48)	0	0	0	(5)	(2)	(7)
Multifamily Housing (Mid-Rise) Total			229	5	13	18	8	7	15
Shopping Center		10.638 ksf	402	6	4	10	20	21	41
Internal Capture Adjustment			(55)	0	0	0	(2)	(5)	(7)
Shopping Center With Internal Capture Adjustment Subtotal			347	6	4	10	18	16	34
Pass-By Adjustment[4]			(91)	0	0	0	(6)	(6)	(12)
Shopping Center Total			256	6	4	10	12	10	22
Project Driveway Trips (including Pass-By Trips)			**576**	**11**	**17**	**28**	**26**	**23**	**49**
Net Project Trips			**485**	**11**	**17**	**28**	**20**	**17**	**37**

Notes:
1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and equations for Land Use Code (LUC) 221 (Multifamily Housing [Mid-Rise]) and LUC 820 (Shopping Center) applied for the General Urban/Suburban setting.
2) du = dwelling unit; ksf = Thousands of Square Feet of Gross Floor Area
3) Internal capture applied per the *ITE Trip Generation Handbook* (3rd Edition), and NCHRP 684 Internal Trip Capture Estimate Tool. The ITE *Trip Generation* Handbook provides no guidance for estimating daily trips for mixed-use developments. Therefore, daily trips for each land use's subcategory were estimated by developing a Daily-to-(AM+PM peak hour) factor using the land use's baseline vehicle trips and then applying this factor to each subcategory's combined (AM+PM) peak-hour trips.
4) Pass-by adjustment applied per *ITE Trip Generation Handbook* (3rd Edition). PM peak hour applied a 34% pass-by adjustment. The *ITE Trip Generation* Handbook does not include estimations for daily average pass-by trips were estimated by developing a Daily to (AM+PM peak hour) factor using the baseline vehicle trips and then applying this factor to the combined (AM+PM) peak hour trips.

VMT SCREENING ANALYSIS

A Project VMT screening evaluation was conducted utilizing the TS Guidelines along with the San Gabriel Valley Council of Governments (SGVCOG) VMT Evaluation Tool to determine whether or not the Project will require a VMT analysis. According to the TS Guidelines, there are three screening steps to find out if a project can be screened out and would therefore be presumed to have a less than significant VMT impact. These steps are as follows:

1. *Transit Priority Area (TPA) Screening* – Projects located within a TPA may be presumed to have less than significant impact;
2. *Low VMT Area Screening* – Projects located within a low VMT-generating area may be presumed to have less than significant impact; and
3. *Project Type Screening* – Projects that have been identified as have the presumption of less than significant impact, that may included but not be limited to:

- Local-serving K-12 schools
- Local parks
- Local-serving retail uses less than 50,000 square feet, including:
    - Gas stations
    - Banks
    - Restaurants
    - Shopping Center
- Affordable, supportive, or transitional housing
- Senior housing (as defined by HUD)

The SGVCOG VMT Evaluation Tool was used to determine if the Project could be screened from conducting a VMT analysis. The first step was to determine if the Project is located in a TPA. Based on the results of the TPA screening, the Project is not located within a TPA. The second step was to determine if the Project land uses would be located within low VMT areas. For both the residential and commercial components, the home-based VMT per capita (for residential uses) and the home-based work VMT per worker (for the commercial uses) were determined to be located within a low VMT-generating area and would therefore will have a less than significant impact. For this screening step, the Project VMT considered vehicle trips associated with the resident and worker trips to and from the Project site. Refer to Attachment B for the SGVCOG VMT Evalution Tool results. Although the third and final step that screens a project by project type is not necessary, it should be noted that the commercial land uses would be presumed to have a less than significant VMT impact because of their local serving characteristics since it is comprised of less than 50,000 square feet. Therefore, based on these screening steps noted above, the Project will not be required to conduct any further VMT analysis for either the residential and commercial components.

SIGNATURES

The above scope is recommended to meet the City's transportation assessment requirements for this Project. Should you have any questions, please call (310) 473-6508.

