



May 1, 2023

Mr. Phil Martin, President  
PHIL MARTIN & ASSOCIATES  
2987 NW Fairway Heights Drive  
Bend, Oregon 97703

**RE: Guadalupe Manor (17103 Magnolia) Project Transportation Screening Assessment**  
Project No. 19640

Dear Mr. Martin:

Ganddini Group, Inc. is pleased to provide this Transportation Screening Assessment for the proposed Guadalupe Manor (17103 Magnolia) Project. The purpose of this analysis is to document the number of trips forecast to be generated by the proposed project and assess the potential vehicle miles traveled (VMT) impact for compliance with California Environmental Quality Act (CEQA) requirements. We trust the findings of this analysis will aid you and the City of Fountain Valley in assessing the project.

#### **PROJECT DESCRIPTION**

The 2.1-acre project site is located west of Magnolia Street approximately 500 feet south of Warner Avenue, addressed at 17103 Magnolia Street, in the City of Fountain Valley, California. The project site is currently developed with a three-story affordable senior housing facility containing 71 dwelling units. Figure 1 shows the project location map.

The proposed project involves expansion/addition of a new two-story building to provide 29 additional dwelling units, resulting in a total of 100 dwelling units that will be age restricted at the low-income category (60-80 percent of the median income). Vehicular access is proposed to remain via the existing full access driveway at Magnolia Street. Figure 2 illustrates the project site plan.

#### **PROJECT TRIP GENERATION**

Table 1 shows the project trip generation based upon rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 221). The ITE *Trip Generation Manual* land use description for Land Use Code 252 (Senior Adult Housing - Multifamily) was determined to adequately describe the proposed project land use and was selected for this analysis. The number of trips forecast to be generated by the proposed project are determined by multiplying the trip generation rates and directional distribution by the land use quantities.

As shown in Table 1, the proposed project is forecast to generate a total of approximately 94 daily trips, including six (6) trips during the AM peak hour and seven (7) trips during the PM peak hour.

## **CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES**

As specified in the City of Fountain Valley's *Transportation Impact Assessment Guidelines for Land Use Projects in CEQA and for General Plan Consistency* (June 2020) ["the City TIA Guidelines"], certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a traffic impact analysis.

### **Level of Service (LOS) Analysis**

The City of Fountain Valley has established guidelines for Level of Service (LOS) impact for General Plan operational compliance. As specified in the City of Fountain Valley TA Guidelines, the requirement to prepare a transportation impact study (with Level of Service analysis) should be based on the following criteria:

- When either the AM or PM peak hour project trip generation exceeds 100 vehicle trips.
- Projects that generate 1,600 or more average daily trips (ADT) on the Arterial Highway System.
- Projects that generate 51 or more vehicle trips during either the AM or PM peak hour to any intersection.

The proposed project is forecast to generate fewer than 50 trips during the weekday AM and PM peak hours and fewer than 1,600 daily trips; therefore, Level of Service analysis is not warranted based on the City TIA Guidelines.

### **Vehicle Miles Traveled (VMT) Analysis**

The project VMT impact has also been assessed in accordance with the City TIA Guidelines. The City TIA Guidelines establish screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact based on substantial evidence provided in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018).

The City TIA Guidelines specify the following three screening steps: 1) Transit Priority Area (TPA) Screening; 2) Low VMT Area Screening; and 3) Project Type Screening. To qualify for screening, a project needs to fulfill only one of the screening types listed.

#### **Transit Priority Area (TPA) Screening**

Projects located within a TPA (half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor) may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City with input from the Metropolitan Planning Organization); or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

The City of Fountain Valley TPA's are shown in Appendix A of the City TIA Guidelines. The project site is not located within a TPA based on Appendix A of the City TIA Guidelines. Therefore, the proposed project does not satisfy the City-established screening criteria for projects located within a TPA.

