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March 17, 2021

Ruben Hovanesian, Senior Civil Engineer
City of Palmdale
38250 Sierra Highway
Palmdale, California 93550

Subject: Scoping Letter for Traffic Impact Analysis – Palmdale Terrace Apartments Development

Dear Mr. Hovanesian:

Translutions, Inc. (Translutions) is under contract to prepare a Traffic Impact Analysis (TIA) for the Palmdale Terrace project in the City of Palmdale, Los Angeles County. The proposed project includes 151 multi-family affordable housing units and is anticipated to be completed in 2023.

The TIA will be consistent with the guidelines established in the Los Angeles County Public Works *Transportation Impact Analysis Guidelines (July 2020)*. The guidelines require the preparation of a traffic analysis if the project will generate a net increase of 110 or more daily vehicle trips. The following includes the analysis methodology to prepare the traffic analysis.

PROJECT TRIP GENERATION

The Institute of Transportation Engineers' (ITE) *Trip Generation (10th Edition-Supplement)* has expanded its data presented in the 10th Edition to include a new Land Use 223 for Affordable Housing. This new Land Use includes all multi-family housing that is rented at below market rate to households that include at least on employed member. It should be noted that this new Land Use only includes two data points for projects located in a General Suburban/Urban location. Further, the Supplement includes a caution due to the small sample size of data points. Therefore, to develop the project trip generation, Land Use 221 "Multifamily Housing (Mid-Rise) was used to develop the project trip generation. Table A shows the calculation of the project trip generation for the a.m. peak hour, p.m. peak hour, and weekday. As shown in Table A, the project is forecast to generate 54 trips in the a.m. peak hour, 66 trips in the p.m. peak hour, and 821 daily trips.

STUDY AREA

Project trip distribution patterns for the proposed project were estimated based on the location of the project in relation to the surrounding land uses and the regional network. Figures 1 and 2 illustrate the project trip distribution and the resulting project trips at the proposed study intersections.
Based on these distribution patterns, an operational analysis of the following three intersections is proposed:

1. 25th Street East and East Avenue Q-12.
2. 25th Street East and Project Driveway 1. and
3. Project Driveway 2 and East Avenue Q-12.

Figure 3 illustrates the location of the project driveway.

ANALYSIS SCENARIOS

Translutions proposes to analyze the a.m. and p.m. peak hour traffic operations at the above intersections under the following scenarios:

- Existing conditions;
- Opening Year without Project conditions; and
- Opening Year with Project conditions;

EXISTING TRAFFIC DATA

Traffic counts will be collected at the proposed study area intersections. However due to current traffic conditions from the Covid-19 pandemic, it is anticipated that the counts will be compared to historical counts to determine if a growth factor may need to be applied to the current counts. Translutions requests that the City provide any historical counts at the study area intersections and applicable growth rates.

OPENING YEAR TRAFFIC VOLUMES

Opening year without project traffic volumes will be developed through applying a 1.5 percent growth rate to the existing traffic volumes.

LEVEL OF SERVICE METHODOLOGY

Traffic volumes obtained above will be used to calculate levels of service at the study intersections, Level of service calculations will be conducted using Synchro software, which follows HCM methodologies. In addition, Translutions would also request information on the City's Capital Improvement Program and any other transportation improvements that the City is considering.

VEHICLE MILES TRAVELED SCREENING

The County guidelines require a CEQA evaluation of project impacts related to Vehicle Miles Traveled and include a methodology to assist in determining VMT impacts for various land use projects. A screening criterion is also included to determine if a presumption of a non-significant transportation impact can be made on the facts of the project. Based on the Guidelines Section 3.1.2.4, certain projects that further the State's affordable housing goals are presumed to have a less than significant impact on VMT if 100% of the units, excluding manager's units, are set aside for lower income households. Since the project consists of 100% affordable housing units, it is anticipated that further analysis is not required, and a less than significant determination can be made and included in the TIA.

