

Appendix B

Transportation Screening Assessment



TECHNICAL MEMORANDUM

TO: For applicant submittal to the CITY OF FOUNTAIN VALLEY

FROM: Perrie Ilercil, Senior Engineer | GANDDINI GROUP, INC.

DATE: June 2, 2025

SUBJECT: 8550 Warner Parkside FV Project Transportation Screening Assessment
GGI Project No. 19826

Ganddini Group, Inc. is pleased to provide this Transportation Screening Assessment for the 8550 Warner Parkside FV project in the City of Fountain Valley. The purpose of this memorandum is to determine if the preparation of a traffic impact analysis with level of service (LOS) analysis or vehicle miles traveled (VMT) analysis is necessary based on the transportation study guidelines and screening criteria established by the City of Fountain Valley. We trust the findings of this analysis will aid the City of Fountain Valley in assessing the project.

PROJECT DESCRIPTION

The 2.1-acre project site (APN: 167-361-17) is located on the south side of Warner Avenue approximately 500 feet east of Newland Avenue at 8550 Warner Avenue in the City of Fountain Valley, California. The project site is currently occupied by an existing 18,782 square feet of retail/restaurant development and zoned Local Commercial (C1).

The proposed project involves demolition of the existing uses and construction of a new 72-dwelling unit apartment complex with 15 percent affordable units for low income households. Vehicle access for the project site is proposed via two driveways on Warner Avenue. The proposed site plan is shown in Attachment A.

TRIP GENERATION

Table 1 shows the proposed redevelopment project trip generation forecast is based on average rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) for Land Use Codes 220 (Multi-family Housing Low-rise Not close to Transit), 223 (Affordable Housing -Income Limits), and for the existing land use to be removed 822 (Strip Retail Plaza < 40k). As shown in Table 1, the proposed project is forecast to generate a total of approximately 471 daily trips, including 31 trips during the AM peak hour and 37 trips during the PM peak hour which is 547 fewer net daily trips, including 13 fewer net trips during the AM peak hour and 86 fewer net trips during the PM peak hour than the current land use.

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

The project has been assessed to determine if the preparation of a traffic impact analysis with level of service (LOS) analysis and vehicle miles traveled (VMT) analysis is necessary using the City-established criteria as specified in the City of Fountain Valley *Transportation Impact Assessment Guidelines* for Land Use Projects in CEQA and for General Plan Consistency (June 2020) ["City TIA Guidelines"].

Level of Service Screening Criteria (General Plan Conformity)

As specified in the City TIA 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 peak hour trips to any intersection of two streets designated as Collector or higher on the City's General Plan circulation system. Therefore, the project does not warrant the preparation of a transportation impact study with LOS analysis based on the City-established screening criteria and LOS impacts may be presumed to be negligible.

Vehicle Miles Traveled Screening Criteria (CEQA)

The vehicle miles traveled (VMT) screening assessment has been prepared in accordance with City TIA Guidelines, which were developed based on guidance from the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"]. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. The OPR Technical Advisory provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

The City TIA Guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. To qualify for VMT screening, the project need only satisfy one of the following screening criteria:

- Projects located within a Transit Priority Area (TPA)
 - Projects located within one-half mile radius of a major transit stop¹ or high-quality transit corridor²
- Projects located within a low VMT area
 - Site location can be verified with the web-based or map-based VMT Screening Tool³
- Project Type Screening
 - Local serving land use
 - Projects which generate less than net new 110 daily vehicle⁴ trips (ADT)

TPA Screening

Projects located within a TPA, defined as within one-half mile of a major transit stop or high-quality transit corridor, may be presumed to result in a less than significant VMT impact absent substantial evidence to the

¹ A major transit stop is defined as an existing rail transit station, ferry terminal with bus or rail service, or the intersection of two or more major bus routes with less than 20-minute headways during the peak commute hours (Pub. Resources Code, § 21064.3 and AB2553).

² Fixed route bus service with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21155).

³ The VMT Screening Tool was developed from the Orange County Transportation Analysis Model (OCTAM) travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs).