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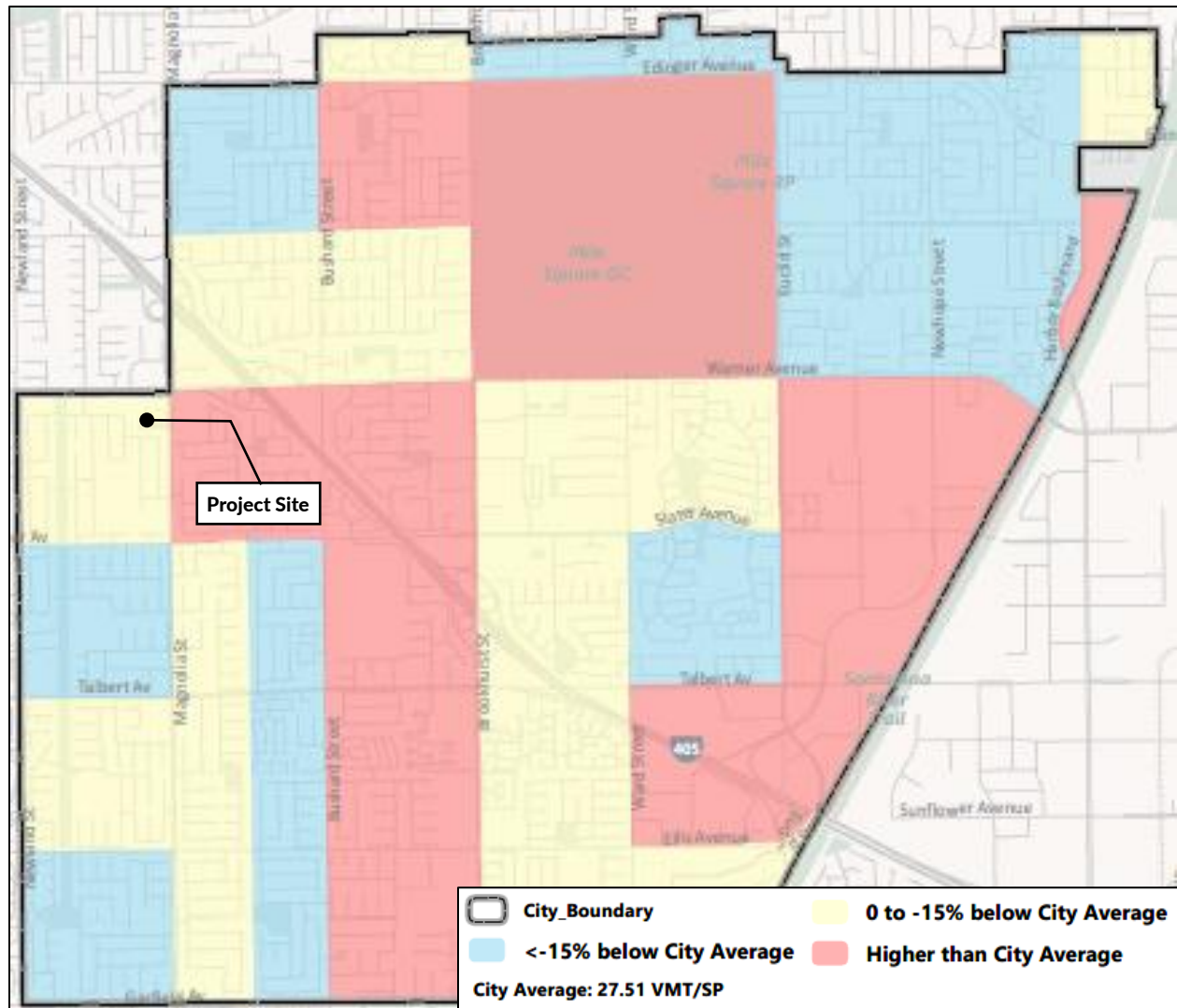
### Low VMT Area Screening

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

For this screening in the City of Fountain Valley, the Orange County Transportation Authority Model (OCTAM) was used to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population (population plus employment) was estimated for each TAZ in Orange County. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

The City of Fountain Valley low VMT-generating areas are shown in Appendix B of the City TIA Guidelines and illustrated in Exhibit A below. A low VMT-generating area is where the project-generated VMT per service population is less than the City's General Plan Buildout average VMT per service population.

As shown in Exhibit A, the project site is located within an area that generates daily VMT per service population that is below the City's General Plan Buildout (2045) average and is therefore located within a low VMT-generating area based on Appendix B of the City TIA Guidelines. Therefore, the proposed project satisfies the City-established screening criteria for projects located within a low VMT-generating area and can be presumed to result in a less than significant VMT impact.



**Exhibit A. Low VMT-Generating Areas**

Project Type Screening

Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. Minor interior or exterior expansions could be screened from assessment. The increase in square footage applies to the net new or increase in square footage of a new project or re-tenanting of a project. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet including:

- Gas stations
- Banks
- Restaurants, bars, cocktail lounges
- Shopping center
- Service uses such as hair salon, barbers, gyms, equipment sales and rental, home electronics and small appliance repair, laundromats, tailors and other uses listed as permitted in Section 21.10.030 of the Fountain Valley Municipal Code
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (places of worship, community organizations)
- Community Institutions (Public libraries, fire stations, local government)
- Local serving community colleges that are consistent with the assumptions noted in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Affordable or supportive housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Re-tenanting of existing non-residential space
- Interior expansions
- Minor exterior expansions
- Projects generating less than 110 net new daily vehicle trips:
  - 11 single family housing units
  - 16 multi-family, condominiums, or townhouse housing units
  - 10,000 square feet of office
  - 15,000 square feet of light industrial
  - 63,000 square feet of warehousing
  - 79,000 square feet of high-cube transload and short-term storage warehouse
- Other local-serving projects as approved by the Planning and Building Director, City Engineer, and/or Public Works Director

The proposed project consists of affordable housing use and is forecast to generate less than 110 net new daily vehicle trips. Therefore, the proposed project satisfies the City-established criteria for project type screening and can be presumed to result in a less than significant VMT impact.

