

Appendix H



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May 19, 2026

Mr. Brian Cunningham
THE OLSON COMPANY
3010 Old Ranch Parkway #100
Seal Beach, CA 90740

**Subject: 17332 Irvine Boulevard Residential Project Trip Generation & VMT
Analysis/Screening, City of Tustin, California**

Dear Brian,

MAT Engineering, Inc. is pleased to submit this trip generation study and VMT screening for the proposed 17332 Irvine Boulevard residential project in the City of Tustin, California.

A. Project Description & Location

The project site located at 17332 Irvine Boulevard in the City of Tustin currently contains a vacant office building which will be displaced by the proposed project.

The proposed project consists of construction and operation of total of 15 dwelling units of residential use. Seven (7) of the units will be detached and the other eight (8) will be duplexes.

Access for the proposed project is planned to continue to be provided via Yorba Street and Mountain View Drive.

Exhibit A shows the project location. **Exhibit B** shows the proposed site plan.

B. Project Trip Generation

Trip generation represents the amount of trips attracted and produced by a land use.

The trip generation for the existing use and the proposed project is based upon the specific land uses that have been planned for this project and has been determined utilizing the Institute of Transportation Engineers (ITE) trip generation rates which is an industry standard for calculating trips associated with land uses.

Table 1 shows the trip ITE trip generation rates for the proposed use based on the ITE.

Table 1
ITE Trip Generation Rates

Land Use	ITE Code	Units	Peak Hour						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Single Family Detached Residential	210	DU	0.19	0.51	0.70	0.58	0.35	0.93	9.09

Notes:

Source: 2025 ITE 12th Edition Trip Generation Manual;

DU = Dwelling Units;

Utilizing the ITE trip generation rates from **Table 1**, **Table 2** shows a summary of the trip generation for the proposed land use. For trip generation calculations, this analysis conservatively assumes all of the units will single family detached residential since it generates a higher rate of trips when compared to multifamily residential use.

Table 2
Proposed Project Trip Generation

Land Use	Quantity	Units	ITE Code	Peak Hour						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Single Family Detached Residential	15	DU	210	3	8	11	9	5	14	136

Source:

Institute of Transportation Engineers (ITE) 2025 Trip Generation Manual (12th Edition)

As shown in **Table 2**, based on the ITE trip generation rates, without taking any credit for the existing uses which will be displaced, the proposed project can be expected to generate approximately 136 daily trips which include approximately 11 AM peak hour trips and approximately 14 PM peak hour trips.

C. Local Transportation/Traffic Operations Evaluation

As shown in **Table 2**, based on the ITE trip generation rates, without taking any credit for the existing uses which will be displaced, the proposed project can be expected to generate approximately 136 daily trips which include approximately 11 AM peak hour trips and approximately 14 PM peak hour trips.

Since the proposed project is expected to generate a low number of trips (less than 50 peak hour trips), MAT Engineering, Inc. has prepared this trip generation memorandum for the project instead of a full traffic study.

Based on this analysis and the project's low trip generation, the proposed project is expected to not result in an adverse level of service impact and operations on the surrounding roadway system.

D. Vehicle Miles Traveled (VMT) Screening Analysis

In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018 which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (§ 15064.3).

Effective July 1, 2020, the previous CEQA metric of LOS, typically measured in terms of automobile delay, roadway capacity and congestion, generally will no longer constitute a significant environmental impact.

The City of Tustin has updated its transportation impact guidelines to provide thresholds of significance and methodology for identifying VMT impacts.

A City of Tustin VMT screening form has been completed for the proposed project and contained as **Attachment A** to this letter report.

As shown in **Exhibit C**, the project site is located in TAZ (traffic analysis zone) 1025 of City of Tustin and Orange County Transportation Authority (OCTA) traffic analysis zones for traffic modeling data.

As shown in **Exhibit D-1** and **Exhibit D-2**, the project site is also within the City's Low VMT area.

