

Appendix J

Vehicle Miles Traveled Assessment

Memorandum

Date: May 6, 2025
To: Storm Bird, Storm Properties, Inc.
From: Sarah Brandenburg and Gavin Derleth, Fehr & Peers
Subject: **VMT Assessment for 1314 Le Borgne Avenue Project**

LA25-3620

This technical memorandum documents a vehicle miles traveled (VMT) assessment conducted by Fehr & Peers for the proposed housing development at 1314 Le Borgne Avenue in Baldwin Park, California ("Project"). The VMT assessment completed for the Project is based on the guidance for assessing transportation impacts provided by the City of Baldwin Park ("City") in the *Transportation Impact Assessment (TIA) Guidelines for Vehicle Miles Traveled and Level of Service Assessment* ("TIA Guidelines") (November 2024). This memorandum provides a trip generation estimate for the Project and describes the results of the VMT assessment.

Project Description

The Project site is located on a 5.26-acre parcel south of Walnut Creek and north of Le Borgne Avenue, shown on the site plan in **Attachment A**. The Project will redevelop a former school site and entitle 104 multi-family dwelling units in the City of Baldwin Park. The Project would provide 239 parking spaces, with 208 spaces in two-car garages attached to the proposed dwelling units and 31 on-street parking spaces. The project site is located at the southern edge of Baldwin Park, adjacent to unincorporated Los Angeles County. Therefore, County roads will provide primary access from Le Borgne Avenue just north of Millbury Avenue.

Trip Generation

Trip generation rates for Multifamily Housing (Low-Rise), Land Use 220, in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual 11th Edition* ("TripGen11") were used to estimate the number of daily trips associated with the Project. The Project meets the ITE definitions for Multifamily Housing (Low-Rise) that is Not Close to Rail Transit and located in a General Urban/Suburban setting, so these sub-categories were used to estimate trip generation. **Table 1** presents the estimated vehicle trip generation of the Project during a weekday. The Project is

estimated to generate a total of 701 daily vehicle trips, with 42 vehicle trips occurring in the AM peak hour and 53 vehicle trips occurring in the PM peak hour.

Table 1: Project Vehicle Trip Generation Estimates - Weekday

Variables	Daily			AM Peak			PM Peak		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip generation rate (per dwelling unit)	-	-	6.74	-	-	0.40	-	-	0.51
Directional distribution	50%	50%	-	24%	76%	-	63%	37%	-
Estimated vehicle trips	351	350	701	10	32	42	33	20	53

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

Note: As a residential project, the Project was not eligible for internal capture trip credits.

VMT Assessment

The following sections describe relevant considerations for conducting a California Environmental Quality Act (CEQA) Transportation Impact Analysis, including an initial screening of the Project to conclude whether a determination of less than significant VMT impact can be readily made, or if a more extensive evaluation of VMT-related transportation impacts is necessary to determine the potential for significant VMT-related transportation impacts.

Regulatory Context

On September 27, 2013, Governor Jerry Brown signed SB 743 into law, which initiated a process to change transportation impact analyses completed in support of CEQA documentation. SB 743 eliminates the vehicular level of service (LOS) as a basis for determining significant transportation impacts under CEQA and provides a new performance metric, VMT. As a result, the State has shifted from measuring a project’s impact to drivers (LOS) to measuring the impact of driving (VMT) as it relates to achieving State goals of reducing greenhouse gas (GHG) emissions, encouraging infill development, and improving public health by promoting active transportation. To help lead agencies with SB 743 implementation, the Governor’s Office of Planning and Research (OPR) produced a Technical Advisory (*Technical Advisory on Evaluating Transportation Impacts in CEQA*, 2018), and Baldwin Park updated its current TIA Guidelines in November 2024.

SGVCOG VMT Screening Tool and Results

The Baldwin Park TIA Guidelines instruct applicants to use the SGVCOG VMT Screening Tool (“Screening Tool”) to determine if a proposed project would have a significant VMT impact. The TIA Guidelines include criteria for screening projects from conducting a CEQA Transportation Impact Analysis based on project type or location within Transit Priority Areas (TPAs) or low VMT areas. If

the VMT Screening Tool indicates that a project meets any of the three screening criteria described in the transportation impact thresholds, further analysis is not required, and a less-than-significant determination can be made. The following sections outline the inputs, parameters, and results of the Screening Tool.

