

ATTACHMENT 2

May 5, 2020

Mr. Gilles Sensenbrenner
C/O Mr. David N. Alagband
DNA REALTY GROUP
4701 Von Karman Avenue, Suite 100
Newport Beach, CA 92660

Subject: 8932 Katella Avenue Trip Generation Memorandum, City of Garden Grove

Dear Mr. Alagband:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this trip generation memorandum for the 8932 Katella Avenue Mixed-Use Project in the City of Garden Grove.

The project site currently is zoned Office Professional (OP) and contains approximately 12,080 square feet of barber/beauty shop and general office uses. The site currently contains a total of 64 parking spaces. The site currently contains a total of eight suites. Two of the eight suites are currently vacant.

Representatives of the project would like to change the zoning designation from OP to Neighborhood Commercial Zone (C-1).

RK has prepared an analysis and evaluation to determine the potential change in trip generation for the site assuming change of zoning from OP to C-1. Based on discussions with and direction from City staff, the analysis evaluates the net change in the site's overall trip generation between the following two conditions:

- Existing site and uses (including two currently vacant suites) under current zoning;
and

- Existing site and uses with the vacant suites being occupied by a probable and likely use that could occupy the site under the proposed zoning.

Exhibit A shows the site location. Exhibit B shows the site plan.

Permitted Uses

Table 1 shows the uses permitted under both OP and C-1 zoning per the City of Garden Grove Municipal Code Section 9.16.020.030.

Existing Uses and OP Zoning

As previously noted, the site currently contains a total of eight suites with a total square footage of 12,080 square feet. Two of the eight suites are currently vacant.

Table 2 shows the existing land uses and suites for the project site.

Table 3 shows the Institute of Transportation Engineers (ITE) trip generation rates for each suite for existing conditions under OP zoning.

Utilizing the trip generation rates shown in Table 3, Table 4 shows the trip generation of the existing site under existing OP zoning.

As shown in Table 4, based on ITE trip generation rates, the existing site generates approximately 102 daily trips which include approximately 11 AM peak hour trips and approximately 12 PM peak hour trips.

Table 5 shows the required parking per the City's Municipal Code for the existing uses under OP zoning.

As shown in Table 5, per the City's Municipal Code, the existing site under OP zoning requires a total of 42 parking spaces. Since the site contains a total of 64 parking spaces, more than adequate parking is provided to accommodate the existing uses under OP zoning.

Proposed Uses and C-1 Zoning

As previously noted, the site currently contains a total of eight suites with a total square footage of 12,080 square feet. Two of the eight suites are currently vacant.

Table 6 shows the existing land uses occupying the site along with the land uses which are likely to occupy the two vacant suites under the proposed C-1 zoning.

As shown in in Table 6, under the proposed C-1 zoning, the two vacant suites can be expected and likely to be occupied by a fast-food type land use and retail.

Table 7 shows the Institute of Transportation Engineers (ITE) trip generation rates for each suite for the site, including the potential fast food and retail use for the two vacant suites under C-1 zoning.

Utilizing the trip generation rates shown in Table 7, Table 8 shows the trip generation of the site under the proposed C-1 zoning assuming full occupancy of the site and the vacant suites.

As shown in Table 8, under full occupancy conditions and proposed C-1 zoning, the site can be expected to generate approximately 501 daily trips which include approximately 38 AM peak hour trips and approximately 45 PM peak hour trips.

Table 9 shows the required parking per the City's Municipal Code, under full occupancy conditions and proposed C-1 zoning.

As shown in Table 9, per the City's Municipal Code, under full occupancy conditions and proposed C-1 zoning, the site requires a total of 57 parking spaces. Since the site contains a total of 64 parking spaces, more than adequate parking is provided to accommodate the uses under full occupancy conditions and proposed C-1 zoning.

Trip Generation Comparison Under OP & C-1 Zoning

Table 10 shows a comparison of the net trip generation difference between the existing site under OP zoning and the proposed C-1 zoning.

As shown in Table 10, when compared to the existing land uses under OP zoning, the expected land uses under the proposed C-1 zoning are forecast to result in a net increase of the site's trip generation by approximately 399 daily which include approximately 27 AM peak hour trips and approximately 33 PM peak hour trips.

Based on industry standards, typically, a full traffic analysis is required when a proposed project generates 50 or more net peak hour trips since projects generating less than 50 peak hour trips can be considered to not result in significant traffic impacts.

