

## Appendix I

# Transportation Analysis Memorandum

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October 8, 2025

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Electronic Submittal

RE: *Trip Generation and Vehicle Miles Traveled (VMT) Screening Memorandum for the Proposed Single Family Housing Project at 1400 Montefino Ave, Diamond Bar, CA*

Kimley-Horn and Associates, Inc. is pleased to submit this Trip Generation and Vehicle Miles Traveled (VMT) Screening Memorandum for the proposed single family housing project at 1400 Montefino Avenue in the City of Diamond Bar. The results of the trip generation analysis and the VMT screening are summarized below. This memorandum follows standards outlined in the City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (November 2024).

#### PROJECT DESCRIPTION

The applicant proposes to construct a single-family housing development with 49 dwelling units; the units will be 3 stories, and will be a combination of detached and attached (duplex) units. In total, 42 attached units and 7 detached units are proposed. The project site is currently occupied by a 55,221 square-foot (SF) office building. As of October 8, 2025, Liferay still occupies the existing office building, which serves as their United States headquarters, and advertises the 1400 Montefino Avenue location on their website and social media platforms. The applicant proposes to demolish the existing office building and construct the housing development. The project location is shown in Figure 1. The project site plan is shown on Figure 2.

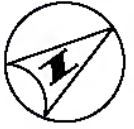
Direct vehicular access to the project site would be provided via one unsignalized driveway along Montefino Avenue.

#### EXISTING TRIP GENERATION

Vehicular trips for the existing office building were calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition (2025). Trip rates are based on the following land use (LU) category:

- LU 710 – General Office Building

The existing use generates approximately 432 trips daily with 68 trips (60 inbound, 8 outbound) in the morning peak hour and 65 trips (10 inbound, 55 outbound) in the evening peak hour.