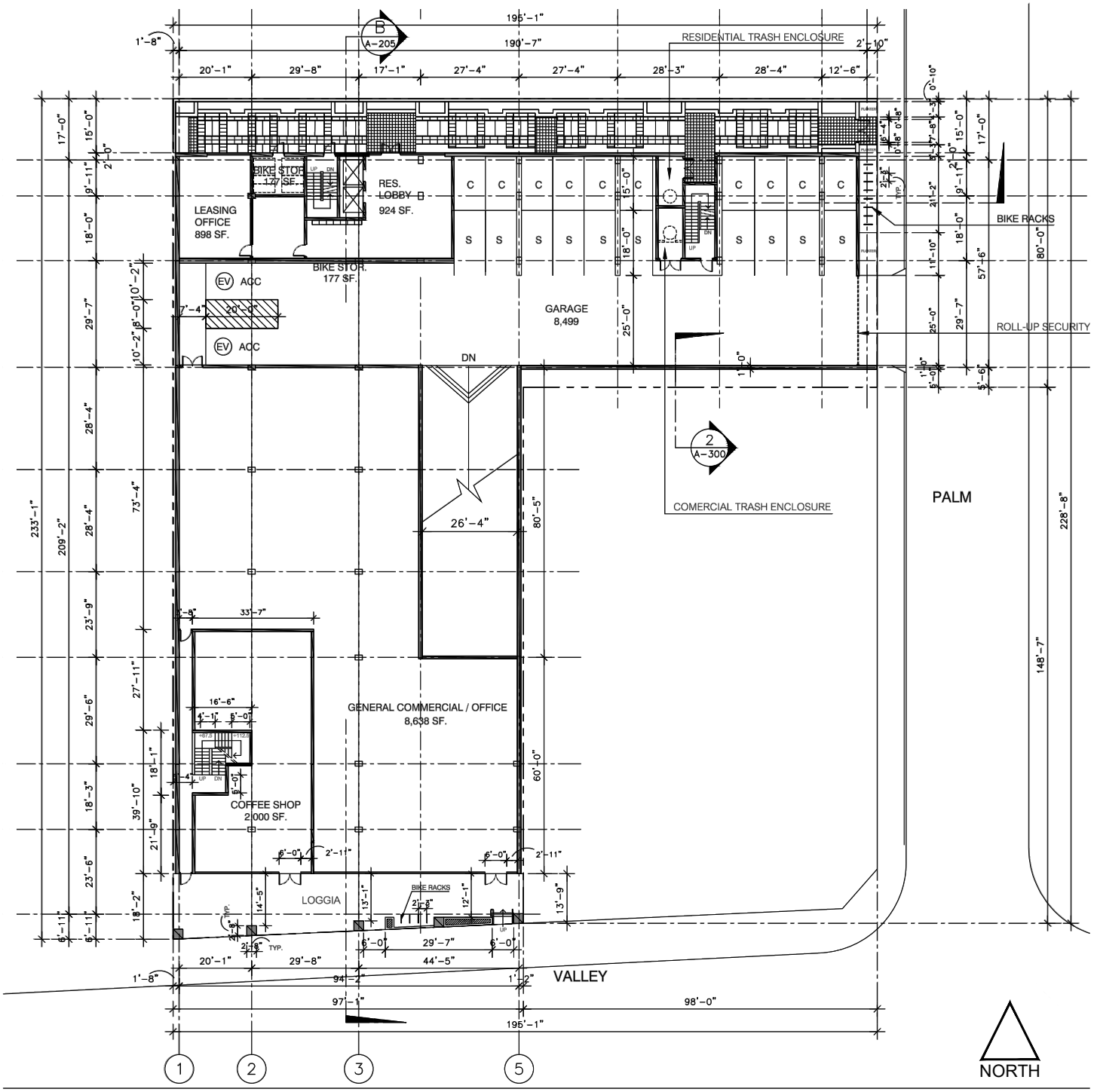
Recommended by:

	June 21, 2021
Consultants Representative	Date

Accepted by:

City of San Gabriel Representative	Date

ATTACHMENTS



ATTACHMENT A

5/25/2021

FN: VALLEYBL(205E)RESIDENTIALMIXEDUSEPROJECT/GRAPHICS/ATTACHMENTA

CONCEPTUAL SITE PLAN

CRAIN
A KOA Corporation Company
300 Corporate Pointe, Suite 470
Culver City, California 90230
Tel: (310) 473-6508 Fax: (310) 444-9771
www.crainandassociates.com

SGVCOG VMT Evaluation Tool Report

ATTACHMENT B

Project Details

Timestamp of Analysis: June 18, 2021, 08:48:39 PM

Project Name: 205 E. Valley Blvd

Project Description: Residential mixed-use project

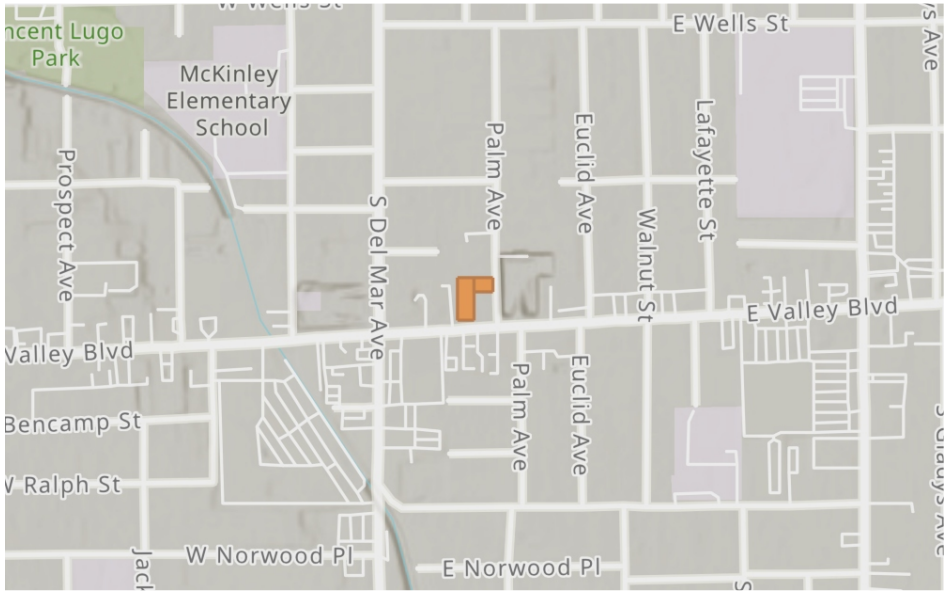
Project Location

Jurisdiction: San Gabriel

APN	TAZ
5369-018-002	22173500
5369-018-020	22173500

Inside a TPA?

No (Fail)



Analysis Details

Data Version: SCAG Regional Travel Demand Model
2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2021

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	51
Total DUs:	51

Non-Residential:

Office KSF:	
Local Serving Retail KSF:	10
Industrial KSF:	

