

January 14, 2026

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Subject: Traffic Memorandum for the Proposed Terravita Residential Development in the City of Laguna Hills, CA

## **INTRODUCTION**

Psomas has prepared a traffic memorandum for the proposed Terravita residential project (Project) located at the northeast corner of Ridge Route Drive and Mill Creek Drive in the City of Laguna Hills. This memorandum provides a discussion of estimated trip generation and findings pertaining to the City's established Level of Service (LOS) and Vehicle Miles Traveled (VMT) screening criteria. The findings and conclusions of this traffic memorandum are consistent with the traffic study requirements of the City of Laguna Hills, based on the *City of Laguna Hills Vehicle Miles Traveled Analysis Guidelines Under the California Environmental Quality Act and General Plan Development Review Traffic Study Guidelines* (August 2025).

## **PROJECT DESCRIPTION**

The Project includes the development of single-family and multi-family residential units on an existing 18.51-acre site. The existing site is zoned as Mixed Use - MXU in the City of Laguna Hills Municipal Code and consists of active office land uses. The Project proposes to demolish seven existing office buildings, totaling 285,061 square feet, and to construct 259 attached single-family dwelling units and 221 multi-family dwelling units. The 259 single-family units will consist of 46 duets, 126 duplexes, and 87 triplexes. The multi-family component will be a single five-story building containing a mix of studio apartments, 1-bedroom apartments, and 2-bedroom apartments.

The Project is depicted in its local context on **Figure 1**. The site plan for the project is illustrated on **Figure 2**.