Based on the City's guidelines and VMT screening criteria, the proposed project screens out for VMT analysis based on the following:

- The project generates less than 500 daily trips (without taking credit for the existing displaced use);
- The project is located within a TAZ that generates VMT below the City thresholds; and
- The project is located within the City-established low VMT area of the City.

E. Summary & Conclusions

As shown in **Table 2**, based on the ITE trip generation rates, without taking any credit for the existing uses which will be displaced, the proposed project can be expected to generate approximately 136 daily trips which include approximately 11 AM peak hour trips and approximately 14 PM peak hour trips.

Since the proposed project is expected to generate a low number of trips (less than 50 peak hour trips), MAT Engineering, Inc. has prepared this trip generation memorandum for the project instead of a full traffic study.

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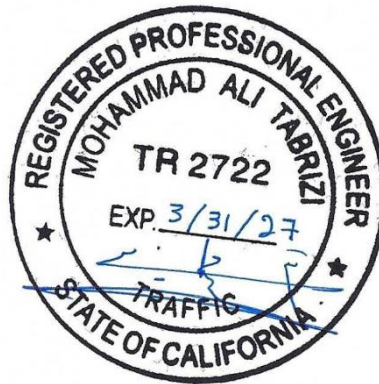
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- The project is located within a TAZ that generates VMT below the City thresholds; and
- The project is located within the City-established low VMT area of the City.

MAT Engineering Inc. appreciates the opportunity to provide this analysis a technical memorandum.
If you have any questions, concerns, or comments, please contact us at 949-344-1828 or
at@matengineering.com.