Hence, since the expected land uses for the project site under the proposed C-1 zoning are forecast to result in nominal increase in trips, the proposed zone change is forecast to not result in a significant traffic impact on the surrounding circulation system. It should be noted, once the project trips are distributed and disbursed throughout the roadway network and circulation system, the project's trip contribution to any major intersection is expected to be even less.

Vehicle Miles Traveled (VMT) Analysis

Effective July 1, 2020, the longstanding metric of roadway level of service (LOS), which is typically measured in terms of auto delay or volume-to-capacity, will no longer be considered a significant impact under the California Environmental Quality Act (CEQA).

Pursuant to the 2020 CEQA Guidelines, Section 15064.3, *"Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel."*

For land use projects, the CEQA guidelines provides the following criteria for analyzing Transportation Impacts and VMT:

- Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.
- Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact.

- Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The Office of Planning & Research (OPR) has provided guidance regarding the recommended threshold for conducting VMT analysis for retail projects. OPR has noted that because local-serving retail development tends to shorten trips and reduce VMT (which is the desired intent of VMT standards under CEQA), local agencies generally may presume such development creates a less-than-significant transportation impact.

OPR also noted that regional-serving retail development, on the other hand, may tend to have a significant impact by leading to the substitution of longer trips for shorter ones.

OPR notes that generally “retail development including stores larger than 50,000 square feet might be considered regional serving” for which lead agencies should undertake a VMT analysis.

As the site, to which the subject zoning change relates, is a total of 12,080 square feet in size and does not reach anywhere close to 50,000 square feet, the site which is a local-serving retail development is deemed “screened out” and does not require a full-blown VMT analysis.

Conclusions

When compared to the existing uses under OP zoning, the expected land uses under the proposed C-1 zoning are forecast to result in a net increase of the site's trip generation by approximately 399 daily which include approximately 27 AM peak hour trips and approximately 33 PM peak hour trips.

Per the City's Municipal Code, the existing site under OP zoning requires a total of 42 parking spaces. Since the site contains a total of 64 parking spaces, more than adequate parking is provided to accommodate the existing uses under OP zoning.

Per the City's Municipal Code, under full occupancy conditions and proposed C-1 zoning, the site requires a total of 57 parking spaces. Since the site contains a total of 64 parking spaces, more than adequate parking is provided to accommodate the uses under full occupancy conditions and proposed C-1 zoning.

Based on industry standards, typically, a full traffic analysis is required when a proposed project generates 50 or more net peak hour trips since projects generating less than 50 peak hour trips can be considered to not result in significant traffic impacts.

Hence, since the expected land uses for the project site under the proposed C-1 zoning are forecast to result in nominal increase in trips, the proposed zone change is forecast to not result in a significant traffic impact on the surrounding circulation system. It should be noted, once the project trips are distributed and disbursed throughout the roadway network and circulation system, the project's trip contribution to any major intersection is expected to be even less.

VMT Analysis

Effective July 1, 2020, the longstanding metric of roadway level of service (LOS), which is typically measured in terms of auto delay or volume-to-capacity, will no longer be considered a significant impact under the California Environmental Quality Act (CEQA).

The Office of Planning & Research (OPR) has provided guidance regarding the recommended threshold for conducting VMT analysis for retail projects. OPR has noted that because local-serving retail development tends to shorten trips and reduce VMT

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OPR also noted that regional-serving retail development, on the other hand, may tend to have a significant impact by leading to the substitution of longer trips for shorter ones.

OPR notes that generally "retail development including stores larger than 50,000 square feet might be considered regional serving" for which lead agencies should undertake a VMT analysis.

As the site, to which the subject zoning change relates, is a total of 12,080 square feet in size and does not reach anywhere close to 50,000 square feet, the site which is a local-serving retail development is deemed "screened out" and does not require a full-blown VMT analysis.

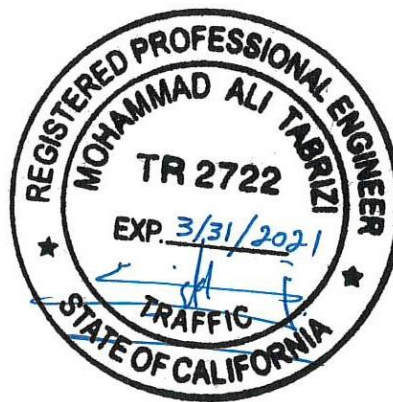
If you have any questions regarding this study, please call us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.



