

# Appendix H: VMT Screening Analysis

# ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

To: City of Garden Grove  
From: Armando Madero, Alex J. Garber, EPD Solutions Inc  
Date: 9/21/2023  
Site: Brookhurst and Central Garden Grove Townhome Project  
Subject: Vehicle Miles Traveled (VMT) 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 southcentral portion of the City of Garden Grove. The purpose of this analysis is to determine if a Vehicle Miles Traveled (VMT) analysis 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 the two driveways along Central Avenue. In addition, the Project would include construction of a 42-inch-high wall along Central Avenue and a six-foot-high concrete perimeter wall along the other boundaries of the site. 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 purpose of the trip generation is to estimate the daily trips that the proposed project would generate to compare to the VMT screening threshold. 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. As shown in Table 1, the project is forecast to generate 216 daily vehicle trips, 14 AM and 17 PM peak hour vehicle trips without taking credit for the existing restaurant building.

As discussed previously, the existing restaurant building was damaged in 2021, has been “red tagged” by the City, and is no longer in operation. A project trip generation for the proposed 30 residential townhomes which includes baseline trips 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 baseline trips 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. Thus, the proposed project would result in a reduction in trips, compared to the baseline trips from previous site uses.

### Vehicle Miles Traveled Screening

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, aiming to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 - Determining the Significance of Transportation Impacts, was added to the CEQA Guidelines which states that VMT is the most appropriate measure of transportation impacts and shall apply statewide beginning on July 1, 2020.

The City’s TIA Guidelines ‘CEQA Assessment - VMT Analysis’ Section provides VMT screening thresholds to identify projects that would be considered to have a less-than significant impact on VMT and therefore could be screened from further analysis. If a project meets one of the following criteria, then the VMT impact of the project would be considered less-than significant and no further analysis of VMT would be required:

1. Transit Priority Area (TPA) Screening.
2. Low VMT Area Screening.
3. Project Type Screening.

The applicability of each criterion to the project is discussed below.

Screening Criteria 1 - Transit Priority Area Screening: According to the City’s Guidelines, projects located in a TPA may be presumed to have a less than significant impact. Exhibit 4.14-6, of the Transit Priority Areas of the Focused General Plan Update and Zoning Amendments Draft EIR (included as Figure 1), identifies that the project site is not located in a TPA. Therefore, Screening Criteria 1 is not met.

Screening Criteria 2 - Low VMT Area Screening: The City of Garden Grove Traffic Impact Analysis Guidelines for VMT and Level of Service Assessment use the Orange County Traffic Analysis Model (OCTAM) travel demand forecasting to determine if the project is located in a low VMT generating area. Per these guidelines, projects located in Zone 1 areas can be presumed not to have a significant VMT impact and can be screened from VMT analysis. As per the Exhibit 4.14-5 of the Focused General Plan Update and Zoning Amendments Draft EIR (included as Figure 2) the project site is located in Zone 1 that has been identified as having a VMT that is lower than the VMT threshold. Thus, the project can be presumed to have a less than significant VMT impact and can be screened from VMT analysis.

