MAT Engineering, Inc.

www.matengineering.com
17192 Murphy Avenue #14902
Irvine, CA 92623
Ph: 949.344.1828

March 27, 2024

Mr. Juan Navarro
CITY OF GARDEN GROVE
11222 Acacia Parkway
Garden Grove, CA 92840

Subject: **12828 Newhope Street Residential Project Trip Generation & VMT Analysis/Screening, City of Garden Grove, California**

Dear Juan,

MAT Engineering, Inc. is pleased to submit this trip generation study and VMT screening for the proposed 12828 Newhope Street residential project in the City of Garden Grove.

A. Project Description & Location

The project site located at 12828 Newhope Street in the City of Garden Grove currently contains one single family detached residential unit which will be displaced by the proposed project.

The proposed project consists of construction and operation of 15 dwelling units of single family detached residential use.

Access for the proposed project is planned to be provided via one full access unsignalized driveway on Newhope Street.

Exhibit A shows the project location. **Exhibit B** shows the proposed site plan.

B. Project Trip Generation

Trip generation represents the amount of trips attracted and produced by a land use.

The trip generation for the existing use and the proposed project is based upon the specific land uses that have been planned for this project and has been determined utilizing the Institute of Transportation Engineers (ITE) trip generation rates which is an industry standard for calculating trips associated with land uses.

Table 1 shows the trip ITE trip generation rates for the existing and also the proposed uses based on the ITE.

Table 1
ITE Trip Generation Rates

Land Use	ITE Code	Units	Peak Hour						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Single Family Detached Residential	210	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43

Notes:

Source: 2021 ITE 11th Edition Trip Generation Manual;

DU = Dwelling Units;

Utilizing the ITE trip generation rates from **Table 1**, **Table 2** shows a summary of the trip generation for the existing land uses which will be removed.

Table 2
Existing Land Uses Trip Generation

Land Use	Quantity	Units	ITE Code	Peak Hour						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Single Family Detached Residential	1	DU	210	0	1	1	1	0	1	9

Source:

Institute of Transportation Engineers (ITE) 2021 Trip Generation Manual (11th Edition) Source: 2021 ITE 11th Edition Trip Generation Manual;

As shown in **Table 2**, based on the ITE trip generation rates, the existing use on the project currently generates approximately 9 daily trips which include approximately 1 AM peak hour trip and approximately 1 PM peak hour trip.

Utilizing the ITE trip generation rates from **Table 1**, **Table 3** shows a summary of the trip generation for the proposed land uses.

Table 3
Proposed Land Uses Trip Generation

Land Use	Quantity	Units	ITE Code	Peak Hour						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Single Family Detached Residential	15	DU	210	3	8	11	9	5	14	141

Source:

Institute of Transportation Engineers (ITE) 2021 Trip Generation Manual (11th Edition) Source: 2021 ITE 11th Edition Trip Generation Manual;

As shown in **Table 3**, based on the ITE trip generation rates, the proposed uses are expected to generate approximately 141 daily trips which include approximately 11 AM peak hour trips and approximately 14 PM peak hour trips.

Table 4 shows a summary of the net trip generation for the proposed project and land uses after accounting for the displaced existing land uses.

Table 4
Project NET Trip Generation

Land Use	Peak Hour						Daily
	AM Peak Hour			PM Peak Hour			
	In	Out	Total	In	Out	Total	
Proposed Uses	3	8	11	9	5	14	141
Existing Uses	0	-1	-1	-1	0	-1	-9
NET Total	**3**	**7**	**10**	**8**	**5**	**13**	**132**

Source:

Institute of Transportation Engineers (ITE) 2021 Trip Generation Manual (11th Edition) Source: 2021 ITE 11th Edition Trip Generation Manual.

As shown in **Table 4**, based on the ITE trip generation rates, after taking credit for the existing use, the proposed project is forecast to generate approximately 132 NET additional daily trips which include approximately 10 NET additional AM peak hour trips and approximately 13 NET additional PM peak hour trips.

C. Local Transportation/Traffic Operations Evaluation

Since the proposed project is expected to generate a low number of trips (less than 50 peak hour trips), MAT Engineering, Inc. has prepared this trip generation memorandum for the project instead of a full traffic study.

Based on this analysis and the project's low trip generation, the proposed project is expected to not result in an adverse level of service impact and operations on the surrounding roadway system.