Alex Tabrizi, PE, TE
Associate Principal

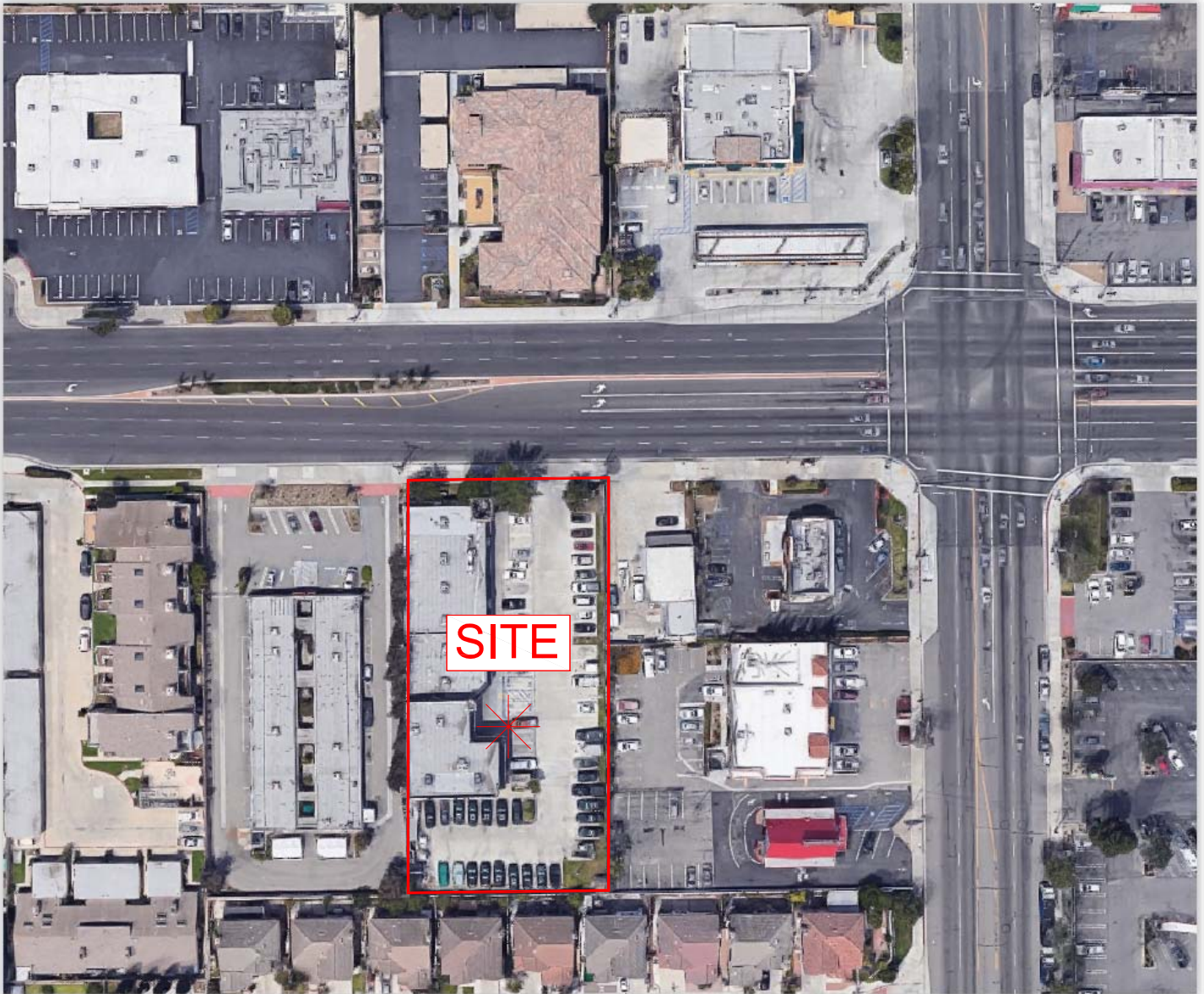


Attachments

rk15622.1

JN:2862-2019-01

Attachments



Legend:

 = Project Site Boundary



Exhibit B Site Plan

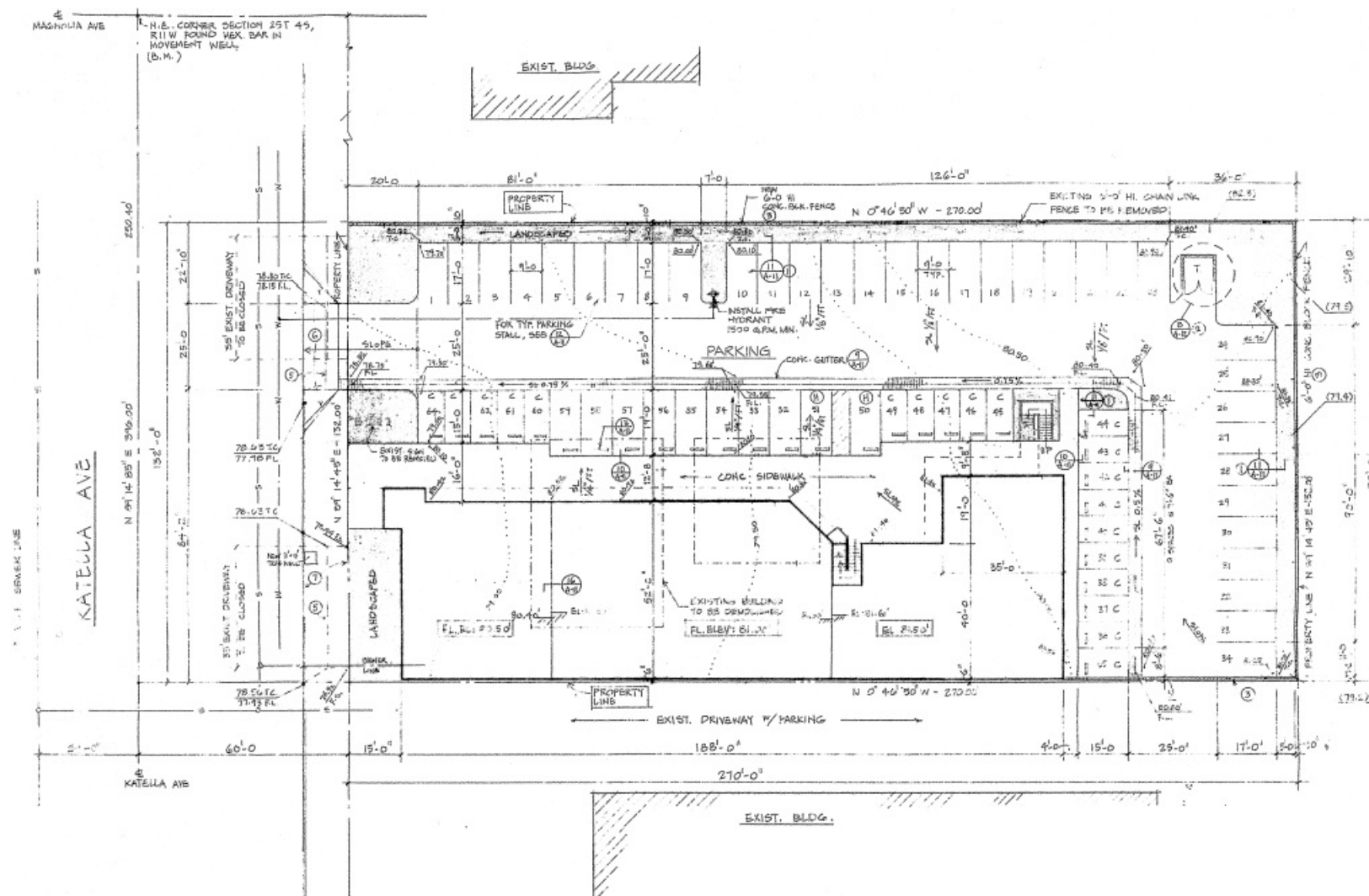


Table 1
O-P & C-1 Zoning Permitted Uses

#	Use	Zone	Zone
		O-P	C-1
1	Child Day Care Center		C
2	Community Care Facility, Residential (7 Persons or More)	C	C
3	Intermediate Care Facility	C	C
4	Residential Care Facility for the Elderly (RCFE) (7 persons or more)	C	C
5	Skilled Nursing Facility	C	C
6	Administration/Business	P	P
7	Banks/Financial Institution	P	P
8	Medical, Dental and Related Health Service Support Facilities	P	P
9	Prescription Pharmacy	P	P
10	Professional and Clerical	P	P
11	Public Utility (Commercial)	P	P
12	Art, Music and Dance	P	P
13	Arts and Crafts	P*	P*
14	Photography	P	P
15	Portrait	P	P
16	Radio/TV	C	C
17	Recording	C	C
18	Athletic and Health Clubs, Gyms		C
19	Barber/Beauty Shop	P	P
20	Dry Cleaning - Retail Only		P
21	Laundromat (Coin-op)		P
22	Physical Therapy (Medical Use)	P	P
23	Shoe Repair		P
24	Tailor/Dressmaking		P
25	Tanning Parlor		P
26	Tattoo, Facial	I	I
27	Extended-Stay Business Hotel		C*
28	Hotel, Motel		C*
29	Recreation Vehicle Park		C
30	Ticket Agency		P

Source: City of Garden Grove Municipal Code Section 9.16.020.030

ITE = Institute of Transportation Engineers Trip General Manual, 10th Edition

P = Automatically permitted use

I = Incidental Use. Use permitted only if incidental to another primary use on the same site. If incidental to a use authorized by a conditional use permit, such incidental use is permitted only if within the terms of the conditional use permit.

C = Conditional Use. Use eligible for consideration under the conditional use procedures and permitted only if conditional use permit is approved, subject to the specific conditions of such permit.

* = Use shall be subject to special conditions or specific restrictions per the Municipal Code.

Table 1
O-P & C-1 Zoning Permitted Uses

#	Use	Zone	Zone
		O-P	C-1
31	Travel Agency		P
32	Cybercafés		C*
33	Golf Courses (Regulation)		C*
34	Golf Driving Ranges		C*
35	Incidental Amusement Devices		I*
36	Movie Theaters		C
37	Private Clubs and Lodges		C
38	Tennis, Swimming Clubs		C
39	Antique Shop		P
40	Apparel: Clothing, Shoes and Accessories		P
41	Books, Magazines, Newsstand (in building)	I	P
42	Department Stores		P
43	Drug Stores	P	P
