

Appendices

Appendix F1: VMT Screening Analysis

Appendices

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August 1, 2024

Mr. Peter Carlson
CARLSON STRATEGIC LAND SOLUTIONS
27134A Paseo Espada, Suite 323
San Juan Capistrano, CA 92675

**Subject: Greenbriar Multifamily Residential Project Vehicle Miles Traveled (VMT)
Screening Analysis, City of Brea**

Dear Mr. Carlson:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Vehicle Miles Traveled (VMT) Screening Analysis for the proposed Greenbriar Multifamily Residential Project.

The purpose of this study is to utilize the *City of Brea Transportation Impact Analysis Guidelines*, dated September 2020, and the North Orange County Collaborative VMT Traffic Study Screening Tool (NOCC+), as per City of Brea standards, to determine if the project will require a detailed VMT analysis under the California Environmental Quality Act (CEQA).

The NOCC+ VMT tool is an Excel-based tool that utilizes data produced by the Orange County Transportation Analysis Model Version 5.0. to evaluate whether proposed land use projects within the Cities of Fullerton, Brea, Buena Park, Orange, Yorba Linda, Placentia, and La Habra could be screened from a full VMT analysis.

Project Description

The proposed Greenbriar Multifamily Residential Project (hereinafter referred to as project) is bound between Greenbriar Lane to the north, Associated Road to the east, the SR-57 Freeway to the west, and Brea Plaza to the south, in the City of Brea. The approximately 9.73-acre project site is currently occupied by 164,908 square feet (SF) of mostly vacant office space that was initially constructed in 1976 and renovated in 1993. While the existing site was delivered vacant to new ownership, the site still has a small number of crews working that will vacate the project prior to construction.

The proposed project consists of razing the existing office buildings as well as the onsite parking structure, which includes approximately 477 parking spaces, to construct 180 townhome/ condominium dwelling units.

Access to the project is proposed to be provided via two (2) full-access unsignalized driveways located along Greenbriar Lane.

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

VMT Screening Assessment

A key element of SB 743, signed in 2013, is the elimination of automobile delay and LOS as the sole basis for determining California Environmental Quality Act (CEQA) impacts. Pursuant to CEQA Guidelines, Section 15064.3, VMT is the most appropriate measure of transportation impacts.

The *City of Brea Transportation Impact Analysis Guidelines*, dated September 2020, provides recommendations in the form of thresholds of significance and methodology for identifying VMT-related impacts. The proposed project is subject to a VMT analysis and will adhere to the recommendations and practices described in the City's guidelines.

The City of Brea has developed three types of screening criteria that can be applied to effectively screen projects from project-level assessment. The screening steps are identified below:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening



Legend:

— = Project Site Boundary



Step 1: Transit Priority Area (TPA) Screening

Based on the City of Brea Transportation Impact Analysis Guidelines, dated September 2020, "Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary." However, this presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by City requirements;
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City of Brea, with input from the Southern California Association of Governments [SCAG]); or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

The completed NOCC+ worksheet for the proposed project is provided in **Appendix A**. Per the completed NOCC+ worksheet the project is determined to be situated within a transit priority area. Furthermore, per the direction of City of Brea staff, a transit priority area can be established based on both existing or planned service levels of 15 minutes or less. Therefore, the project is determined to be situated within a transit priority area.

Table 1 evaluates the appropriateness for utilization of the Transit Priority Screening Criteria.

Table 1
Step 1: Transit Priority Area Screening Check for Appropriateness

TPA Screening Criteria	Project's Eligibility	Satisfied?
Has a Floor Area Ratio (FAR) greater than or equal to 0.75	The proposed project is expected to have a FAR <u>greater</u> than 0.75.	Yes
Includes less than or equal to parking for use by residents, customers, or employees of the project than required by the City	The project is not expected to provide more parking than what the City Development Code mandates.	Yes
Is inconsistent with the applicable Sustainable Communities Strategy (SCS)	The proposed project is consistent with the City of Brea General Plan land use designation and is expected to be consistent with the SCS.	Yes
Does not replace affordable residential units with a smaller number of moderate- or high-income residential units	The project is not replacing any existing affordable housing units.	Yes

As shown in Table 1, all four appropriateness checks are satisfied and Step 1: TPA Screening criteria is applicable for this project.

The proposed project satisfies the screening criteria based on Step 1: Transit Priority Area (TPA) Screening.

Step 2: Low VMT Area Screening

Per the City of Brea Guidelines, residential and office projects located within a low VMT-generating area are presumed to have a less than significant impact absent substantial evidence to the contrary. To identify if the project is in a low VMT-generating area, the NOCC+ tool was utilized. As shown in Appendix A, the proposed project is not located in a low VMT generating zone.

The proposed project does not satisfy the screening criteria based on Step 2: Low VMT Screening Criteria.