I would appreciate it if you could review the scope of the analysis outlined in this letter and the accompanying figures. Please let me know whether the City has any comments on the trip generation, trip distribution, or the proposed study area, as well as any specific issues that it wants the traffic study to address. Finally, if the City is aware of any other approved or pending projects in the vicinity of this project, I would appreciate receiving information on those projects so that we may include trips generated by those projects in the study.

Thank you for your assistance in this matter. I can be reached at (949) 656-3131 or by email at robert@translutions.com.

Sincerely,

translutions, Inc.

Robert Aguirre, AICP
Senior Transportation Planner

Attachments: Table A – Project Trip Generation
Figure 1 – Project Trip Distribution
Figure 2 – Project Trip Assignment
Figure 3 – Site Plan

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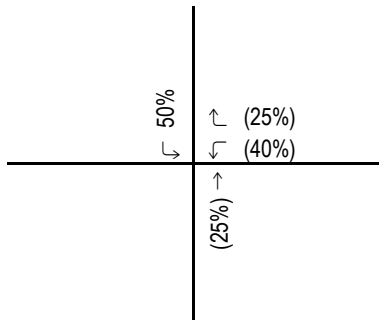
Table A - Project Trip Generation

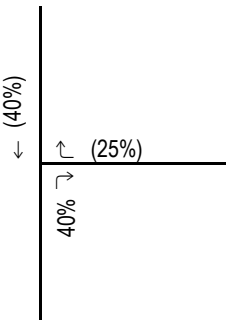
Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Apartments								
Trip Generation Rates [1]		0.09	0.27	0.36	0.27	0.17	0.44	5.44
Trip Generation	151 DU	14	40	54	41	25	66	821
Total Trip Generation		14	40	54	41	25	66	821

Notes: DU = Dwelling Unit

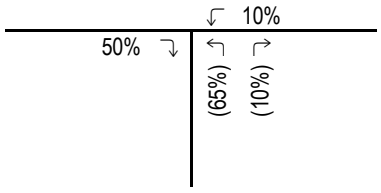
1 Trip generation based on rates for Land Use 222 - "Multifamily Housing (Mid-Rise)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).



1 25th Street East/East Avenue Q-12



2 25th Street East/Project Driveway 1



3 Project Driveway 2/East Avenue Q-12

FIGURE 1

XXX%(YYY%) Inbound%(Outbound%) Percent

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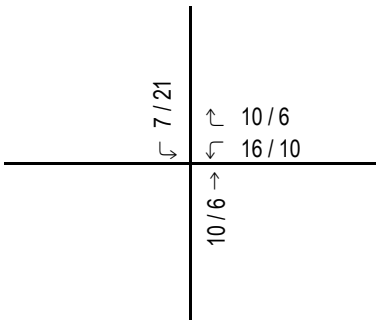
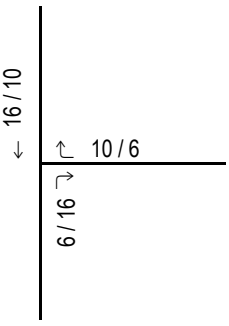
Palmdale Terrace Apartments
Project Trip Distribution

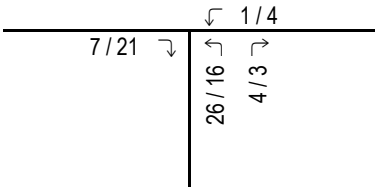
D:\Projects\Elevated - Palmdale Terrace\Scope\Z Auto Dist 3/8/2021



