

# Appendix D

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Transportation Screening Assessment





May 29, 2025

Ms. Susanne Huerta  
RINCON CONSULTANTS, INC.  
180 North Ashwood Avenue  
Ventura, California 93003

**RE: 1433 Crestfield Residential Project Transportation Screening Assessment**  
Project No. 19767

Dear Ms. Susanne Huerta:

Ganddini Group, Inc. is pleased to provide this Transportation Screening Assessment for the proposed 1433 Crestfield Residential Project in the City of Duarte. The purpose of this screening assessment is to provide a preliminary assessment of the proposed project's potential to cause transportation impacts relating to vehicle miles traveled (VMT) impacts based on California Environmental Quality Act (CEQA) requirements. We trust the findings of this analysis will aid you and the City of Duarte in assessing the project.

## **PROJECT DESCRIPTION**

### **Proposed Project**

The project site is located at 1433 Crestfield Drive in the City of Duarte, California. The existing 14.159-acre site is currently under-utilized and occupied with a day care center with 16 employees using an inactive elementary school, a high school with 78 students and a 6.329-acre public park with 2 sports fields. For informational purposes only, the site's previous uses at full capacity are an elementary school with 684 enrollments, a high school with 162 enrollments and a 6.329-acre public park with 2 sports fields. The project proposes the redevelopment of the 7.830-acre school site to a 169-unit multi-family housing development and modification of the existing park site to a 6.329-acre public park with two sports fields. Vehicular access is proposed via one full access residential driveway on Crestfield Drive, one full access residential driveway on Central Avenue, and two full access park driveways on Central Avenue. The project site plan is provided in Attachment A.

### **Alternative 3A: AB 2295 Residential Portion Buildout**

Alternative 3A involves full buildout of the residential portion of the project site pursuant to California state law (AB 2295, 2022). The AB 2295 Build Out Alternative involves the same demolition and relocation activities related to the existing schools and redevelopment of the Otis Gordon Sports Park, as identified for the proposed project.

Pursuant to AB 2295, a housing development project shall be deemed an allowable use on any real property owned by a local educational agency if the housing development satisfies all of requirements detailed in Section 65914.7 of the California Government Code. Section 65914.7 (a)(4) of the California Government Code identifies that the residential density for the housing footprint shall be greater than the residential density allowed on the parcel by the city or county and the applicable density deemed appropriate to accommodate affordable housing for lower income households, as specified in paragraph 3 of Section

65583.2(c) of the California Government Code. The density of Los Angeles County is identified as 30 dwelling units per acre (du/ac). Thus, the allowable density for the 7.830-acre residential portion of the project site would be 235 units pursuant to Section 65583.2(c) of the California Government Code. AB 2295 requires at least 30 percent of the residential units to be affordable to low-income households. Section 66915 grants a 50 percent density bonus for any project which provides at least 24 percent of its residential units affordable to lower income households. Since the proposed project would provide 30 percent of its residential units as affordable to lower income households, the project would be allowed a 50 percent density bonus to the allowed 30 du/ac pursuant to Section 65583.2(c) of the California Government Code, resulting in an allowed 45 du/ac. Therefore, in compliance with AB 2295 and Sections 65583.2(c), 65914.7, and 66915 of the California Government Code, this alternative involves the development of 353 residential units (45 du/ac x 7.830 acres = 353 units), 71 of which would be affordable for low-income households (using the base density of 235 units x 0.30 = 71).

Similar to the proposed project, the residential units included in Alternative 3A would be developed on the eastern portion of the project site and within the same development footprint. Alternative 3A would also involve the same redevelopment activities for the Otis Gordon Sports Park, as described in Section 2, Project Description. Construction activities under Alternative 3A, such as equipment used, excavation and haul quantities, and construction schedule, would be consistent with those under the proposed project.

### **Alternative 3B: AB 2295 Full Site Buildout**

Similar to Alternative 3A, Alternative 3B involves full buildout of the project site pursuant to California state law AB 2295 (2022). However, Alternative 3B involves full buildout of the entire 14.159-acre project site pursuant to AB 2295, compared to full buildout of the residential portion of the project site considered in Alternative 3A. As described under Alternative 3A, AB 2295 streamlines the development of affordable and mixed-income housing for teachers and support staff of California's K-12 public schools on public land owned by a local educational agency. Under AB 2295, all units will prioritize teachers and other school employees as tenants. Since the DUSD can opt to develop the entire project site, Alternative 3B involves residential development throughout the entire 14.159-acre project site.

Pursuant to AB 2295, a housing development project shall be deemed an allowable use on any real property owned by a local educational agency if the housing development satisfies all of requirements detailed in Section 65914.7 of the California Government Code. Section 65914.7 (a)(4) of the California Government Code identifies that the residential density for the housing footprint shall be greater than the residential density allowed on the parcel by the city or county and the applicable density deemed appropriate to accommodate affordable housing for lower income households, as specified in paragraph 3 of Section 65583.2(c) of the California Government Code. The density of Los Angeles County is identified as 30 dwelling units per acre (du/ac). Thus, under Alternative 3B, the allowable density for the 14-acre project site would be 638 units pursuant to Section 65583.2(c) of the California Government Code. AB 2295 requires at least 30 percent of the residential units to be affordable to low-income households. Section 66915 grants a 50 percent density bonus for any project which provides at least 24 percent of its residential units affordable to lower income households. Since the proposed project would provide 30 percent of its residential units as affordable to lower income households, the project would be allowed a 50 percent density bonus to the allowed 30 du/ac pursuant to Section 65583.2(c) of the California Government Code, resulting in an allowed 45 du/ac. Therefore, in compliance with AB 2295 and Sections 65583.2(c), 65914.7, and 66915 of the California Government Code, this alternative involves the development of 638 residential units (45 du/ac x 14.159 acres = 638 units), 128 of which would be affordable for low-income households (using the base density of 638 units x 0.30 = 128).

Since Alternative 3B would develop the entire site with 638 residential units, Alternative 3B would not involve any redevelopment activities for the Otis Gordon Sports Park. Construction activities under Alternative 3B, such as equipment used, excavation and haul quantities, and construction schedule, would be greater than those under the proposed project due to the substantial increase in residential units developed compared to the proposed project.

## PROJECT TRIP GENERATION

Table 1, Table 2 and Table 3 show the project trip generation for the proposed project, Alternative 3A and Alternative 3B based upon rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). ITE Land Use Code 220 (Multifamily Housing), ITE Land Use Code 411 (Public Park), ITE Land Use Code 488 (Soccer Complex), ITE Land Use Code 520 (Elementary School), and ITE Land Use Code 525 (High School), ITE Land Use Code 565 (Day Care Center) were determined to adequately describe the existing and proposed use and were selected for this analysis. The number of trips forecast to be generated by the proposed project are determined by multiplying the trip generation rates and directional distribution by the land use quantities.

Table 1 shows the net project trip generation comparison between the proposed project use and the current uses. As shown in Table 1, the proposed project will result in a net reduction of 46 AM peak hour trips, a net increase of 5 PM peak hour trips and a net increase of 646 daily trips.

