



October 29, 2025

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

Subject: Brethren Hillcrest Gateway 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 Brethren Hillcrest Gateway Project (project) in City of La Verne (City), California. The proposed project includes ten units of continuing care retirement facilities. In detail, the project involves demolition of four residential homes which are not currently part of the Hillcrest Master Plan community and construction of seven single-family homes in their place, to be added to Neighborhood 5 of the Hillcrest Master Plan community with common area landscaping on 1.19 acres encompassing the North and South Gateway Sites. The project also includes renovation of three existing single-family residential units that would be incorporated into the Hillcrest Master Plan community.

The four residential units to be demolished include two single family homes (2692 Park Avenue and 2677 A Street) within the South Gateway, and two single family homes (2730 Park Avenue and 2712 Park Avenue) within the North Gateway. The seven residential units to be constructed include three single-family homes within the South Gateway and four single-family homes within the North Gateway. The three single-family residential units to be renovated are located at 2675, 2681 and 2683 A Street. Upon completion of the project, the North and South Gateway Sites would contain 10 dwelling units operating within a continuing care retirement community. The project would require a General Plan Amendment, Zone Change and Master Plan Amendment. Figure 1 (all figures and tables attached) illustrates the regional and project location. Figures 2a and 2b illustrate the conceptual site plans for the project's southern and northern parcels.

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* (TS Guidelines), dated August 2020 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 add fewer than 51 peak hour trips to any single intersection.

The trip generation for the proposed use utilized rates for Land Use 255 - "Continuing Care Retirement Community" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition, Setting/Location - "General Urban/Suburban." Table A summarizes the trip generation for the proposed project. The proposed project is anticipated to generate 2 trips in the a.m. peak hour, 2 trips in the p.m. peak hour, and 25 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 adds 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 is not 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 proposed project is a continuing care retirement community which typically caters to the necessity and well-being of seniors and is expected to generate nominal traffic and VMT. As shown in Table A, the project is estimated to generate only 25 daily trips. It should be noted that ultimately, the project would result in a net increase in three units only. As such, this estimate provides a conservative estimate for project traffic and VMT.


Additionally, the project also proposes transportation services designed to cater to this continuing care retirement community. As such, the project would provide an on-call pick-up service that transports residents to the dining hall and other amenities via electric motorized cart. Additionally, a private bus service would provide transportation to local services such as banks, doctors' offices, pharmacies, grocery/retail, churches, the Metro Gold Line and Metrolink stations and regional bus stations. Also, the project is less than a quarter mile from Foothill Transit Bus Route 492 stops, that connects the cities of Montclair, Irwindale, El Monte, and points in-between with La Verne. The weekday peak period frequency/headway of this route is 20 minutes. Therefore, project patrons will have direct access to local transit options.

Overall, the project caters to the necessity and wellbeing of the residents and the community, provides ridesharing, and is expected to result in nominal amount of single occupancy vehicle travel. As such, the proposed project addresses several key issues and implements policies of SCAG's 2024-2050 RTP/SCS that reduce VMT and associated GHG emissions without generating a substantial increase in daily vehicle trips. Therefore, the project 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.

Sincerely,

LSA



Ambarish Mukherjee, AICP, PE
Principal

Attachments:

- Figure 1: Regional and Project Location
- Figure 2a: Conceptual Site Plan- South Gateway
- Figure 2b: Conceptual Site Plan- North Gateway
- Table A: Project Trip Generation

FIGURES



LSA


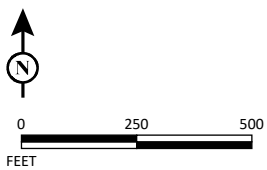
 Project Location

FIGURE 1



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)

