

Appendix B: Vehicle Miles Traveled Screening Analysis

To: City of Garden Grove
From: Maryam Javanmardi, Alex J. Garber, EPD Solutions Inc
Date: 9/4/2025
Site: Coast Street, Garden Grove-EPD#24-073
Subject: Vehicles Miles Traveled (VMT) Screening Analysis for 13040 Coast Street Apartments Project, EPD Project Number 24-073

This technical memorandum provides an evaluation of the proposed residential project (the Project) located at 13040 Coast Street in the southwestern portion of the City of Garden Grove. The site is located along the east side of Coast Street, just south of the intersection with Garden Grove Boulevard. Regional access to the site is provided by State Route 22 (SR-22) and the Beach Boulevard interchange, which provides direct access to Garden Grove Boulevard that intersects Coast Street approximately 0.15 miles to the east.

The purpose of this analysis is to determine if an in-depth Vehicles Miles Traveled Analysis (VMT) would be required for the Project, or whether it screens out per the City's VMT Guidelines.

The Project site encompasses 0.54 total acre and is comprised of a single parcel identified as Assessor Parcel Number (APNs) 097-011-03. The Project applicant is proposing to demolish the existing 3,252 square foot (SF) one story building previously used by a church and redevelop the site with a five story multi-family residential building inclusive of 34 dwelling units. The five-story building would have a gross floor area of 61,297 square feet (SF). The building would have a footprint of 11,904 SF and a maximum height of 65 feet, with the top of the roof at 55-feet 6-inches. Development of the site would also include landscaping, utility connections, paving of sidewalks, parking areas and drive aisles. For the purpose of this analysis, credit will not be taken from the existing use, to yield a conservative analysis. The proposed Project site is shown in Figure 1, *Project Details*, included at the end of this document.

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 Multifamily Housing (Low-Rise) (ITE Land Use Code 220). Table 1 presents the trip generation estimate for the Project. As shown in Table 1, the Project is anticipated to generate 229 daily vehicle trips, 13 AM and 17 PM peak hour vehicle trips.

Table 1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<i>Project Trip Rate</i>								
Multifamily Housing (Low-Rise) ¹	DU	6.74	0.10	0.30	0.40	0.32	0.19	0.51
<i>Proposed Project Trip Generation</i>								
Multifamily Housing (Low-Rise) ¹	34 DU	229	3	10	13	11	6	17
Total Trip Generation		229	3	10	13	11	6	17
DU = Dwelling Unit								
¹ Trip rates from the Institute of Transportation Engineers, <i>Trip Generation, 11th Edition</i> , 2021 . Land Use Code 220- Multifamily Housing (Low-Rise).								

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 (TPA)¹: According to the City's Guidelines, projects located in a TPA may be presumed to have a less than significant impact. The City guidelines also state that a project may not meet the screening threshold if the following project or location specific criteria are not met:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

The Project site is located approximately 1,070 feet (0.2 miles) from Bus Stops ID 7093 and 2177, which are served by Orange County Transportation Authority (OCTA) Routes 29 and 529. These routes operate at 20-minute or better headways during weekday peak periods (6:00–9:00 a.m. and 3:00–7:00 p.m.). Based on the service frequency and proximity to transit, the Project site is within a TPA, as illustrated in Figure 2. For reference, the OCTA Twenty Minute Frequency Route Corridors map is included as an attachment.

The proposed building would have a net total floor area of 42,594 SF on the approximately 23,494 SF Project site, which would result in a FAR of 1.81, which exceeds the 0.75 threshold. The proposed Project does not include excess parking beyond what is required, as it includes a total of 45 onsite parking spaces

¹ A TPA is defined as a half-mile area around an existing major transit stop or an existing stop along a high-quality transit corridor per the definitions below:

AB 2553 - The bill would define a major transit stop for these purposes to mean a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, the intersection of 2 or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods, or other major transit stops that are included in the applicable regional transportation plan.

for 34 residential units, which is the minimum required per State Density Bonus Government Code Section 65915(p)(4).