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

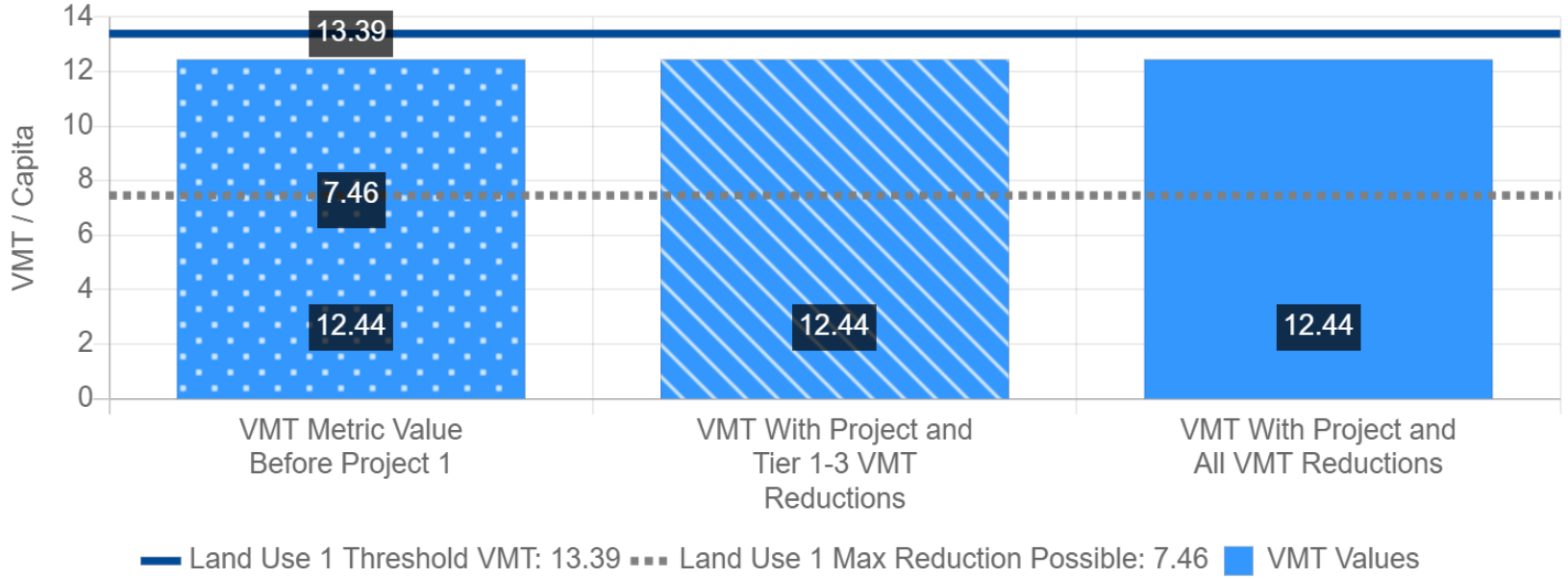
Parking:

Motor Vehicle Parking:	128
Bicycle Parking:	22

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project 1:	Home-based VMT per Capita
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	15.75
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

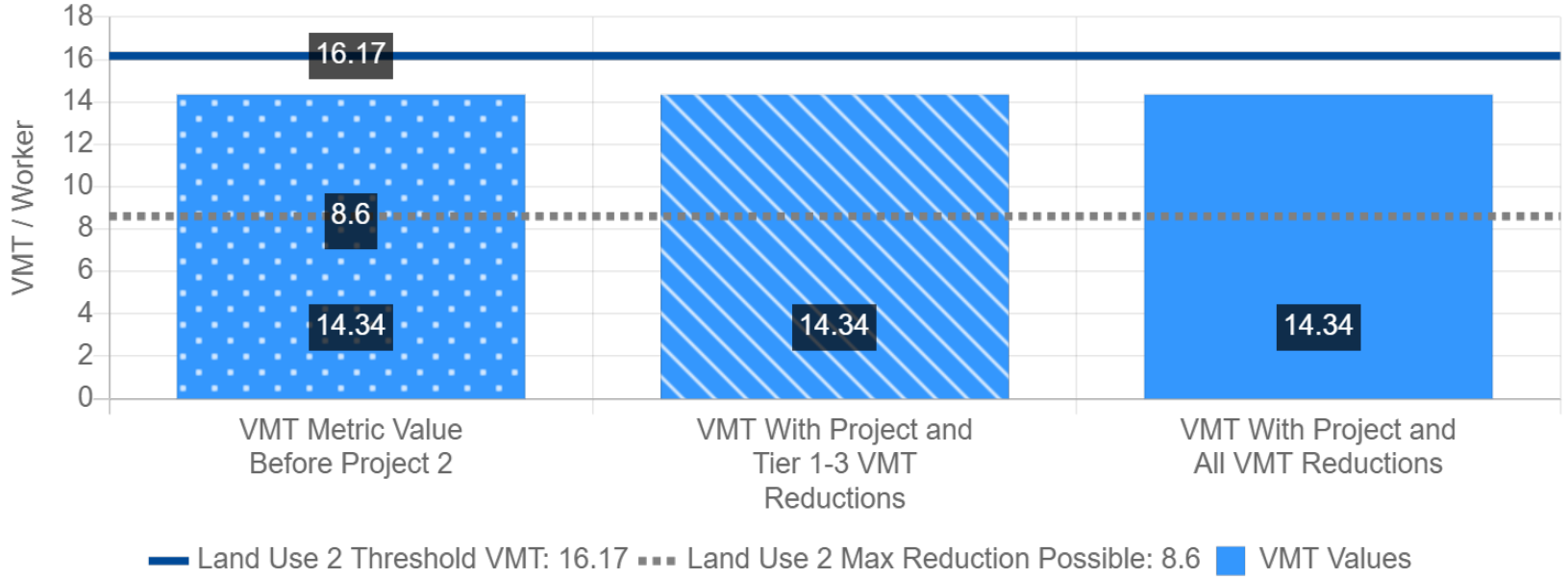
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	12.44	12.44	12.44
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Commercial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 2:	Commercial
VMT Without Project 2:	Home-based Work VMT per Worker
VMT Baseline Description 2:	SGVCOG Average
VMT Baseline Value 2:	19.03
VMT Threshold Description 2:	-15%
Land Use 2 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	14.34	14.34	14.34
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Hilary Mau

