Appendix G. Transportation Study

April 20, 2023

Mr. Dennis Buccola / Mr. Gilad Ganish
ORANGETHORPE INVESTMENT PARTNERS, LLC.
2881 East La Cresta Avenue
Anaheim, CA 92806

Subject: Orangethorpe / Placentia Mixed Use Project Trip VMT Analysis, City of Placentia, CA

Dear Mr. Buccola and Mr. Ganish:

A. Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Vehicle Miles Traveled (VMT) Analysis for the proposed Orangethorpe / Placentia Mixed Use project. The project site is located near the northeast corner of the Orangethorpe Avenue / Placentia Avenue intersection in the City of Placentia.

Senate Bill (SB) 743 mandates that VMT replace LOS as the transportation metric under CEQA. As a result, the City of Placentia updated their TIA Guidelines (*City of Placentia Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, January 2021)* to reflect the appropriate VMT methodologies, thresholds of significance, and feasible mitigation measures for CEQA documents.

The California Governor's Office of Planning and Research (OPR) issued a Technical Advisory in December 2018 which described their recommended procedures and methodology for VMT analysis.

A key element of SB 743, signed in 2013, is the elimination of automobile delay and LOS as the sole basis of determining CEQA impacts. Pursuant to CEQA guidelines, Section 15064.3, VMT is the most appropriate measure of transportation impacts.

1401 dove street, ste. 540
newport beach, ca 92660
(949) 474-0809
rkengineer.com

B. Project Description

The proposed project consists of construction of the following uses and displacing the currently inactive existing car dealership use:

The proposed project is planned to consist of the following land use:

- Up to 248 multi-family residential dwelling units; and
- Up to 3,000 square feet of commercial retail use.

The project site is with Specific Plan – 5 Zoning District and designated as Commercial in the City of Placentia General Plan Land Use Map.

The proposed project is planned to open in Year 2024.

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

C. Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development.

Trip generation is typically estimated based on the trip generation rates from the latest *Institute of Transportation Engineers (ITE) Trip Generation Manual.* The latest and most recent version (11th Edition, 2021) of the ITE Manual has been utilized for this trip generation analysis. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The ITE trip generation rates for the proposed land uses are shown in Table 1.

Table 1
ITE Trip Generation Rates

Land Use	ITE Code	Units	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise)	220	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74
Retail Shopping Center (<40k)	822	TSF	1.42	0.94	2.36	3.30	3.30	6.59	54.45

Source: *2021 ITE Trip Generation Manual, 11th Edition*; DU = dwelling units

Utilizing the ITE trip generation rates in Table 1, Table 2 shows the ITE peak hour and daily trip generation for the proposed project.

Table 2
Proposed Project Trip Generation

Land Use (ITE Code)	Quantity	Units	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise)	248	DU	24	75	99	79	47	126	1,672
Retail Shopping Center (<40K)	3.00	TSF	4	3	7	10	10	20	163
Total			28	78	106	89	57	146	1,835

Source: *2021 ITE Trip Generation Manual, 11th Edition*; DU = dwelling units; TSF = Thousand Square Feet

As shown in Table 2, based on the ITE trip generation rates, the proposed project is forecast to generate approximately 1,835 daily trips, including approximately 106 AM peak hour trips and approximately 146 PM peak hour trips. It should be noted, based on the NOCC+ VMT Traffic Study Screening Tool, which uses slightly different trip generation rates, the project is expected to generate 1,985 daily trips.

D. VMT Screening Criteria

Consistent with the recommendations of the City of Placentia TIA Guidelines, January 2021, screening thresholds may quickly identify whether or not a project should be expected to have a less than significant impact without conducting a detailed project-level assessment.

The following two types of screening criteria have been applied to screen the proposed project from a project-level assessment:

- *Low VMT Area Screening*
- *Project Type Screening based on Local-Serving Uses*

Low VMT Area Screening

Per the City of Placentia TIA Guidelines, 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.

Per the City of Placentia TIA Guidelines, the NOCC+ (North Orange County Collaborative) VMT Traffic Study Screening Tool may be used to identify if a project is in a low VMT-generating area.

Based on the NOCC+, the project is expected to generate 24.4 VMT per service population, which is below the General Plan Buildout VMT Threshold of 29.2 VMT per service population.

As a result, the proposed project would screen out based on the Low VMT Area Screening criteria and may be presumed to have a less than significant impact on VMT under CEQA. The NOCC+ (North Orange County Collaborative) VMT Traffic Study Screening Tool output for the proposed project is provided in Appendix A.