The Project is consistent with the SCAG Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy that provides for infill and redevelopment of higher density residential uses within mixed-use areas that are served by transit (Connect SoCal 2024 pages 116-117). Connect SoCal 2024 Policy 32 promotes the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities. The Project is consistent with this policy as it provides new housing and population in an urban area with infrastructure, transit, and utilities. Connect SoCal 2024 Policy 36 encourages housing development in transit-supportive and walkable areas (such as the Project area which is walkable to retail commercial uses and bus service) to create more interconnected and resilient communities. Connect SoCal 2024 Policy 42 promotes 15-minute communities as places with a mix of complementary land uses and accessible mobility options where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride, or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses, which is consistent with the complementary residential and commercial uses in the Project vicinity. Residents at the Project site would be within a 15-minute walk or bike ride to restaurants, retail, services and other complementary uses that would provide for fewer and shorter trips.

In addition, the Project provides affordable residential units on a site that was not previously used for affordable housing. Therefore, the Project meets the Transit Priority Area screening criteria, and impacts would be less than significant.

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 identified in Exhibit 4.14-5 of the Focused General Plan Update and Zoning Amendments Draft EIR (Included as Figure 3), the Project site is located within Zone 1, which has been identified as a low VMT area. The proposed residential use is not expected to substantially increase vehicle trip rates or lengths due to its consistency with existing land uses and the surrounding built environment. This conclusion is supported by the SCAG Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy, which promotes higher-density residential development in transit-served, walkable urban areas, encouraging shorter and fewer vehicle trips through access to local services and transit. Based on this, the Project can be presumed to have a less than significant VMT impact and qualifies for screening under Screening Criteria 2.

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. The proposed Project is a residential development and would not qualify as locally serving. Therefore, Screening Criteria 3 is not met.

Summary

The Project was evaluated using the City's TIA Guidelines thresholds to determine if a VMT analysis is required. The Project site is located within a TPA and meets Screening Criteria 1. Additionally, as the site is located in a low VMT generating area (Zone 1), and the Project meets Screening Criteria 2. Therefore, the Project meets the City's VMT screening criteria and is presumed to have a less-than-significant VMT impact.

