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**APPENDIX M**  
**TRANSPORTATION ASSESSMENT**

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## MEMORANDUM

Date: September 29, 2020  
To: Sarah Walker, National Community Renaissance  
From: Ethan Yue Sun and Spencer Reed, PE  
Subject: **Santa Angelina Senior Affordable Apartment Homes Transportation Assessment**

OC18-0592

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This memorandum documents a trip generation, site access, and Vehicle Miles Traveled (VMT) assessment conducted by Fehr & Peers for the proposed senior housing community and church expansion project (Project) located at 1314 North Angelina Drive in Placentia, California.

### PROJECT DESCRIPTION

The Project is located at 1314 N. Angelina Drive, on the northeast corner of the intersection of N. Angelina Drive and Morse Avenue. The Project includes the development of two residential buildings accommodating 65 senior housing units and a 1,500 square feet (sf) senior-oriented community center to serve project residents. In addition to the senior housing units onsite, the Project will also include a 600 sf expansion to the existing parish hall (including the building and covered patio).

### PROJECT TRIP GENERATION

Trip generation rates from *Trip Generation, 10<sup>th</sup> Edition* (Institute of Transportation Engineers [ITE], 2017) were used to estimate the number of trips associated with the Project. ITE trip generation rates for Senior Adult Housing - Attached (ITE Code 252) and Church (ITE Code 560) were used to estimate trips for the various land uses. The 1,500 sf senior-oriented community center was not used to estimate external trips, since it was designed to only serve the Project residents.



## PROJECT TRIP GENERATION ESTIMATES

As presented in Table 1, the Project is expected to generate an estimated net new external 245 daily trips (inbound and outbound), including 13 trips (5 inbound/8 outbound) during the AM peak hour and 19 trips (10 inbound/9 outbound) during the PM peak hour.

## SITE ACCESS AND ON-SITE CIRCULATION EVALUATION

Fehr & Peers has reviewed the Project site plan for site access and on-site circulation considerations.

### VEHICLE ACCESS

Access to the Project is proposed from three driveways. The site has an existing driveway along Morse Avenue and along N. Angelina Drive. A new twenty five foot wide driveway is proposed along N. Angelina Drive south of the property line to provide access for residents to a parking area.

Sight distances were reviewed at the Project site's existing and proposed driveways. As seen in Figures 1 – 6, existing landscaping and infrastructure can limit visibility from the existing and proposed driveways. It is recommended that landscaping and infrastructure be reviewed and maintained to provide adequate sight distances for the Project driveways.

### EMERGENCY VEHICLE ACCESS

A review of the site plan indicates that emergency vehicles can access the site through the three access locations. It can be concluded that the emergency vehicle access is sufficient. However, it is recommended that the Fire Department review the site plan to determine if adequate internal street widths and turning radii are provided.

### PEDESTRIAN ACCESS

Pedestrians can access the Project site from pathways on N. Angelina Drive and Morse Avenue. Therefore, sufficient pedestrian access is provided for the Project site.



## BICYCLE ACCESS

The Project will provide access to the existing Class III bicycle facility along N. Angelina Drive. Bicyclists can access the Project site from pathways on N. Angelina Drive and Morse Avenue. Therefore, sufficient bicycle access is provided for the Project site.

## TRANSIT ACCESS

Transit routes operate along Kramer Boulevard within approximately 500 feet of the Project site. The pedestrian pathways described above connect to Kramer Boulevard, where bus stops are located, less than ¼ mile from the Project. Pathways and access routes to the transit stops are straightforward, direct, and clear to all users. Transit riders can access the Project site from pathways on N. Angelina Drive and Morse Avenue. Therefore, sufficient transit access is provided for the Project site.

## ON-SITE CIRCULATION

On-site circulation is provided by an internal system of two-way roadways that provide access from the driveways to dedicated parking spaces. Roadways that have dead ends should be designed to allow adequate space for vehicles to turn around.

## VMT ASSESSMENT

Senate Bill 743 (SB 743), signed by the Governor in 2013, changed the way transportation impacts are identified. Specifically, the legislation has directed the Office of Planning and Research (OPR) to look at different metrics for identifying transportation as an impact in the California Environmental Quality Act (CEQA). The Final OPR guidelines, released in November 2017, identify VMT as the preferred metric for traffic impact analysis moving forward. The City of Placentia is currently in the process of updating their Traffic Impact Study Guidelines and adopting thresholds of significance related to VMT. The City's Draft Guidelines include screening criteria for project types that can be presumed to result in a less-than-significant transportation impact.

OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA includes a section titled "Presumption of Less Than Significant Impact for Affordable Residential Development." This section states that adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT. Additionally, this document also states: "Evidence



supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations. Lead agencies may develop their own presumption of less than significant impact for residential projects (or residential portions of mixed use projects) containing a particular amount of affordable housing, based on local circumstances and evidence (OPR, 2018, pp. 14-15). Therefore, the project would have a less than significant impact regarding conflict or inconsistency with CEQA Guidelines section 15064.3.

Based on the City's Draft Guidelines and recommendations in the Technical Advisory, the Project can be screened out from a full VMT assessment as it is presumed to result in a less-than-significant transportation impact.

## CONCLUSION

The Project is anticipated to add 19 or less trips during the peak hour. The Project provides site access for a variety of transportation modes and access from driveways to dedicated parking spaces. The project type (affordable senior housing) can also be screened from full VMT assessment based on OPR and City guidance. Therefore, the amount of traffic added to the street network by the Project would result in less-than-significant transportation impacts in the vicinity of the Project.

**TABLE 1  
TRIP GENERATION ESTIMATE**

Land Use	ITE Land Use Code	Size		Trip Generation Rates								Estimated Trip Generation						
				Daily Rate	AM Peak Hour			PM Peak Hour			Trip Rate	Daily Trips	AM Peak Hour			PM Peak Hour		
					Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
Senior Adult Housing - Attached	252	65	Units	3.7	0.20	35%	65%	0.26	55%	45%	per du	241	5	8	13	9	8	17
Church	560	0.6	ksf	6.95	0.33	60%	40%	3.81	45%	55%	per ksf	4	0	0	0	1	1	2
External Total Project Trips												245	5	8	13	10	9	19

Notes:

a. Source: Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition, 2017, unless otherwise noted.



Figure 1  
Left Turn View of Existing Driveway of Morse Ave





Figure 2  
Right Turn View of Existing Driveway of Morse Ave





Figure 3  
Left Turn View of Existing Driveway of Angelina Drive





Figure 4  
Right Turn View of Existing Driveway of Angelina Drive





Figure 5  
Left Turn View of Proposed Driveway of Angelina Drive