⁴ As specified by the OPR Technical Advisory, the term vehicle refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty trucks should only be included in a traffic impact analysis for modeling convenience and ease of calculation (e.g., where data provided combine auto and heavy freight VMT) (CEQA Guidelines, § 15064.3, subd. (a)). Therefore, heavy-duty truck trips should not contribute to a finding of significant traffic (VMT) impact.

contrary. The City TIA Guidelines note that this screening criteria may not apply if the project has a floor area ratio (FAR) less than 0.75, the project is inconsistent with applicable Sustainable Communities Strategy, or the project constructs a smaller number of moderate or high-income residential units than the existing number of affordable residential units.

Based on a review of the City of Fountain Valley TPA Map, the proposed project is not located within a TPA; therefore, this screening criteria is not met.

Low VMT Area Screening

As prescribed in the City TIA Guidelines, the Low VMT-Generating Areas in Fountain Valley Map was used to assess low VMT area screening for the project. The VMT Screening Tool was developed using the Orange County travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs) within the County transportation region. TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population was estimated for each TAZ. 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.

Based on the Low VMT-Generating Areas in Fountain Valley Map, the project site is located within an area below the City Average VMT. Therefore, the proposed project satisfies the City-established screening criteria for projects located in a low VMT area and the project's VMT impact would be less than significant. Appendix B contains the SBCTA Screening Tool results for the project site.

Project Type Screening

The City TIA Guidelines identify several types of projects that may be presumed to have a less than significant VMT impact as they are local serving and thus can be expected to reduce VMT or they are small enough to have a negligible impact:

- Projects consisting of local servicing land use
 - Local-serving K-12 schools
 - Local parks
 - Day care centers
 - Local-serving retail less than 50,000 square feet
 - Local gas stations
 - Local banks
 - Restaurants, bars, cocktail lounges
 - Shopping Center
 - Service uses such as hair salons, barbers, gyms, equipment sales and rentals, 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 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
- Trip Screening
 - Projects generating with less than 110 daily passenger vehicle trips (ADT)
 - 11 single-family residential dwelling units
 - 16 multi-family residential dwelling 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-service projects as approved by the Planning and Building Director, City Engineer, and/or Public Works Director

Although the project is forecast to result in substantially fewer daily trips compared to the existing use, a reduction in VMT is not certain due to the potential increase in average trip length. Therefore, the project type screening criteria is not met.

ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

Existing Conditions

The project site is located on the south side of Warner Avenue. Warner Avenue is classified as a Major Arterial (6-lanes divided) on the City of Fountain Valley General Plan Mobility Element. On-street parking is restricted along the project frontage. There are no designated bike facilities currently on Warner Avenue east of Newland Street; however, there is a Class I bike path to the east of the project site in the existing green belt from Warner Avenue to south of Ellis Avenue. Sidewalks are provided along the project frontage. There is an existing OCTA (Orange County Transit Authority) bus stop with bench/shelter for Route 72 in front of the project site, and the site plan calls for coordination with OCTA to relocated the bus stop approximately 115 feet to the east of its existing location.

Project Conditions

This analysis also assumes the project shall comply with the following conditions as part of the City of Fountain Valley standard development review process to ensure adequate geometric design and emergency access:

- Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Fountain Valley.
- All on-site and off-site roadway design, signing/stripping, and traffic control improvements relating to the proposed project shall be submitted to the City for review and constructed following applicable State/Federal engineering standards to the satisfaction of the City of Fountain Valley.
- The final grading, landscaping, and street improvement plans shall demonstrate that applicable sight distance requirements are met.

- The project shall comply with the City of Fountain Valley municipal parking requirements which will be reviewed as a part of the standard development review process.
- Final project plans shall demonstrate adequate emergency vehicle access and circulation to the satisfaction of the City of Fountain Valley Public Works and Fire Departments.
- A construction worksite traffic control plan shall comply with applicable engineering standards outlined in the *California Manual of Uniform Traffic Control Devices* and shall be submitted to the City for review and approval before the issuance of a grading permit or start of construction. The plan shall identify any roadway, sidewalk, bike route, or bus stop closures and detours as well as haul routes and hours of operation. All construction-related trips shall be restricted to off-peak hours to the extent possible.

The project does not propose any post-construction changes to off-site roadways; therefore, the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

CONCLUSION

The proposed redevelopment project is forecast to generate approximately 547 fewer net daily trips, including 13 fewer net trips during the AM peak hour and 86 fewer net trips during the PM peak hour than the current land use .

The proposed project satisfies the City-established level of service (LOS) screening criteria for projects generating fewer than 50 peak hour trips and. Therefore, the project does not warrant the preparation of a transportation impact study with LOS analysis based on the City-established LOS screening criteria.