44	Florists	I	P
45	Furniture, Carpets, Household Appliances		P
46	Gifts and Souvenirs	I	P
47	Hardware, Paint		P
48	Hobby Shop		P
49	Indoor Multi-Tenant Retail Shopping Center		C*
50	Jewelry, Cameras and Supplies, Luggage		P
51	Non-vehicular Vending, Long term		C
52	Nurseries		P
53	Pets and Pet Supplies		P*
54	Stationery and Office Supplies - No Furniture	P	P
55	Toys		P
56	Variety, Dry Goods Stores		P
57	Candy, Confectionery		P
58	Convenience, Grocery		P
59	Delicatessen		P
60	Eating Establishment/Restaurant With Alcoholic Beverage Sales		C*

Source: City of Garden Grove Municipal Code Section 9.16.020.030

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* = Use shall be subject to special conditions or specific restrictions per the Municipal Code.

Table 1
O-P & C-1 Zoning Permitted Uses

#	Use	Zone	Zone
		O-P	C-1
61	Eating Establishment/Restaurant No Alcoholic Beverage Sales		P
62	Eating Establishment/Restaurant With Entertainment		C*
63	Eating Establishment/Restaurants with Outdoor Seating		P
64	Food Catering		I
65	Ice Cream, Bakery (retail only)		P
66	Liquor Store		C*
67	Meat Market		P
68	Mini-Market with Gas		C*
69	Supermarket		C*
70	Auto Parts, Accessories No Installations		P
71	Bicycle Repair		P
72	Bicycle Sales/Rental		P
73	Minor Auto Maintenance		C
74	Self-Service or Coin-Operated Car Wash		C*
75	Service Stations (new and conversion of existing)		C*
76	Tire Sales and Service		C
77	Truck, Trailer Rental		I*
78	Ambulance Service	C*	
79	Day Care Facility, Adult		C
80	Graphic Arts/Photocopying	P	P
81	Parking Facilities (For Fee)	C	C
82	Pet Grooming		p*
83	Small Animal Hospital/Veterinary		C*
84	Church and Other Religious Centers		C
85	Commercial Radio/TV Towers	C*	C*
86	Hospital, Medical or Psychiatric	C	C
87	Public Buildings (Civic Center, Library, County, State or Federal)	C	C
88	Public Safety Facilities (Fire, Police)	C	C
89	Public Utility Stations and Equipment Buildings	C	C
90	Trade, Business School		C

Source: City of Garden Grove Municipal Code Section 9.16.020.030

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C = Conditional Use. Use eligible for consideration under the conditional use procedures and permitted only if conditional use permit is approved, subject to the specific conditions of such permit.