Figure 1: Project Details

PROJECT SUMMARY							
PROJECT SITE INFORMATION							
APN#	ADDRESS	ZONING	LAND USE	NET LOT AREA (SF)	NET LOT AREA (ACRE)	GROSS LOT AREA (SF)	GROSS LOT AREA (ACRE)
087-011-03	13040 COAST STREET, GARDEN GROVE	RL-2	MEDIUM DENSITY RESIDENTIAL	21,039.6 SF	30 ACRES	23,908 SF	34 ACRES
PROJECT CONSTRUCTION TYPE							
513-R FULLY SPRINKLERED 4 STORY TYPE VIA OVER 1 STORY TYPE (PARKING) (R-2 RESIDENTIAL) - 5 STORY TOTAL							
	REQUIRED SETBACK	REQUIRED SETBACKS		PROPOSED SETBACK	PROPOSED SETBACKS	NOTES	
	1ST AND 2ND FLOOR	3RD FLOOR	4TH FLOOR	5TH FLOOR	1ST & 2ND FLOOR	3RD TO 5TH FLOOR	G.G.M.C. 9-12.040.020 General Development Standards
FRONT	22'-0" MIN.	22'-0" MIN.	22'-0" MIN.	22'-0" MIN.	6'-0"	6'-0"	WAIVER REQUESTED
SIDE	10'-0" MIN.	10'-0" MIN.	10'-0" MIN.	10'-0" MIN.	10'-0"	10'-0"	WAIVER REQUESTED
STREET SIDE (ALLEY)	10'-0" MIN.	10'-0" MIN.	10'-0" MIN.	10'-0" MIN.	10'-0"	10'-0"	WAIVER REQUESTED
REAR	10'-0" MIN.	10'-0" MIN.	10'-0" MIN.	10'-0" MIN.	10'-0"	10'-0"	WAIVER REQUESTED
DENSITY							
	32 DU/AC		18 DU/AC		18 DU/AC		G.G.M.C. 9-12.040.020 General Development Standards
	88.75% DENSITY INCREASE WITH STATE DENSITY LAW		87 DU/NET AC		87 DU/NET AC		34 DU/AC DENSITY BONUS / STACKED DENSITY
TOTAL (34 DU/AC)				34 DU/AC			
FLOOR AREA RATIO							
				1.81			
FLOOR AREA							
				42,884 SF			
BUILDING HEIGHT							
3 STORY / 32' - ALLOWED				5 STORY / 55' - TOP OF ROOF STRUCTURE		G.G.M.C. 9-12.040.020 General Development Standards	
LOT COVERAGE							
LOT COVERAGE AREA	BUILDING FOOTPRINT			11,304.0 SF	54.9%	G.G.M.C. 9-12.040.020 General Development Standards	
	PODIUM LEVEL HARDSCAPE AREA			3,257 SF	15.0%		
	PODIUM LEVEL LANDSCAPE AREA			338 SF	1.5%		
	OPEN DRIVE WAY			2,042 SF	9.4%		
	GROUND LEVEL HARDSCAPE AREA			2,073 SF	9.3%		
	GROUND LEVEL LANDSCAPE AREA			2,215 SF	10.1%		
TOTAL			21,829.0 SF	77%	CONCESSION REQUESTED		
BUILDING LOT COVERAGE (80% MAX)			15,499.0 SF	71%			
FRONT SETBACK COVERAGE (50% MAX)			HARDSCAPE AREA ALOOF FRONT SETBACK	337 SF / 1.56 SF	47%		
			PODIUM LEVEL LANDSCAPE AREA	338 SF	2%		
TOTAL LANDSCAPE / OUTDOOR AREA			GROUND LEVEL LANDSCAPE AREA	2,215 SF	10%	15% MINIMUM LANDSCAPE AREA REQUIRED	
UNIT SUMMARY							
PLAN	DESCRIPTION	QUANTITY	REQUIRED MIN. AREA	PROPOSED MIN. AREA	AREA SUBTOTAL	DECK	TOTAL DECK
UNIT A	1 BEDROOM / 1 BATH-FLAT	12 UNITS	750 SF	WAIVER	896 SF	95 SF (270 SF UNIT #237)	1,386 SF
UNIT B	2 BEDROOM / 2 BATH-FLAT	22 UNITS	800 SF		835 SF	95 SF	2,060 SF
PROJECT UNIT TOTAL			34 UNITS		25,440 SF		3,446 SF
PARKING SUMMARY							
CALCULATED PER CA STATE DENSITY BONUS LAW							
REQUIRED				PROVIDED			
MINIMUM REQUIRED				PARKING BREAK DOWN			
1 BR UNIT - 1.0 SPACE PER UNIT				12 SPACES			
2 BR UNIT - 1.5 SPACES PER UNIT				33 SPACES			
				GARAGE ACCESS PARKING SPACES = 36 SPACES			
				TUCK UNDER PARKING SPACES = 9 SPACES			
				STANDARD EV READY = 12 SPACES			
				STANDARD EV CAPABLE = 8 SPACES			
				STANDARD EV EQUIPPED = 2 SPACES			
				HC EV EQUIPPED = 3 SPACES			
				HC ACCESSIBLE = 3 SPACES			
TOTAL =				48 SPACES			
* TANDEN PARKING PROPOSED PER STATE DENSITY BONUS CAL. GOV. CODE SECTION 66019 (d)							
BUILDING SUMMARY							
LEVEL	RESIDENTIAL / COMM. ROOM	DECK	CIRCULATIONS / LOBBY	MECHANICAL / VERTICAL CIRCULATION / GARAGE	NET BUILDING FLOOR AREA	TOTAL GROSS BUILDING FLOOR AREA	
LEVEL 1			496 SF	14,892 SF	496 SF	15,388 SF	
LEVEL 2	7,460 SF	685 SF	2,181 SF	1,043 SF	11,369 SF	11,369 SF	
LEVEL 3	7,576 SF	685 SF	2,181 SF	921 SF	10,364 SF	10,364 SF	
LEVEL 4	7,576 SF	685 SF	2,181 SF	921 SF	10,364 SF	10,364 SF	
LEVEL 5	7,576 SF	685 SF	2,181 SF	921 SF	10,364 SF	10,364 SF	
TOTAL	30,224 SF	3,236 SF	9,140 SF	16,793 SF	42,884 SF	42,884 SF	
GARAGE				14,892 SF			