1 25th Street East/East Avenue Q-12



2 25th Street East/Project Driveway 1



3 Project Driveway 2/East Avenue Q-12

FIGURE 2

XXX / YYY AM / PM Peak Hour Trips

Palmdale Terrace Apartments
Project Trip Assignment

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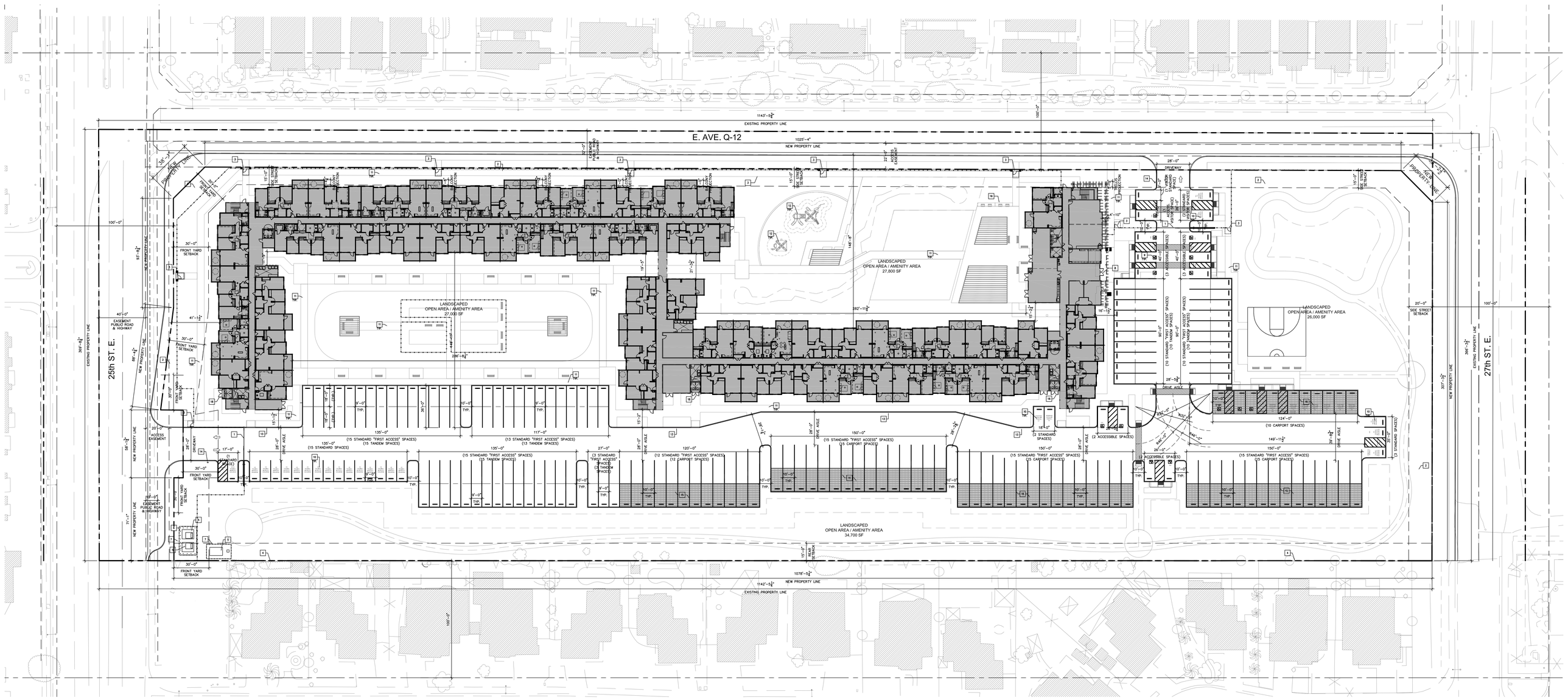

NORTH

SITE PLAN

SCALE: 1/32" = 1'-0"