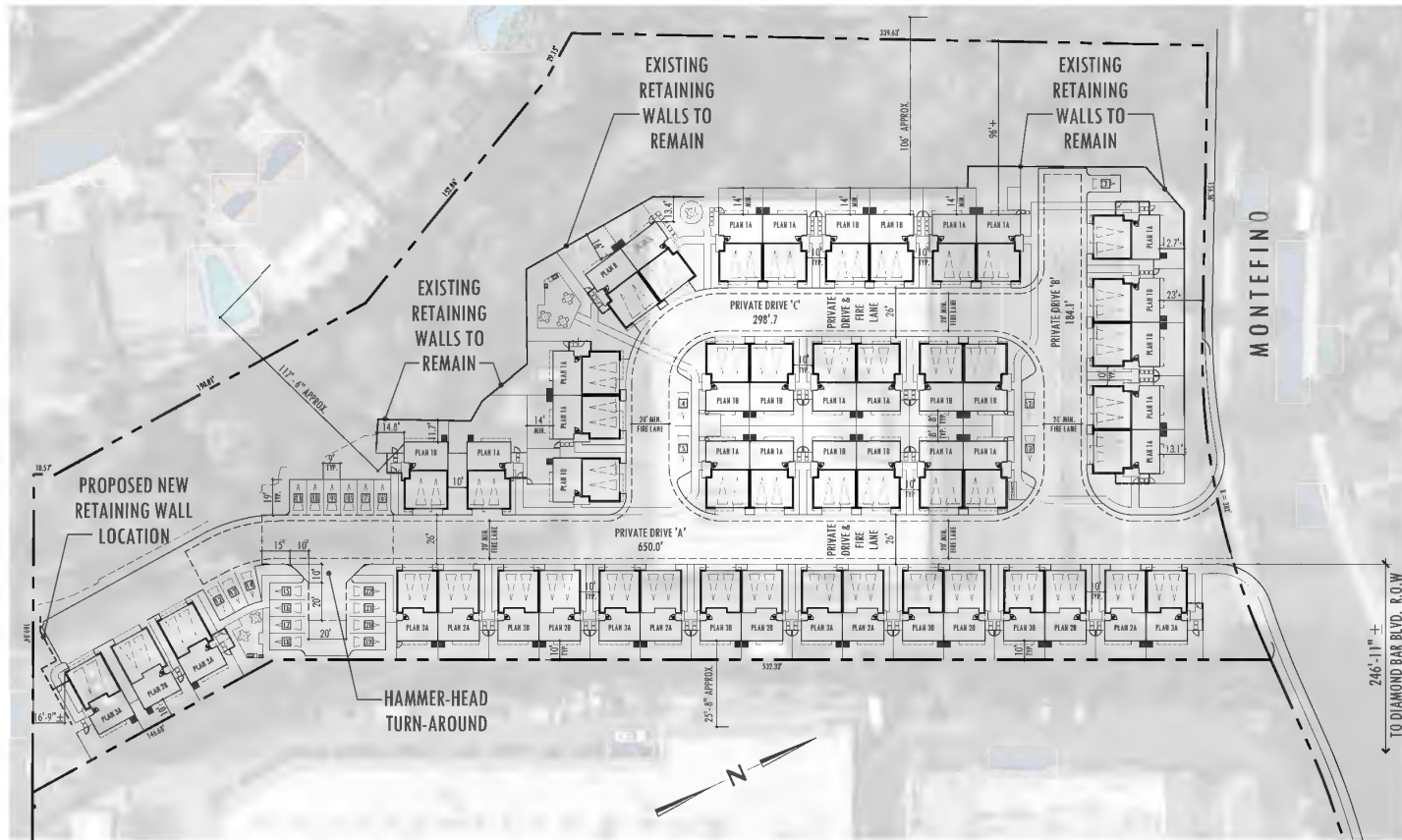


NOT TO SCALE



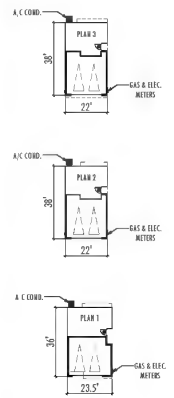
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**FIGURE 1  
VICINITY MAP**



NOT TO SCALE

**UNIT LEGEND**



**PARKING TABULATION**

UNIT TYPE	TOTAL UNITS	RATIO	REQUIRED	PROVIDED
SFD/DUPLEXES	49	-	TBD	98 SPACES
PRIVATE GARAGE				98 SPACES
GUEST PARKING (OPEN SPACES)	-			* 22 SPACES
<b>TOTAL</b>	<b>49</b>	<b>2.45</b>	<b>TBD</b>	<b>120 SPACES</b>

\* PARALLEL SPACE = 24' X 9' \* PERPENDICULAR SPACE = 19' X 9'

**LOT COVERAGE TABULATION**

FOOTPRINT AREA - PLAN 1	825 S.F.
FOOTPRINT AREA - PLAN 2	824 S.F.
FOOTPRINT AREA - PLAN 3	824 S.F.
<b>TOTAL FOOTPRINT AREA</b>	<b>40,406 S.F.</b>
<b>SITE AREA</b>	<b>171,329 S.F.</b>
<b>CALCULATED LOT COVERAGE</b>	<b>23.6%</b>

**SITE SUMMARY**

SITE AREA	171,329 S.F.
NET AREA	165,508 S.F.
ACREAGE	3.935 ACRES
<b>TOTAL UNITS</b>	<b>49 UNITS</b>
<b>NET DENSITY</b>	<b>12.45 \ DUA</b>
<b>LOT COVERAGE</b>	<b>23.6%</b>

**YIELD DATA**

UNIT TYPE	YIELD	SQ. FT.	SQ.FT. YIELD
PLAN 1	30	1,940 S.F.	58,200 S.F.
PLAN 2	9	1,945 S.F.	17,505 S.F.
PLAN 3	10	1,988 S.F.	19,880 S.F.
<b>TOTAL</b>	<b>49</b>	<b>1,950 S.F. AVG.</b>	<b>95,585 S.F.</b>

**FIGURE 2  
PROJECT SITE PLAN**



## PROPOSED TRIP GENERATION

The trips expected to be generated by the project were calculated using trip generation rates published in the ITE Trip Generation Manual, 12th Edition. Trip rates are based on the following land use (LU) categories:

- LU 210 – Single-Family Detached Housing
- LU 215 – Single-Family Attached Housing

Trips for attached units utilized LU 215, while trips for detached units utilized LU 210. The project is estimated to generate 340 trips on a daily basis with 25 trips (6 inbound, 19 outbound) in the morning peak hour and 27 trips (16 inbound, 11 outbound) in the evening peak hour.

After subtracting the trip generation of the existing office building, the project is estimated to generate a net -92 daily trips, with -43 morning peak hour trips and -38 evening peak hour trips. A summary of the project trip generation is shown on Table 1.

## VMT Screening

With the passage of Senate Bill (SB) 743 by the California Legislature in September 2013, VMT has become an important indicator for determining if a new development will result in a "significant transportation impact" as required by the California Environmental Quality Act (CEQA). Under SB 743, the state Office of Planning and Research (OPR) was charged with developing new guidelines for evaluating transportation impacts under CEQA in order to replace methods measuring automobile delay and Level of Service. In response to this mandate, the Office of Planning and Research proposed, and the California Natural Resources Agency adopted CEQA Guidelines Section 15064.3, which indicates that VMT exceeding an applicable threshold of significance is the most appropriate measure for evaluating a project's transportation impacts. Section 15064.3 goes on to clarify that except for projects regarding roadway capacity, "...a project's effect on automobile delay does not constitute a significant environmental impact." The OPR further elaborates on VMT metrics within the Technical Advisory on Evaluating Transportation Impacts in CEQA document, published in December 2018. Subsequently, the City of Diamond Bar, via the Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (November 2024) has established VMT screening thresholds of significance for projects within the City.