VMT Screening Tool Inputs and VMT Reduction Factors

The SGVCOG VMT Screening Tool requires applicants to select their project's city, parcel number, land use type, VMT metric, and baseline year to conduct an initial VMT screening for the project. Applicants also have the option to select additional VMT Reduction Factors relevant to their project land uses and site characteristics. The 1314 Le Borgne Avenue Project proposes a significant increase in residential density compared to current single family parcels in the surrounding neighborhood. The higher density of the Project would provide 19.8 dwelling units per acre. VMT Reduction Factor T-01, Increase Residential Density, in the Screening Tool accounts for VMT reductions associated with high density residential projects. Therefore, the proposed number of multi-family residential units (104 units) and the density (19.8 units per acre) were applied to the Screening Tool to determine the VMT of the proposed Project.

Transportation Priority Area Results

If the project is located within a one-half-mile radius of a major transit stop or high-quality transit corridor and meets all four criteria listed below, further analysis is not required, and a less-than-significant determination can be made.

- The project has a Floor Area Ratio (FAR) of at least 0.75.
- The project does not provide more parking than required by the City.
- The project is consistent with the SCAG RTP/SCS.
- The project does not replace affordable residential units with a smaller number of moderate- or high-income residential units.

The Screening Tool indicated that the Project is located within a TPA. However, the Project does not have a FAR of at least 0.75 and provides five more parking spaces than the City code requires. As such, the Project does not meet the TPA screening requirement.

VMT Screening Results

Based on the City's TIA Guidelines, residential projects that generate VMT that is 15% below the Baseline VMT metrics would have a less-than-significant impact. The results from the Screening Tool, shown in **Table 2**, indicate that the Project would have a less-than-significant VMT impact for both Home-Based VMT per Capita and Total VMT per Service Population. To meet the City's thresholds, the VMT with the Project must generate fewer than 18.59 Home-Based VMT per Capita and 26.64 Total VMT per Service Population. The Screening Tool calculated the VMT with the Project's residential units and density significantly below these thresholds, with 15.22 Home-Based

VMT per Capita and 19.75 Total VMT per Service Population. Therefore, the Project would not have a significant impact on VMT, and mitigation measures are not required. The full output of the VMT Screening Tool is shown in **Attachment B**.

Table 2: Project VMT Results

VMT Metric	VMT Baseline (2025)	VMT Threshold	VMT with Project ¹
<i>Home-Based VMT per Capita</i>	21.87	18.59	15.22
<i>Total VMT per Service Population</i>	31.17	26.64	19.75

Source: SGVCOG Screening Tool.

1. Includes VMT Reduction Measure T-01 for projects that increase residential density.

Conclusion

The proposed Project is expected to generate approximately 700 daily vehicle trips on a weekday. The results of the VMT assessment indicate that the Project is not expected to have a significant impact on VMT based on the results of the SGVCOG's VMT Tool. The Screening Tool estimates that the Project's Home-Based VMT per Capita and Total VMT per Service Population would both be more than 30% below the SGVCOG VMT Baseline for the Project's Baseline Area. Therefore, the Project is not expected to have a significant impact on VMT, and additional mitigation measures are not required.

Attachment A: Site Plan



CONCEPTUAL SITE PLAN
SCHEME 14
ADDRESS: 1314 E. LE BORGNE AVENUE
 BALDWIN PARK, CA

ZONE-PROPOSED: RESIDENTIAL- R3
SITE AREA-GROSS: 5.26 ACRES (+/-) 229,167 SF
YIELD: 104 UNITS
DENSITY: 19.8 DU/AC

PRODUCT:
 RENTAL TOWNHOUSES - 104 UNITS

39 PLAN 1 - 1,000 SF, 2 BED, 2.5 BA, 2 CAR GAR.
 65 PLAN 2 - 1,250 SF, 3 BED, 2.5 BA, 2 CAR GAR.
 104 TOTAL, TWO STORY

LOT COVERAGE: +/- 188,100 / 229,200 = +/- 82%
 80% MAX ALLOWED

OPEN SPACE REQUIRED:

COMMON OPEN SPACE:	150' X 104' = 26,000 SF
PRIVATE OPEN SPACE:	200' X 104' = 20,800 SF
TOTAL OPEN SPACE:	46,800 SF

OPEN SPACE PROVIDED:

COMMON OPEN SPACE:	(20' x 20' MIN)	6,151 SF
REC. AREA:		11,080 SF
FRONT PARK:		9,915 SF
MAIN PASSENGER:		1,964 SF
REC. AREAS:		449 SF
		712 SF
		629 SF
		1,263 SF
		22,123 SF

PRIVATE OPEN SPACE: 16,408 SF (104' x 156' MIN) @ 100%
 TOTAL OPEN SPACE: 41,527 SF

PARKING:

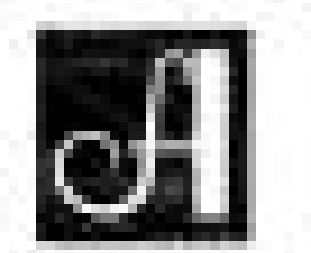
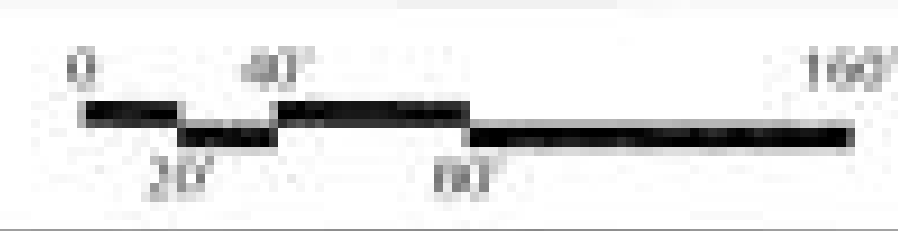
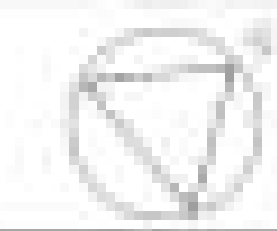
REQUIRED:
 104 UNITS x 2.5 3 BED x 1.8 SPACES = 468 SPACES
 104 UNITS x 25 GUEST SPACES = 260 SPACES
 TOTAL REQUIRED = 728 SPACES

PROVIDED:
 104 UNITS x 2 CAR GARAGE = 208 SPACES
 PARALLEL PARKING - 10' x 20' = 7 SPACES
 NO GUEST PARKING - 8.3' x 30' = 24 SPACES
 TOTAL PROVIDED = 239 SPACES

PARKING RATIO: 239/728 = 0.33

APPLICANT:
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 TORRANCE, CA 90501
 CONTACT: STORM BIRD
 SBIRD@STORMPROPERTIES.COM
 (714) 962-2419

ARCHITECT:
 ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR.
 SANTA ANA, CA 92705
 CONTACT: CHRISTINE LI
 CLY@ANGELENOARCHITECTS.COM
 (714) 265-1888



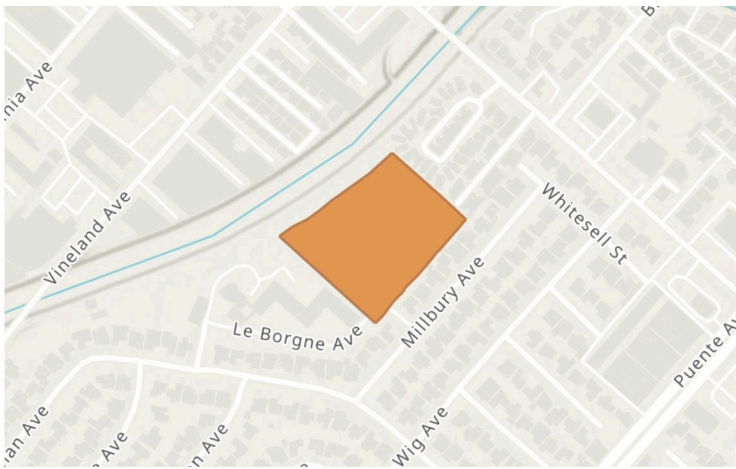
Attachment B: SGVCOG VMT Screening Tool Outputs