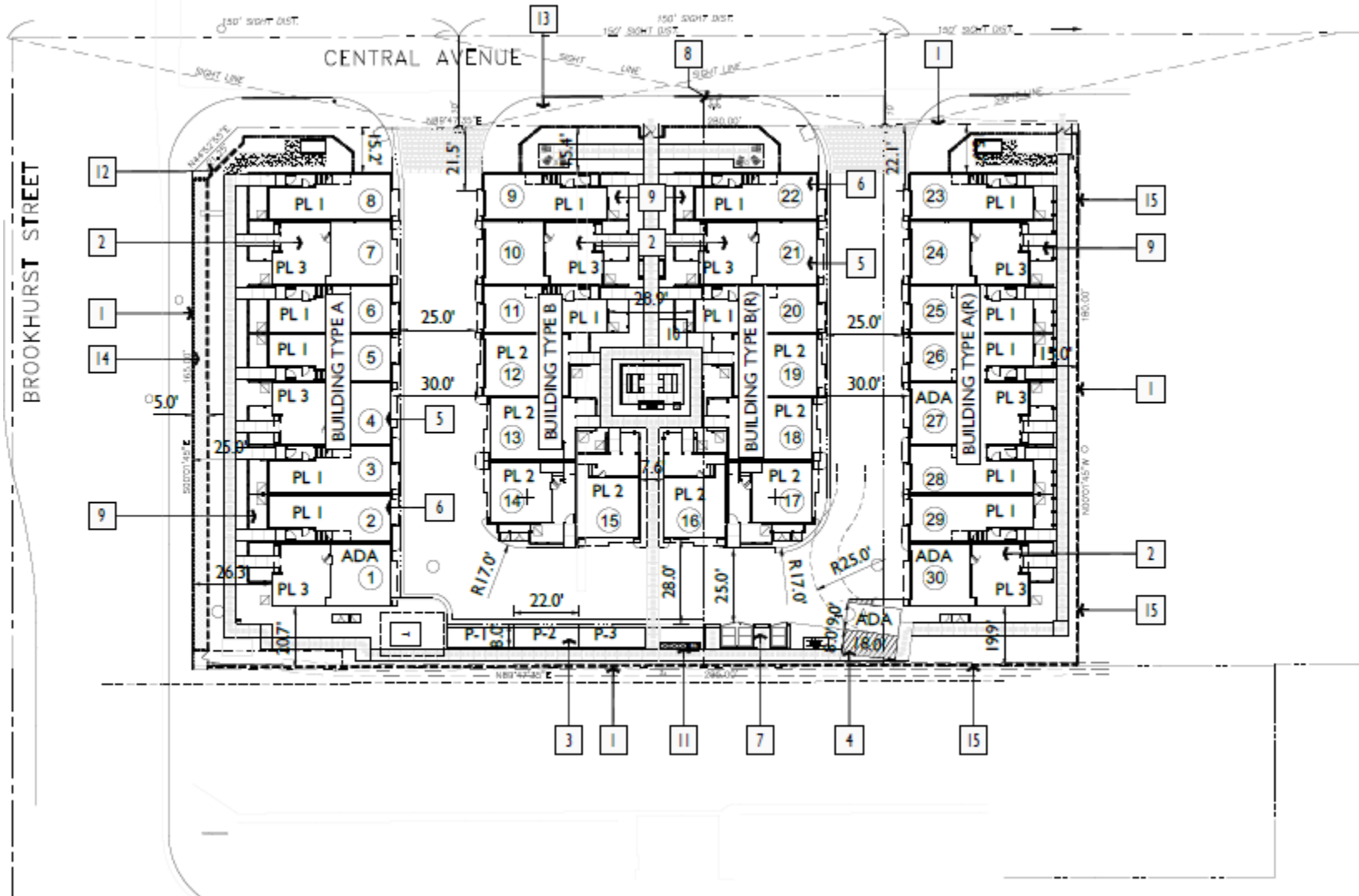
Screening Criteria 3 – Project Type Screening: According to the City’s Guidelines, projects which propose local serving retail (retail projects less than 50,000 square feet) or other local serving uses would have a less than significant impact on VMT. The types of projects considered local serving include K-12 schools, day care centers, local parks, student housing projects and community institutions such as libraries, fire stations, etc. In addition, projects which would generate fewer than 110 average daily vehicle trips would not cause a substantial increase in the total citywide or regional VMT.

As shown in Table 1, the project would generate 216 daily trips, which is more than 110 daily vehicle trips. However, taking into account the trip credits that can be considered as a result of the rehabilitation and reuse of the existing 6,367 square foot restaurant structure, the proposed project would result in 402 net fewer daily trips, which is less than 110 daily vehicle trips, and would meet Screening Criteria 3.

### **Summary**

The project was evaluated using the City's TIA Guidelines thresholds to determine if the project would require a VMT analysis. The project site is not included in a TPA, and the proposed project would not meet Screening Criteria 1. However, the project site is located in Zone 1, and the project would meet Screening Criteria 2; therefore, the proposed project is presumed to have a less than significant VMT impact. Additionally, the project would result in a 402 net decrease in daily trips, considering trip credits as a result of reuse of the existing restaurant building, which is less than the 110 daily increase in vehicle trip threshold of Screening Criteria 3. Therefore, the proposed project would meet the City's VMT screening criteria, and impacts related to VMT would be less than significant. No mitigation measures are required.