D. Proposed Scope of Vehicle Miles Traveled (VMT) Analysis

In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018 which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (§ 15064.3).

Effective July 1, 2020, the previous CEQA metric of LOS, typically measured in terms of automobile delay, roadway capacity and congestion, generally will no longer constitute a significant environmental impact.

The City of Garden Grove has updated its transportation impact guidelines (*City of Garden Grove Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (May 2020))* (TIA Guidelines) to provide thresholds of significance and methodology for identifying VMT impacts.

Based on the City's TIA Guidelines, there are three (3) types of screening that may be applied to effectively screen out land use projects from project-level VMT assessment. The screening criteria are the following:

I. Transit Priority Area (TPA) Screening

II. Low VMT Area Screening

III. Project Type Screening

I. Transit Priority Area (TPA) Screening

The project VMT has been evaluated for TPA screening. **Exhibit C** shows the established TPA area by the City of Garden Grove for VMT screening purposes.

As shown in **Exhibit C**, the proposed project is located in a general area which satisfies TPA screening criteria. However, the project site is within a small area with in the established TPA that does not appear to be part of the TPA.

For TPA screening, the projects also have to satisfy the following criteria as shown in **Table 5.** To qualify under the City's TPA screening criteria, a project may be presumed to have a less than significant impact if it is located within one half mile of an existing major transit stop or an existing stop along a high quality transit corridor. However, this presumption may not be appropriate if the Project answers "Yes" to any of the "Other TPA Screening Criteria" listed in **Table 5**. As shown in **Table 5**, the Project does have an FAR less than 0.75 and does include more parking than required by Code. Therefore, the Project does NOT meet the City's other TPA screening criteria.

Table 5
City of Garden Grove Other TPA Screening Criteria for Projects

Other TPA Screening Criteria	Proposed Project
Does the project have a Floor Area Ratio (FAR) of less than 0.75?	**Yes (0.63)**
Does the project include more parking for use by residents, customers, or employees of the project than required by the City?	**Yes. Small-lot subdivision projects require 3.75 spaces/unit (57 spaces total for the proposed project). The project provides 62 parking spaces, a surplus of five (5).**
Is the project consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments (SCAG)?	No. The project is consistent.
Does the project replace affordable housing units with a smaller of similar number of moderate or high-income residential units?	No.
Can the Project Qualify for TPA Screening?	**No**

As shown in **Table 5**, *the proposed project does **not** satisfy TPA screening for VMT purposes.*

II. 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 worker, or per service population that is similar to the existing land uses in the low VMT area.

Exhibit D shows the established Low VMT areas by the City of Garden Grove for VMT screening purposes.

As shown in **Exhibit D**, the proposed project is located in a Low VMT area.

Hence, the proposed project does satisfy Low VMT screening for VMT purposes.

III. Project Type Screening

Some project types have been identified as having the presumption of a less than significant impact.

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 K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
    - Gas stations
    - Banks
    - Restaurants
    - Shopping Center
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects on or adjacent to a college campus

- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- 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 sq. ft. of office
    - 15,000 sq. ft. of light industrial
    - 63,000 sq. ft. of warehousing
    - 79,000 sq. ft. of high cube transload and short-term storage warehouse

The proposed project does not fall within any of the above land use categories.

Also, as previously shown in **Table 4**, based on the ITE trip generation rates, after taking credit for the existing use, the proposed project is forecast to generate approximately 132 NET additional daily trips which is higher than the 110 trip threshold for screening.

*Hence, the proposed project does **not** satisfy Project Type screening for VMT purposes.*

Table 6 summarizes the VMT screening analysis for the proposed project.

Table 6
Proposed Project VMT Screening Summary

Screening Criteria	Does Project Satisfy VMT Screening Criteria?
Transit Priority Area (TPA) Screening	No
Low VMT Area Screening	**Yes**
Project Type Screening	No
Does Project Screen Out for VMT Analysis & Potential Impacts?	**Yes**

As shown in **Table 6**, based on the City's adopted guidelines and established thresholds, the proposed project screens out for VMT analysis based on the Low VMT criteria and is found to have a less than significant VMT impact.

E. Summary & Conclusions

As shown in **Table 4**, based on the ITE trip generation rates, after taking credit for the existing use, the proposed project is forecast to generate approximately 132 NET additional daily trips which include approximately 10 NET additional AM peak hour trips and approximately 13 NET additional PM peak hour trips.