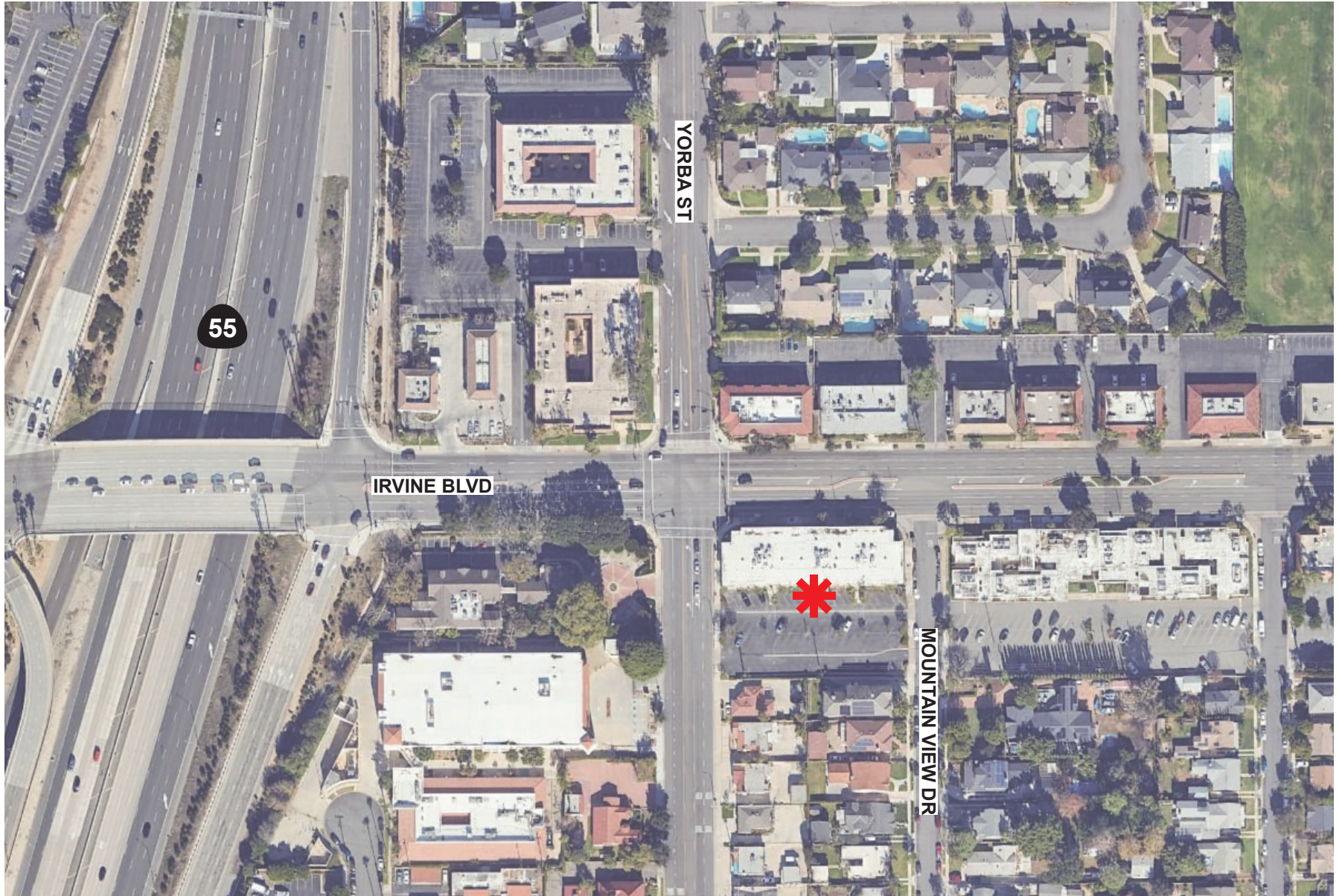
Respectfully submitted,

MAT ENGINEERING, INC.



