



March 14, 2022

Soo (Sean) Yoon  
Syoon Architects  
13458 Felson St  
Cerritos, CA 90703

**Re: Trip Generation Memo and Queuing Analysis  
Proposed 6-Unit Single-Family Residences – Via Verde Estates  
9045 56<sup>th</sup> St & 6371 Van Buren Blvd, Jurupa Valley**

Dear Sean,

Per your request, we have prepared a trip generation memorandum and queuing analysis for the proposed Via Verde Estates. This letter presents our findings and recommendations.

**PROJECT DEVELOPMENT**

The project site consists of two adjacent lots located on the northwest corner of 56<sup>th</sup> Street and Van Buren Boulevard at 9045 56<sup>th</sup> Street and 6371 Van Buren Boulevard in the City of Jurupa Valley. The proposed Via Verde Estates includes six (6) single-family residences. Site plan is shown in **Exhibit 1**.

**TRIP GENERATION**

Passenger vehicle trips were estimated using the rates and methodologies outlined in “*Trip Generation, 11<sup>th</sup> Edition*”, published by the Institute of Transportation Engineers (ITE). The applicable trip generation rates are shown in **Table 1**.

**Table 1. Trip Generation Rate (ITE)**

Land Use	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Single-Family Detached Housing (210)	Dwelling Unit	9.43	0.70	26%	74%	0.94	63%	37%

The project is expected to generate 5 trips in the AM peak hour, including 1 inbound trips and 4 outbound trips, 6 trips in the PM peak hour, including 4 inbound trips and 2 outbound trips, and 75 Average Daily Traffic (ADT) trips. The projected trips associated with the project are provided in **Table 2**.

**Table 2. Project Trip Generation**

Land Use	Unit	Quantity	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Single-Family Detached Housing (210)	Dwelling Unit	6	5	1	4	6	4	2	57

According to the “*City of Jurupa Valley Traffic Impact Analysis Guidelines*,” dated November 2020, single family residential tracts of less than 100 dwelling units and developments with a trip generation of less than 100 vehicle trips during any hour of the day may not require a full Transportation Impact Analysis (TIA) that includes a Level of Service (LOS) analysis. With a tract of only 8 units and a trip generation of only 6 trips in the AM peak hour and 8 trips in the PM peak hour, the project should have no or less than significant impact to nearby roadways and intersections. Therefore, further study of traffic impact is not required.

**VMT SCREENING ASSESSMENT**

For the purpose of Senate Bill (SB) 743 and California Environmental Quality Act (CEQA) compliance, a Vehicle Miles Traveled (VMT) analysis should be conducted for land use projects that have the potential to increase the average VMT per service population (SP) compared to the City’s baseline VMT/SP rate. The City’s Guidelines has provided a number of screening steps, based upon recommendations from the Western Riverside Council of Governments (WRCOG) Implementation Pathway Study that may be followed to screen projects from a project-level assessment.

### **Step 1: Transit Priority Area (TPA) or High Quality Transit Area (HQTA) Screening**

According to the City’s Guidelines, projects located within a Transit Priority Area (TPA) or High Quality Transit Area (HQTA)<sup>1</sup> may be presumed to have a less than significant impact absent substantial evidence to the contrary. Based on the WRCOG Screening Tool TPA map, shown in **Exhibit 2**, the project is not located within a TPA. The TPA screening **NOT MET**.

### **Type 2: 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. Other employment-related and mixed-use projects within a low VMT-generating area may also qualify for this screening if the project can reasonably be expected to generate VMT per service population similar to the existing land uses in the low VMT generating area.

Based on the WRCOG Screening Tool Low VMT map, provided in **Exhibit 3**, the project is located within a Low VMT area. The Low VMT Screening is **MET**.

### **Type 3: Project Type Screening**

Local serving projects generally reduce vehicle travel by providing a more proximate location to travel to. In accordance with the City’s Guidelines, local serving projects generating less than 250 daily vehicle trips may be presumed to have a less than significant impact absent substantial evidence to the contrary.

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<sup>1</sup> A TPA is defined as a ½ mile area around an existing major transit stop or an existing stop along a high quality transit corridor per the following definitions:

Pub. Resources Code, § 21064.3 - ‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Pub. Resources Code, § 21155 - For purposes of this section, a ‘high-quality transit corridor’ means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The proposed single-family residences are expected to generate 57 daily trips, below the threshold of 250 daily trips. The Project Type screening is **MET**.

