

# Appendix B: LOS Screening Analysis

# ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

To: City of Garden Grove  
From: Armando Madero, Alex J. Garber, EPD Solutions Inc  
Date: 8/1/2023  
Site: Brookhurst and Central Townhome Project  
Subject: Level of Service (LOS) Screening Analysis

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This technical memorandum provides an evaluation of the proposed residential project located at 13252 Brookhurst Street and 10052 Central Avenue, in the south-central portion of the City of Garden Grove. The purpose of this analysis is to determine if a Traffic Impact Analysis (TIA) would be required for the project.

The 1.22-acre project site consists of two (2) differently zoned properties: a Neighborhood Commercial (C-1) zoned property located at 13252 Brookhurst Street (0.70-acre) that is developed with a currently vacant 6,367 square foot restaurant structure and associated parking lot, and a Limited Multiple Residential Zone (R-2) zoned property located at 10052 Central Avenue (0.52-acre) that is undeveloped and also currently vacant.

The existing single-story restaurant building was damaged in a fire in 2021 to the degree that the building is too dangerous to be occupied, resulting in the building being “red-tagged”, and the undeveloped lot was previously developed with a single-family residence and detached garage, which was demolished in 2018. Vehicular access to the commercial restaurant portion of the site is provided by two driveways, one along Brookhurst Street and one along Central Avenue; both of which provide direct access to the restaurant parking lot. Vehicular access to the undeveloped residential portion of the site is provided by Central Avenue.

The applicant for the proposed project is requesting approval from the City of Garden Grove to demolish the existing restaurant structure on the project site and to construct 30 residential townhomes. The proposed townhomes would be for-sale townhomes. Each of the townhomes would have a 2-car garage, and 4 additional parking spaces would be provided along the driveway area and in between the proposed buildings, for 64 total onsite vehicle parking spaces. In addition, the project includes installation of onsite bicycle racks and sidewalks that would provide circulation throughout the site and connect to the existing offsite sidewalks. Of the proposed units, 10 percent would be restricted to moderate income buyers, as defined in Section 50052.5 of the California Health and Safety Code. The proposed Project would also include other onsite amenities such as a 4,322 square foot central active open space recreation area and approximately 9,578 square feet of open space landscape areas. The proposed project would be accessed via either driveway along Central Avenue. In addition, the Project would include the construction of a 42-inch-high wall along Central Avenue and a six-foot-high wall along the other boundaries. Construction is anticipated to take 12 months. The project site plan is shown in Figure 1. This memo evaluates the project using the City of Garden Grove Traffic Impact Analysis (TIA) Guidelines for Vehicles Miles Traveled and Level of Service Assessment (May 2020).

## **Project Trip Generation**

The project trip generation was prepared using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (2021). The proposed use was analyzed using Single Family Attached Housing (ITE Land Use Code 215). Table 1 presents the trip generation estimate for the proposed project

without taking credit for the existing restaurant. As shown in Table 1, the project is forecast to generate 216 daily vehicle trips, 14 AM and 17 PM peak hour vehicle trips.

### **Level of Service Screening**

As detailed in the 'Introduction' Section (page 8) of the City's TIA Guidelines for Vehicles Miles Traveled and Level of Service Assessment, a TIA that includes an LOS analysis is not required for projects that generate less than 50 vehicle trips during either the AM or PM peak hour. As shown in Table 1, the project is forecast to generate 14 AM peak hour trips and 17 PM peak hour trips. Therefore, the proposed project would not generate 50 or more vehicle trips during the peak hour, and a TIA that includes an LOS analysis is not required.