From: Szeka A. Cheng <Scheng@SGCH.ORG>
Sent: Thursday, July 1, 2021 11:02 AM
To: Henry Completo; Hilary Mau; Steve Itagaki
Cc: Algis Marciuska; Matt Chang
Subject: RE: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Hillary,
I approve the scoping.
Thanks,
Angela

Szeka "Angela" Cheng, PE
Principal Civil Engineer
City of San Gabriel
917 E. Grand Avenue
San Gabriel, California 91778
Phone: 626.308.2825
Fax: 626.458.1056
scheng@sgch.org
SanGabrielCity.com

From: Henry Completo <Hcompleto@SGCH.ORG>
Sent: Thursday, July 01, 2021 3:07 AM
To: Hilary Mau <hmau@koacorp.com>; Steve Itagaki <SItagaki@jmdiaz.com>
Cc: Algis Marciuska <Amarciuska@jmdiaz.com>; Matt Chang <mchang@SGCH.ORG>; Szeka A. Cheng <Scheng@SGCH.ORG>
Subject: RE: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Hi Hillary,

This Scoping document is OK. I will recommend to Angela (Szeka Cheng), the City's Principal Engineer, to approve this in behalf of the City Engineer/Public Works Director.

Henry

Henry Completo

Development Review Engineer
Project Partners, Inc.,
Serving the Public Works Department
City of San Gabriel

From: Hilary Mau [mailto:hmau@koacorp.com]
Sent: Tuesday, June 29, 2021 4:36 PM
To: Steve Itagaki <SItagaki@jmdiaz.com>
Cc: Algis Marciuska <Amarciuska@jmdiaz.com>; Matt Chang <mchang@SGCH.ORG>; Henry Completo <Hcompleto@SGCH.ORG>; Szeka A. Cheng <Scheng@SGCH.ORG>
Subject: RE: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Hi Steve,

That's great news. Thank you all! For our records, could you or someone directly with the City sign the scoping document (I attached it for convenience)?

Now onto the draft traffic letter.

Thanks,
Hilary

Hilary Mau
Transportation Planner
300 Corporate Pointe, Suite 470, Culver City, CA 90230
T (310) 473-6508 | D (310) 981-4377
www.koacorp.com
Facebook | Instagram | Twitter | LinkedIn

From: Steve Itagaki [mailto:SItagaki@jmdiaz.com]
Sent: Tuesday, June 29, 2021 1:23 PM
To: Hilary Mau <hmau@koacorp.com>
Cc: Algis Marciuska <Amarciuska@jmdiaz.com>; 'Matt Chang' <mchang@SGCH.ORG>; 'Henry Completo' <Hcompleto@SGCH.ORG>; 'Szeka A. Cheng' <Scheng@SGCH.ORG>
Subject: RE: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Hi Hilary,

We have reviewed your updated scoping document and have no further comments. Please continue with your draft report and submit to us when ready. Thanks.

Steve

From: Hilary Mau [mailto:hmau@koacorp.com]
Sent: Friday, June 25, 2021 10:54 AM
To: Steve Itagaki <SItagaki@jmdiaz.com>
Cc: Algis Marciuska <Amarciuska@jmdiaz.com>; 'Matt Chang' <mchang@SGCH.ORG>; 'Henry Completo' <Hcompleto@SGCH.ORG>; 'Szeka A. Cheng' <Scheng@SGCH.ORG>
Subject: RE: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Hi Steve,

Thanks for the update. Have a nice weekend!

Hilary

Hilary Mau
Transportation Planner
300 Corporate Pointe, Suite 470, Culver City, CA 90230
T (310) 473-6508 | D (310) 981-4377
www.koacorp.com
Facebook | Instagram | Twitter | LinkedIn

From: Steve Itagaki [mailto:SItagaki@jmdiaz.com]
Sent: Friday, June 25, 2021 10:42 AM
To: Hilary Mau <hmau@koacorp.com>
Cc: Algis Marciuska <Amarciuska@jmdiaz.com>; 'Matt Chang' <mchang@SGCH.ORG>; 'Henry Completo' <Hcompleto@SGCH.ORG>; 'Szeka A. Cheng' <Scheng@SGCH.ORG>
Subject: RE: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Hi Hilary,

We are still reviewing the document and plan to have this back to you no later than next Tuesday, 6/29. No questions yet. Thanks.

Steve

From: Hilary Mau [mailto:hmau@koacorp.com]
Sent: Friday, June 25, 2021 10:40 AM
To: Steve Itagaki <SItagaki@jmdiaz.com>
Cc: Algis Marciuska <Amarciuska@jmdiaz.com>; 'Matt Chang' <mchang@SGCH.ORG>; 'Henry Completo' <Hcompleto@SGCH.ORG>; 'Szeka A. Cheng' <Scheng@SGCH.ORG>
Subject: RE: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Good morning, Steve.

I hope your Friday is going well. I am following up to see if you have updates or questions on the revised scoping document.

Thanks,
Hilary

Hilary Mau
Transportation Planner
300 Corporate Pointe, Suite 470, Culver City, CA 90230
T (310) 473-6508 | D (310) 981-4377
www.koacorp.com
Facebook | Instagram | Twitter | LinkedIn

From: Hilary Mau
Sent: Monday, June 21, 2021 6:33 PM
To: Steve Itagaki <SItagaki@jmdiaz.com>
Cc: Algis Marciuska <Amarciuska@jmdiaz.com>; 'Matt Chang' <mchang@SGCH.ORG>; 'Henry Completo' <Hcompleto@SGCH.ORG>; 'Szeka A. Cheng' <Scheng@SGCH.ORG>
Subject: RE: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Hi Steve,

Hope you are well. Attached is the revised scoping document with a more comprehensive VMT screening section. I know you mentioned removing the term 'presumed,' but I kept it in the document because the term was used in the TS Guidelines. Hopefully, these revisions address the comments and the scoping document can be approved. Let me know if you have further questions.