Table 2 shows the net project trip generation comparison between Alternative 3A and the current uses. As shown in Table 2, Alternative 3A will result in a net increase of 28 AM peak hour trips, a net increase of 99 PM peak hour trips and a net increase of 1,886 daily trips.

Table 3 shows the net project trip generation comparison between Alternative 3B and the current uses. As shown in Table 3, Alternative 3B will result in a net increase of 140 AM peak hour trips, a net increase of 211 PM peak hour trips and a net increase of 3,659 daily trips.

## SCREENING FOR VEHICLE MILES TRAVELED ANALYSIS

This Vehicle Miles Traveled (VMT) screening assessment has been prepared in accordance with the guidance from the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"]. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. The OPR Technical Advisory provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

There are three types of screening that may be applied to effectively screen projects from a detailed, project-level assessment. These screening steps are summarized below:

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

### **TPA Screening**

Projects located within a TPA, defined as the area within a one-half mile radius of a major transit stop<sup>1</sup> or high-quality transit corridor,<sup>2</sup> may be presumed to result in a less than significant VMT impact absent substantial evidence to the contrary. 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 the jurisdiction (if the jurisdiction requires the project to supply parking)
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City with input from the Metropolitan Planning Organization); or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

Based on review the of the San Gabriel Valley Council of Governments (SGVCOG) VMT Screening Tool, the proposed project is located within a TPA; therefore, the project does satisfy the TPA screening criteria.

### **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. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

To identify if the project is in a low VMT area, the SGVCOG VMT Evaluation Tool was used. The SGVCOG VMT Evaluation Tool was developed from the Southern California Association of Governments Transportation Analysis Model (SCAG) travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Projects located in areas that incorporate similar features of the TAZ will tend to exhibit similar VMT. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

The SGVCOG VMT Evaluation Tool contains two metrics for each land use type, and either metric may be used to screen a project. In this case, the proposed project consists of residential use only; therefore, VMT screening analysis was performed based on home-based VMT per capita. Based on the established thresholds, a project would satisfy the low VMT screening criteria if it is located in a traffic analysis zone (TAZ) that does not exceed the 15 percent below the SGVCOG baseline VMT per service population.

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<sup>1</sup> A major transit stop is defined as an existing rail transit station, ferry terminal with bus or rail service, or the intersection of two or more major bus routes with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21064.3).

<sup>2</sup> A high-quality transit corridor is defined as fixed route bus service with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21155).

Appendix B shows the SGVCOG VMT Evaluation Tool results for the project. The project site is located within TAZ 22255200. Furthermore, the proposed residential portion of the proposed project includes the proposed development of 169 multi-family dwelling units within a 7.830-acre site which achieves a high residential density of approximately 22 dwelling units per acre which resulted in additional Transportation Demand Management (TDM) reductions. As shown in Appendix B, the baseline year (2025) home-based VMT per capita for the project TAZ is equal to 15.45 VMT per capita with incorporation of the project's increased density. The SGVCOG average home-based VMT per capita is equal to 24.15, which results in a screening threshold of 20.53 home-based VMT per capita. Therefore, the proposed project satisfies the City-established screening criteria for projects located in a low VMT area and may be presumed to result in a less than significant VMT impact.

For Alternative 3A, the residential portion of Alternative 3A includes the development of 353 multi-family dwelling units within a 7.830-acre site which achieves a high residential density of approximately 45 dwelling units per acre which resulted in additional Transportation Demand Management (TDM) reductions.

Alternative 3B includes the development of 638 multi-family dwelling units within the entire 17.159-acre site which achieves a high residential density of approximately 45 dwelling units per acre which resulted in additional Transportation Demand Management (TDM) reductions. Therefore, both Alternatives 3A and 3B are estimated to generate VMT per capita similar to or less than the proposed project; VMT impacts would be less than significant.

### **Project Type Screening**

The following types of projects that may be presumed to have a less than significant VMT impact as they are local serving and thus can be expected to reduce VMT or they are small enough to have a negligible impact:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
  - Gas stations
  - Banks
  - Restaurants
  - Shopping Center
- Local-serving hotels (e.g., non-destination hotels)
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Local serving community colleges that are consistent with the assumptions noted in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Student housing projects on or adjacent to a college campus

- Other local-serving uses as approved by the City Traffic Engineer
- Projects generating less than 110 daily vehicle trips.<sup>3,4</sup> This generally corresponds to the following “typical” development potentials:
  - 11 single family housing units
  - 16 multifamily, condominiums, or townhouse housing units
  - 10,000 square feet of office
  - 15,000 square feet of light industrial
  - 63,000 square feet of warehousing
  - 79,000 square feet of high cube transload and short-term storage warehouse

The other portion of the proposed project is a 6.329-acre local park with two sports fields. Therefore, the proposed park project also satisfies the project type screening criteria.

## CONCLUSIONS

Table 1 shows the net project trip generation comparison between the proposed project use and the current uses. As shown in Table 1, the proposed project will result in a net reduction of 46 AM peak hour trips, a net increase of 5 PM peak hour trips and a net increase of 646 daily trips.

Table 2 shows the net project trip generation comparison between Alternative 3A and the current uses. As shown in Table 2, Alternative 3A will result in a net increase of 28 AM peak hour trips, a net increase of 99 PM peak hour trips and a net increase of 1,886 daily trips.

Table 3 shows the net project trip generation comparison between Alternative 3B and the current uses. As shown in Table 3, Alternative 3B will result in a net increase of 140 AM peak hour trips, a net increase of 211 PM peak hour trips and a net increase of 3,659 daily trips.

The proposed project, Alternative 3A and Alternative 3B satisfy the established screening criteria for projects located in a TPA, a low VMT area and project type screening (local park); therefore, the proposed project may be presumed to result in a less than significant VMT impact.

With a less than significant VMT impact, Alternatives 3A and 3B do not contribute to the finding of additional CEQA impact in comparison to the proposed project. However, with the increased trips generated by Alternatives 3A and 3B may potentially cause non-CEQA deficiencies with increased average delays at the nearby study area intersections. Since Alternatives 3A and 3B are not the preferred alternative and unlikely to be built due to they being maximum density, a full traffic analysis for Alternatives 3A and 3B is not required because these 2 alternatives do not contribute to CEQA impact.

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<sup>3</sup> CEQA Guidelines Section 15064.3, subdivision (a), states, “For the purposes of this section, ‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project.” As noted in the OPR Technical Advisory, the term “automobile” refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT), but should not contribute to a finding of significant VMT impact.

<sup>4</sup> This threshold ties directly to the OPR Technical Advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

Ms. Susanne Huerta  
RINCON CONSULTANTS, INC.  
May 29, 2025

It has been a pleasure to assist you with this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100.

Sincerely,

GANDDINI GROUP, INC.