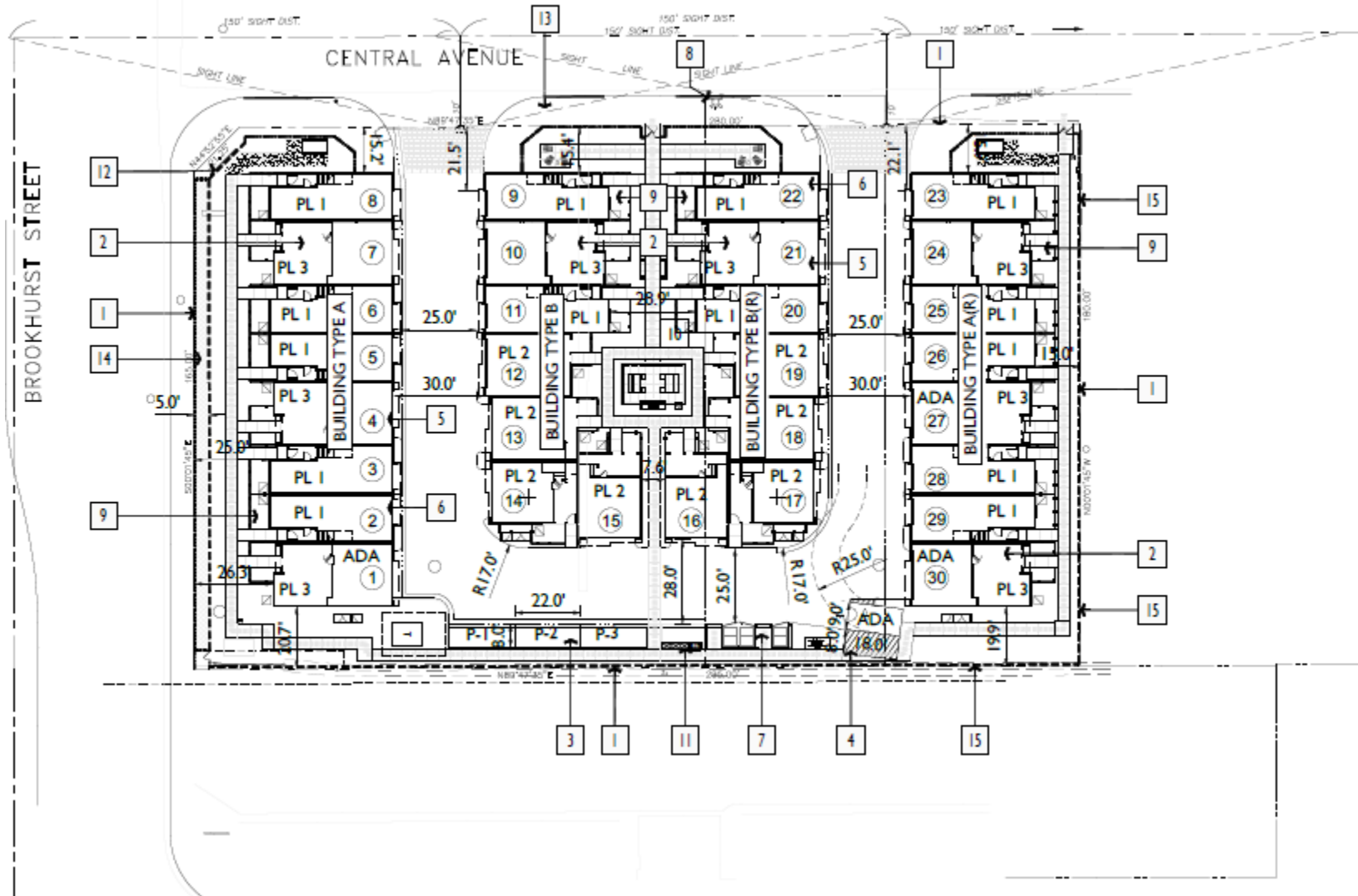
### **Proposed Project Trip Generation with Existing Building Trip Credits**

As discussed previously, the existing restaurant building was damaged in 2021, has been "red tagged" by the City and is no longer in operation. The existing structure could be rehabilitated and reused for another restaurant pursuant to City ministerial permitting, and no City discretionary action would be required. Therefore, a project trip generation for the proposed 30 residential townhomes which includes trip credits for the existing building on site as a fast casual restaurant use (ITE Land Use Code 930) has been included in this memorandum. Table 2 shows the net trips generated by the proposed project when trip credits for operation of the 6,367 square foot restaurant is taken. As shown in Table 2, the proposed project would result in 402 net fewer daily trips, 5 net AM peak hour trips, and 63 net fewer PM peak hour trips.

### **TIA Screening Results**

The project was evaluated using the City's TIA Guidelines for Vehicles Miles Traveled and Level of Service Assessment to determine if the project would require a TIA LOS analysis (for non-CEQA purposes). The project generates 216 daily vehicle trips, 14 AM and 17 PM peak hour vehicle trips, which is less than the 50 peak hour trip screening threshold. Thus, a TIA LOS analysis would not be required for the project. Further, taking into consideration the applicable trip credits for the 6,367 square foot restaurant on site, the project would generate a 402 net decrease in daily trips, including a 5 net increase trips in AM peak hour and a 63 net decrease trips in PM peak hour. Therefore, the project would not result in a 50 peak hour increase in trips from the site and does not require preparation of a TIA LOS analysis.

Figure 1: Project Site Plan



**Table 1: Project Trip Generation**

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
Proposed Single Family Attached Housing <sup>1</sup>	DU	7.20	0.12	0.36	0.48	0.34	0.23	0.57	
<b><u>Proposed Project Trip Generation</u></b>									
Single Family Dwelling Unit	30 DU	216	4	11	14	10	7	17	

TSF = Thousand Square Feet

DU = Dwelling Unit

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 215 - Single Family Attached Housing.**Table 2: Project Trip Generation with Existing Use Trip Credit**

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
Existing Fast Casual Restaurant <sup>1</sup>	TSF	97.14	0.72	0.72	1.43	6.9	5.65	12.55	
Proposed Single Family Attached Housing <sup>2</sup>	DU	7.20	0.12	0.36	0.48	0.34	0.23	0.57	
<b><u>Existing Project Trip Generation</u></b>									
Fast Casual Restaurant	6.367 TSF	618	5	5	9	44	36	80	
<b><u>Proposed Project Trip Generation</u></b>									
Single Family Dwelling Unit	30 DU	216	4	11	14	10	7	17	
<b>Net Trip Generation</b>			<b>-402</b>	<b>-1</b>	<b>6</b>	<b>5</b>	<b>-34</b>	<b>-29</b>	<b>-63</b>

TSF = Thousand Square Feet

DU = Dwelling Unit

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 930 - Fast Casual Restaurant<sup>2</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 215 - Single Family Attached Housing.