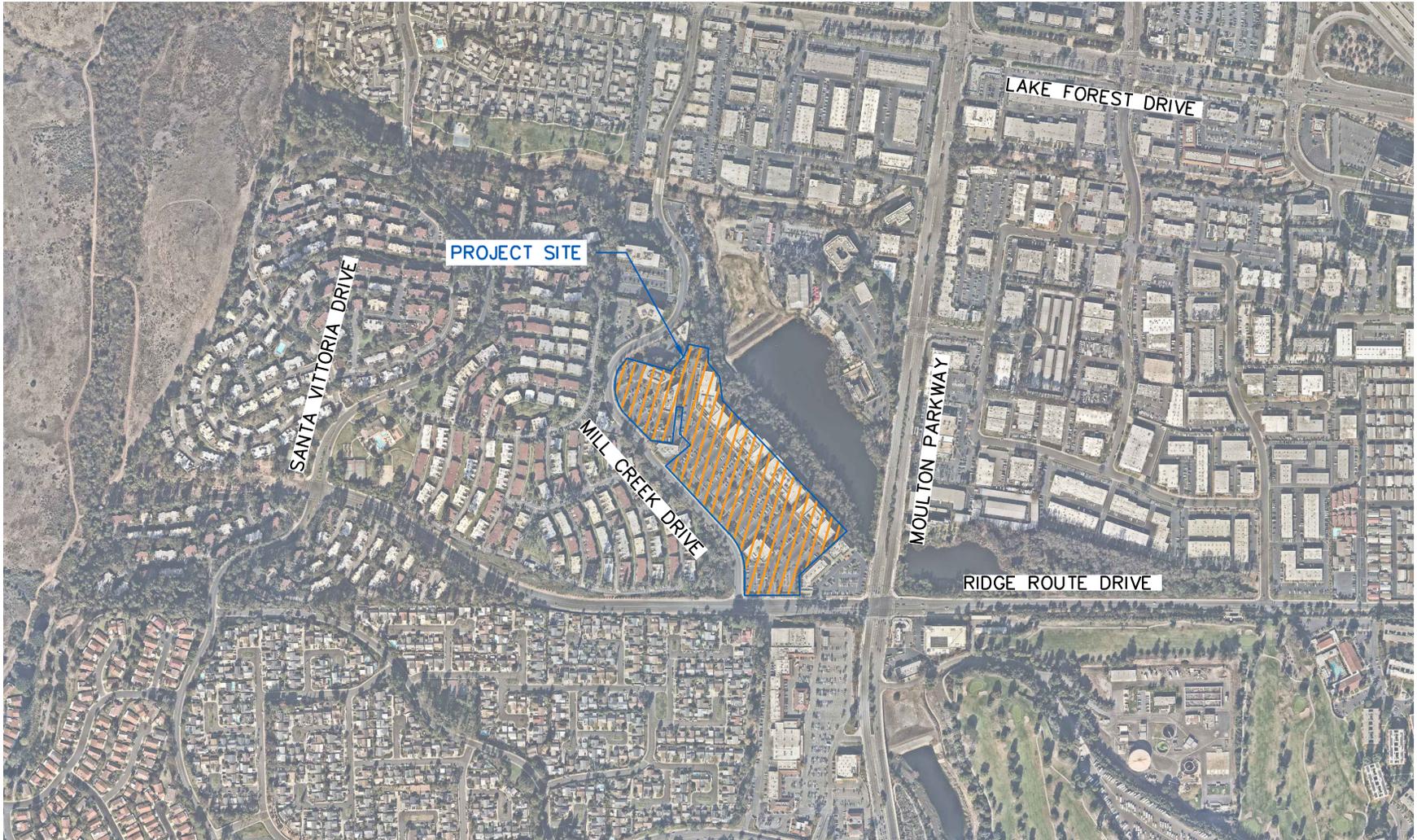


FIGURE 1  
VICINITY MAP

SOURCE: NEARMAP



NOT TO SCALE





FIGURE 2  
SITE PLAN



NOT TO SCALE



**TRIP GENERATION**

Trip generation estimates for the Project are derived from daily and peak hour trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition. As the existing office buildings on the Project site are functional, trip generation credits were taken for the existing land use. Trip generation rates are based on published data for the following ITE land use categories:

- Land Use (LU) 215 – Single-Family Attached Housing
- Land Use (LU) 221 – Multi-Family Housing (Mid-Rise)
- Land Use (LU) 710 – General Office Building

As shown on **Table 1**, the Project will generate 2,931 daily trips, with 215 in the morning peak hour and 238 trips in the evening peak hour. The existing offices generate 2,887 daily trips, with 412 in the morning peak hour and 396 trips in the evening peak hour. A comparison of proposed and existing trips indicates that the Project will generate 44 more daily trips, with 197 fewer trips in the morning peak hour and 158 fewer trips in the evening peak hour.

<b>TABLE 1 PROJECT TRIP GENERATION</b>									
<b>ITE Trip Generation</b>									
<b>ITE Land Use</b>	<b>Qty.</b>	<b>Units</b>	<b>Daily</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
				<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<b>Existing Land Use</b>									
General Office Building (LU 710)	285.061	KSF	2,887	363	49	412	67	329	396
<b>Proposed Land Use</b>									
Single-Family Attached Housing (LU 215)	259	DU	1,923	40	89	129	86	65	151
Multi-Family Housing (Mid-Rise) (LU 221)	221	DU	1,008	20	66	86	53	34	87
<b>Subtotal (Proposed)</b>			2,931	60	155	215	139	99	238
<b>Net Trips (Proposed - Existing)</b>			<b>44</b>	<b>-303</b>	<b>106</b>	<b>-197</b>	<b>72</b>	<b>-230</b>	<b>-158</b>
KSF = Thousand Square Feet, DU = Dwelling Unit									
*Per the ITE <u>Trip Generation Manual</u> , trip generation is based on Fitted Curve Equations									

### **LEVEL OF SERVICE (LOS) SCREENING**

The City of Laguna Hills guidelines provide criteria for determining whether a Traffic Impact Study will be required for a project. Per Section 7.0 of the City's guidelines, a project that generates fewer than 50 peak hour trips and fewer than 500 trip-ends per day and is consistent with the zoning/general plan designation for the property would not require a Traffic Impact Study. The Project is forecasted to generate 44 net new daily trips, 197 fewer morning peak hour trips, and 158 fewer evening peak hour trips than the existing office land uses on-site. The trip thresholds established by the City of Laguna Hills are not exceeded and a Traffic impact Study would not be required.

