Appendix I

Transportation Study

July 11, 2023

Ms. Susanne Huerta, Supervising Planner
RINCON CONSULTANTS, INC.
250 East 1st Street, Suite 1400
Los Angeles, California 90012

RE: Downtown Main Street Specific Plan – Area Y (Paseo Santa Fe) Project Transportation Study Screening Assessment
Project No. 19411

Dear Ms. Huerta:

INTRODUCTION

Ganddini Group, Inc. is pleased to provide this transportation study screening analysis for the proposed Downtown Main Street Specific Plan – Area Y (Paseo Santa Fe) Project in the City of El Monte. We trust the findings of this analysis will aid the City of El Monte in assessing whether preparation of a transportation study will be required for the proposed project.

PROJECT DESCRIPTION

The 3.2-acre project site is located north of Valley Boulevard and on both sides of Monterey Avenue and Railroad Street in the City of El Monte, California. The project location map is shown on Figure 1. The project site is currently vacant except for a single-family residence west of Monterey Avenue and a parking lot north of Railroad Street.

The proposed project involves development of the site with 87 three-story multifamily housing dwelling units and an approximately 0.6-acre City park. 23 of the dwelling units are proposed for the Monte Vista Subarea of the Downtown Main Street Specific Plan and 64 dwelling units proposed for the Station Subarea. The project proposes multiple driveways to Monterey Avenue, El Monte Paseo, and Railroad Street. Each unit is proposed with two garaged parking spaces (174 total). An additional 36 open parking spaces are proposed on-site (including 5 parking spaces for a new City park). Tilbury Street and Claretta Avenue provide on-street parking adjacent to the project site. The proposed site plan is illustrated on Figure 2.

TRIP GENERATION

Table 1 shows the project trip generation forecasts based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Based on review of the ITE land use descriptions, Land Use Code 220 Multifamily Housing (Low-Rise) was determined to adequately represent the proposed use and was selected for the analysis. The number of trips forecast to be generated by the proposed project is determined by multiplying the trip generation rates and directional distributions by the land use quantity. To provide a conservative assessment, no transit credit or trip rate adjustments were applied for the project's proximity to the adjacent El Monte Metrolink Station.

As shown in Table 1, the proposed project is forecast to generate approximately 586 daily trips, including 34 trips during the AM peak hour and 44 trips during the PM peak hour.

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

According to the *City of El Monte Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (October 2020) ["City TIA Guidelines"], certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a traffic impact analysis.

Level of Service (LOS) Analysis

The *City TIA Guidelines* provide LOS analysis screening criteria for development projects. This document states that a LOS Analysis shall be required for a proposed project when either the AM or PM peak hour trip generation from the proposed development is expected to exceed 50 vehicle trips.

The proposed project is projected to generate less than 50 new AM or PM peak hour trips. Therefore, the project is exempt from a LOS analysis based on the City TIA Guidelines.

Vehicle Miles Traveled (VMT) Analysis

The project VMT impact has also been assessed in accordance with the *City TIA Guidelines*. The *City TIA Guidelines* establish screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact based on substantial evidence provided in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018).

The *City TIA Guidelines* specify the following three screening steps: 1) Transit Priority Area (TPA) Screening; 2) Low VMT Area Screening; and 3) Project Type Screening.

Transit Priority Area (TPA) Screening

Projects located within a TPA (half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor) may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the City;
3. Is inconsistent with the applicable Sustainable Communities Strategy (SCS) (as determined by the lead agency with input from the Southern California Association of Governments [SCAG]): or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

The San Gabriel Valley Council of Governments (SGVCOG) VMT Screening Tool was used to determine if the project is located within a TPA. The project site is located within a TPA per the SGVCOG VMT Evaluation Tool Report (see Attachment A).

Additionally, the project has a proposed FAR of 0.91. The proposed project provides a total of 205 parking spaces for the residential component (excluding 5 parking spaces for the new City park) out of 195 parking spaces required per City of El Monte Municipal Code; however, garage parking for residents consists of 174 parking spaces out of 180 parking spaces required. Therefore, this surplus of 10 parking spaces is due to additional parking for guests, which is not expected to induce additional vehicle trip generation. According to

SCAG's *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) Data/Map Book for the City of El Monte, the project site is zoned for Mixed Residential and Commercial land use, which allows includes multifamily residential such as the proposed project; therefore, the project appears to be consistent with the SCAG RTP/SCS. Lastly, the project would not displace any affordable housing units.

