

# Appendix H Trip Generation and VMT Screening Analysis

## Appendix

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# ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

**Date:** June 17, 2021  
**Prepared by:** Alex J. Garber  
**To:** Jorge Estrada  
**Site:** Cornerstone Bible Church, 400 N Glendora Avenue, Glendora, CA 21741  
(EPD Project Number 21-071)  
**Subject:** Trip Generation and VMT Screening Analysis

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The Cornerstone Bible Church is located at 101 E Whitecomb Avenue in the City of Glendora. The Church is 6,560 square-feet (sf) and has the 230 seats. The Church was built in 1931 and has been in continuous operation on the site. The church currently has 2 Sunday services and meetings/classes throughout the week. The proposed Cornerstone Bible Church expansion proposes the construction of a new 9,380 sf church building with 350 seats and a basement for classrooms. The new church building will be located at 400 N Glendora Avenue, bounded by Glendora Avenue to the west and Whitcomb Avenue to the south, in the city of Glendora. The original Church building will be retained on-site and used for meeting and office space. Information was provided by the Church describing the anticipated operation with the expansion. The Church would add one Sunday service, and relocate the existing services, meetings, and classes. The following breakdown shows the proposed building usage:

#### New Worship Center:

Sunday: 3 services at 8am, 9:30am, and 11 am  
Monday: None  
Tuesday: Women's Study (9:30am)  
Wednesday: Children's Study (5:30pm)  
Thursday: Mom's Ministry (9:30am) and Worship Band Rehearsal (6:30pm)  
Friday: None  
Saturday: Special Events (men's breakfast, Christmas Concert)

#### Lower-Level Classrooms:

Sunday: Infants and toddlers; Elementary grades 1-5 (during services)  
Monday: None  
Tuesday: Infants and toddlers during Women's Study (9:30am)  
Wednesday: Infants and toddlers (9:30am) Elementary small groups (5:30pm)  
Thursday: Infants and toddlers during Mom's Ministry (9:30am)  
Friday: None  
Saturday: None

#### Original Church Worship Center:

Sunday: Youth Bible Studies  
Monday-Friday: 10 Staff Offices  
Tuesday: Youth Group (Jr & Sr High students (5:30pm)

Saturday: None

EPD has prepared an analysis of the project trip generation and a vehicle miles traveled (VMT) screening analysis to determine if a LOS-based traffic analysis or VMT analysis would be required for the project.

### **Project Trip Generation**

As noted in the project description, the new worship space would expand the worship area by 120 seats. According to information provided by the Church, there would be no increase in the number of groups meeting on-site or the attendance at groups and meetings. All of the improvements to existing facilities are intended to accommodate existing groups and meetings that are already held on-site. These meetings would utilize the upgraded space or space previously used for worship. However, to provide a conservative analysis, EPD assumed that the attendance at existing group meetings would increase by the same proportion as the increase in worship space.

The trip generation for the increased worship space was calculated using trip rates from the Institute of Transportation Engineers, *Trip Generation*, 10<sup>th</sup> Edition, 2017. Land Use Code 560 – Church using the rate per seat.

As shown in Table 1, the project is expected to generate 53 net new daily weekday trips including 14 net new weekday trips during the AM peak hour and 13 net new weekday trips during the PM peak hour. Since the highest activity at the site would be during church services on Sunday, so Table 1 also shows the project is expected to generate 145 daily Sunday trips, with 65 AM peak hour of the generator trips.

The City of Glendora's Traffic Impact Analysis Guidelines, which indicates all intersections with 50 or more weekday peak hour trips must be analyzed in a Traffic Impact Assessment (TIA). Based on the Weekday peak hour net trip generation of 14 trips, the project should not be required to prepare a TIA.

### **Vehicle Miles Traveled**

#### **Background**

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

#### **VMT Screening Analysis**

The City of Glendora adopted VMT Screening thresholds on July 14, 2020. These screening thresholds were used to determine if projects would require a vehicle miles traveled (VMT) analysis. The screening thresholds provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following criteria, then

the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required:

- Small projects that generate less than 250 daily vehicle trips.
- The project is located within a Transit Priority area.
- The project is a retail project less than 50,000 square feet.
- The project is constructing affordable housing (4 percent reduction per home).
- The project is a redevelopment project.
- The project is a community serving project.

The project would meet the criteria for a small project and redevelopment project as the net new daily trips is 53 on weekdays and 145 on Sundays. In addition, the project would be classified as a community serving project. Therefore, the project would screen out of VMT and is presumed to have a less than significant impact on VMT.

If you have any questions about this information, please contact me at (949) 794-1194 or [alex@epdsolutions.com](mailto:alex@epdsolutions.com).

**Table 1: Cornerstone Bible Church Trip Generation**

		Weekday							Sunday			
		Daily	AM Peak Hour			PM Peak Hour			Daily	Peak Hr of Generator		
Land Use	Units		In	Out	Total	In	Out	Total		In	Out	Total
<u>Trip Rates</u>												
Church <sup>1</sup>	Seats	0.44							1.21	0.26	0.28	0.54
<b><u>Existing Trip Generation</u></b>												
Existing <sup>2</sup>	230 Seats	101	10	0	10	0	10	10	278	61	63	124
Classes <sup>2</sup>			10	0	10	10	0	10				
Existing Total		101	20	0	20	10	10	20	278	61	63	124
<b><u>Proposed Trip Generation</u></b>												
Proposed <sup>3</sup>	350 Seats	154	17	0	17	0	17	17	424	93	96	189
Classes <sup>3</sup>			17	0	17	17	0	17				
Proposed Total		154	34	0	34	17	17	33	424	93	96	189
Net Trip Generation		53	14	0	14	7	7	13	145	32	33	65

TSF = Thousand Square Feet

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017. Land Use Code 560 - Church by number of Seats

<sup>2</sup> Church schedule and office space was provided by the church and used to determine the Weekday peak hour volumes, as a conservative analysis assuming all trips would occur during the peak hour.

<sup>3</sup> The ratio of capacity increase was used for the increase in office trips and class trips during the weekday peak hour