### **QUEUING ANALYSIS**

The site entrance to the proposed residential development is located on 56<sup>th</sup> Street. According to the “Jurupa Valley General Plan” dated September 2017, 56<sup>th</sup> Street is classified as a Local Corridor located within the Pedley community which is predominantly semi-rural with low residential density. Due to low trip generation of four (4) outbound trips in the AM peak hour and three (2) outbound trips in the PM peak hour, the project is expected to have no or insignificant queuing issue at its entrance on 56<sup>th</sup> Street.

### **SUMMARY**

The proposed 6-unit single-family residences are expected to result in no or less than significant impact on nearby roadways and intersections. A full TIA that includes a LOS analysis and further assessment of traffic impact is not required.

The project is screened out from a project-level VMT assessment by meeting the Low VMT and Project Type screening steps. The project can be presumed to have a less than significant VMT impact.

The project is expected to have no or insignificant queuing issue at its entrance on 56<sup>th</sup> Street.

Regards,

**K2 Traffic Engineering, Inc.**

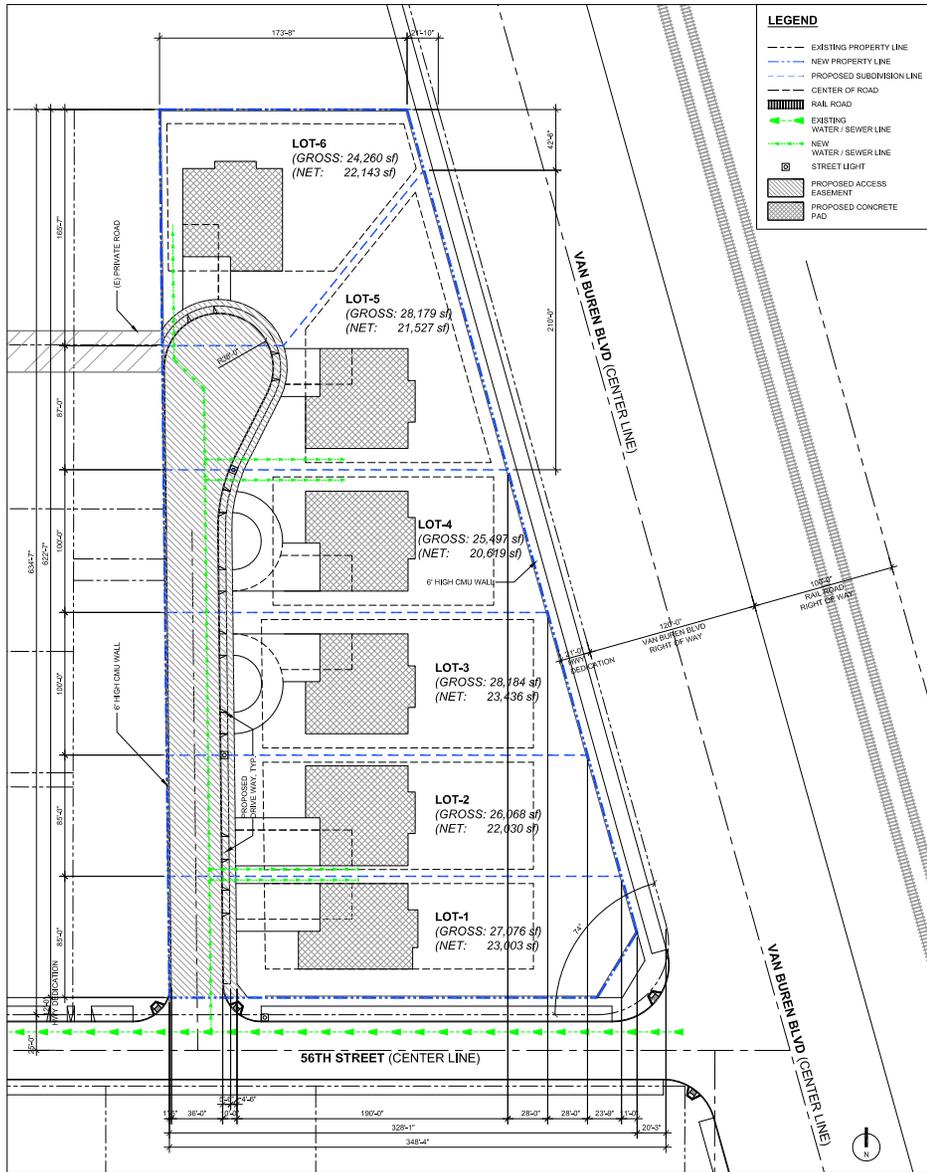


Jende Kay Hsu, T.E.  
California License TR2285

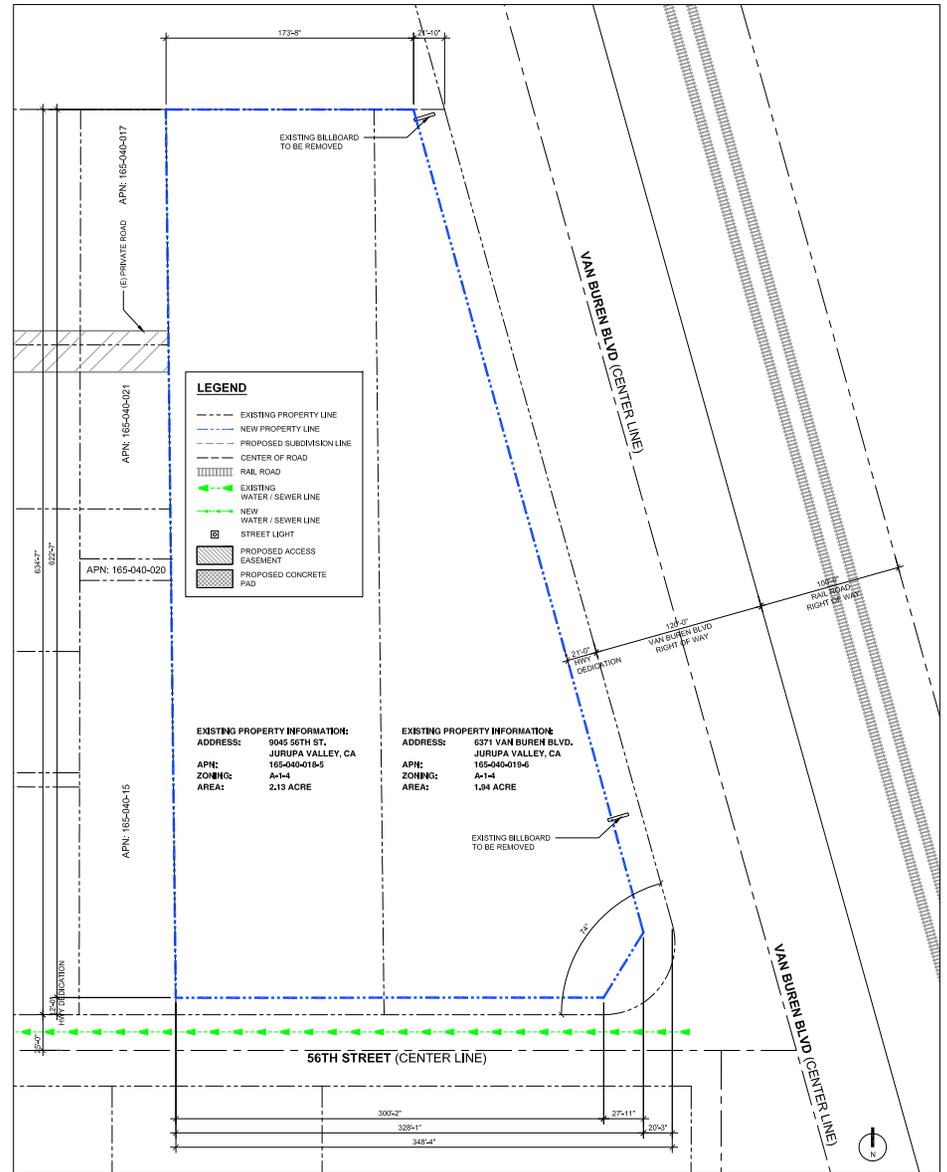


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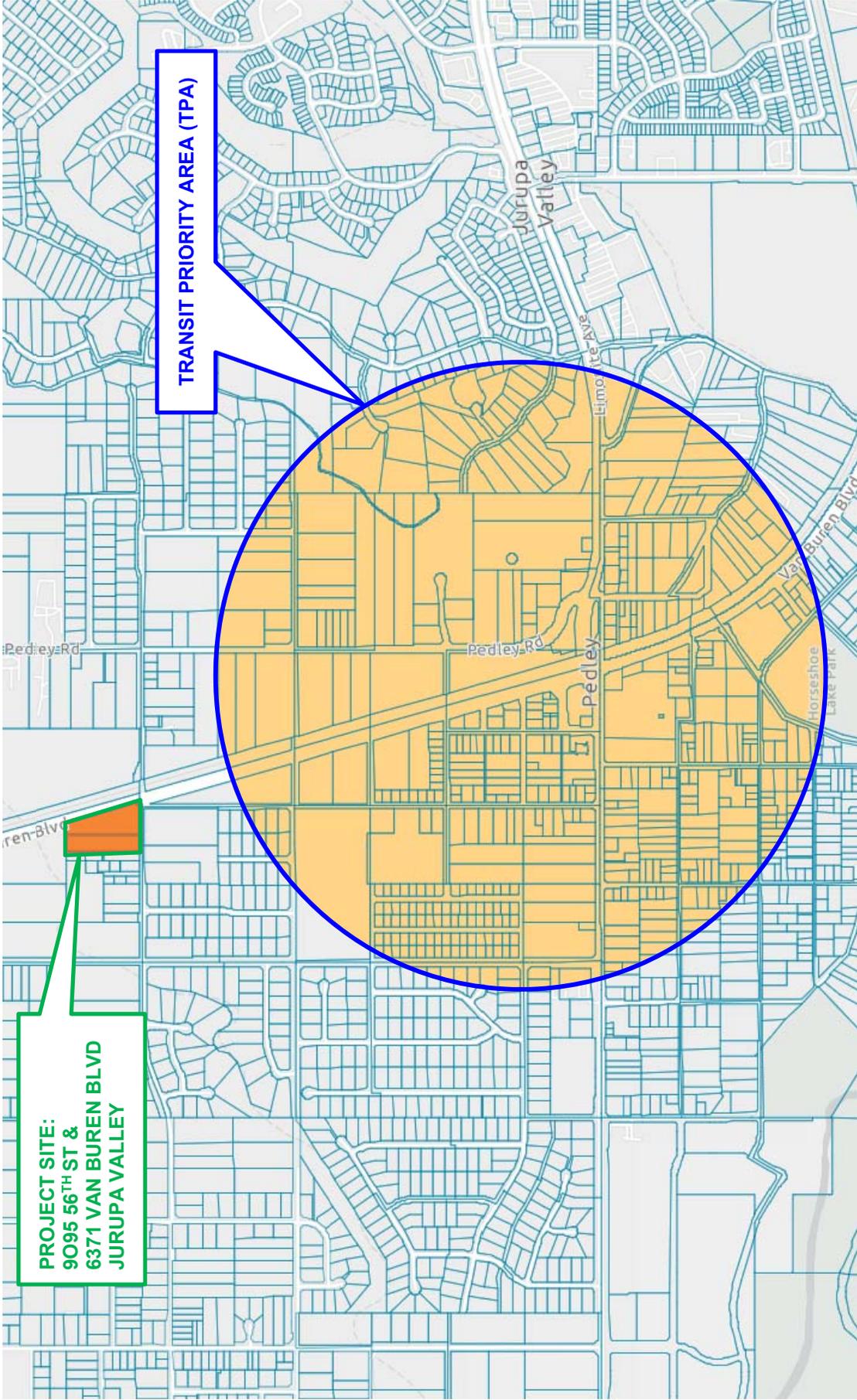