Project Details

Timestamp of Analysis	April 24, 2025, 02:05:36 PM
Project Name	1314 Le Borgne Ave
Project Description	104 unit residential development

Project Location Map

jurisdiction:	APN	TAZ
Baldwin Park	8558023910	22271200



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:	104
Total DUs:	104

Non-Residential:

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

Residential Affordability (percent of all units):

Low Income:	0 %
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Parking:

Motor Vehicle Parking:	239
Bicycle Parking:	0

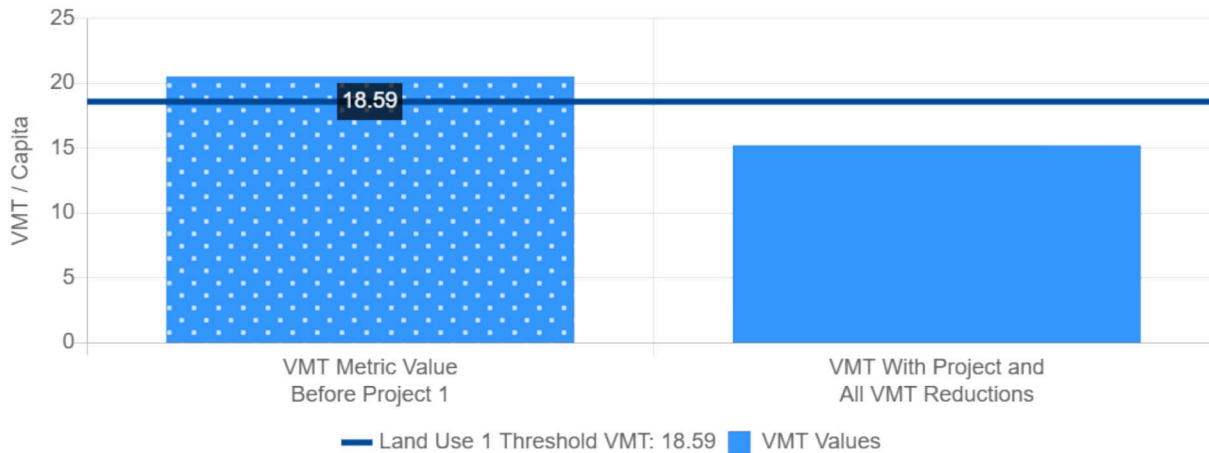
Proximity Transit Screening

Inside a transit priority area?	Yes
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Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Home-Based VMT per Capita
VMT Baseline Description	SGVCOG
VMT Baseline Value	21.87
VMT Threshold Description / Threshold Value	-15% / 18.59

Summary	Project Without TDM Reduction	Project With TDM Reduction
Project Generated Vehicle Miles Traveled (VMT) Rate	20.53	15.22
Screening Results	Yes (Pass)	Yes (Pass)



SGVCOG VMT Evaluation Tool Report



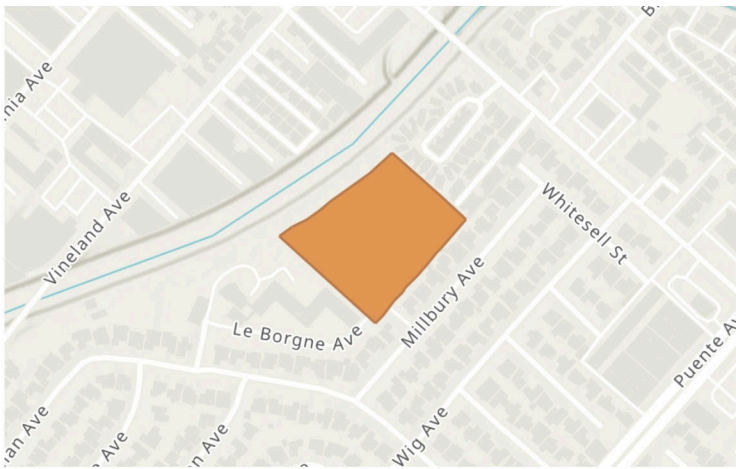
INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
LAND USE	
T-01 Increase Residential Density (P/S)	25.87%
Residential density of project development (du/acre)	19.8
T-02 Increase Job Density (P/S)	Not Selected
Job density of project development (jobs/acre)	-
T-03 Provide Transit-Oriented Development (P/S)	Not Selected
T-04 Integrate Affordable and Below Market Rate Housing (P/S)	Not Selected
Percent of multifamily units permanently dedicated as affordable (%)	-
T-17 Improve Street Connectivity (P/C)	Not Selected
Intersection density in project site with measure (int/sq mile)	-