Project Type Screening based on Local-Serving Uses

Per the City of Placentia TIA Guidelines, some project types may be presumed to have a less than significant impact absent substantial evidence to the contrary. The following land uses are considered by the City to be local-serving in nature, and therefore can be screened out from project-level assessment:

- Local-serving K-12 public schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
    - Gas stations
    - Banks
    - Restaurants
    - Shopping Center
- Local-serving hotels (e.g. non-destination hotels, 150 rooms or less)
- 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)
- Affordable, supportive, or transitional housing

- Assisted living facilities
- Senior housing (as defined by HUD)
- Projects generating less than 110 daily trips
    - To confirm whether a Project generates 110 daily trips or less, the analyst should refer to the NOCC+ tool

Additionally, the City's TIA Guidelines state that 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, due to its effect of reducing vehicle travel by improving the convenience of shopping close to home.

The project proposes operating 3,000 square feet of commercial retail use. These retail land uses have been identified by the City as being local-serving and therefore having the presumption of a less than significant impact. As a result, the retail portion of the proposed project is screened out based on the Project Type Screening based on Local-Serving Land Uses and may be presumed to have a less than significant impact on VMT under CEQA.

E. Conclusions

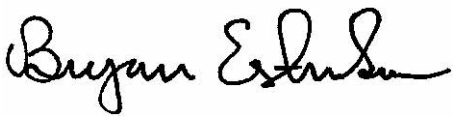
RK Engineering Group, Inc. has completed this Vehicle Miles Traveled (VMT) Analysis for the proposed Orangethorpe / Placentia Mixed Use project.

Based on the NOCC+ (North Orange County Collaborative) VMT Traffic Study Screening Tool provided by the City of Placentia, the proposed project is screened out based on both the Low VMT Area Screening and the Project Type Screening, and may be presumed to have a less than significant impact on VMT under CEQA. Therefore, no additional traffic analysis is required to satisfy the California Environmental Quality Act (CEQA) requirements for the project under state law.

RK Engineering Group, Inc. appreciates this opportunity to assist with this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,

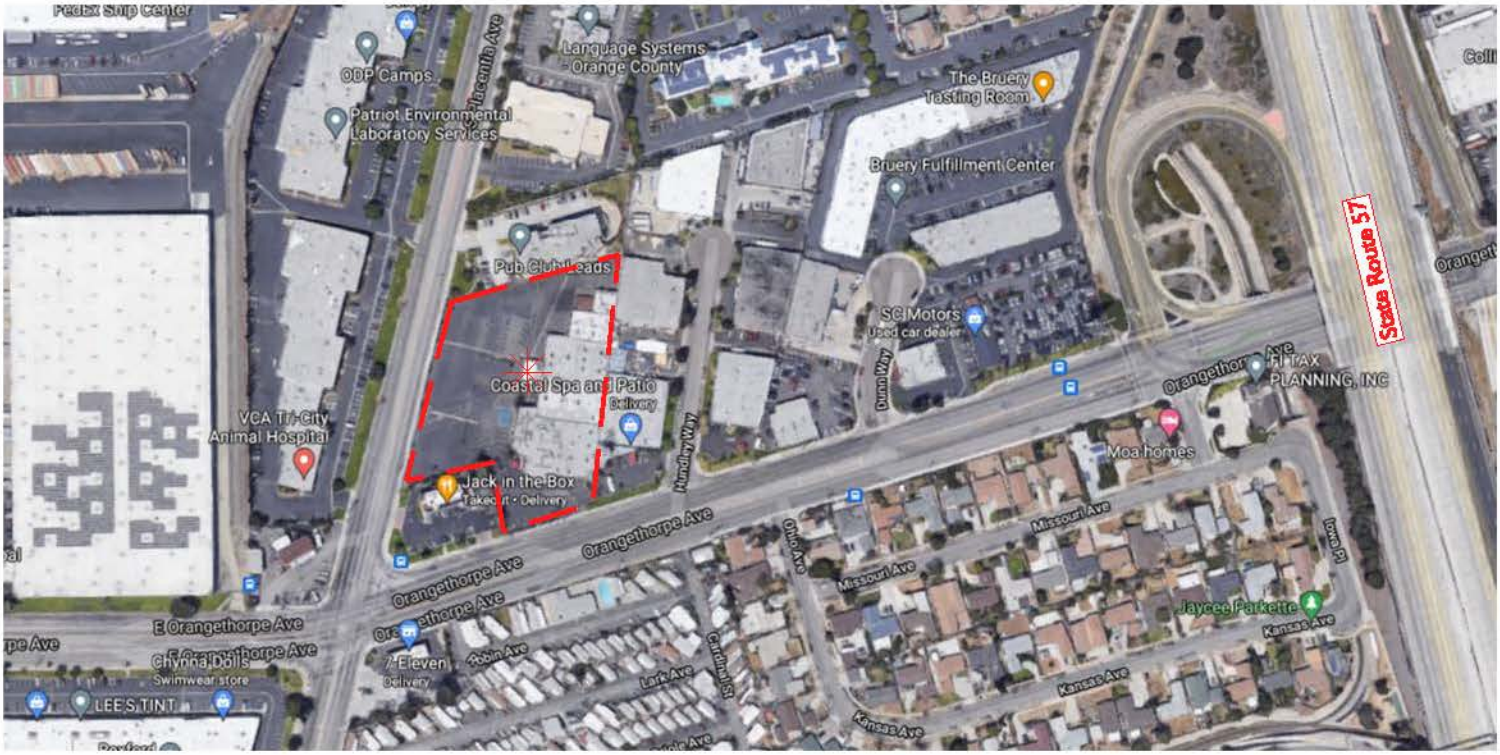
RK ENGINEERING GROUP, INC.