Alex Tabrizi, PE, TE

President



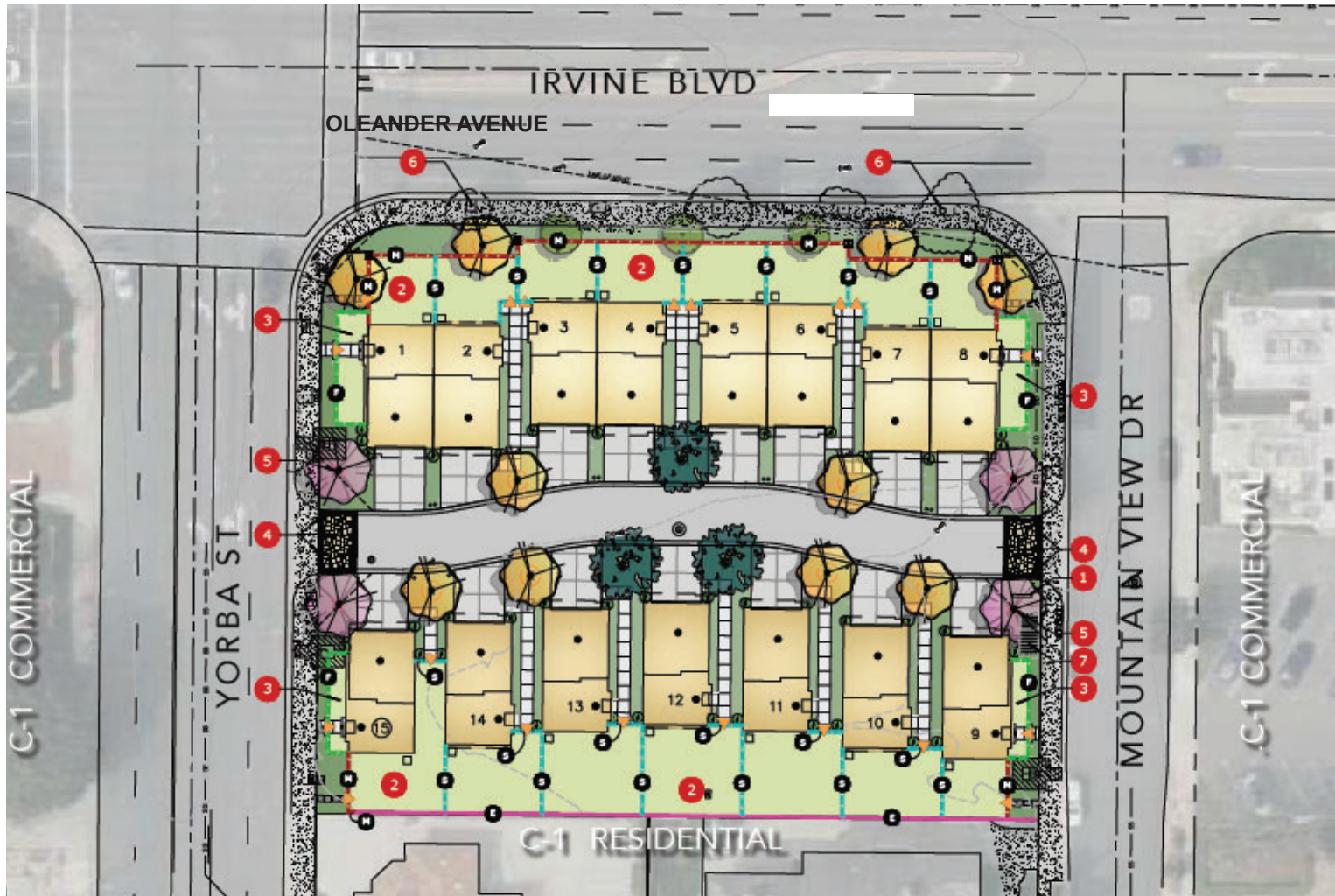
Not to Scale



Legend:

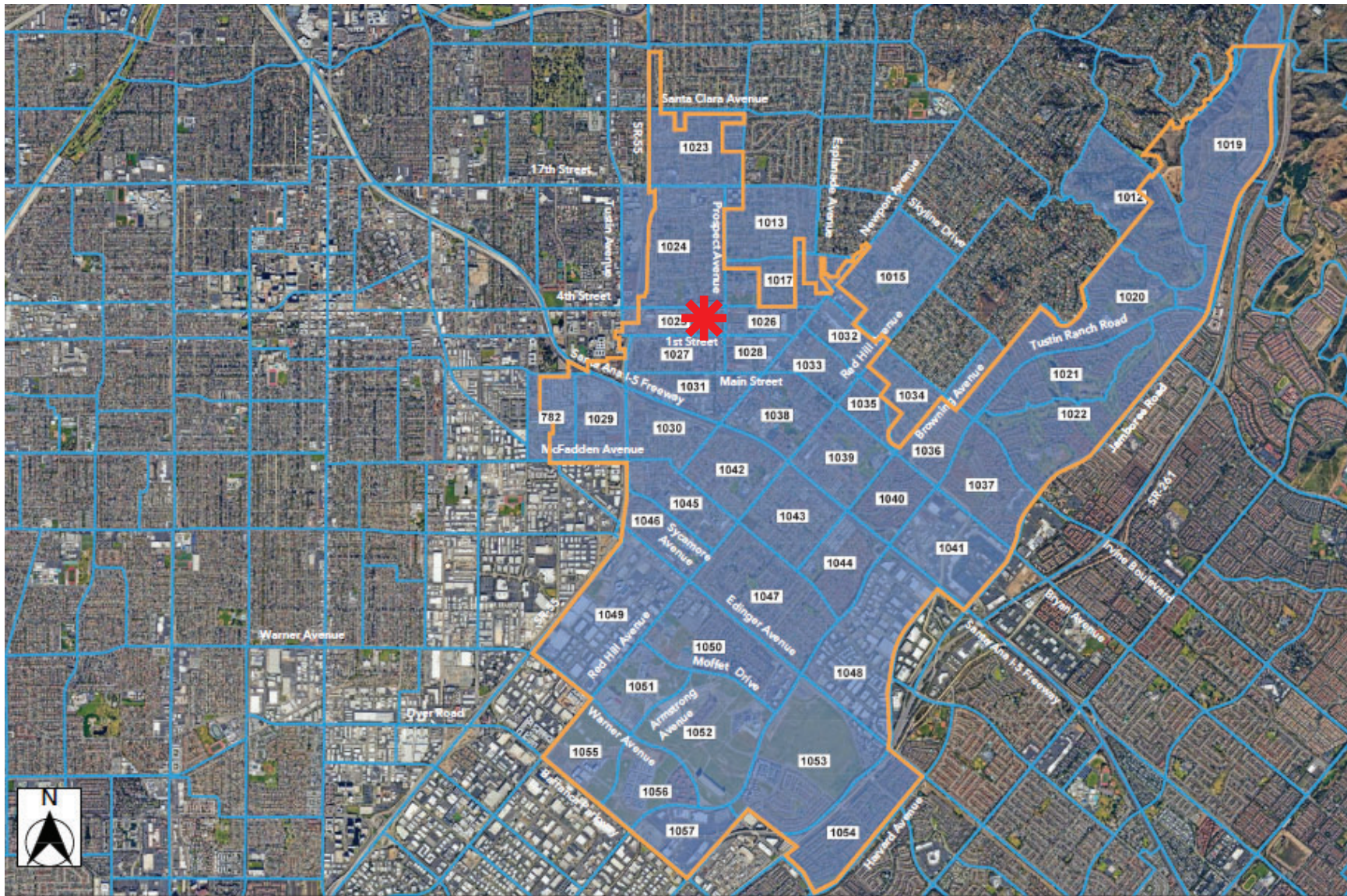


Site Location



Not to Scale





Legend



- = City of Tustin OCTAM TAZs
- = City of Tustin Boundary

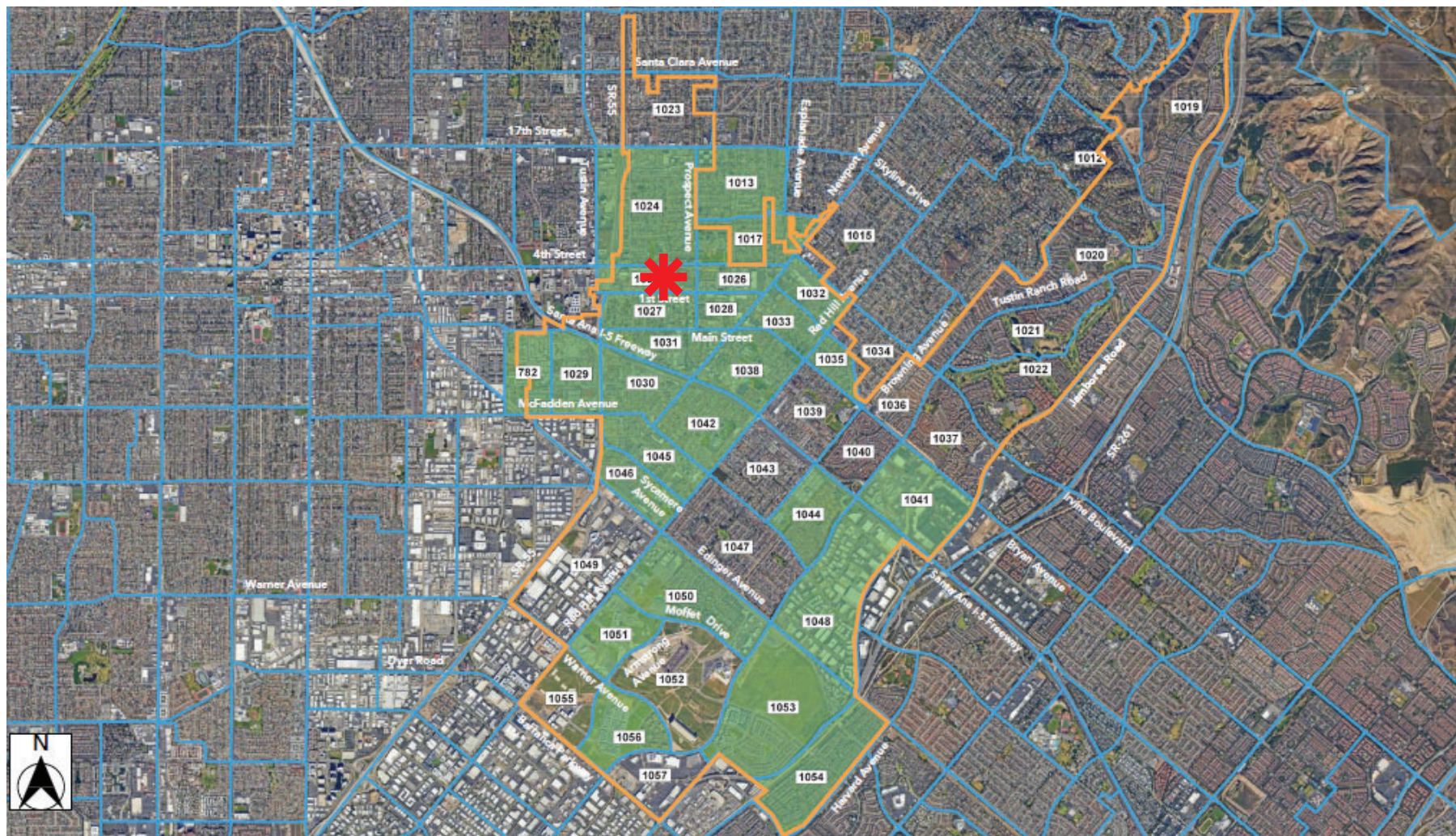


Site Location

Not to Scale



City of Tustin Traffic Analysis Zones (TAZ)



Legend

- = VMT/Capita $\leq$ City of Tustin's 2019 Citywide Average VMT/Capita
- = City of Tustin Boundary



Site Location



Not to Scale



City of Tustin Low VMT Areas - Per Capita



Legend

- = VMT/Employee $\leq$ City of Tustin's 2019 Citywide Average VMT/Employee
- = City of Tustin Boundary



Site Location



Not to Scale



City of Tustin Low VMT Areas - Per Employee

Attachment A
City of Tustin VMT Screening Form



CITY OF TUSTIN VMT SCREENING FORM FOR LAND USE PROJECTS

This form acknowledges the City of Tustin requirements for the evaluation of vehicle miles traveled (VMT) under CEQA. The analysis provided in this form should follow the City of Tustin approved VMT Guidelines, updated version March 26, 2025.

I. Project Description

Case Number:	PROJ-R-2026-0001: GPA-2026-0001; ZC-2026-0001; SUB-2026-0006/VTM No. 19483; DR-2026-0004		
Project Name:	17332 Irvine Boulevard Residential Project		
Project Location:	17332 Irvine Blvd.		
Project Description:	The Project proposes demolition of the existing two-story commercial/office building and associated parking lot to construct 15 residential units on an approximately 0.99-acre site. The proposed development would consist of seven detached single-family homes and four duplex buildings containing eight attached residential units.		
Current GP Land Use:	Professional Office (PO)	Proposed GP Land Use:	Planned Community Residential (PC RES)
Current Zoning:	Professional District (PR)	Proposed Zoning:	Planned Community Residential (PC RES)
Does the Project require a General Plan Amendment and/or Zone Change?			YES

II. VMT Screening Criteria

A. Is the Project 100% affordable housing?	NO
B. Is the Project within 1/2 mile of qualifying transit?	NO
C. Is the Project a local serving land use?	NO
D. Is the Project in a low VMT area?	YES
E. Are the Project's Net Daily Trips less than 500 ADT?	YES

Low VMT Area Evaluation:

City of Tustin VMT Thresholds		
Citywide Average Home-Based VMT ¹ =	12.4	VMT/Capita
Citywide Average Employment VMT ¹ =	17.3	VMT/Employee

¹ OCTAM 5.1 v.11.22.23 base year (2019) statistics.