OPEN SPACE / AMENITY SUMMARY			
	REQUIRED	G.G.M.U. 9-12.040.020 Multi-Family Residential	PROPOSED
COMMON OPEN SPACE	1,708 SF MIN. OUTDOOR ACTIVE OPEN SPACE REQUIRED WITH		GROUND LEVEL PASSIVE = 2,284 SF
	4,892 AREA WITH SEATING, COMMUNITY GARDEN AT 48 SF, INDOOR GYM AT 250 SF		PODIUM ACTIVE / PASSIVE OPEN AREA 160 SF, ACTIVE YOGA LAWN = 3,231 SF
	CLUBHOUSE WITH KITCHEN AT 400 SF AND BUSINESS CENTER WITH 5 STATIONS		COMMUNITY ROOM / INDOOR RECREATIONAL AREA = 1,782 SF
	205 SF COMMON OPEN SPACE / UNIT =	6,970 SF	SUB-TOTAL = 7,347 SF
PRIVATE OPEN SPACE	95 SF MIN. PRIVATE OPEN SPACE / UNIT =	5,330 SF	PRIVATE DECK = 3,488 SF
TOTAL OPEN SPACE	300 SF COMBINED OPEN SPACE / UNIT TOTAL =	10,300 SF	TOTAL = 10,735 SF
STORAGE			
		G.G.M.C. 9-12.040.020 E. Special Requirements	
		120 SF PER UNIT OF STORAGE SPACE (34 UNITS)	34 STORAGE SPACES AT 120 SF MIN. PROVIDED AT EVERY RESIDENTIAL FLOORS
BICYCLE SUMMARY			
		G.G.M.U. 9-16.140.340 (E)	
	REQUIRED	PROVIDED	
BICYCLE SPACE	1 SPACE PER 15 REQUIRED PARKING SPACES (34 SPACES/15) =		BICYCLE BACK LOCATED IN GARAGE = 5 SPACES
BICYCLE SPACE REQUIRED		5 SPACES	TOTAL PROVIDED BICYCLE SPACE = 5 SPACES

AERIAL MAP

SCALE: N.T.S.



SHEET INDEX

ARCHITECTURAL

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- SD-0.2 PROJECT INFORMATION
- SD-0.3 PROJECT NOTE
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- SD-1.2 LOT COVERAGE DIAGRAM
- SD-1.3 LOT COVERAGE ANALYSIS
- SD-1.4 CODE ANALYSIS
- SD-2.1 GROUND LEVEL BUILDING PLAN
- SD-2.2 2ND (PODIUM) LEVEL BUILDING PLAN
- SD-2.3 3RD LEVEL BUILDING PLAN
- SD-2.4 4TH LEVEL BUILDING PLAN
- SD-2.5 5TH LEVEL BUILDING PLAN
- SD-2.6 ROOF PLAN
- SD-3.1 BUILDING SECTIONS
- SD-3.2 BUILDING ELEVATIONS
- SD-3.3 BUILDING ELEVATIONS
- SD-4.1 UNIT PLANS
- SD-4.2 CONCEPTUAL OPEN SPACE PLAN
- SD-4.3 OPEN SPACE DIAGRAM
- SD-5.1 MATERIAL BOARD

CIVIL

- PRELIM GRADING PLAN
- PRELIM DETAILS
- TOPOGRAPHIC SURVEY
- LANDSCAPE
- L.1.0 GROUND LEVEL LANDSCAPE
- L.1.1 PODIUM LEVEL LANDSCAPE
- FIRE
- F-1 PRELIMINARY FIRE ACCESS PLAN

REQUESTED INCENTIVES AND WAIVERS

- CONCESSIONS / WAIVERS
- BUILDING HEIGHT GREATER THAN 35'-0"
- BUILDING STORIES GREATER THAN 3
- LOT COVERAGE MORE THAN 50%
- FRONT YARD SETBACK REDUCTION
- FRONT YARD STEP BACK REDUCTIONS
- SIDE YARD STEP BACK REDUCTIONS (NORTH)
- REAR YARD STEP BACK REDUCTIONS
- REDUCE MINIMUM AREA FOR 1 BEDROOM UNITS
- PROPOSED UNITS
- 3 VERY LOW INCOME UNITS
- 3 MODERATE INCOME UNITS
- 28 MARKET RATE UNITS

