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**To:** Fred Zohrehvand, Principal Mobility Planner, City of Glendale Community Development Department

**From:** Jano Baghdanian, P.E. T.E., President, JB & Associates

**Date:** May 30, 2023

**Subject:** Twelve Oaks Assisted Living Facility – VMT Analysis Screening Memorandum

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The following VMT analysis determination has been prepared in accordance with City of Glendale Traffic Impact Analysis Guidelines consistent with the requirements of Senate Bill 743 (SB 743).

### VMT Analysis

**CEQA Analysis Requirements:** To comply with the requirements of the California Environmental Quality Act (CEQA) and Senate Bill 743 (SB 743), development projects in the City of Glendale must conduct vehicle miles traveled (VMT) analysis to evaluate a project’s potential significant impacts. The city has prepared Transportation Analysis (TIA) Guidelines to provide guidance on whether a project can be screened out of a detailed VMT analysis, or if the applicant would need to perform a detailed VMT analysis. The guidelines include detailed guidance for conducting an SB 743-consistent transportation impact analysis of VMT as well as assessing significant impacts related to public transit, pedestrians, bicyclists, hazards/design features, and emergency access.

### Project Description

The proposed Project will involve the demolition of the existing 66-unit assisted living facility and the construction and operation of a new, 106-unit assisted living and memory care facilities. The current facility has a total of 66 units with 66 beds, while the Project will consist of 1 and 2 bedroom units for a total of 120 beds. The existing facility currently has 18 employees and with the proposed expansion, 18 new employees will be hired to accommodate the increase in patients. As a result, a total of 36 employees will be working at the facility during different shifts.

## Project Location

The Project is located in the City of Glendale (the “City”) at 2820 Sycamore Avenue. As shown in **Figure 1—Project Site Plan**, the Project site is bound by Sycamore Avenue to the north and La Crescenta Avenue to the east.

## Existing Transportation Setting

The Project Site is **not** located within a High Quality Transit Area (HQTA) as identified by the Southern California Association of Governments, Metro, and the City TIA Guidelines HQTA Map. In addition, the Project site is located in an area that is **not** screened out of a VMT analysis. Nevertheless, the Project site is served by the following Glendale Beeline bus lines:

### Beeline by Glendale Transit Services:

- Route 3 with a stop at the intersection of La Crescenta Avenue and Honolulu Avenue; and,
- Route 31 with a stop at the intersection of La Crescenta Avenue and Honolulu Avenue.

## Trip Generation

The number of daily trips, AM peak hour trips, and PM peak hour trips generated by the Project were estimated using Trip Generation Rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual 11<sup>th</sup> Edition*. It is important to note that the independent variable used to calculate daily, AM, and PM peak hour trips was the number of employees that will be working at the facility. The number of employees was utilized instead of the number of beds because the residents who will be living at the facility will not drive due to health concerns. The results are shown in **Table 1—Project Trip Generation**.

**Table 1 - Project Trip Generation<sup>1</sup>**  
**Twelve Oaks Senior Community**  
**2820 Sycamore Avenue, Glendale CA**

Land Use (ITE Code)	Size	Units	AM Peak Hour Trips				PM Peak Hour Trips				Daily Trips	
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total
<b>New Project Land Use Added</b>												
Assisted Living (254)	36	Employees	0.42	15	64%	36%	0.48	17	32%	68%	4.24	153
					10	5			5	12		
			<b>Subtotal</b>	15	10	5		17	5	12		153
<b>Existing Project</b>												
Assisted Living (254)	18	Employees	0.42	-7	64%	36%	0.48	-8	32%	68%	4.24	-76
					-4	-3			-3	-5		
			<b>Subtotal</b>	-7	-4	-3		-8	-3	-5		-76
			<b>Net Trip Generation</b>	<b>8</b>	<b>6</b>	<b>2</b>	-	<b>9</b>	<b>2</b>	<b>7</b>	-	<b>77</b>

<sup>1</sup> ITE "Trip Generation" Manual, 11th Edition, 2021

Proposed Site Plan



**Figure 1: Project Site Plan**

According to Section 2.1.2.1. of the City of Glendale Transportation Impact Analysis Guidelines (copy attached in **Attachment A**), projects that generate fewer than 145 daily vehicle trips can be presumed to cause a less-than significant transportation impact and would not require a detailed VMT analysis. If a project is in a high-quality transit area a reduction of up to 5% can be applied to the project trip generation. If a project is replacing existing active uses, a credit should be taken for existing trip generation, with the 145 daily trip small project threshold being applied to net new daily vehicle trips.

## VMT Analysis and Conclusion

As shown in **Table 1**, the Project will result in a net increase of 77 daily trips, with a net increase of 8 trips in the AM peak hour and 9 trips in the PM peak hour. It is important to note that to be conservative, it was assumed that all employees (36 employees) all work in the same shift. However, it is important to note that the facility operates in 3 shifts and not all employees arrive in the AM peak hour and leave in the PM peak hour given their classification that includes administrative staff, nurses and caregivers, housekeeping, maintenance, and marketing staff that work in different shifts.

The net increase in average daily trips is **below the City's threshold of 145 daily vehicle trips**; therefore, the Project can be presumed to cause a less-than significant transportation impact and would not require a detailed VMT analysis.

Respectfully, Jano Baghdanian, P.E., T.E.



**Attachment A**

**Section 2.1.2.1. of the City's TAG**

### 2.1.2.1. Small Projects

Projects that generate fewer than 145 daily vehicle trips can be presumed to cause a less-than-significant transportation impact and would not require a detailed VMT analysis. Trips should be calculated using Institute of Transportation Engineers (ITE) trip generation rates or local data if available. If a project is in a high-quality transit area (Attachment A) a reduction of up to five (5) percent can be applied to the project trip generation. For mixed-use projects, this screening criteria should be applied to the entirety of the project to determine if the project screens out of a detailed VMT analysis; internalization and pass-by reductions (if applicable) should be applied to the project's estimated trip generation. If a project is replacing existing active uses, a credit should be taken for existing trip generation, with the 145 daily trip small project threshold being applied to net new daily vehicle trips. Examples of projects that typically generate fewer than 145 daily vehicle trips are shown in Table 1 (note, this table is not all-encompassing and applicants should prepare trip generation estimates for uses not included in the table).

**Table 1: Sample Small Projects (fewer than 145 daily trips)**

Land Use Type	Number of Units/ Square Feet
Single-Family Detached Housing	15 dwelling units
Multi-Family Housing (Low-Rise)	19 dwelling units
Multi-Family Housing (Mid-Rise)	26 dwelling units
Multi-Family Housing (High-Rise)	32 dwelling units
General Office Building	14,830 square feet
Medical-Dental Office Building	4,150 square feet
Motel	43 rooms
General Light Industrial	29,130 square feet
Warehousing	83,040 square feet

Note: Trips calculated using trip generation rates from the ITE Trip Generation Manual (10<sup>th</sup> Edition).

This screening criteria would screen out a project from both existing and cumulative VMT analyses requirements. This screening criteria cannot be applied if the project is inconsistent with the General Plan's land use designation for that site.

### 2.1.2.2. Affordable Housing

Residential projects with 100 percent deed restricted affordable housing<sup>1</sup> can be presumed to have a less-than-significant transportation impact and would not require a detailed VMT analysis. If a

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<sup>1</sup> Defined as housing that is affordable to lower income (60% Area Median Income) individuals or families.