
APPENDIX G

VEHICLE MILES TRAVELED (VMT)

SCREENING ANALYSIS



APPENDICES

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To: City of Glendora
From: Meghan Macias, Jordan Mower, EPD Solutions Inc
Date: 3/14/2025
Site: South Hills Park
701 E Mauna Loa Ave, Glendora, CA 91740
Subject: Vehicle Miles Traveled (VMT) Screening Analysis

This technical memorandum provides an evaluation of the proposed Glendora South Hills Bike Park located at 701 E Mauna Loa Ave in the city of Glendora. The purpose of this analysis is to determine whether a Vehicle Miles Traveled (VMT) Analysis would be required for the Project. This memo will evaluate the Project using the City of Glendora CEQA Transportation Methodology Policy (July 2020) (City Guidelines).

Project Description

The primary core of the Glendora Family Bike Park will be located on the west side of the South Hills Wilderness area with access via Glendora Avenue. Improvements are proposed to existing park access roads to serve the project. The main entrance will be from the Glendora Avenue Access Road just north of I-210. Parking will be provided along the access road and in a dedicated lot. A total of 24 spaces will be provided. There is an existing flat pad of approximately one acre where the core bike park is proposed to be constructed. To the east of the bike core, fairly steep side slopes lead into the site, making them an ideal location for downhill mountain bike trails. Two downhill bike-only trails are planned for this area, with a multi-use, multi-directional “pedal up” trail to provide access. Lastly, a longer “cross country” style trail is planned to ring the entire park, giving hikers and bikers more trail options. This loop trail will be multi-use and bi-directional. The proposed Project site plan is shown in Figure 1.

Project Trip Generation

The proposed Project trip generation was prepared using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021). The proposed Project trip generation was analyzed using the Public Park (Land Use Code 411) trip rate. The trip generation was calculated based on the number of employees expected to be at the park each day. This variable was selected because the trip generation of the project based on park acreage was unreasonable low for an active park, such as the proposed bike park. Table 1 presents the trip generation estimate for the proposed Project. The proposed Project would generate a total of 60 daily trips, with 5 AM and 7 PM peak hour trips.

Vehicle Miles Traveled (VMT) Screening

The Screening Analysis section of the City of Glendora CEQA Transportation Methodology Policy provides land use development screening thresholds to identify projects that would be considered to have a less-than-significant CEQA transportation impact and would not require a detailed transportation impact analysis. The land use development screening thresholds are provided below:

- i. Small Project Size – projects that would generate fewer than 250 trips per day. Applications may use the latest version of the Institute of Transportation Engineers (ITE) Trip Generation Manual to calculate the number of trips from their proposed project.