Thanks,
Hilary

Hilary Mau
Transportation Planner
300 Corporate Pointe, Suite 470, Culver City, CA 90230
T (310) 473-6508 | D (310) 981-4377
www.koacorp.com
Facebook | Instagram | Twitter | LinkedIn

From: Steve Itagaki [mailto:SItagaki@jmdiaz.com]
Sent: Wednesday, June 2, 2021 10:46 AM
To: Hilary Mau <hmau@koacorp.com>
Cc: Algis Marciuska <Amarciuska@jmdiaz.com>; 'Matt Chang' <mchang@SGCH.ORG>; 'Henry Completo' <Hcompleto@SGCH.ORG>; 'Szeka A. Cheng' <Scheng@SGCH.ORG>
Subject: RE: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Sounds good.

From: Hilary Mau [mailto:hmau@koacorp.com]
Sent: Wednesday, June 02, 2021 10:31 AM
To: Steve Itagaki <SItagaki@jmdiaz.com>
Cc: Algis Marciuska <Amarciuska@jmdiaz.com>; 'Matt Chang' <mchang@SGCH.ORG>; 'Henry Completo' <Hcompleto@SGCH.ORG>; 'Szeka A. Cheng' <Scheng@SGCH.ORG>
Subject: RE: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Hi Steve,

How does 11:30 a.m. sound?

Thanks,
Hilary

Hilary Mau
Transportation Planner
300 Corporate Pointe, Suite 470, Culver City, CA 90230
T (310) 473-6508 | D (310) 981-4377
www.koacorp.com
Facebook | Instagram | Twitter | LinkedIn

Please consider the environment before printing my email

CONFIDENTIALITY NOTICE: The information contained in this e-mail transmission is intended only for use of the individual or entity named above. This e-mail transmission, and any documents, files, previous e-mail transmissions or other information attached to it, may contain confidential information that is privileged. If you are not the intended recipient of this e-mail transmission, or the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that any disclosure, dissemination, distribution, copying or other use of this transmission or any of the information contained in or attached to it is strictly prohibited. If you have received this e-mail transmission in error, please immediately notify us by return e-mail transmission or by telephone at (323) 260-4703, and destroy the original e-mail transmission and its attachments without reading or saving it in any manner. Thank you.

From: Steve Itagaki [mailto:SItagaki@jmdiaz.com]
Sent: Wednesday, June 2, 2021 8:28 AM
To: Hilary Mau <hmau@koacorp.com>
Cc: Algis Marciuska <Amarciuska@jmdiaz.com>; 'Matt Chang' <mchang@SGCH.ORG>; 'Henry Completo' <Hcompleto@SGCH.ORG>; 'Szeka A. Cheng' <Scheng@SGCH.ORG>
Subject: Re: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Hi Hilary,
I am available tomorrow, Thursday, from 11 am - 5 pm. Thanks.
Steve

From: Hilary Mau <hmau@koacorp.com>
Sent: Tuesday, June 1, 2021 8:27 PM
To: Steve Itagaki <SItagaki@jmdiaz.com>
Cc: Algis Marciuska <Amarciuska@jmdiaz.com>; 'Matt Chang' <mchang@SGCH.ORG>; 'Henry Completo' <Hcompleto@SGCH.ORG>; 'Szeka A. Cheng' <Scheng@SGCH.ORG>
Subject: RE: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Hi Steve,

Yes, let's coordinate a time to discuss. What is your availability this week?

Thanks,
Hilary

Hilary Mau
Transportation Planner
300 Corporate Pointe, Suite 470, Culver City, CA 90230
T (310) 473-6508 | D (310) 981-4377
www.koacorp.com
Facebook | Instagram | Twitter | LinkedIn

From: Steve Itagaki [mailto:SItagaki@jmdiaz.com]
Sent: Tuesday, June 1, 2021 2:14 PM
To: Hilary Mau <hmau@koacorp.com>
Cc: Algis Marciuska <Amarciuska@jmdiaz.com>; 'Matt Chang' <mchang@SGCH.ORG>; 'Henry Completo' <Hcompleto@SGCH.ORG>; 'Szeka A. Cheng' <Scheng@SGCH.ORG>
Subject: RE: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Hi Hilary,

I left you a voice message earlier on your direct line. Also, per attached, we ran our own VMT evaluation tool and came up with these results. Perhaps we should coordinate. Thanks.

Steve

From: Hilary Mau [mailto:hmau@koacorp.com]
Sent: Tuesday, June 01, 2021 2:05 PM
To: Steve Itagaki <SItagaki@jmdiaz.com>
Cc: Algis Marciuska <Amarciuska@jmdiaz.com>; 'Matt Chang' <mchang@SGCH.ORG>; 'Henry Completo' <Hcompleto@SGCH.ORG>; 'Szeka A. Cheng' <Scheng@SGCH.ORG>
Subject: RE: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Hi Steve,

I hope that you had a nice weekend. I wanted to follow up with you regarding the revised scoping document and see if you have any questions.

Thanks,
Hilary

Hilary Mau
Transportation Planner
300 Corporate Pointe, Suite 470, Culver City, CA 90230
T (310) 473-6508 | D (310) 981-4377
www.koacorp.com
Facebook | Instagram | Twitter | LinkedIn

From: Hilary Mau
Sent: Tuesday, May 25, 2021 4:29 PM
To: 'Steve Itagaki' <SItagaki@jmdiaz.com>
Cc: 'Algis Marciuska' <Amarciuska@jmdiaz.com>; Matt Chang <mchang@SGCH.ORG>; 'Henry Completo' <Hcompleto@SGCH.ORG>; 'Szeka A. Cheng' <Scheng@SGCH.ORG>
Subject: 205 E. Valley Boulevard Transportation Study Scoping Document - Revised

Hi Steve,

As promised, attached for the City's review is the revised transportation study scoping document for 205 E. Valley Boulevard. As we discussed, the scope has been reduced based on the project's trip generation and the on-site shared parking analysis is no longer included based on further discussions with the applicant and Planning.