The proposed project satisfies the City-established vehicle miles traveled (VMT) for projects located in a low VMT area screening criteria. Therefore, preparation of a transportation impact study with VMT analysis is not warranted, and the project may be presumed to result in a less than significant VMT impact.

It has been a pleasure to assist you with this project. Should you have any questions or comments, please contact Perrie Ilercil at (714) 795-3100 ext. 103 or perrie@ganddini.com.

**Table 1
Project Trip Generation**

Trip Generation Rates									
Land Use	Source ¹	Land Use Variable ²	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Multifamily Housing (Low-Rise, Not Close to Rail Transit)	ITE 220	DU	24%	76%	0.40	63%	37%	0.51	6.74
Affordable Housing - Income Limits	ITE 223	DU	29%	71%	0.50	59%	41%	0.46	4.81
Strip Retail Plaza (<40k)	ITE 822	TSF	60%	40%	2.36	50%	50%	6.59	54.45

Trips Generated									
Land Use	Source	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<u>Existing Development</u>									
Strip Retail Plaza (<40k)	ITE 822	18,700 TSF	26	18	44	62	61	123	1,018
<u>Proposed Project</u>									
Multifamily Housing (Low-Rise, Not Close to Rail Transit)	ITE 220	62 DU	6	19	25	20	12	32	418
Affordable Housing - Income Limits	ITE 223	11 DU	2	4	6	3	2	5	53
TOTAL PROPOSED TRIPS GENERATED			8	23	31	23	14	37	471
TOTAL NET NEW TRIPS GENERATED			-18	5	-13	-39	-47	-86	-547

Notes:

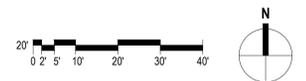
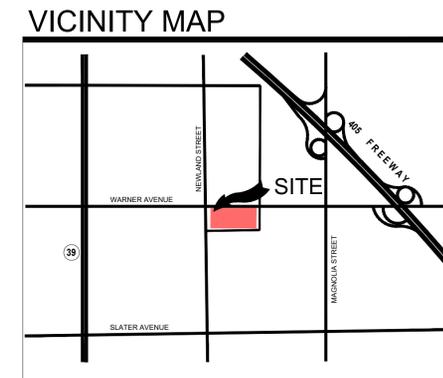
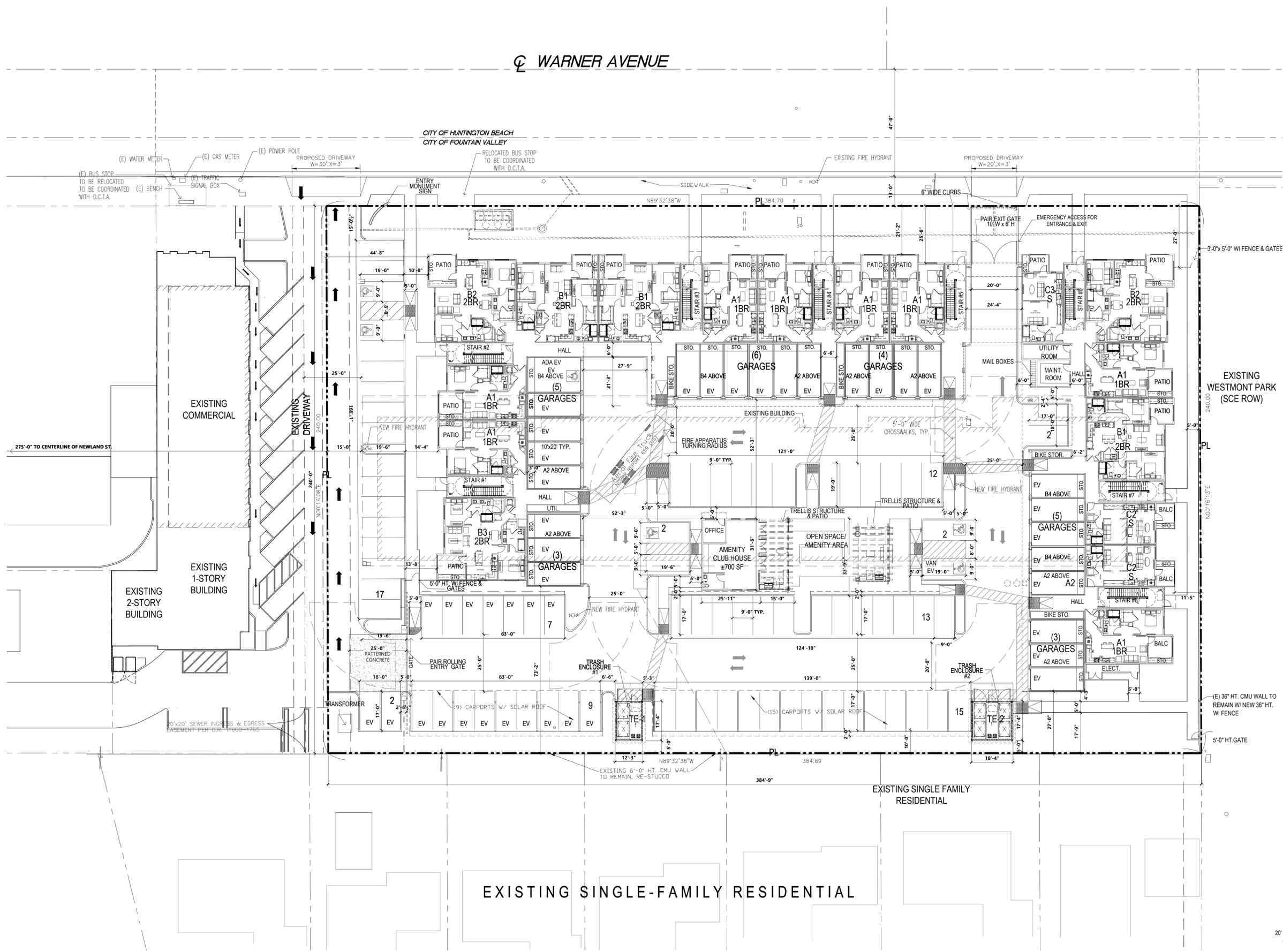
1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.
All rates based on General Urban/Suburban setting.
2. TSF = Thousand Square Feet; DU = Dwelling Unit.