Step 3: Project Type Screening

The *City of Brea Transportation Impact Analysis Guidelines*, dated September 2020, specify that certain project types are eligible to screen from a project-level VMT assessment because they can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature. These types of projects include:

- Local parks
- Local-serving retail uses less than 50,000 square feet
- Community Institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Projects generating less than 250 daily vehicle trips

The proposed project consists of razing the existing vacant office building as well as the onsite parking structure to construct 180 single-family attached residential dwelling units. As such, ITE Land Use Code 215: Single-Family Attached Housing and ITE Land Use Code 710: General Office Building trip rates accurately reflect the proposed and existing land uses, respectively.

As directed by City of Brea staff, existing trip credits for the existing entitled office buildings are permitted for the CEQA Transportation Assessment. As such, the CEQA Transportation Assessment assesses the potential impact of the net trips.

Table 2 shows the project trip generation rates and forecast for the CEQA Transportation Assessment with trip credits. The upper portion of Table 2 shows the trip generation rates utilized based on the ITE Trip Generation Manual (11th Edition) and the lower portion of Table 2 shows a comparison of the trips generated by the existing entitled land use to the trips generated by the proposed project.

Table 2
Project Trip Generation Rates & Forecast¹
For CEQA Transportation Assessment (With Trip Credit)

Land Use (ITE Code)	Quantity	Units ²	Weekday						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Trip Generation Rates									
Single-Family Attached Housing (215)	--	DU	25%	75%	0.48	59%	41%	0.57	7.20
General Office Building (710)	--	TSF	88%	12%	1.52	17%	83%	1.44	10.84
Trip Generation Forecast									
Proposed Project Trip Generation Forecast									
Single-Family Attached Housing (215) [A]	180	DU	22	64	86	62	41	103	1,296
Existing Entitled Land Use Trip Generation Forecast									
General Office Building (710) [B]	164.908	TSF	221	30	251	40	197	237	1,788
Total Net Trip Generation Forecast [A] - [B]			-199	+34	-165	+22	-156	-134	-492

¹ Source: ITE Trip Generation Manual (11th Edition, 2021).

² TSF = Thousand Square Feet; DU = Dwelling Units.

As shown in Table 2, the upper portion shows the trip generation rates utilized based on the ITE Trip Generation Manual (11th Edition). The lower portion of Table 2 shows a comparison of the trips generated by the existing entitled land use to the trips generated by the proposed project. The proposed project is forecast to generate approximately 492 fewer weekday daily trips.

Therefore, the proposed project satisfies the screening criteria based on Step 3: Project Type Screening and may be presumed to have a less than significant impact on VMT under CEQA and no further VMT analysis is required.

Additional Screening

As directed by City of Brea staff, existing VMT and trip credits for the existing entitled office buildings are permitted for the CEQA Transportation Assessment. As such, the NOCC+ worksheet has been completed for the existing development and is shown in **Appendix B**.

Table 3 shows a summary of the NOCC+ results from both the proposed project and the existing land use.

Table 3
NOCC+ Results Summary Table¹

OCTAM TAZ #62	
Proposed Land Use	
Average Trip Length	7.0
Service Population	540
VMT / Service Population	15.3
Target VMT / Service Population ²	29.2
Percentage Above / Below VMT Target	-48%
Estimated Project VMT [A]	8,262
Estimated Project Daily Trips [B]	1,185
Existing Land Use	
Average Trip Length	7.0
Service Population	577.0
VMT / Service Population	59.7
Target VMT / Service Population ²	29.2
Percentage Above / Below VMT Target	104%
Estimated VMT Credit [C]	34,447
Estimated Daily Trip Credit [D]	4,951
Total Net Estimated VMT [A] - [C]	-26,185
Total Net Estimated Daily Trips [B] - [D]	-3,766

¹ Source: NOCC+ worksheets for both the proposed project and existing land use are shown in Appendices A and B, respectively.

² The target VMT per service population remains the same for all scenarios.

As shown in Table 3, the proposed project is forecast to generate a VMT per service population that is approximately 48% below the Target VMT per service population. Furthermore, the proposed project would result in a reduction of approximately 26,185 VMT per day when compared to the existing land use. Therefore, the proposed project will result in an overall reduction in VMT and would not exceed the City of Brea General Plan Buildout VMT per service population target threshold of significance.

Conclusions

RK Engineering Group, Inc. has completed this Vehicle Miles Traveled (VMT) Screening Assessment for the proposed Greenbriar Multifamily Residential Project.

As specified in the *City of Brea Transportation Impact Analysis Guidelines*, dated September 2020, the proposed project is screened out from a full VMT analysis based on Step 1: Transit Priority Area Screening, Step 3: Project Type Screening criteria, and an existing VMT credit. Therefore, the proposed project may be presumed to have a less than significant impact on VMT under CEQA.