Please feel free to reach out to me with any questions.

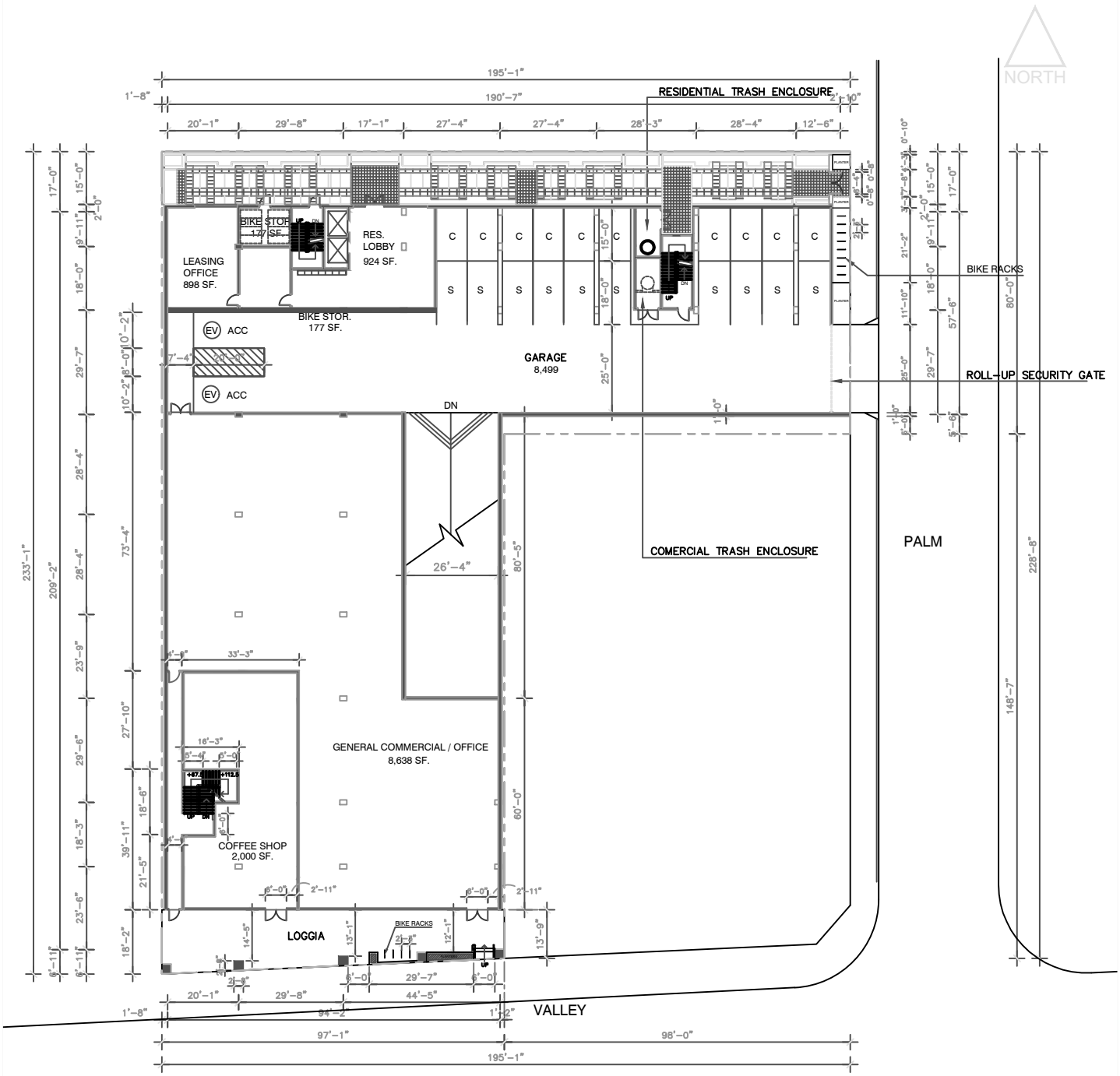
Thanks,
Hilary

Hilary Mau
Transportation Planner

300 Corporate Pointe, Suite 470, Culver City, CA 90230
T (310) 473-6508 | D (310) 981-4377
www.koacorp.com
Facebook | Instagram | Twitter | LinkedIn