The proposed project satisfies the City-established TPA screening criteria and may be presumed to result in a less than significant VMT impact.

Low VMT Area Screening

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per employee, or per service population that is similar to the existing land uses in the low VMT area.

- If the proposed project is residential, the project is considered "screened out", if it is located within the low VMT areas of the "PA/Residential Home-Based VMT per Capita". Alternatively, if the predominant land uses in the vicinity are nominally of the same type as the proposed project and the proposed project is reasonably expected to generate similar VMT as the existing land uses, the project is considered screened out if it is in the low VMT area for the "Total Daily VMT per Service Population"

- If the proposed project is office, commercial, or industrial, the project is considered "screened out", if it is located within the low VMT areas of the "PA/Daily Home-Based VMT per Employee". Alternatively, if the predominant land uses in the vicinity are nominally of the same type as the proposed project and the proposed project is reasonably expected to generate similar VMT as the existing land uses, the project is considered screened out if it is in the low VMT area for the "Total Daily VMT per Service Population"

- If the proposed project is retail, the project is considered "screened out" if it is located within the low VMT areas of the "Total Daily VMT per Service Population".

- If the proposed project is a mixed-use development, all components of the project should be analyzed against the low VMT maps for either the dominant project land use (if applicable) or for each individual land use (if there is no dominant project land use). Reductions in VMT may be applied to account for internal trips that would occur within the project site. The project must be analyzed as a whole and all elements must screen out to qualify for low VMT screening.

The proposed project is residential and has been analyzed for a low VMT area using "PA/Residential Home-Based VMT per Capita."

For this screening in the SGVCOG VMT Evaluation Tool, the SCAG travel forecasting model was used to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

The proposed project is consistent with existing residential land uses in the TAZ and there does not appear to be anything unique about the project that would otherwise be mis-represented utilizing the data from the SGVCOG VMT Evaluation Tool. In accordance with the City TIA Guidelines, a low VMT area for residential projects is defined as a TAZ where home-based VMT per capita does not exceed 15 percent below the SGVCOG baseline total home-based VMT per capita. Exhibit A shows the SGVCOG VMT Screening Tool results for the project site.

SGVCOG VMT Evaluation Tool Report

SGVCOG

Page 2

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:	15.65
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	13.6	12.5	12.5
Low VMT Screening Analysis	No (Fail)	Yes (Pass)	Yes (Pass)

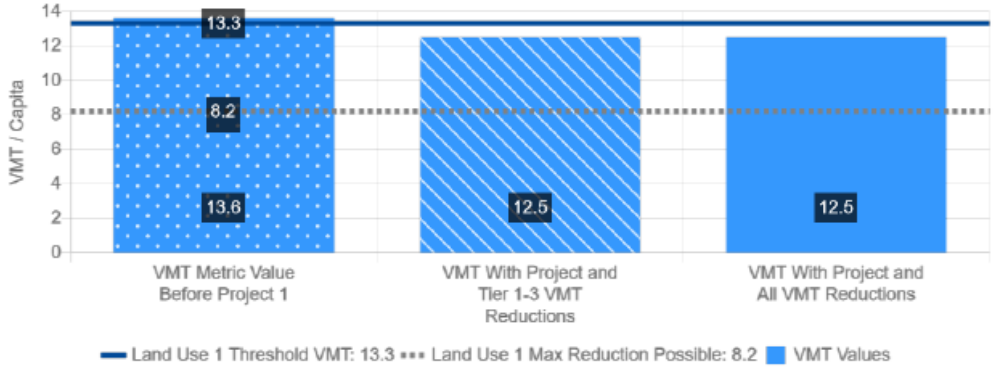

Exhibit A – SGVCOG VMT Evaluation Tool Results for the Project

The proposed project is located within TAZ 22223300. Per the SGVCOG VMT Evaluation Tool Report, the 2023 home-based VMT per capita for the project TAZ is equal to 13.6. Accounting for the project's design feature of increased residential density, the project is estimated to generate 12.5 home-based VMT per capita. The SGVCOG average 2023 home-based VMT per capita is equal to 13.3. Therefore, **the proposed project is estimated to generate VMT that does not exceed 15 percent below the SGVCOG average and would result in a less than significant VMT impact.**

Project Type Screening

Some project types have been identified as having the presumption of a less than significant impact as they are local serving by nature, or they are small enough to not warrant assessment.