1

SITE INFORMATION	EXISTING	PROPOSED
APN	3018027036	
ADDRESS	SW Corner of 25th St East and East Avenue Q12, Palmdale CA 93550	
SITE AREA GROSS (SF)	420,568	
SITE AREA GROSS (AC)	9.65	
SITE AREA - NET (SF)	367,098	365,694
SITE AREA - NET (AC)	8.43	8.4
ZONING	R-2	R-2
LAND USE	MR (Medium Residential)	MR (Medium Residential)
LA COUNTY ZONING	-	-
CITY ZONING	PCD (Planned Commercial Development)	
DENSITY	10 DU/ AC or 4000SF/DU 8.43 AC x 10DU = 84.3 Units Allowed	Desnity Bonus per AB1763 of 80% 84DU x 1.8 = 151 UNITS or 18 DU/AC
BUILDING HEIGHT (FT)	35 FT	
BUILDING HEIGHT (STORY)	2	3
SETBACK	Front: 30FT Side (Street) : 20 FT (Ave Q-12 & 27th St E) Side (Interior): 15FT (5 FT/ Story)	Front (25th St): 30 FT Side Street (Q-12): 15 FT Side (Interior): 15 FT Rear: 20 FT
INCENTIVE		1)A concession to allow for a travel distance to parking greater than 150 feet. 2)A concession to allow dwelling unit patios and balconies to be less than 150 square feet. 3)A concession allow the project to be 3 stories rather than 2 stories. The project will still be in compliance with the 35 foot height requirement. 4) A concession to allow for a 15' setback along full length of Avenue Q 12 for fire department truck ladder access.

DESIGN SUMMARY	REQUIRED	PROPOSED
Project Description		Project is located at the S.E. corner of E Ave Q-12 and 25th St E., APN 301-802-7036. Site is surrounded to the North by 2 story S.F.R. To the East by a vacant lot To the South by a 1 & 2 story S.F.R. To the West by Two story apartments
Construction Type		TYPE V-A
Fire Suppression System		FULLY SPRINKLERED NFPA-13
Total Building Area (SF)	-	205,215 SF
Floor Area (SF)	-	1ST FLOOR: 69,465 SF 2ND FLOOR: 68,464 SF 3RD FLOOR: 67,285 SF
Acessory Area: Carport Area (SF)		13,880 SF
Lot Coverage		Building Footprint = 69,465 SF Carport Footprint = 13,880 SF Total = 83,345 SF (23%)
Open Space Area (SF)	**109,640 SF** 30% x 365,468 SF	115,500 SF
Parking Area (SF)	-	91,605 SF
Parking Summary	**284 SPACES (SMMC)** 25-1BR @ 1 SPACE/UNIT= 25 SPACES 67 - 2BR @ 2 SPACE/UNIT= 134 SPACES 45 - 3BR @ 2 SPACE/UNIT= 90 SPACES 14 - 4 BR @ 2.5 SPACE/UNIT = 35 SPACES	**290 SPACES** **STANDARD "FIRST ACCESS" SPACES = 153 SPACES** **TANDEM SPACES = 66 SPACES** **TANDEM CARPORT SPACES = 57 SPACES** **CARPORT SPACES = 10 SPACES** **STANDARD GUEST SPACES = 4 SPACES** ***1 EVCS SPACE PROVIDED NOT COUNTED AS PARKING SPACE PER CALIFORNIA GREEN BUILDING STANDARD CODE SECTION 4.106.4.2.1** **ELECTRIC VEHICLE CHARGING SPACE (EV SPACE) LOCATIONS**