Since the proposed project is expected to generate a low number of trips (less than 50 peak hour trips), MAT Engineering, Inc. has prepared this trip generation memorandum for the project instead of a full traffic study.

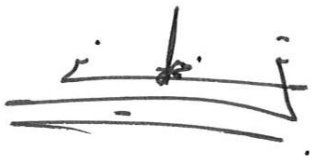
Based on this analysis and the project's low trip generation, the proposed project is expected to not result in an adverse level of service impact and operations on the surrounding roadway system.

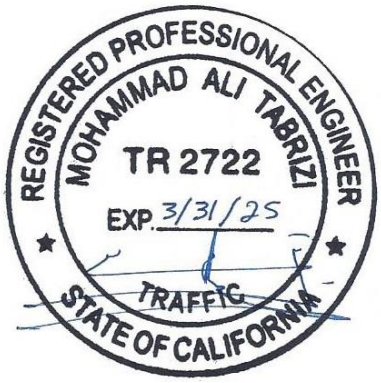
As shown in **Table 6**, based on the City's adopted guidelines and established thresholds, the proposed project screens out for VMT analysis based on the Low VMT criteria and is found to have a less than significant VMT impact.

MAT Engineering Inc. appreciates the opportunity to provide this analysis a technical memorandum. If you have any questions, concerns, or comments, please contact us at 949-344-1828 or at@matengineering.com.

Respectfully submitted,

MAT ENGINEERING, INC.