COAST STREET APARTMENTS

13040 COAST ST., GARDEN GROVE, CA. 92844

PROJECT INFORMATION

BSB DESIGN

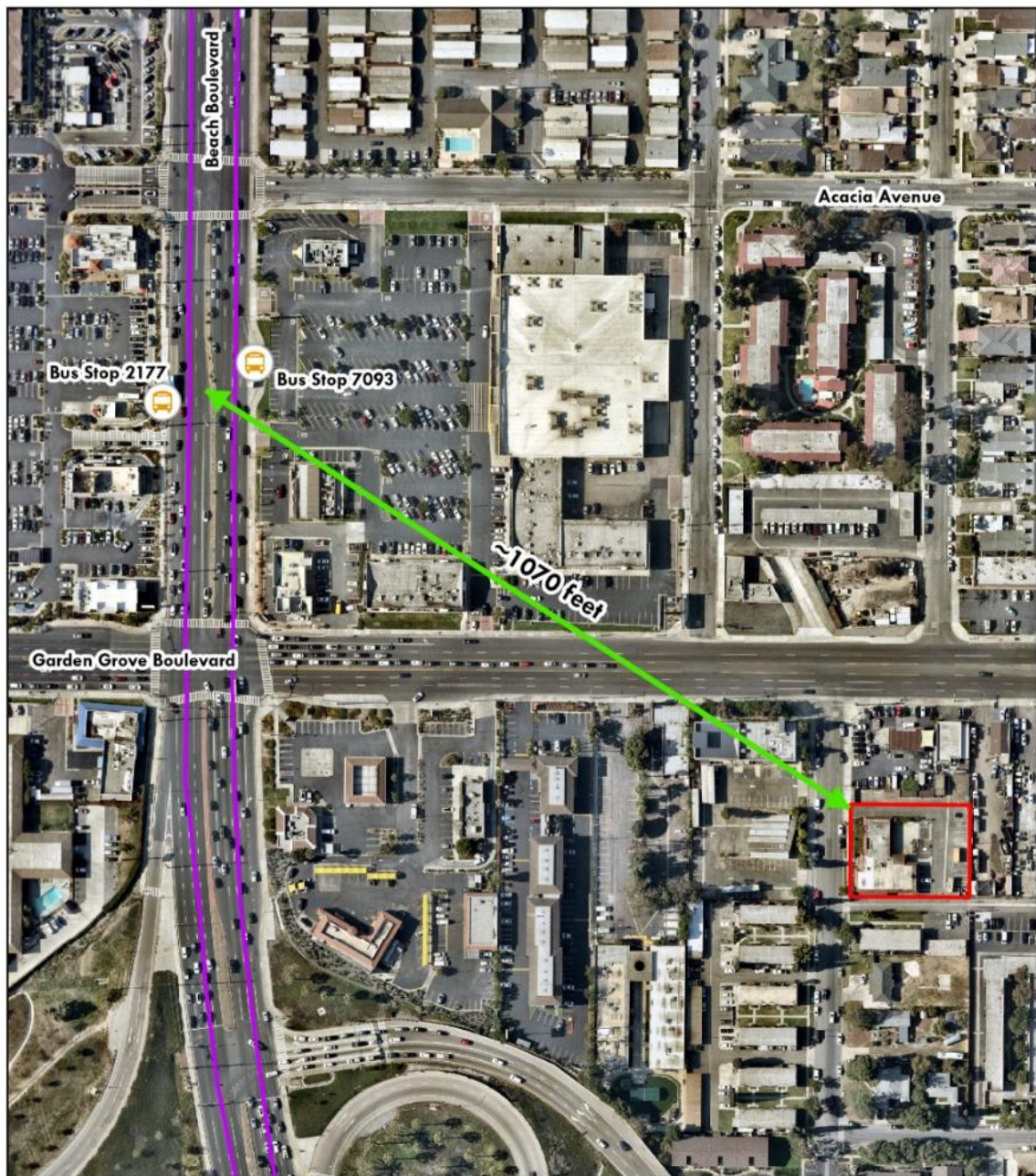
910 West 100th Street Suite 250
Fremont, CA 94538
1.916.217.0883 1.310.217.0425