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><i>Proposed Project Trip Generation</i></b>									
Single Family Dwelling Unit	30 DU	216	4	11	14	10	7	17	

TSF = Thousand Square Feet

DU = Dw elling 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.

Figure 2: Low VMT Area Screening

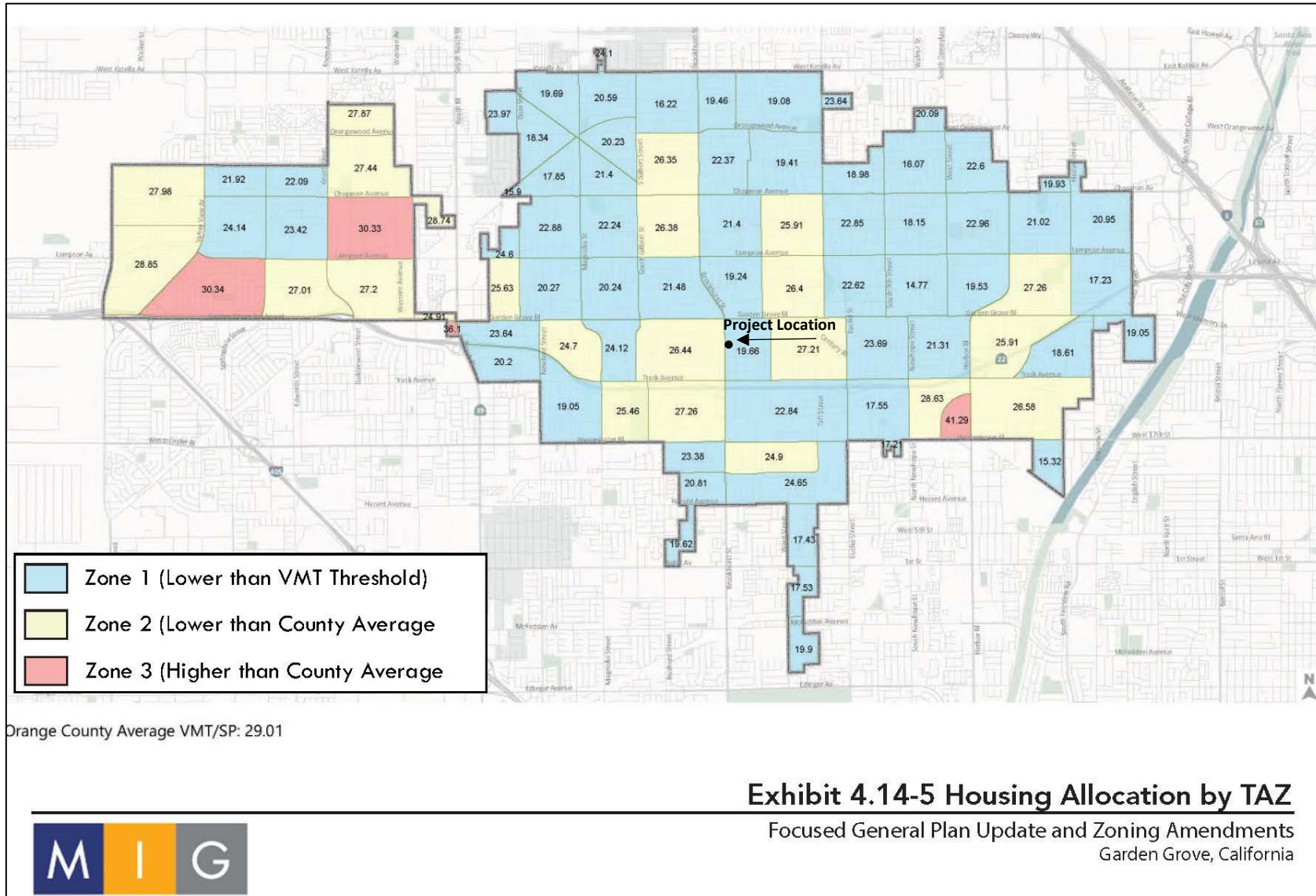




Figure 3: Transit Priority Area Screening

