

January 9, 2023

Mr. Shay Mueller  
RC HOBBS COMPANIES  
1428 East Chapman Avenue  
Orange, CA 92866

**Subject: 45<sup>th</sup> & Saxon Residential Development Trip Generation & Vehicle Miles Traveled (VMT) Screening Study, City of Jurupa Valley**

Dear Mr. Mueller:

**Introduction**

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis for the proposed 45<sup>th</sup> & Saxon Residential Development.

The purpose of this study is to determine if the project will require a detailed level of service (LOS) analysis and/or a detailed VMT modeling analysis per the *City of Jurupa Valley Traffic Impact Analysis Guidelines, Methodologies and Requirements for General Plan Compliance Analysis and CEQA VMT Analysis, November 2020* (TIA Guidelines) which establishes uniform analysis methodologies and thresholds of significance for determining LOS and VMT impacts in the City of Jurupa Valley.

**Project Description**

The proposed 45<sup>th</sup> & Saxon Residential Development (hereinafter referred to as "project") is located near the northwest corner of 45<sup>th</sup> Street and Saxon Court, in the City of Jurupa Valley.

The proposed project consists of developing 35 single-family residential homes on a 3.84-acre vacant site. Primary access to the project will be provided via one (1) full-access driveway located along 45<sup>th</sup> Street.

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

## Project Trip Generation

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

Per the City of Jurupa Valley TIA Guidelines, 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 project is proposing to construct 35 single-family dwelling 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 (11<sup>th</sup> Edition) utilized for the trip generation analysis of the proposed project land use.

**Table 1**  
**ITE Trip Generation Rates<sup>1</sup>**

Land Use	Units <sup>2</sup>	ITE Code	AM			PM			Daily
			In	Out	Total	In	Out	Total	
Single-Family Detached Housing	DU	210	25%	77%	0.75	63%	37%	0.94	9.43

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

<sup>2</sup> DU = Dwelling Units.

Table 2 shows the trip generation for the proposed project.

**Table 2**  
**Project Trip Generation<sup>1</sup>**

Land Use (ITE Code)	Quantity	Units <sup>2</sup>	AM			PM			Daily
			In	Out	Total	In	Out	Total	
Single-Family Detached Housing (210)	35	DU	6	19	25	21	12	33	330

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

<sup>2</sup> DU = Dwelling Units.

As shown in Table 2, based on the ITE trip generation rates, the proposed project is forecast to generate approximately 330 daily trips with 25 trips in the AM peak hour and 33 trips in the PM peak hour.

As specified in the City of Jurupa TIA Guidelines, projects that generate between 50 and 100 peak hour trips will be required to conduct a Focused Traffic Analysis (FTA), while larger projects are required to conduct a full Traffic Impact Analysis (TIA).

The proposed project is forecasted to generate less than 50 peak hour trips, which is below the City's screening threshold for performing an FTA. Hence, no additional analysis of traffic impacts is expected to be required.

### **VMT Screening Assessment**

The City of Jurupa Valley TIA Guidelines includes a three step screening process for project-level VMT assessment. These are summarized below:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

### **Step 1: Transit Priority Area (TPA) or High-Quality Transit Area (HQTA) Screening**

Projects located within a TPA or HQTA may be presumed to have a less than significant impact absent substantial evidence to the contrary.

A TPA is defined as a 1/2 mile radius around an existing or planned major transit stop or an existing stop along a high-quality transit corridor. An HQTA is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The project site is located approximately 0.25 miles northwest of a bus stop along the Riverside Transit Agency (RTA) Route 29, which runs along Limonite Avenue. However, Route 29 does not provide 15-minute service intervals, and it does not qualify as a high-quality transit corridor. Therefore, the project does not meet the VMT screening requirement from Step 1.

## **Step 2: Low VMT Area Screening**

Per the City of Jurupa Valley TIA Guidelines, residential and office projects consistent with the City's General Plan and located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary.

To identify if the project is in a low VMT-generating area, the Western Riverside Council of Governments (WRCOG) online screening tool was used to compare the appropriate baseline project traffic analysis zone (TAZ) VMT to the City's adopted threshold of significance of the City of Jurupa Valley's average VMT per capita.

The results of the VMT screening analysis are summarized in Table 3. The WRCOG Screening Tool Printouts are provided in Appendix A.

**Table 3**  
**VMT Screening Analysis<sup>1</sup>**

<b>Project TAZ</b>	<b>Baseline Year</b>	<b>VMT/Capita</b>
857	2023	15
City of Jurupa Valley Average VMT per Capita		15.7
Potentially Significant Impact? (Yes/No)		No

<sup>1</sup> Western Riverside Council of Governments (WRCOG) VMT Screening Tool. Website: <https://fehrandpeers.maps.arcgis.com/apps/webappviewer/index.html?id=4e34ad3196464c8086c881189237b25c>  
Accessed: January 2023.

The project would require a General Plan Amendment from Medium Density Residential (MDR) to High Density Residential (HDR). However, increasing residential density results in shorter and fewer trips by single-occupancy vehicles<sup>1</sup>, and is consistent with the statewide housing goals. Therefore, since the TAZ in which the project is located exhibits VMT per capita that is less than the City of Jurupa Valley average VMT per capita, it may be presumed that the project would have a less than significant impact to VMT and no further VMT analysis would be required.