May 14, 2025

SD-0.2



Figure 2: TPA Area Screening

**Legend**

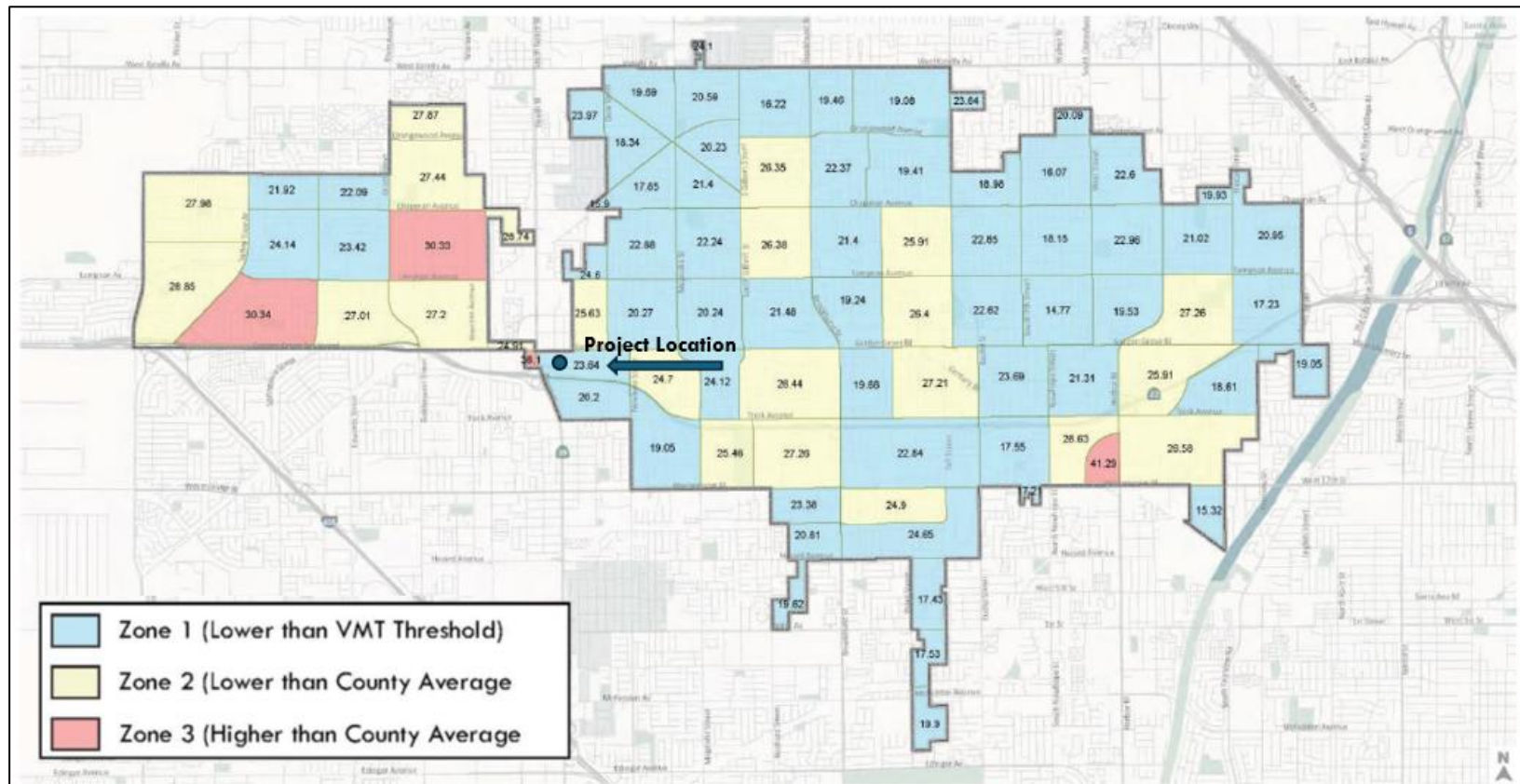
- Project Boundary
- Bus Stop

Twenty Minute Frequency Route

0 200 400
US Feet



Figure 3: Low VMT Area Screening



Orange County Average VMT/SP: 29.01

Exhibit 4.14-5 Housing Allocation by TAZFocused General Plan Update and Zoning Amendments
Garden Grove, California

Attachment- OCTA Twenty Minute Frequency Route Corridors

Twenty Minute Frequency Route Corridors