The City's VMT guidelines provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. The City's screening criteria are as follows:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Type Screening

**TABLE 1**  
**SUMMARY OF PROJECT TRIP GENERATION COMPARISON**  
**EXISTING: OFFICE BUILDING / PROPOSED: SINGLE FAMILY HOUSING DEVELOPMENT**

Land Use	ITE Code	Unit	Trip Generation Rates <sup>1</sup>						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
General Office Building	710	KSF	7.830	1.091	0.149	1.240	0.189	0.991	1.180
Single-Family Detached Housing	210	DU	9.090	0.189	0.511	0.700	0.577	0.353	0.930
Single-Family Attached Housing	215	DU	6.570	0.118	0.353	0.470	0.291	0.219	0.510
<b>Trip Generation Estimates</b>									
Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
			<b>Existing Use</b>						
General Office Building	55,221	KSF	432	60	8	68	10	55	65
<b>Total Existing Trips</b>			432	60	8	68	10	55	65
<b>Proposed Use</b>									
Single-Family Detached Housing	7	DU	64	1	4	5	4	2	6
Single-Family Attached Housing	42	DU	276	5	15	20	12	9	21
<b>Total Proposed Project Trips</b>			340	6	19	25	16	11	27
<b>Net Difference (Proposed Minus Existing)</b>			<b>-92</b>	<b>-54</b>	<b>11</b>	<b>-43</b>	<b>6</b>	<b>-44</b>	<b>-38</b>

<sup>1</sup> Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition

DU = Dwelling Units, KSF = Thousand Square Feet

### Transit Priority Area (TPA) Screening

Projects located within a half (½) mile from an existing major transit stop or within half (½) of a mile from an existing stop along a high-quality transit corridor can be screened out of further VMT analysis. Based on the San Gabriel Valley Council of Governments (SGVCOG) VMT screening tool, the project site is not located within a TPA. The SGVCOG VMT screening tool results for the proposed project are provided on Attachment 1.

The Projects near Transit Priority Area (TPA) Screening threshold is not met.

### Low VMT Area Screening

A project located within a low VMT generating area (called a TAZ – Traffic Analysis Zone) as determined by the City's guidelines and the SGVCOG VMT Screening Tool would be considered to have a less-than-significant transportation impact. Based on the SGVCOG VMT Screening Tool results (see Attachment 1), the proposed project is not located within a low VMT TAZ. Therefore, the project does not meet the Low VMT Area Screening criteria.

The Low VMT Area Screening threshold is not met.

### Project Type Screening

Based on City of Diamond Bar Guidelines, projects generating less than 110 daily vehicle trips may be presumed to have a less-than-significant transportation impact. Additionally, the following uses can be presumed to have a less-than-significant impact as they are local-serving in nature:

- Local-serving K-12 Schools
- Local parks
- Day care centers
- Local serving gas stations
- Local serving banks
- Local-serving hotels
- Student housing projects
- Local-serving assembly uses
- Local serving community colleges
- Affordable or supportive housing
- Assisted living facilities
- Senior housing

The proposed project would generate -92 net daily trips, which is less than the City defined threshold of 110 daily vehicle trips and would therefore meet the Project Type Screening criteria.

The Project Type Screening threshold is met.

It should be noted that while not affiliated with the City of Diamond Bar directly, the California 4<sup>th</sup> Appellate District Court reversed the decision in the case of Cleveland National Forest Foundation, et. al. v. County of San Diego that "fewer than 110 daily vehicle trips" alone is sufficient to support presumption of a less than significant transportation impact without substantial evidence showing the project fits local conditions.

The proposed project would generate less trips than the existing office building, demonstrating an overall reduction in trip generation; while "fewer than 110 daily vehicle trips" alone was deemed insufficient, it is reasonable to assume net negative trip generation would not cause a significant impact on the surrounding roadway network. Furthermore, as part of the SGVCOG VMT screening tool results on Attachment 1, local VMT baseline values were computed for office and residential uses, consistent with the existing and proposed uses on site. The screening tool showed that in the project's Traffic Analysis Zone (TAZ) the home-based work VMT per employee for the existing office use is 37.96, while the average home-based VMT per capita in the same TAZ is 30.63 for the proposed housing development. This demonstrates that on average, the proposed project is likely to generate less VMT locally than the existing office use.

Therefore, in accordance with the Technical Advisory and with City of Diamond Bar's Guidelines, it is appropriate that the proposed project be presumed to result in a less-than-significant VMT impact and support the goals of SB 743. No further VMT assessment is anticipated.