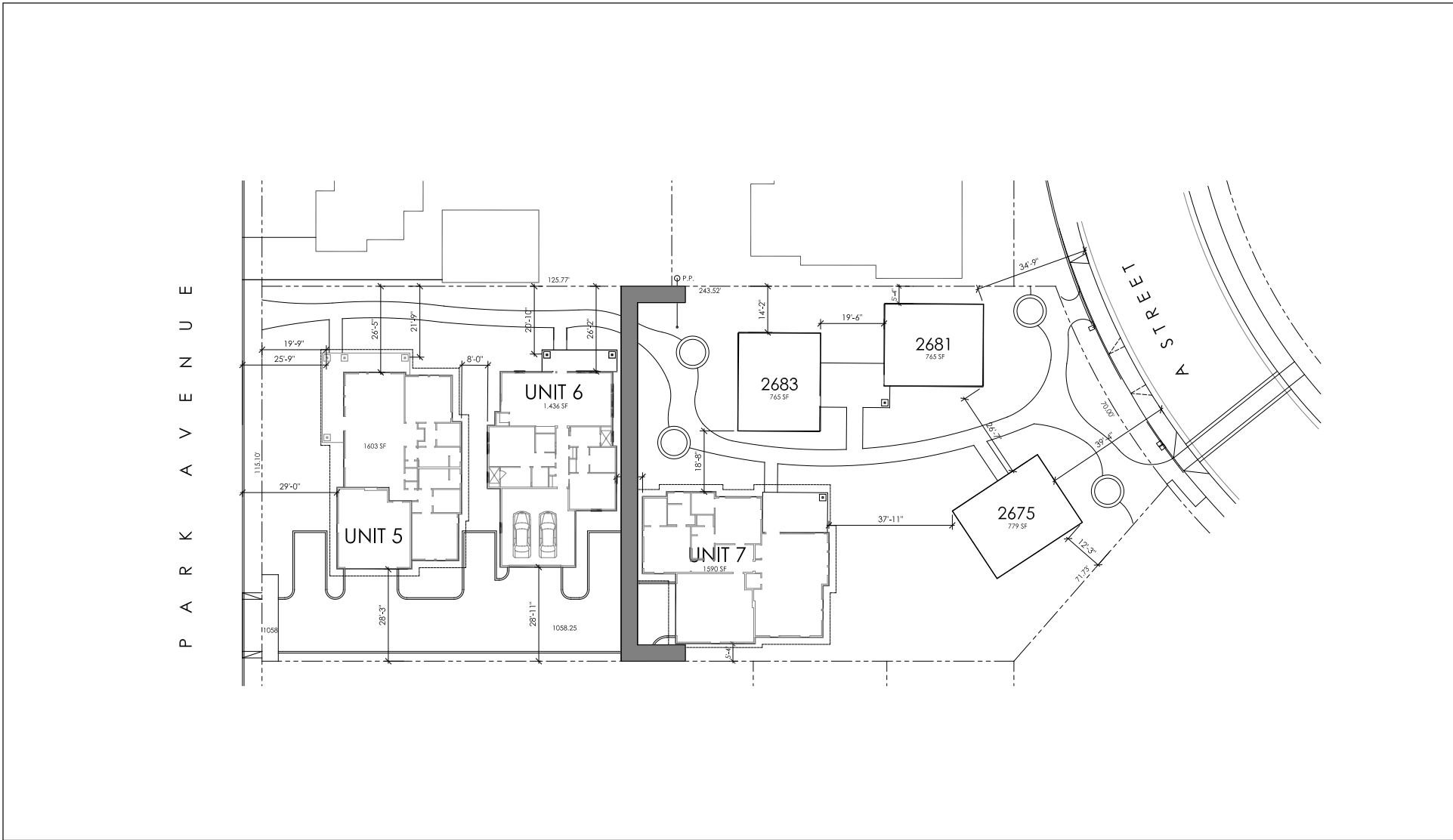
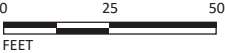