The proposed project satisfies the Step 2: Low VMT Area Screening criterion.

<sup>1</sup> California Air Pollution Control Officers Association (CAPCOA). Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. Final Draft December 2021.

## Conclusions

RK Engineering Group, Inc. has completed this Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment for the proposed 45<sup>th</sup> & Saxon Residential Development.

Based on the project trip generation (i.e., 25 AM peak hour trips, and 33 PM peak hour trips), the proposed project does not meet the minimum requirements for traffic impact analysis and or focused traffic analysis.

Furthermore, based on the results of the WRCOG VMT online screening tool, the proposed project's TAZ VMT was calculated to be 15 VMT/capita. Since the project's TAZ VMT is less than the City of Jurupa Valley average of 15.7 VMT/capita, the proposed project satisfies the Step 2: Low VMT Area Screening criterion. Thus, the project may be presumed to have a less than significant impact to VMT and no further VMT analysis would be required.

RK Engineering Group, Inc. appreciates this opportunity to assist RC HOBBS COMPANIES 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.



Justin Tucker, P.E.  
Principal Engineer

Attachments:

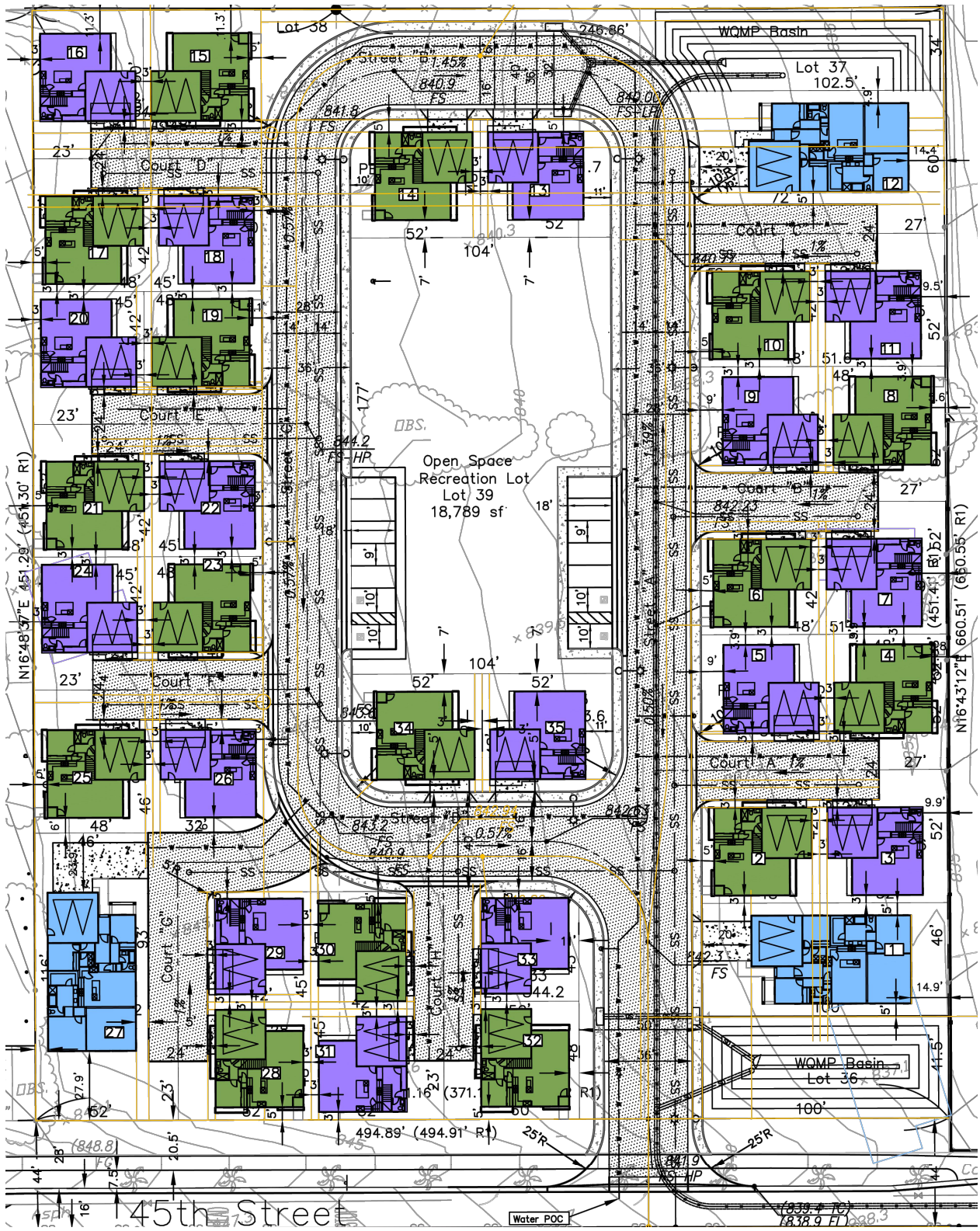


Becca Morrison  
Environmental Specialist

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# Exhibits







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# Appendices

## **Appendix A**

WRCOG VMT Screening Tool Results

Find address or place

**Complete #1-4, Then Click "Run"**

Input Output

#1. Zoom in on the map to your project location so parcels appear on map. Next, select 'Parcels' from the drop-down. Then click the black square next to the drop-down so you can select the parcel(s) for your project by drawing a simple rectangle over the parcel(s) you need.\*