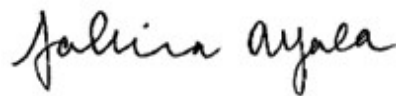
RK Engineering Group, Inc. appreciates this opportunity to assist CARLSON STRATEGIC LAND SOLUTIONS with this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,

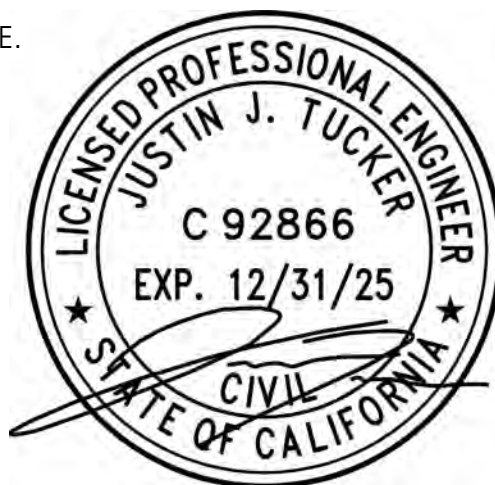
RK ENGINEERING GROUP, INC.



Justin Tucker, P.E., T.E.
Associate Principal



Sabrina Ayala
Engineer I



Appendices



Appendix A

NOCC+ Worksheet
Proposed Project

North Orange County Collaborative VMT Traffic Study Screening Tool

Project Information

Project Name	Opening Year
Mercury Residential	2026
Parcel Number (OCTAM TAZ#62)	
319-102-33	

Screening Criteria for Brea

Is the project location in a Transit Priority Area?	Yes
Is the project location in a low VMT generating zone?	No
Is the Project one of these land use types? (show land use types)	No
Does the project generate fewer than 250 daily trips? (enter project land use in the section below)	No

The Project can be considered for screening from additional analysis.
Please refer to the 'secondary screening checks' table in the User Guide.

Project Land Use Information

		Unit
Residential : Single Family Homes	180	Dwelling Units
Residential : MultiFamily Homes	0	Dwelling Units
Office	0.000	1,000 Sqaure Feet
Retail	0.000	1,000 Sqaure Feet
Industrial	0.000	1,000 Sqaure Feet
Private School	0	Students
University	0	Students
Entertainment	0.000	1,000 Sqaure Feet
Hotel	0	Rooms

Project Trips and VMT Information

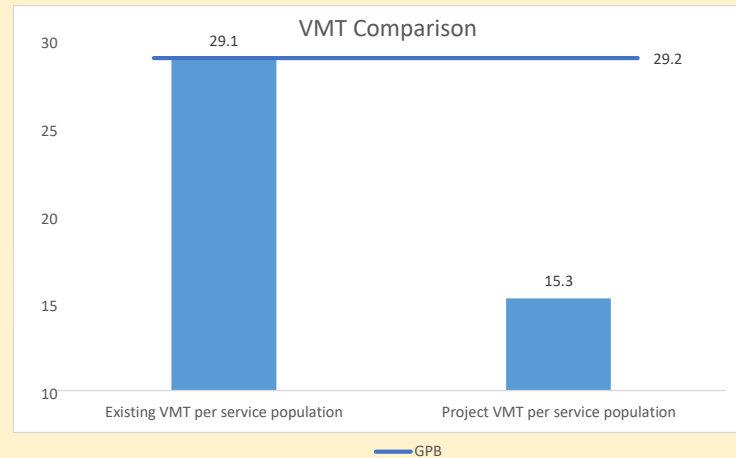
VMT Methodology Origin Destination (OD)

Daily Trips: 1185 Average Trip Length: 7.0 Service Population: 540

VMT per service population 15.3

Project VMT Thresholds Comparison

- ☐ OPR Guidance (15% Below Existing)
- ☐ GHG Reduction Targets (14.3% Below Existing)
- ☐ Below Existing
- ☒ Better than General Plan Buildout





Appendix B

NOCC+ Worksheet
Existing Land Use

North Orange County Collaborative VMT Traffic Study Screening Tool

Project Information

Project Name	Opening Year
Mercury Site - Existing Land Use	2026
Parcel Number (OCTAM TAZ#62)	
319-102-33	

Screening Criteria for Brea

Is the project location in a Transit Priority Area?	Yes
Is the project location in a low VMT generating zone?	No
Is the Project one of these land use types? (show land use types)	No
Does the project generate fewer than 250 daily trips? (enter project land use in the section below)	No

The Project can be considered for screening from additional analysis.
Please refer to the 'secondary screening checks' table in the User Guide.

Project Land Use Information

		Unit
Residential : Single Family Homes	0	Dwelling Units
Residential : MultiFamily Homes	0	Dwelling Units
Office	164.908	1,000 Sqaure Feet
Retail	0.000	1,000 Sqaure Feet
Industrial	0.000	1,000 Sqaure Feet
Private School	0	Students
University	0	Students
Entertainment	0.000	1,000 Sqaure Feet
Hotel	0	Rooms

Project Trips and VMT Information

VMT Methodology Origin Destination (OD)

Daily Trips: 4951 Average Trip Length: 7.0 Service Population: 577

VMT per service population 59.7

Project VMT Thresholds Comparison

- ☐ OPR Guidance (15% Below Existing)
- ☐ GHG Reduction Targets (14.3% Below Existing)
- ☐ Below Existing
- ☒ Better than General Plan Buildout