FIGURE 2a

LSA



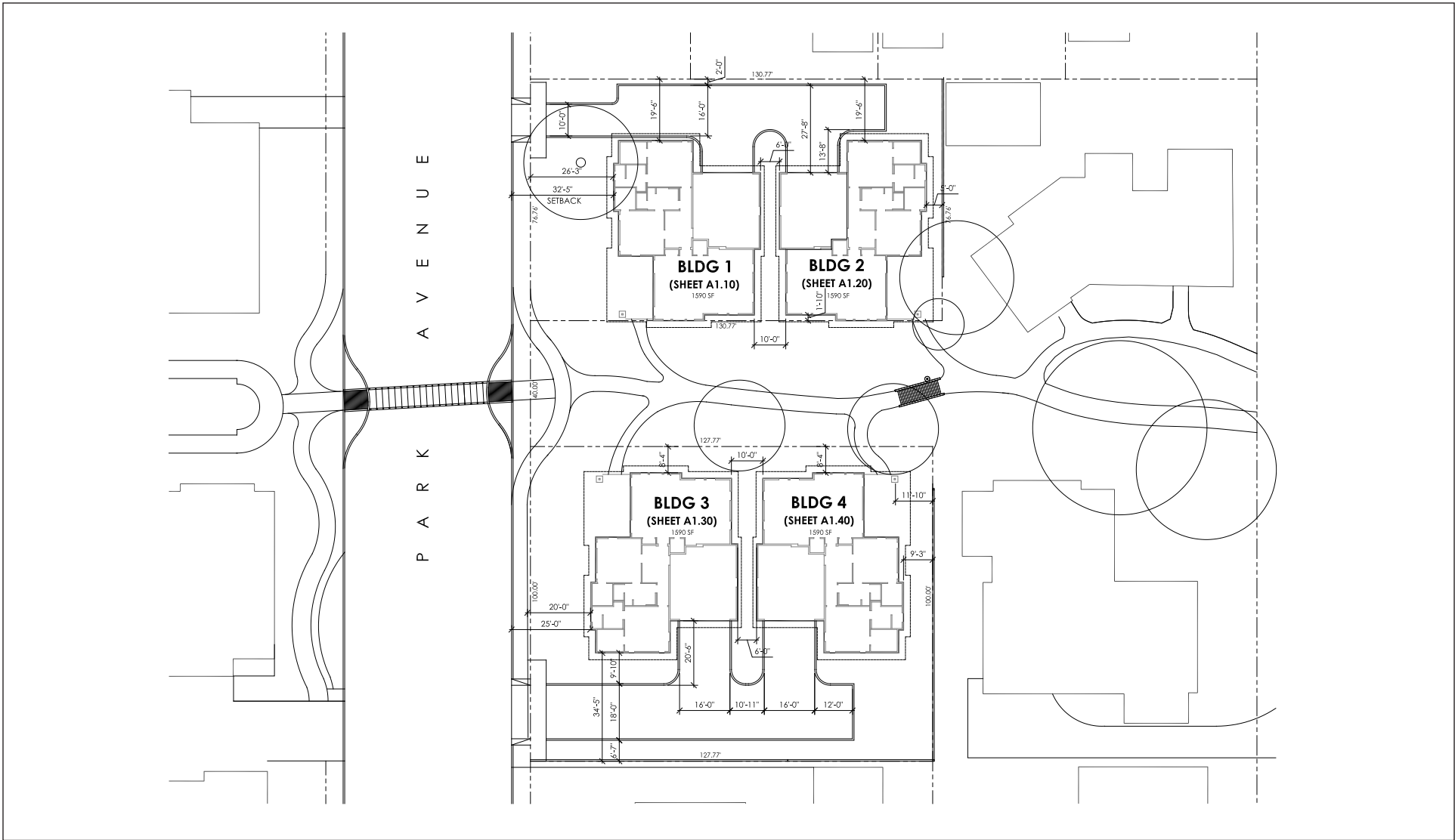
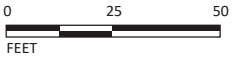


FIGURE 2b

LSA



SOURCE: CEDG Architects

I:\2024\20241974\G\Proposed_Conceptual_Site_Plans_N-S.ai (10/16/2025)

Brethren Hillcrest Gateway Project
Proposed Conceptual Site Plan - North Gateway

TABLES

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Continuing Care Retirement Community	10 DU							
Trips/Unit ¹		0.10	0.06	0.16	0.07	0.12	0.19	2.52
Trip Generation		1	1	2	1	1	2	25
Project Trip Generation		1	1	2	1	1	2	25

Notes:

DU = Dwelling Unit

¹ Rates based on Land Use 255 - "Continuing Care Retirement Community" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition, Setting/Location - "General Urban/Suburban."