Parcels (Zoom in to view)

#2. Select the VMT Metric. Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.\*

PA VMT Per Resident

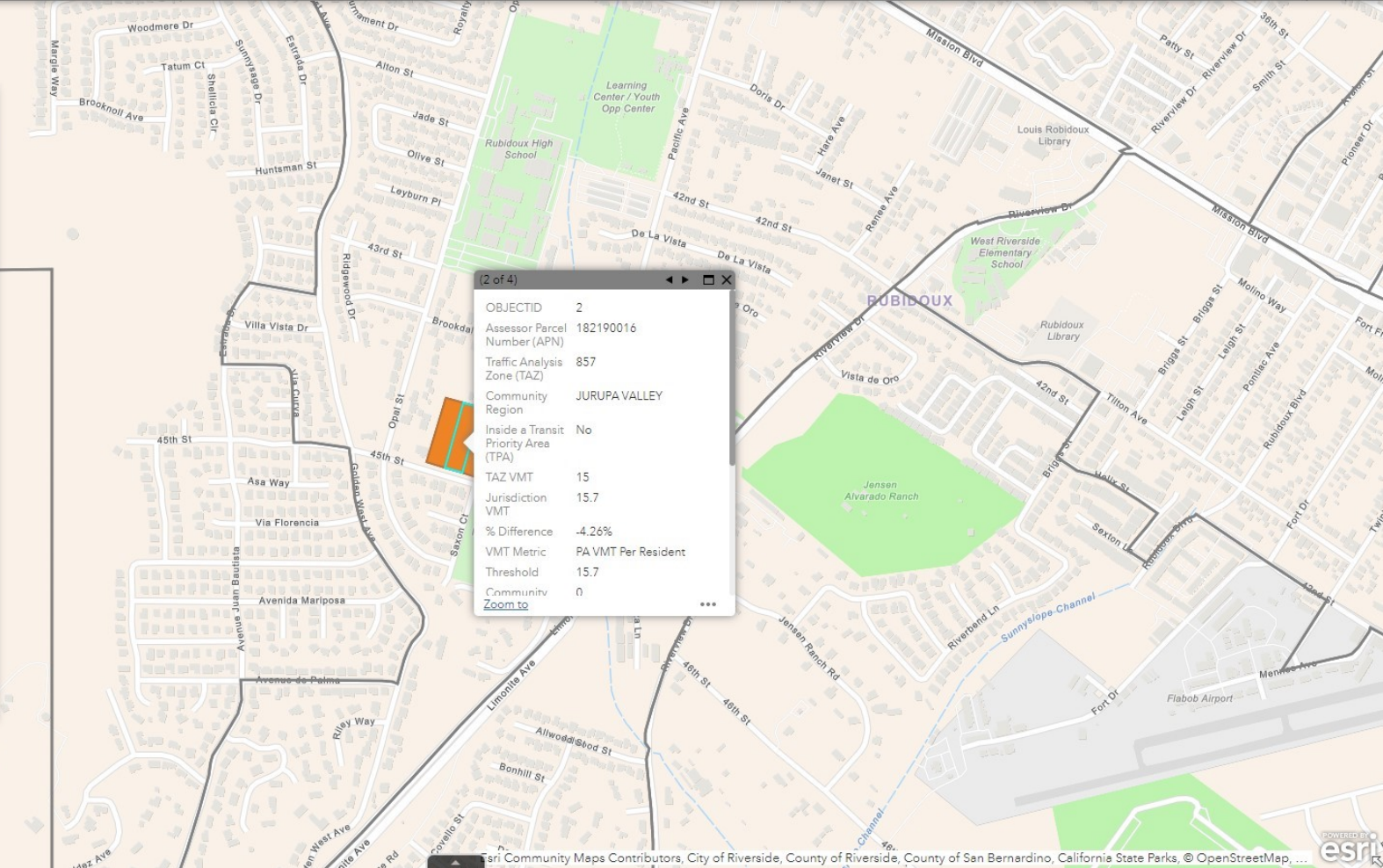
#3. Select the Baseline Year. The year available for analysis are from 2018 to 2045.\*

2023

#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.\*

Below City Baseline (0%)

[Help](#) **Run**



(2 of 4)

OBJECTID	2
Assessor Parcel Number (APN)	182190016
Traffic Analysis Zone (TAZ)	857
Community Region	JURUPA VALLEY
Inside a Transit Priority Area (TPA)	No
TAZ VMT	15
Jurisdiction VMT	15.7
% Difference	-4.26%
VMT Metric	PA VMT Per Resident
Threshold	15.7
Community Zoom to	0