* = Use shall be subject to special conditions or specific restrictions per the Municipal Code.

Table 2
Existing Uses (O-P Zoning)

#	Suite	Size (SF)	Percent Of Site	Tenant	Existing Land Use Type
1	101	1,040	8.61%	Hair Addicts Salon	Hair Salon
2	102	1,040	8.61%	Insurance	Office
3	103	1,040	8.61%	PsychHealing	Office
4	104	1,040	8.61%	Priority Mortgage	Office
5	105	1,040	8.61%	Vacant	Vacant
6	106	1,040	8.61%	Vacant	Vacant
7	107	840	6.95%	Cornell Design	Office
8	108-203	5,000	41.39%	California Safety Agency	Office
Total		12,080	100.00%		

SF = Square Feet

Table 3

ITE Trip Generation Rates for Existing Uses (O-P Zoning)

#	Suite	Land Use Type	ITE Code	Units	AM Peak			PM Peak			Daily
					In	Out	Total	In	Out	Total	
1	101	Hair Salon*	918	TSF	0.61	0.61	1.21	0.25	1.20	1.45	14.50
2	102	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
3	103	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
4	104	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
5	105	Office	710	TSF	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6	106	Office	710	TSF	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	107	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
8	108-203	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition, 2017

TSF = Thousand Square Feet

* = ITE does not have AM peak hour inbound and outbound splits for this land use or daily rates. This analysis assumes a 50/50 split for inbound and outbound. Daily trip generation is derived by multiplying the PM rate by a factor of 10.

N/A = not applicable. Suite is currently vacant under existing conditions.

Table 4

ITE Trip Generation for Existing Land Uses (O-P Zoning)

#	Suite	Land Use Type	Size	Units	ITE Code	AM Peak			PM Peak			Daily
						In	Out	Total	In	Out	Total	
1	101	Hair Salon	1.04	TSF	918	1	1	1	1	1	2	15
2	102	Office	1.04	TSF	710	1	0	1	0	1	1	10
3	103	Office	1.04	TSF	710	1	0	1	0	1	1	10
4	104	Office	1.04	TSF	710	1	0	1	0	1	1	10
5	105	Office	1.04	TSF	710	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6	106	Office	1.04	TSF	710	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	107	Office	0.84	TSF	710	1	0	1	0	1	1	8
8	108-203	Office	5.00	TSF	710	5	1	6	1	5	6	49
Total			12.08			10	2	11	2	10	12	102

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition, 2017

TSF = Thousand Square Feet

N/A = not applicable. Suite is currently vacant under existing conditions.

Table 5

City of Garden Grove Municipal Code Parking Required for Existing Uses (O-P Zoning)

#	Suite	Land Use Type	Size	Units	Code Required Parking	Parking Spaces Required
1	101	Hair Salon / Retail	1,040	SF	1 space per 200 square feet of gross floor area	5.2
2	102	Office	1,040	SF	1 space per 250 square feet of gross floor area	4.2
3	103	Office	1,040	SF	1 space per 250 square feet of gross floor area	4.2
4	104	Office	1,040	SF	1 space per 250 square feet of gross floor area	4.2
5	105	Vacant	1,040	SF	N/A	N/A
6	106	Vacant	1,040	SF	N/A	N/A
7	107	Office	840	SF	1 space per 250 square feet of gross floor area	3.4
8	108-203	Office	5,000	SF	1 space per 250 square feet of gross floor area	20.0
Total			12,080	SF		41.2
Rounded Up						42.0
Spaces Provided						64.0
Parking Surplus/Deficiency (Spaces)						22.0
Adequate Parking Provided?						YES

SF = Square Feet

N/A = not applicable. Suite is currently vacant under existing conditions.