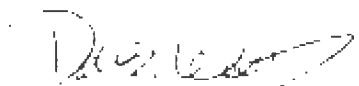
#### FINDINGS AND CONCLUSIONS

Per the analysis provided in this memorandum, the project is expected to generate less than 110 net daily trips and is assumed to have a less-than-significant impact on VMT due to average VMT rates within the local TAZ. Further VMT analysis is not required. Additionally, based on review of City guidelines, a Traffic Study is not required, as the project does not generate 50 or more morning or evening peak hour trips.

Please contact me if you have any questions or comments.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Dallas Willey  
Project Engineer

# ATTACHMENT 1

## SGVCOG SCREENING TOOL RESULTS

## Project Details

Timestamp of Analysis September 30, 2025, 11:36:59 AM

Project Name 1400 Montefino Ave Housing Development

Project Description Demolition of Existing 55,221 SF office building to construct a single-family housing development consisting of 49 three-story units.

## Proximity Transit Screening

Inside a transit priority area?

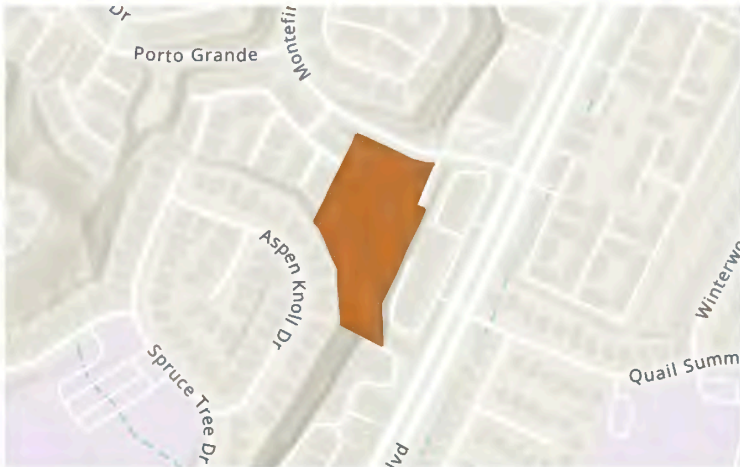
No

## Project Location Map

jurisdiction:

APN	TAZ
8293044015	22398300

Diamond Bar



## Analysis Details

Data Version SCAG Regional Travel Demand Model 2024

Analysis TAZ

Methodology

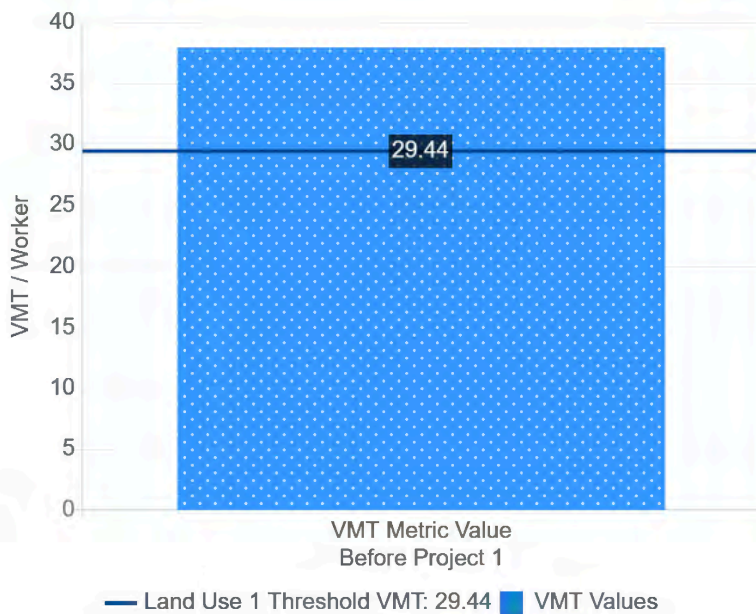
Target Baseline 2025

Year

## Office Vehicle Miles Traveled (VMT) Screening Results - **EXISTING USE**

Land Use Type	Office
VMT Metric	Home-Based Work VMT per Employee
VMT Baseline Description	Southeast
VMT Baseline Value	34.64
VMT Threshold Description / Threshold Value	-15% / 29.44

<b>Summary</b>	Baseline Conditions
Project Generated Vehicle Miles Traveled (VMT) Rate	37.96
Screening Results	No (Fail)



## Residential Vehicle Miles Traveled (VMT) Screening Results

**- PROPOSED  
USE**

Land Use Type	Residential
VMT Metric	Home-Based VMT per Capita
VMT Baseline Description	City
VMT Baseline Value	30.66
VMT Threshold Description / Threshold Value	-15% / 26.06

<b>Summary</b>	Baseline Conditions
Project Generated Vehicle Miles Traveled (VMT) Rate	30.63
Screening Results	No (Fail)