Tom Huang, TE  
Senior Traffic Engineer

**Table 1  
Proposed Project Trip Generation**

Trip Generation Rates									
Land Use	Source <sup>1</sup>	Land Use Variable <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Public Park	ITE 411	AC	59%	41%	0.02	55%	45%	0.11	0.78
Soccer Complex	ITE 488	FLD	61%	39%	0.99	66%	34%	16.43	71.33
Elementary School	ITE 520	STU	54%	46%	0.74	46%	54%	0.16	2.27
High School	ITE 525	STU	68%	32%	0.52	48%	52%	0.14	1.94
Day Care Center	ITE 565	EMP	53%	47%	4.49	47%	53%	4.36	21.38
Multifamily Housing (Low-Rise, Not Close to Rail Transit)	ITE 220	DU	24%	76%	0.40	63%	37%	0.51	6.74

Trips Generated									
Land Use	Source	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>EXISTING SITE (PREVIOUS FULL CAPACITY)</b>									
Public Park (Passive Uses)	ITE 411	6,329 AC	0	0	0	0	0	0	5
Public Park (Ball Fields)	ITE 488	2 FLD	1	1	2	22	11	33	143
Elementary School <sup>3</sup>	ITE 520	684 STU	273	233	506	50	59	109	1,553
High School <sup>3</sup>	ITE 525	162 STU	57	27	84	11	12	23	314
<i>Subtotal - Existing at Full Capacity</i>			331	261	592	83	82	165	2,015
<b>EXISTING SITE (CURRENT USE)</b>									
Public Park (Passive Uses)	ITE 411	6,329 AC	0	0	0	0	0	0	5
Public Park (Ball Fields)	ITE 488	2 FLD	1	1	2	22	11	33	143
Day Care Center <sup>4</sup>	ITE 565	16 EMP	38	34	72	33	37	70	342
High School <sup>4</sup>	ITE 525	78 STU	28	13	41	5	6	11	151
<i>Subtotal - Existing at Current Use</i>			67	48	115	60	54	114	641
<b>PROPOSED USES</b>									
Public Park (Passive Uses)	ITE 411	6,329 AC	0	0	0	0	0	0	5
Public Park (Ball Fields)	ITE 488	2 FLD	1	1	2	22	11	33	143
Multifamily Housing (Low-Rise, Not Close to Rail Transit)	ITE 220	169 DU	16	51	67	54	32	86	1,139
<i>Subtotal - Proposed Uses</i>			17	52	69	76	43	119	1,287
Proposed Less Existing at Previous Full Capacity (For Informational Purposes Only)			-314	-209	-523	-7	-39	-46	-728
<b>NET PROJECT TRIP GENERATION (Proposed Uses - Current Uses)</b>			<b>-50</b>	<b>+4</b>	<b>-46</b>	<b>+16</b>	<b>-11</b>	<b>+5</b>	<b>+646</b>

Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.  
All rates based on General Urban/Suburban setting unless otherwise noted.
2. AC = Acres; FLD = Fields; STU = Students; DU = Dwelling Units
3. School enrollment based on maximum approved capacity per Duarte Unified School District.
4. Existing day care center employment and current high school enrollment per Duarte Unified School District.

**Table 2**  
**Project Alternative 3A Trip Generation**

Trip Generation Rates									
Land Use	Source <sup>1</sup>	Land Use Variable <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Public Park	ITE 411	AC	59%	41%	0.02	55%	45%	0.11	0.78
Soccer Complex	ITE 488	FLD	61%	39%	0.99	66%	34%	16.43	71.33
Elementary School	ITE 520	STU	54%	46%	0.74	46%	54%	0.16	2.27
High School	ITE 525	STU	68%	32%	0.52	48%	52%	0.14	1.94
Day Care Center	ITE 565	EMP	53%	47%	4.49	47%	53%	4.36	21.38
Multifamily Housing (Low-Rise, Not Close to Rail Transit)	ITE 220	DU	24%	76%	0.40	63%	37%	0.51	6.74

Trips Generated									
Land Use	Source	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>EXISTING SITE (PREVIOUS FULL CAPACITY)</b>									
Public Park (Passive Uses)	ITE 411	6,329 AC	0	0	0	0	0	0	5
Public Park (Ball Fields)	ITE 488	2 FLD	1	1	2	22	11	33	143
Elementary School <sup>3</sup>	ITE 520	684 STU	273	233	506	50	59	109	1,553
High School <sup>3</sup>	ITE 525	162 STU	57	27	84	11	12	23	314
<i>Subtotal - Existing at Full Capacity</i>			<b>331</b>	<b>261</b>	<b>592</b>	<b>83</b>	<b>82</b>	<b>165</b>	<b>2,015</b>
<b>EXISTING SITE (CURRENT USE)</b>									
Public Park (Passive Uses)	ITE 411	6,329 AC	0	0	0	0	0	0	5
Public Park (Ball Fields)	ITE 488	2 FLD	1	1	2	22	11	33	143
Day Care Center <sup>4</sup>	ITE 565	16 EMP	38	34	72	33	37	70	342
High School <sup>4</sup>	ITE 525	78 STU	28	13	41	5	6	11	151
<i>Subtotal - Existing at Current Use</i>			<b>67</b>	<b>48</b>	<b>115</b>	<b>60</b>	<b>54</b>	<b>114</b>	<b>641</b>
<b>PROJECT ALTERNATIVE 3A USES</b>									
Public Park (Passive Uses)	ITE 411	6,329 AC	0	0	0	0	0	0	5
Public Park (Ball Fields)	ITE 488	2 FLD	1	1	2	22	11	33	143
Multifamily Housing (Low-Rise, Not Close to Rail Transit)	ITE 220	<b>353</b> DU	34	107	141	113	67	180	2,379
<i>Subtotal - Project Alternative 3A Uses</i>			<b>35</b>	<b>108</b>	<b>143</b>	<b>135</b>	<b>78</b>	<b>213</b>	<b>2,527</b>
Project Alternative 3A Less Existing at Previous Full Capacity (For Informational Purposes Only)			-296	-153	-449	+52	-4	+48	+512
<b>NET PROJECT ALTERNATIVE 3A TRIP GENERATION (Project Alternative 3A Uses - Current Uses)</b>			<b>-32</b>	<b>+60</b>	<b>+28</b>	<b>+75</b>	<b>+24</b>	<b>+99</b>	<b>+1,886</b>

Notes:

- ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.  
All rates based on General Urban/Suburban setting unless otherwise noted.
- AC = Acres; FLD = Fields; STU = Students; DU = Dwelling Units
- School enrollment based on maximum approved capacity per Duarte Unified School District.
- Existing day care center employment and current high school enrollment per Duarte Unified School District.