The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving retail uses less than 25,000 square feet, including:
  - Gas stations
  - Banks
  - Restaurants
  - Shopping Center
- Other local-serving uses as approved by the City's Traffic Engineer
- Projects generating less than 110 daily vehicle trips. This generally corresponds to the following "typical" development potentials:
  - 11 single family housing units
  - 16 multi-family, condominiums, or townhouse housing units
  - 10,000 square feet of office
  - 15,000 square feet of light industrial
  - 63,000 square feet of warehousing
  - 79,000 square feet of high-cube transload and short-term storage warehouse

Local serving retail projects with a total square footage less than 25,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. Any project that uses the designation of "local-serving" should be able to demonstrate that its users (employees, customers, visitors) would be existing within the community. The project would not generate new "demand" for the project land uses but would meet the existing demand that would shorten the distance existing residents, employees, customers, or visitors would need to travel.

The proposed project consists of residential land use that is projected to generate more than 110 daily trips; therefore, this screening criteria is not met.

VMT Screening Assessment Findings

The proposed project satisfies the City-established TPA screening criteria and would result in a less than significant impact. Additionally, the proposed project is estimated to generate VMT that does not exceed 15 percent below the SGVCOG average and would result in a less than significant VMT impact.

CONCLUSIONS

The proposed project is forecast to generate approximately 586 daily trips, including 34 trips during the AM peak hour and 44 trips during the PM peak hour.

The proposed project is projected to generate less than 50 new AM or PM peak hour trips; therefore, the project is exempt from a LOS analysis based on the City-established screening criteria.

The proposed project satisfies the City-established TPA screening criteria and may be presumed to result in a less than significant VMT impact. Additionally, the proposed project is estimated to generate VMT that does not exceed 15 percent below the SGVCOG average and would result in a less than significant VMT impact.

Ms. Susanne Huerta, Supervising Planner
RINCON CONSULTANTS, INC.
July 11, 2023

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 104.

Sincerely,

Bryan Crawford, Senior Transportation Planner
Giancarlo Ganddini, TE, PTP, Principal

Table 1
Project Trip Generation

Trip Generation Rates									
			AM Peak Hour			PM Peak Hour			Daily
Land Use	Source[1]	Units[2]	% In	% Out	Rate	% In	% Out	Rate	Rate
Multifamily Housing (Low-Rise)	ITE 220	DU	24%	76%	0.40	63%	37%	0.51	6.74

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Quantity	Units[2]	In	Out	Total	In	Out	Total	Daily
Multifamily Housing (Low-Rise)	87	DU	8	26	34	28	16	44	586

Notes:

1) Sources:
ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.

2) DU = Dwelling Units

Figure 1
Project Location Map

Figure 2
Site Plan

Downtown Main Street Specific Plan - Area Y (Paseo Santa Fe) Project
Transportation Study Screening Assessment
19411

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ganddini

ATTACHMENT A

SGVCOG VMT EVALUATION TOOL REPORT

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: July 07, 2023, 05:46:15 PM

Project Name: Paseo Santa Fe

Project Description: Multifamily

Project Location

jurisdiction:
El Monte

Inside a TPA?
Yes (Pass)

apn	TAZ	8575-017-909	22223300	8575-019-907	22223300
8575-019-908	22223300	8575-019-910	22223300	8575-019-911	22223300
8575-019-912	22223300	8575-019-913	22223300	8575-019-914	22223300
8575-021-932	22223300	8575-021-934	22223300	8575-021-936	22223300
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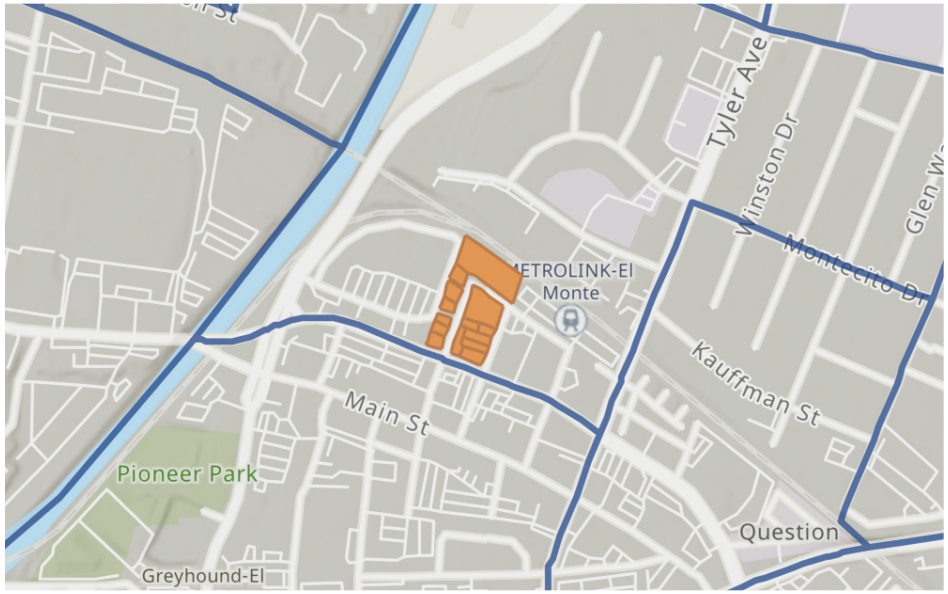