Please consider the environment before printing my email

ATTACHMENT C
Conceptual Site Plan



ATTACHMENT C

7/13/2021

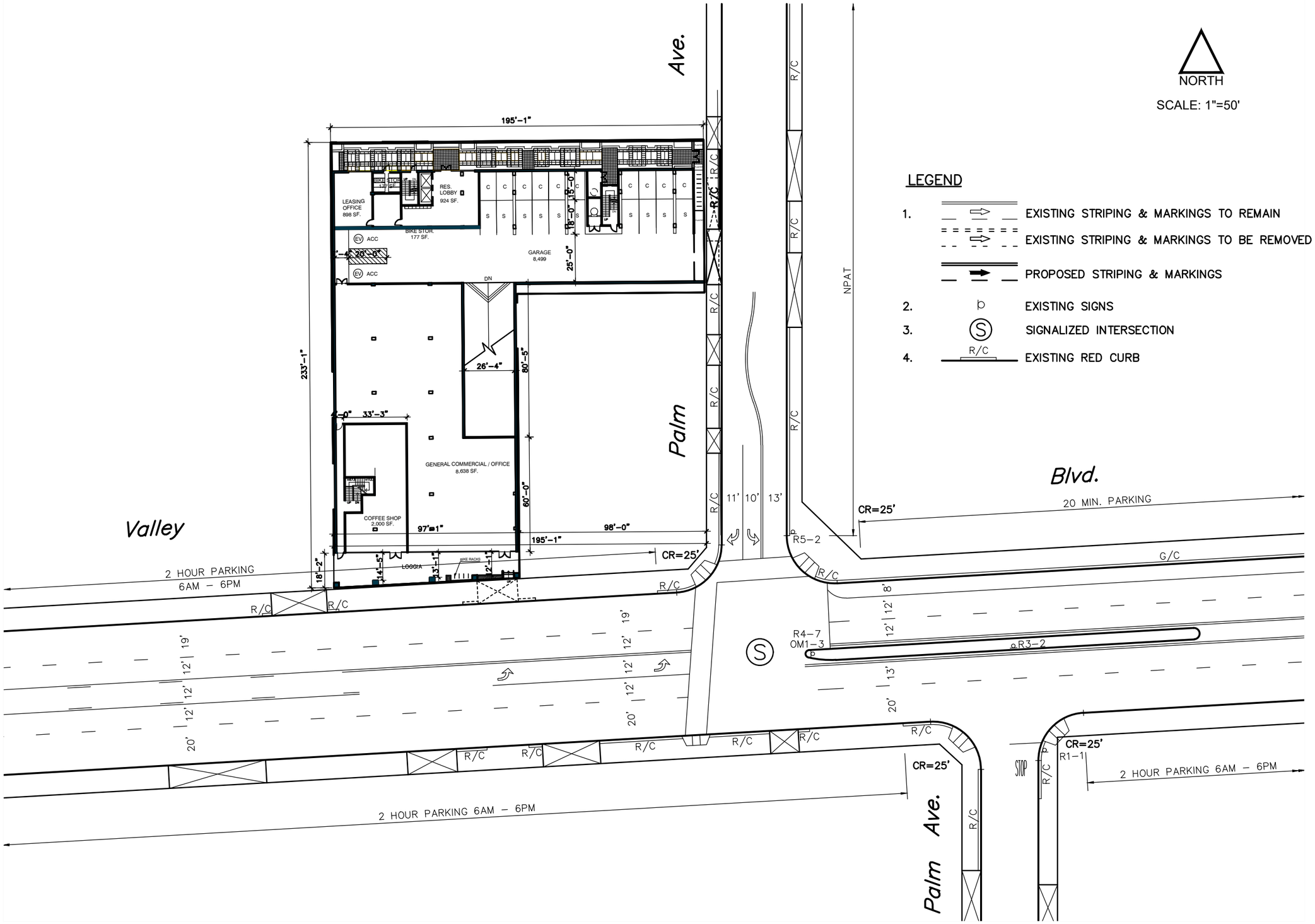
FN: VALLEYBL(205E)RESIDENTIALMIXEDUSEPROJECT/GRAPHICS/SITEPLAN

CONCEPTUAL SITE PLAN

CRAIN
A KOA Corporation Company
300 Corporate Pointe, Suite 470
Culver City, California 90230
Tel: (310) 473-6508 Fax: (310) 444-9771
www.crainandassociates.com

ATTACHMENT D

Existing and Proposed Signage & Striping Plan



LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKINGS
2. EXISTING SIGNS
3. SIGNALIZED INTERSECTION
4. R/C EXISTING RED CURB

7/15/2021

FN: VALLEY BL(205) RESIDENTIAL MIXED USE SAN GABRIEL\SITE-PLAN20210713

ATTACHMENT D

EXISTING AND PROPOSED
SIGNAGE AND STRIPING PLAN

300 Corporate Pointe, Suite 470
Culver City, California 90230
Tel: (310) 473-6508 Fax: (310) 444-9771
www.crainandassociates.com
CRAIN
A KOA Corporation Company

ATTACHMENT E

NCHRP 684 Internal Trip Capture Estimation Tool Worksheets

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	205 E. Valley Boulevard Mixed-Use Project	**Organization:**	Crain/KOA Corporation
Project Location:	205 E.Valley Boulevard, San Gabriel, CA	**Performed By:**	
Scenario Description:	With Project	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	10,638		10	6	4
Restaurant				0		
Cinema/Entertainment				0		
Residential	221		51	18	5	13
Hotel				0		
All Other Land Uses[2]				0		
				28	11	17

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail	1.00			1.00		
Restaurant						
Cinema/Entertainment						
Residential	1.00			1.00		
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	28	11	17
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips[5]	28	11	17
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	205 E. Valley Boulevard Mixed-Use Project
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	6	6	1.00	4	4
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	5	5	1.00	13	13
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		1	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	3	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	6	6	6	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	5	5	5	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	4	4	4	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	13	13	13	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	205 E. Valley Boulevard Mixed-Use Project	**Organization:**	Crain/KOA Corporation
Project Location:	205 E.Valley Boulevard, San Gabriel, CA	**Performed By:**	
Scenario Description:	With Project	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	10,638		41	20	21
Restaurant				0		
Cinema/Entertainment				0		
Residential	221		51	22	13	9
Hotel				0		
All Other Land Uses[2]				0		
				63	33	30

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail	1.00			1.00		
Restaurant						
Cinema/Entertainment						
Residential	1.00			1.00		
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	5	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	63	33	30
Internal Capture Percentage	22%	21%	23%
External Vehicle-Trips[5]	49	26	23
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	24%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	38%	22%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	205 E. Valley Boulevard Mixed-Use Project
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	20	20	1.00	21	21
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	13	13	1.00	9	9
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		6	1	5	1
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	2	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	0	0	1	0
Retail	0		0	0	6	0
Restaurant	0	10		0	2	0
Cinema/Entertainment	0	1	0		1	0
Residential	0	2	0	0		0
Hotel	0	0	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	18	20	18	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	8	13	8	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	5	16	21	16	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	7	9	7	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

ATTACHMENT F
SGVCOG VMT Estimation Tool Results

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: June 18, 2021, 08:48:39 PM