**Table 3  
Project Alternative 3B Trip Generation**

Trip Generation Rates									
Land Use	Source <sup>1</sup>	Land Use Variable <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Public Park	ITE 411	AC	59%	41%	0.02	55%	45%	0.11	0.78
Soccer Complex	ITE 488	FLD	61%	39%	0.99	66%	34%	16.43	71.33
Elementary School	ITE 520	STU	54%	46%	0.74	46%	54%	0.16	2.27
High School	ITE 525	STU	68%	32%	0.52	48%	52%	0.14	1.94
Day Care Center	ITE 565	EMP	53%	47%	4.49	47%	53%	4.36	21.38
Multifamily Housing (Low-Rise, Not Close to Rail Transit)	ITE 220	DU	24%	76%	0.40	63%	37%	0.51	6.74

Trips Generated									
Land Use	Source	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>EXISTING SITE (PREVIOUS FULL CAPACITY)</b>									
Public Park (Passive Uses)	ITE 411	6,329 AC	0	0	0	0	0	0	5
Public Park (Ball Fields)	ITE 488	2 FLD	1	1	2	22	11	33	143
Elementary School <sup>3</sup>	ITE 520	684 STU	273	233	506	50	59	109	1,553
High School <sup>3</sup>	ITE 525	162 STU	57	27	84	11	12	23	314
<i>Subtotal - Existing at Full Capacity</i>			331	261	592	83	82	165	2,015
<b>EXISTING SITE (CURRENT USE)</b>									
Public Park (Passive Uses)	ITE 411	6,329 AC	0	0	0	0	0	0	5
Public Park (Ball Fields)	ITE 488	2 FLD	1	1	2	22	11	33	143
Day Care Center <sup>4</sup>	ITE 565	16 EMP	38	34	72	33	37	70	342
High School <sup>4</sup>	ITE 525	78 STU	28	13	41	5	6	11	151
<i>Subtotal - Existing at Current Use</i>			67	48	115	60	54	114	641
<b>PROJECT ALTERNATIVE 3B USES</b>									
Multifamily Housing (Low-Rise, Not Close to Rail Transit)	ITE 220	638 DU	61	194	255	205	120	325	4,300
<i>Subtotal - Project Alternative 3B Uses</i>			61	194	255	205	120	325	4,300
Project Alternative 3B Less Existing at Previous Full Capacity (For Informational Purposes Only)			-270	-67	-337	+122	+38	+160	+2,285
<b>NET PROJECT ALTERNATIVE 3B TRIP GENERATION (Project Alternative 3B Uses - Current Uses)</b>			<b>-6</b>	<b>+146</b>	<b>+140</b>	<b>+145</b>	<b>+66</b>	<b>+211</b>	<b>+3,659</b>

Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.  
All rates based on General Urban/Suburban setting unless otherwise noted.
2. AC = Acres; FLD = Fields; STU = Students; DU = Dwelling Units
3. School enrollment based on maximum approved capacity per Duarte Unified School District.
4. Existing day care center employment and current high school enrollment per Duarte Unified School District.

# **ATTACHMENT A**

## **SITE PLAN**



**SITE INFORMATION**  
 Development Site Area: ±7.0 acres  
 Address: 1433 Crestfield  
 APN: 8604-017-903  
 City: Duarte, CA  
 County: Los Angeles County  
 Existing Zoning: PF (Public Facility)  
 Construction Type: Type V-B  
 Occupancy Type: R3  
 Sprinkler Type: NFFPA 13 (Full)  
 Largest Building: Proposed  
 Building Heights: 38' Max.

**R3 DEVELOPMENT STANDARDS**  
 Min. Lot size: Interior Lot Width - 80ft./  
 Corner Lot Width - 85 ft.  
 Lot Depth: 12 ft.  
 Density Max. : 1 Unit/ 2,074 sf site area  
 Max. Building Height: 40 ft. (3-Stories,  
 Whichever is Less)

**Required Setbacks**  
 Front/Street Side: 30 ft.  
 Interior Side: 5 ft.  
 Corner (Street Side): 10 ft.  
 Rev. Corner: 15 ft.  
 Rear: 25 ft. (at R-1 Zone)/20' ft.  
 (at Other Zones)  
 (15' Request. Waiver)

Lot Coverage: 50% max (152,460 sf)  
 Building Separation for Bldgs: (See Building Code)  
 Min Unit Sizes:  
 2 Bd - 800 sf  
 3 Bd - 1,000 sf

(\*\*) State Density Bonus Parking:  
 2 Bd: 1.5 sp/unit  
 3 Bd: 1.5 sp/unit  
 4 Bd: 2.5 sp/unit

**SITE SUMMARY**  
 Site Plan Yield: 169 Units  
 Site Density: ±24.14 DUA  
 Provided Lot Coverage: 37% (113,962 sf)

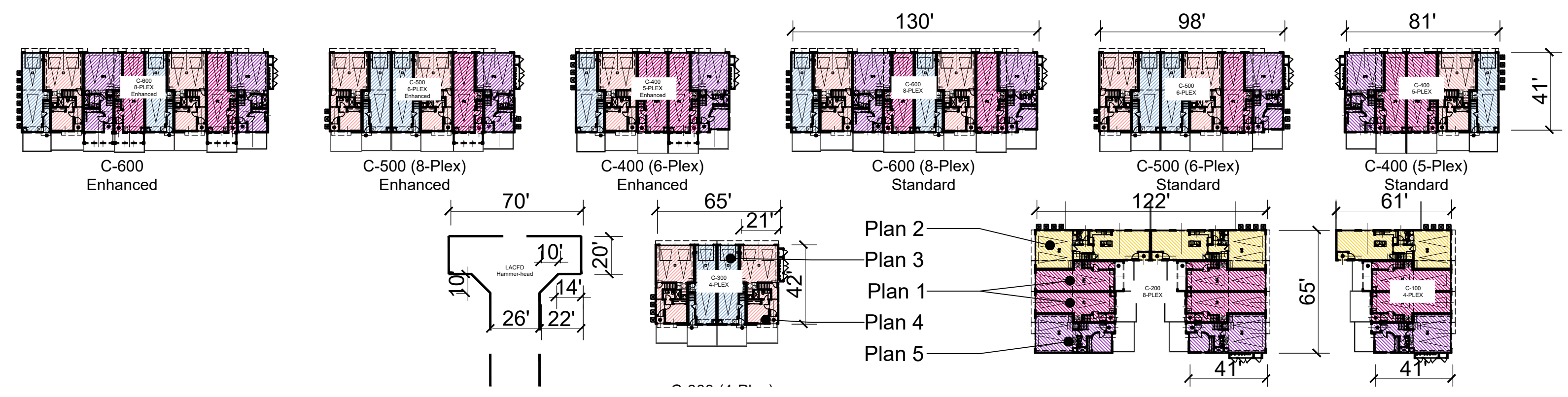
#	Unit Type	Area(Net)	Bdrms	Parking Req'd**
47-	Plan 1 (28%)	1371 sf	3bd/2.5ba	70.5 spaces
7 -	Plan 2 (4%)	1464 sf	3bd/2.5ba	10.5 spaces
39-	Plan 3 (23%)	1366 sf	3bd/3ba	58.5 spaces
39 -	Plan 4 (23%)	1526 sf	3bd/3.5ba	58.5 spaces
37 -	Plan 5 (22%)*	1492 sf	4bd/3ba	92.5 spaces
169	Total Net:	242,677 sf (Avg. 1436 sf)		290.5 spaces

\* AU - Accessible Units (Plan 5 - 17 Units)

**Parking Provided:**  
 338 spaces - Garages  
 39 spaces - Open (Includes 4 ADA/HC spaces)  
 377 spaces - Total Provided

**LEASING OFFICE/CLUB/RECREATION (Net)**

Club Usable Area -	2,070 sf
Covered Patios -	530 sf
Utility/Uncovered Pool Equip.	293 sf
<b>TOTAL AREA</b>	<b>2,893 sf</b>



**OPEN SPACE AREAS**

Open Space Required:  
 POS Ground Floor - 33,800 sf (200 sf/unit\*)  
 POS Upper Floors - 100 sf/unit\*  
 COS - 33,800 sf (200 sf/unit\*)  
 (\*) COS 15 ft dim. min/POS 10 ft. min dim.