Table 6

Expected Potential Uses Under Proposed C-1 Zoning

#	Suite	Size (SF)	Percent Of Site	Tenant	Land Use Type
1	101	1,040	8.61%	Hair Addicts Salon	Hair Salon
2	102	1,040	8.61%	Insurance	Office
3	103	1,040	8.61%	PsychHealing	Office
4	104	1,040	8.61%	Priority Mortgage	Office
5	105	1,040	8.61%	Vacant	Fast Food Restaurant Without Drive Through *
6	106	1,040	8.61%	Vacant	Retail *
7	107	840	6.95%	Cornell Design	Office
8	108-203	5,000	41.39%	California Safety Agency	Office
Total		12,080	100.00%		

SF = Square Feet

Table 7

ITE Trip Generation Rates for Expected Potential Land Uses Under Proposed C-1 Zoning

#	Suite	Land Use Type	ITE Code	Units	AM Peak			PM Peak			Daily
					In	Out	Total	In	Out	Total	
1	101	Hair Salon	918	TSF	0.61	0.61	1.21	0.25	1.20	1.45	14.50
2	102	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
3	103	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
4	104	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
5	105	Fast Food Restaurant Without Drive Through	933	TSF	15.06	10.04	25.10	14.17	14.17	28.34	346.23
6	106	Retail	820	TSF	0.58	0.36	0.94	1.83	1.98	3.81	37.75
7	107	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
8	108-203	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition, 2017

TSF = Thousand Square Feet

* = ITE does not have AM peak hour inbound and outbound splits for this land use or daily rates. This analysis assumes a 50/50 split for inbound and outbound. Daily trip generation is derived by multiplying the PM rate by a factor of 10.

Table 8

ITE Trip Generation for Expected Potential Land Uses Under Proposed C-1 Zoning

#	Suite	Land Use Type	Size	Units	ITE Code	AM Peak			PM Peak			Daily
						In	Out	Total	In	Out	Total	
1	101	Hair Salon	1.04	TSF	918	1	1	1	1	1	2	15
2	102	Office	1.04	TSF	710	1	0	1	0	1	1	10
3	103	Office	1.04	TSF	710	1	0	1	0	1	1	10
4	104	Office	1.04	TSF	710	1	0	1	0	1	1	10
5	105	Fast Food Restaurant Without Drive Through	1.04	TSF	710	16	10	26	15	15	29	360
6	106	Retail	1.04	TSF	710	1	0	1	2	2	4	39
7	107	Office	0.84	TSF	710	1	0	1	0	1	1	8
8	108-203	Office	5.00	TSF	710	5	1	6	1	5	6	49
Total			12.08			27	12	38	19	27	45	501

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition, 2017

TSF = Thousand Square Feet

Table 9

City of Garden Grove Municipal Code Parking Required Under Proposed C-1 Zoning

#	Suite	Land Use Type	Size	Units	Code Required Parking	Parking Spaces Required
1	101	Hair Salon / Retail	1,040	SF	1 space per 200 square feet of gross floor area	5.2
2	102	Office	1,040	SF	1 space per 250 square feet of gross floor area	4.2
3	103	Office	1,040	SF	1 space per 250 square feet of gross floor area	4.2
4	104	Office	1,040	SF	1 space per 250 square feet of gross floor area	4.2
5	105	Fast Food Restaurant Without Drive Through	1,040	SF	1 space per 100 square feet of gross floor area, with a minimum of 10 spaces	10.4
6	106	Retail	1,040	SF	1 space per 200 square feet of gross floor area	5.2
7	107	Office	840	SF	1 space per 250 square feet of gross floor area	3.4
8	108-203	Office	5,000	SF	1 space per 250 square feet of gross floor area	20.0
Total			12,080	SF		56.8
Rounded Up						57.0
Spaces Provided						64.0
Parking Surplus/Deficiency (Spaces)						7.0
Adequate Parking Provided?						YES

SF = Square Feet

Table 10

Net Trip Generation Comparison Between Existing Uses Under O-P Zoning and Expected Potential Land Uses Under C-1 Zoning

#	Project Site Land Uses	Size	Units	AM Peak			PM Peak			Daily
				In	Out	Total	In	Out	Total	
1	Expected Potential Under Proposed C-1 Zoning	12.08	TSF	27	12	38	19	27	45	501
2	Existing Trip Generation (O-P Zoning)	12.08	TSF	-10	-2	-11	-2	-10	-12	-102
Net Difference				17	10	27	17	17	33	399

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition, 2017

TSF = Thousand Square Feet