## CONCLUSIONS

The proposed project is forecast to generate approximately 94 daily trips, including six (6) trips during the AM peak hour and seven (7) trips during the PM peak hour.

The proposed project is forecast to generate fewer than 50 trips during the weekday AM and PM peak hours and fewer than 1,600 daily trips; therefore, Level of Service analysis is not warranted based on the City TIA Guidelines.

The proposed project satisfies the City-established low VMT area screening and project type screening and can be presumed to result in a less than significant VMT impact.

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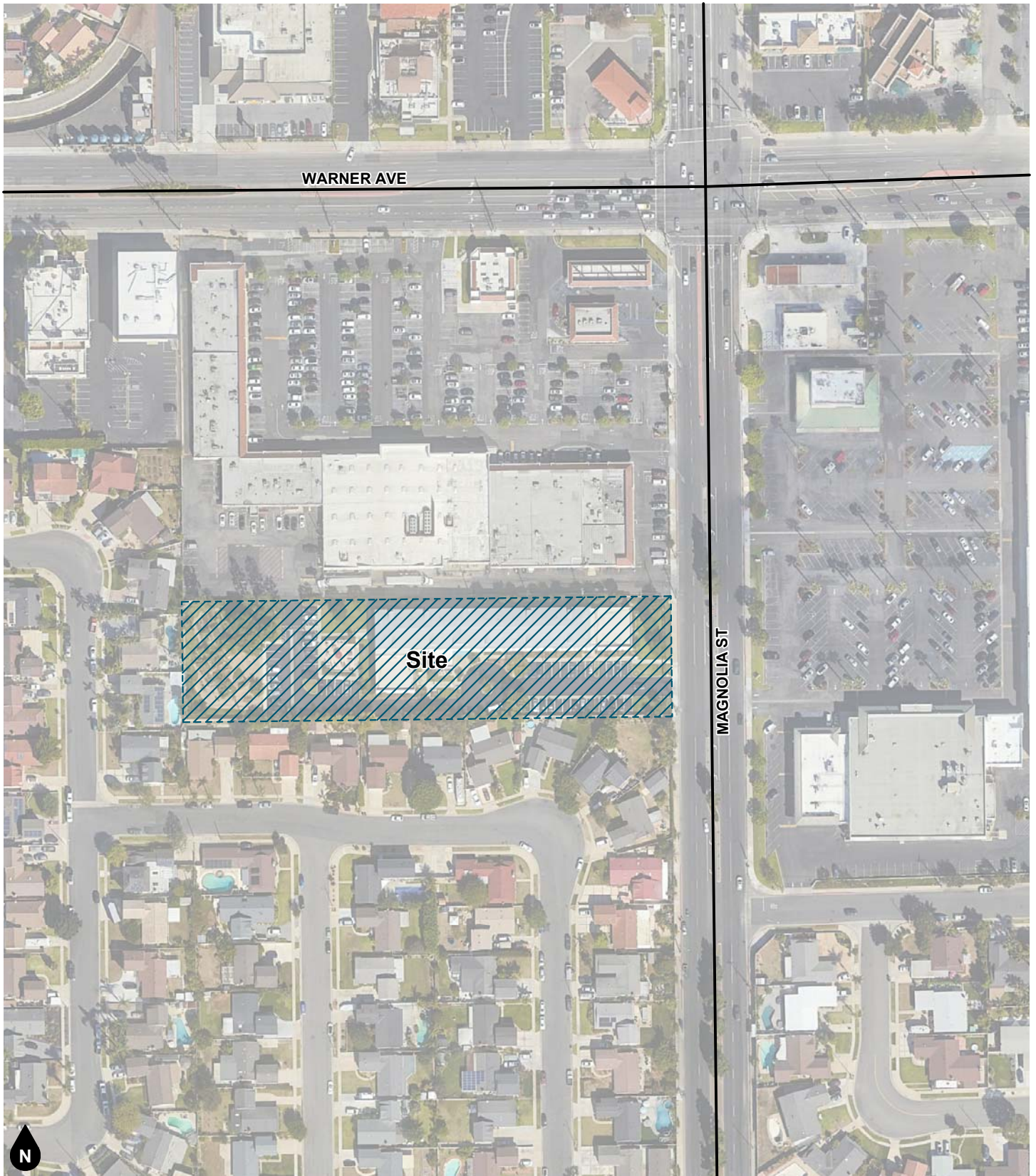
We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 103.