### **VEHICLE MILES TRAVELED (VMT) SCREENING**

With the passage of Senate Bill (SB) 743, the State Office of Planning and Research (OPR) mandated the development of guidelines that would establish vehicle miles traveled (VMT) as the primary metric for evaluating a project's environmental impacts on the transportation system. Since then, the City of Laguna Hills has established VMT screening criteria to be consistent with the updated OPR guidelines. Per the City's established VMT screening thresholds, the following five screening criteria were evaluated for the Project:

#### **1. Is the Project 100% affordable housing?**

Projects that consist of 100% affordable housing are presumed to have a less-than-significant VMT impact. The Project does not propose 100% affordable housing and therefore does not meet this screening criteria.

#### **2. Is the project within one half (1/2) mile of qualifying transit?**

Per City of Laguna Hills and CEQA guidelines, projects that are proposed within one half mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT. The Project is not located within one half mile of a qualifying transit and therefore does not meet this screening criteria.

#### **3. Is the project a local serving land use?**

Local-serving land uses provide goods, services, and employment for residents of the local community. Land uses that fall under this category, such as retail uses less than 50,000 square feet, restaurants, coffee shops, schools, and municipal buildings, serve to shorten trip lengths and reduce VMT in communities. For this reason, they are

presumed to have a less-than-significant VMT impact. The Project proposes the construction of residential units and does not meet this screening criteria.

**4. Is the Project in a low VMT area?**

Projects located in Traffic Analysis Zones (TAZ) with VMT per capita or VMT per employee less than or equal to the citywide average are considered to be in a low VMT area and presumed to have a less-than-significant VMT impact. The City of Laguna Hills utilizes the OCTAM model to screen and analyze VMT. Based on the Orange County VMT Screening Application, the Project TAZ (TAZ 1441) is not considered within a low VMT area. This screening criteria is not met.

**5. Are the project's net daily trips less than 500 ADT?**

Projects that generate less than 500 net average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are presumed to have a less-than-significant impact on VMT. As previously shown on Table 1, the Project is forecasted to generate 44 net daily trips compared to the existing land uses on the site. **Therefore, the Project's net daily trips are less than 500 ADT and the screening criteria is met.**

The Project satisfies one of the City's established VMT screening criteria. As a result, the Project is presumed to have a less-than-significant VMT impact and is exempt from further VMT analysis. A VMT Screening Form, summarizing these results, can be found in the **Appendix**.

**FINDINGS AND CONCLUSIONS**

Compared to the existing office land uses on the site, the Project will generate 44 net daily trips, with 197 fewer trips in the morning peak hour and 158 fewer trips in the evening peak hour. The City of Laguna Hills requires projects generating 50 or more peak hour trips and 500 or more daily trips to prepare a Traffic Impact Study. The Project will not exceed trip thresholds established by the City; therefore, preparation of a Traffic Impact Study will not be required. Additionally, the Project satisfies one of the City's established VMT screening criteria; the Project's net daily trips do not exceed 500 ADT . As a result, the Project is presumed to have a less-than-significant VMT impact and is exempt from further VMT analysis.

**APPENDIX**



### CITY OF LAGUNA HILLS VMT SCREENING FORM FOR LAND USE PROJECTS

This Screening Form acknowledges the City of Laguna Hills requirements for the evaluation of vehicle miles traveled (VMT) under CEQA. The analysis provided in this form should follow the City of Laguna Hills approved TIA Guidelines, dated August 2025.

#### I. Project Description

Case Number:

Project Name:

Project Location:

Project Description:

Current GP Land Use:

Proposed GP Land Use:

Current Zoning:

Proposed Zoning:

If a project requires a General Plan Amendment or Zone change, then additional information and analysis should be provided to ensure the project is consistent with RTP/SCS Strategies and RHNA Allocation Plan.