Project Traffic Analysis Zone (TAZ)	VMT Rate for Project TAZ ¹		Project Type	
1025	8.4	VMT/Capita	Residential:	YES
	16.5	VMT/Employee	Non-Residential:	

Trip Generation Evaluation:

Source of Trip Generation:	ITE 2025 12th Edition Trip Generation Manual and Rates		
	* Use trip rates from the latest edition of the ITE Trip Generation Manual or as approved by City Staff.		
Project Trip Generation:	136	Average Daily Trips (ADT)	
Internal Trip Credit:	NO	% Trip Credit:	
Pass-By Trip Credit:	NO	% Trip Credit:	
Affordable Housing Credit:	NO	% Trip Credit:	
Existing Land Use Trip Credit:	NO	Trip Credit:	
Net Project Trip Generation:	136	Average Daily Trips (ADT)	
Does project trip generation warrant an LOS evaluation outside of CEQA?			NO

III. VMT Analysis Summary

A. Is additional VMT modeling required to evaluate impacts?

NO

Projects that do not satisfy at least one (1) of the VMT screening criteria AND generate 2,400 or more net daily trips AND require a zone change/general plan amendment may require additional VMT modeling using OCTAM. Project that generates less than 2,400 daily trips may use the base TAZ rate for VMT analysis and mitigation purposes.

B. City of Tustin VMT Threshold of Significance:

12.4 VMT/Capita

C. Unmitigated Project VMT Rate:

8.4 VMT/Capita

D. Does Unmitigated Project VMT Rate Exceed VMT Threshold?

NO

E. Percentage Reduction Required to Achieve the Citywide Average VMT:

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F. Mitigation Measures:

Source:		
	VMT Reduction Mitigation Measure:	Estimated VMT Reduction (%)
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
Total VMT Reduction (%)		

All mitigation measures are subject to become Conditions of Approval of the project. Provide attachments showing all VMT reduction calculations.

G. Mitigated Project TAZ VMT Rate:

H. Significance Finding:

(Less than significant, less than significant with mitigation, potential significant, etc.)

Less than Significant

Prepared By	Developer/Applicant
Company: MAT Engineering Contact: Alex Tabrizi Address: 17192 Murphy Avenue #14902, Irvine, CA 92623 Phone: 949-344-1828 Email: at@matengineering.com Date: 5/19/2026	Company: The Olson Company Contact: Brian Cunningham Address: 3010 Old Ranch Parkway, Suite 100, Seal Beach, CA 92675 Phone: 949-244-5672 Email: bcunningham@theolsonco.com Date: 5/19/2026
Approved by:	
Tustin Public Works Engineering	Tustin Community Development Planning
Date	Date
Development review and processing fees should be submitted with, or prior to the submittal of this Form. The Public Works and/or Planning Division staff will not process the Form prior to fees being paid to the City.	

OCTAM 5.1 v.11.22.23 Base Model Year 2019 VMT Statistics

Zone	Home-based VMT per Capita	Employment (commute) VMT per employee
782	8.4	19.0
1012	21.1	17.8
1013	10.5	16.7
1015	13.0	17.9
1017	12.4	17.1
1019	22.7	21.3
1020	18.2	18.2
1021	17.6	18.2
1022	16.1	18.2
1023	12.8	17.2
1024	10.7	16.9
1025	8.4	16.5
1026	9.3	16.0
1027	9.5	16.1
1028	9.3	15.8
1029	9.4	17.6
1030	11.0	17.2
1031	9.5	16.3
1032	12.0	15.8
1033	9.0	15.5
1034	12.7	17.6
1035	12.0	17.4
1036	14.1	17.4
1037	13.4	16.2
1038	10.5	16.6
1039	13.1	16.8
1040	12.5	19.1
1041	2.6	15.6
1042	11.4	16.7
1043	12.5	20.0
1044	12.4	21.8
1045	9.1	16.0
1046	11.4	17.6
1047	13.6	20.1
1048	1.9	17.2
1049	0.0	19.4
1050	9.1	19.1
1051	2.8	18.7
1052	0.0	0.0
1053	10.6	18.2
1054	10.8	18.5
1055	0.0	0.0
1056	9.5	35.6
1057	0.0	18.1

* Geography nests into OCTAM zone structure. VMT includes all VMT to/from specified geography, except for VMT that leaves OCTAM model area.

** Note that as OCTAM is updated, these statistics are subject to change.