Analysis Details

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

Analysis Methodology: TAZ

Baseline Year: 2023

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	87
Total DUs:	87

Non-Residential:

Office KSF:	
Local Serving Retail KSF:	
Industrial KSF:	

Residential Affordability (percent of all units):

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

Parking:

Motor Vehicle Parking:	205
Bicycle Parking:	

Residential Vehicle Miles Traveled (VMT) Screening Results

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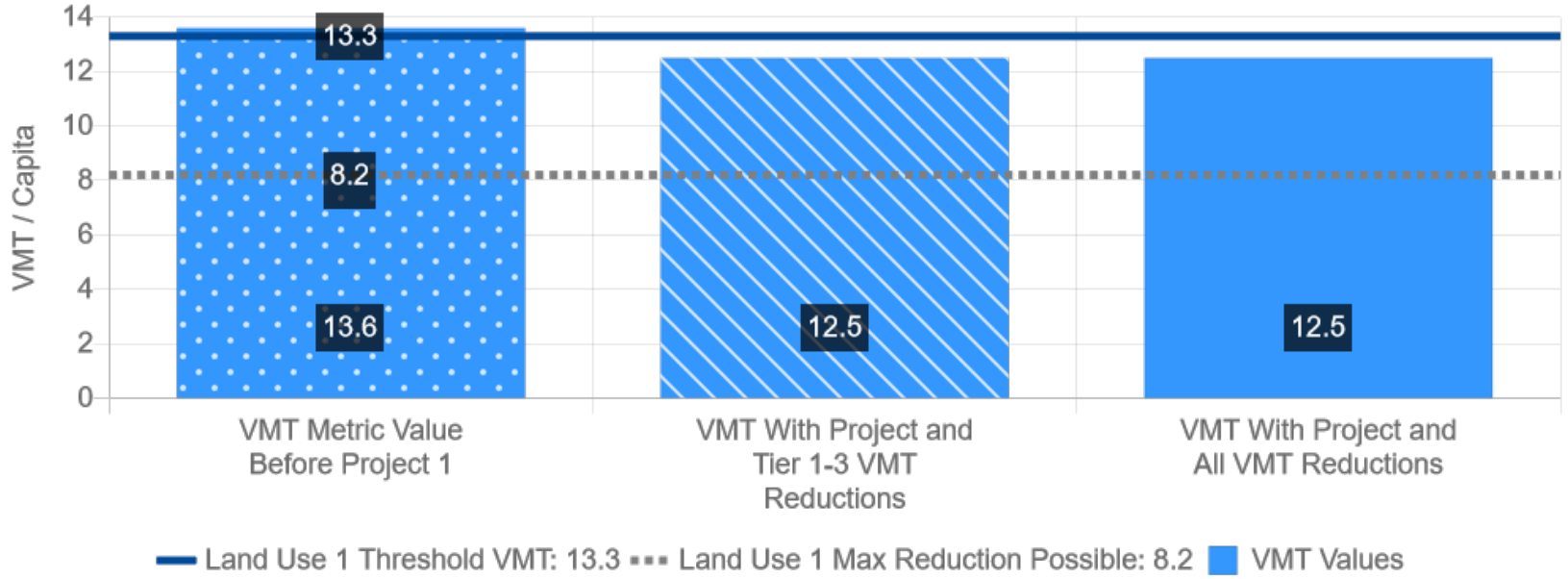

Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	7.31
With Project Residential Density:	9.12