#### II. VMT Screening Criteria

- A. Is the Project 100% affordable housing? 

YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
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 Attachments:
- B. Is the Project within 1/2 mile of qualifying transit? 

YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
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 Attachments:
- C. Is the Project a local serving land use? 

YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
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 Attachments:
- D. Is the Project in a low VMT area? 

YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
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 Attachments:
- E. Are the Project's Net Daily Trips less than 500 ADT? 

YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>
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 Attachments:

#### Low VMT Area Evaluation:

Citywide VMT Averages <sup>1</sup>	
Citywide Home-Based VMT =	18.6 VMT/Capita
Citywide Employment VMT =	21.0 VMT/Employee

Project TAZ	VMT Rate for Project TAZ <sup>1</sup>	Type of Project	
		VMT/Capita	Residential:
	VMT/Employee	Non-Residential:	<input type="text"/>

<sup>1</sup> Base year (2019) projections from OCTAM 5.1.

#### Trip Generation Evaluation:

Source of Trip Generation:

Project Trip Generation:  Average Daily Trips (ADT)

Internal Trip Credit:	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	% Trip Credit:	<input type="text"/>
Pass-By Trip Credit:	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	% Trip Credit:	<input type="text"/>
Affordable Housing Credit:	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	% Trip Credit:	<input type="text"/>
Existing Land Use Trip Credit:	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>	Trip Credit:	<input type="text" value="2,887"/>

Net Project Trip Generation:  Average Daily Trips (ADT) Attachments:

Does project trip generation warrant an LOS evaluation outside of CEQA? 

YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
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**III. VMT Screening Summary**

**A. Is the Project presumed to have a less than significant impact on VMT?**

A Project is presumed to have a less than significant impact on VMT if the Project satisfies at least one (1) of the VMT screening criteria.

Less than significant

**B. Is mitigation required?**

If the Project does not satisfy at least one (1) of the VMT screening criteria, then mitigation is required to reduce the Project's impact on VMT.

Mitigation not required

**C. Is additional VMT modeling required to evaluate Project impacts?**

YES	--	NO	X
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If the Project does not satisfy at least one (1) of the VMT screening criteria AND generates 2,400 or more net daily trips, then additional VMT modeling using OCTAM is required. If the project generates less than 2,400 net daily trips, the Project TAZ VMT Rate can be used for mitigation purposes.

**IV. MITIGATION**

**A. Citywide Average VMT Rate (Threshold of Significance) for Mitigation Purposes:**

N/A	N/A
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**B. Unmitigated Project TAZ VMT Rate:**

N/A	N/A
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**C. Percentage Reduction Required to Achieve the Citywide Average VMT:**

N/A
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**D. VMT Reduction Mitigation Measures:**

Source of VMT Reduction Estimates:

Project Location Setting

VMT Reduction Mitigation Measure:	Estimated VMT Reduction (%)
1.	0.00%
2.	0.00%
3.	0.00%
4.	0.00%
5.	0.00%
6.	0.00%
7.	0.00%
8.	0.00%
9.	0.00%
10.	0.00%
<b>Total VMT Reduction (%)</b>	<b>0.00%</b>

(Attach additional pages, if necessary, and a copy of all mitigation calculations.)

**E. Mitigated Project TAZ VMT Rate:**

N/A	N/A
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**F. Is the project presumed to have a less than significant impact with mitigation?**

N/A

If the mitigated Project VMT rate is below the Citywide Average Rate, then the Project is presumed to have a less than significant impact with mitigation. If the answer is no, then additional VMT modeling may be required and a potentially significant and unavoidable impact may occur. All mitigation measures identified in Section IV.D. are subject to become Conditions of Approval of the project. Development review and processing fees should be submitted with, or prior to the submittal of this Form. The Planning Department staff will not process the Form prior to fees being paid to the City.

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