Open Space Provided:  
 Total POS - 36,600 sf (217 sf/unit) Aproximate  
 Total COS - 38,396 sf (227 sf/unit)

**ATTACHMENT B**

**SGVCOG VMT EVALUATION TOOL REPORT**

## Project Details

Timestamp of Analysis May 21, 2025, 09:10:35 PM

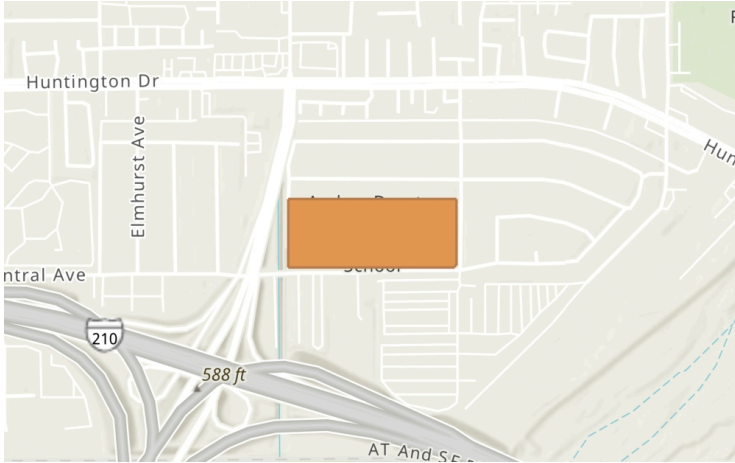
Project Name 1433 Crestfield Residential Project (Proposed)

Project Description 169 DU multi-family housing; 2 sports fields; 6.329 AC public park (Proposed)

## Project Location Map

jurisdiction: Duarte

APN	TAZ
8604017903	22255200



## Analysis Details

Data Version SCAG Regional Travel Demand Model 2024

Analysis Methodology TAZ

Target Baseline Year 2025

## Project Land Use

**Residential:**

Single Family DU: 0

Multifamily DU: 169

---

Total DUs: 169

**Non-Residential:**

Office KSF: 0

Industrial KSF: 0

Local Serving Retail KSF: 0

**Residential Affordability (percent of all units):**

Low Income: 30 %

**Parking:**

Motor Vehicle Parking: 377

Bicycle Parking: 0

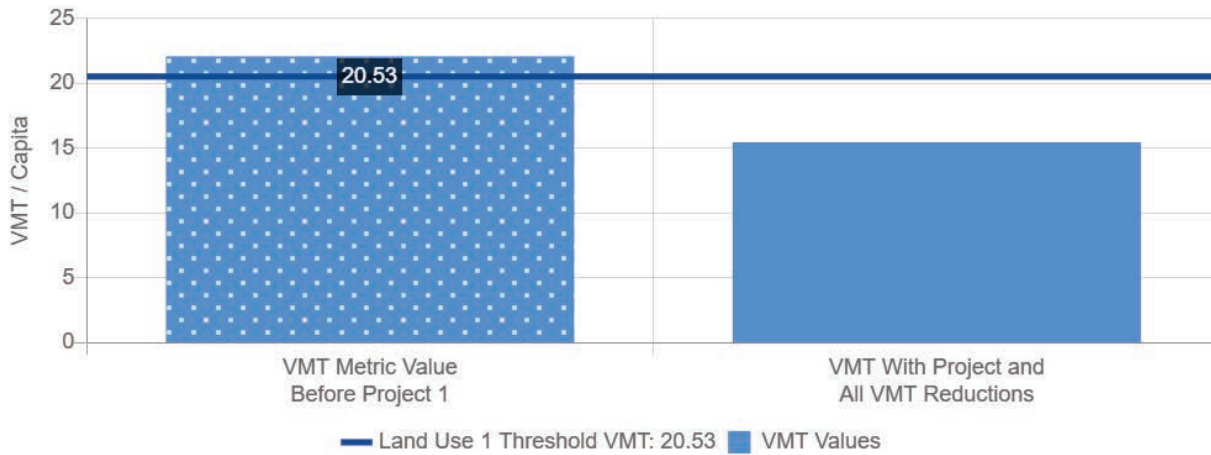
**Proximity Transit Screening**

Inside a transit priority area? Yes

## Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Home-Based VMT per Capita
VMT Baseline Description	City
VMT Baseline Value	24.15
VMT Threshold Description / Threshold Value	-15% / 20.53

Summary	Project Without TDM Reduction	Project With TDM Reduction
Project Generated Vehicle Miles Traveled (VMT) Rate	22.07	15.45
Screening Results	Yes (Pass)	Yes (Pass)



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>LAND USE</b>	
<b>T-01 Increase Residential Density (P/S)</b>	30.00%
Residential density of project development (du/acre)	22
<b>T-02 Increase Job Density (P/S)</b>	Not Selected
Job density of project development (jobs/acre)	-
<b>T-03 Provide Transit-Oriented Development (P/S)</b>	Not Selected
<b>T-04 Integrate Affordable and Below Market Rate Housing (P/S)</b>	Not Selected
Percent of multifamily units permanently dedicated as affordable (%)	-
<b>T-17 Improve Street Connectivity (P/C)</b>	Not Selected
Intersection density in project site with measure (int/sq mile)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRIP REDUCTION PROGRAM</b>	
<b>T-05 Implement Commute Trip Reduction Program - voluntary (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-06 Implement Commute Trip Reduction Program - mandatory (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-07 Implement Commute Trip Reduction Marketing - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Employment Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of employees eligible for subsidy (%)	-
Percent of project-generated VMT from employees (%)	-
<b>T-10 Provide End-of-Trip Bicycle Facilities (P/S)</b>	Not Selected
Project provides shower, lockers, and bike parking	-
<b>T-11 Provide Employer-Sponsored Vanpool (P/S)</b>	Not Selected
<b>T-12 Price Workplace Parking (P/S)</b>	Not Selected
Proposed parking price per day (\$)	-
Baseline parking price per day (\$)	-
Share of employees paying for parking (%)	-
<b>T-13 Implement Employee Parking Cashout (P/S)</b>	Not Selected
Percent of employees eligible (%)	-
<b>T-23 Provide Community-Based Travel Planning - Employment Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Employees in Project/Site or Plan/Community	-

Employees in Project/Site or Plan/Community targeted for CBTP	-
<b>T-07 Implement Commute Trip Reduction Marketing - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Residential Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of residents eligible for subsidy (%)	-
Percent of project-generated VMT from residents (%)	-
<b>T-23 Provide Community-Based Travel Planning - Residential Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Residences in Project/Site or Plan/Community	-
Residences in Project/Site or Plan/Community targeted for CBTP	-

INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>PARKING OR ROAD PRICING MANAGEMENT</b>	
<b>T-15 Limit Residential Parking Supply (P/S)</b>	Not Selected
Residential parking demand (parking space)	-
Project residential parking supply (parking space)	-
Percentage of project VMT generated by residents (%)	-
<b>T-16 Unbundle Residential Parking Costs from Property Cost (P/S)</b>	Not Selected
Annual Parking cost per space (\$/year)	-
<b>T-24 Implement Market Price Public Parking - On-Street (P/C)</b>	Not Selected
VMT in priced area without measure (VMT/day)	-
VMT in plan/community without measure (VMT/day)	-
Proposed parking price (\$)	-
Initial parking price (\$)	-
Default percentage of trips parking on street (%)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>NEIGHBORHOOD DESIGN</b>	
<b>T-18 Provide Pedestrian Network Improvement (P/S or P/C)</b>	Not Selected
Existing sidewalk length in study area (miles)	-
Sidewalk length in study area with measure (miles)	-
<b>T-19A Construct or Improve Bike Facility (P/S or P/C)</b>	Not Selected
Percent of Plan/Community VMT on parallel roadway (%)	-
Average Daily Traffic on parallel roadway (vehicle trips per day)	-
One-way facility length (mile)	-
Adjustment factor for population (Population greater or less than 250k, Identified as university town (UT) or non-university town (NUT))	-
Number of key destinations within 0.5 mile	-
Facility type	-
<b>T-19B Construct or Improve Bike Boulevard (P/S or P/C)</b>	Not Selected
Percent of plan/community vmt on roadway to have bicycle boulevard (%)	-
<b>T-20 Expand Bikeway Network</b>	Not Selected
Existing bikeway miles in plan/community (miles)	-
Bikeway miles in plan/community with measure (miles)	-
<b>T-21A Implement Conventional Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-21B Implement Electric Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-22A Implement Pedal (Non-electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to bikeshare without measure (%)	-
Percent of residence with access to bikeshare with measure (%)	-
<b>T-22B Implement (Electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to electric bikeshare without measure (%)	-

Percent of residence with access to electric bikeshare with measure (%)	-
<b>T-22C Implement Scootershare Program (P/S)</b>	Not Selected
Percent of residence with access to scootershare without measure (%)	-
Percent of residence with access to scootershare with measure (%)	-

INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRANSIT</b>	
<b>T-25 Extend Transit Network Coverage or Hours (P/S)</b>	Not Selected
Transit miles before expansion (miles)	-
Transit miles after expansion (miles)	-
<b>T-26 Increase Transit Service Frequency (P/C)</b>	Not Selected
Percent increase in transit frequency (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
Bus hours of operation (hour)	-
Bus route one-way length (miles/route)	-
<b>T-27 Implement Transit-Supportive Roadway Treatment (P/C)</b>	Not Selected
Percent of plan/community transit routes that receive treatment (%)	-
<b>T-28 Provide Bus Rapid Transit (P/C)</b>	Not Selected
Percent increase in transit frequency due to BRT (%)	-
Percent change in transit travel time due to BRT (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
BRT hours of operation (hours/day)	-
BRT route one-way length (miles)	-
<b>T-29 Reduce Transit Fare (P/C)</b>	Not Selected
Percent reduction in transit fare with measure (%)	-
Percent of Plan/Community transit routes that receive reduced fare (%)	-

## Project Details

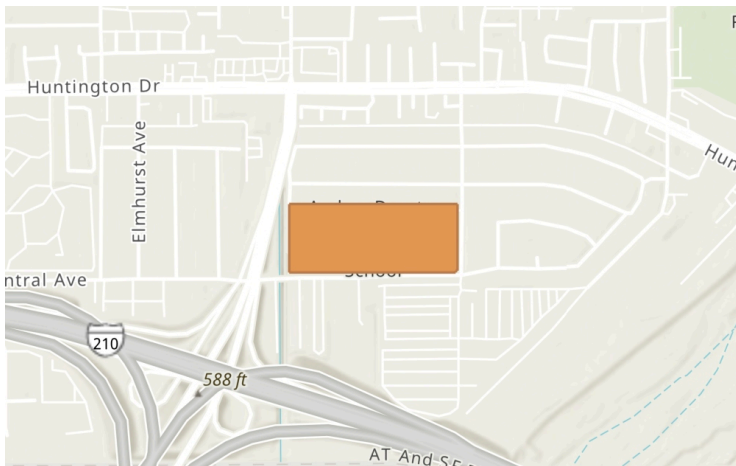
Timestamp of Analysis May 21, 2025, 09:14:58 PM

Project Name 1433 Crestfield Residential Project (Alternative 3A)

Project Description 353 DU multi-family housing; 2 sports fields; 6.329 AC public park (Alternative 3A)

## Project Location Map

jurisdiction: Duarte	APN	TAZ
	8604017903	22255200



## Analysis Details

Data Version SCAG Regional Travel Demand Model 2024

Analysis Methodology TAZ

Target Baseline Year 2025

## Project Land Use

**Residential:**

Single Family DU:	0
Multifamily DU:	353
<b>Total DUs:</b>	<b>353</b>

**Non-Residential:**

Office KSF:	0
Industrial KSF:	0
Local Serving Retail KSF:	0

**Residential Affordability (percent of all units):**

Low Income:	30 %
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**Parking:**

Motor Vehicle Parking:	377
Bicycle Parking:	0

## Proximity Transit Screening

Inside a transit priority area? **Yes**

INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>LAND USE</b>	
<b>T-01 Increase Residential Density (P/S)</b>	30.00%
Residential density of project development (du/acre)	45
<b>T-02 Increase Job Density (P/S)</b>	Not Selected
Job density of project development (jobs/acre)	-
<b>T-03 Provide Transit-Oriented Development (P/S)</b>	Not Selected
<b>T-04 Integrate Affordable and Below Market Rate Housing (P/S)</b>	Not Selected
Percent of multifamily units permanently dedicated as affordable (%)	-
<b>T-17 Improve Street Connectivity (P/C)</b>	Not Selected
Intersection density in project site with measure (int/sq mile)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRIP REDUCTION PROGRAM</b>	
<b>T-05 Implement Commute Trip Reduction Program - voluntary (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-06 Implement Commute Trip Reduction Program - mandatory (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-07 Implement Commute Trip Reduction Marketing - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Employment Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of employees eligible for subsidy (%)	-
Percent of project-generated VMT from employees (%)	-
<b>T-10 Provide End-of-Trip Bicycle Facilities (P/S)</b>	Not Selected
Project provides shower, lockers, and bike parking	-
<b>T-11 Provide Employer-Sponsored Vanpool (P/S)</b>	Not Selected
<b>T-12 Price Workplace Parking (P/S)</b>	Not Selected
Proposed parking price per day (\$)	-
Baseline parking price per day (\$)	-
Share of employees paying for parking (%)	-
<b>T-13 Implement Employee Parking Cashout (P/S)</b>	Not Selected
Percent of employees eligible (%)	-
<b>T-23 Provide Community-Based Travel Planning - Employment Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Employees in Project/Site or Plan/Community	-

