



October 17, 2024

Candice Bowcock  
Principal Planner  
Community Development Department  
City of La Verne  
3660 "D" Street  
La Verne, CA 91750

Subject: Hillcrest Gateway Residential Project Trip Generation and Vehicle Miles Traveled Analysis Memorandum (LSA Project No. 20241974)

Dear Candice:

LSA Associates, Inc. (LSA) has prepared this Trip Generation and Vehicle Miles Traveled (VMT) Analysis memorandum (Memo) for the proposed Hillcrest Gateway Residential Project (project) in City of La Verne (City), California. The proposed project involves the construction of nine new single-family detached homes. The vacant homes to be demolished include one single-family home at 2692 Park Avenue, two duplexes at 2675, 2677, 2681a, and 2681b A Street, and two single-family homes at 2730 and 2712 Park Avenue. The new single-family residences will consist of five units replacing the South Gateway units and four units replacing the North Gateway units. Access to the proposed project would be provided via existing driveways along Park Avenue and A Street. The project is consistent with the City's General Plan land use and zoning designation. Figure 1 (all figures and tables attached) illustrates the regional and project location. Figure 2 illustrates the conceptual site plan for the project.

The objectives of this Memo are as follows:

- To estimate the trip generation for the proposed project and determine whether a detailed Level of Services (LOS) analysis will be required for the project; and
- To determine whether a detailed VMT analysis will be required for the proposed project.

### TRIP GENERATION ANALYSIS

The City uses the *City of La Verne Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service* (dated August 2020) (TS Guidelines), for traffic analysis purposes. According to the City's TS Guidelines, a detailed LOS analysis may not be required if the project is estimated to generate less than 100 peak hour trips overall and fewer than 51 peak hour trips to any single intersection.

The trip generation for the proposed use utilized rates for Land Use 210 – "Single-Family Detached Housing". Table A summarizes the trip generation for the proposed project. The proposed project is anticipated to generate 7 trips in the a.m. peak hour, 8 trips in the p.m. peak hour, and 85 daily trips.

According to the City's TS Guidelines, an LOS analysis may not be required if the project generates fewer than 100 peak hour trips overall and fewer than 51 trips to any intersection during either the a.m. or p.m. peak hours. Since the proposed project is expected to generate below both the 51 peak hour trip threshold to any intersection and less than the 100 overall peak hour trip threshold, a detailed LOS analysis may not be required for this project.

## VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) Guidelines for use. Among the changes to the guidelines was the removal of vehicle delay and level of service as the sole basis of determining CEQA impacts. With the implementation of the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT. The City's TS Guidelines includes significance thresholds, requirements, recommended methodologies, and procedures for VMT analysis for projects within the City.

### *Project Type Screening*

According to the City's TS Guidelines, certain land uses may be presumed to have a less than significant impact absent substantial evidence to the contrary. This criterion may include projects generating less than a net total of 110 daily vehicle trips, subject to the discretion of the City.

As summarized in previously referenced Table A, the proposed project is anticipated to generate 85 new daily trips, which is lower than the 110 daily trip thresholds for small projects. This daily trip threshold includes "typical" development intensities up to 11 single-family detached dwelling units. Therefore, based on the City's TS Guidelines, the project may be screened out from a detailed VMT analysis and is anticipated to have a less than significant VMT impact.

If you have any questions, please do not hesitate to contact me at (951) 781-9310 or [Ambarish.Mukherjee@lsa.net](mailto:Ambarish.Mukherjee@lsa.net).

Sincerely,

LSA



Ambarish Mukherjee, AICP, PE  
Principal

### Attachments:

- Figure 1: Regional and Project Location
- Figure 2: Conceptual Site Plan
- Table A: Project Trip Generation

**FIGURES**



LSA


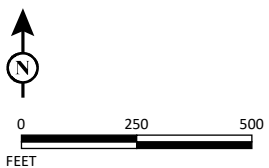
 Project Location

FIGURE 1



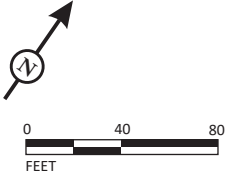
Hillcrest Gateway Residential Project  
 Trip Generation and VMT Analysis Memorandum  
 Regional and Project Location

SOURCE: ESRI Streetmap 2021, Google Maps Satellite, 2024

P:\20241974\_Brethren Hillcrest Gateway Project\Technical Studies\Traffic\g\Hillcrest Gateway Residential Project.aprx(10/11/2024)



FIGURE 2



Hillcrest Gateway Residential Project  
 Trip Generation and VMT Analysis Memorandum

Conceptual Site Plan

**TABLES**

**Table A - Project Trip Generation**

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Single Family Residential (Detached)	9 DU							
Trips/Unit <sup>1</sup>		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation		2	5	7	5	3	8	85
<b>Project Trip Generation</b>		<b>2</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>8</b>	<b>85</b>

Notes:

DU = Dwelling Unit

<sup>1</sup> Rates based on Land Use 210 - "Single-Family Detached Housing" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, Setting/Location - "General Urban/Suburban."