ATTACHMENT A

SITE PLAN

SITE PLAN NOTES

1. THIS ARCHITECTURAL SITE PLAN IS PROVIDED FOR OVERALL SITE REFERENCE. THE LOCATION OF ITEMS INCLUDED IN THIS SET OF PLANS IS FOR AGENCY DEPARTMENT USE ONLY.
2. THIS SITE PLAN IS FOR REFERENCE ONLY. AS AN ARCHITECTURAL PLAN FOR GENERAL LAYOUT AND IDENTIFICATION PURPOSES ONLY.
3. FOR LOT LINE DIMENSIONS & HORIZONTAL CONTROL, SEE CIVIL DRAWINGS.
4. FOR HARDSCAPE AND ALL SITE IMPROVEMENTS, SEE LANDSCAPE DRAWINGS.
5. FOR "FIRE LANE" DESIGN, SEE CIVIL AND LANDSCAPE DRAWINGS.
6. FOR PERIMETER FENCING, SEE LANDSCAPE DRAWINGS.
7. REFER TO CIVIL AND LANDSCAPE DRAWINGS FOR SPECIFIC SITE REQUIREMENTS.
8. ALL PROPERTY LINES, EASEMENTS, AND BUILDINGS, EXISTING AND PROPOSED ARE SHOWN ON THIS PLAN BUT MUST BE VERIFIED WITH THE CIVIL PLANS.
9. BUILDING SIGNAGE IS DESIGNED BY OTHERS AND INSTALLED BY THE GENERAL CONTRACTOR.
10. SITE SIGNAGE IS DESIGNED BY OTHERS AND INSTALLED BY THE CONTRACTOR.
11. SITE WALLS ARE DESIGNED BY OTHERS.
12. DECORATIVE SITE LIGHTING IS DESIGNED BY OTHERS.
13. SURFACE WATER MUST DRAIN AWAY FROM BUILDING SEE CIVIL AND LANDSCAPE PLANS FOR DRAINAGE DESIGN.
14. 15% OF THE UNITS ON THE SITE TO BE DEVELOPED AND OPERATED AS AFFORDABLE HOUSING.