Employees in Project/Site or Plan/Community targeted for CBTP	-
<b>T-07 Implement Commute Trip Reduction Marketing - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Residential Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of residents eligible for subsidy (%)	-
Percent of project-generated VMT from residents (%)	-
<b>T-23 Provide Community-Based Travel Planning - Residential Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Residences in Project/Site or Plan/Community	-
Residences in Project/Site or Plan/Community targeted for CBTP	-

INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>PARKING OR ROAD PRICING MANAGEMENT</b>	
<b>T-15 Limit Residential Parking Supply (P/S)</b>	Not Selected
Residential parking demand (parking space)	-
Project residential parking supply (parking space)	-
Percentage of project VMT generated by residents (%)	-
<b>T-16 Unbundle Residential Parking Costs from Property Cost (P/S)</b>	Not Selected
Annual Parking cost per space (\$/year)	-
<b>T-24 Implement Market Price Public Parking - On-Street (P/C)</b>	Not Selected
VMT in priced area without measure (VMT/day)	-
VMT in plan/community without measure (VMT/day)	-
Proposed parking price (\$)	-
Initial parking price (\$)	-
Default percentage of trips parking on street (%)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>NEIGHBORHOOD DESIGN</b>	
<b>T-18 Provide Pedestrian Network Improvement (P/S or P/C)</b>	Not Selected
Existing sidewalk length in study area (miles)	-
Sidewalk length in study area with measure (miles)	-
<b>T-19A Construct or Improve Bike Facility (P/S or P/C)</b>	Not Selected
Percent of Plan/Community VMT on parallel roadway (%)	-
Average Daily Traffic on parallel roadway (vehicle trips per day)	-
One-way facility length (mile)	-
Adjustment factor for population (Population greater or less than 250k, Identified as university town (UT) or non-university town (NUT))	-
Number of key destinations within 0.5 mile	-
Facility type	-
<b>T-19B Construct or Improve Bike Boulevard (P/S or P/C)</b>	Not Selected
Percent of plan/community vmt on roadway to have bicycle boulevard (%)	-
<b>T-20 Expand Bikeway Network</b>	Not Selected
Existing bikeway miles in plan/community (miles)	-
Bikeway miles in plan/community with measure (miles)	-
<b>T-21A Implement Conventional Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-21B Implement Electric Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-22A Implement Pedal (Non-electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to bikeshare without measure (%)	-
Percent of residence with access to bikeshare with measure (%)	-
<b>T-22B Implement (Electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to electric bikeshare without measure (%)	-

Percent of residence with access to electric bikeshare with measure (%)	-
<b>T-22C Implement Scootershare Program (P/S)</b>	Not Selected
Percent of residence with access to scootershare without measure (%)	-
Percent of residence with access to scootershare with measure (%)	-

INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRANSIT</b>	
<b>T-25 Extend Transit Network Coverage or Hours (P/S)</b>	Not Selected
Transit miles before expansion (miles)	-
Transit miles after expansion (miles)	-
<b>T-26 Increase Transit Service Frequency (P/C)</b>	Not Selected
Percent increase in transit frequency (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
Bus hours of operation (hour)	-
Bus route one-way length (miles/route)	-
<b>T-27 Implement Transit-Supportive Roadway Treatment (P/C)</b>	Not Selected
Percent of plan/community transit routes that receive treatment (%)	-
<b>T-28 Provide Bus Rapid Transit (P/C)</b>	Not Selected
Percent increase in transit frequency due to BRT (%)	-
Percent change in transit travel time due to BRT (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
BRT hours of operation (hours/day)	-
BRT route one-way length (miles)	-
<b>T-29 Reduce Transit Fare (P/C)</b>	Not Selected
Percent reduction in transit fare with measure (%)	-
Percent of Plan/Community transit routes that receive reduced fare (%)	-

## Project Details

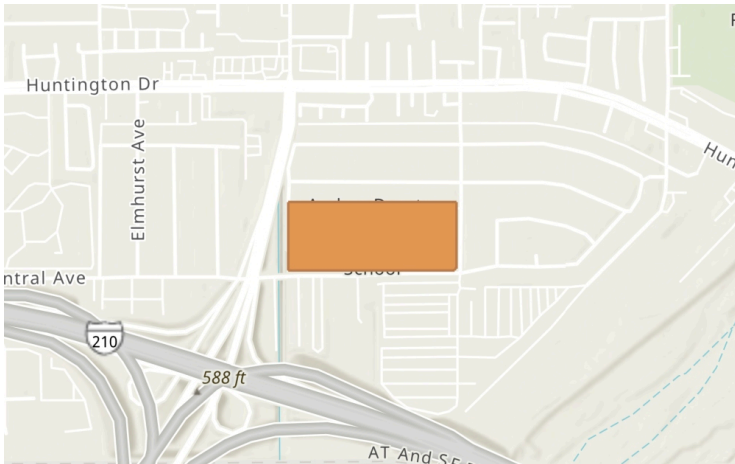
Timestamp of Analysis May 21, 2025, 09:15:59 PM

Project Name 1433 Crestfield Residential Project (Alternative 3B)

Project Description 638 DU multi-family housing (Alternative 3B)

## Project Location Map

jurisdiction: Duarte	APN	TAZ
	8604017903	22255200



## Analysis Details

Data Version SCAG Regional Travel Demand Model 2024

Analysis Methodology TAZ

Target Baseline Year 2025

## Project Land Use

**Residential:**

Single Family DU: 0

Multifamily DU: 638

---

Total DUs: 638

**Non-Residential:**

Office KSF: 0

Industrial KSF: 0

Local Serving Retail KSF: 0

**Residential Affordability (percent of all units):**

Low Income: 30 %

**Parking:**

Motor Vehicle Parking: 377

Bicycle Parking: 0

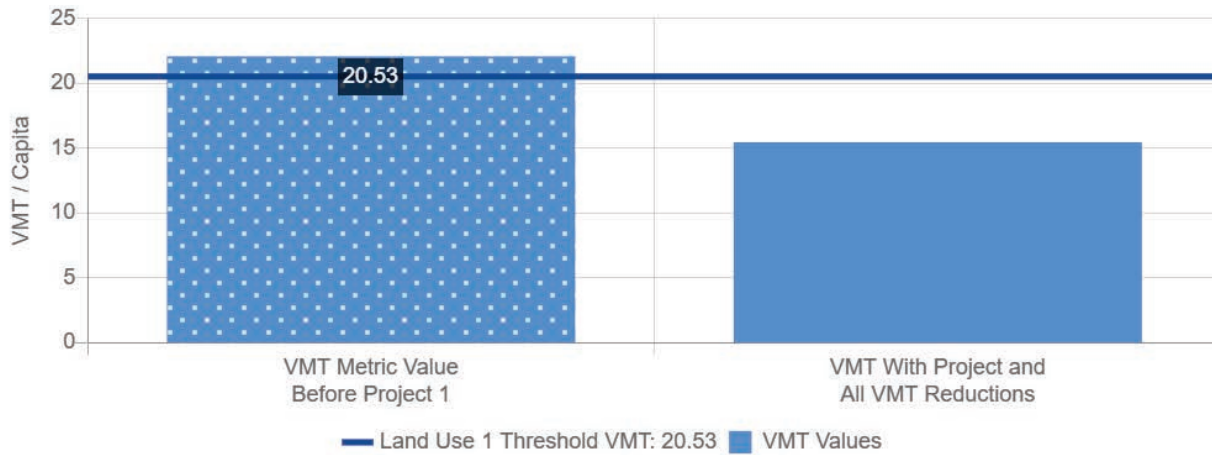
**Proximity Transit Screening**

Inside a transit priority area? Yes

## Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Home-Based VMT per Capita
VMT Baseline Description	City
VMT Baseline Value	24.15
VMT Threshold Description / Threshold Value	-15% / 20.53