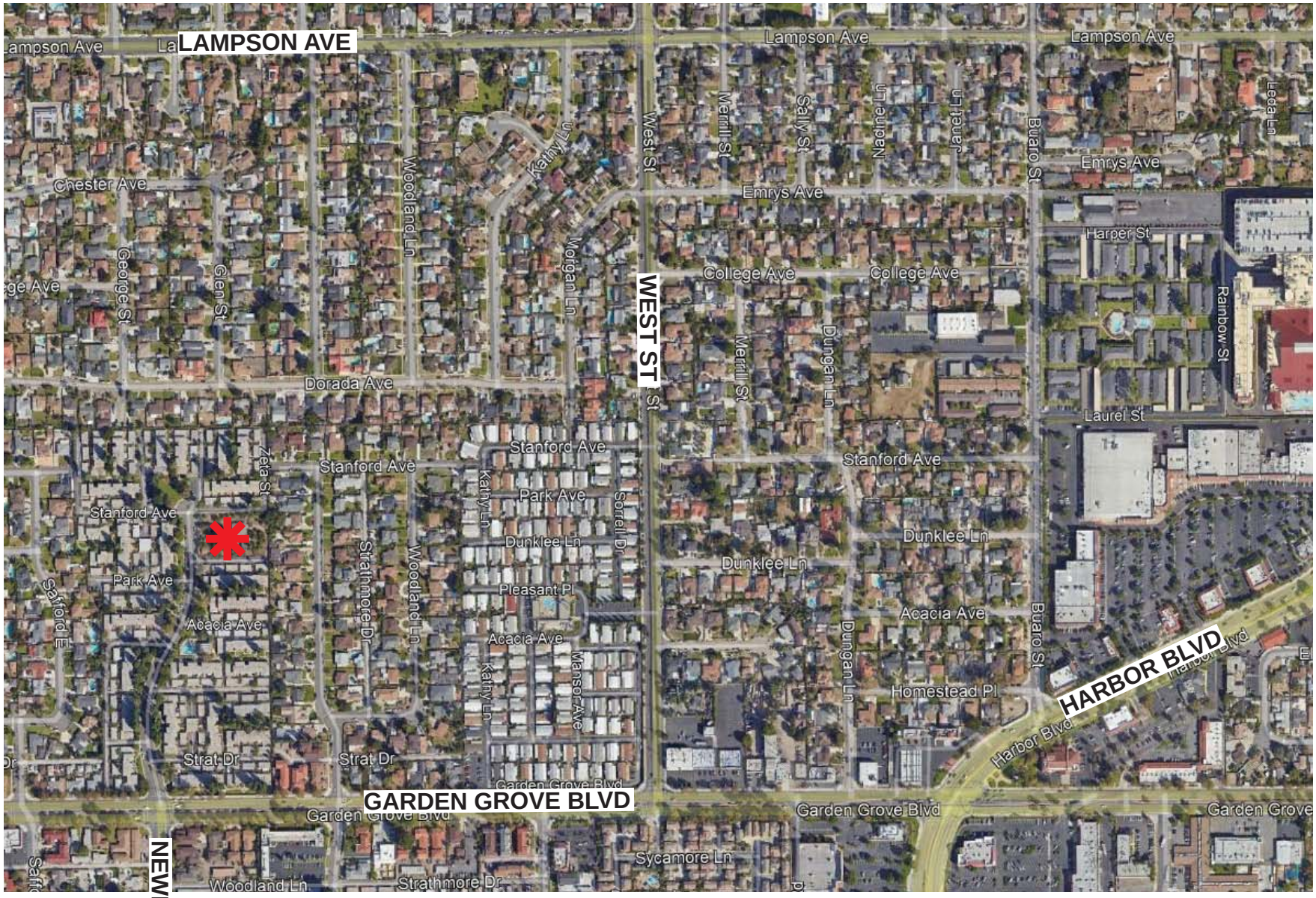


Alex Tabrizi, PE, TE

President

Attachment A

Exhibits



Legend:

Site Location

Not to Scale

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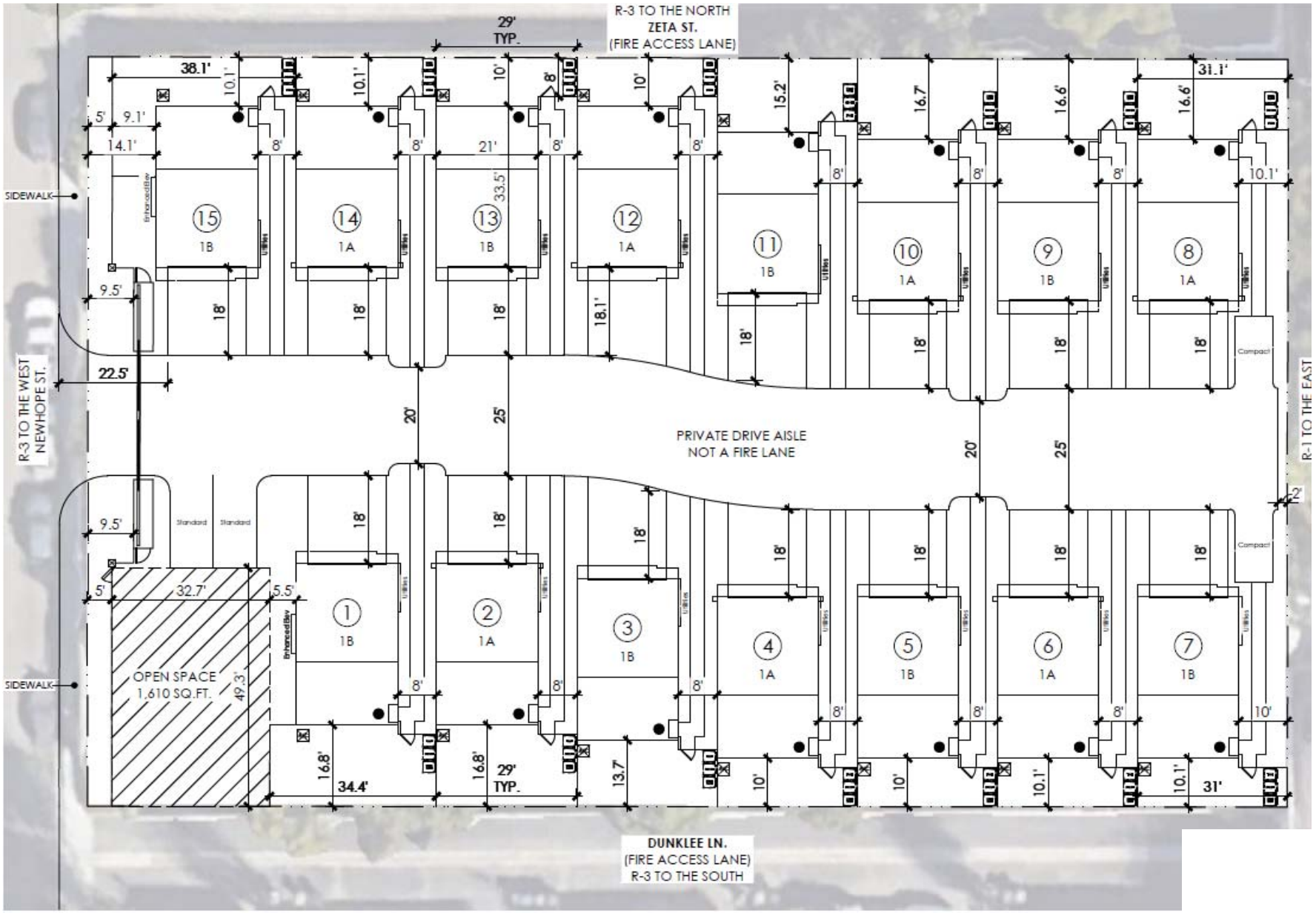
Project Location