A1.1

8550 WARNER AVENUE

THE STELLRECHT COMPANY
 15261 TRANSISTOR LANE HUNTINGTON BEACH, CA 92649
 714-898-7557

PARKSIDE - FOUNTAIN VALLEY, CA

SITE PLAN

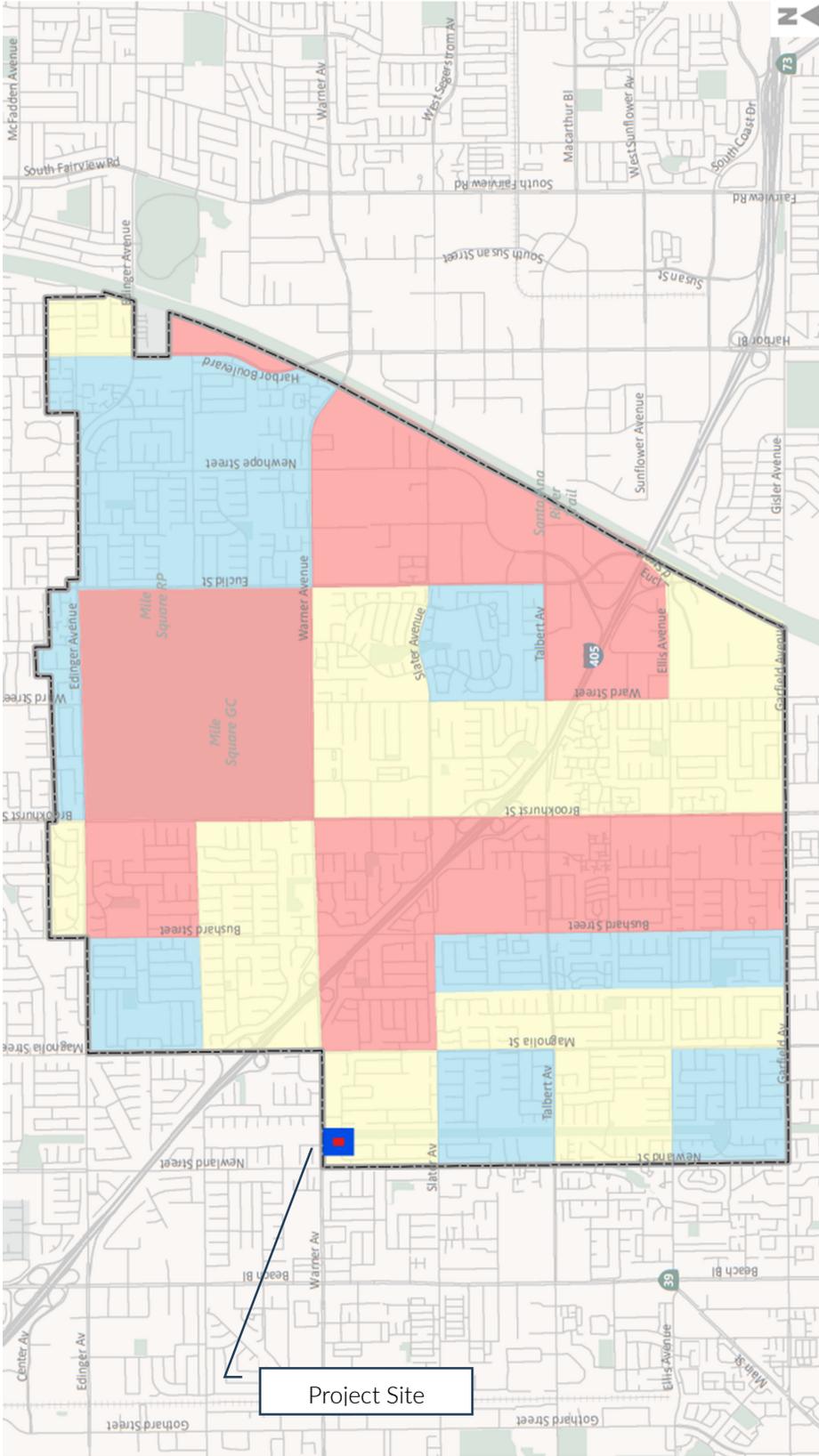
10.18.2024
 JOB NO.: 2021-401

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ATTACHMENT B

VMT SCREENING TOOL RESULTS



Source: OCTAM Version 5, Future Year (2045), April, 2020

Appendix B: Low VMT-Generating Areas in Fountain Valley Daily VMT per Service Population Compared to City Average (2045)