Summary	Project Without TDM Reduction	Project With TDM Reduction
Project Generated Vehicle Miles Traveled (VMT) Rate	22.07	15.45
Screening Results	Yes (Pass)	Yes (Pass)



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>LAND USE</b>	
<b>T-01 Increase Residential Density (P/S)</b>	30.00%
Residential density of project development (du/acre)	45
<b>T-02 Increase Job Density (P/S)</b>	Not Selected
Job density of project development (jobs/acre)	-
<b>T-03 Provide Transit-Oriented Development (P/S)</b>	Not Selected
<b>T-04 Integrate Affordable and Below Market Rate Housing (P/S)</b>	Not Selected
Percent of multifamily units permanently dedicated as affordable (%)	-
<b>T-17 Improve Street Connectivity (P/C)</b>	Not Selected
Intersection density in project site with measure (int/sq mile)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRIP REDUCTION PROGRAM</b>	
<b>T-05 Implement Commute Trip Reduction Program - voluntary (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-06 Implement Commute Trip Reduction Program - mandatory (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-07 Implement Commute Trip Reduction Marketing - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Employment Project (P/S)</b>	Not Selected
Percent of employees eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Employment Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of employees eligible for subsidy (%)	-
Percent of project-generated VMT from employees (%)	-
<b>T-10 Provide End-of-Trip Bicycle Facilities (P/S)</b>	Not Selected
Project provides shower, lockers, and bike parking	-
<b>T-11 Provide Employer-Sponsored Vanpool (P/S)</b>	Not Selected
<b>T-12 Price Workplace Parking (P/S)</b>	Not Selected
Proposed parking price per day (\$)	-
Baseline parking price per day (\$)	-
Share of employees paying for parking (%)	-
<b>T-13 Implement Employee Parking Cashout (P/S)</b>	Not Selected
Percent of employees eligible (%)	-
<b>T-23 Provide Community-Based Travel Planning - Employment Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Employees in Project/Site or Plan/Community	-

Employees in Project/Site or Plan/Community targeted for CBTP	-
<b>T-07 Implement Commute Trip Reduction Marketing - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-08 Provide Ride-Sharing Program - Residential Project (P/S)</b>	Not Selected
Percent of residents eligible for program (%)	-
<b>T-09 Implement Subsidized or Discounted Transit Program - Residential Project (P/S)</b>	Not Selected
Average transit fare without subsidy (\$)	-
Subsidy amount (\$)	-
Percent of residents eligible for subsidy (%)	-
Percent of project-generated VMT from residents (%)	-
<b>T-23 Provide Community-Based Travel Planning - Residential Project (P/S or P/C)</b>	Not Selected
Scale of application	-
Residences in Project/Site or Plan/Community	-
Residences in Project/Site or Plan/Community targeted for CBTP	-

INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>PARKING OR ROAD PRICING MANAGEMENT</b>	
<b>T-15 Limit Residential Parking Supply (P/S)</b>	Not Selected
Residential parking demand (parking space)	-
Project residential parking supply (parking space)	-
Percentage of project VMT generated by residents (%)	-
<b>T-16 Unbundle Residential Parking Costs from Property Cost (P/S)</b>	Not Selected
Annual Parking cost per space (\$/year)	-
<b>T-24 Implement Market Price Public Parking - On-Street (P/C)</b>	Not Selected
VMT in priced area without measure (VMT/day)	-
VMT in plan/community without measure (VMT/day)	-
Proposed parking price (\$)	-
Initial parking price (\$)	-
Default percentage of trips parking on street (%)	-

# SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>NEIGHBORHOOD DESIGN</b>	
<b>T-18 Provide Pedestrian Network Improvement (P/S or P/C)</b>	Not Selected
Existing sidewalk length in study area (miles)	-
Sidewalk length in study area with measure (miles)	-
<b>T-19A Construct or Improve Bike Facility (P/S or P/C)</b>	Not Selected
Percent of Plan/Community VMT on parallel roadway (%)	-
Average Daily Traffic on parallel roadway (vehicle trips per day)	-
One-way facility length (mile)	-
Adjustment factor for population (Population greater or less than 250k, Identified as university town (UT) or non-university town (NUT))	-
Number of key destinations within 0.5 mile	-
Facility type	-
<b>T-19B Construct or Improve Bike Boulevard (P/S or P/C)</b>	Not Selected
Percent of plan/community vmt on roadway to have bicycle boulevard (%)	-
<b>T-20 Expand Bikeway Network</b>	Not Selected
Existing bikeway miles in plan/community (miles)	-
Bikeway miles in plan/community with measure (miles)	-
<b>T-21A Implement Conventional Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-21B Implement Electric Carshare Program (P/C)</b>	Not Selected
Number of vehicles deployed in plan/community	-
VMT in plan/community without measure (VMT per day)	-
<b>T-22A Implement Pedal (Non-electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to bikeshare without measure (%)	-
Percent of residence with access to bikeshare with measure (%)	-
<b>T-22B Implement (Electric) Bikeshare Program (P/C)</b>	Not Selected
Percent of residence with access to electric bikeshare without measure (%)	-

Percent of residence with access to electric bikeshare with measure (%)	-
<b>T-22C Implement Scootershare Program (P/S)</b>	Not Selected
Percent of residence with access to scootershare without measure (%)	-
Percent of residence with access to scootershare with measure (%)	-

INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
<b>TRANSIT</b>	
<b>T-25 Extend Transit Network Coverage or Hours (P/S)</b>	Not Selected
Transit miles before expansion (miles)	-
Transit miles after expansion (miles)	-
<b>T-26 Increase Transit Service Frequency (P/C)</b>	Not Selected
Percent increase in transit frequency (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
Bus hours of operation (hour)	-
Bus route one-way length (miles/route)	-
<b>T-27 Implement Transit-Supportive Roadway Treatment (P/C)</b>	Not Selected
Percent of plan/community transit routes that receive treatment (%)	-
<b>T-28 Provide Bus Rapid Transit (P/C)</b>	Not Selected
Percent increase in transit frequency due to BRT (%)	-
Percent change in transit travel time due to BRT (%)	-
Total daily person trips in corridor (trips/day)	-
Vehicle trip length (miles/trip)	-
Bus frequency without measure (round trips/hour)	-
Bus frequency with measure (round trips/hour)	-
BRT hours of operation (hours/day)	-
BRT route one-way length (miles)	-
<b>T-29 Reduce Transit Fare (P/C)</b>	Not Selected
Percent reduction in transit fare with measure (%)	-
Percent of Plan/Community transit routes that receive reduced fare (%)	-