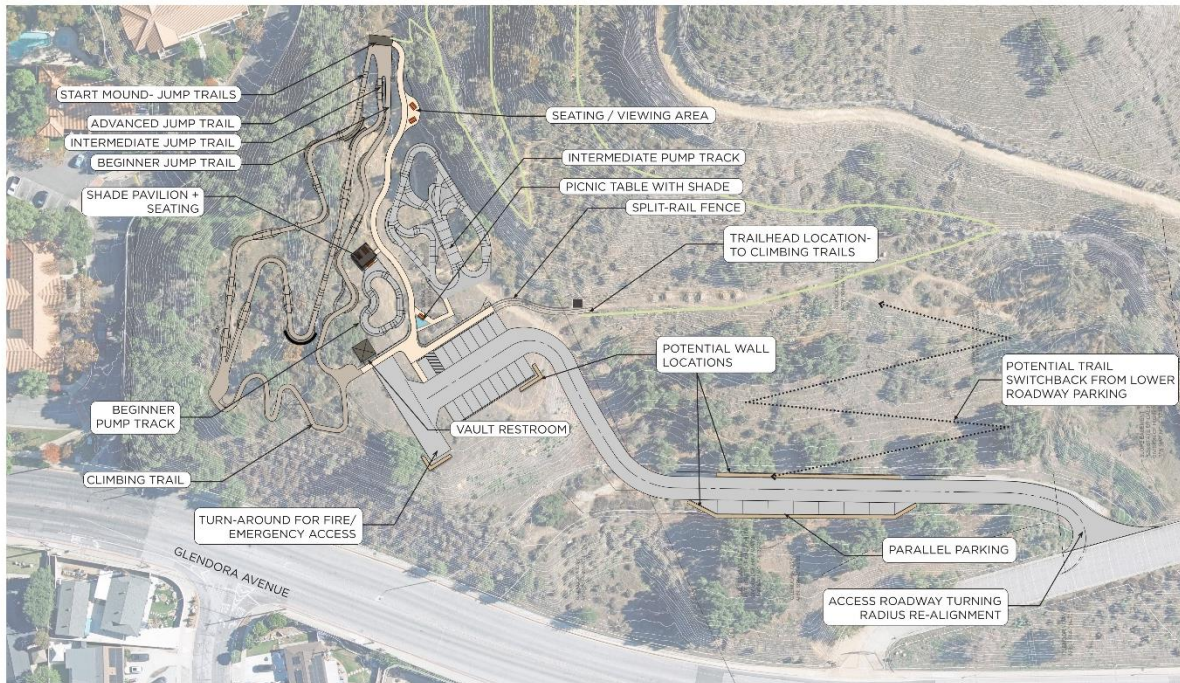
- ii. Within a Transit Priority Area – projects within ½ mile of the major transit stops in the City would be screened from analysis unless they have a floor area ratio of less than 0.75, include more parking than required by the City, are inconsistent with the SCAG RTP/SCS, or replace affordable housing units with a smaller number of moderate or high income residential units. The two major transit stops in the City are:
 - a. Metro Gold Line APU/Citrus College Station
 - b. Metro Gold Line Glendora Station
- iii. Retail Projects – retail projects of less than 50,000 square feet. New neighborhood-serving retail typically redistributes shopping trips rather than creating new trips.
- iv. Affordable Housing – portions of developments that include below market-rate housing. Adding affordable housing to transit-rich, infill areas generally improves job-housing balance and access. Therefore, the City will apply a four percent reduction in VMT per affordable housing unit.
- v. Redevelopment Projects – In order to support infill development the net change in trip generation is the value used to screen for small projects. If the change in the trip production by a redevelopment project exceeds the small project screening threshold then the project is evaluated for impact analysis based on the applicable residential or non-residential VMT rate methodology.
- vi. Community Serving Projects – Similar to the screening of retail projects, municipal projects such as schools, parks, community centers, libraries and other community-serving uses would be intended for local use and would be presumed to have a Less Than Significant impact on transportation based on the discretion of the Community Development Department.

This project would have a less than significant impact on VMT based on the land use development screening thresholds for *Small Project Size* and *Community Serving Projects*.

- i. As shown in Table 1, the proposed Project is expected to generate 60 daily trips, which is below the 250 *Small Project Size* daily trips threshold. Therefore, the proposed Project is presumed to have a less-than-significant CEQA transportation impact under screening threshold (i.), and no detailed transportation impact analysis is necessary.
- ii. Many Glendora residents, including adults, high school and middle school-aged kids approached the Glendora City Council in 2020 with the request that a mountain bike park and trails be built in South Hills Park. These residents were looking for safe and legal places to ride closer to their homes. Therefore, the purpose of the bike park is to provide a safe and inclusive space for riders of all ages and abilities within the City of Glendora. The project would address the city's limited access to dedicated bike parks. As this project is intended to serve the local community and would not be marketed beyond the City, it meets the screening threshold (vi.) for *Community Serving Projects*.

Summary

The Project was evaluated using the City of Glendora CEQA Transportation Methodology Policy to determine if the project would require a detailed transportation impact analysis. The Project would generate 60 daily trip which is less than the 250 daily trip threshold, therefore it is presumed that this project would have a less than significant CEQA transportation impact. The project would be intended for local use, therefore it is presumed that this project would have a less than significant CEQA transportation impact. As the project impacts would be presumed to be less than significant, no VMT Analysis would be required.

Figure 1: Project Site Plan**SCHEMATIC SITE PLAN: PARK CORE**

GLENDDORA FAMILY BIKE PARK | SCHEMATIC DESIGN

**Table 1: Project Trip Generation**

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
411 Public Park ¹	Employees	59.53	2.98	1.61	4.59	3.33	4.08	7.41	
<u>Project Trip Generation</u>									
Public Park ¹	1	Employees	60	3	2	5	3	4	7
Total Project Trip Generation			60	3	2	5	3	4	7

¹Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 411 - Public Park (Average Rate)