Exhibit A



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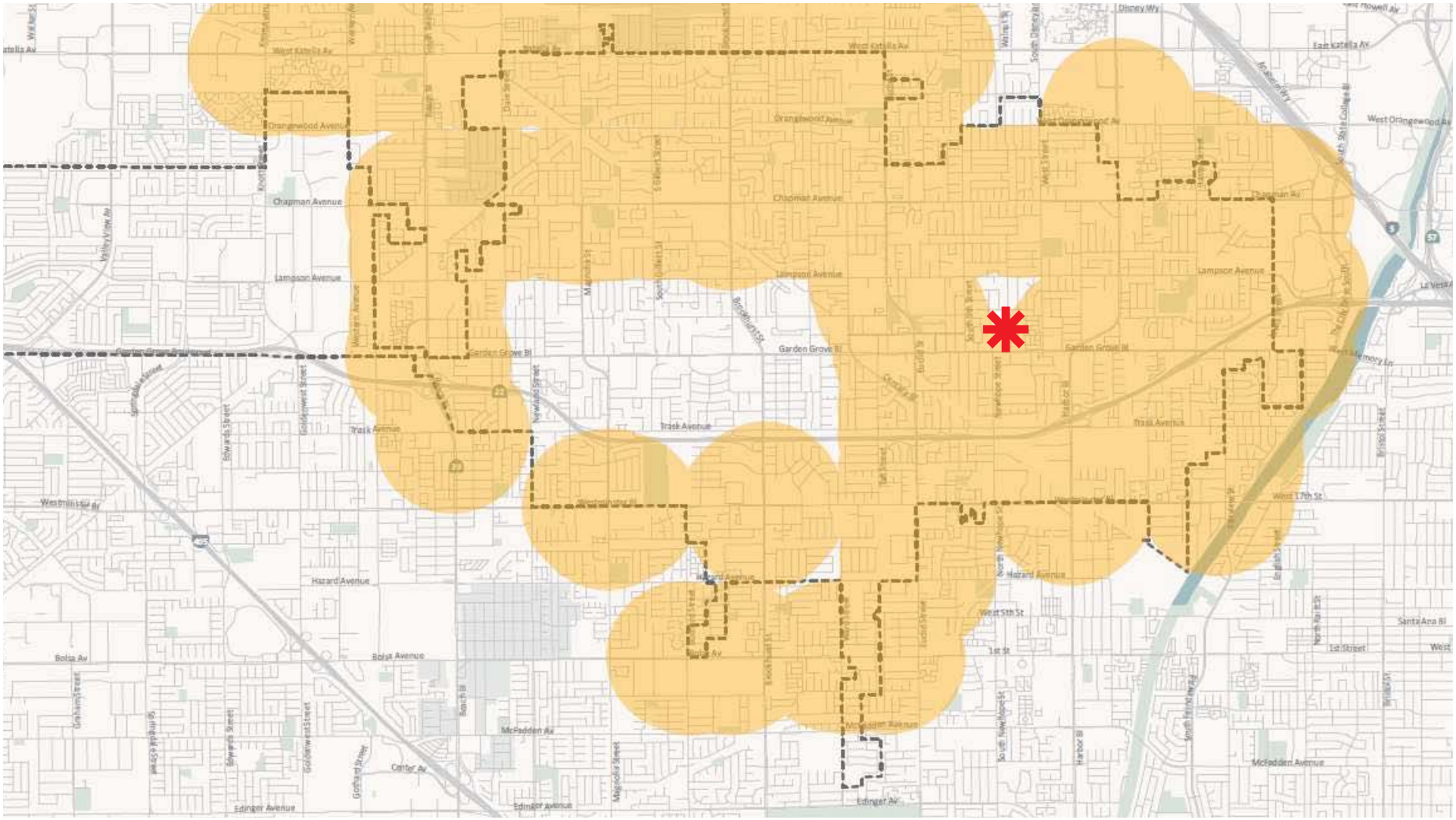
12828 Newhope Street Residential Project, City of Garden Grove, California / 0038-2023-01