Project Name: 205 E. Valley Blvd

Project Description: Residential mixed-use project

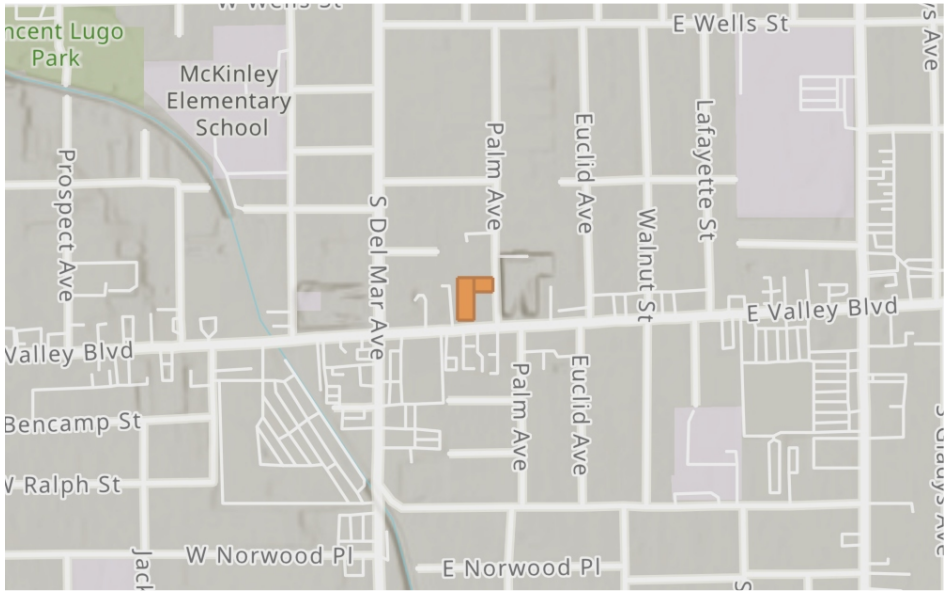
Project Location

Jurisdiction: San Gabriel

APN	TAZ
5369-018-002	22173500
5369-018-020	22173500

Inside a TPA?

No (Fail)



Analysis Details

Data Version: SCAG Regional Travel Demand Model
2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2021

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	51
Total DUs:	51

Non-Residential:

Office KSF:	
Local Serving Retail KSF:	10
Industrial KSF:	

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

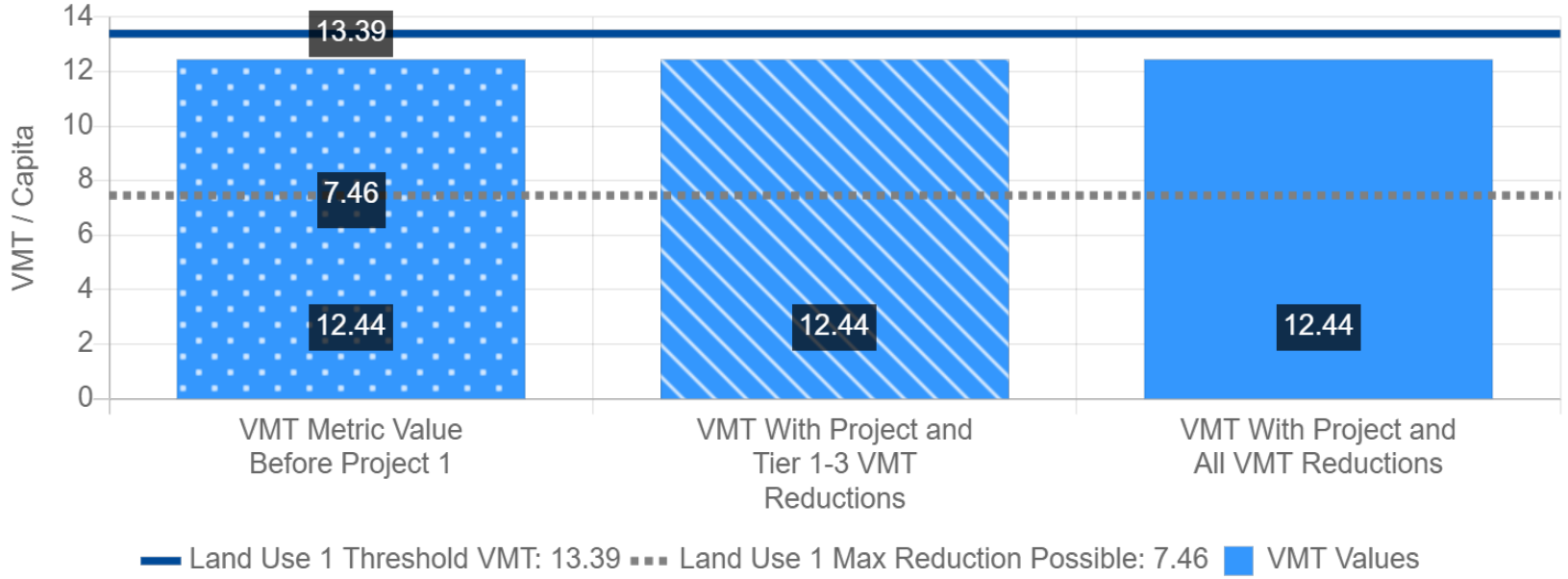
Parking:

Motor Vehicle Parking:	128
Bicycle Parking:	22

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project 1:	Home-based VMT per Capita
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	15.75
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	12.44	12.44	12.44
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Commercial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 2:	Commercial
VMT Without Project 2:	Home-based Work VMT per Worker
VMT Baseline Description 2:	SGVCOG Average
VMT Baseline Value 2:	19.03
VMT Threshold Description 2:	-15%
Land Use 2 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	14.34	14.34	14.34
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)