Sincerely,

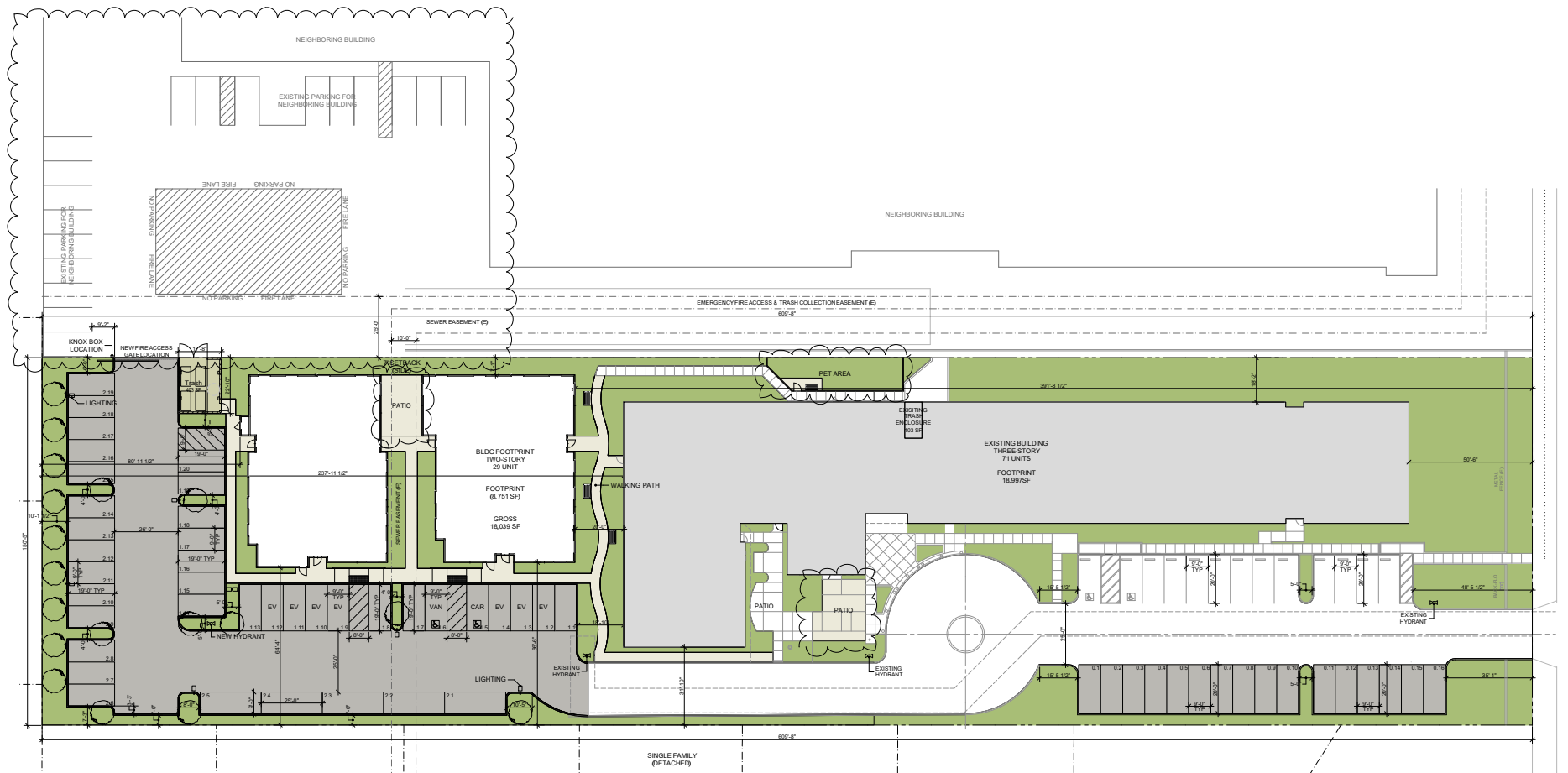
GANDDINI GROUP, INC.  
Bryan Crawford | Senior Associate  
Giancarlo Ganddini, PE, PTP | Principal







**Figure 1**  
**Project Location Map**



MAGNOLIA STREET



**Figure 2**  
**Site Plan**



**Table 1  
Project Trip Generation**

Trip Generation Rates									
Land Use	Source <sup>1</sup>	Units <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Senior Adult Housing - Multifamily	ITE 252	DU	34%	66%	0.20	56%	44%	0.25	3.24

Trips Generated									
Land Use	Quantity	Units <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Senior Adult Housing - Multifamily	29	DU	2	4	6	4	3	7	94

Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code

2. DU = Dwelling Units