Project Details

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Project Name	1314 Le Borgne Ave
Project Description	104 unit residential development

Project Location Map

jurisdiction:	APN	TAZ
Baldwin Park	8558023910	22271200



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:	104
Total DUs:	104

Non-Residential:

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

Residential Affordability (percent of all units):

Low Income:	0 %
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Parking:

Motor Vehicle Parking:	239
Bicycle Parking:	0

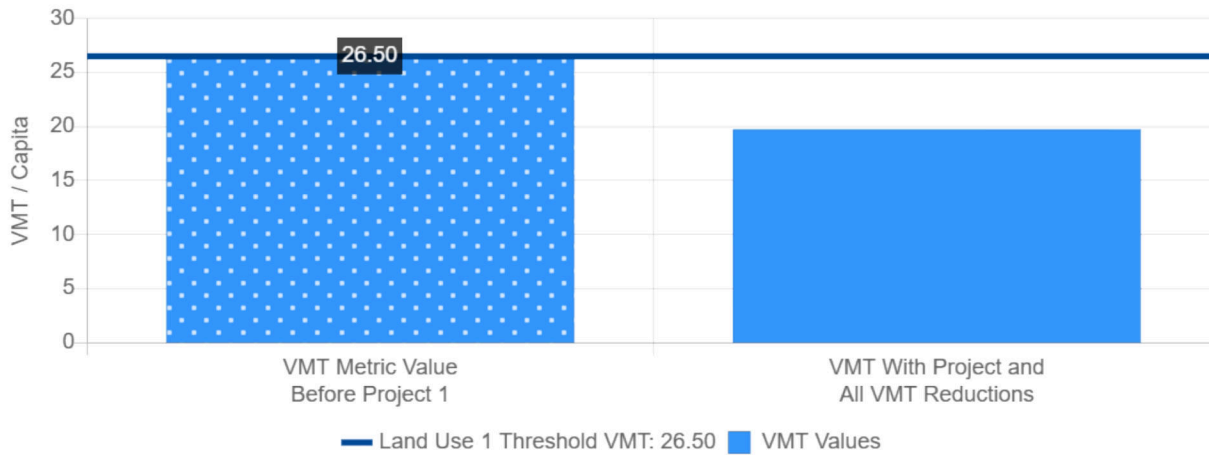
Proximity Transit Screening

Inside a transit priority area?	Yes
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Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Total VMT per Service Population
VMT Baseline Description	SGVCOG
VMT Baseline Value	31.17
VMT Threshold Description / Threshold Value	-15% / 26.50

Summary	Project Without TDM Reduction	Project With TDM Reduction
Project Generated Vehicle Miles Traveled (VMT) Rate	26.64	19.75
Screening Results	Yes (Pass)	Yes (Pass)



SGVCOG VMT Evaluation Tool Report



INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
LAND USE	
T-01 Increase Residential Density (P/S)	25.87%
Residential density of project development (du/acre)	19.8
T-02 Increase Job Density (P/S)	Not Selected
Job density of project development (jobs/acre)	-
T-03 Provide Transit-Oriented Development (P/S)	Not Selected
T-04 Integrate Affordable and Below Market Rate Housing (P/S)	Not Selected
Percent of multifamily units permanently dedicated as affordable (%)	-
T-17 Improve Street Connectivity (P/C)	Not Selected
Intersection density in project site with measure (int/sq mile)	-