JAN/2024

Site Plan

Exhibit B



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City of Garden Grove Transportation Priority Areas for VMT Screening Purposes

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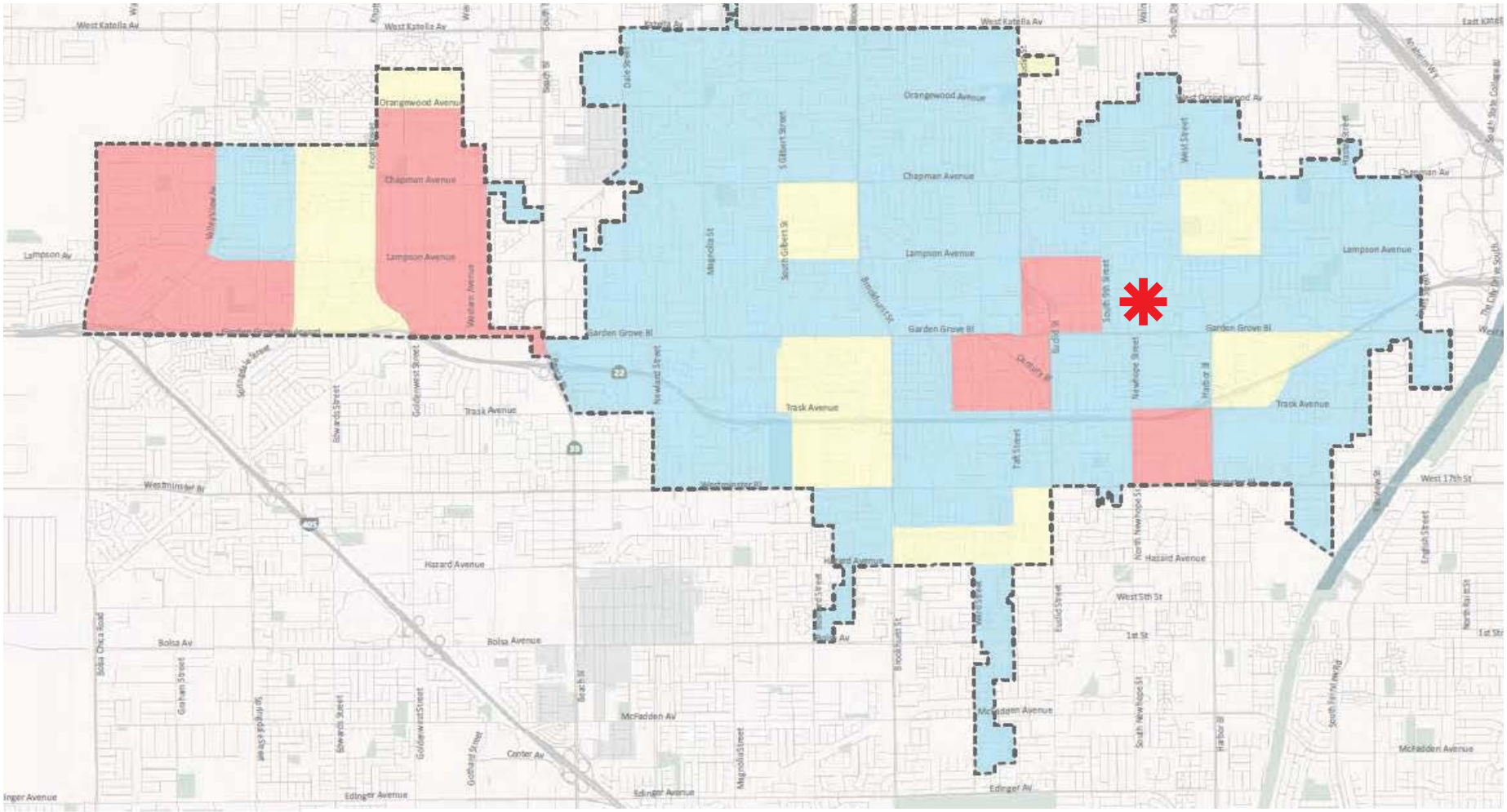

City Boundary
<-15% below County Average
0 to -15% below County Average
Higher than County Average

Legend:

Site Location

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City of Garden Grove Low VMT Areas for VMT Screening Purposes