Bryan Estrada, AICP
Principal

Exhibits

Exhibit A
Location Map



Legend:

✳ = Project Site

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Exhibit B

Site Plan

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Appendices

Appendix A

Vehicle Miles Traveled (VMT)
NOCC+ VMT Screening Tool Output

NOCC+

North Orange County Collaborative VMT Traffic Study Screening Tool

Project Information

Project Name	Opening Year
Orangethrope/Placentia Mixed Use Project	2024

Parcel Number (OCTAM TAZ#160)
339-112-27

Screening Criteria for Placentia

	No[1]
Is the project location in a Transit Priority Area?	~~Yes~~
Is the project location in a low VMT generating zone?	No
Is the Project one of these land use types? (show land use types)	Yes
Does the project generate fewer than 110 daily trips? (enter project land use in the section below)	No

The Project can be considered for screening from additional analysis.
Please refer to the 'secondary screening checks' table in the User Guide.

Project Land Use Information

		Unit
Residential : Single Family Homes	0	Dwelling Units
Residential : MultiFamily Homes	248	Dwelling Units
Office	0.000	1,000 Sqaure Feet
Retail	3.000	1,000 Sqaure Feet
Industrial	0.000	1,000 Sqaure Feet
Private School	0	Students
University	0	Students
Entertainment	0.000	1,000 Sqaure Feet
Hotel	0	Rooms

Project Trips and VMT Information

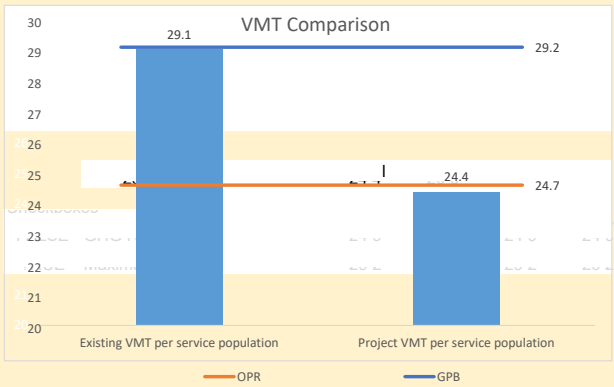
VMT Methodology: Origin Destination (OD)

Daily Trips: 1985 Average Trip Length: 7.7 Service Population: 629[2]

VMT per service population 24.4

Project VMT Thresholds Comparison

- [x] OPR Guidance (15% Below Existing)
- [ ] GHG Reduction Targets (14.3% Below Existing)
- [ ] Below Existing
- [x] Better than General Plan Buildout



FEHR PEERS

[1] The NOCC+ VMT Traffic Screening Tool considers the project site to be within a transit priority area. City TIA Guidelines require the use of the NOCC+ VMT Traffic Screening Tool.

[2] Service population is based on local socio-economic data from the OCTAM model. This population estimate is slightly more conservative than the more generic estimate of service population from CalEEMod of 751, as a higher service population would result in a lower effective VMT rate.