DESIGN SUMMARY	REQUIRED	PROPOSED
Parking Space Analysis	67 CARPORT SPACES CLEAN AIR/ VANPOOL/ EV SPACES (10%REQUIRED) = 5.7 STANDAR ACCESSIBLE SPACES = 2 VAN ACCESSIBLE SPACES = 1 217 STANDARD UNCOVER SPACES CLEAN AIR/ VANPOOL/ EV SPACES (10%REQUIRED) = 0 STANDAR ACCESSIBLE SPACES = 8 VAN ACCESSIBLE SPACES = 2 0 VISITOR SPACES CLEAN AIR/ VANPOOL/ EV SPACES (10%REQUIRED) = 0 STANDARD ACCESSIBLE SPACES = 0 VAN ACCESSIBLE SPACES = 0	67 CARPORT SPACES CLEAN AIR/ VANPOOL/ EV SPACES (10%REQUIRED) = 7 STANDAR ACCESSIBLE SPACES = 2 VAN ACCESSIBLE SPACES = 1 219 STANDARD UNCOVER SPACES CLEAN AIR/ VANPOOL/ EV SPACES (10%REQUIRED) = 18 STANDAR ACCESSIBLE SPACES = 8 VAN ACCESSIBLE SPACES = 2 5 VISITOR SPACES CLEAN AIR/ VANPOOL/ EV SPACES (10%REQUIRED) = 0.5 STANDARD ACCESSIBLE SPACES = 0 VAN ACCESSIBLE SPACES = 4
Building Height	35 FT	35 FT
Building Height (Stories)	2	3
Projection Restrictions		
Common Area (SF)	-	Total : 3,468 SF @ Ground Assembly: Community Room - 1,285 SF Business: Office / Mail / Lobby - 2183 SF
Unit Summary	151	25- 1BR @ 639 SF + 101 SF Balcony= 740 SF 67 - 2BR @ 873 SF + 101 SF Balcony = 974 SF 45 - 3BR @ 1,155 SF + 101 SF Balcony = 1,256 SF 14 - 4 BR @ 1,414 SF + 101 SF Balcony = 1,515 SF
Laundry Facilities	15.1 W & 15.1 D 1 W & 1 D per 10 Units	18 W & 18 D
Landscape Amenities	3 Amenities Required	1) Children's Play Area 2) Garden Courtyard 3)Fenced Dog Park 4) Passive Recreation

KEY NOTES:

1. 6'–0" TUBE STEEL AUTOMATIC TELESCOPIC VEHICULAR ACCESS SLIDING GATE. (1 & 4 / A–016)
2. 6'–0" WROUGHT IRON SECURITY FENCE ALL EXPOSED STEEL TO BE PRIMED AND PAINTED (3 / A–016)
3. FIRE DEPARTMENT & PEDESTRIAN SECURITY ACCESS GATE (2 / A–016)
4. (E) CMU CMU PROPERTY WALL HEIGHT: TBD
5. 6'–0"x 8'–0" TRANSFORMER PAD WITH LANDSCAPE SCREEN SEE LANDSCAPE DRAWINGS
6. BOLLARD PER SCE REQUIREMENTS WITH ARCHITECTURAL DECORATIVE COVER COLOR: URBAN BRONZE
7. TRANSFORMER SCREENING ENCLOSURE (5 / A–016)
8. BUILDING ENTRANCE
9. INTERNATIONAL SYMBOL OF ACCESSIBILTY
10. CLEAN–AIR/VANPOOL/EV PARKING SIGNAGE
11. CONCRETE WALKWAY, 5'–0" WIDE MINIMUM, UNLESS NOTED
12. TOT LOT – RUBBER SAFETY SURFACE SEE LANDSCAPE DRAWING
13. FIRE LANE, CURB TO BE PAINTED RED
14. POST MOUNTED INTERCOM SYSTEM
15. SOLAR CARPORT WITH PHOTOVOLTAIC PANELS – DEFERRED SUBMITTAL. (8 / A–016)
16. BBQ ISLAND. BBQ TO COMPLY WITH CBC 11B–804
17. TRASH ROOM
18. SHADE STRUCTURE SEE LANDSCAPE DRAWINGS

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Los Angeles, CA 90014
Tel. 213 623 2107 Fax. 213 623 2108
www.ymarch.com

PALMDALE TERRACE APARTMENTS

Project. SW CORNER OF 25TH ST EAST AND EAST AVENUE Q12, PALMDALE CA 93550

META HOUSING CORPORATION

Developer. 11150 W. OLYMPIC BLVD. SUITE #620, LOS ANGELES, CA 90064

01.15.21 Date

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Figure 3 Site Plan