SITE PLAN



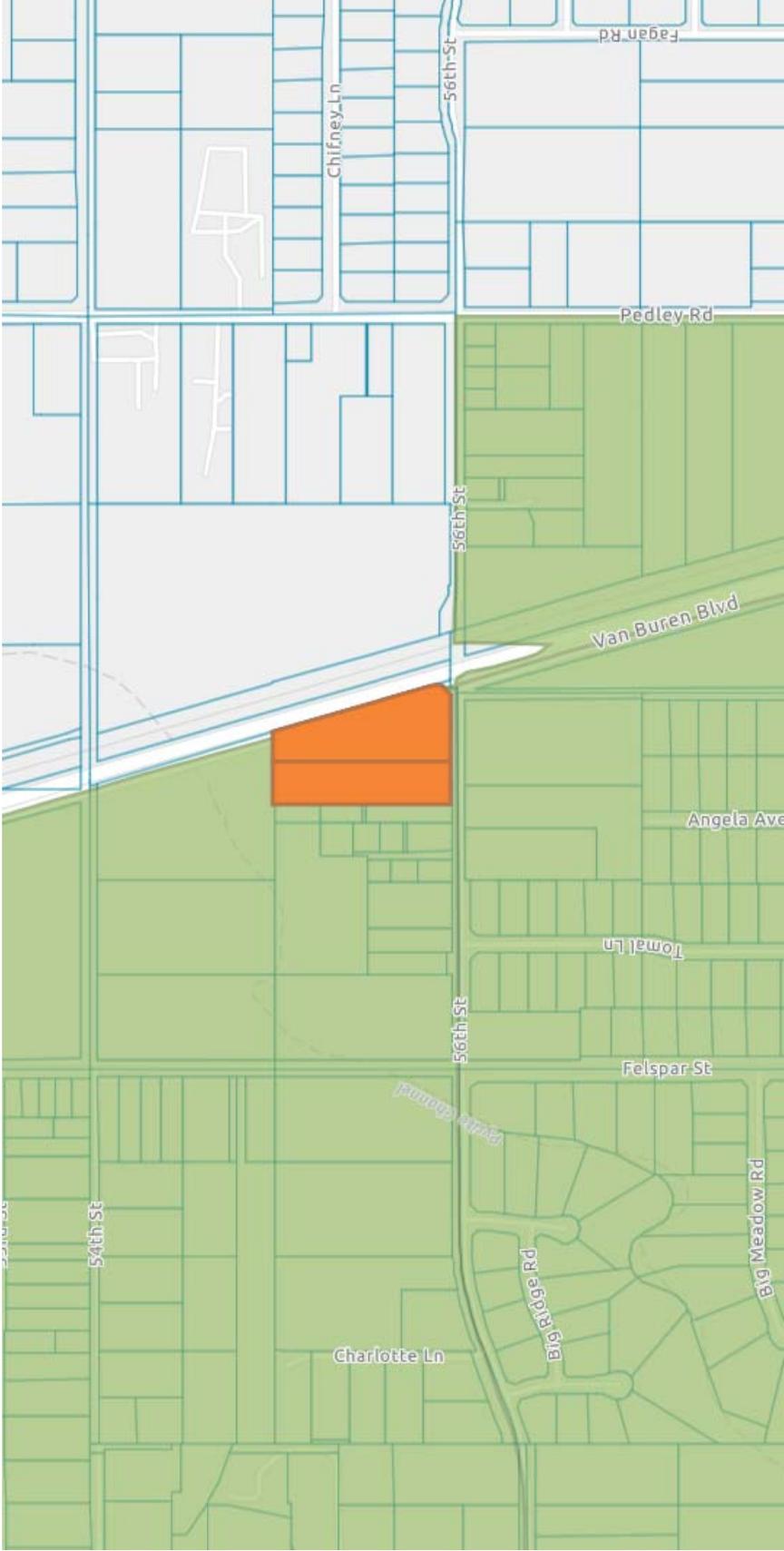
SITE ANALYSIS

**EXHIBIT 1. PROPOSED SITE PLAN**



**EXHIBIT 2. TRANSIT PRIORITY AREA (TPA) MAP - WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS (WRCOG)**

No Scale



**EXHIBIT 3. LOW VMT AREA MAP - WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS (WRCOG)**

No Scale

**LEGEND**

- PROJECT SITE: 9045 56<sup>TH</sup> ST & 6371 VAN BUREN BLVD JURUPA VALLEY
- LOW VMT AREA